TRANSPORTATION IMPACT STUDY FOR

DRI #4370 TD JAKES – FORT MAC VILLAGE ONE

DATE:
August 25, 2025

LOCATION:
Atlanta, Georgia

PREPARED FOR:
TD Jakes Real Estate Ventures, LLC

PREPARED BY:
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EXECUTIVE SUMMARY

The TD Jakes Fort Mac Village One (DRI #4370) is proposed for construction along SR 14/139/154/US 29/Lee Street SW (Lee Street SW) and Campbellton Road SW in Atlanta.

The proposed development will consist of the following:

- 179 single-family detached units,
- 191 townhomes (single-family attached units),
- 817 multi-family units (mid-rise apartments),
- 84 senior adult multifamily units,
- Hotel with 270 rooms,
- Private charter K-8 school with approximately 500 students,
- 60,675 square feet of general office space,
- 23,625 square feet of medical office space,
- 125,778 square feet of shopping center space that will include a grocery store,
- 3,600 square feet of fast casual restaurant space, and
- 3,500 square feet of fast-food restaurant space.

The development will have seven access points consisting of three full-access driveways on Lee Street SW, two full-access driveways on Campbellton Road SW (one of which is proposed to align with Sarah M Harden Drive SW, and the other of which is proposed to align with Kenilworth Drive SW), and two right-in/right-out (RIRO) driveways on Campbellton Road SW (one of which is proposed to align with Alma Street SW, and the other just east of the RIRO driveway aligned with Alma Street SW).

Traffic operations at the study intersections are satisfactory at all but two of the study intersections in the Existing conditions. Conditions expected to worsen as evidenced in the 2028 No-Build scenario due to the anticipated growth in the study area and adjacent developments. In 2028 No-Build conditions, additional movements at two additional intersections experience inadequate LOS on at least one approach.

The addition of project traffic is expected to have an impact on the traffic operations at the study intersections. For 2028 Build conditions, additional movements at four study intersections are expected to experience inadequate LOS when compared to 2028 No-Build conditions, with some additional intersection LOS and individual movements becoming inadequate.

A right-turn deceleration lane is warranted at Driveway 4/Site Drive EC along Campbellton Road SW, and at Driveway 6/Site Drive N, Driveway 5, and Driveway 7/Site Drive S along Lee Street SW. A right-turn deceleration lane is not warranted at Driveway 1/Site Drive W, Driveway 2/Site Drive WC, or Driveway 3/Site Drive NC along Campbellton Road SW.

A left-turn lane is not warranted at Driveway 1/Site Drive W along Campbellton Road SW. A left-turn lane is warranted at Driveway 4/Site Drive EC along Campbellton Road SW and Driveway 6/Site Drive N, Driveway 5, and Driveway 7/Site Drive S along Lee Street SW.

Single-lane approaches are sufficient at each of the site driveways, except for Driveway 6/Site Drive N and Driveway 7/Site Drive S, each of which require separate left- and right-turn approach lanes.

Driveway 6/Site Drive N and Driveway 7/Site Drive S along Lee Street SW each warrant a traffic signal in Build conditions after both DRI 4370 – TD Jakes Fort Mac Village One and DRI 4411 – Tyler Perry Entertainment District have been built out.

To receive the Notice of Decision Request for Expedited DRI #4370 – TD Jakes Fort Mac Village One, the following Roadway Improvement Conditions of Approval and Advisory Conditions are recommended:

Recommended Improvements - Conditions of Approval:

Bicycle, Pedestrian, and Transit Facilities

- Provide continuous and accessible pedestrian pathways connecting all buildings within the development to existing and planned sidewalks and public spaces.
- Continue collaboration with the City of Atlanta, GDOT, and MARTA to identify and implement enhancements to the local transportation network, including transit accessibility, pedestrian safety, and bicycle connectivity. Consider hosting coordination meetings with stakeholders during the design and development processes to align project goals with ongoing and planned improvements in the area.
- Evaluate the feasibility of adding or improving multimodal connections to existing MARTA rail stations, prioritizing infrastructure that reduces first-mile/last-mile barriers, as well as working with MARTA to identify opportunities for improved bus stop facilities and enhanced connectivity to nearby transit hubs.
- Install wayfinding signage at entrances and exits of development to desired destinations, transit stations, and preferred pedestrian and bicycle routes
- Accommodation for desired standards for the Fort Mac Mile within the site, including but not limited to a 12’ minimum width and sufficient lighting and landscaping, utilizing existing ramps and crossings where feasible
- Provide at least one pedestrian crosswalk across Lee Street and sufficient lighting at both proposed signalized intersections along Lee Street to connect to the future Lee Street Trail between Lee Street and the MARTA line and promote safe and comfortable pedestrian mobility.

Lee Street SW and Driveway 5

- Install a full-access side street stop control
- Install a southbound right-turn deceleration lane on Lee Street SW
- Install a northbound left-turn lane on Lee Street SW
- Single approach and departure lanes on Driveway 5

Lee Street SW and Driveway 6/Site Drive N

- Install a traffic signal
- Install a southbound right-turn deceleration lane on Lee Street SW
- Install a northbound left-turn lane on Lee Street SW
- Separate left+right and right-turn approach lanes, one departure lane Driveway 6/Site Drive N

Lee Street SW and Driveway 7/Site Drive S

- Install a traffic signal
- Install a southbound right-turn deceleration lane on Lee Street SW
- Install a northbound left-turn lane on Lee Street SW
- Separate left- and right-turn approach lanes, one departure lane on Driveway 7/Site Drive S

Campbellton Road SW and Driveway 1/Site Drive W aligned with Sarah M Harden Drive

- Install a full-access side street stop control for Driveway 1/Site Drive W
- Single approach and departure lanes on Driveway 1/Site Drive W

Campbellton Road SW and Driveway 2/Site Drive WC aligned with Alma Street

- Install a right-in/right-out (RIRO) configuration for Driveway 2/Site Drive WC
- Single approach and departure lanes on Driveway 2/Site Drive WC

Campbellton Road SW and Driveway 3/Site Drive NC

- Install a right-in/right-out (RIRO) configuration for Driveway 3/Site Drive NC
- Single approach and departure lanes on Driveway 2/Site Drive WC

Campbellton Road SW and Driveway 4/Site Drive EC aligned with Kenilworth Drive

- Install a full-access driveway configuration for Driveway 4/Site Drive EC at the existing traffic signal aligned with Kenilworth Drive
- Install an eastbound right-turn deceleration lane on Campbellton Road SW
- Install a left-turn lane on Campbellton Road SW as ROW allows with the Campbellton Corridor
- Single approach and departure lanes on Driveway 4/Site Drive EC

Recommended Roadway Improvements - Advisory Conditions:

Lee Street SW and Tyler Perry Studios Way SW/Astor Avenue SW

- Change eastbound left-turn phase/approach to permissive only
- Change westbound approach configuration to shared left+through lane and right-turn lane
- Signal timing adjustments

SR 166/Langford Parkway westbound/Tyler Perry Studios Way SW/Astor Avenue SW and Womack Avenue

- Change northbound approach configuration to shared left+through+right lane and right-turn lane; channelize right-turn lanes
- Signal timing adjustments

Main Street and Womack Avenue

- Change eastbound approach configurations to eastbound left-turn lane and shared left+right-turn lane
- Signal timing adjustments

Knotts Avenue and SR 166/Langford Parkway eastbound

- Install a single-lane roundabout with westbound right-turn bypass yield lane

Main Street and Knotts Avenue

- Install a southbound right-turn permissive+overlap phase
- Signal timing adjustments

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

Table A: Capacity Analysis Results Summary with Applied Mitigation

ID	Intersection	2025 Existing						2028 No-Build						2028 No-Build Mitigated						2028 Build						2028 Build Mitigated					
		Control	Movement	AM		PM		Control	Movement	AM		PM		Mitigation Measure	Movement	AM		PM		Movement	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 14/139/154/US 29/Lee St SW & Campbellton Rd SW/Dill Ave SW	Traffic Signal	**Overall**	**C**	**22.0**	**C**	**23.0**	Traffic Signal	**Overall**	**C**	**33.7**	**C**	**29.8**							**Overall**	**D**	**44.5**	**D**	**36.9**							
			EB	D	48.3	D	45.2		EB	D	51.1	D	48.7							EB	D	54.1	D	50.0							
			WB	D	51.2	D	40.0		WB	D	46.8	D	45.8							WB	D	52.2	D	49.6							
			NB	B	14.0	A	7.8		NB	C	30.1	B	19.2							NB	D	47.8	C	31.9							
			SB	B	14.3	C	25.3		SB	C	20.5	C	29.0							SB	C	22.8	C	32.3							
2	SR 14/139/154/US 29/Lee St SW & Van Buren St SW	Traffic Signal	**Overall**	**A**	**1.9**	**A**	**2.3**	Traffic Signal	**Overall**	**A**	**1.9**	**A**	**2.2**							**Overall**	**A**	**2.9**	**A**	**2.3**							
			EB	D	45.2	D	54.6		EB	D	38.9	D	52.6							EB	D	35.8	D	51.2							
			NB	A	0.7	A	0.4		NB	A	0.9	A	0.7							NB	A	1.3	A	0.9							
			SB	A	0.2	A	0.5		SB	A	0.5	A	0.5							SB	A	3.2	A	0.6							
3	SR 14/139/154/US 29/Lee St SW & Fort McPherson Entrance (Existing & No-Build) Driveway 6/Site Drive N (Build)	Traffic Signal	**Overall**	**A**	**3.1**	**A**	**2.4**	Traffic Signal	**Overall**	**A**	**1.4**	**A**	**1.7**							**Overall**	**A**	**5.5**	**A**	**8.3**							
			EB	D	46.3	D	51.5		EB	D	46.3	D	51.0							EB	D	54.0	D	45.3							
			NB	A	2.9	A	1.6		NB	A	1.0	A	0.4							NB	A	2.0	A	6.9							
			SB	A	0.3	A	0.6		SB	A	0.5	A	0.9							SB	A	1.2	A	1.4							
4	Astor Ave SW/Tyler Perry Studios Way SW & ONE Tyler Pery Studios Way Dwy	Traffic Signal	**Overall**	**B**	**10.5**	**A**	**1.7**	Traffic Signal	**Overall**	**A**	**4.3**	**C**	**30.0**							**Overall**	**A**	**4.3**	**C**	**30.0**							
			EB	A	0.3	A	2.9		EB	A	1.0	D	39.9							EB	A	1.0	D	39.9							
			WB	D	54.5	A	1.0		WB	D	54.5	A	3.6							WB	D	54.5	A	3.6							
			SB	A	0.0	A	0.0		SB	A	0.0	A	0.0							SB	A	0.0	A	0.0							
5	SR 14/139/154/US 29/Lee St SW & Tyler Perry Studios Way SW/Astor Ave SW	Traffic Signal	**Overall**	**B**	**20.0**	**B**	**11.5**	Traffic Signal	**Overall**	D	36.2	A	8.7	EB Perm only, WB L+T, R approach, Signal Timing	**Overall**	A	9.7	A	8.6	**Overall**	**F**	**93.5**	**C**	**29.2**	EB Perm only, WB L+T, R approach, Signal Timing	**Overall**	**D**	**40.9**	**A**	**9.2**
			EB	F	179.1	D	38.1		EB	F	192.1	D	37.9		EB	D	54.0	D	37.9	EB	F	191.3	D	37.6		EB	D	54.4	D	40.8	
			WB	E	56.1	D	44.3		WB	E	55.3	D	45.3		WB	D	40.8	D	45.3	WB	E	55.1	D	45.1		WB	D	41.0	D	38.1	
			NB	A	2.4	A	0.6		NB	C	28.5	A	1.1		NB	A	4.8	A	0.9	NB	F	118.3	A	2.1		NB	D	52.4	A	0.8	
			SB	B	11.8	B	18.0		SB	A	8.5	B	11.5		SB	A	7.4	B	11.5	SB	A	9.6	D	51.8		SB	A	6.0	B	13.6	
6	SR 166/Langford Pkwy WB/Astor Ave SW/ Tyler Perry Studios Way SW & Womack Ave	Traffic Signal	**Overall**	**C**	**20.1**	**B**	**15.7**	Traffic Signal	**Overall**	**C**	**22.4**	**C**	**33.9**							**Overall**	**C**	**28.9**	**F**	**90.1**	NB L+T+R, R approach, Signal Timing	**Overall**	**C**	**26.0**	**D**	**39.5**
			EB	D	46.5	C	32.6		EB	D	47.4	C	32.5							EB	D	39.7	C	26.9		EB	D	39.7	C	29.6	
			WB	D	50.9	D	38.0		WB	D	50.7	D	37.2							WB	D	46.2	D	36.8		WB	D	46.2	D	46.5	
			NB	B	15.0	B	12.7		NB	C	20.4	C	33.6							NB	C	27.1	F	148.7		NB	C	23.4	D	40.1	
			SB	A	5.3	A	5.4		SB	B	10.2	C	33.6							SB	B	18.5	D	45.6		SB	B	16.9	D	37.2	
7	SR 14/139/154/US 29/Main St & Womack Ave	Traffic Signal	**Overall**	**B**	**17.2**	**B**	**13.8**	Traffic Signal	**Overall**	**C**	**21.6**	**E**	**57.6**	EB L, L+R approach, Signal Timing	**Overall**	**C**	**21.6**	**B**	**16.7**	**Overall**	**D**	**49.3**	**F**	**84.6**	EB L, L+R approach, Signal Timing	**Overall**	**C**	**33.3**	**C**	**32.3**
			EB	D	53.0	D	39.2		EB	D	53.0	F	156.9		EB	D	53.0	C	34.3	EB	F	82.0	F	136.9		EB	D	53.2	D	28.7	
			NB	A	9.0	A	9.7		NB	B	17.5	B	16.7		NB	B	17.5	B	11.2	NB	E	56.3	B	19.1		NB	D	39.9	B	13.7	
			SB	A	0.4	A	1.9		SB	A	0.7	C	30.4		SB	A	0.7	B	14.6	SB	A	2.0	F	107.8		SB	A	1.7	D	45.1	
8	Knotts Ave & SR 166/Langford Pkwy EB	All-Way Stop Control	**Overall**	**E**	**40.3**	**C**	**18.3**	All-Way Stop Control	**Overall**	**F**	**271.8**	**F**	**312.9**	Single-Lane Roundabout w/WBR Bypass (Yield)	**Overall**	**C**	**18.0**	**C**	**18.2**	**Overall**	**F**	**378.9**	**F**	**407.6**	Dual-Lane Roundabout w/WBR Bypass (Free-Flow)	**Overall**	**A**	**5.3**	**A**	**2.0**
			EB	B	10.2	A	9.6		EB	B	13.4	B	12.9		EB	B	13.4	A	5.9	EB	C	15.4	B	13.9		EB	B	11.8	A	5.6	
			WB	B	14.5	C	19.8		WB	D	28.0	F	437.4		WB	A	6.1	C	23.8	WB	F	83.7	F	554.7		WB	A	0.3	A	1.3	
			NB	B	10.1	A	9.2		NB	B	12.0	B	12.8		NB	C	15.2	A	5.5	NB	B	13.6	B	13.8		NB	B	13.5	A	5.2	
			SB	F	54.8	C	17.5		SB	F	390.4	F	93.2		SB	C	23.3	A	8.3	SB	F	559.2	F	154.4		SB	A	7.6	A	5.3	
9	SR 14/139/154/US 29/Main St & Knotts Ave	Traffic Signal	**Overall**	**C**	**25.1**	**A**	**8.4**	Traffic Signal	**Overall**	**C**	**30.3**	**C**	**32.5**							**Overall**	**D**	**35.4**	**E**	**58.4**	SB R pm+ov phase, Signal Timing	**Overall**	**C**	**28.6**	**B**	**17.5**
			EB	D	44.2	D	40.1		EB	D	38.9	D	43.9							EB	D	38.9	D	49.9		EB	D	38.9	D	44.0	
			NB	A	7.6	A	4.5		NB	B	17.5	B	11.8							NB	C	22.3	B	17.4		NB	C	22.3	B	13.6	
			SB	D	36.8	A	0.6		SB	D	39.6	D	38.7							SB	D	48.5	E	79.6		SB	C	25.6	B	10.9	
10	Campbellton Rd SW & Stanton Rd SW	Traffic Signal	**Overall**	**C**	**20.1**	**B**	**12.6**	Traffic Signal	**Overall**	**C**	**21.0**	**B**	**12.9**							**Overall**	**C**	**20.9**	**B**	**13.3**							
			EB	B	15.6	B	14.6		EB	B	16.2	B	15.1							EB	B	16.5	B	15.4							
			WB	A	3.7	A	4.0		WB	A	4.7	A	5.0							WB	A	5.5	A	5.6							
			NB	D	46.0	C	32.9		NB	D	44.6	C	32.2							NB	D	43.9	C	31.8							
11	Campbellton Rd SW & Venetian Dr SW/Kenilworth Dr SW/ Driveway #4/Site Drive EC	Traffic Signal	**Overall**	**A**	**7.8**	**A**	**6.2**	Traffic Signal	**Overall**	**B**	**16.1**	**B**	**11.5**							**Overall**	**C**	**22.7**	**C**	**29.4**	Signal Timing	**Overall**	**C**	**20.9**	**C**	**28.5**
			EB	C	30.3	C	20.1		EB	D	39.5	C	27.8							EB	D	42.8	D	48.8		EB	D	37.8	D	45.4	
			NB						NB											NB	D	40.9	D	51.1		NB	D	40.9	D	51.1	
			SB	C	27.1	B	18.3		SB	D	41.7	C	29.5							SB	D	52.9	E	59.6		SB	D	41.4	D	51.6	
			NEB	A	3.2	A	3.9		NWB	B	11.3	A	3.8							NWB	B	15.6	B	18.9		NWB	B	14.9	B	18.5	
			SWB	A	2.9	A	4.4		SWB	A	5.5	B	12.2							SWB	B	13.2	C	28.3		SWB	B	12.7	C	27.9	
12	Campbellton Rd SW & Oakland Dr SW	Traffic Signal	**Overall**	**A**	**9.5**	**A**	**8.0**	Traffic Signal	**Overall**	**A**	**9.8**	**A**	**7.8**							**Overall**	**A**	**9.2**	**A**	**7.8**							
			EB	A	2.2	A	3.0		EB	A	3.0	A	3.5							EB	A	3.7	A	4.0							
			WB	A	2.0	A	3.1		WB	A	2.7	A	3.8							WB	A	3.3	A	4.2							
			NB	D	39.7	C	28.0		NB	D	37.2	C	27.2							NB	D	35.7	C	26.5							
			SB	D	42.4	C	29.3		SB	D	41.1	C	28.8							SB	D	40.4	C	28.4							
13	Campbellton Rd SW & Sarah M Harden Dr SW/ Driveway #1/Site Drive W	Side Street Stop Control	**Overall**	**A**	**0.3**	**A**	**0.3**	Side Street Stop Control	**Overall**	**A**	**0.3**	**A**	**0.3**							**Overall**	**A**	**1.4**	**A**	**1.2**							
			EB L	A	0.2	A	8.2		EB L	A	7.5	A	8.4							EB L	A	7.6	A	8.5							
			WB L						WB L											WB L	A	8.3	A	8.3							
			NB L+T+R						NB L+T+R											NB L+T+R	C	15.9	C	23.7							
			SB L+R	A	9.4	B	11.7		SB L+R	A	9.6	B	12.6							SB L+R	B	12.6	C	16.1							
14	Campbellton Rd SW & Alma St SW/ Driveway #2/Site Drive WC	Side Street Stop Control	**Overall**	**A**	**0.6**	**A**	**1.1**	Side Street Stop Control	**Overall**	**A**	**0.5**	**A**	**1.1**							**Overall**	**A**	**0.6**	**A**	**1.2**							
			EB L	A	0.4	A	8.2		EB L	A	7.6	A	8.5							EB L	A	7.7	A	8.6							
			NB R						NB R											NB R	B	10.9	B	10.9							
			SB L+R	A	9.3	B	12.6		SB L+R	A	9.5	B	14.1							SB L+R	A	9.9	C	16.0							
15	Dill Ave SW & Murphy Ave SW	Side Street Stop Control	**Overall**	**A**	**6.0**	**A**	**4.6**	All-Way Stop Control	**Overall**	**B**	**12.5**	**C**	**16.3**							**Overall**	**B**	**13.1**	**C**	**17.3**							
			EB L	A	7.9	A	7.6		EB	B	12.0	C	15.1							EB	B	12.4	C	16.0							
			WB L	A	7.6	A	7.9		WB	B	13.5	C	20.1							WB	B	14.5	C	21.9							
			NB	C	20.4	C	18.3		NB	B	13.6	C	15.9							NB	B	14.3	C	16.6							
			SB	B	11.3	B	12.6		SB	B	10.9	B	13.9							SB	B	11.4	B	14.4							
16	Campbellton Rd SW & Olive St SW	Side Street Stop Control	**Overall**	**A**	**0.1**	**A**	**0.0**	Side Street Stop Control	**Overall**	**A**	**0.1**	**A**	**0.0**							**Overall**	**A**	**0.5**	**A**	**0.3**							
			WB L	A	9.2	A	0.0		WB L	A	9.5	A	0.0							WB L	A	8.9	A	8.8							
			NB	A	9.5	B	12.5		NB	B	11.8	C	18.6							NB	B	12.8	B	13.8							
17	Campbellton Rd SW & Ryan St SW	Side Street Stop Control	**Overall**	**A**	**0.1**	**A**	**0.1**	Side Street Stop Control	**Overall**	**A**	**0.1**	**A**	**0.1**							**Overall**	**A**	**0.5**	**A**	**0.3**							
			WB L	A	8.1	A	8.3		WB L	A	8.6	A	8.6							WB L	A	8.9	A	8.9							
			NB	B	10.1	C	15.5		NB	B	12.8	D	25.4							NB	B	13.2	B	14.1							
18	Campbellton Rd SW & Connally Ave SW	Side Street Stop Control	**Overall**	**A**	**0.1**	**A**	**0.1**	Side Street Stop Control	**Overall**	**A**	**0.1**	**A**	**0.0**							**Overall**	**A**	**0.5**	**A**	**0.3**							
			WB L	A	8.2	A	8.3		WB L	A	8.6	A	8.5							WB L	A	9.0	A	8.9							
			NB	B	10.1	A	9.7		NB	B	12.8	B	11.8							NB	B	13.5	B	13.2							
19	Campbellton Rd SW & Driveway #3/Site Drive NC	Yield						Yield												NB R	B	11.0	B	11.0							
20	SR 14/139/154/US 29/Lee St SW & Driveway #5	Side Street Stop Control						Side Street Stop Control												**Overall**	**A**	**1.8**	**D**	**26.2**							
																				EB	E	35.5	F	604.1							
																				NB L	B	12.3	C	16.1							
21	SR 14/139/154/US 29/Lee St SW & Driveway #7/Site Drive S	Traffic Signal						Traffic Signal	**Overall**	**A**	**1.8**	**A**	**4.8**							**Overall**	**A**	**4.9**	**B**	**14.9**							
									EB	E	63.0	D	41.3							EB	D	54.0	D	44.8							
									NB	A	1.1	A	1.1							NB	A	3.4	A	4.8							
									SB	A	0.2	A	0.8							SB	A	0.5	B	18.4							

Table B: Queuing Analysis Summary

ID	Intersection	Control	Movement	Link Distance (Storage)	2025 Existing				2028 No-Build				2028 Build			
					50th %ile		95th %ile		50th %ile		95th %ile		50th %ile		95th %ile	
					AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
5	SR 14/139/154/US 29/Lee St SW & Tyler Perry Studios Way SW/Astor Ave SW	Traffic Signal	EB L	290	119	49	200	96	85	35	191	89	123	148	193	199
8	Knotts Ave & SR 166/Langford Pkwy EB	All-Way Stop Control	SB L+T+R	470	110	64	193	97	349	133	375	244	344	165	364	295

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Introduction

The TD Jakes Fort Mac Village One (DRI #4370) is proposed for construction along SR 14/139/154/US 29/Lee Street SW (Lee Street SW) and Campbellton Road SW in Atlanta. The proposed development will consist of the following:

- 179 single-family detached units,
- 191 townhomes (single-family attached units),
- 817 multi-family units (mid-rise apartments),
- 84 senior adult multifamily units,
- Hotel with 270 rooms,
- Private charter K-8 school with approximately 500 students,
- 60,675 square feet of general office space,
- 23,625 square feet of medical office space,
- 125,778 square feet of shopping center space that will include a grocery store,
- 3,600 square feet of fast casual restaurant space, and
- 3,500 square feet of fast-food restaurant space.

The development will have seven access points consisting of three full-access driveways on Lee Street SW, two full-access driveways on Campbellton Road SW (one of which is proposed to align with Sarah M Harden Drive SW, and the other of which is proposed to align with Kenilworth Drive SW), and two right-in/right-out (RIRO) driveways on Campbellton Road SW (one of which is proposed to align with Alma Street SW, and the other just east of the RIRO driveway aligned with Alma Street SW). This transportation study analyzes the impact of new traffic added to the local roadways upon the occupancy of the mixed-use development.

This study includes analysis of the following scenarios:

- 2025 Existing Conditions
- 2028 (Opening Year) No-Build Conditions (including background growth and expected traffic from adjacent/nearby developments)
- 2028 (Opening Year) Build Conditions

The following are the intersections proposed for study:

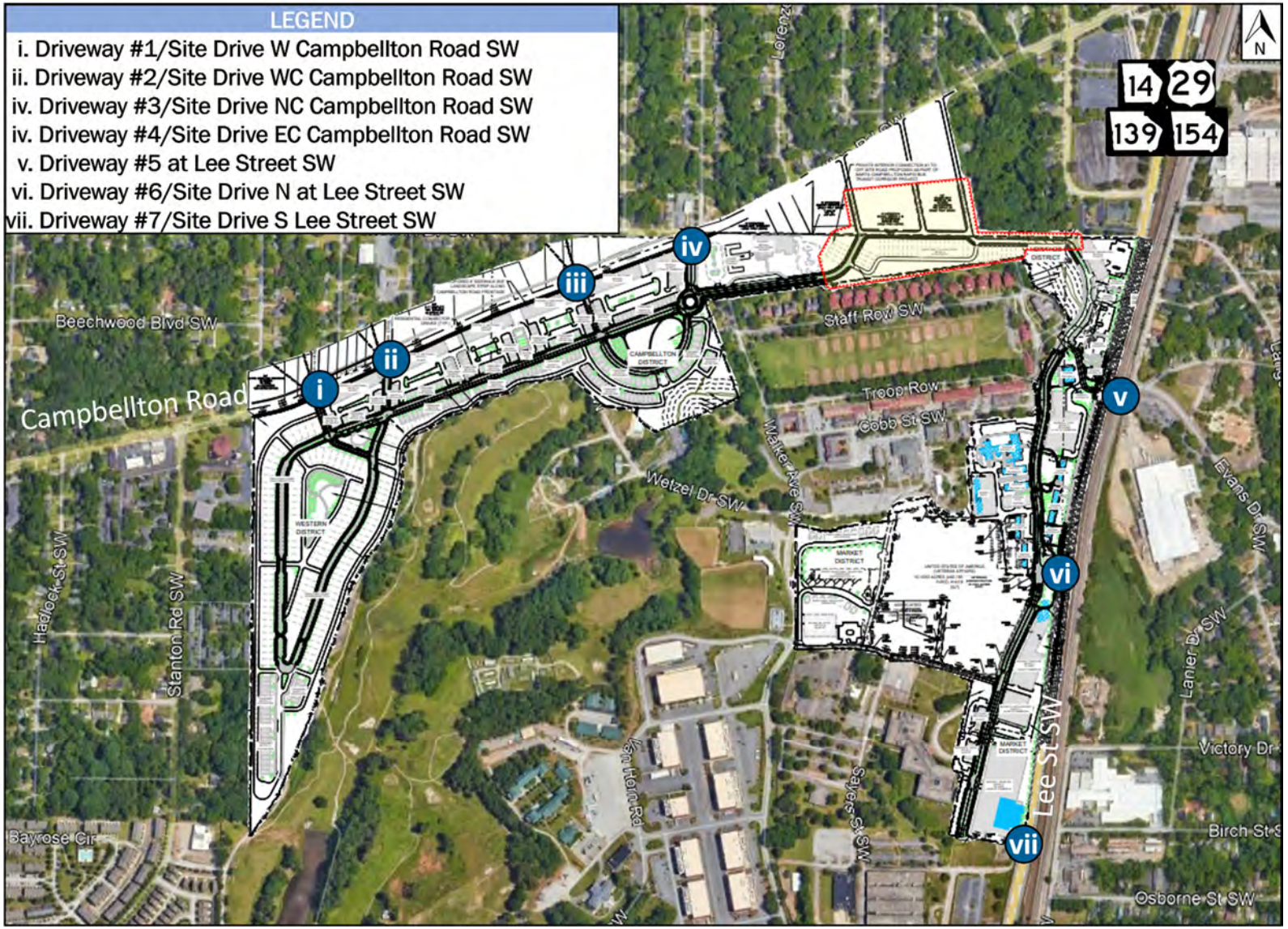
1. SR 14/139/154/US 29/Lee Street SW and Campbellton Road SW/Dill Avenue SW
2. SR 14/139/154/US 29/Lee Street SW and Van Buren Street SW
3. SR 14/139/154/US 29/Lee Street SW and Fort McPherson Entrance (future relocated Driveway #6/Site Drive N)
4. Tyler Perry Studios Way SW/Astor Avenue SW and ONE Tyler Perry Studios Way driveway
5. SR 14/139/154/US 29/Lee Street SW and Tyler Perry Studios Way SW/Astor Avenue
6. SR 166/Langford Parkway westbound/Tyler Perry Studios Way SW/Astor Avenue SW and Womack Avenue
7. SR 14/139/154/US 29/Lee Street SW and Womack Avenue
8. Knotts Avenue and SR 166/Langford Parkway eastbound
9. SR 14/139/154/US 29/Lee Street SW and Knotts Avenue
10. Campbellton Road SW and Stanton Road SW
11. Campbellton Road SW and Venetian Drive SW/Kenilworth Drive SW/Driveway #4/Site Drive EC
12. Campbellton Road SW and Oakland Drive SW
13. Campbellton Road SW and Sarah M Harden Drive SW/Driveway #1/Site Drive W
14. Campbellton Road SW and Alma Street SW/Driveway #2/Site Drive WC
15. Dill Avenue SW and Murphy Avenue SW
16. Campbellton Road SW and Olive Street
17. Campbellton Road SW and Ryan Street
18. Campbellton Road SW and Connally Avenue
19. Campbellton Road SW and Driveway #3/Site Drive NC
20. SR 14/139/154/US 29/Lee Street SW and Driveway #5
21. SR 14/139/154/US 29/Lee Street SW and Driveway #7/Site Drive S

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

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

Figure 1. Vicinity Map

Figure 2. Site Location Aerial



Existing Conditions

A.1. Pedestrian and Multi-Use Facilities

There is existing pedestrian sidewalk infrastructure and multi-use path infrastructure presence surrounding the planned development, specifically west of Lee Street SW and on both sides of Campbellton Road SW east of Kenilworth Drive, and on the northern frontage of Campbellton Road SW west of Kenilworth Drive. Both the proposed development and the adjacent DRI 4411 – Tyler Perry Entertainment District development proposes to continue the Fort Mac Mile into the portion of the site that fronts Lee Street SW. This is proposed to run along the interior of the site along store frontages and office/parking facilities and is meant as an additional non-motorized option to the existing sidewalk infrastructure along Lee Street SW. The Lee Street Trail is proposed to run between Lee Street SW and the MARTA rail line across the way from the proposed TD Jakes Fort Mac Village One and Tyler Perry Entertainment District developments. Figure 3 shows the existing pedestrian path infrastructure.

A.2. Transit and Bicycle Facilities

Share the Road Surface Streets are present in and around the site area. MARTA Lakewood-Fort McPherson station is located less than 1 mile from the site driveways of the proposed site, and MARTA Oakland City Station is also located less than 1 mile from the site driveways of the proposed site. These stations access the MARTA Gold/Red concurrent rail transit line. MARTA Bus Routes 42, 83, 162, 79, and 172 also serve the nearby network and the nearby Oakland City and Lakewood-Fort McPherson railway stations.

A.3. Transportation Facilities

Campbellton Road SW is a two-lane undivided Urban Minor Arterial roadway that runs east-west. Campbellton Road SW connects with Lee Street SW to the east and with SR 166/Arthur B. Langford Jr. Parkway (SR 166/Langford Parkway) to the west. Campbellton Road SW has a posted speed limit of 35 MPH and provides access to adjacent residential neighborhoods, commercial land uses, industrial land uses, and institutional land uses.

SR 14/139/154/US 29/ Lee Street SW (Lee Street SW) is a five-lane undivided Urban Minor Arterial that runs north-south in the study area with dedicated left turn lanes and right turn lanes to side streets. Lee Street SW connects with West Whitehall Street to the north and connects with SR 166/Langford Parkway and SR 6/Camp Creek Parkway to the south. Lee Street SW provides full access to three (3) proposed site driveways. Additional site access is provided along Tyler Perry Studios Way SW/Astor Avenue SW. Lee Street SW has a posted speed limit of 40 MPH. Lee Street SW provides access to adjacent residential neighborhoods, and commercial/retail land uses.

Venetian Drive SW is a two-lane undivided Major Collector that runs east-west and intersects Campbellton Road SW at its eastern terminus and has a posted speed limit of 30 MPH. Venetian Drive SW provides access to commercial/retail, institutional, and some residential land uses.

Kenilworth Drive SW is a two-lane undivided local road that runs north-south and intersects with Campbellton Road SW at its southern terminus. Kenilworth Drive SW has a posted speed limit of 25 MPH. Kenilworth Drive SW provides access to residential and some commercial land uses.

Sarah M Harden Drive SW is a two-lane undivided local road that runs north-south and intersects with Campbellton Road SW at its southern terminus. Sarah M Harden Drive SW has a posted speed limit of 25 MPH. Sarah M Harden Drive SW provides access to residential land uses.

Alma Street is a two-lane undivided local road that runs north-south and intersects Campbellton Road SW at its southern terminus. Alma Street SW has a posted speed limit of 25 MPH. Alma Street SW provides access to residential land uses.

Olive Street SW is a two-lane undivided local road that runs north-south and intersects Campbellton Road at its northern terminus and Ingram Street SW at its southern terminus. Olive Street SW has a posted speed limit of 25 MPH and provides access to residential land uses.

Ryan Street SW is a two-lane undivided local road that runs north-south and intersects Campbellton Road at its northern terminus and Ingram Street SW at its southern terminus. Ryan Street has a posted speed limit of 25 MPH and provides access to residential land uses.

Connally Avenue SW is a two-lane undivided local road that runs north-south and intersects with Campbellton Road at its northern terminus and Ingram Street SW at its southern terminus. Connally Avenue SW has a posted speed limit of 25 MPH and provides access to residential land uses.

Ingram Street SW is a two-lane undivided local road that runs east-west and intersects with Connally Avenue SW at its eastern terminus and Olive Street SW at its western terminus. Ingram Street SW has no posted speed limit and provides access to residential land uses.

SR 166/Arthur B. Langford Jr. Parkway (SR 166/Langford Parkway) is a four-lane divided Urban Principal Arterial Freeway/Expressway that runs east-west, connecting Interstate 75/85 (I-75/85) to the east with I-285 to the west. SR 166/Langford Parkway has an interchange with Womack Avenue and Knotts Avenue, respectively, that serve as access to Lee Street SW approximately 0.5 miles south of the planned development. SR 166/Langford Parkway has a posted speed limit of 55 MPH.

Oakland Drive SW is a two-lane undivided Urban Major Collector that runs north-south and intersects with Van Buren Street SW at its southern terminus. Oakland Drive SW connects to Donnelly Avenue in the north. Oakland Drive SW has a posted speed limit of 25 MPH. Oakland Drive provides access to residential and some commercia land uses.

Dill Avenue SW is a two-lane undivided local road that runs east/west, connecting Metropolitan Parkway in the east with Lee Street SW in the west. Dill Avenue SW has a posted speed limit of 25 MPH. Dill Avenue provides access to residential and some commercial land uses.

Stanton Road SW is a two-lane undivided Urban Major Collector that runs north-south, connecting SR 166/Langford Parkway to the south with Campbellton Road SW to the north. Stanton Road SW has a posted speed limit of 35 MPH and trucks are not allowed. Stanton Road SW provides access to residential and some commercial land uses.

Womack Avenue is a two-lane undivided local road that runs east-west, connecting Lee Street SW in the east to Tyler Perry Studios Way SW/Astor Avenue SW and the SR 166/Langford Parkway westbound ramps, before serving isolated single-family homes to the west before its terminus. Womack Avenue has a posted speed limit of 25 MPH and serves residential and commercial land uses. Trucks are not allowed west of the SR 166 westbound ramps/Tyler Perry Studios Way SW/Astor Avenue SW.

Knotts Avenue is a two-lane undivided local road that runs east-west, connecting Lee Street SW in the east to the SR 166/Langford Parkway eastbound ramps, before its terminus shortly to the west at Newnan Street. Knotts Avenue has no posted speed limit and serves residential and commercial land uses. Trucks are not allowed west of the SR 166/Langford Parkway eastbound ramps.

A.4. Traffic Counts

Intersection turning movement counts (TMCs) at the three study intersections were collected on Thursday, April 24, 2025, while schools were in session. In addition to the turning movement counts, two (2) 24-hour traffic classification counts were taken on Thursday, April 24, 2025; one along Campbellton Road SW east of Alma Street SW, and one along Lee Street SW north of the existing Fort McPherson Entrance. The AM peak hour was determined to be 7:30-8:30AM, and the PM peak hour was determined to be 4:45-5:45PM. The resultant Existing Traffic Volumes are shown in Figure 4.

Figure 3: Existing Pedestrian and Multi-Use Path Infrastructure

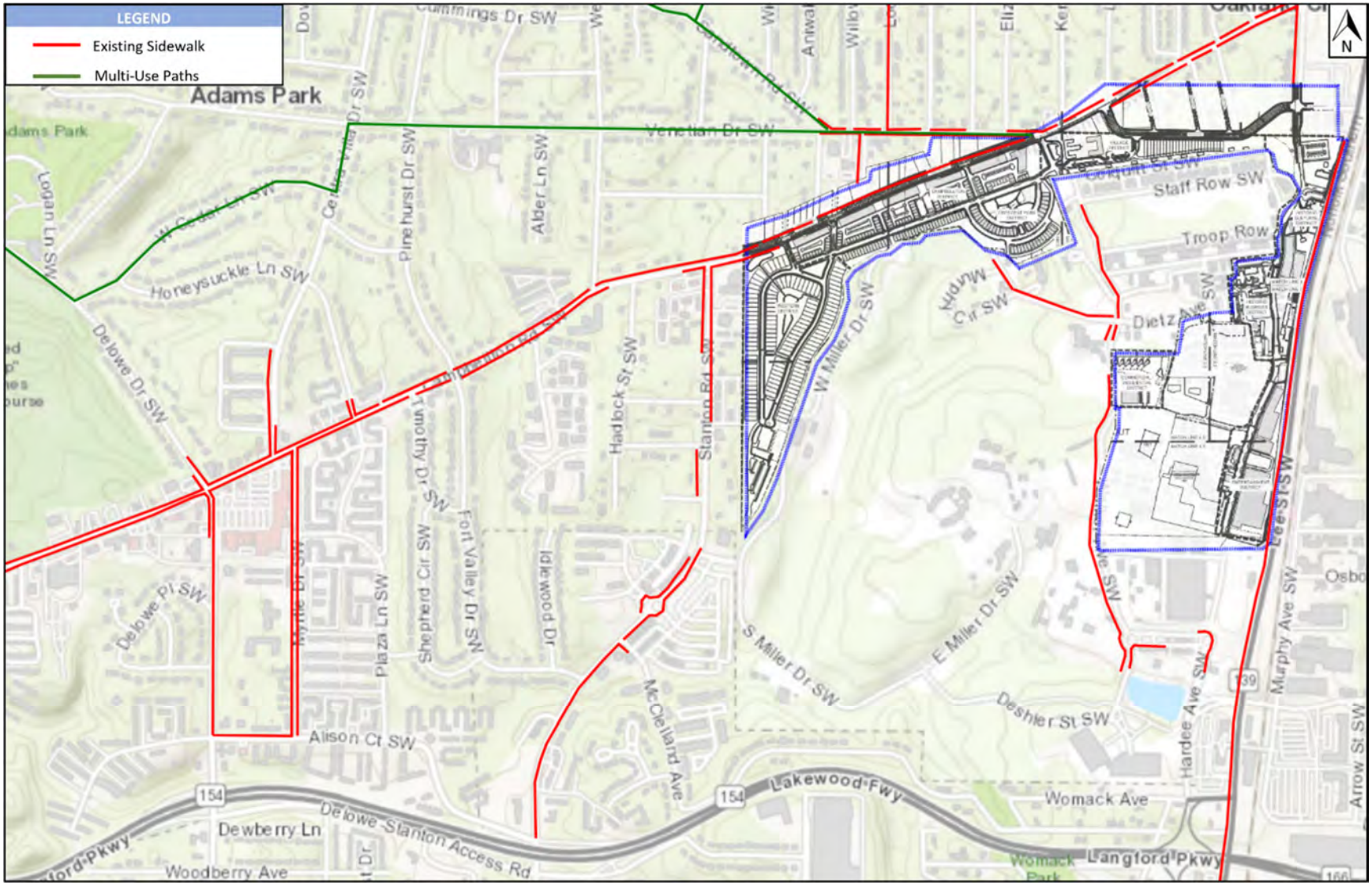
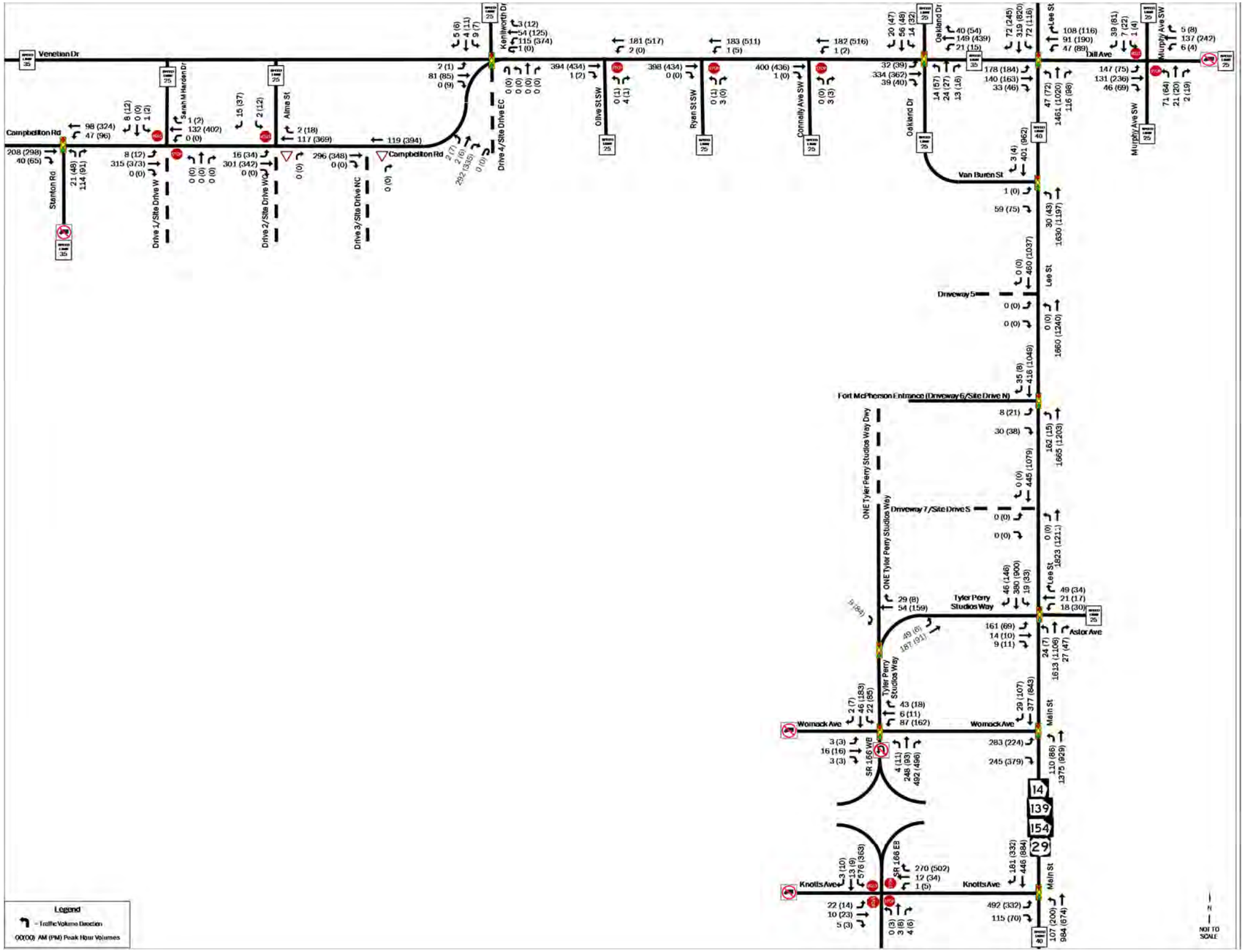


Figure 4: Existing Traffic Volumes



Future Conditions

B.1. Background Data Collection

The study uses a growth rate of 1.5% per year from 2025 to 2028. The growth rate was derived from the counts collected from 2009 to 2025 at the nearest count stations to the project and reported by GDOT's Traffic Analysis and Data Application (TADA). The historical traffic counts collected are contained in Appendix B, and the growth rate calculations are included in Appendix C. Figure 5 depicts the additional volumes from 2025 Existing conditions to 2028 No-Build conditions with the growth rate applied to the existing volumes seen in Figure 4.

B.2. 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 by or before the subject DRI is built out:

- DRI #4411 – Tyler Perry Entertainment District is set to develop alongside the subject DRI, bordering much of the same land area that is proposed for the current DRI #4370 – TD Jakes Fort Mac Village One, and sharing one common site driveway (Driveway #7/Site Drive S). It will be constructed on the Tyler Perry Studios property and on a portion of the old Fort McPherson site, on the west side of Lee Street SW between Tyler Perry Studios Way/Astor Avenue and the primary Fort McPherson entrance, and on the north side of Tyler Perry Studios Way between Womack Avenue and Lee Street SW in Atlanta. It consists of 1,108,800 square feet of office, 95,000 square feet of retail space, 265,000 square feet of warehouse space, and 878,100 square feet of space reserved for sound stages. Figure 6 shows the expected adjacent development traffic from DRI 4411.
- DRI #3716 – 1400 Murphy Avenue is a proposed 614,036 square-foot warehouse facility in two (2) buildings on approximately 31.5 acres. Road diets to Murphy Avenue and Dill Avenue will also be added as part of the DRI. Figure 7 shows the expected adjacent development traffic from DRI 3716.
- DRI #4330 – Avon-Higgins Mixed-Use is a proposed development with 215 single-family attached units, 822 multi-family units (high-rise apartments), and 98,336 square feet of shopping center space. The location for DRI 4330 is approximately 1244 Higgins St SW, Atlanta, GA 30310. Figure 8 shows the expected adjacent development traffic from DRI 4330.

  Figure 9 shows the combined adjacent development traffic from DRIs 4411, 3716, and 4330. Figure 10 shows the expected 2028 No-Build volumes with the expected additional volumes from the growth rate shown in Figure 5 plus the total adjacent development traffic volumes shown in Figure 9.

B.3. Programmed Improvements

There are programmed improvements scheduled by or before the project's anticipated opening year of 2028, although none of these are expected to significantly shift vehicular traffic patterns in the area. Table 1 shows the programmed improvements within the vicinity of the proposed project site.

Table 1: Programmed Projects

Project Name	From / To Points:	Sponsor	Project No./ID	ARC ID # (TIP)	Design FY	ROW / UTL FY	CST FY
SR 14/SR 154 @ 9 Locs & SR 154 @ 1 Loc in Fulton County	SR 154 @ Lee St Connector To SR 154 @ S Fulton Pkwy	GDOT	GDOT P.I. No. 0013207	N/A	2014	2020	2024
City of Atlanta Accessibility Improvements	Neighborhoods of Sylvan Hills, Capitol View, Fort McPherson, Venetian Hills, Oakland City	ATL DOT	ATL DOT 3026	N/A	N/A	N/A	2026
Atlanta Traffic Signal Enhancement Program – Phase 1	Various Intersections Greenbriar Pkwy, Sylvan Rd, 10th Street, State Street, North Ave	City of Atlanta	GDOT P.I. No. 017802	AT-320	2021	2028	2028
Fort Mac Mile	Oakland City to East Point	Fort Mac LRA	N/A	N/A	N/A	N/A	N/A
East Point Multimodal Path	Norman Berry Dr/ Bobby Brown Pkwy from Sumner Park to Virginia Ave	City of East Point	GDOT P.I. No. 0019886	FS-354	2024	2026	2028
Lee Street Trail	West End to Oakland City	ATL DOT	ATL DOT 3010, GDOT P.I. No. 0014997	AT-299	2017	2018	2018

B.4. Planned Improvements

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

Table 2: Planned Improvements

Project Name	From / To Points:	Sponsor	Project No./ID	ARC ID # (TIP)	Design FY	ROW / UTL FY	CST FY
Campbellton Corridor	Campbellton Road – Greenbriar Mall to Oakland City Station	MARTA	N/A	AR-459	LR 2031-2040	LR 2031-2040	LR 2031-2040
Atlanta Streetcar	Atlanta Beltline SW Corridor from Westview Dr/Langhorn St to MARTA South Rail Line Between West End & Oakland City Rail Stations	City of Atlanta	N/A	AR-490D	LR 2031-2040	LR 2031-2040	LR 2031-2040

B.5. Project Trip Generation

The mixed-use development consists of the following:

- 179 single-family detached units,
- 191 townhomes (single-family attached units),
- 817 multi-family units (mid-rise apartments),
- 84 senior adult multifamily units,
- Hotel with 270 rooms,
- Private charter K-8 school with approximately 500 students,
- 60,675 square feet of general office space,
- 23,625 square feet of medical office space,
- 125,778 square feet of shopping center space that will include a grocery store,
- 3,600 square feet of fast casual restaurant space, and
- 3,500 square feet of fast-food restaurant space.

The anticipated trips generated by the development were estimated using the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition, 2021.

The trip generation considers mixed-use internal capture trips. Internal capture trips are excluded from external vehicle trips since they are not contributing to the ingress and egress of traffic at the site to and from the public road network. A percentage of 11% during the AM peak hour and 27% during the PM peak hour was established to account for internal capture trips.

The trip generation considers multi-modal trips. Given the MARTA rail and bus service along Lee Street SW, the existing pedestrian infrastructure along Lee Street SW and Campbellton Road SW, the proposed Lee Street Trail between Lee Street and the MARTA rail line, and the proposed continuation of the Fort Mac Mile through the adjacent Tyler Perry Studios Fort McPherson redevelopment and the proposed site, a reduction percentage of 15% due to multi-modal availability was applied.

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

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

Table 3: Project Trip Generation

LAND USE	PERIOD	TOTAL	IN	OUT
Single-Family Detached Housing, LUC 210 179 Dwelling Units	Daily	1,724	862	862
	AM Peak Hour	127	33	94
	PM Peak Hour	172	108	64
Single-Family Attached Housing, LUC 215 191 Dwelling Units	Daily	1,404	702	702
	AM Peak Hour	94	29	65
	PM Peak Hour	111	63	48
Multifamily Housing (Mid-Rise), LUC 221 817 Dwelling Units	Daily	3,236	1,618	1,618
	AM Peak Hour	188	62	126
	PM Peak Hour	212	121	91
Senior Adult Housing – Multifamily, LUC 252 84 Dwelling Units	Daily	268	134	134
	AM Peak Hour	17	6	11
	PM Peak Hour	21	12	9
Hotel, LUC 310 270 Rooms	Daily	2,504	1,252	1,252
	AM Peak Hour	128	72	56
	PM Peak Hour	172	88	84
Charter Elementary School, LUC 536 500 Students	Daily	926	463	463
	AM Peak Hour	523	272	272
	PM Peak Hour	80	28	52
General Office Building, LUC 710 60,675 Square Feet	Daily	752	376	376
	AM Peak Hour	109	96	13
	PM Peak Hour	110	19	91
Medical/Dental Office, LUC 720	Daily	908	454	454
	AM Peak Hour	66	52	14
	PM Peak Hour	93	28	65
Shopping Center (40-150k), LUC 821 With Supermarket 125,778 Square Feet	Daily	11,092	5,546	5,546
	AM Peak Hour	444	275	169
	PM Peak Hour	1,084	520	564

Fast Casual Restaurant, LUC 930 3,600 Square Feet	Daily	350	175	175
	AM Peak Hour	6	3	3
	PM Peak Hour	49	27	22
Fast Food Restaurant with Drive-Through Window LUC 934 3,500 Square Feet	Daily	1,636	818	818
	AM Peak Hour	156	80	76
	PM Peak Hour	116	60	56
Total Gross Trips	Daily	24,800	12,400	12,400
	AM Peak Hour	1,858	980	878
	PM Peak Hour	2,220	1,074	1,146
Alternative Mode/Transit Trips	Daily	-2,310	-1,155	-1,155
	AM Peak Hour	-239	-127	-112
	PM Peak Hour	-197	-94	-103
Pass-By	Daily	*-4,146*	*-2,073*	*-2,073*
	AM Peak Hour	*-78*	*-40*	*-38*
	PM Peak Hour	*-390*	*-189*	*-201*
Internal Capture	Daily	*-5,244*	*-2,622*	*-2,622*
	AM Peak Hour	*-200*	*-100*	*-100*
	PM Peak Hour	*-498*	*-249*	*-249*
Total Net Trips	**Daily**	**13,100**	**6,550**	**6,550**
	AM Peak Hour	**1,341**	**713**	**628**
	PM Peak Hour	**1,135**	**542**	**593**

B.6. Trip Distribution and Assignment

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

- Approximately 3% of the traffic is expected to travel to/from the west on Campbellton Road SW,
- Approximately 3% of the traffic is expected to travel to/from the south on Stanton Road,
- Approximately 1% of the traffic is expected to travel to/from the north on Sarah M Harden Drive,
- Approximately 1% of the traffic is expected to travel to/from the west on Venetian Drive,
- Approximately 1% of the traffic is expected to travel to/from the north on Kenilworth Drive,
- Approximately 3% of the traffic is expected to travel to/from the north on Oakland Drive,
- Approximately 19% of the traffic is expected to travel to/from the north on Lee Street SW,
- Approximately 2% of the traffic is expected to travel to/from the east on Dill Avenue,
- Approximately 1% of the traffic is expected to travel to/from the north on Murphy Avenue,
- Approximately 1% of the traffic is expected to travel to/from the south on Murphy Avenue,
- Approximately 1% of the traffic is expected to travel to/from the east on Astor Avenue,
- Approximately 1% of the traffic is expected to travel to/from the west on Womack Avenue,
- Approximately 1% of the traffic is expected to travel to/from the west on Knotts Avenue,
- Approximately 27% of the traffic is expected to travel to/from the east on SR 166,
- Approximately 17% of the traffic is expected to travel to/from the west on SR 166, and
- Approximately 18% of the traffic is expected to travel to/from the south on Lee Street SW.

New trip distribution is shown in Figure 10. The new trips expected from the new trip distribution is depicted in Figure 11. Pass-by trip distribution is shown in Figure 12. The pass-by trips expected from the pass-by trip distribution are shown in Figure 13. The net project volumes (New Trips in Figure 11 + Pass-By Trips in Figure 13) are shown in Figure 14. The 2028 Build Volumes (2028 No-Build + Net Project Volumes) are depicted in Figure 15.

Figure 5: 2028 Ambient Growth Rate Volumes

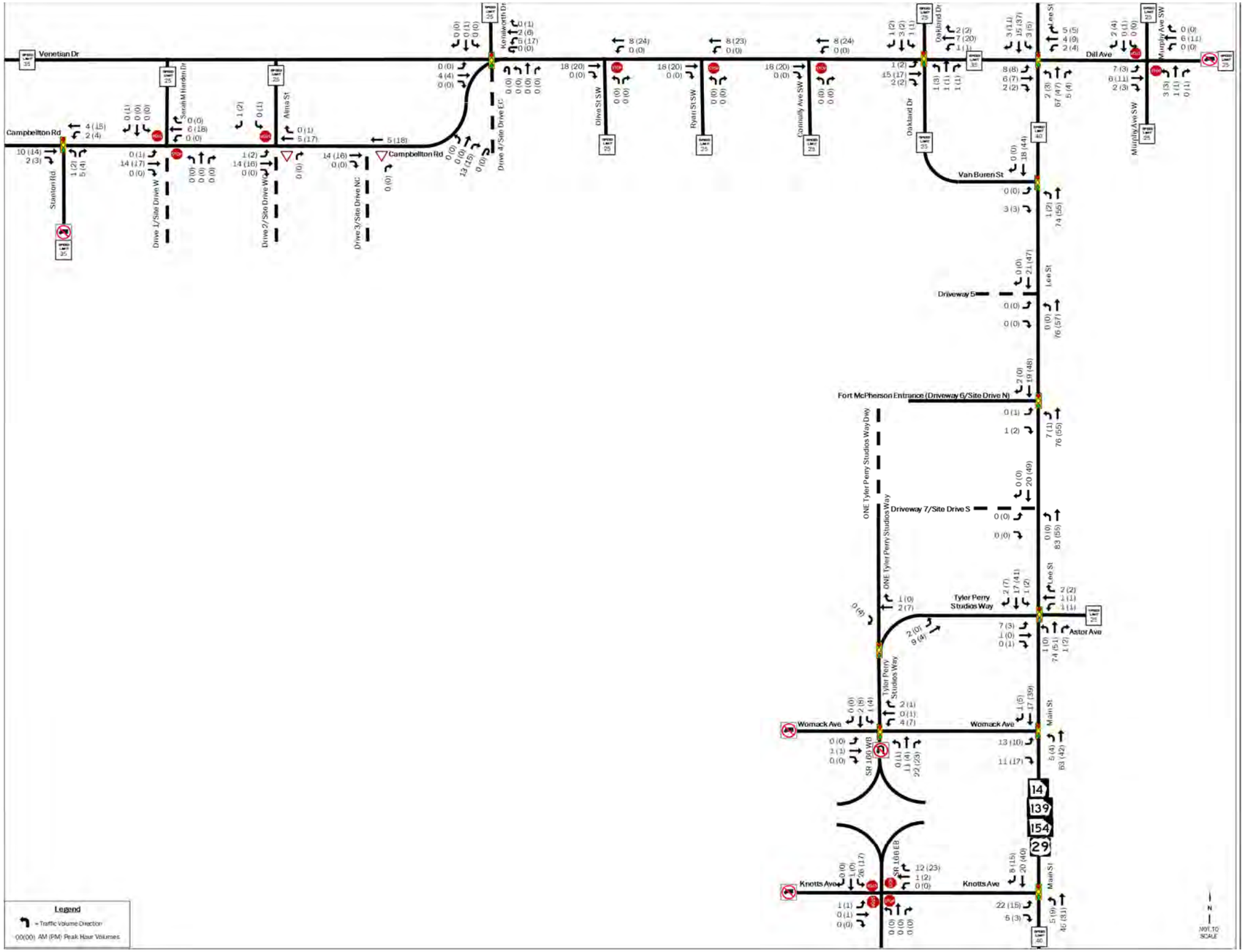


Figure 6: DRI 4411 Adjacent Volumes

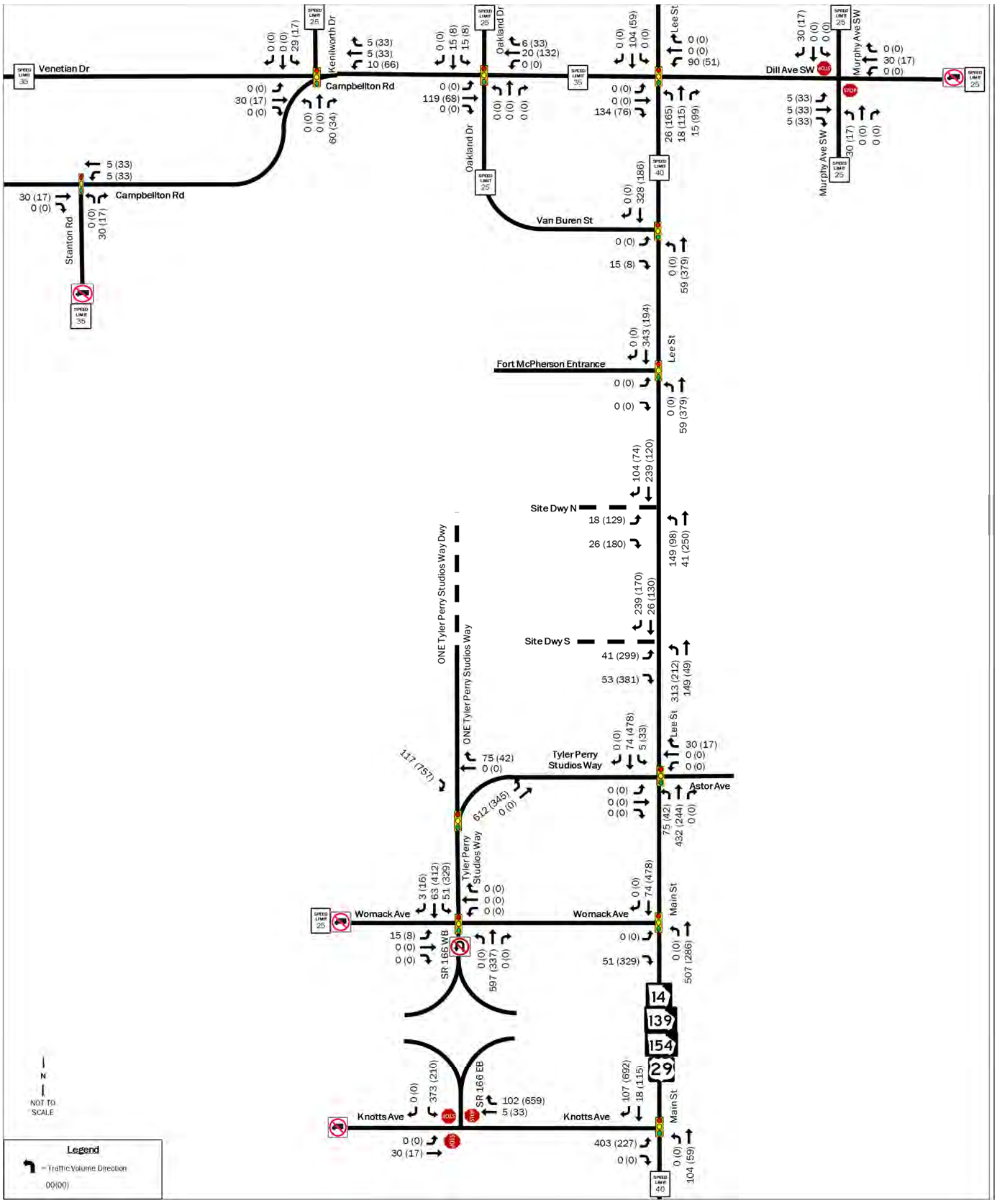


Figure 7: DRI 3716 Adjacent Volumes

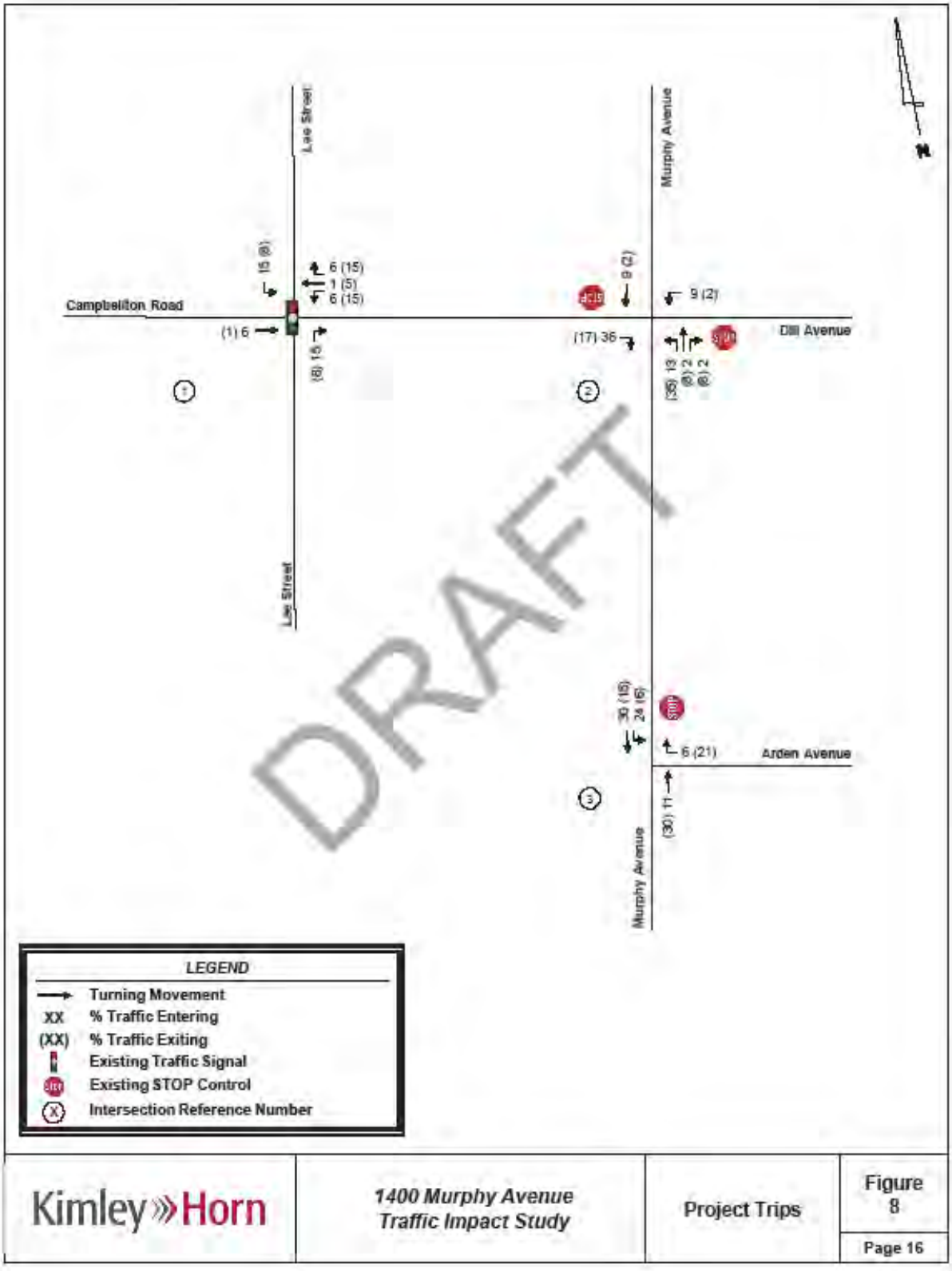


Figure 8: DRI 4330 Adjacent Volumes

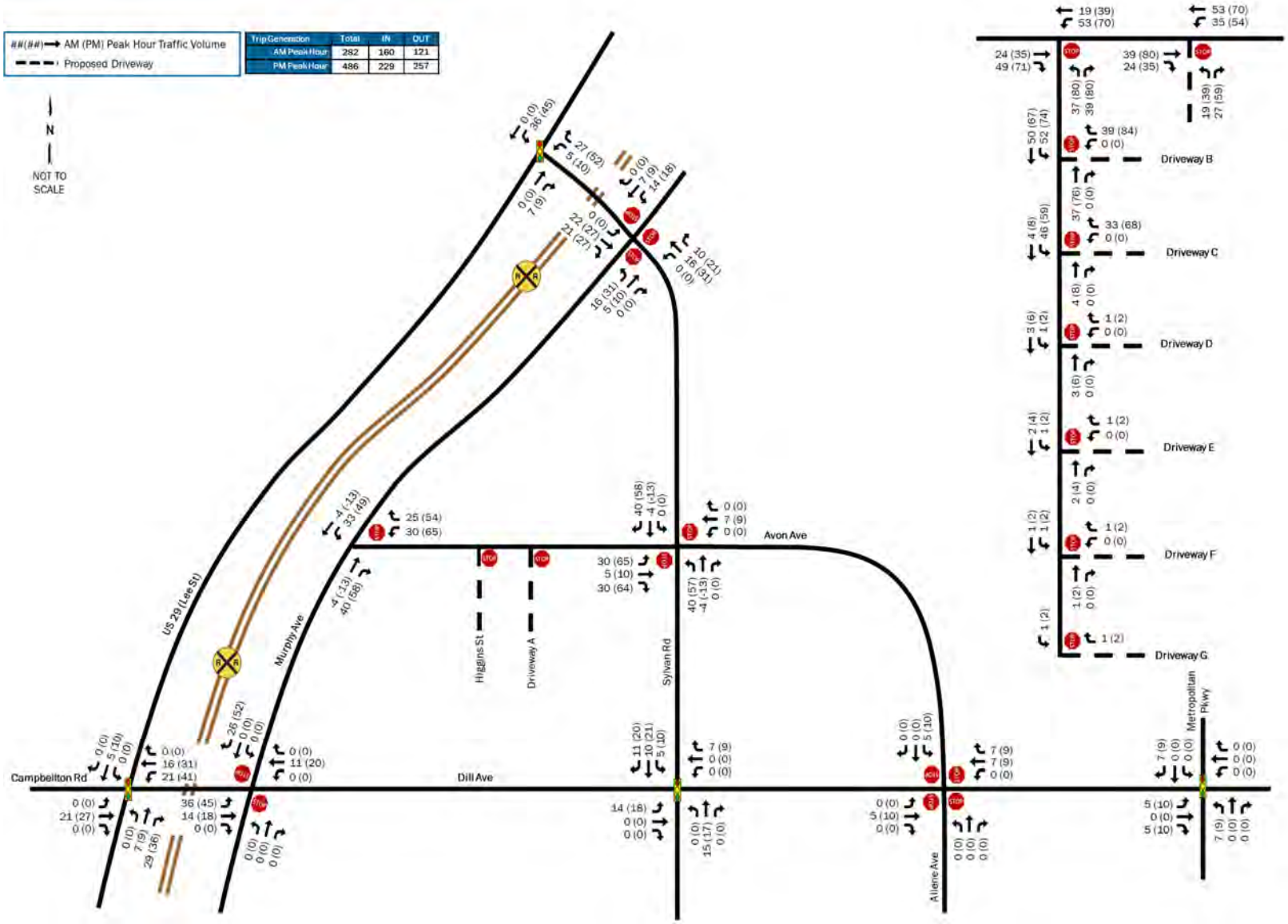


Figure 9: Total Adjacent Development Volumes

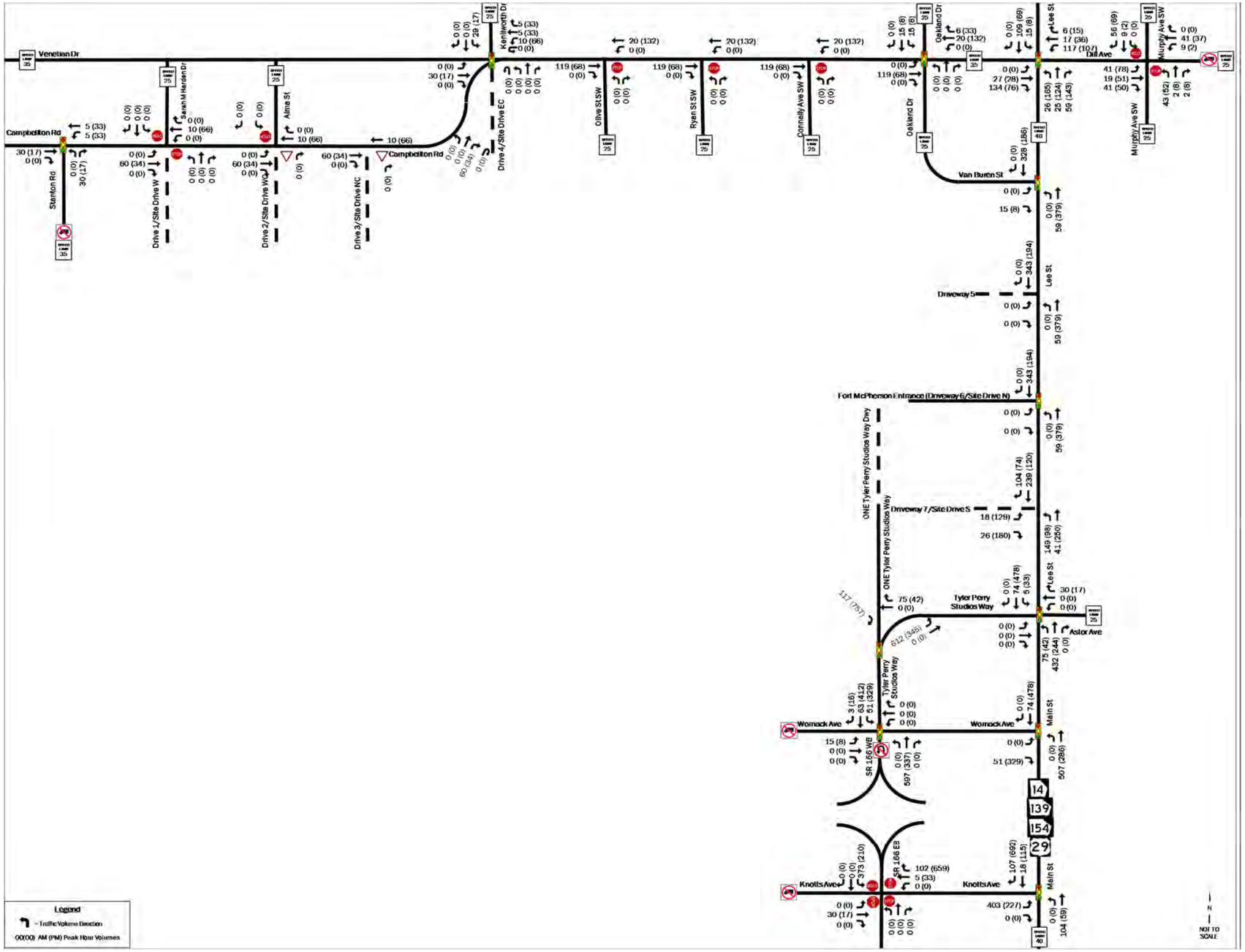


Figure 10: 2028 No-Build Volumes

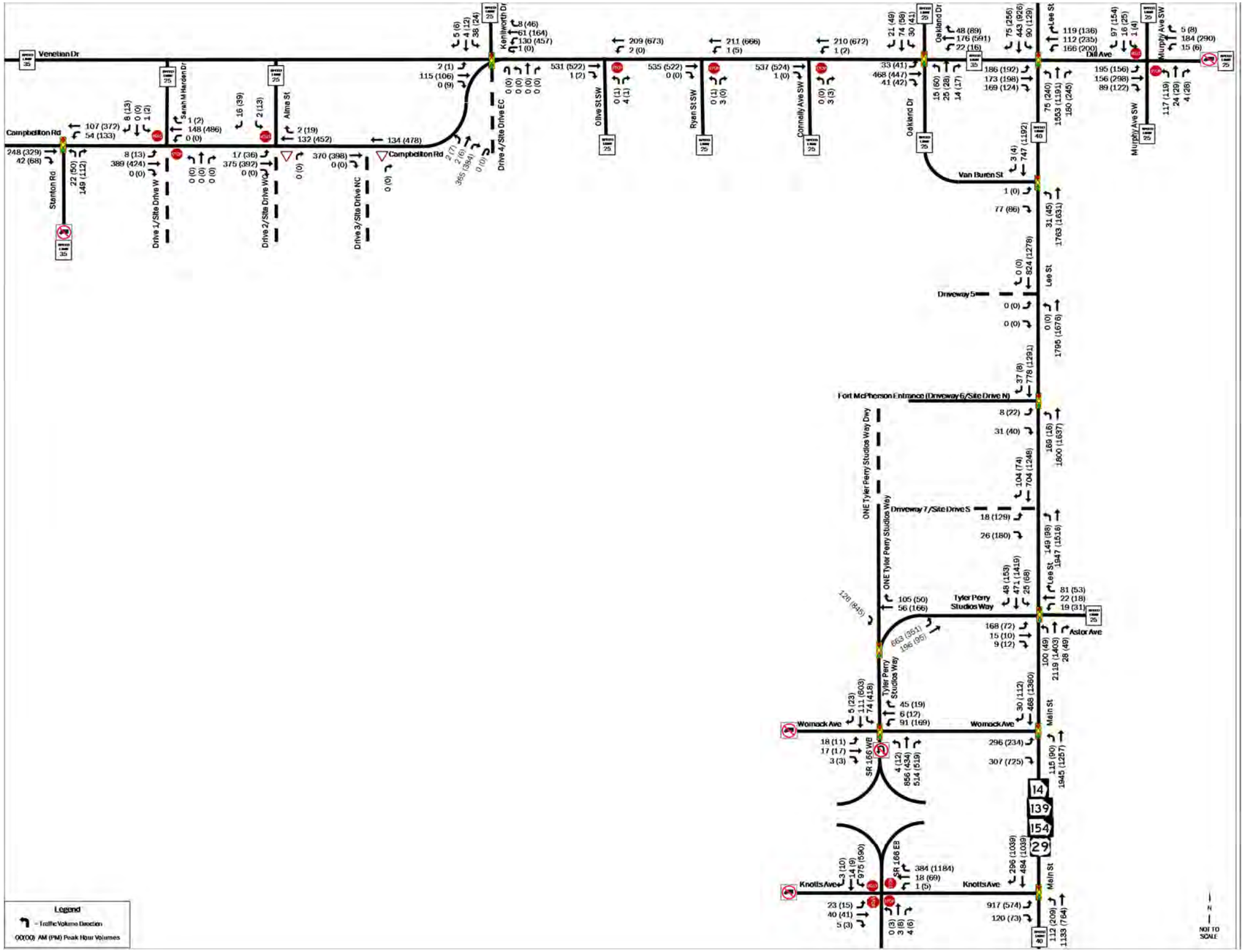


Figure 11: New Trip Distribution

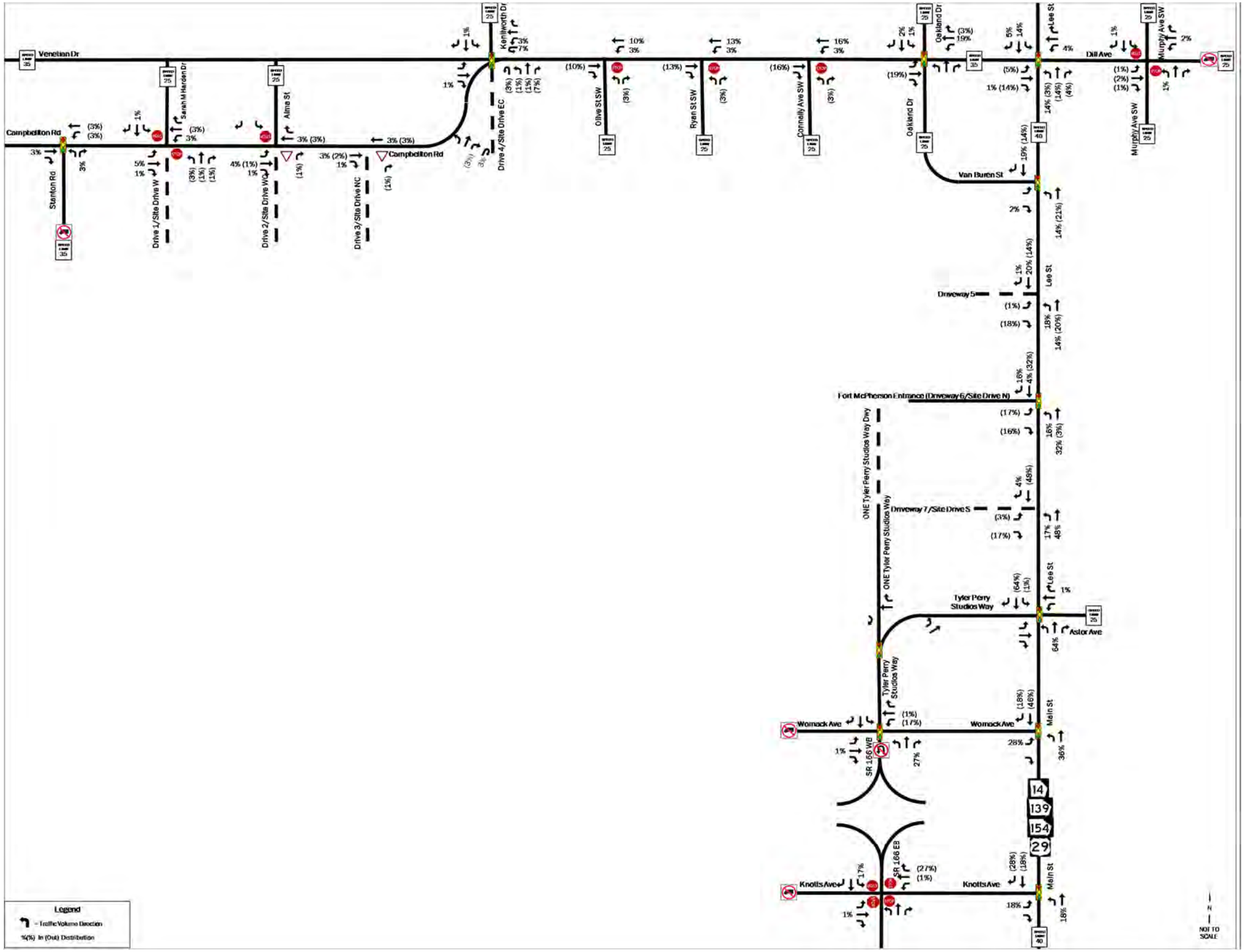


Figure 12: New Trip Assignment

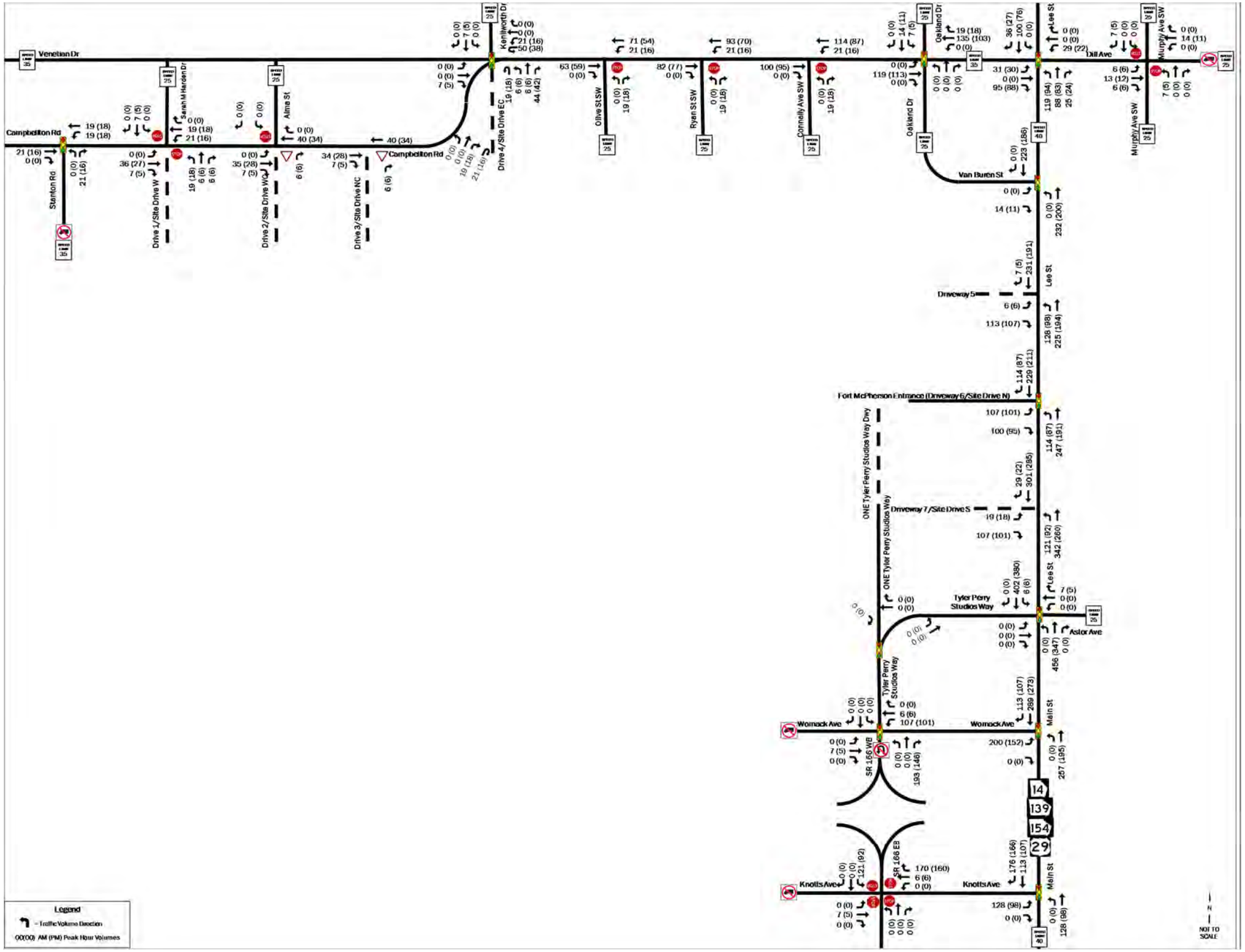


Figure 13: Pass-By Trip Distribution

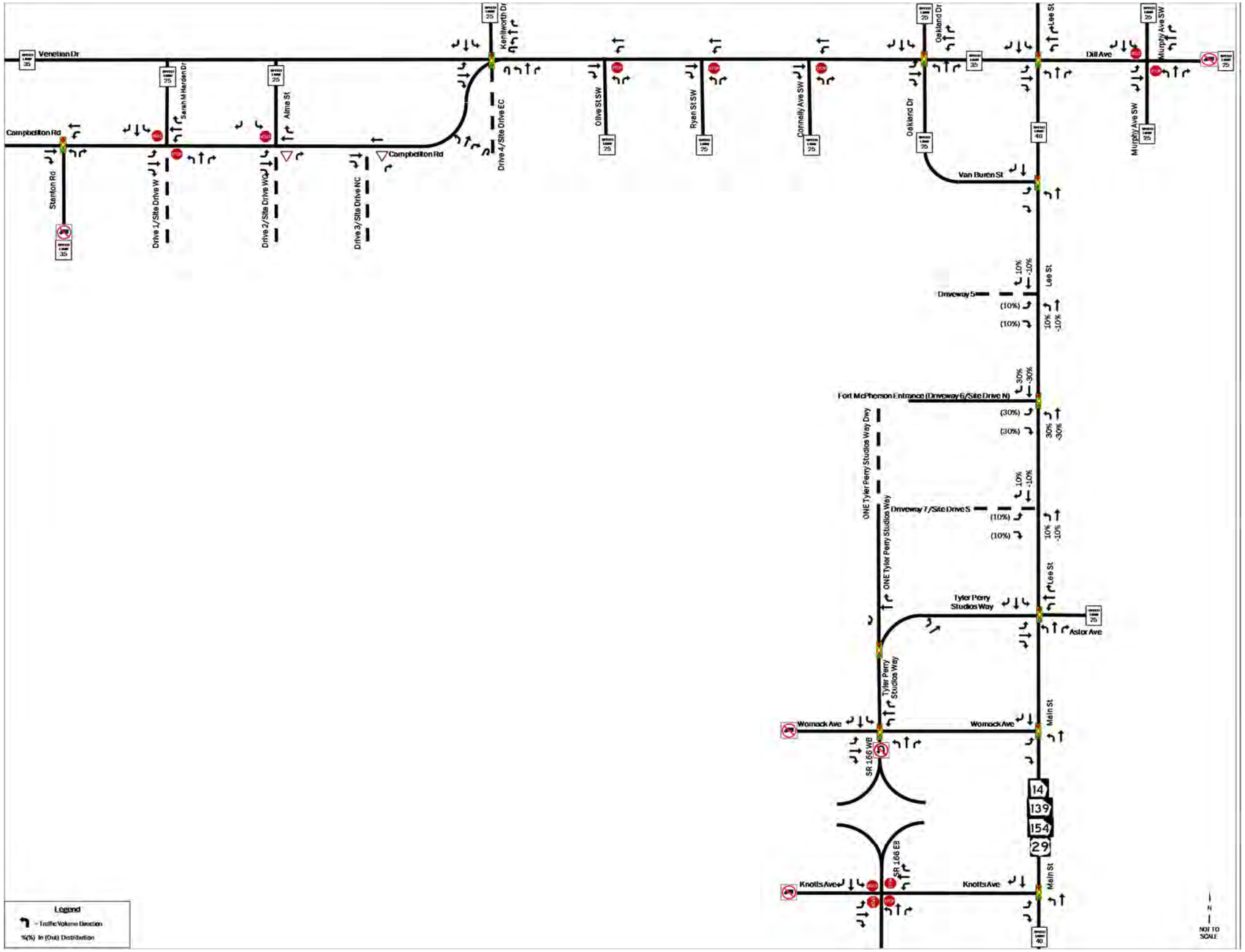


Figure 14: Pass-By Trip Assignment

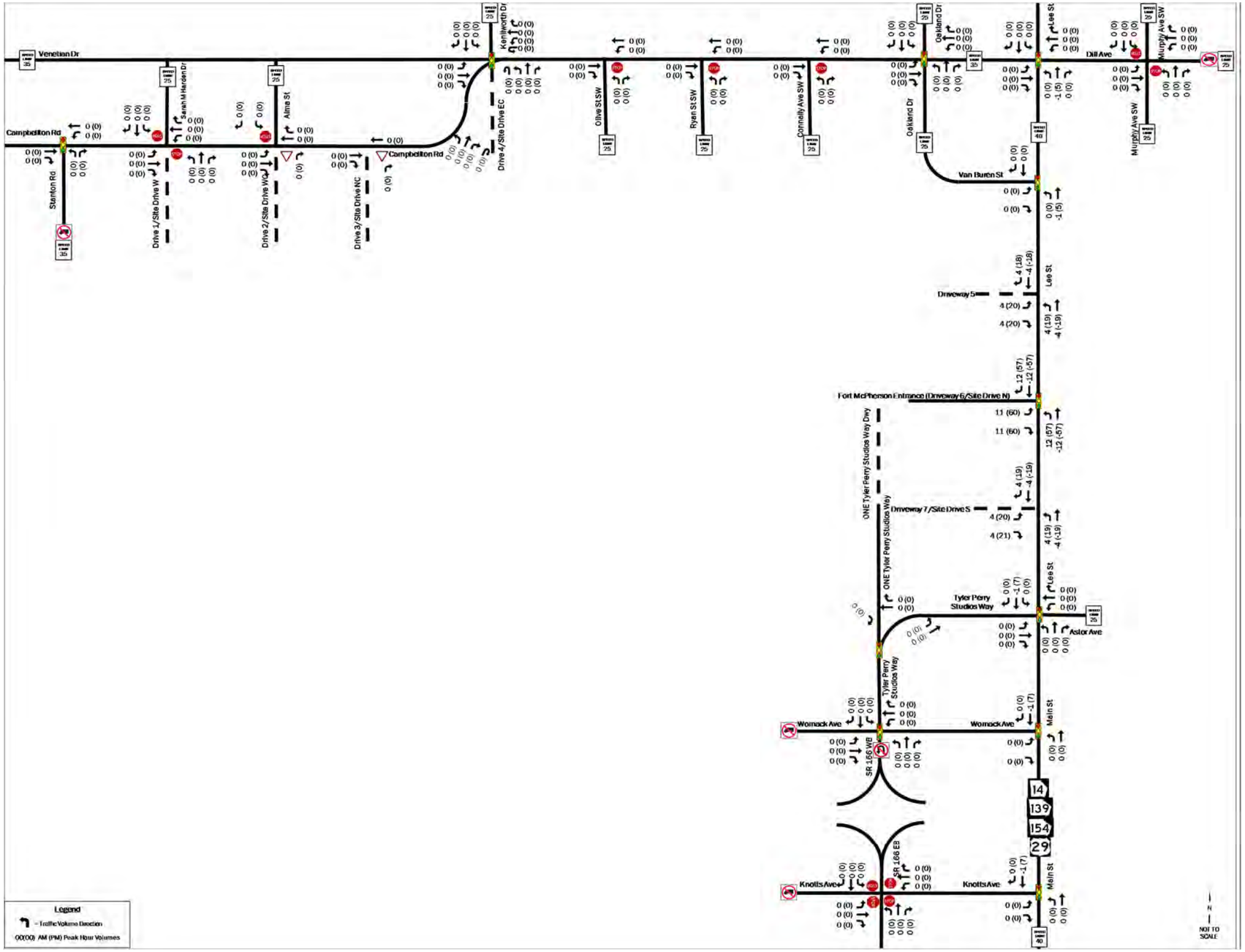


Figure 15: Total Site Traffic Volumes

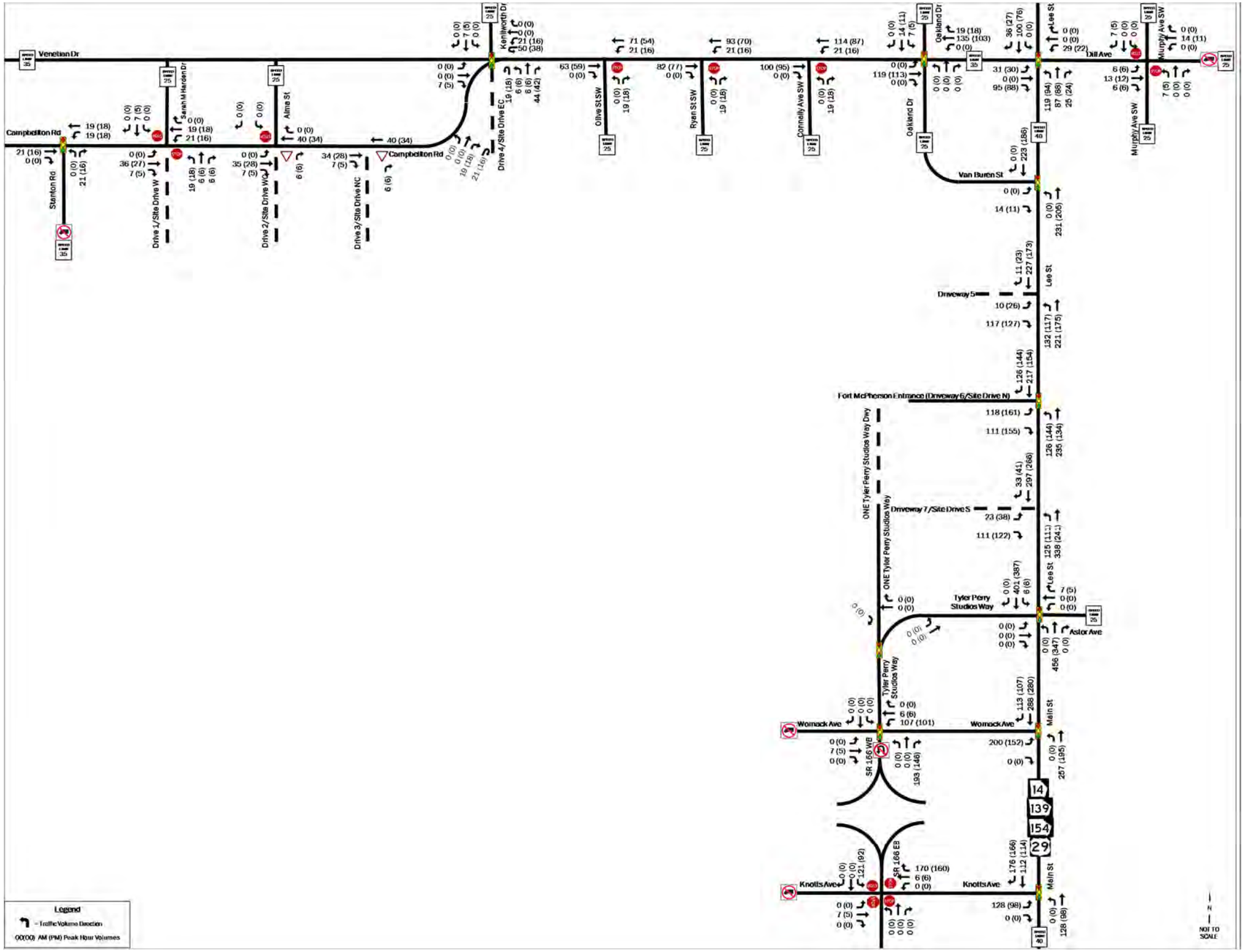
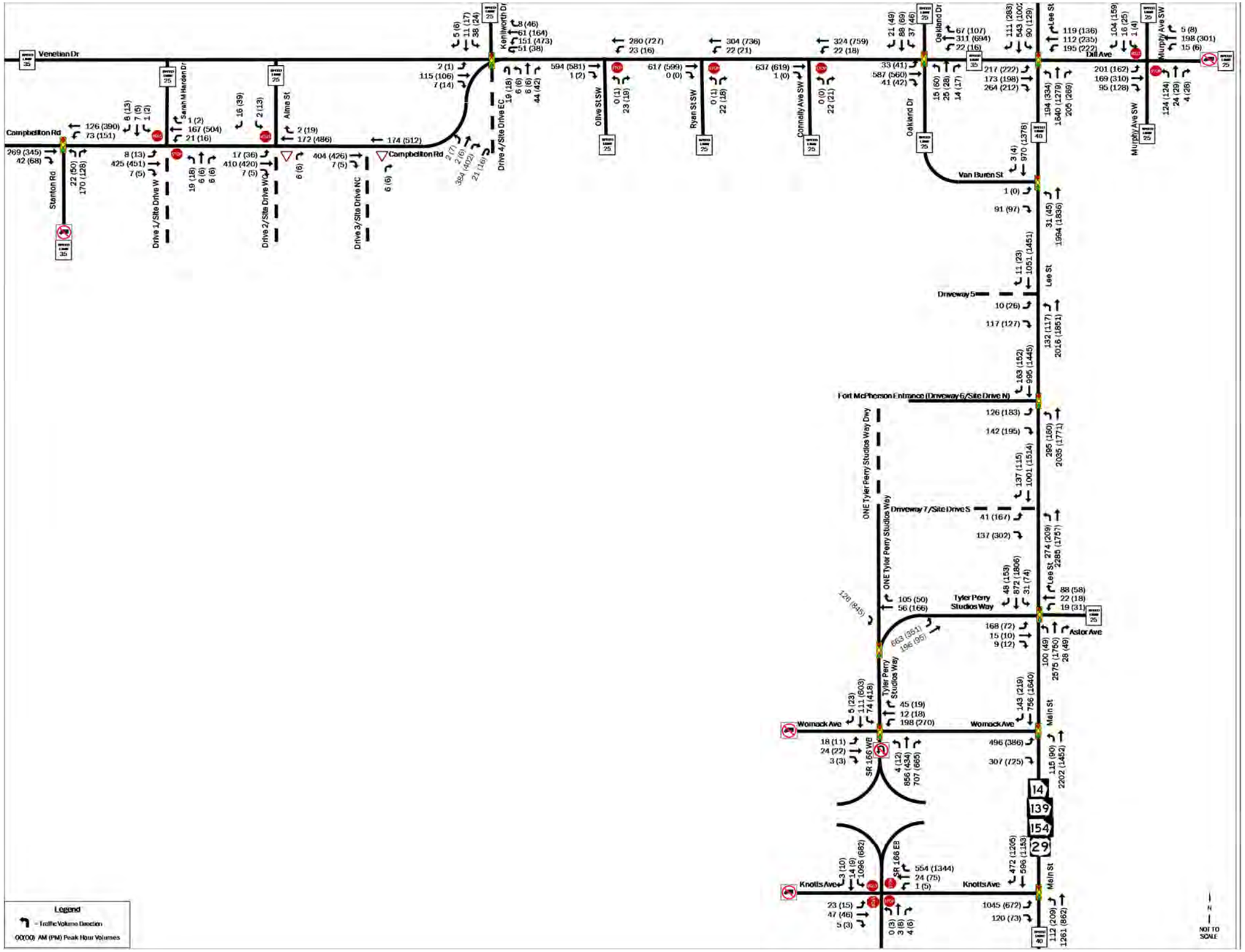


Figure 16: 2028 Build Traffic Volumes



Traffic Impact Analyses

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

C.1. 2025 Existing Capacity Analysis

The results of the 2025 Existing capacity analyses are shown in Tables 4, 5, and 6 and include the analysis of the volumes shown in Figure 4.

Table 4: 2025 Existing Capacity Analysis (Part 1)

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	SR 14/139/154/US 29/Lee St SW & Campbellton Rd SW/Dill Ave SW	Traffic Signal	**Overall**	**C**	**22.0**	**C**	**23.0**
			EB	D	48.3	D	45.2
			WB	D	51.2	D	40.0
			NB	B	14.0	A	7.8
			SB	B	14.3	C	25.3
2	SR 14/139/154/US 29/Lee St SW & Van Buren St SW	Traffic Signal	**Overall**	**A**	**1.9**	**A**	**2.3**
			EB	D	45.2	D	54.6
			NB	A	0.7	A	0.4
			SB	A	0.2	A	0.5
3	SR 14/139/154/US 29/Lee St SW & Fort McPherson Entrance	Traffic Signal	**Overall**	**A**	**3.1**	**A**	**2.4**
			EB	D	46.3	D	51.5
			NB	A	2.9	A	1.6
			SB	A	0.3	A	0.6
4	Astor Ave SW/Tyler Perry Studios Way SW & ONE Tyler Pery Studios Way Dwy	Traffic Signal	**Overall**	**B**	**10.5**	**A**	**1.7**
			EB	A	0.3	A	2.9
			WB	D	54.5	A	1.0
			SB	A	0.0	A	0.0
5	SR 14/139/154/US 29/Lee St SW & Tyler Perry Studios Way SW/Astor Ave SW	Traffic Signal	**Overall**	**B**	**20.0**	**B**	**11.5**
			EB	F	179.1	D	38.1
			WB	E	56.1	D	44.3
			NB	A	2.4	A	0.6
			SB	B	11.8	B	18.0

Table 5: 2025 Existing Capacity Analysis (Part 2)

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
6	SR 166/Langford Pkwy WB/Astor Ave SW/ Tyler Perry Studios Way SW & Womack Ave	Traffic Signal	**Overall**	**C**	**20.1**	**B**	**15.7**
			EB	D	46.5	C	32.6
			WB	D	50.9	D	38.0
			NB	B	15.0	B	12.7
			SB	A	5.3	A	5.4
7	SR 14/139/154/US 29/Main St & Womack Ave	Traffic Signal	**Overall**	**B**	**17.2**	**B**	**13.8**
			EB	D	53.0	D	39.2
			NB	A	9.0	A	9.7
			SB	A	0.4	A	1.9
8	Knotts Ave & SR 166/Langford Pkwy EB	All-Way Stop Control	**Overall**	**E**	**40.3**	**C**	**18.3**
			EB	B	10.2	A	9.6
			WB	B	14.5	C	19.8
			NB	B	10.1	A	9.2
			SB	F	54.8	C	17.5
9	SR 14/139/154/US 29/Main St & Knotts Ave	Traffic Signal	**Overall**	**C**	**25.1**	**A**	**8.4**
			EB	D	44.2	D	40.1
			NB	A	7.6	A	4.5
			SB	D	36.8	A	0.6
10	Campbellton Rd SW & Stanton Rd SW	Traffic Signal	**Overall**	**C**	**20.1**	**B**	**12.6**
			EB	B	15.6	B	14.6
			WB	A	3.7	A	4.0
			NB	D	46.0	C	32.9
11	Campbellton Rd SW & Venetian Dr SW/Kenilworth Dr SW	Traffic Signal	**Overall**	**A**	**7.8**	**A**	**6.2**
			EB	C	30.3	C	20.1
			SB	C	27.1	B	18.3
			NEB	A	3.2	A	3.9
			SWB	A	2.9	A	4.4
12	Campbellton Rd SW & Oakland Dr SW	Traffic Signal	**Overall**	**A**	**9.5**	**A**	**8.0**
			EB	A	2.2	A	3.0
			WB	A	2.0	A	3.1
			NB	D	39.7	C	28.0
			SB	D	42.4	C	29.3
13	Campbellton Rd SW & Sarah M Harden Dr SW	Side Street Stop Control	**Overall**	**A**	**0.3**	**A**	**0.3**
			EB L	A	0.2	A	8.2
			SB L+R	A	9.4	B	11.7
14	Campbellton Rd SW & Alma St SW	Side Street Stop Control	**Overall**	**A**	**0.6**	**A**	**1.1**
			EB L	A	0.4	A	8.2
			SB L+R	A	9.3	B	12.6

Table 6: 2025 Existing Capacity Analysis (Part 3)

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
15	Dill Ave SW & Murphy Ave SW	Side Street Stop Control	**Overall**	**A**	**6.0**	**A**	**4.6**
			EB L	A	7.9	A	7.6
			WB L	A	7.6	A	7.9
			NB	C	20.4	C	18.3
			SB	B	11.3	B	12.6
16	Campbellton Rd SW & Olive St SW	Side Street Stop Control	**Overall**	**A**	**0.1**	**A**	**0.0**
			WB L	A	9.2	A	0.0
			NB	A	9.5	B	12.5
17	Campbellton Rd SW & Ryan St SW	Side Street Stop Control	**Overall**	**A**	**0.1**	**A**	**0.1**
			WB L	A	8.1	A	8.3
			NB	B	10.1	C	15.5
18	Campbellton Rd SW & Connally Ave SW	Side Street Stop Control	**Overall**	**A**	**0.1**	**A**	**0.1**
			WB L	A	8.2	A	8.3
			NB	B	10.1	A	9.7

As shown in Tables 4, 5, and 6, there are instances of inadequate LOS during Existing conditions at two of the study intersections that are detailed below:

Lee Street SW and Tyler Perry Studios Way SW/Astor Avenue SW

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

Knotts Avenue and SR 166/Langford Parkway eastbound

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

C.2. 2028 No-Build Conditions Capacity Analysis

The results of the 2028 No-Build conditions intersection capacity analysis are shown in Tables 7 and 8 for 2028 No-Build volumes (Figure 10).

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

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	SR 14/139/154/US 29/Lee St SW & Campbellton Rd SW/Dill Ave SW	Traffic Signal	**Overall**	**C**	**33.7**	**C**	**29.8**
			EB	D	51.1	D	48.7
			WB	D	46.8	D	45.8
			NB	C	30.1	B	19.2
			SB	C	20.5	C	29.0
2	SR 14/139/154/US 29/Lee St SW & Van Buren St SW	Traffic Signal	**Overall**	**A**	**1.9**	**A**	**2.2**
			EB	D	38.9	D	52.6
			NB	A	0.9	A	0.7
			SB	A	0.5	A	0.5
3	SR 14/139/154/US 29/Lee St SW & Fort McPherson Entrance	Traffic Signal	**Overall**	**A**	**1.4**	**A**	**1.7**
			EB	D	46.3	D	51.0
			NB	A	1.0	A	0.4
			SB	A	0.5	A	0.9
4	Astor Ave SW/Tyler Perry Studios Way SW & ONE Tyler Pery Studios Way Dwy	Traffic Signal	**Overall**	**A**	**4.3**	**C**	**30.0**
			EB	A	1.0	D	39.9
			WB	D	54.5	A	3.6
			SB	A	0.0	A	0.0
5	SR 14/139/154/US 29/Lee St SW & Tyler Perry Studios Way SW/Astor Ave SW	Traffic Signal	**Overall**	D	36.2	A	8.7
			EB	F	192.1	D	37.9
			WB	E	55.3	D	45.3
			NB	C	28.5	A	1.1
			SB	A	8.5	B	11.5
6	SR 166/Langford Pkwy WB/Astor Ave SW/ Tyler Perry Studios Way SW & Womack Ave	Traffic Signal	**Overall**	**C**	**22.4**	**C**	**33.9**
			EB	D	47.4	C	32.5
			WB	D	50.7	D	37.2
			NB	C	20.4	C	33.6
			SB	B	10.2	C	33.6
7	SR 14/139/154/US 29/Main St & Womack Ave	Traffic Signal	**Overall**	**C**	**21.6**	**E**	**57.6**
			EB	D	53.0	F	156.9
			NB	B	17.5	B	16.7
			SB	A	0.7	C	30.4
8	Knotts Ave & SR 166/Langford Pkwy EB	All-Way Stop Control	**Overall**	**F**	**271.8**	**F**	**312.9**
			EB	B	13.4	B	12.9
			WB	D	28.0	F	437.4
			NB	B	12.0	B	12.8
			SB	F	390.4	F	93.2
9	SR 14/139/154/US 29/Main St & Knotts Ave	Traffic Signal	**Overall**	**C**	**30.3**	**C**	**32.5**
			EB	D	38.9	D	43.9
			NB	B	17.5	B	11.8
			SB	D	39.6	D	38.7

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

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
10	Campbellton Rd SW & Stanton Rd SW	Traffic Signal	**Overall**	**C**	**21.0**	**B**	**12.9**
			EB	B	16.2	B	15.1
			WB	A	4.7	A	5.0
			NB	D	44.6	C	32.2
11	Campbellton Rd SW & Venetian Dr SW/Kenilworth Dr SW	Traffic Signal	**Overall**	**B**	**16.1**	**B**	**11.5**
			EB	D	39.5	C	27.8
			SB	D	41.7	C	29.5
			NWB	B	11.3	A	3.8
			SWB	A	5.5	B	12.2
12	Campbellton Rd SW & Oakland Dr SW	Traffic Signal	**Overall**	**A**	**9.8**	**A**	**7.8**
			EB	A	3.0	A	3.5
			WB	A	2.7	A	3.8
			NB	D	37.2	C	27.2
			SB	D	41.1	C	28.8
13	Campbellton Rd SW & Sarah M Harden Dr SW	Side Street Stop Control	**Overall**	**A**	**0.3**	**A**	**0.3**
			EB L	A	7.5	A	8.4
			SB L+R	A	9.6	B	12.6
14	Campbellton Rd SW & Alma St SW	Side Street Stop Control	**Overall**	**A**	**0.5**	**A**	**1.1**
			EB L	A	7.6	A	8.5
			SB L+R	A	9.5	B	14.1
15	Dill Ave SW & Murphy Ave SW	All-Way Stop Control	**Overall**	**B**	**12.5**	**C**	**16.3**
			EB	B	12.0	C	15.1
			WB	B	13.5	C	20.1
			NB	B	13.6	C	15.9
			SB	B	10.9	B	13.9
16	Campbellton Rd SW & Olive St SW	Side Street Stop Control	**Overall**	**A**	**0.1**	**A**	**0.0**
			WB L	A	9.5	A	0.0
			NB	B	11.8	C	18.6
17	Campbellton Rd SW & Ryan St SW	Side Street Stop Control	**Overall**	**A**	**0.1**	**A**	**0.1**
			WB L	A	8.6	A	8.6
			NB	B	12.8	D	25.4
18	Campbellton Rd SW & Connally Ave SW	Side Street Stop Control	**Overall**	**A**	**0.1**	**A**	**0.0**
			WB L	A	8.6	A	8.5
			NB	B	12.8	B	11.8
21	SR 14/139/154/US 29/Lee St SW & Driveway #7/Site Drive S	Traffic Signal	**Overall**	**A**	**1.8**	**A**	**4.8**
			EB	E	63.0	D	41.3
			NB	A	1.1	A	1.1
			SB	A	0.2	A	0.8

As shown in Tables 7 and 8, in addition to the same intersections and movements from Existing conditions, there are several additional instances of inadequate LOS and degrading LOS during 2028 No-Build conditions at three study intersections that are detailed below:

Main Street and Womack Avenue

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

Knotts Avenue and SR166/Langford Parkway eastbound

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

Lee Street SW and Driveway 7/Site Drive S (with adjacent DRI 4411 volumes)

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

C.3. 2028 Build Conditions Capacity Analysis

The results of the 2028 Build conditions intersection capacity analysis are shown in Tables 9, 10 and 11 for 2028 Build volumes (Figure 16).

Table 9: 2028 Build Capacity Analysis (Part 1)

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	SR 14/139/154/US 29/Lee St SW & Campbellton Rd SW/Dill Ave SW	Traffic Signal	**Overall**	**D**	**44.5**	**D**	**36.9**
			EB	D	54.1	D	50.0
			WB	D	52.2	D	49.6
			NB	D	47.8	C	31.9
			SB	C	22.8	C	32.3
2	SR 14/139/154/US 29/Lee St SW & Van Buren St SW	Traffic Signal	**Overall**	**A**	**2.9**	**A**	**2.3**
			EB	D	35.8	D	51.2
			NB	A	1.3	A	0.9
			SB	A	3.2	A	0.6
3	SR 14/139/154/US 29/Lee St SW & Driveway #6/Site Drive N	Traffic Signal	**Overall**	**A**	**5.5**	**A**	**8.3**
			EB	D	54.0	D	45.3
			NB	A	2.0	A	6.9
			SB	A	1.2	A	1.4
4	Astor Ave SW/Tyler Perry Studios Way SW & ONE Tyler Pery Studios Way Dwy	Traffic Signal	**Overall**	**A**	**4.3**	**C**	**30.0**
			EB	A	1.0	D	39.9
			WB	D	54.5	A	3.6
			SB	A	0.0	A	0.0

Table 10: 2028 Build Capacity Analysis (Part 2)

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
5	SR 14/139/154/US 29/Lee St SW & Tyler Perry Studios Way SW/Astor Ave SW	Traffic Signal	**Overall**	**F**	**93.5**	**C**	**29.2**
			EB	F	191.3	D	37.6
			WB	E	55.1	D	45.1
			NB	F	118.3	A	2.1
			SB	A	9.6	D	51.8
6	SR 166/Langford Pkwy WB/Astor Ave SW/ Tyler Perry Studios Way SW & Womack Ave	Traffic Signal	**Overall**	**C**	**28.9**	**F**	**90.1**
			EB	D	39.7	C	26.9
			WB	D	46.2	D	36.8
			NB	C	27.1	F	148.7
			SB	B	18.5	D	45.6
7	SR 14/139/154/US 29/Main St & Womack Ave	Traffic Signal	**Overall**	**D**	**49.3**	**F**	**84.6**
			EB	F	82.0	F	136.9
			NB	E	56.3	B	19.1
			SB	A	2.0	F	107.8
8	Knotts Ave & SR 166/Langford Pkwy EB	All-Way Stop Control	**Overall**	**F**	**378.9**	**F**	**407.6**
			EB	C	15.4	B	13.9
			WB	F	83.7	F	554.7
			NB	B	13.6	B	13.8
			SB	F	559.2	F	154.4
9	SR 14/139/154/US 29/Main St & Knotts Ave	Traffic Signal	**Overall**	**D**	**35.4**	**E**	**58.4**
			EB	D	38.9	D	49.9
			NB	C	22.3	B	17.4
			SB	D	48.5	E	79.6
10	Campbellton Rd SW & Stanton Rd SW	Traffic Signal	**Overall**	**C**	**20.9**	**B**	**13.3**
			EB	B	16.5	B	15.4
			WB	A	5.5	A	5.6
			NB	D	43.9	C	31.8
11	Campbellton Rd SW & Venetian Dr SW/Kenilworth Dr SW/ Driveway #4/Site Drive EC	Traffic Signal	**Overall**	**C**	**22.7**	**C**	**29.4**
			EB	D	42.8	D	48.8
			NB	D	40.9	D	51.1
			SB	D	52.9	E	59.6
			NWB	B	15.6	B	18.9
			SWB	B	13.2	C	28.3
12	Campbellton Rd SW & Oakland Dr SW	Traffic Signal	**Overall**	**A**	**9.2**	**A**	**7.8**
			EB	A	3.7	A	4.0
			WB	A	3.3	A	4.2
			NB	D	35.7	C	26.5
			SB	D	40.4	C	28.4

Table 11: 2028 Build Capacity Analysis (Part 3)

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
13	Campbellton Rd SW & Sarah M Harden Dr SW/ Driveway #1/Site Drive W	Side Street Stop Control	**Overall**	**A**	**1.4**	**A**	**1.2**
			EB L	A	7.6	A	8.5
			WB L	A	8.3	A	8.3
			NB L+T+R	C	15.9	C	23.7
			SB L+R	B	12.6	C	16.1
14	Campbellton Rd SW & Alma St SW/ Driveway #2/Site Drive WC	Side Street Stop Control	**Overall**	**A**	**0.6**	**A**	**1.2**
			EB L	A	7.7	A	8.6
			NB R	B	10.9	B	10.9
			SB L+R	A	9.9	C	16.0
15	Dill Ave SW & Murphy Ave SW	All-Way Stop Control	**Overall**	**B**	**13.1**	**C**	**17.3**
			EB	B	12.4	C	16.0
			WB	B	14.5	C	21.9
			NB	B	14.3	C	16.6
			SB	B	11.4	B	14.4
16	Campbellton Rd SW & Olive St SW	Side Street Stop Control	**Overall**	**A**	**0.5**	**A**	**0.3**
			WB L	A	8.9	A	8.8
			NB	B	12.8	B	13.8
17	Campbellton Rd SW & Ryan St SW	Side Street Stop Control	**Overall**	**A**	**0.5**	**A**	**0.3**
			WB L	A	8.9	A	8.9
			NB	B	13.2	B	14.1
18	Campbellton Rd SW & Connally Ave SW	Side Street Stop Control	**Overall**	**A**	**0.5**	**A**	**0.3**
			WB L	A	9.0	A	8.9
			NB	B	13.5	B	13.2
19	Campbellton Rd SW & Driveway #3/Site Drive NC	Yield	NB R	B	11.0	B	11.0
20	SR 14/139/154/US 29/Lee St SW & Driveway #5	Side Street Stop Control	**Overall**	**A**	**1.8**	**D**	**26.2**
			EB	E	35.5	F	604.1
			NB L	B	12.3	C	16.1
21	SR 14/139/154/US 29/Lee St SW & Driveway #7/Site Drive S	Traffic Signal	**Overall**	**A**	**4.9**	**B**	**14.9**
			EB	D	54.0	D	44.8
			NB	A	3.4	A	4.8
			SB	A	0.5	B	18.4

As shown in Tables 9, 10, and 11, in addition to the same intersections and movements from Existing conditions and No-Build conditions, there are additional instances of inadequate LOS and degrading LOS during 2028 No-Build conditions at seven of the study intersections that are detailed below. The Build analysis considers all appropriate intersection control and lane geometry at each of the proposed site driveways. Discussion on turn lane analysis for all site driveways and signalization of Driveway 6/Site Drive N and Driveway 7/Site Drive S are discussed in Sections C.6 and C.7, respectively.

Lee Street SW and Tyler Perry Studios Way SW/Astor Avenue SW

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

SR 166/Langford Parkway westbound/Astor Avenue SW/Tyler Perry Studios Way SW and Womack Avenue

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

Main Street and Womack Avenue

- The overall intersection during the PM peak hour (LOS F in Build conditions from LOS E in No-Build conditions)
- The eastbound approach during the AM peak hour (LOS F)
- The northbound approach during the AM peak hour (LOS E)
- The southbound approach during the PM peak hour (LOS F)

Knotts Avenue and SR 166/Langford Parkway eastbound

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

Main Street and Knotts Avenue

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

Campbellton Road SW and Venetian Drive SW/Kenilworth Drive SW/Driveway 4/Site Drive EC

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

Lee Street SW and Driveway 5

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

C.4. Queue Length Analysis

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

Queueing analysis indicates that the queue lengths are contained within the existing link distances in existing conditions and are expected to remain so under future traffic conditions. Table 12 shows the queue length comparisons across all study scenarios for Existing geometric conditions.

Table 12: 50th and 95th Percentile Queue Length Analysis

ID	Intersection	Control	Movement	Link Distance (Storage)	2025 Existing				2028 No-Build				2028 Build			
					50th %ile		95th %ile		50th %ile		95th %ile		50th %ile		95th %ile	
					AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
5	SR 14/139/154/US 29/Lee St SW & Tyler Perry Studios Way SW/Astor Ave SW	Traffic Signal	EB L	290	119	49	200	96	85	35	191	89	123	148	193	199
8	Knotts Ave & SR 166/Langford Pkwy EB	All-Way Stop Control	SB L+T+R	470	110	64	193	97	349	133	375	244	344	165	364	295

C.5. 2028 No-Build and Build Conditions Capacity Analysis – Mitigated

The Existing study intersections were analyzed with possible improvements to determine the feasibility of reducing the delay of inadequate LOS back to acceptable (LOS D) levels or levels seen in Existing conditions for No-Build and Build conditions. The minimum required mitigations to achieve acceptable LOS is portrayed in Table 13 for No-Build conditions and Table 14 for Build conditions.

Table 13: 2028 No-Build Capacity Analysis – Mitigated

ID	Intersection	Mitigation Measure	Movement	AM		PM	
				LOS	Delay	LOS	Delay
5	SR 14/139/154/US 29/Lee St SW & Tyler Perry Studios Way SW/Astor Ave SW	EB Perm only, WB L+T, R approach, Signal Timing	**Overall**	A	9.7	A	8.6
			EB	D	54.0	D	37.9
			WB	D	40.8	D	45.3
			NB	A	4.8	A	0.9
			SB	A	7.4	B	11.5
7	SR 14/139/154/US 29/Main St & Womack Ave	EB L, L+R approach, Signal Timing	**Overall**	**C**	**21.6**	**B**	**16.7**
			EB	D	53.0	C	34.3
			NB	B	17.5	B	11.2
			SB	A	0.7	B	14.6
8	Knotts Ave & SR 166/Langford Pkwy EB	Single-Lane Roundabout w/WBR Bypass (Yield)	**Overall**	**C**	**18.0**	**C**	**18.2**
			EB	B	13.4	A	5.9
			WB	A	6.1	C	23.8
			NB	C	15.2	A	5.5
			SB	C	23.3	A	8.3

Table 14: 2028 Build Capacity Analysis – Mitigated

ID	Intersection	Mitigation Measure	Movement	AM		PM	
				LOS	Delay	LOS	Delay
5	SR 14/139/154/US 29/Lee St SW & Tyler Perry Studios Way SW/Astor Ave SW	EB Perm only, WB L+T, R approach, Signal Timing	**Overall**	**D**	**40.9**	**A**	**9.2**
			EB	D	54.4	D	40.8
			WB	D	41.0	D	38.1
			NB	D	52.4	A	0.8
			SB	A	6.0	B	13.6
6	SR 166/Langford Pkwy WB/Astor Ave SW/ Tyler Perry Studios Way SW & Womack Ave	NB L+T+R, R approach, Signal Timing	**Overall**	**C**	**26.0**	**D**	**39.5**
			EB	D	39.7	C	29.6
			WB	D	46.2	D	46.5
			NB	C	23.4	D	40.1
			SB	B	16.9	D	37.2
7	SR 14/139/154/US 29/Main St & Womack Ave	EB L, L+R approach, Signal Timing	**Overall**	**C**	**33.3**	**C**	**32.3**
			EB	D	53.2	D	28.7
			NB	D	39.9	B	13.7
			SB	A	1.7	D	45.1
8	Knotts Ave & SR 166/Langford Pkwy EB	Dual-Lane Roundabout w/WBR Bypass (Free-Flow)	**Overall**	**A**	**5.3**	**A**	**2.0**
			EB	B	11.8	A	5.6
			WB	A	0.3	A	1.3
			NB	B	13.5	A	5.2
			SB	A	7.6	A	5.3
9	SR 14/139/154/US 29/Main St & Knotts Ave	SB R pm+ov phase, Signal Timing	**Overall**	**C**	**28.6**	**B**	**17.5**
			EB	D	38.9	D	44.0
			NB	C	22.3	B	13.6
			SB	C	25.6	B	10.9
11	Campbellton Rd SW & Venetian Dr SW/Kenilworth Dr SW/ Driveway #4/Site Drive EC	Signal Timing	**Overall**	**C**	**20.9**	**C**	**28.5**
			EB	D	37.8	D	45.4
			NB	D	40.9	D	51.1
			SB	D	41.4	D	51.6
			NWB	B	14.9	B	18.5
			SWB	B	12.7	C	27.9

As shown in Table 13, with the 2028 No-Build conditions mitigated, all intersections and movements are restored to satisfactory LOS.

As shown in Table 14, with the 2028 Build conditions mitigated, all intersections and movements are restored to satisfactory LOS.

C.6. Turn Lane Warrant Analysis

Turn lane analysis was conducted for the proposed development driveways along Lee Street SW and along Campbellton Road SW using the GDOT Regulations for Driveway and Encroachment Control Manual (Regulations), dated June 20, 2024. The results of the evaluation are summarized in Table 13.

The ADT data collected on Thursday, April 24, 2025, shows the average weekday traffic to be 25,276 vehicles per day along Lee Street SW north of the Fort McPherson Entrance. The ADT data collected on Thursday, April 24, 2025, shows the average weekday traffic to be 9,087 vehicles per day along Campbellton Road SW east of Alma Street. The speed limit on Lee Street SW is 40 miles per hour, and the speed limit on Campbellton Road SW is 35 miles per hour.

Table 15: GDOT Turn Lane Warrants

ID	Intersection	Movement/ Turn Lane	Turn Volume	GDOT Volume Criteria	GDOT Criteria met?
3	SR 14/139/154/US 29/Lee St & Driveway 6/Site Drive N	SB R	1670 RT/Day	75 RT/Day	YES
		NB L	1670 LT/Day	250 LT/Day	YES
11	Campbellton Rd & Venetian Dr/Kenilworth Dr/Driveway #4/Site Drive EC	EB R	197 RT/Day	100 RT/Day	YES
		WB L	459 LT/Day	200 LT/Day	YES
13	Campbellton Rd & Sarah M Harden Dr/Driveway #1/Site Drive W	EB R	66 RT/Day	100 RT/Day	NO
		WB L	197 LT/Day	200 LT/Day	NO
14	Campbellton Rd & Alma St/Driveway #2/Site Drive WC	EB R	66 RT/Day	100 RT/Day	NO
19	Campbellton Rd & Driveway #3/Site Drive NC	EB R	66 RT/Day	100 RT/Day	NO
20	SR 14/139/154/US 29/Lee St & Driveway 5	SB R	273 RT/Day	75 RT/Day	YES
		NB L	1386 LT/Day	250 LT/Day	YES
21	SR 14/139/154/US 29/Lee St & Driveway 7/Site Drive S	SB R	469 RT/Day	75 RT/Day	YES
		NB L	1321 LT/Day	250 LT/Day	YES

As shown in Table 13, a right-turn deceleration lane is warranted at Driveway 4/Site Drive EC along Campbellton Road SW, and at Driveway 6/Site Drive N, Driveway 5, and Driveway 7/Site Drive S along Lee Street SW. A right-turn deceleration lane is not warranted at Driveway 1/Site Drive W, Driveway 2/Site Drive WC, or Driveway 3/Site Drive NC along Campbellton Road SW.

A left-turn lane is not warranted at Driveway 1/Site Drive W along Campbellton Road SW. A left-turn lane is warranted at Driveway 4/Site Drive EC along Campbellton Road SW and Driveway 6/Site Drive N, Driveway 5, and Driveway 7/Site Drive S along Lee Street SW.

Driveway 4/Site Drive EC along Campbellton Road SW warrants a right-turn deceleration lane. Based on GDOT criteria for a 35 MPH roadway, the minimum right-tun deceleration lane length is 100 feet with a taper of 50 feet.

All three site driveways along Lee Street SW warrant a right-turn deceleration lane. Based on GDOT criteria for a 40 MPH roadway, the minimum right-turn deceleration lane length is 150 feet with a taper of 50 feet.

The proposed Driveway #4/Site Drive EC on Campbellton Road SW warrants a left-turn lane. Based on GDOT Regulations criteria for a 35 MPH roadway, the minimum left-turn lane length is 160 feet with 50 feet of taper, with either 125 feet or 250 feet of approach and departure taper for 6 feet of shift or 12 feet of shift, respectively.

All three site driveways on Lee Street SW warrant a left-turn lane. Based on GDOT Regulations criteria for a 40 MPH roadway, the minimum left-turn lane length is 210 feet with 50 feet of taper, with either 160 feet or 320 feet of approach and departure taper for 6 feet of shift or 12 feet of shift, respectively.

The turn lane evaluations are included in Appendix F.

C.7. Signal Warrant Analysis

The signal warrant analysis was conducted using the 2023 edition of the Manual on Uniform Traffic Control Devices (MUTCD, 2023) for Build conditions with project traffic. The analysis uses the combined volumes on the main street (Lee Street SW) and compares it to the minor street with the higher traffic volumes (proposed Driveway 6/Site Drive N and Driveway 7/Site Drive S) on an hour-by-hour basis. For this analysis, Warrant 1 was considered. Other warrants are not accepted by GDOT for this intersection location. It is noted that the speed limit on Lee Street SW is 40 miles per hour. The warrant results are shown in Tables 16 and 17. Table 16 includes the analysis for Lee Street SW and the proposed Driveway 6/Site Drive N (minor street), and Table 17 includes the analysis for Lee Street SW and the proposed Driveway 7/Site Drive S (minor street). It should be noted that Driveway 7/Site Drive S is a common driveway with the adjacent DRI 4411 – Tyler Perry Entertainment District Site Driveway N, and the expected traffic from both DRIs is included in the warrant analysis.

Table 16: Signal Warrant Analysis Summary – Lee Street SW and Driveway 6/Site Drive N

Hour Beginning	Lee St SW	Driveway 6/ Site Drive N	WARRANT 1A Major Street Condition Met? Major>600 Minor>150	WARRANT 1B Major Street Condition Met? Major>900 Minor>75
	Combined Volume without Right Turns	Approach Volume without Right Turns		
6:00	992	57	NO	NO
7:00	2674	154	NO	YES
8:00	3019	146	NO	YES
9:00	2021	116	NO	YES
10:00	1509	79	NO	NO
11:00	1371	79	NO	NO
12:00	1523	88	NO	NO
13:00	1568	91	NO	NO
14:00	1973	114	NO	YES
15:00	2500	145	NO	YES
16:00	3113	208	YES	YES
17:00	2977	171	NO	YES
18:00	2495	145	NO	YES
Number of Hours Needed			8	8
Number of Hours Met			3	12

Table 17: Signal Warrant Analysis Summary – Lee Street SW and Driveway 7/Site Drive S

Hour Beginning	Lee St SW	Driveway 7/ Site Drive S	WARRANT 1A Major Street Condition Met? Major>600 Minor>150	WARRANT 1B Major Street Condition Met? Major>900 Minor>75
	Combined Volume without Right Turns	Approach Volume without Right Turns		
6:00	1237	40	NO	NO
7:00	3337	110	NO	YES
8:00	3792	183	NO	YES
9:00	2513	92	NO	YES
10:00	1840	62	NO	NO
11:00	1702	62	NO	NO
12:00	1892	70	NO	NO
13:00	1949	72	NO	NO
14:00	2455	91	NO	YES
15:00	3109	116	NO	YES
16:00	3963	395	YES	YES
17:00	3698	136	NO	YES
18:00	3104	116	NO	YES
Number of Hours Needed			8	8
Number of Hours Met			2	8

A traffic signal is generally considered to be justified if Warrants 1A or 1B volume requirements are met for any (8) or more hours of the day. Both study intersections of Lee Street SW and Driveway 6/Site Drive N and Lee Street SW and Driveway 7/Site Drive S are expected to meet the requirements for Warrant 1B once both developments are built out. The signal warrant analysis worksheets are contained in Appendix G.

Conclusions

The TD Jakes Fort Mac Village One (DRI #4370) is proposed for construction along SR 14/139/154/US 29/Lee Street SW (Lee Street SW) and Campbellton Road SW in Atlanta.

Traffic operations at the study intersections are satisfactory at all but two of the study intersections in the Existing conditions. Conditions expected to worsen as evidenced in the 2028 No-Build scenario due to the anticipated growth in the study area and adjacent developments. In 2028 No-Build conditions, additional movements at two additional intersections experience inadequate LOS on at least one approach.

The addition of project traffic is expected to have an impact on the traffic operations at the study intersections. For 2028 Build conditions, additional movements at four study intersections are expected to experience inadequate LOS when compared to 2028 No-Build conditions, with some additional intersection LOS and individual movements becoming inadequate.

A right-turn deceleration lane is warranted at Driveway 4/Site Drive EC along Campbellton Road SW, and at Driveway 6/Site Drive N, Driveway 5, and Driveway 7/Site Drive S along Lee Street SW. A right-turn deceleration lane is not warranted at Driveway 1/Site Drive W, Driveway 2/Site Drive WC, or Driveway 3/Site Drive NC along Campbellton Road SW.

A left-turn lane is not warranted at Driveway 1/Site Drive W along Campbellton Road SW. A left-turn lane is warranted at Driveway 4/Site Drive EC along Campbellton Road SW and Driveway 6/Site Drive N, Driveway 5, and Driveway 7/Site Drive S along Lee Street SW.

Single-lane approaches are sufficient at each of the site driveways, except for Driveway 6/Site Drive N and Driveway 7/Site Drive S, each of which require separate left- and right-turn approach lanes.

Driveway 6/Site Drive N and Driveway 7/Site Drive S along Lee Street SW each warrant a traffic signal in Build conditions after both DRI 4370 – TD Jakes Fort Mac Village One and DRI 4411 – Tyler Perry Entertainment District have been built out.

Recommendations

To receive the Notice of Decision Request for Expedited DRI #4370 – TD Jakes Fort Mac Village One, the following Roadway Improvement Conditions of Approval and Advisory Conditions are recommended:

Recommended Improvements - Conditions of Approval:

Bicycle, Pedestrian, and Transit Facilities

- Provide continuous and accessible pedestrian pathways connecting all buildings within the development to existing and planned sidewalks and public spaces.
- Continue collaboration with the City of Atlanta, GDOT, and MARTA to identify and implement enhancements to the local transportation network, including transit accessibility, pedestrian safety, and bicycle connectivity. Consider hosting coordination meetings with stakeholders during the design and development processes to align project goals with ongoing and planned improvements in the area.
- Evaluate the feasibility of adding or improving multimodal connections to existing MARTA rail stations, prioritizing infrastructure that reduces first-mile/last-mile barriers, as well as working with MARTA to identify opportunities for improved bus stop facilities and enhanced connectivity to nearby transit hubs.
- Install wayfinding signage at entrances and exits of development to desired destinations, transit stations, and preferred pedestrian and bicycle routes
- Accommodation for desired standards for the Fort Mac Mile within the site, including but not limited to a 12' minimum width and sufficient lighting and landscaping, utilizing existing ramps and crossings where feasible
- Provide at least one pedestrian crosswalk across Lee Street and sufficient lighting at both proposed signalized intersections along Lee Street to connect to the future Lee Street Trail between Lee Street and the MARTA line and promote safe and comfortable pedestrian mobility.

Lee Street SW and Driveway 5

- Install a full-access side street stop control
- Install a southbound right-turn deceleration lane on Lee Street SW
- Install a northbound left-turn lane on Lee Street SW
- Single approach and departure lanes on Driveway 5

Lee Street SW and Driveway 6/Site Drive N

- Install a traffic signal
- Install a southbound right-turn deceleration lane on Lee Street SW
- Install a northbound left-turn lane on Lee Street SW
- Separate left+right and right-turn approach lanes, one departure lane Driveway 6/Site Drive N

Lee Street SW and Driveway 7/Site Drive S

- Install a traffic signal
- Install a southbound right-turn deceleration lane on Lee Street SW
- Install a northbound left-turn lane on Lee Street SW
- Separate left- and right-turn approach lanes, one departure lane on Driveway 7/Site Drive S

Campbellton Road SW and Driveway 1/Site Drive W aligned with Sarah M Harden Drive

- Install a full-access side street stop control for Driveway 1/Site Drive W
- Single approach and departure lanes on Driveway 1/Site Drive W

Campbellton Road SW and Driveway 2/Site Drive WC aligned with Alma Street

- Install a right-in/right-out (RIRO) configuration for Driveway 2/Site Drive WC
- Single approach and departure lanes on Driveway 2/Site Drive WC

Campbellton Road SW and Driveway 3/Site Drive NC

- Install a right-in/right-out (RIRO) configuration for Driveway 3/Site Drive NC
- Single approach and departure lanes on Driveway 2/Site Drive WC

Campbellton Road SW and Driveway 4/Site Drive EC aligned with Kenilworth Drive

- Install a full-access driveway configuration for Driveway 4/Site Drive EC at the existing traffic signal aligned with Kenilworth Drive
- Install an eastbound right-turn deceleration lane on Campbellton Road SW
- Install a left-turn lane on Campbellton Road SW as ROW allows with the Campbellton Corridor
- Single approach and departure lanes on Driveway 4/Site Drive EC

Recommended Roadway Improvements - Advisory Conditions:

Lee Street SW and Tyler Perry Studios Way SW/Astor Avenue SW

- Change eastbound left-turn phase/approach to permissive only
- Change westbound approach configuration to shared left+through lane and right-turn lane
- Signal timing adjustments

SR 166/Langford Parkway westbound/Tyler Perry Studios Way SW/Astor Avenue SW and Womack Avenue

- Change northbound approach configuration to shared left+through+right lane and right-turn lane; channelize right-turn lanes
- Signal timing adjustments

Main Street and Womack Avenue

- Change eastbound approach configurations to eastbound left-turn lane and shared left+right-turn lane
- Signal timing adjustments

Knotts Avenue and SR 166/Langford Parkway eastbound

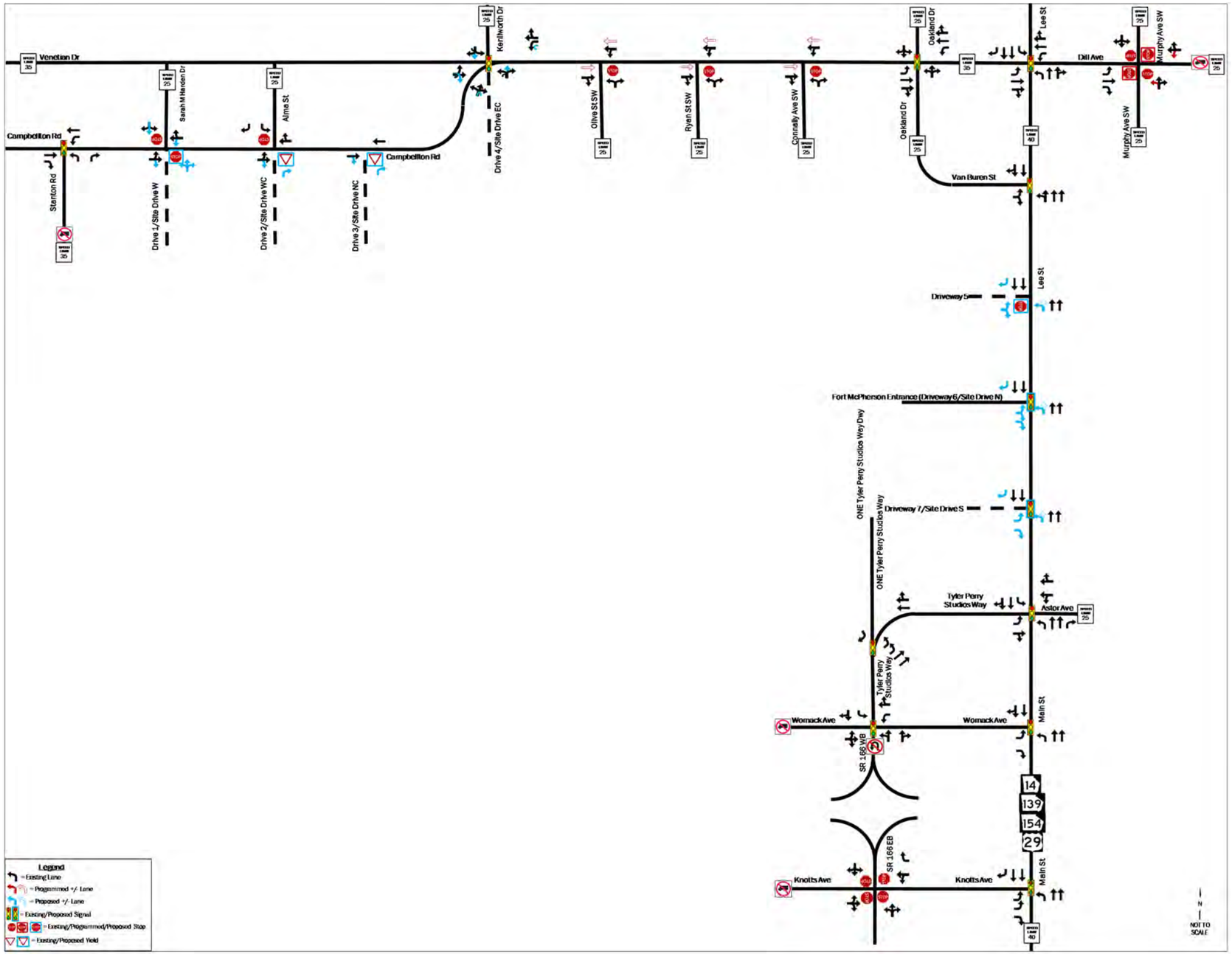
- Install a single-lane roundabout with westbound right-turn bypass yield lane

Main Street and Knotts Avenue

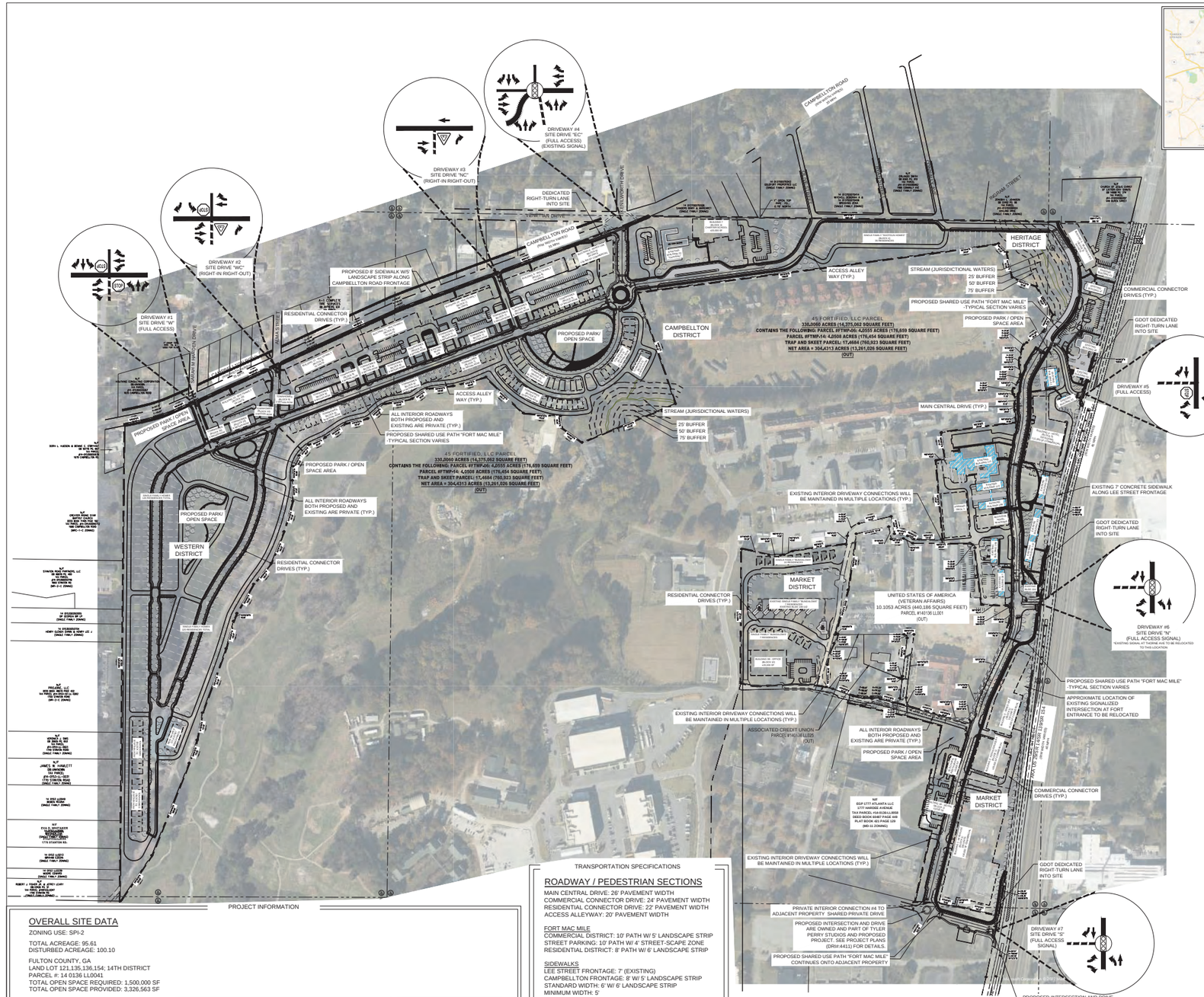
- Install a southbound right-turn permissive+overlap phase
- Signal timing adjustments

Figure 17 below shows existing lane geometry alongside all the programmed improvements for No-Build conditions and project improvements for Build conditions to restore or maintain adequate LOS on approaches and at overall intersections.

Figure 17: Existing, Required No-Build, and Required Build Improved Lane Geometries



APPENDIX A: Site Plan



PROJECT INFORMATION

OVERALL SITE DATA

ZONING USE: SPI-2

TOTAL ACREAGE: 95.61
DISTURBED ACREAGE: 100.10

FULTON COUNTY, GA
LAND LOT 121,135,136,154; 14TH DISTRICT
PARCEL #: 14 0136 LL0041
TOTAL OPEN SPACE REQUIRED: 1,500,000 SF
TOTAL OPEN SPACE PROVIDED: 3,326,563 SF

MARKET DISTRICT (SA 1)	HERITAGE DISTRICT (SA 2)	CAMPBELLTON DISTRICT (SA 3)	WESTERN DISTRICT (SA 4)
DISTRICT AREA TOTAL AREA: 25.63 ACRES (1,116,324 sq. ft.) SETBACKS SIDE: 0 ft. BACK: 0 ft. FACADE SETBACK: 70 ft.	DISTRICT AREA TOTAL AREA: 19.13 ACRES (833,154 sq. ft.) SETBACKS SIDE: 0 ft. BACK: 0 ft. FACADE SETBACK: 70 ft.	DISTRICT AREA TOTAL AREA: 26.02 ACRES (1,133,213 sq. ft.) SETBACKS SIDE: 70 ft. BACK: 10 ft. FACADE SETBACK: 70 ft.	DISTRICT AREA TOTAL AREA: 24.46 ACRES (1,065,296 sq. ft.) SETBACKS SIDE: 7 ft. BACK: 10 ft. FACADE SETBACK: 70 ft.
DENSITY/OPEN SPACE MAXIMUM NON-RESIDENTIAL FAR: 4.0 MAXIMUM RESIDENTIAL FAR: 3.2 REQUIRED OPEN SPACE: 15% PROVIDED NON-RESIDENTIAL FAR: 0.21 PROVIDED RESIDENTIAL FAR : 0.51 PROVIDED OPEN SPACE : 74 % (827,174 sq. ft.)	DENSITY/OPEN SPACE MAXIMUM NON-RESIDENTIAL FAR: 3.0 MAXIMUM RESIDENTIAL FAR: 2.0 REQUIRED OPEN SPACE: 15% PROVIDED NON-RESIDENTIAL FAR: 0.28 PROVIDED RESIDENTIAL FAR : 0.68 PROVIDED OPEN SPACE : 83% (688,701 sq. ft.)	DENSITY/OPEN SPACE MAXIMUM NON-RESIDENTIAL FAR: 3.0 MAXIMUM RESIDENTIAL FAR: 2.0 REQUIRED OPEN SPACE: 15% PROVIDED NON-RESIDENTIAL FAR: 0.02 PROVIDED RESIDENTIAL FAR : 0.69 PROVIDED OPEN SPACE : 73% (826,524 sq. ft.)	DENSITY/OPEN SPACE MAXIMUM NON-RESIDENTIAL FAR: 3.0 MAXIMUM RESIDENTIAL FAR: 2.0 REQUIRED OPEN SPACE: 15% PROVIDED NON-RESIDENTIAL FAR: 0.0 PROVIDED RESIDENTIAL FAR : 0.24 PROVIDED OPEN SPACE : 87% (922,164 sq. ft.)
BUILDING HEIGHT MAX BUILDING HEIGHT (SINGLE FAMILY): 35 ft. MAX BUILDING HEIGHT (OTHER STRUCTURES): 120 ft. BUILDING HEIGHT MAX. (SINGLE FAMILY): 35 ft. BUILDING HEIGHT MAX. (OTHER STRUCTURES): 74 ft.	BUILDING HEIGHT MAX BUILDING HEIGHT (SINGLE FAMILY): 35 ft. MAX BUILDING HEIGHT (OTHER STRUCTURES): 120 ft. BUILDING HEIGHT MAX. (SINGLE FAMILY): 32 ft. BUILDING HEIGHT MAX. (OTHER STRUCTURES): 75 ft.	BUILDING HEIGHT MAX BUILDING HEIGHT (SINGLE FAMILY): 35 ft. MAX BUILDING HEIGHT (OTHER STRUCTURES): 75 ft. BUILDING HEIGHT (SINGLE FAMILY): 35 ft. BUILDING HEIGHT (OTHER STRUCTURES): 44 ft.	BUILDING HEIGHT MAX BUILDING HEIGHT (SINGLE FAMILY): 35 ft. MAX BUILDING HEIGHT (OTHER STRUCTURES): 75 ft. BUILDING HEIGHT (SINGLE FAMILY): 35 ft. BUILDING HEIGHT (OTHER STRUCTURES): N/A
VEHICULAR PARKING MINIMUM PARKING: NONE TOTAL PROVIDED PARKING: 1,512 SPACES BICYCLE PARKING (PER SPI-2 TABLE 8) REQUIRED: 91 SPACES PROVIDED: 91 SPACES	VEHICULAR PARKING MINIMUM PARKING: NONE TOTAL PROVIDED PARKING: 688 SPACES BICYCLE PARKING (PER SPI-2 TABLE 8) REQUIRED: 44 SPACES PROVIDED: 44 SPACES	VEHICULAR PARKING MINIMUM PARKING: NONE TOTAL PROVIDED PARKING: 683 SPACES BICYCLE PARKING (PER SPI-2 TABLE 8) REQUIRED: 43 SPACES PROVIDED: 43 SPACES	VEHICULAR PARKING MINIMUM PARKING: NONE TOTAL PROVIDED PARKING: 432 SPACES BICYCLE PARKING (PER SPI-2 TABLE 8) REQUIRED: 0 SPACES PROVIDED: 0 SPACES

TRANSPORTATION SPECIFICATIONS

ROADWAY / PEDESTRIAN SECTIONS

MAIN CENTRAL DRIVE: 26' PAVEMENT WIDTH
COMMERCIAL CONNECTOR DRIVE: 24' PAVEMENT WIDTH
RESIDENTIAL CONNECTOR DRIVE: 22' PAVEMENT WIDTH
ACCESS ALLEYWAY: 20' PAVEMENT WIDTH

FORT MAC MILE
COMMERCIAL DISTRICT: 10' PATH W/ 5' LANDSCAPE STRIP
STREET PARKING: 10' PATH W/ 4' STREET-SCAPE ZONE
RESIDENTIAL DISTRICT: 8' PATH W/ 6' LANDSCAPE STRIP

SIDEWALKS
LEE STREET FRONTAGE: 7' (EXISTING)
CAMPBELLTON FRONTAGE: 8' W/ 5' LANDSCAPE STRIP
STANDARD WIDTH: 6' W/ 6' LANDSCAPE STRIP
MINIMUM WIDTH: 5'

DRIVEWAY SUMMARY

DRIVEWAY #1 (SITE DRIVE "W"): FULL ACCESS (CAMPBELLTON & SARAH HARDEN DRIVE)

DRIVEWAY #2 (SITE DRIVE "WC"): RIGHT-IN RIGHT-OUT (CAMPBELLTON & ALMA STREET)

DRIVEWAY #3 (SITE DRIVE "NC"): RIGHT-IN RIGHT-OUT

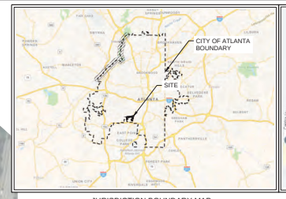
DRIVEWAY #4 (SITE DRIVE "EC"): FULL ACCESS AT EXISTING SIGNAL (CAMPBELLTON & KENILWORTH DRIVE)

DRIVEWAY #5: FULL ACCESS AT LEE STREET

DRIVEWAY #6 (SITE DRIVE "N"): FULL ACCESS AT RELOCATED SIGNAL (LEE STREET & THORNE AVENUE)

DRIVEWAY #7: (SITE DRIVE "S"): FULL ACCESS SIGNALIZED INTERSECTION AT SHARED DRIVE WITH ADJACENT PROPERTY OWNER

NOTE
REFERENCE THE "TD JAKES AT FORT MCPHERSON DEVELOPMENTS OF REGIONAL IMPACT METHODOLOGY MEETING PACKET" DEVELOPED BY NV5 ENGINEERS AND CONSULTANTS, INC. DATED 3/1/2023 FOR ADDITIONAL DETAILS



JURISDICTION BOUNDARY MAP
N.T.S.

LOCATION MAP
N.T.S.

OWNER/DEVELOPER
FORT MAC VILLAGE ONE, LLC
3703 PATIENCE BLVD. E
DALLAS, TEXAS 75236
(312)-493-0327
ROXANNE GARDNER
ROXANNEGARDNER@TDJAKES.COM

ENGINEER / SITE PLANNER
EBERLY & ASSOCIATES, INC.
CONTACT: ANTONIO SAMPLE
2951 FLOWERS ROAD SOUTH
SUITE 119
ATLANTA, GEORGIA 30341
(678) 287- 4745
ASAMPLE@EBERLY.NET

TRAFFIC ENGINEER
NV5 ENGINEERS AND CONSULTANTS, INC.
NAVEED JAFFAR, PE
10745 WESTSIDE WAY
SUITE 300
ALPHARETTA, GA 30009
(678) 795-3649

SITE SPECIFICATIONS

GENERAL INFORMATION

DRI NUMBER: 4370
PROJECT NAME: TD JAKES FORT MAC VILLAGE ONE

PROPERTY INFORMATION

ZONING USE: SPI-2
SITE ACREAGE: 95.61 AC
JURISDICTIONAL BOUNDARY:
CITY OF ATLANTA
FULTON COUNTY, GA
LAND LOT 121,135,136 & 154; 14TH DISTRICT
PARCEL #: 14 0136 LL0041
SETBACKS:
SIDE: 7.5 ft.
BACK: 40 ft.

PHASES OF CONSTRUCTION:
PHASE 1:
MASS GRADING AND UTILITY INFRASTRUCTURE CONSTRUCTION
PHASES 2-5:
THE SITE WILL BE CONSTRUCTED IN MULTIPLE PHASES APPROXIMATELY AS DELINEATED BY THE DISTRICTS INDICATED

JURISDICTIONAL WATERS OF THE U.S.:
JURISDICTIONAL WATERS ARE PRESENT ON SITE IN TWO LOCATIONS (SEE PLAN)

OVERALL BUILDING DATA

TOTAL FLOOR AREA: 2,134,713 sq. ft.
RESIDENTIAL: 1,735,900 sq. ft.
NON-RESIDENTIAL: 387,813 sq. ft.

RESIDENTIAL QUANTITIES
RESIDENTIAL APARTMENT UNITS: 901 UNITS
SINGLE FAMILY HOMES: 179 HOMES
TOWNHOMES: 191 RESIDENCES

COMMERCIAL QUANTITIES
SCHOOL: 20,000 sq. ft.
COMMERCIAL: 132,878 sq. ft.
OFFICE: 84,300 sq. ft.
HOTEL: 270 KEYS

OVERALL PARKING DATA

REQUIRED MINIMUM: NONE
PARKING PROVIDED
SURFACE: 617 SPACES
STREET: 433 SPACES
DECK: 1,747 SPACES
GARAGE: 518 SPACES
45 TOTAL HANDICAP SPACES

3,315 TOTAL PARKING SPACES

LOADING ZONES: 30
REQUIRED BICYCLE PARKING (PER SPI-2 TABLE 8)
OFFICE: 9 SPACES
RESIDENTIAL: 125 SPACES
PROVIDED BICYCLE PARKING (PER SPI-2 TABLE 8)
TOTAL BIKE PARKING: 177 SPACES

LEGEND

- GDOT / ADOT PAVING
- MULTI-PURPOSE / SIDEWALK
- LIGHT DUTY ASPHALT
- HEAVY DUTY ASPHALT
- PROPOSED DRIVEWAY CONNECTION
- EXISTING ROADWAY AT PROPOSED CONNECTION

GRAPHIC SCALE
-200 0 100 200 400 800
(IN FEET)
1 INCH = 200 FT.

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GEORGIA811 www.Georgia811.com
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2951 FLOWERS ROAD SOUTH, STE 119
ATLANTA, GEORGIA 30341
WWW.EBERLY.NET
LAND PLANNING
CIVIL ENGINEERING
LANDSCAPE ARCHITECTURE

PROJECT:
T.D. JAKES
FORT MAC VILLAGE ONE
LAND LOT 121, 136, 153
14TH DISTRICT
FULTON COUNTY, GEORGIA
1601 LEE STREET SW, ATLANTA, GA 30311

REVISIONS:

02/28/2023	SAP PLAN SUBMITTAL
03/16/2023	DRI SITE PLAN
12/15/2023	PAGE TURN SET
08/19/2025	DRI SITE PLAN

DRI SITE PLAN

SCALE: 1" = 200'
DATE: 08/01/2022
DRAWN BY: EY
PROJECT MANAGER: AS
QA/QC CHECK:

PROJECT NO.
22-087

SHEET NO.
DRI
DRI#: 4370
NOT ISSUED FOR CONSTRUCTION

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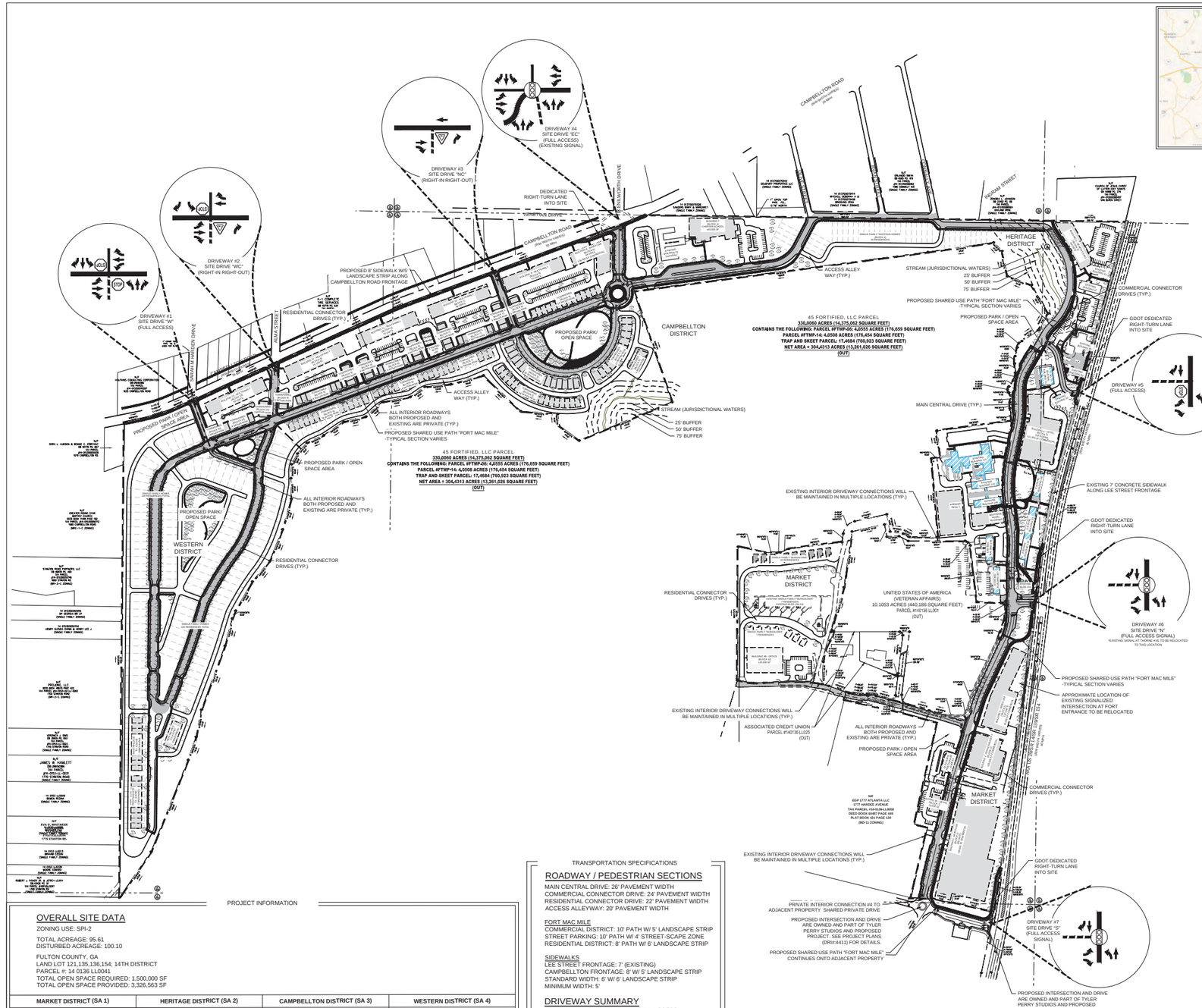

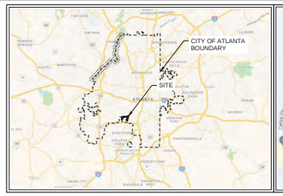

JURISDICTION BOUNDARY MAP
N.T.S.

LOCATION MAP
N.T.S.

OWNER/DEVELOPER

FORT MAC VILLAGE ONE, LLC
3703 PATIENCE BLVD. E
DALLAS, TEXAS 75236
(312)-493-0327
ROXANNE GARDNER
ROXANNEGARDNER@TDJAKES.COM

ENGINEER / SITE PLANNER

EBERLY & ASSOCIATES, INC.
CONTACT: ANTONIO SAMPLE
2951 FLOWERS ROAD SOUTH
SUITE 119
ATLANTA, GEORGIA 30341
(678) 287- 4745
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TRAFFIC ENGINEER

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NAVEED JAFFAR, PE
10745 WESTSIDE WAY
SUITE 300
ALPHARETTA, GA 30009
(678) 795-3649

SITE SPECIFICATIONS

GENERAL INFORMATION

DRI NUMBER: 4370
PROJECT NAME: TD JAKES FORT MAC VILLAGE ONE

PROPERTY INFORMATION

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SITE ACREAGE: 95.61 AC
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CITY OF ATLANTA
FULTON COUNTY, GA
LAND LOT 121,135,136 & 154; 14TH DISTRICT
PARCEL #: 14 0136 LL0041
SETBACKS:
SIDE: 7.5 ft.
BACK: 40 ft.

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PHASES 2-5:
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JURISDICTIONAL WATERS ARE PRESENT ON SITE IN TWO LOCATIONS (SEE PLAN)

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TOWNHOMES: 191 RESIDENCES

COMMERCIAL QUANTITIES
SCHOOL: 20,000 sq. ft.
COMMERCIAL: 132,878 sq. ft.
OFFICE: 84,300 sq. ft.
HOTEL: 270 KEYS

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REQUIRED MINIMUM: NONE
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STREET: 433 SPACES
DECK: 1,747 SPACES
GARAGE: 518 SPACES
45 TOTAL HANDICAP SPACES

3,315 TOTAL PARKING SPACES

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OFFICE: 9 SPACES
RESIDENTIAL: 125 SPACES
PROVIDED BICYCLE PARKING (PER SPI-2 TABLE 8)
TOTAL BIKE PARKING: 177 SPACES

PROJECT INFORMATION

OVERALL SITE DATA

ZONING USE: SPI-2

TOTAL ACREAGE: 95.61
DISTURBED ACREAGE: 100.10

FULTON COUNTY, GA
LAND LOT 121,135,136,154; 14TH DISTRICT
PARCEL #: 14 0136 LL0041
TOTAL OPEN SPACE REQUIRED: 1,500,000 SF
TOTAL OPEN SPACE PROVIDED: 3,326,563 SF

MARKET DISTRICT (SA 1)	HERITAGE DISTRICT (SA 2)	CAMPBELLTON DISTRICT (SA 3)	WESTERN DISTRICT (SA 4)
DISTRICT AREA TOTAL AREA: 25.63 ACRES (1,116,324 sq. ft.)	DISTRICT AREA TOTAL AREA: 19.13 ACRES (833,154 sq. ft.)	DISTRICT AREA TOTAL AREA: 29.02 ACRES (1,133,213 sq. ft.)	DISTRICT AREA TOTAL AREA: 24.46 ACRES (1,065,296 sq. ft.)
SETBACKS SIDE: 0 ft. BACK: 0 ft. FACADE SETBACK: 70 ft.	SETBACKS SIDE: 0 ft. BACK: 0 ft. FACADE SETBACK: 70 ft.	SETBACKS SIDE: 70 ft. BACK: 10 ft. FACADE SETBACK: 70 ft.	SETBACKS SIDE: 7 ft. BACK: 10 ft. FACADE SETBACK: 70 ft.
DENSITY/OPEN SPACE MAXIMUM NON-RESIDENTIAL FAR: 4.0 MAXIMUM RESIDENTIAL FAR: 3.2 REQUIRED OPEN SPACE: 15% PROVIDED NON-RESIDENTIAL FAR: 0.21 PROVIDED RESIDENTIAL FAR : 0.51 PROVIDED OPEN SPACE : 74 % (827,174 sq. ft.)	DENSITY/OPEN SPACE MAXIMUM NON-RESIDENTIAL FAR: 3.0 MAXIMUM RESIDENTIAL FAR: 2.0 REQUIRED OPEN SPACE: 15% PROVIDED NON-RESIDENTIAL FAR: 0.28 PROVIDED RESIDENTIAL FAR : 0.68 PROVIDED OPEN SPACE : 83% (688,701 sq. ft.)	DENSITY/OPEN SPACE MAXIMUM NON-RESIDENTIAL FAR: 3.0 MAXIMUM RESIDENTIAL FAR: 2.0 REQUIRED OPEN SPACE: 15% PROVIDED NON-RESIDENTIAL FAR: 0.02 PROVIDED RESIDENTIAL FAR : 0.69 PROVIDED OPEN SPACE : 73% (826,524 sq. ft.)	DENSITY/OPEN SPACE MAXIMUM NON-RESIDENTIAL FAR: 3.0 MAXIMUM RESIDENTIAL FAR: 2.0 REQUIRED OPEN SPACE: 15% PROVIDED NON-RESIDENTIAL FAR: 0.0 PROVIDED RESIDENTIAL FAR : 0.24 PROVIDED OPEN SPACE : 87% (922,164 sq. ft.)
BUILDING HEIGHT MAX BUILDING HEIGHT (SINGLE FAMILY): 35 ft. MAX BUILDING HEIGHT (OTHER STRUCTURES): 120 ft. BUILDING HEIGHT MAX. (SINGLE FAMILY): 35 ft. BUILDING HEIGHT MAX. (OTHER STRUCTURES): 74 ft.	BUILDING HEIGHT MAX BUILDING HEIGHT (SINGLE FAMILY): 35 ft. MAX BUILDING HEIGHT (OTHER STRUCTURES): 120 ft. BUILDING HEIGHT MAX. (SINGLE FAMILY): 32 ft. BUILDING HEIGHT MAX. (OTHER STRUCTURES): 75 ft.	BUILDING HEIGHT MAX BUILDING HEIGHT (SINGLE FAMILY): 35 ft. MAX BUILDING HEIGHT (OTHER STRUCTURES): 75 ft. BUILDING HEIGHT (SINGLE FAMILY): 35 ft. BUILDING HEIGHT (OTHER STRUCTURES): 44 ft.	BUILDING HEIGHT MAX BUILDING HEIGHT (SINGLE FAMILY): 35 ft. MAX BUILDING HEIGHT (OTHER STRUCTURES): 75 ft. BUILDING HEIGHT (SINGLE FAMILY): 35 ft. BUILDING HEIGHT (OTHER STRUCTURES): N/A
VEHICULAR PARKING MINIMUM PARKING: NONE TOTAL PROVIDED PARKING: 1,512 SPACES BICYCLE PARKING (PER SPI-2 TABLE 8) REQUIRED: 91 SPACES PROVIDED: 91 SPACES	VEHICULAR PARKING MINIMUM PARKING: NONE TOTAL PROVIDED PARKING: 688 SPACES BICYCLE PARKING (PER SPI-2 TABLE 8) REQUIRED: 44 SPACES PROVIDED: 44 SPACES	VEHICULAR PARKING MINIMUM PARKING: NONE TOTAL PROVIDED PARKING: 683 SPACES BICYCLE PARKING (PER SPI-2 TABLE 8) REQUIRED: 43 SPACES PROVIDED: 43 SPACES	VEHICULAR PARKING MINIMUM PARKING: NONE TOTAL PROVIDED PARKING: 432 SPACES BICYCLE PARKING (PER SPI-2 TABLE 8) REQUIRED: 0 SPACES PROVIDED: 0 SPACES

TRANSPORTATION SPECIFICATIONS

ROADWAY / PEDESTRIAN SECTIONS

MAIN CENTRAL DRIVE: 26' PAVEMENT WIDTH
COMMERCIAL CONNECTOR DRIVE: 24' PAVEMENT WIDTH
RESIDENTIAL CONNECTOR DRIVE: 22' PAVEMENT WIDTH
ACCESS ALLEYWAY: 20' PAVEMENT WIDTH

FORT MAC MILE
COMMERCIAL DISTRICT: 10' PATH W/ 5' LANDSCAPE STRIP
STREET PARKING: 10' PATH W/ 4' STREET-SCAPE ZONE
RESIDENTIAL DISTRICT: 8' PATH W/ 6' LANDSCAPE STRIP

SIDEWALKS
LEE STREET FRONTAGE: 7' (EXISTING)
CAMPBELLTON FRONTAGE: 8' W/ 5' LANDSCAPE STRIP
STANDARD WIDTH: 6' W/ 6' LANDSCAPE STRIP
MINIMUM WIDTH: 5'

DRIVEWAY SUMMARY

DRIVEWAY #1 (SITE DRIVE "W"): FULL ACCESS (CAMPBELLTON & SARAH HARDEN DRIVE)

DRIVEWAY #2 (SITE DRIVE "WC"): RIGHT-IN RIGHT-OUT (CAMPBELLTON & ALMA STREET)

DRIVEWAY #3 (SITE DRIVE "NC"): RIGHT-IN RIGHT-OUT

DRIVEWAY #4 (SITE DRIVE "EC"): FULL ACCESS AT EXISTING SIGNAL (CAMPBELLTON & KENILWORTH DRIVE)

DRIVEWAY #5: FULL ACCESS AT LEE STREET

DRIVEWAY #6 (SITE DRIVE "N"): FULL ACCESS AT RELOCATED SIGNAL (LEE STREET & THORNE AVENUE)

DRIVEWAY #7: (SITE DRIVE "S"): FULL ACCESS SIGNALIZED INTERSECTION AT SHARED DRIVE WITH ADJACENT PROPERTY OWNER

NOTE
REFERENCE THE "TD JAKES AT FORT MCPHERSON DEVELOPMENTS OF REGIONAL IMPACT METHODOLOGY MEETING PACKET" DEVELOPED BY NV5 ENGINEERS AND CONSULTANTS, INC. DATED 3/1/2023 FOR ADDITIONAL DETAILS

LEGEND

- GDOT / ADOT PAVING
- MULTI-PURPOSE / SIDEWALK
- LIGHT DUTY ASPHALT
- HEAVY DUTY ASPHALT
- PROPOSED DRIVEWAY CONNECTION
- EXISTING ROADWAY AT PROPOSED CONNECTION

GRAPHIC SCALE
-200 0 100 200 400 800
(IN FEET)
1 INCH = 200 FT.

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LAND LOT 121, 136, 153
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FULTON COUNTY, GEORGIA
1601 LEE STREET SW, ATLANTA, GA 30311

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08/19/2025	DRI SITE PLAN

DRI SITE PLAN

SCALE: 1"= 200'
DATE: 08/01/2022
DRAWN BY: EV
PROJECT MANAGER: AS
QA/QC CHECK:

PROJECT NO.
22-087

SHEET NO.
DRI
DRI#: 4370
NOT ISSUED FOR CONSTRUCTION

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APPENDIX B: Traffic Count Data

Bi-Directional Class Count || Location Overview

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 1

GA-14 Lee St SW,
north of Fort McPherson Entrance

Lat/Long

33.704960°, -84.428287°

Click here for Map

0000 - 2400 (Weekday 24h Session) (All Dates)

Location Overview

Description	Time Interval	Visible	Tabs
Bi-Directional Class Count	15min	☑	4
Bi-Directional Class Count	60min	☑	4
Graphical Analysis	-	☑	3
Base Data	15min	☑	2
Base Data	60min	☑	2

Daily & Monthly Factors

	Thu
	04/24
DF	1.00
MF	1.00
DF*MF	**1.00**

Bi-Directional Class Count || NB EB 15min

Atlanta, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
GA-14 Lee St SW,
north of Fort McPherson Entrance

Date
Thursday, April 24, 2025

Lat/Long
33.704960°, -84.428287°

Click here for Map

Weather
Cloudy
68°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (04-24-2025)
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	3	0	0	0	0	0	0	0	0	0	0	**18**	
0015 - 0030	0	27	1	0	0	0	0	0	0	0	0	0	0	**28**	
0030 - 0045	0	15	2	0	0	0	0	0	0	0	0	0	0	**17**	
0045 - 0100	0	10	0	0	1	0	0	0	0	0	0	0	0	**11**	**74**
0100 - 0115	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**	
0115 - 0130	0	14	0	1	0	0	0	0	0	0	0	0	0	**15**	
0130 - 0145	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	
0145 - 0200	0	11	2	0	0	0	0	0	0	0	0	0	0	**13**	**49**
0200 - 0215	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	
0215 - 0230	0	4	2	0	0	0	0	0	1	0	0	0	0	**7**	
0230 - 0245	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	
0245 - 0300	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**34**
0300 - 0315	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**	
0315 - 0330	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	
0330 - 0345	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**	
0345 - 0400	0	11	0	0	1	0	0	0	0	0	0	0	0	**12**	**45**
0400 - 0415	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**	
0415 - 0430	0	10	1	1	0	0	0	0	0	0	0	0	0	**12**	
0430 - 0445	0	18	2	0	2	0	0	0	0	0	0	0	0	**22**	
0445 - 0500	0	16	6	0	0	0	0	0	0	0	0	0	0	**22**	**67**
0500 - 0515	0	17	4	1	0	0	0	0	1	0	0	0	0	**23**	
0515 - 0530	0	30	5	0	0	1	0	0	0	0	0	0	0	**36**	
0530 - 0545	0	43	12	0	0	0	0	0	0	0	0	0	0	**55**	
0545 - 0600	0	64	18	0	0	0	0	0	0	0	0	0	0	**82**	**196**
0600 - 0615	0	50	16	3	1	0	0	1	0	0	0	0	0	**71**	
0615 - 0630	2	70	21	1	2	0	0	0	1	0	0	0	0	**97**	
0630 - 0645	2	138	24	1	3	0	0	3	1	0	0	0	0	**172**	
0645 - 0700	2	183	32	5	2	0	0	0	1	0	0	0	0	**225**	**565**
0700 - 0715	4	234	28	1	2	1	0	0	2	0	0	0	0	**272**	
0715 - 0730	2	384	43	6	6	3	0	1	1	0	0	0	0	**446**	
0730 - 0745	0	405	40	1	2	5	0	0	1	0	0	0	0	**454**	
0745 - 0800	0	418	37	3	5	2	0	1	1	0	0	0	0	**467**	**1639**
0800 - 0815	0	366	29	3	7	7	0	1	0	0	0	0	0	**413**	
0815 - 0830	0	448	30	2	4	0	6	2	1	0	0	0	0	**493**	
0830 - 0845	0	406	34	2	4	0	1	0	1	0	0	0	0	**448**	
0845 - 0900	0	321	37	3	6	1	0	0	3	1	0	0	0	**372**	**1726**
0900 - 0915	0	296	23	1	8	11	0	1	1	0	0	0	0	**341**	
0915 - 0930	1	272	30	3	5	1	0	0	1	0	0	0	0	**313**	
0930 - 0945	1	211	31	2	5	6	0	0	1	0	0	0	0	**257**	
0945 - 1000	0	185	24	6	2	5	0	0	1	0	0	0	0	**223**	**1134**
1000 - 1015	0	165	19	2	4	6	0	0	0	0	0	0	0	**196**	
1015 - 1030	0	163	25	1	6	2	0	0	0	0	0	0	0	**197**	
1030 - 1045	1	146	29	2	2	4	0	0	3	0	0	0	0	**187**	
1045 - 1100	0	124	29	1	4	2	0	0	0	0	0	0	0	**160**	**740**
1100 - 1115	0	125	19	0	3	4	0	0	1	0	0	0	0	**152**	
1115 - 1130	0	106	22	1	1	5	0	0	0	0	0	0	0	**135**	
1130 - 1145	1	119	16	1	2	5	0	0	0	0	0	0	0	**144**	
1145 - 1200	2	113	12	0	0	2	0	1	0	0	0	0	0	**130**	**561**
1200 - 1215	1	125	28	1	4	5	0	0	1	0	0	0	0	**165**	
1215 - 1230	1	112	14	1	2	2	0	0	1	0	0	0	0	**133**	
1230 - 1245	3	128	17	0	2	3	0	0	0	0	0	0	0	**153**	
1245 - 1300	0	141	17	3	5	3	0	0	1	0	0	0	0	**170**	**621**
1300 - 1315	2	117	21	0	0	1	0	0	1	0	0	0	0	**142**	
1315 - 1330	2	109	20	1	2	3	0	1	1	0	0	0	0	**139**	
1330 - 1345	1	128	29	2	3	3	0	0	1	0	0	0	0	**167**	
1345 - 1400	0	146	18	2	1	4	0	0	2	0	0	0	0	**173**	**621**
1400 - 1415	2	168	17	3	4	4	0	1	0	0	0	0	0	**199**	
1415 - 1430	1	135	22	8	3	0	0	0	0	0	0	0	0	**169**	
1430 - 1445	0	172	20	1	4	4	0	0	2	0	0	0	0	**203**	
1445 - 1500	0	204	21	1	4	4	0	0	0	0	0	0	0	**234**	**805**
1500 - 1515	0	204	17	1	2	2	0	0	1	0	0	0	0	**227**	
1515 - 1530	1	237	32	4	1	3	0	0	2	0	0	0	0	**280**	
1530 - 1545	0	276	26	3	2	1	0	0	0	0	0	0	0	**308**	
1545 - 1600	1	232	34	3	3	1	0	0	0	0	0	0	0	**274**	**1089**
1600 - 1615	2	274	37	5	6	1	0	1	0	0	0	0	0	**326**	
1615 - 1630	1	274	21	1	4	1	0	0	0	0	0	0	0	**302**	
1630 - 1645	0	277	27	2	3	1	0	0	0	0	0	0	0	**310**	
1645 - 1700	1	283	43	3	0	0	0	0	0	0	0	0	0	**330**	**1268**
1700 - 1715	1	258	22	4	1	0	0	0	0	0	0	0	0	**286**	
1715 - 1730	0	243	21	1	1	0	0	2	0	0	0	0	0	**268**	
1730 - 1745	0	297	37	0	0	0	0	0	0	0	0	0	0	**334**	
1745 - 1800	0	295	31	0	4	0	0	0	1	0	0	0	0	**331**	**1219**
1800 - 1815	1	318	29	1	1	0	0	0	0	0	0	0	0	**350**	
1815 - 1830	0	266	16	1	4	0	0	0	0	0	0	0	0	**287**	
1830 - 1845	0	259	26	1	2	1	0	0	1	0	0	0	0	**290**	
1845 - 1900	0	190	23	1	0	0	0	2	0	0	0	0	0	**216**	**1143**
1900 - 1915	0	129	15	1	0	0	0	0	0	0	0	0	0	**145**	
1915 - 1930	2	134	12	1	1	0	0	0	0	0	0	0	0	**150**	
1930 - 1945	0	91	6	1	1	0	0	0	0	0	0	0	0	**99**	
1945 - 2000	0	66	8	0	0	0	0	0	0	0	0	0	0	**74**	**468**
2000 - 2015	1	55	11	0	0	0	0	0	0	0	0	0	0	**67**	
2015 - 2030	0	59	11	0	1	0	0	0	0	0	0	0	0	**71**	
2030 - 2045	0	58	10	0	0	0	0	0	0	0	0	0	0	**68**	
2045 - 2100	0	47	11	0	0	0	0	0	0	0	0	0	0	**58**	**264**
2100 - 2115	0	53	9	1	0	0	0	0	0	0	0	0	0	**63**	
2115 - 2130	1	52	9	0	0	0	0	0	0	0	0	0	0	**62**	
2130 - 2145	0	56	5	0	1	0	0	0	0	0	0	0	0	**62**	
2145 - 2200	0	42	4	0	0	0	0	0	0	0	0	0	0	**46**	**233**
2200 - 2215	0	40	9	0	1	0	0	0	1	0	0	0	0	**51**	
2215 - 2230	0	54	4	0	0	0	0	0	0	0	0	0	0	**58**	
2230 - 2245	0	51	8	0	1	0	0	0	1	0	0	0	0	**61**	
2245 - 2300	0	73	9	0	0	0	0	0	0	0	0	0	0	**82**	**252**
2300 - 2315	0	55	9	0	0	0	0	0	0	0	0	0	0	**64**	
2315 - 2330	0	43	9	0	0	0	0	0	0	0	0	0	0	**52**	
2330 - 2345	0	37	3	1	1	0	0	0	0	0	0	0	0	**42**	
2345 - 0000	0	34	6	1	0	0	0	0	0	0	0	0	0	**41**	**199**

Session Total	43	12937	1567	114	165	120	7	18	40	1	0	0	0	**15012**
Session Average	0.45	134.76	16.32	1.19	1.72	1.25	0.07	0.19	0.42	0.01	0.00	0.00	0.00	**156.38**
Session Percentage	0.29	86.18	10.44	0.76	1.10	0.80	0.05	0.12	0.27	0.01	0.00	0.00	0.00	

AM Peak Hour	0615 - 0715	0745 - 0845	0715 - 0815	0630 - 0730	0845 - 0945	0900 - 1000	0745 - 0845	0545 - 0645	0815 - 0915	0800 - 0900	-	-	-	**0730 - 0830**
AM Peak Volume	10	1638	149	13	24	23	7	4	6	1	0	0	0	**1827**
AM Peak %age	0.55	89.66	8.16	0.71	1.31	1.26	0.38	0.22	0.33	0.05	0.00	0.00	0.00	

Noon Peak Hour	1145 - 1245	1445 - 1545	1000 - 1100	1330 - 1430	1000 - 1100	1115 - 1215	-	1315 - 1415	1300 - 1400	-	-	-	-	**1445 - 1545**
Noon Peak Volume	7	921	102	15	16	17	0	2	5	0	0	0	0	**1049**
Noon Peak %age	0.67	87.80	9.72	1.43	1.53	1.62	0.00	0.19	0.48	0.00	0.00	0.00	0.00	

PM Peak Hour	1515 - 1615	1730 - 1830	1515 - 1615	1515 - 1615	1545 - 1645	1500 - 1600	-	1630 - 1730	1500 - 1600	-	-	-	-	**1730 - 1830**
PM Peak Volume	4	1176	129	15	16	7	0	2	3	0	0	0	0	**1302**
PM Peak %age	0.31	90.32	9.91	1.15	1.23	0.54	0.00	0.15	0.23	0.00	0.00	0.00	0.00	

User Peak Volume	0	67	6	0	1	0	0	0	0	0	0	0	0	**74**
User Peak %age	0.00	90.54	8.11	0.00	1.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || SB WB 15min

Atlanta, GA

Marr Traffic DATA COLLECTION

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Site 1
GA-14 Lee St SW,
north of Fort McPherson Entrance

Date
Thursday, April 24, 2025

Lat/Long
33.704960°, -84.428287°

Weather
Cloudy
68°F

Click here for Detailed Weather

Click here for Map

0000 - 2400 (Weekday 24h Session) (04-24-2025)
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	23	1	0	1	0	0	0	0	0	0	0	0	**25**	
0015 - 0030	2	26	1	0	0	0	0	0	0	0	0	0	0	**29**	
0030 - 0045	1	22	1	1	1	0	0	0	0	0	0	0	0	**26**	
0045 - 0100	0	21	0	0	0	0	0	0	0	0	0	0	0	**21**	**101**
0100 - 0115	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**	
0115 - 0130	1	17	3	1	0	0	0	0	0	0	0	0	0	**22**	
0130 - 0145	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**	
0145 - 0200	0	17	0	0	0	0	0	0	0	0	0	0	0	**17**	**68**
0200 - 0215	1	9	0	0	0	0	0	0	0	0	0	0	0	**10**	
0215 - 0230	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**	
0230 - 0245	1	15	0	0	0	0	0	0	0	0	0	0	0	**16**	
0245 - 0300	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**	**51**
0300 - 0315	0	12	2	0	0	0	0	0	0	0	0	0	0	**14**	
0315 - 0330	1	12	1	0	0	0	0	0	0	0	0	0	0	**14**	
0330 - 0345	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**	
0345 - 0400	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	**50**
0400 - 0415	0	10	4	0	0	0	0	0	0	0	0	0	0	**14**	
0415 - 0430	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	
0430 - 0445	1	17	0	0	0	0	0	0	0	0	0	0	0	**18**	
0445 - 0500	0	12	0	0	1	1	0	0	0	0	0	0	0	**14**	**52**
0500 - 0515	0	15	4	0	0	0	0	0	0	0	0	0	0	**19**	
0515 - 0530	0	26	0	0	0	0	0	0	0	0	0	0	0	**26**	
0530 - 0545	0	18	3	0	0	0	0	0	1	0	0	0	0	**22**	
0545 - 0600	0	20	3	0	0	0	0	0	0	0	0	0	0	**23**	**90**
0600 - 0615	0	28	4	2	0	0	0	0	0	0	0	0	0	**34**	
0615 - 0630	0	29	4	4	0	1	0	0	0	0	0	0	0	**38**	
0630 - 0645	0	51	4	2	0	0	0	0	1	0	0	0	0	**58**	
0645 - 0700	1	49	7	2	0	1	0	0	1	0	0	0	0	**61**	**191**
0700 - 0715	0	55	7	1	0	0	0	1	1	0	0	0	0	**65**	
0715 - 0730	15	74	8	4	1	0	0	0	0	0	0	0	0	**102**	
0730 - 0745	0	91	14	2	2	1	0	1	1	0	0	0	0	**112**	
0745 - 0800	0	101	9	2	0	6	0	0	0	0	0	0	0	**118**	**397**
0800 - 0815	0	91	16	3	2	1	0	0	0	0	0	0	0	**113**	
0815 - 0830	0	86	10	2	2	3	0	0	0	0	0	0	0	**103**	
0830 - 0845	1	87	11	1	0	4	0	1	0	0	0	0	0	**105**	
0845 - 0900	0	90	10	2	0	0	0	1	0	0	0	0	0	**103**	**424**
0900 - 0915	0	75	12	4	2	8	0	0	3	0	0	0	0	**104**	
0915 - 0930	1	88	14	1	0	2	0	0	1	0	0	0	0	**107**	
0930 - 0945	0	86	10	2	0	1	0	0	1	0	0	0	0	**100**	
0945 - 1000	0	75	12	2	3	2	0	0	1	0	0	0	0	**95**	**406**
1000 - 1015	0	87	12	1	2	6	0	1	1	0	0	0	0	**110**	
1015 - 1030	0	101	16	1	6	2	0	1	0	0	0	0	0	**127**	
1030 - 1045	0	92	13	0	2	3	0	0	1	0	0	0	0	**111**	
1045 - 1100	0	71	12	2	1	2	0	0	2	0	0	0	0	**90**	**438**
1100 - 1115	0	97	18	2	4	4	0	0	0	0	0	0	0	**125**	
1115 - 1130	0	100	20	0	3	3	0	0	2	0	0	0	0	**128**	
1130 - 1145	1	86	17	3	1	4	0	1	1	0	0	0	0	**114**	
1145 - 1200	1	89	20	0	3	3	0	0	2	0	0	0	0	**118**	**485**
1200 - 1215	0	101	15	1	2	6	0	1	0	0	0	0	0	**126**	
1215 - 1230	0	110	18	3	2	2	0	0	1	0	0	0	0	**136**	
1230 - 1245	0	118	19	0	2	6	0	0	1	0	0	0	0	**146**	
1245 - 1300	0	108	12	2	2	5	0	1	0	0	0	0	0	**130**	**538**
1300 - 1315	0	106	13	3	2	2	0	0	0	0	0	0	0	**126**	
1315 - 1330	4	117	19	1	1	2	0	1	1	0	0	0	0	**146**	
1330 - 1345	0	116	16	3	0	1	0	0	0	0	0	0	0	**136**	
1345 - 1400	0	131	28	1	1	5	0	0	0	0	0	0	0	**166**	**574**
1400 - 1415	1	124	19	0	2	4	0	1	1	0	0	0	0	**152**	
1415 - 1430	0	143	24	1	1	2	0	0	1	0	0	0	0	**172**	
1430 - 1445	1	166	36	2	1	3	0	1	1	0	0	0	0	**211**	
1445 - 1500	0	138	20	3	1	0	0	1	1	0	0	0	0	**164**	**699**
1500 - 1515	0	141	19	1	2	3	0	1	1	0	0	0	0	**168**	
1515 - 1530	0	171	35	1	1	5	0	1	0	0	0	0	0	**214**	
1530 - 1545	0	191	40	1	3	0	0	0	1	0	0	0	0	**236**	
1545 - 1600	0	165	24	2	4	0	0	0	0	0	0	0	0	**195**	**813**
1600 - 1615	0	211	29	3	0	0	0	1	1	0	0	0	0	**245**	
1615 - 1630	0	240	25	3	3	0	0	0	0	0	0	0	0	**271**	
1630 - 1645	0	229	14	3	1	0	0	0	0	0	0	0	0	**247**	
1645 - 1700	0	219	18	3	2	0	0	0	1	0	0	0	0	**243**	**1006**
1700 - 1715	0	270	19	2	2	1	0	0	0	0	0	0	0	**294**	
1715 - 1730	1	262	22	2	3	1	0	0	0	0	0	0	0	**291**	
1730 - 1745	1	228	24	0	5	0	0	0	1	0	0	0	0	**259**	
1745 - 1800	1	191	14	0	1	0	0	0	0	0	0	0	0	**207**	**1051**
1800 - 1815	0	196	22	1	5	0	0	0	0	0	0	0	0	**224**	
1815 - 1830	0	184	27	1	1	0	0	0	0	0	0	0	0	**213**	
1830 - 1845	3	155	17	0	0	0	0	0	0	0	0	0	0	**175**	
1845 - 1900	1	122	18	0	0	0	0	1	0	0	0	0	0	**142**	**754**
1900 - 1915	0	134	11	0	0	0	0	0	0	0	0	0	0	**145**	
1915 - 1930	0	122	16	1	1	0	0	0	0	0	0	0	0	**140**	
1930 - 1945	1	144	15	1	1	0	0	0	0	0	0	0	0	**162**	
1945 - 2000	1	150	11	1	1	0	0	0	0	0	0	0	0	**164**	**611**
2000 - 2015	0	109	9	1	1	0	0	0	0	0	0	0	0	**120**	
2015 - 2030	1	101	9	0	0	0	0	0	0	0	0	0	0	**111**	
2030 - 2045	0	81	13	0	0	0	0	0	0	0	0	0	0	**94**	
2045 - 2100	0	81	8	0	0	0	0	0	0	0	0	0	0	**89**	**414**
2100 - 2115	0	75	6	1	0	0	0	0	0	0	0	0	0	**82**	
2115 - 2130	1	67	7	0	0	0	0	0	0	0	0	0	0	**75**	
2130 - 2145	1	83	13	0	0	0	0	0	0	0	0	0	0	**97**	
2145 - 2200	2	79	18	0	2	0	0	0	0	0	0	0	0	**101**	**355**
2200 - 2215	1	121	16	1	1	0	0	0	0	0	0	0	0	**140**	
2215 - 2230	0	99	19	0	0	0	0	1	0	0	0	0	0	**119**	
2230 - 2245	0	95	14	0	0	0	0	0	0	0	0	0	0	**109**	
2245 - 2300	2	80	13	3	0	0	0	0	0	0	0	0	0	**98**	**466**
2300 - 2315	1	63	11	1	1	0	0	0	0	0	0	0	0	**77**	
2315 - 2330	0	37	11	0	0	0	0	0	0	0	0	0	0	**48**	
2330 - 2345	0	46	9	0	0	0	0	0	0	0	0	0	0	**55**	
2345 - 0000	0	41	9	0	0	0	0	0	0	0	0	0	0	**50**	**230**

Session Total	52	8712	1149	100	95	106	0	18	32	0	0	0	0	**10264**
Session Average	0.54	90.75	11.97	1.04	0.99	1.10	0.00	0.19	0.33	0.00	0.00	0.00	0.00	**106.92**
Session Percentage	0.51	84.88	11.19	0.97	0.93	1.03	0.00	0.18	0.31	0.00	0.00	0.00	0.00	

AM Peak Hour	0630 - 0730	0730 - 0830	0945 - 1045	0715 - 0815	0945 - 1045	0815 - 0915	-	0645 - 0745	0900 - 1000	-	-	-	-	**0730 - 0830**
AM Peak Volume	16	369	53	11	13	15	0	2	6	0	0	0	0	**446**
AM Peak %age	3.59	82.74	11.88	2.47	2.91	3.36	0.00	0.45	1.35	0.00	0.00	0.00	0.00	

Noon Peak Hour	1315 - 1415	1445 - 1545	1445 - 1545	1245 - 1345	1015 - 1115	1200 - 1300	-	1430 - 1530	1030 - 1130	-	-	-	-	**1445 - 1545**
Noon Peak Volume	5	641	114	9	13	19	0	4	5	0	0	0	0	**782**
Noon Peak %age	0.64	81.97	14.58	1.15	1.66	2.43	0.00	0.51	0.64	0.00	0.00	0.00	0.00	

PM Peak Hour	1745 - 1845	1630 - 1730	1515 - 1615	1600 - 1700	1715 - 1815	1500 - 1600	-	1500 - 1600	1500 - 1600	-	-	-	-	**1645 - 1745**
PM Peak Volume	4	980	128	12	14	8	0	2	2	0	0	0	0	**1087**
PM Peak %age	0.37	90.16	11.78	1.10	1.29	0.74	0.00	0.18	0.18	0.00	0.00	0.00	0.00	

User Peak Volume	3	92	3	1	2	0	0	0	0	0	0	0	0	**101**
User Peak %age	2.97	91.09	2.97	0.99	1.98	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

Atlanta, GA

Marr Traffic DATA COLLECTION

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Site 1
GA-14 Lee St SW,
north of Fort McPherson Entrance

Date
Thursday, April 24, 2025

Lat/Long
33.704960°, -84.428287°

Weather
Cloudy
68°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (04-24-2025)
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	38	4	0	1	0	0	0	0	0	0	0	0	**43**	
0015 - 0030	2	53	2	0	0	0	0	0	0	0	0	0	0	**57**	
0030 - 0045	1	37	3	1	1	0	0	0	0	0	0	0	0	**43**	
0045 - 0100	0	31	0	0	1	0	0	0	0	0	0	0	0	**32**	**175**
0100 - 0115	0	29	0	0	0	0	0	0	0	0	0	0	0	**29**	
0115 - 0130	1	31	3	2	0	0	0	0	0	0	0	0	0	**37**	
0130 - 0145	0	20	1	0	0	0	0	0	0	0	0	0	0	**21**	
0145 - 0200	0	28	2	0	0	0	0	0	0	0	0	0	0	**30**	**117**
0200 - 0215	1	18	0	0	0	0	0	0	0	0	0	0	0	**19**	
0215 - 0230	0	16	3	0	0	0	0	0	1	0	0	0	0	**20**	
0230 - 0245	1	24	0	0	0	0	0	0	0	0	0	0	0	**25**	
0245 - 0300	0	21	0	0	0	0	0	0	0	0	0	0	0	**21**	**85**
0300 - 0315	0	24	3	0	0	0	0	0	0	0	0	0	0	**27**	
0315 - 0330	1	19	2	0	0	0	0	0	0	0	0	0	0	**22**	
0330 - 0345	0	24	0	0	0	0	0	0	0	0	0	0	0	**24**	
0345 - 0400	0	21	0	0	1	0	0	0	0	0	0	0	0	**22**	**95**
0400 - 0415	0	19	6	0	0	0	0	0	0	0	0	0	0	**25**	
0415 - 0430	0	15	2	1	0	0	0	0	0	0	0	0	0	**18**	
0430 - 0445	1	35	2	0	2	0	0	0	0	0	0	0	0	**40**	
0445 - 0500	0	28	6	0	1	1	0	0	0	0	0	0	0	**36**	**119**
0500 - 0515	0	32	8	1	0	0	0	0	1	0	0	0	0	**42**	
0515 - 0530	0	56	5	0	0	1	0	0	0	0	0	0	0	**62**	
0530 - 0545	0	61	15	0	0	0	0	0	1	0	0	0	0	**77**	
0545 - 0600	0	84	21	0	0	0	0	0	0	0	0	0	0	**105**	**286**
0600 - 0615	0	78	20	5	1	0	0	1	0	0	0	0	0	**105**	
0615 - 0630	2	99	25	5	2	1	0	0	1	0	0	0	0	**135**	
0630 - 0645	2	189	28	3	3	0	0	3	2	0	0	0	0	**230**	
0645 - 0700	3	232	39	7	2	1	0	0	2	0	0	0	0	**286**	**756**
0700 - 0715	4	289	35	2	2	1	0	1	3	0	0	0	0	**337**	
0715 - 0730	17	458	51	10	7	3	0	1	1	0	0	0	0	**548**	
0730 - 0745	0	496	54	3	4	6	0	1	2	0	0	0	0	**566**	
0745 - 0800	0	519	46	5	5	8	0	1	1	0	0	0	0	**585**	**2036**
0800 - 0815	0	457	45	6	9	8	0	1	0	0	0	0	0	**526**	
0815 - 0830	0	534	40	4	6	3	6	2	1	0	0	0	0	**596**	
0830 - 0845	1	493	45	3	4	4	1	1	1	0	0	0	0	**553**	
0845 - 0900	0	411	47	5	6	1	0	1	3	1	0	0	0	**475**	**2150**
0900 - 0915	0	371	35	5	10	19	0	1	4	0	0	0	0	**445**	
0915 - 0930	2	360	44	4	5	3	0	0	2	0	0	0	0	**420**	
0930 - 0945	1	297	41	4	5	7	0	0	2	0	0	0	0	**357**	
0945 - 1000	0	260	36	8	5	7	0	0	2	0	0	0	0	**318**	**1540**
1000 - 1015	0	252	31	3	6	12	0	1	1	0	0	0	0	**306**	
1015 - 1030	0	264	41	2	12	4	0	1	0	0	0	0	0	**324**	
1030 - 1045	1	238	42	2	4	7	0	0	4	0	0	0	0	**298**	
1045 - 1100	0	195	41	3	5	4	0	0	2	0	0	0	0	**250**	**1178**
1100 - 1115	0	222	37	2	7	8	0	0	1	0	0	0	0	**277**	
1115 - 1130	0	206	42	1	4	8	0	0	2	0	0	0	0	**263**	
1130 - 1145	2	205	33	4	3	9	0	1	1	0	0	0	0	**258**	
1145 - 1200	3	202	32	0	3	5	0	1	2	0	0	0	0	**248**	**1046**
1200 - 1215	1	226	43	2	6	11	0	1	1	0	0	0	0	**291**	
1215 - 1230	1	222	32	4	4	4	0	0	2	0	0	0	0	**269**	
1230 - 1245	3	246	36	0	4	9	0	0	1	0	0	0	0	**299**	
1245 - 1300	0	249	29	5	7	8	0	1	1	0	0	0	0	**300**	**1159**
1300 - 1315	2	223	34	3	2	3	0	0	1	0	0	0	0	**268**	
1315 - 1330	6	226	39	2	3	5	0	2	2	0	0	0	0	**285**	
1330 - 1345	1	244	45	5	3	4	0	0	1	0	0	0	0	**303**	
1345 - 1400	0	277	46	3	2	9	0	0	2	0	0	0	0	**339**	**1195**
1400 - 1415	3	292	36	3	6	8	0	2	1	0	0	0	0	**351**	
1415 - 1430	1	278	46	9	4	2	0	0	1	0	0	0	0	**341**	
1430 - 1445	1	338	56	3	5	7	0	1	3	0	0	0	0	**414**	
1445 - 1500	0	342	41	4	5	4	0	1	1	0	0	0	0	**398**	**1504**
1500 - 1515	0	345	36	2	4	5	0	1	2	0	0	0	0	**395**	
1515 - 1530	1	408	67	5	2	8	0	1	2	0	0	0	0	**494**	
1530 - 1545	0	467	66	4	5	1	0	0	1	0	0	0	0	**544**	
1545 - 1600	1	397	58	5	7	1	0	0	0	0	0	0	0	**469**	**1902**
1600 - 1615	2	485	66	8	6	1	0	2	1	0	0	0	0	**571**	
1615 - 1630	1	514	46	4	7	1	0	0	0	0	0	0	0	**573**	
1630 - 1645	0	506	41	5	4	1	0	0	0	0	0	0	0	**557**	
1645 - 1700	1	502	61	6	2	0	0	0	1	0	0	0	0	**573**	**2274**
1700 - 1715	1	528	41	6	3	1	0	0	0	0	0	0	0	**580**	
1715 - 1730	1	505	43	3	4	1	0	2	0	0	0	0	0	**559**	
1730 - 1745	1	525	61	0	5	0	0	0	1	0	0	0	0	**593**	
1745 - 1800	1	486	45	0	5	0	0	0	1	0	0	0	0	**538**	**2270**
1800 - 1815	1	514	51	2	6	0	0	0	0	0	0	0	0	**574**	
1815 - 1830	0	450	43	2	5	0	0	0	0	0	0	0	0	**500**	
1830 - 1845	3	414	43	1	2	1	0	0	1	0	0	0	0	**465**	
1845 - 1900	1	312	41	1	0	0	0	3	0	0	0	0	0	**358**	**1897**
1900 - 1915	0	263	26	1	0	0	0	0	0	0	0	0	0	**290**	
1915 - 1930	2	256	28	2	2	0	0	0	0	0	0	0	0	**290**	
1930 - 1945	1	235	21	2	2	0	0	0	0	0	0	0	0	**261**	
1945 - 2000	1	216	19	1	1	0	0	0	0	0	0	0	0	**238**	**1079**
2000 - 2015	1	164	20	1	1	0	0	0	0	0	0	0	0	**187**	
2015 - 2030	1	160	20	0	1	0	0	0	0	0	0	0	0	**182**	
2030 - 2045	0	139	23	0	0	0	0	0	0	0	0	0	0	**162**	
2045 - 2100	0	128	19	0	0	0	0	0	0	0	0	0	0	**147**	**678**
2100 - 2115	0	128	15	2	0	0	0	0	0	0	0	0	0	**145**	
2115 - 2130	2	119	16	0	0	0	0	0	0	0	0	0	0	**137**	
2130 - 2145	1	139	18	0	1	0	0	0	0	0	0	0	0	**159**	
2145 - 2200	2	121	22	0	2	0	0	0	0	0	0	0	0	**147**	**588**
2200 - 2215	1	161	25	1	2	0	0	0	1	0	0	0	0	**191**	
2215 - 2230	0	153	23	0	0	0	0	1	0	0	0	0	0	**177**	
2230 - 2245	0	146	22	0	1	0	0	0	1	0	0	0	0	**170**	
2245 - 2300	2	153	22	3	0	0	0	0	0	0	0	0	0	**180**	**718**
2300 - 2315	1	118	20	1	1	0	0	0	0	0	0	0	0	**141**	
2315 - 2330	0	80	20	0	0	0	0	0	0	0	0	0	0	**100**	
2330 - 2345	0	83	12	1	1	0	0	0	0	0	0	0	0	**97**	
2345 - 0000	0	75	15	1	0	0	0	0	0	0	0	0	0	**91**	**429**

Session Total	95	21649	2716	214	260	226	7	36	72	1	0	0	0	**25276**
Session Average	0.99	225.51	28.29	2.23	2.71	2.35	0.07	0.38	0.75	0.01	0.00	0.00	0.00	**263.29**
Session Percentage	0.38	85.65	10.75	0.85	1.03	0.89	0.03	0.14	0.28	0.00	0.00	0.00	0.00	

AM Peak Hour	0630 - 0730	0730 - 0830	0715 - 0815	0715 - 0815	0930 - 1030	0900 - 1000	0745 - 0845	0630 - 0730	0845 - 0945	0800 - 0900	-	-	-	**0730 - 0830**
AM Peak Volume	26	2006	196	24	28	36	7	5	11	1	0	0	0	**2273**
AM Peak %age	1.14	88.25	8.62	1.06	1.23	1.58	0.31	0.22	0.48	0.04	0.00	0.00	0.00	

Noon Peak Hour	1230 - 1330	1445 - 1545	1445 - 1545	1330 - 1430	1015 - 1115	1115 - 1215	-	1315 - 1415	1030 - 1130	-	-	-	-	**1445 - 1545**
Noon Peak Volume	11	1562	210	20	28	33	0	4	9	0	0	0	0	**1831**
Noon Peak %age	0.60	85.31	11.47	1.09	1.53	1.80	0.00	0.22	0.49	0.00	0.00	0.00	0.00	

PM Peak Hour	1830 - 1930	1645 - 1745	1515 - 1615	1600 - 1700	1530 - 1630	1500 - 1600	-	1515 - 1615	1500 - 1600	-	-	-	-	**1645 - 1745**
PM Peak Volume	6	2060	257	23	25	15	0	3	5	0	0	0	0	**2305**
PM Peak %age	0.26	89.37	11.15	1.00	1.08	0.65	0.00	0.13	0.22	0.00	0.00	0.00	0.00	

User Peak Volume	3	159	9	1	3	0	0	0	0	0	0	0	0	**175**
User Peak %age	1.71	90.86	5.14	0.57	1.71	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || Volume Summary 15min

Atlanta, GA

Marr Traffic DATA COLLECTION

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Site 1

GA-14 Lee St SW,
north of Fort McPherson Entrance

Date

Thursday, April 24, 2025

Lat/Long

33.704960°, -84.428287°

Weather

Cloudy
68°F

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0000 - 2400 (Weekday 24h Session) (04-24-2025)

Volume Summary 15min

	Volume Summary 15min		15min	60min
TIME	NB	SB	Total	Total
0000 - 0015	18	25	**43**	
0015 - 0030	28	29	**57**	
0030 - 0045	17	26	**43**	
0045 - 0100	11	21	**32**	**175**
0100 - 0115	13	16	**29**	
0115 - 0130	15	22	**37**	
0130 - 0145	8	13	**21**	
0145 - 0200	13	17	**30**	**117**
0200 - 0215	9	10	**19**	
0215 - 0230	7	13	**20**	
0230 - 0245	9	16	**25**	
0245 - 0300	9	12	**21**	**85**
0300 - 0315	13	14	**27**	
0315 - 0330	8	14	**22**	
0330 - 0345	12	12	**24**	
0345 - 0400	12	10	**22**	**95**
0400 - 0415	11	14	**25**	
0415 - 0430	12	6	**18**	
0430 - 0445	22	18	**40**	
0445 - 0500	22	14	**36**	**119**
0500 - 0515	23	19	**42**	
0515 - 0530	36	26	**62**	
0530 - 0545	55	22	**77**	
0545 - 0600	82	23	**105**	**286**
0600 - 0615	71	34	**105**	
0615 - 0630	97	38	**135**	
0630 - 0645	172	58	**230**	
0645 - 0700	225	61	**286**	**756**
0700 - 0715	272	65	**337**	
0715 - 0730	446	102	**548**	
0730 - 0745	454	112	**566**	
0745 - 0800	467	118	**585**	**2036**
0800 - 0815	413	113	**526**	
0815 - 0830	493	103	**596**	
0830 - 0845	448	105	**553**	
0845 - 0900	372	103	**475**	**2150**
0900 - 0915	341	104	**445**	
0915 - 0930	313	107	**420**	
0930 - 0945	257	100	**357**	
0945 - 1000	223	95	**318**	**1540**
1000 - 1015	196	110	**306**	
1015 - 1030	197	127	**324**	
1030 - 1045	187	111	**298**	
1045 - 1100	160	90	**250**	**1178**
1100 - 1115	152	125	**277**	
1115 - 1130	135	128	**263**	
1130 - 1145	144	114	**258**	
1145 - 1200	130	118	**248**	**1046**

	Volume Summary 15min		15min	60min
Time	NB	SB	Total	Total
1200 - 1215	165	126	**291**	
1215 - 1230	133	136	**269**	
1230 - 1245	153	146	**299**	
1245 - 1300	170	130	**300**	**1159**
1300 - 1315	142	126	**268**	
1315 - 1330	139	146	**285**	
1330 - 1345	167	136	**303**	
1345 - 1400	173	166	**339**	**1195**
1400 - 1415	199	152	**351**	
1415 - 1430	169	172	**341**	
1430 - 1445	203	211	**414**	
1445 - 1500	234	164	**398**	**1504**
1500 - 1515	227	168	**395**	
1515 - 1530	280	214	**494**	
1530 - 1545	308	236	**544**	
1545 - 1600	274	195	**469**	**1902**
1600 - 1615	326	245	**571**	
1615 - 1630	302	271	**573**	
1630 - 1645	310	247	**557**	
1645 - 1700	330	243	**573**	**2274**
1700 - 1715	286	294	**580**	
1715 - 1730	268	291	**559**	
1730 - 1745	334	259	**593**	
1745 - 1800	331	207	**538**	**2270**
1800 - 1815	350	224	**574**	
1815 - 1830	287	213	**500**	
1830 - 1845	290	175	**465**	
1845 - 1900	216	142	**358**	**1897**
1900 - 1915	145	145	**290**	
1915 - 1930	150	140	**290**	
1930 - 1945	99	162	**261**	
1945 - 2000	74	164	**238**	**1079**
2000 - 2015	67	120	**187**	
2015 - 2030	71	111	**182**	
2030 - 2045	68	94	**162**	
2045 - 2100	58	89	**147**	**678**
2100 - 2115	63	82	**145**	
2115 - 2130	62	75	**137**	
2130 - 2145	62	97	**159**	
2145 - 2200	46	101	**147**	**588**
2200 - 2215	51	140	**191**	
2215 - 2230	58	119	**177**	
2230 - 2245	61	109	**170**	
2245 - 2300	82	98	**180**	**718**
2300 - 2315	64	77	**141**	
2315 - 2330	52	48	**100**	
2330 - 2345	42	55	**97**	
2345 - 0000	41	50	**91**	**429**

Session Total	15012	10264	**25276**
Session Average	156.38	106.92	**263.29**
Session Percentage	59.39	40.61	

Bi-Directional Class Count || NB EB 60min

Atlanta, GA

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Site 1
GA-14 Lee St SW,
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Date
Thursday, April 24, 2025

Lat/Long
33.704960°, -84.428287°

Weather
Cloudy
68°F

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0000 - 2400 (Weekday 24h Session) (04-24-2025)
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	67	6	0	1	0	0	0	0	0	0	0	0	**74**
0100 - 0200	0	45	3	1	0	0	0	0	0	0	0	0	0	**49**
0200 - 0300	0	31	2	0	0	0	0	0	1	0	0	0	0	**34**
0300 - 0400	0	42	2	0	1	0	0	0	0	0	0	0	0	**45**
0400 - 0500	0	53	11	1	2	0	0	0	0	0	0	0	0	**67**
0500 - 0600	0	154	39	1	0	1	0	0	1	0	0	0	0	**196**
0600 - 0700	6	441	93	10	8	0	0	4	3	0	0	0	0	**565**
0700 - 0800	6	1441	148	11	15	11	0	2	5	0	0	0	0	**1639**
0800 - 0900	0	1541	130	10	21	8	7	3	5	1	0	0	0	**1726**
0900 - 1000	2	964	108	12	20	23	0	1	4	0	0	0	0	**1134**
1000 - 1100	1	598	102	6	16	14	0	0	3	0	0	0	0	**740**
1100 - 1200	3	463	69	2	6	16	0	1	1	0	0	0	0	**561**
1200 - 1300	5	506	76	5	13	13	0	0	3	0	0	0	0	**621**
1300 - 1400	5	500	88	5	6	11	0	1	5	0	0	0	0	**621**
1400 - 1500	3	679	80	13	15	12	0	1	2	0	0	0	0	**805**
1500 - 1600	2	949	109	11	8	7	0	0	3	0	0	0	0	**1089**
1600 - 1700	4	1108	128	11	13	3	0	1	0	0	0	0	0	**1268**
1700 - 1800	1	1093	111	5	6	0	0	2	1	0	0	0	0	**1219**
1800 - 1900	1	1033	94	4	7	1	0	2	1	0	0	0	0	**1143**
1900 - 2000	2	420	41	3	2	0	0	0	0	0	0	0	0	**468**
2000 - 2100	1	219	43	0	1	0	0	0	0	0	0	0	0	**264**
2100 - 2200	1	203	27	1	1	0	0	0	0	0	0	0	0	**233**
2200 - 2300	0	218	30	0	2	0	0	0	2	0	0	0	0	**252**
2300 - 2400	0	169	27	2	1	0	0	0	0	0	0	0	0	**199**

Session Total	43	12937	1567	114	165	120	7	18	40	1	0	0	0	**15012**
Session Average	1.79	539.04	65.29	4.75	6.88	5.00	0.29	0.75	1.67	0.04	0.00	0.00	0.00	**625.50**
Session Percentage	0.29	86.18	10.44	0.76	1.10	0.80	0.05	0.12	0.27	0.01	0.00	0.00	0.00	

AM Peak Hour	0600 - 0700	0800 - 0900	0700 - 0800	0900 - 1000	0800 - 0900	0900 - 1000	0800 - 0900	0600 - 0700	0700 - 0800	0800 - 0900	-	-	-	**0800 - 0900**
AM Peak Volume	6	1541	148	12	21	23	7	4	5	1	0	0	0	**1726**
AM Peak %age	0.35	89.28	8.57	0.70	1.22	1.33	0.41	0.23	0.29	0.06	0.00	0.00	0.00	

Noon Peak Hour	1200 - 1300	1400 - 1500	1000 - 1100	1400 - 1500	1000 - 1100	1100 - 1200	-	1100 - 1200	1300 - 1400	-	-	-	-	**1400 - 1500**
Noon Peak Volume	5	679	102	13	16	16	0	1	5	0	0	0	0	**805**
Noon Peak %age	0.62	84.35	12.67	1.61	1.99	1.99	0.00	0.12	0.62	0.00	0.00	0.00	0.00	

PM Peak Hour	1600 - 1700	1600 - 1700	1600 - 1700	1500 - 1600	1600 - 1700	1500 - 1600	-	1700 - 1800	1500 - 1600	-	-	-	-	**1600 - 1700**
PM Peak Volume	4	1108	128	11	13	7	0	2	3	0	0	0	0	**1268**
PM Peak %age	0.32	87.38	10.09	0.87	1.03	0.55	0.00	0.16	0.24	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || SB WB 60min

Atlanta, GA

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Site 1
GA-14 Lee St SW,
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Date
Thursday, April 24, 2025

Lat/Long
33.704960°, -84.428287°

Weather
Cloudy
68°F

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0000 - 2400 (Weekday 24h Session) (04-24-2025)
SB WB 60min

	Southbound (Movement 1.2)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	3	92	3	1	2	0	0	0	0	0	0	0	0	**101**
0100 - 0200	1	63	3	1	0	0	0	0	0	0	0	0	0	**68**
0200 - 0300	2	48	1	0	0	0	0	0	0	0	0	0	0	**51**
0300 - 0400	1	46	3	0	0	0	0	0	0	0	0	0	0	**50**
0400 - 0500	1	44	5	0	1	1	0	0	0	0	0	0	0	**52**
0500 - 0600	0	79	10	0	0	0	0	0	1	0	0	0	0	**90**
0600 - 0700	1	157	19	10	0	2	0	0	2	0	0	0	0	**191**
0700 - 0800	15	321	38	9	3	7	0	2	2	0	0	0	0	**397**
0800 - 0900	1	354	47	8	4	8	0	2	0	0	0	0	0	**424**
0900 - 1000	1	324	48	9	5	13	0	0	6	0	0	0	0	**406**
1000 - 1100	0	351	53	4	11	13	0	2	4	0	0	0	0	**438**
1100 - 1200	2	372	75	5	11	14	0	1	5	0	0	0	0	**485**
1200 - 1300	0	437	64	6	8	19	0	2	2	0	0	0	0	**538**
1300 - 1400	4	470	76	8	4	10	0	1	1	0	0	0	0	**574**
1400 - 1500	2	571	99	6	5	9	0	3	4	0	0	0	0	**699**
1500 - 1600	0	668	118	5	10	8	0	2	2	0	0	0	0	**813**
1600 - 1700	0	899	86	12	6	0	0	1	2	0	0	0	0	**1006**
1700 - 1800	3	951	79	4	11	2	0	0	1	0	0	0	0	**1051**
1800 - 1900	4	657	84	2	6	0	0	1	0	0	0	0	0	**754**
1900 - 2000	2	550	53	3	3	0	0	0	0	0	0	0	0	**611**
2000 - 2100	1	372	39	1	1	0	0	0	0	0	0	0	0	**414**
2100 - 2200	4	304	44	1	2	0	0	0	0	0	0	0	0	**355**
2200 - 2300	3	395	62	4	1	0	0	1	0	0	0	0	0	**466**
2300 - 2400	1	187	40	1	1	0	0	0	0	0	0	0	0	**230**
Session Total	52	8712	1149	100	95	106	0	18	32	0	0	0	0	**10264**
Session Average	2.17	363.00	47.88	4.17	3.96	4.42	0.00	0.75	1.33	0.00	0.00	0.00	0.00	**427.67**
Session Percentage	0.51	84.88	11.19	0.97	0.93	1.03	0.00	0.18	0.31	0.00	0.00	0.00	0.00	
AM Peak Hour	0700 - 0800	0800 - 0900	0900 - 1000	0600 - 0700	0900 - 1000	0900 - 1000	-	0700 - 0800	0900 - 1000	-	-	-	-	**0800 - 0900**
AM Peak Volume	15	354	48	10	5	13	0	2	6	0	0	0	0	**424**
AM Peak %age	3.54	83.49	11.32	2.36	1.18	3.07	0.00	0.47	1.42	0.00	0.00	0.00	0.00	
Noon Peak Hour	1300 - 1400	1400 - 1500	1400 - 1500	1300 - 1400	1000 - 1100	1200 - 1300	-	1400 - 1500	1100 - 1200	-	-	-	-	**1400 - 1500**
Noon Peak Volume	4	571	99	8	11	19	0	3	5	0	0	0	0	**699**
Noon Peak %age	0.57	81.69	14.16	1.14	1.57	2.72	0.00	0.43	0.72	0.00	0.00	0.00	0.00	
PM Peak Hour	1800 - 1900	1700 - 1800	1500 - 1600	1600 - 1700	1700 - 1800	1500 - 1600	-	1500 - 1600	1500 - 1600	-	-	-	-	**1700 - 1800**
PM Peak Volume	4	951	118	12	11	8	0	2	2	0	0	0	0	**1051**
PM Peak %age	0.38	90.49	11.23	1.14	1.05	0.76	0.00	0.19	0.19	0.00	0.00	0.00	0.00	

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

Atlanta, GA

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0000 - 2400 (Weekday 24h Session) (04-24-2025)
Bi-Directional 60min

	Bi-Directional 60min													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	3	159	9	1	3	0	0	0	0	0	0	0	0	**175**
0100 - 0200	1	108	6	2	0	0	0	0	0	0	0	0	0	**117**
0200 - 0300	2	79	3	0	0	0	0	0	1	0	0	0	0	**85**
0300 - 0400	1	88	5	0	1	0	0	0	0	0	0	0	0	**95**
0400 - 0500	1	97	16	1	3	1	0	0	0	0	0	0	0	**119**
0500 - 0600	0	233	49	1	0	1	0	0	2	0	0	0	0	**286**
0600 - 0700	7	598	112	20	8	2	0	4	5	0	0	0	0	**756**
0700 - 0800	21	1762	186	20	18	18	0	4	7	0	0	0	0	**2036**
0800 - 0900	1	1895	177	18	25	16	7	5	5	1	0	0	0	**2150**
0900 - 1000	3	1288	156	21	25	36	0	1	10	0	0	0	0	**1540**
1000 - 1100	1	949	155	10	27	27	0	2	7	0	0	0	0	**1178**
1100 - 1200	5	835	144	7	17	30	0	2	6	0	0	0	0	**1046**
1200 - 1300	5	943	140	11	21	32	0	2	5	0	0	0	0	**1159**
1300 - 1400	9	970	164	13	10	21	0	2	6	0	0	0	0	**1195**
1400 - 1500	5	1250	179	19	20	21	0	4	6	0	0	0	0	**1504**
1500 - 1600	2	1617	227	16	18	15	0	2	5	0	0	0	0	**1902**
1600 - 1700	4	2007	214	23	19	3	0	2	2	0	0	0	0	**2274**
1700 - 1800	4	2044	190	9	17	2	0	2	2	0	0	0	0	**2270**
1800 - 1900	5	1690	178	6	13	1	0	3	1	0	0	0	0	**1897**
1900 - 2000	4	970	94	6	5	0	0	0	0	0	0	0	0	**1079**
2000 - 2100	2	591	82	1	2	0	0	0	0	0	0	0	0	**678**
2100 - 2200	5	507	71	2	3	0	0	0	0	0	0	0	0	**588**
2200 - 2300	3	613	92	4	3	0	0	1	2	0	0	0	0	**718**
2300 - 2400	1	356	67	3	2	0	0	0	0	0	0	0	0	**429**

Session Total	95	21649	2716	214	260	226	7	36	72	1	0	0	0	**25276**
Session Average	3.96	902.04	113.17	8.92	10.83	9.42	0.29	1.50	3.00	0.04	0.00	0.00	0.00	**1053.17**
Session Percentage	0.38	85.65	10.75	0.85	1.03	0.89	0.03	0.14	0.28	0.00	0.00	0.00	0.00	

AM Peak Hour	0700 - 0800	0800 - 0900	0700 - 0800	0900 - 1000	0800 - 0900	0900 - 1000	0800 - 0900	0800 - 0900	0900 - 1000	0800 - 0900	-	-	-	**0800 - 0900**
AM Peak Volume	21	1895	186	21	25	36	7	5	10	1	0	0	0	**2150**
AM Peak %age	0.98	88.14	8.65	0.98	1.16	1.67	0.33	0.23	0.47	0.05	0.00	0.00	0.00	

Noon Peak Hour	1300 - 1400	1400 - 1500	1400 - 1500	1400 - 1500	1000 - 1100	1200 - 1300	-	1400 - 1500	1000 - 1100	-	-	-	-	**1400 - 1500**
Noon Peak Volume	9	1250	179	19	27	32	0	4	7	0	0	0	0	**1504**
Noon Peak %age	0.60	83.11	11.90	1.26	1.80	2.13	0.00	0.27	0.47	0.00	0.00	0.00	0.00	

PM Peak Hour	1800 - 1900	1700 - 1800	1500 - 1600	1600 - 1700	1600 - 1700	1500 - 1600	-	1800 - 1900	1500 - 1600	-	-	-	-	**1600 - 1700**
PM Peak Volume	5	2044	227	23	19	15	0	3	5	0	0	0	0	**2274**
PM Peak %age	0.22	89.89	9.98	1.01	0.84	0.66	0.00	0.13	0.22	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || Volume Summary 60min

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 1

GA-14 Lee St SW,
north of Fort McPherson Entrance

Date

Thursday, April 24, 2025

Lat/Long

33.704960°, -84.428287°

Weather

Cloudy
68°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (04-24-2025)

Volume Summary 60min

	Volume Summary 60min		
TIME	NB	SB	**Total**
0000 - 0100	74	101	**175**
0100 - 0200	49	68	**117**
0200 - 0300	34	51	**85**
0300 - 0400	45	50	**95**
0400 - 0500	67	52	**119**
0500 - 0600	196	90	**286**
0600 - 0700	565	191	**756**
0700 - 0800	1639	397	**2036**
0800 - 0900	1726	424	**2150**
0900 - 1000	1134	406	**1540**
1000 - 1100	740	438	**1178**
1100 - 1200	561	485	**1046**

	Volume Summary 60min		
Time	NB	SB	**Total**
1200 - 1300	621	538	**1159**
1300 - 1400	621	574	**1195**
1400 - 1500	805	699	**1504**
1500 - 1600	1089	813	**1902**
1600 - 1700	1268	1006	**2274**
1700 - 1800	1219	1051	**2270**
1800 - 1900	1143	754	**1897**
1900 - 2000	468	611	**1079**
2000 - 2100	264	414	**678**
2100 - 2200	233	355	**588**
2200 - 2300	252	466	**718**
2300 - 2400	199	230	**429**

Session Total	15012	10264	**25276**
Session Average	625.50	427.67	**1053.17**
Session Percentage	59.39	40.61	

Bi-Directional Class Count || Graphical Analysis NB EB

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 1

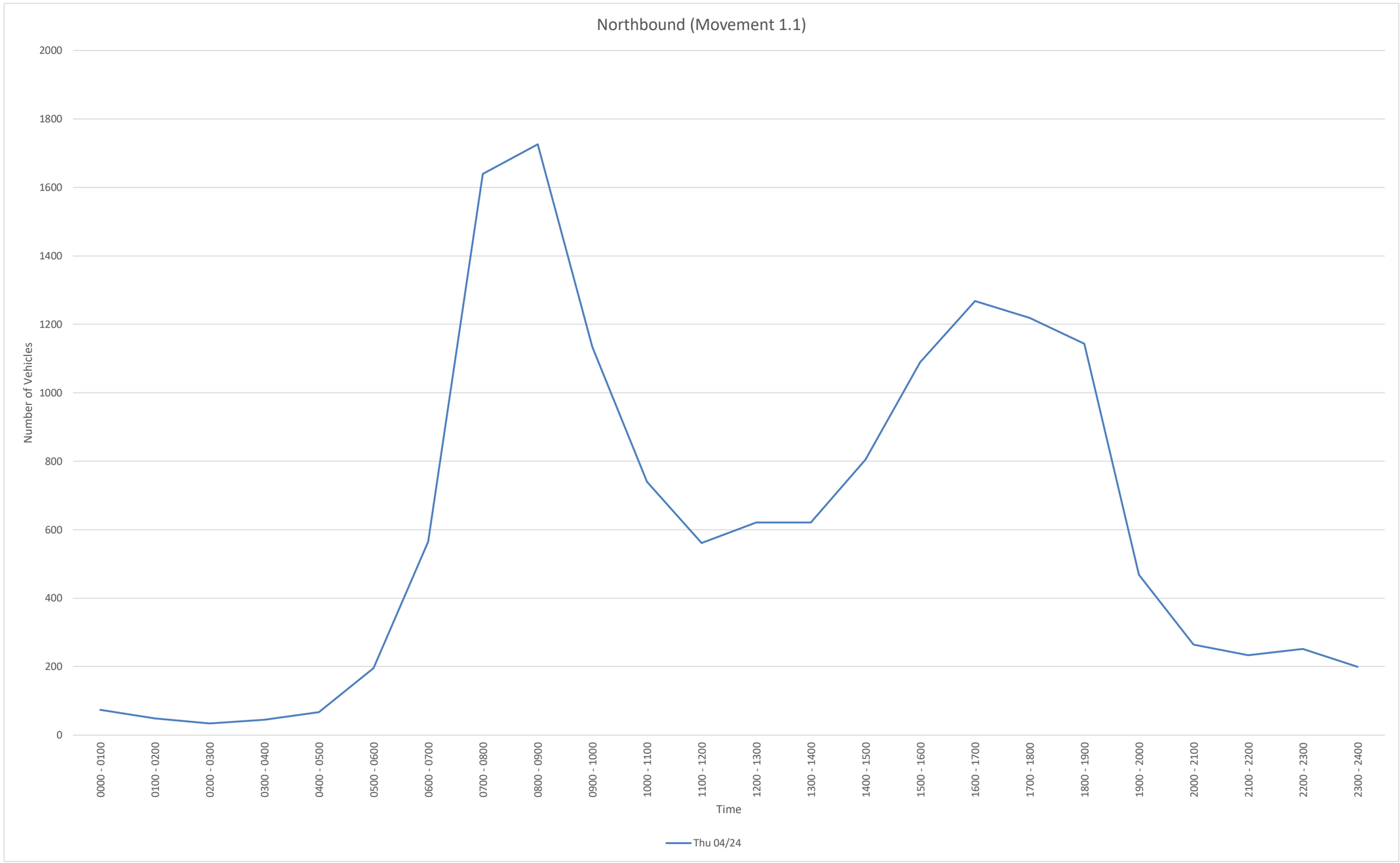
GA-14 Lee St SW,
north of Fort McPherson Entrance

Lat/Long

33.704960°, -84.428287°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis NB EB



Time	Thu 04/24						
0000 - 0100	74						
0100 - 0200	49						
0200 - 0300	34						
0300 - 0400	45						
0400 - 0500	67						
0500 - 0600	196						
0600 - 0700	565						
0700 - 0800	1639						
0800 - 0900	1726						
0900 - 1000	1134						
1000 - 1100	740						
1100 - 1200	561						
1200 - 1300	621						
1300 - 1400	621						
1400 - 1500	805						
1500 - 1600	1089						
1600 - 1700	1268						
1700 - 1800	1219						
1800 - 1900	1143						
1900 - 2000	468						
2000 - 2100	264						
2100 - 2200	233						
2200 - 2300	252						
2300 - 2400	199						

Daily Total	15012						

Bi-Directional Class Count || Graphical Analysis SB WB

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 1

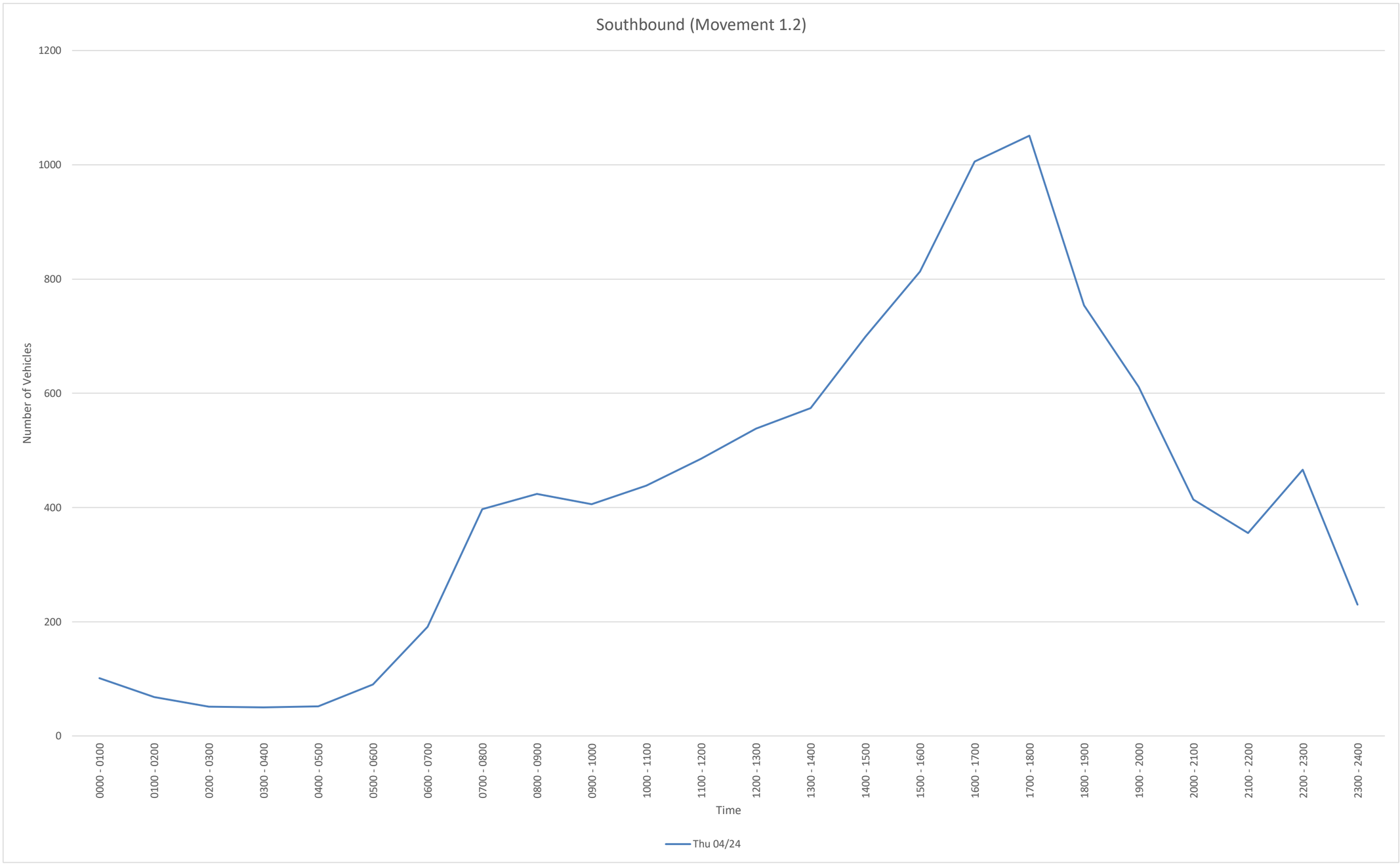
GA-14 Lee St SW,
north of Fort McPherson Entrance

Lat/Long

33.704960°, -84.428287°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis SB WB



Time	Thu 04/24						
0000 - 0100	101						
0100 - 0200	68						
0200 - 0300	51						
0300 - 0400	50						
0400 - 0500	52						
0500 - 0600	90						
0600 - 0700	191						
0700 - 0800	397						
0800 - 0900	424						
0900 - 1000	406						
1000 - 1100	438						
1100 - 1200	485						
1200 - 1300	538						
1300 - 1400	574						
1400 - 1500	699						
1500 - 1600	813						
1600 - 1700	1006						
1700 - 1800	1051						
1800 - 1900	754						
1900 - 2000	611						
2000 - 2100	414						
2100 - 2200	355						
2200 - 2300	466						
2300 - 2400	230						
Daily Total	10264						

Bi-Directional Class Count || Graphical Analysis BiDir

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 1

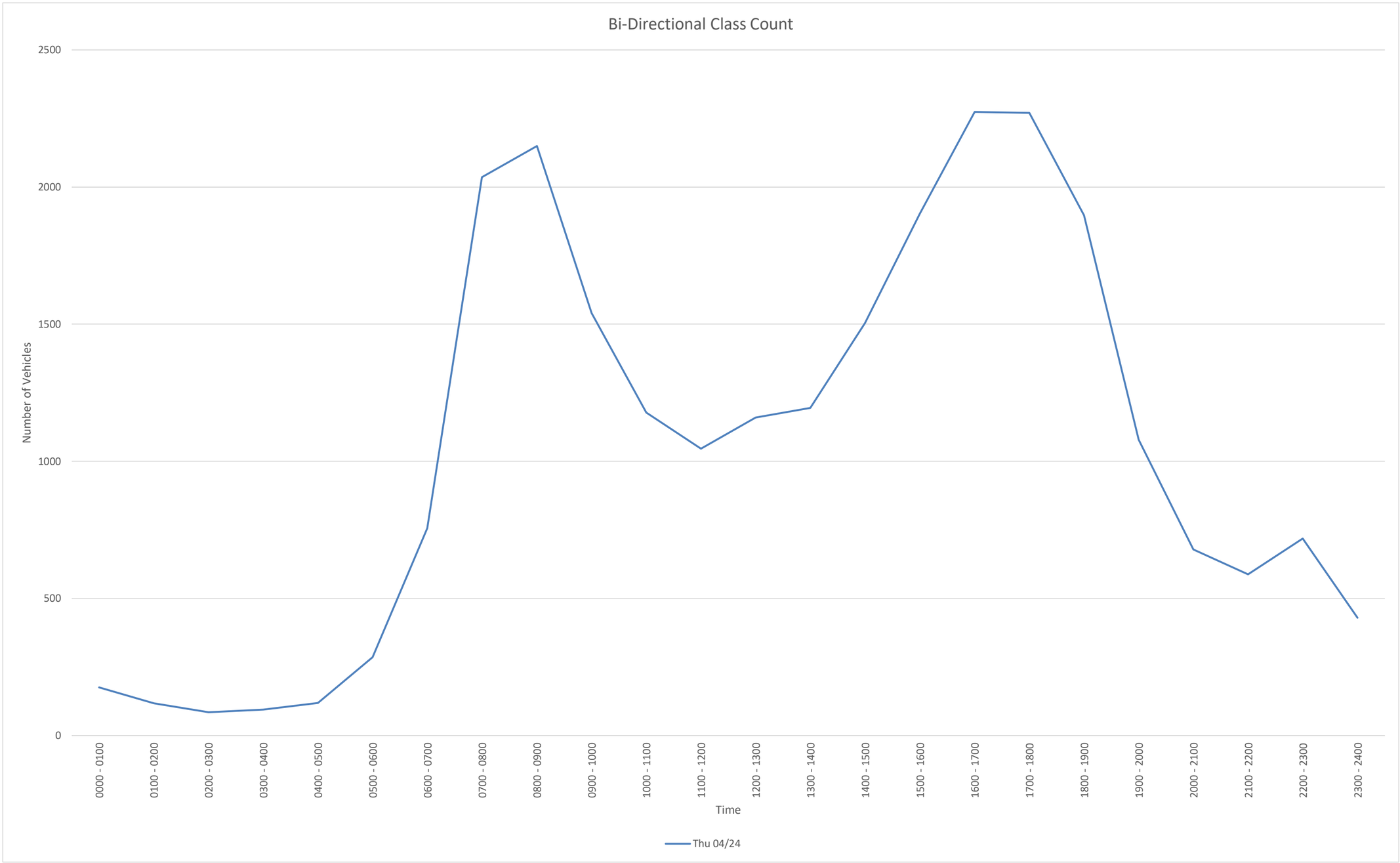
GA-14 Lee St SW,
north of Fort McPherson Entrance

Lat/Long

33.704960°, -84.428287°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis BiDir



Time	Thu 04/24						
0000 - 0100	175						
0100 - 0200	117						
0200 - 0300	85						
0300 - 0400	95						
0400 - 0500	119						
0500 - 0600	286						
0600 - 0700	756						
0700 - 0800	2036						
0800 - 0900	2150						
0900 - 1000	1540						
1000 - 1100	1178						
1100 - 1200	1046						
1200 - 1300	1159						
1300 - 1400	1195						
1400 - 1500	1504						
1500 - 1600	1902						
1600 - 1700	2274						
1700 - 1800	2270						
1800 - 1900	1897						
1900 - 2000	1079						
2000 - 2100	678						
2100 - 2200	588						
2200 - 2300	718						
2300 - 2400	429						
Daily Total	25276						

NB
File Name:
Start Date: 4/24/2025
Start Time: 0
Site Code: 1
Station ID: 1
Location 1: GA-14 Lee St SW, north of Fort McPherson Entrance
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
4/24/2025	12:00 AM	0	15	3	0	0	0	0	0	0	0	0	0	0
4/24/2025	12:15 AM	0	27	1	0	0	0	0	0	0	0	0	0	0
4/24/2025	12:30 AM	0	15	2	0	0	0	0	0	0	0	0	0	0
4/24/2025	12:45 AM	0	10	0	0	1	0	0	0	0	0	0	0	0
4/24/2025	1:00 AM	0	13	0	0	0	0	0	0	0	0	0	0	0
4/24/2025	1:15 AM	0	14	0	1	0	0	0	0	0	0	0	0	0
4/24/2025	1:30 AM	0	7	1	0	0	0	0	0	0	0	0	0	0
4/24/2025	1:45 AM	0	11	2	0	0	0	0	0	0	0	0	0	0
4/24/2025	2:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0
4/24/2025	2:15 AM	0	4	2	0	0	0	0	0	1	0	0	0	0
4/24/2025	2:30 AM	0	9	0	0	0	0	0	0	0	0	0	0	0
4/24/2025	2:45 AM	0	9	0	0	0	0	0	0	0	0	0	0	0
4/24/2025	3:00 AM	0	12	1	0	0	0	0	0	0	0	0	0	0
4/24/2025	3:15 AM	0	7	1	0	0	0	0	0	0	0	0	0	0
4/24/2025	3:30 AM	0	12	0	0	0	0	0	0	0	0	0	0	0
4/24/2025	3:45 AM	0	11	0	0	1	0	0	0	0	0	0	0	0
4/24/2025	4:00 AM	0	9	2	0	0	0	0	0	0	0	0	0	0
4/24/2025	4:15 AM	0	10	1	1	0	0	0	0	0	0	0	0	0
4/24/2025	4:30 AM	0	18	2	0	2	0	0	0	0	0	0	0	0
4/24/2025	4:45 AM	0	16	6	0	0	0	0	0	0	0	0	0	0
4/24/2025	5:00 AM	0	17	4	1	0	0	0	0	1	0	0	0	0
4/24/2025	5:15 AM	0	30	5	0	0	1	0	0	0	0	0	0	0
4/24/2025	5:30 AM	0	43	12	0	0	0	0	0	0	0	0	0	0
4/24/2025	5:45 AM	0	64	18	0	0	0	0	0	0	0	0	0	0
4/24/2025	6:00 AM	0	50	16	3	1	0	0	1	0	0	0	0	0
4/24/2025	6:15 AM	2	70	21	1	2	0	0	0	1	0	0	0	0
4/24/2025	6:30 AM	2	138	24	1	3	0	0	3	1	0	0	0	0
4/24/2025	6:45 AM	2	183	32	5	2	0	0	0	1	0	0	0	0
4/24/2025	7:00 AM	4	234	28	1	2	1	0	0	2	0	0	0	0
4/24/2025	7:15 AM	2	384	43	6	6	3	0	1	1	0	0	0	0
4/24/2025	7:30 AM	0	405	40	1	2	5	0	0	1	0	0	0	0
4/24/2025	7:45 AM	0	418	37	3	5	2	0	1	1	0	0	0	0
4/24/2025	8:00 AM	0	366	29	3	7	7	0	1	0	0	0	0	0
4/24/2025	8:15 AM	0	448	30	2	4	0	6	2	1	0	0	0	0
4/24/2025	8:30 AM	0	406	34	2	4	0	1	0	1	0	0	0	0
4/24/2025	8:45 AM	0	321	37	3	6	1	0	0	3	1	0	0	0
4/24/2025	9:00 AM	0	296	23	1	8	11	0	1	1	0	0	0	0
4/24/2025	9:15 AM	1	272	30	3	5	1	0	0	1	0	0	0	0
4/24/2025	9:30 AM	1	211	31	2	5	6	0	0	1	0	0	0	0
4/24/2025	9:45 AM	0	185	24	6	2	5	0	0	1	0	0	0	0
4/24/2025	10:00 AM	0	165	19	2	4	6	0	0	0	0	0	0	0
4/24/2025	10:15 AM	0	163	25	1	6	2	0	0	0	0	0	0	0
4/24/2025	10:30 AM	1	146	29	2	2	4	0	0	3	0	0	0	0
4/24/2025	10:45 AM	0	124	29	1	4	2	0	0	0	0	0	0	0
4/24/2025	11:00 AM	0	125	19	0	3	4	0	0	1	0	0	0	0
4/24/2025	11:15 AM	0	106	22	1	1	5	0	0	0	0	0	0	0
4/24/2025	11:30 AM	1	119	16	1	2	5	0	0	0	0	0	0	0
4/24/2025	11:45 AM	2	113	12	0	0	2	0	1	0	0	0	0	0
4/24/2025	12:00 PM	1	125	28	1	4	5	0	0	1	0	0	0	0
4/24/2025	12:15 PM	1	112	14	1	2	2	0	0	1	0	0	0	0
4/24/2025	12:30 PM	3	128	17	0	2	3	0	0	0	0	0	0	0
4/24/2025	12:45 PM	0	141	17	3	5	3	0	0	1	0	0	0	0
4/24/2025	1:00 PM	2	117	21	0	0	1	0	0	1	0	0	0	0
4/24/2025	1:15 PM	2	109	20	1	2	3	0	1	1	0	0	0	0
4/24/2025	1:30 PM	1	128	29	2	3	3	0	0	1	0	0	0	0
4/24/2025	1:45 PM	0	146	18	2	1	4	0	0	2	0	0	0	0
4/24/2025	2:00 PM	2	168	17	3	4	4	0	1	0	0	0	0	0
4/24/2025	2:15 PM	1	135	22	8	3	0	0	0	0	0	0	0	0
4/24/2025	2:30 PM	0	172	20	1	4	4	0	0	2	0	0	0	0
4/24/2025	2:45 PM	0	204	21	1	4	4	0	0	0	0	0	0	0
4/24/2025	3:00 PM	0	204	17	1	2	2	0	0	1	0	0	0	0
4/24/2025	3:15 PM	1	237	32	4	1	3	0	0	2	0	0	0	0
4/24/2025	3:30 PM	0	276	26	3	2	1	0	0	0	0	0	0	0
4/24/2025	3:45 PM	1	232	34	3	3	1	0	0	0	0	0	0	0
4/24/2025	4:00 PM	2	274	37	5	6	1	0	1	0	0	0	0	0
4/24/2025	4:15 PM	1	274	21	1	4	1	0	0	0	0	0	0	0
4/24/2025	4:30 PM	0	277	27	2	3	1	0	0	0	0	0	0	0
4/24/2025	4:45 PM	1	283	43	3	0	0	0	0	0	0	0	0	0
4/24/2025	5:00 PM	1	258	22	4	1	0	0	0	0	0	0	0	0
4/24/2025	5:15 PM	0	243	21	1	1	0	0	2	0	0	0	0	0
4/24/2025	5:30 PM	0	297	37	0	0	0	0	0	0	0	0	0	0
4/24/2025	5:45 PM	0	295	31	0	4	0	0	0	1	0	0	0	0
4/24/2025	6:00 PM	1	318	29	1	1	0	0	0	0	0	0	0	0
4/24/2025	6:15 PM	0	266	16	1	4	0	0	0	0	0	0	0	0
4/24/2025	6:30 PM	0	259	26	1	2	1	0	0	1	0	0	0	0
4/24/2025	6:45 PM	0	190	23	1	0	0	0	2	0	0	0	0	0
4/24/2025	7:00 PM	0	129	15	1	0	0	0	0	0	0	0	0	0
4/24/2025	7:15 PM	2	134	12	1	1	0	0	0	0	0	0	0	0
4/24/2025	7:30 PM	0	91	6	1	1	0	0	0	0	0	0	0	0
4/24/2025	7:45 PM	0	66	8	0	0	0	0	0	0	0	0	0	0
4/24/2025	8:00 PM	1	55	11	0	0	0	0	0	0	0	0	0	0
4/24/2025	8:15 PM	0	59	11	0	1	0	0	0	0	0	0	0	0
4/24/2025	8:30 PM	0	58	10	0	0	0	0	0	0	0	0	0	0
4/24/2025	8:45 PM	0	47	11	0	0	0	0	0	0	0	0	0	0
4/24/2025	9:00 PM	0	53	9	1	0	0	0	0	0	0	0	0	0
4/24/2025	9:15 PM	1	52	9	0	0	0	0	0	0	0	0	0	0
4/24/2025	9:30 PM	0	56	5	0	1	0	0	0	0	0	0	0	0
4/24/2025	9:45 PM	0	42	4	0	0	0	0	0	0	0	0	0	0
4/24/2025	10:00 PM	0	40	9	0	1	0	0	0	1	0	0	0	0
4/24/2025	10:15 PM	0	54	4	0	0	0	0	0	0	0	0	0	0
4/24/2025	10:30 PM	0	51	8	0	1	0	0	0	1	0	0	0	0
4/24/2025	10:45 PM	0	73	9	0	0	0	0	0	0	0	0	0	0
4/24/2025	11:00 PM	0	55	9	0	0	0	0	0	0	0	0	0	0
4/24/2025	11:15 PM	0	43	9	0	0	0	0	0	0	0	0	0	0
4/24/2025	11:30 PM	0	37	3	1	1	0	0	0	0	0	0	0	0
4/24/2025	11:45 PM	0	34	6	1	0	0	0	0	0	0	0	0	0

SB
File Name:
Start Date: 4/24/2025
Start Time: 0
Site Code: 1
Station ID: 1
Location 1: GA-14 Lee St SW, north of Fort McPherson Entrance
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
4/24/2025	12:00 AM	0	23	1	0	1	0	0	0	0	0	0	0	0
4/24/2025	12:15 AM	2	26	1	0	0	0	0	0	0	0	0	0	0
4/24/2025	12:30 AM	1	22	1	1	1	0	0	0	0	0	0	0	0
4/24/2025	12:45 AM	0	21	0	0	0	0	0	0	0	0	0	0	0
4/24/2025	1:00 AM	0	16	0	0	0	0	0	0	0	0	0	0	0
4/24/2025	1:15 AM	1	17	3	1	0	0	0	0	0	0	0	0	0
4/24/2025	1:30 AM	0	13	0	0	0	0	0	0	0	0	0	0	0
4/24/2025	1:45 AM	0	17	0	0	0	0	0	0	0	0	0	0	0
4/24/2025	2:00 AM	1	9	0	0	0	0	0	0	0	0	0	0	0
4/24/2025	2:15 AM	0	12	1	0	0	0	0	0	0	0	0	0	0
4/24/2025	2:30 AM	1	15	0	0	0	0	0	0	0	0	0	0	0
4/24/2025	2:45 AM	0	12	0	0	0	0	0	0	0	0	0	0	0
4/24/2025	3:00 AM	0	12	2	0	0	0	0	0	0	0	0	0	0
4/24/2025	3:15 AM	1	12	1	0	0	0	0	0	0	0	0	0	0
4/24/2025	3:30 AM	0	12	0	0	0	0	0	0	0	0	0	0	0
4/24/2025	3:45 AM	0	10	0	0	0	0	0	0	0	0	0	0	0
4/24/2025	4:00 AM	0	10	4	0	0	0	0	0	0	0	0	0	0
4/24/2025	4:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0
4/24/2025	4:30 AM	1	17	0	0	0	0	0	0	0	0	0	0	0
4/24/2025	4:45 AM	0	12	0	0	1	1	0	0	0	0	0	0	0
4/24/2025	5:00 AM	0	15	4	0	0	0	0	0	0	0	0	0	0
4/24/2025	5:15 AM	0	26	0	0	0	0	0	0	0	0	0	0	0
4/24/2025	5:30 AM	0	18	3	0	0	0	0	0	1	0	0	0	0
4/24/2025	5:45 AM	0	20	3	0	0	0	0	0	0	0	0	0	0
4/24/2025	6:00 AM	0	28	4	2	0	0	0	0	0	0	0	0	0
4/24/2025	6:15 AM	0	29	4	4	0	1	0	0	0	0	0	0	0
4/24/2025	6:30 AM	0	51	4	2	0	0	0	0	1	0	0	0	0
4/24/2025	6:45 AM	1	49	7	2	0	1	0	0	1	0	0	0	0
4/24/2025	7:00 AM	0	55	7	1	0	0	0	1	1	0	0	0	0
4/24/2025	7:15 AM	15	74	8	4	1	0	0	0	0	0	0	0	0
4/24/2025	7:30 AM	0	91	14	2	2	1	0	1	1	0	0	0	0
4/24/2025	7:45 AM	0	101	9	2	0	6	0	0	0	0	0	0	0
4/24/2025	8:00 AM	0	91	16	3	2	1	0	0	0	0	0	0	0
4/24/2025	8:15 AM	0	86	10	2	2	3	0	0	0	0	0	0	0
4/24/2025	8:30 AM	1	87	11	1	0	4	0	1	0	0	0	0	0
4/24/2025	8:45 AM	0	90	10	2	0	0	0	1	0	0	0	0	0
4/24/2025	9:00 AM	0	75	12	4	2	8	0	0	3	0	0	0	0
4/24/2025	9:15 AM	1	88	14	1	0	2	0	0	1	0	0	0	0
4/24/2025	9:30 AM	0	86	10	2	0	1	0	0	1	0	0	0	0
4/24/2025	9:45 AM	0	75	12	2	3	2	0	0	1	0	0	0	0
4/24/2025	10:00 AM	0	87	12	1	2	6	0	1	1	0	0	0	0
4/24/2025	10:15 AM	0	101	16	1	6	2	0	1	0	0	0	0	0
4/24/2025	10:30 AM	0	92	13	0	2	3	0	0	1	0	0	0	0
4/24/2025	10:45 AM	0	71	12	2	1	2	0	0	2	0	0	0	0
4/24/2025	11:00 AM	0	97	18	2	4	4	0	0	0	0	0	0	0
4/24/2025	11:15 AM	0	100	20	0	3	3	0	0	2	0	0	0	0
4/24/2025	11:30 AM	1	86	17	3	1	4	0	1	1	0	0	0	0
4/24/2025	11:45 AM	1	89	20	0	3	3	0	0	2	0	0	0	0
4/24/2025	12:00 PM	0	101	15	1	2	6	0	1	0	0	0	0	0
4/24/2025	12:15 PM	0	110	18	3	2	2	0	0	1	0	0	0	0
4/24/2025	12:30 PM	0	118	19	0	2	6	0	0	1	0	0	0	0
4/24/2025	12:45 PM	0	108	12	2	2	5	0	1	0	0	0	0	0
4/24/2025	1:00 PM	0	106	13	3	2	2	0	0	0	0	0	0	0
4/24/2025	1:15 PM	4	117	19	1	1	2	0	1	1	0	0	0	0
4/24/2025	1:30 PM	0	116	16	3	0	1	0	0	0	0	0	0	0
4/24/2025	1:45 PM	0	131	28	1	1	5	0	0	0	0	0	0	0
4/24/2025	2:00 PM	1	124	19	0	2	4	0	1	1	0	0	0	0
4/24/2025	2:15 PM	0	143	24	1	1	2	0	0	1	0	0	0	0
4/24/2025	2:30 PM	1	166	36	2	1	3	0	1	1	0	0	0	0
4/24/2025	2:45 PM	0	138	20	3	1	0	0	1	1	0	0	0	0
4/24/2025	3:00 PM	0	141	19	1	2	3	0	1	1	0	0	0	0
4/24/2025	3:15 PM	0	171	35	1	1	5	0	1	0	0	0	0	0
4/24/2025	3:30 PM	0	191	40	1	3	0	0	0	1	0	0	0	0
4/24/2025	3:45 PM	0	165	24	2	4	0	0	0	0	0	0	0	0
4/24/2025	4:00 PM	0	211	29	3	0	0	0	1	1	0	0	0	0
4/24/2025	4:15 PM	0	240	25	3	3	0	0	0	0	0	0	0	0
4/24/2025	4:30 PM	0	229	14	3	1	0	0	0	0	0	0	0	0
4/24/2025	4:45 PM	0	219	18	3	2	0	0	0	1	0	0	0	0
4/24/2025	5:00 PM	0	270	19	2	2	1	0	0	0	0	0	0	0
4/24/2025	5:15 PM	1	262	22	2	3	1	0	0	0	0	0	0	0
4/24/2025	5:30 PM	1	228	24	0	5	0	0	0	1	0	0	0	0
4/24/2025	5:45 PM	1	191	14	0	1	0	0	0	0	0	0	0	0
4/24/2025	6:00 PM	0	196	22	1	5	0	0	0	0	0	0	0	0
4/24/2025	6:15 PM	0	184	27	1	1	0	0	0	0	0	0	0	0
4/24/2025	6:30 PM	3	155	17	0	0	0	0	0	0	0	0	0	0
4/24/2025	6:45 PM	1	122	18	0	0	0	0	1	0	0	0	0	0
4/24/2025	7:00 PM	0	134	11	0	0	0	0	0	0	0	0	0	0
4/24/2025	7:15 PM	0	122	16	1	1	0	0	0	0	0	0	0	0
4/24/2025	7:30 PM	1	144	15	1	1	0	0	0	0	0	0	0	0
4/24/2025	7:45 PM	1	150	11	1	1	0	0	0	0	0	0	0	0
4/24/2025	8:00 PM	0	109	9	1	1	0	0	0	0	0	0	0	0
4/24/2025	8:15 PM	1	101	9	0	0	0	0	0	0	0	0	0	0
4/24/2025	8:30 PM	0	81	13	0	0	0	0	0	0	0	0	0	0
4/24/2025	8:45 PM	0	81	8	0	0	0	0	0	0	0	0	0	0
4/24/2025	9:00 PM	0	75	6	1	0	0	0	0	0	0	0	0	0
4/24/2025	9:15 PM	1	67	7	0	0	0	0	0	0	0	0	0	0
4/24/2025	9:30 PM	1	83	13	0	0	0	0	0	0	0	0	0	0
4/24/2025	9:45 PM	2	79	18	0	2	0	0	0	0	0	0	0	0
4/24/2025	10:00 PM	1	121	16	1	1	0	0	0	0	0	0	0	0
4/24/2025	10:15 PM	0	99	19	0	0	0	0	1	0	0	0	0	0
4/24/2025	10:30 PM	0	95	14	0	0	0	0	0	0	0	0	0	0
4/24/2025	10:45 PM	2	80	13	3	0	0	0	0	0	0	0	0	0
4/24/2025	11:00 PM	1	63	11	1	1	0	0	0	0	0	0	0	0
4/24/2025	11:15 PM	0	37	11	0	0	0	0	0	0	0	0	0	0
4/24/2025	11:30 PM	0	46	9	0	0	0	0	0	0	0	0	0	0
4/24/2025	11:45 PM	0	41	9	0	0	0	0	0	0	0	0	0	0

NB
File Name:
Start Date: 4/24/2025
Start Time: 0
Site Code: 1
Station ID: 1
Location 1: GA-14 Lee St SW, north of Fort McPherson Entrance
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
4/24/2025	12:00 AM	0	67	6	0	1	0	0	0	0	0	0	0	0
4/24/2025	12:15 AM	0	65	3	0	1	0	0	0	0	0	0	0	0
4/24/2025	12:30 AM	0	52	2	1	1	0	0	0	0	0	0	0	0
4/24/2025	12:45 AM	0	44	1	1	1	0	0	0	0	0	0	0	0
4/24/2025	1:00 AM	0	45	3	1	0	0	0	0	0	0	0	0	0
4/24/2025	1:15 AM	0	41	3	1	0	0	0	0	0	0	0	0	0
4/24/2025	1:30 AM	0	31	5	0	0	0	0	0	1	0	0	0	0
4/24/2025	1:45 AM	0	33	4	0	0	0	0	0	1	0	0	0	0
4/24/2025	2:00 AM	0	31	2	0	0	0	0	0	1	0	0	0	0
4/24/2025	2:15 AM	0	34	3	0	0	0	0	0	1	0	0	0	0
4/24/2025	2:30 AM	0	37	2	0	0	0	0	0	0	0	0	0	0
4/24/2025	2:45 AM	0	40	2	0	0	0	0	0	0	0	0	0	0
4/24/2025	3:00 AM	0	42	2	0	1	0	0	0	0	0	0	0	0
4/24/2025	3:15 AM	0	39	3	0	1	0	0	0	0	0	0	0	0
4/24/2025	3:30 AM	0	42	3	1	1	0	0	0	0	0	0	0	0
4/24/2025	3:45 AM	0	48	5	1	3	0	0	0	0	0	0	0	0
4/24/2025	4:00 AM	0	53	11	1	2	0	0	0	0	0	0	0	0
4/24/2025	4:15 AM	0	61	13	2	2	0	0	0	1	0	0	0	0
4/24/2025	4:30 AM	0	81	17	1	2	1	0	0	1	0	0	0	0
4/24/2025	4:45 AM	0	106	27	1	0	1	0	0	1	0	0	0	0
4/24/2025	5:00 AM	0	154	39	1	0	1	0	0	1	0	0	0	0
4/24/2025	5:15 AM	0	187	51	3	1	1	0	1	0	0	0	0	0
4/24/2025	5:30 AM	2	227	67	4	3	0	0	1	1	0	0	0	0
4/24/2025	5:45 AM	4	322	79	5	6	0	0	4	2	0	0	0	0
4/24/2025	6:00 AM	6	441	93	10	8	0	0	4	3	0	0	0	0
4/24/2025	6:15 AM	10	625	105	8	9	1	0	3	5	0	0	0	0
4/24/2025	6:30 AM	10	939	127	13	13	4	0	4	5	0	0	0	0
4/24/2025	6:45 AM	8	1206	143	13	12	9	0	1	5	0	0	0	0
4/24/2025	7:00 AM	6	1441	148	11	15	11	0	2	5	0	0	0	0
4/24/2025	7:15 AM	2	1573	149	13	20	17	0	3	3	0	0	0	0
4/24/2025	7:30 AM	0	1637	136	9	18	14	6	4	3	0	0	0	0
4/24/2025	7:45 AM	0	1638	130	10	20	9	7	4	3	0	0	0	0
4/24/2025	8:00 AM	0	1541	130	10	21	8	7	3	5	1	0	0	0
4/24/2025	8:15 AM	0	1471	124	8	22	12	7	3	6	1	0	0	0
4/24/2025	8:30 AM	1	1295	124	9	23	13	1	1	6	1	0	0	0
4/24/2025	8:45 AM	2	1100	121	9	24	19	0	1	6	1	0	0	0
4/24/2025	9:00 AM	2	964	108	12	20	23	0	1	4	0	0	0	0
4/24/2025	9:15 AM	2	833	104	13	16	18	0	0	3	0	0	0	0
4/24/2025	9:30 AM	1	724	99	11	17	19	0	0	2	0	0	0	0
4/24/2025	9:45 AM	1	659	97	11	14	17	0	0	4	0	0	0	0
4/24/2025	10:00 AM	1	598	102	6	16	14	0	0	3	0	0	0	0
4/24/2025	10:15 AM	1	558	102	4	15	12	0	0	4	0	0	0	0
4/24/2025	10:30 AM	1	501	99	4	10	15	0	0	4	0	0	0	0
4/24/2025	10:45 AM	1	474	86	3	10	16	0	0	1	0	0	0	0
4/24/2025	11:00 AM	3	463	69	2	6	16	0	1	1	0	0	0	0
4/24/2025	11:15 AM	4	463	78	3	7	17	0	1	1	0	0	0	0
4/24/2025	11:30 AM	5	469	70	3	8	14	0	1	2	0	0	0	0
4/24/2025	11:45 AM	7	478	71	2	8	12	0	1	2	0	0	0	0
4/24/2025	12:00 PM	5	506	76	5	13	13	0	0	3	0	0	0	0
4/24/2025	12:15 PM	6	498	69	4	9	9	0	0	3	0	0	0	0
4/24/2025	12:30 PM	7	495	75	4	9	10	0	1	3	0	0	0	0
4/24/2025	12:45 PM	5	495	87	6	10	10	0	1	4	0	0	0	0
4/24/2025	1:00 PM	5	500	88	5	6	11	0	1	5	0	0	0	0
4/24/2025	1:15 PM	5	551	84	8	10	14	0	2	4	0	0	0	0
4/24/2025	1:30 PM	4	577	86	15	11	11	0	1	3	0	0	0	0
4/24/2025	1:45 PM	3	621	77	14	12	12	0	1	4	0	0	0	0
4/24/2025	2:00 PM	3	679	80	13	15	12	0	1	2	0	0	0	0
4/24/2025	2:15 PM	1	715	80	11	13	10	0	0	3	0	0	0	0
4/24/2025	2:30 PM	1	817	90	7	11	13	0	0	5	0	0	0	0
4/24/2025	2:45 PM	1	921	96	9	9	10	0	0	3	0	0	0	0
4/24/2025	3:00 PM	2	949	109	11	8	7	0	0	3	0	0	0	0
4/24/2025	3:15 PM	4	1019	129	15	12	6	0	1	2	0	0	0	0
4/24/2025	3:30 PM	4	1056	118	12	15	4	0	1	0	0	0	0	0
4/24/2025	3:45 PM	4	1057	119	11	16	4	0	1	0	0	0	0	0
4/24/2025	4:00 PM	4	1108	128	11	13	3	0	1	0	0	0	0	0
4/24/2025	4:15 PM	3	1092	113	10	8	2	0	0	0	0	0	0	0
4/24/2025	4:30 PM	2	1061	113	10	5	1	0	2	0	0	0	0	0
4/24/2025	4:45 PM	2	1081	123	8	2	0	0	2	0	0	0	0	0
4/24/2025	5:00 PM	1	1093	111	5	6	0	0	2	1	0	0	0	0
4/24/2025	5:15 PM	1	1153	118	2	6	0	0	2	1	0	0	0	0
4/24/2025	5:30 PM	1	1176	113	2	9	0	0	0	1	0	0	0	0
4/24/2025	5:45 PM	1	1138	102	3	11	1	0	0	2	0	0	0	0
4/24/2025	6:00 PM	1	1033	94	4	7	1	0	2	1	0	0	0	0
4/24/2025	6:15 PM	0	844	80	4	6	1	0	2	1	0	0	0	0
4/24/2025	6:30 PM	2	712	76	4	3	1	0	2	1	0	0	0	0
4/24/2025	6:45 PM	2	544	56	4	2	0	0	2	0	0	0	0	0
4/24/2025	7:00 PM	2	420	41	3	2	0	0	0	0	0	0	0	0
4/24/2025	7:15 PM	3	346	37	2	2	0	0	0	0	0	0	0	0
4/24/2025	7:30 PM	1	271	36	1	2	0	0	0	0	0	0	0	0
4/24/2025	7:45 PM	1	238	40	0	1	0	0	0	0	0	0	0	0
4/24/2025	8:00 PM	1	219	43	0	1	0	0	0	0	0	0	0	0
4/24/2025	8:15 PM	0	217	41	1	1	0	0	0	0	0	0	0	0
4/24/2025	8:30 PM	1	210	39	1	0	0	0	0	0	0	0	0	0
4/24/2025	8:45 PM	1	208	34	1	1	0	0	0	0	0	0	0	0
4/24/2025	9:00 PM	1	203	27	1	1	0	0	0	0	0	0	0	0
4/24/2025	9:15 PM	1	190	27	0	2	0	0	0	1	0	0	0	0
4/24/2025	9:30 PM	0	192	22	0	2	0	0	0	1	0	0	0	0
4/24/2025	9:45 PM	0	187	25	0	2	0	0	0	2	0	0	0	0
4/24/2025	10:00 PM	0	218	30	0	2	0	0	0	2	0	0	0	0
4/24/2025	10:15 PM	0	233	30	0	1	0	0	0	1	0	0	0	0
4/24/2025	10:30 PM	0	222	35	0	1	0	0	0	1	0	0	0	0
4/24/2025	10:45 PM	0	208	30	1	1	0	0	0	0	0	0	0	0
4/24/2025	11:00 PM	0	169	27	2	1	0	0	0	0	0	0	0	0
4/24/2025	11:15 PM	0	114	18	2	1	0	0	0	0	0	0	0	0
4/24/2025	11:30 PM	0	71	9	2	1	0	0	0	0	0	0	0	0
4/24/2025	11:45 PM	0	34	6	1	0	0	0	0	0	0	0	0	0

SB
File Name:
Start Date: 4/24/2025
Start Time: 0
Site Code: 1
Station ID: 1
Location 1: GA-14 Lee St SW, north of Fort McPherson Entrance
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
4/24/2025	12:00 AM	3	92	3	1	2	0	0	0	0	0	0	0	0
4/24/2025	12:15 AM	3	85	2	1	1	0	0	0	0	0	0	0	0
4/24/2025	12:30 AM	2	76	4	2	1	0	0	0	0	0	0	0	0
4/24/2025	12:45 AM	1	67	3	1	0	0	0	0	0	0	0	0	0
4/24/2025	1:00 AM	1	63	3	1	0	0	0	0	0	0	0	0	0
4/24/2025	1:15 AM	2	56	3	1	0	0	0	0	0	0	0	0	0
4/24/2025	1:30 AM	1	51	1	0	0	0	0	0	0	0	0	0	0
4/24/2025	1:45 AM	2	53	1	0	0	0	0	0	0	0	0	0	0
4/24/2025	2:00 AM	2	48	1	0	0	0	0	0	0	0	0	0	0
4/24/2025	2:15 AM	1	51	3	0	0	0	0	0	0	0	0	0	0
4/24/2025	2:30 AM	2	51	3	0	0	0	0	0	0	0	0	0	0
4/24/2025	2:45 AM	1	48	3	0	0	0	0	0	0	0	0	0	0
4/24/2025	3:00 AM	1	46	3	0	0	0	0	0	0	0	0	0	0
4/24/2025	3:15 AM	1	44	5	0	0	0	0	0	0	0	0	0	0
4/24/2025	3:30 AM	0	37	5	0	0	0	0	0	0	0	0	0	0
4/24/2025	3:45 AM	1	42	5	0	0	0	0	0	0	0	0	0	0
4/24/2025	4:00 AM	1	44	5	0	1	1	0	0	0	0	0	0	0
4/24/2025	4:15 AM	1	49	5	0	1	1	0	0	0	0	0	0	0
4/24/2025	4:30 AM	1	70	4	0	1	1	0	0	0	0	0	0	0
4/24/2025	4:45 AM	0	71	7	0	1	1	0	0	1	0	0	0	0
4/24/2025	5:00 AM	0	79	10	0	0	0	0	0	1	0	0	0	0
4/24/2025	5:15 AM	0	92	10	2	0	0	0	0	1	0	0	0	0
4/24/2025	5:30 AM	0	95	14	6	0	1	0	0	1	0	0	0	0
4/24/2025	5:45 AM	0	128	15	8	0	1	0	0	1	0	0	0	0
4/24/2025	6:00 AM	1	157	19	10	0	2	0	0	2	0	0	0	0
4/24/2025	6:15 AM	1	184	22	9	0	2	0	1	3	0	0	0	0
4/24/2025	6:30 AM	16	229	26	9	1	1	0	1	3	0	0	0	0
4/24/2025	6:45 AM	16	269	36	9	3	2	0	2	3	0	0	0	0
4/24/2025	7:00 AM	15	321	38	9	3	7	0	2	2	0	0	0	0
4/24/2025	7:15 AM	15	357	47	11	5	8	0	1	1	0	0	0	0
4/24/2025	7:30 AM	0	369	49	9	6	11	0	1	1	0	0	0	0
4/24/2025	7:45 AM	1	365	46	8	4	14	0	1	0	0	0	0	0
4/24/2025	8:00 AM	1	354	47	8	4	8	0	2	0	0	0	0	0
4/24/2025	8:15 AM	1	338	43	9	4	15	0	2	3	0	0	0	0
4/24/2025	8:30 AM	2	340	47	8	2	14	0	2	4	0	0	0	0
4/24/2025	8:45 AM	1	339	46	9	2	11	0	1	5	0	0	0	0
4/24/2025	9:00 AM	1	324	48	9	5	13	0	0	6	0	0	0	0
4/24/2025	9:15 AM	1	336	48	6	5	11	0	1	4	0	0	0	0
4/24/2025	9:30 AM	0	349	50	6	11	11	0	2	3	0	0	0	0
4/24/2025	9:45 AM	0	355	53	4	13	13	0	2	3	0	0	0	0
4/24/2025	10:00 AM	0	351	53	4	11	13	0	2	4	0	0	0	0
4/24/2025	10:15 AM	0	361	59	5	13	11	0	1	3	0	0	0	0
4/24/2025	10:30 AM	0	360	63	4	10	12	0	0	5	0	0	0	0
4/24/2025	10:45 AM	1	354	67	7	9	13	0	1	5	0	0	0	0
4/24/2025	11:00 AM	2	372	75	5	11	14	0	1	5	0	0	0	0
4/24/2025	11:15 AM	2	376	72	4	9	16	0	2	5	0	0	0	0
4/24/2025	11:30 AM	2	386	70	7	8	15	0	2	4	0	0	0	0
4/24/2025	11:45 AM	1	418	72	4	9	17	0	1	4	0	0	0	0
4/24/2025	12:00 PM	0	437	64	6	8	19	0	2	2	0	0	0	0
4/24/2025	12:15 PM	0	442	62	8	8	15	0	1	2	0	0	0	0
4/24/2025	12:30 PM	4	449	63	6	7	15	0	2	2	0	0	0	0
4/24/2025	12:45 PM	4	447	60	9	5	10	0	2	1	0	0	0	0
4/24/2025	1:00 PM	4	470	76	8	4	10	0	1	1	0	0	0	0
4/24/2025	1:15 PM	5	488	82	5	4	12	0	2	2	0	0	0	0
4/24/2025	1:30 PM	1	514	87	5	4	12	0	1	2	0	0	0	0
4/24/2025	1:45 PM	2	564	107	4	5	14	0	2	3	0	0	0	0
4/24/2025	2:00 PM	2	571	99	6	5	9	0	3	4	0	0	0	0
4/24/2025	2:15 PM	1	588	99	7	5	8	0	3	4	0	0	0	0
4/24/2025	2:30 PM	1	616	110	7	5	11	0	4	3	0	0	0	0
4/24/2025	2:45 PM	0	641	114	6	7	8	0	3	3	0	0	0	0
4/24/2025	3:00 PM	0	668	118	5	10	8	0	2	2	0	0	0	0
4/24/2025	3:15 PM	0	738	128	7	8	5	0	2	2	0	0	0	0
4/24/2025	3:30 PM	0	807	118	9	10	0	0	1	2	0	0	0	0
4/24/2025	3:45 PM	0	845	92	11	8	0	0	1	1	0	0	0	0
4/24/2025	4:00 PM	0	899	86	12	6	0	0	1	2	0	0	0	0
4/24/2025	4:15 PM	0	958	76	11	8	1	0	0	1	0	0	0	0
4/24/2025	4:30 PM	1	980	73	10	8	2	0	0	1	0	0	0	0
4/24/2025	4:45 PM	2	979	83	7	12	2	0	0	2	0	0	0	0
4/24/2025	5:00 PM	3	951	79	4	11	2	0	0	1	0	0	0	0
4/24/2025	5:15 PM	3	877	82	3	14	1	0	0	1	0	0	0	0
4/24/2025	5:30 PM	2	799	87	2	12	0	0	0	1	0	0	0	0
4/24/2025	5:45 PM	4	726	80	2	7	0	0	0	0	0	0	0	0
4/24/2025	6:00 PM	4	657	84	2	6	0	0	1	0	0	0	0	0
4/24/2025	6:15 PM	4	595	73	1	1	0	0	1	0	0	0	0	0
4/24/2025	6:30 PM	4	533	62	1	1	0	0	1	0	0	0	0	0
4/24/2025	6:45 PM	2	522	60	2	2	0	0	1	0	0	0	0	0
4/24/2025	7:00 PM	2	550	53	3	3	0	0	0	0	0	0	0	0
4/24/2025	7:15 PM	2	525	51	4	4	0	0	0	0	0	0	0	0
4/24/2025	7:30 PM	3	504	44	3	3	0	0	0	0	0	0	0	0
4/24/2025	7:45 PM	2	441	42	2	2	0	0	0	0	0	0	0	0
4/24/2025	8:00 PM	1	372	39	1	1	0	0	0	0	0	0	0	0
4/24/2025	8:15 PM	1	338	36	1	0	0	0	0	0	0	0	0	0
4/24/2025	8:30 PM	1	304	34	1	0	0	0	0	0	0	0	0	0
4/24/2025	8:45 PM	2	306	34	1	0	0	0	0	0	0	0	0	0
4/24/2025	9:00 PM	4	304	44	1	2	0	0	0	0	0	0	0	0
4/24/2025	9:15 PM	5	350	54	1	3	0	0	0	0	0	0	0	0
4/24/2025	9:30 PM	4	382	66	1	3	0	0	1	0	0	0	0	0
4/24/2025	9:45 PM	3	394	67	1	3	0	0	1	0	0	0	0	0
4/24/2025	10:00 PM	3	395	62	4	1	0	0	1	0	0	0	0	0
4/24/2025	10:15 PM	3	337	57	4	1	0	0	1	0	0	0	0	0
4/24/2025	10:30 PM	3	275	49	4	1	0	0	0	0	0	0	0	0
4/24/2025	10:45 PM	3	226	44	4	1	0	0	0	0	0	0	0	0
4/24/2025	11:00 PM	1	187	40	1	1	0	0	0	0	0	0	0	0
4/24/2025	11:15 PM	0	124	29	0	0	0	0	0	0	0	0	0	0
4/24/2025	11:30 PM	0	87	18	0	0	0	0	0	0	0	0	0	0
4/24/2025	11:45 PM	0	41	9	0	0	0	0	0	0	0	0	0	0

Bi-Directional Class Count || Location Overview

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 2

Campbellton Rd SW,
east of Alma St SW

Lat/Long

33.713446°, -84.437610°

Click here for Map

0000 - 2400 (Weekday 24h Session) (All Dates)

Location Overview

Description	Time Interval	Visible	Tabs
Bi-Directional Class Count	15min	☑	4
Bi-Directional Class Count	60min	☑	4
Graphical Analysis	-	☑	3
Base Data	15min	☑	2
Base Data	60min	☑	2

Daily & Monthly Factors

	Thu
	04/24
DF	1.00
MF	1.00
DF*MF	**1.00**

Bi-Directional Class Count || NB EB 15min

Atlanta, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 2
Campbellton Rd SW,
east of Alma St SW

Date
Thursday, April 24, 2025

Lat/Long
33.713446°, -84.437610°

Click here for Map

Weather
Cloudy
68°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (04-24-2025)
NB EB 15min

	Eastbound (Movement 2.1)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	9	4	1	0	0	0	0	0	0	0	0	0	**14**	
0015 - 0030	0	12	4	0	0	0	0	0	0	0	0	0	0	**16**	
0030 - 0045	0	13	4	2	0	0	0	0	0	0	0	0	0	**19**	
0045 - 0100	0	10	3	2	0	0	0	0	0	0	0	0	0	**15**	**64**
0100 - 0115	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	
0115 - 0130	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**	
0130 - 0145	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**	
0145 - 0200	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**	**37**
0200 - 0215	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	
0215 - 0230	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	
0230 - 0245	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	
0245 - 0300	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**23**
0300 - 0315	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	
0315 - 0330	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
0330 - 0345	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	
0345 - 0400	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**19**
0400 - 0415	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
0415 - 0430	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	
0430 - 0445	0	13	1	2	0	0	0	0	0	0	0	0	0	**16**	
0445 - 0500	0	9	0	1	0	0	0	0	0	0	0	0	0	**10**	**37**
0500 - 0515	0	7	0	1	0	0	0	0	0	0	0	0	0	**8**	
0515 - 0530	0	26	1	2	0	0	0	0	0	0	0	0	0	**29**	
0530 - 0545	0	26	2	2	0	0	0	0	0	0	0	0	0	**30**	
0545 - 0600	0	25	2	1	0	0	0	0	0	0	0	0	0	**28**	**95**
0600 - 0615	0	29	2	3	0	0	0	0	0	0	0	0	0	**34**	
0615 - 0630	0	30	2	3	0	0	0	0	0	0	0	0	0	**35**	
0630 - 0645	0	38	3	4	1	0	0	0	0	0	0	0	0	**46**	
0645 - 0700	0	46	2	2	1	0	0	0	0	0	0	0	0	**51**	**166**
0700 - 0715	1	65	11	4	2	0	0	0	0	0	0	0	0	**83**	
0715 - 0730	1	80	4	2	0	0	0	0	0	0	0	0	0	**87**	
0730 - 0745	0	72	2	2	0	0	0	0	0	0	0	0	0	**76**	
0745 - 0800	2	63	2	3	0	1	0	0	1	0	0	0	0	**72**	**318**
0800 - 0815	0	71	9	3	0	0	0	0	0	0	0	0	0	**83**	
0815 - 0830	0	62	7	2	1	0	0	0	0	0	0	0	0	**72**	
0830 - 0845	0	69	7	3	0	0	0	0	0	0	0	0	0	**79**	
0845 - 0900	0	75	6	3	1	0	0	0	0	0	0	0	0	**85**	**319**
0900 - 0915	0	76	6	3	2	2	0	0	0	0	0	0	0	**89**	
0915 - 0930	0	51	5	1	1	0	0	0	0	0	0	0	0	**58**	
0930 - 0945	0	56	4	3	0	0	0	0	0	0	0	0	0	**63**	
0945 - 1000	0	42	6	1	0	0	0	0	0	0	0	0	0	**49**	**259**
1000 - 1015	0	47	8	2	2	0	0	0	0	0	0	0	0	**59**	
1015 - 1030	0	44	6	1	5	0	0	0	0	0	0	0	0	**56**	
1030 - 1045	2	48	10	1	0	0	0	0	0	0	0	0	0	**61**	
1045 - 1100	0	44	5	2	0	0	0	1	0	0	0	0	0	**52**	**228**
1100 - 1115	3	41	6	3	0	0	0	0	0	0	0	0	0	**53**	
1115 - 1130	3	41	2	4	0	0	0	0	0	0	0	0	0	**50**	
1130 - 1145	1	51	9	1	0	0	0	0	0	0	0	0	0	**62**	
1145 - 1200	1	57	9	0	1	1	0	0	0	0	0	0	0	**69**	**234**
1200 - 1215	0	37	6	3	0	0	0	0	0	0	0	0	0	**46**	
1215 - 1230	0	60	11	1	0	0	0	0	0	0	0	0	0	**72**	
1230 - 1245	0	62	11	1	2	0	0	0	0	0	0	0	0	**76**	
1245 - 1300	1	56	6	2	2	0	0	0	0	0	0	0	0	**67**	**261**
1300 - 1315	0	57	7	1	0	0	0	0	0	0	0	0	0	**65**	
1315 - 1330	1	71	5	1	1	0	0	0	0	0	0	0	0	**79**	
1330 - 1345	0	53	9	3	0	0	0	0	0	0	0	0	0	**65**	
1345 - 1400	0	67	6	2	2	0	0	0	0	0	0	0	0	**77**	**286**
1400 - 1415	0	61	9	3	1	0	0	0	0	0	0	0	0	**74**	
1415 - 1430	0	73	3	0	0	0	0	0	0	0	0	0	0	**76**	
1430 - 1445	2	61	4	4	2	0	0	0	0	0	0	0	0	**73**	
1445 - 1500	1	71	11	4	1	0	0	0	0	1	0	0	0	**89**	**312**
1500 - 1515	0	65	8	2	0	0	0	0	0	0	0	0	0	**75**	
1515 - 1530	0	59	7	3	0	1	0	0	0	0	0	0	0	**70**	
1530 - 1545	0	79	8	2	0	0	0	0	0	0	0	0	0	**89**	
1545 - 1600	0	69	14	2	1	0	0	0	1	0	0	0	0	**87**	**321**
1600 - 1615	1	77	9	8	1	0	0	0	0	0	0	0	0	**96**	
1615 - 1630	1	68	6	3	1	0	0	0	0	0	0	0	0	**79**	
1630 - 1645	0	72	9	5	0	0	0	0	0	0	0	0	0	**86**	
1645 - 1700	1	78	12	2	0	0	0	0	0	0	0	0	0	**93**	**354**
1700 - 1715	1	75	7	2	0	0	0	0	0	0	0	0	0	**85**	
1715 - 1730	0	69	14	3	2	0	0	0	0	0	0	0	0	**88**	
1730 - 1745	0	74	9	4	1	0	0	0	0	0	0	0	0	**88**	
1745 - 1800	1	73	12	2	0	0	0	0	0	0	0	0	0	**88**	**349**
1800 - 1815	1	83	5	3	1	0	0	0	0	0	0	0	0	**93**	
1815 - 1830	1	78	3	2	0	0	0	0	0	0	0	0	0	**84**	
1830 - 1845	1	63	10	3	0	0	0	0	0	0	0	0	0	**77**	
1845 - 1900	0	69	8	1	0	0	0	0	0	0	0	0	0	**78**	**332**
1900 - 1915	0	63	4	1	1	0	0	0	0	0	0	0	0	**69**	
1915 - 1930	0	51	2	3	0	0	0	0	0	0	0	0	0	**56**	
1930 - 1945	0	51	8	1	0	0	0	0	0	0	0	0	0	**60**	
1945 - 2000	0	44	4	1	0	0	0	0	0	0	0	0	0	**49**	**234**
2000 - 2015	0	43	4	2	0	0	0	0	0	0	0	0	0	**49**	
2015 - 2030	0	33	12	0	0	0	0	0	0	0	0	0	0	**45**	
2030 - 2045	1	38	4	3	1	0	0	0	0	0	0	0	0	**47**	
2045 - 2100	1	45	7	0	0	0	0	0	0	0	0	0	0	**53**	**194**
2100 - 2115	0	34	8	1	0	0	0	0	0	0	0	0	0	**43**	
2115 - 2130	0	32	4	2	0	0	0	0	0	0	0	0	0	**38**	
2130 - 2145	0	37	3	1	0	0	0	0	0	0	0	0	0	**41**	
2145 - 2200	0	23	5	1	0	0	0	0	0	0	0	0	0	**29**	**151**
2200 - 2215	0	20	3	2	0	0	0	0	0	0	0	0	0	**25**	
2215 - 2230	0	25	5	1	0	0	0	0	0	0	0	0	0	**31**	
2230 - 2245	0	27	6	2	0	0	0	0	0	0	0	0	0	**35**	
2245 - 2300	1	22	4	1	1	0	0	0	0	0	0	0	0	**29**	**120**
2300 - 2315	1	28	5	0	0	0	0	0	0	0	0	0	0	**34**	
2315 - 2330	2	15	4	2	0	0	0	0	0	0	0	0	0	**23**	
2330 - 2345	0	19	6	1	0	0	0	0	0	0	0	0	0	**26**	
2345 - 0000	0	14	5	0	1	0	0	0	0	0	0	0	0	**20**	**103**

Session Total	33	4070	498	167	39	5	0	1	2	1	0	0	0	**4816**
Session Average	0.34	42.40	5.19	1.74	0.41	0.05	0.00	0.01	0.02	0.01	0.00	0.00	0.00	**50.17**
Session Percentage	0.69	84.51	10.34	3.47	0.81	0.10	0.00	0.02	0.04	0.02	0.00	0.00	0.00	

AM Peak Hour	0700 - 0800	0715 - 0815	0945 - 1045	0615 - 0715	0930 - 1030	0815 - 0915	-	-	0700 - 0800	-	-	-	-	**0815 - 0915**
AM Peak Volume	4	286	30	13	7	2	0	0	1	0	0	0	0	**325**
AM Peak %age	1.23	88.00	9.23	4.00	2.15	0.62	0.00	0.00	0.31	0.00	0.00	0.00	0.00	

Noon Peak Hour	1030 - 1130	1445 - 1545	1145 - 1245	1430 - 1530	1000 - 1100	1100 - 1200	-	1000 - 1100	-	1400 - 1500	-	-	-	**1445 - 1545**
Noon Peak Volume	8	274	37	13	7	1	0	1	0	1	0	0	0	**323**
Noon Peak %age	2.48	84.83	11.46	4.02	2.17	0.31	0.00	0.31	0.00	0.31	0.00	0.00	0.00	

PM Peak Hour	1745 - 1845	1730 - 1830	1630 - 1730	1545 - 1645	1715 - 1815	1500 - 1600	-	-	1500 - 1600	-	-	-	-	**1715 - 1815**
PM Peak Volume	4	308	42	18	4	1	0	0	1	0	0	0	0	**357**
PM Peak %age	1.12	86.27	11.76	5.04	1.12	0.28	0.00	0.00	0.28	0.00	0.00	0.00	0.00	

User Peak Volume	0	44	15	5	0	0	0	0	0	0	0	0	0	**64**
User Peak %age	0.00	68.75	23.44	7.81	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || SB WB 15min

Atlanta, GA

Marr Traffic DATA COLLECTION

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Site 2
Campbellton Rd SW,
east of Alma St SW

Date
Thursday, April 24, 2025

Lat/Long
33.713446°, -84.437610°

Weather
Cloudy
68°F

Click here for Detailed Weather

Click here for Map

0000 - 2400 (Weekday 24h Session) (04-24-2025)
SB WB 15min

	Westbound (Movement 2.2)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	15	6	0	0	0	0	0	0	0	0	0	0	**21**	
0015 - 0030	0	18	6	2	0	0	0	0	0	0	0	0	0	**26**	
0030 - 0045	0	13	3	0	0	0	0	0	0	0	0	0	0	**16**	
0045 - 0100	0	6	1	1	0	0	0	0	0	0	0	0	0	**8**	**71**
0100 - 0115	0	9	3	1	0	0	0	0	0	0	0	0	0	**13**	
0115 - 0130	0	4	2	1	0	0	0	0	0	0	0	0	0	**7**	
0130 - 0145	0	9	3	1	0	0	0	0	0	0	0	0	0	**13**	
0145 - 0200	0	9	4	2	0	0	0	0	0	0	0	0	0	**15**	**48**
0200 - 0215	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**	
0215 - 0230	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	
0230 - 0245	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**	
0245 - 0300	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**	**29**
0300 - 0315	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	
0315 - 0330	1	7	0	0	0	0	0	0	0	0	0	0	0	**8**	
0330 - 0345	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	
0345 - 0400	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	**30**
0400 - 0415	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
0415 - 0430	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
0430 - 0445	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	
0445 - 0500	0	4	0	0	0	1	0	0	0	0	0	0	0	**5**	**17**
0500 - 0515	0	8	0	2	0	0	0	0	0	0	0	0	0	**10**	
0515 - 0530	0	6	0	1	0	0	0	0	0	0	0	0	0	**7**	
0530 - 0545	0	7	1	2	0	0	0	0	0	0	0	0	0	**10**	
0545 - 0600	0	10	1	1	1	0	0	0	0	0	0	0	0	**13**	**40**
0600 - 0615	0	9	1	2	0	0	0	0	0	0	0	0	0	**12**	
0615 - 0630	0	9	0	6	0	0	0	0	0	0	0	0	0	**15**	
0630 - 0645	0	12	1	5	0	0	0	0	0	0	0	0	0	**18**	
0645 - 0700	0	17	1	4	0	0	0	0	0	0	0	0	0	**22**	**67**
0700 - 0715	0	20	3	5	1	0	0	0	0	0	0	0	0	**29**	
0715 - 0730	0	22	2	2	0	0	0	0	0	0	0	0	0	**26**	
0730 - 0745	0	27	1	3	0	1	0	0	0	0	0	0	0	**32**	
0745 - 0800	0	28	1	3	1	0	0	0	0	0	0	0	0	**33**	**120**
0800 - 0815	0	29	3	3	0	0	0	0	0	0	0	0	0	**35**	
0815 - 0830	0	17	0	2	0	0	0	0	0	0	0	0	0	**19**	
0830 - 0845	0	30	1	3	0	0	0	0	0	0	0	0	0	**34**	
0845 - 0900	0	36	4	1	2	0	0	0	0	0	0	0	0	**43**	**131**
0900 - 0915	0	40	5	2	1	0	0	0	0	0	0	0	0	**48**	
0915 - 0930	0	32	3	2	0	0	0	0	0	0	0	0	0	**37**	
0930 - 0945	0	41	2	2	0	0	0	0	0	0	0	0	0	**45**	
0945 - 1000	0	24	7	2	0	0	0	0	0	0	0	0	0	**33**	**163**
1000 - 1015	0	45	6	1	0	0	0	0	0	0	0	0	0	**52**	
1015 - 1030	0	35	6	2	1	0	0	0	0	0	0	0	0	**44**	
1030 - 1045	0	36	3	1	1	0	0	0	0	0	0	0	0	**41**	
1045 - 1100	0	22	2	2	0	0	0	0	0	0	0	0	0	**26**	**163**
1100 - 1115	1	36	4	2	0	0	0	0	0	0	0	0	0	**43**	
1115 - 1130	0	47	2	1	1	0	0	0	0	0	0	0	0	**51**	
1130 - 1145	0	43	1	2	0	0	0	0	0	0	0	0	0	**46**	
1145 - 1200	0	42	3	1	1	0	0	0	0	0	0	0	0	**47**	**187**
1200 - 1215	0	56	11	3	0	0	0	0	0	0	0	0	0	**70**	
1215 - 1230	0	54	7	2	0	0	0	0	0	0	0	0	0	**63**	
1230 - 1245	0	56	4	1	0	0	0	0	0	0	0	0	0	**61**	
1245 - 1300	0	57	2	1	0	0	0	0	0	0	0	0	0	**60**	**254**
1300 - 1315	0	48	7	1	5	0	0	0	0	0	0	0	0	**61**	
1315 - 1330	0	47	7	1	1	1	0	0	0	0	0	0	0	**57**	
1330 - 1345	0	68	9	0	1	0	0	0	0	0	0	0	0	**78**	
1345 - 1400	0	51	7	2	0	0	0	0	0	0	0	0	0	**60**	**256**
1400 - 1415	0	55	6	2	0	0	0	0	0	0	0	0	0	**63**	
1415 - 1430	0	57	7	4	0	0	0	0	0	0	0	0	0	**68**	
1430 - 1445	0	59	8	3	1	0	0	0	0	0	0	0	0	**71**	
1445 - 1500	0	63	7	2	1	0	0	0	0	0	0	0	0	**73**	**275**
1500 - 1515	1	54	11	3	0	0	0	0	0	0	0	0	0	**69**	
1515 - 1530	0	59	9	3	0	0	0	0	0	1	0	0	0	**72**	
1530 - 1545	0	61	6	2	1	0	0	0	0	0	0	0	0	**70**	
1545 - 1600	0	72	12	2	1	0	0	0	0	0	0	0	0	**87**	**298**
1600 - 1615	0	85	8	3	1	0	0	0	0	0	0	0	0	**97**	
1615 - 1630	0	93	8	4	0	0	0	0	0	0	0	0	0	**105**	
1630 - 1645	0	85	6	4	1	0	0	0	0	0	0	0	0	**96**	
1645 - 1700	1	96	7	1	0	0	0	0	0	0	0	0	0	**105**	**403**
1700 - 1715	0	75	11	2	1	0	0	0	0	0	0	0	0	**89**	
1715 - 1730	0	78	13	3	0	0	0	0	0	0	0	0	0	**94**	
1730 - 1745	0	83	12	3	1	0	0	0	0	0	0	0	0	**99**	
1745 - 1800	1	104	11	4	0	0	0	0	0	0	0	0	0	**120**	**402**
1800 - 1815	1	77	5	3	0	0	0	0	0	0	0	0	0	**86**	
1815 - 1830	0	73	6	2	1	0	0	0	0	0	0	0	0	**82**	
1830 - 1845	1	85	7	3	1	0	0	0	0	0	0	0	0	**97**	
1845 - 1900	0	52	7	1	0	0	0	0	0	0	0	0	0	**60**	**325**
1900 - 1915	5	56	8	2	0	0	0	0	0	0	0	0	0	**71**	
1915 - 1930	0	50	3	1	1	0	0	0	0	0	0	0	0	**55**	
1930 - 1945	0	63	4	2	0	0	0	0	0	0	0	0	0	**69**	
1945 - 2000	0	57	3	1	0	0	0	0	0	0	0	0	0	**61**	**256**
2000 - 2015	4	38	8	1	0	0	0	0	0	0	0	0	0	**51**	
2015 - 2030	1	42	3	2	0	0	0	0	0	0	0	0	0	**48**	
2030 - 2045	1	41	8	1	0	0	0	0	0	0	0	0	0	**51**	
2045 - 2100	0	40	7	1	0	0	0	0	0	0	0	0	0	**48**	**198**
2100 - 2115	1	42	13	2	0	0	0	0	0	0	0	0	0	**58**	
2115 - 2130	1	40	7	2	0	0	0	0	0	0	0	0	0	**50**	
2130 - 2145	1	36	7	1	0	0	0	0	0	0	0	0	0	**45**	
2145 - 2200	3	35	8	1	0	0	0	0	0	0	0	0	0	**47**	**200**
2200 - 2215	2	37	9	1	0	0	0	0	0	0	0	0	0	**49**	
2215 - 2230	0	34	8	2	0	0	0	0	0	0	0	0	0	**44**	
2230 - 2245	0	33	7	1	0	0	0	0	0	0	0	0	0	**41**	
2245 - 2300	1	34	7	1	0	0	0	0	0	0	0	0	0	**43**	**177**
2300 - 2315	1	30	8	1	0	0	0	0	0	0	0	0	0	**40**	
2315 - 2330	0	36	8	1	0	0	0	0	0	0	0	0	0	**45**	
2330 - 2345	3	30	6	1	0	0	0	0	0	0	0	0	0	**40**	
2345 - 0000	1	28	5	2	0	0	0	0	0	0	0	0	0	**36**	**161**

Session Total	32	3584	458	165	28	3	0	0	0	1	0	0	0	**4271**
Session Average	0.33	37.33	4.77	1.72	0.29	0.03	0.00	0.00	0.00	0.01	0.00	0.00	0.00	**44.49**
Session Percentage	0.75	83.91	10.72	3.86	0.66	0.07	0.00	0.00	0.00	0.02	0.00	0.00	0.00	

AM Peak Hour	-	0845 - 0945	0945 - 1045	0615 - 0715	0815 - 0915	0645 - 0745	-	-	-	-	-	-	-	**0930 - 1030**
AM Peak Volume	0	149	22	20	3	1	0	0	0	0	0	0	0	**174**
AM Peak %age	0.00	85.63	12.64	11.49	1.72	0.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Noon Peak Hour	1015 - 1115	1445 - 1545	1430 - 1530	1415 - 1515	1245 - 1345	1230 - 1330	-	-	-	1430 - 1530	-	-	-	**1430 - 1530**
Noon Peak Volume	1	237	35	12	7	1	0	0	0	1	0	0	0	**285**
Noon Peak %age	0.35	83.16	12.28	4.21	2.46	0.35	0.00	0.00	0.00	0.35	0.00	0.00	0.00	

PM Peak Hour	1815 - 1915	1600 - 1700	1700 - 1800	1545 - 1645	1515 - 1615	-	-	-	-	1500 - 1600	-	-	-	**1600 - 1700**
PM Peak Volume	6	359	47	13	3	0	0	0	0	1	0	0	0	**403**
PM Peak %age	1.49	89.08	11.66	3.23	0.74	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	

User Peak Volume	0	52	16	3	0	0	0	0	0	0	0	0	0	**71**
User Peak %age	0.00	73.24	22.54	4.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 2
Campbellton Rd SW,
east of Alma St SW

Date
Thursday, April 24, 2025

Lat/Long
33.713446°, -84.437610°

Weather
Cloudy
68°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (04-24-2025)
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	1	0	0	0	0	0	0	0	0	0	**35**	
0015 - 0030	0	30	10	2	0	0	0	0	0	0	0	0	0	**42**	
0030 - 0045	0	26	7	2	0	0	0	0	0	0	0	0	0	**35**	
0045 - 0100	0	16	4	3	0	0	0	0	0	0	0	0	0	**23**	**135**
0100 - 0115	0	16	4	1	0	0	0	0	0	0	0	0	0	**21**	
0115 - 0130	0	12	4	1	0	0	0	0	0	0	0	0	0	**17**	
0130 - 0145	0	16	5	1	0	0	0	0	0	0	0	0	0	**22**	
0145 - 0200	0	17	6	2	0	0	0	0	0	0	0	0	0	**25**	**85**
0200 - 0215	0	14	3	0	0	0	0	0	0	0	0	0	0	**17**	
0215 - 0230	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**	
0230 - 0245	0	9	3	0	0	0	0	0	0	0	0	0	0	**12**	
0245 - 0300	0	8	3	0	0	0	0	0	0	0	0	0	0	**11**	**52**
0300 - 0315	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	
0315 - 0330	1	11	0	0	0	0	0	0	0	0	0	0	0	**12**	
0330 - 0345	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**	
0345 - 0400	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**	**49**
0400 - 0415	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	
0415 - 0430	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	
0430 - 0445	0	18	1	2	0	0	0	0	0	0	0	0	0	**21**	
0445 - 0500	0	13	0	1	0	1	0	0	0	0	0	0	0	**15**	**54**
0500 - 0515	0	15	0	3	0	0	0	0	0	0	0	0	0	**18**	
0515 - 0530	0	32	1	3	0	0	0	0	0	0	0	0	0	**36**	
0530 - 0545	0	33	3	4	0	0	0	0	0	0	0	0	0	**40**	
0545 - 0600	0	35	3	2	1	0	0	0	0	0	0	0	0	**41**	**135**
0600 - 0615	0	38	3	5	0	0	0	0	0	0	0	0	0	**46**	
0615 - 0630	0	39	2	9	0	0	0	0	0	0	0	0	0	**50**	
0630 - 0645	0	50	4	9	1	0	0	0	0	0	0	0	0	**64**	
0645 - 0700	0	63	3	6	1	0	0	0	0	0	0	0	0	**73**	**233**
0700 - 0715	1	85	14	9	3	0	0	0	0	0	0	0	0	**112**	
0715 - 0730	1	102	6	4	0	0	0	0	0	0	0	0	0	**113**	
0730 - 0745	0	99	3	5	0	1	0	0	0	0	0	0	0	**108**	
0745 - 0800	2	91	3	6	1	1	0	0	1	0	0	0	0	**105**	**438**
0800 - 0815	0	100	12	6	0	0	0	0	0	0	0	0	0	**118**	
0815 - 0830	0	79	7	4	1	0	0	0	0	0	0	0	0	**91**	
0830 - 0845	0	99	8	6	0	0	0	0	0	0	0	0	0	**113**	
0845 - 0900	0	111	10	4	3	0	0	0	0	0	0	0	0	**128**	**450**
0900 - 0915	0	116	11	5	3	2	0	0	0	0	0	0	0	**137**	
0915 - 0930	0	83	8	3	1	0	0	0	0	0	0	0	0	**95**	
0930 - 0945	0	97	6	5	0	0	0	0	0	0	0	0	0	**108**	
0945 - 1000	0	66	13	3	0	0	0	0	0	0	0	0	0	**82**	**422**
1000 - 1015	0	92	14	3	2	0	0	0	0	0	0	0	0	**111**	
1015 - 1030	0	79	12	3	6	0	0	0	0	0	0	0	0	**100**	
1030 - 1045	2	84	13	2	1	0	0	0	0	0	0	0	0	**102**	
1045 - 1100	0	66	7	4	0	0	0	1	0	0	0	0	0	**78**	**391**
1100 - 1115	4	77	10	5	0	0	0	0	0	0	0	0	0	**96**	
1115 - 1130	3	88	4	5	1	0	0	0	0	0	0	0	0	**101**	
1130 - 1145	1	94	10	3	0	0	0	0	0	0	0	0	0	**108**	
1145 - 1200	1	99	12	1	2	1	0	0	0	0	0	0	0	**116**	**421**
1200 - 1215	0	93	17	6	0	0	0	0	0	0	0	0	0	**116**	
1215 - 1230	0	114	18	3	0	0	0	0	0	0	0	0	0	**135**	
1230 - 1245	0	118	15	2	2	0	0	0	0	0	0	0	0	**137**	
1245 - 1300	1	113	8	3	2	0	0	0	0	0	0	0	0	**127**	**515**
1300 - 1315	0	105	14	2	5	0	0	0	0	0	0	0	0	**126**	
1315 - 1330	1	118	12	2	2	1	0	0	0	0	0	0	0	**136**	
1330 - 1345	0	121	18	3	1	0	0	0	0	0	0	0	0	**143**	
1345 - 1400	0	118	13	4	2	0	0	0	0	0	0	0	0	**137**	**542**
1400 - 1415	0	116	15	5	1	0	0	0	0	0	0	0	0	**137**	
1415 - 1430	0	130	10	4	0	0	0	0	0	0	0	0	0	**144**	
1430 - 1445	2	120	12	7	3	0	0	0	0	0	0	0	0	**144**	
1445 - 1500	1	134	18	6	2	0	0	0	0	1	0	0	0	**162**	**587**
1500 - 1515	1	119	19	5	0	0	0	0	0	0	0	0	0	**144**	
1515 - 1530	0	118	16	6	0	1	0	0	0	1	0	0	0	**142**	
1530 - 1545	0	140	14	4	1	0	0	0	0	0	0	0	0	**159**	
1545 - 1600	0	141	26	4	2	0	0	0	1	0	0	0	0	**174**	**619**
1600 - 1615	1	162	17	11	2	0	0	0	0	0	0	0	0	**193**	
1615 - 1630	1	161	14	7	1	0	0	0	0	0	0	0	0	**184**	
1630 - 1645	0	157	15	9	1	0	0	0	0	0	0	0	0	**182**	
1645 - 1700	2	174	19	3	0	0	0	0	0	0	0	0	0	**198**	**757**
1700 - 1715	1	150	18	4	1	0	0	0	0	0	0	0	0	**174**	
1715 - 1730	0	147	27	6	2	0	0	0	0	0	0	0	0	**182**	
1730 - 1745	0	157	21	7	2	0	0	0	0	0	0	0	0	**187**	
1745 - 1800	2	177	23	6	0	0	0	0	0	0	0	0	0	**208**	**751**
1800 - 1815	2	160	10	6	1	0	0	0	0	0	0	0	0	**179**	
1815 - 1830	1	151	9	4	1	0	0	0	0	0	0	0	0	**166**	
1830 - 1845	2	148	17	6	1	0	0	0	0	0	0	0	0	**174**	
1845 - 1900	0	121	15	2	0	0	0	0	0	0	0	0	0	**138**	**657**
1900 - 1915	5	119	12	3	1	0	0	0	0	0	0	0	0	**140**	
1915 - 1930	0	101	5	4	1	0	0	0	0	0	0	0	0	**111**	
1930 - 1945	0	114	12	3	0	0	0	0	0	0	0	0	0	**129**	
1945 - 2000	0	101	7	2	0	0	0	0	0	0	0	0	0	**110**	**490**
2000 - 2015	4	81	12	3	0	0	0	0	0	0	0	0	0	**100**	
2015 - 2030	1	75	15	2	0	0	0	0	0	0	0	0	0	**93**	
2030 - 2045	2	79	12	4	1	0	0	0	0	0	0	0	0	**98**	
2045 - 2100	1	85	14	1	0	0	0	0	0	0	0	0	0	**101**	**392**
2100 - 2115	1	76	21	3	0	0	0	0	0	0	0	0	0	**101**	
2115 - 2130	1	72	11	4	0	0	0	0	0	0	0	0	0	**88**	
2130 - 2145	1	73	10	2	0	0	0	0	0	0	0	0	0	**86**	
2145 - 2200	3	58	13	2	0	0	0	0	0	0	0	0	0	**76**	**351**
2200 - 2215	2	57	12	3	0	0	0	0	0	0	0	0	0	**74**	
2215 - 2230	0	59	13	3	0	0	0	0	0	0	0	0	0	**75**	
2230 - 2245	0	60	13	3	0	0	0	0	0	0	0	0	0	**76**	
2245 - 2300	2	56	11	2	1	0	0	0	0	0	0	0	0	**72**	**297**
2300 - 2315	2	58	13	1	0	0	0	0	0	0	0	0	0	**74**	
2315 - 2330	2	51	12	3	0	0	0	0	0	0	0	0	0	**68**	
2330 - 2345	3	49	12	2	0	0	0	0	0	0	0	0	0	**66**	
2345 - 0000	1	42	10	2	1	0	0	0	0	0	0	0	0	**56**	**264**

Session Total	65	7654	956	332	67	8	0	1	2	2	0	0	0	**9087**
Session Average	0.68	79.73	9.96	3.46	0.70	0.08	0.00	0.01	0.02	0.02	0.00	0.00	0.00	**94.66**
Session Percentage	0.72	84.23	10.52	3.65	0.74	0.09	0.00	0.01	0.02	0.02	0.00	0.00	0.00	

AM Peak Hour	0700 - 0800	0830 - 0930	0945 - 1045	0615 - 0715	0945 - 1045	0700 - 0800	-	-	0700 - 0800	-	-	-	-	**0830 - 0930**
AM Peak Volume	4	409	52	33	9	2	0	0	1	0	0	0	0	**473**
AM Peak %age	0.85	86.47	10.99	6.98	1.90	0.42	0.00	0.00	0.21	0.00	0.00	0.00	0.00	

Noon Peak Hour	1030 - 1130	1445 - 1545	1445 - 1545	1430 - 1530	1230 - 1330	1100 - 1200	-	1000 - 1100	-	1430 - 1530	-	-	-	**1445 - 1545**
Noon Peak Volume	9	511	67	24	11	1	0	1	0	2	0	0	0	**607**
Noon Peak %age	1.48	84.18	11.04	3.95	1.81	0.16	0.00	0.16	0.00	0.33	0.00	0.00	0.00	

PM Peak Hour	1815 - 1915	1600 - 1700	1700 - 1800	1545 - 1645	1530 - 1630	1500 - 1600	-	-	1500 - 1600	1500 - 1600	-	-	-	**1600 - 1700**
PM Peak Volume	8	654	89	31	6	1	0	0	1	1	0	0	0	**757**
PM Peak %age	1.06	86.39	11.76	4.10	0.79	0.13	0.00	0.00	0.13	0.13	0.00	0.00	0.00	

User Peak Volume	0	96	31	8	0	0	0	0	0	0	0	0	0	**135**
User Peak %age	0.00	71.11	22.96	5.93	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || Volume Summary 15min

Atlanta, GA

Marr Traffic DATA COLLECTION

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Site 2

Campbellton Rd SW,
east of Alma St SW

Date

Thursday, April 24, 2025

Lat/Long

33.713446°, -84.437610°

Weather

Cloudy
68°F

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0000 - 2400 (Weekday 24h Session) (04-24-2025)

Volume Summary 15min

	Volume Summary 15min		15min	60min
TIME	EB	WB	Total	Total
0000 - 0015	14	21	**35**	
0015 - 0030	16	26	**42**	
0030 - 0045	19	16	**35**	
0045 - 0100	15	8	**23**	**135**
0100 - 0115	8	13	**21**	
0115 - 0130	10	7	**17**	
0130 - 0145	9	13	**22**	
0145 - 0200	10	15	**25**	**85**
0200 - 0215	7	10	**17**	
0215 - 0230	7	5	**12**	
0230 - 0245	4	8	**12**	
0245 - 0300	5	6	**11**	**52**
0300 - 0315	5	5	**10**	
0315 - 0330	4	8	**12**	
0330 - 0345	9	7	**16**	
0345 - 0400	1	10	**11**	**49**
0400 - 0415	4	4	**8**	
0415 - 0430	7	3	**10**	
0430 - 0445	16	5	**21**	
0445 - 0500	10	5	**15**	**54**
0500 - 0515	8	10	**18**	
0515 - 0530	29	7	**36**	
0530 - 0545	30	10	**40**	
0545 - 0600	28	13	**41**	**135**
0600 - 0615	34	12	**46**	
0615 - 0630	35	15	**50**	
0630 - 0645	46	18	**64**	
0645 - 0700	51	22	**73**	**233**
0700 - 0715	83	29	**112**	
0715 - 0730	87	26	**113**	
0730 - 0745	76	32	**108**	
0745 - 0800	72	33	**105**	**438**
0800 - 0815	83	35	**118**	
0815 - 0830	72	19	**91**	
0830 - 0845	79	34	**113**	
0845 - 0900	85	43	**128**	**450**
0900 - 0915	89	48	**137**	
0915 - 0930	58	37	**95**	
0930 - 0945	63	45	**108**	
0945 - 1000	49	33	**82**	**422**
1000 - 1015	59	52	**111**	
1015 - 1030	56	44	**100**	
1030 - 1045	61	41	**102**	
1045 - 1100	52	26	**78**	**391**
1100 - 1115	53	43	**96**	
1115 - 1130	50	51	**101**	
1130 - 1145	62	46	**108**	
1145 - 1200	69	47	**116**	**421**

	Volume Summary 15min		15min	60min
Time	EB	WB	Total	Total
1200 - 1215	46	70	**116**	
1215 - 1230	72	63	**135**	
1230 - 1245	76	61	**137**	
1245 - 1300	67	60	**127**	**515**
1300 - 1315	65	61	**126**	
1315 - 1330	79	57	**136**	
1330 - 1345	65	78	**143**	
1345 - 1400	77	60	**137**	**542**
1400 - 1415	74	63	**137**	
1415 - 1430	76	68	**144**	
1430 - 1445	73	71	**144**	
1445 - 1500	89	73	**162**	**587**
1500 - 1515	75	69	**144**	
1515 - 1530	70	72	**142**	
1530 - 1545	89	70	**159**	
1545 - 1600	87	87	**174**	**619**
1600 - 1615	96	97	**193**	
1615 - 1630	79	105	**184**	
1630 - 1645	86	96	**182**	
1645 - 1700	93	105	**198**	**757**
1700 - 1715	85	89	**174**	
1715 - 1730	88	94	**182**	
1730 - 1745	88	99	**187**	
1745 - 1800	88	120	**208**	**751**
1800 - 1815	93	86	**179**	
1815 - 1830	84	82	**166**	
1830 - 1845	77	97	**174**	
1845 - 1900	78	60	**138**	**657**
1900 - 1915	69	71	**140**	
1915 - 1930	56	55	**111**	
1930 - 1945	60	69	**129**	
1945 - 2000	49	61	**110**	**490**
2000 - 2015	49	51	**100**	
2015 - 2030	45	48	**93**	
2030 - 2045	47	51	**98**	
2045 - 2100	53	48	**101**	**392**
2100 - 2115	43	58	**101**	
2115 - 2130	38	50	**88**	
2130 - 2145	41	45	**86**	
2145 - 2200	29	47	**76**	**351**
2200 - 2215	25	49	**74**	
2215 - 2230	31	44	**75**	
2230 - 2245	35	41	**76**	
2245 - 2300	29	43	**72**	**297**
2300 - 2315	34	40	**74**	
2315 - 2330	23	45	**68**	
2330 - 2345	26	40	**66**	
2345 - 0000	20	36	**56**	**264**

Session Total	4816	4271	**9087**
Session Average	50.17	44.49	**94.66**
Session Percentage	53.00	47.00	

Bi-Directional Class Count || NB EB 60min

Atlanta, GA

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Campbellton Rd SW,
east of Alma St SW

Date
Thursday, April 24, 2025

Lat/Long
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Weather
Cloudy
68°F

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0000 - 2400 (Weekday 24h Session) (04-24-2025)
NB EB 60min

	Eastbound (Movement 2.1)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	44	15	5	0	0	0	0	0	0	0	0	0	**64**
0100 - 0200	0	30	7	0	0	0	0	0	0	0	0	0	0	**37**
0200 - 0300	0	19	4	0	0	0	0	0	0	0	0	0	0	**23**
0300 - 0400	0	18	1	0	0	0	0	0	0	0	0	0	0	**19**
0400 - 0500	0	33	1	3	0	0	0	0	0	0	0	0	0	**37**
0500 - 0600	0	84	5	6	0	0	0	0	0	0	0	0	0	**95**
0600 - 0700	0	143	9	12	2	0	0	0	0	0	0	0	0	**166**
0700 - 0800	4	280	19	11	2	1	0	0	1	0	0	0	0	**318**
0800 - 0900	0	277	29	11	2	0	0	0	0	0	0	0	0	**319**
0900 - 1000	0	225	21	8	3	2	0	0	0	0	0	0	0	**259**
1000 - 1100	2	183	29	6	7	0	0	1	0	0	0	0	0	**228**
1100 - 1200	8	190	26	8	1	1	0	0	0	0	0	0	0	**234**
1200 - 1300	1	215	34	7	4	0	0	0	0	0	0	0	0	**261**
1300 - 1400	1	248	27	7	3	0	0	0	0	0	0	0	0	**286**
1400 - 1500	3	266	27	11	4	0	0	0	0	1	0	0	0	**312**
1500 - 1600	0	272	37	9	1	1	0	0	1	0	0	0	0	**321**
1600 - 1700	3	295	36	18	2	0	0	0	0	0	0	0	0	**354**
1700 - 1800	2	291	42	11	3	0	0	0	0	0	0	0	0	**349**
1800 - 1900	3	293	26	9	1	0	0	0	0	0	0	0	0	**332**
1900 - 2000	0	209	18	6	1	0	0	0	0	0	0	0	0	**234**
2000 - 2100	2	159	27	5	1	0	0	0	0	0	0	0	0	**194**
2100 - 2200	0	126	20	5	0	0	0	0	0	0	0	0	0	**151**
2200 - 2300	1	94	18	6	1	0	0	0	0	0	0	0	0	**120**
2300 - 2400	3	76	20	3	1	0	0	0	0	0	0	0	0	**103**

Session Total	33	4070	498	167	39	5	0	1	2	1	0	0	0	**4816**
Session Average	1.38	169.58	20.75	6.96	1.63	0.21	0.00	0.04	0.08	0.04	0.00	0.00	0.00	**200.67**
Session Percentage	0.69	84.51	10.34	3.47	0.81	0.10	0.00	0.02	0.04	0.02	0.00	0.00	0.00	

AM Peak Hour	0700 - 0800	0700 - 0800	0800 - 0900	0600 - 0700	0900 - 1000	0900 - 1000	-	-	0700 - 0800	-	-	-	-	**0800 - 0900**
AM Peak Volume	4	280	29	12	3	2	0	0	1	0	0	0	0	**319**
AM Peak %age	1.25	87.77	9.09	3.76	0.94	0.63	0.00	0.00	0.31	0.00	0.00	0.00	0.00	

Noon Peak Hour	1100 - 1200	1400 - 1500	1200 - 1300	1400 - 1500	1000 - 1100	1100 - 1200	-	1000 - 1100	-	1400 - 1500	-	-	-	**1400 - 1500**
Noon Peak Volume	8	266	34	11	7	1	0	1	0	1	0	0	0	**312**
Noon Peak %age	2.56	85.26	10.90	3.53	2.24	0.32	0.00	0.32	0.00	0.32	0.00	0.00	0.00	

PM Peak Hour	1600 - 1700	1600 - 1700	1700 - 1800	1600 - 1700	1700 - 1800	1500 - 1600	-	-	1500 - 1600	-	-	-	-	**1600 - 1700**
PM Peak Volume	3	295	42	18	3	1	0	0	1	0	0	0	0	**354**
PM Peak %age	0.85	83.33	11.86	5.08	0.85	0.28	0.00	0.00	0.28	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || SB WB 60min

Atlanta, GA

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Campbellton Rd SW,
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Date
Thursday, April 24, 2025

Lat/Long
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Weather
Cloudy
68°F

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0000 - 2400 (Weekday 24h Session) (04-24-2025)
SB WB 60min

	Westbound (Movement 2.2)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	52	16	3	0	0	0	0	0	0	0	0	0	**71**
0100 - 0200	0	31	12	5	0	0	0	0	0	0	0	0	0	**48**
0200 - 0300	0	22	7	0	0	0	0	0	0	0	0	0	0	**29**
0300 - 0400	1	28	1	0	0	0	0	0	0	0	0	0	0	**30**
0400 - 0500	0	16	0	0	0	1	0	0	0	0	0	0	0	**17**
0500 - 0600	0	31	2	6	1	0	0	0	0	0	0	0	0	**40**
0600 - 0700	0	47	3	17	0	0	0	0	0	0	0	0	0	**67**
0700 - 0800	0	97	7	13	2	1	0	0	0	0	0	0	0	**120**
0800 - 0900	0	112	8	9	2	0	0	0	0	0	0	0	0	**131**
0900 - 1000	0	137	17	8	1	0	0	0	0	0	0	0	0	**163**
1000 - 1100	0	138	17	6	2	0	0	0	0	0	0	0	0	**163**
1100 - 1200	1	168	10	6	2	0	0	0	0	0	0	0	0	**187**
1200 - 1300	0	223	24	7	0	0	0	0	0	0	0	0	0	**254**
1300 - 1400	0	214	30	4	7	1	0	0	0	0	0	0	0	**256**
1400 - 1500	0	234	28	11	2	0	0	0	0	0	0	0	0	**275**
1500 - 1600	1	246	38	10	2	0	0	0	0	1	0	0	0	**298**
1600 - 1700	1	359	29	12	2	0	0	0	0	0	0	0	0	**403**
1700 - 1800	1	340	47	12	2	0	0	0	0	0	0	0	0	**402**
1800 - 1900	2	287	25	9	2	0	0	0	0	0	0	0	0	**325**
1900 - 2000	5	226	18	6	1	0	0	0	0	0	0	0	0	**256**
2000 - 2100	6	161	26	5	0	0	0	0	0	0	0	0	0	**198**
2100 - 2200	6	153	35	6	0	0	0	0	0	0	0	0	0	**200**
2200 - 2300	3	138	31	5	0	0	0	0	0	0	0	0	0	**177**
2300 - 2400	5	124	27	5	0	0	0	0	0	0	0	0	0	**161**

Session Total	32	3584	458	165	28	3	0	0	0	1	0	0	0	**4271**
Session Average	1.33	149.33	19.08	6.88	1.17	0.13	0.00	0.00	0.00	0.04	0.00	0.00	0.00	**177.96**
Session Percentage	0.75	83.91	10.72	3.86	0.66	0.07	0.00	0.00	0.00	0.02	0.00	0.00	0.00	

AM Peak Hour	-	0900 - 1000	0900 - 1000	0600 - 0700	0700 - 0800	0700 - 0800	-	-	-	-	-	-	-	**0900 - 1000**
AM Peak Volume	0	137	17	17	2	1	0	0	0	0	0	0	0	**163**
AM Peak %age	0.00	84.05	10.43	10.43	1.23	0.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Noon Peak Hour	1100 - 1200	1400 - 1500	1300 - 1400	1400 - 1500	1300 - 1400	1300 - 1400	-	-	-	-	-	-	-	**1400 - 1500**
Noon Peak Volume	1	234	30	11	7	1	0	0	0	0	0	0	0	**275**
Noon Peak %age	0.36	85.09	10.91	4.00	2.55	0.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

PM Peak Hour	1900 - 2000	1600 - 1700	1700 - 1800	1600 - 1700	1500 - 1600	-	-	-	-	1500 - 1600	-	-	-	**1600 - 1700**
PM Peak Volume	5	359	47	12	2	0	0	0	0	1	0	0	0	**403**
PM Peak %age	1.24	89.08	11.66	2.98	0.50	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	

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

Atlanta, GA

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Weather
Cloudy
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0000 - 2400 (Weekday 24h Session) (04-24-2025)
Bi-Directional 60min

	Bi-Directional 60min													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	96	31	8	0	0	0	0	0	0	0	0	0	**135**
0100 - 0200	0	61	19	5	0	0	0	0	0	0	0	0	0	**85**
0200 - 0300	0	41	11	0	0	0	0	0	0	0	0	0	0	**52**
0300 - 0400	1	46	2	0	0	0	0	0	0	0	0	0	0	**49**
0400 - 0500	0	49	1	3	0	1	0	0	0	0	0	0	0	**54**
0500 - 0600	0	115	7	12	1	0	0	0	0	0	0	0	0	**135**
0600 - 0700	0	190	12	29	2	0	0	0	0	0	0	0	0	**233**
0700 - 0800	4	377	26	24	4	2	0	0	1	0	0	0	0	**438**
0800 - 0900	0	389	37	20	4	0	0	0	0	0	0	0	0	**450**
0900 - 1000	0	362	38	16	4	2	0	0	0	0	0	0	0	**422**
1000 - 1100	2	321	46	12	9	0	0	1	0	0	0	0	0	**391**
1100 - 1200	9	358	36	14	3	1	0	0	0	0	0	0	0	**421**
1200 - 1300	1	438	58	14	4	0	0	0	0	0	0	0	0	**515**
1300 - 1400	1	462	57	11	10	1	0	0	0	0	0	0	0	**542**
1400 - 1500	3	500	55	22	6	0	0	0	0	1	0	0	0	**587**
1500 - 1600	1	518	75	19	3	1	0	0	1	1	0	0	0	**619**
1600 - 1700	4	654	65	30	4	0	0	0	0	0	0	0	0	**757**
1700 - 1800	3	631	89	23	5	0	0	0	0	0	0	0	0	**751**
1800 - 1900	5	580	51	18	3	0	0	0	0	0	0	0	0	**657**
1900 - 2000	5	435	36	12	2	0	0	0	0	0	0	0	0	**490**
2000 - 2100	8	320	53	10	1	0	0	0	0	0	0	0	0	**392**
2100 - 2200	6	279	55	11	0	0	0	0	0	0	0	0	0	**351**
2200 - 2300	4	232	49	11	1	0	0	0	0	0	0	0	0	**297**
2300 - 2400	8	200	47	8	1	0	0	0	0	0	0	0	0	**264**

Session Total	65	7654	956	332	67	8	0	1	2	2	0	0	0	**9087**
Session Average	2.71	318.92	39.83	13.83	2.79	0.33	0.00	0.04	0.08	0.08	0.00	0.00	0.00	**378.63**
Session Percentage	0.72	84.23	10.52	3.65	0.74	0.09	0.00	0.01	0.02	0.02	0.00	0.00	0.00	

AM Peak Hour	0700 - 0800	0800 - 0900	0900 - 1000	0600 - 0700	0700 - 0800	0700 - 0800	-	-	0700 - 0800	-	-	-	-	**0800 - 0900**
AM Peak Volume	4	389	38	29	4	2	0	0	1	0	0	0	0	**450**
AM Peak %age	0.89	86.44	8.44	6.44	0.89	0.44	0.00	0.00	0.22	0.00	0.00	0.00	0.00	

Noon Peak Hour	1100 - 1200	1400 - 1500	1200 - 1300	1400 - 1500	1300 - 1400	1100 - 1200	-	1000 - 1100	-	1400 - 1500	-	-	-	**1400 - 1500**
Noon Peak Volume	9	500	58	22	10	1	0	1	0	1	0	0	0	**587**
Noon Peak %age	1.53	85.18	9.88	3.75	1.70	0.17	0.00	0.17	0.00	0.17	0.00	0.00	0.00	

PM Peak Hour	1800 - 1900	1600 - 1700	1700 - 1800	1600 - 1700	1700 - 1800	1500 - 1600	-	-	1500 - 1600	1500 - 1600	-	-	-	**1600 - 1700**
PM Peak Volume	5	654	89	30	5	1	0	0	1	1	0	0	0	**757**
PM Peak %age	0.66	86.39	11.76	3.96	0.66	0.13	0.00	0.00	0.13	0.13	0.00	0.00	0.00	

Bi-Directional Class Count || Volume Summary 60min

Atlanta, GA

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Date

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Lat/Long

33.713446°, -84.437610°

Weather

Cloudy
68°F

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0000 - 2400 (Weekday 24h Session) (04-24-2025)

Volume Summary 60min

	Volume Summary 60min		
TIME	EB	WB	**Total**
0000 - 0100	64	71	**135**
0100 - 0200	37	48	**85**
0200 - 0300	23	29	**52**
0300 - 0400	19	30	**49**
0400 - 0500	37	17	**54**
0500 - 0600	95	40	**135**
0600 - 0700	166	67	**233**
0700 - 0800	318	120	**438**
0800 - 0900	319	131	**450**
0900 - 1000	259	163	**422**
1000 - 1100	228	163	**391**
1100 - 1200	234	187	**421**

	Volume Summary 60min		
Time	EB	WB	**Total**
1200 - 1300	261	254	**515**
1300 - 1400	286	256	**542**
1400 - 1500	312	275	**587**
1500 - 1600	321	298	**619**
1600 - 1700	354	403	**757**
1700 - 1800	349	402	**751**
1800 - 1900	332	325	**657**
1900 - 2000	234	256	**490**
2000 - 2100	194	198	**392**
2100 - 2200	151	200	**351**
2200 - 2300	120	177	**297**
2300 - 2400	103	161	**264**

Session Total	4816	4271	**9087**
Session Average	200.67	177.96	**378.63**
Session Percentage	53.00	47.00	

Bi-Directional Class Count || Graphical Analysis NB EB

Atlanta, GA

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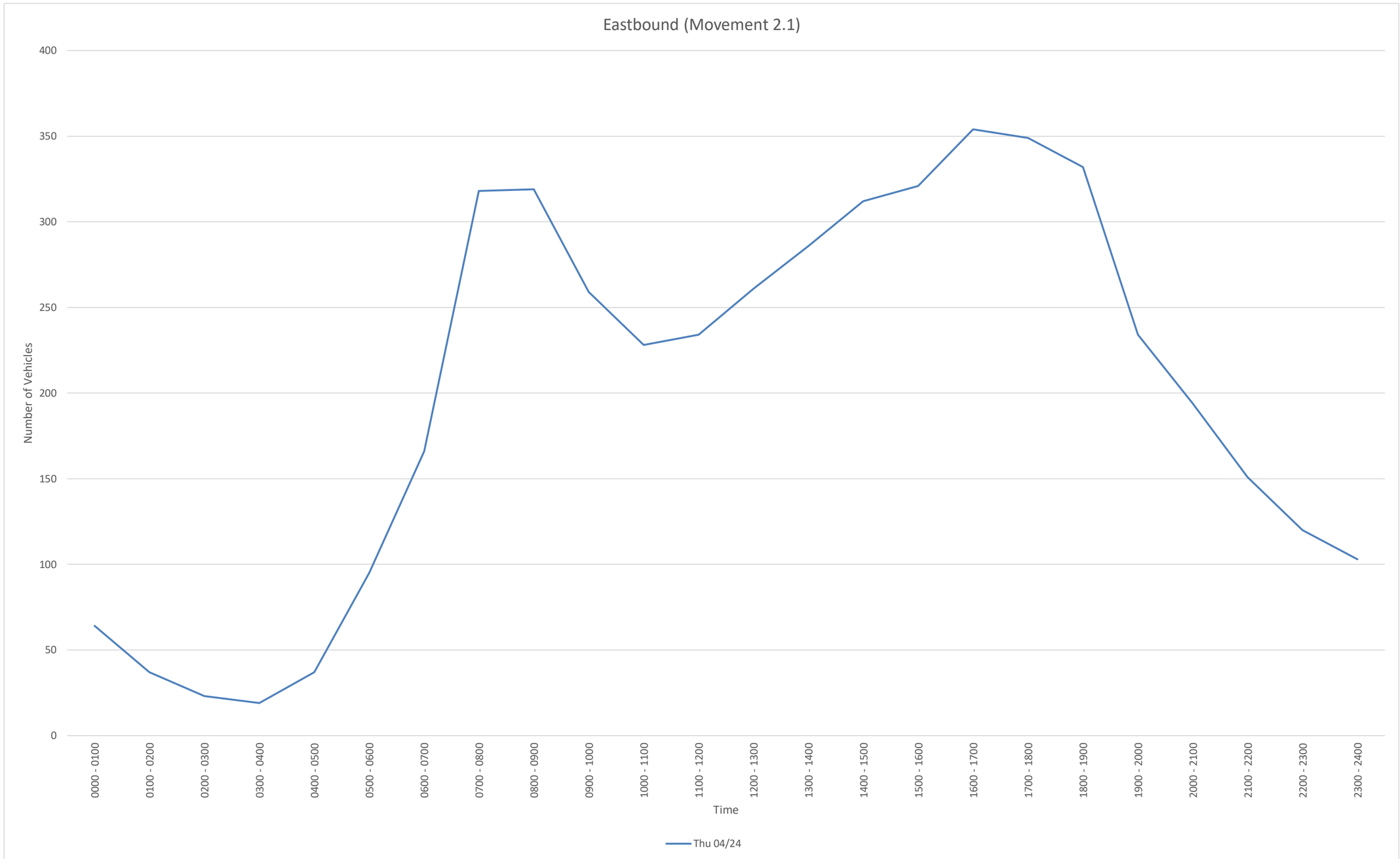
Campbellton Rd SW,
east of Alma St SW

Lat/Long

33.713446°, -84.437610°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis NB EB



Time	Thu 04/24						
0000 - 0100	64						
0100 - 0200	37						
0200 - 0300	23						
0300 - 0400	19						
0400 - 0500	37						
0500 - 0600	95						
0600 - 0700	166						
0700 - 0800	318						
0800 - 0900	319						
0900 - 1000	259						
1000 - 1100	228						
1100 - 1200	234						
1200 - 1300	261						
1300 - 1400	286						
1400 - 1500	312						
1500 - 1600	321						
1600 - 1700	354						
1700 - 1800	349						
1800 - 1900	332						
1900 - 2000	234						
2000 - 2100	194						
2100 - 2200	151						
2200 - 2300	120						
2300 - 2400	103						
Daily Total	4816						

Bi-Directional Class Count || Graphical Analysis SB WB

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 2

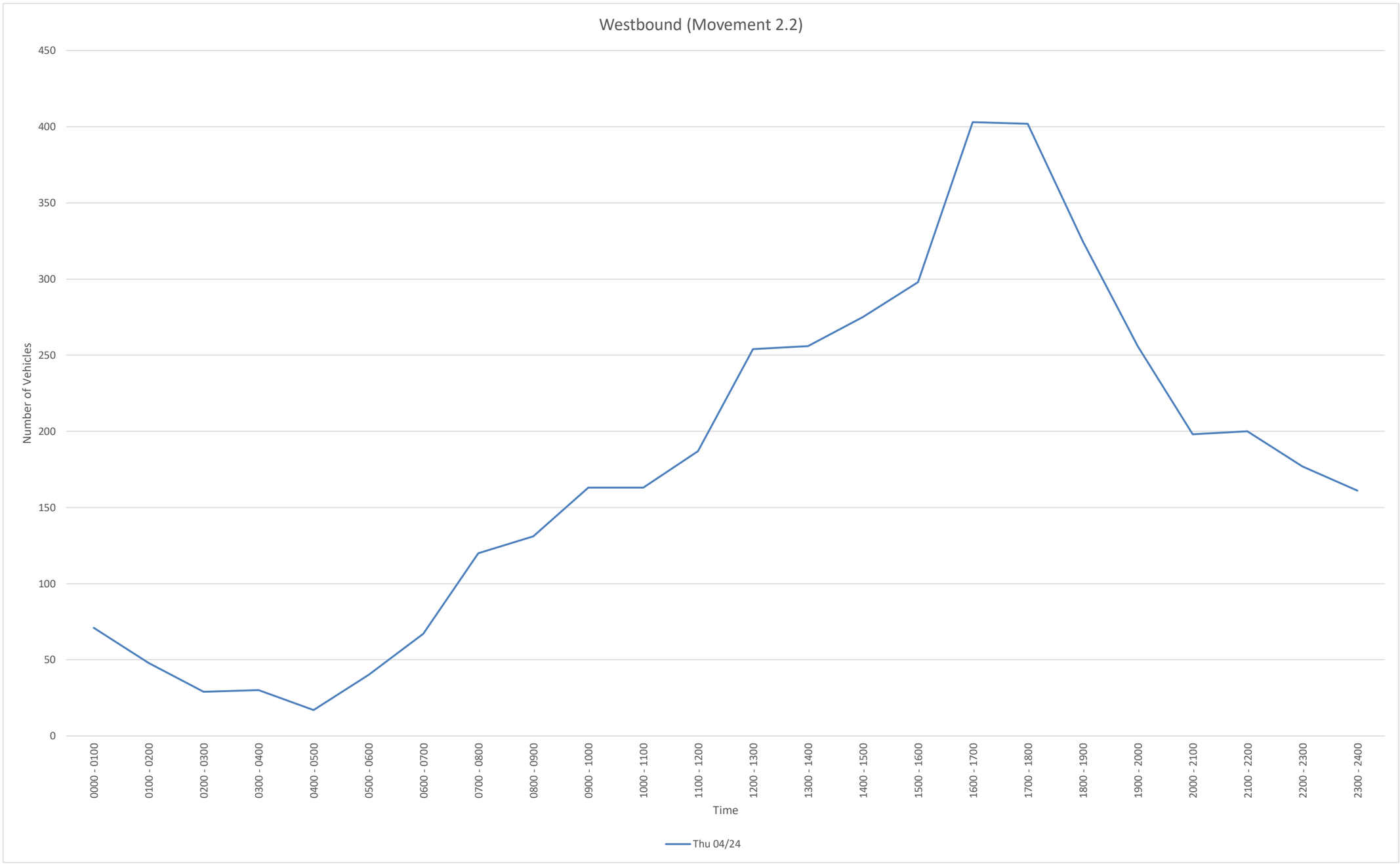
Campbellton Rd SW,
east of Alma St SW

Lat/Long

33.713446°, -84.437610°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis SB WB



Time	Thu 04/24						
0000 - 0100	71						
0100 - 0200	48						
0200 - 0300	29						
0300 - 0400	30						
0400 - 0500	17						
0500 - 0600	40						
0600 - 0700	67						
0700 - 0800	120						
0800 - 0900	131						
0900 - 1000	163						
1000 - 1100	163						
1100 - 1200	187						
1200 - 1300	254						
1300 - 1400	256						
1400 - 1500	275						
1500 - 1600	298						
1600 - 1700	403						
1700 - 1800	402						
1800 - 1900	325						
1900 - 2000	256						
2000 - 2100	198						
2100 - 2200	200						
2200 - 2300	177						
2300 - 2400	161						
Daily Total	4271						

Bi-Directional Class Count || Graphical Analysis BiDir

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 2

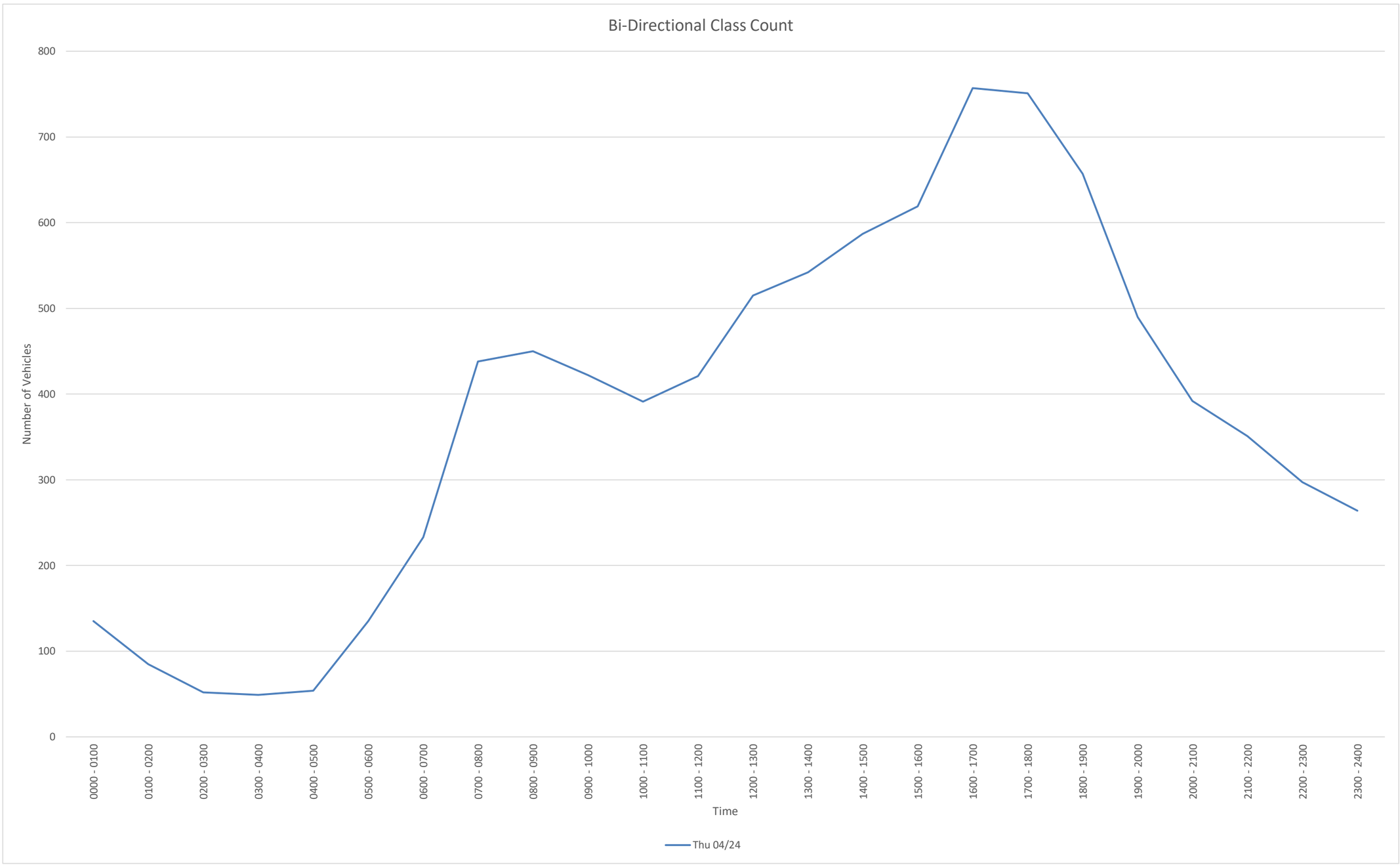
Campbellton Rd SW,
east of Alma St SW

Lat/Long

33.713446°, -84.437610°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis BiDir



Time	Thu 04/24						
0000 - 0100	135						
0100 - 0200	85						
0200 - 0300	52						
0300 - 0400	49						
0400 - 0500	54						
0500 - 0600	135						
0600 - 0700	233						
0700 - 0800	438						
0800 - 0900	450						
0900 - 1000	422						
1000 - 1100	391						
1100 - 1200	421						
1200 - 1300	515						
1300 - 1400	542						
1400 - 1500	587						
1500 - 1600	619						
1600 - 1700	757						
1700 - 1800	751						
1800 - 1900	657						
1900 - 2000	490						
2000 - 2100	392						
2100 - 2200	351						
2200 - 2300	297						
2300 - 2400	264						
Daily Total	9087						

EB
File Name:
Start Date: 4/24/2025
Start Time: 0
Site Code: 2
Station ID: 1
Location 1: Campbellton Rd SW, east of Alma St SW
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
4/24/2025	12:00 AM	0	9	4	1	0	0	0	0	0	0	0	0	0
4/24/2025	12:15 AM	0	12	4	0	0	0	0	0	0	0	0	0	0
4/24/2025	12:30 AM	0	13	4	2	0	0	0	0	0	0	0	0	0
4/24/2025	12:45 AM	0	10	3	2	0	0	0	0	0	0	0	0	0
4/24/2025	1:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0
4/24/2025	1:15 AM	0	8	2	0	0	0	0	0	0	0	0	0	0
4/24/2025	1:30 AM	0	7	2	0	0	0	0	0	0	0	0	0	0
4/24/2025	1:45 AM	0	8	2	0	0	0	0	0	0	0	0	0	0
4/24/2025	2:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0
4/24/2025	2:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0
4/24/2025	2:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0
4/24/2025	2:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0
4/24/2025	3:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
4/24/2025	3:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
4/24/2025	3:30 AM	0	8	1	0	0	0	0	0	0	0	0	0	0
4/24/2025	3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
4/24/2025	4:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
4/24/2025	4:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
4/24/2025	4:30 AM	0	13	1	2	0	0	0	0	0	0	0	0	0
4/24/2025	4:45 AM	0	9	0	1	0	0	0	0	0	0	0	0	0
4/24/2025	5:00 AM	0	7	0	1	0	0	0	0	0	0	0	0	0
4/24/2025	5:15 AM	0	26	1	2	0	0	0	0	0	0	0	0	0
4/24/2025	5:30 AM	0	26	2	2	0	0	0	0	0	0	0	0	0
4/24/2025	5:45 AM	0	25	2	1	0	0	0	0	0	0	0	0	0
4/24/2025	6:00 AM	0	29	2	3	0	0	0	0	0	0	0	0	0
4/24/2025	6:15 AM	0	30	2	3	0	0	0	0	0	0	0	0	0
4/24/2025	6:30 AM	0	38	3	4	1	0	0	0	0	0	0	0	0
4/24/2025	6:45 AM	0	46	2	2	1	0	0	0	0	0	0	0	0
4/24/2025	7:00 AM	1	65	11	4	2	0	0	0	0	0	0	0	0
4/24/2025	7:15 AM	1	80	4	2	0	0	0	0	0	0	0	0	0
4/24/2025	7:30 AM	0	72	2	2	0	0	0	0	0	0	0	0	0
4/24/2025	7:45 AM	2	63	2	3	0	1	0	0	1	0	0	0	0
4/24/2025	8:00 AM	0	71	9	3	0	0	0	0	0	0	0	0	0
4/24/2025	8:15 AM	0	62	7	2	1	0	0	0	0	0	0	0	0
4/24/2025	8:30 AM	0	69	7	3	0	0	0	0	0	0	0	0	0
4/24/2025	8:45 AM	0	75	6	3	1	0	0	0	0	0	0	0	0
4/24/2025	9:00 AM	0	76	6	3	2	2	0	0	0	0	0	0	0
4/24/2025	9:15 AM	0	51	5	1	1	0	0	0	0	0	0	0	0
4/24/2025	9:30 AM	0	56	4	3	0	0	0	0	0	0	0	0	0
4/24/2025	9:45 AM	0	42	6	1	0	0	0	0	0	0	0	0	0
4/24/2025	10:00 AM	0	47	8	2	2	0	0	0	0	0	0	0	0
4/24/2025	10:15 AM	0	44	6	1	5	0	0	0	0	0	0	0	0
4/24/2025	10:30 AM	2	48	10	1	0	0	0	0	0	0	0	0	0
4/24/2025	10:45 AM	0	44	5	2	0	0	0	1	0	0	0	0	0
4/24/2025	11:00 AM	3	41	6	3	0	0	0	0	0	0	0	0	0
4/24/2025	11:15 AM	3	41	2	4	0	0	0	0	0	0	0	0	0
4/24/2025	11:30 AM	1	51	9	1	0	0	0	0	0	0	0	0	0
4/24/2025	11:45 AM	1	57	9	0	1	1	0	0	0	0	0	0	0
4/24/2025	12:00 PM	0	37	6	3	0	0	0	0	0	0	0	0	0
4/24/2025	12:15 PM	0	60	11	1	0	0	0	0	0	0	0	0	0
4/24/2025	12:30 PM	0	62	11	1	2	0	0	0	0	0	0	0	0
4/24/2025	12:45 PM	1	56	6	2	2	0	0	0	0	0	0	0	0
4/24/2025	1:00 PM	0	57	7	1	0	0	0	0	0	0	0	0	0
4/24/2025	1:15 PM	1	71	5	1	1	0	0	0	0	0	0	0	0
4/24/2025	1:30 PM	0	53	9	3	0	0	0	0	0	0	0	0	0
4/24/2025	1:45 PM	0	67	6	2	2	0	0	0	0	0	0	0	0
4/24/2025	2:00 PM	0	61	9	3	1	0	0	0	0	0	0	0	0
4/24/2025	2:15 PM	0	73	3	0	0	0	0	0	0	0	0	0	0
4/24/2025	2:30 PM	2	61	4	4	2	0	0	0	0	0	0	0	0
4/24/2025	2:45 PM	1	71	11	4	1	0	0	0	0	1	0	0	0
4/24/2025	3:00 PM	0	65	8	2	0	0	0	0	0	0	0	0	0
4/24/2025	3:15 PM	0	59	7	3	0	1	0	0	0	0	0	0	0
4/24/2025	3:30 PM	0	79	8	2	0	0	0	0	0	0	0	0	0
4/24/2025	3:45 PM	0	69	14	2	1	0	0	0	1	0	0	0	0
4/24/2025	4:00 PM	1	77	9	8	1	0	0	0	0	0	0	0	0
4/24/2025	4:15 PM	1	68	6	3	1	0	0	0	0	0	0	0	0
4/24/2025	4:30 PM	0	72	9	5	0	0	0	0	0	0	0	0	0
4/24/2025	4:45 PM	1	78	12	2	0	0	0	0	0	0	0	0	0
4/24/2025	5:00 PM	1	75	7	2	0	0	0	0	0	0	0	0	0
4/24/2025	5:15 PM	0	69	14	3	2	0	0	0	0	0	0	0	0
4/24/2025	5:30 PM	0	74	9	4	1	0	0	0	0	0	0	0	0
4/24/2025	5:45 PM	1	73	12	2	0	0	0	0	0	0	0	0	0
4/24/2025	6:00 PM	1	83	5	3	1	0	0	0	0	0	0	0	0
4/24/2025	6:15 PM	1	78	3	2	0	0	0	0	0	0	0	0	0
4/24/2025	6:30 PM	1	63	10	3	0	0	0	0	0	0	0	0	0
4/24/2025	6:45 PM	0	69	8	1	0	0	0	0	0	0	0	0	0
4/24/2025	7:00 PM	0	63	4	1	1	0	0	0	0	0	0	0	0
4/24/2025	7:15 PM	0	51	2	3	0	0	0	0	0	0	0	0	0
4/24/2025	7:30 PM	0	51	8	1	0	0	0	0	0	0	0	0	0
4/24/2025	7:45 PM	0	44	4	1	0	0	0	0	0	0	0	0	0
4/24/2025	8:00 PM	0	43	4	2	0	0	0	0	0	0	0	0	0
4/24/2025	8:15 PM	0	33	12	0	0	0	0	0	0	0	0	0	0
4/24/2025	8:30 PM	1	38	4	3	1	0	0	0	0	0	0	0	0
4/24/2025	8:45 PM	1	45	7	0	0	0	0	0	0	0	0	0	0
4/24/2025	9:00 PM	0	34	8	1	0	0	0	0	0	0	0	0	0
4/24/2025	9:15 PM	0	32	4	2	0	0	0	0	0	0	0	0	0
4/24/2025	9:30 PM	0	37	3	1	0	0	0	0	0	0	0	0	0
4/24/2025	9:45 PM	0	23	5	1	0	0	0	0	0	0	0	0	0
4/24/2025	10:00 PM	0	20	3	2	0	0	0	0	0	0	0	0	0
4/24/2025	10:15 PM	0	25	5	1	0	0	0	0	0	0	0	0	0
4/24/2025	10:30 PM	0	27	6	2	0	0	0	0	0	0	0	0	0
4/24/2025	10:45 PM	1	22	4	1	1	0	0	0	0	0	0	0	0
4/24/2025	11:00 PM	1	28	5	0	0	0	0	0	0	0	0	0	0
4/24/2025	11:15 PM	2	15	4	2	0	0	0	0	0	0	0	0	0
4/24/2025	11:30 PM	0	19	6	1	0	0	0	0	0	0	0	0	0
4/24/2025	11:45 PM	0	14	5	0	1	0	0	0	0	0	0	0	0

WB
File Name:
Start Date: 4/24/2025
Start Time: 0
Site Code: 2
Station ID: 1
Location 1: Campbellton Rd SW, east of Alma St SW
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
4/24/2025	12:00 AM	0	15	6	0	0	0	0	0	0	0	0	0	0
4/24/2025	12:15 AM	0	18	6	2	0	0	0	0	0	0	0	0	0
4/24/2025	12:30 AM	0	13	3	0	0	0	0	0	0	0	0	0	0
4/24/2025	12:45 AM	0	6	1	1	0	0	0	0	0	0	0	0	0
4/24/2025	1:00 AM	0	9	3	1	0	0	0	0	0	0	0	0	0
4/24/2025	1:15 AM	0	4	2	1	0	0	0	0	0	0	0	0	0
4/24/2025	1:30 AM	0	9	3	1	0	0	0	0	0	0	0	0	0
4/24/2025	1:45 AM	0	9	4	2	0	0	0	0	0	0	0	0	0
4/24/2025	2:00 AM	0	8	2	0	0	0	0	0	0	0	0	0	0
4/24/2025	2:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0
4/24/2025	2:30 AM	0	6	2	0	0	0	0	0	0	0	0	0	0
4/24/2025	2:45 AM	0	4	2	0	0	0	0	0	0	0	0	0	0
4/24/2025	3:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
4/24/2025	3:15 AM	1	7	0	0	0	0	0	0	0	0	0	0	0
4/24/2025	3:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
4/24/2025	3:45 AM	0	9	1	0	0	0	0	0	0	0	0	0	0
4/24/2025	4:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
4/24/2025	4:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
4/24/2025	4:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
4/24/2025	4:45 AM	0	4	0	0	0	1	0	0	0	0	0	0	0
4/24/2025	5:00 AM	0	8	0	2	0	0	0	0	0	0	0	0	0
4/24/2025	5:15 AM	0	6	0	1	0	0	0	0	0	0	0	0	0
4/24/2025	5:30 AM	0	7	1	2	0	0	0	0	0	0	0	0	0
4/24/2025	5:45 AM	0	10	1	1	1	0	0	0	0	0	0	0	0
4/24/2025	6:00 AM	0	9	1	2	0	0	0	0	0	0	0	0	0
4/24/2025	6:15 AM	0	9	0	6	0	0	0	0	0	0	0	0	0
4/24/2025	6:30 AM	0	12	1	5	0	0	0	0	0	0	0	0	0
4/24/2025	6:45 AM	0	17	1	4	0	0	0	0	0	0	0	0	0
4/24/2025	7:00 AM	0	20	3	5	1	0	0	0	0	0	0	0	0
4/24/2025	7:15 AM	0	22	2	2	0	0	0	0	0	0	0	0	0
4/24/2025	7:30 AM	0	27	1	3	0	1	0	0	0	0	0	0	0
4/24/2025	7:45 AM	0	28	1	3	1	0	0	0	0	0	0	0	0
4/24/2025	8:00 AM	0	29	3	3	0	0	0	0	0	0	0	0	0
4/24/2025	8:15 AM	0	17	0	2	0	0	0	0	0	0	0	0	0
4/24/2025	8:30 AM	0	30	1	3	0	0	0	0	0	0	0	0	0
4/24/2025	8:45 AM	0	36	4	1	2	0	0	0	0	0	0	0	0
4/24/2025	9:00 AM	0	40	5	2	1	0	0	0	0	0	0	0	0
4/24/2025	9:15 AM	0	32	3	2	0	0	0	0	0	0	0	0	0
4/24/2025	9:30 AM	0	41	2	2	0	0	0	0	0	0	0	0	0
4/24/2025	9:45 AM	0	24	7	2	0	0	0	0	0	0	0	0	0
4/24/2025	10:00 AM	0	45	6	1	0	0	0	0	0	0	0	0	0
4/24/2025	10:15 AM	0	35	6	2	1	0	0	0	0	0	0	0	0
4/24/2025	10:30 AM	0	36	3	1	1	0	0	0	0	0	0	0	0
4/24/2025	10:45 AM	0	22	2	2	0	0	0	0	0	0	0	0	0
4/24/2025	11:00 AM	1	36	4	2	0	0	0	0	0	0	0	0	0
4/24/2025	11:15 AM	0	47	2	1	1	0	0	0	0	0	0	0	0
4/24/2025	11:30 AM	0	43	1	2	0	0	0	0	0	0	0	0	0
4/24/2025	11:45 AM	0	42	3	1	1	0	0	0	0	0	0	0	0
4/24/2025	12:00 PM	0	56	11	3	0	0	0	0	0	0	0	0	0
4/24/2025	12:15 PM	0	54	7	2	0	0	0	0	0	0	0	0	0
4/24/2025	12:30 PM	0	56	4	1	0	0	0	0	0	0	0	0	0
4/24/2025	12:45 PM	0	57	2	1	0	0	0	0	0	0	0	0	0
4/24/2025	1:00 PM	0	48	7	1	5	0	0	0	0	0	0	0	0
4/24/2025	1:15 PM	0	47	7	1	1	1	0	0	0	0	0	0	0
4/24/2025	1:30 PM	0	68	9	0	1	0	0	0	0	0	0	0	0
4/24/2025	1:45 PM	0	51	7	2	0	0	0	0	0	0	0	0	0
4/24/2025	2:00 PM	0	55	6	2	0	0	0	0	0	0	0	0	0
4/24/2025	2:15 PM	0	57	7	4	0	0	0	0	0	0	0	0	0
4/24/2025	2:30 PM	0	59	8	3	1	0	0	0	0	0	0	0	0
4/24/2025	2:45 PM	0	63	7	2	1	0	0	0	0	0	0	0	0
4/24/2025	3:00 PM	1	54	11	3	0	0	0	0	0	0	0	0	0
4/24/2025	3:15 PM	0	59	9	3	0	0	0	0	0	1	0	0	0
4/24/2025	3:30 PM	0	61	6	2	1	0	0	0	0	0	0	0	0
4/24/2025	3:45 PM	0	72	12	2	1	0	0	0	0	0	0	0	0
4/24/2025	4:00 PM	0	85	8	3	1	0	0	0	0	0	0	0	0
4/24/2025	4:15 PM	0	93	8	4	0	0	0	0	0	0	0	0	0
4/24/2025	4:30 PM	0	85	6	4	1	0	0	0	0	0	0	0	0
4/24/2025	4:45 PM	1	96	7	1	0	0	0	0	0	0	0	0	0
4/24/2025	5:00 PM	0	75	11	2	1	0	0	0	0	0	0	0	0
4/24/2025	5:15 PM	0	78	13	3	0	0	0	0	0	0	0	0	0
4/24/2025	5:30 PM	0	83	12	3	1	0	0	0	0	0	0	0	0
4/24/2025	5:45 PM	1	104	11	4	0	0	0	0	0	0	0	0	0
4/24/2025	6:00 PM	1	77	5	3	0	0	0	0	0	0	0	0	0
4/24/2025	6:15 PM	0	73	6	2	1	0	0	0	0	0	0	0	0
4/24/2025	6:30 PM	1	85	7	3	1	0	0	0	0	0	0	0	0
4/24/2025	6:45 PM	0	52	7	1	0	0	0	0	0	0	0	0	0
4/24/2025	7:00 PM	5	56	8	2	0	0	0	0	0	0	0	0	0
4/24/2025	7:15 PM	0	50	3	1	1	0	0	0	0	0	0	0	0
4/24/2025	7:30 PM	0	63	4	2	0	0	0	0	0	0	0	0	0
4/24/2025	7:45 PM	0	57	3	1	0	0	0	0	0	0	0	0	0
4/24/2025	8:00 PM	4	38	8	1	0	0	0	0	0	0	0	0	0
4/24/2025	8:15 PM	1	42	3	2	0	0	0	0	0	0	0	0	0
4/24/2025	8:30 PM	1	41	8	1	0	0	0	0	0	0	0	0	0
4/24/2025	8:45 PM	0	40	7	1	0	0	0	0	0	0	0	0	0
4/24/2025	9:00 PM	1	42	13	2	0	0	0	0	0	0	0	0	0
4/24/2025	9:15 PM	1	40	7	2	0	0	0	0	0	0	0	0	0
4/24/2025	9:30 PM	1	36	7	1	0	0	0	0	0	0	0	0	0
4/24/2025	9:45 PM	3	35	8	1	0	0	0	0	0	0	0	0	0
4/24/2025	10:00 PM	2	37	9	1	0	0	0	0	0	0	0	0	0
4/24/2025	10:15 PM	0	34	8	2	0	0	0	0	0	0	0	0	0
4/24/2025	10:30 PM	0	33	7	1	0	0	0	0	0	0	0	0	0
4/24/2025	10:45 PM	1	34	7	1	0	0	0	0	0	0	0	0	0
4/24/2025	11:00 PM	1	30	8	1	0	0	0	0	0	0	0	0	0
4/24/2025	11:15 PM	0	36	8	1	0	0	0	0	0	0	0	0	0
4/24/2025	11:30 PM	3	30	6	1	0	0	0	0	0	0	0	0	0
4/24/2025	11:45 PM	1	28	5	2	0	0	0	0	0	0	0	0	0

EB
File Name:
Start Date: 4/24/2025
Start Time: 0
Site Code: 2
Station ID: 1
Location 1: Campbellton Rd SW, east of Alma St SW
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
4/24/2025	12:00 AM	0	44	15	5	0	0	0	0	0	0	0	0	0
4/24/2025	12:15 AM	0	42	12	4	0	0	0	0	0	0	0	0	0
4/24/2025	12:30 AM	0	38	10	4	0	0	0	0	0	0	0	0	0
4/24/2025	12:45 AM	0	32	8	2	0	0	0	0	0	0	0	0	0
4/24/2025	1:00 AM	0	30	7	0	0	0	0	0	0	0	0	0	0
4/24/2025	1:15 AM	0	29	7	0	0	0	0	0	0	0	0	0	0
4/24/2025	1:30 AM	0	27	6	0	0	0	0	0	0	0	0	0	0
4/24/2025	1:45 AM	0	23	5	0	0	0	0	0	0	0	0	0	0
4/24/2025	2:00 AM	0	19	4	0	0	0	0	0	0	0	0	0	0
4/24/2025	2:15 AM	0	18	3	0	0	0	0	0	0	0	0	0	0
4/24/2025	2:30 AM	0	16	2	0	0	0	0	0	0	0	0	0	0
4/24/2025	2:45 AM	0	21	2	0	0	0	0	0	0	0	0	0	0
4/24/2025	3:00 AM	0	18	1	0	0	0	0	0	0	0	0	0	0
4/24/2025	3:15 AM	0	17	1	0	0	0	0	0	0	0	0	0	0
4/24/2025	3:30 AM	0	20	1	0	0	0	0	0	0	0	0	0	0
4/24/2025	3:45 AM	0	25	1	2	0	0	0	0	0	0	0	0	0
4/24/2025	4:00 AM	0	33	1	3	0	0	0	0	0	0	0	0	0
4/24/2025	4:15 AM	0	36	1	4	0	0	0	0	0	0	0	0	0
4/24/2025	4:30 AM	0	55	2	6	0	0	0	0	0	0	0	0	0
4/24/2025	4:45 AM	0	68	3	6	0	0	0	0	0	0	0	0	0
4/24/2025	5:00 AM	0	84	5	6	0	0	0	0	0	0	0	0	0
4/24/2025	5:15 AM	0	106	7	8	0	0	0	0	0	0	0	0	0
4/24/2025	5:30 AM	0	110	8	9	0	0	0	0	0	0	0	0	0
4/24/2025	5:45 AM	0	122	9	11	1	0	0	0	0	0	0	0	0
4/24/2025	6:00 AM	0	143	9	12	2	0	0	0	0	0	0	0	0
4/24/2025	6:15 AM	1	179	18	13	4	0	0	0	0	0	0	0	0
4/24/2025	6:30 AM	2	229	20	12	4	0	0	0	0	0	0	0	0
4/24/2025	6:45 AM	2	263	19	10	3	0	0	0	0	0	0	0	0
4/24/2025	7:00 AM	4	280	19	11	2	1	0	0	1	0	0	0	0
4/24/2025	7:15 AM	3	286	17	10	0	1	0	0	1	0	0	0	0
4/24/2025	7:30 AM	2	268	20	10	1	1	0	0	1	0	0	0	0
4/24/2025	7:45 AM	2	265	25	11	1	1	0	0	1	0	0	0	0
4/24/2025	8:00 AM	0	277	29	11	2	0	0	0	0	0	0	0	0
4/24/2025	8:15 AM	0	282	26	11	4	2	0	0	0	0	0	0	0
4/24/2025	8:30 AM	0	271	24	10	4	2	0	0	0	0	0	0	0
4/24/2025	8:45 AM	0	258	21	10	4	2	0	0	0	0	0	0	0
4/24/2025	9:00 AM	0	225	21	8	3	2	0	0	0	0	0	0	0
4/24/2025	9:15 AM	0	196	23	7	3	0	0	0	0	0	0	0	0
4/24/2025	9:30 AM	0	189	24	7	7	0	0	0	0	0	0	0	0
4/24/2025	9:45 AM	2	181	30	5	7	0	0	0	0	0	0	0	0
4/24/2025	10:00 AM	2	183	29	6	7	0	0	1	0	0	0	0	0
4/24/2025	10:15 AM	5	177	27	7	5	0	0	1	0	0	0	0	0
4/24/2025	10:30 AM	8	174	23	10	0	0	0	1	0	0	0	0	0
4/24/2025	10:45 AM	7	177	22	10	0	0	0	1	0	0	0	0	0
4/24/2025	11:00 AM	8	190	26	8	1	1	0	0	0	0	0	0	0
4/24/2025	11:15 AM	5	186	26	8	1	1	0	0	0	0	0	0	0
4/24/2025	11:30 AM	2	205	35	5	1	1	0	0	0	0	0	0	0
4/24/2025	11:45 AM	1	216	37	5	3	1	0	0	0	0	0	0	0
4/24/2025	12:00 PM	1	215	34	7	4	0	0	0	0	0	0	0	0
4/24/2025	12:15 PM	1	235	35	5	4	0	0	0	0	0	0	0	0
4/24/2025	12:30 PM	2	246	29	5	5	0	0	0	0	0	0	0	0
4/24/2025	12:45 PM	2	237	27	7	3	0	0	0	0	0	0	0	0
4/24/2025	1:00 PM	1	248	27	7	3	0	0	0	0	0	0	0	0
4/24/2025	1:15 PM	1	252	29	9	4	0	0	0	0	0	0	0	0
4/24/2025	1:30 PM	0	254	27	8	3	0	0	0	0	0	0	0	0
4/24/2025	1:45 PM	2	262	22	9	5	0	0	0	0	0	0	0	0
4/24/2025	2:00 PM	3	266	27	11	4	0	0	0	0	1	0	0	0
4/24/2025	2:15 PM	3	270	26	10	3	0	0	0	0	1	0	0	0
4/24/2025	2:30 PM	3	256	30	13	3	1	0	0	0	1	0	0	0
4/24/2025	2:45 PM	1	274	34	11	1	1	0	0	0	1	0	0	0
4/24/2025	3:00 PM	0	272	37	9	1	1	0	0	1	0	0	0	0
4/24/2025	3:15 PM	1	284	38	15	2	1	0	0	1	0	0	0	0
4/24/2025	3:30 PM	2	293	37	15	3	0	0	0	1	0	0	0	0
4/24/2025	3:45 PM	2	286	38	18	3	0	0	0	1	0	0	0	0
4/24/2025	4:00 PM	3	295	36	18	2	0	0	0	0	0	0	0	0
4/24/2025	4:15 PM	3	293	34	12	1	0	0	0	0	0	0	0	0
4/24/2025	4:30 PM	2	294	42	12	2	0	0	0	0	0	0	0	0
4/24/2025	4:45 PM	2	296	42	11	3	0	0	0	0	0	0	0	0
4/24/2025	5:00 PM	2	291	42	11	3	0	0	0	0	0	0	0	0
4/24/2025	5:15 PM	2	299	40	12	4	0	0	0	0	0	0	0	0
4/24/2025	5:30 PM	3	308	29	11	2	0	0	0	0	0	0	0	0
4/24/2025	5:45 PM	4	297	30	10	1	0	0	0	0	0	0	0	0
4/24/2025	6:00 PM	3	293	26	9	1	0	0	0	0	0	0	0	0
4/24/2025	6:15 PM	2	273	25	7	1	0	0	0	0	0	0	0	0
4/24/2025	6:30 PM	1	246	24	8	1	0	0	0	0	0	0	0	0
4/24/2025	6:45 PM	0	234	22	6	1	0	0	0	0	0	0	0	0
4/24/2025	7:00 PM	0	209	18	6	1	0	0	0	0	0	0	0	0
4/24/2025	7:15 PM	0	189	18	7	0	0	0	0	0	0	0	0	0
4/24/2025	7:30 PM	0	171	28	4	0	0	0	0	0	0	0	0	0
4/24/2025	7:45 PM	1	158	24	6	1	0	0	0	0	0	0	0	0
4/24/2025	8:00 PM	2	159	27	5	1	0	0	0	0	0	0	0	0
4/24/2025	8:15 PM	2	150	31	4	1	0	0	0	0	0	0	0	0
4/24/2025	8:30 PM	2	149	23	6	1	0	0	0	0	0	0	0	0
4/24/2025	8:45 PM	1	148	22	4	0	0	0	0	0	0	0	0	0
4/24/2025	9:00 PM	0	126	20	5	0	0	0	0	0	0	0	0	0
4/24/2025	9:15 PM	0	112	15	6	0	0	0	0	0	0	0	0	0
4/24/2025	9:30 PM	0	105	16	5	0	0	0	0	0	0	0	0	0
4/24/2025	9:45 PM	0	95	19	6	0	0	0	0	0	0	0	0	0
4/24/2025	10:00 PM	1	94	18	6	1	0	0	0	0	0	0	0	0
4/24/2025	10:15 PM	2	102	20	4	1	0	0	0	0	0	0	0	0
4/24/2025	10:30 PM	4	92	19	5	1	0	0	0	0	0	0	0	0
4/24/2025	10:45 PM	4	84	19	4	1	0	0	0	0	0	0	0	0
4/24/2025	11:00 PM	3	76	20	3	1	0	0	0	0	0	0	0	0
4/24/2025	11:15 PM	2	48	15	3	1	0	0	0	0	0	0	0	0
4/24/2025	11:30 PM	0	33	11	1	1	0	0	0	0	0	0	0	0
4/24/2025	11:45 PM	0	14	5	0	1	0	0	0	0	0	0	0	0

WB
File Name:
Start Date: 4/24/2025
Start Time: 0
Site Code: 2
Station ID: 1
Location 1: Campbellton Rd SW, east of Alma St SW
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
4/24/2025	12:00 AM	0	52	16	3	0	0	0	0	0	0	0	0	0
4/24/2025	12:15 AM	0	46	13	4	0	0	0	0	0	0	0	0	0
4/24/2025	12:30 AM	0	32	9	3	0	0	0	0	0	0	0	0	0
4/24/2025	12:45 AM	0	28	9	4	0	0	0	0	0	0	0	0	0
4/24/2025	1:00 AM	0	31	12	5	0	0	0	0	0	0	0	0	0
4/24/2025	1:15 AM	0	30	11	4	0	0	0	0	0	0	0	0	0
4/24/2025	1:30 AM	0	30	10	3	0	0	0	0	0	0	0	0	0
4/24/2025	1:45 AM	0	27	9	2	0	0	0	0	0	0	0	0	0
4/24/2025	2:00 AM	0	22	7	0	0	0	0	0	0	0	0	0	0
4/24/2025	2:15 AM	0	19	5	0	0	0	0	0	0	0	0	0	0
4/24/2025	2:30 AM	1	22	4	0	0	0	0	0	0	0	0	0	0
4/24/2025	2:45 AM	1	23	2	0	0	0	0	0	0	0	0	0	0
4/24/2025	3:00 AM	1	28	1	0	0	0	0	0	0	0	0	0	0
4/24/2025	3:15 AM	1	27	1	0	0	0	0	0	0	0	0	0	0
4/24/2025	3:30 AM	0	23	1	0	0	0	0	0	0	0	0	0	0
4/24/2025	3:45 AM	0	21	1	0	0	0	0	0	0	0	0	0	0
4/24/2025	4:00 AM	0	16	0	0	0	1	0	0	0	0	0	0	0
4/24/2025	4:15 AM	0	20	0	2	0	1	0	0	0	0	0	0	0
4/24/2025	4:30 AM	0	23	0	3	0	1	0	0	0	0	0	0	0
4/24/2025	4:45 AM	0	25	1	5	0	1	0	0	0	0	0	0	0
4/24/2025	5:00 AM	0	31	2	6	1	0	0	0	0	0	0	0	0
4/24/2025	5:15 AM	0	32	3	6	1	0	0	0	0	0	0	0	0
4/24/2025	5:30 AM	0	35	3	11	1	0	0	0	0	0	0	0	0
4/24/2025	5:45 AM	0	40	3	14	1	0	0	0	0	0	0	0	0
4/24/2025	6:00 AM	0	47	3	17	0	0	0	0	0	0	0	0	0
4/24/2025	6:15 AM	0	58	5	20	1	0	0	0	0	0	0	0	0
4/24/2025	6:30 AM	0	71	7	16	1	0	0	0	0	0	0	0	0
4/24/2025	6:45 AM	0	86	7	14	1	1	0	0	0	0	0	0	0
4/24/2025	7:00 AM	0	97	7	13	2	1	0	0	0	0	0	0	0
4/24/2025	7:15 AM	0	106	7	11	1	1	0	0	0	0	0	0	0
4/24/2025	7:30 AM	0	101	5	11	1	1	0	0	0	0	0	0	0
4/24/2025	7:45 AM	0	104	5	11	1	0	0	0	0	0	0	0	0
4/24/2025	8:00 AM	0	112	8	9	2	0	0	0	0	0	0	0	0
4/24/2025	8:15 AM	0	123	10	8	3	0	0	0	0	0	0	0	0
4/24/2025	8:30 AM	0	138	13	8	3	0	0	0	0	0	0	0	0
4/24/2025	8:45 AM	0	149	14	7	3	0	0	0	0	0	0	0	0
4/24/2025	9:00 AM	0	137	17	8	1	0	0	0	0	0	0	0	0
4/24/2025	9:15 AM	0	142	18	7	0	0	0	0	0	0	0	0	0
4/24/2025	9:30 AM	0	145	21	7	1	0	0	0	0	0	0	0	0
4/24/2025	9:45 AM	0	140	22	6	2	0	0	0	0	0	0	0	0
4/24/2025	10:00 AM	0	138	17	6	2	0	0	0	0	0	0	0	0
4/24/2025	10:15 AM	1	129	15	7	2	0	0	0	0	0	0	0	0
4/24/2025	10:30 AM	1	141	11	6	2	0	0	0	0	0	0	0	0
4/24/2025	10:45 AM	1	148	9	7	1	0	0	0	0	0	0	0	0
4/24/2025	11:00 AM	1	168	10	6	2	0	0	0	0	0	0	0	0
4/24/2025	11:15 AM	0	188	17	7	2	0	0	0	0	0	0	0	0
4/24/2025	11:30 AM	0	195	22	8	1	0	0	0	0	0	0	0	0
4/24/2025	11:45 AM	0	208	25	7	1	0	0	0	0	0	0	0	0
4/24/2025	12:00 PM	0	223	24	7	0	0	0	0	0	0	0	0	0
4/24/2025	12:15 PM	0	215	20	5	5	0	0	0	0	0	0	0	0
4/24/2025	12:30 PM	0	208	20	4	6	1	0	0	0	0	0	0	0
4/24/2025	12:45 PM	0	220	25	3	7	1	0	0	0	0	0	0	0
4/24/2025	1:00 PM	0	214	30	4	7	1	0	0	0	0	0	0	0
4/24/2025	1:15 PM	0	221	29	5	2	1	0	0	0	0	0	0	0
4/24/2025	1:30 PM	0	231	29	8	1	0	0	0	0	0	0	0	0
4/24/2025	1:45 PM	0	222	28	11	1	0	0	0	0	0	0	0	0
4/24/2025	2:00 PM	0	234	28	11	2	0	0	0	0	0	0	0	0
4/24/2025	2:15 PM	1	233	33	12	2	0	0	0	0	0	0	0	0
4/24/2025	2:30 PM	1	235	35	11	2	0	0	0	0	1	0	0	0
4/24/2025	2:45 PM	1	237	33	10	2	0	0	0	0	1	0	0	0
4/24/2025	3:00 PM	1	246	38	10	2	0	0	0	0	1	0	0	0
4/24/2025	3:15 PM	0	277	35	10	3	0	0	0	0	1	0	0	0
4/24/2025	3:30 PM	0	311	34	11	3	0	0	0	0	0	0	0	0
4/24/2025	3:45 PM	0	335	34	13	3	0	0	0	0	0	0	0	0
4/24/2025	4:00 PM	1	359	29	12	2	0	0	0	0	0	0	0	0
4/24/2025	4:15 PM	1	349	32	11	2	0	0	0	0	0	0	0	0
4/24/2025	4:30 PM	1	334	37	10	2	0	0	0	0	0	0	0	0
4/24/2025	4:45 PM	1	332	43	9	2	0	0	0	0	0	0	0	0
4/24/2025	5:00 PM	1	340	47	12	2	0	0	0	0	0	0	0	0
4/24/2025	5:15 PM	2	342	41	13	1	0	0	0	0	0	0	0	0
4/24/2025	5:30 PM	2	337	34	12	2	0	0	0	0	0	0	0	0
4/24/2025	5:45 PM	3	339	29	12	2	0	0	0	0	0	0	0	0
4/24/2025	6:00 PM	2	287	25	9	2	0	0	0	0	0	0	0	0
4/24/2025	6:15 PM	6	266	28	8	2	0	0	0	0	0	0	0	0
4/24/2025	6:30 PM	6	243	25	7	2	0	0	0	0	0	0	0	0
4/24/2025	6:45 PM	5	221	22	6	1	0	0	0	0	0	0	0	0
4/24/2025	7:00 PM	5	226	18	6	1	0	0	0	0	0	0	0	0
4/24/2025	7:15 PM	4	208	18	5	1	0	0	0	0	0	0	0	0
4/24/2025	7:30 PM	5	200	18	6	0	0	0	0	0	0	0	0	0
4/24/2025	7:45 PM	6	178	22	5	0	0	0	0	0	0	0	0	0
4/24/2025	8:00 PM	6	161	26	5	0	0	0	0	0	0	0	0	0
4/24/2025	8:15 PM	3	165	31	6	0	0	0	0	0	0	0	0	0
4/24/2025	8:30 PM	3	163	35	6	0	0	0	0	0	0	0	0	0
4/24/2025	8:45 PM	3	158	34	6	0	0	0	0	0	0	0	0	0
4/24/2025	9:00 PM	6	153	35	6	0	0	0	0	0	0	0	0	0
4/24/2025	9:15 PM	7	148	31	5	0	0	0	0	0	0	0	0	0
4/24/2025	9:30 PM	6	142	32	5	0	0	0	0	0	0	0	0	0
4/24/2025	9:45 PM	5	139	32	5	0	0	0	0	0	0	0	0	0
4/24/2025	10:00 PM	3	138	31	5	0	0	0	0	0	0	0	0	0
4/24/2025	10:15 PM	2	131	30	5	0	0	0	0	0	0	0	0	0
4/24/2025	10:30 PM	2	133	30	4	0	0	0	0	0	0	0	0	0
4/24/2025	10:45 PM	5	130	29	4	0	0	0	0	0	0	0	0	0
4/24/2025	11:00 PM	5	124	27	5	0	0	0	0	0	0	0	0	0
4/24/2025	11:15 PM	4	94	19	4	0	0	0	0	0	0	0	0	0
4/24/2025	11:30 PM	4	58	11	3	0	0	0	0	0	0	0	0	0
4/24/2025	11:45 PM	1	28	5	2	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Click here for Map

Atlanta, GA

Marr Traffic DATA COLLECTION

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Thursday, April 24, 2025		
Cloudy		68°F
Period	0700 - 0900	**APPLY**
Peak Hour	0800 - 0900	**APPLY**
Global PH	0745 - 0845	**APPLY**

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

0730 - 0830

Volume

All vehicles

Time	Northbound Murphy Ave SW (South)						Southbound Murphy Ave SW (North)						Eastbound Dill Ave SW (West)						Westbound Dill Ave SW (East)						Int Total
	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	
0800 - 0815	12	8	1	-	0	21	1	1	6	-	0	8	21	35	14	-	0	70	1	28	1	-	0	30	129
0815 - 0830	16	6	1	-	0	23	0	2	6	-	0	8	45	36	14	-	0	95	0	36	4	-	0	40	166
0830 - 0845	16	8	0	-	0	24	1	3	5	-	0	9	54	33	22	-	0	109	1	36	1	-	0	38	180
0845 - 0900	22	11	1	-	0	34	1	1	10	-	0	12	30	48	27	-	0	105	2	42	1	-	0	45	196
Total	66	33	3	0	0	102	3	7	27	0	0	37	150	152	77	0	0	379	4	142	7	0	0	153	671
Approach %	64.71	32.35	2.94	0.00	0.00	-	8.11	18.92	72.97	0.00	0.00	-	39.58	40.11	20.32	0.00	0.00	-	2.61	92.81	4.58	0.00	0.00	-	
PHF	0.75	0.75	0.75	0.00	0.00	**0.75**	0.75	0.58	0.68	0.00	0.00	**0.77**	0.69	0.79	0.71	0.00	0.00	**0.87**	0.50	0.85	0.44	0.00	0.00	**0.85**	**0.86**

Passenger Vehicles (1-3)

Time	Northbound Murphy Ave SW (South)						Southbound Murphy Ave SW (North)						Eastbound Dill Ave SW (West)						Westbound Dill Ave SW (East)						Int Total
	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	
0800 - 0815	10	8	0	-	0	18	1	0	6	-	0	7	19	33	13	-	0	65	1	24	1	-	0	26	116
0815 - 0830	15	6	1	-	0	22	0	1	5	-	0	6	45	34	14	-	0	93	0	33	4	-	0	37	158
0830 - 0845	15	7	0	-	0	22	1	3	5	-	0	9	52	28	20	-	0	100	1	33	1	-	0	35	166
0845 - 0900	21	11	1	-	0	33	1	1	9	-	0	11	29	44	24	-	0	97	1	37	1	-	0	39	180
Total	61	32	2	0	0	95	3	5	25	0	0	33	145	139	71	0	0	355	3	127	7	0	0	137	620
Approach %	64.21	33.68	2.11	0.00	0.00	-	9.09	15.15	75.76	0.00	0.00	-	40.85	39.15	20.00	0.00	0.00	-	2.19	92.70	5.11	0.00	0.00	-	
PHF	0.73	0.73	0.50	0.00	0.00	**0.72**	0.75	0.42	0.69	0.00	0.00	**0.75**	0.70	0.79	0.74	0.00	0.00	**0.89**	0.75	0.86	0.44	0.00	0.00	**0.88**	**0.86**

Single Unit Trucks (4-7)

Time	Northbound Murphy Ave SW (South)						Southbound Murphy Ave SW (North)						Eastbound Dill Ave SW (West)						Westbound Dill Ave SW (East)						Int Total
	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	
0800 - 0815	2	0	1	-	0	3	0	0	0	-	0	0	2	2	1	-	0	5	0	4	0	-	0	4	12
0815 - 0830	0	0	0	-	0	0	0	0	1	-	0	1	0	2	0	-	0	2	0	3	0	-	0	3	6
0830 - 0845	1	0	0	-	0	1	0	0	0	-	0	0	1	5	2	-	0	8	0	3	0	-	0	3	12
0845 - 0900	1	0	0	-	0	1	0	0	1	-	0	1	1	4	2	-	0	7	0	5	0	-	0	5	14
Total	4	0	1	0	0	5	0	0	2	0	0	2	4	13	5	0	0	22	0	15	0	0	0	15	44
Approach %	80.00	0.00	20.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	18.18	59.09	22.73	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.50	0.00	0.25	0.00	0.00	**0.42**	0.00	0.00	0.50	0.00	0.00	**0.50**	0.50	0.65	0.63	0.00	0.00	**0.69**	0.00	0.75	0.00	0.00	0.00	**0.75**	**0.79**

Combination Trucks (8-13)

Time	Northbound Murphy Ave SW (South)						Southbound Murphy Ave SW (North)						Eastbound Dill Ave SW (West)						Westbound Dill Ave SW (East)						Int Total
	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	
0800 - 0815	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
0815 - 0830	1	0	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
0830 - 0845	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	0	1	0	0	0	-	0	0	1
0845 - 0900	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	0	1	1	0	0	-	0	1	2
Total	1	0	0	0	0	1	0	1	0	0	0	1	1	0	1	0	0	2	1	0	0	0	0	1	5
Approach %	100.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	50.00	0.00	50.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.00	0.00	0.00	0.00	**0.25**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.25	0.00	0.25	0.00	0.00	**0.50**	0.25	0.00	0.00	0.00	0.00	**0.25**	**0.63**

Bicycles

Time	Northbound Murphy Ave SW (South)						Southbound Murphy Ave SW (North)						Eastbound Dill Ave SW (West)						Westbound Dill Ave SW (East)						Int Total
	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	
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	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
0830 - 0845	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
0845 - 0900	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	1	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.50**

Peak Hour Turning Movement Count

Click here for Map

Atlanta, GA

Marr Traffic DATA COLLECTION

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Thursday, April 24, 2025		
Cloudy		68°F
Period	1600 - 1800	**APPLY**
Peak Hour	1615 - 1715	**APPLY**
Global PH	1645 - 1745	**APPLY**

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Global Peak Hour

Volume

Murphy Ave SW (North)

Southbound

	(1-3)	(4-7)	(8-13)	Total
	80	22	4	0
	1	0	0	0
	0	0	0	0
Total	81	22	4	0

	(1-3)	(4-7)	(8-13)	Total
	106	102		(1-3)
	1	1		(4-7)
	0	0		(8-13)
Total	107	103		Total

2

1

Dill Ave SW (West)

Eastbound

	(1-3)	(4-7)	(8-13)	Total
	370	15	2	387
	363	17	0	380
	0	0	0	0
	74	1	0	75
	223	13	0	236
	66	3	0	69

1

0

STOP

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	810	32	2	844
PHF				0.96
ADT (Calc)			10	8440

1

0

Westbound

	(1-3)	(4-7)	(8-13)	Total
	0	0	8	8
	2	10	230	242
	0	0	4	4
	0	0	0	0
	2	10	242	254
	0	13	246	259
	(8-13)	(4-7)	(1-3)	Total

Dill Ave SW (East)

3

0

	(1-3)	(4-7)	(8-13)	Total
Total	95	103		
	0	64	20	19
(8-13)	0	0	0	0
(4-7)	3	4	0	4
(1-3)	92	99	0	60
	0	0	20	19

Northbound

Murphy Ave SW (South)

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Murphy Ave SW (South)						Murphy Ave SW (North)						Dill Ave SW (West)						Dill Ave SW (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1615 - 1630	31	9	0	-	0	40	1	4	25	-	0	30	36	55	22	-	0	113	0	53	1	-	0	54	237
1630 - 1645	24	4	1	-	0	29	0	7	29	-	0	36	20	56	18	-	0	94	1	43	0	-	0	44	203
1645 - 1700	20	11	2	-	0	33	1	7	18	-	0	26	20	54	23	-	0	97	1	60	3	-	0	64	220
1700 - 1715	16	5	0	-	0	21	2	1	25	-	0	28	16	61	17	-	0	94	1	61	3	-	0	65	208
Total	91	29	3	0	0	123	4	19	97	0	0	120	92	226	80	0	0	398	3	217	7	0	0	227	868
Approach %	73.98	23.58	2.44	0.00	0.00	-	3.33	15.83	80.83	0.00	0.00	-	23.12	56.78	20.10	0.00	0.00	-	1.32	95.59	3.08	0.00	0.00	-	
PHF	0.73	0.66	0.38	0.00	0.00	**0.77**	0.50	0.68	0.84	0.00	0.00	**0.83**	0.64	0.93	0.87	0.00	0.00	**0.88**	0.75	0.89	0.58	0.00	0.00	**0.87**	**0.92**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Murphy Ave SW (South)						Murphy Ave SW (North)						Dill Ave SW (West)						Dill Ave SW (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1615 - 1630	29	8	0	-	0	37	1	4	23	-	0	28	36	52	19	-	0	107	0	48	1	-	0	49	221
1630 - 1645	24	4	0	-	0	28	0	7	27	-	0	34	20	51	17	-	0	88	1	38	0	-	0	39	189
1645 - 1700	18	11	2	-	0	31	1	7	18	-	0	26	20	52	21	-	0	93	1	54	3	-	0	58	208
1700 - 1715	16	5	0	-	0	21	2	1	24	-	0	27	15	58	16	-	0	89	1	59	3	-	0	63	200
Total	87	28	2	0	0	117	4	19	92	0	0	115	91	213	73	0	0	377	3	199	7	0	0	209	818
Approach %	74.36	23.93	1.71	0.00	0.00	-	3.48	16.52	80.00	0.00	0.00	-	24.14	56.50	19.36	0.00	0.00	-	1.44	95.22	3.35	0.00	0.00	-	
PHF	0.75	0.64	0.25	0.00	0.00	**0.79**	0.50	0.68	0.85	0.00	0.00	**0.85**	0.63	0.92	0.87	0.00	0.00	**0.88**	0.75	0.84	0.58	0.00	0.00	**0.83**	**0.93**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Murphy Ave SW (South)						Murphy Ave SW (North)						Dill Ave SW (West)						Dill Ave SW (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1615 - 1630	2	0	0	-	0	2	0	0	2	-	0	2	0	3	3	-	0	6	0	4	0	-	0	4	14
1630 - 1645	0	0	1	-	0	1	0	0	2	-	0	2	0	5	1	-	0	6	0	5	0	-	0	5	14
1645 - 1700	2	0	0	-	0	2	0	0	0	-	0	0	0	2	2	-	0	4	0	4	0	-	0	4	10
1700 - 1715	0	0	0	-	0	0	0	0	1	-	0	1	1	3	1	-	0	5	0	2	0	-	0	2	8
Total	4	0	1	0	0	5	0	0	5	0	0	5	1	13	7	0	0	21	0	15	0	0	0	15	46
Approach %	80.00	0.00	20.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	4.76	61.90	33.33	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.50	0.00	0.25	0.00	0.00	**0.63**	0.00	0.00	0.63	0.00	0.00	**0.63**	0.25	0.65	0.58	0.00	0.00	**0.88**	0.00	0.75	0.00	0.00	0.00	**0.75**	**0.82**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Murphy Ave SW (South)						Murphy Ave SW (North)						Dill Ave SW (West)						Dill Ave SW (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1615 - 1630	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	1
1630 - 1645	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	2
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	3	0	0	0	3	3
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	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	0.00	0.00	0.00	0.00	**0.00**	0.00	0.38	0.00	0.00	0.00	**0.38**	**0.38**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	Murphy Ave SW (South)						Murphy Ave SW (North)						Dill Ave SW (West)						Dill Ave SW (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1615 - 1630	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
1630 - 1645	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 1

Murphy Ave SW (South)
Murphy Ave SW (North)
Dill Ave SW (West)
Dill Ave SW (East)

Date

Thursday, April 24, 2025

Lat/Long

33.718220°, -84.424319°
Click here for Map

Weather

Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Murphy Ave SW (South)					Murphy Ave SW (North)					Dill Ave SW (West)					Dill Ave SW (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	15	3	0	0	18	0	1	9	0	10	36	21	7	0	64	2	23	3	0	28	120
0715 - 0730	14	7	1	0	22	1	2	28	0	31	42	21	6	0	69	2	31	4	0	37	159
0730 - 0745	22	3	0	0	25	0	1	16	0	17	32	20	8	0	60	0	38	0	0	38	140
0745 - 0800	21	4	0	0	25	0	4	11	0	15	49	40	10	0	99	5	35	0	0	40	179
Hourly Total	72	17	1	0	**90**	1	8	64	0	**73**	159	102	31	0	**292**	9	127	7	0	**143**	**598**
0800 - 0815	12	8	1	0	21	1	1	6	0	8	21	35	14	0	70	1	28	1	0	30	129
0815 - 0830	16	6	1	0	23	0	2	6	0	8	45	36	14	0	95	0	36	4	0	40	166
0830 - 0845	16	8	0	0	24	1	3	5	0	9	54	33	22	0	109	1	36	1	0	38	180
0845 - 0900	22	11	1	0	34	1	1	10	0	12	30	48	27	0	105	2	42	1	0	45	196
Hourly Total	66	33	3	0	**102**	3	7	27	0	**37**	150	152	77	0	**379**	4	142	7	0	**153**	**671**
Grand Total	138	50	4	0	**192**	4	15	91	0	**110**	309	254	108	0	**671**	13	269	14	0	**296**	**1269**
Approach %	71.88	26.04	2.08	0.00	-	3.64	13.64	82.73	0.00	-	46.05	37.85	16.10	0.00	-	4.39	90.88	4.73	0.00	-	
Intersection %	10.87	3.94	0.32	0.00	15.13	0.32	1.18	7.17	0.00	8.67	24.35	20.02	8.51	0.00	52.88	1.02	21.20	1.10	0.00	23.33	
Heavy Vehicle %	5	0	50	-	**5**	0	20	8	-	**9**	3	11	8	-	**7**	8	14	0	-	**13**	**8**
PHF	0.75	0.75	0.75	0.00	**0.75**	0.75	0.58	0.68	0.00	**0.77**	0.69	0.79	0.71	0.00	**0.87**	0.50	0.85	0.44	0.00	**0.85**	**0.86**
Peak Hour Total	66	33	3	0	**102**	3	7	27	0	**37**	150	152	77	0	**379**	4	142	7	0	**153**	**671**
Peak Hour HV %	8	0	33	0	**6**	0	14	7	0	**8**	3	9	8	0	**6**	25	11	0	0	**10**	**7**

1600 - 1800 (Weekday 2h Session) (04-24-2025)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Murphy Ave SW (South)					Murphy Ave SW (North)					Dill Ave SW (West)					Dill Ave SW (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	27	9	3	0	39	1	5	24	0	30	19	49	19	0	87	1	43	1	0	45	201
1615 - 1630	31	9	0	0	40	1	4	25	0	30	36	55	22	0	113	0	53	1	0	54	237
1630 - 1645	24	4	1	0	29	0	7	29	0	36	20	56	18	0	94	1	43	0	0	44	203
1645 - 1700	20	11	2	0	33	1	7	18	0	26	20	54	23	0	97	1	60	3	0	64	220
Hourly Total	102	33	6	0	**141**	3	23	96	0	**122**	95	214	82	0	**391**	3	199	5	0	**207**	**861**
1700 - 1715	16	5	0	0	21	2	1	25	0	28	16	61	17	0	94	1	61	3	0	65	208
1715 - 1730	12	2	8	0	22	0	9	20	0	29	22	61	12	0	95	1	63	2	0	66	212
1730 - 1745	16	2	9	0	27	1	5	18	0	24	19	60	17	0	96	1	58	0	0	59	206
1745 - 1800	21	1	7	0	29	0	1	17	0	18	18	62	18	0	98	1	48	1	0	50	195
Hourly Total	65	10	24	0	**99**	3	16	80	0	**99**	75	244	64	0	**383**	4	230	6	0	**240**	**821**
Grand Total	167	43	30	0	**240**	6	39	176	0	**221**	170	458	146	0	**774**	7	429	11	0	**447**	**1682**
Approach %	69.58	17.92	12.50	0.00	-	2.71	17.65	79.64	0.00	-	21.96	59.17	18.86	0.00	-	1.57	95.97	2.46	0.00	-	
Intersection %	9.93	2.56	1.78	0.00	14.27	0.36	2.32	10.46	0.00	13.14	10.11	27.23	8.68	0.00	46.02	0.42	25.51	0.65	0.00	26.58	
Heavy Vehicle %	5	0	3	-	**4**	0	0	3	-	**2**	1	6	5	-	**5**	0	6	0	-	**6**	**5**
PHF	0.73	0.66	0.38	0.00	**0.77**	0.50	0.68	0.84	0.00	**0.83**	0.64	0.93	0.87	0.00	**0.88**	0.75	0.89	0.58	0.00	**0.87**	**0.92**
Peak Hour Total	91	29	3	0	**123**	4	19	97	0	**120**	92	226	80	0	**398**	3	217	7	0	**227**	**868**
Peak Hour HV %	4	0	33	0	**4**	0	0	5	0	**4**	1	6	9	0	**5**	0	8	0	0	**8**	**6**

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

Site 1

Murphy Ave SW (South)
Murphy Ave SW (North)
Dill Ave SW (West)
Dill Ave SW (East)

Date

Thursday, April 24, 2025

Lat/Long

33.718220°, -84.424319°
Click here for Map

Weather

Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Murphy Ave SW (South)					Murphy Ave SW (North)					Dill Ave SW (West)					Dill Ave SW (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	13	3	0	0	16	0	1	8	0	9	36	18	7	0	61	1	21	3	0	25	111
0715 - 0730	14	7	0	0	21	1	2	28	0	31	40	17	4	0	61	2	28	4	0	34	147
0730 - 0745	22	3	0	0	25	0	1	13	0	14	31	18	7	0	56	0	28	0	0	28	123
0745 - 0800	21	4	0	0	25	0	2	10	0	12	48	33	10	0	91	5	28	0	0	33	161
Hourly Total	70	17	0	0	**87**	1	6	59	0	**66**	155	86	28	0	**269**	8	105	7	0	**120**	**542**
0800 - 0815	10	8	0	0	18	1	0	6	0	7	19	33	13	0	65	1	24	1	0	26	116
0815 - 0830	15	6	1	0	22	0	1	5	0	6	45	34	14	0	93	0	33	4	0	37	158
0830 - 0845	15	7	0	0	22	1	3	5	0	9	52	28	20	0	100	1	33	1	0	35	166
0845 - 0900	21	11	1	0	33	1	1	9	0	11	29	44	24	0	97	1	37	1	0	39	180
Hourly Total	61	32	2	0	**95**	3	5	25	0	**33**	145	139	71	0	**355**	3	127	7	0	**137**	**620**
Grand Total	131	49	2	0	**182**	4	11	84	0	**99**	300	225	99	0	**624**	11	232	14	0	**257**	**1162**
Approach %	71.98	26.92	1.10	0.00	-	4.04	11.11	84.85	0.00	-	48.08	36.06	15.87	0.00	-	4.28	90.27	5.45	0.00	-	
Intersection %	11.27	4.22	0.17	0.00	15.66	0.34	0.95	7.23	0.00	8.52	25.82	19.36	8.52	0.00	53.70	0.95	19.97	1.20	0.00	22.12	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Murphy Ave SW (South)					Murphy Ave SW (North)					Dill Ave SW (West)					Dill Ave SW (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	26	8	3	0	37	1	5	24	0	30	18	45	19	0	82	1	41	1	0	43	192
1615 - 1630	29	8	0	0	37	1	4	23	0	28	36	52	19	0	107	0	48	1	0	49	221
1630 - 1645	24	4	0	0	28	0	7	27	0	34	20	51	17	0	88	1	38	0	0	39	189
1645 - 1700	18	11	2	0	31	1	7	18	0	26	20	52	21	0	93	1	54	3	0	58	208
Hourly Total	97	31	5	0	**133**	3	23	92	0	**118**	94	200	76	0	**370**	3	181	5	0	**189**	**810**
1700 - 1715	16	5	0	0	21	2	1	24	0	27	15	58	16	0	89	1	59	3	0	63	200
1715 - 1730	11	2	8	0	21	0	9	20	0	29	20	57	12	0	89	1	60	2	0	63	202
1730 - 1745	15	2	9	0	26	1	5	18	0	24	19	56	17	0	92	1	57	0	0	58	200
1745 - 1800	20	1	7	0	28	0	1	17	0	18	18	59	17	0	94	1	47	1	0	49	189
Hourly Total	62	10	24	0	**96**	3	16	79	0	**98**	72	230	62	0	**364**	4	223	6	0	**233**	**791**
Grand Total	159	41	29	0	**229**	6	39	171	0	**216**	166	430	138	0	**734**	7	404	11	0	**422**	**1601**
Approach %	69.43	17.90	12.66	0.00	-	2.78	18.06	79.17	0.00	-	22.62	58.58	18.80	0.00	-	1.66	95.73	2.61	0.00	-	
Intersection %	9.93	2.56	1.81	0.00	14.30	0.37	2.44	10.68	0.00	13.49	10.37	26.86	8.62	0.00	45.85	0.44	25.23	0.69	0.00	26.36	

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

Site 1

Murphy Ave SW (South)
Murphy Ave SW (North)
Dill Ave SW (West)
Dill Ave SW (East)

Date

Thursday, April 24, 2025

Lat/Long

33.718220°, -84.424319°
Click here for Map

Weather

Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Murphy Ave SW (South)					Murphy Ave SW (North)					Dill Ave SW (West)					Dill Ave SW (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	6
0715 - 0730	0	0	1	0	1	0	0	0	0	0	2	4	2	0	8	0	3	0	0	3	12
0730 - 0745	0	0	0	0	0	0	0	3	0	3	1	2	0	0	3	0	10	0	0	10	16
0745 - 0800	0	0	0	0	0	0	1	1	0	2	1	6	0	0	7	0	7	0	0	7	16
Hourly Total	1	0	1	0	**2**	0	1	4	0	**5**	4	15	2	0	**21**	0	22	0	0	**22**	**50**
0800 - 0815	2	0	1	0	3	0	0	0	0	0	2	2	1	0	5	0	4	0	0	4	12
0815 - 0830	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	3	0	0	3	6
0830 - 0845	1	0	0	0	1	0	0	0	0	0	1	5	2	0	8	0	3	0	0	3	12
0845 - 0900	1	0	0	0	1	0	0	1	0	1	1	4	2	0	7	0	5	0	0	5	14
Hourly Total	4	0	1	0	**5**	0	0	2	0	**2**	4	13	5	0	**22**	0	15	0	0	**15**	**44**
Grand Total	5	0	2	0	**7**	0	1	6	0	**7**	8	28	7	0	**43**	0	37	0	0	**37**	**94**
Approach %	71.43	0.00	28.57	0.00	-	0.00	14.29	85.71	0.00	-	18.60	65.12	16.28	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	5.32	0.00	2.13	0.00	7.45	0.00	1.06	6.38	0.00	7.45	8.51	29.79	7.45	0.00	45.74	0.00	39.36	0.00	0.00	39.36	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Murphy Ave SW (South)					Murphy Ave SW (North)					Dill Ave SW (West)					Dill Ave SW (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	2	0	0	2	6
1615 - 1630	2	0	0	0	2	0	0	2	0	2	0	3	3	0	6	0	4	0	0	4	14
1630 - 1645	0	0	1	0	1	0	0	2	0	2	0	5	1	0	6	0	5	0	0	5	14
1645 - 1700	2	0	0	0	2	0	0	0	0	0	0	2	2	0	4	0	4	0	0	4	10
Hourly Total	4	0	1	0	**5**	0	0	4	0	**4**	0	14	6	0	**20**	0	15	0	0	**15**	**44**
1700 - 1715	0	0	0	0	0	0	0	1	0	1	1	3	1	0	5	0	2	0	0	2	8
1715 - 1730	1	0	0	0	1	0	0	0	0	0	0	4	0	0	4	0	3	0	0	3	8
1730 - 1745	1	0	0	0	1	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	6
1745 - 1800	1	0	0	0	1	0	0	0	0	0	0	3	1	0	4	0	1	0	0	1	6
Hourly Total	3	0	0	0	**3**	0	0	1	0	**1**	1	14	2	0	**17**	0	7	0	0	**7**	**28**
Grand Total	7	0	1	0	**8**	0	0	5	0	**5**	1	28	8	0	**37**	0	22	0	0	**22**	**72**
Approach %	87.50	0.00	12.50	0.00	-	0.00	0.00	100.00	0.00	-	2.70	75.68	21.62	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	9.72	0.00	1.39	0.00	11.11	0.00	0.00	6.94	0.00	6.94	1.39	38.89	11.11	0.00	51.39	0.00	30.56	0.00	0.00	30.56	

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

Site 1
Murphy Ave SW (South)
Murphy Ave SW (North)
Dill Ave SW (West)
Dill Ave SW (East)

Date
Thursday, April 24, 2025

Lat/Long
33.718220°, -84.424319°
Click here for Map

Weather
Cloudy
68°F
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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Murphy Ave SW (South)					Murphy Ave SW (North)					Dill Ave SW (West)					Dill Ave SW (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
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	1	0	1	0	0	0	0	0	1
0745 - 0800	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
Hourly Total	1	0	0	0	**1**	0	1	1	0	**2**	0	1	1	0	**2**	0	0	0	0	**0**	**5**
0800 - 0815	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0815 - 0830	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0830 - 0845	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2
Hourly Total	1	0	0	0	**1**	0	1	0	0	**1**	1	0	1	0	**2**	1	0	0	0	**1**	**5**
Grand Total	2	0	0	0	**2**	0	2	1	0	**3**	1	1	2	0	**4**	1	0	0	0	**1**	**10**
Approach %	100.00	0.00	0.00	0.00	-	0.00	66.67	33.33	0.00	-	25.00	25.00	50.00	0.00	-	100.00	0.00	0.00	0.00	-	
Intersection %	20.00	0.00	0.00	0.00	20.00	0.00	20.00	10.00	0.00	30.00	10.00	10.00	20.00	0.00	40.00	10.00	0.00	0.00	0.00	10.00	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Murphy Ave SW (South)					Murphy Ave SW (North)					Dill Ave SW (West)					Dill Ave SW (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Hourly Total	1	0	0	0	**1**	0	0	0	0	**0**	1	0	0	0	**1**	0	3	0	0	**3**	**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	1	0	0	0	**1**	0	0	0	0	**0**	1	0	0	0	**1**	0	3	0	0	**3**	**5**
Approach %	100.00	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	-	
Intersection %	20.00	0.00	0.00	0.00	20.00	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	

Classified Turn Movement Count || Bicycles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

Site 1

Murphy Ave SW (South)
Murphy Ave SW (North)
Dill Ave SW (West)
Dill Ave SW (East)

Date

Thursday, April 24, 2025

Lat/Long

33.718220°, -84.424319°
Click here for Map

Weather

Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)

Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	Murphy Ave SW (South)					Murphy Ave SW (North)					Dill Ave SW (West)					Dill Ave SW (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
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**	1	0	0	0	**1**	**1**
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0830 - 0845	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	**1**	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**2**
Grand Total	0	1	0	0	**1**	0	1	0	0	**1**	0	0	0	0	**0**	1	0	0	0	**1**	**3**
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	-	100.00	0.00	0.00	0.00	-	
Intersection %	0.00	33.33	0.00	0.00	33.33	0.00	33.33	0.00	0.00	33.33	0.00	0.00	0.00	0.00	0.00	33.33	0.00	0.00	0.00	33.33	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	Murphy Ave SW (South)					Murphy Ave SW (North)					Dill Ave SW (West)					Dill Ave SW (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1615 - 1630	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	2	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**2**
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	2	0	0	0	2	0	0	0	0	0	2
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	2	0	0	0	**2**	0	0	0	0	**0**	**2**
Grand Total	0	2	0	0	**2**	0	0	0	0	**0**	2	0	0	0	**2**	0	0	0	0	**0**	**4**
Approach %	0.00	100.00	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	-	
Intersection %	0.00	50.00	0.00	0.00	50.00	0.00	0.00	0.00	0.00	0.00	50.00	0.00	0.00	0.00	50.00	0.00	0.00	0.00	0.00	0.00	

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

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 1

Murphy Ave SW (South)
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Dill Ave SW (West)
Dill Ave SW (East)

Date

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Weather

Cloudy
68°F
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0700 - 0900 (Weekday 2h Session) (04-24-2025)

All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Murphy Ave SW (South)					Murphy Ave SW (North)					Dill Ave SW (West)					Dill Ave SW (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	2	0	0	0	2	0	0	1	0	1	0	3	0	0	3	0	2	0	0	2	8
0715 - 0730	0	0	1	0	1	0	0	0	0	0	2	4	2	0	8	0	3	0	0	3	12
0730 - 0745	0	0	0	0	0	0	0	3	0	3	1	2	1	0	4	0	10	0	0	10	17
0745 - 0800	0	0	0	0	0	0	2	1	0	3	1	7	0	0	8	0	7	0	0	7	18
Hourly Total	2	0	1	0	**3**	0	2	5	0	**7**	4	16	3	0	**23**	0	22	0	0	**22**	**55**
0800 - 0815	2	0	1	0	3	0	1	0	0	1	2	2	1	0	5	0	4	0	0	4	13
0815 - 0830	1	0	0	0	1	0	0	1	0	1	0	2	0	0	2	0	3	0	0	3	7
0830 - 0845	1	0	0	0	1	0	0	0	0	0	2	5	2	0	9	0	3	0	0	3	13
0845 - 0900	1	0	0	0	1	0	0	1	0	1	1	4	3	0	8	1	5	0	0	6	16
Hourly Total	5	0	1	0	**6**	0	1	2	0	**3**	5	13	6	0	**24**	1	15	0	0	**16**	**49**
Grand Total	7	0	2	0	**9**	0	3	7	0	**10**	9	29	9	0	**47**	1	37	0	0	**38**	**104**
Approach %	77.78	0.00	22.22	0.00	-	0.00	30.00	70.00	0.00	-	19.15	61.70	19.15	0.00	-	2.63	97.37	0.00	0.00	-	
Intersection %	6.73	0.00	1.92	0.00	8.65	0.00	2.88	6.73	0.00	9.62	8.65	27.88	8.65	0.00	45.19	0.96	35.58	0.00	0.00	36.54	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Murphy Ave SW (South)					Murphy Ave SW (North)					Dill Ave SW (West)					Dill Ave SW (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	1	0	0	0	1	0	0	0	0	0	1	4	0	0	5	0	2	0	0	2	8
1615 - 1630	2	0	0	0	2	0	0	2	0	2	0	3	3	0	6	0	5	0	0	5	15
1630 - 1645	0	0	1	0	1	0	0	2	0	2	0	5	1	0	6	0	5	0	0	5	14
1645 - 1700	2	0	0	0	2	0	0	0	0	0	0	2	2	0	4	0	6	0	0	6	12
Hourly Total	5	0	1	0	**6**	0	0	4	0	**4**	1	14	6	0	**21**	0	18	0	0	**18**	**49**
1700 - 1715	0	0	0	0	0	0	0	1	0	1	1	3	1	0	5	0	2	0	0	2	8
1715 - 1730	1	0	0	0	1	0	0	0	0	0	0	4	0	0	4	0	3	0	0	3	8
1730 - 1745	1	0	0	0	1	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	6
1745 - 1800	1	0	0	0	1	0	0	0	0	0	0	3	1	0	4	0	1	0	0	1	6
Hourly Total	3	0	0	0	**3**	0	0	1	0	**1**	1	14	2	0	**17**	0	7	0	0	**7**	**28**
Grand Total	8	0	1	0	**9**	0	0	5	0	**5**	2	28	8	0	**38**	0	25	0	0	**25**	**77**
Approach %	88.89	0.00	11.11	0.00	-	0.00	0.00	100.00	0.00	-	5.26	73.68	21.05	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	10.39	0.00	1.30	0.00	11.69	0.00	0.00	6.49	0.00	6.49	2.60	36.36	10.39	0.00	49.35	0.00	32.47	0.00	0.00	32.47	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

Atlanta, GA

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Site 1
Murphy Ave SW (South)
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Dill Ave SW (West)
Dill Ave SW (East)

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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Murphy Ave SW (South)			Murphy Ave SW (North)			Dill Ave SW (West)			Dill Ave SW (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
0700 - 0715	0	1	1	0	0	0	0	0	0	0	0	0	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	1	1	1	0	1	0	0	0	0	0	0	2
0745 - 0800	0	1	1	0	0	0	0	0	0	0	1	1	2
Hourly Total	0	3	**3**	1	0	**1**	0	0	**0**	0	1	**1**	**5**
0800 - 0815	0	0	0	0	0	0	0	1	1	0	0	0	1
0815 - 0830	1	0	1	0	0	0	0	0	0	0	0	0	1
0830 - 0845	0	0	0	0	0	0	0	0	0	0	1	1	1
0845 - 0900	0	0	0	0	0	0	0	1	1	0	0	0	1
Hourly Total	1	0	**1**	0	0	**0**	0	2	**2**	0	1	**1**	**4**
Grand Total	1	3	**4**	1	0	**1**	0	2	**2**	0	2	**2**	**9**
Approach %	25.00	75.00	-	100.00	0.00	-	0.00	100.00	-	0.00	100.00	-	
Intersection %	11.11	33.33	44.44	11.11	0.00	11.11	0.00	22.22	22.22	0.00	22.22	22.22	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Murphy Ave SW (South)			Murphy Ave SW (North)			Dill Ave SW (West)			Dill Ave SW (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1600 - 1615	0	0	0	0	1	1	0	0	0	2	0	2	3
1615 - 1630	0	0	0	0	0	0	0	0	0	3	3	6	6
1630 - 1645	1	0	1	0	1	1	0	0	0	1	1	2	4
1645 - 1700	1	0	1	0	0	0	0	0	0	0	0	0	1
Hourly Total	2	0	**2**	0	2	**2**	0	0	**0**	6	4	**10**	**14**
1700 - 1715	2	0	2	0	0	0	0	1	1	0	0	0	3
1715 - 1730	0	0	0	1	1	2	0	0	0	0	1	1	3
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	1	0	1	0	0	0	1	0	1	1	1	2	4
Hourly Total	3	0	**3**	1	1	**2**	1	1	**2**	1	2	**3**	**10**
Grand Total	5	0	**5**	1	3	**4**	1	1	**2**	7	6	**13**	**24**
Approach %	100.00	0.00	-	25.00	75.00	-	50.00	50.00	-	53.85	46.15	-	
Intersection %	20.83	0.00	20.83	4.17	12.50	16.67	4.17	4.17	8.33	29.17	25.00	54.17	

Crosswalk Counts || Bicycles

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Dill Ave SW (East)

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Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	Murphy Ave SW (South)			Murphy Ave SW (North)			Dill Ave SW (West)			Dill Ave SW (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
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) (04-24-2025)

Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	Murphy Ave SW (South)			Murphy Ave SW (North)			Dill Ave SW (West)			Dill Ave SW (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	1	1	1	0	1	2
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	1	0	1	0	0	0	0	0	0	1
Hourly Total	0	0	**0**	1	0	**1**	0	1	**1**	1	0	**1**	**3**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	1	0	**1**	0	1	**1**	1	0	**1**	**3**
Approach %	0.00	0.00	-	100.00	0.00	-	0.00	100.00	-	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	33.33	0.00	33.33	0.00	33.33	33.33	33.33	0.00	33.33	

Crosswalk Counts || Motorized Vehicles

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Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Murphy Ave SW (South)			Murphy Ave SW (North)			Dill Ave SW (West)			Dill Ave SW (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
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) (04-24-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Murphy Ave SW (South)			Murphy Ave SW (North)			Dill Ave SW (West)			Dill Ave SW (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 4/24/2025	Dill Ave SW (West) Eastbound			Dill Ave SW (East) Westbound			Murphy Ave SW (South) Northbound			Murphy Ave SW (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	36	21	7	2	23	3	15	3	0	0	1	9	120
07:15 AM - 07:30 AM	42	21	6	2	31	4	14	7	1	1	2	28	159
07:30 AM - 07:45 AM	32	20	8	0	38	0	22	3	0	0	1	16	140
07:45 AM - 08:00 AM	49	40	10	5	35	0	21	4	0	0	4	11	179
08:00 AM - 08:15 AM	21	35	14	1	28	1	12	8	1	1	1	6	129
08:15 AM - 08:30 AM	45	36	14	0	36	4	16	6	1	0	2	6	166
08:30 AM - 08:45 AM	54	33	22	1	36	1	16	8	0	1	3	5	180
08:45 AM - 09:00 AM	30	48	27	2	42	1	22	11	1	1	1	10	196
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	19	49	19	1	43	1	27	9	3	1	5	24	201
04:15 PM - 04:30 PM	36	55	22	0	53	1	31	9	0	1	4	25	237
04:30 PM - 04:45 PM	20	56	18	1	43	0	24	4	1	0	7	29	203
04:45 PM - 05:00 PM	20	54	23	1	60	3	20	11	2	1	7	18	220
05:00 PM - 05:15 PM	16	61	17	1	61	3	16	5	0	2	1	25	208
05:15 PM - 05:30 PM	22	61	12	1	63	2	12	2	8	0	9	20	212
05:30 PM - 05:45 PM	19	60	17	1	58	0	16	2	9	1	5	18	206
05:45 PM - 06:00 PM	18	62	18	1	48	1	21	1	7	0	1	17	195
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Click here for Map

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Thursday, April 24, 2025		
Cloudy		68°F
Period	0700 - 0900	**APPLY**
Peak Hour	0745 - 0845	**APPLY**
Global PH	0745 - 0845	**APPLY**

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

0730 - 0830

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	GA-14 Lee St SW (South)						GA-14 Lee St SW (North)						Campbellton Rd SW						Dill Ave SW						
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
0745 - 0800	18	355	33	-	0	406	22	87	13	-	0	122	46	46	5	-	0	97	17	24	30	-	0	71	696
0800 - 0815	7	340	16	-	0	363	27	79	22	-	0	128	43	28	12	-	0	83	6	24	17	-	0	47	621
0815 - 0830	15	380	43	-	0	438	16	76	16	-	0	108	49	40	6	-	0	95	8	21	27	-	0	56	697
0830 - 0845	15	384	40	-	0	439	22	72	27	-	0	121	41	44	3	-	0	88	16	22	18	-	0	56	704
Total	55	1459	132	0	0	1646	87	314	78	0	0	479	179	158	26	0	0	363	47	91	92	0	0	230	2718
Approach %	3.34	88.64	8.02	0.00	0.00	-	18.16	65.55	16.28	0.00	0.00	-	49.31	43.53	7.16	0.00	0.00	-	20.43	39.57	40.00	0.00	0.00	-	
PHF	0.76	0.95	0.77	0.00	0.00	**0.94**	0.81	0.90	0.72	0.00	0.00	**0.94**	0.91	0.86	0.54	0.00	0.00	**0.94**	0.69	0.95	0.77	0.00	0.00	**0.81**	**0.97**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	GA-14 Lee St SW (South)						GA-14 Lee St SW (North)						Campbellton Rd SW						Dill Ave SW						
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
0745 - 0800	18	347	32	-	0	397	18	82	11	-	0	111	43	43	5	-	0	91	17	20	26	-	0	63	662
0800 - 0815	7	330	15	-	0	352	26	76	19	-	0	121	43	25	11	-	0	79	5	20	15	-	0	40	592
0815 - 0830	14	371	43	-	0	428	16	74	16	-	0	106	48	38	6	-	0	92	8	19	25	-	0	52	678
0830 - 0845	14	376	39	-	0	429	18	70	25	-	0	113	41	40	3	-	0	84	16	19	17	-	0	52	678
Total	53	1424	129	0	0	1606	78	302	71	0	0	451	175	146	25	0	0	346	46	78	83	0	0	207	2610
Approach %	3.30	88.67	8.03	0.00	0.00	-	17.29	66.96	15.74	0.00	0.00	-	50.58	42.20	7.23	0.00	0.00	-	22.22	37.68	40.10	0.00	0.00	-	
PHF	0.74	0.95	0.75	0.00	0.00	**0.94**	0.75	0.92	0.71	0.00	0.00	**0.93**	0.91	0.85	0.57	0.00	0.00	**0.94**	0.68	0.98	0.80	0.00	0.00	**0.82**	**0.96**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	GA-14 Lee St SW (South)						GA-14 Lee St SW (North)						Campbellton Rd SW						Dill Ave SW						
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
0745 - 0800	0	6	1	-	0	7	4	5	2	-	0	11	3	2	0	-	0	5	0	4	4	-	0	8	31
0800 - 0815	0	9	1	-	0	10	1	3	3	-	0	7	0	3	1	-	0	4	1	4	2	-	0	7	28
0815 - 0830	1	7	0	-	0	8	0	1	0	-	0	1	1	2	0	-	0	3	0	2	1	-	0	3	15
0830 - 0845	1	8	0	-	0	9	4	1	2	-	0	7	0	4	0	-	0	4	0	3	1	-	0	4	24
Total	2	30	2	0	0	34	9	10	7	0	0	26	4	11	1	0	0	16	1	13	8	0	0	22	98
Approach %	5.88	88.24	5.88	0.00	0.00	-	34.62	38.46	26.92	0.00	0.00	-	25.00	68.75	6.25	0.00	0.00	-	4.55	59.09	36.36	0.00	0.00	-	
PHF	0.50	0.83	0.50	0.00	0.00	**0.85**	0.56	0.50	0.58	0.00	0.00	**0.59**	0.33	0.69	0.25	0.00	0.00	**0.80**	0.25	0.81	0.50	0.00	0.00	**0.69**	**0.79**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	GA-14 Lee St SW (South)						GA-14 Lee St SW (North)						Campbellton Rd SW						Dill Ave SW						
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
0745 - 0800	0	2	0	-	0	2	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	3
0800 - 0815	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
0815 - 0830	0	2	0	-	0	2	0	1	0	-	0	1	0	0	0	-	0	0	0	0	1	-	0	1	4
0830 - 0845	0	0	1	-	0	1	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	2
Total	0	5	1	0	0	6	0	2	0	0	0	2	0	1	0	0	0	1	0	0	1	0	0	1	10
Approach %	0.00	83.33	16.67	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	0.00	0.00	-	
PHF	0.00	0.63	0.25	0.00	0.00	**0.75**	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.25	0.00	0.00	**0.25**	**0.63**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	GA-14 Lee St SW (South)						GA-14 Lee St SW (North)						Campbellton Rd SW						Dill Ave SW						
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
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0830 - 0845	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Click here for Map

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Thursday, April 24, 2025		
Cloudy		68°F
Period	1600 - 1800	**APPLY**
Peak Hour	1645 - 1745	**APPLY**
Global PH	1645 - 1745	**APPLY**

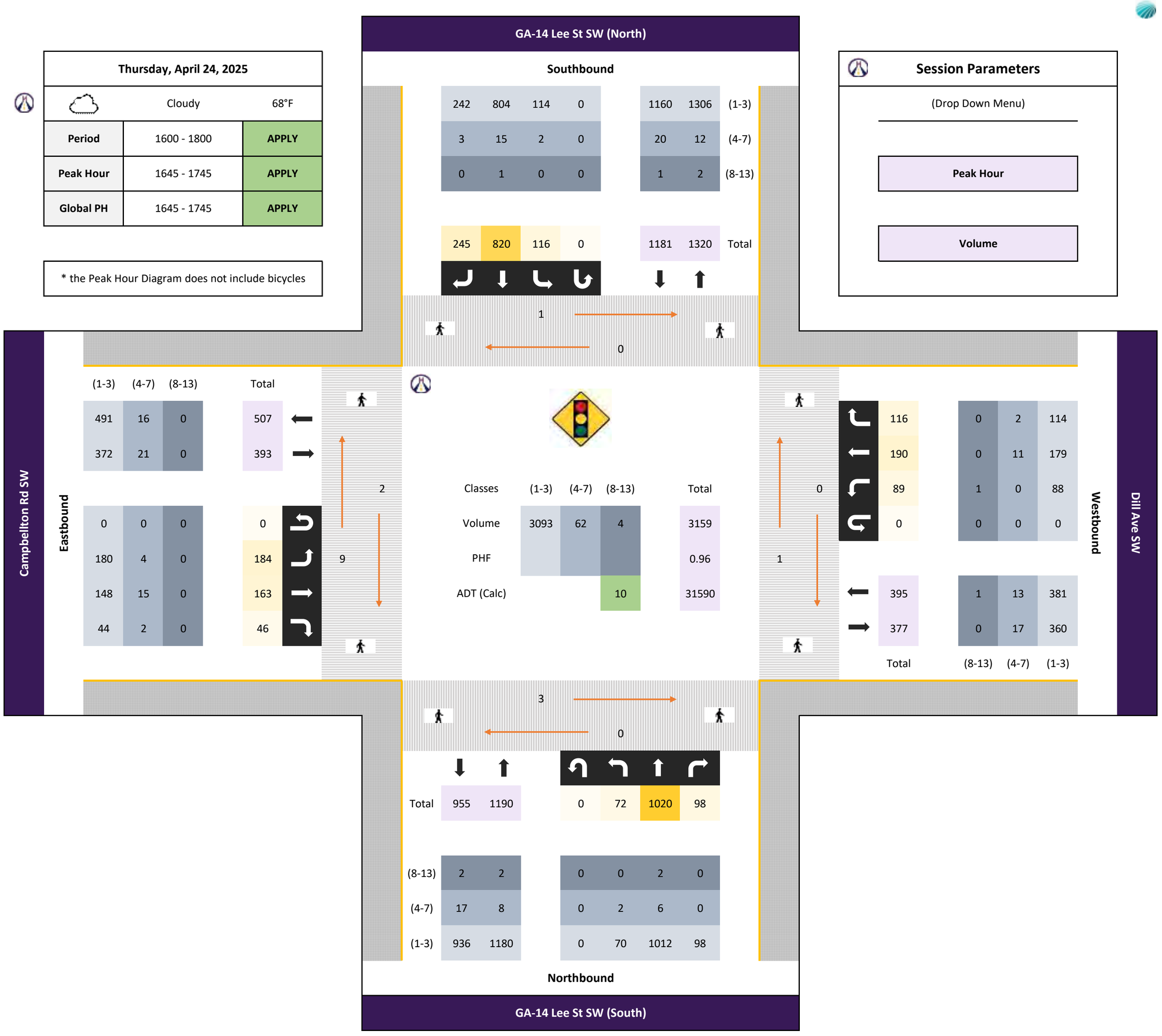
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	GA-14 Lee St SW (South)						GA-14 Lee St SW (North)						Campbellton Rd SW						Dill Ave SW						
Time	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
1645 - 1700	16	299	27	-	0	342	31	186	65	-	0	282	47	34	10	-	0	91	18	45	30	-	0	93	808
1700 - 1715	21	211	25	-	0	257	22	202	51	-	0	275	38	41	14	-	0	93	29	52	29	-	0	110	735
1715 - 1730	11	249	24	-	0	284	33	242	55	-	0	330	39	40	10	-	0	89	23	40	32	-	0	95	798
1730 - 1745	24	262	22	-	0	308	30	191	74	-	0	295	60	48	12	-	0	120	19	53	25	-	0	97	820
Total	72	1021	98	0	0	1191	116	821	245	0	0	1182	184	163	46	0	0	393	89	190	116	0	0	395	3161
Approach %	6.05	85.73	8.23	0.00	0.00	-	9.81	69.46	20.73	0.00	0.00	-	46.82	41.48	11.70	0.00	0.00	-	22.53	48.10	29.37	0.00	0.00	-	
PHF	0.75	0.85	0.91	0.00	0.00	**0.87**	0.88	0.85	0.83	0.00	0.00	**0.90**	0.77	0.85	0.82	0.00	0.00	**0.82**	0.77	0.90	0.91	0.00	0.00	**0.90**	**0.96**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	GA-14 Lee St SW (South)						GA-14 Lee St SW (North)						Campbellton Rd SW						Dill Ave SW						
Time	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
1645 - 1700	16	297	27	-	0	340	30	183	65	-	0	278	45	31	9	-	0	85	17	41	30	-	0	88	791
1700 - 1715	19	208	25	-	0	252	22	196	50	-	0	268	37	39	14	-	0	90	29	49	27	-	0	105	715
1715 - 1730	11	246	24	-	0	281	32	238	55	-	0	325	39	34	9	-	0	82	23	38	32	-	0	93	781
1730 - 1745	24	261	22	-	0	307	30	187	72	-	0	289	59	44	12	-	0	115	19	51	25	-	0	95	806
Total	70	1012	98	0	0	1180	114	804	242	0	0	1160	180	148	44	0	0	372	88	179	114	0	0	381	3093
Approach %	5.93	85.76	8.31	0.00	0.00	-	9.83	69.31	20.86	0.00	0.00	-	48.39	39.78	11.83	0.00	0.00	-	23.10	46.98	29.92	0.00	0.00	-	
PHF	0.73	0.85	0.91	0.00	0.00	**0.87**	0.89	0.84	0.84	0.00	0.00	**0.89**	0.76	0.84	0.79	0.00	0.00	**0.81**	0.76	0.88	0.89	0.00	0.00	**0.91**	**0.96**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	GA-14 Lee St SW (South)						GA-14 Lee St SW (North)						Campbellton Rd SW						Dill Ave SW						
Time	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
1645 - 1700	0	2	0	-	0	2	1	3	0	-	0	4	2	3	1	-	0	6	0	4	0	-	0	4	16
1700 - 1715	2	3	0	-	0	5	0	5	1	-	0	6	1	2	0	-	0	3	0	3	2	-	0	5	19
1715 - 1730	0	0	0	-	0	0	1	4	0	-	0	5	0	6	1	-	0	7	0	2	0	-	0	2	14
1730 - 1745	0	1	0	-	0	1	0	3	2	-	0	5	1	4	0	-	0	5	0	2	0	-	0	2	13
Total	2	6	0	0	0	8	2	15	3	0	0	20	4	15	2	0	0	21	0	11	2	0	0	13	62
Approach %	25.00	75.00	0.00	0.00	0.00	-	10.00	75.00	15.00	0.00	0.00	-	19.05	71.43	9.52	0.00	0.00	-	0.00	84.62	15.38	0.00	0.00	-	
PHF	0.25	0.50	0.00	0.00	0.00	**0.40**	0.50	0.75	0.38	0.00	0.00	**0.83**	0.50	0.63	0.50	0.00	0.00	**0.75**	0.00	0.69	0.25	0.00	0.00	**0.65**	**0.82**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	GA-14 Lee St SW (South)						GA-14 Lee St SW (North)						Campbellton Rd SW						Dill Ave SW						
Time	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	0	1	1
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	2
1730 - 1745	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
Total	0	2	0	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	4
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.25	0.00	0.00	0.00	0.00	**0.25**	**0.50**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	GA-14 Lee St SW (South)						GA-14 Lee St SW (North)						Campbellton Rd SW						Dill Ave SW						
Time	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1700 - 1715	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
1715 - 1730	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	1	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.50**

Classified Turn Movement Count || All vehicles

Atlanta, GA

Marr Traffic DATA COLLECTION

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Site 2

GA-14 Lee St SW (South)
GA-14 Lee St SW (North)
Campbellton Rd SW
Dill Ave SW

Date

Thursday, April 24, 2025

Lat/Long

33.718228°, -84.425215°
Click here for Map

Weather

Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	GA-14 Lee St SW (South)					GA-14 Lee St SW (North)					Campbellton Rd SW					Dill Ave SW					
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	11	224	20	0	255	18	57	11	0	86	41	25	4	0	70	8	17	20	0	45	456
0715 - 0730	9	341	23	0	373	12	67	14	0	93	59	32	4	0	95	31	17	26	0	74	635
0730 - 0745	7	386	24	0	417	7	77	21	0	105	40	26	10	0	76	16	22	34	0	72	670
0745 - 0800	18	355	33	0	406	22	87	13	0	122	46	46	5	0	97	17	24	30	0	71	696
Hourly Total	45	1306	100	0	**1451**	59	288	59	0	**406**	186	129	23	0	**338**	72	80	110	0	**262**	**2457**
0800 - 0815	7	340	16	0	363	27	79	22	0	128	43	28	12	0	83	6	24	17	0	47	621
0815 - 0830	15	380	43	0	438	16	76	16	0	108	49	40	6	0	95	8	21	27	0	56	697
0830 - 0845	15	384	40	0	439	22	72	27	0	121	41	44	3	0	88	16	22	18	0	56	704
0845 - 0900	14	294	29	0	337	21	62	25	0	108	46	56	3	0	105	8	39	29	0	76	626
Hourly Total	51	1398	128	0	**1577**	86	289	90	0	**465**	179	168	24	0	**371**	38	106	91	0	**235**	**2648**
Grand Total	96	2704	228	0	**3028**	145	577	149	0	**871**	365	297	47	0	**709**	110	186	201	0	**497**	**5105**
Approach %	3.17	89.30	7.53	0.00	-	16.65	66.25	17.11	0.00	-	51.48	41.89	6.63	0.00	-	22.13	37.42	40.44	0.00	-	
Intersection %	1.88	52.97	4.47	0.00	59.31	2.84	11.30	2.92	0.00	17.06	7.15	5.82	0.92	0.00	13.89	2.15	3.64	3.94	0.00	9.74	
Heavy Vehicle %	6	2	2	-	**2**	11	4	9	-	**6**	3	9	2	-	**5**	3	15	10	-	**10**	**4**
PHF	0.76	0.95	0.77	0.00	**0.94**	0.81	0.90	0.72	0.00	**0.94**	0.91	0.86	0.54	0.00	**0.94**	0.69	0.95	0.77	0.00	**0.81**	**0.97**
Peak Hour Total	55	1459	132	0	**1646**	87	314	78	0	**479**	179	158	26	0	**363**	47	91	92	0	**230**	**2718**
Peak Hour HV %	4	2	2	0	**2**	10	4	9	0	**6**	2	8	4	0	**5**	2	14	10	0	**10**	**4**

1600 - 1800 (Weekday 2h Session) (04-24-2025)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	GA-14 Lee St SW (South)					GA-14 Lee St SW (North)					Campbellton Rd SW					Dill Ave SW					
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	19	266	17	0	302	24	175	62	0	261	49	43	17	0	109	18	42	34	0	94	766
1615 - 1630	20	253	40	0	313	25	181	60	0	266	27	52	7	0	86	25	50	25	0	100	765
1630 - 1645	24	262	20	0	306	25	179	51	0	255	41	47	9	0	97	21	48	37	0	106	764
1645 - 1700	16	299	27	0	342	31	186	65	0	282	47	34	10	0	91	18	45	30	0	93	808
Hourly Total	79	1080	104	0	**1263**	105	721	238	0	**1064**	164	176	43	0	**383**	82	185	126	0	**393**	**3103**
1700 - 1715	21	211	25	0	257	22	202	51	0	275	38	41	14	0	93	29	52	29	0	110	735
1715 - 1730	11	249	24	0	284	33	242	55	0	330	39	40	10	0	89	23	40	32	0	95	798
1730 - 1745	24	262	22	0	308	30	191	74	0	295	60	48	12	0	120	19	53	25	0	97	820
1745 - 1800	18	297	23	0	338	34	173	63	0	270	31	44	2	0	77	15	43	21	0	79	764
Hourly Total	74	1019	94	0	**1187**	119	808	243	0	**1170**	168	173	38	0	**379**	86	188	107	0	**381**	**3117**
Grand Total	153	2099	198	0	**2450**	224	1529	481	0	**2234**	332	349	81	0	**762**	168	373	233	0	**774**	**6220**
Approach %	6.24	85.67	8.08	0.00	-	10.03	68.44	21.53	0.00	-	43.57	45.80	10.63	0.00	-	21.71	48.19	30.10	0.00	-	
Intersection %	2.46	33.75	3.18	0.00	39.39	3.60	24.58	7.73	0.00	35.92	5.34	5.61	1.30	0.00	12.25	2.70	6.00	3.75	0.00	12.44	
Heavy Vehicle %	3	1	3	-	**2**	2	2	1	-	**2**	4	8	4	-	**6**	3	7	3	-	**5**	**2**
PHF	0.75	0.85	0.91	0.00	**0.87**	0.88	0.85	0.83	0.00	**0.90**	0.77	0.85	0.82	0.00	**0.82**	0.77	0.90	0.91	0.00	**0.90**	**0.96**
Peak Hour Total	72	1021	98	0	**1191**	116	821	245	0	**1182**	184	163	46	0	**393**	89	190	116	0	**395**	**3161**
Peak Hour HV %	3	1	0	0	**1**	2	2	1	0	**2**	2	9	4	0	**5**	1	6	2	0	**4**	**2**

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

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Atlanta, GA

Site 2

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Campbellton Rd SW
Dill Ave SW

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Weather

Cloudy
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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	GA-14 Lee St SW (South)					GA-14 Lee St SW (North)					Campbellton Rd SW					Dill Ave SW					
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	11	220	20	0	251	18	55	10	0	83	40	22	4	0	66	6	14	19	0	39	439
0715 - 0730	6	330	23	0	359	8	65	12	0	85	58	29	4	0	91	31	15	25	0	71	606
0730 - 0745	7	379	24	0	410	6	73	20	0	99	40	22	10	0	72	16	17	27	0	60	641
0745 - 0800	18	347	32	0	397	18	82	11	0	111	43	43	5	0	91	17	20	26	0	63	662
Hourly Total	42	1276	99	0	**1417**	50	275	53	0	**378**	181	116	23	0	**320**	70	66	97	0	**233**	**2348**
0800 - 0815	7	330	15	0	352	26	76	19	0	121	43	25	11	0	79	5	20	15	0	40	592
0815 - 0830	14	371	43	0	428	16	74	16	0	106	48	38	6	0	92	8	19	25	0	52	678
0830 - 0845	14	376	39	0	429	18	70	25	0	113	41	40	3	0	84	16	19	17	0	52	678
0845 - 0900	13	286	27	0	326	19	61	23	0	103	42	52	3	0	97	8	34	27	0	69	595
Hourly Total	48	1363	124	0	**1535**	79	281	83	0	**443**	174	155	23	0	**352**	37	92	84	0	**213**	**2543**
Grand Total	90	2639	223	0	**2952**	129	556	136	0	**821**	355	271	46	0	**672**	107	158	181	0	**446**	**4891**
Approach %	3.05	89.40	7.55	0.00	-	15.71	67.72	16.57	0.00	-	52.83	40.33	6.85	0.00	-	23.99	35.43	40.58	0.00	-	
Intersection %	1.84	53.96	4.56	0.00	60.36	2.64	11.37	2.78	0.00	16.79	7.26	5.54	0.94	0.00	13.74	2.19	3.23	3.70	0.00	9.12	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	GA-14 Lee St SW (South)					GA-14 Lee St SW (North)					Campbellton Rd SW					Dill Ave SW					
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	19	259	15	0	293	23	174	62	0	259	45	41	16	0	102	17	38	34	0	89	743
1615 - 1630	19	246	39	0	304	25	179	57	0	261	25	49	7	0	81	22	46	22	0	90	736
1630 - 1645	24	258	18	0	300	24	175	51	0	250	39	42	9	0	90	21	43	35	0	99	739
1645 - 1700	16	297	27	0	340	30	183	65	0	278	45	31	9	0	85	17	41	30	0	88	791
Hourly Total	78	1060	99	0	**1237**	102	711	235	0	**1048**	154	163	41	0	**358**	77	168	121	0	**366**	**3009**
1700 - 1715	19	208	25	0	252	22	196	50	0	268	37	39	14	0	90	29	49	27	0	105	715
1715 - 1730	11	246	24	0	281	32	238	55	0	325	39	34	9	0	82	23	38	32	0	93	781
1730 - 1745	24	261	22	0	307	30	187	72	0	289	59	44	12	0	115	19	51	25	0	95	806
1745 - 1800	17	294	22	0	333	34	171	63	0	268	31	41	2	0	74	15	40	21	0	76	751
Hourly Total	71	1009	93	0	**1173**	118	792	240	0	**1150**	166	158	37	0	**361**	86	178	105	0	**369**	**3053**
Grand Total	149	2069	192	0	**2410**	220	1503	475	0	**2198**	320	321	78	0	**719**	163	346	226	0	**735**	**6062**
Approach %	6.18	85.85	7.97	0.00	-	10.01	68.38	21.61	0.00	-	44.51	44.65	10.85	0.00	-	22.18	47.07	30.75	0.00	-	
Intersection %	2.46	34.13	3.17	0.00	39.76	3.63	24.79	7.84	0.00	36.26	5.28	5.30	1.29	0.00	11.86	2.69	5.71	3.73	0.00	12.12	

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

Atlanta, GA

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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	GA-14 Lee St SW (South)					GA-14 Lee St SW (North)					Campbellton Rd SW					Dill Ave SW					
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	0	0	3	0	2	1	0	3	1	3	0	0	4	0	3	1	0	4	14
0715 - 0730	3	9	0	0	12	4	2	2	0	8	1	3	0	0	4	0	2	1	0	3	27
0730 - 0745	0	6	0	0	6	0	3	1	0	4	0	4	0	0	4	0	5	7	0	12	26
0745 - 0800	0	6	1	0	7	4	5	2	0	11	3	2	0	0	5	0	4	4	0	8	31
Hourly Total	3	24	1	0	**28**	8	12	6	0	**26**	5	12	0	0	**17**	0	14	13	0	**27**	**98**
0800 - 0815	0	9	1	0	10	1	3	3	0	7	0	3	1	0	4	1	4	2	0	7	28
0815 - 0830	1	7	0	0	8	0	1	0	0	1	1	2	0	0	3	0	2	1	0	3	15
0830 - 0845	1	8	0	0	9	4	1	2	0	7	0	4	0	0	4	0	3	1	0	4	24
0845 - 0900	1	4	1	0	6	2	1	2	0	5	4	4	0	0	8	0	5	2	0	7	26
Hourly Total	3	28	2	0	**33**	7	6	7	0	**20**	5	13	1	0	**19**	1	14	6	0	**21**	**93**
Grand Total	6	52	3	0	**61**	15	18	13	0	**46**	10	25	1	0	**36**	1	28	19	0	**48**	**191**
Approach %	9.84	85.25	4.92	0.00	-	32.61	39.13	28.26	0.00	-	27.78	69.44	2.78	0.00	-	2.08	58.33	39.58	0.00	-	
Intersection %	3.14	27.23	1.57	0.00	31.94	7.85	9.42	6.81	0.00	24.08	5.24	13.09	0.52	0.00	18.85	0.52	14.66	9.95	0.00	25.13	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	GA-14 Lee St SW (South)					GA-14 Lee St SW (North)					Campbellton Rd SW					Dill Ave SW					
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	7	1	0	8	1	1	0	0	2	4	2	1	0	7	0	3	0	0	3	20
1615 - 1630	1	7	1	0	9	0	2	3	0	5	2	3	0	0	5	3	4	2	0	9	28
1630 - 1645	0	4	2	0	6	1	4	0	0	5	2	5	0	0	7	0	5	2	0	7	25
1645 - 1700	0	2	0	0	2	1	3	0	0	4	2	3	1	0	6	0	4	0	0	4	16
Hourly Total	1	20	4	0	**25**	3	10	3	0	**16**	10	13	2	0	**25**	3	16	4	0	**23**	**89**
1700 - 1715	2	3	0	0	5	0	5	1	0	6	1	2	0	0	3	0	3	2	0	5	19
1715 - 1730	0	0	0	0	0	1	4	0	0	5	0	6	1	0	7	0	2	0	0	2	14
1730 - 1745	0	1	0	0	1	0	3	2	0	5	1	4	0	0	5	0	2	0	0	2	13
1745 - 1800	1	2	1	0	4	0	2	0	0	2	0	3	0	0	3	0	2	0	0	2	11
Hourly Total	3	6	1	0	**10**	1	14	3	0	**18**	2	15	1	0	**18**	0	9	2	0	**11**	**57**
Grand Total	4	26	5	0	**35**	4	24	6	0	**34**	12	28	3	0	**43**	3	25	6	0	**34**	**146**
Approach %	11.43	74.29	14.29	0.00	-	11.76	70.59	17.65	0.00	-	27.91	65.12	6.98	0.00	-	8.82	73.53	17.65	0.00	-	
Intersection %	2.74	17.81	3.42	0.00	23.97	2.74	16.44	4.11	0.00	23.29	8.22	19.18	2.05	0.00	29.45	2.05	17.12	4.11	0.00	23.29	

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

Site 2

GA-14 Lee St SW (South)
GA-14 Lee St SW (North)
Campbellton Rd SW
Dill Ave SW

Date

Thursday, April 24, 2025

Lat/Long

33.718228°, -84.425215°
Click here for Map

Weather

Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-14 Lee St SW (South)					GA-14 Lee St SW (North)					Campbellton Rd SW					Dill Ave SW					
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	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3
0715 - 0730	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0730 - 0745	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3
0745 - 0800	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Hourly Total	0	6	0	0	**6**	1	1	0	0	**2**	0	1	0	0	**1**	2	0	0	0	**2**	**11**
0800 - 0815	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0815 - 0830	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	4
0830 - 0845	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
0845 - 0900	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	6	2	0	**8**	0	2	0	0	**2**	0	0	0	0	**0**	0	0	1	0	**1**	**11**
Grand Total	0	12	2	0	**14**	1	3	0	0	**4**	0	1	0	0	**1**	2	0	1	0	**3**	**22**
Approach %	0.00	85.71	14.29	0.00	-	25.00	75.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	66.67	0.00	33.33	0.00	-	
Intersection %	0.00	54.55	9.09	0.00	63.64	4.55	13.64	0.00	0.00	18.18	0.00	4.55	0.00	0.00	4.55	9.09	0.00	4.55	0.00	13.64	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-14 Lee St SW (South)					GA-14 Lee St SW (North)					Campbellton Rd SW					Dill Ave SW					
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	0	0	0	0	0	0	0	0	0	1	1	0	0	2	3
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	0	0	1	1
Hourly Total	0	0	1	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	2	1	1	0	**4**	**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	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1730 - 1745	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1745 - 1800	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	3	0	0	**3**	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**4**
Grand Total	0	3	1	0	**4**	0	1	0	0	**1**	0	0	0	0	**0**	2	1	1	0	**4**	**9**
Approach %	0.00	75.00	25.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	50.00	25.00	25.00	0.00	-	
Intersection %	0.00	33.33	11.11	0.00	44.44	0.00	11.11	0.00	0.00	11.11	0.00	0.00	0.00	0.00	0.00	22.22	11.11	11.11	0.00	44.44	

Classified Turn Movement Count || Bicycles

Atlanta, GA

Marr Traffic DATA COLLECTION

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Site 2

GA-14 Lee St SW (South)
GA-14 Lee St SW (North)
Campbellton Rd SW
Dill Ave SW

Date

Thursday, April 24, 2025

Lat/Long

33.718228°, -84.425215°
Click here for Map

Weather

Cloudy
68°F
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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	GA-14 Lee St SW (South)					GA-14 Lee St SW (North)					Campbellton Rd SW					Dill Ave SW					
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
Grand Total	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
Approach %	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	GA-14 Lee St SW (South)					GA-14 Lee St SW (North)					Campbellton Rd SW					Dill Ave SW					
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1715 - 1730	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	0	1	1
Hourly Total	0	1	0	0	**1**	0	1	0	0	**1**	0	0	0	0	**0**	0	1	0	0	**1**	**3**
Grand Total	0	1	0	0	**1**	0	1	0	0	**1**	0	0	0	0	**0**	0	1	0	0	**1**	**3**
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	100.00	0.00	0.00	-	
Intersection %	0.00	33.33	0.00	0.00	33.33	0.00	33.33	0.00	0.00	33.33	0.00	0.00	0.00	0.00	0.00	0.00	33.33	0.00	0.00	33.33	

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

Atlanta, GA

Marr Traffic DATA COLLECTION

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Site 2

GA-14 Lee St SW (South)
GA-14 Lee St SW (North)
Campbellton Rd SW
Dill Ave SW

Date

Thursday, April 24, 2025

Lat/Long

33.718228°, -84.425215°
Click here for Map

Weather

Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)

All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-14 Lee St SW (South)					GA-14 Lee St SW (North)					Campbellton Rd SW					Dill Ave SW					
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	4	0	0	4	0	2	1	0	3	1	3	0	0	4	2	3	1	0	6	17
0715 - 0730	3	11	0	0	14	4	2	2	0	8	1	3	0	0	4	0	2	1	0	3	29
0730 - 0745	0	7	0	0	7	1	4	1	0	6	0	4	0	0	4	0	5	7	0	12	29
0745 - 0800	0	8	1	0	9	4	5	2	0	11	3	3	0	0	6	0	4	4	0	8	34
Hourly Total	3	30	1	0	**34**	9	13	6	0	**28**	5	13	0	0	**18**	2	14	13	0	**29**	**109**
0800 - 0815	0	10	1	0	11	1	3	3	0	7	0	3	1	0	4	1	4	2	0	7	29
0815 - 0830	1	9	0	0	10	0	2	0	0	2	1	2	0	0	3	0	2	2	0	4	19
0830 - 0845	1	8	1	0	10	4	2	2	0	8	0	4	0	0	4	0	3	1	0	4	26
0845 - 0900	1	7	2	0	10	2	1	2	0	5	4	4	0	0	8	0	5	2	0	7	30
Hourly Total	3	34	4	0	**41**	7	8	7	0	**22**	5	13	1	0	**19**	1	14	7	0	**22**	**104**
Grand Total	6	64	5	0	**75**	16	21	13	0	**50**	10	26	1	0	**37**	3	28	20	0	**51**	**213**
Approach %	8.00	85.33	6.67	0.00	-	32.00	42.00	26.00	0.00	-	27.03	70.27	2.70	0.00	-	5.88	54.90	39.22	0.00	-	
Intersection %	2.82	30.05	2.35	0.00	35.21	7.51	9.86	6.10	0.00	23.47	4.69	12.21	0.47	0.00	17.37	1.41	13.15	9.39	0.00	23.94	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-14 Lee St SW (South)					GA-14 Lee St SW (North)					Campbellton Rd SW					Dill Ave SW					
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	7	2	0	9	1	1	0	0	2	4	2	1	0	7	1	4	0	0	5	23
1615 - 1630	1	7	1	0	9	0	2	3	0	5	2	3	0	0	5	3	4	3	0	10	29
1630 - 1645	0	4	2	0	6	1	4	0	0	5	2	5	0	0	7	0	5	2	0	7	25
1645 - 1700	0	2	0	0	2	1	3	0	0	4	2	3	1	0	6	1	4	0	0	5	17
Hourly Total	1	20	5	0	**26**	3	10	3	0	**16**	10	13	2	0	**25**	5	17	5	0	**27**	**94**
1700 - 1715	2	3	0	0	5	0	5	1	0	6	1	2	0	0	3	0	3	2	0	5	19
1715 - 1730	0	2	0	0	2	1	4	0	0	5	0	6	1	0	7	0	2	0	0	2	16
1730 - 1745	0	1	0	0	1	0	4	2	0	6	1	4	0	0	5	0	2	0	0	2	14
1745 - 1800	1	3	1	0	5	0	2	0	0	2	0	3	0	0	3	0	2	0	0	2	12
Hourly Total	3	9	1	0	**13**	1	15	3	0	**19**	2	15	1	0	**18**	0	9	2	0	**11**	**61**
Grand Total	4	29	6	0	**39**	4	25	6	0	**35**	12	28	3	0	**43**	5	26	7	0	**38**	**155**
Approach %	10.26	74.36	15.38	0.00	-	11.43	71.43	17.14	0.00	-	27.91	65.12	6.98	0.00	-	13.16	68.42	18.42	0.00	-	
Intersection %	2.58	18.71	3.87	0.00	25.16	2.58	16.13	3.87	0.00	22.58	7.74	18.06	1.94	0.00	27.74	3.23	16.77	4.52	0.00	24.52	

Crosswalk Counts || Pedestrians

Atlanta, GA

Marr Traffic DATA COLLECTION

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Site 2

GA-14 Lee St SW (South)
GA-14 Lee St SW (North)
Campbellton Rd SW
Dill Ave SW

Date

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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	GA-14 Lee St SW (South)			GA-14 Lee St SW (North)			Campbellton Rd SW			Dill Ave SW			
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	1	1	2	0	0	0	2
0715 - 0730	0	0	0	0	0	0	2	4	6	0	0	0	6
0730 - 0745	0	0	0	1	0	1	1	4	5	0	0	0	6
0745 - 0800	0	0	0	0	0	0	2	0	2	0	0	0	2
Hourly Total	0	0	**0**	1	0	**1**	6	9	**15**	0	0	**0**	**16**
0800 - 0815	0	1	1	0	0	0	0	2	2	0	0	0	3
0815 - 0830	1	0	1	0	0	0	1	2	3	0	0	0	4
0830 - 0845	0	0	0	0	0	0	2	4	6	0	0	0	6
0845 - 0900	0	1	1	0	0	0	0	3	3	0	0	0	4
Hourly Total	1	2	**3**	0	0	**0**	3	11	**14**	0	0	**0**	**17**
Grand Total	1	2	**3**	1	0	**1**	9	20	**29**	0	0	**0**	**33**
Approach %	33.33	66.67	-	100.00	0.00	-	31.03	68.97	-	0.00	0.00	-	
Intersection %	3.03	6.06	9.09	3.03	0.00	3.03	27.27	60.61	87.88	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	GA-14 Lee St SW (South)			GA-14 Lee St SW (North)			Campbellton Rd SW			Dill Ave SW			
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	1	1	2	2	1	3	7	1	8	0	1	1	14
1615 - 1630	0	1	1	0	0	0	3	3	6	0	0	0	7
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	1	0	1	0	0	0	3	1	4	0	0	0	5
Hourly Total	2	2	**4**	2	1	**3**	13	5	**18**	0	1	**1**	**26**
1700 - 1715	1	0	1	0	0	0	1	1	2	0	0	0	3
1715 - 1730	0	0	0	1	0	1	2	0	2	0	0	0	3
1730 - 1745	1	0	1	0	0	0	3	0	3	1	0	1	5
1745 - 1800	1	0	1	0	0	0	2	4	6	2	0	2	9
Hourly Total	3	0	**3**	1	0	**1**	8	5	**13**	3	0	**3**	**20**
Grand Total	5	2	**7**	3	1	**4**	21	10	**31**	3	1	**4**	**46**
Approach %	71.43	28.57	-	75.00	25.00	-	67.74	32.26	-	75.00	25.00	-	
Intersection %	10.87	4.35	15.22	6.52	2.17	8.70	45.65	21.74	67.39	6.52	2.17	8.70	

Crosswalk Counts || Bicycles

Atlanta, GA

Marr Traffic DATA COLLECTION

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Site 2

GA-14 Lee St SW (South)
GA-14 Lee St SW (North)
Campbellton Rd SW
Dill Ave SW

Date

Thursday, April 24, 2025

Lat/Long

33.718228°, -84.425215°
Click here for Map

Weather

Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)

Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	GA-14 Lee St SW (South)			GA-14 Lee St SW (North)			Campbellton Rd SW			Dill Ave SW			
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) (04-24-2025)

Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	GA-14 Lee St SW (South)			GA-14 Lee St SW (North)			Campbellton Rd SW			Dill Ave SW			
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	1	1	2	0	0	0	0	0	0	0	0	0	2
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	1	1	0	0	0	1
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	1	**2**	0	0	**0**	0	1	**1**	0	0	**0**	**3**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	1	0	1	0	0	0	1
Hourly Total	0	0	**0**	0	0	**0**	1	0	**1**	0	0	**0**	**1**
Grand Total	1	1	**2**	0	0	**0**	1	1	**2**	0	0	**0**	**4**
Approach %	50.00	50.00	-	0.00	0.00	-	50.00	50.00	-	0.00	0.00	-	
Intersection %	25.00	25.00	50.00	0.00	0.00	0.00	25.00	25.00	50.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

Site 2
GA-14 Lee St SW (South)
GA-14 Lee St SW (North)
Campbellton Rd SW
Dill Ave SW

Date
Thursday, April 24, 2025

Lat/Long
33.718228°, -84.425215°
Click here for Map

Weather
Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	GA-14 Lee St SW (South)			GA-14 Lee St SW (North)			Campbellton Rd SW			Dill Ave SW			
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) (04-24-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	GA-14 Lee St SW (South)			GA-14 Lee St SW (North)			Campbellton Rd SW			Dill Ave SW			
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: 4/24/2025	Campbellton Rd SW Eastbound			Dill Ave SW Westbound			GA-14 Lee St SW (South) Northbound			GA-14 Lee St SW (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	41	25	4	8	17	20	11	224	20	18	57	11	456
07:15 AM - 07:30 AM	59	32	4	31	17	26	9	341	23	12	67	14	635
07:30 AM - 07:45 AM	40	26	10	16	22	34	7	386	24	7	77	21	670
07:45 AM - 08:00 AM	46	46	5	17	24	30	18	355	33	22	87	13	696
08:00 AM - 08:15 AM	43	28	12	6	24	17	7	340	16	27	79	22	621
08:15 AM - 08:30 AM	49	40	6	8	21	27	15	380	43	16	76	16	697
08:30 AM - 08:45 AM	41	44	3	16	22	18	15	384	40	22	72	27	704
08:45 AM - 09:00 AM	46	56	3	8	39	29	14	294	29	21	62	25	626
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	49	43	17	18	42	34	19	266	17	24	175	62	766
04:15 PM - 04:30 PM	27	52	7	25	50	25	20	253	40	25	181	60	765
04:30 PM - 04:45 PM	41	47	9	21	48	37	24	262	20	25	179	51	764
04:45 PM - 05:00 PM	47	34	10	18	45	30	16	299	27	31	186	65	808
05:00 PM - 05:15 PM	38	41	14	29	52	29	21	211	25	22	202	51	735
05:15 PM - 05:30 PM	39	40	10	23	40	32	11	249	24	33	242	55	798
05:30 PM - 05:45 PM	60	48	12	19	53	25	24	262	22	30	191	74	820
05:45 PM - 06:00 PM	31	44	2	15	43	21	18	297	23	34	173	63	764
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Click here for Map

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Thursday, April 24, 2025		
Cloudy		68°F
Period	0700 - 0900	**APPLY**
Peak Hour	0730 - 0830	**APPLY**
Global PH	0745 - 0845	**APPLY**

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

GA-14 Lee St SW (North)

Southbound

3	386	0	389	1593	(1-3)
0	14	0	14	32	(4-7)
0	1	0	1	6	(8-13)
3	401	0	404	1631	Total

0

0

Van Buren St SW

Eastbound

(1-3)	(4-7)	(8-13)	Total	
33	0	0	33	←
58	2	0	60	→
0	0	0	0	↰
0	1	0	1	↱
58	1	0	59	↴

0

0

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	2070	47	7	2124
PHF				0.97
ADT (Calc)			10	21240

0

0

Total	460	1660	0	30	1630	
(8-13)	1	6	0	0	6	
(4-7)	15	31	0	0	31	
(1-3)	444	1623	0	30	1593	

Northbound

GA-14 Lee St SW (South)

All vehicles

	Northbound						Southbound						Eastbound												
	GA-14 Lee St SW (South)						GA-14 Lee St SW (North)						Van Buren St SW												
Time	Left 3.1	Thru 3.2			U-Turn 3.3	App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total	Left 3.7		Right 3.8		U-Turn 3.9	App Total						App Total	Int Total
0730 - 0745	5	427	-	-	0	432	-	105	1	-	0	106	0	-	11	-	0	11	-	-	-	-	-	0	549
0745 - 0800	10	393	-	-	0	403	-	108	1	-	0	109	0	-	25	-	0	25	-	-	-	-	-	0	537
0800 - 0815	7	386	-	-	0	393	-	98	0	-	0	98	1	-	11	-	0	12	-	-	-	-	-	0	503
0815 - 0830	8	424	-	-	0	432	-	90	1	-	0	91	0	-	12	-	0	12	-	-	-	-	-	0	535
Total	30	1630	0	0	0	1660	0	401	3	0	0	404	1	0	59	0	0	60	0	0	0	0	0	0	2124
Approach %	1.81	98.19	0.00	0.00	0.00	-	0.00	99.26	0.74	0.00	0.00	-	1.67	0.00	98.33	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.75	0.95	0.00	0.00	0.00	**0.96**	0.00	0.93	0.75	0.00	0.00	**0.93**	0.25	0.00	0.59	0.00	0.00	**0.60**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.97**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound												
	GA-14 Lee St SW (South)						GA-14 Lee St SW (North)						Van Buren St SW												
Time	Left 3.1	Thru 3.2			U-Turn 3.3	App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total	Left 3.7		Right 3.8		U-Turn 3.9	App Total						App Total	Int Total
0730 - 0745	5	419	-	-	0	424	-	101	1	-	0	102	0	-	10	-	0	10	-	-	-	-	-	0	536
0745 - 0800	10	385	-	-	0	395	-	103	1	-	0	104	0	-	25	-	0	25	-	-	-	-	-	0	524
0800 - 0815	7	374	-	-	0	381	-	93	0	-	0	93	0	-	11	-	0	11	-	-	-	-	-	0	485
0815 - 0830	8	415	-	-	0	423	-	89	1	-	0	90	0	-	12	-	0	12	-	-	-	-	-	0	525
Total	30	1593	0	0	0	1623	0	386	3	0	0	389	0	0	58	0	0	58	0	0	0	0	0	0	2070
Approach %	1.85	98.15	0.00	0.00	0.00	-	0.00	99.23	0.77	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	0.75	0.95	0.00	0.00	0.00	**0.96**	0.00	0.94	0.75	0.00	0.00	**0.94**	0.00	0.00	0.58	0.00	0.00	**0.58**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.97**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound												
	GA-14 Lee St SW (South)						GA-14 Lee St SW (North)						Van Buren St SW												
Time	Left 3.1	Thru 3.2			U-Turn 3.3	App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total	Left 3.7		Right 3.8		U-Turn 3.9	App Total						App Total	Int Total
0730 - 0745	0	7	-	-	0	7	-	3	0	-	0	3	0	-	1	-	0	1	-	-	-	-	-	0	11
0745 - 0800	0	6	-	-	0	6	-	5	0	-	0	5	0	-	0	-	0	0	-	-	-	-	-	0	11
0800 - 0815	0	11	-	-	0	11	-	5	0	-	0	5	1	-	0	-	0	1	-	-	-	-	-	0	17
0815 - 0830	0	7	-	-	0	7	-	1	0	-	0	1	0	-	0	-	0	0	-	-	-	-	-	0	8
Total	0	31	0	0	0	31	0	14	0	0	0	14	1	0	1	0	0	2	0	0	0	0	0	0	47
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	50.00	0.00	50.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.70	0.00	0.00	0.00	**0.70**	0.00	0.70	0.00	0.00	0.00	**0.70**	0.25	0.00	0.25	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.69**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound												
	GA-14 Lee St SW (South)						GA-14 Lee St SW (North)						Van Buren St SW												
Time	Left 3.1	Thru 3.2			U-Turn 3.3	App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total	Left 3.7		Right 3.8		U-Turn 3.9	App Total						App Total	Int Total
0730 - 0745	0	1	-	-	0	1	-	1	0	-	0	1	0	-	0	-	0	0	-	-	-	-	-	0	2
0745 - 0800	0	2	-	-	0	2	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	2
0800 - 0815	0	1	-	-	0	1	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	1
0815 - 0830	0	2	-	-	0	2	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	2
Total	0	6	0	0	0	6	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7
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	0.75	0.00	0.00	0.00	**0.75**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.88**

Bicycles

	Northbound						Southbound						Eastbound												
	GA-14 Lee St SW (South)						GA-14 Lee St SW (North)						Van Buren St SW												
Time	Left 3.1	Thru 3.2			U-Turn 3.3	App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total	Left 3.7		Right 3.8		U-Turn 3.9	App Total						App Total	Int Total
0730 - 0745	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0745 - 0800	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0800 - 0815	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0815 - 0830	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Click here for Map

Atlanta, GA

Marr Traffic DATA COLLECTION

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Thursday, April 24, 2025		
Cloudy		68°F
Period	1600 - 1800	**APPLY**
Peak Hour	1645 - 1745	**APPLY**
Global PH	1645 - 1745	**APPLY**

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound												
	GA-14 Lee St SW (South)						GA-14 Lee St SW (North)						Van Buren St SW												
Time	Left 3.1	Thru 3.2			U-Turn 3.3	App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total	Left 3.7		Right 3.8		U-Turn 3.9	App Total						App Total	Int Total
1645 - 1700	12	309	-	-	0	321	-	214	1	-	0	215	0	-	18	-	0	18	-	-	-	-	-	0	554
1700 - 1715	13	291	-	-	0	304	-	250	2	-	0	252	0	-	22	-	0	22	-	-	-	-	-	0	578
1715 - 1730	8	260	-	-	0	268	-	276	0	-	0	276	0	-	18	-	0	18	-	-	-	-	-	0	562
1730 - 1745	10	337	-	-	0	347	-	223	1	-	0	224	0	-	17	-	0	17	-	-	-	-	-	0	588
Total	43	1197	0	0	0	1240	0	963	4	0	0	967	0	0	75	0	0	75	0	0	0	0	0	0	2282
Approach %	3.47	96.53	0.00	0.00	0.00	-	0.00	99.59	0.41	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	0.83	0.89	0.00	0.00	0.00	**0.89**	0.00	0.87	0.50	0.00	0.00	**0.88**	0.00	0.00	0.85	0.00	0.00	**0.85**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.97**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound												
	GA-14 Lee St SW (South)						GA-14 Lee St SW (North)						Van Buren St SW												
Time	Left 3.1	Thru 3.2			U-Turn 3.3	App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total	Left 3.7		Right 3.8		U-Turn 3.9	App Total						App Total	Int Total
1645 - 1700	12	307	-	-	0	319	-	209	1	-	0	210	0	-	18	-	0	18	-	-	-	-	-	0	547
1700 - 1715	13	287	-	-	0	300	-	244	2	-	0	246	0	-	22	-	0	22	-	-	-	-	-	0	568
1715 - 1730	7	258	-	-	0	265	-	271	0	-	0	271	0	-	18	-	0	18	-	-	-	-	-	0	554
1730 - 1745	10	336	-	-	0	346	-	219	1	-	0	220	0	-	17	-	0	17	-	-	-	-	-	0	583
Total	42	1188	0	0	0	1230	0	943	4	0	0	947	0	0	75	0	0	75	0	0	0	0	0	0	2252
Approach %	3.41	96.59	0.00	0.00	0.00	-	0.00	99.58	0.42	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	0.81	0.88	0.00	0.00	0.00	**0.89**	0.00	0.87	0.50	0.00	0.00	**0.87**	0.00	0.00	0.85	0.00	0.00	**0.85**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.97**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound												
	GA-14 Lee St SW (South)						GA-14 Lee St SW (North)						Van Buren St SW												
Time	Left 3.1	Thru 3.2			U-Turn 3.3	App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total	Left 3.7		Right 3.8		U-Turn 3.9	App Total						App Total	Int Total
1645 - 1700	0	2	-	-	0	2	-	4	0	-	0	4	0	-	0	-	0	0	-	-	-	-	-	0	6
1700 - 1715	0	4	-	-	0	4	-	5	0	-	0	5	0	-	0	-	0	0	-	-	-	-	-	0	9
1715 - 1730	1	1	-	-	0	2	-	5	0	-	0	5	0	-	0	-	0	0	-	-	-	-	-	0	7
1730 - 1745	0	1	-	-	0	1	-	3	0	-	0	3	0	-	0	-	0	0	-	-	-	-	-	0	4
Total	1	8	0	0	0	9	0	17	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	26
Approach %	11.11	88.89	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	0.25	0.50	0.00	0.00	0.00	**0.56**	0.00	0.85	0.00	0.00	0.00	**0.85**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.72**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound												
	GA-14 Lee St SW (South)						GA-14 Lee St SW (North)						Van Buren St SW												
Time	Left 3.1	Thru 3.2			U-Turn 3.3	App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total	Left 3.7		Right 3.8		U-Turn 3.9	App Total						App Total	Int Total
1645 - 1700	0	0	-	-	0	0	-	1	0	-	0	1	0	-	0	-	0	0	-	-	-	-	-	0	1
1700 - 1715	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1715 - 1730	0	1	-	-	0	1	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	1
1730 - 1745	0	0	-	-	0	0	-	1	0	-	0	1	0	-	0	-	0	0	-	-	-	-	-	0	1
Total	0	1	0	0	0	1	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.75**

Bicycles

	Northbound						Southbound						Eastbound												
	GA-14 Lee St SW (South)						GA-14 Lee St SW (North)						Van Buren St SW												
Time	Left 3.1	Thru 3.2			U-Turn 3.3	App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total	Left 3.7		Right 3.8		U-Turn 3.9	App Total						App Total	Int Total
1645 - 1700	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1700 - 1715	0	0	-	-	0	0	-	1	0	-	0	1	0	-	0	-	0	0	-	-	-	-	-	0	1
1715 - 1730	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1730 - 1745	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 3
GA-14 Lee St SW (South)
GA-14 Lee St SW (North)
Van Buren St SW

Date
Thursday, April 24, 2025

Lat/Long
33.715136°, -84.425979°
Click here for Map

Weather
Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)

All vehicles

	Northbound				Southbound				Eastbound				
	GA-14 Lee St SW (South)				GA-14 Lee St SW (North)				Van Buren St SW				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
0700 - 0715	2	235	0	237	68	0	0	68	0	6	0	6	311
0715 - 0730	7	383	0	390	100	1	0	101	0	15	0	15	506
0730 - 0745	5	427	0	432	105	1	0	106	0	11	0	11	549
0745 - 0800	10	393	0	403	108	1	0	109	0	25	0	25	537
Hourly Total	24	1438	0	**1462**	381	3	0	**384**	0	57	0	**57**	**1903**
0800 - 0815	7	386	0	393	98	0	0	98	1	11	0	12	503
0815 - 0830	8	424	0	432	90	1	0	91	0	12	0	12	535
0830 - 0845	8	432	0	440	91	0	0	91	0	12	0	12	543
0845 - 0900	10	347	0	357	70	1	0	71	0	22	0	22	450
Hourly Total	33	1589	0	**1622**	349	2	0	**351**	1	57	0	**58**	**2031**
Grand Total	57	3027	0	**3084**	730	5	0	**735**	1	114	0	**115**	**3934**
Approach %	1.85	98.15	0.00	-	99.32	0.68	0.00	-	0.87	99.13	0.00	-	
Intersection %	1.45	76.94	0.00	78.39	18.56	0.13	0.00	18.68	0.03	2.90	0.00	2.92	
Heavy Vehicle %	0	2	-	**2**	3	0	-	**3**	100	2	-	**3**	**3**
PHF	0.75	0.95	0.00	**0.96**	0.93	0.75	0.00	**0.93**	0.25	0.59	0.00	**0.60**	**0.97**
Peak Hour Total	30	1630	0	**1660**	401	3	0	**404**	1	59	0	**60**	**2124**
Peak Hour HV %	0	2	0	**2**	4	0	0	**4**	100	2	0	**3**	**3**

1600 - 1800 (Weekday 2h Session) (04-24-2025)

All vehicles

	Northbound				Southbound				Eastbound				
	GA-14 Lee St SW (South)				GA-14 Lee St SW (North)				Van Buren St SW				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
1600 - 1615	6	338	0	344	199	2	0	201	0	17	0	17	562
1615 - 1630	15	278	0	293	220	1	0	221	0	18	0	18	532
1630 - 1645	5	332	0	337	199	1	0	200	0	20	0	20	557
1645 - 1700	12	309	0	321	214	1	0	215	0	18	0	18	554
Hourly Total	38	1257	0	**1295**	832	5	0	**837**	0	73	0	**73**	**2205**
1700 - 1715	13	291	0	304	250	2	0	252	0	22	0	22	578
1715 - 1730	8	260	0	268	276	0	0	276	0	18	0	18	562
1730 - 1745	10	337	0	347	223	1	0	224	0	17	0	17	588
1745 - 1800	10	305	0	315	191	0	0	191	0	20	0	20	526
Hourly Total	41	1193	0	**1234**	940	3	0	**943**	0	77	0	**77**	**2254**
Grand Total	79	2450	0	**2529**	1772	8	0	**1780**	0	150	0	**150**	**4459**
Approach %	3.12	96.88	0.00	-	99.55	0.45	0.00	-	0.00	100.00	0.00	-	
Intersection %	1.77	54.95	0.00	56.72	39.74	0.18	0.00	39.92	0.00	3.36	0.00	3.36	
Heavy Vehicle %	1	2	-	**2**	2	0	-	**2**	-	1	-	**1**	**2**
PHF	0.83	0.89	0.00	**0.89**	0.87	0.50	0.00	**0.88**	0.00	0.85	0.00	**0.85**	**0.97**
Peak Hour Total	43	1197	0	**1240**	963	4	0	**967**	0	75	0	**75**	**2282**
Peak Hour HV %	2	1	0	**1**	2	0	0	**2**	0	0	0	**0**	**1**

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

Site 3

GA-14 Lee St SW (South)
GA-14 Lee St SW (North)
Van Buren St SW

Date

Thursday, April 24, 2025

Lat/Long

33.715136°, -84.425979°
Click here for Map

Weather

Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)

Passenger Vehicles (1-3)

	Northbound				Southbound				Eastbound				
	GA-14 Lee St SW (South)				GA-14 Lee St SW (North)				Van Buren St SW				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
0700 - 0715	2	230	0	232	64	0	0	64	0	6	0	6	302
0715 - 0730	7	370	0	377	98	1	0	99	0	15	0	15	491
0730 - 0745	5	419	0	424	101	1	0	102	0	10	0	10	536
0745 - 0800	10	385	0	395	103	1	0	104	0	25	0	25	524
Hourly Total	24	1404	0	**1428**	366	3	0	**369**	0	56	0	**56**	**1853**
0800 - 0815	7	374	0	381	93	0	0	93	0	11	0	11	485
0815 - 0830	8	415	0	423	89	1	0	90	0	12	0	12	525
0830 - 0845	8	422	0	430	89	0	0	89	0	12	0	12	531
0845 - 0900	10	338	0	348	68	1	0	69	0	21	0	21	438
Hourly Total	33	1549	0	**1582**	339	2	0	**341**	0	56	0	**56**	**1979**
Grand Total	57	2953	0	**3010**	705	5	0	**710**	0	112	0	**112**	**3832**
Approach %	1.89	98.11	0.00	-	99.30	0.70	0.00	-	0.00	100.00	0.00	-	
Intersection %	1.49	77.06	0.00	78.55	18.40	0.13	0.00	18.53	0.00	2.92	0.00	2.92	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Passenger Vehicles (1-3)

	Northbound				Southbound				Eastbound				
	GA-14 Lee St SW (South)				GA-14 Lee St SW (North)				Van Buren St SW				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
1600 - 1615	6	326	0	332	196	2	0	198	0	16	0	16	546
1615 - 1630	15	272	0	287	215	1	0	216	0	17	0	17	520
1630 - 1645	5	326	0	331	195	1	0	196	0	20	0	20	547
1645 - 1700	12	307	0	319	209	1	0	210	0	18	0	18	547
Hourly Total	38	1231	0	**1269**	815	5	0	**820**	0	71	0	**71**	**2160**
1700 - 1715	13	287	0	300	244	2	0	246	0	22	0	22	568
1715 - 1730	7	258	0	265	271	0	0	271	0	18	0	18	554
1730 - 1745	10	336	0	346	219	1	0	220	0	17	0	17	583
1745 - 1800	10	299	0	309	189	0	0	189	0	20	0	20	518
Hourly Total	40	1180	0	**1220**	923	3	0	**926**	0	77	0	**77**	**2223**
Grand Total	78	2411	0	**2489**	1738	8	0	**1746**	0	148	0	**148**	**4383**
Approach %	3.13	96.87	0.00	-	99.54	0.46	0.00	-	0.00	100.00	0.00	-	
Intersection %	1.78	55.01	0.00	56.79	39.65	0.18	0.00	39.84	0.00	3.38	0.00	3.38	

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

Site 3
GA-14 Lee St SW (South)
GA-14 Lee St SW (North)
Van Buren St SW

Date
Thursday, April 24, 2025

Lat/Long
33.715136°, -84.425979°
Click here for Map

Weather
Cloudy
68°F
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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				
	GA-14 Lee St SW (South)				GA-14 Lee St SW (North)				Van Buren St SW				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
0700 - 0715	0	4	0	4	2	0	0	2	0	0	0	0	6
0715 - 0730	0	11	0	11	2	0	0	2	0	0	0	0	13
0730 - 0745	0	7	0	7	3	0	0	3	0	1	0	1	11
0745 - 0800	0	6	0	6	5	0	0	5	0	0	0	0	11
Hourly Total	0	28	0	**28**	12	0	0	**12**	0	1	0	**1**	**41**
0800 - 0815	0	11	0	11	5	0	0	5	1	0	0	1	17
0815 - 0830	0	7	0	7	1	0	0	1	0	0	0	0	8
0830 - 0845	0	9	0	9	1	0	0	1	0	0	0	0	10
0845 - 0900	0	5	0	5	1	0	0	1	0	1	0	1	7
Hourly Total	0	32	0	**32**	8	0	0	**8**	1	1	0	**2**	**42**
Grand Total	0	60	0	**60**	20	0	0	**20**	1	2	0	**3**	**83**
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	33.33	66.67	0.00	-	
Intersection %	0.00	72.29	0.00	72.29	24.10	0.00	0.00	24.10	1.20	2.41	0.00	3.61	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				
	GA-14 Lee St SW (South)				GA-14 Lee St SW (North)				Van Buren St SW				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
1600 - 1615	0	11	0	11	2	0	0	2	0	0	0	0	13
1615 - 1630	0	6	0	6	5	0	0	5	0	1	0	1	12
1630 - 1645	0	6	0	6	4	0	0	4	0	0	0	0	10
1645 - 1700	0	2	0	2	4	0	0	4	0	0	0	0	6
Hourly Total	0	25	0	**25**	15	0	0	**15**	0	1	0	**1**	**41**
1700 - 1715	0	4	0	4	5	0	0	5	0	0	0	0	9
1715 - 1730	1	1	0	2	5	0	0	5	0	0	0	0	7
1730 - 1745	0	1	0	1	3	0	0	3	0	0	0	0	4
1745 - 1800	0	4	0	4	2	0	0	2	0	0	0	0	6
Hourly Total	1	10	0	**11**	15	0	0	**15**	0	0	0	**0**	**26**
Grand Total	1	35	0	**36**	30	0	0	**30**	0	1	0	**1**	**67**
Approach %	2.78	97.22	0.00	-	100.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	1.49	52.24	0.00	53.73	44.78	0.00	0.00	44.78	0.00	1.49	0.00	1.49	

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

Site 3
GA-14 Lee St SW (South)
GA-14 Lee St SW (North)
Van Buren St SW

Date
Thursday, April 24, 2025

Lat/Long
33.715136°, -84.425979°
Click here for Map

Weather
Cloudy
68°F
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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				
	GA-14 Lee St SW (South)				GA-14 Lee St SW (North)				Van Buren St SW				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
0700 - 0715	0	1	0	1	2	0	0	2	0	0	0	0	3
0715 - 0730	0	2	0	2	0	0	0	0	0	0	0	0	2
0730 - 0745	0	1	0	1	1	0	0	1	0	0	0	0	2
0745 - 0800	0	2	0	2	0	0	0	0	0	0	0	0	2
Hourly Total	0	6	0	**6**	3	0	0	**3**	0	0	0	**0**	**9**
0800 - 0815	0	1	0	1	0	0	0	0	0	0	0	0	1
0815 - 0830	0	2	0	2	0	0	0	0	0	0	0	0	2
0830 - 0845	0	1	0	1	1	0	0	1	0	0	0	0	2
0845 - 0900	0	4	0	4	1	0	0	1	0	0	0	0	5
Hourly Total	0	8	0	**8**	2	0	0	**2**	0	0	0	**0**	**10**
Grand Total	0	14	0	**14**	5	0	0	**5**	0	0	0	**0**	**19**
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	73.68	0.00	73.68	26.32	0.00	0.00	26.32	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				
	GA-14 Lee St SW (South)				GA-14 Lee St SW (North)				Van Buren St SW				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
1600 - 1615	0	1	0	1	1	0	0	1	0	1	0	1	3
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	1	0	0	1	0	0	0	0	1
Hourly Total	0	1	0	**1**	2	0	0	**2**	0	1	0	**1**	**4**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	1	0	1	0	0	0	0	0	0	0	0	1
1730 - 1745	0	0	0	0	1	0	0	1	0	0	0	0	1
1745 - 1800	0	2	0	2	0	0	0	0	0	0	0	0	2
Hourly Total	0	3	0	**3**	1	0	0	**1**	0	0	0	**0**	**4**
Grand Total	0	4	0	**4**	3	0	0	**3**	0	1	0	**1**	**8**
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	0.00	50.00	0.00	50.00	37.50	0.00	0.00	37.50	0.00	12.50	0.00	12.50	

Classified Turn Movement Count || Bicycles

Atlanta, GA

Marr Traffic DATA COLLECTION

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Site 3

GA-14 Lee St SW (South)
GA-14 Lee St SW (North)
Van Buren St SW

Date

Thursday, April 24, 2025

Lat/Long

33.715136°, -84.425979°
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Weather

Cloudy
68°F
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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Bicycles

	Northbound				Southbound				Eastbound				
	GA-14 Lee St SW (South)				GA-14 Lee St SW (North)				Van Buren St SW				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Bicycles

	Northbound				Southbound				Eastbound				
	GA-14 Lee St SW (South)				GA-14 Lee St SW (North)				Van Buren St SW				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	1	0	0	1	0	0	0	0	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	**1**
Grand Total	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	**1**
Approach %	0.00	0.00	0.00	-	100.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

Site 3
GA-14 Lee St SW (South)
GA-14 Lee St SW (North)
Van Buren St SW

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0700 - 0900 (Weekday 2h Session) (04-24-2025)

All Trucks (4-13)

	Northbound				Southbound				Eastbound				
	GA-14 Lee St SW (South)				GA-14 Lee St SW (North)				Van Buren St SW				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
0700 - 0715	0	5	0	5	4	0	0	4	0	0	0	0	9
0715 - 0730	0	13	0	13	2	0	0	2	0	0	0	0	15
0730 - 0745	0	8	0	8	4	0	0	4	0	1	0	1	13
0745 - 0800	0	8	0	8	5	0	0	5	0	0	0	0	13
Hourly Total	0	34	0	**34**	15	0	0	**15**	0	1	0	**1**	**50**
0800 - 0815	0	12	0	12	5	0	0	5	1	0	0	1	18
0815 - 0830	0	9	0	9	1	0	0	1	0	0	0	0	10
0830 - 0845	0	10	0	10	2	0	0	2	0	0	0	0	12
0845 - 0900	0	9	0	9	2	0	0	2	0	1	0	1	12
Hourly Total	0	40	0	**40**	10	0	0	**10**	1	1	0	**2**	**52**
Grand Total	0	74	0	**74**	25	0	0	**25**	1	2	0	**3**	**102**
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	33.33	66.67	0.00	-	
Intersection %	0.00	72.55	0.00	72.55	24.51	0.00	0.00	24.51	0.98	1.96	0.00	2.94	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

All Trucks (4-13)

	Northbound				Southbound				Eastbound				
	GA-14 Lee St SW (South)				GA-14 Lee St SW (North)				Van Buren St SW				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
1600 - 1615	0	12	0	12	3	0	0	3	0	1	0	1	16
1615 - 1630	0	6	0	6	5	0	0	5	0	1	0	1	12
1630 - 1645	0	6	0	6	4	0	0	4	0	0	0	0	10
1645 - 1700	0	2	0	2	5	0	0	5	0	0	0	0	7
Hourly Total	0	26	0	**26**	17	0	0	**17**	0	2	0	**2**	**45**
1700 - 1715	0	4	0	4	5	0	0	5	0	0	0	0	9
1715 - 1730	1	2	0	3	5	0	0	5	0	0	0	0	8
1730 - 1745	0	1	0	1	4	0	0	4	0	0	0	0	5
1745 - 1800	0	6	0	6	2	0	0	2	0	0	0	0	8
Hourly Total	1	13	0	**14**	16	0	0	**16**	0	0	0	**0**	**30**
Grand Total	1	39	0	**40**	33	0	0	**33**	0	2	0	**2**	**75**
Approach %	2.50	97.50	0.00	-	100.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	1.33	52.00	0.00	53.33	44.00	0.00	0.00	44.00	0.00	2.67	0.00	2.67	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 3
GA-14 Lee St SW (South)
GA-14 Lee St SW (North)
Van Buren St SW

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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Pedestrians

	Northbound			Southbound			Eastbound			
	GA-14 Lee St SW (South)			GA-14 Lee St SW (North)			Van Buren St SW			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Pedestrians

	Northbound			Southbound			Eastbound			
	GA-14 Lee St SW (South)			GA-14 Lee St SW (North)			Van Buren St SW			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bicycles

Marr Traffic DATA COLLECTION

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Atlanta, GA

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GA-14 Lee St SW (South)
GA-14 Lee St SW (North)
Van Buren St SW

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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Bicycles

	Northbound			Southbound			Eastbound			
	GA-14 Lee St SW (South)			GA-14 Lee St SW (North)			Van Buren St SW			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Bicycles

	Northbound			Southbound			Eastbound			
	GA-14 Lee St SW (South)			GA-14 Lee St SW (North)			Van Buren St SW			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 3
GA-14 Lee St SW (South)
GA-14 Lee St SW (North)
Van Buren St SW

Date
Thursday, April 24, 2025

Lat/Long
33.715136°, -84.425979°
Click here for Map

Weather
Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)

Motorized Vehicles

	Northbound			Southbound			Eastbound			
	GA-14 Lee St SW (South)			GA-14 Lee St SW (North)			Van Buren St SW			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Motorized Vehicles

	Northbound			Southbound			Eastbound			
	GA-14 Lee St SW (South)			GA-14 Lee St SW (North)			Van Buren St SW			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 4/24/2025	Van Buren St SW Eastbound			Westbound			GA-14 Lee St SW (South) Northbound			GA-14 Lee St SW (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	6	0	0	0	2	235	0	0	68	0	311
07:15 AM - 07:30 AM	0	0	15	0	0	0	7	383	0	0	100	1	506
07:30 AM - 07:45 AM	0	0	11	0	0	0	5	427	0	0	105	1	549
07:45 AM - 08:00 AM	0	0	25	0	0	0	10	393	0	0	108	1	537
08:00 AM - 08:15 AM	1	0	11	0	0	0	7	386	0	0	98	0	503
08:15 AM - 08:30 AM	0	0	12	0	0	0	8	424	0	0	90	1	535
08:30 AM - 08:45 AM	0	0	12	0	0	0	8	432	0	0	91	0	543
08:45 AM - 09:00 AM	0	0	22	0	0	0	10	347	0	0	70	1	450
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	0	0	17	0	0	0	6	338	0	0	199	2	562
04:15 PM - 04:30 PM	0	0	18	0	0	0	15	278	0	0	220	1	532
04:30 PM - 04:45 PM	0	0	20	0	0	0	5	332	0	0	199	1	557
04:45 PM - 05:00 PM	0	0	18	0	0	0	12	309	0	0	214	1	554
05:00 PM - 05:15 PM	0	0	22	0	0	0	13	291	0	0	250	2	578
05:15 PM - 05:30 PM	0	0	18	0	0	0	8	260	0	0	276	0	562
05:30 PM - 05:45 PM	0	0	17	0	0	0	10	337	0	0	223	1	588
05:45 PM - 06:00 PM	0	0	20	0	0	0	10	305	0	0	191	0	526
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Click here for Map

Atlanta, GA

Marr Traffic DATA COLLECTION

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Thursday, April 24, 2025		
Cloudy		68°F
Period	0700 - 0900	**APPLY**
Peak Hour	0730 - 0830	**APPLY**
Global PH	0745 - 0845	**APPLY**

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound												
	GA-14 Lee St SW (South)						GA-14 Lee St SW (North)						Fort McPherson Entrance												
Time	Left 4.1	Thru 4.2			U-Turn 4.3	App Total		Thru 4.4	Right 4.5		U-Turn 4.6	App Total	Left 4.7		Right 4.8		U-Turn 4.9	App Total						App Total	Int Total
0730 - 0745	37	417	-	-	0	454	-	110	5	-	0	115	1	-	2	-	0	3	-	-	-	-	-	0	572
0745 - 0800	39	428	-	-	0	467	-	110	12	-	0	122	3	-	8	-	0	11	-	-	-	-	-	0	600
0800 - 0815	42	371	-	-	0	413	-	107	9	-	0	116	3	-	6	-	0	9	-	-	-	-	-	0	538
0815 - 0830	44	449	-	-	0	493	-	89	9	-	0	98	1	-	14	-	0	15	-	-	-	-	-	0	606
Total	162	1665	0	0	0	1827	0	416	35	0	0	451	8	0	30	0	0	38	0	0	0	0	0	0	2316
Approach %	8.87	91.13	0.00	0.00	0.00	-	0.00	92.24	7.76	0.00	0.00	-	21.05	0.00	78.95	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.92	0.93	0.00	0.00	0.00	**0.93**	0.00	0.95	0.73	0.00	0.00	**0.92**	0.67	0.00	0.54	0.00	0.00	**0.63**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.96**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound												
	GA-14 Lee St SW (South)						GA-14 Lee St SW (North)						Fort McPherson Entrance												
Time	Left 4.1	Thru 4.2			U-Turn 4.3	App Total		Thru 4.4	Right 4.5		U-Turn 4.6	App Total	Left 4.7		Right 4.8		U-Turn 4.9	App Total						App Total	Int Total
0730 - 0745	35	410	-	-	0	445	-	105	5	-	0	110	1	-	0	-	0	1	-	-	-	-	-	0	556
0745 - 0800	37	418	-	-	0	455	-	106	11	-	0	117	3	-	4	-	0	7	-	-	-	-	-	0	579
0800 - 0815	37	358	-	-	0	395	-	103	9	-	0	112	3	-	4	-	0	7	-	-	-	-	-	0	514
0815 - 0830	37	441	-	-	0	478	-	87	9	-	0	96	1	-	9	-	0	10	-	-	-	-	-	0	584
Total	146	1627	0	0	0	1773	0	401	34	0	0	435	8	0	17	0	0	25	0	0	0	0	0	0	2233
Approach %	8.23	91.77	0.00	0.00	0.00	-	0.00	92.18	7.82	0.00	0.00	-	32.00	0.00	68.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.99	0.92	0.00	0.00	0.00	**0.93**	0.00	0.95	0.77	0.00	0.00	**0.93**	0.67	0.00	0.47	0.00	0.00	**0.63**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.96**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound												
	GA-14 Lee St SW (South)						GA-14 Lee St SW (North)						Fort McPherson Entrance												
Time	Left 4.1	Thru 4.2			U-Turn 4.3	App Total		Thru 4.4	Right 4.5		U-Turn 4.6	App Total	Left 4.7		Right 4.8		U-Turn 4.9	App Total						App Total	Int Total
0730 - 0745	2	6	-	-	0	8	-	4	0	-	0	4	0	-	1	-	0	1	-	-	-	-	-	0	13
0745 - 0800	2	8	-	-	0	10	-	4	1	-	0	5	0	-	4	-	0	4	-	-	-	-	-	0	19
0800 - 0815	5	12	-	-	0	17	-	4	0	-	0	4	0	-	2	-	0	2	-	-	-	-	-	0	23
0815 - 0830	6	6	-	-	0	12	-	2	0	-	0	2	0	-	5	-	0	5	-	-	-	-	-	0	19
Total	15	32	0	0	0	47	0	14	1	0	0	15	0	0	12	0	0	12	0	0	0	0	0	0	74
Approach %	31.91	68.09	0.00	0.00	0.00	-	0.00	93.33	6.67	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	0.63	0.67	0.00	0.00	0.00	**0.69**	0.00	0.88	0.25	0.00	0.00	**0.75**	0.00	0.00	0.60	0.00	0.00	**0.60**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.80**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound												
	GA-14 Lee St SW (South)						GA-14 Lee St SW (North)						Fort McPherson Entrance												
Time	Left 4.1	Thru 4.2			U-Turn 4.3	App Total		Thru 4.4	Right 4.5		U-Turn 4.6	App Total	Left 4.7		Right 4.8		U-Turn 4.9	App Total						App Total	Int Total
0730 - 0745	0	1	-	-	0	1	-	1	0	-	0	1	0	-	1	-	0	1	-	-	-	-	-	0	3
0745 - 0800	0	2	-	-	0	2	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	2
0800 - 0815	0	1	-	-	0	1	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	1
0815 - 0830	1	2	-	-	0	3	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	3
Total	1	6	0	0	0	7	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	9
Approach %	14.29	85.71	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.75	0.00	0.00	0.00	**0.58**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.75**

Bicycles

	Northbound						Southbound						Eastbound												
	GA-14 Lee St SW (South)						GA-14 Lee St SW (North)						Fort McPherson Entrance												
Time	Left 4.1	Thru 4.2			U-Turn 4.3	App Total		Thru 4.4	Right 4.5		U-Turn 4.6	App Total	Left 4.7		Right 4.8		U-Turn 4.9	App Total						App Total	Int Total
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

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Atlanta, GA

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Thursday, April 24, 2025		
Cloudy		68°F
Period	1600 - 1800	**APPLY**
Peak Hour	1645 - 1745	**APPLY**
Global PH	1645 - 1745	**APPLY**

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound												
	GA-14 Lee St SW (South)						GA-14 Lee St SW (North)						Fort McPherson Entrance												
Time	Left 4.1	Thru 4.2			U-Turn 4.3	App Total		Thru 4.4	Right 4.5		U-Turn 4.6	App Total	Left 4.7		Right 4.8		U-Turn 4.9	App Total						App Total	Int Total
1645 - 1700	6	324	-	-	0	330	-	235	1	-	0	236	12	-	8	-	0	20	-	-	-	-	-	0	586
1700 - 1715	2	284	-	-	0	286	-	285	1	-	0	286	3	-	10	-	0	13	-	-	-	-	-	0	585
1715 - 1730	6	263	-	-	0	269	-	278	6	-	0	284	4	-	13	-	0	17	-	-	-	-	-	0	570
1730 - 1745	1	333	-	-	0	334	-	252	0	-	0	252	2	-	7	-	0	9	-	-	-	-	-	0	595
Total	15	1204	0	0	0	1219	0	1050	8	0	0	1058	21	0	38	0	0	59	0	0	0	0	0	0	2336
Approach %	1.23	98.77	0.00	0.00	0.00	-	0.00	99.24	0.76	0.00	0.00	-	35.59	0.00	64.41	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.63	0.90	0.00	0.00	0.00	**0.91**	0.00	0.92	0.33	0.00	0.00	**0.92**	0.44	0.00	0.73	0.00	0.00	**0.74**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.98**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound												
	GA-14 Lee St SW (South)						GA-14 Lee St SW (North)						Fort McPherson Entrance												
Time	Left 4.1	Thru 4.2			U-Turn 4.3	App Total		Thru 4.4	Right 4.5		U-Turn 4.6	App Total	Left 4.7		Right 4.8		U-Turn 4.9	App Total						App Total	Int Total
1645 - 1700	5	322	-	-	0	327	-	230	1	-	0	231	12	-	7	-	0	19	-	-	-	-	-	0	577
1700 - 1715	2	279	-	-	0	281	-	279	1	-	0	280	3	-	10	-	0	13	-	-	-	-	-	0	574
1715 - 1730	6	258	-	-	0	264	-	272	6	-	0	278	4	-	13	-	0	17	-	-	-	-	-	0	559
1730 - 1745	1	333	-	-	0	334	-	249	0	-	0	249	2	-	4	-	0	6	-	-	-	-	-	0	589
Total	14	1192	0	0	0	1206	0	1030	8	0	0	1038	21	0	34	0	0	55	0	0	0	0	0	0	2299
Approach %	1.16	98.84	0.00	0.00	0.00	-	0.00	99.23	0.77	0.00	0.00	-	38.18	0.00	61.82	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.58	0.89	0.00	0.00	0.00	**0.90**	0.00	0.92	0.33	0.00	0.00	**0.93**	0.44	0.00	0.65	0.00	0.00	**0.72**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.98**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound												
	GA-14 Lee St SW (South)						GA-14 Lee St SW (North)						Fort McPherson Entrance												
Time	Left 4.1	Thru 4.2			U-Turn 4.3	App Total		Thru 4.4	Right 4.5		U-Turn 4.6	App Total	Left 4.7		Right 4.8		U-Turn 4.9	App Total						App Total	Int Total
1645 - 1700	1	2	-	-	0	3	-	4	0	-	0	4	0	-	1	-	0	1	-	-	-	-	-	0	8
1700 - 1715	0	5	-	-	0	5	-	5	0	-	0	5	0	-	0	-	0	0	-	-	-	-	-	0	10
1715 - 1730	0	2	-	-	0	2	-	6	0	-	0	6	0	-	0	-	0	0	-	-	-	-	-	0	8
1730 - 1745	0	0	-	-	0	0	-	2	0	-	0	2	0	-	3	-	0	3	-	-	-	-	-	0	5
Total	1	9	0	0	0	10	0	17	0	0	0	17	0	0	4	0	0	4	0	0	0	0	0	0	31
Approach %	10.00	90.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.45	0.00	0.00	0.00	**0.50**	0.00	0.71	0.00	0.00	0.00	**0.71**	0.00	0.00	0.33	0.00	0.00	**0.33**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.78**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound												
	GA-14 Lee St SW (South)						GA-14 Lee St SW (North)						Fort McPherson Entrance												
Time	Left 4.1	Thru 4.2			U-Turn 4.3	App Total		Thru 4.4	Right 4.5		U-Turn 4.6	App Total	Left 4.7		Right 4.8		U-Turn 4.9	App Total						App Total	Int Total
1645 - 1700	0	0	-	-	0	0	-	1	0	-	0	1	0	-	0	-	0	0	-	-	-	-	-	0	1
1700 - 1715	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1715 - 1730	0	2	-	-	0	2	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	2
1730 - 1745	0	0	-	-	0	0	-	1	0	-	0	1	0	-	0	-	0	0	-	-	-	-	-	0	1
Total	0	2	0	0	0	2	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.50**

Bicycles

	Northbound						Southbound						Eastbound												
	GA-14 Lee St SW (South)						GA-14 Lee St SW (North)						Fort McPherson Entrance												
Time	Left 4.1	Thru 4.2			U-Turn 4.3	App Total		Thru 4.4	Right 4.5		U-Turn 4.6	App Total	Left 4.7		Right 4.8		U-Turn 4.9	App Total						App Total	Int Total
1645 - 1700	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1700 - 1715	0	0	-	-	0	0	-	1	0	-	0	1	0	-	0	-	0	0	-	-	-	-	-	0	1
1715 - 1730	0	1	-	-	0	1	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	1
1730 - 1745	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
Total	0	1	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.50**

Classified Turn Movement Count || All vehicles

Atlanta, GA

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Site 4

GA-14 Lee St SW (South)
GA-14 Lee St SW (North)
Fort McPherson Entrance

Date

Thursday, April 24, 2025

Lat/Long

33.708279°, -84.427754°
Click here for Map

Weather

Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)

All vehicles

	Northbound				Southbound				Eastbound				
	GA-14 Lee St SW (South)				GA-14 Lee St SW (North)				Fort McPherson Entrance				
TIME	Left 4.1	Thru 4.2	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
0700 - 0715	28	244	0	272	62	11	0	73	1	3	0	4	349
0715 - 0730	34	412	0	446	98	15	0	113	1	4	0	5	564
0730 - 0745	37	417	0	454	110	5	0	115	1	2	0	3	572
0745 - 0800	39	428	0	467	110	12	0	122	3	8	0	11	600
Hourly Total	138	1501	0	**1639**	380	43	0	**423**	6	17	0	**23**	**2085**
0800 - 0815	42	371	0	413	107	9	0	116	3	6	0	9	538
0815 - 0830	44	449	0	493	89	9	0	98	1	14	0	15	606
0830 - 0845	32	416	0	448	94	10	0	104	4	11	0	15	567
0845 - 0900	29	343	0	372	86	6	0	92	7	17	0	24	488
Hourly Total	147	1579	0	**1726**	376	34	0	**410**	15	48	0	**63**	**2199**
Grand Total	285	3080	0	**3365**	756	77	0	**833**	21	65	0	**86**	**4284**
Approach %	8.47	91.53	0.00	-	90.76	9.24	0.00	-	24.42	75.58	0.00	-	
Intersection %	6.65	71.90	0.00	78.55	17.65	1.80	0.00	19.44	0.49	1.52	0.00	2.01	
Heavy Vehicle %	9	2	-	**3**	3	3	-	**3**	5	31	-	**24**	**3**
PHF	0.92	0.93	0.00	**0.93**	0.95	0.73	0.00	**0.92**	0.67	0.54	0.00	**0.63**	**0.96**
Peak Hour Total	162	1665	0	**1827**	416	35	0	**451**	8	30	0	**38**	**2316**
Peak Hour HV %	10	2	0	**3**	4	3	0	**4**	0	43	0	**34**	**4**

1600 - 1800 (Weekday 2h Session) (04-24-2025)

All vehicles

	Northbound				Southbound				Eastbound				
	GA-14 Lee St SW (South)				GA-14 Lee St SW (North)				Fort McPherson Entrance				
TIME	Left 4.1	Thru 4.2	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
1600 - 1615	8	318	0	326	217	1	0	218	19	28	0	47	591
1615 - 1630	7	295	0	302	239	0	0	239	10	32	0	42	583
1630 - 1645	5	305	0	310	216	2	0	218	13	31	0	44	572
1645 - 1700	6	324	0	330	235	1	0	236	12	8	0	20	586
Hourly Total	26	1242	0	**1268**	907	4	0	**911**	54	99	0	**153**	**2332**
1700 - 1715	2	284	0	286	285	1	0	286	3	10	0	13	585
1715 - 1730	6	263	0	269	278	6	0	284	4	13	0	17	570
1730 - 1745	1	333	0	334	252	0	0	252	2	7	0	9	595
1745 - 1800	4	327	0	331	205	2	0	207	1	2	0	3	541
Hourly Total	13	1207	0	**1220**	1020	9	0	**1029**	10	32	0	**42**	**2291**
Grand Total	39	2449	0	**2488**	1927	13	0	**1940**	64	131	0	**195**	**4623**
Approach %	1.57	98.43	0.00	-	99.33	0.67	0.00	-	32.82	67.18	0.00	-	
Intersection %	0.84	52.97	0.00	53.82	41.68	0.28	0.00	41.96	1.38	2.83	0.00	4.22	
Heavy Vehicle %	5	2	-	**2**	2	8	-	**2**	0	4	-	**3**	**2**
PHF	0.63	0.90	0.00	**0.91**	0.92	0.33	0.00	**0.92**	0.44	0.73	0.00	**0.74**	**0.98**
Peak Hour Total	15	1204	0	**1219**	1050	8	0	**1058**	21	38	0	**59**	**2336**
Peak Hour HV %	7	1	0	**1**	2	0	0	**2**	0	11	0	**7**	**1**

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

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Atlanta, GA

Site 4

GA-14 Lee St SW (South)
GA-14 Lee St SW (North)
Fort McPherson Entrance

Date

Thursday, April 24, 2025

Lat/Long

33.708279°, -84.427754°
Click here for Map

Weather

Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)

Passenger Vehicles (1-3)

	Northbound				Southbound				Eastbound				
	GA-14 Lee St SW (South)				GA-14 Lee St SW (North)				Fort McPherson Entrance				
TIME	Left 4.1	Thru 4.2	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
0700 - 0715	26	240	0	266	60	11	0	71	1	2	0	3	340
0715 - 0730	31	398	0	429	95	14	0	109	1	2	0	3	541
0730 - 0745	35	410	0	445	105	5	0	110	1	0	0	1	556
0745 - 0800	37	418	0	455	106	11	0	117	3	4	0	7	579
Hourly Total	129	1466	0	**1595**	366	41	0	**407**	6	8	0	**14**	**2016**
0800 - 0815	37	358	0	395	103	9	0	112	3	4	0	7	514
0815 - 0830	37	441	0	478	87	9	0	96	1	9	0	10	584
0830 - 0845	32	408	0	440	91	10	0	101	3	8	0	11	552
0845 - 0900	24	334	0	358	84	6	0	90	7	16	0	23	471
Hourly Total	130	1541	0	**1671**	365	34	0	**399**	14	37	0	**51**	**2121**
Grand Total	259	3007	0	**3266**	731	75	0	**806**	20	45	0	**65**	**4137**
Approach %	7.93	92.07	0.00	-	90.69	9.31	0.00	-	30.77	69.23	0.00	-	
Intersection %	6.26	72.69	0.00	78.95	17.67	1.81	0.00	19.48	0.48	1.09	0.00	1.57	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Passenger Vehicles (1-3)

	Northbound				Southbound				Eastbound				
	GA-14 Lee St SW (South)				GA-14 Lee St SW (North)				Fort McPherson Entrance				
TIME	Left 4.1	Thru 4.2	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
1600 - 1615	7	306	0	313	213	1	0	214	19	27	0	46	573
1615 - 1630	7	289	0	296	233	0	0	233	10	32	0	42	571
1630 - 1645	5	299	0	304	212	2	0	214	13	31	0	44	562
1645 - 1700	5	322	0	327	230	1	0	231	12	7	0	19	577
Hourly Total	24	1216	0	**1240**	888	4	0	**892**	54	97	0	**151**	**2283**
1700 - 1715	2	279	0	281	279	1	0	280	3	10	0	13	574
1715 - 1730	6	258	0	264	272	6	0	278	4	13	0	17	559
1730 - 1745	1	333	0	334	249	0	0	249	2	4	0	6	589
1745 - 1800	4	322	0	326	204	1	0	205	1	2	0	3	534
Hourly Total	13	1192	0	**1205**	1004	8	0	**1012**	10	29	0	**39**	**2256**
Grand Total	37	2408	0	**2445**	1892	12	0	**1904**	64	126	0	**190**	**4539**
Approach %	1.51	98.49	0.00	-	99.37	0.63	0.00	-	33.68	66.32	0.00	-	
Intersection %	0.82	53.05	0.00	53.87	41.68	0.26	0.00	41.95	1.41	2.78	0.00	4.19	

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

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Atlanta, GA

Site 4
GA-14 Lee St SW (South)
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Fort McPherson Entrance

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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				
	GA-14 Lee St SW (South)				GA-14 Lee St SW (North)				Fort McPherson Entrance				
TIME	Left 4.1	Thru 4.2	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
0700 - 0715	1	3	0	4	0	0	0	0	0	1	0	1	5
0715 - 0730	3	12	0	15	3	1	0	4	0	2	0	2	21
0730 - 0745	2	6	0	8	4	0	0	4	0	1	0	1	13
0745 - 0800	2	8	0	10	4	1	0	5	0	4	0	4	19
Hourly Total	8	29	0	**37**	11	2	0	**13**	0	8	0	**8**	**58**
0800 - 0815	5	12	0	17	4	0	0	4	0	2	0	2	23
0815 - 0830	6	6	0	12	2	0	0	2	0	5	0	5	19
0830 - 0845	0	7	0	7	2	0	0	2	1	3	0	4	13
0845 - 0900	5	5	0	10	1	0	0	1	0	1	0	1	12
Hourly Total	16	30	0	**46**	9	0	0	**9**	1	11	0	**12**	**67**
Grand Total	24	59	0	**83**	20	2	0	**22**	1	19	0	**20**	**125**
Approach %	28.92	71.08	0.00	-	90.91	9.09	0.00	-	5.00	95.00	0.00	-	
Intersection %	19.20	47.20	0.00	66.40	16.00	1.60	0.00	17.60	0.80	15.20	0.00	16.00	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				
	GA-14 Lee St SW (South)				GA-14 Lee St SW (North)				Fort McPherson Entrance				
TIME	Left 4.1	Thru 4.2	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
1600 - 1615	1	11	0	12	2	0	0	2	0	1	0	1	15
1615 - 1630	0	6	0	6	6	0	0	6	0	0	0	0	12
1630 - 1645	0	6	0	6	4	0	0	4	0	0	0	0	10
1645 - 1700	1	2	0	3	4	0	0	4	0	1	0	1	8
Hourly Total	2	25	0	**27**	16	0	0	**16**	0	2	0	**2**	**45**
1700 - 1715	0	5	0	5	5	0	0	5	0	0	0	0	10
1715 - 1730	0	2	0	2	6	0	0	6	0	0	0	0	8
1730 - 1745	0	0	0	0	2	0	0	2	0	3	0	3	5
1745 - 1800	0	4	0	4	1	1	0	2	0	0	0	0	6
Hourly Total	0	11	0	**11**	14	1	0	**15**	0	3	0	**3**	**29**
Grand Total	2	36	0	**38**	30	1	0	**31**	0	5	0	**5**	**74**
Approach %	5.26	94.74	0.00	-	96.77	3.23	0.00	-	0.00	100.00	0.00	-	
Intersection %	2.70	48.65	0.00	51.35	40.54	1.35	0.00	41.89	0.00	6.76	0.00	6.76	

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

Site 4
GA-14 Lee St SW (South)
GA-14 Lee St SW (North)
Fort McPherson Entrance

Date
Thursday, April 24, 2025

Lat/Long
33.708279°, -84.427754°
Click here for Map

Weather
Cloudy
68°F
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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				
	GA-14 Lee St SW (South)				GA-14 Lee St SW (North)				Fort McPherson Entrance				
TIME	Left 4.1	Thru 4.2	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
0700 - 0715	1	1	0	2	2	0	0	2	0	0	0	0	4
0715 - 0730	0	2	0	2	0	0	0	0	0	0	0	0	2
0730 - 0745	0	1	0	1	1	0	0	1	0	1	0	1	3
0745 - 0800	0	2	0	2	0	0	0	0	0	0	0	0	2
Hourly Total	1	6	0	**7**	3	0	0	**3**	0	1	0	**1**	**11**
0800 - 0815	0	1	0	1	0	0	0	0	0	0	0	0	1
0815 - 0830	1	2	0	3	0	0	0	0	0	0	0	0	3
0830 - 0845	0	1	0	1	1	0	0	1	0	0	0	0	2
0845 - 0900	0	4	0	4	1	0	0	1	0	0	0	0	5
Hourly Total	1	8	0	**9**	2	0	0	**2**	0	0	0	**0**	**11**
Grand Total	2	14	0	**16**	5	0	0	**5**	0	1	0	**1**	**22**
Approach %	12.50	87.50	0.00	-	100.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	9.09	63.64	0.00	72.73	22.73	0.00	0.00	22.73	0.00	4.55	0.00	4.55	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				
	GA-14 Lee St SW (South)				GA-14 Lee St SW (North)				Fort McPherson Entrance				
TIME	Left 4.1	Thru 4.2	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
1600 - 1615	0	1	0	1	2	0	0	2	0	0	0	0	3
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	1	0	0	1	0	0	0	0	1
Hourly Total	0	1	0	**1**	3	0	0	**3**	0	0	0	**0**	**4**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	2	0	2	0	0	0	0	0	0	0	0	2
1730 - 1745	0	0	0	0	1	0	0	1	0	0	0	0	1
1745 - 1800	0	1	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	0	3	0	**3**	1	0	0	**1**	0	0	0	**0**	**4**
Grand Total	0	4	0	**4**	4	0	0	**4**	0	0	0	**0**	**8**
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	50.00	0.00	50.00	50.00	0.00	0.00	50.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || Bicycles

Atlanta, GA

Marr Traffic DATA COLLECTION

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Site 4

GA-14 Lee St SW (South)
GA-14 Lee St SW (North)
Fort McPherson Entrance

Date

Thursday, April 24, 2025

Lat/Long

33.708279°, -84.427754°
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Weather

Cloudy
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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Bicycles

	Northbound				Southbound				Eastbound				
	GA-14 Lee St SW (South)				GA-14 Lee St SW (North)				Fort McPherson Entrance				
TIME	Left 4.1	Thru 4.2	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Bicycles

	Northbound				Southbound				Eastbound				
	GA-14 Lee St SW (South)				GA-14 Lee St SW (North)				Fort McPherson Entrance				
TIME	Left 4.1	Thru 4.2	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	1	0	0	1	0	0	0	0	1
1715 - 1730	0	1	0	1	0	0	0	0	0	0	0	0	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	**1**	1	0	0	**1**	0	0	0	**0**	**2**
Grand Total	0	1	0	**1**	1	0	0	**1**	0	0	0	**0**	**2**
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	50.00	0.00	50.00	50.00	0.00	0.00	50.00	0.00	0.00	0.00	0.00	

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

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 4
GA-14 Lee St SW (South)
GA-14 Lee St SW (North)
Fort McPherson Entrance

Date
Thursday, April 24, 2025

Lat/Long
33.708279°, -84.427754°
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Cloudy
68°F
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0700 - 0900 (Weekday 2h Session) (04-24-2025)

All Trucks (4-13)

	Northbound				Southbound				Eastbound				
	GA-14 Lee St SW (South)				GA-14 Lee St SW (North)				Fort McPherson Entrance				
TIME	Left 4.1	Thru 4.2	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
0700 - 0715	2	4	0	6	2	0	0	2	0	1	0	1	9
0715 - 0730	3	14	0	17	3	1	0	4	0	2	0	2	23
0730 - 0745	2	7	0	9	5	0	0	5	0	2	0	2	16
0745 - 0800	2	10	0	12	4	1	0	5	0	4	0	4	21
Hourly Total	9	35	0	**44**	14	2	0	**16**	0	9	0	**9**	**69**
0800 - 0815	5	13	0	18	4	0	0	4	0	2	0	2	24
0815 - 0830	7	8	0	15	2	0	0	2	0	5	0	5	22
0830 - 0845	0	8	0	8	3	0	0	3	1	3	0	4	15
0845 - 0900	5	9	0	14	2	0	0	2	0	1	0	1	17
Hourly Total	17	38	0	**55**	11	0	0	**11**	1	11	0	**12**	**78**
Grand Total	26	73	0	**99**	25	2	0	**27**	1	20	0	**21**	**147**
Approach %	26.26	73.74	0.00	-	92.59	7.41	0.00	-	4.76	95.24	0.00	-	
Intersection %	17.69	49.66	0.00	67.35	17.01	1.36	0.00	18.37	0.68	13.61	0.00	14.29	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

All Trucks (4-13)

	Northbound				Southbound				Eastbound				
	GA-14 Lee St SW (South)				GA-14 Lee St SW (North)				Fort McPherson Entrance				
TIME	Left 4.1	Thru 4.2	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
1600 - 1615	1	12	0	13	4	0	0	4	0	1	0	1	18
1615 - 1630	0	6	0	6	6	0	0	6	0	0	0	0	12
1630 - 1645	0	6	0	6	4	0	0	4	0	0	0	0	10
1645 - 1700	1	2	0	3	5	0	0	5	0	1	0	1	9
Hourly Total	2	26	0	**28**	19	0	0	**19**	0	2	0	**2**	**49**
1700 - 1715	0	5	0	5	5	0	0	5	0	0	0	0	10
1715 - 1730	0	4	0	4	6	0	0	6	0	0	0	0	10
1730 - 1745	0	0	0	0	3	0	0	3	0	3	0	3	6
1745 - 1800	0	5	0	5	1	1	0	2	0	0	0	0	7
Hourly Total	0	14	0	**14**	15	1	0	**16**	0	3	0	**3**	**33**
Grand Total	2	40	0	**42**	34	1	0	**35**	0	5	0	**5**	**82**
Approach %	4.76	95.24	0.00	-	97.14	2.86	0.00	-	0.00	100.00	0.00	-	
Intersection %	2.44	48.78	0.00	51.22	41.46	1.22	0.00	42.68	0.00	6.10	0.00	6.10	

Crosswalk Counts || Pedestrians

Atlanta, GA

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Site 4
GA-14 Lee St SW (South)
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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Pedestrians

	Northbound			Southbound			Eastbound			
	GA-14 Lee St SW (South)			GA-14 Lee St SW (North)			Fort McPherson Entrance			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	1	0	1	1
Hourly Total	0	0	**0**	0	0	**0**	1	0	**1**	**1**
Grand Total	0	0	**0**	0	0	**0**	1	0	**1**	**1**
Approach %	0.00	0.00	-	0.00	0.00	-	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	100.00	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Pedestrians

	Northbound			Southbound			Eastbound			
	GA-14 Lee St SW (South)			GA-14 Lee St SW (North)			Fort McPherson Entrance			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bicycles

Atlanta, GA

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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Bicycles

	Northbound			Southbound			Eastbound			
	GA-14 Lee St SW (South)			GA-14 Lee St SW (North)			Fort McPherson Entrance			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Bicycles

	Northbound			Southbound			Eastbound			
	GA-14 Lee St SW (South)			GA-14 Lee St SW (North)			Fort McPherson Entrance			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

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GA-14 Lee St SW (South)
GA-14 Lee St SW (North)
Fort McPherson Entrance

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0700 - 0900 (Weekday 2h Session) (04-24-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			
	GA-14 Lee St SW (South)			GA-14 Lee St SW (North)			Fort McPherson Entrance			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-24-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			
	GA-14 Lee St SW (South)			GA-14 Lee St SW (North)			Fort McPherson Entrance			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 4/24/2025	Fort McPherson Entrance Eastbound			Westbound			GA-14 Lee St SW (South) Northbound			GA-14 Lee St SW (North) Southbound			
Time	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	1	0	3	0	0	0	28	244	0	0	62	11	349
07:15 AM - 07:30 AM	1	0	4	0	0	0	34	412	0	0	98	15	564
07:30 AM - 07:45 AM	1	0	2	0	0	0	37	417	0	0	110	5	572
07:45 AM - 08:00 AM	3	0	8	0	0	0	39	428	0	0	110	12	600
08:00 AM - 08:15 AM	3	0	6	0	0	0	42	371	0	0	107	9	538
08:15 AM - 08:30 AM	1	0	14	0	0	0	44	449	0	0	89	9	606
08:30 AM - 08:45 AM	4	0	11	0	0	0	32	416	0	0	94	10	567
08:45 AM - 09:00 AM	7	0	17	0	0	0	29	343	0	0	86	6	488
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	19	0	28	0	0	0	8	318	0	0	217	1	591
04:15 PM - 04:30 PM	10	0	32	0	0	0	7	295	0	0	239	0	583
04:30 PM - 04:45 PM	13	0	31	0	0	0	5	305	0	0	216	2	572
04:45 PM - 05:00 PM	12	0	8	0	0	0	6	324	0	0	235	1	586
05:00 PM - 05:15 PM	3	0	10	0	0	0	2	284	0	0	285	1	585
05:15 PM - 05:30 PM	4	0	13	0	0	0	6	263	0	0	278	6	570
05:30 PM - 05:45 PM	2	0	7	0	0	0	1	333	0	0	252	0	595
05:45 PM - 06:00 PM	1	0	2	0	0	0	4	327	0	0	205	2	541
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Click here for Map

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Thursday, April 24, 2025		
	Cloudy	68°F
Period	0700 - 0900	APPLY
Peak Hour	0745 - 0845	APPLY
Global PH	0745 - 0845	APPLY

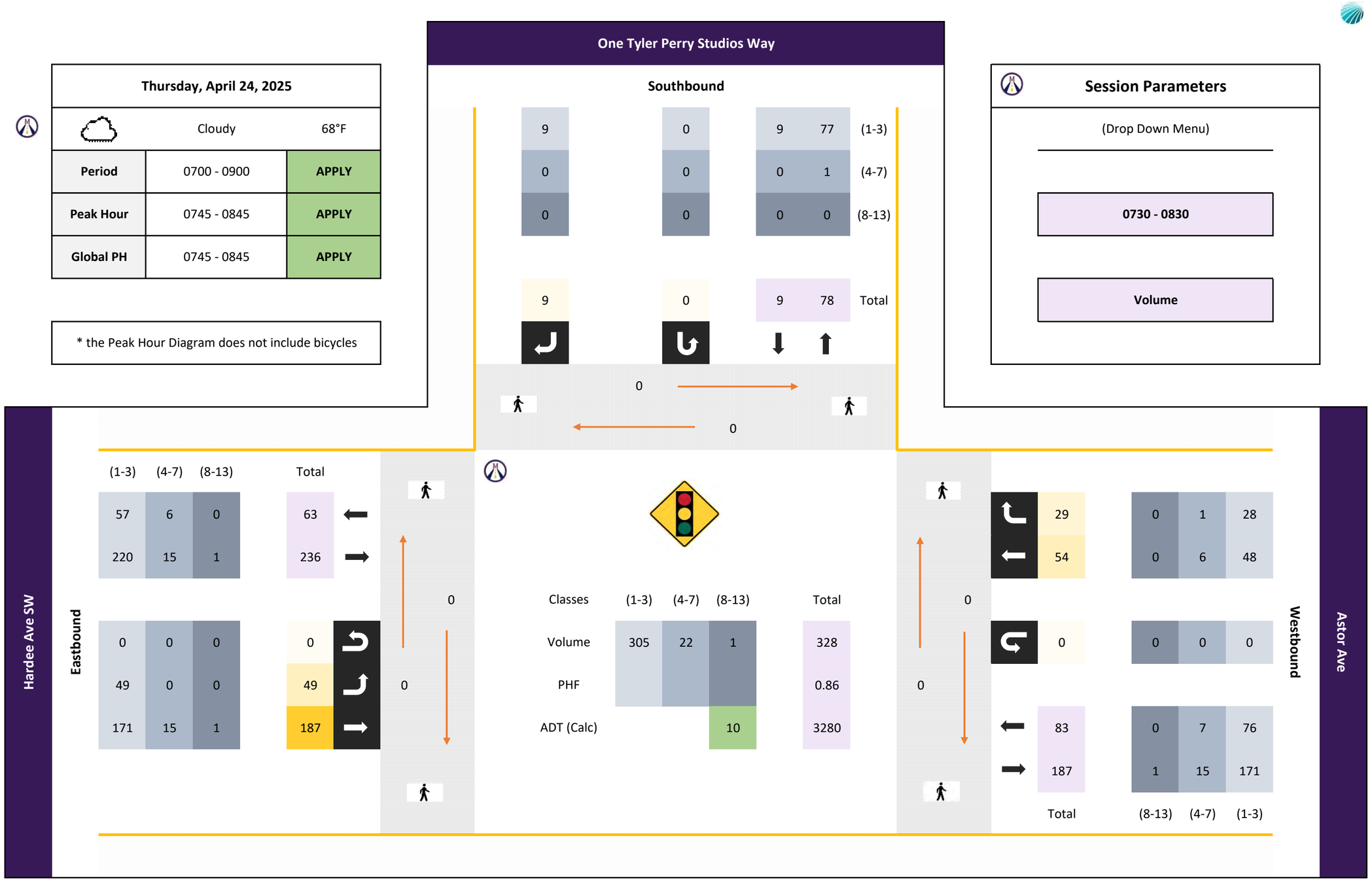
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

0730 - 0830

Volume



All vehicles

							Southbound						Eastbound						Westbound						
							One Tyler Perry Studios Way						Hardee Ave SW						Astor Ave						
Time						App Total			Right 5.1		U Turn 5.2	App Total	Left 5.3	Thru 5.4			U Turn 5.5	App Total		Thru 5.6	Right 5.7		U Turn 5.8	App Total	Int Total
0745 - 0800	-	-	-	-	-	0	-	-	0	-	0	0	14	59	-	-	0	73	-	11	11	-	0	22	95
0800 - 0815	-	-	-	-	-	0	-	-	4	-	0	4	14	44	-	-	0	58	-	15	5	-	0	20	82
0815 - 0830	-	-	-	-	-	0	-	-	1	-	0	1	13	35	-	-	0	48	-	15	10	-	0	25	74
0830 - 0845	-	-	-	-	-	0	-	-	4	-	0	4	25	52	-	-	1	78	-	16	12	-	0	28	110
Total	0	0	0	0	0	0	0	0	9	0	0	9	66	190	0	0	1	257	0	57	38	0	0	95	361
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	25.68	73.93	0.00	0.00	0.39	-	0.00	60.00	40.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.56	0.00	0.00	0.56	0.66	0.81	0.00	0.00	0.25	0.82	0.00	0.89	0.79	0.00	0.00	0.85	0.82

Passenger Vehicles (1-3)

							Southbound						Eastbound						Westbound						
							One Tyler Perry Studios Way						Hardee Ave SW						Astor Ave						
Time						App Total			Right 5.1		U Turn 5.2	App Total	Left 5.3	Thru 5.4			U Turn 5.5	App Total		Thru 5.6	Right 5.7		U Turn 5.8	App Total	Int Total
0745 - 0800	-	-	-	-	-	0	-	-	0	-	0	0	14	56	-	-	0	70	-	10	11	-	0	21	91
0800 - 0815	-	-	-	-	-	0	-	-	4	-	0	4	14	40	-	-	0	54	-	13	5	-	0	18	76
0815 - 0830	-	-	-	-	-	0	-	-	1	-	0	1	13	30	-	-	0	43	-	13	9	-	0	22	66
0830 - 0845	-	-	-	-	-	0	-	-	4	-	0	4	24	47	-	-	1	72	-	14	12	-	0	26	102
Total	0	0	0	0	0	0	0	0	9	0	0	9	65	173	0	0	1	239	0	50	37	0	0	87	335
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	27.20	72.38	0.00	0.00	0.42	-	0.00	57.47	42.53	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.56	0.00	0.00	0.56	0.68	0.77	0.00	0.00	0.25	0.83	0.00	0.89	0.77	0.00	0.00	0.84	0.82

Single Unit Trucks (4-7)

							Southbound						Eastbound						Westbound						
							One Tyler Perry Studios Way						Hardee Ave SW						Astor Ave						
Time						App Total			Right 5.1		U Turn 5.2	App Total	Left 5.3	Thru 5.4			U Turn 5.5	App Total		Thru 5.6	Right 5.7		U Turn 5.8	App Total	Int Total
0745 - 0800	-	-	-	-	-	0	-	-	0	-	0	0	0	3	-	-	0	3	-	1	0	-	0	1	4
0800 - 0815	-	-	-	-	-	0	-	-	0	-	0	0	0	4	-	-	0	4	-	2	0	-	0	2	6
0815 - 0830	-	-	-	-	-	0	-	-	0	-	0	0	0	5	-	-	0	5	-	2	1	-	0	3	8
0830 - 0845	-	-	-	-	-	0	-	-	0	-	0	0	0	4	-	-	0	4	-	1	0	-	0	1	5
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	16	0	6	1	0	0	7	23
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	85.71	14.29	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	0.80	0.00	0.00	0.00	0.80	0.00	0.75	0.25	0.00	0.00	0.58	0.72

Combination Trucks (8-13)

							Southbound						Eastbound						Westbound						
							One Tyler Perry Studios Way						Hardee Ave SW						Astor Ave						
Time						App Total			Right 5.1		U Turn 5.2	App Total	Left 5.3	Thru 5.4			U Turn 5.5	App Total		Thru 5.6	Right 5.7		U Turn 5.8	App Total	Int Total
0745 - 0800	-	-	-	-	-	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	1	1	-	-	0	2	-	1	0	-	0	1	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	1	0	0	0	1	3
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	50.00	50.00	0.00	0.00	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	0.25	0.25	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.25	0.25

Bicycles

							Southbound						Eastbound						Westbound						
							One Tyler Perry Studios Way						Hardee Ave SW						Astor Ave						
Time						App Total			Right 5.1		U Turn 5.2	App Total	Left 5.3	Thru 5.4			U Turn 5.5	App Total		Thru 5.6	Right 5.7		U Turn 5.8	App Total	Int Total
0745 - 0800	-	-	-	-	-	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Peak Hour Turning Movement Count

Click here for Map

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Thursday, April 24, 2025		
	Cloudy	68°F
Period	1600 - 1800	APPLY
Peak Hour	1630 - 1730	APPLY
Global PH	1645 - 1745	APPLY

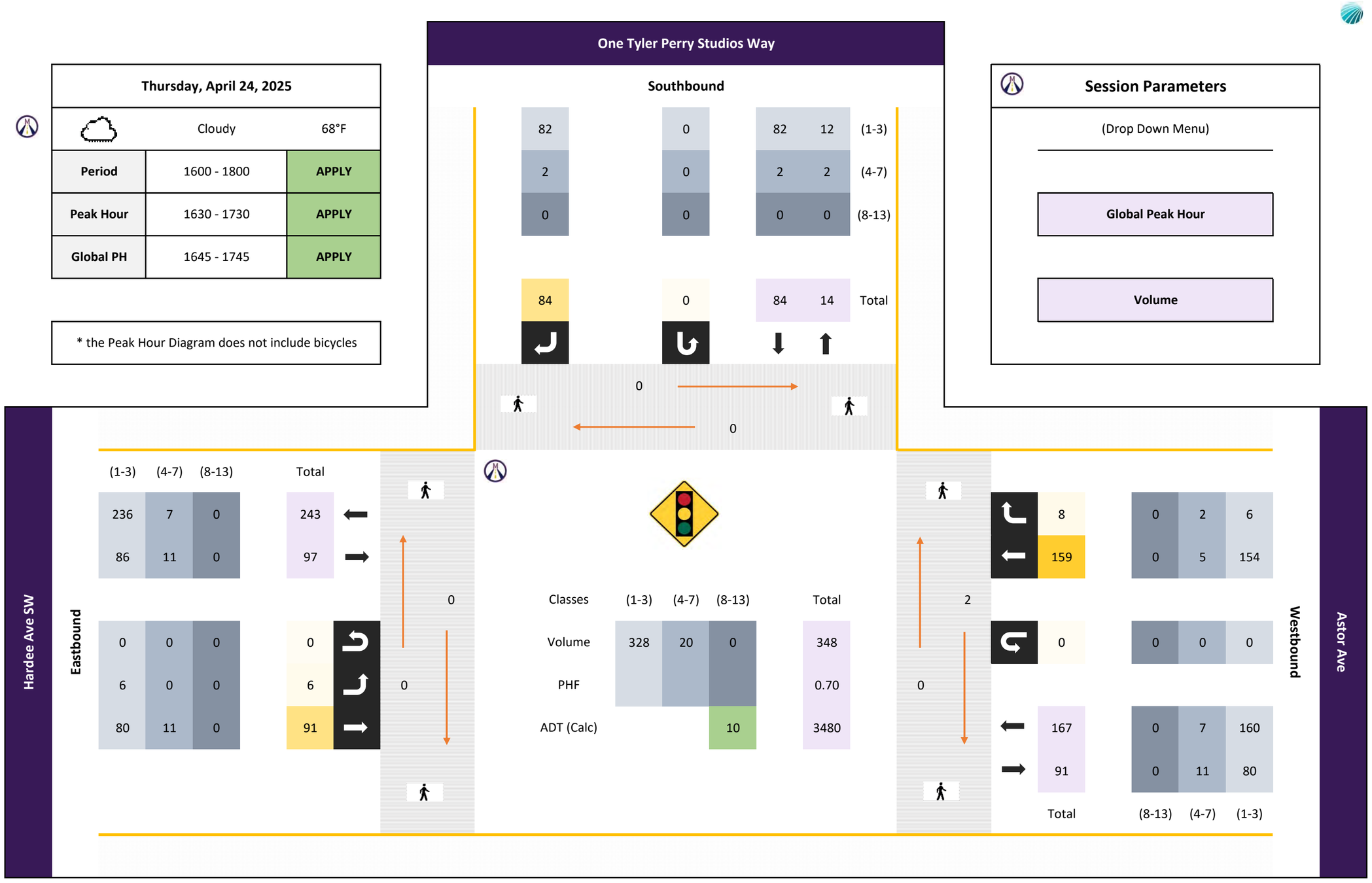
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Global Peak Hour

Volume



All vehicles

							Southbound						Eastbound						Westbound						
							One Tyler Perry Studios Way						Hardee Ave SW						Astor Ave						
Time						App Total			Right 5.1		U Turn 5.2	App Total	Left 5.3	Thru 5.4			U Turn 5.5	App Total		Thru 5.6	Right 5.7		U Turn 5.8	App Total	Int Total
1630 - 1645	-	-	-	-	-	0	-	-	29	-	0	29	1	25	-	-	0	26	-	38	1	-	0	39	94
1645 - 1700	-	-	-	-	-	0	-	-	13	-	0	13	2	22	-	-	0	24	-	42	1	-	0	43	80
1700 - 1715	-	-	-	-	-	0	-	-	35	-	0	35	4	32	-	-	0	36	-	51	3	-	0	54	125
1715 - 1730	-	-	-	-	-	0	-	-	24	-	0	24	0	26	-	-	0	26	-	41	1	-	0	42	92
Total	0	0	0	0	0	0	0	0	101	0	0	101	7	105	0	0	0	112	0	172	6	0	0	178	391
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	6.25	93.75	0.00	0.00	0.00	-	0.00	96.63	3.37	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.72	0.00	0.00	0.72	0.44	0.82	0.00	0.00	0.00	0.78	0.00	0.84	0.50	0.00	0.00	0.82	0.78

Passenger Vehicles (1-3)

							Southbound						Eastbound						Westbound						
							One Tyler Perry Studios Way						Hardee Ave SW						Astor Ave						
Time						App Total			Right 5.1		U Turn 5.2	App Total	Left 5.3	Thru 5.4			U Turn 5.5	App Total		Thru 5.6	Right 5.7		U Turn 5.8	App Total	Int Total
1630 - 1645	-	-	-	-	-	0	-	-	28	-	0	28	1	23	-	-	0	24	-	36	1	-	0	37	89
1645 - 1700	-	-	-	-	-	0	-	-	13	-	0	13	2	20	-	-	0	22	-	40	0	-	0	40	75
1700 - 1715	-	-	-	-	-	0	-	-	34	-	0	34	4	28	-	-	0	32	-	50	2	-	0	52	118
1715 - 1730	-	-	-	-	-	0	-	-	23	-	0	23	0	23	-	-	0	23	-	40	1	-	0	41	87
Total	0	0	0	0	0	0	0	0	98	0	0	98	7	94	0	0	0	101	0	166	4	0	0	170	369
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	6.93	93.07	0.00	0.00	0.00	-	0.00	97.65	2.35	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.72	0.00	0.00	0.72	0.44	0.84	0.00	0.00	0.00	0.79	0.00	0.83	0.50	0.00	0.00	0.82	0.78

Single Unit Trucks (4-7)

							Southbound						Eastbound						Westbound						
							One Tyler Perry Studios Way						Hardee Ave SW						Astor Ave						
Time						App Total			Right 5.1		U Turn 5.2	App Total	Left 5.3	Thru 5.4			U Turn 5.5	App Total		Thru 5.6	Right 5.7		U Turn 5.8	App Total	Int Total
1630 - 1645	-	-	-	-	-	0	-	-	1	-	0	1	0	2	-	-	0	2	-	2	0	-	0	2	5
1645 - 1700	-	-	-	-	-	0	-	-	0	-	0	0	0	2	-	-	0	2	-	2	1	-	0	3	5
1700 - 1715	-	-	-	-	-	0	-	-	1	-	0	1	0	4	-	-	0	4	-	1	1	-	0	2	7
1715 - 1730	-	-	-	-	-	0	-	-	1	-	0	1	0	3	-	-	0	3	-	1	0	-	0	1	5
Total	0	0	0	0	0	0	0	0	3	0	0	3	0	11	0	0	0	11	0	6	2	0	0	8	22
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	75.00	25.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.00	0.75	0.00	0.69	0.00	0.00	0.00	0.69	0.00	0.75	0.50	0.00	0.00	0.67	0.79

Combination Trucks (8-13)

							Southbound						Eastbound						Westbound						
							One Tyler Perry Studios Way						Hardee Ave SW						Astor Ave						
Time						App Total			Right 5.1		U Turn 5.2	App Total	Left 5.3	Thru 5.4			U Turn 5.5	App Total		Thru 5.6	Right 5.7		U Turn 5.8	App Total	Int Total
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
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
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

Bicycles

							Southbound						Eastbound						Westbound						
							One Tyler Perry Studios Way						Hardee Ave SW						Astor Ave						
Time						App Total			Right 5.1		U Turn 5.2	App Total	Left 5.3	Thru 5.4			U Turn 5.5	App Total		Thru 5.6	Right 5.7		U Turn 5.8	App Total	Int Total
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
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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Classified Turn Movement Count || All vehicles

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Atlanta, GA

Site 5

One Tyler Perry Studios Way
Hardee Ave SW
Astor Ave

Date
Thursday, April 24, 2025

Lat/Long
33.701380°, -84.430401°
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Weather
Cloudy
68°F
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0700 - 0900 (Weekday 2h Session) (04-24-2025)

All vehicles

TIME	Southbound One Tyler Perry Studios Way Right 5.1	U-Turn 5.2	App Total	Eastbound Hardee Ave SW Left 5.3	Thru 5.4	U-Turn 5.5	App Total	Westbound Astor Ave Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Int Total
0700 - 0715	0	0	0	11	34	0	45	8	2	0	10	55
0715 - 0730	2	0	2	9	36	0	45	9	7	0	16	63
0730 - 0745	4	0	4	8	49	0	57	13	3	0	16	77
0745 - 0800	0	0	0	14	59	0	73	11	11	0	22	95
Hourly Total	6	0	**6**	42	178	0	**220**	41	23	0	**64**	**290**
0800 - 0815	4	0	4	14	44	0	58	15	5	0	20	82
0815 - 0830	1	0	1	13	35	0	48	15	10	0	25	74
0830 - 0845	4	0	4	25	52	1	78	16	12	0	28	110
0845 - 0900	3	0	3	20	36	0	56	16	6	0	22	81
Hourly Total	12	0	**12**	72	167	1	**240**	62	33	0	**95**	**347**
Grand Total	18	0	**18**	114	345	1	**460**	103	56	0	**159**	**637**
Approach %	100.00	0.00	-	24.78	75.00	0.22	-	64.78	35.22	0.00	-	
Intersection %	2.83	0.00	2.83	17.90	54.16	0.16	72.21	16.17	8.79	0.00	24.96	
Heavy Vehicle %	0	-	**0**	1	10	0	**7**	11	2	-	**8**	**7**
PHF	~~0.56~~	~~0.00~~	~~**0.56**~~	~~0.66~~	~~0.81~~	~~0.25~~	~~**0.82**~~	~~0.89~~	~~0.79~~	~~0.00~~	~~**0.85**~~	~~**0.82**~~
Peak Hour Total	~~9~~	~~0~~	~~**9**~~	~~66~~	~~190~~	~~1~~	~~**257**~~	~~57~~	~~38~~	~~0~~	~~**95**~~	~~**361**~~
Peak Hour HV %	~~0~~	~~0~~	~~**0**~~	~~2~~	~~9~~	~~0~~	~~**7**~~	~~12~~	~~3~~	~~0~~	~~**8**~~	~~**7**~~

1600 - 1800 (Weekday 2h Session) (04-24-2025)

All vehicles

TIME	Southbound One Tyler Perry Studios Way Right 5.1	U-Turn 5.2	App Total	Eastbound Hardee Ave SW Left 5.3	Thru 5.4	U-Turn 5.5	App Total	Westbound Astor Ave Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Int Total
1600 - 1615	18	0	18	3	27	0	30	33	2	0	35	83
1615 - 1630	12	0	12	2	23	0	25	24	1	0	25	62
1630 - 1645	29	0	29	1	25	0	26	38	1	0	39	94
1645 - 1700	13	0	13	2	22	0	24	42	1	0	43	80
Hourly Total	72	0	**72**	8	97	0	**105**	137	5	0	**142**	**319**
1700 - 1715	35	0	35	4	32	0	36	51	3	0	54	125
1715 - 1730	24	0	24	0	26	0	26	41	1	0	42	92
1730 - 1745	12	0	12	0	11	0	11	25	3	0	28	51
1745 - 1800	15	0	15	3	29	0	32	33	1	0	34	81
Hourly Total	86	0	**86**	7	98	0	**105**	150	8	0	**158**	**349**
Grand Total	158	0	**158**	15	195	0	**210**	287	13	0	**300**	**668**
Approach %	100.00	0.00	-	7.14	92.86	0.00	-	95.67	4.33	0.00	-	
Intersection %	23.65	0.00	23.65	2.25	29.19	0.00	31.44	42.96	1.95	0.00	44.91	
Heavy Vehicle %	2	-	**2**	0	11	-	**10**	4	15	-	**5**	**6**
PHF	~~0.72~~	~~0.00~~	~~**0.72**~~	~~0.44~~	~~0.82~~	~~0.00~~	~~**0.78**~~	~~0.84~~	~~0.50~~	~~0.00~~	~~**0.82**~~	~~**0.78**~~
Peak Hour Total	~~101~~	~~0~~	~~**101**~~	~~7~~	~~105~~	~~0~~	~~**112**~~	~~172~~	~~6~~	~~0~~	~~**178**~~	~~**391**~~
Peak Hour HV %	~~3~~	~~0~~	~~**3**~~	~~0~~	~~10~~	~~0~~	~~**10**~~	~~3~~	~~33~~	~~0~~	~~**4**~~	~~**6**~~

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

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Atlanta, GA

Site 5

One Tyler Perry Studios Way
Hardee Ave SW
Astor Ave

Date
Thursday, April 24, 2025

Lat/Long
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Weather
Cloudy
68°F
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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Passenger Vehicles (1-3)

TIME	Southbound – One Tyler Perry Studios Way			Eastbound – Hardee Ave SW			Westbound – Astor Ave			
	Right 5.1	U-Turn 5.2	App Total	Left 5.3	Thru 5.4	U-Turn 5.5	App Total	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Int Total
0700 - 0715	0	0	0	11	31	0	42	8	2	0	10	52
0715 - 0730	2	0	2	9	31	0	40	7	7	0	14	56
0730 - 0745	4	0	4	8	45	0	53	12	3	0	15	72
0745 - 0800	0	0	0	14	56	0	70	10	11	0	21	91
Hourly Total	6	0	**6**	42	163	0	**205**	37	23	0	**60**	**271**
0800 - 0815	4	0	4	14	40	0	54	13	5	0	18	76
0815 - 0830	1	0	1	13	30	0	43	13	9	0	22	66
0830 - 0845	4	0	4	24	47	1	72	14	12	0	26	102
0845 - 0900	3	0	3	20	32	0	52	15	5	0	20	75
Hourly Total	12	0	**12**	71	149	1	**221**	55	31	0	**86**	**319**
Grand Total	18	0	**18**	113	312	1	**426**	92	54	0	**146**	**590**
Approach %	100.00	0.00	-	26.53	73.24	0.23	-	63.01	36.99	0.00	-	
Intersection %	3.05	0.00	3.05	19.15	52.88	0.17	72.20	15.59	9.15	0.00	24.75	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Passenger Vehicles (1-3)

TIME	Southbound – One Tyler Perry Studios Way			Eastbound – Hardee Ave SW			Westbound – Astor Ave			
	Right 5.1	U-Turn 5.2	App Total	Left 5.3	Thru 5.4	U-Turn 5.5	App Total	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Int Total
1600 - 1615	18	0	18	3	24	0	27	30	2	0	32	77
1615 - 1630	12	0	12	2	19	0	21	23	1	0	24	57
1630 - 1645	28	0	28	1	23	0	24	36	1	0	37	89
1645 - 1700	13	0	13	2	20	0	22	40	0	0	40	75
Hourly Total	71	0	**71**	8	86	0	**94**	129	4	0	**133**	**298**
1700 - 1715	34	0	34	4	28	0	32	50	2	0	52	118
1715 - 1730	23	0	23	0	23	0	23	40	1	0	41	87
1730 - 1745	12	0	12	0	9	0	9	24	3	0	27	48
1745 - 1800	15	0	15	3	28	0	31	32	1	0	33	79
Hourly Total	84	0	**84**	7	88	0	**95**	146	7	0	**153**	**332**
Grand Total	155	0	**155**	15	174	0	**189**	275	11	0	**286**	**630**
Approach %	100.00	0.00	-	7.94	92.06	0.00	-	96.15	3.85	0.00	-	
Intersection %	24.60	0.00	24.60	2.38	27.62	0.00	30.00	43.65	1.75	0.00	45.40	

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

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 5

One Tyler Perry Studios Way
Hardee Ave SW
Astor Ave

Date
Thursday, April 24, 2025

Lat/Long
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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Single Unit Trucks (4-7)

TIME	Southbound: One Tyler Perry Studios Way			Eastbound: Hardee Ave SW			Westbound: Astor Ave			
	Right 5.1	U-Turn 5.2	App Total	Left 5.3	Thru 5.4	U-Turn 5.5	App Total	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Int Total
0700 - 0715	0	0	0	0	3	0	3	0	0	0	0	3
0715 - 0730	0	0	0	0	5	0	5	2	0	0	2	7
0730 - 0745	0	0	0	0	3	0	3	1	0	0	1	4
0745 - 0800	0	0	0	0	3	0	3	1	0	0	1	4
Hourly Total	0	0	**0**	0	14	0	**14**	4	0	0	**4**	**18**
0800 - 0815	0	0	0	0	4	0	4	2	0	0	2	6
0815 - 0830	0	0	0	0	5	0	5	2	1	0	3	8
0830 - 0845	0	0	0	0	4	0	4	1	0	0	1	5
0845 - 0900	0	0	0	0	4	0	4	1	0	0	1	5
Hourly Total	0	0	**0**	0	17	0	**17**	6	1	0	**7**	**24**
Grand Total	0	0	**0**	0	31	0	**31**	10	1	0	**11**	**42**
Approach %	0.00	0.00	-	0.00	100.00	0.00	-	90.91	9.09	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	73.81	0.00	73.81	23.81	2.38	0.00	26.19	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Single Unit Trucks (4-7)

TIME	Southbound: One Tyler Perry Studios Way			Eastbound: Hardee Ave SW			Westbound: Astor Ave			
	Right 5.1	U-Turn 5.2	App Total	Left 5.3	Thru 5.4	U-Turn 5.5	App Total	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Int Total
1600 - 1615	0	0	0	0	3	0	3	3	0	0	3	6
1615 - 1630	0	0	0	0	4	0	4	1	0	0	1	5
1630 - 1645	1	0	1	0	2	0	2	2	0	0	2	5
1645 - 1700	0	0	0	0	2	0	2	2	1	0	3	5
Hourly Total	1	0	**1**	0	11	0	**11**	8	1	0	**9**	**21**
1700 - 1715	1	0	1	0	4	0	4	1	1	0	2	7
1715 - 1730	1	0	1	0	3	0	3	1	0	0	1	5
1730 - 1745	0	0	0	0	2	0	2	1	0	0	1	3
1745 - 1800	0	0	0	0	1	0	1	1	0	0	1	2
Hourly Total	2	0	**2**	0	10	0	**10**	4	1	0	**5**	**17**
Grand Total	3	0	**3**	0	21	0	**21**	12	2	0	**14**	**38**
Approach %	100.00	0.00	-	0.00	100.00	0.00	-	85.71	14.29	0.00	-	
Intersection %	7.89	0.00	7.89	0.00	55.26	0.00	55.26	31.58	5.26	0.00	36.84	

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

Marr Traffic DATA COLLECTION

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Astor Ave

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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Combination Trucks (8-13)

TIME	Southbound			Eastbound			Westbound				
	One Tyler Perry Studios Way			Hardee Ave SW			Astor Ave				
	Right 5.1	U-Turn 5.2	App Total	Left 5.3	Thru 5.4	U-Turn 5.5	App Total	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	1	0	1	0	0	0	0	1
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	1	0	**1**	0	0	0	**0**	**1**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	1	1	0	2	1	0	0	1	3
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	1	1	0	**2**	1	0	0	**1**	**3**
Grand Total	0	0	**0**	1	2	0	**3**	1	0	0	**1**	**4**
Approach %	0.00	0.00	-	33.33	66.67	0.00	-	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	25.00	50.00	0.00	75.00	25.00	0.00	0.00	25.00	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Combination Trucks (8-13)

TIME	Southbound			Eastbound			Westbound				
	One Tyler Perry Studios Way			Hardee Ave SW			Astor Ave				
	Right 5.1	U-Turn 5.2	App Total	Left 5.3	Thru 5.4	U-Turn 5.5	App Total	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Int Total
1600 - 1615	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
1630 - 1645	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
Hourly Total	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
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || Bicycles

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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Bicycles

TIME	Southbound One Tyler Perry Studios Way			Eastbound Hardee Ave SW			Westbound Astor Ave				
	Right 5.1	U-Turn 5.2	App Total	Left 5.3	Thru 5.4	U-Turn 5.5	App Total	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	1	0	1	1
Hourly Total	0	0	**0**	0	0	0	**0**	0	1	0	**1**	**1**
Grand Total	0	0	**0**	0	0	0	**0**	0	1	0	**1**	**1**
Approach %	0.00	0.00	-	0.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	100.00	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Bicycles

TIME	Southbound One Tyler Perry Studios Way			Eastbound Hardee Ave SW			Westbound Astor Ave				
	Right 5.1	U-Turn 5.2	App Total	Left 5.3	Thru 5.4	U-Turn 5.5	App Total	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Int Total
1600 - 1615	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
1630 - 1645	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
Hourly Total	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
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 5

One Tyler Perry Studios Way
Hardee Ave SW
Astor Ave

Date

Thursday, April 24, 2025

Lat/Long

33.701380°, -84.430401°
Click here for Map

Weather

Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)

All Trucks (4-13)

TIME	Southbound			Eastbound			Westbound				
	One Tyler Perry Studios Way			Hardee Ave SW			Astor Ave				
	Right 5.1	U-Turn 5.2	App Total	Left 5.3	Thru 5.4	U-Turn 5.5	App Total	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Int Total
0700 - 0715	0	0	0	0	3	0	3	0	0	0	0	3
0715 - 0730	0	0	0	0	5	0	5	2	0	0	2	7
0730 - 0745	0	0	0	0	4	0	4	1	0	0	1	5
0745 - 0800	0	0	0	0	3	0	3	1	0	0	1	4
Hourly Total	0	0	**0**	0	15	0	**15**	4	0	0	**4**	**19**
0800 - 0815	0	0	0	0	4	0	4	2	0	0	2	6
0815 - 0830	0	0	0	0	5	0	5	2	1	0	3	8
0830 - 0845	0	0	0	1	5	0	6	2	0	0	2	8
0845 - 0900	0	0	0	0	4	0	4	1	0	0	1	5
Hourly Total	0	0	**0**	1	18	0	**19**	7	1	0	**8**	**27**
Grand Total	0	0	**0**	1	33	0	**34**	11	1	0	**12**	**46**
Approach %	0.00	0.00	-	2.94	97.06	0.00	-	91.67	8.33	0.00	-	
Intersection %	0.00	0.00	0.00	2.17	71.74	0.00	73.91	23.91	2.17	0.00	26.09	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

All Trucks (4-13)

TIME	Southbound			Eastbound			Westbound				
	One Tyler Perry Studios Way			Hardee Ave SW			Astor Ave				
	Right 5.1	U-Turn 5.2	App Total	Left 5.3	Thru 5.4	U-Turn 5.5	App Total	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Int Total
1600 - 1615	0	0	0	0	3	0	3	3	0	0	3	6
1615 - 1630	0	0	0	0	4	0	4	1	0	0	1	5
1630 - 1645	1	0	1	0	2	0	2	2	0	0	2	5
1645 - 1700	0	0	0	0	2	0	2	2	1	0	3	5
Hourly Total	1	0	**1**	0	11	0	**11**	8	1	0	**9**	**21**
1700 - 1715	1	0	1	0	4	0	4	1	1	0	2	7
1715 - 1730	1	0	1	0	3	0	3	1	0	0	1	5
1730 - 1745	0	0	0	0	2	0	2	1	0	0	1	3
1745 - 1800	0	0	0	0	1	0	1	1	0	0	1	2
Hourly Total	2	0	**2**	0	10	0	**10**	4	1	0	**5**	**17**
Grand Total	3	0	**3**	0	21	0	**21**	12	2	0	**14**	**38**
Approach %	100.00	0.00	-	0.00	100.00	0.00	-	85.71	14.29	0.00	-	
Intersection %	7.89	0.00	7.89	0.00	55.26	0.00	55.26	31.58	5.26	0.00	36.84	

Crosswalk Counts || Pedestrians

Atlanta, GA

Marr Traffic DATA COLLECTION

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Site 5

One Tyler Perry Studios Way
Hardee Ave SW
Astor Ave

Date
Thursday, April 24, 2025

Lat/Long
33.701380°, -84.430401°
Click here for Map

Weather
Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)

Pedestrians

TIME	Southbound One Tyler Perry Studios Way EB 5c	WB 5d	App Total	Eastbound Hardee Ave SW NB 5e	SB 5f	App Total	Westbound Astor Ave SW NB 5g	SB 5h	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	1	0	1	0	0	0	0	1	1	2
0845 - 0900	1	0	1	0	0	0	1	0	1	2
Hourly Total	2	0	**2**	0	0	**0**	1	1	**2**	**4**
Grand Total	2	0	**2**	0	0	**0**	1	1	**2**	**4**
Approach %	100.00	0.00	-	0.00	0.00	-	50.00	50.00	-	
Intersection %	50.00	0.00	50.00	0.00	0.00	0.00	25.00	25.00	50.00	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Pedestrians

TIME	Southbound One Tyler Perry Studios Way EB 5c	WB 5d	App Total	Eastbound Hardee Ave SW NB 5e	SB 5f	App Total	Westbound Astor Ave SW NB 5g	SB 5h	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	1	1	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	1	**1**	**1**
Grand Total	0	0	**0**	0	0	**0**	0	1	**1**	**1**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	100.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	100.00	

Crosswalk Counts || Bicycles

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Cloudy
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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Bicycles

TIME	Southbound One Tyler Perry Studios Way EB 5c	Southbound One Tyler Perry Studios Way WB 5d	Southbound One Tyler Perry Studios Way App Total	Eastbound Hardee Ave SW NB 5e	Eastbound Hardee Ave SW SB 5f	Eastbound Hardee Ave SW App Total	Westbound Astor Ave SW NB 5g	Westbound Astor Ave SW SB 5h	Westbound Astor Ave SW 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) (04-24-2025)

Bicycles

TIME	Southbound One Tyler Perry Studios Way EB 5c	Southbound One Tyler Perry Studios Way WB 5d	Southbound One Tyler Perry Studios Way App Total	Eastbound Hardee Ave SW NB 5e	Eastbound Hardee Ave SW SB 5f	Eastbound Hardee Ave SW App Total	Westbound Astor Ave SW NB 5g	Westbound Astor Ave SW SB 5h	Westbound Astor Ave SW 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	1	1	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	1	**1**	**1**
Grand Total	0	0	**0**	0	0	**0**	0	1	**1**	**1**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	100.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	100.00	

Crosswalk Counts || Motorized Vehicles

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Atlanta, GA

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Hardee Ave SW
Astor Ave

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Weather
Cloudy
68°F
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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Motorized Vehicles

TIME	Southbound One Tyler Perry Studios Way EB 5c	Southbound One Tyler Perry Studios Way WB 5d	Southbound One Tyler Perry Studios Way App Total	Eastbound Hardee Ave SW NB 5e	Eastbound Hardee Ave SW SB 5f	Eastbound Hardee Ave SW App Total	Westbound Astor Ave SW NB 5g	Westbound Astor Ave SW SB 5h	Westbound Astor Ave SW 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) (04-24-2025)

Motorized Vehicles

TIME	Southbound One Tyler Perry Studios Way EB 5c	Southbound One Tyler Perry Studios Way WB 5d	Southbound One Tyler Perry Studios Way App Total	Eastbound Hardee Ave SW NB 5e	Eastbound Hardee Ave SW SB 5f	Eastbound Hardee Ave SW App Total	Westbound Astor Ave SW NB 5g	Westbound Astor Ave SW SB 5h	Westbound Astor Ave SW 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: 4/24/2025	Hardee Ave SW Eastbound			Astor Ave Westbound			Northbound			One Tyler Perry Studios Way 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	11	34	0	0	8	2	0	0	0	0	0	0	55
07:15 AM - 07:30 AM	9	36	0	0	9	7	0	0	0	0	0	2	63
07:30 AM - 07:45 AM	8	49	0	0	13	3	0	0	0	0	0	4	77
07:45 AM - 08:00 AM	14	59	0	0	11	11	0	0	0	0	0	0	95
08:00 AM - 08:15 AM	14	44	0	0	15	5	0	0	0	0	0	4	82
08:15 AM - 08:30 AM	13	35	0	0	15	10	0	0	0	0	0	1	74
08:30 AM - 08:45 AM	25	52	0	0	16	12	0	0	0	0	0	4	109
08:45 AM - 09:00 AM	20	36	0	0	16	6	0	0	0	0	0	3	81
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	3	27	0	0	33	2	0	0	0	0	0	18	83
04:15 PM - 04:30 PM	2	23	0	0	24	1	0	0	0	0	0	12	62
04:30 PM - 04:45 PM	1	25	0	0	38	1	0	0	0	0	0	29	94
04:45 PM - 05:00 PM	2	22	0	0	42	1	0	0	0	0	0	13	80
05:00 PM - 05:15 PM	4	32	0	0	51	3	0	0	0	0	0	35	125
05:15 PM - 05:30 PM	0	26	0	0	41	1	0	0	0	0	0	24	92
05:30 PM - 05:45 PM	0	11	0	0	25	3	0	0	0	0	0	12	51
05:45 PM - 06:00 PM	3	29	0	0	33	1	0	0	0	0	0	15	81
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Click here for Map

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Thursday, April 24, 2025		
Cloudy		68°F
Period	0700 - 0900	**APPLY**
Peak Hour	0730 - 0830	**APPLY**
Global PH	0745 - 0845	**APPLY**

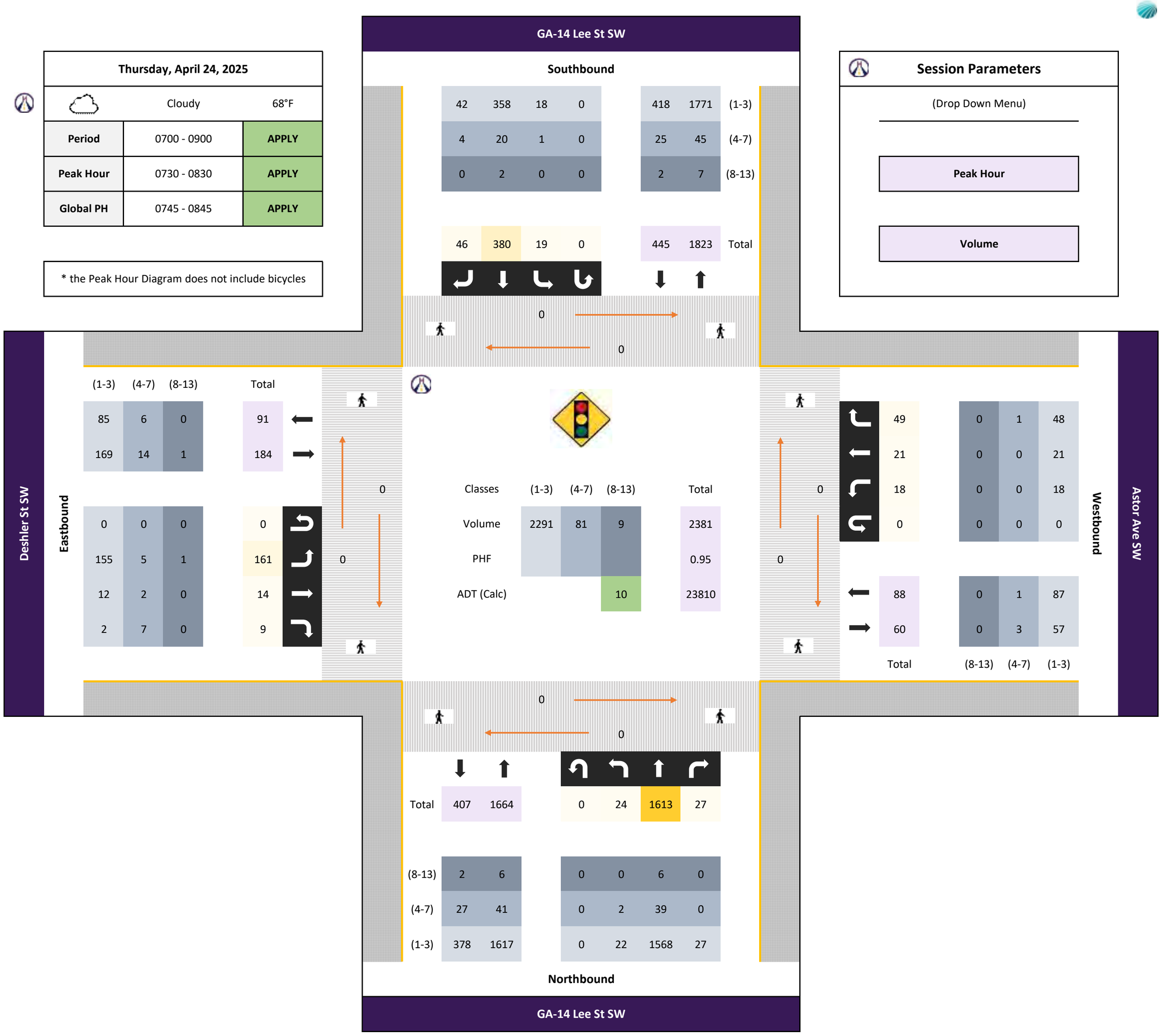
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	GA-14 Lee St SW						GA-14 Lee St SW						Deshler St SW						Astor Ave SW						
Time	Left 6.1	Thru 6.2	Right 6.3		U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7		U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11		U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15		U-Turn 6.16	App Total	Int Total
0730 - 0745	3	403	9	-	0	415	3	95	9	-	0	107	46	3	2	-	0	51	5	5	13	-	0	23	596
0745 - 0800	8	380	5	-	0	393	4	101	12	-	0	117	52	2	1	-	0	55	5	4	13	-	0	22	587
0800 - 0815	5	386	6	-	0	397	5	95	11	-	0	111	34	6	3	-	0	43	1	7	13	-	0	21	572
0815 - 0830	8	444	7	-	0	459	7	89	14	-	0	110	29	3	3	-	0	35	7	5	10	-	0	22	626
Total	24	1613	27	0	0	1664	19	380	46	0	0	445	161	14	9	0	0	184	18	21	49	0	0	88	2381
Approach %	1.44	96.94	1.62	0.00	0.00	-	4.27	85.39	10.34	0.00	0.00	-	87.50	7.61	4.89	0.00	0.00	-	20.45	23.86	55.68	0.00	0.00	-	
PHF	0.75	0.91	0.75	0.00	0.00	**0.91**	0.68	0.94	0.82	0.00	0.00	**0.95**	0.77	0.58	0.75	0.00	0.00	**0.84**	0.64	0.75	0.94	0.00	0.00	**0.96**	**0.95**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	GA-14 Lee St SW						GA-14 Lee St SW						Deshler St SW						Astor Ave SW						
Time	Left 6.1	Thru 6.2	Right 6.3		U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7		U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11		U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15		U-Turn 6.16	App Total	Int Total
0730 - 0745	3	394	9	-	0	406	3	89	9	-	0	101	45	2	0	-	0	47	5	5	13	-	0	23	577
0745 - 0800	8	372	5	-	0	385	3	94	11	-	0	108	51	2	0	-	0	53	5	4	12	-	0	21	567
0800 - 0815	5	370	6	-	0	381	5	91	10	-	0	106	32	6	1	-	0	39	1	7	13	-	0	21	547
0815 - 0830	6	432	7	-	0	445	7	84	12	-	0	103	27	2	1	-	0	30	7	5	10	-	0	22	600
Total	22	1568	27	0	0	1617	18	358	42	0	0	418	155	12	2	0	0	169	18	21	48	0	0	87	2291
Approach %	1.36	96.97	1.67	0.00	0.00	-	4.31	85.65	10.05	0.00	0.00	-	91.72	7.10	1.18	0.00	0.00	-	20.69	24.14	55.17	0.00	0.00	-	
PHF	0.69	0.91	0.75	0.00	0.00	**0.91**	0.64	0.95	0.88	0.00	0.00	**0.97**	0.76	0.50	0.50	0.00	0.00	**0.80**	0.64	0.75	0.92	0.00	0.00	**0.95**	**0.95**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	GA-14 Lee St SW						GA-14 Lee St SW						Deshler St SW						Astor Ave SW						
Time	Left 6.1	Thru 6.2	Right 6.3		U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7		U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11		U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15		U-Turn 6.16	App Total	Int Total
0730 - 0745	0	9	0	-	0	9	0	4	0	-	0	4	0	1	2	-	0	3	0	0	0	-	0	0	16
0745 - 0800	0	6	0	-	0	6	1	7	1	-	0	9	1	0	1	-	0	2	0	0	1	-	0	1	18
0800 - 0815	0	15	0	-	0	15	0	4	1	-	0	5	2	0	2	-	0	4	0	0	0	-	0	0	24
0815 - 0830	2	9	0	-	0	11	0	5	2	-	0	7	2	1	2	-	0	5	0	0	0	-	0	0	23
Total	2	39	0	0	0	41	1	20	4	0	0	25	5	2	7	0	0	14	0	0	1	0	0	1	81
Approach %	4.88	95.12	0.00	0.00	0.00	-	4.00	80.00	16.00	0.00	0.00	-	35.71	14.29	50.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	
PHF	0.25	0.65	0.00	0.00	0.00	**0.68**	0.25	0.71	0.50	0.00	0.00	**0.69**	0.63	0.50	0.88	0.00	0.00	**0.70**	0.00	0.00	0.25	0.00	0.00	**0.25**	**0.84**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	GA-14 Lee St SW						GA-14 Lee St SW						Deshler St SW						Astor Ave SW						
Time	Left 6.1	Thru 6.2	Right 6.3		U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7		U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11		U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15		U-Turn 6.16	App Total	Int Total
0730 - 0745	0	0	0	-	0	0	0	2	0	-	0	2	1	0	0	-	0	1	0	0	0	-	0	0	3
0745 - 0800	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	2
0800 - 0815	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
0815 - 0830	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	3
Total	0	6	0	0	0	6	0	2	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	9
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.25	0.00	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.75**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	GA-14 Lee St SW						GA-14 Lee St SW						Deshler St SW						Astor Ave SW						
Time	Left 6.1	Thru 6.2	Right 6.3		U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7		U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11		U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15		U-Turn 6.16	App Total	Int Total
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Click here for Map

Atlanta, GA

Marr Traffic DATA COLLECTION

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Thursday, April 24, 2025		
Cloudy		68°F
Period	1600 - 1800	**APPLY**
Peak Hour	1645 - 1745	**APPLY**
Global PH	1645 - 1745	**APPLY**

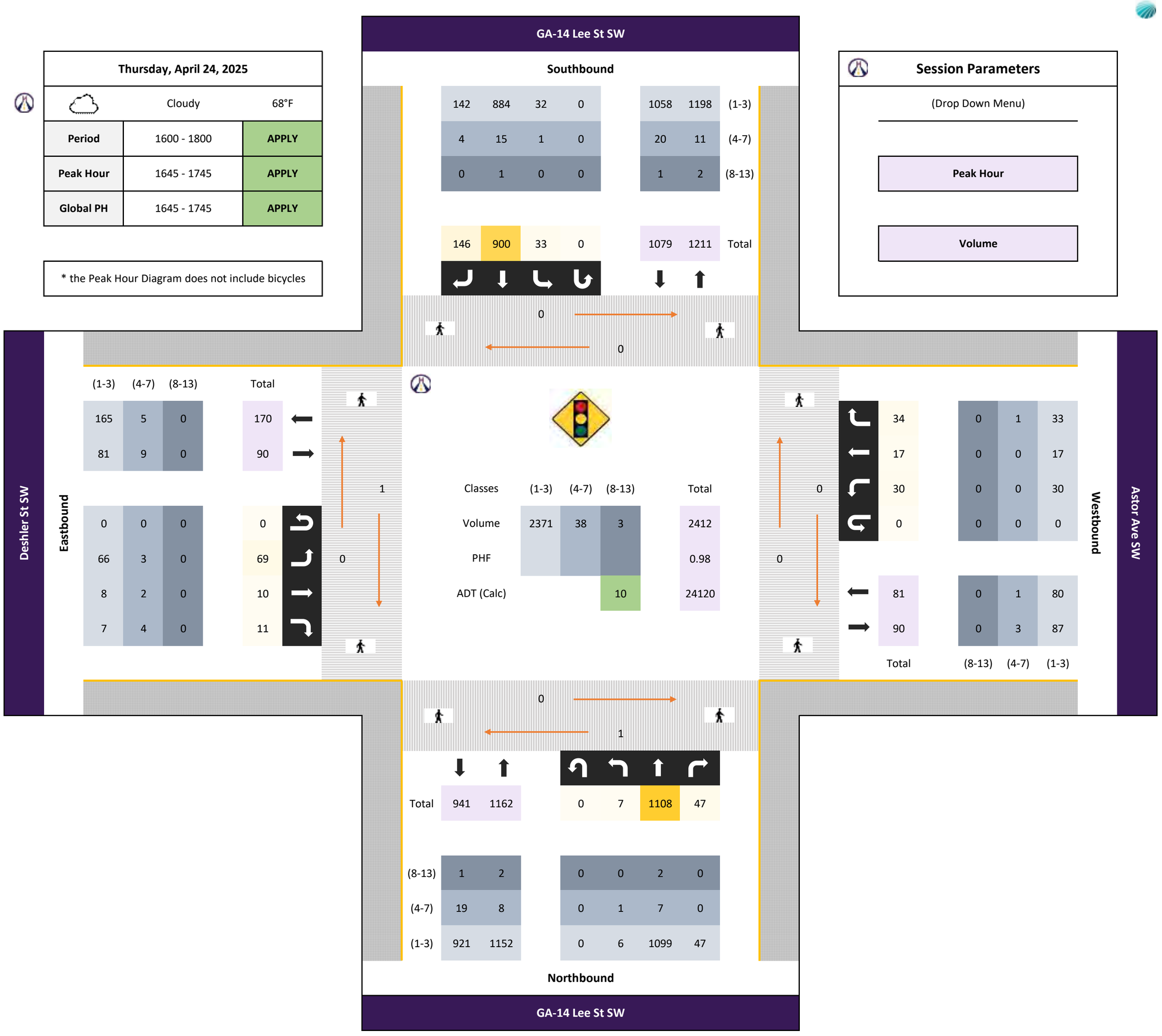
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	GA-14 Lee St SW						GA-14 Lee St SW						Deshler St SW						Astor Ave SW						
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
1645 - 1700	1	297	15	-	0	313	5	202	44	-	0	251	18	4	2	-	0	24	9	7	13	-	0	29	617
1700 - 1715	4	254	9	-	0	267	9	232	39	-	0	280	23	2	5	-	0	30	11	3	6	-	0	20	597
1715 - 1730	0	250	12	-	0	262	11	250	39	-	0	300	16	4	1	-	0	21	3	4	5	-	0	12	595
1730 - 1745	2	308	11	-	0	321	8	216	24	-	0	248	12	0	3	-	0	15	7	3	10	-	0	20	604
Total	7	1109	47	0	0	1163	33	900	146	0	0	1079	69	10	11	0	0	90	30	17	34	0	0	81	2413
Approach %	0.60	95.36	4.04	0.00	0.00	-	3.06	83.41	13.53	0.00	0.00	-	76.67	11.11	12.22	0.00	0.00	-	37.04	20.99	41.98	0.00	0.00	-	
PHF	0.44	0.90	0.78	0.00	0.00	**0.91**	0.75	0.90	0.83	0.00	0.00	**0.90**	0.75	0.63	0.55	0.00	0.00	**0.75**	0.68	0.61	0.65	0.00	0.00	**0.70**	**0.98**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	GA-14 Lee St SW						GA-14 Lee St SW						Deshler St SW						Astor Ave SW						
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
1645 - 1700	1	295	15	-	0	311	5	198	42	-	0	245	17	3	2	-	0	22	9	7	13	-	0	29	607
1700 - 1715	3	250	9	-	0	262	9	229	39	-	0	277	22	1	3	-	0	26	11	3	6	-	0	20	585
1715 - 1730	0	246	12	-	0	258	10	244	38	-	0	292	16	4	1	-	0	21	3	4	4	-	0	11	582
1730 - 1745	2	308	11	-	0	321	8	213	23	-	0	244	11	0	1	-	0	12	7	3	10	-	0	20	597
Total	6	1099	47	0	0	1152	32	884	142	0	0	1058	66	8	7	0	0	81	30	17	33	0	0	80	2371
Approach %	0.52	95.40	4.08	0.00	0.00	-	3.02	83.55	13.42	0.00	0.00	-	81.48	9.88	8.64	0.00	0.00	-	37.50	21.25	41.25	0.00	0.00	-	
PHF	0.50	0.89	0.78	0.00	0.00	**0.90**	0.80	0.91	0.85	0.00	0.00	**0.91**	0.75	0.50	0.58	0.00	0.00	**0.78**	0.68	0.61	0.63	0.00	0.00	**0.69**	**0.98**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	GA-14 Lee St SW						GA-14 Lee St SW						Deshler St SW						Astor Ave SW						
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
1645 - 1700	0	2	0	-	0	2	0	3	2	-	0	5	1	1	0	-	0	2	0	0	0	-	0	0	9
1700 - 1715	1	4	0	-	0	5	0	3	0	-	0	3	1	1	2	-	0	4	0	0	0	-	0	0	12
1715 - 1730	0	1	0	-	0	1	1	6	1	-	0	8	0	0	0	-	0	0	0	0	1	-	0	1	10
1730 - 1745	0	0	0	-	0	0	0	3	1	-	0	4	1	0	2	-	0	3	0	0	0	-	0	0	7
Total	1	7	0	0	0	8	1	15	4	0	0	20	3	2	4	0	0	9	0	0	1	0	0	1	38
Approach %	12.50	87.50	0.00	0.00	0.00	-	5.00	75.00	20.00	0.00	0.00	-	33.33	22.22	44.44	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	
PHF	0.25	0.44	0.00	0.00	0.00	**0.40**	0.25	0.63	0.50	0.00	0.00	**0.63**	0.75	0.50	0.50	0.00	0.00	**0.56**	0.00	0.00	0.25	0.00	0.00	**0.25**	**0.79**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	GA-14 Lee St SW						GA-14 Lee St SW						Deshler St SW						Astor Ave SW						
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
1645 - 1700	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	2
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	2	0	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.38**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	GA-14 Lee St SW						GA-14 Lee St SW						Deshler St SW						Astor Ave SW						
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
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	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Classified Turn Movement Count || All vehicles

Atlanta, GA

Marr Traffic DATA COLLECTION

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Site 6

GA-14 Lee St SW
GA-14 Lee St SW
Deshler St SW
Astor Ave SW

Date

Thursday, April 24, 2025

Lat/Long

33.701503°, -84.429144°
Click here for Map

Weather

Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	GA-14 Lee St SW					GA-14 Lee St SW					Deshler St SW					Astor Ave SW					
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	3	254	6	0	263	1	47	9	0	57	36	1	2	0	39	2	1	4	0	7	366
0715 - 0730	6	384	8	0	398	2	99	8	0	109	37	0	1	0	38	2	0	13	0	15	560
0730 - 0745	3	403	9	0	415	3	95	9	0	107	46	3	2	0	51	5	5	13	0	23	596
0745 - 0800	8	380	5	0	393	4	101	12	0	117	52	2	1	0	55	5	4	13	0	22	587
Hourly Total	20	1421	28	0	**1469**	10	342	38	0	**390**	171	6	6	0	**183**	14	10	43	0	**67**	**2109**
0800 - 0815	5	386	6	0	397	5	95	11	0	111	34	6	3	0	43	1	7	13	0	21	572
0815 - 0830	8	444	7	0	459	7	89	14	0	110	29	3	3	0	35	7	5	10	0	22	626
0830 - 0845	9	393	13	0	415	2	80	20	0	102	50	5	2	0	57	3	4	11	0	18	592
0845 - 0900	4	314	3	0	321	5	91	13	0	109	34	1	2	0	37	3	3	11	0	17	484
Hourly Total	26	1537	29	0	**1592**	19	355	58	0	**432**	147	15	10	0	**172**	14	19	45	0	**78**	**2274**
Grand Total	46	2958	57	0	**3061**	29	697	96	0	**822**	318	21	16	0	**355**	28	29	88	0	**145**	**4383**
Approach %	1.50	96.64	1.86	0.00	-	3.53	84.79	11.68	0.00	-	89.58	5.92	4.51	0.00	-	19.31	20.00	60.69	0.00	-	
Intersection %	1.05	67.49	1.30	0.00	69.84	0.66	15.90	2.19	0.00	18.75	7.26	0.48	0.37	0.00	8.10	0.64	0.66	2.01	0.00	3.31	
Heavy Vehicle %	7	3	2	-	**3**	7	5	8	-	**5**	4	24	88	-	**9**	4	3	5	-	**4**	**4**
PHF	0.75	0.91	0.75	0.00	**0.91**	0.68	0.94	0.82	0.00	**0.95**	0.77	0.58	0.75	0.00	**0.84**	0.64	0.75	0.94	0.00	**0.96**	**0.95**
Peak Hour Total	24	1613	27	0	**1664**	19	380	46	0	**445**	161	14	9	0	**184**	18	21	49	0	**88**	**2381**
Peak Hour HV %	8	3	0	0	**3**	5	6	9	0	**6**	4	14	78	0	**8**	0	0	2	0	**1**	**4**

1600 - 1800 (Weekday 2h Session) (04-24-2025)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	GA-14 Lee St SW					GA-14 Lee St SW					Deshler St SW					Astor Ave SW					
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	3	291	9	0	303	9	189	32	0	230	22	2	3	0	27	11	2	8	0	21	581
1615 - 1630	1	270	12	0	283	8	250	29	0	287	20	3	4	0	27	5	1	10	0	16	613
1630 - 1645	1	272	8	0	281	7	200	35	0	242	24	2	1	0	27	6	2	13	0	21	571
1645 - 1700	1	297	15	0	313	5	202	44	0	251	18	4	2	0	24	9	7	13	0	29	617
Hourly Total	6	1130	44	0	**1180**	29	841	140	0	**1010**	84	11	10	0	**105**	31	12	44	0	**87**	**2382**
1700 - 1715	4	254	9	0	267	9	232	39	0	280	23	2	5	0	30	11	3	6	0	20	597
1715 - 1730	0	250	12	0	262	11	250	39	0	300	16	4	1	0	21	3	4	5	0	12	595
1730 - 1745	2	308	11	0	321	8	216	24	0	248	12	0	3	0	15	7	3	10	0	20	604
1745 - 1800	1	314	10	0	325	6	181	33	0	220	23	2	4	0	29	4	3	8	0	15	589
Hourly Total	7	1126	42	0	**1175**	34	879	135	0	**1048**	74	8	13	0	**95**	25	13	29	0	**67**	**2385**
Grand Total	13	2256	86	0	**2355**	63	1720	275	0	**2058**	158	19	23	0	**200**	56	25	73	0	**154**	**4767**
Approach %	0.55	95.80	3.65	0.00	-	3.06	83.58	13.36	0.00	-	79.00	9.50	11.50	0.00	-	36.36	16.23	47.40	0.00	-	
Intersection %	0.27	47.33	1.80	0.00	49.40	1.32	36.08	5.77	0.00	43.17	3.31	0.40	0.48	0.00	4.20	1.17	0.52	1.53	0.00	3.23	
Heavy Vehicle %	31	2	2	-	**2**	3	2	4	-	**2**	4	16	52	-	**11**	0	0	3	-	**1**	**2**
PHF	0.44	0.90	0.78	0.00	**0.91**	0.75	0.90	0.83	0.00	**0.90**	0.75	0.63	0.55	0.00	**0.75**	0.68	0.61	0.65	0.00	**0.70**	**0.98**
Peak Hour Total	7	1109	47	0	**1163**	33	900	146	0	**1079**	69	10	11	0	**90**	30	17	34	0	**81**	**2413**
Peak Hour HV %	14	1	0	0	**1**	3	2	3	0	**2**	4	20	36	0	**10**	0	0	3	0	**1**	**2**

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

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 6

GA-14 Lee St SW
GA-14 Lee St SW
Deshler St SW
Astor Ave SW

Date

Thursday, April 24, 2025

Lat/Long

33.701503°, -84.429144°
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Weather

Cloudy
68°F
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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	GA-14 Lee St SW					GA-14 Lee St SW					Deshler St SW					Astor Ave SW					
TIME	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	Int Total
0700 - 0715	2	248	6	0	256	1	47	8	0	56	35	0	0	0	35	1	1	4	0	6	353
0715 - 0730	6	371	8	0	385	1	94	7	0	102	33	0	0	0	33	2	0	13	0	15	535
0730 - 0745	3	394	9	0	406	3	89	9	0	101	45	2	0	0	47	5	5	13	0	23	577
0745 - 0800	8	372	5	0	385	3	94	11	0	108	51	2	0	0	53	5	4	12	0	21	567
Hourly Total	19	1385	28	0	**1432**	8	324	35	0	**367**	164	4	0	0	**168**	13	10	42	0	**65**	**2032**
0800 - 0815	5	370	6	0	381	5	91	10	0	106	32	6	1	0	39	1	7	13	0	21	547
0815 - 0830	6	432	7	0	445	7	84	12	0	103	27	2	1	0	30	7	5	10	0	22	600
0830 - 0845	9	384	12	0	405	2	74	19	0	95	50	4	0	0	54	3	3	10	0	16	570
0845 - 0900	4	306	3	0	313	5	89	12	0	106	31	0	0	0	31	3	2	9	0	14	464
Hourly Total	24	1492	28	0	**1544**	19	338	53	0	**410**	140	12	2	0	**154**	14	17	42	0	**73**	**2181**
Grand Total	43	2877	56	0	**2976**	27	662	88	0	**777**	304	16	2	0	**322**	27	27	84	0	**138**	**4213**
Approach %	1.44	96.67	1.88	0.00	-	3.47	85.20	11.33	0.00	-	94.41	4.97	0.62	0.00	-	19.57	19.57	60.87	0.00	-	
Intersection %	1.02	68.29	1.33	0.00	70.64	0.64	15.71	2.09	0.00	18.44	7.22	0.38	0.05	0.00	7.64	0.64	0.64	1.99	0.00	3.28	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	GA-14 Lee St SW					GA-14 Lee St SW					Deshler St SW					Astor Ave SW					
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	2	279	9	0	290	9	186	30	0	225	21	2	2	0	25	11	2	8	0	21	561
1615 - 1630	1	265	11	0	277	7	247	28	0	282	19	2	1	0	22	5	1	10	0	16	597
1630 - 1645	0	268	7	0	275	7	197	33	0	237	23	2	0	0	25	6	2	12	0	20	557
1645 - 1700	1	295	15	0	311	5	198	42	0	245	17	3	2	0	22	9	7	13	0	29	607
Hourly Total	4	1107	42	0	**1153**	28	828	133	0	**989**	80	9	5	0	**94**	31	12	43	0	**86**	**2322**
1700 - 1715	3	250	9	0	262	9	229	39	0	277	22	1	3	0	26	11	3	6	0	20	585
1715 - 1730	0	246	12	0	258	10	244	38	0	292	16	4	1	0	21	3	4	4	0	11	582
1730 - 1745	2	308	11	0	321	8	213	23	0	244	11	0	1	0	12	7	3	10	0	20	597
1745 - 1800	0	310	10	0	320	6	179	32	0	217	23	2	1	0	26	4	3	8	0	15	578
Hourly Total	5	1114	42	0	**1161**	33	865	132	0	**1030**	72	7	6	0	**85**	25	13	28	0	**66**	**2342**
Grand Total	9	2221	84	0	**2314**	61	1693	265	0	**2019**	152	16	11	0	**179**	56	25	71	0	**152**	**4664**
Approach %	0.39	95.98	3.63	0.00	-	3.02	83.85	13.13	0.00	-	84.92	8.94	6.15	0.00	-	36.84	16.45	46.71	0.00	-	
Intersection %	0.19	47.62	1.80	0.00	49.61	1.31	36.30	5.68	0.00	43.29	3.26	0.34	0.24	0.00	3.84	1.20	0.54	1.52	0.00	3.26	

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

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Atlanta, GA

Site 6
GA-14 Lee St SW
GA-14 Lee St SW
Deshler St SW
Astor Ave SW

Date
Thursday, April 24, 2025

Lat/Long
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Cloudy
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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	GA-14 Lee St SW					GA-14 Lee St SW					Deshler St SW					Astor Ave SW					
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	1	4	0	0	5	0	0	1	0	1	1	1	2	0	4	1	0	0	0	1	11
0715 - 0730	0	11	0	0	11	1	3	1	0	5	4	0	1	0	5	0	0	0	0	0	21
0730 - 0745	0	9	0	0	9	0	4	0	0	4	0	1	2	0	3	0	0	0	0	0	16
0745 - 0800	0	6	0	0	6	1	7	1	0	9	1	0	1	0	2	0	0	1	0	1	18
Hourly Total	1	30	0	0	**31**	2	14	3	0	**19**	6	2	6	0	**14**	1	0	1	0	**2**	**66**
0800 - 0815	0	15	0	0	15	0	4	1	0	5	2	0	2	0	4	0	0	0	0	0	24
0815 - 0830	2	9	0	0	11	0	5	2	0	7	2	1	2	0	5	0	0	0	0	0	23
0830 - 0845	0	8	1	0	9	0	5	0	0	5	0	0	2	0	2	0	0	1	0	1	17
0845 - 0900	0	4	0	0	4	0	2	1	0	3	3	1	2	0	6	0	1	2	0	3	16
Hourly Total	2	36	1	0	**39**	0	16	4	0	**20**	7	2	8	0	**17**	0	1	3	0	**4**	**80**
Grand Total	3	66	1	0	**70**	2	30	7	0	**39**	13	4	14	0	**31**	1	1	4	0	**6**	**146**
Approach %	4.29	94.29	1.43	0.00	-	5.13	76.92	17.95	0.00	-	41.94	12.90	45.16	0.00	-	16.67	16.67	66.67	0.00	-	
Intersection %	2.05	45.21	0.68	0.00	47.95	1.37	20.55	4.79	0.00	26.71	8.90	2.74	9.59	0.00	21.23	0.68	0.68	2.74	0.00	4.11	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	GA-14 Lee St SW					GA-14 Lee St SW					Deshler St SW					Astor Ave SW					
TIME	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	Int Total
1600 - 1615	1	11	0	0	12	0	1	2	0	3	1	0	1	0	2	0	0	0	0	0	17
1615 - 1630	0	5	1	0	6	1	3	1	0	5	1	1	3	0	5	0	0	0	0	0	16
1630 - 1645	1	4	1	0	6	0	3	2	0	5	1	0	1	0	2	0	0	1	0	1	14
1645 - 1700	0	2	0	0	2	0	3	2	0	5	1	1	0	0	2	0	0	0	0	0	9
Hourly Total	2	22	2	0	**26**	1	10	7	0	**18**	4	2	5	0	**11**	0	0	1	0	**1**	**56**
1700 - 1715	1	4	0	0	5	0	3	0	0	3	1	1	2	0	4	0	0	0	0	0	12
1715 - 1730	0	1	0	0	1	1	6	1	0	8	0	0	0	0	0	0	0	1	0	1	10
1730 - 1745	0	0	0	0	0	0	3	1	0	4	1	0	2	0	3	0	0	0	0	0	7
1745 - 1800	1	3	0	0	4	0	1	1	0	2	0	0	3	0	3	0	0	0	0	0	9
Hourly Total	2	8	0	0	**10**	1	13	3	0	**17**	2	1	7	0	**10**	0	0	1	0	**1**	**38**
Grand Total	4	30	2	0	**36**	2	23	10	0	**35**	6	3	12	0	**21**	0	0	2	0	**2**	**94**
Approach %	11.11	83.33	5.56	0.00	-	5.71	65.71	28.57	0.00	-	28.57	14.29	57.14	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	4.26	31.91	2.13	0.00	38.30	2.13	24.47	10.64	0.00	37.23	6.38	3.19	12.77	0.00	22.34	0.00	0.00	2.13	0.00	2.13	

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

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 6
GA-14 Lee St SW
GA-14 Lee St SW
Deshler St SW
Astor Ave SW

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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-14 Lee St SW					GA-14 Lee St SW					Deshler St SW					Astor Ave SW					
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0715 - 0730	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
0730 - 0745	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	3
0745 - 0800	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	6	0	0	**6**	0	4	0	0	**4**	1	0	0	0	**1**	0	0	0	0	**0**	**11**
0800 - 0815	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0815 - 0830	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0830 - 0845	0	1	0	0	1	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	4
0845 - 0900	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	9	0	0	**9**	0	1	1	0	**2**	0	1	0	0	**1**	0	0	0	0	**0**	**12**
Grand Total	0	15	0	0	**15**	0	5	1	0	**6**	1	1	0	0	**2**	0	0	0	0	**0**	**23**
Approach %	0.00	100.00	0.00	0.00	-	0.00	83.33	16.67	0.00	-	50.00	50.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	65.22	0.00	0.00	65.22	0.00	21.74	4.35	0.00	26.09	4.35	4.35	0.00	0.00	8.70	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-14 Lee St SW					GA-14 Lee St SW					Deshler St SW					Astor Ave SW					
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	1	0	0	1	0	2	0	0	2	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	1	0	0	**1**	0	3	0	0	**3**	0	0	0	0	**0**	0	0	0	0	**0**	**4**
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	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	3	0	0	**3**	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**4**
Grand Total	0	4	0	0	**4**	0	4	0	0	**4**	0	0	0	0	**0**	0	0	0	0	**0**	**8**
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	50.00	0.00	0.00	50.00	0.00	50.00	0.00	0.00	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || Bicycles

Atlanta, GA

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Astor Ave SW

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Weather

Cloudy
68°F
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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	GA-14 Lee St SW					GA-14 Lee St SW					Deshler St SW					Astor Ave SW					
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	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) (04-24-2025)

Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	GA-14 Lee St SW					GA-14 Lee St SW					Deshler St SW					Astor Ave SW					
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
Grand Total	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
Approach %	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

Atlanta, GA

Marr Traffic DATA COLLECTION

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Site 6

GA-14 Lee St SW
GA-14 Lee St SW
Deshler St SW
Astor Ave SW

Date

Thursday, April 24, 2025

Lat/Long

33.701503°, -84.429144°
Click here for Map

Weather

Cloudy
68°F
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0700 - 0900 (Weekday 2h Session) (04-24-2025)

All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-14 Lee St SW					GA-14 Lee St SW					Deshler St SW					Astor Ave SW					
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	1	6	0	0	7	0	0	1	0	1	1	1	2	0	4	1	0	0	0	1	13
0715 - 0730	0	13	0	0	13	1	5	1	0	7	4	0	1	0	5	0	0	0	0	0	25
0730 - 0745	0	9	0	0	9	0	6	0	0	6	1	1	2	0	4	0	0	0	0	0	19
0745 - 0800	0	8	0	0	8	1	7	1	0	9	1	0	1	0	2	0	0	1	0	1	20
Hourly Total	1	36	0	0	**37**	2	18	3	0	**23**	7	2	6	0	**15**	1	0	1	0	**2**	**77**
0800 - 0815	0	16	0	0	16	0	4	1	0	5	2	0	2	0	4	0	0	0	0	0	25
0815 - 0830	2	12	0	0	14	0	5	2	0	7	2	1	2	0	5	0	0	0	0	0	26
0830 - 0845	0	9	1	0	10	0	6	1	0	7	0	1	2	0	3	0	0	1	0	1	21
0845 - 0900	0	8	0	0	8	0	2	1	0	3	3	1	2	0	6	0	1	2	0	3	20
Hourly Total	2	45	1	0	**48**	0	17	5	0	**22**	7	3	8	0	**18**	0	1	3	0	**4**	**92**
Grand Total	3	81	1	0	**85**	2	35	8	0	**45**	14	5	14	0	**33**	1	1	4	0	**6**	**169**
Approach %	3.53	95.29	1.18	0.00	-	4.44	77.78	17.78	0.00	-	42.42	15.15	42.42	0.00	-	16.67	16.67	66.67	0.00	-	
Intersection %	1.78	47.93	0.59	0.00	50.30	1.18	20.71	4.73	0.00	26.63	8.28	2.96	8.28	0.00	19.53	0.59	0.59	2.37	0.00	3.55	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-14 Lee St SW					GA-14 Lee St SW					Deshler St SW					Astor Ave SW					
TIME	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	Int Total
1600 - 1615	1	12	0	0	13	0	3	2	0	5	1	0	1	0	2	0	0	0	0	0	20
1615 - 1630	0	5	1	0	6	1	3	1	0	5	1	1	3	0	5	0	0	0	0	0	16
1630 - 1645	1	4	1	0	6	0	3	2	0	5	1	0	1	0	2	0	0	1	0	1	14
1645 - 1700	0	2	0	0	2	0	4	2	0	6	1	1	0	0	2	0	0	0	0	0	10
Hourly Total	2	23	2	0	**27**	1	13	7	0	**21**	4	2	5	0	**11**	0	0	1	0	**1**	**60**
1700 - 1715	1	4	0	0	5	0	3	0	0	3	1	1	2	0	4	0	0	0	0	0	12
1715 - 1730	0	3	0	0	3	1	6	1	0	8	0	0	0	0	0	0	0	1	0	1	12
1730 - 1745	0	0	0	0	0	0	3	1	0	4	1	0	2	0	3	0	0	0	0	0	7
1745 - 1800	1	4	0	0	5	0	2	1	0	3	0	0	3	0	3	0	0	0	0	0	11
Hourly Total	2	11	0	0	**13**	1	14	3	0	**18**	2	1	7	0	**10**	0	0	1	0	**1**	**42**
Grand Total	4	34	2	0	**40**	2	27	10	0	**39**	6	3	12	0	**21**	0	0	2	0	**2**	**102**
Approach %	10.00	85.00	5.00	0.00	-	5.13	69.23	25.64	0.00	-	28.57	14.29	57.14	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	3.92	33.33	1.96	0.00	39.22	1.96	26.47	9.80	0.00	38.24	5.88	2.94	11.76	0.00	20.59	0.00	0.00	1.96	0.00	1.96	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 6
GA-14 Lee St SW
GA-14 Lee St SW
Deshler St SW
Astor Ave SW

Date
Thursday, April 24, 2025

Lat/Long
33.701503°, -84.429144°
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Weather
Cloudy
68°F
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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	GA-14 Lee St SW			GA-14 Lee St SW			Deshler St SW			Astor Ave SW			
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	1	1	0	0	0	1
0715 - 0730	0	2	2	0	0	0	0	0	0	0	0	0	2
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	2	**2**	0	0	**0**	0	1	**1**	0	0	**0**	**3**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	1	1	0	0	0	0	0	0	0	0	0	1
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	**1**	0	0	**0**	0	0	**0**	0	0	**0**	**1**
Grand Total	0	3	**3**	0	0	**0**	0	1	**1**	0	0	**0**	**4**
Approach %	0.00	100.00	-	0.00	0.00	-	0.00	100.00	-	0.00	0.00	-	
Intersection %	0.00	75.00	75.00	0.00	0.00	0.00	0.00	25.00	25.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	GA-14 Lee St SW			GA-14 Lee St SW			Deshler St SW			Astor Ave SW			
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	1	1	0	0	0	0	1	1	0	0	0	2
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	**1**	0	0	**0**	0	1	**1**	0	0	**0**	**2**
Grand Total	0	1	**1**	0	0	**0**	0	1	**1**	0	0	**0**	**2**
Approach %	0.00	100.00	-	0.00	0.00	-	0.00	100.00	-	0.00	0.00	-	
Intersection %	0.00	50.00	50.00	0.00	0.00	0.00	0.00	50.00	50.00	0.00	0.00	0.00	

Crosswalk Counts || Bicycles

Atlanta, GA

Marr Traffic DATA COLLECTION

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Deshler St SW
Astor Ave SW

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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	GA-14 Lee St SW			GA-14 Lee St SW			Deshler St SW			Astor Ave SW			
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) (04-24-2025)

Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	GA-14 Lee St SW			GA-14 Lee St SW			Deshler St SW			Astor Ave SW			
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

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Atlanta, GA

Site 6
GA-14 Lee St SW
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Astor Ave SW

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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	GA-14 Lee St SW			GA-14 Lee St SW			Deshler St SW			Astor Ave SW			
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) (04-24-2025)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	GA-14 Lee St SW			GA-14 Lee St SW			Deshler St SW			Astor Ave SW			
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: 4/24/2025	Deshler St SW Eastbound			Astor Ave SW Westbound			GA-14 Lee St SW Northbound			GA-14 Lee St SW 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	36	1	2	2	1	4	3	254	6	1	47	9	366
07:15 AM - 07:30 AM	37	0	1	2	0	13	6	384	8	2	99	8	560
07:30 AM - 07:45 AM	46	3	2	5	5	13	3	403	9	3	95	9	596
07:45 AM - 08:00 AM	52	2	1	5	4	13	8	380	5	4	101	12	587
08:00 AM - 08:15 AM	34	6	3	1	7	13	5	386	6	5	95	11	572
08:15 AM - 08:30 AM	29	3	3	7	5	10	8	444	7	7	89	14	626
08:30 AM - 08:45 AM	50	5	2	3	4	11	9	393	13	2	80	20	592
08:45 AM - 09:00 AM	34	1	2	3	3	11	4	314	3	5	91	13	484
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	22	2	3	11	2	8	3	291	9	9	189	32	581
04:15 PM - 04:30 PM	20	3	4	5	1	10	1	270	12	8	250	29	613
04:30 PM - 04:45 PM	24	2	1	6	2	13	1	272	8	7	200	35	571
04:45 PM - 05:00 PM	18	4	2	9	7	13	1	297	15	5	202	44	617
05:00 PM - 05:15 PM	23	2	5	11	3	6	4	254	9	9	232	39	597
05:15 PM - 05:30 PM	16	4	1	3	4	5	0	250	12	11	250	39	595
05:30 PM - 05:45 PM	12	0	3	7	3	10	2	308	11	8	216	24	604
05:45 PM - 06:00 PM	23	2	4	4	3	8	1	314	10	6	181	33	589
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

Atlanta, GA

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Marr Traffic DATA COLLECTION

www.marrtraffic.com

Thursday, April 24, 2025		
Cloudy		68°F
Period	0700 - 0900	**APPLY**
Peak Hour	0730 - 0830	**APPLY**
Global PH	~~0745 - 0845~~	**APPLY**

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	GA-166 Arthur B.Langford Jr.Pkwy On/Off Ramp						Hardee Ave						Womack Ave (West)						Womack Ave (East)						
Time	Left 7.1	Thru 7.2	Right 7.3		U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7		U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11		U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15		U-Turn 7.16	App Total	Int Total
0730 - 0745	1	67	118	-	0	186	9	12	0	-	0	21	0	6	1	-	0	7	14	0	12	-	0	26	240
0745 - 0800	2	75	132	-	0	209	2	5	2	-	0	9	1	5	1	-	0	7	16	2	10	-	0	28	253
0800 - 0815	1	57	118	-	0	176	4	14	0	-	0	18	2	3	1	-	0	6	25	1	9	-	0	35	235
0815 - 0830	0	49	124	-	0	173	7	15	0	-	0	22	0	2	0	-	0	2	32	3	13	-	0	48	245
Total	4	248	492	0	0	744	22	46	2	0	0	70	3	16	3	0	0	22	87	6	44	0	0	137	973
Approach %	0.54	33.33	66.13	0.00	0.00	-	31.43	65.71	2.86	0.00	0.00	-	13.64	72.73	13.64	0.00	0.00	-	63.50	4.38	32.12	0.00	0.00	-	
PHF	0.50	0.83	0.93	0.00	0.00	**0.89**	0.61	0.77	0.25	0.00	0.00	**0.80**	0.38	0.67	0.75	0.00	0.00	**0.79**	0.68	0.50	0.85	0.00	0.00	**0.71**	**0.96**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	GA-166 Arthur B.Langford Jr.Pkwy On/Off Ramp						Hardee Ave						Womack Ave (West)						Womack Ave (East)						
Time	Left 7.1	Thru 7.2	Right 7.3		U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7		U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11		U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15		U-Turn 7.16	App Total	Int Total
0730 - 0745	1	65	111	-	0	177	9	11	0	-	0	20	0	6	1	-	0	7	11	0	11	-	0	22	226
0745 - 0800	2	71	128	-	0	201	2	4	2	-	0	8	1	4	1	-	0	6	13	1	8	-	0	22	237
0800 - 0815	1	52	110	-	0	163	4	12	0	-	0	16	2	3	1	-	0	6	21	1	8	-	0	30	215
0815 - 0830	0	45	115	-	0	160	6	15	0	-	0	21	0	2	0	-	0	2	30	2	12	-	0	44	227
Total	4	233	464	0	0	701	21	42	2	0	0	65	3	15	3	0	0	21	75	4	39	0	0	118	905
Approach %	0.57	33.24	66.19	0.00	0.00	-	32.31	64.62	3.08	0.00	0.00	-	14.29	71.43	14.29	0.00	0.00	-	63.56	3.39	33.05	0.00	0.00	-	
PHF	0.50	0.82	0.91	0.00	0.00	**0.87**	0.58	0.70	0.25	0.00	0.00	**0.77**	0.38	0.63	0.75	0.00	0.00	**0.75**	0.63	0.50	0.81	0.00	0.00	**0.67**	**0.95**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	GA-166 Arthur B.Langford Jr.Pkwy On/Off Ramp						Hardee Ave						Womack Ave (West)						Womack Ave (East)						
Time	Left 7.1	Thru 7.2	Right 7.3		U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7		U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11		U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15		U-Turn 7.16	App Total	Int Total
0730 - 0745	0	2	6	-	0	8	0	1	0	-	0	1	0	0	0	-	0	0	3	0	1	-	0	4	13
0745 - 0800	0	4	3	-	0	7	0	1	0	-	0	1	0	1	0	-	0	1	2	1	1	-	0	4	13
0800 - 0815	0	5	8	-	0	13	0	2	0	-	0	2	0	0	0	-	0	0	2	0	1	-	0	3	18
0815 - 0830	0	4	9	-	0	13	1	0	0	-	0	1	0	0	0	-	0	0	0	1	0	-	0	1	15
Total	0	15	26	0	0	41	1	4	0	0	0	5	0	1	0	0	0	1	7	2	3	0	0	12	59
Approach %	0.00	36.59	63.41	0.00	0.00	-	20.00	80.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	58.33	16.67	25.00	0.00	0.00	-	
PHF	0.00	0.75	0.72	0.00	0.00	**0.79**	0.25	0.50	0.00	0.00	0.00	**0.63**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.58	0.50	0.75	0.00	0.00	**0.75**	**0.82**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	GA-166 Arthur B.Langford Jr.Pkwy On/Off Ramp						Hardee Ave						Womack Ave (West)						Womack Ave (East)						
Time	Left 7.1	Thru 7.2	Right 7.3		U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7		U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11		U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15		U-Turn 7.16	App Total	Int Total
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	1	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1	0	1	-	0	2	3
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	2	0	0	-	0	2	2
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	2	0	0	-	0	2	2
Total	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	6	8
Approach %	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	-	83.33	0.00	16.67	0.00	0.00	-	
PHF	0.00	0.00	0.50	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.63	0.00	0.25	0.00	0.00	**0.75**	**0.67**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	GA-166 Arthur B.Langford Jr.Pkwy On/Off Ramp						Hardee Ave						Womack Ave (West)						Womack Ave (East)						
Time	Left 7.1	Thru 7.2	Right 7.3		U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7		U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11		U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15		U-Turn 7.16	App Total	Int Total
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	1	-	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.25	0.00	0.00	**0.25**	**0.25**

Peak Hour Turning Movement Count

Click here for Map

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Thursday, April 24, 2025		
Cloudy		68°F
Period	1600 - 1800	**APPLY**
Peak Hour	1630 - 1730	**APPLY**
Global PH	1645 - 1745	**APPLY**

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Global Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	GA-166 Arthur B.Langford Jr.Pkwy On/Off Ramp						Hardee Ave						Womack Ave (West)						Womack Ave (East)						
Time	Left 7.1	Thru 7.2	Right 7.3		U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7		U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11		U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15		U-Turn 7.16	App Total	Int Total
1630 - 1645	1	20	122	-	0	143	26	52	1	-	0	79	1	5	2	-	0	8	51	4	6	-	0	61	291
1645 - 1700	3	22	130	-	0	155	13	46	4	-	0	63	1	2	2	-	0	5	34	1	6	-	0	41	264
1700 - 1715	3	33	127	-	0	163	34	57	1	-	0	92	0	4	0	-	0	4	42	3	5	-	0	50	309
1715 - 1730	3	19	105	-	0	127	26	46	1	-	0	73	1	7	1	-	0	9	42	5	4	-	0	51	260
Total	10	94	484	0	0	588	99	201	7	0	0	307	3	18	5	0	0	26	169	13	21	0	0	203	1124
Approach %	1.70	15.99	82.31	0.00	0.00	-	32.25	65.47	2.28	0.00	0.00	-	11.54	69.23	19.23	0.00	0.00	-	83.25	6.40	10.34	0.00	0.00	-	
PHF	0.83	0.71	0.93	0.00	0.00	**0.90**	0.73	0.88	0.44	0.00	0.00	**0.83**	0.75	0.64	0.63	0.00	0.00	**0.72**	0.83	0.65	0.88	0.00	0.00	**0.83**	**0.91**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	GA-166 Arthur B.Langford Jr.Pkwy On/Off Ramp						Hardee Ave						Womack Ave (West)						Womack Ave (East)						
Time	Left 7.1	Thru 7.2	Right 7.3		U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7		U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11		U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15		U-Turn 7.16	App Total	Int Total
1630 - 1645	1	18	117	-	0	136	23	51	1	-	0	75	1	5	1	-	0	7	51	4	6	-	0	61	279
1645 - 1700	3	20	129	-	0	152	12	44	4	-	0	60	1	2	2	-	0	5	33	1	6	-	0	40	257
1700 - 1715	3	30	123	-	0	156	34	54	1	-	0	89	0	4	0	-	0	4	41	3	4	-	0	48	297
1715 - 1730	3	17	103	-	0	123	25	45	1	-	0	71	1	7	1	-	0	9	40	5	4	-	0	49	252
Total	10	85	472	0	0	567	94	194	7	0	0	295	3	18	4	0	0	25	165	13	20	0	0	198	1085
Approach %	1.76	14.99	83.25	0.00	0.00	-	31.86	65.76	2.37	0.00	0.00	-	12.00	72.00	16.00	0.00	0.00	-	83.33	6.57	10.10	0.00	0.00	-	
PHF	0.83	0.71	0.91	0.00	0.00	**0.91**	0.69	0.90	0.44	0.00	0.00	**0.83**	0.75	0.64	0.50	0.00	0.00	**0.69**	0.81	0.65	0.83	0.00	0.00	**0.81**	**0.91**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	GA-166 Arthur B.Langford Jr.Pkwy On/Off Ramp						Hardee Ave						Womack Ave (West)						Womack Ave (East)						
Time	Left 7.1	Thru 7.2	Right 7.3		U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7		U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11		U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15		U-Turn 7.16	App Total	Int Total
1630 - 1645	0	2	5	-	0	7	3	1	0	-	0	4	0	0	1	-	0	1	0	0	0	-	0	0	12
1645 - 1700	0	2	1	-	0	3	1	2	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	6
1700 - 1715	0	3	1	-	0	4	0	3	0	-	0	3	0	0	0	-	0	0	1	0	1	-	0	2	9
1715 - 1730	0	2	1	-	0	3	1	1	0	-	0	2	0	0	0	-	0	0	2	0	0	-	0	2	7
Total	0	9	8	0	0	17	5	7	0	0	0	12	0	0	1	0	0	1	3	0	1	0	0	4	34
Approach %	0.00	52.94	47.06	0.00	0.00	-	41.67	58.33	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	75.00	0.00	25.00	0.00	0.00	-	
PHF	0.00	0.75	0.40	0.00	0.00	**0.61**	0.42	0.58	0.00	0.00	0.00	**0.75**	0.00	0.00	0.25	0.00	0.00	**0.25**	0.38	0.00	0.25	0.00	0.00	**0.50**	**0.71**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	GA-166 Arthur B.Langford Jr.Pkwy On/Off Ramp						Hardee Ave						Womack Ave (West)						Womack Ave (East)						
Time	Left 7.1	Thru 7.2	Right 7.3		U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7		U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11		U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15		U-Turn 7.16	App Total	Int Total
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	1	0	0	-	0	1	1
1700 - 1715	0	0	3	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	3
1715 - 1730	0	0	1	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
Total	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	5
Approach %	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	-	100.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.33	0.00	0.00	**0.33**	0.00	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**	**0.42**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	GA-166 Arthur B.Langford Jr.Pkwy On/Off Ramp						Hardee Ave						Womack Ave (West)						Womack Ave (East)						
Time	Left 7.1	Thru 7.2	Right 7.3		U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7		U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11		U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15		U-Turn 7.16	App Total	Int Total
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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Atlanta, GA

Site 7
GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp
Hardee Ave
Womack Ave (West)
Womack Ave (East)

Date
Thursday, April 24, 2025

Lat/Long
33.699369°, -84.430645°
Click here for Map

Weather
Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)
All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp					Hardee Ave					Womack Ave (West)					Womack Ave (East)					
TIME	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	Int Total
0700 - 0715	1	49	110	0	160	3	6	3	0	12	7	2	2	0	11	7	0	4	0	11	194
0715 - 0730	2	50	123	0	175	3	10	0	0	13	1	4	0	0	5	30	0	12	0	42	235
0730 - 0745	1	67	118	0	186	9	12	0	0	21	0	6	1	0	7	14	0	12	0	26	240
0745 - 0800	2	75	132	0	209	2	5	2	0	9	1	5	1	0	7	16	2	10	0	28	253
Hourly Total	6	241	483	0	**730**	17	33	5	0	**55**	9	17	4	0	**30**	67	2	38	0	**107**	**922**
0800 - 0815	1	57	118	0	176	4	14	0	0	18	2	3	1	0	6	25	1	9	0	35	235
0815 - 0830	0	49	124	0	173	7	15	0	0	22	0	2	0	0	2	32	3	13	0	48	245
0830 - 0845	1	71	110	0	182	2	15	0	0	17	0	7	4	0	11	15	3	10	0	28	238
0845 - 0900	3	58	108	0	169	8	13	0	0	21	2	9	2	0	13	20	1	2	0	23	226
Hourly Total	5	235	460	0	**700**	21	57	0	0	**78**	4	21	7	0	**32**	92	8	34	0	**134**	**944**
Grand Total	11	476	943	0	**1430**	38	90	5	0	**133**	13	38	11	0	**62**	159	10	72	0	**241**	**1866**
Approach %	0.77	33.29	65.94	0.00	-	28.57	67.67	3.76	0.00	-	20.97	61.29	17.74	0.00	-	65.98	4.15	29.88	0.00	-	
Intersection %	0.59	25.51	50.54	0.00	76.63	2.04	4.82	0.27	0.00	7.13	0.70	2.04	0.59	0.00	3.32	8.52	0.54	3.86	0.00	12.92	
Heavy Vehicle %	18	7	5	-	**6**	11	8	0	-	**8**	0	5	9	-	**5**	11	20	7	-	**10**	**6**
PHF	~~0.50~~	~~0.83~~	~~0.93~~	~~0.00~~	~~**0.89**~~	~~0.61~~	~~0.77~~	~~0.25~~	~~0.00~~	~~**0.80**~~	~~0.38~~	~~0.67~~	~~0.75~~	~~0.00~~	~~**0.79**~~	~~0.68~~	~~0.50~~	~~0.85~~	~~0.00~~	~~**0.71**~~	~~**0.96**~~
Peak Hour Total	~~4~~	~~248~~	~~492~~	~~0~~	~~**744**~~	~~22~~	~~46~~	~~2~~	~~0~~	~~**70**~~	~~3~~	~~16~~	~~3~~	~~0~~	~~**22**~~	~~87~~	~~6~~	~~44~~	~~0~~	~~**137**~~	~~**973**~~
Peak Hour HV %	~~0~~	~~6~~	~~6~~	~~0~~	~~**6**~~	~~5~~	~~9~~	~~0~~	~~0~~	~~**7**~~	~~0~~	~~6~~	~~0~~	~~0~~	~~**5**~~	~~14~~	~~33~~	~~9~~	~~0~~	~~**13**~~	~~**7**~~

1600 - 1800 (Weekday 2h Session) (04-24-2025)
All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp					Hardee Ave					Womack Ave (West)					Womack Ave (East)					
TIME	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	Int Total
1600 - 1615	3	23	87	0	113	18	40	4	0	62	2	3	3	0	8	46	3	7	0	56	239
1615 - 1630	2	24	106	0	132	15	33	2	0	50	0	4	0	0	4	43	3	6	0	52	238
1630 - 1645	1	20	122	0	143	26	52	1	0	79	1	5	2	0	8	51	4	6	0	61	291
1645 - 1700	3	22	130	0	155	13	46	4	0	63	1	2	2	0	5	34	1	6	0	41	264
Hourly Total	9	89	445	0	**543**	72	171	11	0	**254**	4	14	7	0	**25**	174	11	25	0	**210**	**1032**
1700 - 1715	3	33	127	0	163	34	57	1	0	92	0	4	0	0	4	42	3	5	0	50	309
1715 - 1730	3	19	105	0	127	26	46	1	0	73	1	7	1	0	9	42	5	4	0	51	260
1730 - 1745	2	19	134	0	155	12	34	1	0	47	1	3	0	0	4	44	2	3	0	49	255
1745 - 1800	2	23	120	0	145	23	36	3	0	62	1	6	0	0	7	41	5	8	0	54	268
Hourly Total	10	94	486	0	**590**	95	173	6	0	**274**	3	20	1	0	**24**	169	15	20	0	**204**	**1092**
Grand Total	19	183	931	0	**1133**	167	344	17	0	**528**	7	34	8	0	**49**	343	26	45	0	**414**	**2124**
Approach %	1.68	16.15	82.17	0.00	-	31.63	65.15	3.22	0.00	-	14.29	69.39	16.33	0.00	-	82.85	6.28	10.87	0.00	-	
Intersection %	0.89	8.62	43.83	0.00	53.34	7.86	16.20	0.80	0.00	24.86	0.33	1.60	0.38	0.00	2.31	16.15	1.22	2.12	0.00	19.49	
Heavy Vehicle %	0	11	2	-	**4**	4	3	0	-	**3**	0	0	13	-	**2**	3	4	2	-	**3**	**4**
PHF	~~0.83~~	~~0.71~~	~~0.93~~	~~0.00~~	~~**0.90**~~	~~0.73~~	~~0.88~~	~~0.44~~	~~0.00~~	~~**0.83**~~	~~0.75~~	~~0.64~~	~~0.63~~	~~0.00~~	~~**0.72**~~	~~0.83~~	~~0.65~~	~~0.88~~	~~0.00~~	~~**0.83**~~	~~**0.91**~~
Peak Hour Total	~~10~~	~~94~~	~~484~~	~~0~~	~~**588**~~	~~99~~	~~201~~	~~7~~	~~0~~	~~**307**~~	~~3~~	~~18~~	~~5~~	~~0~~	~~**26**~~	~~169~~	~~13~~	~~21~~	~~0~~	~~**203**~~	~~**1124**~~
Peak Hour HV %	~~0~~	~~10~~	~~2~~	~~0~~	~~**4**~~	~~5~~	~~3~~	~~0~~	~~0~~	~~**4**~~	~~0~~	~~0~~	~~20~~	~~0~~	~~**4**~~	~~2~~	~~0~~	~~5~~	~~0~~	~~**2**~~	~~**3**~~

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

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 7
GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp
Hardee Ave
Womack Ave (West)
Womack Ave (East)

Date
Thursday, April 24, 2025

Lat/Long
33.699369°, -84.430645°
Click here for Map

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Cloudy
68°F
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0700 - 0900 (Weekday 2h Session) (04-24-2025)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp					Hardee Ave					Womack Ave (West)					Womack Ave (East)					
TIME	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	Int Total
0700 - 0715	0	46	106	0	152	3	6	3	0	12	7	2	2	0	11	6	0	4	0	10	185
0715 - 0730	2	46	118	0	166	3	8	0	0	11	1	3	0	0	4	29	0	12	0	41	222
0730 - 0745	1	65	111	0	177	9	11	0	0	20	0	6	1	0	7	11	0	11	0	22	226
0745 - 0800	2	71	128	0	201	2	4	2	0	8	1	4	1	0	6	13	1	8	0	22	237
Hourly Total	5	228	463	0	**696**	17	29	5	0	**51**	9	15	4	0	**28**	59	1	35	0	**95**	**870**
0800 - 0815	1	52	110	0	163	4	12	0	0	16	2	3	1	0	6	21	1	8	0	30	215
0815 - 0830	0	45	115	0	160	6	15	0	0	21	0	2	0	0	2	30	2	12	0	44	227
0830 - 0845	1	65	108	0	174	2	14	0	0	16	0	7	3	0	10	13	3	9	0	25	225
0845 - 0900	2	55	101	0	158	5	13	0	0	18	2	9	2	0	13	19	1	2	0	22	211
Hourly Total	4	217	434	0	**655**	17	54	0	0	**71**	4	21	6	0	**31**	83	7	31	0	**121**	**878**
Grand Total	9	445	897	0	**1351**	34	83	5	0	**122**	13	36	10	0	**59**	142	8	66	0	**216**	**1748**
Approach %	0.67	32.94	66.40	0.00	-	27.87	68.03	4.10	0.00	-	22.03	61.02	16.95	0.00	-	65.74	3.70	30.56	0.00	-	
Intersection %	0.51	25.46	51.32	0.00	77.29	1.95	4.75	0.29	0.00	6.98	0.74	2.06	0.57	0.00	3.38	8.12	0.46	3.78	0.00	12.36	

1600 - 1800 (Weekday 2h Session) (04-24-2025)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp					Hardee Ave					Womack Ave (West)					Womack Ave (East)					
TIME	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	Int Total
1600 - 1615	3	20	85	0	108	18	40	4	0	62	2	3	3	0	8	45	2	7	0	54	232
1615 - 1630	2	20	101	0	123	12	32	2	0	46	0	4	0	0	4	40	3	6	0	49	222
1630 - 1645	1	18	117	0	136	23	51	1	0	75	1	5	1	0	7	51	4	6	0	61	279
1645 - 1700	3	20	129	0	152	12	44	4	0	60	1	2	2	0	5	33	1	6	0	40	257
Hourly Total	9	78	432	0	**519**	65	167	11	0	**243**	4	14	6	0	**24**	169	10	25	0	**204**	**990**
1700 - 1715	3	30	123	0	156	34	54	1	0	89	0	4	0	0	4	41	3	4	0	48	297
1715 - 1730	3	17	103	0	123	25	45	1	0	71	1	7	1	0	9	40	5	4	0	49	252
1730 - 1745	2	16	132	0	150	12	33	1	0	46	1	3	0	0	4	40	2	3	0	45	245
1745 - 1800	2	22	118	0	142	23	35	3	0	61	1	6	0	0	7	41	5	8	0	54	264
Hourly Total	10	85	476	0	**571**	94	167	6	0	**267**	3	20	1	0	**24**	162	15	19	0	**196**	**1058**
Grand Total	19	163	908	0	**1090**	159	334	17	0	**510**	7	34	7	0	**48**	331	25	44	0	**400**	**2048**
Approach %	1.74	14.95	83.30	0.00	-	31.18	65.49	3.33	0.00	-	14.58	70.83	14.58	0.00	-	82.75	6.25	11.00	0.00	-	
Intersection %	0.93	7.96	44.34	0.00	53.22	7.76	16.31	0.83	0.00	24.90	0.34	1.66	0.34	0.00	2.34	16.16	1.22	2.15	0.00	19.53	

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

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 7
GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp
Hardee Ave
Womack Ave (West)
Womack Ave (East)

Date
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0700 - 0900 (Weekday 2h Session) (04-24-2025)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp					Hardee Ave					Womack Ave (West)					Womack Ave (East)					
TIME	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	Int Total
0700 - 0715	1	3	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
0715 - 0730	0	4	4	0	8	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	11
0730 - 0745	0	2	6	0	8	0	1	0	0	1	0	0	0	0	0	3	0	1	0	4	13
0745 - 0800	0	4	3	0	7	0	1	0	0	1	0	1	0	0	1	2	1	1	0	4	13
Hourly Total	1	13	15	0	**29**	0	4	0	0	**4**	0	2	0	0	**2**	5	1	2	0	**8**	**43**
0800 - 0815	0	5	8	0	13	0	2	0	0	2	0	0	0	0	0	2	0	1	0	3	18
0815 - 0830	0	4	9	0	13	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	15
0830 - 0845	0	4	2	0	6	0	0	0	0	0	0	0	1	0	1	1	0	1	0	2	9
0845 - 0900	1	3	7	0	11	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	15
Hourly Total	1	16	26	0	**43**	4	2	0	0	**6**	0	0	1	0	**1**	4	1	2	0	**7**	**57**
Grand Total	2	29	41	0	**72**	4	6	0	0	**10**	0	2	1	0	**3**	9	2	4	0	**15**	**100**
Approach %	2.78	40.28	56.94	0.00	-	40.00	60.00	0.00	0.00	-	0.00	66.67	33.33	0.00	-	60.00	13.33	26.67	0.00	-	
Intersection %	2.00	29.00	41.00	0.00	72.00	4.00	6.00	0.00	0.00	10.00	0.00	2.00	1.00	0.00	3.00	9.00	2.00	4.00	0.00	15.00	

1600 - 1800 (Weekday 2h Session) (04-24-2025)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp					Hardee Ave					Womack Ave (West)					Womack Ave (East)					
TIME	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	Int Total
1600 - 1615	0	3	2	0	5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	6
1615 - 1630	0	4	4	0	8	2	1	0	0	3	0	0	0	0	0	2	0	0	0	2	13
1630 - 1645	0	2	5	0	7	3	1	0	0	4	0	0	1	0	1	0	0	0	0	0	12
1645 - 1700	0	2	1	0	3	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	0	11	12	0	**23**	6	4	0	0	**10**	0	0	1	0	**1**	2	1	0	0	**3**	**37**
1700 - 1715	0	3	1	0	4	0	3	0	0	3	0	0	0	0	0	1	0	1	0	2	9
1715 - 1730	0	2	1	0	3	1	1	0	0	2	0	0	0	0	0	2	0	0	0	2	7
1730 - 1745	0	3	2	0	5	0	1	0	0	1	0	0	0	0	0	3	0	0	0	3	9
1745 - 1800	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	9	5	0	**14**	1	6	0	0	**7**	0	0	0	0	**0**	6	0	1	0	**7**	**28**
Grand Total	0	20	17	0	**37**	7	10	0	0	**17**	0	0	1	0	**1**	8	1	1	0	**10**	**65**
Approach %	0.00	54.05	45.95	0.00	-	41.18	58.82	0.00	0.00	-	0.00	0.00	100.00	0.00	-	80.00	10.00	10.00	0.00	-	
Intersection %	0.00	30.77	26.15	0.00	56.92	10.77	15.38	0.00	0.00	26.15	0.00	0.00	1.54	0.00	1.54	12.31	1.54	1.54	0.00	15.38	

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

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 7
GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp
Hardee Ave
Womack Ave (West)
Womack Ave (East)

Date
Thursday, April 24, 2025

Lat/Long
33.699369°, -84.430645°
Click here for Map

Weather
Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp					Hardee Ave					Womack Ave (West)					Womack Ave (East)					
TIME	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	Int Total
0700 - 0715	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
0715 - 0730	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
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	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	3
Hourly Total	0	0	5	0	**5**	0	0	0	0	**0**	0	0	0	0	**0**	3	0	1	0	**4**	**9**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
0830 - 0845	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	4
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	2	0	0	**2**	0	1	0	0	**1**	0	0	0	0	**0**	5	0	0	0	**5**	**8**
Grand Total	0	2	5	0	**7**	0	1	0	0	**1**	0	0	0	0	**0**	8	0	1	0	**9**	**17**
Approach %	0.00	28.57	71.43	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	88.89	0.00	11.11	0.00	-	
Intersection %	0.00	11.76	29.41	0.00	41.18	0.00	5.88	0.00	0.00	5.88	0.00	0.00	0.00	0.00	0.00	47.06	0.00	5.88	0.00	52.94	

1600 - 1800 (Weekday 2h Session) (04-24-2025)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp					Hardee Ave					Womack Ave (West)					Womack Ave (East)					
TIME	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
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	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	1	0	0	0	1	1
Hourly Total	0	0	1	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	3	0	0	0	**3**	**4**
1700 - 1715	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1715 - 1730	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
1745 - 1800	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	5	0	**5**	0	0	0	0	**0**	0	0	0	0	**0**	1	0	0	0	**1**	**6**
Grand Total	0	0	6	0	**6**	0	0	0	0	**0**	0	0	0	0	**0**	4	0	0	0	**4**	**10**
Approach %	0.00	0.00	100.00	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	-	
Intersection %	0.00	0.00	60.00	0.00	60.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	40.00	0.00	0.00	0.00	40.00	

Classified Turn Movement Count || Bicycles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

Site 7
GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp
Hardee Ave
Womack Ave (West)
Womack Ave (East)

Date
Thursday, April 24, 2025

Lat/Long
33.699369°, -84.430645°
Click here for Map

Weather
Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)
Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp					Hardee Ave					Womack Ave (West)					Womack Ave (East)					
TIME	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	Int Total
0700 - 0715	0	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	1	0	1	1
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	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) (04-24-2025)
Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp					Hardee Ave					Womack Ave (West)					Womack Ave (East)					
TIME	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	1	0	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	1	0	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
Approach %	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	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 7
GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp
Hardee Ave
Womack Ave (West)
Womack Ave (East)

Date
Thursday, April 24, 2025

Lat/Long
33.699369°, -84.430645°
Click here for Map

Weather
Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp					Hardee Ave					Womack Ave (West)					Womack Ave (East)					
TIME	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	Int Total
0700 - 0715	1	3	4	0	8	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	9
0715 - 0730	0	4	5	0	9	0	2	0	0	2	0	1	0	0	1	1	0	0	0	1	13
0730 - 0745	0	2	7	0	9	0	1	0	0	1	0	0	0	0	0	3	0	1	0	4	14
0745 - 0800	0	4	4	0	8	0	1	0	0	1	0	1	0	0	1	3	1	2	0	6	16
Hourly Total	1	13	20	0	**34**	0	4	0	0	**4**	0	2	0	0	**2**	8	1	3	0	**12**	**52**
0800 - 0815	0	5	8	0	13	0	2	0	0	2	0	0	0	0	0	4	0	1	0	5	20
0815 - 0830	0	4	9	0	13	1	0	0	0	1	0	0	0	0	0	2	1	0	0	3	17
0830 - 0845	0	6	2	0	8	0	1	0	0	1	0	0	1	0	1	2	0	1	0	3	13
0845 - 0900	1	3	7	0	11	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	15
Hourly Total	1	18	26	0	**45**	4	3	0	0	**7**	0	0	1	0	**1**	9	1	2	0	**12**	**65**
Grand Total	2	31	46	0	**79**	4	7	0	0	**11**	0	2	1	0	**3**	17	2	5	0	**24**	**117**
Approach %	2.53	39.24	58.23	0.00	-	36.36	63.64	0.00	0.00	-	0.00	66.67	33.33	0.00	-	70.83	8.33	20.83	0.00	-	
Intersection %	1.71	26.50	39.32	0.00	67.52	3.42	5.98	0.00	0.00	9.40	0.00	1.71	0.85	0.00	2.56	14.53	1.71	4.27	0.00	20.51	

1600 - 1800 (Weekday 2h Session) (04-24-2025)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp					Hardee Ave					Womack Ave (West)					Womack Ave (East)					
TIME	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	Int Total
1600 - 1615	0	3	2	0	5	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	7
1615 - 1630	0	4	5	0	9	2	1	0	0	3	0	0	0	0	0	3	0	0	0	3	15
1630 - 1645	0	2	5	0	7	3	1	0	0	4	0	0	1	0	1	0	0	0	0	0	12
1645 - 1700	0	2	1	0	3	1	2	0	0	3	0	0	0	0	0	1	0	0	0	1	7
Hourly Total	0	11	13	0	**24**	6	4	0	0	**10**	0	0	1	0	**1**	5	1	0	0	**6**	**41**
1700 - 1715	0	3	4	0	7	0	3	0	0	3	0	0	0	0	0	1	0	1	0	2	12
1715 - 1730	0	2	2	0	4	1	1	0	0	2	0	0	0	0	0	2	0	0	0	2	8
1730 - 1745	0	3	2	0	5	0	1	0	0	1	0	0	0	0	0	4	0	0	0	4	10
1745 - 1800	0	1	2	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	9	10	0	**19**	1	6	0	0	**7**	0	0	0	0	**0**	7	0	1	0	**8**	**34**
Grand Total	0	20	23	0	**43**	7	10	0	0	**17**	0	0	1	0	**1**	12	1	1	0	**14**	**75**
Approach %	0.00	46.51	53.49	0.00	-	41.18	58.82	0.00	0.00	-	0.00	0.00	100.00	0.00	-	85.71	7.14	7.14	0.00	-	
Intersection %	0.00	26.67	30.67	0.00	57.33	9.33	13.33	0.00	0.00	22.67	0.00	0.00	1.33	0.00	1.33	16.00	1.33	1.33	0.00	18.67	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 7
GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp
Hardee Ave
Womack Ave (West)
Womack Ave (East)

Date
Thursday, April 24, 2025

Lat/Long
33.699369°, -84.430645°
Click here for Map

Weather
Cloudy
68°F
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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp			Astor Ave SW			Womack Ave (West)			Womack Ave (East)			
TIME	EB 7a	WB 7b	App Total	EB 7c	WB 7d	App Total	NB 7e	SB 7f	App Total	NB 7g	SB 7h	App Total	Int Total
0700 - 0715	0	0	0	1	0	1	0	0	0	0	0	0	1
0715 - 0730	0	0	0	1	0	1	1	0	1	0	0	0	2
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	2	0	**2**	1	0	**1**	0	0	**0**	**3**
0800 - 0815	0	0	0	1	0	1	1	0	1	0	0	0	2
0815 - 0830	1	0	1	0	1	1	0	2	2	0	0	0	4
0830 - 0845	0	0	0	1	0	1	0	0	0	0	0	0	1
0845 - 0900	1	0	1	0	0	0	1	0	1	0	0	0	2
Hourly Total	2	0	**2**	2	1	**3**	2	2	**4**	0	0	**0**	**9**
Grand Total	2	0	**2**	4	1	**5**	3	2	**5**	0	0	**0**	**12**
Approach %	100.00	0.00	-	80.00	20.00	-	60.00	40.00	-	0.00	0.00	-	
Intersection %	16.67	0.00	16.67	33.33	8.33	41.67	25.00	16.67	41.67	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp			Astor Ave SW			Womack Ave (West)			Womack Ave (East)			
TIME	EB 7a	WB 7b	App Total	EB 7c	WB 7d	App Total	NB 7e	SB 7f	App Total	NB 7g	SB 7h	App Total	Int Total
1600 - 1615	1	2	3	0	0	0	1	1	2	0	0	0	5
1615 - 1630	0	0	0	1	0	1	0	2	2	0	0	0	3
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	1	2	**3**	1	0	**1**	1	3	**4**	0	0	**0**	**8**
1700 - 1715	0	0	0	0	2	2	0	2	2	0	0	0	4
1715 - 1730	0	0	0	3	1	4	0	1	1	0	0	0	5
1730 - 1745	1	1	2	0	0	0	0	1	1	0	0	0	3
1745 - 1800	0	0	0	0	0	0	0	1	1	0	0	0	1
Hourly Total	1	1	**2**	3	3	**6**	0	5	**5**	0	0	**0**	**13**
Grand Total	2	3	**5**	4	3	**7**	1	8	**9**	0	0	**0**	**21**
Approach %	40.00	60.00	-	57.14	42.86	-	11.11	88.89	-	0.00	0.00	-	
Intersection %	9.52	14.29	23.81	19.05	14.29	33.33	4.76	38.10	42.86	0.00	0.00	0.00	

Crosswalk Counts || Bicycles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

Site 7
GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp
Hardee Ave
Womack Ave (West)
Womack Ave (East)

Date
Thursday, April 24, 2025

Lat/Long
33.699369°, -84.430645°
Click here for Map

Weather
Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)

Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp			Astor Ave SW			Womack Ave (West)			Womack Ave (East)			
TIME	EB 7a	WB 7b	App Total	EB 7c	WB 7d	App Total	NB 7e	SB 7f	App Total	NB 7g	SB 7h	App Total	Int Total
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	1	0	1	0	0	0	0	0	0	1
0845 - 0900	1	0	1	0	0	0	0	0	0	0	0	0	1
Hourly Total	1	0	**1**	1	0	**1**	0	0	**0**	0	0	**0**	**2**
Grand Total	1	0	**1**	1	0	**1**	0	0	**0**	0	0	**0**	**2**
Approach %	100.00	0.00	-	100.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	50.00	0.00	50.00	50.00	0.00	50.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp			Astor Ave SW			Womack Ave (West)			Womack Ave (East)			
TIME	EB 7a	WB 7b	App Total	EB 7c	WB 7d	App Total	NB 7e	SB 7f	App Total	NB 7g	SB 7h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

Site 7
GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp
Hardee Ave
Womack Ave (West)
Womack Ave (East)

Date
Thursday, April 24, 2025

Lat/Long
33.699369°, -84.430645°
Click here for Map

Weather
Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp			Astor Ave SW			Womack Ave (West)			Womack Ave (East)			
TIME	EB 7a	WB 7b	App Total	EB 7c	WB 7d	App Total	NB 7e	SB 7f	App Total	NB 7g	SB 7h	App Total	Int Total
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) (04-24-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp			Astor Ave SW			Womack Ave (West)			Womack Ave (East)			
TIME	EB 7a	WB 7b	App Total	EB 7c	WB 7d	App Total	NB 7e	SB 7f	App Total	NB 7g	SB 7h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 4/24/2025	Womack Ave (West) Eastbound			Womack Ave (East) Westbound			6 Arthur B.Langford Jr.Pkwy On/Off Northbound			Hardee Ave 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	7	2	2	7	0	4	1	49	110	3	6	3	194
07:15 AM - 07:30 AM	1	4	0	30	0	12	2	50	123	3	10	0	235
07:30 AM - 07:45 AM	0	6	1	14	0	12	1	67	118	9	12	0	240
07:45 AM - 08:00 AM	1	5	1	16	2	10	2	75	132	2	5	2	253
08:00 AM - 08:15 AM	2	3	1	25	1	9	1	57	118	4	14	0	235
08:15 AM - 08:30 AM	0	2	0	32	3	13	0	49	124	7	15	0	245
08:30 AM - 08:45 AM	0	7	4	15	3	10	1	71	110	2	15	0	238
08:45 AM - 09:00 AM	2	9	2	20	1	2	3	58	108	8	13	0	226
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	2	3	3	46	3	7	3	23	87	18	40	4	239
04:15 PM - 04:30 PM	0	4	0	43	3	6	2	24	106	15	33	2	238
04:30 PM - 04:45 PM	1	5	2	51	4	6	1	20	122	26	52	1	291
04:45 PM - 05:00 PM	1	2	2	34	1	6	3	22	130	13	46	4	264
05:00 PM - 05:15 PM	0	4	0	42	3	5	3	33	127	34	57	1	309
05:15 PM - 05:30 PM	1	7	1	42	5	4	3	19	105	26	46	1	260
05:30 PM - 05:45 PM	1	3	0	44	2	3	2	19	134	12	34	1	255
05:45 PM - 06:00 PM	1	6	0	41	5	8	2	23	120	23	36	3	268
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Click here for Map

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Thursday, April 24, 2025		
Cloudy		68°F
Period	0700 - 0900	**APPLY**
Peak Hour	0730 - 0830	**APPLY**
Global PH	0745 - 0845	**APPLY**

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound												
	GA-14 Main St (South)						GA-14 Main St (North)						Womack Ave												
Time	Left 8.1	Thru 8.2			U-Turn 8.3	App Total		Thru 8.4	Right 8.5		U-Turn 8.6	App Total	Left 8.7		Right 8.8		U-Turn 8.9	App Total						App Total	Int Total
0730 - 0745	23	341	-	-	0	364	-	95	4	-	0	99	73	-	60	-	0	133	-	-	-	-	-	0	596
0745 - 0800	26	318	-	-	0	344	-	104	2	-	0	106	68	-	76	-	0	144	-	-	-	-	-	0	594
0800 - 0815	23	334	-	-	0	357	-	85	9	-	0	94	66	-	55	-	0	121	-	-	-	-	-	0	572
0815 - 0830	38	382	-	-	0	420	-	93	14	-	0	107	76	-	54	-	0	130	-	-	-	-	-	0	657
Total	110	1375	0	0	0	1485	0	377	29	0	0	406	283	0	245	0	0	528	0	0	0	0	0	0	2419
Approach %	7.41	92.59	0.00	0.00	0.00	-	0.00	92.86	7.14	0.00	0.00	-	53.60	0.00	46.40	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.72	0.90	0.00	0.00	0.00	**0.88**	0.00	0.91	0.52	0.00	0.00	**0.95**	0.93	0.00	0.81	0.00	0.00	**0.92**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.92**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound												
	GA-14 Main St (South)						GA-14 Main St (North)						Womack Ave												
Time	Left 8.1	Thru 8.2			U-Turn 8.3	App Total		Thru 8.4	Right 8.5		U-Turn 8.6	App Total	Left 8.7		Right 8.8		U-Turn 8.9	App Total						App Total	Int Total
0730 - 0745	19	338	-	-	0	357	-	88	3	-	0	91	67	-	59	-	0	126	-	-	-	-	-	0	574
0745 - 0800	21	312	-	-	0	333	-	96	2	-	0	98	66	-	73	-	0	139	-	-	-	-	-	0	570
0800 - 0815	20	324	-	-	0	344	-	79	8	-	0	87	61	-	52	-	0	113	-	-	-	-	-	0	544
0815 - 0830	34	375	-	-	0	409	-	86	14	-	0	100	69	-	51	-	0	120	-	-	-	-	-	0	629
Total	94	1349	0	0	0	1443	0	349	27	0	0	376	263	0	235	0	0	498	0	0	0	0	0	0	2317
Approach %	6.51	93.49	0.00	0.00	0.00	-	0.00	92.82	7.18	0.00	0.00	-	52.81	0.00	47.19	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.69	0.90	0.00	0.00	0.00	**0.88**	0.00	0.91	0.48	0.00	0.00	**0.94**	0.95	0.00	0.80	0.00	0.00	**0.90**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.92**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound												
	GA-14 Main St (South)						GA-14 Main St (North)						Womack Ave												
Time	Left 8.1	Thru 8.2			U-Turn 8.3	App Total		Thru 8.4	Right 8.5		U-Turn 8.6	App Total	Left 8.7		Right 8.8		U-Turn 8.9	App Total						App Total	Int Total
0730 - 0745	4	3	-	-	0	7	-	5	1	-	0	6	6	-	0	-	0	6	-	-	-	-	-	0	19
0745 - 0800	3	4	-	-	0	7	-	8	0	-	0	8	2	-	2	-	0	4	-	-	-	-	-	0	19
0800 - 0815	2	9	-	-	0	11	-	6	1	-	0	7	5	-	3	-	0	8	-	-	-	-	-	0	26
0815 - 0830	1	4	-	-	0	5	-	7	0	-	0	7	7	-	3	-	0	10	-	-	-	-	-	0	22
Total	10	20	0	0	0	30	0	26	2	0	0	28	20	0	8	0	0	28	0	0	0	0	0	0	86
Approach %	33.33	66.67	0.00	0.00	0.00	-	0.00	92.86	7.14	0.00	0.00	-	71.43	0.00	28.57	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.63	0.56	0.00	0.00	0.00	**0.68**	0.00	0.81	0.50	0.00	0.00	**0.88**	0.71	0.00	0.67	0.00	0.00	**0.70**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.83**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound												
	GA-14 Main St (South)						GA-14 Main St (North)						Womack Ave												
Time	Left 8.1	Thru 8.2			U-Turn 8.3	App Total		Thru 8.4	Right 8.5		U-Turn 8.6	App Total	Left 8.7		Right 8.8		U-Turn 8.9	App Total						App Total	Int Total
0730 - 0745	0	0	-	-	0	0	-	2	0	-	0	2	0	-	1	-	0	1	-	-	-	-	-	0	3
0745 - 0800	2	2	-	-	0	4	-	0	0	-	0	0	0	-	1	-	0	1	-	-	-	-	-	0	5
0800 - 0815	1	1	-	-	0	2	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	2
0815 - 0830	3	3	-	-	0	6	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	6
Total	6	6	0	0	0	12	0	2	0	0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	16
Approach %	50.00	50.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.50	0.50	0.00	0.00	0.00	**0.50**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.50	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.67**

Bicycles

	Northbound						Southbound						Eastbound												
	GA-14 Main St (South)						GA-14 Main St (North)						Womack Ave												
Time	Left 8.1	Thru 8.2			U-Turn 8.3	App Total		Thru 8.4	Right 8.5		U-Turn 8.6	App Total	Left 8.7		Right 8.8		U-Turn 8.9	App Total						App Total	Int Total
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

Click here for Map

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Thursday, April 24, 2025		
Cloudy		68°F
Period	1600 - 1800	**APPLY**
Peak Hour	1700 - 1800	**APPLY**
Global PH	1645 - 1745	**APPLY**

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Global Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound												
	GA-14 Main St (South)						GA-14 Main St (North)						Womack Ave												
Time	Left 8.1	Thru 8.2			U-Turn 8.3	App Total		Thru 8.4	Right 8.5		U-Turn 8.6	App Total	Left 8.7		Right 8.8		U-Turn 8.9	App Total						App Total	Int Total
1700 - 1715	22	218	-	-	0	240	-	227	27	-	0	254	54	-	110	-	0	164	-	-	-	-	-	0	658
1715 - 1730	17	212	-	-	0	229	-	220	35	-	0	255	43	-	98	-	0	141	-	-	-	-	-	0	625
1730 - 1745	27	259	-	-	0	286	-	197	26	-	0	223	64	-	89	-	0	153	-	-	-	-	-	0	662
1745 - 1800	29	276	-	-	0	305	-	170	23	-	0	193	50	-	90	-	0	140	-	-	-	-	-	0	638
Total	95	965	0	0	0	1060	0	814	111	0	0	925	211	0	387	0	0	598	0	0	0	0	0	0	2583
Approach %	8.96	91.04	0.00	0.00	0.00	-	0.00	88.00	12.00	0.00	0.00	-	35.28	0.00	64.72	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.82	0.87	0.00	0.00	0.00	**0.87**	0.00	0.90	0.79	0.00	0.00	**0.91**	0.82	0.00	0.88	0.00	0.00	**0.91**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.98**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound												
	GA-14 Main St (South)						GA-14 Main St (North)						Womack Ave												
Time	Left 8.1	Thru 8.2			U-Turn 8.3	App Total		Thru 8.4	Right 8.5		U-Turn 8.6	App Total	Left 8.7		Right 8.8		U-Turn 8.9	App Total						App Total	Int Total
1700 - 1715	21	214	-	-	0	235	-	222	26	-	0	248	53	-	106	-	0	159	-	-	-	-	-	0	642
1715 - 1730	17	210	-	-	0	227	-	216	33	-	0	249	42	-	96	-	0	138	-	-	-	-	-	0	614
1730 - 1745	25	259	-	-	0	284	-	194	24	-	0	218	64	-	88	-	0	152	-	-	-	-	-	0	654
1745 - 1800	29	271	-	-	0	300	-	165	23	-	0	188	50	-	88	-	0	138	-	-	-	-	-	0	626
Total	92	954	0	0	0	1046	0	797	106	0	0	903	209	0	378	0	0	587	0	0	0	0	0	0	2536
Approach %	8.80	91.20	0.00	0.00	0.00	-	0.00	88.26	11.74	0.00	0.00	-	35.60	0.00	64.40	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.79	0.88	0.00	0.00	0.00	**0.87**	0.00	0.90	0.80	0.00	0.00	**0.91**	0.82	0.00	0.89	0.00	0.00	**0.92**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.97**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound												
	GA-14 Main St (South)						GA-14 Main St (North)						Womack Ave												
Time	Left 8.1	Thru 8.2			U-Turn 8.3	App Total		Thru 8.4	Right 8.5		U-Turn 8.6	App Total	Left 8.7		Right 8.8		U-Turn 8.9	App Total						App Total	Int Total
1700 - 1715	1	4	-	-	0	5	-	4	1	-	0	5	1	-	1	-	0	2	-	-	-	-	-	0	12
1715 - 1730	0	0	-	-	0	0	-	4	2	-	0	6	1	-	1	-	0	2	-	-	-	-	-	0	8
1730 - 1745	1	0	-	-	0	1	-	3	2	-	0	5	0	-	1	-	0	1	-	-	-	-	-	0	7
1745 - 1800	0	4	-	-	0	4	-	4	0	-	0	4	0	-	1	-	0	1	-	-	-	-	-	0	9
Total	2	8	0	0	0	10	0	15	5	0	0	20	2	0	4	0	0	6	0	0	0	0	0	0	36
Approach %	20.00	80.00	0.00	0.00	0.00	-	0.00	75.00	25.00	0.00	0.00	-	33.33	0.00	66.67	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	0.94	0.63	0.00	0.00	**0.83**	0.50	0.00	1.00	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.75**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound												
	GA-14 Main St (South)						GA-14 Main St (North)						Womack Ave												
Time	Left 8.1	Thru 8.2			U-Turn 8.3	App Total		Thru 8.4	Right 8.5		U-Turn 8.6	App Total	Left 8.7		Right 8.8		U-Turn 8.9	App Total						App Total	Int Total
1700 - 1715	0	0	-	-	0	0	-	0	0	-	0	0	0	-	3	-	0	3	-	-	-	-	-	0	3
1715 - 1730	0	2	-	-	0	2	-	0	0	-	0	0	0	-	1	-	0	1	-	-	-	-	-	0	3
1730 - 1745	1	0	-	-	0	1	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	1
1745 - 1800	0	1	-	-	0	1	-	1	0	-	0	1	0	-	1	-	0	1	-	-	-	-	-	0	3
Total	1	3	0	0	0	4	0	1	0	0	0	1	0	0	5	0	0	5	0	0	0	0	0	0	10
Approach %	25.00	75.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.38	0.00	0.00	0.00	**0.50**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.42	0.00	0.00	**0.42**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.83**

Bicycles

	Northbound						Southbound						Eastbound												
	GA-14 Main St (South)						GA-14 Main St (North)						Womack Ave												
Time	Left 8.1	Thru 8.2			U-Turn 8.3	App Total		Thru 8.4	Right 8.5		U-Turn 8.6	App Total	Left 8.7		Right 8.8		U-Turn 8.9	App Total						App Total	Int Total
1700 - 1715	0	0	-	-	0	0	-	1	0	-	0	1	0	-	0	-	0	0	-	-	-	-	-	0	1
1715 - 1730	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1730 - 1745	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1745 - 1800	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 8

GA-14 Main St (South)
GA-14 Main St (North)
Womack Ave

Date

Thursday, April 24, 2025

Lat/Long

33.699361°, -84.429343°
Click here for Map

Weather

Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)

All vehicles

	Northbound				Southbound				Eastbound				
	GA-14 Main St (South)				GA-14 Main St (North)				Womack Ave				
TIME	Left 8.1	Thru 8.2	U-Turn 8.3	App Total	Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total
0700 - 0715	10	202	0	212	46	4	0	50	68	44	0	112	374
0715 - 0730	18	316	0	334	82	21	0	103	73	53	0	126	563
0730 - 0745	23	341	0	364	95	4	0	99	73	60	0	133	596
0745 - 0800	26	318	0	344	104	2	0	106	68	76	0	144	594
Hourly Total	77	1177	0	**1254**	327	31	0	**358**	282	233	0	**515**	**2127**
0800 - 0815	23	334	0	357	85	9	0	94	66	55	0	121	572
0815 - 0830	38	382	0	420	93	14	0	107	76	54	0	130	657
0830 - 0845	16	329	0	345	73	7	0	80	87	32	0	119	544
0845 - 0900	14	243	0	257	91	9	0	100	82	50	0	132	489
Hourly Total	91	1288	0	**1379**	342	39	0	**381**	311	191	0	**502**	**2262**
Grand Total	168	2465	0	**2633**	669	70	0	**739**	593	424	0	**1017**	**4389**
Approach %	6.38	93.62	0.00	-	90.53	9.47	0.00	-	58.31	41.69	0.00	-	
Intersection %	3.83	56.16	0.00	59.99	15.24	1.59	0.00	16.84	13.51	9.66	0.00	23.17	
Heavy Vehicle %	13	2	-	**3**	7	4	-	**7**	6	4	-	**5**	**4**
PHF	0.72	0.90	0.00	**0.88**	0.91	0.52	0.00	**0.95**	0.93	0.81	0.00	**0.92**	**0.92**
Peak Hour Total	110	1375	0	**1485**	377	29	0	**406**	283	245	0	**528**	**2419**
Peak Hour HV %	15	2	0	**3**	7	7	0	**7**	7	4	0	**6**	**4**

1600 - 1800 (Weekday 2h Session) (04-24-2025)

All vehicles

	Northbound				Southbound				Eastbound				
	GA-14 Main St (South)				GA-14 Main St (North)				Womack Ave				
TIME	Left 8.1	Thru 8.2	U-Turn 8.3	App Total	Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total
1600 - 1615	36	250	0	286	187	18	0	205	47	68	0	115	606
1615 - 1630	27	242	0	269	223	25	0	248	42	71	0	113	630
1630 - 1645	29	223	0	252	175	31	0	206	67	91	0	158	616
1645 - 1700	20	240	0	260	200	19	0	219	63	82	0	145	624
Hourly Total	112	955	0	**1067**	785	93	0	**878**	219	312	0	**531**	**2476**
1700 - 1715	22	218	0	240	227	27	0	254	54	110	0	164	658
1715 - 1730	17	212	0	229	220	35	0	255	43	98	0	141	625
1730 - 1745	27	259	0	286	197	26	0	223	64	89	0	153	662
1745 - 1800	29	276	0	305	170	23	0	193	50	90	0	140	638
Hourly Total	95	965	0	**1060**	814	111	0	**925**	211	387	0	**598**	**2583**
Grand Total	207	1920	0	**2127**	1599	204	0	**1803**	430	699	0	**1129**	**5059**
Approach %	9.73	90.27	0.00	-	88.69	11.31	0.00	-	38.09	61.91	0.00	-	
Intersection %	4.09	37.95	0.00	42.04	31.61	4.03	0.00	35.64	8.50	13.82	0.00	22.32	
Heavy Vehicle %	3	2	-	**2**	2	3	-	**2**	2	3	-	**3**	**2**
PHF	0.82	0.87	0.00	**0.87**	0.90	0.79	0.00	**0.91**	0.82	0.88	0.00	**0.91**	**0.98**
Peak Hour Total	95	965	0	**1060**	814	111	0	**925**	211	387	0	**598**	**2583**
Peak Hour HV %	3	1	0	**1**	2	5	0	**2**	1	2	0	**2**	**2**

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

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 8

GA-14 Main St (South)
GA-14 Main St (North)
Womack Ave

Date

Thursday, April 24, 2025

Lat/Long

33.699361°, -84.429343°
Click here for Map

Weather

Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)

Passenger Vehicles (1-3)

	Northbound				Southbound				Eastbound				
	GA-14 Main St (South)				GA-14 Main St (North)				Womack Ave				
TIME	Left 8.1	Thru 8.2	U-Turn 8.3	App Total	Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total
0700 - 0715	9	197	0	206	43	4	0	47	66	43	0	109	362
0715 - 0730	17	308	0	325	76	21	0	97	68	51	0	119	541
0730 - 0745	19	338	0	357	88	3	0	91	67	59	0	126	574
0745 - 0800	21	312	0	333	96	2	0	98	66	73	0	139	570
Hourly Total	66	1155	0	**1221**	303	30	0	**333**	267	226	0	**493**	**2047**
0800 - 0815	20	324	0	344	79	8	0	87	61	52	0	113	544
0815 - 0830	34	375	0	409	86	14	0	100	69	51	0	120	629
0830 - 0845	13	321	0	334	65	7	0	72	85	30	0	115	521
0845 - 0900	14	238	0	252	89	8	0	97	78	46	0	124	473
Hourly Total	81	1258	0	**1339**	319	37	0	**356**	293	179	0	**472**	**2167**
Grand Total	147	2413	0	**2560**	622	67	0	**689**	560	405	0	**965**	**4214**
Approach %	5.74	94.26	0.00	-	90.28	9.72	0.00	-	58.03	41.97	0.00	-	
Intersection %	3.49	57.26	0.00	60.75	14.76	1.59	0.00	16.35	13.29	9.61	0.00	22.90	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Passenger Vehicles (1-3)

	Northbound				Southbound				Eastbound				
	GA-14 Main St (South)				GA-14 Main St (North)				Womack Ave				
TIME	Left 8.1	Thru 8.2	U-Turn 8.3	App Total	Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total
1600 - 1615	34	239	0	273	184	17	0	201	45	67	0	112	586
1615 - 1630	26	238	0	264	218	24	0	242	40	66	0	106	612
1630 - 1645	29	219	0	248	171	31	0	202	65	85	0	150	600
1645 - 1700	19	238	0	257	196	19	0	215	63	81	0	144	616
Hourly Total	108	934	0	**1042**	769	91	0	**860**	213	299	0	**512**	**2414**
1700 - 1715	21	214	0	235	222	26	0	248	53	106	0	159	642
1715 - 1730	17	210	0	227	216	33	0	249	42	96	0	138	614
1730 - 1745	25	259	0	284	194	24	0	218	64	88	0	152	654
1745 - 1800	29	271	0	300	165	23	0	188	50	88	0	138	626
Hourly Total	92	954	0	**1046**	797	106	0	**903**	209	378	0	**587**	**2536**
Grand Total	200	1888	0	**2088**	1566	197	0	**1763**	422	677	0	**1099**	**4950**
Approach %	9.58	90.42	0.00	-	88.83	11.17	0.00	-	38.40	61.60	0.00	-	
Intersection %	4.04	38.14	0.00	42.18	31.64	3.98	0.00	35.62	8.53	13.68	0.00	22.20	

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

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 8

GA-14 Main St (South)
GA-14 Main St (North)
Womack Ave

Date

Thursday, April 24, 2025

Lat/Long

33.699361°, -84.429343°
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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				
	GA-14 Main St (South)				GA-14 Main St (North)				Womack Ave				
TIME	Left 8.1	Thru 8.2	U-Turn 8.3	App Total	Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total
0700 - 0715	0	5	0	5	3	0	0	3	0	1	0	1	9
0715 - 0730	0	6	0	6	4	0	0	4	5	1	0	6	16
0730 - 0745	4	3	0	7	5	1	0	6	6	0	0	6	19
0745 - 0800	3	4	0	7	8	0	0	8	2	2	0	4	19
Hourly Total	7	18	0	**25**	20	1	0	**21**	13	4	0	**17**	**63**
0800 - 0815	2	9	0	11	6	1	0	7	5	3	0	8	26
0815 - 0830	1	4	0	5	7	0	0	7	7	3	0	10	22
0830 - 0845	2	7	0	9	7	0	0	7	2	2	0	4	20
0845 - 0900	0	1	0	1	2	1	0	3	4	4	0	8	12
Hourly Total	5	21	0	**26**	22	2	0	**24**	18	12	0	**30**	**80**
Grand Total	12	39	0	**51**	42	3	0	**45**	31	16	0	**47**	**143**
Approach %	23.53	76.47	0.00	-	93.33	6.67	0.00	-	65.96	34.04	0.00	-	
Intersection %	8.39	27.27	0.00	35.66	29.37	2.10	0.00	31.47	21.68	11.19	0.00	32.87	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				
	GA-14 Main St (South)				GA-14 Main St (North)				Womack Ave				
TIME	Left 8.1	Thru 8.2	U-Turn 8.3	App Total	Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total
1600 - 1615	1	10	0	11	2	0	0	2	2	1	0	3	16
1615 - 1630	1	4	0	5	5	1	0	6	2	4	0	6	17
1630 - 1645	0	4	0	4	4	0	0	4	2	6	0	8	16
1645 - 1700	0	2	0	2	3	0	0	3	0	1	0	1	6
Hourly Total	2	20	0	**22**	14	1	0	**15**	6	12	0	**18**	**55**
1700 - 1715	1	4	0	5	4	1	0	5	1	1	0	2	12
1715 - 1730	0	0	0	0	4	2	0	6	1	1	0	2	8
1730 - 1745	1	0	0	1	3	2	0	5	0	1	0	1	7
1745 - 1800	0	4	0	4	4	0	0	4	0	1	0	1	9
Hourly Total	2	8	0	**10**	15	5	0	**20**	2	4	0	**6**	**36**
Grand Total	4	28	0	**32**	29	6	0	**35**	8	16	0	**24**	**91**
Approach %	12.50	87.50	0.00	-	82.86	17.14	0.00	-	33.33	66.67	0.00	-	
Intersection %	4.40	30.77	0.00	35.16	31.87	6.59	0.00	38.46	8.79	17.58	0.00	26.37	

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

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 8

GA-14 Main St (South)
GA-14 Main St (North)
Womack Ave

Date

Thursday, April 24, 2025

Lat/Long

33.699361°, -84.429343°
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Cloudy
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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				
	GA-14 Main St (South)				GA-14 Main St (North)				Womack Ave				
TIME	Left 8.1	Thru 8.2	U-Turn 8.3	App Total	Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total
0700 - 0715	1	0	0	1	0	0	0	0	2	0	0	2	3
0715 - 0730	1	2	0	3	2	0	0	2	0	1	0	1	6
0730 - 0745	0	0	0	0	2	0	0	2	0	1	0	1	3
0745 - 0800	2	2	0	4	0	0	0	0	0	1	0	1	5
Hourly Total	4	4	0	**8**	4	0	0	**4**	2	3	0	**5**	**17**
0800 - 0815	1	1	0	2	0	0	0	0	0	0	0	0	2
0815 - 0830	3	3	0	6	0	0	0	0	0	0	0	0	6
0830 - 0845	1	1	0	2	1	0	0	1	0	0	0	0	3
0845 - 0900	0	4	0	4	0	0	0	0	0	0	0	0	4
Hourly Total	5	9	0	**14**	1	0	0	**1**	0	0	0	**0**	**15**
Grand Total	9	13	0	**22**	5	0	0	**5**	2	3	0	**5**	**32**
Approach %	40.91	59.09	0.00	-	100.00	0.00	0.00	-	40.00	60.00	0.00	-	
Intersection %	28.13	40.63	0.00	68.75	15.63	0.00	0.00	15.63	6.25	9.38	0.00	15.63	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				
	GA-14 Main St (South)				GA-14 Main St (North)				Womack Ave				
TIME	Left 8.1	Thru 8.2	U-Turn 8.3	App Total	Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total
1600 - 1615	1	1	0	2	1	1	0	2	0	0	0	0	4
1615 - 1630	0	0	0	0	0	0	0	0	0	1	0	1	1
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	1	0	0	1	1	0	0	1	0	0	0	0	2
Hourly Total	2	1	0	**3**	2	1	0	**3**	0	1	0	**1**	**7**
1700 - 1715	0	0	0	0	0	0	0	0	0	3	0	3	3
1715 - 1730	0	2	0	2	0	0	0	0	0	1	0	1	3
1730 - 1745	1	0	0	1	0	0	0	0	0	0	0	0	1
1745 - 1800	0	1	0	1	1	0	0	1	0	1	0	1	3
Hourly Total	1	3	0	**4**	1	0	0	**1**	0	5	0	**5**	**10**
Grand Total	3	4	0	**7**	3	1	0	**4**	0	6	0	**6**	**17**
Approach %	42.86	57.14	0.00	-	75.00	25.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	17.65	23.53	0.00	41.18	17.65	5.88	0.00	23.53	0.00	35.29	0.00	35.29	

Classified Turn Movement Count || Bicycles

Atlanta, GA

Marr Traffic DATA COLLECTION

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Site 8

GA-14 Main St (South)
GA-14 Main St (North)
Womack Ave

Date

Thursday, April 24, 2025

Weather

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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Bicycles

	Northbound				Southbound				Eastbound				
	GA-14 Main St (South)				GA-14 Main St (North)				Womack Ave				
TIME	Left 8.1	Thru 8.2	U-Turn 8.3	App Total	Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total
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) (04-24-2025)

Bicycles

	Northbound				Southbound				Eastbound				
	GA-14 Main St (South)				GA-14 Main St (North)				Womack Ave				
TIME	Left 8.1	Thru 8.2	U-Turn 8.3	App Total	Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total
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	1	0	0	1	0	0	0	0	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	**1**
Grand Total	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	**1**
Approach %	0.00	0.00	0.00	-	100.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	

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

Atlanta, GA

Marr Traffic DATA COLLECTION

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0700 - 0900 (Weekday 2h Session) (04-24-2025)

All Trucks (4-13)

	Northbound				Southbound				Eastbound				
	GA-14 Main St (South)				GA-14 Main St (North)				Womack Ave				
TIME	Left 8.1	Thru 8.2	U-Turn 8.3	App Total	Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total
0700 - 0715	1	5	0	6	3	0	0	3	2	1	0	3	12
0715 - 0730	1	8	0	9	6	0	0	6	5	2	0	7	22
0730 - 0745	4	3	0	7	7	1	0	8	6	1	0	7	22
0745 - 0800	5	6	0	11	8	0	0	8	2	3	0	5	24
Hourly Total	11	22	0	**33**	24	1	0	**25**	15	7	0	**22**	**80**
0800 - 0815	3	10	0	13	6	1	0	7	5	3	0	8	28
0815 - 0830	4	7	0	11	7	0	0	7	7	3	0	10	28
0830 - 0845	3	8	0	11	8	0	0	8	2	2	0	4	23
0845 - 0900	0	5	0	5	2	1	0	3	4	4	0	8	16
Hourly Total	10	30	0	**40**	23	2	0	**25**	18	12	0	**30**	**95**
Grand Total	21	52	0	**73**	47	3	0	**50**	33	19	0	**52**	**175**
Approach %	28.77	71.23	0.00	-	94.00	6.00	0.00	-	63.46	36.54	0.00	-	
Intersection %	12.00	29.71	0.00	41.71	26.86	1.71	0.00	28.57	18.86	10.86	0.00	29.71	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

All Trucks (4-13)

	Northbound				Southbound				Eastbound				
	GA-14 Main St (South)				GA-14 Main St (North)				Womack Ave				
TIME	Left 8.1	Thru 8.2	U-Turn 8.3	App Total	Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total
1600 - 1615	2	11	0	13	3	1	0	4	2	1	0	3	20
1615 - 1630	1	4	0	5	5	1	0	6	2	5	0	7	18
1630 - 1645	0	4	0	4	4	0	0	4	2	6	0	8	16
1645 - 1700	1	2	0	3	4	0	0	4	0	1	0	1	8
Hourly Total	4	21	0	**25**	16	2	0	**18**	6	13	0	**19**	**62**
1700 - 1715	1	4	0	5	4	1	0	5	1	4	0	5	15
1715 - 1730	0	2	0	2	4	2	0	6	1	2	0	3	11
1730 - 1745	2	0	0	2	3	2	0	5	0	1	0	1	8
1745 - 1800	0	5	0	5	5	0	0	5	0	2	0	2	12
Hourly Total	3	11	0	**14**	16	5	0	**21**	2	9	0	**11**	**46**
Grand Total	7	32	0	**39**	32	7	0	**39**	8	22	0	**30**	**108**
Approach %	17.95	82.05	0.00	-	82.05	17.95	0.00	-	26.67	73.33	0.00	-	
Intersection %	6.48	29.63	0.00	36.11	29.63	6.48	0.00	36.11	7.41	20.37	0.00	27.78	

Crosswalk Counts || Pedestrians

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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Pedestrians

	Northbound			Southbound			Eastbound			
	GA-14 Main St (South)			GA-14 Main St (North)			Womack Ave			
TIME	EB 8a	WB 8b	App Total	EB 8c	WB 8d	App Total	NB 8e	SB 8f	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	1	2	3	3
0730 - 0745	0	0	0	0	0	0	0	1	1	1
0745 - 0800	0	0	0	0	0	0	0	2	2	2
Hourly Total	0	0	**0**	0	0	**0**	1	5	**6**	**6**
0800 - 0815	0	0	0	0	0	0	3	1	4	4
0815 - 0830	0	0	0	0	0	0	1	0	1	1
0830 - 0845	0	0	0	0	0	0	0	1	1	1
0845 - 0900	0	0	0	0	0	0	0	2	2	2
Hourly Total	0	0	**0**	0	0	**0**	4	4	**8**	**8**
Grand Total	0	0	**0**	0	0	**0**	5	9	**14**	**14**
Approach %	0.00	0.00	-	0.00	0.00	-	35.71	64.29	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	35.71	64.29	100.00	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Pedestrians

	Northbound			Southbound			Eastbound			
	GA-14 Main St (South)			GA-14 Main St (North)			Womack Ave			
TIME	EB 8a	WB 8b	App Total	EB 8c	WB 8d	App Total	NB 8e	SB 8f	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	1	1	0	0	0	2	0	2	3
1630 - 1645	0	0	0	0	0	0	2	1	3	3
1645 - 1700	0	0	0	0	0	0	0	1	1	1
Hourly Total	0	1	**1**	0	0	**0**	4	2	**6**	**7**
1700 - 1715	0	0	0	0	0	0	2	2	4	4
1715 - 1730	0	0	0	0	0	0	3	3	6	6
1730 - 1745	0	0	0	0	0	0	4	4	8	8
1745 - 1800	0	0	0	0	0	0	2	2	4	4
Hourly Total	0	0	**0**	0	0	**0**	11	11	**22**	**22**
Grand Total	0	1	**1**	0	0	**0**	15	13	**28**	**29**
Approach %	0.00	100.00	-	0.00	0.00	-	53.57	46.43	-	
Intersection %	0.00	3.45	3.45	0.00	0.00	0.00	51.72	44.83	96.55	

Crosswalk Counts || Bicycles

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Bicycles

	Northbound			Southbound			Eastbound			
	GA-14 Main St (South)			GA-14 Main St (North)			Womack Ave			
TIME	EB 8a	WB 8b	App Total	EB 8c	WB 8d	App Total	NB 8e	SB 8f	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	1	0	1	1
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**	1	0	**1**	**1**
Grand Total	0	0	**0**	0	0	**0**	1	0	**1**	**1**
Approach %	0.00	0.00	-	0.00	0.00	-	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	100.00	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Bicycles

	Northbound			Southbound			Eastbound			
	GA-14 Main St (South)			GA-14 Main St (North)			Womack Ave			
TIME	EB 8a	WB 8b	App Total	EB 8c	WB 8d	App Total	NB 8e	SB 8f	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	1	0	1	1
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	1	0	**1**	**1**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	1	0	**1**	**1**
Approach %	0.00	0.00	-	0.00	0.00	-	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	100.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 8
GA-14 Main St (South)
GA-14 Main St (North)
Womack Ave

Date
Thursday, April 24, 2025

Lat/Long
33.699361°, -84.429343°
Click here for Map

Weather
Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)

Motorized Vehicles

	Northbound			Southbound			Eastbound			
	GA-14 Main St (South)			GA-14 Main St (North)			Womack Ave			
TIME	EB 8a	WB 8b	App Total	EB 8c	WB 8d	App Total	NB 8e	SB 8f	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) (04-24-2025)

Motorized Vehicles

	Northbound			Southbound			Eastbound			
	GA-14 Main St (South)			GA-14 Main St (North)			Womack Ave			
TIME	EB 8a	WB 8b	App Total	EB 8c	WB 8d	App Total	NB 8e	SB 8f	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: 4/24/2025	Womack Ave Eastbound			Westbound			GA-14 Main St (South) Northbound			GA-14 Main St (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	68	0	44	0	0	0	10	202	0	0	46	4	374
07:15 AM - 07:30 AM	73	0	53	0	0	0	18	316	0	0	82	21	563
07:30 AM - 07:45 AM	73	0	60	0	0	0	23	341	0	0	95	4	596
07:45 AM - 08:00 AM	68	0	76	0	0	0	26	318	0	0	104	2	594
08:00 AM - 08:15 AM	66	0	55	0	0	0	23	334	0	0	85	9	572
08:15 AM - 08:30 AM	76	0	54	0	0	0	38	382	0	0	93	14	657
08:30 AM - 08:45 AM	87	0	32	0	0	0	16	329	0	0	73	7	544
08:45 AM - 09:00 AM	82	0	50	0	0	0	14	243	0	0	91	9	489
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	47	0	68	0	0	0	36	250	0	0	187	18	606
04:15 PM - 04:30 PM	42	0	71	0	0	0	27	242	0	0	223	25	630
04:30 PM - 04:45 PM	67	0	91	0	0	0	29	223	0	0	175	31	616
04:45 PM - 05:00 PM	63	0	82	0	0	0	20	240	0	0	200	19	624
05:00 PM - 05:15 PM	54	0	110	0	0	0	22	218	0	0	227	27	658
05:15 PM - 05:30 PM	43	0	98	0	0	0	17	212	0	0	220	35	625
05:30 PM - 05:45 PM	64	0	89	0	0	0	27	259	0	0	197	26	662
05:45 PM - 06:00 PM	50	0	90	0	0	0	29	276	0	0	170	23	638
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Click here for Map

Atlanta, GA

Marr Traffic DATA COLLECTION

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Thursday, April 24, 2025		
	Cloudy	68°F
Period	0700 - 0900	**APPLY**
Peak Hour	0745 - 0845	**APPLY**
Global PH	0745 - 0845	**APPLY**

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

0730 - 0830

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Driveway						GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp						Knotts Ave (West)						Knotts Ave (East)						
Time	Left 9.1	Thru 9.2	Right 9.3		U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7		U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11		U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15		U-Turn 9.16	App Total	Int Total
0745 - 0800	0	2	0	-	0	2	112	4	0	-	0	116	7	3	1	-	0	11	1	7	80	-	0	88	217
0800 - 0815	0	1	2	-	0	3	158	2	0	-	0	160	5	2	3	-	0	10	0	3	63	-	0	66	239
0815 - 0830	0	0	1	-	0	1	163	6	3	-	1	173	5	3	1	-	0	9	0	2	76	-	2	80	263
0830 - 0845	1	1	1	-	0	3	120	2	0	-	0	122	5	6	0	-	0	11	0	1	71	-	0	72	208
Total	1	4	4	0	0	9	553	14	3	0	1	571	22	14	5	0	0	41	1	13	290	0	2	306	927
Approach %	11.11	44.44	44.44	0.00	0.00	-	96.85	2.45	0.53	0.00	0.18	-	53.66	34.15	12.20	0.00	0.00	-	0.33	4.25	94.77	0.00	0.65	-	
PHF	0.25	0.50	0.50	0.00	0.00	**0.75**	0.85	0.58	0.25	0.00	0.25	**0.83**	0.79	0.58	0.42	0.00	0.00	**0.93**	0.25	0.46	0.91	0.00	0.25	**0.87**	**0.88**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Driveway						GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp						Knotts Ave (West)						Knotts Ave (East)						
Time	Left 9.1	Thru 9.2	Right 9.3		U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7		U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11		U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15		U-Turn 9.16	App Total	Int Total
0745 - 0800	0	0	0	-	0	0	104	3	0	-	0	107	7	1	1	-	0	9	1	7	74	-	0	82	198
0800 - 0815	0	1	0	-	0	1	146	2	0	-	0	148	5	2	3	-	0	10	0	3	55	-	0	58	217
0815 - 0830	0	0	1	-	0	1	159	4	2	-	1	166	5	3	1	-	0	9	0	2	65	-	2	69	245
0830 - 0845	1	1	1	-	0	3	119	2	0	-	0	121	5	6	0	-	0	11	0	1	64	-	0	65	200
Total	1	2	2	0	0	5	528	11	2	0	1	542	22	12	5	0	0	39	1	13	258	0	2	274	860
Approach %	20.00	40.00	40.00	0.00	0.00	-	97.42	2.03	0.37	0.00	0.18	-	56.41	30.77	12.82	0.00	0.00	-	0.36	4.74	94.16	0.00	0.73	-	
PHF	0.25	0.50	0.50	0.00	0.00	**0.42**	0.83	0.69	0.25	0.00	0.25	**0.82**	0.79	0.50	0.42	0.00	0.00	**0.89**	0.25	0.46	0.87	0.00	0.25	**0.84**	**0.88**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Driveway						GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp						Knotts Ave (West)						Knotts Ave (East)						
Time	Left 9.1	Thru 9.2	Right 9.3		U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7		U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11		U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15		U-Turn 9.16	App Total	Int Total
0745 - 0800	0	2	0	-	0	2	4	1	0	-	0	5	0	2	0	-	0	2	0	0	5	-	0	5	14
0800 - 0815	0	0	2	-	0	2	10	0	0	-	0	10	0	0	0	-	0	0	0	0	4	-	0	4	16
0815 - 0830	0	0	0	-	0	0	2	1	1	-	0	4	0	0	0	-	0	0	0	0	8	-	0	8	12
0830 - 0845	0	0	0	-	0	0	1	0	0	-	0	1	0	0	0	-	0	0	0	0	6	-	0	6	7
Total	0	2	2	0	0	4	17	2	1	0	0	20	0	2	0	0	0	2	0	0	23	0	0	23	49
Approach %	0.00	50.00	50.00	0.00	0.00	-	85.00	10.00	5.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.25	0.25	0.00	0.00	**0.50**	0.43	0.50	0.25	0.00	0.00	**0.50**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.72	0.00	0.00	**0.72**	**0.77**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Driveway						GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp						Knotts Ave (West)						Knotts Ave (East)						
Time	Left 9.1	Thru 9.2	Right 9.3		U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7		U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11		U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15		U-Turn 9.16	App Total	Int Total
0745 - 0800	0	0	0	-	0	0	4	0	0	-	0	4	0	0	0	-	0	0	0	0	1	-	0	1	5
0800 - 0815	0	0	0	-	0	0	2	0	0	-	0	2	0	0	0	-	0	0	0	0	4	-	0	4	6
0815 - 0830	0	0	0	-	0	0	2	1	0	-	0	3	0	0	0	-	0	0	0	0	3	-	0	3	6
0830 - 0845	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	0	1	1
Total	0	0	0	0	0	0	8	1	0	0	0	9	0	0	0	0	0	0	0	0	9	0	0	9	18
Approach %	0.00	0.00	0.00	0.00	0.00	-	88.89	11.11	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.50	0.25	0.00	0.00	0.00	**0.56**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.56	0.00	0.00	**0.56**	**0.75**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	Driveway						GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp						Knotts Ave (West)						Knotts Ave (East)						
Time	Left 9.1	Thru 9.2	Right 9.3		U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7		U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11		U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15		U-Turn 9.16	App Total	Int Total
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0830 - 0845	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Click here for Map

Atlanta, GA

Marr Traffic DATA COLLECTION

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Thursday, April 24, 2025		
Cloudy		68°F
Period	1600 - 1800	**APPLY**
Peak Hour	1600 - 1700	**APPLY**
Global PH	1645 - 1745	**APPLY**

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Global Peak Hour

Volume

GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp

Southbound

10	9	355	2	376	512	(1-3)
0	0	4	0	4	12	(4-7)
0	0	4	0	4	2	(8-13)
10	9	363	2	384	526	Total

1

0

Eastbound

(1-3)	(4-7)	(8-13)	Total	
48	0	0	48	←
41	0	0	41	→
1	0	0	1	↰
14	0	0	14	↱
23	0	0	23	→
3	0	0	3	↰

0

0

STOP

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	961	16	6	983
PHF				0.97
ADT (Calc)			10	9830

Westbound

502		2	12	488
34		0	0	34
5		0	0	5
0		0	0	0
541	←	2	12	527
392	→	4	4	384
Total		(8-13)	(4-7)	(1-3)

0

2

5

3

Total	17	17	0	3	8	6
(8-13)	0	0	0	0	0	0
(4-7)	0	0	0	0	0	0
(1-3)	17	17	0	3	8	6

Northbound

Driveway

Knotts Ave (West)

Knotts Ave (East)

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Driveway						GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp						Knotts Ave (West)						Knotts Ave (East)						
Time	Left 9.1	Thru 9.2	Right 9.3		U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7		U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11		U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15		U-Turn 9.16	App Total	Int Total
1600 - 1615	0	4	4	-	0	8	89	1	2	-	0	92	7	4	2	-	0	13	2	5	149	-	0	156	269
1615 - 1630	0	1	2	-	0	3	96	3	2	-	0	101	3	2	1	-	0	6	0	6	127	-	1	134	244
1630 - 1645	0	0	0	-	0	0	88	1	4	-	0	93	3	1	0	-	0	4	0	4	140	-	1	145	242
1645 - 1700	1	2	1	-	0	4	88	1	1	-	0	90	1	6	0	-	1	8	0	10	126	-	0	136	238
Total	1	7	7	0	0	15	361	6	9	0	0	376	14	13	3	0	1	31	2	25	542	0	2	571	993
Approach %	6.67	46.67	46.67	0.00	0.00	-	96.01	1.60	2.39	0.00	0.00	-	45.16	41.94	9.68	0.00	3.23	-	0.35	4.38	94.92	0.00	0.35	-	
PHF	0.25	0.44	0.44	0.00	0.00	**0.47**	0.94	0.50	0.56	0.00	0.00	**0.93**	0.50	0.54	0.38	0.00	0.25	**0.60**	0.25	0.63	0.91	0.00	0.50	**0.92**	**0.92**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Driveway						GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp						Knotts Ave (West)						Knotts Ave (East)						
Time	Left 9.1	Thru 9.2	Right 9.3		U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7		U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11		U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15		U-Turn 9.16	App Total	Int Total
1600 - 1615	0	4	4	-	0	8	81	1	2	-	0	84	7	4	2	-	0	13	2	5	145	-	0	152	257
1615 - 1630	0	1	2	-	0	3	92	3	2	-	0	97	3	2	1	-	0	6	0	6	119	-	1	126	232
1630 - 1645	0	0	0	-	0	0	84	1	3	-	0	88	3	1	0	-	0	4	0	4	134	-	1	139	231
1645 - 1700	1	2	1	-	0	4	84	1	1	-	0	86	1	6	0	-	1	8	0	10	123	-	0	133	231
Total	1	7	7	0	0	15	341	6	8	0	0	355	14	13	3	0	1	31	2	25	521	0	2	550	951
Approach %	6.67	46.67	46.67	0.00	0.00	-	96.06	1.69	2.25	0.00	0.00	-	45.16	41.94	9.68	0.00	3.23	-	0.36	4.55	94.73	0.00	0.36	-	
PHF	0.25	0.44	0.44	0.00	0.00	**0.47**	0.93	0.50	0.67	0.00	0.00	**0.91**	0.50	0.54	0.38	0.00	0.25	**0.60**	0.25	0.63	0.90	0.00	0.50	**0.90**	**0.93**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Driveway						GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp						Knotts Ave (West)						Knotts Ave (East)						
Time	Left 9.1	Thru 9.2	Right 9.3		U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7		U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11		U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15		U-Turn 9.16	App Total	Int Total
1600 - 1615	0	0	0	-	0	0	8	0	0	-	0	8	0	0	0	-	0	0	0	0	3	-	0	3	11
1615 - 1630	0	0	0	-	0	0	2	0	0	-	0	2	0	0	0	-	0	0	0	0	7	-	0	7	9
1630 - 1645	0	0	0	-	0	0	4	0	1	-	0	5	0	0	0	-	0	0	0	0	6	-	0	6	11
1645 - 1700	0	0	0	-	0	0	2	0	0	-	0	2	0	0	0	-	0	0	0	0	2	-	0	2	4
Total	0	0	0	0	0	0	16	0	1	0	0	17	0	0	0	0	0	0	0	0	18	0	0	18	35
Approach %	0.00	0.00	0.00	0.00	0.00	-	94.12	0.00	5.88	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.50	0.00	0.25	0.00	0.00	**0.53**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.64	0.00	0.00	**0.64**	**0.80**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Driveway						GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp						Knotts Ave (West)						Knotts Ave (East)						
Time	Left 9.1	Thru 9.2	Right 9.3		U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7		U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11		U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15		U-Turn 9.16	App Total	Int Total
1600 - 1615	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	0	1	1
1615 - 1630	0	0	0	-	0	0	2	0	0	-	0	2	0	0	0	-	0	0	0	0	1	-	0	1	3
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	2	0	0	-	0	2	0	0	0	-	0	0	0	0	1	-	0	1	3
Total	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	3	0	0	3	7
Approach %	0.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.50	0.00	0.00	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.75	0.00	0.00	**0.75**	**0.58**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	Driveway						GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp						Knotts Ave (West)						Knotts Ave (East)						
Time	Left 9.1	Thru 9.2	Right 9.3		U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7		U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11		U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15		U-Turn 9.16	App Total	Int Total
1600 - 1615	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

Atlanta, GA

Marr Traffic DATA COLLECTION

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Site 9

Driveway
GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp
Knotts Ave (West)
Knotts Ave (East)

Date

Thursday, April 24, 2025

Lat/Long

33.697017°, -84.430927°
Click here for Map

Weather

Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Driveway					GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp					Knotts Ave (West)					Knotts Ave (East)					
TIME	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	Int Total
0700 - 0715	0	0	1	0	1	81	4	1	0	86	1	6	1	0	8	0	0	43	0	43	138
0715 - 0730	0	1	0	0	1	116	3	2	0	121	2	1	0	0	3	1	1	50	0	52	177
0730 - 0745	0	0	1	0	1	143	1	0	0	144	5	2	0	0	7	0	0	51	0	51	203
0745 - 0800	0	2	0	0	2	112	4	0	0	116	7	3	1	0	11	1	7	80	0	88	217
Hourly Total	0	3	2	0	**5**	452	12	3	0	**467**	15	12	2	0	**29**	2	8	224	0	**234**	**735**
0800 - 0815	0	1	2	0	3	158	2	0	0	160	5	2	3	0	10	0	3	63	0	66	239
0815 - 0830	0	0	1	0	1	163	6	3	1	173	5	3	1	0	9	0	2	76	2	80	263
0830 - 0845	1	1	1	0	3	120	2	0	0	122	5	6	0	0	11	0	1	71	0	72	208
0845 - 0900	0	2	0	0	2	98	3	1	0	102	6	2	0	0	8	1	3	60	0	64	176
Hourly Total	1	4	4	0	**9**	539	13	4	1	**557**	21	13	4	0	**38**	1	9	270	2	**282**	**886**
Grand Total	1	7	6	0	**14**	991	25	7	1	**1024**	36	25	6	0	**67**	3	17	494	2	**516**	**1621**
Approach %	7.14	50.00	42.86	0.00	-	96.78	2.44	0.68	0.10	-	53.73	37.31	8.96	0.00	-	0.58	3.29	95.74	2.99	-	
Intersection %	0.06	0.43	0.37	0.00	0.86	61.14	1.54	0.43	0.06	63.17	2.22	1.54	0.37	0.00	4.13	0.19	1.05	30.48	0.12	31.83	
Heavy Vehicle %	0	29	50	-	**36**	3	16	14	0	**4**	0	8	0	-	**3**	0	0	11	0	**10**	**6**
PHF	0.25	0.50	0.50	0.00	**0.75**	0.85	0.58	0.25	0.25	**0.83**	0.79	0.58	0.42	0.00	**0.93**	0.25	0.46	0.91	0.25	**0.87**	**0.88**
Peak Hour Total	1	4	4	0	**9**	553	14	3	1	**571**	22	14	5	0	**41**	1	13	290	2	**306**	**927**
Peak Hour HV %	0	50	50	0	**44**	5	21	33	0	**5**	0	14	0	0	**5**	0	0	11	0	**10**	**7**

1600 - 1800 (Weekday 2h Session) (04-24-2025)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Driveway					GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp					Knotts Ave (West)					Knotts Ave (East)					
TIME	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	Int Total
1600 - 1615	0	4	4	0	8	89	1	2	0	92	7	4	2	0	13	2	5	149	0	156	269
1615 - 1630	0	1	2	0	3	96	3	2	0	101	3	2	1	0	6	0	6	127	1	134	244
1630 - 1645	0	0	0	0	0	88	1	4	0	93	3	1	0	0	4	0	4	140	1	145	242
1645 - 1700	1	2	1	0	4	88	1	1	0	90	1	6	0	1	8	0	10	126	0	136	238
Hourly Total	1	7	7	0	**15**	361	6	9	0	**376**	14	13	3	1	**31**	2	25	542	2	**571**	**993**
1700 - 1715	0	2	3	0	5	89	0	1	2	92	5	6	0	0	11	2	9	134	0	145	253
1715 - 1730	0	2	1	0	3	78	2	4	0	84	5	4	1	0	10	2	8	137	0	147	244
1730 - 1745	2	2	1	0	5	108	6	4	0	118	3	7	2	0	12	1	7	105	0	113	248
1745 - 1800	0	1	3	0	4	110	1	5	0	116	2	6	1	0	9	1	11	85	0	97	226
Hourly Total	2	7	8	0	**17**	385	9	14	2	**410**	15	23	4	0	**42**	6	35	461	0	**502**	**971**
Grand Total	3	14	15	0	**32**	746	15	23	2	**786**	29	36	7	1	**73**	8	60	1003	2	**1073**	**1964**
Approach %	9.38	43.75	46.88	0.00	-	94.91	1.91	2.93	0.25	-	39.73	49.32	9.59	1.37	-	0.75	5.59	93.48	0.19	-	
Intersection %	0.15	0.71	0.76	0.00	1.63	37.98	0.76	1.17	0.10	40.02	1.48	1.83	0.36	0.05	3.72	0.41	3.05	51.07	0.10	54.63	
Heavy Vehicle %	0	0	0	-	**0**	4	0	4	0	**4**	0	0	0	0	**0**	0	0	4	0	**3**	**3**
PHF	0.25	0.44	0.44	0.00	**0.47**	0.94	0.50	0.56	0.00	**0.93**	0.50	0.54	0.38	0.25	**0.60**	0.25	0.63	0.91	0.50	**0.92**	**0.92**
Peak Hour Total	1	7	7	0	**15**	361	6	9	0	**376**	14	13	3	1	**31**	2	25	542	2	**571**	**993**
Peak Hour HV %	0	0	0	0	**0**	6	0	11	0	**6**	0	0	0	0	**0**	0	0	4	0	**4**	**4**

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

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 9

Driveway
GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp
Knotts Ave (West)
Knotts Ave (East)

Date

Thursday, April 24, 2025

Lat/Long

33.697017°, -84.430927°
Click here for Map

Weather

Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Driveway					GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp					Knotts Ave (West)					Knotts Ave (East)					
TIME	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	78	4	1	0	83	1	6	1	0	8	0	0	36	0	36	127
0715 - 0730	0	1	0	0	1	115	2	2	0	119	2	1	0	0	3	1	1	48	0	50	173
0730 - 0745	0	0	1	0	1	141	1	0	0	142	5	2	0	0	7	0	0	45	0	45	195
0745 - 0800	0	0	0	0	0	104	3	0	0	107	7	1	1	0	9	1	7	74	0	82	198
Hourly Total	0	1	1	0	**2**	438	10	3	0	**451**	15	10	2	0	**27**	2	8	203	0	**213**	**693**
0800 - 0815	0	1	0	0	1	146	2	0	0	148	5	2	3	0	10	0	3	55	0	58	217
0815 - 0830	0	0	1	0	1	159	4	2	1	166	5	3	1	0	9	0	2	65	2	69	245
0830 - 0845	1	1	1	0	3	119	2	0	0	121	5	6	0	0	11	0	1	64	0	65	200
0845 - 0900	0	2	0	0	2	95	3	1	0	99	6	2	0	0	8	1	3	55	0	59	168
Hourly Total	1	4	2	0	**7**	519	11	3	1	**534**	21	13	4	0	**38**	1	9	239	2	**251**	**830**
Grand Total	1	5	3	0	**9**	957	21	6	1	**985**	36	23	6	0	**65**	3	17	442	2	**464**	**1523**
Approach %	11.11	55.56	33.33	0.00	-	97.16	2.13	0.61	0.10	-	55.38	35.38	9.23	0.00	-	0.65	3.66	95.26	3.08	-	
Intersection %	0.07	0.33	0.20	0.00	0.59	62.84	1.38	0.39	0.07	64.67	2.36	1.51	0.39	0.00	4.27	0.20	1.12	29.02	0.13	30.47	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Driveway					GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp					Knotts Ave (West)					Knotts Ave (East)					
TIME	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	Int Total
1600 - 1615	0	4	4	0	8	81	1	2	0	84	7	4	2	0	13	2	5	145	0	152	257
1615 - 1630	0	1	2	0	3	92	3	2	0	97	3	2	1	0	6	0	6	119	1	126	232
1630 - 1645	0	0	0	0	0	84	1	3	0	88	3	1	0	0	4	0	4	134	1	139	231
1645 - 1700	1	2	1	0	4	84	1	1	0	86	1	6	0	1	8	0	10	123	0	133	231
Hourly Total	1	7	7	0	**15**	341	6	8	0	**355**	14	13	3	1	**31**	2	25	521	2	**550**	**951**
1700 - 1715	0	2	3	0	5	86	0	1	2	89	5	6	0	0	11	2	9	130	0	141	246
1715 - 1730	0	2	1	0	3	77	2	4	0	83	5	4	1	0	10	2	8	134	0	144	240
1730 - 1745	2	2	1	0	5	108	6	4	0	118	3	7	2	0	12	1	7	101	0	109	244
1745 - 1800	0	1	3	0	4	107	1	5	0	113	2	6	1	0	9	1	11	81	0	93	219
Hourly Total	2	7	8	0	**17**	378	9	14	2	**403**	15	23	4	0	**42**	6	35	446	0	**487**	**949**
Grand Total	3	14	15	0	**32**	719	15	22	2	**758**	29	36	7	1	**73**	8	60	967	2	**1037**	**1900**
Approach %	9.38	43.75	46.88	0.00	-	94.85	1.98	2.90	0.26	-	39.73	49.32	9.59	1.37	-	0.77	5.79	93.25	0.19	-	
Intersection %	0.16	0.74	0.79	0.00	1.68	37.84	0.79	1.16	0.11	39.89	1.53	1.89	0.37	0.05	3.84	0.42	3.16	50.89	0.11	54.58	

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

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 9
Driveway
GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp
Knotts Ave (West)
Knotts Ave (East)

Date
Thursday, April 24, 2025

Lat/Long
33.697017°, -84.430927°
Click here for Map

Weather
Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Driveway					GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp					Knotts Ave (West)					Knotts Ave (East)					
TIME	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	Int Total
0700 - 0715	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	4	0	4	6
0715 - 0730	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	2	0	2	4
0730 - 0745	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	3	0	3	5
0745 - 0800	0	2	0	0	2	4	1	0	0	5	0	2	0	0	2	0	0	5	0	5	14
Hourly Total	0	2	1	0	**3**	8	2	0	0	**10**	0	2	0	0	**2**	0	0	14	0	**14**	**29**
0800 - 0815	0	0	2	0	2	10	0	0	0	10	0	0	0	0	0	0	0	4	0	4	16
0815 - 0830	0	0	0	0	0	2	1	1	0	4	0	0	0	0	0	0	0	8	0	8	12
0830 - 0845	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	6	0	6	7
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5
Hourly Total	0	0	2	0	**2**	13	1	1	0	**15**	0	0	0	0	**0**	0	0	23	0	**23**	**40**
Grand Total	0	2	3	0	**5**	21	3	1	0	**25**	0	2	0	0	**2**	0	0	37	0	**37**	**69**
Approach %	0.00	40.00	60.00	0.00	-	84.00	12.00	4.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	0.00	2.90	4.35	0.00	7.25	30.43	4.35	1.45	0.00	36.23	0.00	2.90	0.00	0.00	2.90	0.00	0.00	53.62	0.00	53.62	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Driveway					GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp					Knotts Ave (West)					Knotts Ave (East)					
TIME	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	3	0	3	11
1615 - 1630	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	7	0	7	9
1630 - 1645	0	0	0	0	0	4	0	1	0	5	0	0	0	0	0	0	0	6	0	6	11
1645 - 1700	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	2	0	2	4
Hourly Total	0	0	0	0	**0**	16	0	1	0	**17**	0	0	0	0	**0**	0	0	18	0	**18**	**35**
1700 - 1715	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	3	0	3	5
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
1745 - 1800	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	4	0	4	6
Hourly Total	0	0	0	0	**0**	4	0	0	0	**4**	0	0	0	0	**0**	0	0	14	0	**14**	**18**
Grand Total	0	0	0	0	**0**	20	0	1	0	**21**	0	0	0	0	**0**	0	0	32	0	**32**	**53**
Approach %	0.00	0.00	0.00	0.00	-	95.24	0.00	4.76	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	37.74	0.00	1.89	0.00	39.62	0.00	0.00	0.00	0.00	0.00	0.00	0.00	60.38	0.00	60.38	

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

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 9
Driveway
GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp
Knotts Ave (West)
Knotts Ave (East)

Date
Thursday, April 24, 2025

Lat/Long
33.697017°, -84.430927°
Click here for Map

Weather
Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Driveway					GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp					Knotts Ave (West)					Knotts Ave (East)					
TIME	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	3	0	3	5
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	3	0	3	3
0745 - 0800	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	1	0	1	5
Hourly Total	0	0	0	0	**0**	6	0	0	0	**6**	0	0	0	0	**0**	0	0	7	0	**7**	**13**
0800 - 0815	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	4	0	4	6
0815 - 0830	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	0	3	0	3	6
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	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	0	0	0	**0**	7	1	0	0	**8**	0	0	0	0	**0**	0	0	8	0	**8**	**16**
Grand Total	0	0	0	0	**0**	13	1	0	0	**14**	0	0	0	0	**0**	0	0	15	0	**15**	**29**
Approach %	0.00	0.00	0.00	0.00	-	92.86	7.14	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	44.83	3.45	0.00	0.00	48.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	51.72	0.00	51.72	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Driveway					GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp					Knotts Ave (West)					Knotts Ave (East)					
TIME	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1615 - 1630	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1	3
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	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1	3
Hourly Total	0	0	0	0	**0**	4	0	0	0	**4**	0	0	0	0	**0**	0	0	3	0	**3**	**7**
1700 - 1715	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2
1715 - 1730	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	**0**	3	0	0	0	**3**	0	0	0	0	**0**	0	0	1	0	**1**	**4**
Grand Total	0	0	0	0	**0**	7	0	0	0	**7**	0	0	0	0	**0**	0	0	4	0	**4**	**11**
Approach %	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	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	63.64	0.00	0.00	0.00	63.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00	36.36	0.00	36.36	

Classified Turn Movement Count || Bicycles

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 9

Driveway
GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp
Knotts Ave (West)
Knotts Ave (East)

Date

Thursday, April 24, 2025

Lat/Long

33.697017°, -84.430927°
Click here for Map

Weather

Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)

Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	Driveway					GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp					Knotts Ave (West)					Knotts Ave (East)					
TIME	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	Int Total
0700 - 0715	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) (04-24-2025)

Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	Driveway					GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp					Knotts Ave (West)					Knotts Ave (East)					
TIME	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	Int Total
1600 - 1615	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)

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Atlanta, GA

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0700 - 0900 (Weekday 2h Session) (04-24-2025)

All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Driveway					GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp					Knotts Ave (West)					Knotts Ave (East)					
TIME	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	Int Total
0700 - 0715	0	0	1	0	1	3	0	0	0	3	0	0	0	0	0	0	0	7	0	7	11
0715 - 0730	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	2	0	2	4
0730 - 0745	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	6	0	6	8
0745 - 0800	0	2	0	0	2	8	1	0	0	9	0	2	0	0	2	0	0	6	0	6	19
Hourly Total	0	2	1	0	**3**	14	2	0	0	**16**	0	2	0	0	**2**	0	0	21	0	**21**	**42**
0800 - 0815	0	0	2	0	2	12	0	0	0	12	0	0	0	0	0	0	0	8	0	8	22
0815 - 0830	0	0	0	0	0	4	2	1	0	7	0	0	0	0	0	0	0	11	0	11	18
0830 - 0845	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	7	0	7	8
0845 - 0900	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	5	0	5	8
Hourly Total	0	0	2	0	**2**	20	2	1	0	**23**	0	0	0	0	**0**	0	0	31	0	**31**	**56**
Grand Total	0	2	3	0	**5**	34	4	1	0	**39**	0	2	0	0	**2**	0	0	52	0	**52**	**98**
Approach %	0.00	40.00	60.00	0.00	-	87.18	10.26	2.56	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	0.00	2.04	3.06	0.00	5.10	34.69	4.08	1.02	0.00	39.80	0.00	2.04	0.00	0.00	2.04	0.00	0.00	53.06	0.00	53.06	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Driveway					GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp					Knotts Ave (West)					Knotts Ave (East)					
TIME	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	4	0	4	12
1615 - 1630	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	8	0	8	12
1630 - 1645	0	0	0	0	0	4	0	1	0	5	0	0	0	0	0	0	0	6	0	6	11
1645 - 1700	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	3	0	3	7
Hourly Total	0	0	0	0	**0**	20	0	1	0	**21**	0	0	0	0	**0**	0	0	21	0	**21**	**42**
1700 - 1715	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	4	0	4	7
1715 - 1730	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3	0	3	4
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
1745 - 1800	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	4	0	4	7
Hourly Total	0	0	0	0	**0**	7	0	0	0	**7**	0	0	0	0	**0**	0	0	15	0	**15**	**22**
Grand Total	0	0	0	0	**0**	27	0	1	0	**28**	0	0	0	0	**0**	0	0	36	0	**36**	**64**
Approach %	0.00	0.00	0.00	0.00	-	96.43	0.00	3.57	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	42.19	0.00	1.56	0.00	43.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	56.25	0.00	56.25	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 9
Driveway
GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp
Knotts Ave (West)
Knotts Ave (East)

Date
Thursday, April 24, 2025

Lat/Long
33.697017°, -84.430927°
Click here for Map

Weather
Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Driveway			GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp			Knotts Ave (West)			Knotts Ave (East)			
TIME	EB 9a	WB 9b	App Total	EB 9c	WB 9d	App Total	NB 9e	SB 9f	App Total	NB 9g	SB 9h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	1	0	1	0	0	0	0	0	0	0	0	0	1
0745 - 0800	0	1	1	0	0	0	0	0	0	0	0	0	1
Hourly Total	1	1	**2**	0	0	**0**	0	0	**0**	0	0	**0**	**2**
0800 - 0815	0	0	0	1	0	1	0	0	0	0	0	0	1
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	1	0	**1**	0	0	**0**	0	0	**0**	**1**
Grand Total	1	1	**2**	1	0	**1**	0	0	**0**	0	0	**0**	**3**
Approach %	50.00	50.00	-	100.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	33.33	33.33	66.67	33.33	0.00	33.33	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Driveway			GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp			Knotts Ave (West)			Knotts Ave (East)			
TIME	EB 9a	WB 9b	App Total	EB 9c	WB 9d	App Total	NB 9e	SB 9f	App Total	NB 9g	SB 9h	App Total	Int Total
1600 - 1615	0	1	1	0	0	0	0	0	0	0	1	1	2
1615 - 1630	0	1	1	0	1	1	0	0	0	0	1	1	3
1630 - 1645	0	0	0	1	0	1	0	0	0	0	0	0	1
1645 - 1700	1	1	2	0	0	0	0	0	0	0	0	0	2
Hourly Total	1	3	**4**	1	1	**2**	0	0	**0**	0	2	**2**	**8**
1700 - 1715	3	1	4	0	0	0	0	0	0	1	0	1	5
1715 - 1730	0	0	0	1	0	1	0	0	0	0	0	0	1
1730 - 1745	0	0	0	0	0	0	0	0	0	1	0	1	1
1745 - 1800	0	1	1	0	0	0	0	0	0	0	0	0	1
Hourly Total	3	2	**5**	1	0	**1**	0	0	**0**	2	0	**2**	**8**
Grand Total	4	5	**9**	2	1	**3**	0	0	**0**	2	2	**4**	**16**
Approach %	44.44	55.56	-	66.67	33.33	-	0.00	0.00	-	50.00	50.00	-	
Intersection %	25.00	31.25	56.25	12.50	6.25	18.75	0.00	0.00	0.00	12.50	12.50	25.00	

Crosswalk Counts || Bicycles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

Site 9
Driveway
GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp
Knotts Ave (West)
Knotts Ave (East)

Date
Thursday, April 24, 2025

Lat/Long
33.697017°, -84.430927°
Click here for Map

Weather
Cloudy
68°F
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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	Driveway			GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp			Knotts Ave (West)			Knotts Ave (East)			
TIME	EB 9a	WB 9b	App Total	EB 9c	WB 9d	App Total	NB 9e	SB 9f	App Total	NB 9g	SB 9h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	Driveway			GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp			Knotts Ave (West)			Knotts Ave (East)			
TIME	EB 9a	WB 9b	App Total	EB 9c	WB 9d	App Total	NB 9e	SB 9f	App Total	NB 9g	SB 9h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	1	0	1	0	0	0	0	0	0	0	0	0	1
1730 - 1745	0	1	1	0	0	0	0	0	0	0	0	0	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	1	**2**	0	0	**0**	0	0	**0**	0	0	**0**	**2**
Grand Total	1	1	**2**	0	0	**0**	0	0	**0**	0	0	**0**	**2**
Approach %	50.00	50.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	50.00	50.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 9
Driveway
GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp
Knotts Ave (West)
Knotts Ave (East)

Date
Thursday, April 24, 2025

Lat/Long
33.697017°, -84.430927°
Click here for Map

Weather
Cloudy
68°F
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0700 - 0900 (Weekday 2h Session) (04-24-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Driveway			GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp			Knotts Ave (West)			Knotts Ave (East)			
TIME	EB 9a	WB 9b	App Total	EB 9c	WB 9d	App Total	NB 9e	SB 9f	App Total	NB 9g	SB 9h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-24-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Driveway			GA-166 Arthur B.Langford Jr.Pkwy On/Off-Ramp			Knotts Ave (West)			Knotts Ave (East)			
TIME	EB 9a	WB 9b	App Total	EB 9c	WB 9d	App Total	NB 9e	SB 9f	App Total	NB 9g	SB 9h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 4/24/2025	Knotts Ave (West) Eastbound			Knotts Ave (East) Westbound			Driveway Northbound			Arthur B.Langford Jr.Pkwy On/Of Southbound			
Time	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	1	6	1	0	0	43	0	0	1	81	4	1	138
07:15 AM - 07:30 AM	2	1	0	1	1	50	0	1	0	116	3	2	177
07:30 AM - 07:45 AM	5	2	0	0	0	51	0	0	1	143	1	0	203
07:45 AM - 08:00 AM	7	3	1	1	7	80	0	2	0	112	4	0	217
08:00 AM - 08:15 AM	5	2	3	0	3	63	0	1	2	158	2	0	239
08:15 AM - 08:30 AM	5	3	1	0	2	76	0	0	1	163	6	3	260
08:30 AM - 08:45 AM	5	6	0	0	1	71	1	1	1	120	2	0	208
08:45 AM - 09:00 AM	6	2	0	1	3	60	0	2	0	98	3	1	176
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	7	4	2	2	5	149	0	4	4	89	1	2	269
04:15 PM - 04:30 PM	3	2	1	0	6	127	0	1	2	96	3	2	243
04:30 PM - 04:45 PM	3	1	0	0	4	140	0	0	0	88	1	4	241
04:45 PM - 05:00 PM	1	6	0	0	10	126	1	2	1	88	1	1	237
05:00 PM - 05:15 PM	5	6	0	2	9	134	0	2	3	89	0	1	251
05:15 PM - 05:30 PM	5	4	1	2	8	137	0	2	1	78	2	4	244
05:30 PM - 05:45 PM	3	7	2	1	7	105	2	2	1	108	6	4	248
05:45 PM - 06:00 PM	2	6	1	1	11	85	0	1	3	110	1	5	226
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Click here for Map

Atlanta, GA

Marr Traffic DATA COLLECTION

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Thursday, April 24, 2025		
Cloudy		68°F
Period	0700 - 0900	**APPLY**
Peak Hour	0730 - 0830	**APPLY**
Global PH	0745 - 0845	**APPLY**

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound												
	GA-14 Main St (South)						GA-14 Main St (North)						Knotts Ave												
Time	Left 10.1	Thru 10.2			U-Turn 10.3	App Total		Thru 10.4	Right 10.5		U-Turn 10.6	App Total	Left 10.7		Right 10.8		U-Turn 10.9	App Total						App Total	Int Total
0730 - 0745	20	229	-	-	0	249	-	121	32	-	0	153	129	-	22	-	0	151	-	-	-	-	-	0	553
0745 - 0800	32	250	-	-	0	282	-	125	56	-	0	181	90	-	29	-	0	119	-	-	-	-	-	0	582
0800 - 0815	25	231	-	-	0	256	-	105	40	-	0	145	124	-	36	-	0	160	-	-	-	-	-	0	561
0815 - 0830	30	274	-	-	0	304	-	95	53	-	0	148	149	-	28	-	0	177	-	-	-	-	-	0	629
Total	107	984	0	0	0	1091	0	446	181	0	0	627	492	0	115	0	0	607	0	0	0	0	0	0	2325
Approach %	9.81	90.19	0.00	0.00	0.00	-	0.00	71.13	28.87	0.00	0.00	-	81.05	0.00	18.95	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.84	0.90	0.00	0.00	0.00	**0.90**	0.00	0.89	0.81	0.00	0.00	**0.87**	0.83	0.00	0.80	0.00	0.00	**0.86**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.92**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound												
	GA-14 Main St (South)						GA-14 Main St (North)						Knotts Ave												
Time	Left 10.1	Thru 10.2			U-Turn 10.3	App Total		Thru 10.4	Right 10.5		U-Turn 10.6	App Total	Left 10.7		Right 10.8		U-Turn 10.9	App Total						App Total	Int Total
0730 - 0745	18	224	-	-	0	242	-	115	28	-	0	143	127	-	21	-	0	148	-	-	-	-	-	0	533
0745 - 0800	31	244	-	-	0	275	-	119	51	-	0	170	84	-	27	-	0	111	-	-	-	-	-	0	556
0800 - 0815	20	225	-	-	0	245	-	99	37	-	0	136	116	-	32	-	0	148	-	-	-	-	-	0	529
0815 - 0830	26	266	-	-	0	292	-	92	46	-	0	138	147	-	25	-	0	172	-	-	-	-	-	0	602
Total	95	959	0	0	0	1054	0	425	162	0	0	587	474	0	105	0	0	579	0	0	0	0	0	0	2220
Approach %	9.01	90.99	0.00	0.00	0.00	-	0.00	72.40	27.60	0.00	0.00	-	81.87	0.00	18.13	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.77	0.90	0.00	0.00	0.00	**0.90**	0.00	0.89	0.79	0.00	0.00	**0.86**	0.81	0.00	0.82	0.00	0.00	**0.84**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.92**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound												
	GA-14 Main St (South)						GA-14 Main St (North)						Knotts Ave												
Time	Left 10.1	Thru 10.2			U-Turn 10.3	App Total		Thru 10.4	Right 10.5		U-Turn 10.6	App Total	Left 10.7		Right 10.8		U-Turn 10.9	App Total						App Total	Int Total
0730 - 0745	1	5	-	-	0	6	-	5	2	-	0	7	2	-	0	-	0	2	-	-	-	-	-	0	15
0745 - 0800	0	4	-	-	0	4	-	5	5	-	0	10	4	-	1	-	0	5	-	-	-	-	-	0	19
0800 - 0815	1	3	-	-	0	4	-	6	3	-	0	9	8	-	2	-	0	10	-	-	-	-	-	0	23
0815 - 0830	1	3	-	-	0	4	-	3	7	-	0	10	2	-	1	-	0	3	-	-	-	-	-	0	17
Total	3	15	0	0	0	18	0	19	17	0	0	36	16	0	4	0	0	20	0	0	0	0	0	0	74
Approach %	16.67	83.33	0.00	0.00	0.00	-	0.00	52.78	47.22	0.00	0.00	-	80.00	0.00	20.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.75	0.75	0.00	0.00	0.00	**0.75**	0.00	0.79	0.61	0.00	0.00	**0.90**	0.50	0.00	0.50	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.80**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound												
	GA-14 Main St (South)						GA-14 Main St (North)						Knotts Ave												
Time	Left 10.1	Thru 10.2			U-Turn 10.3	App Total		Thru 10.4	Right 10.5		U-Turn 10.6	App Total	Left 10.7		Right 10.8		U-Turn 10.9	App Total						App Total	Int Total
0730 - 0745	1	0	-	-	0	1	-	1	2	-	0	3	0	-	1	-	0	1	-	-	-	-	-	0	5
0745 - 0800	1	2	-	-	0	3	-	1	0	-	0	1	2	-	1	-	0	3	-	-	-	-	-	0	7
0800 - 0815	4	3	-	-	0	7	-	0	0	-	0	0	0	-	2	-	0	2	-	-	-	-	-	0	9
0815 - 0830	3	5	-	-	0	8	-	0	0	-	0	0	0	-	2	-	0	2	-	-	-	-	-	0	10
Total	9	10	0	0	0	19	0	2	2	0	0	4	2	0	6	0	0	8	0	0	0	0	0	0	31
Approach %	47.37	52.63	0.00	0.00	0.00	-	0.00	50.00	50.00	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	0.56	0.50	0.00	0.00	0.00	**0.59**	0.00	0.50	0.25	0.00	0.00	**0.33**	0.25	0.00	0.75	0.00	0.00	**0.67**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.78**

Bicycles

	Northbound						Southbound						Eastbound												
	GA-14 Main St (South)						GA-14 Main St (North)						Knotts Ave												
Time	Left 10.1	Thru 10.2			U-Turn 10.3	App Total		Thru 10.4	Right 10.5		U-Turn 10.6	App Total	Left 10.7		Right 10.8		U-Turn 10.9	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

Click here for Map

Atlanta, GA

Marr Traffic DATA COLLECTION

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Thursday, April 24, 2025		
Cloudy		68°F
Period	1600 - 1800	**APPLY**
Peak Hour	1645 - 1745	**APPLY**
Global PH	1645 - 1745	**APPLY**

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

Time	Northbound GA-14 Main St (South) Left 10.1	Thru 10.2			U-Turn 10.3	App Total	Southbound GA-14 Main St (North)	Thru 10.4	Right 10.5		U-Turn 10.6	App Total	Eastbound Knotts Ave Left 10.7		Right 10.8		U-Turn 10.9	App Total						App Total	Int Total
1645 - 1700	57	172	-	-	0	229	-	215	79	-	0	294	83	-	14	-	0	97	-	-	-	-	-	0	620
1700 - 1715	40	164	-	-	0	204	-	211	103	-	0	314	81	-	24	-	0	105	-	-	-	-	-	0	623
1715 - 1730	56	159	-	-	0	215	-	246	86	-	0	332	58	-	15	-	0	73	-	-	-	-	-	0	620
1730 - 1745	47	179	-	-	0	226	-	213	64	-	0	277	110	-	17	-	0	127	-	-	-	-	-	0	630
Total	200	674	0	0	0	874	0	885	332	0	0	1217	332	0	70	0	0	402	0	0	0	0	0	0	2493
Approach %	22.88	77.12	0.00	0.00	0.00	-	0.00	72.72	27.28	0.00	0.00	-	82.59	0.00	17.41	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.88	0.94	0.00	0.00	0.00	**0.95**	0.00	0.90	0.81	0.00	0.00	**0.92**	0.75	0.00	0.73	0.00	0.00	**0.79**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.99**

Passenger Vehicles (1-3)

Time	Northbound GA-14 Main St (South) Left 10.1	Thru 10.2			U-Turn 10.3	App Total	Southbound GA-14 Main St (North)	Thru 10.4	Right 10.5		U-Turn 10.6	App Total	Eastbound Knotts Ave Left 10.7		Right 10.8		U-Turn 10.9	App Total						App Total	Int Total
1645 - 1700	57	169	-	-	0	226	-	211	76	-	0	287	81	-	12	-	0	93	-	-	-	-	-	0	606
1700 - 1715	38	161	-	-	0	199	-	204	101	-	0	305	80	-	22	-	0	102	-	-	-	-	-	0	606
1715 - 1730	56	156	-	-	0	212	-	244	83	-	0	327	58	-	14	-	0	72	-	-	-	-	-	0	611
1730 - 1745	47	177	-	-	0	224	-	212	60	-	0	272	110	-	17	-	0	127	-	-	-	-	-	0	623
Total	198	663	0	0	0	861	0	871	320	0	0	1191	329	0	65	0	0	394	0	0	0	0	0	0	2446
Approach %	23.00	77.00	0.00	0.00	0.00	-	0.00	73.13	26.87	0.00	0.00	-	83.50	0.00	16.50	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.87	0.94	0.00	0.00	0.00	**0.95**	0.00	0.89	0.79	0.00	0.00	**0.91**	0.75	0.00	0.74	0.00	0.00	**0.78**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.98**

Single Unit Trucks (4-7)

Time	Northbound GA-14 Main St (South) Left 10.1	Thru 10.2			U-Turn 10.3	App Total	Southbound GA-14 Main St (North)	Thru 10.4	Right 10.5		U-Turn 10.6	App Total	Eastbound Knotts Ave Left 10.7		Right 10.8		U-Turn 10.9	App Total						App Total	Int Total
1645 - 1700	0	2	-	-	0	2	-	4	2	-	0	6	2	-	0	-	0	2	-	-	-	-	-	0	10
1700 - 1715	1	3	-	-	0	4	-	3	2	-	0	5	1	-	1	-	0	2	-	-	-	-	-	0	11
1715 - 1730	0	1	-	-	0	1	-	1	3	-	0	4	0	-	0	-	0	0	-	-	-	-	-	0	5
1730 - 1745	0	1	-	-	0	1	-	1	4	-	0	5	0	-	0	-	0	0	-	-	-	-	-	0	6
Total	1	7	0	0	0	8	0	9	11	0	0	20	3	0	1	0	0	4	0	0	0	0	0	0	32
Approach %	12.50	87.50	0.00	0.00	0.00	-	0.00	45.00	55.00	0.00	0.00	-	75.00	0.00	25.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.58	0.00	0.00	0.00	**0.50**	0.00	0.56	0.69	0.00	0.00	**0.83**	0.38	0.00	0.25	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.73**

Combination Trucks (8-13)

Time	Northbound GA-14 Main St (South) Left 10.1	Thru 10.2			U-Turn 10.3	App Total	Southbound GA-14 Main St (North)	Thru 10.4	Right 10.5		U-Turn 10.6	App Total	Eastbound Knotts Ave Left 10.7		Right 10.8		U-Turn 10.9	App Total						App Total	Int Total
1645 - 1700	0	1	-	-	0	1	-	0	1	-	0	1	0	-	2	-	0	2	-	-	-	-	-	0	4
1700 - 1715	1	0	-	-	0	1	-	3	0	-	0	3	0	-	1	-	0	1	-	-	-	-	-	0	5
1715 - 1730	0	2	-	-	0	2	-	1	0	-	0	1	0	-	1	-	0	1	-	-	-	-	-	0	4
1730 - 1745	0	1	-	-	0	1	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	1
Total	1	4	0	0	0	5	0	4	1	0	0	5	0	0	4	0	0	4	0	0	0	0	0	0	14
Approach %	20.00	80.00	0.00	0.00	0.00	-	0.00	80.00	20.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.50	0.00	0.00	0.00	**0.63**	0.00	0.33	0.25	0.00	0.00	**0.42**	0.00	0.00	0.50	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.70**

Bicycles

Time	Northbound GA-14 Main St (South) Left 10.1	Thru 10.2			U-Turn 10.3	App Total	Southbound GA-14 Main St (North)	Thru 10.4	Right 10.5		U-Turn 10.6	App Total	Eastbound Knotts Ave Left 10.7		Right 10.8		U-Turn 10.9	App Total						App Total	Int Total
1645 - 1700	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1700 - 1715	0	0	-	-	0	0	-	1	0	-	0	1	0	-	0	-	0	0	-	-	-	-	-	0	1
1715 - 1730	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1730 - 1745	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 10

GA-14 Main St (South)
GA-14 Main St (North)
Knotts Ave

Date

Thursday, April 24, 2025

Lat/Long

33.697002°, -84.429711°
Click here for Map

Weather

Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)

All vehicles

	Northbound				Southbound				Eastbound				
	GA-14 Main St (South)				GA-14 Main St (North)				Knotts Ave				
TIME	Left 10.1	Thru 10.2	U-Turn 10.3	App Total	Thru 10.4	Right 10.5	U-Turn 10.6	App Total	Left 10.7	Right 10.8	U-Turn 10.9	App Total	Int Total
0700 - 0715	20	149	0	169	69	24	0	93	65	17	0	82	344
0715 - 0730	16	236	0	252	93	36	0	129	93	24	0	117	498
0730 - 0745	20	229	0	249	121	32	0	153	129	22	0	151	553
0745 - 0800	32	250	0	282	125	56	0	181	90	29	0	119	582
Hourly Total	88	864	0	**952**	408	148	0	**556**	377	92	0	**469**	**1977**
0800 - 0815	25	231	0	256	105	40	0	145	124	36	0	160	561
0815 - 0830	30	274	0	304	95	53	0	148	149	28	0	177	629
0830 - 0845	35	229	0	264	71	36	0	107	106	13	0	119	490
0845 - 0900	20	162	0	182	87	42	0	129	90	19	0	109	420
Hourly Total	110	896	0	**1006**	358	171	0	**529**	469	96	0	**565**	**2100**
Grand Total	198	1760	0	**1958**	766	319	0	**1085**	846	188	0	**1034**	**4077**
Approach %	10.11	89.89	0.00	-	70.60	29.40	0.00	-	81.82	18.18	0.00	-	
Intersection %	4.86	43.17	0.00	48.03	18.79	7.82	0.00	26.61	20.75	4.61	0.00	25.36	
Heavy Vehicle %	9	3	-	**3**	4	11	-	**6**	3	7	-	**4**	**4**
PHF	0.84	0.90	0.00	**0.90**	0.89	0.81	0.00	**0.87**	0.83	0.80	0.00	**0.86**	**0.92**
Peak Hour Total	107	984	0	**1091**	446	181	0	**627**	492	115	0	**607**	**2325**
Peak Hour HV %	11	3	0	**3**	5	10	0	**6**	4	9	0	**5**	**5**

1600 - 1800 (Weekday 2h Session) (04-24-2025)

All vehicles

	Northbound				Southbound				Eastbound				
	GA-14 Main St (South)				GA-14 Main St (North)				Knotts Ave				
TIME	Left 10.1	Thru 10.2	U-Turn 10.3	App Total	Thru 10.4	Right 10.5	U-Turn 10.6	App Total	Left 10.7	Right 10.8	U-Turn 10.9	App Total	Int Total
1600 - 1615	69	191	0	260	166	88	0	254	95	10	0	105	619
1615 - 1630	51	190	0	241	189	92	0	281	82	20	0	102	624
1630 - 1645	53	175	0	228	186	86	0	272	76	16	0	92	592
1645 - 1700	57	172	0	229	215	79	0	294	83	14	0	97	620
Hourly Total	230	728	0	**958**	756	345	0	**1101**	336	60	0	**396**	**2455**
1700 - 1715	40	164	0	204	211	103	0	314	81	24	0	105	623
1715 - 1730	56	159	0	215	246	86	0	332	58	15	0	73	620
1730 - 1745	47	179	0	226	213	64	0	277	110	17	0	127	630
1745 - 1800	25	197	0	222	189	78	0	267	105	15	0	120	609
Hourly Total	168	699	0	**867**	859	331	0	**1190**	354	71	0	**425**	**2482**
Grand Total	398	1427	0	**1825**	1615	676	0	**2291**	690	131	0	**821**	**4937**
Approach %	21.81	78.19	0.00	-	70.49	29.51	0.00	-	84.04	15.96	0.00	-	
Intersection %	8.06	28.90	0.00	36.97	32.71	13.69	0.00	46.40	13.98	2.65	0.00	16.63	
Heavy Vehicle %	2	1	-	**2**	2	4	-	**2**	3	7	-	**3**	**2**
PHF	0.88	0.94	0.00	**0.95**	0.90	0.81	0.00	**0.92**	0.75	0.73	0.00	**0.79**	**0.99**
Peak Hour Total	200	674	0	**874**	885	332	0	**1217**	332	70	0	**402**	**2493**
Peak Hour HV %	1	2	0	**1**	1	4	0	**2**	1	7	0	**2**	**2**

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

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 10
GA-14 Main St (South)
GA-14 Main St (North)
Knotts Ave

Date
Thursday, April 24, 2025

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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Passenger Vehicles (1-3)

	Northbound				Southbound				Eastbound				
	GA-14 Main St (South)				GA-14 Main St (North)				Knotts Ave				
TIME	Left 10.1	Thru 10.2	U-Turn 10.3	App Total	Thru 10.4	Right 10.5	U-Turn 10.6	App Total	Left 10.7	Right 10.8	U-Turn 10.9	App Total	Int Total
0700 - 0715	16	146	0	162	68	21	0	89	63	15	0	78	329
0715 - 0730	16	228	0	244	89	34	0	123	92	23	0	115	482
0730 - 0745	18	224	0	242	115	28	0	143	127	21	0	148	533
0745 - 0800	31	244	0	275	119	51	0	170	84	27	0	111	556
Hourly Total	81	842	0	**923**	391	134	0	**525**	366	86	0	**452**	**1900**
0800 - 0815	20	225	0	245	99	37	0	136	116	32	0	148	529
0815 - 0830	26	266	0	292	92	46	0	138	147	25	0	172	602
0830 - 0845	34	222	0	256	67	30	0	97	105	13	0	118	471
0845 - 0900	20	157	0	177	86	37	0	123	87	18	0	105	405
Hourly Total	100	870	0	**970**	344	150	0	**494**	455	88	0	**543**	**2007**
Grand Total	181	1712	0	**1893**	735	284	0	**1019**	821	174	0	**995**	**3907**
Approach %	9.56	90.44	0.00	-	72.13	27.87	0.00	-	82.51	17.49	0.00	-	
Intersection %	4.63	43.82	0.00	48.45	18.81	7.27	0.00	26.08	21.01	4.45	0.00	25.47	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Passenger Vehicles (1-3)

	Northbound				Southbound				Eastbound				
	GA-14 Main St (South)				GA-14 Main St (North)				Knotts Ave				
TIME	Left 10.1	Thru 10.2	U-Turn 10.3	App Total	Thru 10.4	Right 10.5	U-Turn 10.6	App Total	Left 10.7	Right 10.8	U-Turn 10.9	App Total	Int Total
1600 - 1615	68	186	0	254	164	85	0	249	87	10	0	97	600
1615 - 1630	49	188	0	237	186	86	0	272	81	17	0	98	607
1630 - 1645	52	174	0	226	183	81	0	264	73	15	0	88	578
1645 - 1700	57	169	0	226	211	76	0	287	81	12	0	93	606
Hourly Total	226	717	0	**943**	744	328	0	**1072**	322	54	0	**376**	**2391**
1700 - 1715	38	161	0	199	204	101	0	305	80	22	0	102	606
1715 - 1730	56	156	0	212	244	83	0	327	58	14	0	72	611
1730 - 1745	47	177	0	224	212	60	0	272	110	17	0	127	623
1745 - 1800	24	195	0	219	185	75	0	260	102	15	0	117	596
Hourly Total	165	689	0	**854**	845	319	0	**1164**	350	68	0	**418**	**2436**
Grand Total	391	1406	0	**1797**	1589	647	0	**2236**	672	122	0	**794**	**4827**
Approach %	21.76	78.24	0.00	-	71.06	28.94	0.00	-	84.63	15.37	0.00	-	
Intersection %	8.10	29.13	0.00	37.23	32.92	13.40	0.00	46.32	13.92	2.53	0.00	16.45	

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

Marr Traffic DATA COLLECTION

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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				
	GA-14 Main St (South)				GA-14 Main St (North)				Knotts Ave				
TIME	Left 10.1	Thru 10.2	U-Turn 10.3	App Total	Thru 10.4	Right 10.5	U-Turn 10.6	App Total	Left 10.7	Right 10.8	U-Turn 10.9	App Total	Int Total
0700 - 0715	1	2	0	3	1	3	0	4	2	0	0	2	9
0715 - 0730	0	5	0	5	1	2	0	3	1	1	0	2	10
0730 - 0745	1	5	0	6	5	2	0	7	2	0	0	2	15
0745 - 0800	0	4	0	4	5	5	0	10	4	1	0	5	19
Hourly Total	2	16	0	**18**	12	12	0	**24**	9	2	0	**11**	**53**
0800 - 0815	1	3	0	4	6	3	0	9	8	2	0	10	23
0815 - 0830	1	3	0	4	3	7	0	10	2	1	0	3	17
0830 - 0845	0	6	0	6	3	6	0	9	1	0	0	1	16
0845 - 0900	0	2	0	2	1	5	0	6	1	0	0	1	9
Hourly Total	2	14	0	**16**	13	21	0	**34**	12	3	0	**15**	**65**
Grand Total	4	30	0	**34**	25	33	0	**58**	21	5	0	**26**	**118**
Approach %	11.76	88.24	0.00	-	43.10	56.90	0.00	-	80.77	19.23	0.00	-	
Intersection %	3.39	25.42	0.00	28.81	21.19	27.97	0.00	49.15	17.80	4.24	0.00	22.03	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				
	GA-14 Main St (South)				GA-14 Main St (North)				Knotts Ave				
TIME	Left 10.1	Thru 10.2	U-Turn 10.3	App Total	Thru 10.4	Right 10.5	U-Turn 10.6	App Total	Left 10.7	Right 10.8	U-Turn 10.9	App Total	Int Total
1600 - 1615	1	3	0	4	2	2	0	4	8	0	0	8	16
1615 - 1630	2	2	0	4	3	5	0	8	1	1	0	2	14
1630 - 1645	1	1	0	2	3	5	0	8	3	1	0	4	14
1645 - 1700	0	2	0	2	4	2	0	6	2	0	0	2	10
Hourly Total	4	8	0	**12**	12	14	0	**26**	14	2	0	**16**	**54**
1700 - 1715	1	3	0	4	3	2	0	5	1	1	0	2	11
1715 - 1730	0	1	0	1	1	3	0	4	0	0	0	0	5
1730 - 1745	0	1	0	1	1	4	0	5	0	0	0	0	6
1745 - 1800	1	2	0	3	2	3	0	5	2	0	0	2	10
Hourly Total	2	7	0	**9**	7	12	0	**19**	3	1	0	**4**	**32**
Grand Total	6	15	0	**21**	19	26	0	**45**	17	3	0	**20**	**86**
Approach %	28.57	71.43	0.00	-	42.22	57.78	0.00	-	85.00	15.00	0.00	-	
Intersection %	6.98	17.44	0.00	24.42	22.09	30.23	0.00	52.33	19.77	3.49	0.00	23.26	

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

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Knotts Ave

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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				
	GA-14 Main St (South)				GA-14 Main St (North)				Knotts Ave				
TIME	Left 10.1	Thru 10.2	U-Turn 10.3	App Total	Thru 10.4	Right 10.5	U-Turn 10.6	App Total	Left 10.7	Right 10.8	U-Turn 10.9	App Total	Int Total
0700 - 0715	3	1	0	4	0	0	0	0	0	2	0	2	6
0715 - 0730	0	3	0	3	3	0	0	3	0	0	0	0	6
0730 - 0745	1	0	0	1	1	2	0	3	0	1	0	1	5
0745 - 0800	1	2	0	3	1	0	0	1	2	1	0	3	7
Hourly Total	5	6	0	**11**	5	2	0	**7**	2	4	0	**6**	**24**
0800 - 0815	4	3	0	7	0	0	0	0	0	2	0	2	9
0815 - 0830	3	5	0	8	0	0	0	0	0	2	0	2	10
0830 - 0845	1	1	0	2	1	0	0	1	0	0	0	0	3
0845 - 0900	0	3	0	3	0	0	0	0	2	1	0	3	6
Hourly Total	8	12	0	**20**	1	0	0	**1**	2	5	0	**7**	**28**
Grand Total	13	18	0	**31**	6	2	0	**8**	4	9	0	**13**	**52**
Approach %	41.94	58.06	0.00	-	75.00	25.00	0.00	-	30.77	69.23	0.00	-	
Intersection %	25.00	34.62	0.00	59.62	11.54	3.85	0.00	15.38	7.69	17.31	0.00	25.00	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				
	GA-14 Main St (South)				GA-14 Main St (North)				Knotts Ave				
TIME	Left 10.1	Thru 10.2	U-Turn 10.3	App Total	Thru 10.4	Right 10.5	U-Turn 10.6	App Total	Left 10.7	Right 10.8	U-Turn 10.9	App Total	Int Total
1600 - 1615	0	2	0	2	0	1	0	1	0	0	0	0	3
1615 - 1630	0	0	0	0	0	1	0	1	0	2	0	2	3
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	1	0	1	0	1	0	1	0	2	0	2	4
Hourly Total	0	3	0	**3**	0	3	0	**3**	0	4	0	**4**	**10**
1700 - 1715	1	0	0	1	3	0	0	3	0	1	0	1	5
1715 - 1730	0	2	0	2	1	0	0	1	0	1	0	1	4
1730 - 1745	0	1	0	1	0	0	0	0	0	0	0	0	1
1745 - 1800	0	0	0	0	2	0	0	2	1	0	0	1	3
Hourly Total	1	3	0	**4**	6	0	0	**6**	1	2	0	**3**	**13**
Grand Total	1	6	0	**7**	6	3	0	**9**	1	6	0	**7**	**23**
Approach %	14.29	85.71	0.00	-	66.67	33.33	0.00	-	14.29	85.71	0.00	-	
Intersection %	4.35	26.09	0.00	30.43	26.09	13.04	0.00	39.13	4.35	26.09	0.00	30.43	

Classified Turn Movement Count || Bicycles

Marr Traffic DATA COLLECTION

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Site 10

GA-14 Main St (South)
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Knotts Ave

Date

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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Bicycles

	Northbound				Southbound				Eastbound				
	GA-14 Main St (South)				GA-14 Main St (North)				Knotts Ave				
TIME	Left 10.1	Thru 10.2	U-Turn 10.3	App Total	Thru 10.4	Right 10.5	U-Turn 10.6	App Total	Left 10.7	Right 10.8	U-Turn 10.9	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) (04-24-2025)

Bicycles

	Northbound				Southbound				Eastbound				
	GA-14 Main St (South)				GA-14 Main St (North)				Knotts Ave				
TIME	Left 10.1	Thru 10.2	U-Turn 10.3	App Total	Thru 10.4	Right 10.5	U-Turn 10.6	App Total	Left 10.7	Right 10.8	U-Turn 10.9	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	1	0	0	1	0	0	0	0	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	**1**
Grand Total	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	**1**
Approach %	0.00	0.00	0.00	-	100.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	

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

Atlanta, GA

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All Trucks (4-13)

	Northbound				Southbound				Eastbound				
	GA-14 Main St (South)				GA-14 Main St (North)				Knotts Ave				
TIME	Left 10.1	Thru 10.2	U-Turn 10.3	App Total	Thru 10.4	Right 10.5	U-Turn 10.6	App Total	Left 10.7	Right 10.8	U-Turn 10.9	App Total	Int Total
0700 - 0715	4	3	0	7	1	3	0	4	2	2	0	4	15
0715 - 0730	0	8	0	8	4	2	0	6	1	1	0	2	16
0730 - 0745	2	5	0	7	6	4	0	10	2	1	0	3	20
0745 - 0800	1	6	0	7	6	5	0	11	6	2	0	8	26
Hourly Total	7	22	0	**29**	17	14	0	**31**	11	6	0	**17**	**77**
0800 - 0815	5	6	0	11	6	3	0	9	8	4	0	12	32
0815 - 0830	4	8	0	12	3	7	0	10	2	3	0	5	27
0830 - 0845	1	7	0	8	4	6	0	10	1	0	0	1	19
0845 - 0900	0	5	0	5	1	5	0	6	3	1	0	4	15
Hourly Total	10	26	0	**36**	14	21	0	**35**	14	8	0	**22**	**93**
Grand Total	17	48	0	**65**	31	35	0	**66**	25	14	0	**39**	**170**
Approach %	26.15	73.85	0.00	-	46.97	53.03	0.00	-	64.10	35.90	0.00	-	
Intersection %	10.00	28.24	0.00	38.24	18.24	20.59	0.00	38.82	14.71	8.24	0.00	22.94	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

All Trucks (4-13)

	Northbound				Southbound				Eastbound				
	GA-14 Main St (South)				GA-14 Main St (North)				Knotts Ave				
TIME	Left 10.1	Thru 10.2	U-Turn 10.3	App Total	Thru 10.4	Right 10.5	U-Turn 10.6	App Total	Left 10.7	Right 10.8	U-Turn 10.9	App Total	Int Total
1600 - 1615	1	5	0	6	2	3	0	5	8	0	0	8	19
1615 - 1630	2	2	0	4	3	6	0	9	1	3	0	4	17
1630 - 1645	1	1	0	2	3	5	0	8	3	1	0	4	14
1645 - 1700	0	3	0	3	4	3	0	7	2	2	0	4	14
Hourly Total	4	11	0	**15**	12	17	0	**29**	14	6	0	**20**	**64**
1700 - 1715	2	3	0	5	6	2	0	8	1	2	0	3	16
1715 - 1730	0	3	0	3	2	3	0	5	0	1	0	1	9
1730 - 1745	0	2	0	2	1	4	0	5	0	0	0	0	7
1745 - 1800	1	2	0	3	4	3	0	7	3	0	0	3	13
Hourly Total	3	10	0	**13**	13	12	0	**25**	4	3	0	**7**	**45**
Grand Total	7	21	0	**28**	25	29	0	**54**	18	9	0	**27**	**109**
Approach %	25.00	75.00	0.00	-	46.30	53.70	0.00	-	66.67	33.33	0.00	-	
Intersection %	6.42	19.27	0.00	25.69	22.94	26.61	0.00	49.54	16.51	8.26	0.00	24.77	

Crosswalk Counts || Pedestrians

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Pedestrians

	Northbound			Southbound			Eastbound			
	GA-14 Main St (South)			GA-14 Main St (North)			Knotts Ave			
TIME	EB 10a	WB 10b	App Total	EB 10c	WB 10d	App Total	NB 10e	SB 10f	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) (04-24-2025)

Pedestrians

	Northbound			Southbound			Eastbound			
	GA-14 Main St (South)			GA-14 Main St (North)			Knotts Ave			
TIME	EB 10a	WB 10b	App Total	EB 10c	WB 10d	App Total	NB 10e	SB 10f	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 || Bicycles

Atlanta, GA

Marr Traffic DATA COLLECTION

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Site 10
GA-14 Main St (South)
GA-14 Main St (North)
Knotts Ave

Date
Thursday, April 24, 2025

Lat/Long
33.697002°, -84.429711°
Click here for Map

Weather
Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)

Bicycles

	Northbound			Southbound			Eastbound			
	GA-14 Main St (South)			GA-14 Main St (North)			Knotts Ave			
TIME	EB 10a	WB 10b	App Total	EB 10c	WB 10d	App Total	NB 10e	SB 10f	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) (04-24-2025)

Bicycles

	Northbound			Southbound			Eastbound			
	GA-14 Main St (South)			GA-14 Main St (North)			Knotts Ave			
TIME	EB 10a	WB 10b	App Total	EB 10c	WB 10d	App Total	NB 10e	SB 10f	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

Site 10
GA-14 Main St (South)
GA-14 Main St (North)
Knotts Ave

Date
Thursday, April 24, 2025

Lat/Long
33.697002°, -84.429711°
Click here for Map

Weather
Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			
	GA-14 Main St (South)			GA-14 Main St (North)			Knotts Ave			
TIME	EB 10a	WB 10b	App Total	EB 10c	WB 10d	App Total	NB 10e	SB 10f	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) (04-24-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			
	GA-14 Main St (South)			GA-14 Main St (North)			Knotts Ave			
TIME	EB 10a	WB 10b	App Total	EB 10c	WB 10d	App Total	NB 10e	SB 10f	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: 4/24/2025	Knotts Ave Eastbound			Westbound			GA-14 Main St (South) Northbound			GA-14 Main St (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	65	0	17	0	0	0	20	149	0	0	69	24	344
07:15 AM - 07:30 AM	93	0	24	0	0	0	16	236	0	0	93	36	498
07:30 AM - 07:45 AM	129	0	22	0	0	0	20	229	0	0	121	32	553
07:45 AM - 08:00 AM	90	0	29	0	0	0	32	250	0	0	125	56	582
08:00 AM - 08:15 AM	124	0	36	0	0	0	25	231	0	0	105	40	561
08:15 AM - 08:30 AM	149	0	28	0	0	0	30	274	0	0	95	53	629
08:30 AM - 08:45 AM	106	0	13	0	0	0	35	229	0	0	71	36	490
08:45 AM - 09:00 AM	90	0	19	0	0	0	20	162	0	0	87	42	420
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	95	0	10	0	0	0	69	191	0	0	166	88	619
04:15 PM - 04:30 PM	82	0	20	0	0	0	51	190	0	0	189	92	624
04:30 PM - 04:45 PM	76	0	16	0	0	0	53	175	0	0	186	86	592
04:45 PM - 05:00 PM	83	0	14	0	0	0	57	172	0	0	215	79	620
05:00 PM - 05:15 PM	81	0	24	0	0	0	40	164	0	0	211	103	623
05:15 PM - 05:30 PM	58	0	15	0	0	0	56	159	0	0	246	86	620
05:30 PM - 05:45 PM	110	0	17	0	0	0	47	179	0	0	213	64	630
05:45 PM - 06:00 PM	105	0	15	0	0	0	25	197	0	0	189	78	609
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Click here for Map

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Thursday, April 24, 2025		
Cloudy		68°F
Period	0700 - 0900	**APPLY**
Peak Hour	0700 - 0800	**APPLY**
Global PH	0745 - 0845	**APPLY**

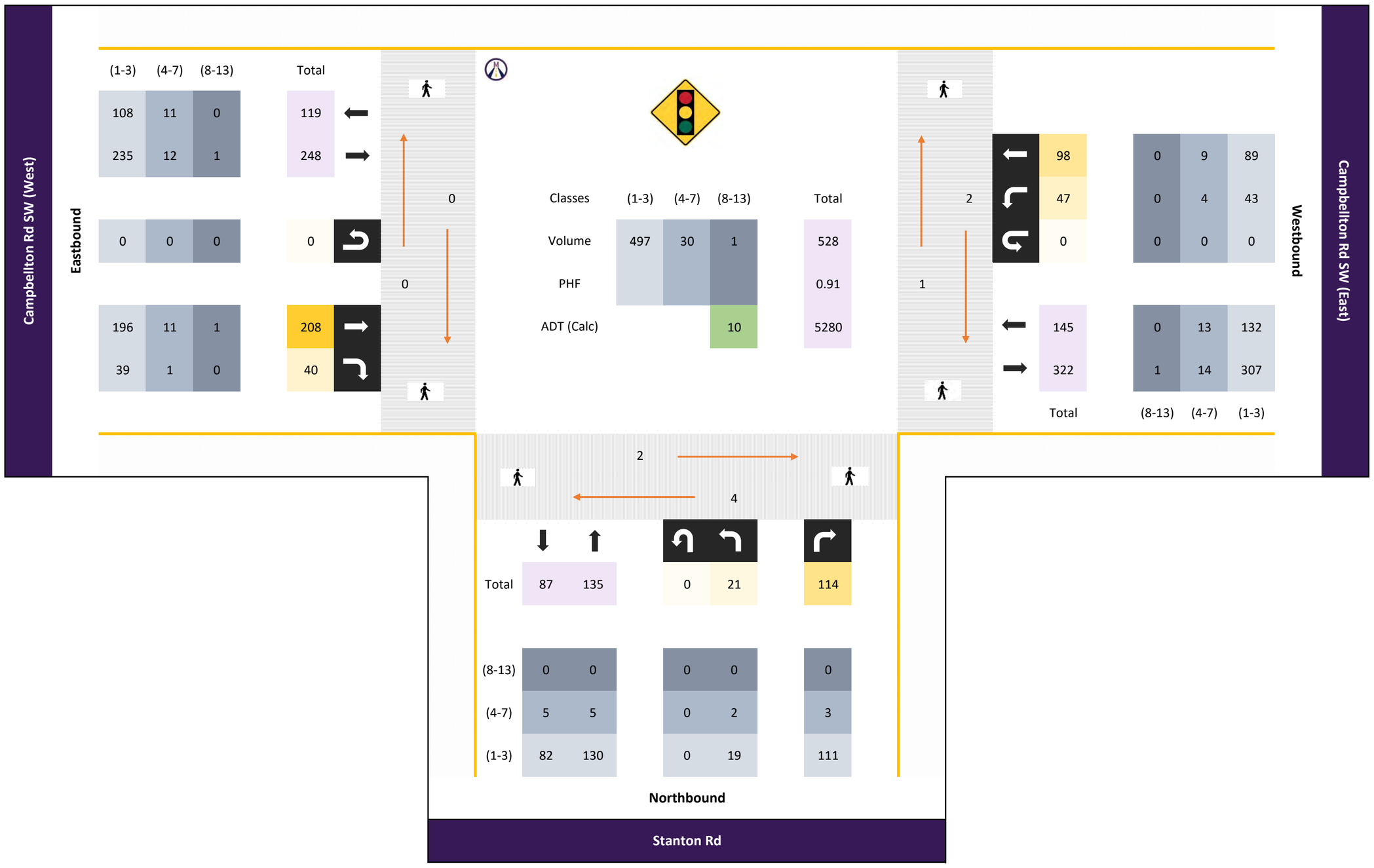
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

0730 - 0830

Volume



All vehicles

	Northbound												Eastbound						Westbound						
	Stanton Rd												Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time	Left 11.1		Right 11.2		U Turn 11.3	App Total						App Total		Thru 11.4	Right 11.5		U Turn 11.6	App Total	Left 11.7	Thru 11.8			U Turn 11.9	App Total	Int Total
0700 - 0715	4	-	29	-	0	33	-	-	-	-	-	0	-	62	7	-	0	69	7	26	-	-	0	33	135
0715 - 0730	3	-	23	-	0	26	-	-	-	-	-	0	-	62	4	-	0	66	11	25	-	-	0	36	128
0730 - 0745	3	-	26	-	0	29	-	-	-	-	-	0	-	58	11	-	0	69	10	28	-	-	0	38	136
0745 - 0800	11	-	33	-	0	44	-	-	-	-	-	0	-	46	15	-	0	61	13	28	-	-	0	41	146
Total	21	0	111	0	0	132	0	0	0	0	0	0	0	228	37	0	0	265	41	107	0	0	0	148	545
Approach %	15.91	0.00	84.09	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	86.04	13.96	0.00	0.00	-	27.70	72.30	0.00	0.00	0.00	-	
PHF	0.48	0.00	0.84	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.92	0.62	0.00	0.00	**0.96**	0.79	0.96	0.00	0.00	0.00	**0.90**	**0.93**

Passenger Vehicles (1-3)

	Northbound												Eastbound						Westbound						
	Stanton Rd												Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time	Left 11.1		Right 11.2		U Turn 11.3	App Total						App Total		Thru 11.4	Right 11.5		U Turn 11.6	App Total	Left 11.7	Thru 11.8			U Turn 11.9	App Total	Int Total
0700 - 0715	3	-	27	-	0	30	-	-	-	-	-	0	-	59	7	-	0	66	6	21	-	-	0	27	123
0715 - 0730	3	-	22	-	0	25	-	-	-	-	-	0	-	61	4	-	0	65	10	24	-	-	0	34	124
0730 - 0745	3	-	25	-	0	28	-	-	-	-	-	0	-	56	10	-	0	66	10	25	-	-	0	35	129
0745 - 0800	10	-	33	-	0	43	-	-	-	-	-	0	-	41	14	-	0	55	11	25	-	-	0	36	134
Total	19	0	107	0	0	126	0	0	0	0	0	0	0	217	35	0	0	252	37	95	0	0	0	132	510
Approach %	15.08	0.00	84.92	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	86.11	13.89	0.00	0.00	-	28.03	71.97	0.00	0.00	0.00	-	
PHF	0.48	0.00	0.81	0.00	0.00	**0.73**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.89	0.63	0.00	0.00	**0.95**	0.84	0.95	0.00	0.00	0.00	**0.92**	**0.95**

Single Unit Trucks (4-7)

	Northbound												Eastbound						Westbound						
	Stanton Rd												Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time	Left 11.1		Right 11.2		U Turn 11.3	App Total						App Total		Thru 11.4	Right 11.5		U Turn 11.6	App Total	Left 11.7	Thru 11.8			U Turn 11.9	App Total	Int Total
0700 - 0715	1	-	2	-	0	3	-	-	-	-	-	0	-	3	0	-	0	3	1	5	-	-	0	6	12
0715 - 0730	0	-	1	-	0	1	-	-	-	-	-	0	-	1	0	-	0	1	1	1	-	-	0	2	4
0730 - 0745	0	-	1	-	0	1	-	-	-	-	-	0	-	2	0	-	0	2	0	3	-	-	0	3	6
0745 - 0800	1	-	0	-	0	1	-	-	-	-	-	0	-	4	1	-	0	5	2	3	-	-	0	5	11
Total	2	0	4	0	0	6	0	0	0	0	0	0	0	10	1	0	0	11	4	12	0	0	0	16	33
Approach %	33.33	0.00	66.67	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	90.91	9.09	0.00	0.00	-	25.00	75.00	0.00	0.00	0.00	-	
PHF	0.50	0.00	0.50	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.63	0.25	0.00	0.00	**0.55**	0.50	0.60	0.00	0.00	0.00	**0.67**	**0.69**

Combination Trucks (8-13)

	Northbound												Eastbound						Westbound						
	Stanton Rd												Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time	Left 11.1		Right 11.2		U Turn 11.3	App Total						App Total		Thru 11.4	Right 11.5		U Turn 11.6	App Total	Left 11.7	Thru 11.8			U Turn 11.9	App Total	Int Total
0700 - 0715	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
0715 - 0730	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
0730 - 0745	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
0745 - 0800	0	-	0	-	0	0	-	-	-	-	-	0	-	1	0	-	0	1	0	0	-	-	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Bicycles

	Northbound												Eastbound						Westbound						
	Stanton Rd												Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time	Left 11.1		Right 11.2		U Turn 11.3	App Total						App Total		Thru 11.4	Right 11.5		U Turn 11.6	App Total	Left 11.7	Thru 11.8			U Turn 11.9	App Total	Int Total
0700 - 0715	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
0715 - 0730	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
0730 - 0745	0	-	0	-	0	0	-	-	-	-	-	0	-	0	1	-	0	1	0	0	-	-	0	0	1
0745 - 0800	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.25	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

Click here for Map

Atlanta, GA

Marr Traffic DATA COLLECTION

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Thursday, April 24, 2025		
Cloudy		68°F
Period	1600 - 1800	**APPLY**
Peak Hour	1700 - 1800	**APPLY**
Global PH	1645 - 1745	**APPLY**

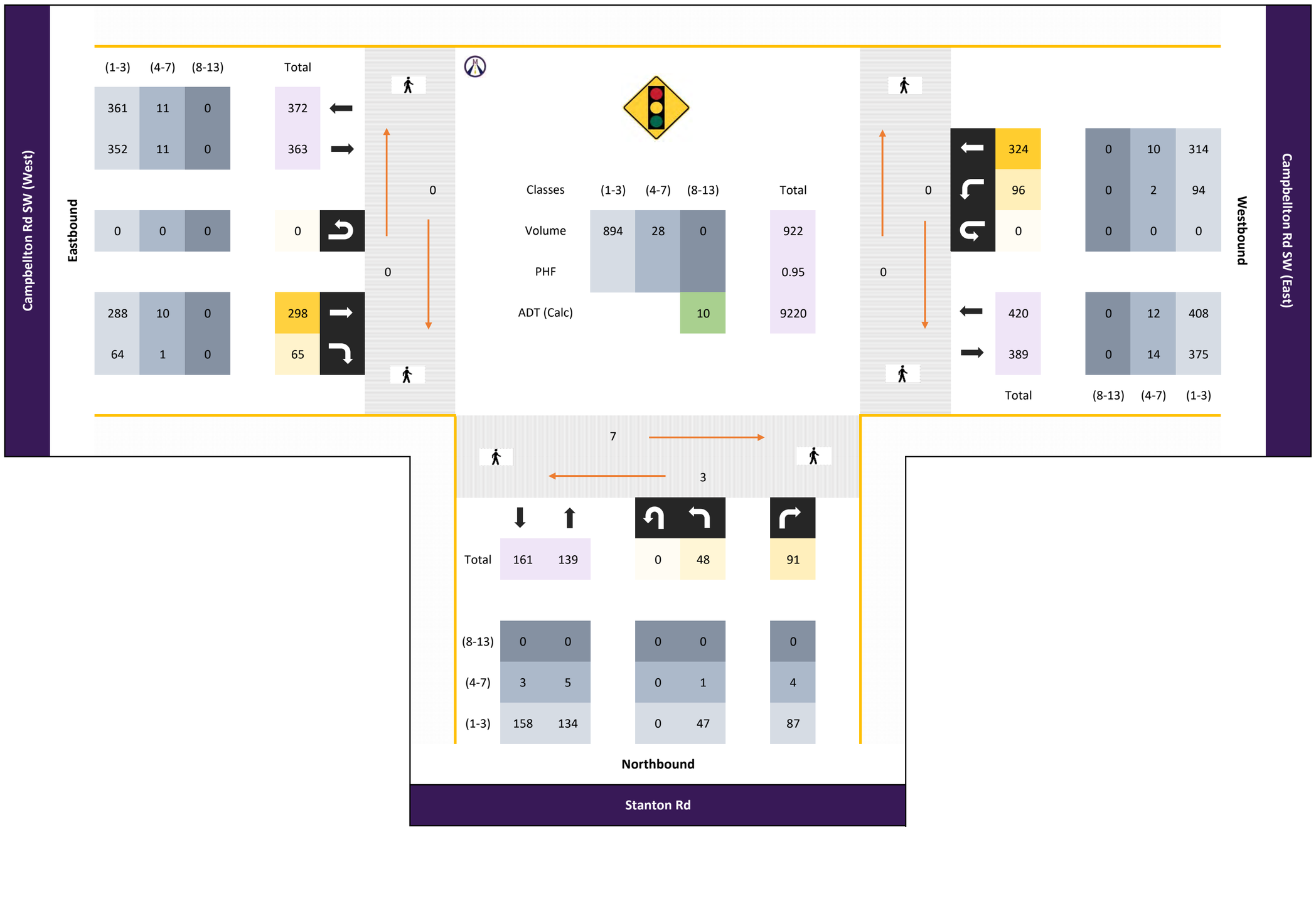
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Global Peak Hour

Volume



All vehicles

	Northbound												Eastbound						Westbound						
	Stanton Rd												Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time	Left 11.1		Right 11.2		U Turn 11.3	App Total						App Total		Thru 11.4	Right 11.5		U Turn 11.6	App Total	Left 11.7	Thru 11.8			U Turn 11.9	App Total	Int Total
1700 - 1715	13	-	26	-	0	39	-	-	-	-	-	0	-	64	12	-	0	76	16	82	-	-	0	98	213
1715 - 1730	13	-	24	-	0	37	-	-	-	-	-	0	-	76	20	-	0	96	23	86	-	-	0	109	242
1730 - 1745	8	-	14	-	0	22	-	-	-	-	-	0	-	81	18	-	0	99	32	75	-	-	0	107	228
1745 - 1800	11	-	25	-	0	36	-	-	-	-	-	0	-	77	12	-	0	89	33	93	-	-	0	126	251
Total	45	0	89	0	0	134	0	0	0	0	0	0	0	298	62	0	0	360	104	336	0	0	0	440	934
Approach %	33.58	0.00	66.42	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	82.78	17.22	0.00	0.00	-	23.64	76.36	0.00	0.00	0.00	-	
PHF	0.87	0.00	0.86	0.00	0.00	**0.86**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.92	0.78	0.00	0.00	**0.91**	0.79	0.90	0.00	0.00	0.00	**0.87**	**0.93**

Passenger Vehicles (1-3)

	Northbound												Eastbound						Westbound						
	Stanton Rd												Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time	Left 11.1		Right 11.2		U Turn 11.3	App Total						App Total		Thru 11.4	Right 11.5		U Turn 11.6	App Total	Left 11.7	Thru 11.8			U Turn 11.9	App Total	Int Total
1700 - 1715	13	-	25	-	0	38	-	-	-	-	-	0	-	62	12	-	0	74	15	80	-	-	0	95	207
1715 - 1730	13	-	22	-	0	35	-	-	-	-	-	0	-	73	20	-	0	93	22	84	-	-	0	106	234
1730 - 1745	8	-	13	-	0	21	-	-	-	-	-	0	-	78	18	-	0	96	32	71	-	-	0	103	220
1745 - 1800	11	-	25	-	0	36	-	-	-	-	-	0	-	74	11	-	0	85	31	91	-	-	0	122	243
Total	45	0	85	0	0	130	0	0	0	0	0	0	0	287	61	0	0	348	100	326	0	0	0	426	904
Approach %	34.62	0.00	65.38	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	82.47	17.53	0.00	0.00	-	23.47	76.53	0.00	0.00	0.00	-	
PHF	0.87	0.00	0.85	0.00	0.00	**0.86**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.92	0.76	0.00	0.00	**0.91**	0.78	0.90	0.00	0.00	0.00	**0.87**	**0.93**

Single Unit Trucks (4-7)

	Northbound												Eastbound						Westbound						
	Stanton Rd												Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time	Left 11.1		Right 11.2		U Turn 11.3	App Total						App Total		Thru 11.4	Right 11.5		U Turn 11.6	App Total	Left 11.7	Thru 11.8			U Turn 11.9	App Total	Int Total
1700 - 1715	0	-	1	-	0	1	-	-	-	-	-	0	-	2	0	-	0	2	1	2	-	-	0	3	6
1715 - 1730	0	-	2	-	0	2	-	-	-	-	-	0	-	3	0	-	0	3	1	2	-	-	0	3	8
1730 - 1745	0	-	1	-	0	1	-	-	-	-	-	0	-	3	0	-	0	3	0	4	-	-	0	4	8
1745 - 1800	0	-	0	-	0	0	-	-	-	-	-	0	-	3	1	-	0	4	2	2	-	-	0	4	8
Total	0	0	4	0	0	4	0	0	0	0	0	0	0	11	1	0	0	12	4	10	0	0	0	14	30
Approach %	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	91.67	8.33	0.00	0.00	-	28.57	71.43	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.50	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.92	0.25	0.00	0.00	**0.75**	0.50	0.63	0.00	0.00	0.00	**0.88**	**0.94**

Combination Trucks (8-13)

	Northbound												Eastbound						Westbound						
	Stanton Rd												Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time	Left 11.1		Right 11.2		U Turn 11.3	App Total						App Total		Thru 11.4	Right 11.5		U Turn 11.6	App Total	Left 11.7	Thru 11.8			U Turn 11.9	App Total	Int Total
1700 - 1715	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1715 - 1730	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1730 - 1745	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1745 - 1800	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Bicycles

	Northbound												Eastbound						Westbound						
	Stanton Rd												Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time	Left 11.1		Right 11.2		U Turn 11.3	App Total						App Total		Thru 11.4	Right 11.5		U Turn 11.6	App Total	Left 11.7	Thru 11.8			U Turn 11.9	App Total	Int Total
1700 - 1715	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1715 - 1730	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1730 - 1745	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1745 - 1800	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 11
Stanton Rd

Campbellton Rd SW (West)
Campbellton Rd SW (East)

Date
Thursday, April 24, 2025

Lat/Long
33.711561°, -84.443712°
Click here for Map

Weather
Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)
All vehicles

TIME	Northbound Stanton Rd Left 11.1	Right 11.2	U-Turn 11.3	App Total	Eastbound Campbellton Rd SW (West) Thru 11.4	Right 11.5	U-Turn 11.6	App Total	Westbound Campbellton Rd SW (East) Left 11.7	Thru 11.8	U-Turn 11.9	App Total	Int Total
0700 - 0715	4	29	0	33	62	7	0	69	7	26	0	33	135
0715 - 0730	3	23	0	26	62	4	0	66	11	25	0	36	128
0730 - 0745	3	26	0	29	58	11	0	69	10	28	0	38	136
0745 - 0800	11	33	0	44	46	15	0	61	13	28	0	41	146
Hourly Total	21	111	0	**132**	228	37	0	**265**	41	107	0	**148**	**545**
0800 - 0815	2	31	0	33	56	7	0	63	17	20	0	37	133
0815 - 0830	5	24	0	29	48	8	0	56	7	22	0	29	114
0830 - 0845	2	25	0	27	61	7	0	68	12	29	0	41	136
0845 - 0900	1	14	0	15	68	3	0	71	14	37	0	51	137
Hourly Total	10	94	0	**104**	233	25	0	**258**	50	108	0	**158**	**520**
Grand Total	31	205	0	**236**	461	62	0	**523**	91	215	0	**306**	**1065**
Approach %	13.14	86.86	0.00	-	88.15	11.85	0.00	-	29.74	70.26	0.00	-	
Intersection %	2.91	19.25	0.00	22.16	43.29	5.82	0.00	49.11	8.54	20.19	0.00	28.73	
Heavy Vehicle %	13	3	-	**5**	5	2	-	**4**	8	10	-	**9**	**6**
PHF	~~0.48~~	~~0.84~~	~~0.00~~	~~**0.75**~~	~~0.92~~	~~0.62~~	~~0.00~~	~~**0.96**~~	~~0.79~~	~~0.96~~	~~0.00~~	~~**0.90**~~	~~**0.93**~~
Peak Hour Total	~~21~~	~~111~~	~~0~~	~~**132**~~	~~228~~	~~37~~	~~0~~	~~**265**~~	~~41~~	~~107~~	~~0~~	~~**148**~~	~~**545**~~
Peak Hour HV %	~~10~~	~~4~~	~~0~~	~~**5**~~	~~5~~	~~3~~	~~0~~	~~**5**~~	~~10~~	~~11~~	~~0~~	~~**11**~~	~~**6**~~

1600 - 1800 (Weekday 2h Session) (04-24-2025)
All vehicles

TIME	Northbound Stanton Rd Left 11.1	Right 11.2	U-Turn 11.3	App Total	Eastbound Campbellton Rd SW (West) Thru 11.4	Right 11.5	U-Turn 11.6	App Total	Westbound Campbellton Rd SW (East) Left 11.7	Thru 11.8	U-Turn 11.9	App Total	Int Total
1600 - 1615	8	24	0	32	75	13	0	88	25	74	0	99	219
1615 - 1630	9	25	0	34	66	8	0	74	31	91	0	122	230
1630 - 1645	10	32	0	42	59	14	0	73	17	82	0	99	214
1645 - 1700	14	27	0	41	77	15	0	92	25	81	0	106	239
Hourly Total	41	108	0	**149**	277	50	0	**327**	98	328	0	**426**	**902**
1700 - 1715	13	26	0	39	64	12	0	76	16	82	0	98	213
1715 - 1730	13	24	0	37	76	20	0	96	23	86	0	109	242
1730 - 1745	8	14	0	22	81	18	0	99	32	75	0	107	228
1745 - 1800	11	25	0	36	77	12	0	89	33	93	0	126	251
Hourly Total	45	89	0	**134**	298	62	0	**360**	104	336	0	**440**	**934**
Grand Total	86	197	0	**283**	575	112	0	**687**	202	664	0	**866**	**1836**
Approach %	30.39	69.61	0.00	-	83.70	16.30	0.00	-	23.33	76.67	0.00	-	
Intersection %	4.68	10.73	0.00	15.41	31.32	6.10	0.00	37.42	11.00	36.17	0.00	47.17	
Heavy Vehicle %	2	6	-	**5**	4	3	-	**4**	5	3	-	**3**	**4**
PHF	~~0.87~~	~~0.86~~	~~0.00~~	~~**0.86**~~	~~0.92~~	~~0.78~~	~~0.00~~	~~**0.91**~~	~~0.79~~	~~0.90~~	~~0.00~~	~~**0.87**~~	~~**0.93**~~
Peak Hour Total	~~45~~	~~89~~	~~0~~	~~**134**~~	~~298~~	~~62~~	~~0~~	~~**360**~~	~~104~~	~~336~~	~~0~~	~~**440**~~	~~**934**~~
Peak Hour HV %	~~0~~	~~4~~	~~0~~	~~**3**~~	~~4~~	~~2~~	~~0~~	~~**3**~~	~~4~~	~~3~~	~~0~~	~~**3**~~	~~**3**~~

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

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 11
Stanton Rd

Campbellton Rd SW (West)
Campbellton Rd SW (East)

Date
Thursday, April 24, 2025

Lat/Long
33.711561°, -84.443712°
Click here for Map

Weather
Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)
Passenger Vehicles (1-3)

	Northbound				Eastbound				Westbound				
	Stanton Rd				Campbellton Rd SW (West)				Campbellton Rd SW (East)				
TIME	Left 11.1	Right 11.2	U-Turn 11.3	App Total	Thru 11.4	Right 11.5	U-Turn 11.6	App Total	Left 11.7	Thru 11.8	U-Turn 11.9	App Total	Int Total
0700 - 0715	3	27	0	30	59	7	0	66	6	21	0	27	123
0715 - 0730	3	22	0	25	61	4	0	65	10	24	0	34	124
0730 - 0745	3	25	0	28	56	10	0	66	10	25	0	35	129
0745 - 0800	10	33	0	43	41	14	0	55	11	25	0	36	134
Hourly Total	19	107	0	**126**	217	35	0	**252**	37	95	0	**132**	**510**
0800 - 0815	1	30	0	31	54	7	0	61	16	19	0	35	127
0815 - 0830	5	23	0	28	45	8	0	53	6	20	0	26	107
0830 - 0845	1	24	0	25	60	7	0	67	11	27	0	38	130
0845 - 0900	1	14	0	15	64	3	0	67	14	33	0	47	129
Hourly Total	8	91	0	**99**	223	25	0	**248**	47	99	0	**146**	**493**
Grand Total	27	198	0	**225**	440	60	0	**500**	84	194	0	**278**	**1003**
Approach %	12.00	88.00	0.00	-	88.00	12.00	0.00	-	30.22	69.78	0.00	-	
Intersection %	2.69	19.74	0.00	22.43	43.87	5.98	0.00	49.85	8.37	19.34	0.00	27.72	

1600 - 1800 (Weekday 2h Session) (04-24-2025)
Passenger Vehicles (1-3)

	Northbound				Eastbound				Westbound				
	Stanton Rd				Campbellton Rd SW (West)				Campbellton Rd SW (East)				
TIME	Left 11.1	Right 11.2	U-Turn 11.3	App Total	Thru 11.4	Right 11.5	U-Turn 11.6	App Total	Left 11.7	Thru 11.8	U-Turn 11.9	App Total	Int Total
1600 - 1615	8	20	0	28	71	13	0	84	23	73	0	96	208
1615 - 1630	9	23	0	32	64	8	0	72	29	89	0	118	222
1630 - 1645	9	31	0	40	54	13	0	67	15	79	0	94	201
1645 - 1700	13	27	0	40	75	14	0	89	25	79	0	104	233
Hourly Total	39	101	0	**140**	264	48	0	**312**	92	320	0	**412**	**864**
1700 - 1715	13	25	0	38	62	12	0	74	15	80	0	95	207
1715 - 1730	13	22	0	35	73	20	0	93	22	84	0	106	234
1730 - 1745	8	13	0	21	78	18	0	96	32	71	0	103	220
1745 - 1800	11	25	0	36	74	11	0	85	31	91	0	122	243
Hourly Total	45	85	0	**130**	287	61	0	**348**	100	326	0	**426**	**904**
Grand Total	84	186	0	**270**	551	109	0	**660**	192	646	0	**838**	**1768**
Approach %	31.11	68.89	0.00	-	83.48	16.52	0.00	-	22.91	77.09	0.00	-	
Intersection %	4.75	10.52	0.00	15.27	31.17	6.17	0.00	37.33	10.86	36.54	0.00	47.40	

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

Atlanta, GA

Marr Traffic DATA COLLECTION
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Site 11
Stanton Rd

Campbellton Rd SW (West)
Campbellton Rd SW (East)

Date
Thursday, April 24, 2025

Lat/Long
33.711561°, -84.443712°
Click here for Map

Weather
Cloudy
68°F
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0700 - 0900 (Weekday 2h Session) (04-24-2025)
Single Unit Trucks (4-7)

TIME	Northbound Stanton Rd Left 11.1	Right 11.2	U-Turn 11.3	App Total	Eastbound Campbellton Rd SW (West) Thru 11.4	Right 11.5	U-Turn 11.6	App Total	Westbound Campbellton Rd SW (East) Left 11.7	Thru 11.8	U-Turn 11.9	App Total	Int Total
0700 - 0715	1	2	0	3	3	0	0	3	1	5	0	6	12
0715 - 0730	0	1	0	1	1	0	0	1	1	1	0	2	4
0730 - 0745	0	1	0	1	2	0	0	2	0	3	0	3	6
0745 - 0800	1	0	0	1	4	1	0	5	2	3	0	5	11
Hourly Total	2	4	0	**6**	10	1	0	**11**	4	12	0	**16**	**33**
0800 - 0815	1	1	0	2	2	0	0	2	1	1	0	2	6
0815 - 0830	0	1	0	1	3	0	0	3	1	2	0	3	7
0830 - 0845	1	1	0	2	1	0	0	1	1	2	0	3	6
0845 - 0900	0	0	0	0	4	0	0	4	0	4	0	4	8
Hourly Total	2	3	0	**5**	10	0	0	**10**	3	9	0	**12**	**27**
Grand Total	4	7	0	**11**	20	1	0	**21**	7	21	0	**28**	**60**
Approach %	36.36	63.64	0.00	-	95.24	4.76	0.00	-	25.00	75.00	0.00	-	
Intersection %	6.67	11.67	0.00	18.33	33.33	1.67	0.00	35.00	11.67	35.00	0.00	46.67	

1600 - 1800 (Weekday 2h Session) (04-24-2025)
Single Unit Trucks (4-7)

TIME	Northbound Stanton Rd Left 11.1	Right 11.2	U-Turn 11.3	App Total	Eastbound Campbellton Rd SW (West) Thru 11.4	Right 11.5	U-Turn 11.6	App Total	Westbound Campbellton Rd SW (East) Left 11.7	Thru 11.8	U-Turn 11.9	App Total	Int Total
1600 - 1615	0	4	0	4	4	0	0	4	2	1	0	3	11
1615 - 1630	0	2	0	2	2	0	0	2	2	2	0	4	8
1630 - 1645	1	1	0	2	5	1	0	6	2	3	0	5	13
1645 - 1700	1	0	0	1	2	1	0	3	0	2	0	2	6
Hourly Total	2	7	0	**9**	13	2	0	**15**	6	8	0	**14**	**38**
1700 - 1715	0	1	0	1	2	0	0	2	1	2	0	3	6
1715 - 1730	0	2	0	2	3	0	0	3	1	2	0	3	8
1730 - 1745	0	1	0	1	3	0	0	3	0	4	0	4	8
1745 - 1800	0	0	0	0	3	1	0	4	2	2	0	4	8
Hourly Total	0	4	0	**4**	11	1	0	**12**	4	10	0	**14**	**30**
Grand Total	2	11	0	**13**	24	3	0	**27**	10	18	0	**28**	**68**
Approach %	15.38	84.62	0.00	-	88.89	11.11	0.00	-	35.71	64.29	0.00	-	
Intersection %	2.94	16.18	0.00	19.12	35.29	4.41	0.00	39.71	14.71	26.47	0.00	41.18	

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

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 11
Stanton Rd

Campbellton Rd SW (West)
Campbellton Rd SW (East)

Date
Thursday, April 24, 2025

Lat/Long
33.711561°, -84.443712°
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Weather
Cloudy
68°F
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0700 - 0900 (Weekday 2h Session) (04-24-2025)
Combination Trucks (8-13)

	Northbound				Eastbound				Westbound				
	Stanton Rd				Campbellton Rd SW (West)				Campbellton Rd SW (East)				
TIME	Left 11.1	Right 11.2	U-Turn 11.3	App Total	Thru 11.4	Right 11.5	U-Turn 11.6	App Total	Left 11.7	Thru 11.8	U-Turn 11.9	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	1	0	0	1	0	0	0	0	1
Hourly Total	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	**1**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	**1**
Approach %	0.00	0.00	0.00	-	100.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-24-2025)
Combination Trucks (8-13)

	Northbound				Eastbound				Westbound				
	Stanton Rd				Campbellton Rd SW (West)				Campbellton Rd SW (East)				
TIME	Left 11.1	Right 11.2	U-Turn 11.3	App Total	Thru 11.4	Right 11.5	U-Turn 11.6	App Total	Left 11.7	Thru 11.8	U-Turn 11.9	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 || Bicycles

Marr Traffic DATA COLLECTION

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Atlanta, GA

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Campbellton Rd SW (West)
Campbellton Rd SW (East)

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Cloudy
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0700 - 0900 (Weekday 2h Session) (04-24-2025)
Bicycles

TIME	Northbound Stanton Rd Left 11.1	Right 11.2	U-Turn 11.3	App Total	Eastbound Campbellton Rd SW (West) Thru 11.4	Right 11.5	U-Turn 11.6	App Total	Westbound Campbellton Rd SW (East) Left 11.7	Thru 11.8	U-Turn 11.9	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	1	0	1	0	0	0	0	1
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	1	0	**1**	0	0	0	**0**	**1**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	1	0	**1**	0	0	0	**0**	**1**
Approach %	0.00	0.00	0.00	-	0.00	100.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	100.00	0.00	100.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-24-2025)
Bicycles

TIME	Northbound Stanton Rd Left 11.1	Right 11.2	U-Turn 11.3	App Total	Eastbound Campbellton Rd SW (West) Thru 11.4	Right 11.5	U-Turn 11.6	App Total	Westbound Campbellton Rd SW (East) Left 11.7	Thru 11.8	U-Turn 11.9	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)

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 11
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Campbellton Rd SW (West)
Campbellton Rd SW (East)

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Weather
Cloudy
68°F
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0700 - 0900 (Weekday 2h Session) (04-24-2025)
All Trucks (4-13)

	Northbound				Eastbound				Westbound				
	Stanton Rd				Campbellton Rd SW (West)				Campbellton Rd SW (East)				
TIME	Left 11.1	Right 11.2	U-Turn 11.3	App Total	Thru 11.4	Right 11.5	U-Turn 11.6	App Total	Left 11.7	Thru 11.8	U-Turn 11.9	App Total	Int Total
0700 - 0715	1	2	0	3	3	0	0	3	1	5	0	6	12
0715 - 0730	0	1	0	1	1	0	0	1	1	1	0	2	4
0730 - 0745	0	1	0	1	2	0	0	2	0	3	0	3	6
0745 - 0800	1	0	0	1	5	1	0	6	2	3	0	5	12
Hourly Total	2	4	0	**6**	11	1	0	**12**	4	12	0	**16**	**34**
0800 - 0815	1	1	0	2	2	0	0	2	1	1	0	2	6
0815 - 0830	0	1	0	1	3	0	0	3	1	2	0	3	7
0830 - 0845	1	1	0	2	1	0	0	1	1	2	0	3	6
0845 - 0900	0	0	0	0	4	0	0	4	0	4	0	4	8
Hourly Total	2	3	0	**5**	10	0	0	**10**	3	9	0	**12**	**27**
Grand Total	4	7	0	**11**	21	1	0	**22**	7	21	0	**28**	**61**
Approach %	36.36	63.64	0.00	-	95.45	4.55	0.00	-	25.00	75.00	0.00	-	
Intersection %	6.56	11.48	0.00	18.03	34.43	1.64	0.00	36.07	11.48	34.43	0.00	45.90	

1600 - 1800 (Weekday 2h Session) (04-24-2025)
All Trucks (4-13)

	Northbound				Eastbound				Westbound				
	Stanton Rd				Campbellton Rd SW (West)				Campbellton Rd SW (East)				
TIME	Left 11.1	Right 11.2	U-Turn 11.3	App Total	Thru 11.4	Right 11.5	U-Turn 11.6	App Total	Left 11.7	Thru 11.8	U-Turn 11.9	App Total	Int Total
1600 - 1615	0	4	0	4	4	0	0	4	2	1	0	3	11
1615 - 1630	0	2	0	2	2	0	0	2	2	2	0	4	8
1630 - 1645	1	1	0	2	5	1	0	6	2	3	0	5	13
1645 - 1700	1	0	0	1	2	1	0	3	0	2	0	2	6
Hourly Total	2	7	0	**9**	13	2	0	**15**	6	8	0	**14**	**38**
1700 - 1715	0	1	0	1	2	0	0	2	1	2	0	3	6
1715 - 1730	0	2	0	2	3	0	0	3	1	2	0	3	8
1730 - 1745	0	1	0	1	3	0	0	3	0	4	0	4	8
1745 - 1800	0	0	0	0	3	1	0	4	2	2	0	4	8
Hourly Total	0	4	0	**4**	11	1	0	**12**	4	10	0	**14**	**30**
Grand Total	2	11	0	**13**	24	3	0	**27**	10	18	0	**28**	**68**
Approach %	15.38	84.62	0.00	-	88.89	11.11	0.00	-	35.71	64.29	0.00	-	
Intersection %	2.94	16.18	0.00	19.12	35.29	4.41	0.00	39.71	14.71	26.47	0.00	41.18	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

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Atlanta, GA

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Campbellton Rd SW (West)
Campbellton Rd SW (East)

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0700 - 0900 (Weekday 2h Session) (04-24-2025)
Pedestrians

	Northbound			Eastbound			Westbound			
	Station Rd SW			Campbellton Rd SW (West)			Campbellton Rd SW (East)			
TIME	EB 11a	WB 11b	App Total	NB 11e	SB 11f	App Total	NB 11g	SB 11h	App Total	Int Total
0700 - 0715	1	0	1	0	0	0	0	0	0	1
0715 - 0730	0	1	1	0	0	0	0	0	0	1
0730 - 0745	0	1	1	0	0	0	1	0	1	2
0745 - 0800	1	1	2	0	0	0	0	1	1	3
Hourly Total	2	3	**5**	0	0	**0**	1	1	**2**	**7**
0800 - 0815	0	2	2	0	0	0	0	1	1	3
0815 - 0830	1	0	1	0	0	0	0	0	0	1
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	2	**3**	0	0	**0**	0	1	**1**	**4**
Grand Total	3	5	**8**	0	0	**0**	1	2	**3**	**11**
Approach %	37.50	62.50	-	0.00	0.00	-	33.33	66.67	-	
Intersection %	27.27	45.45	72.73	0.00	0.00	0.00	9.09	18.18	27.27	

1600 - 1800 (Weekday 2h Session) (04-24-2025)
Pedestrians

	Northbound			Eastbound			Westbound			
	Station Rd SW			Campbellton Rd SW (West)			Campbellton Rd SW (East)			
TIME	EB 11a	WB 11b	App Total	NB 11e	SB 11f	App Total	NB 11g	SB 11h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	1	1	0	0	0	1	0	1	2
1645 - 1700	1	3	4	0	0	0	0	0	0	4
Hourly Total	1	4	**5**	0	0	**0**	1	0	**1**	**6**
1700 - 1715	4	0	4	0	0	0	0	0	0	4
1715 - 1730	1	0	1	0	0	0	0	0	0	1
1730 - 1745	1	0	1	0	0	0	0	0	0	1
1745 - 1800	0	2	2	0	0	0	0	0	0	2
Hourly Total	6	2	**8**	0	0	**0**	0	0	**0**	**8**
Grand Total	7	6	**13**	0	0	**0**	1	0	**1**	**14**
Approach %	53.85	46.15	-	0.00	0.00	-	100.00	0.00	-	
Intersection %	50.00	42.86	92.86	0.00	0.00	0.00	7.14	0.00	7.14	

Crosswalk Counts || Bicycles

Marr Traffic DATA COLLECTION

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Campbellton Rd SW (West)
Campbellton Rd SW (East)

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0700 - 0900 (Weekday 2h Session) (04-24-2025)
Bicycles

	Northbound			Eastbound			Westbound			
	Station Rd SW			Campbellton Rd SW (West)			Campbellton Rd SW (East)			
TIME	EB 11a	WB 11b	App Total	NB 11e	SB 11f	App Total	NB 11g	SB 11h	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) (04-24-2025)
Bicycles

	Northbound			Eastbound			Westbound			
	Station Rd SW			Campbellton Rd SW (West)			Campbellton Rd SW (East)			
TIME	EB 11a	WB 11b	App Total	NB 11e	SB 11f	App Total	NB 11g	SB 11h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 11
Stanton Rd

Campbellton Rd SW (West)
Campbellton Rd SW (East)

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0700 - 0900 (Weekday 2h Session) (04-24-2025)
Motorized Vehicles

	Northbound			Eastbound			Westbound			
	Station Rd SW			Campbellton Rd SW (West)			Campbellton Rd SW (East)			
TIME	EB 11a	WB 11b	App Total	NB 11e	SB 11f	App Total	NB 11g	SB 11h	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) (04-24-2025)
Motorized Vehicles

	Northbound			Eastbound			Westbound			
	Station Rd SW			Campbellton Rd SW (West)			Campbellton Rd SW (East)			
TIME	EB 11a	WB 11b	App Total	NB 11e	SB 11f	App Total	NB 11g	SB 11h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
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: 4/24/2025	Campbellton Rd SW (West) Eastbound			Campbellton Rd SW (East) Westbound			Stanton Rd 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	0	62	7	7	26	0	4	0	29	0	0	0	135
07:15 AM - 07:30 AM	0	62	4	11	25	0	3	0	23	0	0	0	128
07:30 AM - 07:45 AM	0	58	11	10	28	0	3	0	26	0	0	0	136
07:45 AM - 08:00 AM	0	46	15	13	28	0	11	0	33	0	0	0	146
08:00 AM - 08:15 AM	0	56	7	17	20	0	2	0	31	0	0	0	133
08:15 AM - 08:30 AM	0	48	8	7	22	0	5	0	24	0	0	0	114
08:30 AM - 08:45 AM	0	61	7	12	29	0	2	0	25	0	0	0	136
08:45 AM - 09:00 AM	0	68	3	14	37	0	1	0	14	0	0	0	137
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	75	13	25	74	0	8	0	24	0	0	0	219
04:15 PM - 04:30 PM	0	66	8	31	91	0	9	0	25	0	0	0	230
04:30 PM - 04:45 PM	0	59	14	17	82	0	10	0	32	0	0	0	214
04:45 PM - 05:00 PM	0	77	15	25	81	0	14	0	27	0	0	0	239
05:00 PM - 05:15 PM	0	64	12	16	82	0	13	0	26	0	0	0	213
05:15 PM - 05:30 PM	0	76	20	23	86	0	13	0	24	0	0	0	242
05:30 PM - 05:45 PM	0	81	18	32	75	0	8	0	14	0	0	0	228
05:45 PM - 06:00 PM	0	77	12	33	93	0	11	0	25	0	0	0	251
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

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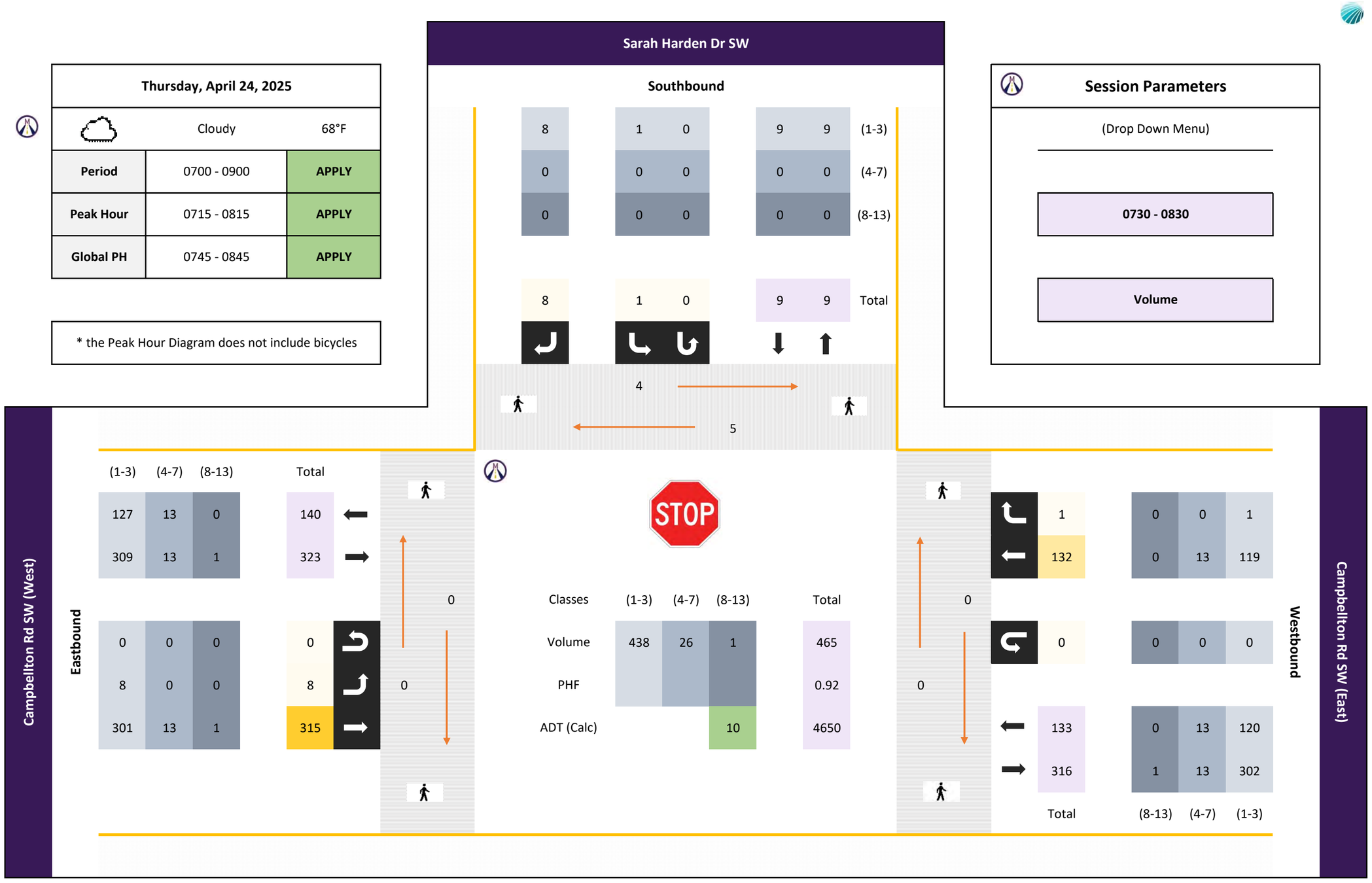
Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Thursday, April 24, 2025		
	Cloudy	68°F
Period	0700 - 0900	APPLY
Peak Hour	0715 - 0815	APPLY
Global PH	0745 - 0845	APPLY

* the Peak Hour Diagram does not include bicycles



All vehicles

							Southbound						Eastbound						Westbound						
							Sarah Harden Dr SW						Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time						App Total	Left 12.1		Right 12.2		U-Turn 12.3	App Total	Left 12.4	Thru 12.5			U-Turn 12.6	App Total		Thru 12.7	Right 12.8		U-Turn 12.9	App Total	Int Total
0715 - 0730	-	-	-	-	-	0	0	-	0	-	0	0	0	89	-	-	0	89	-	33	0	-	0	33	122
0730 - 0745	-	-	-	-	-	0	0	-	1	-	0	1	0	82	-	-	0	82	-	35	0	-	0	35	118
0745 - 0800	-	-	-	-	-	0	1	-	3	-	0	4	2	78	-	-	0	80	-	35	1	-	0	36	120
0800 - 0815	-	-	-	-	-	0	0	-	3	-	0	3	4	82	-	-	0	86	-	38	0	-	0	38	127
Total	0	0	0	0	0	0	1	0	7	0	0	8	6	331	0	0	0	337	0	141	1	0	0	142	487
Approach %	0.00	0.00	0.00	0.00	0.00	-	12.50	0.00	87.50	0.00	0.00	-	1.78	98.22	0.00	0.00	0.00	-	0.00	99.30	0.70	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.25	0.00	0.58	0.00	0.00	**0.50**	0.38	0.93	0.00	0.00	0.00	**0.95**	0.00	0.93	0.25	0.00	0.00	**0.93**	**0.96**

Passenger Vehicles (1-3)

							Southbound						Eastbound						Westbound						
							Sarah Harden Dr SW						Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time						App Total	Left 12.1		Right 12.2		U-Turn 12.3	App Total	Left 12.4	Thru 12.5			U-Turn 12.6	App Total		Thru 12.7	Right 12.8		U-Turn 12.9	App Total	Int Total
0715 - 0730	-	-	-	-	-	0	0	-	0	-	0	0	0	87	-	-	0	87	-	31	0	-	0	31	118
0730 - 0745	-	-	-	-	-	0	0	-	1	-	0	1	0	79	-	-	0	79	-	32	0	-	0	32	112
0745 - 0800	-	-	-	-	-	0	1	-	3	-	0	4	2	73	-	-	0	75	-	30	1	-	0	31	110
0800 - 0815	-	-	-	-	-	0	0	-	3	-	0	3	4	79	-	-	0	83	-	35	0	-	0	35	121
Total	0	0	0	0	0	0	1	0	7	0	0	8	6	318	0	0	0	324	0	128	1	0	0	129	461
Approach %	0.00	0.00	0.00	0.00	0.00	-	12.50	0.00	87.50	0.00	0.00	-	1.85	98.15	0.00	0.00	0.00	-	0.00	99.22	0.78	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.25	0.00	0.58	0.00	0.00	**0.50**	0.38	0.91	0.00	0.00	0.00	**0.93**	0.00	0.91	0.25	0.00	0.00	**0.92**	**0.95**

Single Unit Trucks (4-7)

							Southbound						Eastbound						Westbound						
							Sarah Harden Dr SW						Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time						App Total	Left 12.1		Right 12.2		U-Turn 12.3	App Total	Left 12.4	Thru 12.5			U-Turn 12.6	App Total		Thru 12.7	Right 12.8		U-Turn 12.9	App Total	Int Total
0715 - 0730	-	-	-	-	-	0	0	-	0	-	0	0	0	2	-	-	0	2	-	2	0	-	0	2	4
0730 - 0745	-	-	-	-	-	0	0	-	0	-	0	0	0	3	-	-	0	3	-	3	0	-	0	3	6
0745 - 0800	-	-	-	-	-	0	0	-	0	-	0	0	0	4	-	-	0	4	-	5	0	-	0	5	9
0800 - 0815	-	-	-	-	-	0	0	-	0	-	0	0	0	3	-	-	0	3	-	3	0	-	0	3	6
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	0	13	0	0	0	13	25
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	0.75	0.00	0.00	0.00	**0.75**	0.00	0.65	0.00	0.00	0.00	**0.65**	**0.69**

Combination Trucks (8-13)

							Southbound						Eastbound						Westbound						
							Sarah Harden Dr SW						Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time						App Total	Left 12.1		Right 12.2		U-Turn 12.3	App Total	Left 12.4	Thru 12.5			U-Turn 12.6	App Total		Thru 12.7	Right 12.8		U-Turn 12.9	App Total	Int Total
0715 - 0730	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
0730 - 0745	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
0745 - 0800	-	-	-	-	-	0	0	-	0	-	0	0	0	1	-	-	0	1	-	0	0	-	0	0	1
0800 - 0815	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Bicycles

							Southbound						Eastbound						Westbound						
							Sarah Harden Dr SW						Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time						App Total	Left 12.1		Right 12.2		U-Turn 12.3	App Total	Left 12.4	Thru 12.5			U-Turn 12.6	App Total		Thru 12.7	Right 12.8		U-Turn 12.9	App Total	Int Total
0715 - 0730	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
0730 - 0745	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
0745 - 0800	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
0800 - 0815	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

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Atlanta, GA

Marr Traffic DATA COLLECTION

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Thursday, April 24, 2025		
Cloudy		68°F
Period	1600 - 1800	**APPLY**
Peak Hour	1700 - 1800	**APPLY**
Global PH	1645 - 1745	**APPLY**

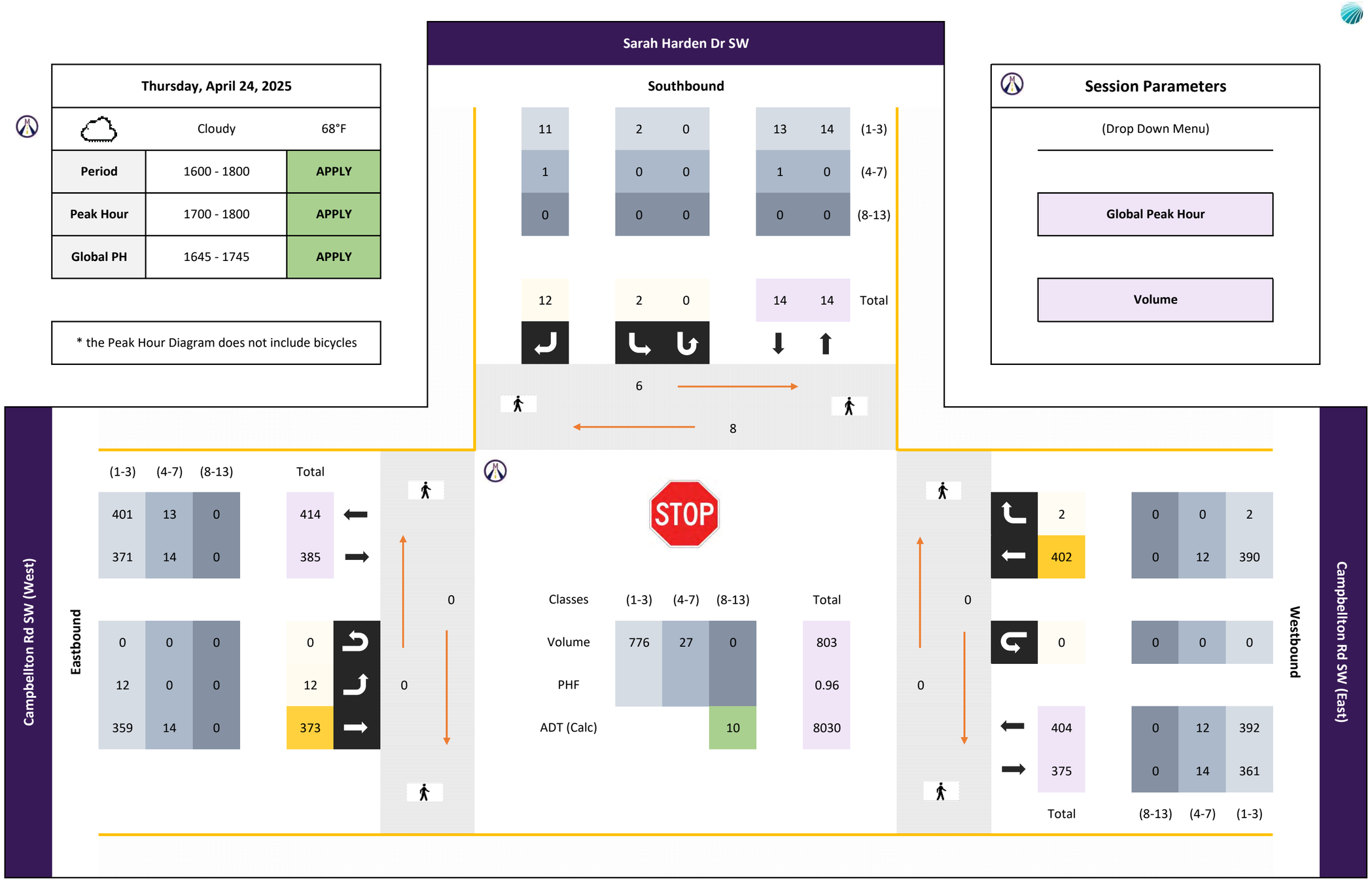
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Global Peak Hour

Volume



All vehicles

							Southbound						Eastbound						Westbound						
							Sarah Harden Dr SW						Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time						App Total	Left 12.1		Right 12.2		U-Turn 12.3	App Total	Left 12.4	Thru 12.5			U-Turn 12.6	App Total		Thru 12.7	Right 12.8		U-Turn 12.9	App Total	Int Total
1700 - 1715	-	-	-	-	-	0	0	-	2	-	0	2	2	86	-	-	0	88	-	94	0	-	0	94	184
1715 - 1730	-	-	-	-	-	0	0	-	4	-	0	4	4	95	-	-	0	99	-	103	0	-	0	103	206
1730 - 1745	-	-	-	-	-	0	2	-	5	-	0	7	3	91	-	-	0	94	-	101	2	-	0	103	204
1745 - 1800	-	-	-	-	-	0	0	-	1	-	0	1	1	96	-	-	0	97	-	119	0	-	0	119	217
Total	0	0	0	0	0	0	2	0	12	0	0	14	10	368	0	0	0	378	0	417	2	0	0	419	811
Approach %	0.00	0.00	0.00	0.00	0.00	-	14.29	0.00	85.71	0.00	0.00	-	2.65	97.35	0.00	0.00	0.00	-	0.00	99.52	0.48	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.25	0.00	0.60	0.00	0.00	**0.50**	0.63	0.96	0.00	0.00	0.00	**0.95**	0.00	0.88	0.25	0.00	0.00	**0.88**	**0.93**

Passenger Vehicles (1-3)

							Southbound						Eastbound						Westbound						
							Sarah Harden Dr SW						Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time						App Total	Left 12.1		Right 12.2		U-Turn 12.3	App Total	Left 12.4	Thru 12.5			U-Turn 12.6	App Total		Thru 12.7	Right 12.8		U-Turn 12.9	App Total	Int Total
1700 - 1715	-	-	-	-	-	0	0	-	2	-	0	2	2	83	-	-	0	85	-	90	0	-	0	90	177
1715 - 1730	-	-	-	-	-	0	0	-	4	-	0	4	4	90	-	-	0	94	-	100	0	-	0	100	198
1730 - 1745	-	-	-	-	-	0	2	-	4	-	0	6	3	87	-	-	0	90	-	97	2	-	0	99	195
1745 - 1800	-	-	-	-	-	0	0	-	1	-	0	1	1	93	-	-	0	94	-	116	0	-	0	116	211
Total	0	0	0	0	0	0	2	0	11	0	0	13	10	353	0	0	0	363	0	403	2	0	0	405	781
Approach %	0.00	0.00	0.00	0.00	0.00	-	15.38	0.00	84.62	0.00	0.00	-	2.75	97.25	0.00	0.00	0.00	-	0.00	99.51	0.49	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.25	0.00	0.69	0.00	0.00	**0.54**	0.63	0.95	0.00	0.00	0.00	**0.97**	0.00	0.87	0.25	0.00	0.00	**0.87**	**0.93**

Single Unit Trucks (4-7)

							Southbound						Eastbound						Westbound						
							Sarah Harden Dr SW						Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time						App Total	Left 12.1		Right 12.2		U-Turn 12.3	App Total	Left 12.4	Thru 12.5			U-Turn 12.6	App Total		Thru 12.7	Right 12.8		U-Turn 12.9	App Total	Int Total
1700 - 1715	-	-	-	-	-	0	0	-	0	-	0	0	0	3	-	-	0	3	-	3	0	-	0	3	6
1715 - 1730	-	-	-	-	-	0	0	-	0	-	0	0	0	5	-	-	0	5	-	3	0	-	0	3	8
1730 - 1745	-	-	-	-	-	0	0	-	1	-	0	1	0	4	-	-	0	4	-	4	0	-	0	4	9
1745 - 1800	-	-	-	-	-	0	0	-	0	-	0	0	0	3	-	-	0	3	-	3	0	-	0	3	6
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	15	0	0	0	15	0	13	0	0	0	13	29
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.25	0.00	0.00	**0.25**	0.00	0.75	0.00	0.00	0.00	**0.75**	0.00	0.81	0.00	0.00	0.00	**0.81**	**0.81**

Combination Trucks (8-13)

							Southbound						Eastbound						Westbound						
							Sarah Harden Dr SW						Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time						App Total	Left 12.1		Right 12.2		U-Turn 12.3	App Total	Left 12.4	Thru 12.5			U-Turn 12.6	App Total		Thru 12.7	Right 12.8		U-Turn 12.9	App Total	Int Total
1700 - 1715	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
1715 - 1730	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
1730 - 1745	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
1745 - 1800	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Bicycles

							Southbound						Eastbound						Westbound						
							Sarah Harden Dr SW						Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time						App Total	Left 12.1		Right 12.2		U-Turn 12.3	App Total	Left 12.4	Thru 12.5			U-Turn 12.6	App Total		Thru 12.7	Right 12.8		U-Turn 12.9	App Total	Int Total
1700 - 1715	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	1	0	-	0	1	1
1715 - 1730	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
1730 - 1745	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
1745 - 1800	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	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	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	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.00	0.00	0.00	**0.25**	**0.25**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 12

Sarah Harden Dr SW
Campbellton Rd SW (West)
Campbellton Rd SW (East)

Date

Thursday, April 24, 2025

Lat/Long

33.712168°, -84.440840°
Click here for Map

Weather

Cloudy
68°F
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0700 - 0900 (Weekday 2h Session) (04-24-2025)

All vehicles

TIME	Southbound Sarah Harden Dr SW				Eastbound Campbellton Rd SW (West)				Westbound Campbellton Rd SW (East)				
	Left 12.1	Right 12.2	U-Turn 12.3	App Total	Left 12.4	Thru 12.5	U-Turn 12.6	App Total	Thru 12.7	Right 12.8	U-Turn 12.9	App Total	Int Total
0700 - 0715	1	1	0	2	3	85	0	88	31	0	0	31	121
0715 - 0730	0	0	0	0	0	89	0	89	33	0	0	33	122
0730 - 0745	0	1	0	1	0	82	0	82	35	0	0	35	118
0745 - 0800	1	3	0	4	2	78	0	80	35	1	0	36	120
Hourly Total	2	5	0	**7**	5	334	0	**339**	134	1	0	**135**	**481**
0800 - 0815	0	3	0	3	4	82	0	86	38	0	0	38	127
0815 - 0830	0	1	0	1	2	73	0	75	24	0	0	24	100
0830 - 0845	1	2	0	3	0	79	0	79	39	0	0	39	121
0845 - 0900	0	1	0	1	1	87	0	88	47	0	0	47	136
Hourly Total	1	7	0	**8**	7	321	0	**328**	148	0	0	**148**	**484**
Grand Total	3	12	0	**15**	12	655	0	**667**	282	1	0	**283**	**965**
Approach %	20.00	80.00	0.00	-	1.80	98.20	0.00	-	99.65	0.35	0.00	-	
Intersection %	0.31	1.24	0.00	1.55	1.24	67.88	0.00	69.12	29.22	0.10	0.00	29.33	
Heavy Vehicle %	0	0	-	**0**	0	4	-	**4**	10	0	-	**10**	**6**
PHF	0.25	0.58	0.00	**0.50**	0.38	0.93	0.00	**0.95**	0.93	0.25	0.00	**0.93**	**0.96**
Peak Hour Total	1	7	0	**8**	6	331	0	**337**	141	1	0	**142**	**487**
Peak Hour HV %	0	0	0	**0**	0	4	0	**4**	9	0	0	**9**	**5**

1600 - 1800 (Weekday 2h Session) (04-24-2025)

All vehicles

TIME	Southbound Sarah Harden Dr SW				Eastbound Campbellton Rd SW (West)				Westbound Campbellton Rd SW (East)				
	Left 12.1	Right 12.2	U-Turn 12.3	App Total	Left 12.4	Thru 12.5	U-Turn 12.6	App Total	Thru 12.7	Right 12.8	U-Turn 12.9	App Total	Int Total
1600 - 1615	0	6	0	6	2	98	0	100	97	1	0	98	204
1615 - 1630	1	5	0	6	0	88	0	88	110	0	0	110	204
1630 - 1645	1	2	0	3	0	88	0	88	95	0	0	95	186
1645 - 1700	0	1	0	1	3	101	0	104	105	0	0	105	210
Hourly Total	2	14	0	**16**	5	375	0	**380**	407	1	0	**408**	**804**
1700 - 1715	0	2	0	2	2	86	0	88	94	0	0	94	184
1715 - 1730	0	4	0	4	4	95	0	99	103	0	0	103	206
1730 - 1745	2	5	0	7	3	91	0	94	101	2	0	103	204
1745 - 1800	0	1	0	1	1	96	0	97	119	0	0	119	217
Hourly Total	2	12	0	**14**	10	368	0	**378**	417	2	0	**419**	**811**
Grand Total	4	26	0	**30**	15	743	0	**758**	824	3	0	**827**	**1615**
Approach %	13.33	86.67	0.00	-	1.98	98.02	0.00	-	99.64	0.36	0.00	-	
Intersection %	0.25	1.61	0.00	1.86	0.93	46.01	0.00	46.93	51.02	0.19	0.00	51.21	
Heavy Vehicle %	0	4	-	**3**	0	5	-	**5**	3	0	-	**3**	**4**
PHF	0.25	0.60	0.00	**0.50**	0.63	0.96	0.00	**0.95**	0.88	0.25	0.00	**0.88**	**0.93**
Peak Hour Total	2	12	0	**14**	10	368	0	**378**	417	2	0	**419**	**811**
Peak Hour HV %	0	8	0	**7**	0	4	0	**4**	3	0	0	**3**	**4**

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

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 12

Sarah Harden Dr SW
Campbellton Rd SW (West)
Campbellton Rd SW (East)

Date

Thursday, April 24, 2025

Lat/Long

33.712168°, -84.440840°
Click here for Map

Weather

Cloudy
68°F
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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Passenger Vehicles (1-3)

TIME	Southbound Sarah Harden Dr SW				Eastbound Campbellton Rd SW (West)				Westbound Campbellton Rd SW (East)				
	Left 12.1	Right 12.2	U-Turn 12.3	App Total	Left 12.4	Thru 12.5	U-Turn 12.6	App Total	Thru 12.7	Right 12.8	U-Turn 12.9	App Total	Int Total
0700 - 0715	1	1	0	2	3	80	0	83	25	0	0	25	110
0715 - 0730	0	0	0	0	0	87	0	87	31	0	0	31	118
0730 - 0745	0	1	0	1	0	79	0	79	32	0	0	32	112
0745 - 0800	1	3	0	4	2	73	0	75	30	1	0	31	110
Hourly Total	2	5	0	**7**	5	319	0	**324**	118	1	0	**119**	**450**
0800 - 0815	0	3	0	3	4	79	0	83	35	0	0	35	121
0815 - 0830	0	1	0	1	2	70	0	72	22	0	0	22	95
0830 - 0845	1	2	0	3	0	76	0	76	36	0	0	36	115
0845 - 0900	0	1	0	1	1	83	0	84	43	0	0	43	128
Hourly Total	1	7	0	**8**	7	308	0	**315**	136	0	0	**136**	**459**
Grand Total	3	12	0	**15**	12	627	0	**639**	254	1	0	**255**	**909**
Approach %	20.00	80.00	0.00	-	1.88	98.12	0.00	-	99.61	0.39	0.00	-	
Intersection %	0.33	1.32	0.00	1.65	1.32	68.98	0.00	70.30	27.94	0.11	0.00	28.05	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Passenger Vehicles (1-3)

TIME	Southbound Sarah Harden Dr SW				Eastbound Campbellton Rd SW (West)				Westbound Campbellton Rd SW (East)				
	Left 12.1	Right 12.2	U-Turn 12.3	App Total	Left 12.4	Thru 12.5	U-Turn 12.6	App Total	Thru 12.7	Right 12.8	U-Turn 12.9	App Total	Int Total
1600 - 1615	0	6	0	6	2	89	0	91	93	1	0	94	191
1615 - 1630	1	5	0	6	0	84	0	84	107	0	0	107	197
1630 - 1645	1	2	0	3	0	83	0	83	90	0	0	90	176
1645 - 1700	0	1	0	1	3	99	0	102	103	0	0	103	206
Hourly Total	2	14	0	**16**	5	355	0	**360**	393	1	0	**394**	**770**
1700 - 1715	0	2	0	2	2	83	0	85	90	0	0	90	177
1715 - 1730	0	4	0	4	4	90	0	94	100	0	0	100	198
1730 - 1745	2	4	0	6	3	87	0	90	97	2	0	99	195
1745 - 1800	0	1	0	1	1	93	0	94	116	0	0	116	211
Hourly Total	2	11	0	**13**	10	353	0	**363**	403	2	0	**405**	**781**
Grand Total	4	25	0	**29**	15	708	0	**723**	796	3	0	**799**	**1551**
Approach %	13.79	86.21	0.00	-	2.07	97.93	0.00	-	99.62	0.38	0.00	-	
Intersection %	0.26	1.61	0.00	1.87	0.97	45.65	0.00	46.62	51.32	0.19	0.00	51.52	

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

Marr Traffic DATA COLLECTION

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Atlanta, GA

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Campbellton Rd SW (West)
Campbellton Rd SW (East)

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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Single Unit Trucks (4-7)

TIME	Southbound Sarah Harden Dr SW				Eastbound Campbellton Rd SW (West)				Westbound Campbellton Rd SW (East)				
	Left 12.1	Right 12.2	U-Turn 12.3	App Total	Left 12.4	Thru 12.5	U-Turn 12.6	App Total	Thru 12.7	Right 12.8	U-Turn 12.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	5	0	5	6	0	0	6	11
0715 - 0730	0	0	0	0	0	2	0	2	2	0	0	2	4
0730 - 0745	0	0	0	0	0	3	0	3	3	0	0	3	6
0745 - 0800	0	0	0	0	0	4	0	4	5	0	0	5	9
Hourly Total	0	0	0	**0**	0	14	0	**14**	16	0	0	**16**	**30**
0800 - 0815	0	0	0	0	0	3	0	3	3	0	0	3	6
0815 - 0830	0	0	0	0	0	3	0	3	2	0	0	2	5
0830 - 0845	0	0	0	0	0	3	0	3	3	0	0	3	6
0845 - 0900	0	0	0	0	0	4	0	4	4	0	0	4	8
Hourly Total	0	0	0	**0**	0	13	0	**13**	12	0	0	**12**	**25**
Grand Total	0	0	0	**0**	0	27	0	**27**	28	0	0	**28**	**55**
Approach %	0.00	0.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	49.09	0.00	49.09	50.91	0.00	0.00	50.91	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Single Unit Trucks (4-7)

TIME	Southbound Sarah Harden Dr SW				Eastbound Campbellton Rd SW (West)				Westbound Campbellton Rd SW (East)				
	Left 12.1	Right 12.2	U-Turn 12.3	App Total	Left 12.4	Thru 12.5	U-Turn 12.6	App Total	Thru 12.7	Right 12.8	U-Turn 12.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	9	0	9	4	0	0	4	13
1615 - 1630	0	0	0	0	0	4	0	4	3	0	0	3	7
1630 - 1645	0	0	0	0	0	5	0	5	5	0	0	5	10
1645 - 1700	0	0	0	0	0	2	0	2	2	0	0	2	4
Hourly Total	0	0	0	**0**	0	20	0	**20**	14	0	0	**14**	**34**
1700 - 1715	0	0	0	0	0	3	0	3	3	0	0	3	6
1715 - 1730	0	0	0	0	0	5	0	5	3	0	0	3	8
1730 - 1745	0	1	0	1	0	4	0	4	4	0	0	4	9
1745 - 1800	0	0	0	0	0	3	0	3	3	0	0	3	6
Hourly Total	0	1	0	**1**	0	15	0	**15**	13	0	0	**13**	**29**
Grand Total	0	1	0	**1**	0	35	0	**35**	27	0	0	**27**	**63**
Approach %	0.00	100.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	0.00	1.59	0.00	1.59	0.00	55.56	0.00	55.56	42.86	0.00	0.00	42.86	

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

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Campbellton Rd SW (East)

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Combination Trucks (8-13)

TIME	Southbound Sarah Harden Dr SW				Eastbound Campbellton Rd SW (West)				Westbound Campbellton Rd SW (East)				
	Left 12.1	Right 12.2	U-Turn 12.3	App Total	Left 12.4	Thru 12.5	U-Turn 12.6	App Total	Thru 12.7	Right 12.8	U-Turn 12.9	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	1	0	1	0	0	0	0	1
Hourly Total	0	0	0	**0**	0	1	0	**1**	0	0	0	**0**	**1**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	1	0	**1**	0	0	0	**0**	**1**
Approach %	0.00	0.00	0.00	-	0.00	100.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	100.00	0.00	100.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Combination Trucks (8-13)

TIME	Southbound Sarah Harden Dr SW				Eastbound Campbellton Rd SW (West)				Westbound Campbellton Rd SW (East)				
	Left 12.1	Right 12.2	U-Turn 12.3	App Total	Left 12.4	Thru 12.5	U-Turn 12.6	App Total	Thru 12.7	Right 12.8	U-Turn 12.9	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 || Bicycles

Atlanta, GA

Marr Traffic DATA COLLECTION

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Site 12

Sarah Harden Dr SW
Campbellton Rd SW (West)
Campbellton Rd SW (East)

Date

Thursday, April 24, 2025

Lat/Long

33.712168°, -84.440840°
Click here for Map

Weather

Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)

Bicycles

TIME	Southbound Sarah Harden Dr SW				Eastbound Campbellton Rd SW (West)				Westbound Campbellton Rd SW (East)				
	Left 12.1	Right 12.2	U-Turn 12.3	App Total	Left 12.4	Thru 12.5	U-Turn 12.6	App Total	Thru 12.7	Right 12.8	U-Turn 12.9	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) (04-24-2025)

Bicycles

TIME	Southbound Sarah Harden Dr SW				Eastbound Campbellton Rd SW (West)				Westbound Campbellton Rd SW (East)				
	Left 12.1	Right 12.2	U-Turn 12.3	App Total	Left 12.4	Thru 12.5	U-Turn 12.6	App Total	Thru 12.7	Right 12.8	U-Turn 12.9	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	1	0	0	1	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	**1**
Grand Total	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	-	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

Site 12

Sarah Harden Dr SW
Campbellton Rd SW (West)
Campbellton Rd SW (East)

Date

Thursday, April 24, 2025

Lat/Long

33.712168°, -84.440840°
Click here for Map

Weather

Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)

All Trucks (4-13)

TIME	Southbound Sarah Harden Dr SW				Eastbound Campbellton Rd SW (West)				Westbound Campbellton Rd SW (East)				
	Left 12.1	Right 12.2	U-Turn 12.3	App Total	Left 12.4	Thru 12.5	U-Turn 12.6	App Total	Thru 12.7	Right 12.8	U-Turn 12.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	5	0	5	6	0	0	6	11
0715 - 0730	0	0	0	0	0	2	0	2	2	0	0	2	4
0730 - 0745	0	0	0	0	0	3	0	3	3	0	0	3	6
0745 - 0800	0	0	0	0	0	5	0	5	5	0	0	5	10
Hourly Total	0	0	0	**0**	0	15	0	**15**	16	0	0	**16**	**31**
0800 - 0815	0	0	0	0	0	3	0	3	3	0	0	3	6
0815 - 0830	0	0	0	0	0	3	0	3	2	0	0	2	5
0830 - 0845	0	0	0	0	0	3	0	3	3	0	0	3	6
0845 - 0900	0	0	0	0	0	4	0	4	4	0	0	4	8
Hourly Total	0	0	0	**0**	0	13	0	**13**	12	0	0	**12**	**25**
Grand Total	0	0	0	**0**	0	28	0	**28**	28	0	0	**28**	**56**
Approach %	0.00	0.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	50.00	0.00	50.00	50.00	0.00	0.00	50.00	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

All Trucks (4-13)

TIME	Southbound Sarah Harden Dr SW				Eastbound Campbellton Rd SW (West)				Westbound Campbellton Rd SW (East)				
	Left 12.1	Right 12.2	U-Turn 12.3	App Total	Left 12.4	Thru 12.5	U-Turn 12.6	App Total	Thru 12.7	Right 12.8	U-Turn 12.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	9	0	9	4	0	0	4	13
1615 - 1630	0	0	0	0	0	4	0	4	3	0	0	3	7
1630 - 1645	0	0	0	0	0	5	0	5	5	0	0	5	10
1645 - 1700	0	0	0	0	0	2	0	2	2	0	0	2	4
Hourly Total	0	0	0	**0**	0	20	0	**20**	14	0	0	**14**	**34**
1700 - 1715	0	0	0	0	0	3	0	3	3	0	0	3	6
1715 - 1730	0	0	0	0	0	5	0	5	3	0	0	3	8
1730 - 1745	0	1	0	1	0	4	0	4	4	0	0	4	9
1745 - 1800	0	0	0	0	0	3	0	3	3	0	0	3	6
Hourly Total	0	1	0	**1**	0	15	0	**15**	13	0	0	**13**	**29**
Grand Total	0	1	0	**1**	0	35	0	**35**	27	0	0	**27**	**63**
Approach %	0.00	100.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	0.00	1.59	0.00	1.59	0.00	55.56	0.00	55.56	42.86	0.00	0.00	42.86	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

Site 12

Sarah Harden Dr SW
Campbellton Rd SW (West)
Campbellton Rd SW (East)

Date

Thursday, April 24, 2025

Lat/Long

33.712168°, -84.440840°
Click here for Map

Weather

Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)

Pedestrians

TIME	Southbound Sarah Harden Dr SW EB 12c	WB 12d	App Total	Eastbound Campbellton Rd SW (West) NB 12e	SB 12f	App Total	Westbound Campbellton Rd SW (East) NB 12g	SB 12h	App Total	Int Total
0700 - 0715	1	1	2	0	1	1	1	0	1	4
0715 - 0730	0	1	1	0	0	0	0	0	0	1
0730 - 0745	1	2	3	0	0	0	0	0	0	3
0745 - 0800	0	1	1	0	0	0	0	0	0	1
Hourly Total	2	5	**7**	0	1	**1**	1	0	**1**	**9**
0800 - 0815	0	2	2	0	0	0	0	0	0	2
0815 - 0830	2	0	2	0	0	0	0	0	0	2
0830 - 0845	0	1	1	0	0	0	0	0	0	1
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	2	3	**5**	0	0	**0**	0	0	**0**	**5**
Grand Total	4	8	**12**	0	1	**1**	1	0	**1**	**14**
Approach %	33.33	66.67	-	0.00	100.00	-	100.00	0.00	-	
Intersection %	28.57	57.14	85.71	0.00	7.14	7.14	7.14	0.00	7.14	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Pedestrians

TIME	Southbound Sarah Harden Dr SW EB 12c	WB 12d	App Total	Eastbound Campbellton Rd SW (West) NB 12e	SB 12f	App Total	Westbound Campbellton Rd SW (East) NB 12g	SB 12h	App Total	Int Total
1600 - 1615	2	0	2	0	0	0	0	0	0	2
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	3	0	3	0	0	0	0	0	0	3
1645 - 1700	1	0	1	0	0	0	0	0	0	1
Hourly Total	6	0	**6**	0	0	**0**	0	0	**0**	**6**
1700 - 1715	0	5	5	0	0	0	0	0	0	5
1715 - 1730	2	2	4	0	0	0	0	0	0	4
1730 - 1745	1	1	2	0	0	0	0	0	0	2
1745 - 1800	2	0	2	0	0	0	0	0	0	2
Hourly Total	5	8	**13**	0	0	**0**	0	0	**0**	**13**
Grand Total	11	8	**19**	0	0	**0**	0	0	**0**	**19**
Approach %	57.89	42.11	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	57.89	42.11	100.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bicycles

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 12

Sarah Harden Dr SW
Campbellton Rd SW (West)
Campbellton Rd SW (East)

Date

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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Bicycles

TIME	Southbound Sarah Harden Dr SW EB 12c	WB 12d	App Total	Eastbound Campbellton Rd SW (West) NB 12e	SB 12f	App Total	Westbound Campbellton Rd SW (East) NB 12g	SB 12h	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	1	0	1	0	0	0	0	0	0	1
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	**1**	0	0	**0**	0	0	**0**	**1**
Grand Total	1	0	**1**	0	0	**0**	0	0	**0**	**1**
Approach %	100.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	100.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Bicycles

TIME	Southbound Sarah Harden Dr SW EB 12c	WB 12d	App Total	Eastbound Campbellton Rd SW (West) NB 12e	SB 12f	App Total	Westbound Campbellton Rd SW (East) NB 12g	SB 12h	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	2	0	2	0	0	0	0	0	0	2
Hourly Total	2	0	**2**	0	0	**0**	0	0	**0**	**2**
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	2	0	**2**	0	0	**0**	0	0	**0**	**2**
Approach %	100.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	100.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

Site 12

Sarah Harden Dr SW
Campbellton Rd SW (West)
Campbellton Rd SW (East)

Date

Thursday, April 24, 2025

Lat/Long

33.712168°, -84.440840°
Click here for Map

Weather

Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)

Motorized Vehicles

TIME	Southbound Sarah Harden Dr SW EB 12c	Southbound Sarah Harden Dr SW WB 12d	Southbound App Total	Eastbound Campbellton Rd SW (West) NB 12e	Eastbound Campbellton Rd SW (West) SB 12f	Eastbound App Total	Westbound Campbellton Rd SW (East) NB 12g	Westbound Campbellton Rd SW (East) SB 12h	Westbound 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) (04-24-2025)

Motorized Vehicles

TIME	Southbound Sarah Harden Dr SW EB 12c	Southbound Sarah Harden Dr SW WB 12d	Southbound App Total	Eastbound Campbellton Rd SW (West) NB 12e	Eastbound Campbellton Rd SW (West) SB 12f	Eastbound App Total	Westbound Campbellton Rd SW (East) NB 12g	Westbound Campbellton Rd SW (East) SB 12h	Westbound 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: 4/24/2025	Campbellton Rd SW (West) Eastbound			Campbellton Rd SW (East) Westbound			Northbound			Sarah Harden Dr SW Southbound			
Time	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	3	85	0	0	31	0	0	0	0	1	0	1	121
07:15 AM - 07:30 AM	0	89	0	0	33	0	0	0	0	0	0	0	122
07:30 AM - 07:45 AM	0	82	0	0	35	0	0	0	0	0	0	1	118
07:45 AM - 08:00 AM	2	78	0	0	35	1	0	0	0	1	0	3	120
08:00 AM - 08:15 AM	4	82	0	0	38	0	0	0	0	0	0	3	127
08:15 AM - 08:30 AM	2	73	0	0	24	0	0	0	0	0	0	1	100
08:30 AM - 08:45 AM	0	79	0	0	39	0	0	0	0	1	0	2	121
08:45 AM - 09:00 AM	1	87	0	0	47	0	0	0	0	0	0	1	136
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	2	98	0	0	97	1	0	0	0	0	0	6	204
04:15 PM - 04:30 PM	0	88	0	0	110	0	0	0	0	1	0	5	204
04:30 PM - 04:45 PM	0	88	0	0	95	0	0	0	0	1	0	2	186
04:45 PM - 05:00 PM	3	101	0	0	105	0	0	0	0	0	0	1	210
05:00 PM - 05:15 PM	2	86	0	0	94	0	0	0	0	0	0	2	184
05:15 PM - 05:30 PM	4	95	0	0	103	0	0	0	0	0	0	4	206
05:30 PM - 05:45 PM	3	91	0	0	101	2	0	0	0	2	0	5	204
05:45 PM - 06:00 PM	1	96	0	0	119	0	0	0	0	0	0	1	217
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Click here for Map

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Thursday, April 24, 2025		
Cloudy		68°F
Period	0700 - 0900	**APPLY**
Peak Hour	0800 - 0900	**APPLY**
Global PH	0745 - 0845	**APPLY**

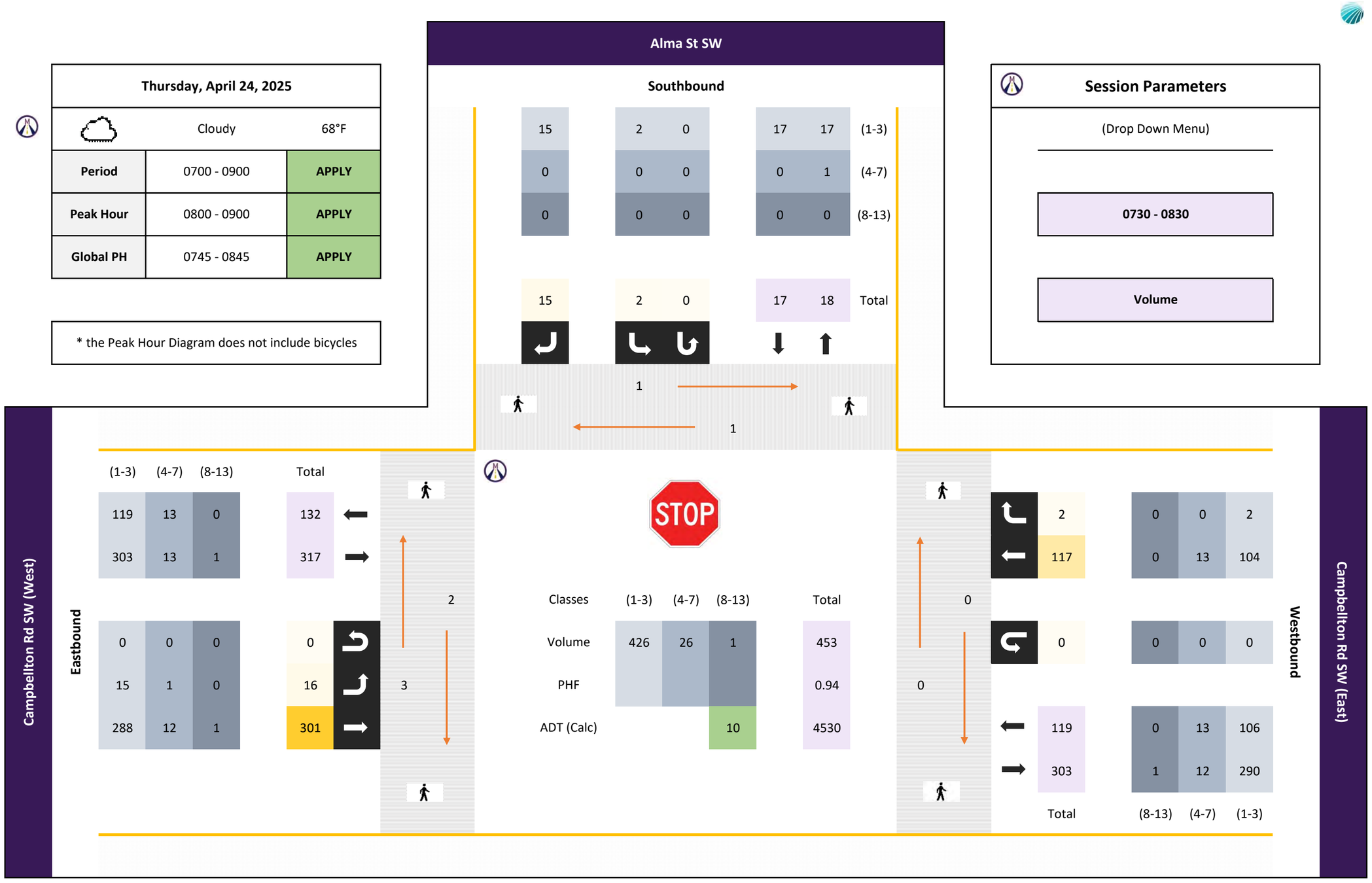
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

0730 - 0830

Volume



All vehicles

							Southbound						Eastbound						Westbound						
							Alma St SW						Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time						App Total	Left 13.1		Right 13.2		U-Turn 13.3	App Total	Left 13.4	Thru 13.5			U-Turn 13.6	App Total		Thru 13.7	Right 13.8		U-Turn 13.9	App Total	Int Total
0800 - 0815	-	-	-	-	-	0	1	-	3	-	0	4	0	82	-	-	0	82	-	34	1	-	0	35	121
0815 - 0830	-	-	-	-	-	0	1	-	5	-	0	6	2	71	-	-	0	73	-	19	0	-	0	19	98
0830 - 0845	-	-	-	-	-	0	3	-	9	-	0	12	4	76	-	-	0	80	-	31	3	-	0	34	126
0845 - 0900	-	-	-	-	-	0	3	-	4	-	0	7	4	82	-	-	0	86	-	41	2	-	0	43	136
Total	0	0	0	0	0	0	8	0	21	0	0	29	10	311	0	0	0	321	0	125	6	0	0	131	481
Approach %	0.00	0.00	0.00	0.00	0.00	-	27.59	0.00	72.41	0.00	0.00	-	3.12	96.88	0.00	0.00	0.00	-	0.00	95.42	4.58	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.67	0.00	0.58	0.00	0.00	**0.60**	0.63	0.95	0.00	0.00	0.00	**0.93**	0.00	0.76	0.50	0.00	0.00	**0.76**	**0.88**

Passenger Vehicles (1-3)

							Southbound						Eastbound						Westbound						
							Alma St SW						Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time						App Total	Left 13.1		Right 13.2		U-Turn 13.3	App Total	Left 13.4	Thru 13.5			U-Turn 13.6	App Total		Thru 13.7	Right 13.8		U-Turn 13.9	App Total	Int Total
0800 - 0815	-	-	-	-	-	0	1	-	3	-	0	4	0	79	-	-	0	79	-	31	1	-	0	32	115
0815 - 0830	-	-	-	-	-	0	1	-	5	-	0	6	2	68	-	-	0	70	-	17	0	-	0	17	93
0830 - 0845	-	-	-	-	-	0	3	-	9	-	0	12	4	73	-	-	0	77	-	28	3	-	0	31	120
0845 - 0900	-	-	-	-	-	0	3	-	3	-	0	6	4	78	-	-	0	82	-	38	2	-	0	40	128
Total	0	0	0	0	0	0	8	0	20	0	0	28	10	298	0	0	0	308	0	114	6	0	0	120	456
Approach %	0.00	0.00	0.00	0.00	0.00	-	28.57	0.00	71.43	0.00	0.00	-	3.25	96.75	0.00	0.00	0.00	-	0.00	95.00	5.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.67	0.00	0.56	0.00	0.00	**0.58**	0.63	0.94	0.00	0.00	0.00	**0.94**	0.00	0.75	0.50	0.00	0.00	**0.75**	**0.89**

Single Unit Trucks (4-7)

							Southbound						Eastbound						Westbound						
							Alma St SW						Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time						App Total	Left 13.1		Right 13.2		U-Turn 13.3	App Total	Left 13.4	Thru 13.5			U-Turn 13.6	App Total		Thru 13.7	Right 13.8		U-Turn 13.9	App Total	Int Total
0800 - 0815	-	-	-	-	-	0	0	-	0	-	0	0	0	3	-	-	0	3	-	3	0	-	0	3	6
0815 - 0830	-	-	-	-	-	0	0	-	0	-	0	0	0	3	-	-	0	3	-	2	0	-	0	2	5
0830 - 0845	-	-	-	-	-	0	0	-	0	-	0	0	0	3	-	-	0	3	-	3	0	-	0	3	6
0845 - 0900	-	-	-	-	-	0	0	-	1	-	0	1	0	4	-	-	0	4	-	3	0	-	0	3	8
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	13	0	0	0	13	0	11	0	0	0	11	25
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.25	0.00	0.00	**0.25**	0.00	0.81	0.00	0.00	0.00	**0.81**	0.00	0.92	0.00	0.00	0.00	**0.92**	**0.78**

Combination Trucks (8-13)

							Southbound						Eastbound						Westbound						
							Alma St SW						Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time						App Total	Left 13.1		Right 13.2		U-Turn 13.3	App Total	Left 13.4	Thru 13.5			U-Turn 13.6	App Total		Thru 13.7	Right 13.8		U-Turn 13.9	App Total	Int Total
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
0830 - 0845	-	-	-	-	-	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
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**

Bicycles

							Southbound						Eastbound						Westbound						
							Alma St SW						Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time						App Total	Left 13.1		Right 13.2		U-Turn 13.3	App Total	Left 13.4	Thru 13.5			U-Turn 13.6	App Total		Thru 13.7	Right 13.8		U-Turn 13.9	App Total	Int Total
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
0830 - 0845	-	-	-	-	-	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Click here for Map

Atlanta, GA

Marr Traffic DATA COLLECTION

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Thursday, April 24, 2025		
	Cloudy	68°F
Period	1600 - 1800	APPLY
Peak Hour	1700 - 1800	APPLY
Global PH	1645 - 1745	APPLY

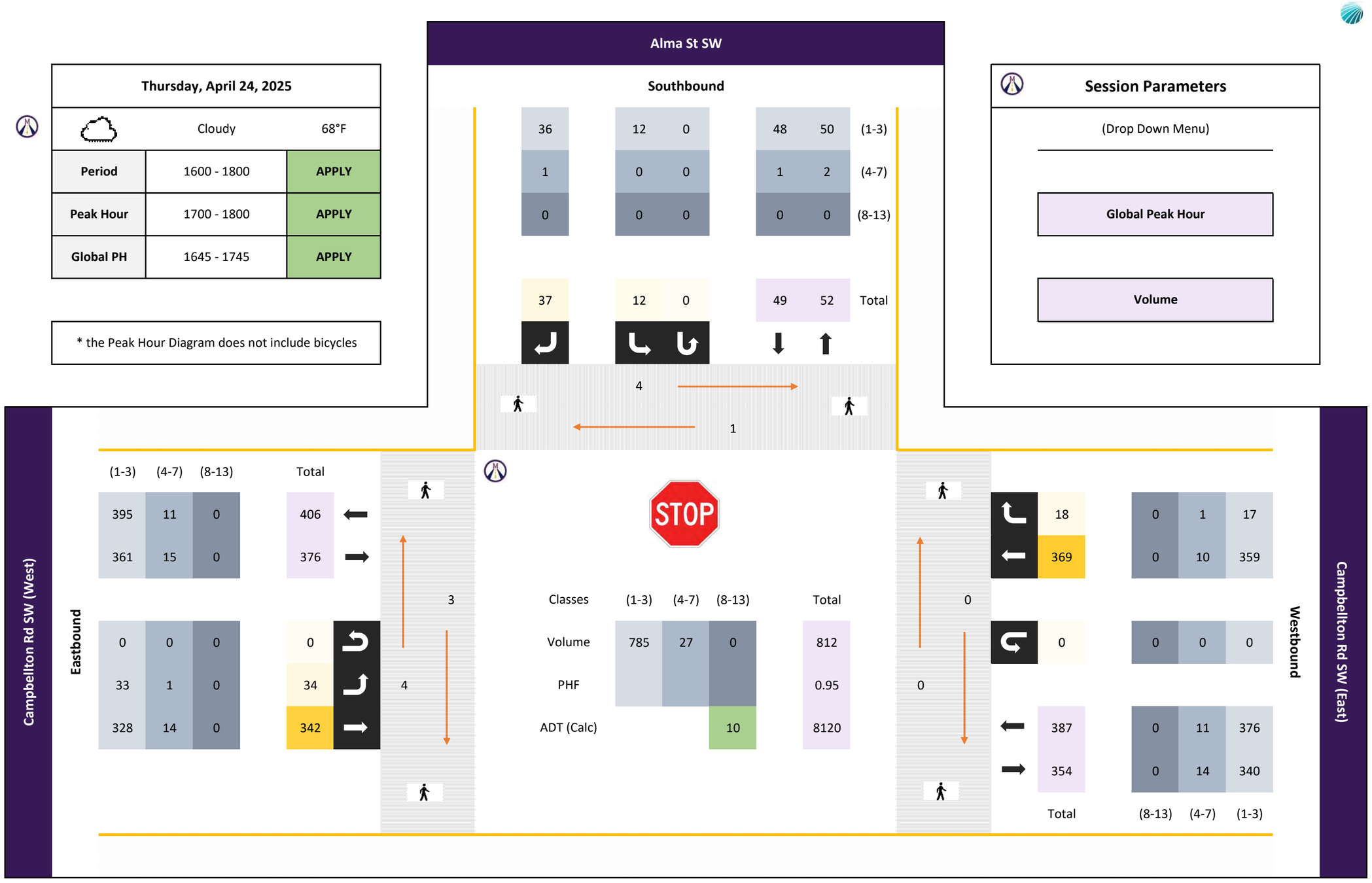
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Global Peak Hour

Volume



All vehicles

							Southbound						Eastbound						Westbound						
							Alma St SW						Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time						App Total	Left 13.1		Right 13.2		U-Turn 13.3	App Total	Left 13.4	Thru 13.5			U-Turn 13.6	App Total		Thru 13.7	Right 13.8		U-Turn 13.9	App Total	Int Total
1700 - 1715	-	-	-	-	-	0	5	-	7	-	0	12	4	80	-	-	0	84	-	86	3	-	0	89	185
1715 - 1730	-	-	-	-	-	0	3	-	12	-	0	15	11	85	-	-	0	96	-	92	2	-	0	94	205
1730 - 1745	-	-	-	-	-	0	3	-	12	-	0	15	9	85	-	-	0	94	-	90	9	-	0	99	208
1745 - 1800	-	-	-	-	-	0	2	-	6	-	0	8	9	86	-	-	0	95	-	113	7	-	0	120	223
Total	0	0	0	0	0	0	13	0	37	0	0	50	33	336	0	0	0	369	0	381	21	0	0	402	821
Approach %	0.00	0.00	0.00	0.00	0.00	-	26.00	0.00	74.00	0.00	0.00	-	8.94	91.06	0.00	0.00	0.00	-	0.00	94.78	5.22	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.65	0.00	0.77	0.00	0.00	**0.83**	0.75	0.98	0.00	0.00	0.00	**0.96**	0.00	0.84	0.58	0.00	0.00	**0.84**	**0.92**

Passenger Vehicles (1-3)

							Southbound						Eastbound						Westbound						
							Alma St SW						Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time						App Total	Left 13.1		Right 13.2		U-Turn 13.3	App Total	Left 13.4	Thru 13.5			U-Turn 13.6	App Total		Thru 13.7	Right 13.8		U-Turn 13.9	App Total	Int Total
1700 - 1715	-	-	-	-	-	0	5	-	7	-	0	12	4	78	-	-	0	82	-	83	3	-	0	86	180
1715 - 1730	-	-	-	-	-	0	3	-	12	-	0	15	10	80	-	-	0	90	-	89	2	-	0	91	196
1730 - 1745	-	-	-	-	-	0	3	-	11	-	0	14	9	80	-	-	0	89	-	87	8	-	0	95	198
1745 - 1800	-	-	-	-	-	0	2	-	6	-	0	8	9	84	-	-	0	93	-	110	6	-	0	116	217
Total	0	0	0	0	0	0	13	0	36	0	0	49	32	322	0	0	0	354	0	369	19	0	0	388	791
Approach %	0.00	0.00	0.00	0.00	0.00	-	26.53	0.00	73.47	0.00	0.00	-	9.04	90.96	0.00	0.00	0.00	-	0.00	95.10	4.90	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.65	0.00	0.75	0.00	0.00	**0.82**	0.80	0.96	0.00	0.00	0.00	**0.95**	0.00	0.84	0.59	0.00	0.00	**0.84**	**0.91**

Single Unit Trucks (4-7)

							Southbound						Eastbound						Westbound						
							Alma St SW						Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time						App Total	Left 13.1		Right 13.2		U-Turn 13.3	App Total	Left 13.4	Thru 13.5			U-Turn 13.6	App Total		Thru 13.7	Right 13.8		U-Turn 13.9	App Total	Int Total
1700 - 1715	-	-	-	-	-	0	0	-	0	-	0	0	0	2	-	-	0	2	-	3	0	-	0	3	5
1715 - 1730	-	-	-	-	-	0	0	-	0	-	0	0	1	5	-	-	0	6	-	3	0	-	0	3	9
1730 - 1745	-	-	-	-	-	0	0	-	1	-	0	1	0	5	-	-	0	5	-	3	1	-	0	4	10
1745 - 1800	-	-	-	-	-	0	0	-	0	-	0	0	0	2	-	-	0	2	-	3	1	-	0	4	6
Total	0	0	0	0	0	0	0	0	1	0	0	1	1	14	0	0	0	15	0	12	2	0	0	14	30
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	6.67	93.33	0.00	0.00	0.00	-	0.00	85.71	14.29	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.25	0.00	0.00	**0.25**	0.25	0.70	0.00	0.00	0.00	**0.63**	0.00	1.00	0.50	0.00	0.00	**0.88**	**0.75**

Combination Trucks (8-13)

							Southbound						Eastbound						Westbound						
							Alma St SW						Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time						App Total	Left 13.1		Right 13.2		U-Turn 13.3	App Total	Left 13.4	Thru 13.5			U-Turn 13.6	App Total		Thru 13.7	Right 13.8		U-Turn 13.9	App Total	Int Total
1700 - 1715	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
1715 - 1730	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
1730 - 1745	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
1745 - 1800	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Bicycles

							Southbound						Eastbound						Westbound						
							Alma St SW						Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time						App Total	Left 13.1		Right 13.2		U-Turn 13.3	App Total	Left 13.4	Thru 13.5			U-Turn 13.6	App Total		Thru 13.7	Right 13.8		U-Turn 13.9	App Total	Int Total
1700 - 1715	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
1715 - 1730	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
1730 - 1745	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
1745 - 1800	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

Site 13

Alma St SW
Campbellton Rd SW (West)
Campbellton Rd SW (East)

Date

Thursday, April 24, 2025

Lat/Long

33.712667°, -84.439546°
Click here for Map

Weather

Cloudy
68°F
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0700 - 0900 (Weekday 2h Session) (04-24-2025)

All vehicles

TIME	Southbound Alma St SW				Eastbound Campbellton Rd SW (West)				Westbound Campbellton Rd SW (East)				
	Left 13.1	Right 13.2	U-Turn 13.3	App Total	Left 13.4	Thru 13.5	U-Turn 13.6	App Total	Thru 13.7	Right 13.8	U-Turn 13.9	App Total	Int Total
0700 - 0715	3	3	0	6	5	80	0	85	29	0	0	29	120
0715 - 0730	0	6	0	6	3	87	0	90	26	0	0	26	122
0730 - 0745	0	4	0	4	7	76	0	83	32	0	0	32	119
0745 - 0800	0	3	0	3	7	72	0	79	32	1	0	33	115
Hourly Total	3	16	0	**19**	22	315	0	**337**	119	1	0	**120**	**476**
0800 - 0815	1	3	0	4	0	82	0	82	34	1	0	35	121
0815 - 0830	1	5	0	6	2	71	0	73	19	0	0	19	98
0830 - 0845	3	9	0	12	4	76	0	80	31	3	0	34	126
0845 - 0900	3	4	0	7	4	82	0	86	41	2	0	43	136
Hourly Total	8	21	0	**29**	10	311	0	**321**	125	6	0	**131**	**481**
Grand Total	11	37	0	**48**	32	626	0	**658**	244	7	0	**251**	**957**
Approach %	22.92	77.08	0.00	-	4.86	95.14	0.00	-	97.21	2.79	0.00	-	
Intersection %	1.15	3.87	0.00	5.02	3.34	65.41	0.00	68.76	25.50	0.73	0.00	26.23	
Heavy Vehicle %	9	3	-	**4**	3	4	-	**4**	11	0	-	**11**	**6**
PHF	0.67	0.58	0.00	**0.60**	0.63	0.95	0.00	**0.93**	0.76	0.50	0.00	**0.76**	**0.88**
Peak Hour Total	8	21	0	**29**	10	311	0	**321**	125	6	0	**131**	**481**
Peak Hour HV %	0	5	0	**3**	0	4	0	**4**	9	0	0	**8**	**5**

1600 - 1800 (Weekday 2h Session) (04-24-2025)

All vehicles

TIME	Southbound Alma St SW				Eastbound Campbellton Rd SW (West)				Westbound Campbellton Rd SW (East)				
	Left 13.1	Right 13.2	U-Turn 13.3	App Total	Left 13.4	Thru 13.5	U-Turn 13.6	App Total	Thru 13.7	Right 13.8	U-Turn 13.9	App Total	Int Total
1600 - 1615	2	7	0	9	7	94	0	101	94	3	0	97	207
1615 - 1630	1	8	0	9	10	78	0	88	103	2	0	105	202
1630 - 1645	5	5	0	10	9	81	0	90	87	9	0	96	196
1645 - 1700	1	6	0	7	10	92	0	102	101	4	0	105	214
Hourly Total	9	26	0	**35**	36	345	0	**381**	385	18	0	**403**	**819**
1700 - 1715	5	7	0	12	4	80	0	84	86	3	0	89	185
1715 - 1730	3	12	0	15	11	85	0	96	92	2	0	94	205
1730 - 1745	3	12	0	15	9	85	0	94	90	9	0	99	208
1745 - 1800	2	6	0	8	9	86	0	95	113	7	0	120	223
Hourly Total	13	37	0	**50**	33	336	0	**369**	381	21	0	**402**	**821**
Grand Total	22	63	0	**85**	69	681	0	**750**	766	39	0	**805**	**1640**
Approach %	25.88	74.12	0.00	-	9.20	90.80	0.00	-	95.16	4.84	0.00	-	
Intersection %	1.34	3.84	0.00	5.18	4.21	41.52	0.00	45.73	46.71	2.38	0.00	49.09	
Heavy Vehicle %	0	3	-	**2**	1	5	-	**5**	3	8	-	**3**	**4**
PHF	0.65	0.77	0.00	**0.83**	0.75	0.98	0.00	**0.96**	0.84	0.58	0.00	**0.84**	**0.92**
Peak Hour Total	13	37	0	**50**	33	336	0	**369**	381	21	0	**402**	**821**
Peak Hour HV %	0	3	0	**2**	3	4	0	**4**	3	10	0	**3**	**4**

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

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 13

Alma St SW
Campbellton Rd SW (West)
Campbellton Rd SW (East)

Date

Thursday, April 24, 2025

Lat/Long

33.712667°, -84.439546°
Click here for Map

Weather

Cloudy
68°F
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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Passenger Vehicles (1-3)

TIME	Southbound Alma St SW				Eastbound Campbellton Rd SW (West)				Westbound Campbellton Rd SW (East)				
	Left 13.1	Right 13.2	U-Turn 13.3	App Total	Left 13.4	Thru 13.5	U-Turn 13.6	App Total	Thru 13.7	Right 13.8	U-Turn 13.9	App Total	Int Total
0700 - 0715	2	3	0	5	5	75	0	80	23	0	0	23	108
0715 - 0730	0	6	0	6	3	85	0	88	24	0	0	24	118
0730 - 0745	0	4	0	4	6	74	0	80	28	0	0	28	112
0745 - 0800	0	3	0	3	7	67	0	74	28	1	0	29	106
Hourly Total	2	16	0	**18**	21	301	0	**322**	103	1	0	**104**	**444**
0800 - 0815	1	3	0	4	0	79	0	79	31	1	0	32	115
0815 - 0830	1	5	0	6	2	68	0	70	17	0	0	17	93
0830 - 0845	3	9	0	12	4	73	0	77	28	3	0	31	120
0845 - 0900	3	3	0	6	4	78	0	82	38	2	0	40	128
Hourly Total	8	20	0	**28**	10	298	0	**308**	114	6	0	**120**	**456**
Grand Total	10	36	0	**46**	31	599	0	**630**	217	7	0	**224**	**900**
Approach %	21.74	78.26	0.00	-	4.92	95.08	0.00	-	96.88	3.13	0.00	-	
Intersection %	1.11	4.00	0.00	5.11	3.44	66.56	0.00	70.00	24.11	0.78	0.00	24.89	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Passenger Vehicles (1-3)

TIME	Southbound Alma St SW				Eastbound Campbellton Rd SW (West)				Westbound Campbellton Rd SW (East)				
	Left 13.1	Right 13.2	U-Turn 13.3	App Total	Left 13.4	Thru 13.5	U-Turn 13.6	App Total	Thru 13.7	Right 13.8	U-Turn 13.9	App Total	Int Total
1600 - 1615	2	7	0	9	7	85	0	92	90	3	0	93	194
1615 - 1630	1	8	0	9	10	74	0	84	99	2	0	101	194
1630 - 1645	5	4	0	9	9	76	0	85	83	8	0	91	185
1645 - 1700	1	6	0	7	10	90	0	100	100	4	0	104	211
Hourly Total	9	25	0	**34**	36	325	0	**361**	372	17	0	**389**	**784**
1700 - 1715	5	7	0	12	4	78	0	82	83	3	0	86	180
1715 - 1730	3	12	0	15	10	80	0	90	89	2	0	91	196
1730 - 1745	3	11	0	14	9	80	0	89	87	8	0	95	198
1745 - 1800	2	6	0	8	9	84	0	93	110	6	0	116	217
Hourly Total	13	36	0	**49**	32	322	0	**354**	369	19	0	**388**	**791**
Grand Total	22	61	0	**83**	68	647	0	**715**	741	36	0	**777**	**1575**
Approach %	26.51	73.49	0.00	-	9.51	90.49	0.00	-	95.37	4.63	0.00	-	
Intersection %	1.40	3.87	0.00	5.27	4.32	41.08	0.00	45.40	47.05	2.29	0.00	49.33	

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

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 13

Alma St SW
Campbellton Rd SW (West)
Campbellton Rd SW (East)

Date

Thursday, April 24, 2025

Lat/Long

33.712667°, -84.439546°
Click here for Map

Weather

Cloudy
68°F
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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Single Unit Trucks (4-7)

TIME	Southbound Alma St SW				Eastbound Campbellton Rd SW (West)				Westbound Campbellton Rd SW (East)				
	Left 13.1	Right 13.2	U-Turn 13.3	App Total	Left 13.4	Thru 13.5	U-Turn 13.6	App Total	Thru 13.7	Right 13.8	U-Turn 13.9	App Total	Int Total
0700 - 0715	1	0	0	1	0	5	0	5	6	0	0	6	12
0715 - 0730	0	0	0	0	0	2	0	2	2	0	0	2	4
0730 - 0745	0	0	0	0	1	2	0	3	4	0	0	4	7
0745 - 0800	0	0	0	0	0	4	0	4	4	0	0	4	8
Hourly Total	1	0	0	**1**	1	13	0	**14**	16	0	0	**16**	**31**
0800 - 0815	0	0	0	0	0	3	0	3	3	0	0	3	6
0815 - 0830	0	0	0	0	0	3	0	3	2	0	0	2	5
0830 - 0845	0	0	0	0	0	3	0	3	3	0	0	3	6
0845 - 0900	0	1	0	1	0	4	0	4	3	0	0	3	8
Hourly Total	0	1	0	**1**	0	13	0	**13**	11	0	0	**11**	**25**
Grand Total	1	1	0	**2**	1	26	0	**27**	27	0	0	**27**	**56**
Approach %	50.00	50.00	0.00	-	3.70	96.30	0.00	-	100.00	0.00	0.00	-	
Intersection %	1.79	1.79	0.00	3.57	1.79	46.43	0.00	48.21	48.21	0.00	0.00	48.21	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Single Unit Trucks (4-7)

TIME	Southbound Alma St SW				Eastbound Campbellton Rd SW (West)				Westbound Campbellton Rd SW (East)				
	Left 13.1	Right 13.2	U-Turn 13.3	App Total	Left 13.4	Thru 13.5	U-Turn 13.6	App Total	Thru 13.7	Right 13.8	U-Turn 13.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	9	0	9	4	0	0	4	13
1615 - 1630	0	0	0	0	0	4	0	4	4	0	0	4	8
1630 - 1645	0	1	0	1	0	5	0	5	4	1	0	5	11
1645 - 1700	0	0	0	0	0	2	0	2	1	0	0	1	3
Hourly Total	0	1	0	**1**	0	20	0	**20**	13	1	0	**14**	**35**
1700 - 1715	0	0	0	0	0	2	0	2	3	0	0	3	5
1715 - 1730	0	0	0	0	1	5	0	6	3	0	0	3	9
1730 - 1745	0	1	0	1	0	5	0	5	3	1	0	4	10
1745 - 1800	0	0	0	0	0	2	0	2	3	1	0	4	6
Hourly Total	0	1	0	**1**	1	14	0	**15**	12	2	0	**14**	**30**
Grand Total	0	2	0	**2**	1	34	0	**35**	25	3	0	**28**	**65**
Approach %	0.00	100.00	0.00	-	2.86	97.14	0.00	-	89.29	10.71	0.00	-	
Intersection %	0.00	3.08	0.00	3.08	1.54	52.31	0.00	53.85	38.46	4.62	0.00	43.08	

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

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 13

Alma St SW
Campbellton Rd SW (West)
Campbellton Rd SW (East)

Date

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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Combination Trucks (8-13)

TIME	Southbound Alma St SW				Eastbound Campbellton Rd SW (West)				Westbound Campbellton Rd SW (East)				
	Left 13.1	Right 13.2	U-Turn 13.3	App Total	Left 13.4	Thru 13.5	U-Turn 13.6	App Total	Thru 13.7	Right 13.8	U-Turn 13.9	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	1	0	1	0	0	0	0	1
Hourly Total	0	0	0	**0**	0	1	0	**1**	0	0	0	**0**	**1**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	1	0	**1**	0	0	0	**0**	**1**
Approach %	0.00	0.00	0.00	-	0.00	100.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	100.00	0.00	100.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Combination Trucks (8-13)

TIME	Southbound Alma St SW				Eastbound Campbellton Rd SW (West)				Westbound Campbellton Rd SW (East)				
	Left 13.1	Right 13.2	U-Turn 13.3	App Total	Left 13.4	Thru 13.5	U-Turn 13.6	App Total	Thru 13.7	Right 13.8	U-Turn 13.9	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 || Bicycles

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Campbellton Rd SW (East)

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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Bicycles

TIME	Southbound Alma St SW				Eastbound Campbellton Rd SW (West)				Westbound Campbellton Rd SW (East)				
	Left 13.1	Right 13.2	U-Turn 13.3	App Total	Left 13.4	Thru 13.5	U-Turn 13.6	App Total	Thru 13.7	Right 13.8	U-Turn 13.9	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) (04-24-2025)

Bicycles

TIME	Southbound Alma St SW				Eastbound Campbellton Rd SW (West)				Westbound Campbellton Rd SW (East)				
	Left 13.1	Right 13.2	U-Turn 13.3	App Total	Left 13.4	Thru 13.5	U-Turn 13.6	App Total	Thru 13.7	Right 13.8	U-Turn 13.9	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)

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

Site 13

Alma St SW
Campbellton Rd SW (West)
Campbellton Rd SW (East)

Date

Thursday, April 24, 2025

Lat/Long

33.712667°, -84.439546°
Click here for Map

Weather

Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)

All Trucks (4-13)

TIME	Southbound Alma St SW				Eastbound Campbellton Rd SW (West)				Westbound Campbellton Rd SW (East)				
	Left 13.1	Right 13.2	U-Turn 13.3	App Total	Left 13.4	Thru 13.5	U-Turn 13.6	App Total	Thru 13.7	Right 13.8	U-Turn 13.9	App Total	Int Total
0700 - 0715	1	0	0	1	0	5	0	5	6	0	0	6	12
0715 - 0730	0	0	0	0	0	2	0	2	2	0	0	2	4
0730 - 0745	0	0	0	0	1	2	0	3	4	0	0	4	7
0745 - 0800	0	0	0	0	0	5	0	5	4	0	0	4	9
Hourly Total	1	0	0	**1**	1	14	0	**15**	16	0	0	**16**	**32**
0800 - 0815	0	0	0	0	0	3	0	3	3	0	0	3	6
0815 - 0830	0	0	0	0	0	3	0	3	2	0	0	2	5
0830 - 0845	0	0	0	0	0	3	0	3	3	0	0	3	6
0845 - 0900	0	1	0	1	0	4	0	4	3	0	0	3	8
Hourly Total	0	1	0	**1**	0	13	0	**13**	11	0	0	**11**	**25**
Grand Total	1	1	0	**2**	1	27	0	**28**	27	0	0	**27**	**57**
Approach %	50.00	50.00	0.00	-	3.57	96.43	0.00	-	100.00	0.00	0.00	-	
Intersection %	1.75	1.75	0.00	3.51	1.75	47.37	0.00	49.12	47.37	0.00	0.00	47.37	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

All Trucks (4-13)

TIME	Southbound Alma St SW				Eastbound Campbellton Rd SW (West)				Westbound Campbellton Rd SW (East)				
	Left 13.1	Right 13.2	U-Turn 13.3	App Total	Left 13.4	Thru 13.5	U-Turn 13.6	App Total	Thru 13.7	Right 13.8	U-Turn 13.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	9	0	9	4	0	0	4	13
1615 - 1630	0	0	0	0	0	4	0	4	4	0	0	4	8
1630 - 1645	0	1	0	1	0	5	0	5	4	1	0	5	11
1645 - 1700	0	0	0	0	0	2	0	2	1	0	0	1	3
Hourly Total	0	1	0	**1**	0	20	0	**20**	13	1	0	**14**	**35**
1700 - 1715	0	0	0	0	0	2	0	2	3	0	0	3	5
1715 - 1730	0	0	0	0	1	5	0	6	3	0	0	3	9
1730 - 1745	0	1	0	1	0	5	0	5	3	1	0	4	10
1745 - 1800	0	0	0	0	0	2	0	2	3	1	0	4	6
Hourly Total	0	1	0	**1**	1	14	0	**15**	12	2	0	**14**	**30**
Grand Total	0	2	0	**2**	1	34	0	**35**	25	3	0	**28**	**65**
Approach %	0.00	100.00	0.00	-	2.86	97.14	0.00	-	89.29	10.71	0.00	-	
Intersection %	0.00	3.08	0.00	3.08	1.54	52.31	0.00	53.85	38.46	4.62	0.00	43.08	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

Site 13

Alma St SW
Campbellton Rd SW (West)
Campbellton Rd SW (East)

Date

Thursday, April 24, 2025

Lat/Long

33.712667°, -84.439546°
Click here for Map

Weather

Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)

Pedestrians

TIME	Southbound Alma St SW EB 13c	Southbound Alma St SW WB 13d	Southbound App Total	Eastbound Campbellton Rd SW (West) NB 13e	Eastbound Campbellton Rd SW (West) SB 13f	Eastbound App Total	Westbound Campbellton Rd SW (East) NB 13g	Westbound Campbellton Rd SW (East) SB 13h	Westbound App Total	Int Total
0700 - 0715	0	0	0	1	0	1	0	0	0	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	1	1	0	0	0	0	0	0	1
0745 - 0800	0	0	0	1	0	1	0	0	0	1
Hourly Total	0	1	**1**	2	0	**2**	0	0	**0**	**3**
0800 - 0815	0	0	0	0	1	1	0	0	0	1
0815 - 0830	0	0	0	2	1	3	0	0	0	3
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	1	0	1	0	0	0	0	0	0	1
Hourly Total	1	0	**1**	2	2	**4**	0	0	**0**	**5**
Grand Total	1	1	**2**	4	2	**6**	0	0	**0**	**8**
Approach %	50.00	50.00	-	66.67	33.33	-	0.00	0.00	-	
Intersection %	12.50	12.50	25.00	50.00	25.00	75.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Pedestrians

TIME	Southbound Alma St SW EB 13c	Southbound Alma St SW WB 13d	Southbound App Total	Eastbound Campbellton Rd SW (West) NB 13e	Eastbound Campbellton Rd SW (West) SB 13f	Eastbound App Total	Westbound Campbellton Rd SW (East) NB 13g	Westbound Campbellton Rd SW (East) SB 13h	Westbound App Total	Int Total
1600 - 1615	0	0	0	1	0	1	0	0	0	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	1	1	2	0	0	0	2
1645 - 1700	0	0	0	1	1	2	0	0	0	2
Hourly Total	0	0	**0**	3	2	**5**	0	0	**0**	**5**
1700 - 1715	2	0	2	0	2	2	0	0	0	4
1715 - 1730	0	0	0	2	0	2	0	0	0	2
1730 - 1745	0	0	0	1	0	1	0	0	0	1
1745 - 1800	0	0	0	1	0	1	0	0	0	1
Hourly Total	2	0	**2**	4	2	**6**	0	0	**0**	**8**
Grand Total	2	0	**2**	7	4	**11**	0	0	**0**	**13**
Approach %	100.00	0.00	-	63.64	36.36	-	0.00	0.00	-	
Intersection %	15.38	0.00	15.38	53.85	30.77	84.62	0.00	0.00	0.00	

Crosswalk Counts || Bicycles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

Site 13

Alma St SW
Campbellton Rd SW (West)
Campbellton Rd SW (East)

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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Bicycles

TIME	Southbound Alma St SW EB 13c	Southbound Alma St SW WB 13d	Southbound App Total	Eastbound Campbellton Rd SW (West) NB 13e	Eastbound Campbellton Rd SW (West) SB 13f	Eastbound App Total	Westbound Campbellton Rd SW (East) NB 13g	Westbound Campbellton Rd SW (East) SB 13h	Westbound 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	1	0	1	0	0	0	0	0	0	1
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	**1**	0	0	**0**	0	0	**0**	**1**
Grand Total	1	0	**1**	0	0	**0**	0	0	**0**	**1**
Approach %	100.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	100.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Bicycles

TIME	Southbound Alma St SW EB 13c	Southbound Alma St SW WB 13d	Southbound App Total	Eastbound Campbellton Rd SW (West) NB 13e	Eastbound Campbellton Rd SW (West) SB 13f	Eastbound App Total	Westbound Campbellton Rd SW (East) NB 13g	Westbound Campbellton Rd SW (East) SB 13h	Westbound 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	2	0	2	0	0	0	0	0	0	2
Hourly Total	2	0	**2**	0	0	**0**	0	0	**0**	**2**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	1	1	0	0	0	0	0	0	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	**1**	0	0	**0**	0	0	**0**	**1**
Grand Total	2	1	**3**	0	0	**0**	0	0	**0**	**3**
Approach %	66.67	33.33	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	66.67	33.33	100.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 13

Alma St SW
Campbellton Rd SW (West)
Campbellton Rd SW (East)

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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Motorized Vehicles

TIME	Southbound Alma St SW EB 13c	Southbound Alma St SW WB 13d	Southbound App Total	Eastbound Campbellton Rd SW (West) NB 13e	Eastbound Campbellton Rd SW (West) SB 13f	Eastbound App Total	Westbound Campbellton Rd SW (East) NB 13g	Westbound Campbellton Rd SW (East) SB 13h	Westbound 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) (04-24-2025)

Motorized Vehicles

TIME	Southbound Alma St SW EB 13c	Southbound Alma St SW WB 13d	Southbound App Total	Eastbound Campbellton Rd SW (West) NB 13e	Eastbound Campbellton Rd SW (West) SB 13f	Eastbound App Total	Westbound Campbellton Rd SW (East) NB 13g	Westbound Campbellton Rd SW (East) SB 13h	Westbound 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: 4/24/2025	Campbellton Rd SW (West) Eastbound			Campbellton Rd SW (East) Westbound			Northbound			Alma St SW Southbound			
Time	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	5	80	0	0	29	0	0	0	0	3	0	3	120
07:15 AM - 07:30 AM	3	87	0	0	26	0	0	0	0	0	0	6	122
07:30 AM - 07:45 AM	7	76	0	0	32	0	0	0	0	0	0	4	119
07:45 AM - 08:00 AM	7	72	0	0	32	1	0	0	0	0	0	3	115
08:00 AM - 08:15 AM	0	82	0	0	34	1	0	0	0	1	0	3	121
08:15 AM - 08:30 AM	2	71	0	0	19	0	0	0	0	1	0	5	98
08:30 AM - 08:45 AM	4	76	0	0	31	3	0	0	0	3	0	9	126
08:45 AM - 09:00 AM	4	82	0	0	41	2	0	0	0	3	0	4	136
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	7	94	0	0	94	3	0	0	0	2	0	7	207
04:15 PM - 04:30 PM	10	78	0	0	103	2	0	0	0	1	0	8	202
04:30 PM - 04:45 PM	9	81	0	0	87	9	0	0	0	5	0	5	196
04:45 PM - 05:00 PM	10	92	0	0	101	4	0	0	0	1	0	6	214
05:00 PM - 05:15 PM	4	80	0	0	86	3	0	0	0	5	0	7	185
05:15 PM - 05:30 PM	11	85	0	0	92	2	0	0	0	3	0	12	205
05:30 PM - 05:45 PM	9	85	0	0	90	9	0	0	0	3	0	12	208
05:45 PM - 06:00 PM	9	86	0	0	113	7	0	0	0	2	0	6	223
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

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Atlanta, GA

Marr Traffic DATA COLLECTION

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Thursday, April 24, 2025		
Cloudy		68°F
Period	0700 - 0900	**APPLY**
Peak Hour	0715 - 0815	**APPLY**
Global PH	0745 - 0845	**APPLY**

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

0730 - 0830

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Campbellton Rd SW (South)						Kenilworth Dr SW						Venetian Dr SW						Campbellton Rd SW (East)						
Time	Left 14.1	Thru 14.2	Right 14.3		U-Turn 14.4	App Total	Left 14.5	Thru 14.6	Right 14.7		U-Turn 14.8	App Total	Left 14.9	Thru 14.10	Right 14.11		U-Turn 14.12	App Total	Left 14.13	Thru 14.14	Right 14.15		U-Turn 14.16	App Total	Int Total
0715 - 0730	1	1	92	-	0	94	2	1	1	-	0	4	1	18	0	-	0	19	26	8	1	-	0	35	152
0730 - 0745	1	0	76	-	0	77	2	1	1	-	0	4	0	19	0	-	0	19	36	10	0	-	1	47	147
0745 - 0800	1	1	73	-	0	75	2	3	1	-	0	6	0	30	0	-	0	30	28	16	1	-	0	45	156
0800 - 0815	0	0	71	-	0	71	2	0	1	-	0	3	0	18	0	-	0	18	32	16	1	-	0	49	141
Total	3	2	312	0	0	317	8	5	4	0	0	17	1	85	0	0	0	86	122	50	3	0	1	176	596
Approach %	0.95	0.63	98.42	0.00	0.00	-	47.06	29.41	23.53	0.00	0.00	-	1.16	98.84	0.00	0.00	0.00	-	69.32	28.41	1.70	0.00	0.57	-	
PHF	0.75	0.50	0.85	0.00	0.00	**0.84**	1.00	0.42	1.00	0.00	0.00	**0.71**	0.25	0.71	0.00	0.00	0.00	**0.72**	0.85	0.78	0.75	0.00	0.25	**0.90**	**0.96**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Campbellton Rd SW (South)						Kenilworth Dr SW						Venetian Dr SW						Campbellton Rd SW (East)						
Time	Left 14.1	Thru 14.2	Right 14.3		U-Turn 14.4	App Total	Left 14.5	Thru 14.6	Right 14.7		U-Turn 14.8	App Total	Left 14.9	Thru 14.10	Right 14.11		U-Turn 14.12	App Total	Left 14.13	Thru 14.14	Right 14.15		U-Turn 14.16	App Total	Int Total
0715 - 0730	1	1	90	-	0	92	1	1	1	-	0	3	1	17	0	-	0	18	24	6	0	-	0	30	143
0730 - 0745	1	0	74	-	0	75	2	1	1	-	0	4	0	17	0	-	0	17	31	7	0	-	1	39	135
0745 - 0800	1	1	68	-	0	70	2	2	1	-	0	5	0	29	0	-	0	29	26	16	1	-	0	43	147
0800 - 0815	0	0	69	-	0	69	2	0	1	-	0	3	0	17	0	-	0	17	29	16	1	-	0	46	135
Total	3	2	301	0	0	306	7	4	4	0	0	15	1	80	0	0	0	81	110	45	2	0	1	158	560
Approach %	0.98	0.65	98.37	0.00	0.00	-	46.67	26.67	26.67	0.00	0.00	-	1.23	98.77	0.00	0.00	0.00	-	69.62	28.48	1.27	0.00	0.63	-	
PHF	0.75	0.50	0.84	0.00	0.00	**0.83**	0.88	0.50	1.00	0.00	0.00	**0.75**	0.25	0.69	0.00	0.00	0.00	**0.70**	0.89	0.70	0.50	0.00	0.25	**0.86**	**0.95**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Campbellton Rd SW (South)						Kenilworth Dr SW						Venetian Dr SW						Campbellton Rd SW (East)						
Time	Left 14.1	Thru 14.2	Right 14.3		U-Turn 14.4	App Total	Left 14.5	Thru 14.6	Right 14.7		U-Turn 14.8	App Total	Left 14.9	Thru 14.10	Right 14.11		U-Turn 14.12	App Total	Left 14.13	Thru 14.14	Right 14.15		U-Turn 14.16	App Total	Int Total
0715 - 0730	0	0	2	-	0	2	1	0	0	-	0	1	0	1	0	-	0	1	2	2	1	-	0	5	9
0730 - 0745	0	0	2	-	0	2	0	0	0	-	0	0	0	2	0	-	0	2	5	3	0	-	0	8	12
0745 - 0800	0	0	4	-	0	4	0	1	0	-	0	1	0	1	0	-	0	1	2	0	0	-	0	2	8
0800 - 0815	0	0	2	-	0	2	0	0	0	-	0	0	0	1	0	-	0	1	3	0	0	-	0	3	6
Total	0	0	10	0	0	10	1	1	0	0	0	2	0	5	0	0	0	5	12	5	1	0	0	18	35
Approach %	0.00	0.00	100.00	0.00	0.00	-	50.00	50.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	66.67	27.78	5.56	0.00	0.00	-	
PHF	0.00	0.00	0.63	0.00	0.00	**0.63**	0.25	0.25	0.00	0.00	0.00	**0.50**	0.00	0.63	0.00	0.00	0.00	**0.63**	0.60	0.42	0.25	0.00	0.00	**0.56**	**0.73**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Campbellton Rd SW (South)						Kenilworth Dr SW						Venetian Dr SW						Campbellton Rd SW (East)						
Time	Left 14.1	Thru 14.2	Right 14.3		U-Turn 14.4	App Total	Left 14.5	Thru 14.6	Right 14.7		U-Turn 14.8	App Total	Left 14.9	Thru 14.10	Right 14.11		U-Turn 14.12	App Total	Left 14.13	Thru 14.14	Right 14.15		U-Turn 14.16	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	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	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	Campbellton Rd SW (South)						Kenilworth Dr SW						Venetian Dr SW						Campbellton Rd SW (East)						
Time	Left 14.1	Thru 14.2	Right 14.3		U-Turn 14.4	App Total	Left 14.5	Thru 14.6	Right 14.7		U-Turn 14.8	App Total	Left 14.9	Thru 14.10	Right 14.11		U-Turn 14.12	App Total	Left 14.13	Thru 14.14	Right 14.15		U-Turn 14.16	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

Click here for Map

Atlanta, GA

Marr Traffic DATA COLLECTION

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Thursday, April 24, 2025		
Cloudy		68°F
Period	1600 - 1800	**APPLY**
Peak Hour	1700 - 1800	**APPLY**
Global PH	1645 - 1745	**APPLY**

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Global Peak Hour

Volume

All vehicles

Time	Northbound Campbellton Rd SW (South)						Southbound Kenilworth Dr SW						Eastbound Venetian Dr SW						Westbound Campbellton Rd SW (East)						Int Total
	Left 14.1	Thru 14.2	Right 14.3		U-Turn 14.4	App Total	Left 14.5	Thru 14.6	Right 14.7		U-Turn 14.8	App Total	Left 14.9	Thru 14.10	Right 14.11		U-Turn 14.12	App Total	Left 14.13	Thru 14.14	Right 14.15		U-Turn 14.16	App Total	
1700 - 1715	0	1	83	-	0	84	1	3	3	-	0	7	0	16	1	-	0	17	85	26	4	-	0	115	223
1715 - 1730	3	3	77	-	0	83	1	1	2	-	0	4	0	24	1	-	0	25	93	23	1	-	0	117	229
1730 - 1745	3	1	91	-	0	95	2	4	0	-	0	6	1	20	4	-	0	25	108	43	2	-	0	153	279
1745 - 1800	3	5	81	-	0	89	5	0	3	-	0	8	0	13	6	-	0	19	98	41	0	-	0	139	255
Total	9	10	332	0	0	351	9	8	8	0	0	25	1	73	12	0	0	86	384	133	7	0	0	524	986
Approach %	2.56	2.85	94.59	0.00	0.00	-	36.00	32.00	32.00	0.00	0.00	-	1.16	84.88	13.95	0.00	0.00	-	73.28	25.38	1.34	0.00	0.00	-	
PHF	0.75	0.50	0.91	0.00	0.00	**0.92**	0.45	0.50	0.67	0.00	0.00	**0.78**	0.25	0.76	0.50	0.00	0.00	**0.86**	0.89	0.77	0.44	0.00	0.00	**0.86**	**0.88**

Passenger Vehicles (1-3)

Time	Northbound Campbellton Rd SW (South)						Southbound Kenilworth Dr SW						Eastbound Venetian Dr SW						Westbound Campbellton Rd SW (East)						Int Total
	Left 14.1	Thru 14.2	Right 14.3		U-Turn 14.4	App Total	Left 14.5	Thru 14.6	Right 14.7		U-Turn 14.8	App Total	Left 14.9	Thru 14.10	Right 14.11		U-Turn 14.12	App Total	Left 14.13	Thru 14.14	Right 14.15		U-Turn 14.16	App Total	
1700 - 1715	0	1	81	-	0	82	1	3	3	-	0	7	0	14	1	-	0	15	81	26	4	-	0	111	215
1715 - 1730	3	3	72	-	0	78	1	1	2	-	0	4	0	22	1	-	0	23	90	23	1	-	0	114	219
1730 - 1745	2	1	88	-	0	91	2	4	0	-	0	6	1	20	3	-	0	24	103	42	2	-	0	147	268
1745 - 1800	3	5	77	-	0	85	5	0	2	-	0	7	0	13	6	-	0	19	96	40	0	-	0	136	247
Total	8	10	318	0	0	336	9	8	7	0	0	24	1	69	11	0	0	81	370	131	7	0	0	508	949
Approach %	2.38	2.98	94.64	0.00	0.00	-	37.50	33.33	29.17	0.00	0.00	-	1.23	85.19	13.58	0.00	0.00	-	72.83	25.79	1.38	0.00	0.00	-	
PHF	0.67	0.50	0.90	0.00	0.00	**0.92**	0.45	0.50	0.58	0.00	0.00	**0.86**	0.25	0.78	0.46	0.00	0.00	**0.84**	0.90	0.78	0.44	0.00	0.00	**0.86**	**0.89**

Single Unit Trucks (4-7)

Time	Northbound Campbellton Rd SW (South)						Southbound Kenilworth Dr SW						Eastbound Venetian Dr SW						Westbound Campbellton Rd SW (East)						Int Total
	Left 14.1	Thru 14.2	Right 14.3		U-Turn 14.4	App Total	Left 14.5	Thru 14.6	Right 14.7		U-Turn 14.8	App Total	Left 14.9	Thru 14.10	Right 14.11		U-Turn 14.12	App Total	Left 14.13	Thru 14.14	Right 14.15		U-Turn 14.16	App Total	
1700 - 1715	0	0	2	-	0	2	0	0	0	-	0	0	0	2	0	-	0	2	4	0	0	-	0	4	8
1715 - 1730	0	0	5	-	0	5	0	0	0	-	0	0	0	2	0	-	0	2	3	0	0	-	0	3	10
1730 - 1745	1	0	3	-	0	4	0	0	0	-	0	0	0	0	1	-	0	1	4	1	0	-	0	5	10
1745 - 1800	0	0	3	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	2	1	0	-	0	3	6
Total	1	0	13	0	0	14	0	0	0	0	0	0	0	4	1	0	0	5	13	2	0	0	0	15	34
Approach %	7.14	0.00	92.86	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	80.00	20.00	0.00	0.00	-	86.67	13.33	0.00	0.00	0.00	-	
PHF	0.25	0.00	0.65	0.00	0.00	**0.70**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.50	0.25	0.00	0.00	**0.63**	0.81	0.50	0.00	0.00	0.00	**0.75**	**0.85**

Combination Trucks (8-13)

Time	Northbound Campbellton Rd SW (South)						Southbound Kenilworth Dr SW						Eastbound Venetian Dr SW						Westbound Campbellton Rd SW (East)						Int Total
	Left 14.1	Thru 14.2	Right 14.3		U-Turn 14.4	App Total	Left 14.5	Thru 14.6	Right 14.7		U-Turn 14.8	App Total	Left 14.9	Thru 14.10	Right 14.11		U-Turn 14.12	App Total	Left 14.13	Thru 14.14	Right 14.15		U-Turn 14.16	App Total	
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1745 - 1800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Bicycles

Time	Northbound Campbellton Rd SW (South)						Southbound Kenilworth Dr SW						Eastbound Venetian Dr SW						Westbound Campbellton Rd SW (East)						Int Total
	Left 14.1	Thru 14.2	Right 14.3		U-Turn 14.4	App Total	Left 14.5	Thru 14.6	Right 14.7		U-Turn 14.8	App Total	Left 14.9	Thru 14.10	Right 14.11		U-Turn 14.12	App Total	Left 14.13	Thru 14.14	Right 14.15		U-Turn 14.16	App Total	
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	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	1	0	0	-	0	1	1
1745 - 1800	0	0	1	-	0	1	0	0	1	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	2
Total	0	0	1	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	3
Approach %	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.25	0.00	0.00	0.00	0.00	**0.25**	**0.38**

Classified Turn Movement Count || All vehicles

Atlanta, GA

Marr Traffic DATA COLLECTION

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Site 14
Campbellton Rd SW (South)
Kenilworth Dr SW
Venetian Dr SW
Campbellton Rd SW (East)

Date
Thursday, April 24, 2025

Lat/Long
33.714502°, -84.434122°
Click here for Map

Weather
Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)
All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Campbellton Rd SW (South)					Kenilworth Dr SW					Venetian Dr SW					Campbellton Rd SW (East)					
TIME	Left 14.1	Thru 14.2	Right 14.3	U-Turn 14.4	App Total	Left 14.5	Thru 14.6	Right 14.7	U-Turn 14.8	App Total	Left 14.9	Thru 14.10	Right 14.11	U-Turn 14.12	App Total	Left 14.13	Thru 14.14	Right 14.15	U-Turn 14.16	App Total	Int Total
0700 - 0715	1	0	76	0	77	0	2	0	0	2	0	16	0	0	16	27	10	2	0	39	134
0715 - 0730	1	1	92	0	94	2	1	1	0	4	1	18	0	0	19	26	8	1	0	35	152
0730 - 0745	1	0	76	0	77	2	1	1	0	4	0	19	0	0	19	36	10	0	1	47	147
0745 - 0800	1	1	73	0	75	2	3	1	0	6	0	30	0	0	30	28	16	1	0	45	156
Hourly Total	4	2	317	0	**323**	6	7	3	0	**16**	1	83	0	0	**84**	117	44	4	1	**166**	**589**
0800 - 0815	0	0	71	0	71	2	0	1	0	3	0	18	0	0	18	32	16	1	0	49	141
0815 - 0830	0	1	72	0	73	3	0	2	0	5	2	14	0	0	16	19	12	1	0	32	126
0830 - 0845	2	0	80	0	82	3	2	0	0	5	0	15	1	0	16	34	22	2	0	58	161
0845 - 0900	0	3	77	0	80	0	2	0	0	2	0	20	0	0	20	42	17	3	0	62	164
Hourly Total	2	4	300	0	**306**	8	4	3	0	**15**	2	67	1	0	**70**	127	67	7	0	**201**	**592**
Grand Total	6	6	617	0	**629**	14	11	6	0	**31**	3	150	1	0	**154**	244	111	11	1	**367**	**1181**
Approach %	0.95	0.95	98.09	0.00	-	45.16	35.48	19.35	0.00	-	1.95	97.40	0.65	0.00	-	66.49	30.25	3.00	0.65	-	
Intersection %	0.51	0.51	52.24	0.00	53.26	1.19	0.93	0.51	0.00	2.62	0.25	12.70	0.08	0.00	13.04	20.66	9.40	0.93	0.08	31.08	
Heavy Vehicle %	0	0	5	-	**4**	14	18	0	-	**13**	0	5	0	-	**5**	10	8	27	0	**10**	**7**
PHF	0.75	0.50	0.85	0.00	**0.84**	1.00	0.42	1.00	0.00	**0.71**	0.25	0.71	0.00	0.00	**0.72**	0.85	0.78	0.75	0.25	**0.90**	**0.96**
Peak Hour Total	3	2	312	0	**317**	8	5	4	0	**17**	1	85	0	0	**86**	122	50	3	1	**176**	**596**
Peak Hour HV %	0	0	4	0	**3**	13	20	0	0	**12**	0	6	0	0	**6**	10	10	33	0	**10**	**6**

1600 - 1800 (Weekday 2h Session) (04-24-2025)
All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Campbellton Rd SW (South)					Kenilworth Dr SW					Venetian Dr SW					Campbellton Rd SW (East)					
TIME	Left 14.1	Thru 14.2	Right 14.3	U-Turn 14.4	App Total	Left 14.5	Thru 14.6	Right 14.7	U-Turn 14.8	App Total	Left 14.9	Thru 14.10	Right 14.11	U-Turn 14.12	App Total	Left 14.13	Thru 14.14	Right 14.15	U-Turn 14.16	App Total	Int Total
1600 - 1615	2	2	98	0	102	1	0	1	0	2	0	23	1	0	24	90	33	2	0	125	253
1615 - 1630	2	0	66	0	68	3	4	0	0	7	0	22	2	0	24	94	29	3	0	126	225
1630 - 1645	1	0	82	0	83	0	1	2	0	3	0	24	3	0	27	93	34	2	0	129	242
1645 - 1700	2	1	84	0	87	3	3	1	0	7	0	25	3	0	28	89	33	5	0	127	249
Hourly Total	7	3	330	0	**340**	7	8	4	0	**19**	0	94	9	0	**103**	366	129	12	0	**507**	**969**
1700 - 1715	0	1	83	0	84	1	3	3	0	7	0	16	1	0	17	85	26	4	0	115	223
1715 - 1730	3	3	77	0	83	1	1	2	0	4	0	24	1	0	25	93	23	1	0	117	229
1730 - 1745	3	1	91	0	95	2	4	0	0	6	1	20	4	0	25	108	43	2	0	153	279
1745 - 1800	3	5	81	0	89	5	0	3	0	8	0	13	6	0	19	98	41	0	0	139	255
Hourly Total	9	10	332	0	**351**	9	8	8	0	**25**	1	73	12	0	**86**	384	133	7	0	**524**	**986**
Grand Total	16	13	662	0	**691**	16	16	12	0	**44**	1	167	21	0	**189**	750	262	19	0	**1031**	**1955**
Approach %	2.32	1.88	95.80	0.00	-	36.36	36.36	27.27	0.00	-	0.53	88.36	11.11	0.00	-	72.74	25.41	1.84	0.00	-	
Intersection %	0.82	0.66	33.86	0.00	35.35	0.82	0.82	0.61	0.00	2.25	0.05	8.54	1.07	0.00	9.67	38.36	13.40	0.97	0.00	52.74	
Heavy Vehicle %	6	0	5	-	**5**	6	0	0	-	**2**	0	4	5	-	**4**	4	2	0	-	**3**	**4**
PHF	0.75	0.50	0.91	0.00	**0.92**	0.45	0.50	0.67	0.00	**0.78**	0.25	0.76	0.50	0.00	**0.86**	0.89	0.77	0.44	0.00	**0.86**	**0.88**
Peak Hour Total	9	10	332	0	**351**	9	8	8	0	**25**	1	73	12	0	**86**	384	133	7	0	**524**	**986**
Peak Hour HV %	11	0	4	0	**4**	0	0	0	0	**0**	0	5	8	0	**6**	3	2	0	0	**3**	**3**

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

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 14
Campbellton Rd SW (South)
Kenilworth Dr SW
Venetian Dr SW
Campbellton Rd SW (East)

Date
Thursday, April 24, 2025

Lat/Long
33.714502°, -84.434122°
Click here for Map

Weather
Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Campbellton Rd SW (South)					Kenilworth Dr SW					Venetian Dr SW					Campbellton Rd SW (East)					
TIME	Left 14.1	Thru 14.2	Right 14.3	U-Turn 14.4	App Total	Left 14.5	Thru 14.6	Right 14.7	U-Turn 14.8	App Total	Left 14.9	Thru 14.10	Right 14.11	U-Turn 14.12	App Total	Left 14.13	Thru 14.14	Right 14.15	U-Turn 14.16	App Total	Int Total
0700 - 0715	1	0	70	0	71	0	2	0	0	2	0	15	0	0	15	21	9	2	0	32	120
0715 - 0730	1	1	90	0	92	1	1	1	0	3	1	17	0	0	18	24	6	0	0	30	143
0730 - 0745	1	0	74	0	75	2	1	1	0	4	0	17	0	0	17	31	7	0	1	39	135
0745 - 0800	1	1	68	0	70	2	2	1	0	5	0	29	0	0	29	26	16	1	0	43	147
Hourly Total	4	2	302	0	**308**	5	6	3	0	**14**	1	78	0	0	**79**	102	38	3	1	**144**	**545**
0800 - 0815	0	0	69	0	69	2	0	1	0	3	0	17	0	0	17	29	16	1	0	46	135
0815 - 0830	0	1	68	0	69	2	0	2	0	4	2	14	0	0	16	17	11	1	0	29	118
0830 - 0845	2	0	77	0	79	3	2	0	0	5	0	15	1	0	16	31	21	2	0	54	154
0845 - 0900	0	3	73	0	76	0	1	0	0	1	0	18	0	0	18	40	16	1	0	57	152
Hourly Total	2	4	287	0	**293**	7	3	3	0	**13**	2	64	1	0	**67**	117	64	5	0	**186**	**559**
Grand Total	6	6	589	0	**601**	12	9	6	0	**27**	3	142	1	0	**146**	219	102	8	1	**330**	**1104**
Approach %	1.00	1.00	98.00	0.00	-	44.44	33.33	22.22	0.00	-	2.05	97.26	0.68	0.00	-	66.36	30.91	2.42	0.68	-	
Intersection %	0.54	0.54	53.35	0.00	54.44	1.09	0.82	0.54	0.00	2.45	0.27	12.86	0.09	0.00	13.22	19.84	9.24	0.72	0.09	29.89	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Campbellton Rd SW (South)					Kenilworth Dr SW					Venetian Dr SW					Campbellton Rd SW (East)					
TIME	Left 14.1	Thru 14.2	Right 14.3	U-Turn 14.4	App Total	Left 14.5	Thru 14.6	Right 14.7	U-Turn 14.8	App Total	Left 14.9	Thru 14.10	Right 14.11	U-Turn 14.12	App Total	Left 14.13	Thru 14.14	Right 14.15	U-Turn 14.16	App Total	Int Total
1600 - 1615	2	2	89	0	93	1	0	1	0	2	0	23	1	0	24	86	33	2	0	121	240
1615 - 1630	2	0	62	0	64	2	4	0	0	6	0	21	2	0	23	90	27	3	0	120	213
1630 - 1645	1	0	78	0	79	0	1	2	0	3	0	22	3	0	25	88	31	2	0	121	228
1645 - 1700	1	1	81	0	83	3	3	1	0	7	0	25	3	0	28	88	33	5	0	126	244
Hourly Total	6	3	310	0	**319**	6	8	4	0	**18**	0	91	9	0	**100**	352	124	12	0	**488**	**925**
1700 - 1715	0	1	81	0	82	1	3	3	0	7	0	14	1	0	15	81	26	4	0	111	215
1715 - 1730	3	3	72	0	78	1	1	2	0	4	0	22	1	0	23	90	23	1	0	114	219
1730 - 1745	2	1	88	0	91	2	4	0	0	6	1	20	3	0	24	103	42	2	0	147	268
1745 - 1800	3	5	77	0	85	5	0	2	0	7	0	13	6	0	19	96	40	0	0	136	247
Hourly Total	8	10	318	0	**336**	9	8	7	0	**24**	1	69	11	0	**81**	370	131	7	0	**508**	**949**
Grand Total	14	13	628	0	**655**	15	16	11	0	**42**	1	160	20	0	**181**	722	255	19	0	**996**	**1874**
Approach %	2.14	1.98	95.88	0.00	-	35.71	38.10	26.19	0.00	-	0.55	88.40	11.05	0.00	-	72.49	25.60	1.91	0.00	-	
Intersection %	0.75	0.69	33.51	0.00	34.95	0.80	0.85	0.59	0.00	2.24	0.05	8.54	1.07	0.00	9.66	38.53	13.61	1.01	0.00	53.15	

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

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 14
Campbellton Rd SW (South)
Kenilworth Dr SW
Venetian Dr SW
Campbellton Rd SW (East)

Date
Thursday, April 24, 2025

Lat/Long
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Click here for Map

Weather
Cloudy
68°F
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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Campbellton Rd SW (South)					Kenilworth Dr SW					Venetian Dr SW					Campbellton Rd SW (East)					
TIME	Left 14.1	Thru 14.2	Right 14.3	U-Turn 14.4	App Total	Left 14.5	Thru 14.6	Right 14.7	U-Turn 14.8	App Total	Left 14.9	Thru 14.10	Right 14.11	U-Turn 14.12	App Total	Left 14.13	Thru 14.14	Right 14.15	U-Turn 14.16	App Total	Int Total
0700 - 0715	0	0	6	0	6	0	0	0	0	0	0	1	0	0	1	6	1	0	0	7	14
0715 - 0730	0	0	2	0	2	1	0	0	0	1	0	1	0	0	1	2	2	1	0	5	9
0730 - 0745	0	0	2	0	2	0	0	0	0	0	0	2	0	0	2	5	3	0	0	8	12
0745 - 0800	0	0	4	0	4	0	1	0	0	1	0	1	0	0	1	2	0	0	0	2	8
Hourly Total	0	0	14	0	**14**	1	1	0	0	**2**	0	5	0	0	**5**	15	6	1	0	**22**	**43**
0800 - 0815	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	3	0	0	0	3	6
0815 - 0830	0	0	4	0	4	1	0	0	0	1	0	0	0	0	0	2	1	0	0	3	8
0830 - 0845	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	7
0845 - 0900	0	0	4	0	4	0	1	0	0	1	0	2	0	0	2	2	1	2	0	5	12
Hourly Total	0	0	13	0	**13**	1	1	0	0	**2**	0	3	0	0	**3**	10	3	2	0	**15**	**33**
Grand Total	0	0	27	0	**27**	2	2	0	0	**4**	0	8	0	0	**8**	25	9	3	0	**37**	**76**
Approach %	0.00	0.00	100.00	0.00	-	50.00	50.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	67.57	24.32	8.11	0.00	-	
Intersection %	0.00	0.00	35.53	0.00	35.53	2.63	2.63	0.00	0.00	5.26	0.00	10.53	0.00	0.00	10.53	32.89	11.84	3.95	0.00	48.68	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Campbellton Rd SW (South)					Kenilworth Dr SW					Venetian Dr SW					Campbellton Rd SW (East)					
TIME	Left 14.1	Thru 14.2	Right 14.3	U-Turn 14.4	App Total	Left 14.5	Thru 14.6	Right 14.7	U-Turn 14.8	App Total	Left 14.9	Thru 14.10	Right 14.11	U-Turn 14.12	App Total	Left 14.13	Thru 14.14	Right 14.15	U-Turn 14.16	App Total	Int Total
1600 - 1615	0	0	9	0	9	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	13
1615 - 1630	0	0	4	0	4	1	0	0	0	1	0	1	0	0	1	4	2	0	0	6	12
1630 - 1645	0	0	4	0	4	0	0	0	0	0	0	2	0	0	2	5	2	0	0	7	13
1645 - 1700	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4
Hourly Total	0	0	20	0	**20**	1	0	0	0	**1**	0	3	0	0	**3**	14	4	0	0	**18**	**42**
1700 - 1715	0	0	2	0	2	0	0	0	0	0	0	2	0	0	2	4	0	0	0	4	8
1715 - 1730	0	0	5	0	5	0	0	0	0	0	0	2	0	0	2	3	0	0	0	3	10
1730 - 1745	1	0	3	0	4	0	0	0	0	0	0	0	1	0	1	4	1	0	0	5	10
1745 - 1800	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	6
Hourly Total	1	0	13	0	**14**	0	0	0	0	**0**	0	4	1	0	**5**	13	2	0	0	**15**	**34**
Grand Total	1	0	33	0	**34**	1	0	0	0	**1**	0	7	1	0	**8**	27	6	0	0	**33**	**76**
Approach %	2.94	0.00	97.06	0.00	-	100.00	0.00	0.00	0.00	-	0.00	87.50	12.50	0.00	-	81.82	18.18	0.00	0.00	-	
Intersection %	1.32	0.00	43.42	0.00	44.74	1.32	0.00	0.00	0.00	1.32	0.00	9.21	1.32	0.00	10.53	35.53	7.89	0.00	0.00	43.42	

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

Atlanta, GA

Marr Traffic DATA COLLECTION

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Site 14
Campbellton Rd SW (South)
Kenilworth Dr SW
Venetian Dr SW
Campbellton Rd SW (East)

Date
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Lat/Long
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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Campbellton Rd SW (South)					Kenilworth Dr SW					Venetian Dr SW					Campbellton Rd SW (East)					
TIME	Left 14.1	Thru 14.2	Right 14.3	U-Turn 14.4	App Total	Left 14.5	Thru 14.6	Right 14.7	U-Turn 14.8	App Total	Left 14.9	Thru 14.10	Right 14.11	U-Turn 14.12	App Total	Left 14.13	Thru 14.14	Right 14.15	U-Turn 14.16	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	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	1	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
Approach %	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	-	
Intersection %	0.00	0.00	100.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Campbellton Rd SW (South)					Kenilworth Dr SW					Venetian Dr SW					Campbellton Rd SW (East)					
TIME	Left 14.1	Thru 14.2	Right 14.3	U-Turn 14.4	App Total	Left 14.5	Thru 14.6	Right 14.7	U-Turn 14.8	App Total	Left 14.9	Thru 14.10	Right 14.11	U-Turn 14.12	App Total	Left 14.13	Thru 14.14	Right 14.15	U-Turn 14.16	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 || Bicycles

Atlanta, GA

Marr Traffic DATA COLLECTION

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Site 14

Campbellton Rd SW (South)
Kenilworth Dr SW
Venetian Dr SW
Campbellton Rd SW (East)

Date

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Lat/Long

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Weather

Cloudy
68°F
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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	Campbellton Rd SW (South)					Kenilworth Dr SW					Venetian Dr SW					Campbellton Rd SW (East)					
TIME	Left 14.1	Thru 14.2	Right 14.3	U-Turn 14.4	App Total	Left 14.5	Thru 14.6	Right 14.7	U-Turn 14.8	App Total	Left 14.9	Thru 14.10	Right 14.11	U-Turn 14.12	App Total	Left 14.13	Thru 14.14	Right 14.15	U-Turn 14.16	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) (04-24-2025)

Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	Campbellton Rd SW (South)					Kenilworth Dr SW					Venetian Dr SW					Campbellton Rd SW (East)					
TIME	Left 14.1	Thru 14.2	Right 14.3	U-Turn 14.4	App Total	Left 14.5	Thru 14.6	Right 14.7	U-Turn 14.8	App Total	Left 14.9	Thru 14.10	Right 14.11	U-Turn 14.12	App Total	Left 14.13	Thru 14.14	Right 14.15	U-Turn 14.16	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	1	0	0	1	1
1645 - 1700	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	1	0	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	**2**
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	1	0	0	0	1	1
1745 - 1800	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	0	1	0	**1**	0	0	1	0	**1**	0	0	0	0	**0**	1	0	0	0	**1**	**3**
Grand Total	1	0	1	0	**2**	0	0	1	0	**1**	0	0	0	0	**0**	1	1	0	0	**2**	**5**
Approach %	50.00	0.00	50.00	0.00	-	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	50.00	50.00	0.00	0.00	-	
Intersection %	20.00	0.00	20.00	0.00	40.00	0.00	0.00	20.00	0.00	20.00	0.00	0.00	0.00	0.00	0.00	20.00	20.00	0.00	0.00	40.00	

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

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 14
Campbellton Rd SW (South)
Kenilworth Dr SW
Venetian Dr SW
Campbellton Rd SW (East)

Date
Thursday, April 24, 2025

Lat/Long
33.714502°, -84.434122°
Click here for Map

Weather
Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)

All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Campbellton Rd SW (South)					Kenilworth Dr SW					Venetian Dr SW					Campbellton Rd SW (East)					
TIME	Left 14.1	Thru 14.2	Right 14.3	U-Turn 14.4	App Total	Left 14.5	Thru 14.6	Right 14.7	U-Turn 14.8	App Total	Left 14.9	Thru 14.10	Right 14.11	U-Turn 14.12	App Total	Left 14.13	Thru 14.14	Right 14.15	U-Turn 14.16	App Total	Int Total
0700 - 0715	0	0	6	0	6	0	0	0	0	0	0	1	0	0	1	6	1	0	0	7	14
0715 - 0730	0	0	2	0	2	1	0	0	0	1	0	1	0	0	1	2	2	1	0	5	9
0730 - 0745	0	0	2	0	2	0	0	0	0	0	0	2	0	0	2	5	3	0	0	8	12
0745 - 0800	0	0	5	0	5	0	1	0	0	1	0	1	0	0	1	2	0	0	0	2	9
Hourly Total	0	0	15	0	**15**	1	1	0	0	**2**	0	5	0	0	**5**	15	6	1	0	**22**	**44**
0800 - 0815	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	3	0	0	0	3	6
0815 - 0830	0	0	4	0	4	1	0	0	0	1	0	0	0	0	0	2	1	0	0	3	8
0830 - 0845	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	7
0845 - 0900	0	0	4	0	4	0	1	0	0	1	0	2	0	0	2	2	1	2	0	5	12
Hourly Total	0	0	13	0	**13**	1	1	0	0	**2**	0	3	0	0	**3**	10	3	2	0	**15**	**33**
Grand Total	0	0	28	0	**28**	2	2	0	0	**4**	0	8	0	0	**8**	25	9	3	0	**37**	**77**
Approach %	0.00	0.00	100.00	0.00	-	50.00	50.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	67.57	24.32	8.11	0.00	-	
Intersection %	0.00	0.00	36.36	0.00	36.36	2.60	2.60	0.00	0.00	5.19	0.00	10.39	0.00	0.00	10.39	32.47	11.69	3.90	0.00	48.05	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Campbellton Rd SW (South)					Kenilworth Dr SW					Venetian Dr SW					Campbellton Rd SW (East)					
TIME	Left 14.1	Thru 14.2	Right 14.3	U-Turn 14.4	App Total	Left 14.5	Thru 14.6	Right 14.7	U-Turn 14.8	App Total	Left 14.9	Thru 14.10	Right 14.11	U-Turn 14.12	App Total	Left 14.13	Thru 14.14	Right 14.15	U-Turn 14.16	App Total	Int Total
1600 - 1615	0	0	9	0	9	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	13
1615 - 1630	0	0	4	0	4	1	0	0	0	1	0	1	0	0	1	4	2	0	0	6	12
1630 - 1645	0	0	4	0	4	0	0	0	0	0	0	2	0	0	2	5	2	0	0	7	13
1645 - 1700	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4
Hourly Total	0	0	20	0	**20**	1	0	0	0	**1**	0	3	0	0	**3**	14	4	0	0	**18**	**42**
1700 - 1715	0	0	2	0	2	0	0	0	0	0	0	2	0	0	2	4	0	0	0	4	8
1715 - 1730	0	0	5	0	5	0	0	0	0	0	0	2	0	0	2	3	0	0	0	3	10
1730 - 1745	1	0	3	0	4	0	0	0	0	0	0	0	1	0	1	4	1	0	0	5	10
1745 - 1800	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	6
Hourly Total	1	0	13	0	**14**	0	0	0	0	**0**	0	4	1	0	**5**	13	2	0	0	**15**	**34**
Grand Total	1	0	33	0	**34**	1	0	0	0	**1**	0	7	1	0	**8**	27	6	0	0	**33**	**76**
Approach %	2.94	0.00	97.06	0.00	-	100.00	0.00	0.00	0.00	-	0.00	87.50	12.50	0.00	-	81.82	18.18	0.00	0.00	-	
Intersection %	1.32	0.00	43.42	0.00	44.74	1.32	0.00	0.00	0.00	1.32	0.00	9.21	1.32	0.00	10.53	35.53	7.89	0.00	0.00	43.42	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 14
Campbellton Rd SW (South)
Kenilworth Dr SW
Venetian Dr SW
Campbellton Rd SW (East)

Date
Thursday, April 24, 2025

Lat/Long
33.714502°, -84.434122°
Click here for Map

Weather
Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Campbellton Rd SW (South)			Kenilworth Dr SW			Venetian Dr SW			Campbellton Rd SW (East)			
TIME	EB 14a	WB 14b	App Total	EB 14c	WB 14d	App Total	NB 14e	SB 14f	App Total	NB 14g	SB 14h	App Total	Int Total
0700 - 0715	1	0	1	0	1	1	0	0	0	0	0	0	2
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	1	0	1	0	0	0	0	1	1	0	0	0	2
Hourly Total	2	0	**2**	0	1	**1**	0	1	**1**	0	0	**0**	**4**
0800 - 0815	0	0	0	2	0	2	0	0	0	0	0	0	2
0815 - 0830	0	0	0	0	1	1	1	1	2	0	0	0	3
0830 - 0845	0	0	0	2	2	4	1	2	3	0	1	1	8
0845 - 0900	0	0	0	0	1	1	2	0	2	0	0	0	3
Hourly Total	0	0	**0**	4	4	**8**	4	3	**7**	0	1	**1**	**16**
Grand Total	2	0	**2**	4	5	**9**	4	4	**8**	0	1	**1**	**20**
Approach %	100.00	0.00	-	44.44	55.56	-	50.00	50.00	-	0.00	100.00	-	
Intersection %	10.00	0.00	10.00	20.00	25.00	45.00	20.00	20.00	40.00	0.00	5.00	5.00	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Campbellton Rd SW (South)			Kenilworth Dr SW			Venetian Dr SW			Campbellton Rd SW (East)			
TIME	EB 14a	WB 14b	App Total	EB 14c	WB 14d	App Total	NB 14e	SB 14f	App Total	NB 14g	SB 14h	App Total	Int Total
1600 - 1615	0	0	0	1	4	5	0	1	1	0	0	0	6
1615 - 1630	0	0	0	3	0	3	2	0	2	0	0	0	5
1630 - 1645	0	0	0	1	1	2	1	0	1	0	0	0	3
1645 - 1700	0	0	0	0	2	2	0	0	0	0	0	0	2
Hourly Total	0	0	**0**	5	7	**12**	3	1	**4**	0	0	**0**	**16**
1700 - 1715	0	0	0	3	6	9	2	4	6	0	0	0	15
1715 - 1730	0	0	0	4	0	4	0	5	5	0	0	0	9
1730 - 1745	0	0	0	0	2	2	0	0	0	0	0	0	2
1745 - 1800	0	1	1	2	1	3	2	0	2	0	0	0	6
Hourly Total	0	1	**1**	9	9	**18**	4	9	**13**	0	0	**0**	**32**
Grand Total	0	1	**1**	14	16	**30**	7	10	**17**	0	0	**0**	**48**
Approach %	0.00	100.00	-	46.67	53.33	-	41.18	58.82	-	0.00	0.00	-	
Intersection %	0.00	2.08	2.08	29.17	33.33	62.50	14.58	20.83	35.42	0.00	0.00	0.00	

Crosswalk Counts || Bicycles

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 14
Campbellton Rd SW (South)
Kenilworth Dr SW
Venetian Dr SW
Campbellton Rd SW (East)

Date
Thursday, April 24, 2025

Lat/Long
33.714502°, -84.434122°
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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	Campbellton Rd SW (South)			Kenilworth Dr SW			Venetian Dr SW			Campbellton Rd SW (East)			
TIME	EB 14a	WB 14b	App Total	EB 14c	WB 14d	App Total	NB 14e	SB 14f	App Total	NB 14g	SB 14h	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	1	1	0	0	0	1
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	1	**1**	0	0	**0**	**1**
Grand Total	0	0	**0**	0	0	**0**	0	1	**1**	0	0	**0**	**1**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	100.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	100.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	Campbellton Rd SW (South)			Kenilworth Dr SW			Venetian Dr SW			Campbellton Rd SW (East)			
TIME	EB 14a	WB 14b	App Total	EB 14c	WB 14d	App Total	NB 14e	SB 14f	App Total	NB 14g	SB 14h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	1	1	0	1	1	0	0	0	2
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	1	0	1	2	0	2	0	0	0	3
Hourly Total	0	0	**0**	1	1	**2**	2	1	**3**	0	0	**0**	**5**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	1	1	0	0	0	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	1	**1**	0	0	**0**	**1**
Grand Total	0	0	**0**	1	1	**2**	2	2	**4**	0	0	**0**	**6**
Approach %	0.00	0.00	-	50.00	50.00	-	50.00	50.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	16.67	16.67	33.33	33.33	33.33	66.67	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 14
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Venetian Dr SW
Campbellton Rd SW (East)

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0700 - 0900 (Weekday 2h Session) (04-24-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Campbellton Rd SW (South)			Kenilworth Dr SW			Venetian Dr SW			Campbellton Rd SW (East)			
TIME	EB 14a	WB 14b	App Total	EB 14c	WB 14d	App Total	NB 14e	SB 14f	App Total	NB 14g	SB 14h	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) (04-24-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Campbellton Rd SW (South)			Kenilworth Dr SW			Venetian Dr SW			Campbellton Rd SW (East)			
TIME	EB 14a	WB 14b	App Total	EB 14c	WB 14d	App Total	NB 14e	SB 14f	App Total	NB 14g	SB 14h	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: 4/24/2025	Venetian Dr SW Eastbound			Campbellton Rd SW (East) Westbound			Campbellton Rd SW (South) Northbound			Kenilworth Dr SW 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	27	10	2	1	0	76	0	2	0	134
07:15 AM - 07:30 AM	1	18	0	26	8	1	1	1	92	2	1	1	152
07:30 AM - 07:45 AM	0	19	0	36	10	0	1	0	76	2	1	1	146
07:45 AM - 08:00 AM	0	30	0	28	16	1	1	1	73	2	3	1	156
08:00 AM - 08:15 AM	0	18	0	32	16	1	0	0	71	2	0	1	141
08:15 AM - 08:30 AM	2	14	0	19	12	1	0	1	72	3	0	2	126
08:30 AM - 08:45 AM	0	15	1	34	22	2	2	0	80	3	2	0	161
08:45 AM - 09:00 AM	0	20	0	42	17	3	0	3	77	0	2	0	164
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	23	1	90	33	2	2	2	98	1	0	1	253
04:15 PM - 04:30 PM	0	22	2	94	29	3	2	0	66	3	4	0	225
04:30 PM - 04:45 PM	0	24	3	93	34	2	1	0	82	0	1	2	242
04:45 PM - 05:00 PM	0	25	3	89	33	5	2	1	84	3	3	1	249
05:00 PM - 05:15 PM	0	16	1	85	26	4	0	1	83	1	3	3	223
05:15 PM - 05:30 PM	0	24	1	93	23	1	3	3	77	1	1	2	229
05:30 PM - 05:45 PM	1	20	4	108	43	2	3	1	91	2	4	0	279
05:45 PM - 06:00 PM	0	13	6	98	41	0	3	5	81	5	0	3	255
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Click here for Map

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Thursday, April 24, 2025		
Cloudy		68°F
Period	0700 - 0900	**APPLY**
Peak Hour	0715 - 0815	**APPLY**
Global PH	0745 - 0845	**APPLY**

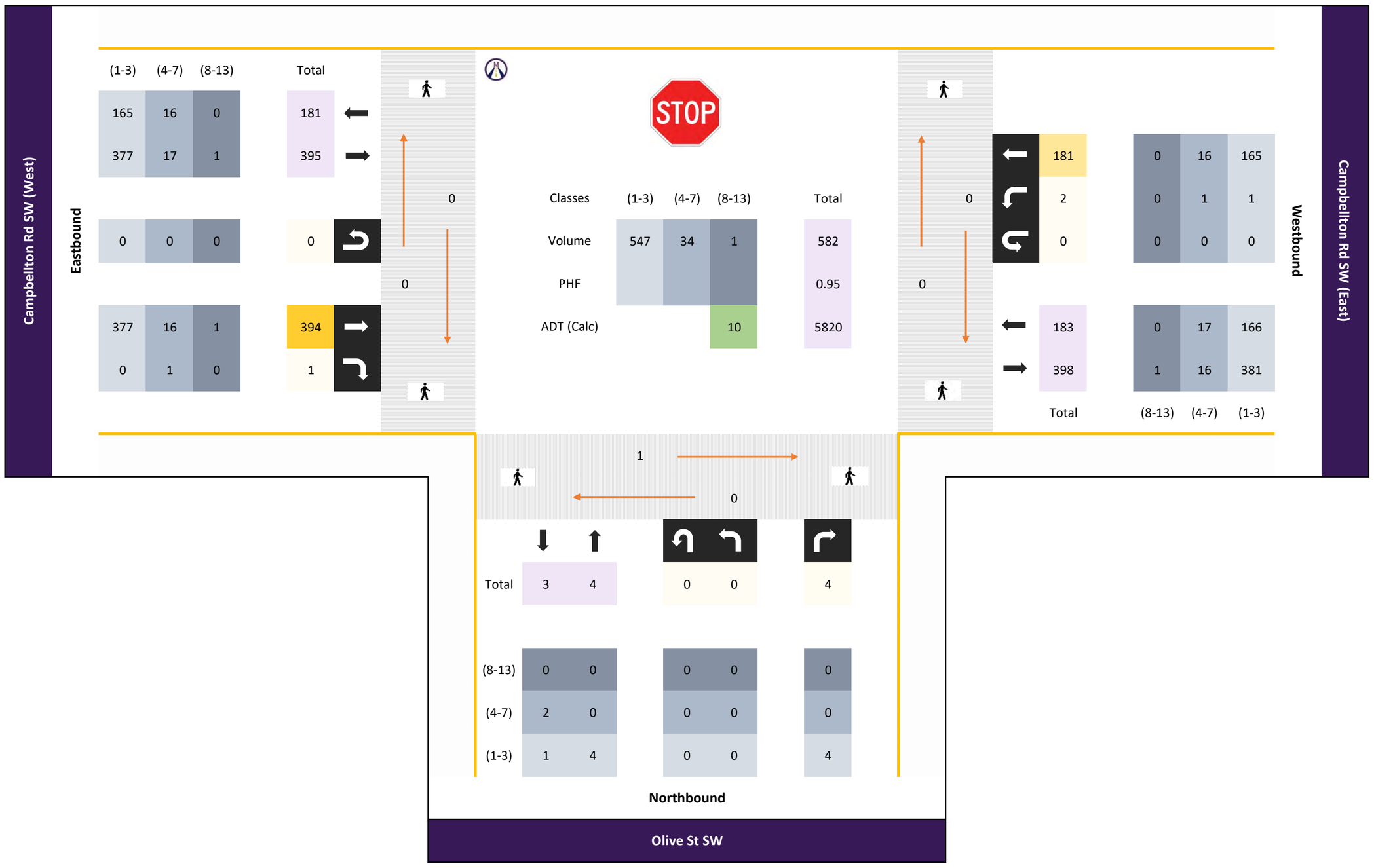
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

0730 - 0830

Volume



All vehicles

	Northbound												Eastbound						Westbound						
	Olive St SW												Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time	Left 15.1		Right 15.2		U-Turn 15.3	App Total						App Total		Thru 15.4	Right 15.5		U-Turn 15.6	App Total	Left 15.7	Thru 15.8			U-Turn 15.9	App Total	Int Total
0715 - 0730	0	-	0	-	0	0	-	-	-	-	-	0	-	111	0	-	0	111	0	35	-	-	0	35	146
0730 - 0745	0	-	1	-	0	1	-	-	-	-	-	0	-	102	0	-	0	102	0	47	-	-	0	47	150
0745 - 0800	0	-	1	-	0	1	-	-	-	-	-	0	-	102	0	-	0	102	0	46	-	-	0	46	149
0800 - 0815	0	-	2	-	0	2	-	-	-	-	-	0	-	99	0	-	0	99	1	52	-	-	0	53	154
Total	0	0	4	0	0	4	0	0	0	0	0	0	0	414	0	0	0	414	1	180	0	0	0	181	599
Approach %	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.55	99.45	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.50	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.93	0.00	0.00	0.00	**0.93**	0.25	0.87	0.00	0.00	0.00	**0.85**	**0.97**

Passenger Vehicles (1-3)

	Northbound												Eastbound						Westbound						
	Olive St SW												Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time	Left 15.1		Right 15.2		U-Turn 15.3	App Total						App Total		Thru 15.4	Right 15.5		U-Turn 15.6	App Total	Left 15.7	Thru 15.8			U-Turn 15.9	App Total	Int Total
0715 - 0730	0	-	0	-	0	0	-	-	-	-	-	0	-	107	0	-	0	107	0	30	-	-	0	30	137
0730 - 0745	0	-	1	-	0	1	-	-	-	-	-	0	-	98	0	-	0	98	0	39	-	-	0	39	138
0745 - 0800	0	-	1	-	0	1	-	-	-	-	-	0	-	96	0	-	0	96	0	44	-	-	0	44	141
0800 - 0815	0	-	2	-	0	2	-	-	-	-	-	0	-	96	0	-	0	96	1	49	-	-	0	50	148
Total	0	0	4	0	0	4	0	0	0	0	0	0	0	397	0	0	0	397	1	162	0	0	0	163	564
Approach %	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.61	99.39	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.50	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.93	0.00	0.00	0.00	**0.93**	0.25	0.83	0.00	0.00	0.00	**0.82**	**0.95**

Single Unit Trucks (4-7)

	Northbound												Eastbound						Westbound						
	Olive St SW												Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time	Left 15.1		Right 15.2		U-Turn 15.3	App Total						App Total		Thru 15.4	Right 15.5		U-Turn 15.6	App Total	Left 15.7	Thru 15.8			U-Turn 15.9	App Total	Int Total
0715 - 0730	0	-	0	-	0	0	-	-	-	-	-	0	-	4	0	-	0	4	0	5	-	-	0	5	9
0730 - 0745	0	-	0	-	0	0	-	-	-	-	-	0	-	4	0	-	0	4	0	8	-	-	0	8	12
0745 - 0800	0	-	0	-	0	0	-	-	-	-	-	0	-	5	0	-	0	5	0	2	-	-	0	2	7
0800 - 0815	0	-	0	-	0	0	-	-	-	-	-	0	-	3	0	-	0	3	0	3	-	-	0	3	6
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	16	0	18	0	0	0	18	34
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	0.80	0.00	0.00	0.00	**0.80**	0.00	0.56	0.00	0.00	0.00	**0.56**	**0.71**

Combination Trucks (8-13)

	Northbound												Eastbound						Westbound						
	Olive St SW												Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time	Left 15.1		Right 15.2		U-Turn 15.3	App Total						App Total		Thru 15.4	Right 15.5		U-Turn 15.6	App Total	Left 15.7	Thru 15.8			U-Turn 15.9	App Total	Int Total
0715 - 0730	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
0730 - 0745	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
0745 - 0800	0	-	0	-	0	0	-	-	-	-	-	0	-	1	0	-	0	1	0	0	-	-	0	0	1
0800 - 0815	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Bicycles

	Northbound												Eastbound						Westbound						
	Olive St SW												Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time	Left 15.1		Right 15.2		U-Turn 15.3	App Total						App Total		Thru 15.4	Right 15.5		U-Turn 15.6	App Total	Left 15.7	Thru 15.8			U-Turn 15.9	App Total	Int Total
0715 - 0730	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
0730 - 0745	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
0745 - 0800	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
0800 - 0815	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Click here for Map

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Thursday, April 24, 2025		
Cloudy		68°F
Period	1600 - 1800	**APPLY**
Peak Hour	1700 - 1800	**APPLY**
Global PH	1645 - 1745	**APPLY**

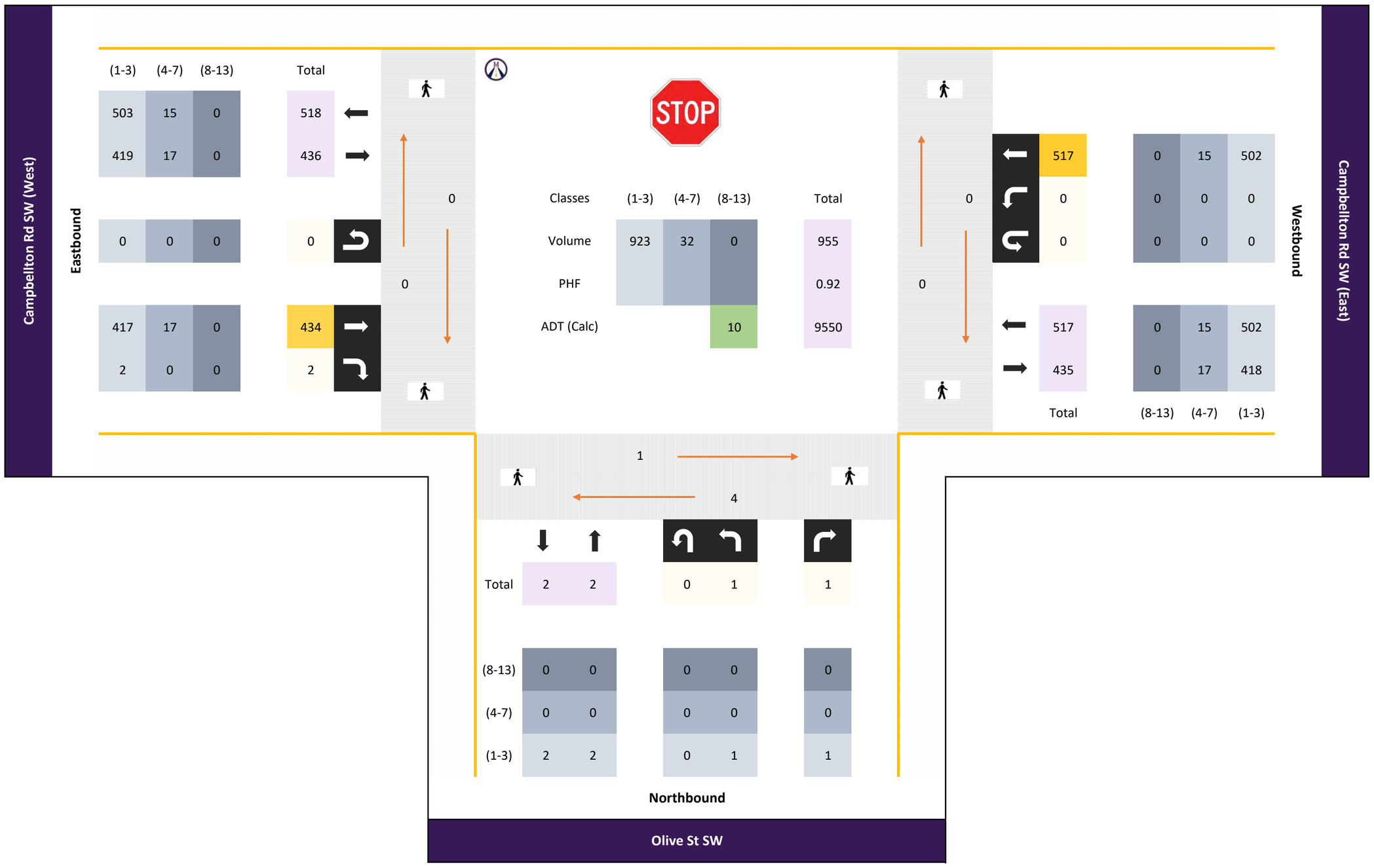
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Global Peak Hour

Volume



All vehicles

	Northbound												Eastbound						Westbound						
	Olive St SW												Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time	Left 15.1		Right 15.2		U-Turn 15.3	App Total						App Total		Thru 15.4	Right 15.5		U-Turn 15.6	App Total	Left 15.7	Thru 15.8			U-Turn 15.9	App Total	Int Total
1700 - 1715	0	-	0	-	0	0	-	-	-	-	-	0	-	100	1	-	0	101	0	110	-	-	0	110	211
1715 - 1730	0	-	1	-	0	1	-	-	-	-	-	0	-	109	0	-	0	109	0	132	-	-	0	132	242
1730 - 1745	1	-	0	-	0	1	-	-	-	-	-	0	-	116	0	-	0	116	0	143	-	-	0	143	260
1745 - 1800	0	-	1	-	0	1	-	-	-	-	-	0	-	101	1	-	0	102	2	142	-	-	0	144	247
Total	1	0	2	0	0	3	0	0	0	0	0	0	0	426	2	0	0	428	2	527	0	0	0	529	960
Approach %	33.33	0.00	66.67	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	99.53	0.47	0.00	0.00	-	0.38	99.62	0.00	0.00	0.00	-	
PHF	0.25	0.00	0.50	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.92	0.50	0.00	0.00	**0.92**	0.25	0.92	0.00	0.00	0.00	**0.92**	**0.92**

Passenger Vehicles (1-3)

	Northbound												Eastbound						Westbound						
	Olive St SW												Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time	Left 15.1		Right 15.2		U-Turn 15.3	App Total						App Total		Thru 15.4	Right 15.5		U-Turn 15.6	App Total	Left 15.7	Thru 15.8			U-Turn 15.9	App Total	Int Total
1700 - 1715	0	-	0	-	0	0	-	-	-	-	-	0	-	95	1	-	0	96	0	106	-	-	0	106	202
1715 - 1730	0	-	1	-	0	1	-	-	-	-	-	0	-	102	0	-	0	102	0	129	-	-	0	129	232
1730 - 1745	1	-	0	-	0	1	-	-	-	-	-	0	-	113	0	-	0	113	0	137	-	-	0	137	251
1745 - 1800	0	-	1	-	0	1	-	-	-	-	-	0	-	98	1	-	0	99	2	138	-	-	0	140	240
Total	1	0	2	0	0	3	0	0	0	0	0	0	0	408	2	0	0	410	2	510	0	0	0	512	925
Approach %	33.33	0.00	66.67	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	99.51	0.49	0.00	0.00	-	0.39	99.61	0.00	0.00	0.00	-	
PHF	0.25	0.00	0.50	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.90	0.50	0.00	0.00	**0.91**	0.25	0.92	0.00	0.00	0.00	**0.91**	**0.92**

Single Unit Trucks (4-7)

	Northbound												Eastbound						Westbound						
	Olive St SW												Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time	Left 15.1		Right 15.2		U-Turn 15.3	App Total						App Total		Thru 15.4	Right 15.5		U-Turn 15.6	App Total	Left 15.7	Thru 15.8			U-Turn 15.9	App Total	Int Total
1700 - 1715	0	-	0	-	0	0	-	-	-	-	-	0	-	4	0	-	0	4	0	4	-	-	0	4	8
1715 - 1730	0	-	0	-	0	0	-	-	-	-	-	0	-	7	0	-	0	7	0	3	-	-	0	3	10
1730 - 1745	0	-	0	-	0	0	-	-	-	-	-	0	-	3	0	-	0	3	0	5	-	-	0	5	8
1745 - 1800	0	-	0	-	0	0	-	-	-	-	-	0	-	3	0	-	0	3	0	3	-	-	0	3	6
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	17	0	15	0	0	0	15	32
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	0.61	0.00	0.00	0.00	**0.61**	0.00	0.75	0.00	0.00	0.00	**0.75**	**0.80**

Combination Trucks (8-13)

	Northbound												Eastbound						Westbound						
	Olive St SW												Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time	Left 15.1		Right 15.2		U-Turn 15.3	App Total						App Total		Thru 15.4	Right 15.5		U-Turn 15.6	App Total	Left 15.7	Thru 15.8			U-Turn 15.9	App Total	Int Total
1700 - 1715	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1715 - 1730	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1730 - 1745	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1745 - 1800	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Bicycles

	Northbound												Eastbound						Westbound						
	Olive St SW												Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time	Left 15.1		Right 15.2		U-Turn 15.3	App Total						App Total		Thru 15.4	Right 15.5		U-Turn 15.6	App Total	Left 15.7	Thru 15.8			U-Turn 15.9	App Total	Int Total
1700 - 1715	0	-	0	-	0	0	-	-	-	-	-	0	-	1	0	-	0	1	0	0	-	-	0	0	1
1715 - 1730	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1730 - 1745	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	1	-	-	0	1	1
1745 - 1800	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	1	-	-	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	0	2	3
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	0.25	0.00	0.00	0.00	**0.25**	0.00	0.50	0.00	0.00	0.00	**0.50**	**0.75**

Classified Turn Movement Count || All vehicles

Atlanta, GA

Marr Traffic DATA COLLECTION

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Site 15
Olive St SW

Campbellton Rd SW (West)
Campbellton Rd SW (East)

Date
Thursday, April 24, 2025

Lat/Long
33.715684°, -84.431548°
Click here for Map

Weather
Cloudy
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0700 - 0900 (Weekday 2h Session) (04-24-2025)
All vehicles

	Northbound				Eastbound				Westbound				
	Olive St SW				Campbellton Rd SW (West)				Campbellton Rd SW (East)				
TIME	Left 15.1	Right 15.2	U-Turn 15.3	App Total	Thru 15.4	Right 15.5	U-Turn 15.6	App Total	Left 15.7	Thru 15.8	U-Turn 15.9	App Total	Int Total
0700 - 0715	0	1	0	1	90	0	0	90	0	38	0	38	129
0715 - 0730	0	0	0	0	111	0	0	111	0	35	0	35	146
0730 - 0745	0	1	0	1	102	0	0	102	0	47	0	47	150
0745 - 0800	0	1	0	1	102	0	0	102	0	46	0	46	149
Hourly Total	0	3	0	**3**	405	0	0	**405**	0	166	0	**166**	**574**
0800 - 0815	0	2	0	2	99	0	0	99	1	52	0	53	154
0815 - 0830	0	0	0	0	92	1	0	93	1	36	0	37	130
0830 - 0845	0	2	0	2	101	0	0	101	1	48	0	49	152
0845 - 0900	0	0	0	0	92	0	0	92	1	67	0	68	160
Hourly Total	0	4	0	**4**	384	1	0	**385**	4	203	0	**207**	**596**
Grand Total	0	7	0	**7**	789	1	0	**790**	4	369	0	**373**	**1170**
Approach %	0.00	100.00	0.00	-	99.87	0.13	0.00	-	1.07	98.93	0.00	-	
Intersection %	0.00	0.60	0.00	0.60	67.44	0.09	0.00	67.52	0.34	31.54	0.00	31.88	
Heavy Vehicle %	-	14	-	**14**	5	100	-	**5**	25	10	-	**10**	**7**
PHF	0.00	0.50	0.00	**0.50**	0.93	0.00	0.00	**0.93**	0.25	0.87	0.00	**0.85**	**0.97**
Peak Hour Total	0	4	0	**4**	414	0	0	**414**	1	180	0	**181**	**599**
Peak Hour HV %	0	0	0	**0**	4	0	0	**4**	0	10	0	**10**	**6**

1600 - 1800 (Weekday 2h Session) (04-24-2025)
All vehicles

	Northbound				Eastbound				Westbound				
	Olive St SW				Campbellton Rd SW (West)				Campbellton Rd SW (East)				
TIME	Left 15.1	Right 15.2	U-Turn 15.3	App Total	Thru 15.4	Right 15.5	U-Turn 15.6	App Total	Left 15.7	Thru 15.8	U-Turn 15.9	App Total	Int Total
1600 - 1615	0	1	0	1	121	0	0	121	0	121	0	121	243
1615 - 1630	1	0	0	1	96	0	0	96	1	139	0	140	237
1630 - 1645	0	0	0	0	106	0	0	106	3	118	0	121	227
1645 - 1700	0	0	0	0	110	1	0	111	0	133	0	133	244
Hourly Total	1	1	0	**2**	433	1	0	**434**	4	511	0	**515**	**951**
1700 - 1715	0	0	0	0	100	1	0	101	0	110	0	110	211
1715 - 1730	0	1	0	1	109	0	0	109	0	132	0	132	242
1730 - 1745	1	0	0	1	116	0	0	116	0	143	0	143	260
1745 - 1800	0	1	0	1	101	1	0	102	2	142	0	144	247
Hourly Total	1	2	0	**3**	426	2	0	**428**	2	527	0	**529**	**960**
Grand Total	2	3	0	**5**	859	3	0	**862**	6	1038	0	**1044**	**1911**
Approach %	40.00	60.00	0.00	-	99.65	0.35	0.00	-	0.57	99.43	0.00	-	
Intersection %	0.10	0.16	0.00	0.26	44.95	0.16	0.00	45.11	0.31	54.32	0.00	54.63	
Heavy Vehicle %	0	0	-	**0**	5	0	-	**5**	0	3	-	**3**	**4**
PHF	0.25	0.50	0.00	**0.75**	0.92	0.50	0.00	**0.92**	0.25	0.92	0.00	**0.92**	**0.92**
Peak Hour Total	1	2	0	**3**	426	2	0	**428**	2	527	0	**529**	**960**
Peak Hour HV %	0	0	0	**0**	4	0	0	**4**	0	3	0	**3**	**3**

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

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 15
Olive St SW

Campbellton Rd SW (West)
Campbellton Rd SW (East)

Date
Thursday, April 24, 2025

Lat/Long
33.715684°, -84.431548°
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Cloudy
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0700 - 0900 (Weekday 2h Session) (04-24-2025)
Passenger Vehicles (1-3)

	Northbound				Eastbound				Westbound				
	Olive St SW				Campbellton Rd SW (West)				Campbellton Rd SW (East)				
TIME	Left 15.1	Right 15.2	U-Turn 15.3	App Total	Thru 15.4	Right 15.5	U-Turn 15.6	App Total	Left 15.7	Thru 15.8	U-Turn 15.9	App Total	Int Total
0700 - 0715	0	1	0	1	83	0	0	83	0	31	0	31	115
0715 - 0730	0	0	0	0	107	0	0	107	0	30	0	30	137
0730 - 0745	0	1	0	1	98	0	0	98	0	39	0	39	138
0745 - 0800	0	1	0	1	96	0	0	96	0	44	0	44	141
Hourly Total	0	3	0	**3**	384	0	0	**384**	0	144	0	**144**	**531**
0800 - 0815	0	2	0	2	96	0	0	96	1	49	0	50	148
0815 - 0830	0	0	0	0	87	0	0	87	0	33	0	33	120
0830 - 0845	0	1	0	1	98	0	0	98	1	45	0	46	145
0845 - 0900	0	0	0	0	86	0	0	86	1	61	0	62	148
Hourly Total	0	3	0	**3**	367	0	0	**367**	3	188	0	**191**	**561**
Grand Total	0	6	0	**6**	751	0	0	**751**	3	332	0	**335**	**1092**
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	0.90	99.10	0.00	-	
Intersection %	0.00	0.55	0.00	0.55	68.77	0.00	0.00	68.77	0.27	30.40	0.00	30.68	

1600 - 1800 (Weekday 2h Session) (04-24-2025)
Passenger Vehicles (1-3)

	Northbound				Eastbound				Westbound				
	Olive St SW				Campbellton Rd SW (West)				Campbellton Rd SW (East)				
TIME	Left 15.1	Right 15.2	U-Turn 15.3	App Total	Thru 15.4	Right 15.5	U-Turn 15.6	App Total	Left 15.7	Thru 15.8	U-Turn 15.9	App Total	Int Total
1600 - 1615	0	1	0	1	112	0	0	112	0	117	0	117	230
1615 - 1630	1	0	0	1	90	0	0	90	1	133	0	134	225
1630 - 1645	0	0	0	0	100	0	0	100	3	112	0	115	215
1645 - 1700	0	0	0	0	107	1	0	108	0	130	0	130	238
Hourly Total	1	1	0	**2**	409	1	0	**410**	4	492	0	**496**	**908**
1700 - 1715	0	0	0	0	95	1	0	96	0	106	0	106	202
1715 - 1730	0	1	0	1	102	0	0	102	0	129	0	129	232
1730 - 1745	1	0	0	1	113	0	0	113	0	137	0	137	251
1745 - 1800	0	1	0	1	98	1	0	99	2	138	0	140	240
Hourly Total	1	2	0	**3**	408	2	0	**410**	2	510	0	**512**	**925**
Grand Total	2	3	0	**5**	817	3	0	**820**	6	1002	0	**1008**	**1833**
Approach %	40.00	60.00	0.00	-	99.63	0.37	0.00	-	0.60	99.40	0.00	-	
Intersection %	0.11	0.16	0.00	0.27	44.57	0.16	0.00	44.74	0.33	54.66	0.00	54.99	

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

Atlanta, GA

Marr Traffic DATA COLLECTION

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Site 15
Olive St SW

Campbellton Rd SW (West)
Campbellton Rd SW (East)

Date
Thursday, April 24, 2025

Lat/Long
33.715684°, -84.431548°
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Cloudy
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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Single Unit Trucks (4-7)

TIME	Northbound Olive St SW Left 15.1	Right 15.2	U-Turn 15.3	App Total	Eastbound Campbellton Rd SW (West) Thru 15.4	Right 15.5	U-Turn 15.6	App Total	Westbound Campbellton Rd SW (East) Left 15.7	Thru 15.8	U-Turn 15.9	App Total	Int Total
0700 - 0715	0	0	0	0	7	0	0	7	0	7	0	7	14
0715 - 0730	0	0	0	0	4	0	0	4	0	5	0	5	9
0730 - 0745	0	0	0	0	4	0	0	4	0	8	0	8	12
0745 - 0800	0	0	0	0	5	0	0	5	0	2	0	2	7
Hourly Total	0	0	0	**0**	20	0	0	**20**	0	22	0	**22**	**42**
0800 - 0815	0	0	0	0	3	0	0	3	0	3	0	3	6
0815 - 0830	0	0	0	0	4	1	0	5	1	3	0	4	9
0830 - 0845	0	1	0	1	3	0	0	3	0	3	0	3	7
0845 - 0900	0	0	0	0	6	0	0	6	0	6	0	6	12
Hourly Total	0	1	0	**1**	16	1	0	**17**	1	15	0	**16**	**34**
Grand Total	0	1	0	**1**	36	1	0	**37**	1	37	0	**38**	**76**
Approach %	0.00	100.00	0.00	-	97.30	2.70	0.00	-	2.63	97.37	0.00	-	
Intersection %	0.00	1.32	0.00	1.32	47.37	1.32	0.00	48.68	1.32	48.68	0.00	50.00	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Single Unit Trucks (4-7)

TIME	Northbound Olive St SW Left 15.1	Right 15.2	U-Turn 15.3	App Total	Eastbound Campbellton Rd SW (West) Thru 15.4	Right 15.5	U-Turn 15.6	App Total	Westbound Campbellton Rd SW (East) Left 15.7	Thru 15.8	U-Turn 15.9	App Total	Int Total
1600 - 1615	0	0	0	0	9	0	0	9	0	4	0	4	13
1615 - 1630	0	0	0	0	6	0	0	6	0	6	0	6	12
1630 - 1645	0	0	0	0	6	0	0	6	0	5	0	5	11
1645 - 1700	0	0	0	0	3	0	0	3	0	3	0	3	6
Hourly Total	0	0	0	**0**	24	0	0	**24**	0	18	0	**18**	**42**
1700 - 1715	0	0	0	0	4	0	0	4	0	4	0	4	8
1715 - 1730	0	0	0	0	7	0	0	7	0	3	0	3	10
1730 - 1745	0	0	0	0	3	0	0	3	0	5	0	5	8
1745 - 1800	0	0	0	0	3	0	0	3	0	3	0	3	6
Hourly Total	0	0	0	**0**	17	0	0	**17**	0	15	0	**15**	**32**
Grand Total	0	0	0	**0**	41	0	0	**41**	0	33	0	**33**	**74**
Approach %	0.00	0.00	0.00	-	100.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	55.41	0.00	0.00	55.41	0.00	44.59	0.00	44.59	

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

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 15
Olive St SW

Campbellton Rd SW (West)
Campbellton Rd SW (East)

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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Combination Trucks (8-13)

TIME	Northbound Olive St SW Left 15.1	Right 15.2	U-Turn 15.3	App Total	Eastbound Campbellton Rd SW (West) Thru 15.4	Right 15.5	U-Turn 15.6	App Total	Westbound Campbellton Rd SW (East) Left 15.7	Thru 15.8	U-Turn 15.9	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	1	0	0	1	0	0	0	0	1
Hourly Total	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	**1**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	**1**
Approach %	0.00	0.00	0.00	-	100.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Combination Trucks (8-13)

TIME	Northbound Olive St SW Left 15.1	Right 15.2	U-Turn 15.3	App Total	Eastbound Campbellton Rd SW (West) Thru 15.4	Right 15.5	U-Turn 15.6	App Total	Westbound Campbellton Rd SW (East) Left 15.7	Thru 15.8	U-Turn 15.9	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 || Bicycles

Atlanta, GA

Marr Traffic DATA COLLECTION

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Olive St SW

Campbellton Rd SW (West)
Campbellton Rd SW (East)

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Bicycles

	Northbound				Eastbound				Westbound				
	Olive St SW				Campbellton Rd SW (West)				Campbellton Rd SW (East)				
TIME	Left 15.1	Right 15.2	U-Turn 15.3	App Total	Thru 15.4	Right 15.5	U-Turn 15.6	App Total	Left 15.7	Thru 15.8	U-Turn 15.9	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	1	0	0	1	0	0	0	0	1
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**	1	0	0	**1**	0	0	0	**0**	**1**
Grand Total	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	**1**
Approach %	0.00	0.00	0.00	-	100.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-24-2025)
Bicycles

	Northbound				Eastbound				Westbound				
	Olive St SW				Campbellton Rd SW (West)				Campbellton Rd SW (East)				
TIME	Left 15.1	Right 15.2	U-Turn 15.3	App Total	Thru 15.4	Right 15.5	U-Turn 15.6	App Total	Left 15.7	Thru 15.8	U-Turn 15.9	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	1	0	1	1
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	**1**
1700 - 1715	0	0	0	0	1	0	0	1	0	0	0	0	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	1	0	1	1
1745 - 1800	0	0	0	0	0	0	0	0	0	1	0	1	1
Hourly Total	0	0	0	**0**	1	0	0	**1**	0	2	0	**2**	**3**
Grand Total	0	0	0	**0**	1	0	0	**1**	0	3	0	**3**	**4**
Approach %	0.00	0.00	0.00	-	100.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	25.00	0.00	0.00	25.00	0.00	75.00	0.00	75.00	

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

Site 15
Olive St SW

Campbellton Rd SW (West)
Campbellton Rd SW (East)

Date
Thursday, April 24, 2025

Lat/Long
33.715684°, -84.431548°
Click here for Map

Weather
Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)

All Trucks (4-13)

	Northbound				Eastbound				Westbound				
	Olive St SW				Campbellton Rd SW (West)				Campbellton Rd SW (East)				
TIME	Left 15.1	Right 15.2	U-Turn 15.3	App Total	Thru 15.4	Right 15.5	U-Turn 15.6	App Total	Left 15.7	Thru 15.8	U-Turn 15.9	App Total	Int Total
0700 - 0715	0	0	0	0	7	0	0	7	0	7	0	7	14
0715 - 0730	0	0	0	0	4	0	0	4	0	5	0	5	9
0730 - 0745	0	0	0	0	4	0	0	4	0	8	0	8	12
0745 - 0800	0	0	0	0	6	0	0	6	0	2	0	2	8
Hourly Total	0	0	0	**0**	21	0	0	**21**	0	22	0	**22**	**43**
0800 - 0815	0	0	0	0	3	0	0	3	0	3	0	3	6
0815 - 0830	0	0	0	0	4	1	0	5	1	3	0	4	9
0830 - 0845	0	1	0	1	3	0	0	3	0	3	0	3	7
0845 - 0900	0	0	0	0	6	0	0	6	0	6	0	6	12
Hourly Total	0	1	0	**1**	16	1	0	**17**	1	15	0	**16**	**34**
Grand Total	0	1	0	**1**	37	1	0	**38**	1	37	0	**38**	**77**
Approach %	0.00	100.00	0.00	-	97.37	2.63	0.00	-	2.63	97.37	0.00	-	
Intersection %	0.00	1.30	0.00	1.30	48.05	1.30	0.00	49.35	1.30	48.05	0.00	49.35	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

All Trucks (4-13)

	Northbound				Eastbound				Westbound				
	Olive St SW				Campbellton Rd SW (West)				Campbellton Rd SW (East)				
TIME	Left 15.1	Right 15.2	U-Turn 15.3	App Total	Thru 15.4	Right 15.5	U-Turn 15.6	App Total	Left 15.7	Thru 15.8	U-Turn 15.9	App Total	Int Total
1600 - 1615	0	0	0	0	9	0	0	9	0	4	0	4	13
1615 - 1630	0	0	0	0	6	0	0	6	0	6	0	6	12
1630 - 1645	0	0	0	0	6	0	0	6	0	5	0	5	11
1645 - 1700	0	0	0	0	3	0	0	3	0	3	0	3	6
Hourly Total	0	0	0	**0**	24	0	0	**24**	0	18	0	**18**	**42**
1700 - 1715	0	0	0	0	4	0	0	4	0	4	0	4	8
1715 - 1730	0	0	0	0	7	0	0	7	0	3	0	3	10
1730 - 1745	0	0	0	0	3	0	0	3	0	5	0	5	8
1745 - 1800	0	0	0	0	3	0	0	3	0	3	0	3	6
Hourly Total	0	0	0	**0**	17	0	0	**17**	0	15	0	**15**	**32**
Grand Total	0	0	0	**0**	41	0	0	**41**	0	33	0	**33**	**74**
Approach %	0.00	0.00	0.00	-	100.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	55.41	0.00	0.00	55.41	0.00	44.59	0.00	44.59	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

Site 15
Olive St SW

Campbellton Rd SW (West)
Campbellton Rd SW (East)

Date
Thursday, April 24, 2025

Lat/Long
33.715684°, -84.431548°
Click here for Map

Weather
Cloudy
68°F
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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Pedestrians

	Northbound			Eastbound			Westbound			
	Olive St SW			Campbellton Rd SW (West)			Campbellton Rd SW (East)			
TIME	EB 15a	WB 15b	App Total	NB 15e	SB 15f	App Total	NB 15g	SB 15h	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	1	0	1	0	0	0	0	0	0	1
0830 - 0845	2	0	2	0	0	0	0	0	0	2
0845 - 0900	0	1	1	0	0	0	0	0	0	1
Hourly Total	3	1	**4**	0	0	**0**	0	0	**0**	**4**
Grand Total	3	1	**4**	0	0	**0**	0	0	**0**	**4**
Approach %	75.00	25.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	75.00	25.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Pedestrians

	Northbound			Eastbound			Westbound			
	Olive St SW			Campbellton Rd SW (West)			Campbellton Rd SW (East)			
TIME	EB 15a	WB 15b	App Total	NB 15e	SB 15f	App Total	NB 15g	SB 15h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	1	0	1	0	0	0	0	0	0	1
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	1	1	0	0	0	0	0	0	1
Hourly Total	1	1	**2**	0	0	**0**	0	0	**0**	**2**
1700 - 1715	0	3	3	0	0	0	0	0	0	3
1715 - 1730	1	0	1	0	0	0	0	0	0	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	3	**4**	0	0	**0**	0	0	**0**	**4**
Grand Total	2	4	**6**	0	0	**0**	0	0	**0**	**6**
Approach %	33.33	66.67	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	33.33	66.67	100.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bicycles

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 15
Olive St SW

Campbellton Rd SW (West)
Campbellton Rd SW (East)

Date
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Lat/Long
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68°F
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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Bicycles

	Northbound			Eastbound			Westbound			
	Olive St SW			Campbellton Rd SW (West)			Campbellton Rd SW (East)			
TIME	EB 15a	WB 15b	App Total	NB 15e	SB 15f	App Total	NB 15g	SB 15h	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) (04-24-2025)

Bicycles

	Northbound			Eastbound			Westbound			
	Olive St SW			Campbellton Rd SW (West)			Campbellton Rd SW (East)			
TIME	EB 15a	WB 15b	App Total	NB 15e	SB 15f	App Total	NB 15g	SB 15h	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	1	1	0	0	0	0	0	0	1
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	**1**	0	0	**0**	0	0	**0**	**1**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	1	**1**	0	0	**0**	0	0	**0**	**1**
Approach %	0.00	100.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	100.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

Site 15
Olive St SW

Campbellton Rd SW (West)
Campbellton Rd SW (East)

Date
Thursday, April 24, 2025

Lat/Long
33.715684°, -84.431548°
Click here for Map

Weather
Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)
Motorized Vehicles

TIME	Northbound Olive St SW EB 15a	Northbound Olive St SW WB 15b	Northbound Olive St SW App Total	Eastbound Campbellton Rd SW (West) NB 15e	Eastbound Campbellton Rd SW (West) SB 15f	Eastbound Campbellton Rd SW (West) App Total	Westbound Campbellton Rd SW (East) NB 15g	Westbound Campbellton Rd SW (East) SB 15h	Westbound Campbellton Rd SW (East) 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) (04-24-2025)
Motorized Vehicles

TIME	Northbound Olive St SW EB 15a	Northbound Olive St SW WB 15b	Northbound Olive St SW App Total	Eastbound Campbellton Rd SW (West) NB 15e	Eastbound Campbellton Rd SW (West) SB 15f	Eastbound Campbellton Rd SW (West) App Total	Westbound Campbellton Rd SW (East) NB 15g	Westbound Campbellton Rd SW (East) SB 15h	Westbound Campbellton Rd SW (East) 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: 4/24/2025	Campbellton Rd SW (West) Eastbound			Campbellton Rd SW (East) Westbound			Olive St SW 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	0	90	0	0	38	0	0	0	1	0	0	0	129
07:15 AM - 07:30 AM	0	111	0	0	35	0	0	0	0	0	0	0	146
07:30 AM - 07:45 AM	0	102	0	0	47	0	0	0	1	0	0	0	150
07:45 AM - 08:00 AM	0	102	0	0	46	0	0	0	1	0	0	0	149
08:00 AM - 08:15 AM	0	99	0	1	52	0	0	0	2	0	0	0	154
08:15 AM - 08:30 AM	0	92	1	1	36	0	0	0	0	0	0	0	130
08:30 AM - 08:45 AM	0	101	0	1	48	0	0	0	2	0	0	0	152
08:45 AM - 09:00 AM	0	92	0	1	67	0	0	0	0	0	0	0	160
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	121	0	0	121	0	0	0	1	0	0	0	243
04:15 PM - 04:30 PM	0	96	0	1	139	0	1	0	0	0	0	0	237
04:30 PM - 04:45 PM	0	106	0	3	118	0	0	0	0	0	0	0	227
04:45 PM - 05:00 PM	0	110	1	0	133	0	0	0	0	0	0	0	244
05:00 PM - 05:15 PM	0	100	1	0	110	0	0	0	0	0	0	0	211
05:15 PM - 05:30 PM	0	109	0	0	132	0	0	0	1	0	0	0	242
05:30 PM - 05:45 PM	0	116	0	0	143	0	1	0	0	0	0	0	260
05:45 PM - 06:00 PM	0	101	1	2	142	0	0	0	1	0	0	0	247
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Click here for Map

Atlanta, GA

Marr Traffic DATA COLLECTION

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Thursday, April 24, 2025		
Cloudy		68°F
Period	0700 - 0900	**APPLY**
Peak Hour	0715 - 0815	**APPLY**
Global PH	0745 - 0845	**APPLY**

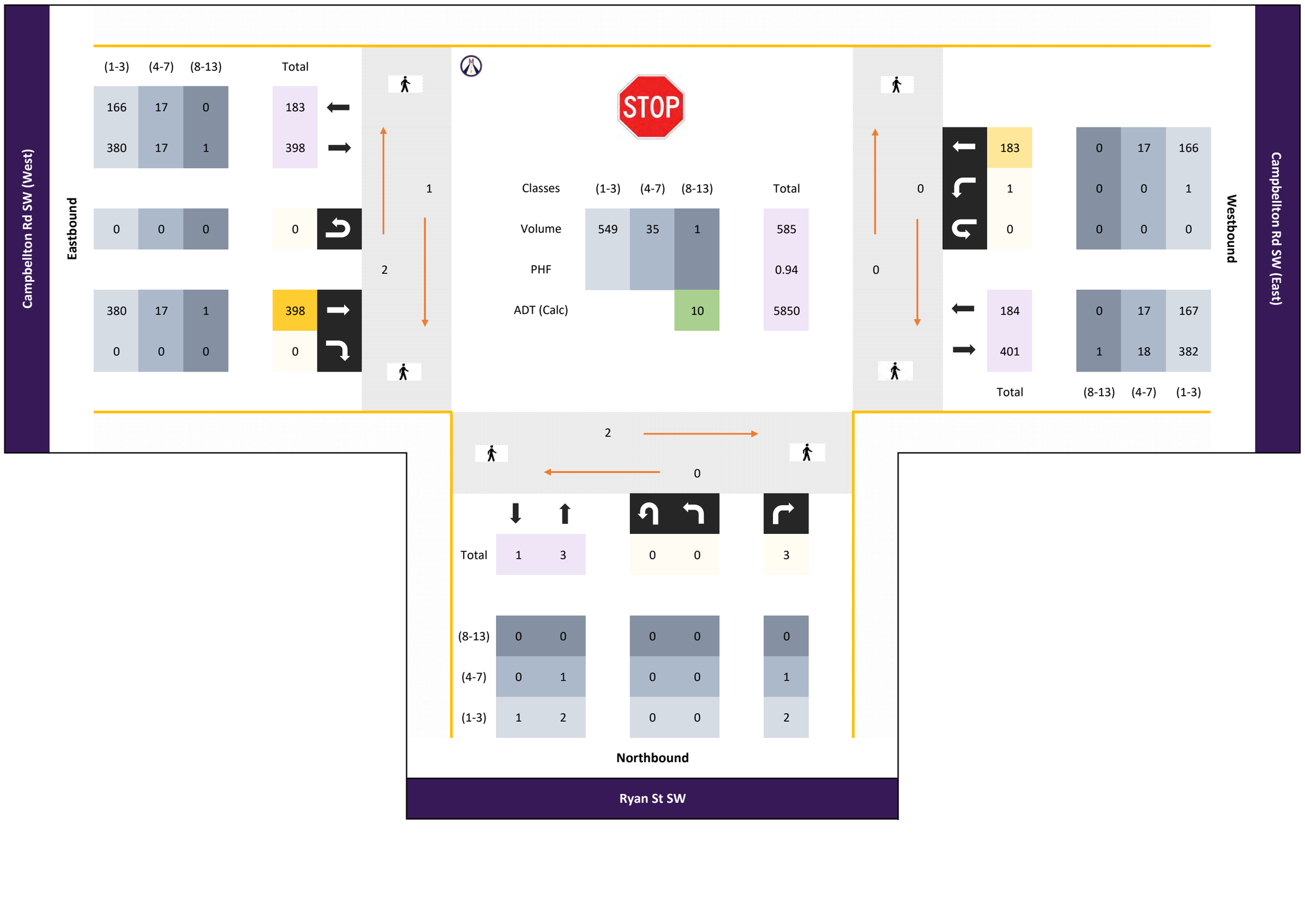
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

0730 - 0830

Volume



All vehicles

	Northbound												Eastbound						Westbound						
	Ryan St SW												Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time	Left 16.1		Right 16.2		U-Turn 16.3	App Total						App Total		Thru 16.4	Right 16.5		U-Turn 16.6	App Total	Left 16.7	Thru 16.8			U-Turn 16.9	App Total	Int Total
0715 - 0730	1	-	3	-	0	4	-	-	-	-	-	0	-	109	0	-	0	109	1	33	-	-	0	34	147
0730 - 0745	0	-	0	-	0	0	-	-	-	-	-	0	-	102	0	-	0	102	0	46	-	-	0	46	148
0745 - 0800	0	-	2	-	0	2	-	-	-	-	-	0	-	109	0	-	0	109	0	45	-	-	0	45	156
0800 - 0815	0	-	1	-	0	1	-	-	-	-	-	0	-	100	0	-	0	100	0	53	-	-	0	53	154
Total	1	0	6	0	0	7	0	0	0	0	0	0	0	420	0	0	0	420	1	177	0	0	0	178	605
Approach %	14.29	0.00	85.71	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.56	99.44	0.00	0.00	0.00	-	
PHF	0.25	0.00	0.50	0.00	0.00	**0.44**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.96	0.00	0.00	0.00	**0.96**	0.25	0.83	0.00	0.00	0.00	**0.84**	**0.97**

Passenger Vehicles (1-3)

	Northbound												Eastbound						Westbound						
	Ryan St SW												Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time	Left 16.1		Right 16.2		U-Turn 16.3	App Total						App Total		Thru 16.4	Right 16.5		U-Turn 16.6	App Total	Left 16.7	Thru 16.8			U-Turn 16.9	App Total	Int Total
0715 - 0730	1	-	3	-	0	4	-	-	-	-	-	0	-	105	0	-	0	105	1	28	-	-	0	29	138
0730 - 0745	0	-	0	-	0	0	-	-	-	-	-	0	-	97	0	-	0	97	0	38	-	-	0	38	135
0745 - 0800	0	-	1	-	0	1	-	-	-	-	-	0	-	103	0	-	0	103	0	43	-	-	0	43	147
0800 - 0815	0	-	1	-	0	1	-	-	-	-	-	0	-	97	0	-	0	97	0	50	-	-	0	50	148
Total	1	0	5	0	0	6	0	0	0	0	0	0	0	402	0	0	0	402	1	159	0	0	0	160	568
Approach %	16.67	0.00	83.33	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.63	99.38	0.00	0.00	0.00	-	
PHF	0.25	0.00	0.42	0.00	0.00	**0.38**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.96	0.00	0.00	0.00	**0.96**	0.25	0.80	0.00	0.00	0.00	**0.80**	**0.96**

Single Unit Trucks (4-7)

	Northbound												Eastbound						Westbound						
	Ryan St SW												Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time	Left 16.1		Right 16.2		U-Turn 16.3	App Total						App Total		Thru 16.4	Right 16.5		U-Turn 16.6	App Total	Left 16.7	Thru 16.8			U-Turn 16.9	App Total	Int Total
0715 - 0730	0	-	0	-	0	0	-	-	-	-	-	0	-	4	0	-	0	4	0	5	-	-	0	5	9
0730 - 0745	0	-	0	-	0	0	-	-	-	-	-	0	-	5	0	-	0	5	0	8	-	-	0	8	13
0745 - 0800	0	-	1	-	0	1	-	-	-	-	-	0	-	5	0	-	0	5	0	2	-	-	0	2	8
0800 - 0815	0	-	0	-	0	0	-	-	-	-	-	0	-	3	0	-	0	3	0	3	-	-	0	3	6
Total	0	0	1	0	0	1	0	0	0	0	0	0	0	17	0	0	0	17	0	18	0	0	0	18	36
Approach %	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.85	0.00	0.00	0.00	**0.85**	0.00	0.56	0.00	0.00	0.00	**0.56**	**0.69**

Combination Trucks (8-13)

	Northbound												Eastbound						Westbound						
	Ryan St SW												Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time	Left 16.1		Right 16.2		U-Turn 16.3	App Total						App Total		Thru 16.4	Right 16.5		U-Turn 16.6	App Total	Left 16.7	Thru 16.8			U-Turn 16.9	App Total	Int Total
0715 - 0730	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
0730 - 0745	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
0745 - 0800	0	-	0	-	0	0	-	-	-	-	-	0	-	1	0	-	0	1	0	0	-	-	0	0	1
0800 - 0815	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Bicycles

	Northbound												Eastbound						Westbound						
	Ryan St SW												Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time	Left 16.1		Right 16.2		U-Turn 16.3	App Total						App Total		Thru 16.4	Right 16.5		U-Turn 16.6	App Total	Left 16.7	Thru 16.8			U-Turn 16.9	App Total	Int Total
0715 - 0730	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
0730 - 0745	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
0745 - 0800	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
0800 - 0815	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Click here for Map

Atlanta, GA

Marr Traffic DATA COLLECTION

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Thursday, April 24, 2025		
Cloudy		68°F
Period	1600 - 1800	**APPLY**
Peak Hour	1645 - 1745	**APPLY**
Global PH	1645 - 1745	**APPLY**

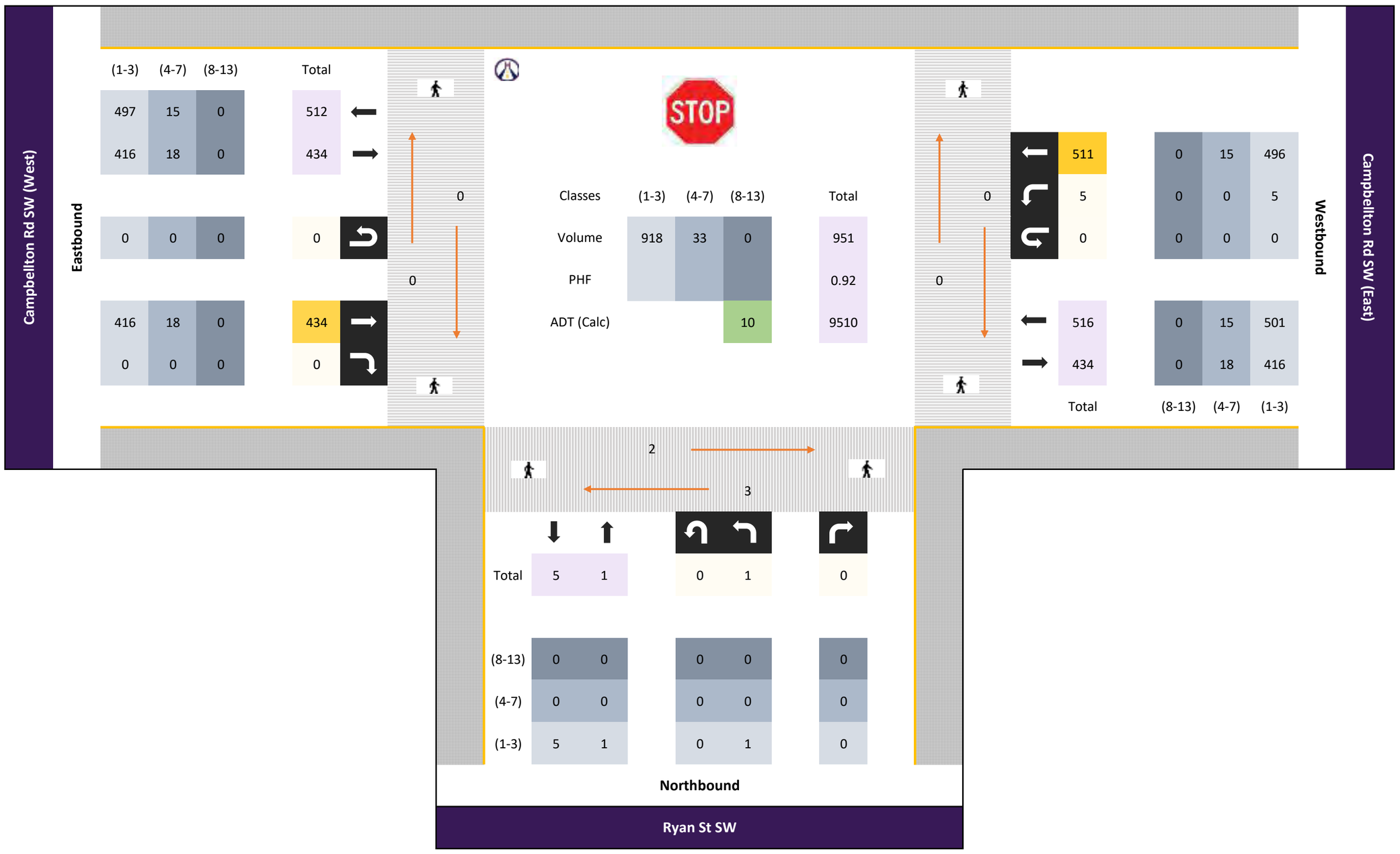
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound												Eastbound						Westbound						
	Ryan St SW												Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time	Left 16.1		Right 16.2		U-Turn 16.3	App Total						App Total		Thru 16.4	Right 16.5		U-Turn 16.6	App Total	Left 16.7	Thru 16.8			U-Turn 16.9	App Total	Int Total
1645 - 1700	0	-	0	-	0	0	-	-	-	-	-	0	-	114	0	-	0	114	0	135	-	-	0	135	249
1700 - 1715	1	-	0	-	0	1	-	-	-	-	-	0	-	95	0	-	0	95	1	108	-	-	0	109	205
1715 - 1730	0	-	0	-	0	0	-	-	-	-	-	0	-	112	0	-	0	112	4	123	-	-	0	127	239
1730 - 1745	0	-	0	-	0	0	-	-	-	-	-	0	-	113	0	-	0	113	0	145	-	-	0	145	258
Total	1	0	0	0	0	1	0	0	0	0	0	0	0	434	0	0	0	434	5	511	0	0	0	516	951
Approach %	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.97	99.03	0.00	0.00	0.00	-	
PHF	0.25	0.00	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.95	0.00	0.00	0.00	**0.95**	0.31	0.88	0.00	0.00	0.00	**0.89**	**0.92**

Passenger Vehicles (1-3)

	Northbound												Eastbound						Westbound						
	Ryan St SW												Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time	Left 16.1		Right 16.2		U-Turn 16.3	App Total						App Total		Thru 16.4	Right 16.5		U-Turn 16.6	App Total	Left 16.7	Thru 16.8			U-Turn 16.9	App Total	Int Total
1645 - 1700	0	-	0	-	0	0	-	-	-	-	-	0	-	110	0	-	0	110	0	132	-	-	0	132	242
1700 - 1715	1	-	0	-	0	1	-	-	-	-	-	0	-	91	0	-	0	91	1	105	-	-	0	106	198
1715 - 1730	0	-	0	-	0	0	-	-	-	-	-	0	-	105	0	-	0	105	4	120	-	-	0	124	229
1730 - 1745	0	-	0	-	0	0	-	-	-	-	-	0	-	110	0	-	0	110	0	139	-	-	0	139	249
Total	1	0	0	0	0	1	0	0	0	0	0	0	0	416	0	0	0	416	5	496	0	0	0	501	918
Approach %	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	1.00	99.00	0.00	0.00	0.00	-	
PHF	0.25	0.00	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.95	0.00	0.00	0.00	**0.95**	0.31	0.89	0.00	0.00	0.00	**0.90**	**0.92**

Single Unit Trucks (4-7)

	Northbound												Eastbound						Westbound						
	Ryan St SW												Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time	Left 16.1		Right 16.2		U-Turn 16.3	App Total						App Total		Thru 16.4	Right 16.5		U-Turn 16.6	App Total	Left 16.7	Thru 16.8			U-Turn 16.9	App Total	Int Total
1645 - 1700	0	-	0	-	0	0	-	-	-	-	-	0	-	4	0	-	0	4	0	3	-	-	0	3	7
1700 - 1715	0	-	0	-	0	0	-	-	-	-	-	0	-	4	0	-	0	4	0	3	-	-	0	3	7
1715 - 1730	0	-	0	-	0	0	-	-	-	-	-	0	-	7	0	-	0	7	0	3	-	-	0	3	10
1730 - 1745	0	-	0	-	0	0	-	-	-	-	-	0	-	3	0	-	0	3	0	6	-	-	0	6	9
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	18	0	15	0	0	0	15	33
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	0.64	0.00	0.00	0.00	**0.64**	0.00	0.63	0.00	0.00	0.00	**0.63**	**0.83**

Combination Trucks (8-13)

	Northbound												Eastbound						Westbound						
	Ryan St SW												Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time	Left 16.1		Right 16.2		U-Turn 16.3	App Total						App Total		Thru 16.4	Right 16.5		U-Turn 16.6	App Total	Left 16.7	Thru 16.8			U-Turn 16.9	App Total	Int Total
1645 - 1700	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1700 - 1715	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1715 - 1730	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1730 - 1745	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Bicycles

	Northbound												Eastbound						Westbound						
	Ryan St SW												Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time	Left 16.1		Right 16.2		U-Turn 16.3	App Total						App Total		Thru 16.4	Right 16.5		U-Turn 16.6	App Total	Left 16.7	Thru 16.8			U-Turn 16.9	App Total	Int Total
1645 - 1700	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1700 - 1715	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1715 - 1730	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1730 - 1745	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 16
Ryan St SW

Campbellton Rd SW (West)
Campbellton Rd SW (East)

Date
Thursday, April 24, 2025

Lat/Long
33.716225°, -84.430518°
Click here for Map

Weather
Cloudy
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0700 - 0900 (Weekday 2h Session) (04-24-2025)
All vehicles

	Northbound (Ryan St SW)				Eastbound (Campbellton Rd SW (West))				Westbound (Campbellton Rd SW (East))				
TIME	Left 16.1	Right 16.2	U-Turn 16.3	App Total	Thru 16.4	Right 16.5	U-Turn 16.6	App Total	Left 16.7	Thru 16.8	U-Turn 16.9	App Total	Int Total
0700 - 0715	0	0	0	0	90	0	0	90	0	36	0	36	126
0715 - 0730	1	3	0	4	109	0	0	109	1	33	0	34	147
0730 - 0745	0	0	0	0	102	0	0	102	0	46	0	46	148
0745 - 0800	0	2	0	2	109	0	0	109	0	45	0	45	156
Hourly Total	1	5	0	**6**	410	0	0	**410**	1	160	0	**161**	**577**
0800 - 0815	0	1	0	1	100	0	0	100	0	53	0	53	154
0815 - 0830	0	0	0	0	88	0	0	88	1	39	0	40	128
0830 - 0845	0	2	0	2	99	0	0	99	2	50	0	52	153
0845 - 0900	0	1	0	1	94	0	0	94	0	65	0	65	160
Hourly Total	0	4	0	**4**	381	0	0	**381**	3	207	0	**210**	**595**
Grand Total	1	9	0	**10**	791	0	0	**791**	4	367	0	**371**	**1172**
Approach %	10.00	90.00	0.00	-	100.00	0.00	0.00	-	1.08	98.92	0.00	-	
Intersection %	0.09	0.77	0.00	0.85	67.49	0.00	0.00	67.49	0.34	31.31	0.00	31.66	
Heavy Vehicle %	0	11	-	**10**	5	-	-	**5**	25	10	-	**11**	**7**
PHF	0.25	0.50	0.00	**0.44**	0.96	0.00	0.00	**0.96**	0.25	0.83	0.00	**0.84**	**0.97**
Peak Hour Total	1	6	0	**7**	420	0	0	**420**	1	177	0	**178**	**605**
Peak Hour HV %	0	17	0	**14**	4	0	0	**4**	0	10	0	**10**	**6**

1600 - 1800 (Weekday 2h Session) (04-24-2025)
All vehicles

	Northbound (Ryan St SW)				Eastbound (Campbellton Rd SW (West))				Westbound (Campbellton Rd SW (East))				
TIME	Left 16.1	Right 16.2	U-Turn 16.3	App Total	Thru 16.4	Right 16.5	U-Turn 16.6	App Total	Left 16.7	Thru 16.8	U-Turn 16.9	App Total	Int Total
1600 - 1615	0	4	0	4	119	1	0	120	1	114	0	115	239
1615 - 1630	0	1	0	1	90	0	0	90	0	137	0	137	228
1630 - 1645	1	2	0	3	102	0	0	102	0	121	0	121	226
1645 - 1700	0	0	0	0	114	0	0	114	0	135	0	135	249
Hourly Total	1	7	0	**8**	425	1	0	**426**	1	507	0	**508**	**942**
1700 - 1715	1	0	0	1	95	0	0	95	1	108	0	109	205
1715 - 1730	0	0	0	0	112	0	0	112	4	123	0	127	239
1730 - 1745	0	0	0	0	113	0	0	113	0	145	0	145	258
1745 - 1800	0	1	0	1	91	0	0	91	0	136	0	136	228
Hourly Total	1	1	0	**2**	411	0	0	**411**	5	512	0	**517**	**930**
Grand Total	2	8	0	**10**	836	1	0	**837**	6	1019	0	**1025**	**1872**
Approach %	20.00	80.00	0.00	-	99.88	0.12	0.00	-	0.59	99.41	0.00	-	
Intersection %	0.11	0.43	0.00	0.53	44.66	0.05	0.00	44.71	0.32	54.43	0.00	54.75	
Heavy Vehicle %	0	0	-	**0**	5	0	-	**5**	0	3	-	**3**	**4**
PHF	0.25	0.00	0.00	**0.25**	0.95	0.00	0.00	**0.95**	0.31	0.88	0.00	**0.89**	**0.92**
Peak Hour Total	1	0	0	**1**	434	0	0	**434**	5	511	0	**516**	**951**
Peak Hour HV %	0	0	0	**0**	4	0	0	**4**	0	3	0	**3**	**3**

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

Atlanta, GA

Marr Traffic DATA COLLECTION

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Site 16
Ryan St SW

Campbellton Rd SW (West)
Campbellton Rd SW (East)

Date
Thursday, April 24, 2025

Lat/Long
33.716225°, -84.430518°
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Cloudy
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0700 - 0900 (Weekday 2h Session) (04-24-2025)
Passenger Vehicles (1-3)

	Northbound				Eastbound				Westbound				
	Ryan St SW				Campbellton Rd SW (West)				Campbellton Rd SW (East)				
TIME	Left 16.1	Right 16.2	U-Turn 16.3	App Total	Thru 16.4	Right 16.5	U-Turn 16.6	App Total	Left 16.7	Thru 16.8	U-Turn 16.9	App Total	Int Total
0700 - 0715	0	0	0	0	84	0	0	84	0	29	0	29	113
0715 - 0730	1	3	0	4	105	0	0	105	1	28	0	29	138
0730 - 0745	0	0	0	0	97	0	0	97	0	38	0	38	135
0745 - 0800	0	1	0	1	103	0	0	103	0	43	0	43	147
Hourly Total	1	4	0	**5**	389	0	0	**389**	1	138	0	**139**	**533**
0800 - 0815	0	1	0	1	97	0	0	97	0	50	0	50	148
0815 - 0830	0	0	0	0	83	0	0	83	1	35	0	36	119
0830 - 0845	0	2	0	2	95	0	0	95	1	46	0	47	144
0845 - 0900	0	1	0	1	88	0	0	88	0	60	0	60	149
Hourly Total	0	4	0	**4**	363	0	0	**363**	2	191	0	**193**	**560**
Grand Total	1	8	0	**9**	752	0	0	**752**	3	329	0	**332**	**1093**
Approach %	11.11	88.89	0.00	-	100.00	0.00	0.00	-	0.90	99.10	0.00	-	
Intersection %	0.09	0.73	0.00	0.82	68.80	0.00	0.00	68.80	0.27	30.10	0.00	30.38	

1600 - 1800 (Weekday 2h Session) (04-24-2025)
Passenger Vehicles (1-3)

	Northbound				Eastbound				Westbound				
	Ryan St SW				Campbellton Rd SW (West)				Campbellton Rd SW (East)				
TIME	Left 16.1	Right 16.2	U-Turn 16.3	App Total	Thru 16.4	Right 16.5	U-Turn 16.6	App Total	Left 16.7	Thru 16.8	U-Turn 16.9	App Total	Int Total
1600 - 1615	0	4	0	4	110	1	0	111	1	110	0	111	226
1615 - 1630	0	1	0	1	85	0	0	85	0	131	0	131	217
1630 - 1645	1	2	0	3	96	0	0	96	0	115	0	115	214
1645 - 1700	0	0	0	0	110	0	0	110	0	132	0	132	242
Hourly Total	1	7	0	**8**	401	1	0	**402**	1	488	0	**489**	**899**
1700 - 1715	1	0	0	1	91	0	0	91	1	105	0	106	198
1715 - 1730	0	0	0	0	105	0	0	105	4	120	0	124	229
1730 - 1745	0	0	0	0	110	0	0	110	0	139	0	139	249
1745 - 1800	0	1	0	1	88	0	0	88	0	133	0	133	222
Hourly Total	1	1	0	**2**	394	0	0	**394**	5	497	0	**502**	**898**
Grand Total	2	8	0	**10**	795	1	0	**796**	6	985	0	**991**	**1797**
Approach %	20.00	80.00	0.00	-	99.87	0.13	0.00	-	0.61	99.39	0.00	-	
Intersection %	0.11	0.45	0.00	0.56	44.24	0.06	0.00	44.30	0.33	54.81	0.00	55.15	

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

Site 16
Ryan St SW

Campbellton Rd SW (West)
Campbellton Rd SW (East)

Date
Thursday, April 24, 2025

Lat/Long
33.716225°, -84.430518°
Click here for Map

Weather
Cloudy
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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Single Unit Trucks (4-7)

	Northbound				Eastbound				Westbound				
	Ryan St SW				Campbellton Rd SW (West)				Campbellton Rd SW (East)				
TIME	Left 16.1	Right 16.2	U-Turn 16.3	App Total	Thru 16.4	Right 16.5	U-Turn 16.6	App Total	Left 16.7	Thru 16.8	U-Turn 16.9	App Total	Int Total
0700 - 0715	0	0	0	0	6	0	0	6	0	7	0	7	13
0715 - 0730	0	0	0	0	4	0	0	4	0	5	0	5	9
0730 - 0745	0	0	0	0	5	0	0	5	0	8	0	8	13
0745 - 0800	0	1	0	1	5	0	0	5	0	2	0	2	8
Hourly Total	0	1	0	**1**	20	0	0	**20**	0	22	0	**22**	**43**
0800 - 0815	0	0	0	0	3	0	0	3	0	3	0	3	6
0815 - 0830	0	0	0	0	4	0	0	4	0	4	0	4	8
0830 - 0845	0	0	0	0	4	0	0	4	1	4	0	5	9
0845 - 0900	0	0	0	0	6	0	0	6	0	5	0	5	11
Hourly Total	0	0	0	**0**	17	0	0	**17**	1	16	0	**17**	**34**
Grand Total	0	1	0	**1**	37	0	0	**37**	1	38	0	**39**	**77**
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	2.56	97.44	0.00	-	
Intersection %	0.00	1.30	0.00	1.30	48.05	0.00	0.00	48.05	1.30	49.35	0.00	50.65	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Single Unit Trucks (4-7)

	Northbound				Eastbound				Westbound				
	Ryan St SW				Campbellton Rd SW (West)				Campbellton Rd SW (East)				
TIME	Left 16.1	Right 16.2	U-Turn 16.3	App Total	Thru 16.4	Right 16.5	U-Turn 16.6	App Total	Left 16.7	Thru 16.8	U-Turn 16.9	App Total	Int Total
1600 - 1615	0	0	0	0	9	0	0	9	0	4	0	4	13
1615 - 1630	0	0	0	0	5	0	0	5	0	6	0	6	11
1630 - 1645	0	0	0	0	6	0	0	6	0	5	0	5	11
1645 - 1700	0	0	0	0	4	0	0	4	0	3	0	3	7
Hourly Total	0	0	0	**0**	24	0	0	**24**	0	18	0	**18**	**42**
1700 - 1715	0	0	0	0	4	0	0	4	0	3	0	3	7
1715 - 1730	0	0	0	0	7	0	0	7	0	3	0	3	10
1730 - 1745	0	0	0	0	3	0	0	3	0	6	0	6	9
1745 - 1800	0	0	0	0	3	0	0	3	0	3	0	3	6
Hourly Total	0	0	0	**0**	17	0	0	**17**	0	15	0	**15**	**32**
Grand Total	0	0	0	**0**	41	0	0	**41**	0	33	0	**33**	**74**
Approach %	0.00	0.00	0.00	-	100.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	55.41	0.00	0.00	55.41	0.00	44.59	0.00	44.59	

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

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 16
Ryan St SW

Campbellton Rd SW (West)
Campbellton Rd SW (East)

Date
Thursday, April 24, 2025

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0700 - 0900 (Weekday 2h Session) (04-24-2025)
Combination Trucks (8-13)

	Northbound				Eastbound				Westbound				
	Ryan St SW				Campbellton Rd SW (West)				Campbellton Rd SW (East)				
TIME	Left 16.1	Right 16.2	U-Turn 16.3	App Total	Thru 16.4	Right 16.5	U-Turn 16.6	App Total	Left 16.7	Thru 16.8	U-Turn 16.9	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	1	0	0	1	0	0	0	0	1
Hourly Total	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	**1**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	**1**
Approach %	0.00	0.00	0.00	-	100.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-24-2025)
Combination Trucks (8-13)

	Northbound				Eastbound				Westbound				
	Ryan St SW				Campbellton Rd SW (West)				Campbellton Rd SW (East)				
TIME	Left 16.1	Right 16.2	U-Turn 16.3	App Total	Thru 16.4	Right 16.5	U-Turn 16.6	App Total	Left 16.7	Thru 16.8	U-Turn 16.9	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 || Bicycles

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 16
Ryan St SW

Campbellton Rd SW (West)
Campbellton Rd SW (East)

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0700 - 0900 (Weekday 2h Session) (04-24-2025)
Bicycles

	Northbound				Eastbound				Westbound				
	Ryan St SW				Campbellton Rd SW (West)				Campbellton Rd SW (East)				
TIME	Left 16.1	Right 16.2	U-Turn 16.3	App Total	Thru 16.4	Right 16.5	U-Turn 16.6	App Total	Left 16.7	Thru 16.8	U-Turn 16.9	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	1	0	0	1	0	0	0	0	1
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**	1	0	0	**1**	0	0	0	**0**	**1**
Grand Total	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	**1**
Approach %	0.00	0.00	0.00	-	100.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-24-2025)
Bicycles

	Northbound				Eastbound				Westbound				
	Ryan St SW				Campbellton Rd SW (West)				Campbellton Rd SW (East)				
TIME	Left 16.1	Right 16.2	U-Turn 16.3	App Total	Thru 16.4	Right 16.5	U-Turn 16.6	App Total	Left 16.7	Thru 16.8	U-Turn 16.9	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	1	0	1	1
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	**1**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	**1**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	100.00	0.00	100.00	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	100.00	

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

Atlanta, GA

Marr Traffic DATA COLLECTION

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Campbellton Rd SW (West)
Campbellton Rd SW (East)

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0700 - 0900 (Weekday 2h Session) (04-24-2025)

All Trucks (4-13)

	Northbound				Eastbound				Westbound				
	Ryan St SW				Campbellton Rd SW (West)				Campbellton Rd SW (East)				
TIME	Left 16.1	Right 16.2	U-Turn 16.3	App Total	Thru 16.4	Right 16.5	U-Turn 16.6	App Total	Left 16.7	Thru 16.8	U-Turn 16.9	App Total	Int Total
0700 - 0715	0	0	0	0	6	0	0	6	0	7	0	7	13
0715 - 0730	0	0	0	0	4	0	0	4	0	5	0	5	9
0730 - 0745	0	0	0	0	5	0	0	5	0	8	0	8	13
0745 - 0800	0	1	0	1	6	0	0	6	0	2	0	2	9
Hourly Total	0	1	0	**1**	21	0	0	**21**	0	22	0	**22**	**44**
0800 - 0815	0	0	0	0	3	0	0	3	0	3	0	3	6
0815 - 0830	0	0	0	0	4	0	0	4	0	4	0	4	8
0830 - 0845	0	0	0	0	4	0	0	4	1	4	0	5	9
0845 - 0900	0	0	0	0	6	0	0	6	0	5	0	5	11
Hourly Total	0	0	0	**0**	17	0	0	**17**	1	16	0	**17**	**34**
Grand Total	0	1	0	**1**	38	0	0	**38**	1	38	0	**39**	**78**
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	2.56	97.44	0.00	-	
Intersection %	0.00	1.28	0.00	1.28	48.72	0.00	0.00	48.72	1.28	48.72	0.00	50.00	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

All Trucks (4-13)

	Northbound				Eastbound				Westbound				
	Ryan St SW				Campbellton Rd SW (West)				Campbellton Rd SW (East)				
TIME	Left 16.1	Right 16.2	U-Turn 16.3	App Total	Thru 16.4	Right 16.5	U-Turn 16.6	App Total	Left 16.7	Thru 16.8	U-Turn 16.9	App Total	Int Total
1600 - 1615	0	0	0	0	9	0	0	9	0	4	0	4	13
1615 - 1630	0	0	0	0	5	0	0	5	0	6	0	6	11
1630 - 1645	0	0	0	0	6	0	0	6	0	5	0	5	11
1645 - 1700	0	0	0	0	4	0	0	4	0	3	0	3	7
Hourly Total	0	0	0	**0**	24	0	0	**24**	0	18	0	**18**	**42**
1700 - 1715	0	0	0	0	4	0	0	4	0	3	0	3	7
1715 - 1730	0	0	0	0	7	0	0	7	0	3	0	3	10
1730 - 1745	0	0	0	0	3	0	0	3	0	6	0	6	9
1745 - 1800	0	0	0	0	3	0	0	3	0	3	0	3	6
Hourly Total	0	0	0	**0**	17	0	0	**17**	0	15	0	**15**	**32**
Grand Total	0	0	0	**0**	41	0	0	**41**	0	33	0	**33**	**74**
Approach %	0.00	0.00	0.00	-	100.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	55.41	0.00	0.00	55.41	0.00	44.59	0.00	44.59	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 16
Ryan St SW

Campbellton Rd SW (West)
Campbellton Rd SW (East)

Date
Thursday, April 24, 2025

Lat/Long
33.716225°, -84.430518°
Click here for Map

Weather
Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)

Pedestrians

	Northbound			Eastbound			Westbound			
	Ryan St SW			Campbellton Rd SW (West)			Campbellton Rd SW (East)			
TIME	EB 16a	WB 16b	App Total	NB 16e	SB 16f	App Total	NB 16g	SB 16h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	1	0	1	0	0	0	1	0	1	2
0730 - 0745	0	0	0	1	0	1	0	0	0	1
0745 - 0800	0	0	0	1	0	1	0	0	0	1
Hourly Total	1	0	**1**	2	0	**2**	1	0	**1**	**4**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	2	0	2	0	1	1	0	0	0	3
0830 - 0845	3	0	3	0	0	0	0	0	0	3
0845 - 0900	0	1	1	0	0	0	0	0	0	1
Hourly Total	5	1	**6**	0	1	**1**	0	0	**0**	**7**
Grand Total	6	1	**7**	2	1	**3**	1	0	**1**	**11**
Approach %	85.71	14.29	-	66.67	33.33	-	100.00	0.00	-	
Intersection %	54.55	9.09	63.64	18.18	9.09	27.27	9.09	0.00	9.09	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Pedestrians

	Northbound			Eastbound			Westbound			
	Ryan St SW			Campbellton Rd SW (West)			Campbellton Rd SW (East)			
TIME	EB 16a	WB 16b	App Total	NB 16e	SB 16f	App Total	NB 16g	SB 16h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	1	0	1	0	0	0	0	0	0	1
1630 - 1645	2	1	3	0	0	0	0	0	0	3
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	3	1	**4**	0	0	**0**	0	0	**0**	**4**
1700 - 1715	0	3	3	0	0	0	0	0	0	3
1715 - 1730	2	0	2	0	0	0	0	0	0	2
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	1	1	0	0	0	0	0	0	1
Hourly Total	2	4	**6**	0	0	**0**	0	0	**0**	**6**
Grand Total	5	5	**10**	0	0	**0**	0	0	**0**	**10**
Approach %	50.00	50.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	50.00	50.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bicycles

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 16
Ryan St SW

Campbellton Rd SW (West)
Campbellton Rd SW (East)

Date
Thursday, April 24, 2025

Lat/Long
33.716225°, -84.430518°
Click here for Map

Weather
Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)

Bicycles

	Northbound			Eastbound			Westbound			
	Ryan St SW			Campbellton Rd SW (West)			Campbellton Rd SW (East)			
TIME	EB 16a	WB 16b	App Total	NB 16e	SB 16f	App Total	NB 16g	SB 16h	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) (04-24-2025)

Bicycles

	Northbound			Eastbound			Westbound			
	Ryan St SW			Campbellton Rd SW (West)			Campbellton Rd SW (East)			
TIME	EB 16a	WB 16b	App Total	NB 16e	SB 16f	App Total	NB 16g	SB 16h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

Site 16
Ryan St SW

Campbellton Rd SW (West)
Campbellton Rd SW (East)

Date
Thursday, April 24, 2025

Lat/Long
33.716225°, -84.430518°
Click here for Map

Weather
Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)
Motorized Vehicles

	Northbound			Eastbound			Westbound			
	Ryan St SW			Campbellton Rd SW (West)			Campbellton Rd SW (East)			
TIME	EB 16a	WB 16b	App Total	NB 16e	SB 16f	App Total	NB 16g	SB 16h	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) (04-24-2025)
Motorized Vehicles

	Northbound			Eastbound			Westbound			
	Ryan St SW			Campbellton Rd SW (West)			Campbellton Rd SW (East)			
TIME	EB 16a	WB 16b	App Total	NB 16e	SB 16f	App Total	NB 16g	SB 16h	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: 4/24/2025	Campbellton Rd SW (West) Eastbound			Campbellton Rd SW (East) Westbound			Ryan St SW 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	0	90	0	0	36	0	0	0	0	0	0	0	126
07:15 AM - 07:30 AM	0	109	0	1	33	0	1	0	3	0	0	0	147
07:30 AM - 07:45 AM	0	102	0	0	46	0	0	0	0	0	0	0	148
07:45 AM - 08:00 AM	0	109	0	0	45	0	0	0	2	0	0	0	156
08:00 AM - 08:15 AM	0	100	0	0	53	0	0	0	1	0	0	0	154
08:15 AM - 08:30 AM	0	88	0	1	39	0	0	0	0	0	0	0	128
08:30 AM - 08:45 AM	0	99	0	2	50	0	0	0	2	0	0	0	153
08:45 AM - 09:00 AM	0	94	0	0	65	0	0	0	1	0	0	0	160
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	119	1	1	114	0	0	0	4	0	0	0	239
04:15 PM - 04:30 PM	0	90	0	0	137	0	0	0	1	0	0	0	228
04:30 PM - 04:45 PM	0	102	0	0	121	0	1	0	2	0	0	0	226
04:45 PM - 05:00 PM	0	114	0	0	135	0	0	0	0	0	0	0	249
05:00 PM - 05:15 PM	0	95	0	1	108	0	1	0	0	0	0	0	205
05:15 PM - 05:30 PM	0	112	0	4	123	0	0	0	0	0	0	0	239
05:30 PM - 05:45 PM	0	113	0	0	145	0	0	0	0	0	0	0	258
05:45 PM - 06:00 PM	0	91	0	0	136	0	0	0	1	0	0	0	228
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Click here for Map

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Thursday, April 24, 2025		
Cloudy		68°F
Period	0700 - 0900	**APPLY**
Peak Hour	0715 - 0815	**APPLY**
Global PH	0745 - 0845	**APPLY**

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

0730 - 0830

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Connally Ave SW						Byewood Ln SW						Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time	Left 17.1	Thru 17.2	Right 17.3		U-Turn 17.4	App Total						App Total	Left 17.5	Thru 17.6	Right 17.7		U-Turn 17.8	App Total	Left 17.9	Thru 17.10	Right 17.11		U-Turn 17.12	App Total	Int Total
0715 - 0730	0	0	0	-	0	0	-	-	-	-	-	0	0	112	0	-	0	112	2	35	0	-	0	37	149
0730 - 0745	0	0	0	-	0	0	-	-	-	-	-	0	0	102	0	-	0	102	1	46	2	-	0	49	151
0745 - 0800	0	0	0	-	0	0	-	-	-	-	-	0	0	112	1	-	0	113	0	44	0	-	0	44	157
0800 - 0815	0	0	1	-	0	1	-	-	-	-	-	0	1	100	0	-	0	101	0	52	0	-	0	52	154
Total	0	0	1	0	0	1	0	0	0	0	0	0	1	426	1	0	0	428	3	177	2	0	0	182	611
Approach %	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.23	99.53	0.23	0.00	0.00	-	1.65	97.25	1.10	0.00	0.00	-	
PHF	0.00	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.25	0.95	0.25	0.00	0.00	**0.95**	0.38	0.85	0.25	0.00	0.00	**0.88**	**0.97**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Connally Ave SW						Byewood Ln SW						Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time	Left 17.1	Thru 17.2	Right 17.3		U-Turn 17.4	App Total						App Total	Left 17.5	Thru 17.6	Right 17.7		U-Turn 17.8	App Total	Left 17.9	Thru 17.10	Right 17.11		U-Turn 17.12	App Total	Int Total
0715 - 0730	0	0	0	-	0	0	-	-	-	-	-	0	0	108	0	-	0	108	2	30	0	-	0	32	140
0730 - 0745	0	0	0	-	0	0	-	-	-	-	-	0	0	97	0	-	0	97	1	38	2	-	0	41	138
0745 - 0800	0	0	0	-	0	0	-	-	-	-	-	0	0	106	0	-	0	106	0	42	0	-	0	42	148
0800 - 0815	0	0	1	-	0	1	-	-	-	-	-	0	1	97	0	-	0	98	0	49	0	-	0	49	148
Total	0	0	1	0	0	1	0	0	0	0	0	0	1	408	0	0	0	409	3	159	2	0	0	164	574
Approach %	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.24	99.76	0.00	0.00	0.00	-	1.83	96.95	1.22	0.00	0.00	-	
PHF	0.00	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.25	0.94	0.00	0.00	0.00	**0.95**	0.38	0.81	0.25	0.00	0.00	**0.84**	**0.97**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Connally Ave SW						Byewood Ln SW						Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time	Left 17.1	Thru 17.2	Right 17.3		U-Turn 17.4	App Total						App Total	Left 17.5	Thru 17.6	Right 17.7		U-Turn 17.8	App Total	Left 17.9	Thru 17.10	Right 17.11		U-Turn 17.12	App Total	Int Total
0715 - 0730	0	0	0	-	0	0	-	-	-	-	-	0	0	4	0	-	0	4	0	5	0	-	0	5	9
0730 - 0745	0	0	0	-	0	0	-	-	-	-	-	0	0	5	0	-	0	5	0	8	0	-	0	8	13
0745 - 0800	0	0	0	-	0	0	-	-	-	-	-	0	0	5	1	-	0	6	0	2	0	-	0	2	8
0800 - 0815	0	0	0	-	0	0	-	-	-	-	-	0	0	3	0	-	0	3	0	3	0	-	0	3	6
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	17	1	0	0	18	0	18	0	0	0	18	36
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	94.44	5.56	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	0.85	0.25	0.00	0.00	**0.75**	0.00	0.56	0.00	0.00	0.00	**0.56**	**0.69**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Connally Ave SW						Byewood Ln SW						Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time	Left 17.1	Thru 17.2	Right 17.3		U-Turn 17.4	App Total						App Total	Left 17.5	Thru 17.6	Right 17.7		U-Turn 17.8	App Total	Left 17.9	Thru 17.10	Right 17.11		U-Turn 17.12	App Total	Int Total
0715 - 0730	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
0745 - 0800	0	0	0	-	0	0	-	-	-	-	-	0	0	1	0	-	0	1	0	0	0	-	0	0	1
0800 - 0815	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	1	0	0	0	1	0	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	Connally Ave SW						Byewood Ln SW						Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time	Left 17.1	Thru 17.2	Right 17.3		U-Turn 17.4	App Total						App Total	Left 17.5	Thru 17.6	Right 17.7		U-Turn 17.8	App Total	Left 17.9	Thru 17.10	Right 17.11		U-Turn 17.12	App Total	Int Total
0715 - 0730	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
0745 - 0800	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Click here for Map

Atlanta, GA

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Thursday, April 24, 2025		
Cloudy		68°F
Period	1600 - 1800	**APPLY**
Peak Hour	1645 - 1745	**APPLY**
Global PH	1645 - 1745	**APPLY**

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Connally Ave SW						Byewood Ln SW						Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time	Left 17.1	Thru 17.2	Right 17.3		U-Turn 17.4	App Total						App Total	Left 17.5	Thru 17.6	Right 17.7		U-Turn 17.8	App Total	Left 17.9	Thru 17.10	Right 17.11		U-Turn 17.12	App Total	Int Total
1645 - 1700	0	0	1	-	0	1	-	-	-	-	-	0	0	115	0	-	0	115	2	137	1	-	0	140	256
1700 - 1715	0	0	1	-	0	1	-	-	-	-	-	0	0	93	0	-	0	93	0	108	2	-	0	110	204
1715 - 1730	0	0	0	-	0	0	-	-	-	-	-	0	0	115	0	-	0	115	0	127	3	-	0	130	245
1730 - 1745	0	0	1	-	0	1	-	-	-	-	-	0	0	113	0	-	0	113	0	146	0	-	0	146	260
Total	0	0	3	0	0	3	0	0	0	0	0	0	0	436	0	0	0	436	2	518	6	0	0	526	965
Approach %	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.38	98.48	1.14	0.00	0.00	-	
PHF	0.00	0.00	0.75	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.95	0.00	0.00	0.00	**0.95**	0.25	0.89	0.50	0.00	0.00	**0.90**	**0.93**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Connally Ave SW						Byewood Ln SW						Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time	Left 17.1	Thru 17.2	Right 17.3		U-Turn 17.4	App Total						App Total	Left 17.5	Thru 17.6	Right 17.7		U-Turn 17.8	App Total	Left 17.9	Thru 17.10	Right 17.11		U-Turn 17.12	App Total	Int Total
1645 - 1700	0	0	1	-	0	1	-	-	-	-	-	0	0	110	0	-	0	110	2	133	0	-	0	135	246
1700 - 1715	0	0	1	-	0	1	-	-	-	-	-	0	0	89	0	-	0	89	0	105	2	-	0	107	197
1715 - 1730	0	0	0	-	0	0	-	-	-	-	-	0	0	108	0	-	0	108	0	123	3	-	0	126	234
1730 - 1745	0	0	1	-	0	1	-	-	-	-	-	0	0	110	0	-	0	110	0	139	0	-	0	139	250
Total	0	0	3	0	0	3	0	0	0	0	0	0	0	417	0	0	0	417	2	500	5	0	0	507	927
Approach %	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.39	98.62	0.99	0.00	0.00	-	
PHF	0.00	0.00	0.75	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.95	0.00	0.00	0.00	**0.95**	0.25	0.90	0.42	0.00	0.00	**0.91**	**0.93**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Connally Ave SW						Byewood Ln SW						Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time	Left 17.1	Thru 17.2	Right 17.3		U-Turn 17.4	App Total						App Total	Left 17.5	Thru 17.6	Right 17.7		U-Turn 17.8	App Total	Left 17.9	Thru 17.10	Right 17.11		U-Turn 17.12	App Total	Int Total
1645 - 1700	0	0	0	-	0	0	-	-	-	-	-	0	0	5	0	-	0	5	0	4	1	-	0	5	10
1700 - 1715	0	0	0	-	0	0	-	-	-	-	-	0	0	4	0	-	0	4	0	3	0	-	0	3	7
1715 - 1730	0	0	0	-	0	0	-	-	-	-	-	0	0	7	0	-	0	7	0	3	0	-	0	3	10
1730 - 1745	0	0	0	-	0	0	-	-	-	-	-	0	0	3	0	-	0	3	0	6	0	-	0	6	9
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0	0	0	19	0	16	1	0	0	17	36
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	94.12	5.88	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	0.68	0.00	0.00	0.00	**0.68**	0.00	0.67	0.25	0.00	0.00	**0.71**	**0.90**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Connally Ave SW						Byewood Ln SW						Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time	Left 17.1	Thru 17.2	Right 17.3		U-Turn 17.4	App Total						App Total	Left 17.5	Thru 17.6	Right 17.7		U-Turn 17.8	App Total	Left 17.9	Thru 17.10	Right 17.11		U-Turn 17.12	App Total	Int Total
1645 - 1700	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
1715 - 1730	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
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**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	Connally Ave SW						Byewood Ln SW						Campbellton Rd SW (West)						Campbellton Rd SW (East)						
Time	Left 17.1	Thru 17.2	Right 17.3		U-Turn 17.4	App Total						App Total	Left 17.5	Thru 17.6	Right 17.7		U-Turn 17.8	App Total	Left 17.9	Thru 17.10	Right 17.11		U-Turn 17.12	App Total	Int Total
1645 - 1700	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
1715 - 1730	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	0	1	0	-	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	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	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	0.00	0.00	0.00	0.00	**0.00**	0.00	0.50	0.00	0.00	0.00	**0.50**	**0.50**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 17
Connally Ave SW
Byewood Ln SW
Campbellton Rd SW (West)
Campbellton Rd SW (East)

Date
Thursday, April 24, 2025

Lat/Long
33.716560°, -84.429811°
Click here for Map

Weather
Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)
All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Connally Ave SW					Byewood Ln SW					Campbellton Rd SW (West)					Campbellton Rd SW (East)					
TIME	Left 17.1	Thru 17.2	Right 17.3		U-Turn 17.4	App Total					Left 17.5	Thru 17.6	Right 17.7		U-Turn 17.8	App Total	Left 17.9	Thru 17.10	Right 17.11		U-Turn 17.12	App Total	Int Total
0700 - 0715	0	0	0		0	0					0	89	0		0	89	0	37	0		0	37	126
0715 - 0730	0	0	0		0	0					0	112	0		0	112	2	35	0		0	37	149
0730 - 0745	0	0	0		0	0					0	102	0		0	102	1	46	2		0	49	151
0745 - 0800	0	0	0		0	0					0	112	1		0	113	0	44	0		0	44	157
Hourly Total	0	0	0		0	**0**					0	415	1		0	**416**	3	162	2		0	**167**	**583**
0800 - 0815	0	0	1		0	1					1	100	0		0	101	0	52	0		0	52	154
0815 - 0830	0	1	1		0	2					0	86	0		0	86	0	40	0		0	40	128
0830 - 0845	0	1	2		0	3					0	102	0		0	102	2	49	2		0	53	158
0845 - 0900	0	0	1		0	1					0	95	0		0	95	0	67	1		0	68	164
Hourly Total	0	2	5		0	**7**					1	383	0		0	**384**	2	208	3		0	**213**	**604**
Grand Total	0	2	5		0	**7**					1	798	1		0	**800**	5	370	5		0	**380**	**1187**
Approach %	0.00	28.57	71.43		0.00	-					0.13	99.75	0.13		0.00	-	1.32	97.37	1.32		0.00	-	
Intersection %	0.00	0.17	0.42		0.00	0.59					0.08	67.23	0.08		0.00	67.40	0.42	31.17	0.42		0.00	32.01	
Heavy Vehicle %	-	100	0		-	**29**					0	5	100		-	**5**	0	11	20		-	**11**	**7**
PHF	0.00	0.00	0.25		0.00	**0.25**					0.25	0.95	0.25		0.00	**0.95**	0.38	0.85	0.25		0.00	**0.88**	**0.97**
Peak Hour Total	0	0	1		0	**1**					1	426	1		0	**428**	3	177	2		0	**182**	**611**
Peak Hour HV %	0	0	0		0	**0**					0	4	100		0	**4**	0	10	0		0	**10**	**6**

1600 - 1800 (Weekday 2h Session) (04-24-2025)
All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Connally Ave SW					Byewood Ln SW					Campbellton Rd SW (West)					Campbellton Rd SW (East)					
TIME	Left 17.1	Thru 17.2	Right 17.3		U-Turn 17.4	App Total					Left 17.5	Thru 17.6	Right 17.7		U-Turn 17.8	App Total	Left 17.9	Thru 17.10	Right 17.11		U-Turn 17.12	App Total	Int Total
1600 - 1615	0	0	0		0	0					1	121	1		0	123	1	117	0		0	118	241
1615 - 1630	0	0	1		0	1					0	91	1		0	92	1	139	1		0	141	234
1630 - 1645	1	0	4		0	5					0	101	0		0	101	1	117	1		0	119	225
1645 - 1700	0	0	1		0	1					0	115	0		0	115	2	137	1		0	140	256
Hourly Total	1	0	6		0	**7**					1	428	2		0	**431**	5	510	3		0	**518**	**956**
1700 - 1715	0	0	1		0	1					0	93	0		0	93	0	108	2		0	110	204
1715 - 1730	0	0	0		0	0					0	115	0		0	115	0	127	3		0	130	245
1730 - 1745	0	0	1		0	1					0	113	0		0	113	0	146	0		0	146	260
1745 - 1800	0	0	0		0	0					0	93	0		0	93	0	136	0		0	136	229
Hourly Total	0	0	2		0	**2**					0	414	0		0	**414**	0	517	5		0	**522**	**938**
Grand Total	1	0	8		0	**9**					1	842	2		0	**845**	5	1027	8		0	**1040**	**1894**
Approach %	11.11	0.00	88.89		0.00	-					0.12	99.64	0.24		0.00	-	0.48	98.75	0.77		0.00	-	
Intersection %	0.05	0.00	0.42		0.00	0.48					0.05	44.46	0.11		0.00	44.61	0.26	54.22	0.42		0.00	54.91	
Heavy Vehicle %	0	-	0		-	**0**					0	5	0		-	**5**	0	3	13		-	**3**	**4**
PHF	0.00	0.00	0.75		0.00	**0.75**					0.00	0.95	0.00		0.00	**0.95**	0.25	0.89	0.50		0.00	**0.90**	**0.93**
Peak Hour Total	0	0	3		0	**3**					0	436	0		0	**436**	2	518	6		0	**526**	**965**
Peak Hour HV %	0	0	0		0	**0**					0	4	0		0	**4**	0	3	17		0	**3**	**4**

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

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 17
Connally Ave SW
Byewood Ln SW
Campbellton Rd SW (West)
Campbellton Rd SW (East)

Date
Thursday, April 24, 2025

Lat/Long
33.716560°, -84.429811°
Click here for Map

Weather
Cloudy
68°F
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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Connally Ave SW					Byewood Ln SW					Campbellton Rd SW (West)					Campbellton Rd SW (East)					
TIME	Left 17.1	Thru 17.2	Right 17.3		U-Turn 17.4	App Total					Left 17.5	Thru 17.6	Right 17.7		U-Turn 17.8	App Total	Left 17.9	Thru 17.10	Right 17.11		U-Turn 17.12	App Total	Int Total
0700 - 0715	0	0	0		0	0					0	83	0		0	83	0	30	0		0	30	113
0715 - 0730	0	0	0		0	0					0	108	0		0	108	2	30	0		0	32	140
0730 - 0745	0	0	0		0	0					0	97	0		0	97	1	38	2		0	41	138
0745 - 0800	0	0	0		0	0					0	106	0		0	106	0	42	0		0	42	148
Hourly Total	0	0	0		0	**0**					0	394	0		0	**394**	3	140	2		0	**145**	**539**
0800 - 0815	0	0	1		0	1					1	97	0		0	98	0	49	0		0	49	148
0815 - 0830	0	0	1		0	1					0	82	0		0	82	0	36	0		0	36	119
0830 - 0845	0	0	2		0	2					0	98	0		0	98	2	44	2		0	48	148
0845 - 0900	0	0	1		0	1					0	89	0		0	89	0	62	0		0	62	152
Hourly Total	0	0	5		0	**5**					1	366	0		0	**367**	2	191	2		0	**195**	**567**
Grand Total	0	0	5		0	**5**					1	760	0		0	**761**	5	331	4		0	**340**	**1106**
Approach %	0.00	0.00	100.00		0.00	-					0.13	99.87	0.00		0.00	-	1.47	97.35	1.18		0.00	-	
Intersection %	0.00	0.00	0.45		0.00	0.45					0.09	68.72	0.00		0.00	68.81	0.45	29.93	0.36		0.00	30.74	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Connally Ave SW					Byewood Ln SW					Campbellton Rd SW (West)					Campbellton Rd SW (East)					
TIME	Left 17.1	Thru 17.2	Right 17.3		U-Turn 17.4	App Total					Left 17.5	Thru 17.6	Right 17.7		U-Turn 17.8	App Total	Left 17.9	Thru 17.10	Right 17.11		U-Turn 17.12	App Total	Int Total
1600 - 1615	0	0	0		0	0					1	112	1		0	114	1	113	0		0	114	228
1615 - 1630	0	0	1		0	1					0	86	1		0	87	1	134	1		0	136	224
1630 - 1645	0	0	4		0	4					0	96	0		0	96	1	112	1		0	114	214
1645 - 1700	0	0	1		0	1					0	110	0		0	110	2	133	0		0	135	246
Hourly Total	0	0	6		0	**6**					1	404	2		0	**407**	5	492	2		0	**499**	**912**
1700 - 1715	0	0	1		0	1					0	89	0		0	89	0	105	2		0	107	197
1715 - 1730	0	0	0		0	0					0	108	0		0	108	0	123	3		0	126	234
1730 - 1745	0	0	1		0	1					0	110	0		0	110	0	139	0		0	139	250
1745 - 1800	0	0	0		0	0					0	90	0		0	90	0	133	0		0	133	223
Hourly Total	0	0	2		0	**2**					0	397	0		0	**397**	0	500	5		0	**505**	**904**
Grand Total	0	0	8		0	**8**					1	801	2		0	**804**	5	992	7		0	**1004**	**1816**
Approach %	0.00	0.00	100.00		0.00	-					0.12	99.63	0.25		0.00	-	0.50	98.80	0.70		0.00	-	
Intersection %	0.00	0.00	0.44		0.00	0.44					0.06	44.11	0.11		0.00	44.27	0.28	54.63	0.39		0.00	55.29	

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

Atlanta, GA

Marr Traffic DATA COLLECTION

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Site 17
Connally Ave SW
Byewood Ln SW
Campbellton Rd SW (West)
Campbellton Rd SW (East)

Date
Thursday, April 24, 2025

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Weather
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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Connally Ave SW					Byewood Ln SW					Campbellton Rd SW (West)					Campbellton Rd SW (East)					
TIME	Left 17.1	Thru 17.2	Right 17.3		U-Turn 17.4	App Total					Left 17.5	Thru 17.6	Right 17.7		U-Turn 17.8	App Total	Left 17.9	Thru 17.10	Right 17.11		U-Turn 17.12	App Total	Int Total
0700 - 0715	0	0	0		0	0					0	6	0		0	6	0	7	0		0	7	13
0715 - 0730	0	0	0		0	0					0	4	0		0	4	0	5	0		0	5	9
0730 - 0745	0	0	0		0	0					0	5	0		0	5	0	8	0		0	8	13
0745 - 0800	0	0	0		0	0					0	5	1		0	6	0	2	0		0	2	8
Hourly Total	0	0	0		0	**0**					0	20	1		0	**21**	0	22	0		0	**22**	**43**
0800 - 0815	0	0	0		0	0					0	3	0		0	3	0	3	0		0	3	6
0815 - 0830	0	1	0		0	1					0	4	0		0	4	0	4	0		0	4	9
0830 - 0845	0	1	0		0	1					0	4	0		0	4	0	5	0		0	5	10
0845 - 0900	0	0	0		0	0					0	6	0		0	6	0	5	1		0	6	12
Hourly Total	0	2	0		0	**2**					0	17	0		0	**17**	0	17	1		0	**18**	**37**
Grand Total	0	2	0		0	**2**					0	37	1		0	**38**	0	39	1		0	**40**	**80**
Approach %	0.00	100.00	0.00		0.00	-					0.00	97.37	2.63		0.00	-	0.00	97.50	2.50		0.00	-	
Intersection %	0.00	2.50	0.00		0.00	2.50					0.00	46.25	1.25		0.00	47.50	0.00	48.75	1.25		0.00	50.00	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Connally Ave SW					Byewood Ln SW					Campbellton Rd SW (West)					Campbellton Rd SW (East)					
TIME	Left 17.1	Thru 17.2	Right 17.3		U-Turn 17.4	App Total					Left 17.5	Thru 17.6	Right 17.7		U-Turn 17.8	App Total	Left 17.9	Thru 17.10	Right 17.11		U-Turn 17.12	App Total	Int Total
1600 - 1615	0	0	0		0	0					0	9	0		0	9	0	4	0		0	4	13
1615 - 1630	0	0	0		0	0					0	5	0		0	5	0	5	0		0	5	10
1630 - 1645	0	0	0		0	0					0	5	0		0	5	0	5	0		0	5	10
1645 - 1700	0	0	0		0	0					0	5	0		0	5	0	4	1		0	5	10
Hourly Total	0	0	0		0	**0**					0	24	0		0	**24**	0	18	1		0	**19**	**43**
1700 - 1715	0	0	0		0	0					0	4	0		0	4	0	3	0		0	3	7
1715 - 1730	0	0	0		0	0					0	7	0		0	7	0	3	0		0	3	10
1730 - 1745	0	0	0		0	0					0	3	0		0	3	0	6	0		0	6	9
1745 - 1800	0	0	0		0	0					0	3	0		0	3	0	3	0		0	3	6
Hourly Total	0	0	0		0	**0**					0	17	0		0	**17**	0	15	0		0	**15**	**32**
Grand Total	0	0	0		0	**0**					0	41	0		0	**41**	0	33	1		0	**34**	**75**
Approach %	0.00	0.00	0.00		0.00	-					0.00	100.00	0.00		0.00	-	0.00	97.06	2.94		0.00	-	
Intersection %	0.00	0.00	0.00		0.00	0.00					0.00	54.67	0.00		0.00	54.67	0.00	44.00	1.33		0.00	45.33	

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

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 17
Connally Ave SW
Byewood Ln SW
Campbellton Rd SW (West)
Campbellton Rd SW (East)

Date
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Cloudy
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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Combination Trucks (8-13)

	Northbound					Southbound	Eastbound					Westbound					
	Connally Ave SW					Byewood Ln SW	Campbellton Rd SW (West)					Campbellton Rd SW (East)					
TIME	Left 17.1	Thru 17.2	Right 17.3	U-Turn 17.4	App Total		Left 17.5	Thru 17.6	Right 17.7	U-Turn 17.8	App Total	Left 17.9	Thru 17.10	Right 17.11	U-Turn 17.12	App Total	Int Total
0700 - 0715	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0		0	1	0	0	1	0	0	0	0	0	1
Hourly Total	0	0	0	0	**0**		0	1	0	0	**1**	0	0	0	0	**0**	**1**
0800 - 0815	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	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
Hourly Total	0	0	0	0	**0**		0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**		0	1	0	0	**1**	0	0	0	0	**0**	**1**
Approach %	0.00	0.00	0.00	0.00	-		0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00		0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Combination Trucks (8-13)

	Northbound					Southbound	Eastbound					Westbound					
	Connally Ave SW					Byewood Ln SW	Campbellton Rd SW (West)					Campbellton Rd SW (East)					
TIME	Left 17.1	Thru 17.2	Right 17.3	U-Turn 17.4	App Total		Left 17.5	Thru 17.6	Right 17.7	U-Turn 17.8	App Total	Left 17.9	Thru 17.10	Right 17.11	U-Turn 17.12	App Total	Int Total
1600 - 1615	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
1630 - 1645	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
Hourly Total	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
1715 - 1730	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
1745 - 1800	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**
Grand Total	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	-	
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	

Classified Turn Movement Count || Bicycles

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 17
Connally Ave SW
Byewood Ln SW
Campbellton Rd SW (West)
Campbellton Rd SW (East)

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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Bicycles

	Northbound					Southbound	Eastbound					Westbound					
	Connally Ave SW					Byewood Ln SW	Campbellton Rd SW (West)					Campbellton Rd SW (East)					
TIME	Left 17.1	Thru 17.2	Right 17.3	U-Turn 17.4	App Total		Left 17.5	Thru 17.6	Right 17.7	U-Turn 17.8	App Total	Left 17.9	Thru 17.10	Right 17.11	U-Turn 17.12	App Total	Int Total
0700 - 0715	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**		0	0	0	0	**0**	0	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	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
Hourly Total	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**
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	-	
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	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Bicycles

	Northbound					Southbound	Eastbound					Westbound					
	Connally Ave SW					Byewood Ln SW	Campbellton Rd SW (West)					Campbellton Rd SW (East)					
TIME	Left 17.1	Thru 17.2	Right 17.3	U-Turn 17.4	App Total		Left 17.5	Thru 17.6	Right 17.7	U-Turn 17.8	App Total	Left 17.9	Thru 17.10	Right 17.11	U-Turn 17.12	App Total	Int Total
1600 - 1615	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
1630 - 1645	1	0	0	0	1		0	0	0	0	0	0	0	0	0	0	1
1645 - 1700	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	**1**		0	0	0	0	**0**	0	0	0	0	**0**	**1**
1700 - 1715	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	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	1
1745 - 1800	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	2	0	0	**2**	**2**
Grand Total	1	0	0	0	**1**		0	0	0	0	**0**	0	2	0	0	**2**	**3**
Approach %	100.00	0.00	0.00	0.00	-		0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	33.33	0.00	0.00	0.00	33.33		0.00	0.00	0.00	0.00	0.00	0.00	66.67	0.00	0.00	66.67	

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

Marr Traffic DATA COLLECTION

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Atlanta, GA

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0700 - 0900 (Weekday 2h Session) (04-24-2025)

All Trucks (4-13)

	Northbound					Southbound	Eastbound					Westbound					
	Connally Ave SW					Byewood Ln SW	Campbellton Rd SW (West)					Campbellton Rd SW (East)					
TIME	Left 17.1	Thru 17.2	Right 17.3	U-Turn 17.4	App Total		Left 17.5	Thru 17.6	Right 17.7	U-Turn 17.8	App Total	Left 17.9	Thru 17.10	Right 17.11	U-Turn 17.12	App Total	Int Total
0700 - 0715	0	0	0	0	0		0	6	0	0	6	0	7	0	0	7	13
0715 - 0730	0	0	0	0	0		0	4	0	0	4	0	5	0	0	5	9
0730 - 0745	0	0	0	0	0		0	5	0	0	5	0	8	0	0	8	13
0745 - 0800	0	0	0	0	0		0	6	1	0	7	0	2	0	0	2	9
Hourly Total	0	0	0	0	**0**		0	21	1	0	**22**	0	22	0	0	**22**	**44**
0800 - 0815	0	0	0	0	0		0	3	0	0	3	0	3	0	0	3	6
0815 - 0830	0	1	0	0	1		0	4	0	0	4	0	4	0	0	4	9
0830 - 0845	0	1	0	0	1		0	4	0	0	4	0	5	0	0	5	10
0845 - 0900	0	0	0	0	0		0	6	0	0	6	0	5	1	0	6	12
Hourly Total	0	2	0	0	**2**		0	17	0	0	**17**	0	17	1	0	**18**	**37**
Grand Total	0	2	0	0	**2**		0	38	1	0	**39**	0	39	1	0	**40**	**81**
Approach %	0.00	100.00	0.00	0.00	-		0.00	97.44	2.56	0.00	-	0.00	97.50	2.50	0.00	-	
Intersection %	0.00	2.47	0.00	0.00	2.47		0.00	46.91	1.23	0.00	48.15	0.00	48.15	1.23	0.00	49.38	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

All Trucks (4-13)

	Northbound					Southbound	Eastbound					Westbound					
	Connally Ave SW					Byewood Ln SW	Campbellton Rd SW (West)					Campbellton Rd SW (East)					
TIME	Left 17.1	Thru 17.2	Right 17.3	U-Turn 17.4	App Total		Left 17.5	Thru 17.6	Right 17.7	U-Turn 17.8	App Total	Left 17.9	Thru 17.10	Right 17.11	U-Turn 17.12	App Total	Int Total
1600 - 1615	0	0	0	0	0		0	9	0	0	9	0	4	0	0	4	13
1615 - 1630	0	0	0	0	0		0	5	0	0	5	0	5	0	0	5	10
1630 - 1645	0	0	0	0	0		0	5	0	0	5	0	5	0	0	5	10
1645 - 1700	0	0	0	0	0		0	5	0	0	5	0	4	1	0	5	10
Hourly Total	0	0	0	0	**0**		0	24	0	0	**24**	0	18	1	0	**19**	**43**
1700 - 1715	0	0	0	0	0		0	4	0	0	4	0	3	0	0	3	7
1715 - 1730	0	0	0	0	0		0	7	0	0	7	0	3	0	0	3	10
1730 - 1745	0	0	0	0	0		0	3	0	0	3	0	6	0	0	6	9
1745 - 1800	0	0	0	0	0		0	3	0	0	3	0	3	0	0	3	6
Hourly Total	0	0	0	0	**0**		0	17	0	0	**17**	0	15	0	0	**15**	**32**
Grand Total	0	0	0	0	**0**		0	41	0	0	**41**	0	33	1	0	**34**	**75**
Approach %	0.00	0.00	0.00	0.00	-		0.00	100.00	0.00	0.00	-	0.00	97.06	2.94	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00		0.00	54.67	0.00	0.00	54.67	0.00	44.00	1.33	0.00	45.33	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

Site 17
Connally Ave SW
Byewood Ln SW
Campbellton Rd SW (West)
Campbellton Rd SW (East)

Date
Thursday, April 24, 2025

Lat/Long
33.716560°, -84.429811°
Click here for Map

Weather
Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Connally Ave SW			Byewood Ln SW			Campbellton Rd SW (West)			Campbellton Rd SW (East)			
TIME	EB 17a	WB 17b	App Total	EB 17c	WB 17d	App Total	NB 17e	SB 17f	App Total	NB 17g	SB 17h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	1	0	1	1	0	1	0	0	0	0	0	0	2
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	1	0	1	0	0	0	1
Hourly Total	1	0	**1**	1	0	**1**	1	0	**1**	0	0	**0**	**3**
0800 - 0815	0	0	0	0	1	1	0	0	0	0	0	0	1
0815 - 0830	3	0	3	1	0	1	0	0	0	0	0	0	4
0830 - 0845	3	1	4	0	0	0	1	0	1	0	0	0	5
0845 - 0900	1	1	2	1	0	1	0	1	1	0	0	0	4
Hourly Total	7	2	**9**	2	1	**3**	1	1	**2**	0	0	**0**	**14**
Grand Total	8	2	**10**	3	1	**4**	2	1	**3**	0	0	**0**	**17**
Approach %	80.00	20.00	-	75.00	25.00	-	66.67	33.33	-	0.00	0.00	-	
Intersection %	47.06	11.76	58.82	17.65	5.88	23.53	11.76	5.88	17.65	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Connally Ave SW			Byewood Ln SW			Campbellton Rd SW (West)			Campbellton Rd SW (East)			
TIME	EB 17a	WB 17b	App Total	EB 17c	WB 17d	App Total	NB 17e	SB 17f	App Total	NB 17g	SB 17h	App Total	Int Total
1600 - 1615	0	0	0	0	2	2	0	0	0	0	0	0	2
1615 - 1630	0	0	0	2	0	2	0	0	0	0	0	0	2
1630 - 1645	2	1	3	0	2	2	0	0	0	0	0	0	5
1645 - 1700	0	0	0	0	3	3	0	1	1	0	0	0	4
Hourly Total	2	1	**3**	2	7	**9**	0	1	**1**	0	0	**0**	**13**
1700 - 1715	0	1	1	0	1	1	1	0	1	2	0	2	5
1715 - 1730	1	0	1	2	0	2	0	3	3	0	0	0	6
1730 - 1745	1	0	1	2	0	2	0	0	0	0	0	0	3
1745 - 1800	0	2	2	1	0	1	0	0	0	0	0	0	3
Hourly Total	2	3	**5**	5	1	**6**	1	3	**4**	2	0	**2**	**17**
Grand Total	4	4	**8**	7	8	**15**	1	4	**5**	2	0	**2**	**30**
Approach %	50.00	50.00	-	46.67	53.33	-	20.00	80.00	-	100.00	0.00	-	
Intersection %	13.33	13.33	26.67	23.33	26.67	50.00	3.33	13.33	16.67	6.67	0.00	6.67	

Crosswalk Counts || Bicycles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

Site 17
Connally Ave SW
Byewood Ln SW
Campbellton Rd SW (West)
Campbellton Rd SW (East)

Date
Thursday, April 24, 2025

Lat/Long
33.716560°, -84.429811°
Click here for Map

Weather
Cloudy
68°F
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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	Connally Ave SW			Byewood Ln SW			Campbellton Rd SW (West)			Campbellton Rd SW (East)			
TIME	EB 17a	WB 17b	App Total	EB 17c	WB 17d	App Total	NB 17e	SB 17f	App Total	NB 17g	SB 17h	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) (04-24-2025)

Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	Connally Ave SW			Byewood Ln SW			Campbellton Rd SW (West)			Campbellton Rd SW (East)			
TIME	EB 17a	WB 17b	App Total	EB 17c	WB 17d	App Total	NB 17e	SB 17f	App Total	NB 17g	SB 17h	App Total	Int Total
1600 - 1615	0	0	0	0	1	1	0	0	0	0	0	0	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	1	**1**	0	0	**0**	0	0	**0**	**1**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	1	1	0	0	0	0	0	0	1
Hourly Total	0	0	**0**	0	1	**1**	0	0	**0**	0	0	**0**	**1**
Grand Total	0	0	**0**	0	2	**2**	0	0	**0**	0	0	**0**	**2**
Approach %	0.00	0.00	-	0.00	100.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	100.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

Site 17
Connally Ave SW
Byewood Ln SW
Campbellton Rd SW (West)
Campbellton Rd SW (East)

Date
Thursday, April 24, 2025

Lat/Long
33.716560°, -84.429811°
Click here for Map

Weather
Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Connally Ave SW			Byewood Ln SW			Campbellton Rd SW (West)			Campbellton Rd SW (East)			
TIME	EB 17a	WB 17b	App Total	EB 17c	WB 17d	App Total	NB 17e	SB 17f	App Total	NB 17g	SB 17h	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) (04-24-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Connally Ave SW			Byewood Ln SW			Campbellton Rd SW (West)			Campbellton Rd SW (East)			
TIME	EB 17a	WB 17b	App Total	EB 17c	WB 17d	App Total	NB 17e	SB 17f	App Total	NB 17g	SB 17h	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: 4/24/2025	Campbellton Rd SW (West) Eastbound			Campbellton Rd SW (East) Westbound			Connally Ave SW Northbound			Byewood Ln SW 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	89	0	0	37	0	0	0	0	0	0	0	126
07:15 AM - 07:30 AM	0	112	0	2	35	0	0	0	0	0	0	0	149
07:30 AM - 07:45 AM	0	102	0	1	46	2	0	0	0	0	0	0	151
07:45 AM - 08:00 AM	0	112	1	0	44	0	0	0	0	0	0	0	157
08:00 AM - 08:15 AM	1	100	0	0	52	0	0	0	1	0	0	0	154
08:15 AM - 08:30 AM	0	86	0	0	40	0	0	1	1	0	0	0	128
08:30 AM - 08:45 AM	0	102	0	2	49	2	0	1	2	0	0	0	158
08:45 AM - 09:00 AM	0	95	0	0	67	1	0	0	1	0	0	0	164
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	121	1	1	117	0	0	0	0	0	0	0	241
04:15 PM - 04:30 PM	0	91	1	1	139	1	0	0	1	0	0	0	234
04:30 PM - 04:45 PM	0	101	0	1	117	1	1	0	4	0	0	0	225
04:45 PM - 05:00 PM	0	115	0	2	137	1	0	0	1	0	0	0	256
05:00 PM - 05:15 PM	0	93	0	0	108	2	0	0	1	0	0	0	204
05:15 PM - 05:30 PM	0	115	0	0	127	3	0	0	0	0	0	0	245
05:30 PM - 05:45 PM	0	113	0	0	146	0	0	0	1	0	0	0	260
05:45 PM - 06:00 PM	0	93	0	0	136	0	0	0	0	0	0	0	229
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Click here for Map

Atlanta, GA

Marr Traffic DATA COLLECTION

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Thursday, April 24, 2025		
Cloudy		68°F
Period	0700 - 0900	**APPLY**
Peak Hour	0745 - 0845	**APPLY**
Global PH	0745 - 0845	**APPLY**

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

0730 - 0830

Volume

All vehicles

Time	Northbound Oakland Dr SW (South)						Southbound Oakland Dr SW (North)						Eastbound Campbellton Rd SW (West)						Westbound Campbellton Rd SW (East)						Int Total
	Left 18.1	Thru 18.2	Right 18.3		U-Turn 18.4	App Total	Left 18.5	Thru 18.6	Right 18.7		U-Turn 18.8	App Total	Left 18.9	Thru 18.10	Right 18.11		U-Turn 18.12	App Total	Left 18.13	Thru 18.14	Right 18.15		U-Turn 18.16	App Total	
0745 - 0800	5	6	2	-	0	13	4	15	9	-	0	28	5	97	18	-	0	120	9	29	18	-	0	56	217
0800 - 0815	4	6	3	-	0	13	2	15	2	-	0	19	7	79	7	-	0	93	4	46	5	-	0	55	180
0815 - 0830	5	5	7	-	0	17	6	10	4	-	0	20	7	83	5	-	0	95	6	33	14	-	0	53	185
0830 - 0845	4	8	0	-	0	12	13	15	7	-	0	35	8	84	8	-	0	100	8	50	13	-	0	71	218
Total	18	25	12	0	0	55	25	55	22	0	0	102	27	343	38	0	0	408	27	158	50	0	0	235	800
Approach %	32.73	45.45	21.82	0.00	0.00	-	24.51	53.92	21.57	0.00	0.00	-	6.62	84.07	9.31	0.00	0.00	-	11.49	67.23	21.28	0.00	0.00	-	
PHF	0.90	0.78	0.43	0.00	0.00	**0.81**	0.48	0.92	0.61	0.00	0.00	**0.73**	0.84	0.88	0.53	0.00	0.00	**0.85**	0.75	0.79	0.69	0.00	0.00	**0.83**	**0.92**

Passenger Vehicles (1-3)

Time	Northbound Oakland Dr SW (South)						Southbound Oakland Dr SW (North)						Eastbound Campbellton Rd SW (West)						Westbound Campbellton Rd SW (East)						Int Total
	Left 18.1	Thru 18.2	Right 18.3		U-Turn 18.4	App Total	Left 18.5	Thru 18.6	Right 18.7		U-Turn 18.8	App Total	Left 18.9	Thru 18.10	Right 18.11		U-Turn 18.12	App Total	Left 18.13	Thru 18.14	Right 18.15		U-Turn 18.16	App Total	
0745 - 0800	5	6	2	-	0	13	4	14	9	-	0	27	5	90	18	-	0	113	9	27	18	-	0	54	207
0800 - 0815	4	6	3	-	0	13	1	14	2	-	0	17	7	76	7	-	0	90	4	42	4	-	0	50	170
0815 - 0830	5	5	7	-	0	17	6	10	4	-	0	20	6	79	5	-	0	90	5	28	12	-	0	45	172
0830 - 0845	4	8	0	-	0	12	11	15	7	-	0	33	8	81	8	-	0	97	8	46	11	-	0	65	207
Total	18	25	12	0	0	55	22	53	22	0	0	97	26	326	38	0	0	390	26	143	45	0	0	214	756
Approach %	32.73	45.45	21.82	0.00	0.00	-	22.68	54.64	22.68	0.00	0.00	-	6.67	83.59	9.74	0.00	0.00	-	12.15	66.82	21.03	0.00	0.00	-	
PHF	0.90	0.78	0.43	0.00	0.00	**0.81**	0.50	0.88	0.61	0.00	0.00	**0.73**	0.81	0.91	0.53	0.00	0.00	**0.86**	0.72	0.78	0.63	0.00	0.00	**0.82**	**0.91**

Single Unit Trucks (4-7)

Time	Northbound Oakland Dr SW (South)						Southbound Oakland Dr SW (North)						Eastbound Campbellton Rd SW (West)						Westbound Campbellton Rd SW (East)						Int Total
	Left 18.1	Thru 18.2	Right 18.3		U-Turn 18.4	App Total	Left 18.5	Thru 18.6	Right 18.7		U-Turn 18.8	App Total	Left 18.9	Thru 18.10	Right 18.11		U-Turn 18.12	App Total	Left 18.13	Thru 18.14	Right 18.15		U-Turn 18.16	App Total	
0745 - 0800	0	0	0	-	0	0	0	1	0	-	0	1	0	6	0	-	0	6	0	2	0	-	0	2	9
0800 - 0815	0	0	0	-	0	0	1	1	0	-	0	2	0	3	0	-	0	3	0	4	1	-	0	5	10
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	1	4	0	-	0	5	1	5	2	-	0	8	13
0830 - 0845	0	0	0	-	0	0	2	0	0	-	0	2	0	3	0	-	0	3	0	4	2	-	0	6	11
Total	0	0	0	0	0	0	3	2	0	0	0	5	1	16	0	0	0	17	1	15	5	0	0	21	43
Approach %	0.00	0.00	0.00	0.00	0.00	-	60.00	40.00	0.00	0.00	0.00	-	5.88	94.12	0.00	0.00	0.00	-	4.76	71.43	23.81	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.38	0.50	0.00	0.00	0.00	**0.63**	0.25	0.67	0.00	0.00	0.00	**0.71**	0.25	0.75	0.63	0.00	0.00	**0.66**	**0.83**

Combination Trucks (8-13)

Time	Northbound Oakland Dr SW (South)						Southbound Oakland Dr SW (North)						Eastbound Campbellton Rd SW (West)						Westbound Campbellton Rd SW (East)						Int Total
	Left 18.1	Thru 18.2	Right 18.3		U-Turn 18.4	App Total	Left 18.5	Thru 18.6	Right 18.7		U-Turn 18.8	App Total	Left 18.9	Thru 18.10	Right 18.11		U-Turn 18.12	App Total	Left 18.13	Thru 18.14	Right 18.15		U-Turn 18.16	App Total	
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	1
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0830 - 0845	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Bicycles

Time	Northbound Oakland Dr SW (South)						Southbound Oakland Dr SW (North)						Eastbound Campbellton Rd SW (West)						Westbound Campbellton Rd SW (East)						Int Total
	Left 18.1	Thru 18.2	Right 18.3		U-Turn 18.4	App Total	Left 18.5	Thru 18.6	Right 18.7		U-Turn 18.8	App Total	Left 18.9	Thru 18.10	Right 18.11		U-Turn 18.12	App Total	Left 18.13	Thru 18.14	Right 18.15		U-Turn 18.16	App Total	
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0830 - 0845	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Click here for Map

Atlanta, GA

Marr Traffic DATA COLLECTION

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Thursday, April 24, 2025		
Cloudy		68°F
Period	1600 - 1800	**APPLY**
Peak Hour	1645 - 1745	**APPLY**
Global PH	1645 - 1745	**APPLY**

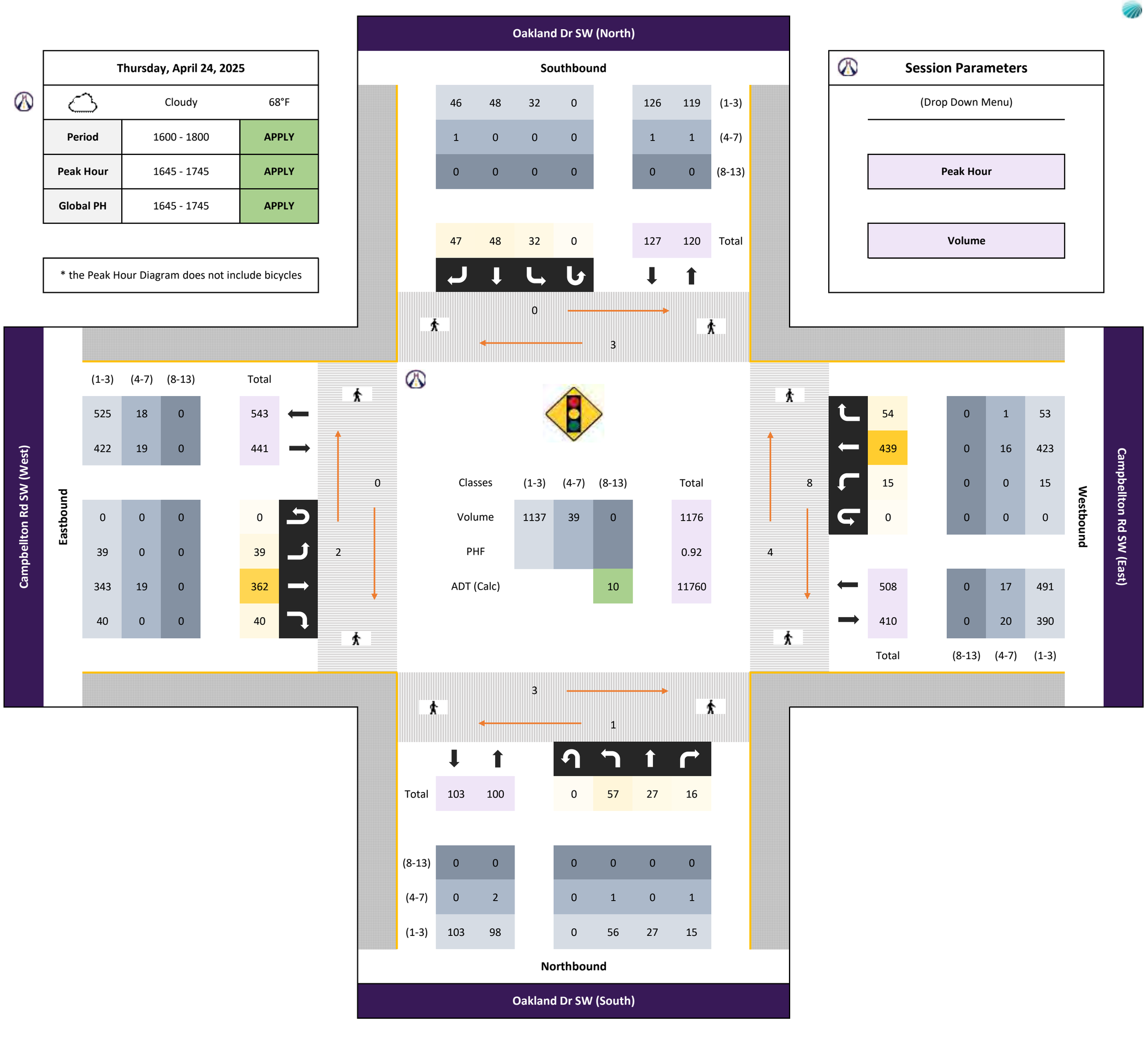
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound Oakland Dr SW (South)						Southbound Oakland Dr SW (North)						Eastbound Campbellton Rd SW (West)						Westbound Campbellton Rd SW (East)						Int Total
	Left 18.1	Thru 18.2	Right 18.3		U-Turn 18.4	App Total	Left 18.5	Thru 18.6	Right 18.7		U-Turn 18.8	App Total	Left 18.9	Thru 18.10	Right 18.11		U-Turn 18.12	App Total	Left 18.13	Thru 18.14	Right 18.15		U-Turn 18.16	App Total	
1645 - 1700	15	8	0	-	0	23	7	10	11	-	0	28	9	94	11	-	0	114	6	117	11	-	0	134	299
1700 - 1715	13	11	3	-	0	27	12	11	8	-	0	31	11	75	10	-	0	96	6	97	18	-	0	121	275
1715 - 1730	13	6	4	-	0	23	7	13	19	-	0	39	13	88	11	-	0	112	2	100	8	-	0	110	284
1730 - 1745	16	2	9	-	0	27	6	14	9	-	0	29	6	105	8	-	0	119	1	125	17	-	0	143	318
Total	57	27	16	0	0	100	32	48	47	0	0	127	39	362	40	0	0	441	15	439	54	0	0	508	1176
Approach %	57.00	27.00	16.00	0.00	0.00	-	25.20	37.80	37.01	0.00	0.00	-	8.84	82.09	9.07	0.00	0.00	-	2.95	86.42	10.63	0.00	0.00	-	
PHF	0.89	0.61	0.44	0.00	0.00	**0.93**	0.67	0.86	0.62	0.00	0.00	**0.81**	0.75	0.86	0.91	0.00	0.00	**0.93**	0.63	0.88	0.75	0.00	0.00	**0.89**	**0.92**

Passenger Vehicles (1-3)

Time	Northbound Oakland Dr SW (South)						Southbound Oakland Dr SW (North)						Eastbound Campbellton Rd SW (West)						Westbound Campbellton Rd SW (East)						Int Total
	Left 18.1	Thru 18.2	Right 18.3		U-Turn 18.4	App Total	Left 18.5	Thru 18.6	Right 18.7		U-Turn 18.8	App Total	Left 18.9	Thru 18.10	Right 18.11		U-Turn 18.12	App Total	Left 18.13	Thru 18.14	Right 18.15		U-Turn 18.16	App Total	
1645 - 1700	15	8	0	-	0	23	7	10	10	-	0	27	9	89	11	-	0	109	6	112	11	-	0	129	288
1700 - 1715	13	11	2	-	0	26	12	11	8	-	0	31	11	71	10	-	0	92	6	94	17	-	0	117	266
1715 - 1730	13	6	4	-	0	23	7	13	19	-	0	39	13	81	11	-	0	105	2	97	8	-	0	107	274
1730 - 1745	15	2	9	-	0	26	6	14	9	-	0	29	6	102	8	-	0	116	1	120	17	-	0	138	309
Total	56	27	15	0	0	98	32	48	46	0	0	126	39	343	40	0	0	422	15	423	53	0	0	491	1137
Approach %	57.14	27.55	15.31	0.00	0.00	-	25.40	38.10	36.51	0.00	0.00	-	9.24	81.28	9.48	0.00	0.00	-	3.05	86.15	10.79	0.00	0.00	-	
PHF	0.93	0.61	0.42	0.00	0.00	**0.94**	0.67	0.86	0.61	0.00	0.00	**0.81**	0.75	0.84	0.91	0.00	0.00	**0.91**	0.63	0.88	0.78	0.00	0.00	**0.89**	**0.92**

Single Unit Trucks (4-7)

Time	Northbound Oakland Dr SW (South)						Southbound Oakland Dr SW (North)						Eastbound Campbellton Rd SW (West)						Westbound Campbellton Rd SW (East)						Int Total
	Left 18.1	Thru 18.2	Right 18.3		U-Turn 18.4	App Total	Left 18.5	Thru 18.6	Right 18.7		U-Turn 18.8	App Total	Left 18.9	Thru 18.10	Right 18.11		U-Turn 18.12	App Total	Left 18.13	Thru 18.14	Right 18.15		U-Turn 18.16	App Total	
1645 - 1700	0	0	0	-	0	0	0	0	1	-	0	1	0	5	0	-	0	5	0	5	0	-	0	5	11
1700 - 1715	0	0	1	-	0	1	0	0	0	-	0	0	0	4	0	-	0	4	0	3	1	-	0	4	9
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	7	0	-	0	7	0	3	0	-	0	3	10
1730 - 1745	1	0	0	-	0	1	0	0	0	-	0	0	0	3	0	-	0	3	0	5	0	-	0	5	9
Total	1	0	1	0	0	2	0	0	1	0	0	1	0	19	0	0	0	19	0	16	1	0	0	17	39
Approach %	50.00	0.00	50.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	94.12	5.88	0.00	0.00	-	
PHF	0.25	0.00	0.25	0.00	0.00	**0.50**	0.00	0.00	0.25	0.00	0.00	**0.25**	0.00	0.68	0.00	0.00	0.00	**0.68**	0.00	0.80	0.25	0.00	0.00	**0.85**	**0.89**

Combination Trucks (8-13)

Time	Northbound Oakland Dr SW (South)						Southbound Oakland Dr SW (North)						Eastbound Campbellton Rd SW (West)						Westbound Campbellton Rd SW (East)						Int Total
	Left 18.1	Thru 18.2	Right 18.3		U-Turn 18.4	App Total	Left 18.5	Thru 18.6	Right 18.7		U-Turn 18.8	App Total	Left 18.9	Thru 18.10	Right 18.11		U-Turn 18.12	App Total	Left 18.13	Thru 18.14	Right 18.15		U-Turn 18.16	App Total	
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Bicycles

Time	Northbound Oakland Dr SW (South)						Southbound Oakland Dr SW (North)						Eastbound Campbellton Rd SW (West)						Westbound Campbellton Rd SW (East)						Int Total
	Left 18.1	Thru 18.2	Right 18.3		U-Turn 18.4	App Total	Left 18.5	Thru 18.6	Right 18.7		U-Turn 18.8	App Total	Left 18.9	Thru 18.10	Right 18.11		U-Turn 18.12	App Total	Left 18.13	Thru 18.14	Right 18.15		U-Turn 18.16	App Total	
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Atlanta, GA

Marr Traffic DATA COLLECTION

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Site 18

Oakland Dr SW (South)
Oakland Dr SW (North)
Campbellton Rd SW (West)
Campbellton Rd SW (East)

Date

Thursday, April 24, 2025

Lat/Long

33.717587°, -84.427439°
Click here for Map

Weather

Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Oakland Dr SW (South)					Oakland Dr SW (North)					Campbellton Rd SW (West)					Campbellton Rd SW (East)					
TIME	Left 18.1	Thru 18.2	Right 18.3	U-Turn 18.4	App Total	Left 18.5	Thru 18.6	Right 18.7	U-Turn 18.8	App Total	Left 18.9	Thru 18.10	Right 18.11	U-Turn 18.12	App Total	Left 18.13	Thru 18.14	Right 18.15	U-Turn 18.16	App Total	Int Total
0700 - 0715	5	2	4	0	11	2	7	1	0	10	8	69	7	0	84	3	31	7	0	41	146
0715 - 0730	2	4	3	0	9	1	14	3	0	18	14	95	7	0	116	2	33	7	0	42	185
0730 - 0745	0	7	1	0	8	2	16	5	0	23	13	75	9	0	97	2	41	3	0	46	174
0745 - 0800	5	6	2	0	13	4	15	9	0	28	5	97	18	0	120	9	29	18	0	56	217
Hourly Total	12	19	10	0	**41**	9	52	18	0	**79**	40	336	41	0	**417**	16	134	35	0	**185**	**722**
0800 - 0815	4	6	3	0	13	2	15	2	0	19	7	79	7	0	93	4	46	5	0	55	180
0815 - 0830	5	5	7	0	17	6	10	4	0	20	7	83	5	0	95	6	33	14	0	53	185
0830 - 0845	4	8	0	0	12	13	15	7	0	35	8	84	8	0	100	8	50	13	0	71	218
0845 - 0900	3	4	3	0	10	5	17	3	0	25	12	85	7	0	104	5	65	8	0	78	217
Hourly Total	16	23	13	0	**52**	26	57	16	0	**99**	34	331	27	0	**392**	23	194	40	0	**257**	**800**
Grand Total	28	42	23	0	**93**	35	109	34	0	**178**	74	667	68	0	**809**	39	328	75	0	**442**	**1522**
Approach %	30.11	45.16	24.73	0.00	-	19.66	61.24	19.10	0.00	-	9.15	82.45	8.41	0.00	-	8.82	74.21	16.97	0.00	-	
Intersection %	1.84	2.76	1.51	0.00	6.11	2.30	7.16	2.23	0.00	11.70	4.86	43.82	4.47	0.00	53.15	2.56	21.55	4.93	0.00	29.04	
Heavy Vehicle %	0	0	0	-	**0**	11	4	0	-	**4**	7	5	0	-	**5**	3	12	8	-	**11**	**6**
PHF	0.90	0.78	0.43	0.00	**0.81**	0.48	0.92	0.61	0.00	**0.73**	0.84	0.88	0.53	0.00	**0.85**	0.75	0.79	0.69	0.00	**0.83**	**0.92**
Peak Hour Total	18	25	12	0	**55**	25	55	22	0	**102**	27	343	38	0	**408**	27	158	50	0	**235**	**800**
Peak Hour HV %	0	0	0	0	**0**	12	4	0	0	**5**	4	5	0	0	**4**	4	9	10	0	**9**	**6**

1600 - 1800 (Weekday 2h Session) (04-24-2025)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Oakland Dr SW (South)					Oakland Dr SW (North)					Campbellton Rd SW (West)					Campbellton Rd SW (East)					
TIME	Left 18.1	Thru 18.2	Right 18.3	U-Turn 18.4	App Total	Left 18.5	Thru 18.6	Right 18.7	U-Turn 18.8	App Total	Left 18.9	Thru 18.10	Right 18.11	U-Turn 18.12	App Total	Left 18.13	Thru 18.14	Right 18.15	U-Turn 18.16	App Total	Int Total
1600 - 1615	12	7	3	0	22	7	13	7	0	27	18	94	6	0	118	5	107	12	0	124	291
1615 - 1630	10	9	5	0	24	6	12	9	0	27	13	80	3	0	96	5	114	13	0	132	279
1630 - 1645	7	6	3	0	16	7	11	15	0	33	12	84	10	0	106	0	107	23	0	130	285
1645 - 1700	15	8	0	0	23	7	10	11	0	28	9	94	11	0	114	6	117	11	0	134	299
Hourly Total	44	30	11	0	**85**	27	46	42	0	**115**	52	352	30	0	**434**	16	445	59	0	**520**	**1154**
1700 - 1715	13	11	3	0	27	12	11	8	0	31	11	75	10	0	96	6	97	18	0	121	275
1715 - 1730	13	6	4	0	23	7	13	19	0	39	13	88	11	0	112	2	100	8	0	110	284
1730 - 1745	16	2	9	0	27	6	14	9	0	29	6	105	8	0	119	1	125	17	0	143	318
1745 - 1800	11	8	3	0	22	1	15	12	0	28	12	78	6	0	96	2	105	13	0	120	266
Hourly Total	53	27	19	0	**99**	26	53	48	0	**127**	42	346	35	0	**423**	11	427	56	0	**494**	**1143**
Grand Total	97	57	30	0	**184**	53	99	90	0	**242**	94	698	65	0	**857**	27	872	115	0	**1014**	**2297**
Approach %	52.72	30.98	16.30	0.00	-	21.90	40.91	37.19	0.00	-	10.97	81.45	7.58	0.00	-	2.66	86.00	11.34	0.00	-	
Intersection %	4.22	2.48	1.31	0.00	8.01	2.31	4.31	3.92	0.00	10.54	4.09	30.39	2.83	0.00	37.31	1.18	37.96	5.01	0.00	44.14	
Heavy Vehicle %	1	0	7	-	**2**	6	0	2	-	**2**	3	5	0	-	**5**	7	4	3	-	**4**	**4**
PHF	0.89	0.61	0.44	0.00	**0.93**	0.67	0.86	0.62	0.00	**0.81**	0.75	0.86	0.91	0.00	**0.93**	0.63	0.88	0.75	0.00	**0.89**	**0.92**
Peak Hour Total	57	27	16	0	**100**	32	48	47	0	**127**	39	362	40	0	**441**	15	439	54	0	**508**	**1176**
Peak Hour HV %	2	0	6	0	**2**	0	0	2	0	**1**	0	5	0	0	**4**	0	4	2	0	**3**	**3**

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

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 18

Oakland Dr SW (South)
Oakland Dr SW (North)
Campbellton Rd SW (West)
Campbellton Rd SW (East)

Date

Thursday, April 24, 2025

Lat/Long

33.717587°, -84.427439°
Click here for Map

Weather

Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Oakland Dr SW (South)					Oakland Dr SW (North)					Campbellton Rd SW (West)					Campbellton Rd SW (East)					
TIME	Left 18.1	Thru 18.2	Right 18.3	U-Turn 18.4	App Total	Left 18.5	Thru 18.6	Right 18.7	U-Turn 18.8	App Total	Left 18.9	Thru 18.10	Right 18.11	U-Turn 18.12	App Total	Left 18.13	Thru 18.14	Right 18.15	U-Turn 18.16	App Total	Int Total
0700 - 0715	5	2	4	0	11	2	7	1	0	10	6	65	7	0	78	3	24	7	0	34	133
0715 - 0730	2	4	3	0	9	1	14	3	0	18	14	91	7	0	112	2	27	6	0	35	174
0730 - 0745	0	7	1	0	8	2	15	5	0	22	12	72	9	0	93	2	34	3	0	39	162
0745 - 0800	5	6	2	0	13	4	14	9	0	27	5	90	18	0	113	9	27	18	0	54	207
Hourly Total	12	19	10	0	**41**	9	50	18	0	**77**	37	318	41	0	**396**	16	112	34	0	**162**	**676**
0800 - 0815	4	6	3	0	13	1	14	2	0	17	7	76	7	0	90	4	42	4	0	50	170
0815 - 0830	5	5	7	0	17	6	10	4	0	20	6	79	5	0	90	5	28	12	0	45	172
0830 - 0845	4	8	0	0	12	11	15	7	0	33	8	81	8	0	97	8	46	11	0	65	207
0845 - 0900	3	4	3	0	10	4	16	3	0	23	11	80	7	0	98	5	60	8	0	73	204
Hourly Total	16	23	13	0	**52**	22	55	16	0	**93**	32	316	27	0	**375**	22	176	35	0	**233**	**753**
Grand Total	28	42	23	0	**93**	31	105	34	0	**170**	69	634	68	0	**771**	38	288	69	0	**395**	**1429**
Approach %	30.11	45.16	24.73	0.00	-	18.24	61.76	20.00	0.00	-	8.95	82.23	8.82	0.00	-	9.62	72.91	17.47	0.00	-	
Intersection %	1.96	2.94	1.61	0.00	6.51	2.17	7.35	2.38	0.00	11.90	4.83	44.37	4.76	0.00	53.95	2.66	20.15	4.83	0.00	27.64	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Oakland Dr SW (South)					Oakland Dr SW (North)					Campbellton Rd SW (West)					Campbellton Rd SW (East)					
TIME	Left 18.1	Thru 18.2	Right 18.3	U-Turn 18.4	App Total	Left 18.5	Thru 18.6	Right 18.7	U-Turn 18.8	App Total	Left 18.9	Thru 18.10	Right 18.11	U-Turn 18.12	App Total	Left 18.13	Thru 18.14	Right 18.15	U-Turn 18.16	App Total	Int Total
1600 - 1615	12	7	3	0	22	6	13	7	0	26	16	87	6	0	109	4	104	12	0	120	277
1615 - 1630	10	9	4	0	23	6	12	8	0	26	13	75	3	0	91	4	110	13	0	127	267
1630 - 1645	7	6	3	0	16	5	11	15	0	31	11	80	10	0	101	0	102	20	0	122	270
1645 - 1700	15	8	0	0	23	7	10	10	0	27	9	89	11	0	109	6	112	11	0	129	288
Hourly Total	44	30	10	0	**84**	24	46	40	0	**110**	49	331	30	0	**410**	14	428	56	0	**498**	**1102**
1700 - 1715	13	11	2	0	26	12	11	8	0	31	11	71	10	0	92	6	94	17	0	117	266
1715 - 1730	13	6	4	0	23	7	13	19	0	39	13	81	11	0	105	2	97	8	0	107	274
1730 - 1745	15	2	9	0	26	6	14	9	0	29	6	102	8	0	116	1	120	17	0	138	309
1745 - 1800	11	8	3	0	22	1	15	12	0	28	12	75	6	0	93	2	102	13	0	117	260
Hourly Total	52	27	18	0	**97**	26	53	48	0	**127**	42	329	35	0	**406**	11	413	55	0	**479**	**1109**
Grand Total	96	57	28	0	**181**	50	99	88	0	**237**	91	660	65	0	**816**	25	841	111	0	**977**	**2211**
Approach %	53.04	31.49	15.47	0.00	-	21.10	41.77	37.13	0.00	-	11.15	80.88	7.97	0.00	-	2.56	86.08	11.36	0.00	-	
Intersection %	4.34	2.58	1.27	0.00	8.19	2.26	4.48	3.98	0.00	10.72	4.12	29.85	2.94	0.00	36.91	1.13	38.04	5.02	0.00	44.19	

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

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 18

Oakland Dr SW (South)
Oakland Dr SW (North)
Campbellton Rd SW (West)
Campbellton Rd SW (East)

Date

Thursday, April 24, 2025

Lat/Long

33.717587°, -84.427439°
Click here for Map

Weather

Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Oakland Dr SW (South)					Oakland Dr SW (North)					Campbellton Rd SW (West)					Campbellton Rd SW (East)					
TIME	Left 18.1	Thru 18.2	Right 18.3	U-Turn 18.4	App Total	Left 18.5	Thru 18.6	Right 18.7	U-Turn 18.8	App Total	Left 18.9	Thru 18.10	Right 18.11	U-Turn 18.12	App Total	Left 18.13	Thru 18.14	Right 18.15	U-Turn 18.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	2	4	0	0	6	0	7	0	0	7	13
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	6	1	0	7	11
0730 - 0745	0	0	0	0	0	0	1	0	0	1	1	3	0	0	4	0	7	0	0	7	12
0745 - 0800	0	0	0	0	0	0	1	0	0	1	0	6	0	0	6	0	2	0	0	2	9
Hourly Total	0	0	0	0	**0**	0	2	0	0	**2**	3	17	0	0	**20**	0	22	1	0	**23**	**45**
0800 - 0815	0	0	0	0	0	1	1	0	0	2	0	3	0	0	3	0	4	1	0	5	10
0815 - 0830	0	0	0	0	0	0	0	0	0	0	1	4	0	0	5	1	5	2	0	8	13
0830 - 0845	0	0	0	0	0	2	0	0	0	2	0	3	0	0	3	0	4	2	0	6	11
0845 - 0900	0	0	0	0	0	1	1	0	0	2	1	5	0	0	6	0	5	0	0	5	13
Hourly Total	0	0	0	0	**0**	4	2	0	0	**6**	2	15	0	0	**17**	1	18	5	0	**24**	**47**
Grand Total	0	0	0	0	**0**	4	4	0	0	**8**	5	32	0	0	**37**	1	40	6	0	**47**	**92**
Approach %	0.00	0.00	0.00	0.00	-	50.00	50.00	0.00	0.00	-	13.51	86.49	0.00	0.00	-	2.13	85.11	12.77	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	4.35	4.35	0.00	0.00	8.70	5.43	34.78	0.00	0.00	40.22	1.09	43.48	6.52	0.00	51.09	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Oakland Dr SW (South)					Oakland Dr SW (North)					Campbellton Rd SW (West)					Campbellton Rd SW (East)					
TIME	Left 18.1	Thru 18.2	Right 18.3	U-Turn 18.4	App Total	Left 18.5	Thru 18.6	Right 18.7	U-Turn 18.8	App Total	Left 18.9	Thru 18.10	Right 18.11	U-Turn 18.12	App Total	Left 18.13	Thru 18.14	Right 18.15	U-Turn 18.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	1	0	0	0	1	2	7	0	0	9	0	3	0	0	3	13
1615 - 1630	0	0	1	0	1	0	0	1	0	1	0	5	0	0	5	1	4	0	0	5	12
1630 - 1645	0	0	0	0	0	2	0	0	0	2	1	4	0	0	5	0	5	2	0	7	14
1645 - 1700	0	0	0	0	0	0	0	1	0	1	0	5	0	0	5	0	5	0	0	5	11
Hourly Total	0	0	1	0	**1**	3	0	2	0	**5**	3	21	0	0	**24**	1	17	2	0	**20**	**50**
1700 - 1715	0	0	1	0	1	0	0	0	0	0	0	4	0	0	4	0	3	1	0	4	9
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	3	0	0	3	10
1730 - 1745	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	0	5	0	0	5	9
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	0	0	3	6
Hourly Total	1	0	1	0	**2**	0	0	0	0	**0**	0	17	0	0	**17**	0	14	1	0	**15**	**34**
Grand Total	1	0	2	0	**3**	3	0	2	0	**5**	3	38	0	0	**41**	1	31	3	0	**35**	**84**
Approach %	33.33	0.00	66.67	0.00	-	60.00	0.00	40.00	0.00	-	7.32	92.68	0.00	0.00	-	2.86	88.57	8.57	0.00	-	
Intersection %	1.19	0.00	2.38	0.00	3.57	3.57	0.00	2.38	0.00	5.95	3.57	45.24	0.00	0.00	48.81	1.19	36.90	3.57	0.00	41.67	

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

Marr Traffic DATA COLLECTION

Atlanta, GA

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Site 18

Oakland Dr SW (South)
Oakland Dr SW (North)
Campbellton Rd SW (West)
Campbellton Rd SW (East)

Date

Thursday, April 24, 2025

Lat/Long

33.717587°, -84.427439°
Click here for Map

Weather

Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Oakland Dr SW (South)					Oakland Dr SW (North)					Campbellton Rd SW (West)					Campbellton Rd SW (East)					
TIME	Left 18.1	Thru 18.2	Right 18.3	U-Turn 18.4	App Total	Left 18.5	Thru 18.6	Right 18.7	U-Turn 18.8	App Total	Left 18.9	Thru 18.10	Right 18.11	U-Turn 18.12	App Total	Left 18.13	Thru 18.14	Right 18.15	U-Turn 18.16	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	1	0	0	1	0	0	0	0	0	1
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	**1**
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	1	0	0	**1**	0	0	0	0	**0**	**1**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	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	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Oakland Dr SW (South)					Oakland Dr SW (North)					Campbellton Rd SW (West)					Campbellton Rd SW (East)					
TIME	Left 18.1	Thru 18.2	Right 18.3	U-Turn 18.4	App Total	Left 18.5	Thru 18.6	Right 18.7	U-Turn 18.8	App Total	Left 18.9	Thru 18.10	Right 18.11	U-Turn 18.12	App Total	Left 18.13	Thru 18.14	Right 18.15	U-Turn 18.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
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**	1	0	0	0	**1**	**1**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	1	0	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	-	100.00	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	100.00	0.00	0.00	0.00	100.00	

Classified Turn Movement Count || Bicycles

Atlanta, GA

Marr Traffic DATA COLLECTION

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Site 18

Oakland Dr SW (South)
Oakland Dr SW (North)
Campbellton Rd SW (West)
Campbellton Rd SW (East)

Date

Thursday, April 24, 2025

Lat/Long

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Weather

Cloudy
68°F
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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	Oakland Dr SW (South)					Oakland Dr SW (North)					Campbellton Rd SW (West)					Campbellton Rd SW (East)					
TIME	Left 18.1	Thru 18.2	Right 18.3	U-Turn 18.4	App Total	Left 18.5	Thru 18.6	Right 18.7	U-Turn 18.8	App Total	Left 18.9	Thru 18.10	Right 18.11	U-Turn 18.12	App Total	Left 18.13	Thru 18.14	Right 18.15	U-Turn 18.16	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) (04-24-2025)

Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	Oakland Dr SW (South)					Oakland Dr SW (North)					Campbellton Rd SW (West)					Campbellton Rd SW (East)					
TIME	Left 18.1	Thru 18.2	Right 18.3	U-Turn 18.4	App Total	Left 18.5	Thru 18.6	Right 18.7	U-Turn 18.8	App Total	Left 18.9	Thru 18.10	Right 18.11	U-Turn 18.12	App Total	Left 18.13	Thru 18.14	Right 18.15	U-Turn 18.16	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	1	0	1	1
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	1	0	**1**	**1**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	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	

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

Atlanta, GA

Marr Traffic DATA COLLECTION

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Site 18

Oakland Dr SW (South)
Oakland Dr SW (North)
Campbellton Rd SW (West)
Campbellton Rd SW (East)

Date

Thursday, April 24, 2025

Lat/Long

33.717587°, -84.427439°
Click here for Map

Weather

Cloudy
68°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-24-2025)

All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Oakland Dr SW (South)					Oakland Dr SW (North)					Campbellton Rd SW (West)					Campbellton Rd SW (East)					
TIME	Left 18.1	Thru 18.2	Right 18.3	U-Turn 18.4	App Total	Left 18.5	Thru 18.6	Right 18.7	U-Turn 18.8	App Total	Left 18.9	Thru 18.10	Right 18.11	U-Turn 18.12	App Total	Left 18.13	Thru 18.14	Right 18.15	U-Turn 18.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	2	4	0	0	6	0	7	0	0	7	13
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	6	1	0	7	11
0730 - 0745	0	0	0	0	0	0	1	0	0	1	1	3	0	0	4	0	7	0	0	7	12
0745 - 0800	0	0	0	0	0	0	1	0	0	1	0	7	0	0	7	0	2	0	0	2	10
Hourly Total	0	0	0	0	**0**	0	2	0	0	**2**	3	18	0	0	**21**	0	22	1	0	**23**	**46**
0800 - 0815	0	0	0	0	0	1	1	0	0	2	0	3	0	0	3	0	4	1	0	5	10
0815 - 0830	0	0	0	0	0	0	0	0	0	0	1	4	0	0	5	1	5	2	0	8	13
0830 - 0845	0	0	0	0	0	2	0	0	0	2	0	3	0	0	3	0	4	2	0	6	11
0845 - 0900	0	0	0	0	0	1	1	0	0	2	1	5	0	0	6	0	5	0	0	5	13
Hourly Total	0	0	0	0	**0**	4	2	0	0	**6**	2	15	0	0	**17**	1	18	5	0	**24**	**47**
Grand Total	0	0	0	0	**0**	4	4	0	0	**8**	5	33	0	0	**38**	1	40	6	0	**47**	**93**
Approach %	0.00	0.00	0.00	0.00	-	50.00	50.00	0.00	0.00	-	13.16	86.84	0.00	0.00	-	2.13	85.11	12.77	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	4.30	4.30	0.00	0.00	8.60	5.38	35.48	0.00	0.00	40.86	1.08	43.01	6.45	0.00	50.54	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Oakland Dr SW (South)					Oakland Dr SW (North)					Campbellton Rd SW (West)					Campbellton Rd SW (East)					
TIME	Left 18.1	Thru 18.2	Right 18.3	U-Turn 18.4	App Total	Left 18.5	Thru 18.6	Right 18.7	U-Turn 18.8	App Total	Left 18.9	Thru 18.10	Right 18.11	U-Turn 18.12	App Total	Left 18.13	Thru 18.14	Right 18.15	U-Turn 18.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	1	0	0	0	1	2	7	0	0	9	1	3	0	0	4	14
1615 - 1630	0	0	1	0	1	0	0	1	0	1	0	5	0	0	5	1	4	0	0	5	12
1630 - 1645	0	0	0	0	0	2	0	0	0	2	1	4	0	0	5	0	5	2	0	7	14
1645 - 1700	0	0	0	0	0	0	0	1	0	1	0	5	0	0	5	0	5	0	0	5	11
Hourly Total	0	0	1	0	**1**	3	0	2	0	**5**	3	21	0	0	**24**	2	17	2	0	**21**	**51**
1700 - 1715	0	0	1	0	1	0	0	0	0	0	0	4	0	0	4	0	3	1	0	4	9
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	3	0	0	3	10
1730 - 1745	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	0	5	0	0	5	9
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	0	0	3	6
Hourly Total	1	0	1	0	**2**	0	0	0	0	**0**	0	17	0	0	**17**	0	14	1	0	**15**	**34**
Grand Total	1	0	2	0	**3**	3	0	2	0	**5**	3	38	0	0	**41**	2	31	3	0	**36**	**85**
Approach %	33.33	0.00	66.67	0.00	-	60.00	0.00	40.00	0.00	-	7.32	92.68	0.00	0.00	-	5.56	86.11	8.33	0.00	-	
Intersection %	1.18	0.00	2.35	0.00	3.53	3.53	0.00	2.35	0.00	5.88	3.53	44.71	0.00	0.00	48.24	2.35	36.47	3.53	0.00	42.35	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

Site 18
Oakland Dr SW (South)
Oakland Dr SW (North)
Campbellton Rd SW (West)
Campbellton Rd SW (East)

Date
Thursday, April 24, 2025

Lat/Long
33.717587°, -84.427439°
Click here for Map

Weather
Cloudy
68°F
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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Oakland Dr SW (South)			Oakland Dr SW (North)			Campbellton Rd SW (West)			Campbellton Rd SW (East)			
TIME	EB 18a	WB 18b	App Total	EB 18c	WB 18d	App Total	NB 18e	SB 18f	App Total	NB 18g	SB 18h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	1	1	1
0715 - 0730	1	0	1	1	0	1	0	0	0	0	2	2	4
0730 - 0745	0	0	0	1	1	2	0	1	1	0	1	1	4
0745 - 0800	0	0	0	0	0	0	0	1	1	0	1	1	2
Hourly Total	1	0	**1**	2	1	**3**	0	2	**2**	0	5	**5**	**11**
0800 - 0815	0	0	0	0	2	2	0	0	0	0	0	0	2
0815 - 0830	1	0	1	1	0	1	0	0	0	0	2	2	4
0830 - 0845	3	0	3	1	0	1	0	0	0	0	2	2	6
0845 - 0900	0	0	0	1	0	1	0	0	0	0	0	0	1
Hourly Total	4	0	**4**	3	2	**5**	0	0	**0**	0	4	**4**	**13**
Grand Total	5	0	**5**	5	3	**8**	0	2	**2**	0	9	**9**	**24**
Approach %	100.00	0.00	-	62.50	37.50	-	0.00	100.00	-	0.00	100.00	-	
Intersection %	20.83	0.00	20.83	20.83	12.50	33.33	0.00	8.33	8.33	0.00	37.50	37.50	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Oakland Dr SW (South)			Oakland Dr SW (North)			Campbellton Rd SW (West)			Campbellton Rd SW (East)			
TIME	EB 18a	WB 18b	App Total	EB 18c	WB 18d	App Total	NB 18e	SB 18f	App Total	NB 18g	SB 18h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	1	0	1	1
1615 - 1630	0	0	0	2	1	3	1	0	1	3	0	3	7
1630 - 1645	2	0	2	1	0	1	0	0	0	1	1	2	5
1645 - 1700	1	0	1	0	3	3	1	0	1	1	4	5	10
Hourly Total	3	0	**3**	3	4	**7**	2	0	**2**	6	5	**11**	**23**
1700 - 1715	0	1	1	0	0	0	0	0	0	0	0	0	1
1715 - 1730	0	0	0	0	0	0	1	0	1	0	2	2	3
1730 - 1745	1	0	1	0	0	0	0	0	0	3	2	5	6
1745 - 1800	0	0	0	2	0	2	0	0	0	1	2	3	5
Hourly Total	1	1	**2**	2	0	**2**	1	0	**1**	4	6	**10**	**15**
Grand Total	4	1	**5**	5	4	**9**	3	0	**3**	10	11	**21**	**38**
Approach %	80.00	20.00	-	55.56	44.44	-	100.00	0.00	-	47.62	52.38	-	
Intersection %	10.53	2.63	13.16	13.16	10.53	23.68	7.89	0.00	7.89	26.32	28.95	55.26	

Crosswalk Counts || Bicycles

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 18
Oakland Dr SW (South)
Oakland Dr SW (North)
Campbellton Rd SW (West)
Campbellton Rd SW (East)

Date
Thursday, April 24, 2025

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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	Oakland Dr SW (South)			Oakland Dr SW (North)			Campbellton Rd SW (West)			Campbellton Rd SW (East)			
TIME	EB 18a	WB 18b	App Total	EB 18c	WB 18d	App Total	NB 18e	SB 18f	App Total	NB 18g	SB 18h	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	1	0	1	0	0	0	0	0	0	1
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**	1	0	**1**	0	0	**0**	0	0	**0**	**1**
Grand Total	0	0	**0**	1	0	**1**	0	0	**0**	0	0	**0**	**1**
Approach %	0.00	0.00	-	100.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	100.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-24-2025)

Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	Oakland Dr SW (South)			Oakland Dr SW (North)			Campbellton Rd SW (West)			Campbellton Rd SW (East)			
TIME	EB 18a	WB 18b	App Total	EB 18c	WB 18d	App Total	NB 18e	SB 18f	App Total	NB 18g	SB 18h	App Total	Int Total
1600 - 1615	0	1	1	0	0	0	1	0	1	0	0	0	2
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	1	**1**	0	0	**0**	1	0	**1**	0	0	**0**	**2**
1700 - 1715	1	0	1	0	0	0	0	0	0	0	0	0	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	1	1	0	0	0	0	0	0	1
Hourly Total	1	0	**1**	0	1	**1**	0	0	**0**	0	0	**0**	**2**
Grand Total	1	1	**2**	0	1	**1**	1	0	**1**	0	0	**0**	**4**
Approach %	50.00	50.00	-	0.00	100.00	-	100.00	0.00	-	0.00	0.00	-	
Intersection %	25.00	25.00	50.00	0.00	25.00	25.00	25.00	0.00	25.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

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Atlanta, GA

Site 18
Oakland Dr SW (South)
Oakland Dr SW (North)
Campbellton Rd SW (West)
Campbellton Rd SW (East)

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0700 - 0900 (Weekday 2h Session) (04-24-2025)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Oakland Dr SW (South)			Oakland Dr SW (North)			Campbellton Rd SW (West)			Campbellton Rd SW (East)			
TIME	EB 18a	WB 18b	App Total	EB 18c	WB 18d	App Total	NB 18e	SB 18f	App Total	NB 18g	SB 18h	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) (04-24-2025)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Oakland Dr SW (South)			Oakland Dr SW (North)			Campbellton Rd SW (West)			Campbellton Rd SW (East)			
TIME	EB 18a	WB 18b	App Total	EB 18c	WB 18d	App Total	NB 18e	SB 18f	App Total	NB 18g	SB 18h	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: 4/24/2025	Campbellton Rd SW (West) Eastbound			Campbellton Rd SW (East) Westbound			Oakland Dr SW (South) Northbound			Oakland Dr SW (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	8	69	7	3	31	7	5	2	4	2	7	1	146
07:15 AM - 07:30 AM	14	95	7	2	33	7	2	4	3	1	14	3	185
07:30 AM - 07:45 AM	13	75	9	2	41	3	0	7	1	2	16	5	174
07:45 AM - 08:00 AM	5	97	18	9	29	18	5	6	2	4	15	9	217
08:00 AM - 08:15 AM	7	79	7	4	46	5	4	6	3	2	15	2	180
08:15 AM - 08:30 AM	7	83	5	6	33	14	5	5	7	6	10	4	185
08:30 AM - 08:45 AM	8	84	8	8	50	13	4	8	0	13	15	7	218
08:45 AM - 09:00 AM	12	85	7	5	65	8	3	4	3	5	17	3	217
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
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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
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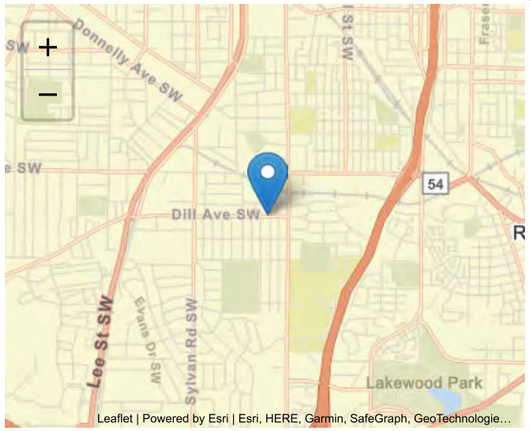
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	18	94	6	5	107	12	12	7	3	7	13	7	291
04:15 PM - 04:30 PM	13	80	3	5	114	13	10	9	5	6	12	9	279
04:30 PM - 04:45 PM	12	84	10	0	107	23	7	6	3	7	11	15	285
04:45 PM - 05:00 PM	9	94	11	6	117	11	15	8	0	7	10	11	299
05:00 PM - 05:15 PM	11	75	10	6	97	18	13	11	3	12	11	8	275
05:15 PM - 05:30 PM	13	88	11	2	100	8	13	6	4	7	13	19	284
05:30 PM - 05:45 PM	6	105	8	1	125	17	16	2	9	6	14	9	318
05:45 PM - 06:00 PM	12	78	6	2	105	13	11	8	3	1	15	12	266
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

0000121_8395 - 121-8395

Description: Dill Ave SW
County: Fulton
Route number: 00117003
LRS section: 1213117003
Functional class: 7U - Local (Urban)
Coordinates: 33.7182812883069, -84.4102726581562

Site Data

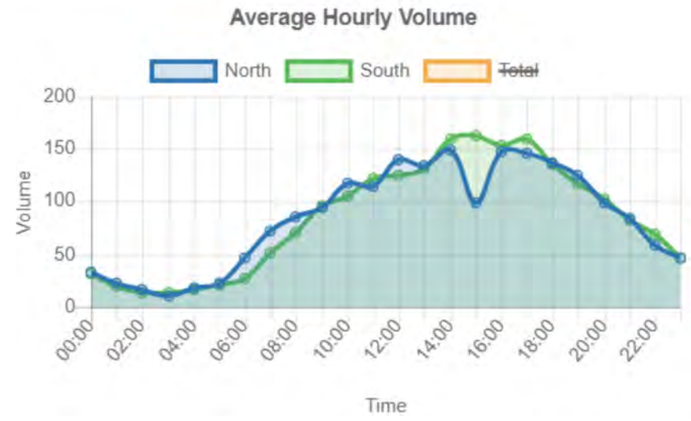


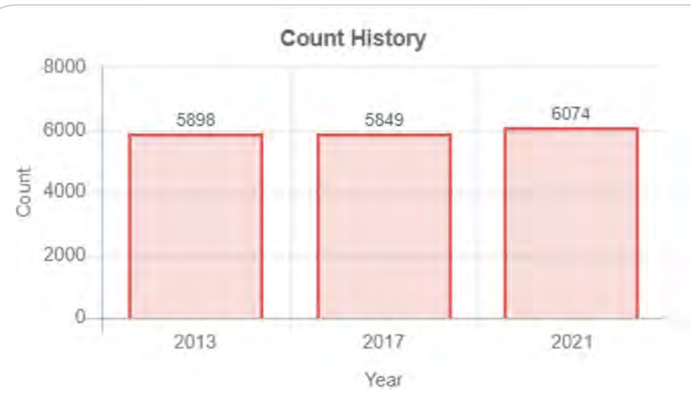
Count History

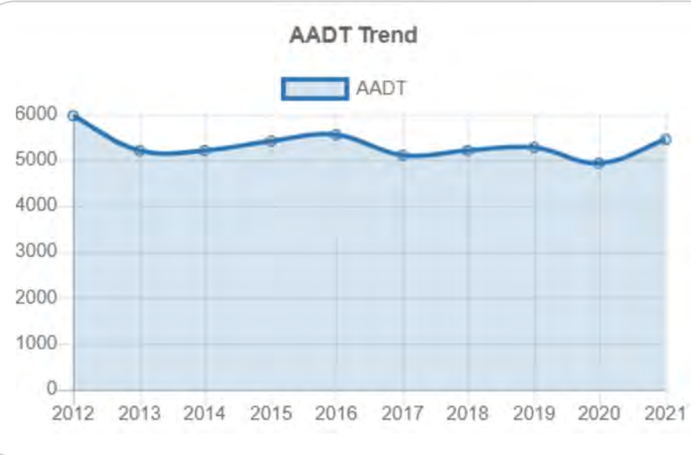
Year	Month	Count type	Duration	Count
2021	April	Volume	48 hours	6,074
2017	February	Volume	48 hours	5,849
2013	March	Volume	48 hours	5,898

Annual Statistics

Data Item	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Statistics type	-	-	-	Estimated	Estimated	Actual	Estimated	Estimated	Estimated	**Actual**
AADT	5,960	5,200	5,200	5,410	5,540	5,110	5,190	5,290	4,920	**5,450**
K-Factor	-	0.080	0.080	0.080	0.080	0.092	0.092	0.092	0.092	**0.086**
D-Factor	-	-	-	-	-	0.500	0.500	0.500	0.500	**0.510**
Future AADT	-	-	-	-	6,220	6,440	6,540	6,670	6,670	**6,870**

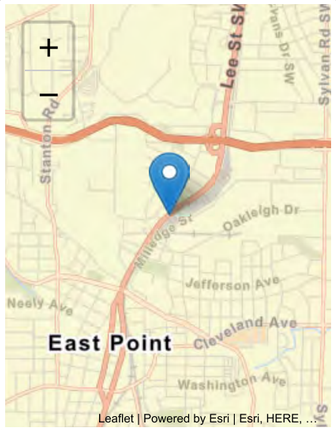






0000121_5210 - 121-5210
Description: SRY 0014SO L
County: Fulton
Route number: 00001400
LRS section: 1211001400
Functional class: 4U - Minor Arterial (Urban)
Coordinates: 33.69120721, -84.43539443

Site Data

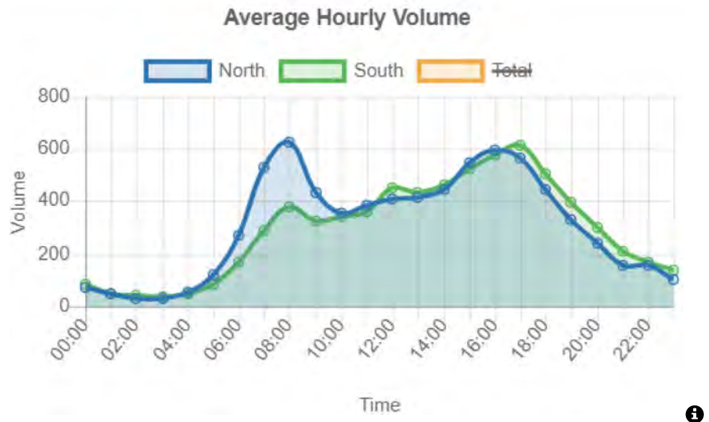


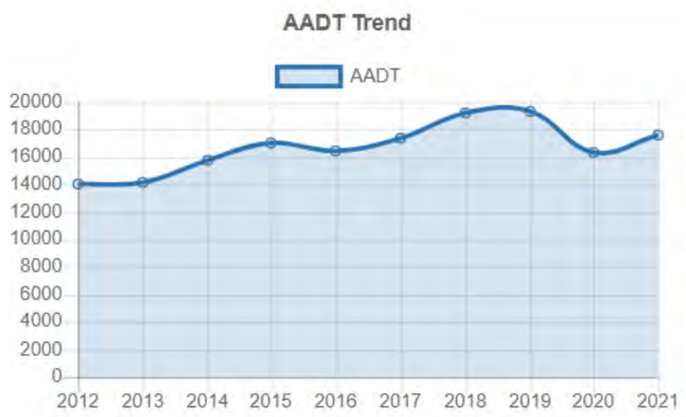
Count History

Year	Month	Count type	Duration	Count
2022	October	Class	48 hours	21,527
2020	October	Class	48 hours	17,871
2018	March	Class	48 hours	21,262
2016	March	Class	48 hours	18,406
2014	April	Volume	48 hours	17,292
2012	February	Volume	48 hours	15,087
2010	February	Volume	48 hours	17,321

Annual Statistics

Data Item	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Statistics type	-	-	-	Estimated	Actual	Estimated	Actual	Estimated	Actual	**Esti**
AADT	14,000	14,100	15,800	17,000	16,400	17,400	19,200	19,300	16,300	**17,6**
K-Factor	-	-	0.095	0.095	0.096	-	0.089	0.089	0.095	**0.09**
D-Factor	-	-	0.700	0.700	0.600	-	0.540	0.540	0.540	**0.54**
Future AADT	-	-	-	-	18,800	20,000	25,500	28,400	28,400	**37,0**





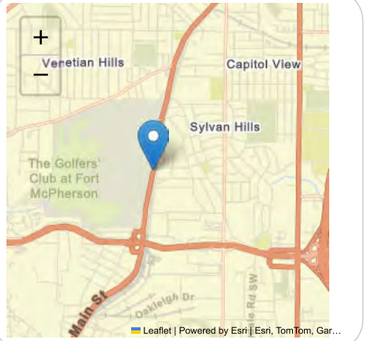
Vehicle Classification

1. Motorcycles 2 axles, 2 or 3 wheels.		**0.27%**
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.		**86.61%**
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		**9.39%**
4. Buses 2- or 3-axle, full length.		**0.63%**
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.		**1.71%**
6. Single-unit trucks 3-axle, single-unit trucks.		**0.34%**
7. Single-unit trucks 4 or more axle, single-unit trucks.		**0%**
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		**0.23%**
9. Single-trailer trucks 5-axle, single-trailer trucks.		**0.77%**
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		**0.03%**
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.		**0%**
12. Multi-trailer trucks 6-axle, multi-trailer trucks.		**0%**
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.		**0.02%**

0000121_5212 - 121-5212

- CST 630207 L
County: Fulton
Route number: 00001400
LRS section: 1211001400
Functional class: 4U - Minor Arterial (Urban)
Coordinates: 33.7063381719063, -84.4280190430134

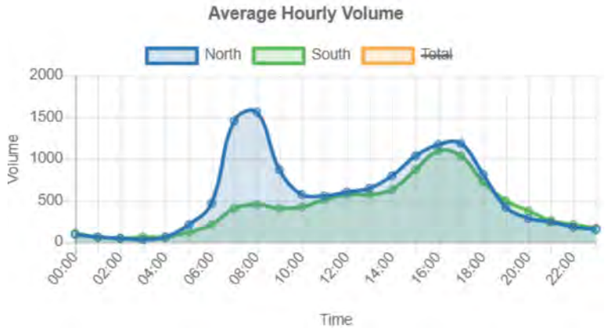
Site Data



Year	Month	Count type	Duration	Count	ADT
2024	February	Class	48 hours	46,686	23,343
2021	June	Class	48 hours	37,317	18,658
2019	June	Class	48 hours	47,349	23,674
2017	May	Class	48 hours	40,194	20,097
2015	March	Volume	48 hours	33,618	16,809
2013	May	Class	48 hours	30,331	15,166
2011	March	Class	48 hours	29,196	14,598
2009	May	Class	48 hours	31,005	15,502

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated	**Estimated**
AADT	13,200	15,100	15,600	18,100	18,100	21,600	19,900	16,700	17,400	**17,600**
K-Factor	0.100	0.106	0.106	0.089	0.089	0.100	0.100	0.104	0.104	**0.104**
D-Factor	0.800	0.800	0.800	0.800	0.800	0.790	0.790	0.550	0.550	**0.550**
Future AADT	-	-	16,700	18,700	29,100	35,000	35,000	45,900	34,800	**28,100**



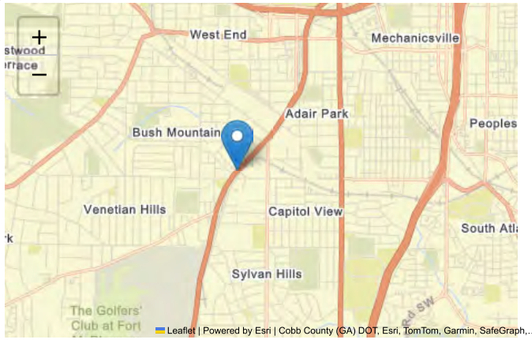
Vehicle Classification 2024

1. Motorcycles 2 axles, 2 or 3 wheels.	**0.10%**
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	**85.61%**
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	**10.79%**
4. Buses 2- or 3-axle, full length.	**0.75%**
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	**1.66%**
6. Single-unit trucks 3-axle, single-unit trucks.	**0.48%**
7. Single-unit trucks 4 or more axle, single-unit trucks.	**0.00%**
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	**0.18%**
9. Single-trailer trucks 5-axle, single-trailer trucks.	**0.41%**
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	**0.01%**
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	**0%**
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	**0%**
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	**0%**

0000121_5214 - 121-5214

- CSX 139403LCS1170R
County: Fulton
Route number: 00001400
LRS section: 1211001400
Functional class: 4U - Minor Arterial (Urban)
Coordinates: 33.72315847, -84.42214592

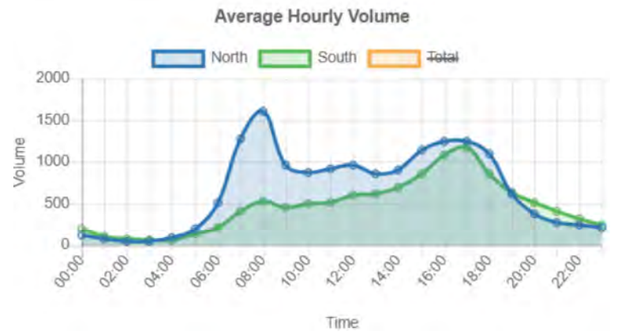
Site Data

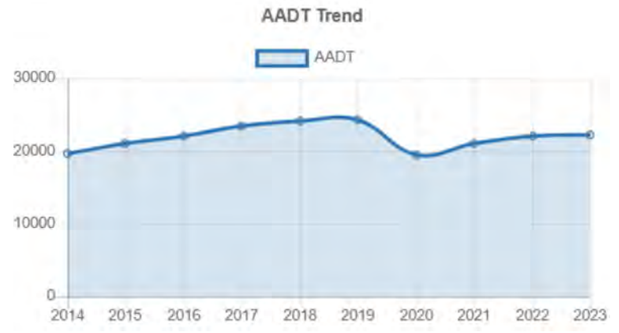


Year	Month	Count type	Duration	Count	ADT
2023	December	Volume	48 hours	54,265	27,132
2020	October	Volume	48 hours	44,064	22,032
2018	March	Class	48 hours	53,385	26,692
2017	April	Volume	48 hours	9,890	4,945
2016	April	Volume	48 hours	49,515	24,758
2014	April	Volume	48 hours	43,001	21,500
2012	February	Volume	48 hours	35,986	17,993
2010	February	Volume	48 hours	40,305	20,152

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated	Estimated	**Estimated**
AADT	19,600	21,100	22,100	23,400	24,100	24,300	19,500	21,100	22,000	**22,200**
K-Factor	0.099	0.099	0.096	-	0.096	0.096	0.092	0.092	0.092	**0.092**
D-Factor	0.800	0.800	0.800	-	0.640	0.640	0.590	0.590	0.590	**0.590**
Future AADT	-	-	23,100	30,000	32,900	41,700	41,700	51,600	36,700	**28,000**

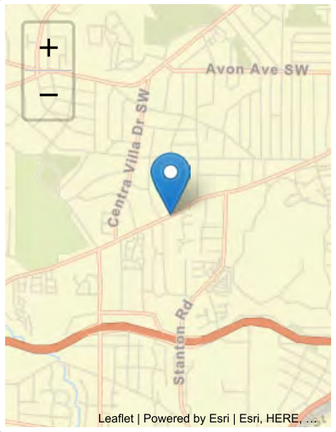




0000121_5708 - 121-5708

Description: CST 121103 L
County: Fulton
Route number: 00139403
LRS section: 1213139403
Functional class: 4U - Minor Arterial (Urban)
Coordinates: 33.709397038142, -84.4498995681587

Site Data



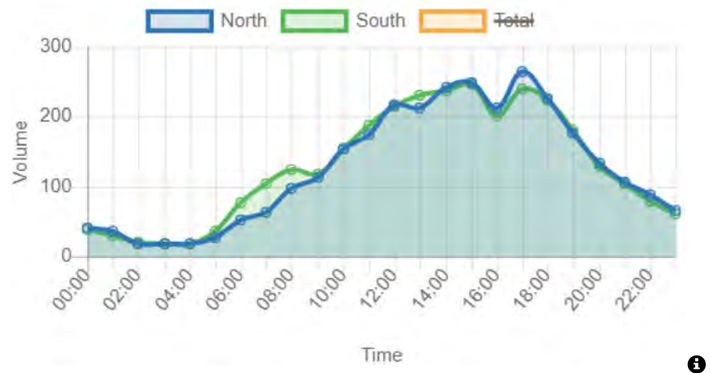
Count History

Year	Month	Count type	Duration	Count
2021	February	Class	48 hours	9,096
2017	May	Volume	48 hours	10,722
2013	March	Volume	48 hours	9,749
2009	June	Volume	48 hours	11,565

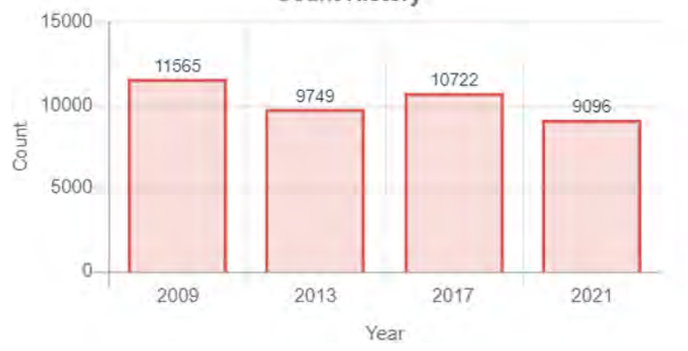
Annual Statistics

Data Item	2012	2013	2014	2015	2016	2017	2018	2019	2020
Statistics type	-	-	-	Estimated	Estimated	Actual	Estimated	Estimated	Estimated
AADT	10,700	8,470	8,470	9,110	9,410	9,680	9,660	9,730	8,970
K-Factor	-	0.080	0.080	0.080	0.080	0.092	0.092	0.092	0.092
D-Factor	-	-	-	-	-	0.500	0.500	0.500	0.500
Future AADT	-	-	-	-	10,500	12,200	12,200	12,300	12,300

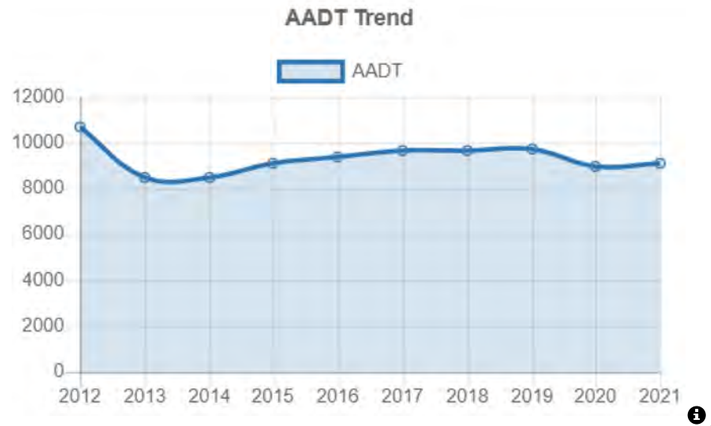
Average Hourly Volume



Count History



AADT Trend



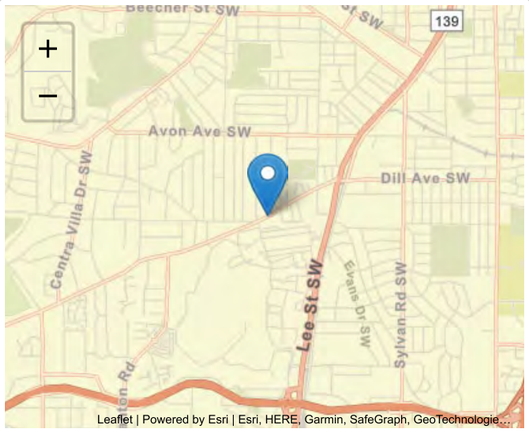
Vehicle Classification

1. Motorcycles 2 axles, 2 or 3 wheels.		**0.14%**
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.		**86.49%**
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		**8.98%**
4. Buses 2- or 3-axle, full length.		**2.52%**
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.		**1.62%**
6. Single-unit trucks 3-axle, single-unit trucks.		**0.10%**
7. Single-unit trucks 4 or more axle, single-unit trucks.		**0.05%**
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		**0.08%**
9. Single-trailer trucks 5-axle, single-trailer trucks.		**0.02%**
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		**0%**
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.		**0%**
12. Multi-trailer trucks 6-axle, multi-trailer trucks.		**0%**
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.		**0%**

0000121_5709 - 121-5709

Description: SR 001400 BEG AT
County: Fulton
Route number: 00139403
LRS section: 1213139403
Functional class: 4U - Minor Arterial (Urban)
Coordinates: 33.71490156, -84.4330278

Site Data

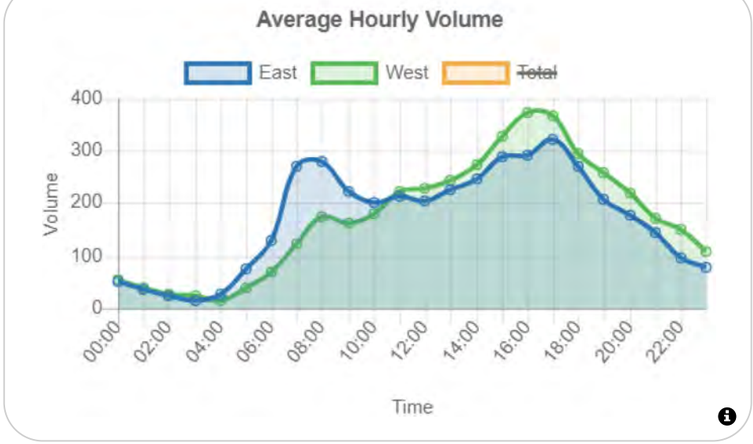


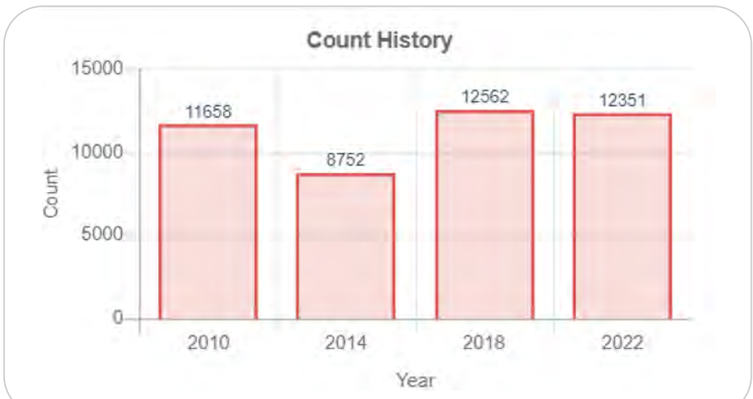
Count History

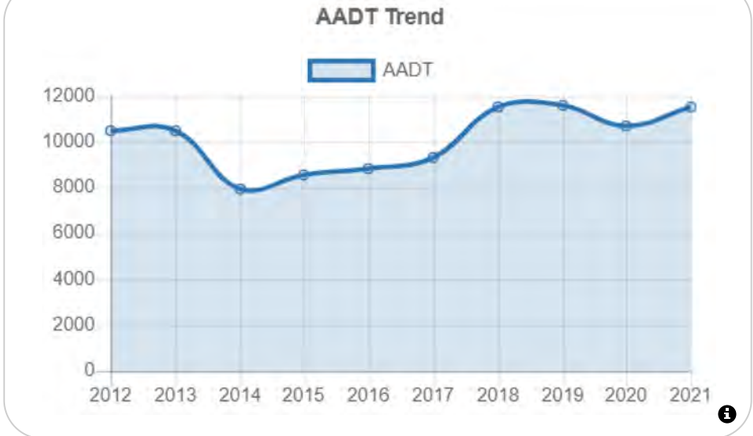
Year	Month	Count type	Duration	Count
2022	August	Volume	48 hours	12,351
2018	October	Volume	48 hours	12,562
2014	April	Volume	48 hours	8,752
2010	June	Class	48 hours	11,658

Annual Statistics

Data Item	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Statistics type	-	-	-	Estimated	Estimated	Estimated	Actual	Estimated	Estimated	**Estimated**
AADT	10,500	10,500	7,930	8,530	8,810	9,330	11,500	11,600	10,700	**11,500**
K-Factor	-	-	0.092	0.092	0.092	-	0.084	0.084	0.084	**0.084**
D-Factor	-	-	0.700	0.700	0.700	-	0.580	0.580	0.580	**0.580**
Future AADT	-	-	-	-	9,800	11,800	14,500	14,600	14,600	**15,000**



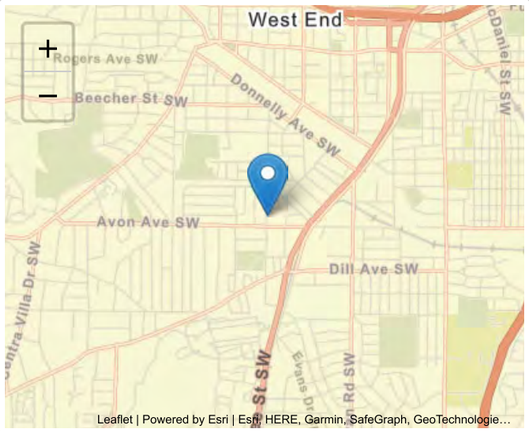




0000121_6160 - 121-6160

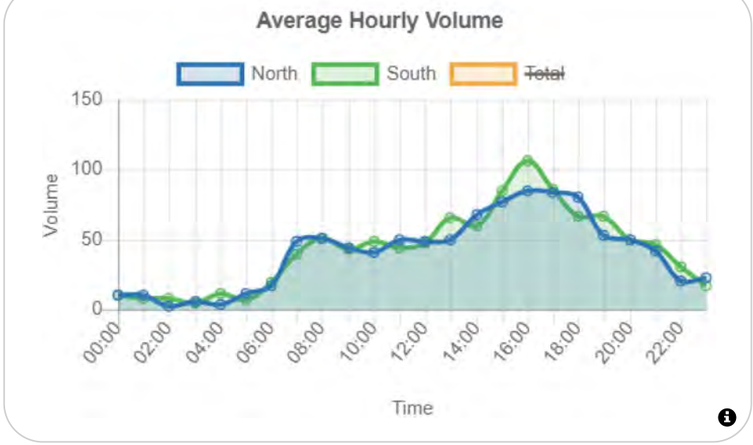
Description: CSX 328103LCS1146R
County: Fulton
Route number: 00112503
LRS section: 1213112503
Functional class: 5U - Major Collector (Urban)
Coordinates: 33.72311173, -84.4274111

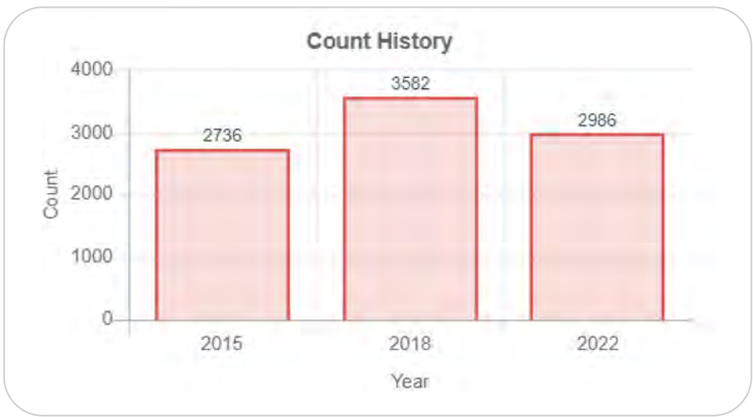
Site Data



Count History

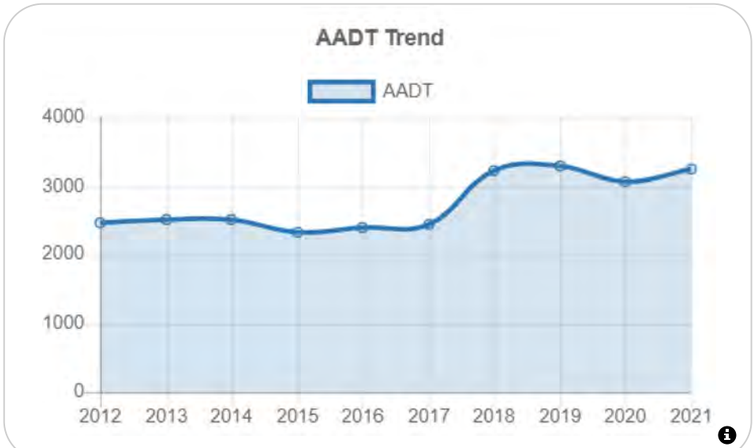
Year	Month	Count type	Duration	Count
2022	August	Volume	48 hours	2,986
2018	October	Volume	48 hours	3,582
2015	March	Volume	48 hours	2,736





Annual Statistics

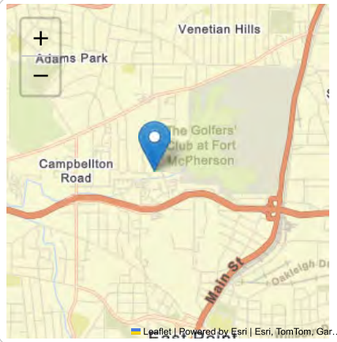
Data Item	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Statistics type	-	-	-	Actual	Estimated	Estimated	Actual	Estimated	Estimated	**Estimated**
AADT	2,450	2,500	2,500	2,330	2,390	2,440	3,220	3,280	3,050	**3,240**
K-Factor	-	-	-	0.100	0.100	-	0.102	0.102	0.102	**0.102**
D-Factor	-	-	-	0.500	0.500	-	0.510	0.510	0.510	**0.510**
Future AADT	-	-	-	-	2,560	3,070	4,060	4,380	4,380	**5,460**



0000121_6172 - 121-6172

- CSR 646907 BEG AT
County: Fulton
Route number: 00121107
LRS section: 1213121107
Functional class: 5U - Major Collector (Urban)
Coordinates: 33.7024255954137, -84.4467623482455

Site Data

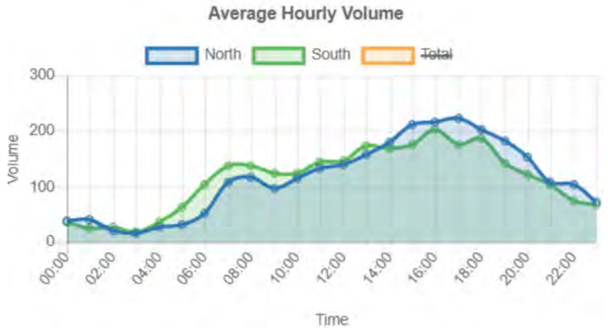


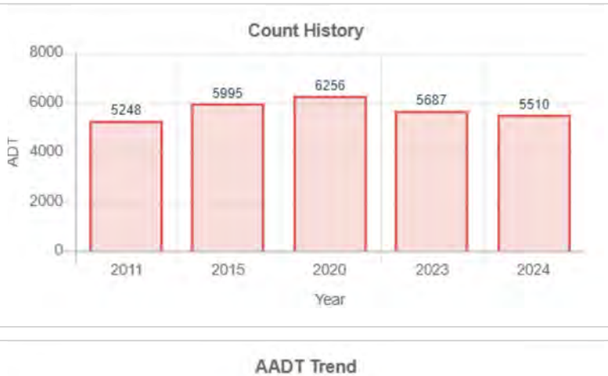
Count History

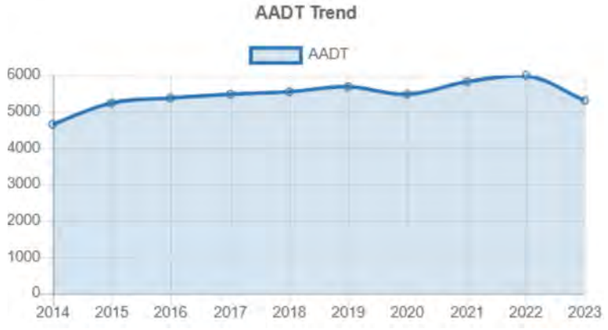
Year	Month	Count type	Duration	Count	ADT
2024	January	Class	48 hours	11,021	5,510
2023	September	Class	48 hours	11,374	5,687
2020	October	Class	48 hours	12,511	6,256
2015	March	Volume	48 hours	11,990	5,995
2011	February	Volume	48 hours	10,496	5,248

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Actual	Estimated	Estimated	Estimated	Estimated	Actual	Estimated	Estimated	**Actual**
AADT	4,670	5,240	5,370	5,480	5,560	5,680	5,500	5,840	5,990	**5,310**
K-Factor	-	0.085	0.085	-	-	-	0.088	0.088	0.088	**0.084**
D-Factor	-	0.500	0.500	-	-	-	0.510	0.510	0.510	**0.570**
Future AADT	-	-	7,280	5,700	7,210	8,150	8,150	9,630	9,140	**7,340**







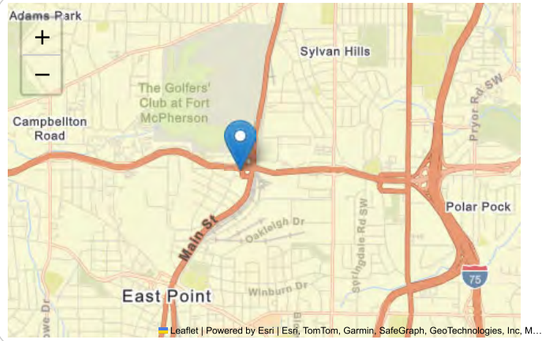
Vehicle Classification 2024

1. Motorcycles 2 axles, 2 or 3 wheels.	**0.11%**
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	**88.45%**
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	**8.06%**
4. Buses 2- or 3-axle, full length.	**0.68%**
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	**2.42%**
6. Single-unit trucks 3-axle, single-unit trucks.	**0.14%**
7. Single-unit trucks 4 or more axle, single-unit trucks.	**0%**
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	**0.15%**
9. Single-trailer trucks 5-axle, single-trailer trucks.	**0%**
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	**0%**
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	**0%**
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	**0%**
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	**0%**

0000121_R874 - 121-r874

- SR154 EB To Knotts Ave
County: Fulton
LRS section: 1216154009
Functional class: 2U - Principal Arterial - Other Freeways & Expressways (Urban)
Coordinates: 33.6977, -84.431116

Site Data

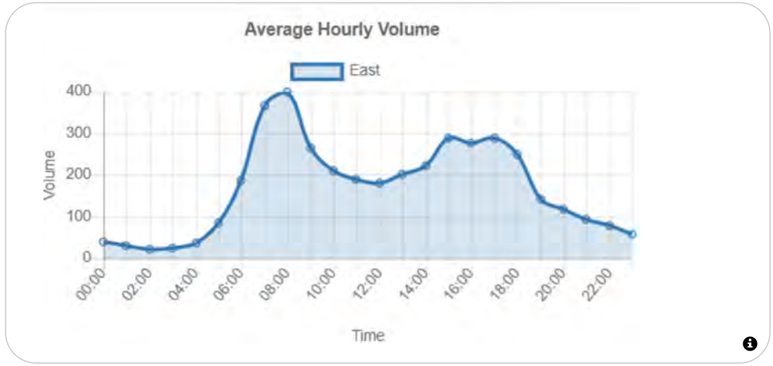


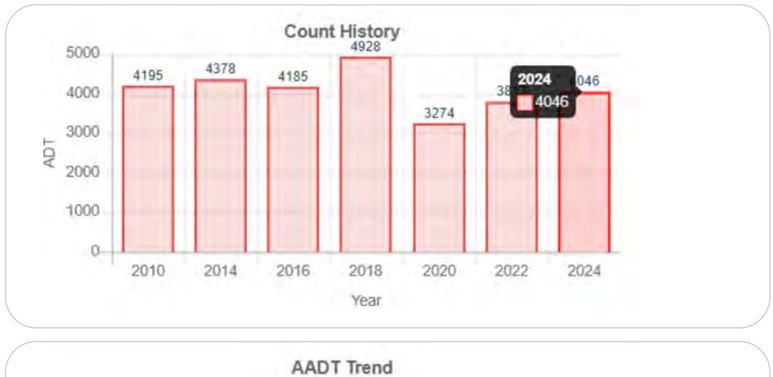
Count History

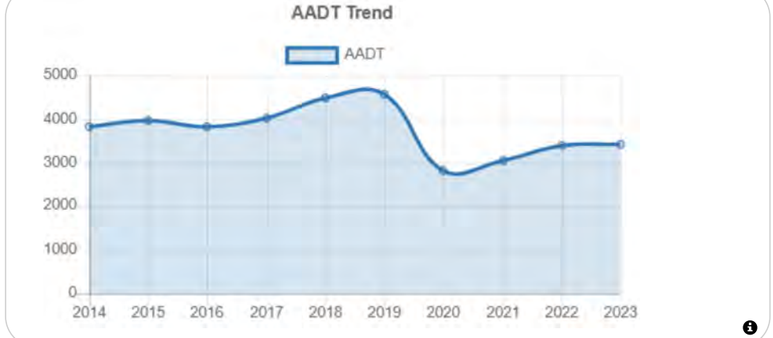
Year	Month	Count type	Duration	Count	ADT
2024	July	Volume	48 hours	8,091	4,046
2022	August	Volume	48 hours	7,626	3,813
2020	October	Volume	48 hours	6,547	3,274
2018	March	Volume	48 hours	9,857	4,928
2016	March	Volume	48 hours	8,370	4,185
2014	March	Volume	48 hours	8,756	4,378
2010	December	Class	48 hours	8,390	4,195

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual	**Estimated**
AADT	3,830	3,960	3,830	4,010	4,470	4,570	2,820	3,060	3,380	**3,430**
K-Factor	0.228	0.228	0.176	-	0.205	0.119	0.077	0.077	0.135	**0.135**
D-Factor	-	-	-	-	1.00	1.00	1.00	1.00	1.00	**1.00**
Future AADT	-	-	4,630	-	5,630	5,760	5,760	5,690	4,260	**4,320**



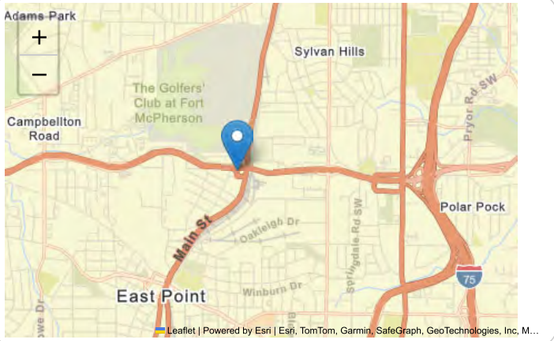




0000121_R875 - 121-r875

- Knotts Ave To SR154 EB
County: Fulton
LRS section: 1216154010
Functional class: 2U - Principal Arterial - Other Freeways & Expressways (Urban)
Coordinates: 33.697714, -84.43076

Site Data

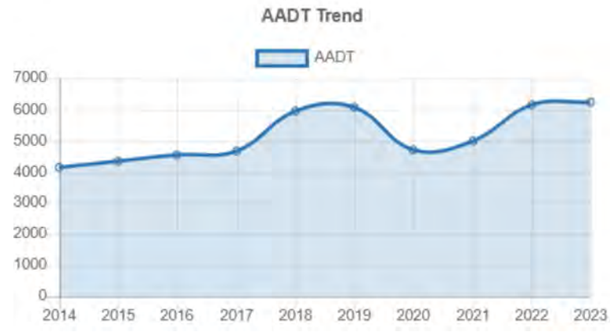


Count History

Year	Month	Count type	Duration	Count	ADT
2024	December	Volume	48 hours	13,967	6,984
2022	October	Volume	48 hours	14,158	7,079
2020	October	Volume	48 hours	11,801	5,900
2018	March	Volume	48 hours	13,312	6,656
2016	March	Volume	48 hours	10,614	5,307
2014	May	Volume	48 hours	9,510	4,755
2010	November	Class	48 hours	13,385	6,692

Annual Statistics

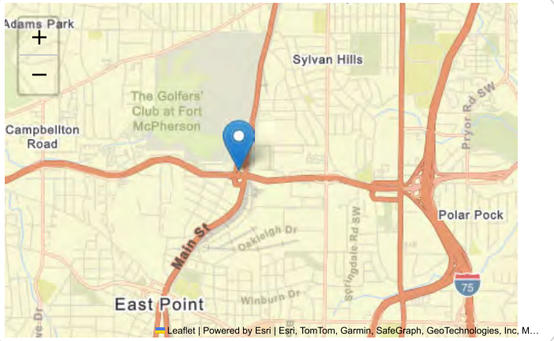
Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual	**Estimated**
AADT	4,160	4,330	4,560	4,650	5,960	6,080	4,710	5,000	6,160	**6,250**
K-Factor	0.087	0.087	0.103	-	0.098	0.098	0.105	0.105	0.080	**0.080**
D-Factor	-	-	-	-	1.00	1.00	1.00	1.00	1.00	**1.00**
Future AADT	-	-	5,100	-	7,510	7,670	7,670	6,300	8,580	**11,700**



0000121_R876 - 121-r876

- SR166 WB To Womack/Hardee Ave
County: Fulton
LRS section: 1216154011
Functional class: 2U - Principal Arterial - Other Freeways & Expressways (Urban)
Coordinates: 33.69864222, -84.43050818

Site Data

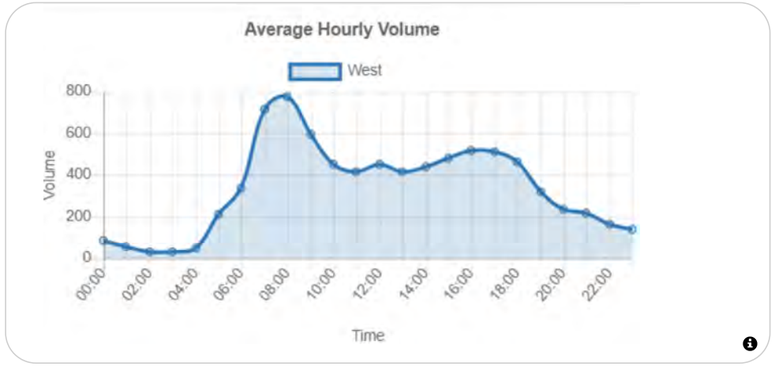


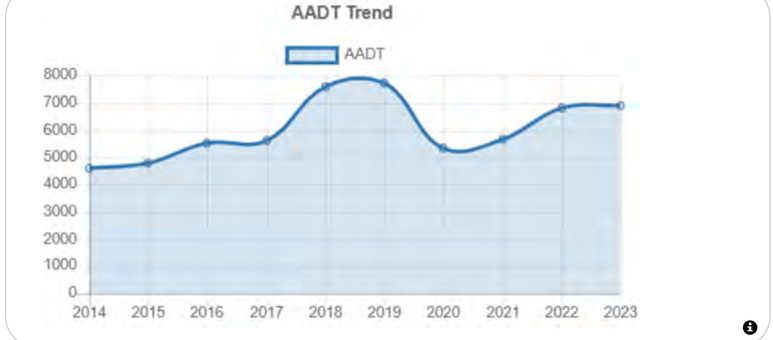
Count History

Year	Month	Count type	Duration	Count	ADT
2024	December	Volume	48 hours	16,206	8,103
2022	August	Volume	48 hours	15,573	7,786
2020	October	Volume	48 hours	13,294	6,647
2018	October	Volume	48 hours	16,829	8,414
2016	March	Volume	48 hours	12,872	6,436
2014	March	Volume	48 hours	10,483	5,242
2010	December	Class	48 hours	14,744	7,372

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual	**Estimated**
AADT	4,590	4,780	5,500	5,610	7,580	7,730	5,330	5,660	6,790	**6,890**
K-Factor	0.118	0.118	0.133	-	0.124	0.124	0.086	0.086	0.087	**0.087**
D-Factor	-	-	-	-	1.00	1.00	1.00	1.00	1.00	**1.00**
Future AADT	-	-	5,880	-	9,550	9,740	9,740	8,900	11,000	**13,100**

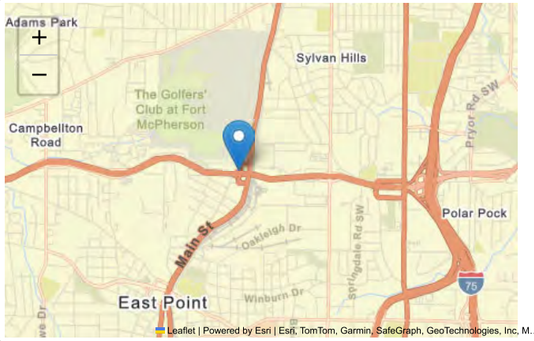




0000121_R877 - 121-r877

- Womack/Hardee Ave To SR154 WB
County: Fulton
LRS section: 1216154012
Functional class: 2U - Principal Arterial - Other Freeways & Expressways (Urban)
Coordinates: 33.698452, -84.431001

Site Data

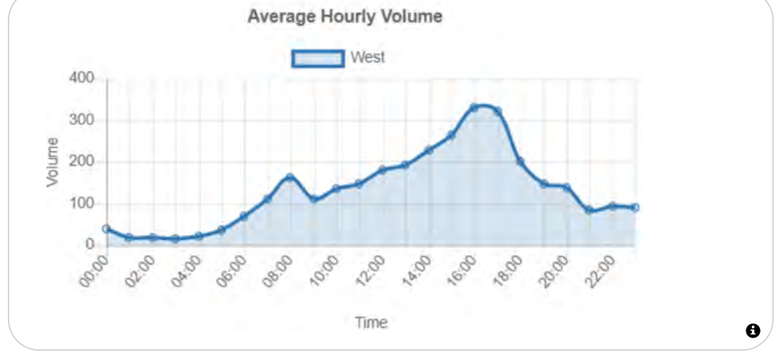


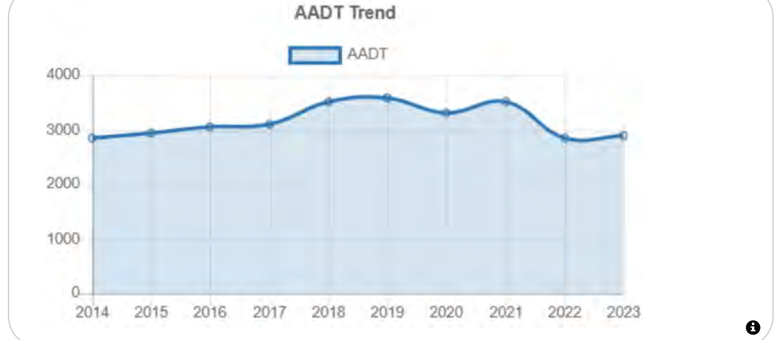
Count History

Year	Month	Count type	Duration	Count	ADT
2024	December	Volume	48 hours	6,319	3,160
2022	August	Volume	48 hours	6,560	3,280
2020	October	Volume	48 hours	8,319	4,160
2018	March	Volume	48 hours	7,835	3,918
2016	March	Volume	48 hours	7,086	3,543
2014	March	Volume	48 hours	6,490	3,245
2010	December	Class	48 hours	8,621	4,310

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual	**Estimated**
AADT	2,840	2,950	3,050	3,110	3,520	3,590	3,320	3,520	2,860	**2,900**
K-Factor	0.154	0.154	0.147	-	0.152	0.152	0.104	0.104	0.111	**0.111**
D-Factor	-	-	-	-	1.00	1.00	1.00	1.00	1.00	**1.00**
Future AADT	-	-	3,450	-	4,430	4,520	4,520	4,440	3,600	**3,650**





APPENDIX C: Growth Factor(s) Calculations & Analysis

HISTORICAL TRAFFIC COUNTS
DRI 4370 TD Jakes Fort Mac Village One
Atlanta, 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	2025	2028	2025-2028	Percent
SR 14/139/154/US 29/Main St S/O SR 166	121-5210		17,321		15,087		17,292		18,406		21,262				21,527			23,325	24,828	2.10%	17.30%
SR 14/139/154/US 29/Lee St N/O Deshler St	121-5212	15,502		14,598		15,166		16,809		20,097		23,674					23,343	25,086	27,165	2.69%	18.92%
SR 14/139/154/US 29/Lee St N/O Avon Ave SW	121-5214		20,152		17,993		21,500		24,758		26,692					27,132		29,802	31,938	2.33%	22.25%
Campbellton Rd W/O Stanton Rd SW	121-5708	11,565				9,749				10,722								9,414	9,098	-1.13%	6.34%
Campbellton Rd E/O Venetian Dr/Kenilworth Dr	121-5709		11,658				8,752				12,562				12,351			12,656	13,097	1.15%	9.12%
Oakland Dr N/O Avon Ave	121-6160							2,736			3,582				2,986			3,273	3,350	0.78%	2.33%
Stanton Rd N/O Fort Valley Dr	121-6172			5,248				5,995								5,687	5,510	5,676	5,706	0.18%	3.98%
Dill Ave W/O Metropolitan Pkwy	121-8395					5,898				5,849								5,751	5,714	-0.21%	3.98%
SR 166 EB off-ramp to Knotts Ave	121-R874		4,195				4,378		4,185		4,928				3,813		4,046	4,092	4,027	-0.53%	2.81%
SR 166 EB on-ramp from Knotts Ave	121-R875		6,692				4,755		5,307		6,656				7,079		6,984	6,937	7,208	1.29%	5.02%
SR 166 WB off-ramp to Womack Ave	121-R876		7,372				5,242		6,436		8,414				7,786		8,103	8,137	8,493	1.44%	5.92%
SR 166 WB on-ramp from Womack Ave	121-R877		4,310				3,245		3,543		3,918				3,280		3,160	3,107	2,923	-2.01%	2.04%
																		137,256	**143,547**	**1.5%**	**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	179 DU				210	Dwelling Units				
Daily		**1,724**	862	862			LN(T) = 0.92 * LN(X) + 2.68	50%	50%	9.43
AM Peak Hour		**127**	33	94			LN(T) = 0.91 * LN(X) + 0.12	26%	74%	0.70
PM Peak Hour		**172**	108	64			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		**1,724**	862	862						
AM Peak Hour		**127**	33	94						
PM Peak Hour		**172**	108	64						

Note:

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

Single-Family Attached Housing (215)

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

Project Land Use	Project Density	Project Trips			ITE Code	Variable	Equation Used[1]	In/Out Distribution		Average Rate
		Total	Inbound	Outbound						
Single-Family Attached Housing	191 DU				215	Dwelling Units				
Daily		**1,404**	702	702			T = 7.62 * X - 50.48	50%	50%	7.20
AM Peak Hour (One Hour from 7-9)		**94**	29	65			T = 0.52 * X - 5.7	31%	69%	0.48
PM Peak Hour (One Hour from 4-6)		**111**	63	48			T = 0.6 * X - 3.93	57%	43%	0.57
Reductions for Pass-By Trips										
Daily		**0**	0	0						
AM Peak Hour		**0**	0	0						
PM Peak Hour		**0**	0	0						
TOTAL PROJECT TRIPS										
Daily		**1,404**	702	702						
AM Peak Hour		**94**	29	65						
PM Peak Hour		**111**	63	48						

Note:

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

Multifamily Housing (High-Rise) (222)

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

Close to Rail Transit Project Land Use		Project Density	Project Trips Total	Inbound	Outbound	ITE Code	Variable	Equation Used[1]	In/Out Distribution		Average Rate
Multifamily Housing (High-Rise)		817 DU				222	Dwelling Units				
General Urban/Suburban	Daily		**3,236**	1,618	1,618			T = 3.96 * X	50%	50%	3.96
Adjacent Street Traffic 7-9 AM	AM Peak Hour		**188**	62	126			T = 0.23 * X	33%	67%	0.23
Adjacent Street Traffic 4-6 PM	PM Peak Hour		**212**	121	91			T = 0.26 * X	57%	43%	0.26
Reductions for Pass-By Trips											
	Daily		**0**	0	0						
	AM Peak Hour		**0**	0	0						
	PM Peak Hour		**0**	0	0						
TOTAL PROJECT TRIPS											
	Daily		**3,236**	1,618	1,618						
	AM Peak Hour		**188**	62	126						
	PM Peak Hour		**212**	121	91						

Note:

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

Senior Adult Housing - Multifamily (252)

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						
Senior Adult Housing - Multifamily	84 DU				252	DU				
Daily		**268**	134	134			T = 2.89 * X + 24.82	50%	50%	3.24
AM Peak Hour		**17**	6	11			T = 0.19 * X + 0.9	34%	66%	0.20
PM Peak Hour		**21**	12	9			T = 0.25 * X + 0.07	56%	44%	0.25
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		**268**	134	134						
AM Peak Hour		**17**	6	11						
PM Peak Hour		**21**	12	9						

Note:

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

Hotel (310)

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

Project Land Use	Project Density	Project Trips			ITE Code	Variable	Equation Used[1]	In/Out Distribution		Average Rate
		Total	Inbound	Outbound						
Hotel	270 Rooms				310	Rooms				
Daily		**2,504**	1,252	1,252			T = 10.84 * X - 423.51	50%	50%	7.99
AM Peak Hour		**128**	72	56			T = 0.5 * X - 7.45	56%	44%	0.46
PM Peak Hour		**172**	88	84			T = 0.74 * X - 27.89	51%	49%	0.59
Reductions for Pass-By Trips										
Daily		**0**	0	0						
AM Peak Hour		**0**	0	0						
PM Peak Hour		**0**	0	0						
TOTAL PROJECT TRIPS										
Daily		**2,504**	1,252	1,252						
AM Peak Hour		**128**	72	56						
PM Peak Hour		**172**	88	84						

Note:

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

Charter Elementary School (536)

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						
Charter Elementary School	500 Students				536	Students				
Daily		**926**	463	463			T = 1.85 * X	50%	50%	1.85
AM Peak Hour		**523**	272	251			T = 1.05 * X - 2.46	52%	48%	1.04
PM Peak Hour		**80**	28	52			T = 0.16 * X	35%	65%	0.16
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		**926**	463	463						
AM Peak Hour		**523**	272	251						
PM Peak Hour		**80**	28	52						

Note:

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

General Office Building (710)

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

Project Land Use	Project Density	Project Trips			ITE Code	Variable	Equation Used[1]	In/Out Distribution		Average Rate
		Total	Inbound	Outbound						
General Office Building	60,675 S.F.				710	1,000 S.F.				
Daily		**752**	376	376			LN(T) = 0.87 * LN(X/1000) + 3.05	50%	50%	10.84
AM Peak Hour		**109**	96	13			LN(T) = 0.86 * LN(X/1000) + 1.16	88%	12%	1.52
PM Peak Hour		**110**	19	91			LN(T) = 0.83 * LN(X/1000) + 1.29	17%	83%	1.44
Reductions for Pass-By Trips										
Daily		**0**	0	0						
AM Peak Hour		**0**	0	0						
PM Peak Hour		**0**	0	0						
TOTAL PROJECT TRIPS										
Daily		**752**	376	376						
AM Peak Hour		**109**	96	13						
PM Peak Hour		**110**	19	91						

Note:

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

Medical/Dental Office (720)

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

Stand-Alone Project Land Use	Project Density	Project Trips			ITE Code	Variable	Equation Used[1]	In/Out Distribution		Average Rate
		Total	Inbound	Outbound						
Medical/Dental Office	23,625 S.F.				720	1,000 S.F.				
Daily		**908**	454	454			T = 42.97 * X/1000 - 108.01	50%	50%	36.00
AM Peak Hour(of generator)		**66**	52	14			LN(T) = 0.9 * LN(X/1000) + 1.34	79%	21%	3.10
PM Peak Hour (of generator)		**93**	28	65			T = 4.07 * X/1000 - 3.17	30%	70%	3.93
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		**908**	454	454						
AM Peak Hour		**66**	52	14						
PM Peak Hour		**93**	28	65						

Note:

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

Shopping Plaza (40-150K) (821)

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

With Supermarket Project Land Use	Project Density	Project Trips Total	Inbound	Outbound	ITE Code	Variable	Equation Used[1]	In/Out Distribution		Average Rate
Shopping Plaza (40-150K)	125,778 SF				821	1,000 SF				
Daily		**11,092**	5,546	5,546			T = 76.96 * X/1000 + 1412.79	50%	50%	94.49
AM Peak Hour		**444**	275	169			T = 3.53 * X/1000	62%	38%	3.53
PM Peak Hour		**1,084**	520	564			T = 7.67 * X/1000 + 118.86	48%	52%	9.03
Reductions for Pass-By Trips										
Daily	30%	**3,328**	1,664	1,664						
AM Peak Hour		**0**	0	0						
PM Peak Hour	30%	**326**	156	170						
TOTAL PROJECT TRIPS										
Daily		**7,764**	3,882	3,882						
AM Peak Hour		**444**	275	169						
PM Peak Hour		**758**	364	394						

Note: Pass-By Percentages are from the ITE 11th Edition Apendices (2021)

[1] Where: T = Trips; X = Density by Variable; % = Pass-By Percentage

Fast Casual Restaurant (930)

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						
Fast Casual Restaurant	3,600 S.F.				930	1000 S.F.				
Daily		**350**	175	175			T = 97.14 * X/1000	50%	50%	97.14
AM Peak Hour		**6**	3	3			T = 1.43 * X/1000	50%	50%	1.43
PM Peak Hour		**49**	27	22			T = 17.96 * X/1000 - 15.94	55%	45%	12.55
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		**350**	175	175						
AM Peak Hour		**6**	3	3						
PM Peak Hour		**49**	27	22						

Note:

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

Fast Food Restaurant with Drive-Through Window (934)

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						
Fast Food Restaurant with Drive-Through Window	3,500 S.F.				934	1,000 S.F.				
Daily		**1,636**	818	818			T = 467.48 * X/1000	50%	50%	467.48
AM Peak Hour		**156**	80	76			T = 44.61 * X/1000	51%	49%	44.61
PM Peak Hour		**116**	60	56			T = 33.03 * X/1000	52%	48%	33.03
Reductions for Pass-By Trips										
Daily	50%	**818**	409	409						
AM Peak Hour	50%	**78**	40	38						
PM Peak Hour	55%	**64**	33	31						
TOTAL PROJECT TRIPS										
Daily		**818**	409	409						
AM Peak Hour		**78**	40	38						
PM Peak Hour		**52**	27	25						

Note: Pass-By Percentages are from the ITE 11th Edition Apendices (2021)

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

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	DRI 4370 - TD Jakes Fort Mac Village One	**Organization:**	NV5
Project Location:	Atlanta,GA	**Performed By:**	JP
Scenario Description:	Build	**Date:**	7/15/2025
Analysis Year:	2028	**Checked By:**	
Analysis Period:	**AM Street Peak Hour**	**Date:**	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	710, 720	84,300	SF	175	148	27
Retail	821	125,778	SF	444	275	169
Restaurant	930, 934	7,100	SF	84	43	41
Cinema/Entertainment				0		
Residential	10,215,222,25	1,271	DU	450	130	296
Hotel	310	270	Rooms	128	72	56
All Other Land Uses[2]	536	500	Students	170	272	251
				1,451	940	840

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office	1.00	8%	7%	1.00	8%	7%
Retail	1.00	8%	7%	1.00	8%	7%
Restaurant	1.00	8%	7%	1.00	8%	7%
Cinema/Entertainment	1.00	8%	7%	1.00	8%	7%
Residential	1.00	8%	7%	1.00	8%	7%
Hotel	1.00	8%	7%	1.00	8%	7%
All Other Land Uses[2]	1.00	8%	7%	1.00	8%	7%

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

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

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

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		8	10	0	0	0
Retail	6		21	0	3	0
Restaurant	13	6		0	2	1
Cinema/Entertainment	0	0	0		0	0
Residential	4	3	8	0		0
Hotel	4	8	3	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	1,780	940	840
Internal Capture Percentage	11%	11%	12%
External Vehicle-Trips[5]	1,341	713	628
External Transit-Trips[6]	127	68	59
External Non-Motorized Trips[6]	112	59	53

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

Land Use	Entering Trips	Exiting Trips
Office	18%	67%
Retail	9%	18%
Restaurant	98%	54%
Cinema/Entertainment	N/A	N/A
Residential	4%	5%
Hotel	1%	27%

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

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

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	DRI 4370 - TD Jakes Fort Mac Village One
Analysis Period:	**AM Street Peak Hour**

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	148	148	1.00	27	27
Retail	1.00	275	275	1.00	169	169
Restaurant	1.00	43	43	1.00	41	41
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	130	130	1.00	296	296
Hotel	1.00	72	72	1.00	56	56

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		8	17	0	0	0
Retail	49		22	0	24	0
Restaurant	13	6		0	2	1
Cinema/Entertainment	0	0	0		0	0
Residential	6	3	59	0		0
Hotel	42	8	5	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		88	10	0	0	0
Retail	6		22	0	3	0
Restaurant	21	22		0	7	3
Cinema/Entertainment	0	0	0		0	0
Residential	4	47	9	0		0
Hotel	4	11	3	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	27	121	148	103	10	8
Retail	25	250	275	212	20	18
Restaurant	42	1	43	1	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	5	125	130	106	10	9
Hotel	1	71	72	60	6	5
All Other Land Uses[3]	0	272	272	231	22	19

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	18	9	27	7	1	1
Retail	30	139	169	118	11	10
Restaurant	22	19	41	16	2	1
Cinema/Entertainment	0	0	0	0	0	0
Residential	15	281	296	239	22	20
Hotel	15	41	56	35	3	3
All Other Land Uses[3]	0	251	251	213	20	18

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

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	DRI 4370 - TD Jakes Fort Mac Village One	**Organization:**	NV5
Project Location:	Atlanta,GA	**Performed By:**	JP
Scenario Description:	Build	**Date:**	7/15/2025
Analysis Year:	2028	**Checked By:**	
Analysis Period:	**PM Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	710, 720	84,300	SF	203	47	156
Retail	821	125,778	SF	758	364	394
Restaurant	930, 934	7,100	SF	101	54	47
Cinema/Entertainment				0		
Residential	10,215,222,25	1,271	DU	545	304	212
Hotel	310	270	Rooms	172	88	84
All Other Land Uses[2]	536	500	Students	49	28	52
				1,828	885	945

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office	1.00	8%	7%	1.00	8%	7%
Retail	1.00	8%	7%	1.00	8%	7%
Restaurant	1.00	8%	7%	1.00	8%	7%
Cinema/Entertainment	1.00	8%	7%	1.00	8%	7%
Residential	1.00	8%	7%	1.00	8%	7%
Hotel	1.00	8%	7%	1.00	8%	7%
All Other Land Uses[2]	1.00	8%	7%	1.00	8%	7%

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

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		1000	1000		1000	
Retail					1000	
Restaurant					1000	
Cinema/Entertainment					1000	
Residential		1000	1000			
Hotel					1000	

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

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		22	1	0	3	0
Retail	8		16	0	95	15
Restaurant	1	19		0	8	3
Cinema/Entertainment	0	0	0		0	0
Residential	8	28	6	0		6
Hotel	0	7	3	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	1,830	885	945
Internal Capture Percentage	27%	28%	26%
External Vehicle-Trips[5]	1,135	542	593
External Transit-Trips[6]	105	50	55
External Non-Motorized Trips[6]	92	44	48

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

Land Use	Entering Trips	Exiting Trips
Office	36%	17%
Retail	21%	34%
Restaurant	48%	66%
Cinema/Entertainment	N/A	N/A
Residential	35%	23%
Hotel	27%	12%

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

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

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

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	DRI 4370 - TD Jakes Fort Mac Village One
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	47	47	1.00	156	156
Retail	1.00	364	364	1.00	394	394
Restaurant	1.00	54	54	1.00	47	47
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	304	304	1.00	212	212
Hotel	1.00	88	88	1.00	84	84

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		24	5	0	3	0
Retail	8		114	16	95	20
Restaurant	1	19		4	8	3
Cinema/Entertainment	0	0	0		0	0
Residential	8	68	34	0		6
Hotel	0	13	57	0	2	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		22	1	0	12	0
Retail	15		16	0	140	15
Restaurant	14	182		0	49	62
Cinema/Entertainment	3	15	2		12	1
Residential	27	28	6	0		11
Hotel	0	7	3	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	17	30	47	26	2	2
Retail	76	288	364	245	23	20
Restaurant	26	28	54	24	2	2
Cinema/Entertainment	0	0	0	0	0	0
Residential	106	198	304	168	16	14
Hotel	24	64	88	55	5	4
All Other Land Uses[3]	0	28	28	24	2	2

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	26	130	156	111	10	9
Retail	134	260	394	221	21	18
Restaurant	31	16	47	14	1	1
Cinema/Entertainment	0	0	0	0	0	0
Residential	48	164	212	140	13	11
Hotel	10	74	84	63	6	5
All Other Land Uses[3]	0	52	52	44	4	4

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

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	DRI 4370 - TD Jakes Fort Mac Village One	**Organization:**	NV5
Project Location:	Atlanta,GA	**Performed By:**	JP
Scenario Description:	Build	**Date:**	7/15/2025
Analysis Year:	2028	**Checked By:**	
Analysis Period:	**Daily**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	710, 720	84,300	SF	1,660	830	830
Retail	821	125,778	SF	7,764	3,882	3,882
Restaurant	930, 934	7,100	SF	1,168	584	584
Cinema/Entertainment				0		
Residential	10,215,222,25	1,381	DU	7,052	3,316	3,316
Hotel	310	270	Rooms	2,504	1,252	1,252
All Other Land Uses[2]	536	500	Students	780	463	463
				20,928	10,327	10,327

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office	1.00	8%	7%	1.00	8%	7%
Retail	1.00	8%	7%	1.00	8%	7%
Restaurant	1.00	8%	7%	1.00	8%	7%
Cinema/Entertainment	1.00	8%	7%	1.00	8%	7%
Residential	1.00	8%	7%	1.00	8%	7%
Hotel	1.00	8%	7%	1.00	8%	7%
All Other Land Uses[2]	1.00	8%	7%	1.00	8%	7%

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

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		5280	5280		5280	
Retail					5280	
Restaurant					5280	
Cinema/Entertainment					5280	
Residential		5280	5280			
Hotel					5280	

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

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		126	9	0	15	0
Retail	78		169	0	939	194
Restaurant	18	239		0	98	41
Cinema/Entertainment	0	0	0		0	0
Residential	133	295	62	0		99
Hotel	0	78	29	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	20,654	10,327	10,327
Internal Capture Percentage	25%	25%	25%
External Vehicle-Trips[5]	13,101	6,551	6,550
External Transit-Trips[6]	1,232	616	616
External Non-Motorized Trips[6]	1,077	538	539

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

Land Use	Entering Trips	Exiting Trips
Office	28%	18%
Retail	19%	36%
Restaurant	46%	68%
Cinema/Entertainment	N/A	N/A
Residential	32%	18%
Hotel	27%	9%

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

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

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

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	DRI 4370 - TD Jakes Fort Mac Village One
Analysis Period:	**Daily**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	830	830	1.00	830	830
Retail	1.00	3882	3882	1.00	3882	3882
Restaurant	1.00	584	584	1.00	584	584
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	3316	3316	1.00	3316	3316
Hotel	1.00	1252	1252	1.00	1252	1252

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		126	25	0	15	0
Retail	78		1126	155	939	194
Restaurant	18	239		47	98	41
Cinema/Entertainment	0	0	0		0	0
Residential	133	1058	529	0		99
Hotel	0	200	851	0	23	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		236	9	0	133	0
Retail	257		169	0	1525	213
Restaurant	249	1941		0	531	889
Cinema/Entertainment	50	155	18		133	13
Residential	473	295	62	0		150
Hotel	0	78	29	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	229	601	830	511	48	42
Retail	738	3144	3882	2672	252	220
Restaurant	269	315	584	268	25	22
Cinema/Entertainment	0	0	0	0	0	0
Residential	1052	2264	3316	1925	181	158
Hotel	334	918	1252	781	73	64
All Other Land Uses[3]	0	463	463	394	37	32

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	150	680	830	578	54	48
Retail	1380	2502	3882	2127	200	175
Restaurant	396	188	584	160	15	13
Cinema/Entertainment	0	0	0	0	0	0
Residential	589	2727	3316	2318	218	191
Hotel	107	1145	1252	973	92	80
All Other Land Uses[3]	0	463	463	394	37	32

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

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

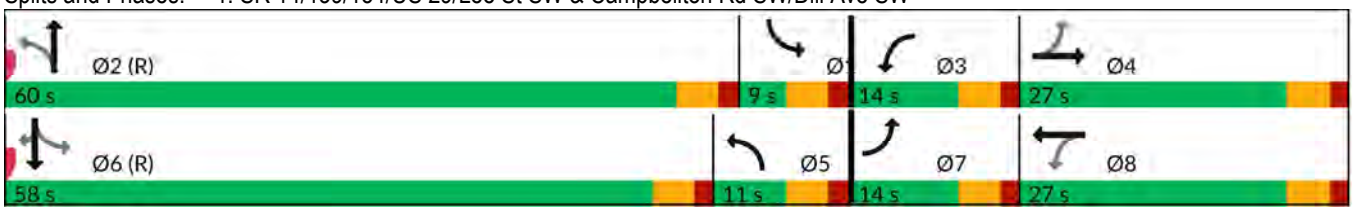
*Indicates computation that has been rounded to the nearest whole number.

APPENDIX E: Capacity Analyses Reports

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	178	140	47	91	47	1461	72	319	72
Future Volume (vph)	178	140	47	91	47	1461	72	319	72
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	8.0	23.0	8.0	23.0	8.0	23.0	8.0	23.0	23.0
Total Split (s)	14.0	27.0	14.0	27.0	11.0	60.0	9.0	58.0	58.0
Total Split (%)	12.7%	24.5%	12.7%	24.5%	10.0%	54.5%	8.2%	52.7%	52.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	20.7	13.5	17.4	9.7	74.7	68.8	71.2	67.2	67.2
Actuated g/C Ratio	0.19	0.12	0.16	0.09	0.68	0.63	0.65	0.61	0.61
v/c Ratio	0.79	0.43	0.21	0.58	0.07	0.75	0.56	0.16	0.08
Control Delay (s/veh)	63.2	43.0	35.9	28.3	2.4	12.7	39.1	10.4	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	63.2	43.0	35.9	28.3	2.4	12.7	39.1	10.4	0.8
LOS	E	D	D	C	A	B	D	B	A
Approach Delay (s/veh)		53.3		29.8		12.4		13.3	
Approach LOS		D		C		B		B	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 69 (63%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay (s/veh): 19.5	Intersection LOS: B
Intersection Capacity Utilization 80.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: SR 14/139/154/US 29/Lee St SW & Campbellton Rd SW/Dill Ave SW



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	178	140	33	47	91	108	47	1461	116	72	319	72
Future Volume (veh/h)	178	140	33	47	91	108	47	1461	116	72	319	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1767	1856	1870	1663	1693	1870	1870	1870	1781	1841	1781
Adj Flow Rate, veh/h	185	146	34	49	95	113	49	1522	121	75	332	75
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	9	3	2	16	14	2	2	2	8	4	8
Cap, veh/h	242	416	94	249	165	147	751	1668	132	429	1685	727
Arrive On Green	0.08	0.15	0.15	0.03	0.10	0.10	0.30	1.00	1.00	0.13	0.48	0.48
Sat Flow, veh/h	1781	2717	617	1781	1580	1409	1781	3336	264	1697	3497	1510
Grp Volume(v), veh/h	185	89	91	49	95	113	49	806	837	75	332	75
Grp Sat Flow(s),veh/h/ln	1781	1678	1656	1781	1580	1409	1781	1777	1823	1697	1749	1510
Q Serve(g_s), s	9.0	5.2	5.4	2.7	6.3	8.6	0.0	0.0	0.0	0.0	6.0	2.0
Cycle Q Clear(g_c), s	9.0	5.2	5.4	2.7	6.3	8.6	0.0	0.0	0.0	0.0	6.0	2.0
Prop In Lane	1.00		0.37	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	242	257	253	249	165	147	751	888	911	429	1685	727
V/C Ratio(X)	0.76	0.35	0.36	0.20	0.58	0.77	0.07	0.91	0.92	0.17	0.20	0.10
Avail Cap(c_a), veh/h	242	336	331	336	316	282	751	888	911	429	1685	727
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.6	41.7	41.8	42.1	46.9	48.0	8.4	0.0	0.0	11.1	16.3	6.9
Incr Delay (d2), s/veh	13.3	0.8	0.9	0.4	3.1	8.1	0.0	13.7	14.6	0.2	0.3	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	2.2	2.3	1.2	2.6	3.4	0.4	3.4	3.7	0.9	2.3	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.9	42.4	42.6	42.4	50.1	56.1	8.5	13.7	14.6	11.3	16.6	7.2
LnGrp LOS	D	D	D	D	D	E	A	B	B	B	B	A
Approach Vol, veh/h		365			257			1692			482	
Approach Delay, s/veh		48.3			51.2			14.0			14.3	
Approach LOS		D			D			B			B	

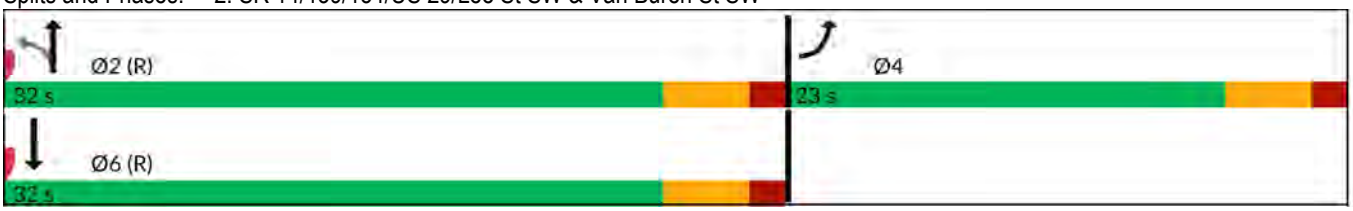
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.5	60.0	8.7	21.8	21.5	58.0	14.0	16.5
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	4.0	55.0	9.0	22.0	6.0	53.0	9.0	22.0
Max Q Clear Time (g_c+I1), s	2.0	2.0	4.7	7.4	2.0	8.0	11.0	10.6
Green Ext Time (p_c), s	0.0	18.1	0.0	0.7	0.0	2.4	0.0	0.9

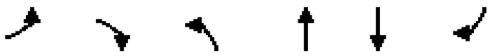
Intersection Summary	
HCM 7th Control Delay, s/veh	22.0
HCM 7th LOS	C

Lane Group	EBL	NBL	NBT	SBT
Lane Configurations				
Traffic Volume (vph)	0	30	1630	401
Future Volume (vph)	0	30	1630	401
Turn Type	Prot	Perm	NA	NA
Protected Phases	4		2	6
Permitted Phases	4	2		
Detector Phase	4	2	2	6
Switch Phase				
Minimum Initial (s)	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	23.0	23.0	23.0
Total Split (s)	23.0	32.0	32.0	32.0
Total Split (%)	41.8%	58.2%	58.2%	58.2%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Max	C-Max	C-Max
Act Effct Green (s)	5.5		45.7	45.7
Actuated g/C Ratio	0.10		0.83	0.83
v/c Ratio	0.12		0.44	0.14
Control Delay (s/veh)	0.5		5.7	3.1
Queue Delay	0.0		0.0	0.0
Total Delay (s/veh)	0.5		5.7	3.1
LOS	A		A	A
Approach Delay (s/veh)	0.5		5.7	3.1
Approach LOS	A		A	A

Intersection Summary	
Cycle Length: 55	
Actuated Cycle Length: 55	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.44	
Intersection Signal Delay (s/veh): 5.1	Intersection LOS: A
Intersection Capacity Utilization 59.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: SR 14/139/154/US 29/Lee St SW & Van Buren St SW





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	59	30	1630	401	3
Future Volume (veh/h)	0	59	30	1630	401	3
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1870	1841	1900
Adj Flow Rate, veh/h	0	61	31	1680	413	3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	2	0	2	4	0
Cap, veh/h	0	74	99	3774	2745	20
Arrive On Green	0.00	0.05	1.00	1.00	1.00	1.00
Sat Flow, veh/h	0	1588	39	5046	3651	26
Grp Volume(v), veh/h	0	62	637	1074	203	213
Grp Sat Flow(s),veh/h/ln	0	1614	1834	1549	1749	1836
Q Serve(g_s), s	0.0	2.1	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	2.1	0.0	0.0	0.0	0.0
Prop In Lane	0.00	0.98	0.05			0.01
Lane Grp Cap(c), veh/h	0	75	1483	2390	1349	1416
V/C Ratio(X)	0.00	0.82	0.43	0.45	0.15	0.15
Avail Cap(c_a), veh/h	0	528	1483	2390	1349	1416
HCM Platoon Ratio	1.00	1.00	1.33	1.33	2.00	2.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.99	0.99
Uniform Delay (d), s/veh	0.0	26.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	19.2	0.9	0.6	0.2	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.2	0.4	0.2	0.1	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	45.2	0.9	0.6	0.2	0.2
LnGrp LOS		D	A	A	A	A
Approach Vol, veh/h	62			1711	416	
Approach Delay, s/veh	45.2			0.7	0.2	
Approach LOS	D			A	A	

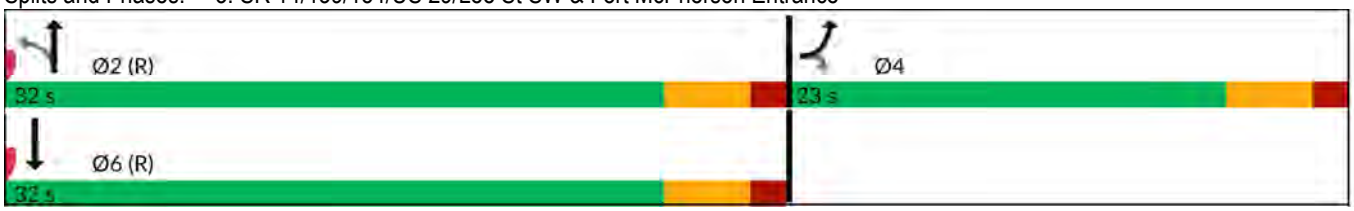
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		47.4		7.6		47.4
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		27.0		18.0		27.0
Max Q Clear Time (g_c+I1), s		2.0		4.1		2.0
Green Ext Time (p_c), s		13.2		0.1		2.3

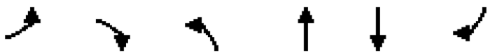
Intersection Summary	
HCM 7th Control Delay, s/veh	1.9
HCM 7th LOS	A

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	8	30	162	1665	416
Future Volume (vph)	8	30	162	1665	416
Turn Type	Prot	Perm	Perm	NA	NA
Protected Phases	4			2	6
Permitted Phases		4	2		
Detector Phase	4	4	2	2	6
Switch Phase					
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0
Total Split (s)	23.0	23.0	32.0	32.0	32.0
Total Split (%)	41.8%	41.8%	58.2%	58.2%	58.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	6.2	6.2		48.2	48.2
Actuated g/C Ratio	0.11	0.11		0.88	0.88
v/c Ratio	0.12	0.14		0.52	0.16
Control Delay (s/veh)	16.7	13.4		3.9	3.4
Queue Delay	0.0	0.0		0.0	0.0
Total Delay (s/veh)	16.7	13.4		3.9	3.4
LOS	B	B		A	A
Approach Delay (s/veh)	15.1			3.9	3.4
Approach LOS	B			A	A

Intersection Summary	
Cycle Length: 55	
Actuated Cycle Length: 55	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay (s/veh): 4.0	Intersection LOS: A
Intersection Capacity Utilization 63.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: SR 14/139/154/US 29/Lee St SW & Fort McPherson Entrance





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	30	162	1665	416	35
Future Volume (veh/h)	8	30	162	1665	416	35
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1263	1752	1870	1841	1856
Adj Flow Rate, veh/h	19	20	169	1734	433	36
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	43	10	2	4	3
Cap, veh/h	45	27	351	3397	2593	215
Arrive On Green	0.03	0.03	0.79	0.79	1.00	1.00
Sat Flow, veh/h	1810	1070	338	4437	3362	271
Grp Volume(v), veh/h	19	20	642	1261	231	238
Grp Sat Flow(s),veh/h/ln	1810	1070	1524	1549	1749	1792
Q Serve(g_s), s	0.6	1.0	0.5	7.8	0.0	0.0
Cycle Q Clear(g_c), s	0.6	1.0	6.1	7.8	0.0	0.0
Prop In Lane	1.00	1.00	0.26			0.15
Lane Grp Cap(c), veh/h	45	27	1291	2457	1387	1421
V/C Ratio(X)	0.42	0.74	0.50	0.51	0.17	0.17
Avail Cap(c_a), veh/h	592	350	1291	2457	1387	1421
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.4	26.6	1.8	2.0	0.0	0.0
Incr Delay (d2), s/veh	6.0	32.8	1.4	0.8	0.3	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.5	0.5	0.3	0.1	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	32.4	59.4	3.2	2.8	0.3	0.3
LnGrp LOS	C	E	A	A	A	A
Approach Vol, veh/h	39			1903	469	
Approach Delay, s/veh	46.3			2.9	0.3	
Approach LOS	D			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		48.6		6.4		48.6
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		27.0		18.0		27.0
Max Q Clear Time (g_c+I1), s		9.8		3.0		2.0
Green Ext Time (p_c), s		11.9		0.1		2.6

Intersection Summary	
HCM 7th Control Delay, s/veh	3.1
HCM 7th LOS	A

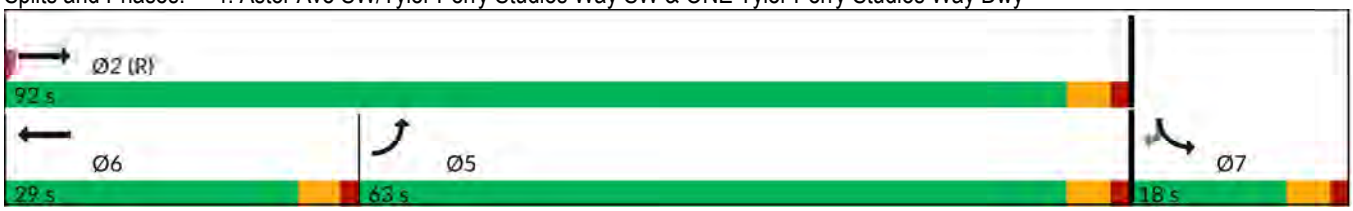
Notes

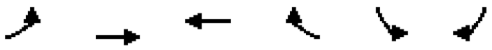
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	SBR
Lane Configurations				
Traffic Volume (vph)	49	187	54	9
Future Volume (vph)	49	187	54	9
Turn Type	Prot	NA	NA	Perm
Protected Phases	5	2	6	
Permitted Phases				7
Detector Phase	5	2	6	7
Switch Phase				
Minimum Initial (s)	3.0	3.0	3.0	3.0
Minimum Split (s)	8.0	8.0	8.0	8.0
Total Split (s)	63.0	92.0	29.0	18.0
Total Split (%)	57.3%	83.6%	26.4%	16.4%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag	Lag		Lead	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	C-Max	None	None
Act Effct Green (s)	32.8	106.9	67.4	4.7
Actuated g/C Ratio	0.30	0.97	0.61	0.04
v/c Ratio	0.05	0.07	0.05	0.01
Control Delay (s/veh)	19.4	0.3	17.5	0.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	19.4	0.3	17.5	0.0
LOS	B	A	B	A
Approach Delay (s/veh)		4.2	17.5	
Approach LOS		A	B	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 38 (35%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.07	
Intersection Signal Delay (s/veh): 7.5	Intersection LOS: A
Intersection Capacity Utilization 15.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 4: Astor Ave SW/Tyler Perry Studios Way SW & ONE Tyler Perry Studios Way Dwy





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	49	187	54	29	0	9
Future Volume (veh/h)	49	187	54	29	0	9
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1767	1737	1856	1900	1900
Adj Flow Rate, veh/h	57	217	63	0	0	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	9	11	3	0	0
Cap, veh/h	3053	3204	130		2	
Arrive On Green	0.87	0.95	0.04	0.00	0.00	0.00
Sat Flow, veh/h	3510	3445	3474	0	1810	1610
Grp Volume(v), veh/h	57	217	63	0	0	0
Grp Sat Flow(s),veh/h/ln	1755	1678	1650	0	1810	1610
Q Serve(g_s), s	0.2	0.3	2.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	0.3	2.1	0.0	0.0	0.0
Prop In Lane	1.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	3053	3204	130		2	
V/C Ratio(X)	0.02	0.07	0.49		0.00	
Avail Cap(c_a), veh/h	3053	3204	720		214	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.9	0.1	51.7	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	2.8	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.9	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	1.0	0.2	54.5	0.0	0.0	0.0
LnGrp LOS	A	A	D			
Approach Vol, veh/h		274	63		0	
Approach Delay, s/veh		0.3	54.5		0.0	
Approach LOS		A	D			

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		110.0		0.0	100.7	9.3
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		87.0		13.0	58.0	24.0
Max Q Clear Time (g_c+I1), s		2.3		0.0	2.2	4.1
Green Ext Time (p_c), s		1.7		0.0	0.2	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	10.5
HCM 7th LOS	B

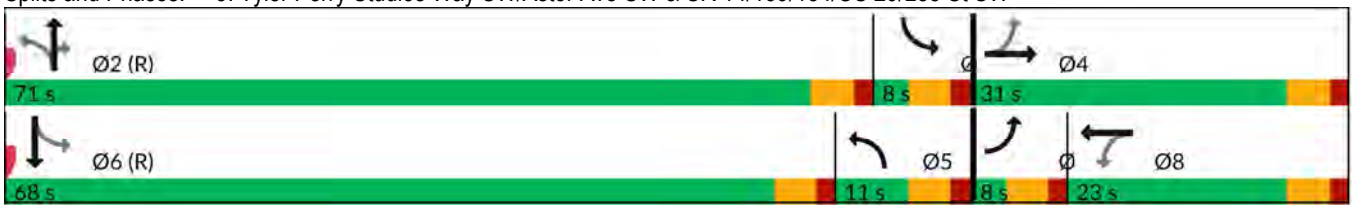
Notes

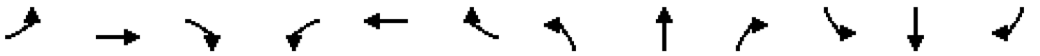
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	161	14	18	21	24	1613	27	19	380
Future Volume (vph)	161	14	18	21	24	1613	27	19	380
Turn Type	pm+pt	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4		8	5	2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	7	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	8.0	23.0	23.0	23.0	8.0	23.0	23.0	8.0	23.0
Total Split (s)	8.0	31.0	23.0	23.0	11.0	71.0	71.0	8.0	68.0
Total Split (%)	7.3%	28.2%	20.9%	20.9%	10.0%	64.5%	64.5%	7.3%	61.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	16.3	16.3		7.2	85.1	80.5	80.5	80.2	77.2
Actuated g/C Ratio	0.15	0.15		0.07	0.77	0.73	0.73	0.73	0.70
v/c Ratio	1.05	0.12		0.39	0.04	0.66	0.02	0.13	0.19
Control Delay (s/veh)	130.5	28.2		29.1	2.5	6.3	0.0	6.3	6.4
Queue Delay	0.0	0.0		0.0	0.0	0.1	0.0	0.0	0.0
Total Delay (s/veh)	130.5	28.2		29.1	2.5	6.4	0.0	6.3	6.4
LOS	F	C		C	A	A	A	A	A
Approach Delay (s/veh)		117.8		29.1		6.3			6.4
Approach LOS		F		C		A			A

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 109 (99%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay (s/veh): 15.7	Intersection LOS: B
Intersection Capacity Utilization 68.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 5: Tyler Perry Studios Way SW/Astor Ave SW & SR 14/139/154/US 29/Lee St SW





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	161	14	9	18	21	49	24	1613	27	19	380	46
Future Volume (veh/h)	161	14	9	18	21	49	24	1613	27	19	380	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1693	744	1900	1900	1870	1781	1856	1900	1826	1811	1767
Adj Flow Rate, veh/h	169	15	9	19	22	52	25	1698	0	20	400	48
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	14	78	0	0	2	8	3	0	5	6	9
Cap, veh/h	139	126	76	80	60	80	800	2115		465	1773	212
Arrive On Green	0.03	0.13	0.13	0.05	0.05	0.05	0.33	1.00	0.00	0.14	0.57	0.57
Sat Flow, veh/h	1753	991	595	595	1098	1465	1697	3526	1610	1739	3096	369
Grp Volume(v), veh/h	169	0	24	41	0	52	25	1698	0	20	221	227
Grp Sat Flow(s),veh/h/ln	1753	0	1585	1693	0	1465	1697	1763	1610	1739	1721	1745
Q Serve(g_s), s	3.0	0.0	1.5	1.2	0.0	3.8	0.0	0.0	0.0	0.0	6.9	7.0
Cycle Q Clear(g_c), s	3.0	0.0	1.5	2.5	0.0	3.8	0.0	0.0	0.0	0.0	6.9	7.0
Prop In Lane	1.00		0.38	0.46		1.00	1.00		1.00	1.00		0.21
Lane Grp Cap(c), veh/h	139	0	201	140	0	80	800	2115		465	985	999
V/C Ratio(X)	1.22	0.00	0.12	0.29	0.00	0.65	0.03	0.80		0.04	0.22	0.23
Avail Cap(c_a), veh/h	139	0	375	319	0	240	800	2115		465	985	999
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.71	0.71	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.5	0.0	42.6	50.3	0.0	51.0	4.8	0.0	0.0	5.0	11.5	11.5
Incr Delay (d2), s/veh	146.9	0.0	0.3	1.2	0.0	8.7	0.0	2.4	0.0	0.0	0.5	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.1	0.0	0.6	1.1	0.0	1.6	0.1	0.7	0.0	0.1	2.6	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	198.4	0.0	42.8	51.5	0.0	59.7	4.9	2.4	0.0	5.0	12.1	12.1
LnGrp LOS	F		D	D		E	A	A		A	B	B
Approach Vol, veh/h		193			93			1723			468	
Approach Delay, s/veh		179.1			56.1			2.4			11.8	
Approach LOS		F			E			A			B	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	71.0		19.0	23.0	68.0	8.0	11.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	3.0	66.0		26.0	6.0	63.0	3.0	18.0				
Max Q Clear Time (g_c+I1), s	2.0	2.0		3.5	2.0	9.0	5.0	5.8				
Green Ext Time (p_c), s	0.0	21.9		0.1	0.0	2.7	0.0	0.3				

Intersection Summary			
HCM 7th Control Delay, s/veh		20.0	
HCM 7th LOS		B	

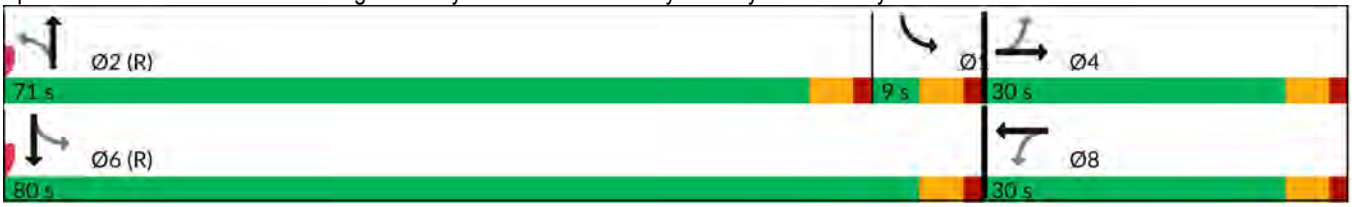
Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	3	16	87	6	4	248	22	46
Future Volume (vph)	3	16	87	6	4	248	22	46
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases		4		8		2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	1	6
Switch Phase								
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	8.0	23.0
Total Split (s)	30.0	30.0	30.0	30.0	71.0	71.0	9.0	80.0
Total Split (%)	27.3%	27.3%	27.3%	27.3%	64.5%	64.5%	8.2%	72.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0		5.0	5.0	5.0
Lead/Lag					Lead	Lead	Lag	
Lead-Lag Optimize?					Yes	Yes	Yes	
Recall Mode	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)		13.0	13.4	13.4		86.5	89.1	90.1
Actuated g/C Ratio		0.12	0.12	0.12		0.79	0.81	0.82
v/c Ratio		0.11	0.61	0.23		0.32	0.04	0.04
Control Delay (s/veh)		37.6	57.6	15.7		2.2	2.1	1.6
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		37.6	57.6	15.7		2.2	2.1	1.6
LOS		D	E	B		A	A	A
Approach Delay (s/veh)		37.6		42.5		2.2		1.8
Approach LOS		D		D		A		A

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 37 (34%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay (s/veh): 8.6	Intersection LOS: A
Intersection Capacity Utilization 45.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: SR 166/Langford Pkwy WB/Astor Ave SW/Tyler Perry Studios Way SW & Womack Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	16	3	87	6	43	4	248	492	22	46	2
Future Volume (veh/h)	3	16	3	87	6	43	4	248	492	22	46	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1811	1900	1693	1411	1767	1900	1811	1811	1826	1767	1900
Adj Flow Rate, veh/h	3	17	3	91	6	45	4	258	512	23	48	2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	6	0	14	33	9	0	6	6	5	9	0
Cap, veh/h	44	128	20	182	13	96	37	1082	838	608	1380	58
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.60	0.60	0.60	0.17	0.82	0.82
Sat Flow, veh/h	83	1429	227	1260	143	1074	6	1803	1397	1739	1684	70
Grp Volume(v), veh/h	23	0	0	91	0	51	262	0	512	23	0	50
Grp Sat Flow(s),veh/h/ln	1739	0	0	1260	0	1218	1809	0	1397	1739	0	1754
Q Serve(g_s), s	0.0	0.0	0.0	6.1	0.0	4.4	0.0	0.0	25.5	0.0	0.0	0.6
Cycle Q Clear(g_c), s	1.3	0.0	0.0	7.4	0.0	4.4	7.4	0.0	25.5	0.0	0.0	0.6
Prop In Lane	0.13		0.13	1.00		0.88	0.02		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	192	0	0	182	0	109	1118	0	838	608	0	1438
V/C Ratio(X)	0.12	0.00	0.00	0.50	0.00	0.47	0.23	0.00	0.61	0.04	0.00	0.03
Avail Cap(c_a), veh/h	425	0	0	356	0	277	1118	0	838	608	0	1438
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.99	0.00	0.99	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.2	0.0	0.0	48.8	0.0	47.6	10.3	0.0	13.9	12.9	0.0	1.8
Incr Delay (d2), s/veh	0.3	0.0	0.0	2.1	0.0	3.1	0.5	0.0	3.3	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	2.6	0.0	1.4	3.1	0.0	8.5	0.3	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.5	0.0	0.0	50.9	0.0	50.7	10.8	0.0	17.2	12.9	0.0	1.9
LnGrp LOS	D			D		D	B		B	B		A
Approach Vol, veh/h		23			142			774			73	
Approach Delay, s/veh		46.5			50.9			15.0			5.3	
Approach LOS		D			D			B			A	

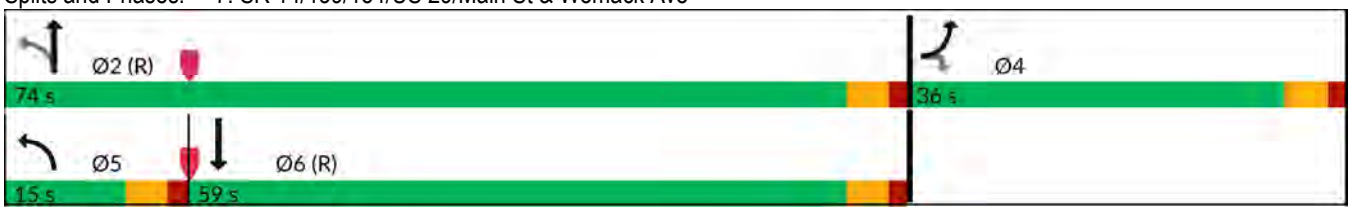
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	24.2	71.0		14.8		95.2		14.8				
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s	4.0	66.0		25.0		75.0		25.0				
Max Q Clear Time (g_c+I1), s	2.0	27.5		3.3		2.6		9.4				
Green Ext Time (p_c), s	0.0	6.8		0.1		0.3		0.5				

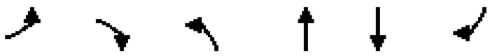
Intersection Summary												
HCM 7th Control Delay, s/veh			20.1									
HCM 7th LOS			C									

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	283	245	110	1375	377
Future Volume (vph)	283	245	110	1375	377
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4	2		
Detector Phase	4	4	5	2	6
Switch Phase					
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	23.0	8.0	23.0	23.0
Total Split (s)	36.0	36.0	15.0	74.0	59.0
Total Split (%)	32.7%	32.7%	13.6%	67.3%	53.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effct Green (s)	24.8	24.8	75.2	75.2	61.9
Actuated g/C Ratio	0.23	0.23	0.68	0.68	0.56
v/c Ratio	0.81	0.48	0.21	0.62	0.23
Control Delay (s/veh)	54.4	5.6	5.3	7.5	14.4
Queue Delay	0.2	0.1	0.0	0.0	0.0
Total Delay (s/veh)	54.6	5.7	5.3	7.5	14.4
LOS	D	A	A	A	B
Approach Delay (s/veh)	31.9			7.3	14.4
Approach LOS	C			A	B

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 108 (98%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay (s/veh): 13.9	Intersection LOS: B
Intersection Capacity Utilization 62.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 7: SR 14/139/154/US 29/Main St & Womack Ave





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	283	245	110	1375	377	29
Future Volume (veh/h)	283	245	110	1375	377	29
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1796	1841	1678	1870	1796	1796
Adj Flow Rate, veh/h	308	266	120	1495	410	32
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	7	4	15	2	7	7
Cap, veh/h	353	321	657	2498	1967	153
Arrive On Green	0.21	0.21	0.04	0.70	1.00	1.00
Sat Flow, veh/h	1711	1560	1598	3647	3298	249
Grp Volume(v), veh/h	308	266	120	1495	217	225
Grp Sat Flow(s),veh/h/ln	1711	1560	1598	1777	1706	1751
Q Serve(g_s), s	19.2	18.0	2.9	23.7	0.0	0.0
Cycle Q Clear(g_c), s	19.2	18.0	2.9	23.7	0.0	0.0
Prop In Lane	1.00	1.00	1.00			0.14
Lane Grp Cap(c), veh/h	353	321	657	2498	1046	1074
V/C Ratio(X)	0.87	0.83	0.18	0.60	0.21	0.21
Avail Cap(c_a), veh/h	482	440	732	2498	1046	1074
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.83	0.83	0.99	0.99
Uniform Delay (d), s/veh	42.3	41.8	6.3	8.4	0.0	0.0
Incr Delay (d2), s/veh	12.5	9.1	0.1	0.9	0.4	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	15.4	0.9	7.7	0.1	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	54.8	50.9	6.4	9.3	0.4	0.4
LnGrp LOS	D	D	A	A	A	A
Approach Vol, veh/h	574			1615	442	
Approach Delay, s/veh	53.0			9.0	0.4	
Approach LOS	D			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		82.3		27.7	9.9	72.4
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		69.0		31.0	10.0	54.0
Max Q Clear Time (g_c+I1), s		25.7		21.2	4.9	2.0
Green Ext Time (p_c), s		15.6		1.5	0.1	2.7

Intersection Summary	
HCM 7th Control Delay, s/veh	17.2
HCM 7th LOS	B

Intersection	
Intersection Delay, s/veh	40.3
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	10	5	1	12	270	0	3	4	576	13	3
Future Vol, veh/h	22	10	5	1	12	270	0	3	4	576	13	3
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	0	20	0	0	8	11	0	67	50	5	23	33
Mvmt Flow	25	11	6	1	14	307	0	3	5	655	15	3
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

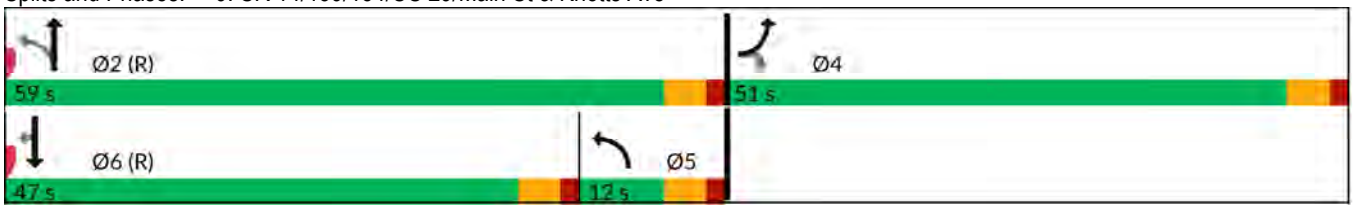
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay, s/veh	10.2	14.5	10.1	54.8
HCM LOS	B	B	B	F

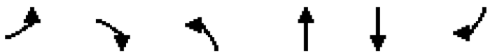
Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	59%	8%	0%	97%
Vol Thru, %	43%	27%	92%	0%	2%
Vol Right, %	57%	14%	0%	100%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	7	37	13	270	592
LT Vol	0	22	1	0	576
Through Vol	3	10	12	0	13
RT Vol	4	5	0	270	3
Lane Flow Rate	8	42	15	307	673
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.015	0.077	0.027	0.507	0.99
Departure Headway (Hd)	6.911	6.616	6.559	5.945	5.296
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	516	539	545	604	686
Service Time	4.977	4.685	4.307	3.694	3.326
HCM Lane V/C Ratio	0.016	0.078	0.028	0.508	0.981
HCM Control Delay, s/veh	10.1	10.2	9.5	14.7	54.8
HCM Lane LOS	B	B	A	B	F
HCM 95th-tile Q	0	0.2	0.1	2.9	15.4

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	492	115	107	984	446	181
Future Volume (vph)	492	115	107	984	446	181
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	23.0	8.0	23.0	23.0	23.0
Total Split (s)	51.0	51.0	12.0	59.0	47.0	47.0
Total Split (%)	46.4%	46.4%	10.9%	53.6%	42.7%	42.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	23.6	23.6	76.4	76.4	64.4	64.4
Actuated g/C Ratio	0.21	0.21	0.69	0.69	0.59	0.59
v/c Ratio	0.74	0.30	0.19	0.44	0.24	0.21
Control Delay (s/veh)	46.5	7.7	8.0	8.6	7.3	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	46.5	7.7	8.0	8.6	7.3	1.0
LOS	D	A	A	A	A	A
Approach Delay (s/veh)	39.2			8.6	5.5	
Approach LOS	D			A	A	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 20 (18%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay (s/veh): 15.7	Intersection LOS: B
Intersection Capacity Utilization 49.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 9: SR 14/139/154/US 29/Main St & Knotts Ave





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	492	115	107	984	446	181
Future Volume (veh/h)	492	115	107	984	446	181
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1841	1767	1737	1856	1826	1752
Adj Flow Rate, veh/h	535	125	116	1070	485	197
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	9	11	3	5	10
Cap, veh/h	654	288	710	2527	1325	567
Arrive On Green	0.19	0.19	0.29	0.72	0.13	0.13
Sat Flow, veh/h	3401	1497	1654	3618	3561	1485
Grp Volume(v), veh/h	535	125	116	1070	485	197
Grp Sat Flow(s),veh/h/ln	1700	1497	1654	1763	1735	1485
Q Serve(g_s), s	16.6	8.1	0.0	13.6	14.1	13.3
Cycle Q Clear(g_c), s	16.6	8.1	0.0	13.6	14.1	13.3
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	654	288	710	2527	1325	567
V/C Ratio(X)	0.82	0.43	0.16	0.42	0.37	0.35
Avail Cap(c_a), veh/h	1422	626	710	2527	1325	567
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.95	0.95
Uniform Delay (d), s/veh	42.6	39.2	14.9	6.3	35.9	35.5
Incr Delay (d2), s/veh	2.6	1.0	0.1	0.5	0.7	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	7.0	1.6	4.3	6.6	5.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	45.2	40.2	15.0	6.9	36.6	37.1
LnGrp LOS	D	D	B	A	D	D
Approach Vol, veh/h	660			1186	682	
Approach Delay, s/veh	44.2			7.6	36.8	
Approach LOS	D			A	D	

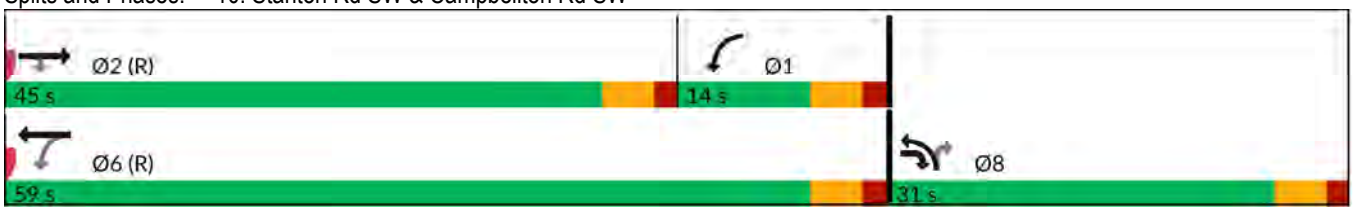
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		83.8		26.2	36.8	47.0
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		54.0		46.0	7.0	42.0
Max Q Clear Time (g_c+I1), s		15.6		18.6	2.0	16.1
Green Ext Time (p_c), s		9.0		2.6	0.1	3.8

Intersection Summary	
HCM 7th Control Delay, s/veh	25.1
HCM 7th LOS	C

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	208	40	47	98	21	114
Future Volume (vph)	208	40	47	98	21	114
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm
Protected Phases	2	8	1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	8	1	6	8	8
Switch Phase						
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	23.0	8.0	23.0	23.0	23.0
Total Split (s)	45.0	31.0	14.0	59.0	31.0	31.0
Total Split (%)	50.0%	34.4%	15.6%	65.6%	34.4%	34.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Max	None	None	C-Max	None	None
Act Effct Green (s)	64.3	78.6	72.7	72.7	7.3	7.3
Actuated g/C Ratio	0.71	0.87	0.81	0.81	0.08	0.08
v/c Ratio	0.18	0.03	0.06	0.08	0.17	0.52
Control Delay (s/veh)	6.1	0.7	2.2	2.2	40.3	15.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.1	0.7	2.2	2.2	40.3	15.3
LOS	A	A	A	A	D	B
Approach Delay (s/veh)	5.2			2.2	19.2	
Approach LOS	A			A	B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 85 (94%), Referenced to phase 2:EBT and 6:WBTL, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay (s/veh): 7.9	Intersection LOS: A
Intersection Capacity Utilization 30.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 10: Stanton Rd SW & Campbellton Rd SW



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	208	40	47	98	21	114
Future Volume (veh/h)	208	40	47	98	21	114
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1811	1856	1767	1767	1752	1856
Adj Flow Rate, veh/h	229	44	52	108	23	125
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	6	3	9	9	10	3
Cap, veh/h	805	858	921	1391	169	159
Arrive On Green	0.44	0.44	0.29	0.79	0.10	0.10
Sat Flow, veh/h	1811	1572	1682	1767	1668	1572
Grp Volume(v), veh/h	229	44	52	108	23	125
Grp Sat Flow(s),veh/h/ln	1811	1572	1682	1767	1668	1572
Q Serve(g_s), s	7.2	1.2	0.0	1.2	1.1	7.0
Cycle Q Clear(g_c), s	7.2	1.2	0.0	1.2	1.1	7.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	805	858	921	1391	169	159
V/C Ratio(X)	0.28	0.05	0.06	0.08	0.14	0.78
Avail Cap(c_a), veh/h	805	858	921	1391	482	454
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.9	9.6	6.5	2.2	36.8	39.5
Incr Delay (d2), s/veh	0.9	0.1	0.0	0.1	0.4	8.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.5	0.3	0.3	0.5	3.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	16.8	9.7	6.5	2.3	37.2	47.7
LnGrp LOS	B	A	A	A	D	D
Approach Vol, veh/h	273			160	148	
Approach Delay, s/veh	15.6			3.7	46.0	
Approach LOS	B			A	D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	30.9	45.0				75.9	14.1
Change Period (Y+Rc), s	5.0	5.0				5.0	5.0
Max Green Setting (Gmax), s	9.0	40.0				54.0	26.0
Max Q Clear Time (g_c+I1), s	2.0	9.2				3.2	9.0
Green Ext Time (p_c), s	0.0	1.5				0.6	0.4

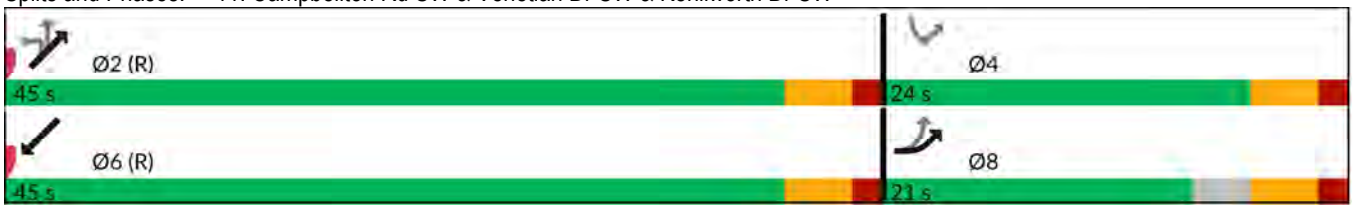
Intersection Summary		
HCM 7th Control Delay, s/veh	20.1	
HCM 7th LOS	C	

Lane Group	EBL	SBL	NEL2	NEL	NET	SWT
Lane Configurations						
Traffic Volume (vph)	81	9	2	2	292	115
Future Volume (vph)	81	9	2	2	292	115
Turn Type	Prot	Perm	Perm	Perm	NA	NA
Protected Phases	8!				2	6
Permitted Phases		4!	2	2		
Detector Phase	8	4	2	2	2	6
Switch Phase						
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	8.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	21.0	24.0	45.0	45.0	45.0	45.0
Total Split (%)	30.4%	34.8%	65.2%	65.2%	65.2%	65.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0			5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	9.0	9.0			53.1	53.1
Actuated g/C Ratio	0.13	0.13			0.77	0.77
v/c Ratio	0.41	0.09			0.23	0.15
Control Delay (s/veh)	32.2	7.3			3.9	3.5
Queue Delay	0.0	0.0			0.0	0.0
Total Delay (s/veh)	32.2	7.3			3.9	3.5
LOS	C	A			A	A
Approach Delay (s/veh)	32.2	7.3			3.9	3.5
Approach LOS	C	A			A	A

Intersection Summary	
Cycle Length: 69	
Actuated Cycle Length: 69	
Offset: 0 (0%), Referenced to phase 2:NETL and 6:SWT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.41	
Intersection Signal Delay (s/veh): 8.0	Intersection LOS: A
Intersection Capacity Utilization 39.0%	ICU Level of Service A
Analysis Period (min) 15	

! Phase conflict between lane groups.

Splits and Phases: 11: Campbellton Rd SW & Venetian Dr SW & Kenilworth Dr SW



Movement	EBL2	EBL	EBR	SBL	SBR	SBR2	NEL2	NEL	NET	SWT	SWR	SWR2
Lane Configurations												
Traffic Volume (vph)	2	81	0	9	4	5	2	2	292	115	54	3
Future Volume (vph)	2	81	0	9	4	5	2	2	292	115	54	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0					5.0	5.0		
Lane Util. Factor		1.00		1.00					1.00	1.00		
Frt		1.00		0.94					1.00	0.96		
Flt Protected		0.95		0.97					1.00	1.00		
Satd. Flow (prot)		1721		1560					1827	1667		
Flt Permitted		0.95		0.85					1.00	1.00		
Satd. Flow (perm)		1721		1364					1824	1667		
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	2	89	0	10	4	5	2	2	321	126	59	3
RTOR Reduction (vph)	0	0	0	17	0	0	0	0	0	1	0	0
Lane Group Flow (vph)	0	91	0	2	0	0	0	0	325	187	0	0
Heavy Vehicles (%)	0%	5%	0%	11%	25%	0%	0%	0%	4%	10%	7%	0%
Turn Type	Perm	Prot		Perm			Perm	Perm	NA	NA		
Protected Phases		8!							2	6		
Permitted Phases	8!			4!			2	2				
Actuated Green, G (s)		7.9		7.9					51.1	51.1		
Effective Green, g (s)		7.9		7.9					51.1	51.1		
Actuated g/C Ratio		0.11		0.11					0.74	0.74		
Clearance Time (s)		5.0		5.0					5.0	5.0		
Vehicle Extension (s)		3.0		3.0					3.0	3.0		
Lane Grp Cap (vph)		197		156					1350	1234		
v/s Ratio Prot										0.11		
v/s Ratio Perm		0.05		0.00					c0.18			
v/c Ratio		0.46		0.01					0.24	0.15		
Uniform Delay, d1		28.6		27.1					2.8	2.6		
Progression Factor		1.00		1.00					1.00	1.00		
Incremental Delay, d2		1.7		0.0					0.4	0.3		
Delay (s)		30.3		27.1					3.2	2.9		
Level of Service		C		C					A	A		
Approach Delay (s/veh)		30.3		27.1					3.2	2.9		
Approach LOS		C		C					A	A		

Intersection Summary			
HCM 2000 Control Delay (s/veh)	7.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.27		
Actuated Cycle Length (s)	69.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	39.0%	ICU Level of Service	A
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	32	334	21	149	14	24	14	56
Future Volume (vph)	32	334	21	149	14	24	14	56
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		2		6		8		4
Permitted Phases	2		6		8		4	
Detector Phase	2	2	6	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	53.0	53.0	53.0	53.0	37.0	37.0	37.0	37.0
Total Split (%)	58.9%	58.9%	58.9%	58.9%	41.1%	41.1%	41.1%	41.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0		5.0		5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None	None	None
Act Effct Green (s)	73.2	73.2	73.2	73.2		9.9		9.9
Actuated g/C Ratio	0.81	0.81	0.81	0.81		0.11		0.11
v/c Ratio	0.04	0.15	0.03	0.08		0.32		0.52
Control Delay (s/veh)	3.0	2.6	3.0	2.2		32.5		39.3
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay (s/veh)	3.0	2.6	3.0	2.2		32.5		39.3
LOS	A	A	A	A		C		D
Approach Delay (s/veh)		2.7		2.3		32.5		39.3
Approach LOS		A		A		C		D

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay (s/veh): 8.9	Intersection LOS: A
Intersection Capacity Utilization 32.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 12: Oakland Dr SW & Campbellton Rd SW

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	334	39	21	149	40	14	24	13	14	56	20
Future Volume (veh/h)	32	334	39	21	149	40	14	24	13	14	56	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1826	1900	1826	1722	1781	1900	1900	1900	1796	1826	1900
Adj Flow Rate, veh/h	37	384	45	24	171	46	16	28	15	16	64	23
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	6	5	0	5	12	8	0	0	0	7	5	0
Cap, veh/h	970	2516	293	806	2062	540	77	87	39	60	98	32
Arrive On Green	0.80	0.80	0.80	0.80	0.80	0.80	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	1127	3130	365	936	2566	672	307	1020	452	166	1151	379
Grp Volume(v), veh/h	37	212	217	24	107	110	59	0	0	103	0	0
Grp Sat Flow(s),veh/h/ln	1127	1735	1760	936	1636	1601	1779	0	0	1696	0	0
Q Serve(g_s), s	0.6	2.5	2.5	0.5	1.2	1.3	0.0	0.0	0.0	2.5	0.0	0.0
Cycle Q Clear(g_c), s	1.9	2.5	2.5	3.0	1.2	1.3	2.8	0.0	0.0	5.3	0.0	0.0
Prop In Lane	1.00		0.21	1.00		0.42	0.27		0.25	0.16		0.22
Lane Grp Cap(c), veh/h	970	1394	1415	806	1315	1287	203	0	0	191	0	0
V/C Ratio(X)	0.04	0.15	0.15	0.03	0.08	0.09	0.29	0.00	0.00	0.54	0.00	0.00
Avail Cap(c_a), veh/h	970	1394	1415	806	1315	1287	645	0	0	640	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.92	0.92	0.92	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	2.1	2.0	2.0	2.3	1.9	1.9	38.9	0.0	0.0	40.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.2	0.2	0.1	0.1	0.1	0.8	0.0	0.0	2.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.5	0.5	0.1	0.2	0.3	1.3	0.0	0.0	2.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	2.1	2.2	2.2	2.4	2.0	2.0	39.7	0.0	0.0	42.4	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D			D		
Approach Vol, veh/h		466			241			59			103	
Approach Delay, s/veh		2.2			2.0			39.7			42.4	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		77.3		12.7		77.3		12.7				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		48.0		32.0		48.0		32.0				
Max Q Clear Time (g_c+I1), s		4.5		7.3		5.0		4.8				
Green Ext Time (p_c), s		2.8		0.5		1.4		0.3				

Intersection Summary												
HCM 7th Control Delay, s/veh			9.5									
HCM 7th LOS			A									

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	315	132	1	1	8
Future Vol, veh/h	8	315	132	1	1	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	4	10	0	0	8
Mvmt Flow	9	342	143	1	1	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	145	0	-	0	504	144
Stage 1	-	-	-	-	144	-
Stage 2	-	-	-	-	360	-
Critical Hdwy	4.1	-	-	-	6.4	6.28
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.372
Pot Cap-1 Maneuver	1450	-	-	-	531	888
Stage 1	-	-	-	-	888	-
Stage 2	-	-	-	-	711	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1450	-	-	-	527	888
Mov Cap-2 Maneuver	-	-	-	-	527	-
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	711	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.19	0	9.42
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	45	-	-	-	825
HCM Lane V/C Ratio	0.006	-	-	-	0.012
HCM Ctrl Dly (s/v)	7.5	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	301	117	2	2	15
Future Vol, veh/h	16	301	117	2	2	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	6	4	11	0	0	0
Mvmt Flow	17	320	124	2	2	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	127	0	-	0	480	126
Stage 1	-	-	-	-	126	-
Stage 2	-	-	-	-	354	-
Critical Hdwy	4.16	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.254	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1435	-	-	-	548	930
Stage 1	-	-	-	-	905	-
Stage 2	-	-	-	-	715	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1435	-	-	-	541	930
Mov Cap-2 Maneuver	-	-	-	-	541	-
Stage 1	-	-	-	-	892	-
Stage 2	-	-	-	-	715	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.38	0	9.29
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	91	-	-	-	858
HCM Lane V/C Ratio	0.012	-	-	-	0.021
HCM Ctrl Dly (s/v)	7.5	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	147	131	46	6	137	5	71	21	2	1	7	39
Future Vol, veh/h	147	131	46	6	137	5	71	21	2	1	7	39
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	50	-	0	250	-	-	135	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	3	10	4	0	18	0	4	0	50	0	43	13
Mvmt Flow	171	152	53	7	159	6	83	24	2	1	8	45

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	165	0	0	206	0	0	672	673	152	683	724	162
Stage 1	-	-	-	-	-	-	494	494	-	176	176	-
Stage 2	-	-	-	-	-	-	177	179	-	506	548	-
Critical Hdwy	4.13	-	-	4.1	-	-	7.14	6.5	6.7	7.1	6.93	6.33
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.5	-	6.1	5.93	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.5	-	6.1	5.93	-
Follow-up Hdwy	2.227	-	-	2.2	-	-	3.536	4	3.75	3.5	4.387	3.417
Pot Cap-1 Maneuver	1407	-	-	1378	-	-	367	379	782	366	307	855
Stage 1	-	-	-	-	-	-	553	550	-	830	682	-
Stage 2	-	-	-	-	-	-	820	755	-	552	456	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1407	-	-	1378	-	-	296	331	782	298	268	855
Mov Cap-2 Maneuver	-	-	-	-	-	-	296	331	-	298	268	-
Stage 1	-	-	-	-	-	-	486	483	-	826	679	-
Stage 2	-	-	-	-	-	-	763	751	-	459	401	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	3.59	0.31	20.44	11.3
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	296	349	1407	-	-	1378	-	-	626
HCM Lane V/C Ratio	0.279	0.077	0.121	-	-	0.005	-	-	0.087
HCM Ctrl Dly (s/v)	21.8	16.2	7.9	-	-	7.6	-	-	11.3
HCM Lane LOS	C	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.1	0.2	0.4	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	394	1	2	181	0	4
Future Vol, veh/h	394	1	2	181	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	100	50	9	0	0
Mvmt Flow	415	1	2	191	0	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	416	0	515	208
Stage 1	-	-	-	-	415	-
Stage 2	-	-	-	-	99	-
Critical Hdwy	-	-	5.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.7	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	861	-	494	804
Stage 1	-	-	-	-	640	-
Stage 2	-	-	-	-	919	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	861	-	493	804
Mov Cap-2 Maneuver	-	-	-	-	493	-
Stage 1	-	-	-	-	640	-
Stage 2	-	-	-	-	917	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.12	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	804	-	-	39	-
HCM Lane V/C Ratio	0.005	-	-	0.002	-
HCM Ctrl Dly (s/v)	9.5	-	-	9.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	398	0	1	183	0	3
Future Vol, veh/h	398	0	1	183	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	0	0	9	0	33
Mvmt Flow	423	0	1	195	0	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	423	0	523	212
Stage 1	-	-	-	-	423	-
Stage 2	-	-	-	-	99	-
Critical Hdwy	-	-	4.1	-	6.8	7.56
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.63
Pot Cap-1 Maneuver	-	-	1147	-	489	706
Stage 1	-	-	-	-	634	-
Stage 2	-	-	-	-	919	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1147	-	488	706
Mov Cap-2 Maneuver	-	-	-	-	488	-
Stage 1	-	-	-	-	634	-
Stage 2	-	-	-	-	918	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.05	10.12
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	706	-	-	20	-
HCM Lane V/C Ratio	0.005	-	-	0.001	-
HCM Ctrl Dly (s/v)	10.1	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	400	1	1	182	0	3
Future Vol, veh/h	400	1	1	182	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	100	0	9	0	33
Mvmt Flow	426	1	1	194	0	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	427	0	525	213
Stage 1	-	-	-	-	426	-
Stage 2	-	-	-	-	99	-
Critical Hdwy	-	-	4.1	-	6.8	7.56
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.63
Pot Cap-1 Maneuver	-	-	1144	-	487	704
Stage 1	-	-	-	-	632	-
Stage 2	-	-	-	-	920	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1144	-	487	704
Mov Cap-2 Maneuver	-	-	-	-	487	-
Stage 1	-	-	-	-	632	-
Stage 2	-	-	-	-	919	-

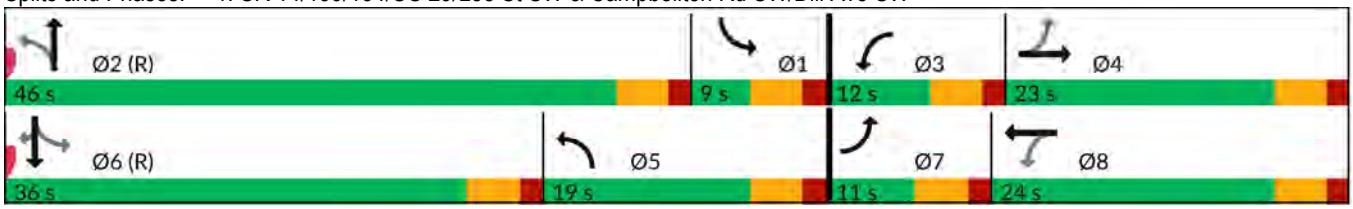
Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.05	10.14
HCM LOS			B

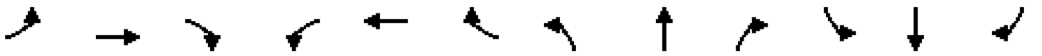
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	704	-	-	20	-
HCM Lane V/C Ratio	0.005	-	-	0.001	-
HCM Ctrl Dly (s/v)	10.1	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	184	163	89	190	72	1020	116	820	245
Future Volume (vph)	184	163	89	190	72	1020	116	820	245
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	8.0	23.0	8.0	23.0	8.0	23.0	8.0	23.0	23.0
Total Split (s)	11.0	23.0	12.0	24.0	19.0	46.0	9.0	36.0	36.0
Total Split (%)	12.2%	25.6%	13.3%	26.7%	21.1%	51.1%	10.0%	40.0%	40.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	17.6	12.8	18.2	11.4	55.9	48.6	45.6	42.4	42.4
Actuated g/C Ratio	0.20	0.14	0.20	0.13	0.62	0.54	0.51	0.47	0.47
v/c Ratio	0.89	0.44	0.33	0.61	0.16	0.61	0.61	0.51	0.29
Control Delay (s/veh)	70.3	32.8	29.1	27.6	4.6	9.8	32.9	20.0	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	70.3	32.8	29.1	27.6	4.6	9.8	32.9	20.0	3.4
LOS	E	C	C	C	A	A	C	C	A
Approach Delay (s/veh)		50.3		27.9		9.5		17.8	
Approach LOS		D		C		A		B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 30 (33%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay (s/veh): 20.0	Intersection LOS: B
Intersection Capacity Utilization 73.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: SR 14/139/154/US 29/Lee St SW & Campbellton Rd SW/Dill Ave SW





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	184	163	46	89	190	116	72	1020	98	116	820	245
Future Volume (veh/h)	184	163	46	89	190	116	72	1020	98	116	820	245
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1767	1841	1885	1811	1870	1856	1885	1900	1870	1870	1885
Adj Flow Rate, veh/h	192	170	48	93	198	121	75	1062	102	121	854	255
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	9	4	1	6	2	3	1	0	2	2	1
Cap, veh/h	237	359	99	277	275	160	554	1504	144	429	1224	550
Arrive On Green	0.07	0.14	0.14	0.06	0.13	0.13	0.47	0.91	0.91	0.12	0.34	0.34
Sat Flow, veh/h	1781	2602	714	1795	2091	1220	1767	3302	317	1781	3554	1598
Grp Volume(v), veh/h	192	108	110	93	161	158	75	576	588	121	854	255
Grp Sat Flow(s),veh/h/ln	1781	1678	1638	1795	1721	1591	1767	1791	1828	1781	1777	1598
Q Serve(g_s), s	6.0	5.3	5.6	4.0	8.1	8.6	0.0	7.2	7.2	0.0	18.7	8.2
Cycle Q Clear(g_c), s	6.0	5.3	5.6	4.0	8.1	8.6	0.0	7.2	7.2	0.0	18.7	8.2
Prop In Lane	1.00		0.44	1.00		0.77	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	237	232	226	277	226	209	554	816	833	429	1224	550
V/C Ratio(X)	0.81	0.47	0.49	0.34	0.71	0.75	0.14	0.71	0.71	0.28	0.70	0.46
Avail Cap(c_a), veh/h	237	336	328	309	363	336	554	816	833	429	1224	550
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.5	35.7	35.8	31.2	37.5	37.7	14.7	2.5	2.5	22.5	25.5	12.2
Incr Delay (d2), s/veh	18.7	1.4	1.6	0.7	4.1	5.4	0.1	4.8	4.8	0.4	3.3	2.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	2.2	2.3	1.8	3.6	3.7	0.8	2.1	2.1	2.0	7.9	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.2	37.2	37.5	31.9	41.6	43.1	14.8	7.3	7.3	22.8	28.8	15.0
LnGrp LOS	D	D	D	C	D	D	B	A	A	C	C	B
Approach Vol, veh/h		410			412			1239			1230	
Approach Delay, s/veh		45.2			40.0			7.8			25.3	
Approach LOS		D			D			A			C	

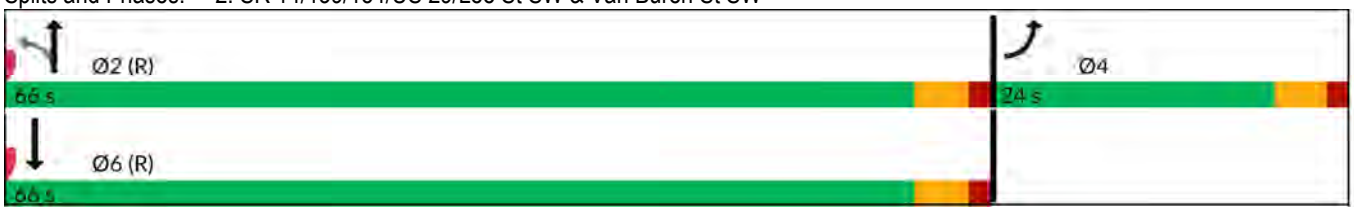
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.2	46.0	10.4	17.4	26.2	36.0	11.0	16.8
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	4.0	41.0	7.0	18.0	14.0	31.0	6.0	19.0
Max Q Clear Time (g_c+I1), s	2.0	9.2	6.0	7.6	2.0	20.7	8.0	10.6
Green Ext Time (p_c), s	0.0	8.7	0.0	0.8	0.1	4.6	0.0	1.2

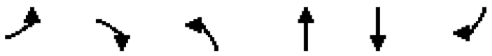
Intersection Summary	
HCM 7th Control Delay, s/veh	23.0
HCM 7th LOS	C

Lane Group	EBL	NBL	NBT	SBT
Lane Configurations				
Traffic Volume (vph)	0	43	1197	962
Future Volume (vph)	0	43	1197	962
Turn Type	Prot	Perm	NA	NA
Protected Phases	4		2	6
Permitted Phases	4	2		
Detector Phase	4	2	2	6
Switch Phase				
Minimum Initial (s)	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	23.0	23.0	23.0
Total Split (s)	24.0	66.0	66.0	66.0
Total Split (%)	26.7%	73.3%	73.3%	73.3%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Max	C-Max	C-Max
Act Effct Green (s)	5.5		77.6	77.6
Actuated g/C Ratio	0.06		0.86	0.86
v/c Ratio	0.31		0.33	0.33
Control Delay (s/veh)	3.2		1.8	0.3
Queue Delay	0.0		0.0	0.0
Total Delay (s/veh)	3.2		1.8	0.3
LOS	A		A	A
Approach Delay (s/veh)	3.2		1.8	0.3
Approach LOS	A		A	A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 26 (29%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.33	
Intersection Signal Delay (s/veh): 1.2	Intersection LOS: A
Intersection Capacity Utilization 67.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: SR 14/139/154/US 29/Lee St SW & Van Buren St SW





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	75	43	1197	962	4
Future Volume (veh/h)	0	75	43	1197	962	4
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1870	1885	1870	1900
Adj Flow Rate, veh/h	0	77	44	1234	992	4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	2	1	2	0
Cap, veh/h	0	98	142	3822	3004	12
Arrive On Green	0.00	0.06	1.00	1.00	1.00	1.00
Sat Flow, veh/h	0	1593	118	4772	3723	15
Grp Volume(v), veh/h	0	78	437	841	486	510
Grp Sat Flow(s),veh/h/ln	0	1613	1613	1561	1777	1868
Q Serve(g_s), s	0.0	4.3	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	4.3	0.0	0.0	0.0	0.0
Prop In Lane	0.00	0.99	0.10			0.01
Lane Grp Cap(c), veh/h	0	99	1379	2584	1471	1546
V/C Ratio(X)	0.00	0.79	0.32	0.33	0.33	0.33
Avail Cap(c_a), veh/h	0	341	1379	2584	1471	1546
HCM Platoon Ratio	1.00	1.00	1.33	1.33	2.00	2.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.86	0.86
Uniform Delay (d), s/veh	0.0	41.7	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	12.9	0.6	0.3	0.5	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.1	0.2	0.1	0.2	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	54.6	0.6	0.3	0.5	0.5
LnGrp LOS		D	A	A	A	A
Approach Vol, veh/h	78			1278	996	
Approach Delay, s/veh	54.6			0.4	0.5	
Approach LOS	D			A	A	

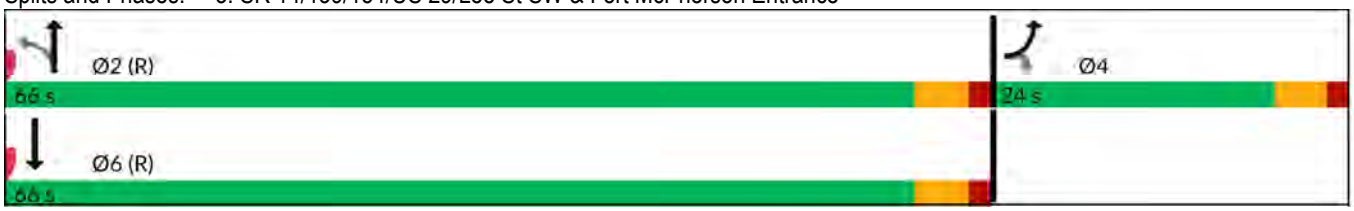
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		79.5		10.5		79.5
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		61.0		19.0		61.0
Max Q Clear Time (g_c+I1), s		2.0		6.3		2.0
Green Ext Time (p_c), s		11.7		0.1		7.3

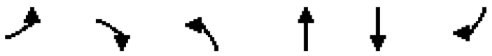
Intersection Summary	
HCM 7th Control Delay, s/veh	2.3
HCM 7th LOS	A

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	21	38	15	1203	1049
Future Volume (vph)	21	38	15	1203	1049
Turn Type	Prot	Perm	Perm	NA	NA
Protected Phases	4			2	6
Permitted Phases		4	2		
Detector Phase	4	4	2	2	6
Switch Phase					
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0
Total Split (s)	24.0	24.0	66.0	66.0	66.0
Total Split (%)	26.7%	26.7%	73.3%	73.3%	73.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	6.8	6.8		79.4	79.4
Actuated g/C Ratio	0.08	0.08		0.88	0.88
v/c Ratio	0.23	0.22		0.30	0.35
Control Delay (s/veh)	33.2	18.6		4.4	0.7
Queue Delay	0.0	0.0		0.0	0.0
Total Delay (s/veh)	33.2	18.6		4.4	0.7
LOS	C	B		A	A
Approach Delay (s/veh)	26.1			4.4	0.7
Approach LOS	C			A	A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 76 (84%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.35	
Intersection Signal Delay (s/veh): 3.3	Intersection LOS: A
Intersection Capacity Utilization 45.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: SR 14/139/154/US 29/Lee St SW & Fort McPherson Entrance





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	21	38	15	1203	1049	8
Future Volume (veh/h)	21	38	15	1203	1049	8
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1737	1796	1885	1870	1900
Adj Flow Rate, veh/h	29	30	15	1228	1070	8
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	11	7	1	2	0
Cap, veh/h	61	49	63	4206	3093	23
Arrive On Green	0.03	0.03	0.86	0.86	1.00	1.00
Sat Flow, veh/h	1810	1472	25	5071	3709	27
Grp Volume(v), veh/h	29	30	458	785	526	552
Grp Sat Flow(s),veh/h/ln	1810	1472	1820	1561	1777	1865
Q Serve(g_s), s	1.4	1.8	0.0	4.4	0.0	0.0
Cycle Q Clear(g_c), s	1.4	1.8	4.2	4.4	0.0	0.0
Prop In Lane	1.00	1.00	0.03			0.01
Lane Grp Cap(c), veh/h	61	49	1598	2671	1520	1596
V/C Ratio(X)	0.48	0.61	0.29	0.29	0.35	0.35
Avail Cap(c_a), veh/h	382	311	1598	2671	1520	1596
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.7	42.9	1.2	1.3	0.0	0.0
Incr Delay (d2), s/veh	5.7	11.5	0.5	0.3	0.6	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.8	0.4	0.2	0.3	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	48.5	54.4	1.7	1.5	0.6	0.6
LnGrp LOS	D	D	A	A	A	A
Approach Vol, veh/h	59			1243	1078	
Approach Delay, s/veh	51.5			1.6	0.6	
Approach LOS	D			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		82.0		8.0		82.0
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		61.0		19.0		61.0
Max Q Clear Time (g_c+I1), s		6.4		3.8		2.0
Green Ext Time (p_c), s		10.7		0.1		8.3

Intersection Summary	
HCM 7th Control Delay, s/veh	2.4
HCM 7th LOS	A

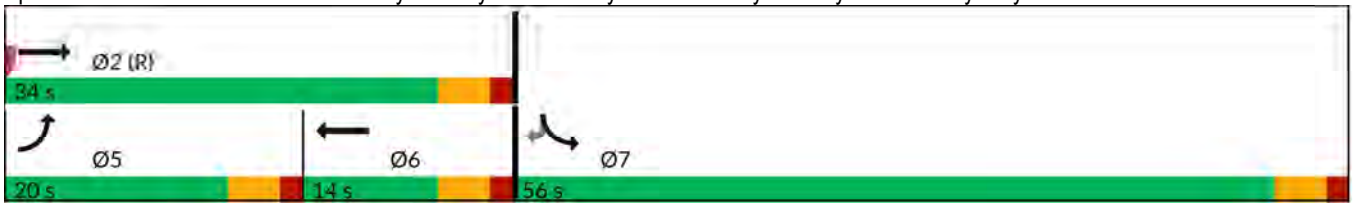
Notes

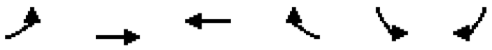
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	SBR
Lane Configurations				
Traffic Volume (vph)	6	91	159	84
Future Volume (vph)	6	91	159	84
Turn Type	Prot	NA	NA	Perm
Protected Phases	5	2	6	
Permitted Phases				7
Detector Phase	5	2	6	7
Switch Phase				
Minimum Initial (s)	3.0	3.0	3.0	3.0
Minimum Split (s)	8.0	8.0	8.0	8.0
Total Split (s)	20.0	34.0	14.0	56.0
Total Split (%)	22.2%	37.8%	15.6%	62.2%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	C-Max	None	None
Act Effct Green (s)	5.8	74.5	72.2	5.5
Actuated g/C Ratio	0.06	0.83	0.80	0.06
v/c Ratio	0.04	0.05	0.09	0.16
Control Delay (s/veh)	43.2	1.2	2.0	0.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.2	1.2	2.0	0.5
LOS	D	A	A	A
Approach Delay (s/veh)		4.0	2.0	
Approach LOS		A	A	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 18 (20%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.16	
Intersection Signal Delay (s/veh): 2.2	Intersection LOS: A
Intersection Capacity Utilization 18.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 4: Astor Ave SW/Tyler Perry Studios Way SW & ONE Tyler Perry Studios Way Dwy





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	91	159	8	0	84
Future Volume (veh/h)	6	91	159	8	0	84
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1722	1856	1530	1900	1870
Adj Flow Rate, veh/h	9	130	227	0	0	0
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70
Percent Heavy Veh, %	0	12	3	25	0	2
Cap, veh/h	113	3090	3020		2	
Arrive On Green	0.03	0.94	0.86	0.00	0.00	0.00
Sat Flow, veh/h	3510	3358	3711	0	1810	1585
Grp Volume(v), veh/h	9	130	227	0	0	0
Grp Sat Flow(s),veh/h/ln	1755	1636	1763	0	1810	1585
Q Serve(g_s), s	0.2	0.2	0.9	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	0.2	0.9	0.0	0.0	0.0
Prop In Lane	1.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	113	3090	3020		2	
V/C Ratio(X)	0.08	0.04	0.08		0.00	
Avail Cap(c_a), veh/h	585	3090	3020		1025	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	42.2	0.1	1.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	42.5	0.2	1.0	0.0	0.0	0.0
LnGrp LOS	D	A	A			
Approach Vol, veh/h		139	227		0	
Approach Delay, s/veh		2.9	1.0		0.0	
Approach LOS		A	A			

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		90.0		0.0	7.9	82.1
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		29.0		51.0	15.0	9.0
Max Q Clear Time (g_c+I1), s		2.2		0.0	2.2	2.9
Green Ext Time (p_c), s		0.8		0.0	0.0	0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	1.7
HCM 7th LOS	A

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	69	10	30	17	7	1108	47	33	900
Future Volume (vph)	69	10	30	17	7	1108	47	33	900
Turn Type	pm+pt	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4		8	5	2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	7	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	8.0	23.0	23.0	23.0	8.0	23.0	23.0	8.0	23.0
Total Split (s)	8.0	31.0	23.0	23.0	8.0	51.0	51.0	8.0	51.0
Total Split (%)	8.9%	34.4%	25.6%	25.6%	8.9%	56.7%	56.7%	8.9%	56.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	13.0	13.5		7.1	61.7	62.7	62.7	67.0	68.0
Actuated g/C Ratio	0.14	0.15		0.08	0.69	0.70	0.70	0.74	0.76
v/c Ratio	0.52	0.10		0.32	0.02	0.45	0.04	0.10	0.41
Control Delay (s/veh)	50.9	27.0		28.0	5.1	5.2	0.1	11.8	13.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	50.9	27.0		28.0	5.1	5.2	0.1	11.8	13.5
LOS	D	C		C	A	A	A	B	B
Approach Delay (s/veh)		45.4		28.0		5.0			13.5
Approach LOS		D		C		A			B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay (s/veh): 11.1	Intersection LOS: B
Intersection Capacity Utilization 49.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: Tyler Perry Studios Way SW/Astor Ave SW & SR 14/139/154/US 29/Lee St SW

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	10	11	30	17	34	7	1108	47	33	900	146
Future Volume (veh/h)	69	10	11	30	17	34	7	1108	47	33	900	146
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	1604	1366	1900	1900	1856	1693	1885	1900	1856	1870	1856
Adj Flow Rate, veh/h	70	10	11	31	17	35	7	1131	0	34	918	149
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	4	20	36	0	0	3	14	1	0	3	2	3
Cap, veh/h	175	98	107	115	31	75	508	2415		329	1565	254
Arrive On Green	0.03	0.14	0.14	0.05	0.05	0.05	0.36	1.00	0.00	0.02	0.51	0.51
Sat Flow, veh/h	1753	698	768	960	610	1465	1612	3582	1610	1767	3061	497
Grp Volume(v), veh/h	70	0	21	48	0	35	7	1131	0	34	533	534
Grp Sat Flow(s),veh/h/ln	1753	0	1465	1569	0	1465	1612	1791	1610	1767	1777	1781
Q Serve(g_s), s	3.0	0.0	1.1	2.5	0.0	2.1	0.0	0.0	0.0	0.9	18.8	18.9
Cycle Q Clear(g_c), s	3.0	0.0	1.1	2.7	0.0	2.1	0.0	0.0	0.0	0.9	18.8	18.9
Prop In Lane	1.00		0.52	0.65		1.00	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	175	0	205	146	0	75	508	2415		329	908	910
V/C Ratio(X)	0.40	0.00	0.10	0.33	0.00	0.47	0.01	0.47		0.10	0.59	0.59
Avail Cap(c_a), veh/h	175	0	423	377	0	293	508	2415		354	908	910
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.90	0.90	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.9	0.0	33.8	41.8	0.0	41.5	10.2	0.0	0.0	12.5	15.4	15.4
Incr Delay (d2), s/veh	1.5	0.0	0.2	1.3	0.0	4.5	0.0	0.6	0.0	0.1	2.8	2.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.4	1.1	0.0	0.8	0.1	0.2	0.0	0.3	7.5	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.4	0.0	34.0	43.1	0.0	46.0	10.3	0.6	0.0	12.7	18.1	18.1
LnGrp LOS	D		C	D		D	B	A		B	B	B
Approach Vol, veh/h		91			83			1138			1101	
Approach Delay, s/veh		38.1			44.3			0.6			18.0	
Approach LOS		D			D			A			B	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.7	65.7		17.6	21.4	51.0	8.0	9.6				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	3.0	46.0		26.0	3.0	46.0	3.0	18.0				
Max Q Clear Time (g_c+I1), s	2.9	2.0		3.1	2.0	20.9	5.0	4.7				
Green Ext Time (p_c), s	0.0	10.0		0.1	0.0	7.3	0.0	0.3				

Intersection Summary			
HCM 7th Control Delay, s/veh		11.5	
HCM 7th LOS		B	

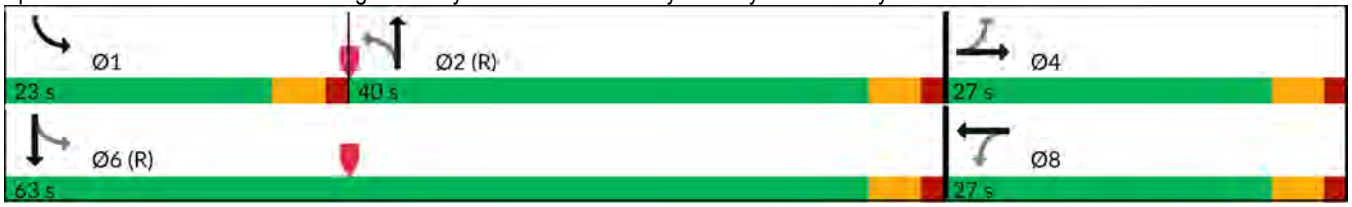
Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	3	16	162	11	11	93	85	183
Future Volume (vph)	3	16	162	11	11	93	85	183
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases		4		8		2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	1	6
Switch Phase								
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	8.0	23.0
Total Split (s)	27.0	27.0	27.0	27.0	40.0	40.0	23.0	63.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	44.4%	44.4%	25.6%	70.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0		5.0	5.0	5.0
Lead/Lag					Lag	Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	
Recall Mode	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)		17.0	17.0	17.0		53.0	63.0	63.0
Actuated g/C Ratio		0.19	0.19	0.19		0.59	0.70	0.70
v/c Ratio		0.07	0.73	0.10		0.35	0.19	0.17
Control Delay (s/veh)		25.5	41.8	8.9		2.9	7.7	7.1
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		25.5	41.8	8.9		2.9	7.7	7.1
LOS		C	D	A		A	A	A
Approach Delay (s/veh)		25.5		36.8		2.9		7.3
Approach LOS		C		D		A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 71 (79%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay (s/veh): 10.4	Intersection LOS: B
Intersection Capacity Utilization 57.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 6: SR 166/Langford Pkwy WB/Astor Ave SW/Tyler Perry Studios Way SW & Womack Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	16	3	162	11	18	11	93	496	85	183	7
Future Volume (veh/h)	3	16	3	162	11	18	11	93	496	85	183	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1826	1900	1811	1900	1737	1870	1870	1841	1900
Adj Flow Rate, veh/h	3	18	3	184	13	20	13	106	564	97	208	8
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	5	0	6	0	11	2	2	4	0
Cap, veh/h	59	235	36	296	105	162	127	979	857	437	1291	50
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.64	0.64	0.64	0.04	0.73	0.73
Sat Flow, veh/h	87	1512	228	1358	675	1038	129	1529	1340	1781	1761	68
Grp Volume(v), veh/h	24	0	0	184	0	33	119	0	564	97	0	216
Grp Sat Flow(s),veh/h/ln	1827	0	0	1358	0	1713	1659	0	1340	1781	0	1829
Q Serve(g_s), s	0.0	0.0	0.0	10.6	0.0	1.5	0.0	0.0	23.6	1.6	0.0	3.2
Cycle Q Clear(g_c), s	1.0	0.0	0.0	11.6	0.0	1.5	2.4	0.0	23.6	1.6	0.0	3.2
Prop In Lane	0.12		0.12	1.00		0.61	0.11		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	329	0	0	296	0	267	1106	0	857	437	0	1341
V/C Ratio(X)	0.07	0.00	0.00	0.62	0.00	0.12	0.11	0.00	0.66	0.22	0.00	0.16
Avail Cap(c_a), veh/h	487	0	0	416	0	419	1106	0	857	726	0	1341
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.97	0.00	0.97	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.5	0.0	0.0	36.9	0.0	32.7	6.3	0.0	10.1	8.4	0.0	3.6
Incr Delay (d2), s/veh	0.1	0.0	0.0	2.1	0.0	0.2	0.2	0.0	3.9	0.3	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	4.1	0.0	0.6	0.9	0.0	7.1	0.5	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.6	0.0	0.0	38.9	0.0	32.9	6.5	0.0	14.0	8.7	0.0	3.9
LnGrp LOS	C			D		C	A		B	A		A
Approach Vol, veh/h		24			217			683			313	
Approach Delay, s/veh		32.6			38.0			12.7			5.4	
Approach LOS		C			D			B			A	

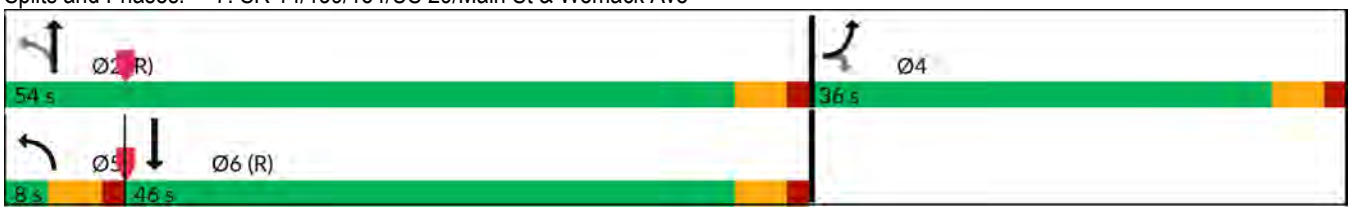
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	8.4	62.6		19.0		71.0		19.0				
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s	18.0	35.0		22.0		58.0		22.0				
Max Q Clear Time (g_c+I1), s	3.6	25.6		3.0		5.2		13.6				
Green Ext Time (p_c), s	0.2	3.5		0.1		1.5		0.5				

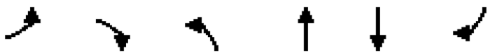
Intersection Summary			
HCM 7th Control Delay, s/veh		15.7	
HCM 7th LOS		B	

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	224	379	86	929	843
Future Volume (vph)	224	379	86	929	843
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4	2		
Detector Phase	4	4	5	2	6
Switch Phase					
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	23.0	8.0	23.0	23.0
Total Split (s)	36.0	36.0	8.0	54.0	46.0
Total Split (%)	40.0%	40.0%	8.9%	60.0%	51.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effct Green (s)	20.5	20.5	59.5	59.5	50.2
Actuated g/C Ratio	0.23	0.23	0.66	0.66	0.56
v/c Ratio	0.57	0.81	0.26	0.41	0.50
Control Delay (s/veh)	37.5	34.6	6.8	5.7	10.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	37.5	34.7	6.8	5.7	10.9
LOS	D	C	A	A	B
Approach Delay (s/veh)	35.7			5.8	10.9
Approach LOS	D			A	B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 89 (99%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay (s/veh): 14.7	Intersection LOS: B
Intersection Capacity Utilization 58.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 7: SR 14/139/154/US 29/Main St & Womack Ave





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	224	379	86	929	843	107
Future Volume (veh/h)	224	379	86	929	843	107
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1870	1826	1885	1870	1826
Adj Flow Rate, veh/h	231	391	89	958	869	110
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	2	5	1	2	5
Cap, veh/h	495	437	432	2196	1664	211
Arrive On Green	0.28	0.28	0.03	0.61	1.00	1.00
Sat Flow, veh/h	1795	1585	1739	3676	3267	402
Grp Volume(v), veh/h	231	391	89	958	487	492
Grp Sat Flow(s),veh/h/ln	1795	1585	1739	1791	1777	1798
Q Serve(g_s), s	9.6	21.3	2.0	12.7	0.0	0.0
Cycle Q Clear(g_c), s	9.6	21.3	2.0	12.7	0.0	0.0
Prop In Lane	1.00	1.00	1.00			0.22
Lane Grp Cap(c), veh/h	495	437	432	2196	932	943
V/C Ratio(X)	0.47	0.89	0.21	0.44	0.52	0.52
Avail Cap(c_a), veh/h	618	546	432	2196	932	943
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.99	0.99	0.93	0.93	0.92	0.92
Uniform Delay (d), s/veh	27.1	31.3	8.4	9.2	0.0	0.0
Incr Delay (d2), s/veh	0.7	14.7	0.2	0.6	1.9	1.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	18.6	0.7	4.3	0.5	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	27.8	46.0	8.6	9.8	1.9	1.9
LnGrp LOS	C	D	A	A	A	A
Approach Vol, veh/h	622			1047	979	
Approach Delay, s/veh	39.2			9.7	1.9	
Approach LOS	D			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		60.2		29.8	8.0	52.2
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		49.0		31.0	3.0	41.0
Max Q Clear Time (g_c+I1), s		14.7		23.3	4.0	2.0
Green Ext Time (p_c), s		7.5		1.5	0.0	7.1

Intersection Summary	
HCM 7th Control Delay, s/veh	13.8
HCM 7th LOS	B

Intersection	
Intersection Delay, s/veh	18.3
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	23	3	5	34	502	3	8	6	363	9	10
Future Vol, veh/h	14	23	3	5	34	502	3	8	6	363	9	10
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	0	0	0	0	0	3	0	0	0	2	0	0
Mvmt Flow	14	24	3	5	35	518	3	8	6	374	9	10
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

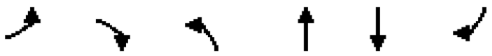
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay, s/veh	9.6	19.8	9.2	17.5
HCM LOS	A	C	A	C

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	18%	35%	13%	0%	95%
Vol Thru, %	47%	57%	87%	0%	2%
Vol Right, %	35%	8%	0%	100%	3%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	17	40	39	502	382
LT Vol	3	14	5	0	363
Through Vol	8	23	34	0	9
RT Vol	6	3	0	502	10
Lane Flow Rate	18	41	40	518	394
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.029	0.07	0.066	0.733	0.62
Departure Headway (Hd)	5.999	6.091	5.869	5.096	5.669
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	595	586	611	709	638
Service Time	4.054	4.144	3.602	2.829	3.701
HCM Lane V/C Ratio	0.03	0.07	0.065	0.731	0.618
HCM Control Delay, s/veh	9.2	9.6	9	20.6	17.5
HCM Lane LOS	A	A	A	C	C
HCM 95th-tile Q	0.1	0.2	0.2	6.5	4.3

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	332	70	200	674	884	332
Future Volume (vph)	332	70	200	674	884	332
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	23.0	8.0	23.0	23.0	23.0
Total Split (s)	24.0	24.0	9.0	66.0	57.0	57.0
Total Split (%)	26.7%	26.7%	10.0%	73.3%	63.3%	63.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	13.9	13.9	66.1	66.1	57.1	57.1
Actuated g/C Ratio	0.15	0.15	0.73	0.73	0.63	0.63
v/c Ratio	0.63	0.24	0.45	0.26	0.39	0.30
Control Delay (s/veh)	40.7	10.3	10.0	4.5	6.3	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	40.7	10.3	10.0	4.5	6.3	1.2
LOS	D	B	B	A	A	A
Approach Delay (s/veh)	35.3			5.8	4.9	
Approach LOS	D			A	A	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 2 (2%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay (s/veh): 10.1	Intersection LOS: B
Intersection Capacity Utilization 57.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 9: SR 14/139/154/US 29/Main St & Knotts Ave



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	332	70	200	674	884	332
Future Volume (veh/h)	332	70	200	674	884	332
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1796	1885	1870	1885	1841
Adj Flow Rate, veh/h	335	71	202	681	893	335
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	1	7	1	2	1	4
Cap, veh/h	440	192	566	2710	2070	901
Arrive On Green	0.13	0.13	0.13	0.76	1.00	1.00
Sat Flow, veh/h	3483	1522	1795	3647	3676	1560
Grp Volume(v), veh/h	335	71	202	681	893	335
Grp Sat Flow(s),veh/h/ln	1742	1522	1795	1777	1791	1560
Q Serve(g_s), s	8.4	3.8	0.0	5.1	0.0	0.0
Cycle Q Clear(g_c), s	8.4	3.8	0.0	5.1	0.0	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	440	192	566	2710	2070	901
V/C Ratio(X)	0.76	0.37	0.36	0.25	0.43	0.37
Avail Cap(c_a), veh/h	735	321	566	2710	2070	901
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.78	0.78
Uniform Delay (d), s/veh	38.0	36.0	8.0	3.1	0.0	0.0
Incr Delay (d2), s/veh	2.8	1.2	0.4	0.2	0.5	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	3.4	1.7	1.2	0.1	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	40.8	37.2	8.4	3.4	0.5	0.9
LnGrp LOS	D	D	A	A	A	A
Approach Vol, veh/h	406			883	1228	
Approach Delay, s/veh	40.1			4.5	0.6	
Approach LOS	D			A	A	

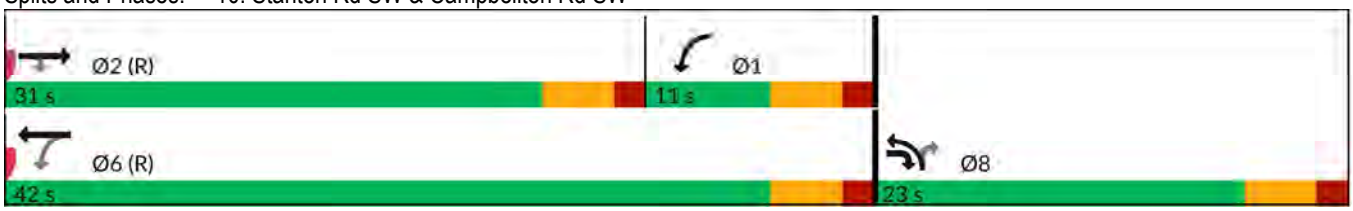
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		73.6		16.4	16.6	57.0
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		61.0		19.0	4.0	52.0
Max Q Clear Time (g_c+I1), s		7.1		10.4	2.0	2.0
Green Ext Time (p_c), s		5.0		1.0	0.1	8.9

Intersection Summary	
HCM 7th Control Delay, s/veh	8.4
HCM 7th LOS	A

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	298	65	96	324	48	91
Future Volume (vph)	298	65	96	324	48	91
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm
Protected Phases	2	8	1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	8	1	6	8	8
Switch Phase						
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	23.0	8.0	23.0	23.0	23.0
Total Split (s)	31.0	23.0	11.0	42.0	23.0	23.0
Total Split (%)	47.7%	35.4%	16.9%	64.6%	35.4%	35.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Max	None	None	C-Max	None	None
Act Effct Green (s)	41.9	52.2	50.7	50.7	7.4	7.4
Actuated g/C Ratio	0.64	0.80	0.78	0.78	0.11	0.11
v/c Ratio	0.26	0.05	0.11	0.24	0.25	0.37
Control Delay (s/veh)	8.1	0.7	3.3	3.4	28.8	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.1	0.7	3.3	3.4	28.8	10.8
LOS	A	A	A	A	C	B
Approach Delay (s/veh)	6.8			3.3	17.1	
Approach LOS	A			A	B	

Intersection Summary	
Cycle Length: 65	
Actuated Cycle Length: 65	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.37	
Intersection Signal Delay (s/veh): 6.8	Intersection LOS: A
Intersection Capacity Utilization 36.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 10: Stanton Rd SW & Campbellton Rd SW



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	298	65	96	324	48	91
Future Volume (veh/h)	298	65	96	324	48	91
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1870	1870	1856	1870	1841
Adj Flow Rate, veh/h	314	68	101	341	51	96
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	2	2	3	2	4
Cap, veh/h	742	774	858	1406	157	138
Arrive On Green	0.40	0.40	0.28	0.76	0.09	0.09
Sat Flow, veh/h	1856	1585	1781	1856	1781	1560
Grp Volume(v), veh/h	314	68	101	341	51	96
Grp Sat Flow(s),veh/h/ln	1856	1585	1781	1856	1781	1560
Q Serve(g_s), s	7.9	1.5	0.0	3.5	1.7	3.9
Cycle Q Clear(g_c), s	7.9	1.5	0.0	3.5	1.7	3.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	742	774	858	1406	157	138
V/C Ratio(X)	0.42	0.09	0.12	0.24	0.32	0.70
Avail Cap(c_a), veh/h	742	774	858	1406	493	432
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.1	8.9	8.1	2.3	27.8	28.8
Incr Delay (d2), s/veh	1.8	0.2	0.1	0.4	1.2	6.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.6	0.6	0.7	0.8	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	15.8	9.1	8.1	2.7	29.0	35.0
LnGrp LOS	B	A	A	A	C	C
Approach Vol, veh/h	382			442	147	
Approach Delay, s/veh	14.6			4.0	32.9	
Approach LOS	B			A	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	23.3	31.0				54.3	10.7
Change Period (Y+Rc), s	5.0	5.0				5.0	5.0
Max Green Setting (Gmax), s	6.0	26.0				37.0	18.0
Max Q Clear Time (g_c+I1), s	2.0	9.9				5.5	5.9
Green Ext Time (p_c), s	0.1	1.8				2.1	0.3

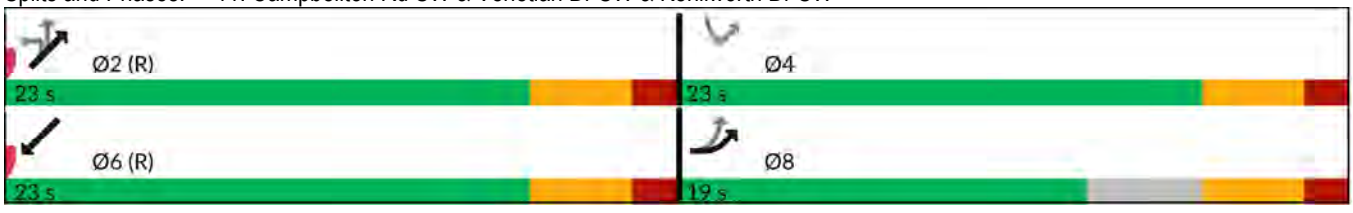
Intersection Summary			
HCM 7th Control Delay, s/veh		12.6	
HCM 7th LOS		B	

Lane Group	EBL	SBL	NEL2	NEL	NET	SWT
Lane Configurations						
Traffic Volume (vph)	85	7	7	6	335	374
Future Volume (vph)	85	7	7	6	335	374
Turn Type	Prot	Perm	Perm	Perm	NA	NA
Protected Phases	8!				2	6
Permitted Phases		4!	2	2		
Detector Phase	8	4	2	2	2	6
Switch Phase						
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	8.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	19.0	23.0	23.0	23.0	23.0	23.0
Total Split (%)	41.3%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0			5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	7.4	7.3			34.9	34.9
Actuated g/C Ratio	0.16	0.16			0.76	0.76
v/c Ratio	0.35	0.10			0.29	0.35
Control Delay (s/veh)	13.7	4.6			4.7	5.1
Queue Delay	0.0	0.0			0.0	0.0
Total Delay (s/veh)	13.7	4.6			4.7	5.1
LOS	B	A			A	A
Approach Delay (s/veh)	13.7	4.6			4.7	5.1
Approach LOS	B	A			A	A

Intersection Summary	
Cycle Length: 46	
Actuated Cycle Length: 46	
Offset: 0 (0%), Referenced to phase 2:NETL and 6:SWT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.35	
Intersection Signal Delay (s/veh): 5.9	Intersection LOS: A
Intersection Capacity Utilization 49.3%	ICU Level of Service A
Analysis Period (min) 15	

! Phase conflict between lane groups.

Splits and Phases: 11: Campbellton Rd SW & Venetian Dr SW & Kenilworth Dr SW



Movement	EBL2	EBL	EBR	SBL	SBR	SBR2	NEL2	NEL	NET	SWT	SWR	SWR2
Lane Configurations												
Traffic Volume (vph)	1	85	9	7	11	6	7	6	335	374	54	3
Future Volume (vph)	1	85	9	7	11	6	7	6	335	374	54	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0					5.0	5.0		
Lane Util. Factor		1.00		1.00					1.00	1.00		
Frt		0.99		0.90					1.00	0.98		
Flt Protected		0.96		0.99					1.00	1.00		
Satd. Flow (prot)		1701		1693					1821	1817		
Flt Permitted		0.96		0.90					0.98	1.00		
Satd. Flow (perm)		1701		1550					1789	1817		
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	1	97	10	8	13	7	8	7	381	425	61	3
RTOR Reduction (vph)	0	42	0	25	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	66	0	3	0	0	0	0	396	489	0	0
Heavy Vehicles (%)	0%	5%	11%	0%	0%	0%	14%	0%	4%	3%	1%	0%
Turn Type	Perm	Prot		Perm			Perm	Perm	NA	NA		
Protected Phases		8!							2	6		
Permitted Phases	8!			4!			2	2				
Actuated Green, G (s)		5.1		5.1					30.9	30.9		
Effective Green, g (s)		5.1		5.1					30.9	30.9		
Actuated g/C Ratio		0.11		0.11					0.67	0.67		
Clearance Time (s)		5.0		5.0					5.0	5.0		
Vehicle Extension (s)		3.0		3.0					3.0	3.0		
Lane Grp Cap (vph)		188		171					1201	1220		
v/s Ratio Prot										c0.27		
v/s Ratio Perm		0.04		0.00					0.22			
v/c Ratio		0.35		0.02					0.33	0.40		
Uniform Delay, d1		18.9		18.2					3.2	3.4		
Progression Factor		1.00		1.00					1.00	1.00		
Incremental Delay, d2		1.1		0.0					0.7	1.0		
Delay (s)		20.1		18.3					3.9	4.4		
Level of Service		C		B					A	A		
Approach Delay (s/veh)		20.1		18.3					3.9	4.4		
Approach LOS		C		B					A	A		

Intersection Summary			
HCM 2000 Control Delay (s/veh)	6.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	46.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	49.3%	ICU Level of Service	A
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	39	362	15	439	57	27	32	48
Future Volume (vph)	39	362	15	439	57	27	32	48
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		2		6		8		4
Permitted Phases	2		6		8		4	
Detector Phase	2	2	6	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	39.0	39.0	39.0	39.0	26.0	26.0	26.0	26.0
Total Split (%)	60.0%	60.0%	60.0%	60.0%	40.0%	40.0%	40.0%	40.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0		5.0		5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None	None	None
Act Effct Green (s)	48.5	48.5	48.5	48.5		9.6		9.6
Actuated g/C Ratio	0.75	0.75	0.75	0.75		0.15		0.15
v/c Ratio	0.07	0.17	0.03	0.21		0.50		0.49
Control Delay (s/veh)	4.4	3.6	4.2	3.7		29.6		22.4
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay (s/veh)	4.4	3.6	4.2	3.7		29.6		22.4
LOS	A	A	A	A		C		C
Approach Delay (s/veh)		3.7		3.7		29.6		22.4
Approach LOS		A		A		C		C

Intersection Summary	
Cycle Length: 65	
Actuated Cycle Length: 65	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.50	
Intersection Signal Delay (s/veh): 7.9	Intersection LOS: A
Intersection Capacity Utilization 41.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 12: Oakland Dr SW & Campbellton Rd SW

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	362	40	15	439	54	57	27	16	32	48	47
Future Volume (veh/h)	39	362	40	15	439	54	57	27	16	32	48	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1826	1900	1707	1841	1870	1870	1900	1811	1900	1900	1870
Adj Flow Rate, veh/h	42	393	43	16	477	59	62	29	17	35	52	51
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	5	0	13	4	2	2	0	6	0	0	2
Cap, veh/h	701	2313	252	715	2297	283	183	67	30	106	87	72
Arrive On Green	0.73	0.73	0.73	0.73	0.73	0.73	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	862	3155	343	870	3134	386	847	591	269	324	766	639
Grp Volume(v), veh/h	42	215	221	16	265	271	108	0	0	138	0	0
Grp Sat Flow(s),veh/h/ln	862	1735	1764	870	1749	1771	1707	0	0	1730	0	0
Q Serve(g_s), s	1.0	2.5	2.5	0.4	3.1	3.1	0.0	0.0	0.0	1.2	0.0	0.0
Cycle Q Clear(g_c), s	4.2	2.5	2.5	2.9	3.1	3.1	3.6	0.0	0.0	4.8	0.0	0.0
Prop In Lane	1.00		0.19	1.00		0.22	0.57		0.16	0.25		0.37
Lane Grp Cap(c), veh/h	701	1271	1293	715	1282	1298	280	0	0	265	0	0
V/C Ratio(X)	0.06	0.17	0.17	0.02	0.21	0.21	0.39	0.00	0.00	0.52	0.00	0.00
Avail Cap(c_a), veh/h	701	1271	1293	715	1282	1298	591	0	0	609	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.90	0.90	0.90	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.4	2.6	2.6	3.1	2.7	2.7	27.2	0.0	0.0	27.7	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.3	0.3	0.1	0.3	0.3	0.9	0.0	0.0	1.6	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.5	0.5	0.0	0.7	0.7	1.6	0.0	0.0	2.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	3.6	2.9	2.9	3.1	3.1	3.1	28.0	0.0	0.0	29.3	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C			C		
Approach Vol, veh/h		478			552			108			138	
Approach Delay, s/veh		3.0			3.1			28.0			29.3	
Approach LOS		A			A			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		52.6		12.4		52.6		12.4				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		34.0		21.0		34.0		21.0				
Max Q Clear Time (g_c+I1), s		6.2		6.8		5.1		5.6				
Green Ext Time (p_c), s		2.9		0.6		3.4		0.5				

Intersection Summary												
HCM 7th Control Delay, s/veh			8.0									
HCM 7th LOS			A									

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	373	402	2	2	12
Future Vol, veh/h	12	373	402	2	2	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	4	3	0	0	8
Mvmt Flow	13	389	419	2	2	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	421	0	-	0	833	420
Stage 1	-	-	-	-	420	-
Stage 2	-	-	-	-	414	-
Critical Hdwy	4.1	-	-	-	6.4	6.28
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.372
Pot Cap-1 Maneuver	1149	-	-	-	341	621
Stage 1	-	-	-	-	667	-
Stage 2	-	-	-	-	672	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1149	-	-	-	336	621
Mov Cap-2 Maneuver	-	-	-	-	336	-
Stage 1	-	-	-	-	658	-
Stage 2	-	-	-	-	672	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.25	0	11.67
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	56	-	-	-	554
HCM Lane V/C Ratio	0.011	-	-	-	0.026
HCM Ctrl Dly (s/v)	8.2	0	-	-	11.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	34	342	369	18	12	37
Future Vol, veh/h	34	342	369	18	12	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	4	3	6	0	3
Mvmt Flow	36	360	388	19	13	39

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	407	0	-	0	829	398
Stage 1	-	-	-	-	398	-
Stage 2	-	-	-	-	432	-
Critical Hdwy	4.13	-	-	-	6.4	6.23
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.227	-	-	-	3.5	3.327
Pot Cap-1 Maneuver	1146	-	-	-	343	650
Stage 1	-	-	-	-	683	-
Stage 2	-	-	-	-	659	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1146	-	-	-	330	650
Mov Cap-2 Maneuver	-	-	-	-	330	-
Stage 1	-	-	-	-	656	-
Stage 2	-	-	-	-	659	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.75	0	12.61
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	163	-	-	-	525
HCM Lane V/C Ratio	0.031	-	-	-	0.098
HCM Ctrl Dly (s/v)	8.2	0	-	-	12.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	75	236	69	4	242	8	64	20	19	4	22	81
Future Vol, veh/h	75	236	69	4	242	8	64	20	19	4	22	81
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	50	-	0	250	-	-	135	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	1	6	4	0	5	0	6	0	0	0	0	1
Mvmt Flow	78	246	72	4	252	8	67	21	20	4	23	84

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	260	0	0	318	0	0	674	671	246	677	739	256
Stage 1	-	-	-	-	-	-	402	402	-	265	265	-
Stage 2	-	-	-	-	-	-	272	269	-	413	474	-
Critical Hdwy	4.11	-	-	4.1	-	-	7.16	6.5	6.2	7.1	6.5	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.2	-	-	3.554	4	3.3	3.5	4	3.309
Pot Cap-1 Maneuver	1310	-	-	1254	-	-	363	380	798	369	348	785
Stage 1	-	-	-	-	-	-	617	604	-	745	693	-
Stage 2	-	-	-	-	-	-	725	690	-	621	561	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1310	-	-	1254	-	-	284	356	798	319	326	785
Mov Cap-2 Maneuver	-	-	-	-	-	-	284	356	-	319	326	-
Stage 1	-	-	-	-	-	-	580	568	-	743	691	-
Stage 2	-	-	-	-	-	-	624	688	-	548	528	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.56	0.12	18.33	12.61
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	284	488	1310	-	-	1254	-	-	584
HCM Lane V/C Ratio	0.235	0.083	0.06	-	-	0.003	-	-	0.191
HCM Ctrl Dly (s/v)	21.6	13	7.9	-	-	7.9	-	-	12.6
HCM Lane LOS	C	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.9	0.3	0.2	-	-	0	-	-	0.7

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	434	2	0	517	1	1
Future Vol, veh/h	434	2	0	517	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	0	0	3	0	0
Mvmt Flow	472	2	0	562	1	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	474	0	754	237
Stage 1	-	-	-	-	473	-
Stage 2	-	-	-	-	281	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1099	-	349	771
Stage 1	-	-	-	-	599	-
Stage 2	-	-	-	-	747	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1099	-	349	771
Mov Cap-2 Maneuver	-	-	-	-	349	-
Stage 1	-	-	-	-	599	-
Stage 2	-	-	-	-	747	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	12.52
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	481	-	-	1099	-
HCM Lane V/C Ratio	0.005	-	-	-	-
HCM Ctrl Dly (s/v)	12.5	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	434	0	5	511	1	0
Future Vol, veh/h	434	0	5	511	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	0	0	3	0	0
Mvmt Flow	472	0	5	555	1	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	472	0	760	236
Stage 1	-	-	-	-	472	-
Stage 2	-	-	-	-	289	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1101	-	346	772
Stage 1	-	-	-	-	600	-
Stage 2	-	-	-	-	741	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1101	-	344	772
Mov Cap-2 Maneuver	-	-	-	-	344	-
Stage 1	-	-	-	-	600	-
Stage 2	-	-	-	-	737	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.13	15.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	344	-	-	35	-
HCM Lane V/C Ratio	0.003	-	-	0.005	-
HCM Ctrl Dly (s/v)	15.5	-	-	8.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	436	0	2	516	0	3
Future Vol, veh/h	436	0	2	516	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	0	0	3	0	0
Mvmt Flow	469	0	2	555	0	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	469	0	751	234
Stage 1	-	-	-	-	469	-
Stage 2	-	-	-	-	282	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1103	-	351	774
Stage 1	-	-	-	-	602	-
Stage 2	-	-	-	-	747	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1103	-	350	774
Mov Cap-2 Maneuver	-	-	-	-	350	-
Stage 1	-	-	-	-	602	-
Stage 2	-	-	-	-	745	-

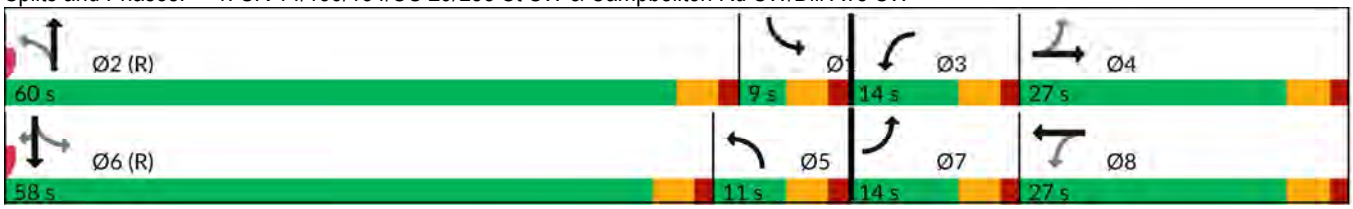
Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.05	9.67
HCM LOS			A

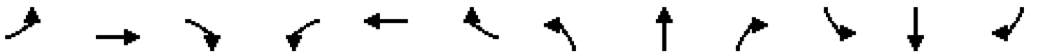
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	774	-	-	14	-
HCM Lane V/C Ratio	0.004	-	-	0.002	-
HCM Ctrl Dly (s/v)	9.7	-	-	8.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	186	173	166	112	75	1553	90	443	75
Future Volume (vph)	186	173	166	112	75	1553	90	443	75
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	8.0	23.0	8.0	23.0	8.0	23.0	8.0	23.0	23.0
Total Split (s)	14.0	27.0	14.0	27.0	11.0	60.0	9.0	58.0	58.0
Total Split (%)	12.7%	24.5%	12.7%	24.5%	10.0%	54.5%	8.2%	52.7%	52.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	21.0	12.0	21.0	12.0	70.9	65.0	68.4	65.2	65.2
Actuated g/C Ratio	0.19	0.11	0.19	0.11	0.64	0.59	0.62	0.59	0.59
v/c Ratio	0.80	0.71	0.82	0.58	0.13	0.87	0.76	0.22	0.08
Control Delay (s/veh)	61.5	31.4	65.2	29.3	3.0	20.9	64.9	11.9	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	61.5	31.4	65.2	29.3	3.0	20.9	64.9	11.9	0.9
LOS	E	C	E	C	A	C	E	B	A
Approach Delay (s/veh)		42.0		44.3		20.2		18.4	
Approach LOS		D		D		C		B	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 69 (63%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay (s/veh): 26.2	Intersection LOS: C
Intersection Capacity Utilization 89.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: SR 14/139/154/US 29/Lee St SW & Campbellton Rd SW/Dill Ave SW





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	186	173	169	166	112	119	75	1553	180	90	443	75
Future Volume (veh/h)	186	173	169	166	112	119	75	1553	180	90	443	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1767	1856	1870	1663	1693	1870	1870	1870	1781	1841	1781
Adj Flow Rate, veh/h	194	180	176	173	117	124	78	1618	188	94	461	78
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	9	3	2	16	14	2	2	2	8	4	8
Cap, veh/h	280	240	214	241	226	202	613	1606	184	223	1685	727
Arrive On Green	0.08	0.14	0.14	0.08	0.14	0.14	0.22	1.00	1.00	0.09	0.48	0.48
Sat Flow, veh/h	1781	1678	1497	1781	1580	1409	1781	3213	368	1697	3497	1510
Grp Volume(v), veh/h	194	180	176	173	117	124	78	884	922	94	461	78
Grp Sat Flow(s),veh/h/ln	1781	1678	1497	1781	1580	1409	1781	1777	1804	1697	1749	1510
Q Serve(g_s), s	9.0	11.3	12.6	9.0	7.5	9.1	0.0	0.0	55.0	1.4	8.7	2.1
Cycle Q Clear(g_c), s	9.0	11.3	12.6	9.0	7.5	9.1	0.0	0.0	55.0	1.4	8.7	2.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	280	240	214	241	226	202	613	888	902	223	1685	727
V/C Ratio(X)	0.69	0.75	0.82	0.72	0.52	0.61	0.13	1.00	1.02	0.42	0.27	0.11
Avail Cap(c_a), veh/h	280	336	299	241	316	282	613	888	902	223	1685	727
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	1.00	1.00	1.00	0.90	0.90	0.90	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.7	45.2	45.7	37.7	43.6	44.3	12.3	0.0	0.0	45.4	17.0	6.9
Incr Delay (d2), s/veh	7.0	5.7	11.6	9.8	1.8	3.0	0.1	27.5	34.1	1.3	0.4	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	5.0	5.3	4.7	3.1	3.4	0.9	6.8	8.5	2.4	3.4	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.7	50.9	57.4	47.5	45.4	47.3	12.4	27.5	34.1	46.6	17.4	7.2
LnGrp LOS	D	D	E	D	D	D	B	C	F	D	B	A
Approach Vol, veh/h		550			414			1884			633	
Approach Delay, s/veh		51.1			46.8			30.1			20.5	
Approach LOS		D			D			C			C	

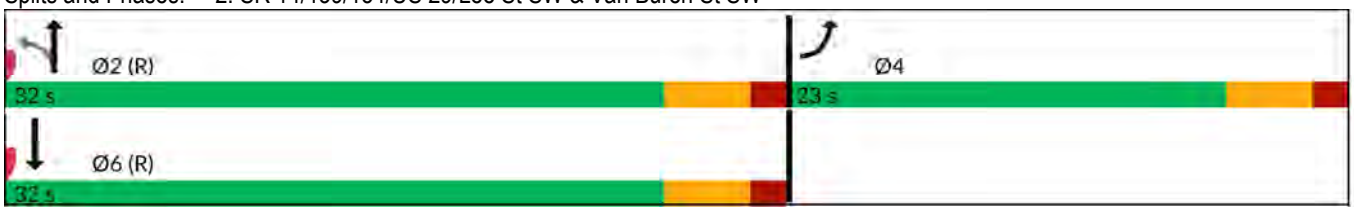
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.2	60.0	14.0	20.8	17.2	58.0	14.0	20.8
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	4.0	55.0	9.0	22.0	6.0	53.0	9.0	22.0
Max Q Clear Time (g_c+I1), s	3.4	57.0	11.0	14.6	2.0	10.7	11.0	11.1
Green Ext Time (p_c), s	0.0	0.0	0.0	1.2	0.0	3.4	0.0	1.1

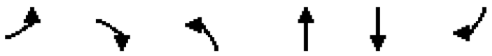
Intersection Summary	
HCM 7th Control Delay, s/veh	33.7
HCM 7th LOS	C

Lane Group	EBL	NBL	NBT	SBT
Lane Configurations				
Traffic Volume (vph)	0	31	1763	747
Future Volume (vph)	0	31	1763	747
Turn Type	Prot	Perm	NA	NA
Protected Phases	4		2	6
Permitted Phases	4	2		
Detector Phase	4	2	2	6
Switch Phase				
Minimum Initial (s)	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	23.0	23.0	23.0
Total Split (s)	23.0	32.0	32.0	32.0
Total Split (%)	41.8%	58.2%	58.2%	58.2%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Max	C-Max	C-Max
Act Effct Green (s)	5.7		45.5	45.5
Actuated g/C Ratio	0.10		0.83	0.83
v/c Ratio	0.27		0.48	0.27
Control Delay (s/veh)	4.1		4.9	3.6
Queue Delay	0.0		0.0	0.0
Total Delay (s/veh)	4.1		4.9	3.6
LOS	A		A	A
Approach Delay (s/veh)	4.1		4.9	3.6
Approach LOS	A		A	A

Intersection Summary	
Cycle Length: 55	
Actuated Cycle Length: 55	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.48	
Intersection Signal Delay (s/veh): 4.5	Intersection LOS: A
Intersection Capacity Utilization 69.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: SR 14/139/154/US 29/Lee St SW & Van Buren St SW





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	77	31	1763	747	3
Future Volume (veh/h)	0	77	31	1763	747	3
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1870	1841	1900
Adj Flow Rate, veh/h	0	79	32	1818	770	3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	2	0	2	4	0
Cap, veh/h	0	99	97	3681	2702	11
Arrive On Green	0.00	0.06	1.00	1.00	1.00	1.00
Sat Flow, veh/h	0	1593	37	5021	3665	14
Grp Volume(v), veh/h	0	80	684	1166	377	396
Grp Sat Flow(s),veh/h/ln	0	1613	1808	1549	1749	1838
Q Serve(g_s), s	0.0	2.7	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	2.7	0.0	0.0	0.0	0.0
Prop In Lane	0.00	0.99	0.05			0.01
Lane Grp Cap(c), veh/h	0	100	1435	2342	1322	1390
V/C Ratio(X)	0.00	0.80	0.48	0.50	0.29	0.29
Avail Cap(c_a), veh/h	0	528	1435	2342	1322	1390
HCM Platoon Ratio	1.00	1.00	1.33	1.33	2.00	2.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.93	0.93
Uniform Delay (d), s/veh	0.0	25.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	13.4	1.1	0.8	0.5	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.4	0.5	0.2	0.2	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	38.9	1.1	0.8	0.5	0.5
LnGrp LOS		D	A	A	A	A
Approach Vol, veh/h	80			1850	773	
Approach Delay, s/veh	38.9			0.9	0.5	
Approach LOS	D			A	A	

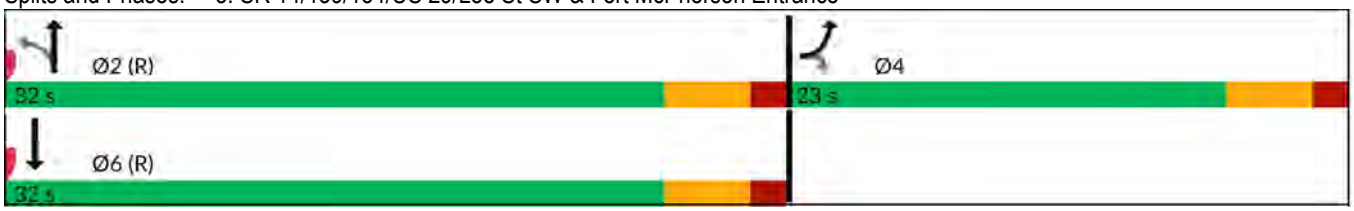
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		46.6		8.4		46.6
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		27.0		18.0		27.0
Max Q Clear Time (g_c+I1), s		2.0		4.7		2.0
Green Ext Time (p_c), s		14.7		0.1		4.7

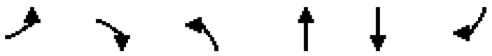
Intersection Summary	
HCM 7th Control Delay, s/veh	1.9
HCM 7th LOS	A

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	8	31	169	1800	778
Future Volume (vph)	8	31	169	1800	778
Turn Type	Prot	Perm	Perm	NA	NA
Protected Phases	4			2	6
Permitted Phases		4	2		
Detector Phase	4	4	2	2	6
Switch Phase					
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0
Total Split (s)	23.0	23.0	32.0	32.0	32.0
Total Split (%)	41.8%	41.8%	58.2%	58.2%	58.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	6.2	6.2		48.2	48.2
Actuated g/C Ratio	0.11	0.11		0.88	0.88
v/c Ratio	0.12	0.14		0.60	0.28
Control Delay (s/veh)	16.7	13.2		3.2	3.5
Queue Delay	0.0	0.0		0.0	0.0
Total Delay (s/veh)	16.7	13.2		3.2	3.5
LOS	B	B		A	A
Approach Delay (s/veh)	14.9			3.2	3.5
Approach LOS	B			A	A

Intersection Summary	
Cycle Length: 55	
Actuated Cycle Length: 55	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay (s/veh): 3.5	Intersection LOS: A
Intersection Capacity Utilization 76.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: SR 14/139/154/US 29/Lee St SW & Fort McPherson Entrance





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	31	169	1800	778	37
Future Volume (veh/h)	8	31	169	1800	778	37
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1263	1752	1870	1841	1856
Adj Flow Rate, veh/h	19	20	176	1875	810	39
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	43	10	2	4	3
Cap, veh/h	45	27	320	3258	2694	130
Arrive On Green	0.03	0.03	1.00	1.00	1.00	1.00
Sat Flow, veh/h	1810	1070	298	4262	3488	164
Grp Volume(v), veh/h	19	20	639	1412	417	432
Grp Sat Flow(s),veh/h/ln	1810	1070	1309	1549	1749	1811
Q Serve(g_s), s	0.6	1.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.6	1.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00	1.00	0.28			0.09
Lane Grp Cap(c), veh/h	45	27	1122	2457	1387	1436
V/C Ratio(X)	0.42	0.74	0.57	0.57	0.30	0.30
Avail Cap(c_a), veh/h	592	350	1122	2457	1387	1436
HCM Platoon Ratio	1.00	1.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.72	0.72	1.00	1.00
Uniform Delay (d), s/veh	26.4	26.6	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	6.0	32.8	1.5	0.7	0.6	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.5	0.5	0.2	0.2	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	32.4	59.4	1.5	0.7	0.6	0.5
LnGrp LOS	C	E	A	A	A	A
Approach Vol, veh/h	39			2051	849	
Approach Delay, s/veh	46.3			1.0	0.5	
Approach LOS	D			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		48.6		6.4		48.6
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		27.0		18.0		27.0
Max Q Clear Time (g_c+I1), s		2.0		3.0		2.0
Green Ext Time (p_c), s		17.4		0.1		5.3

Intersection Summary	
HCM 7th Control Delay, s/veh	1.4
HCM 7th LOS	A

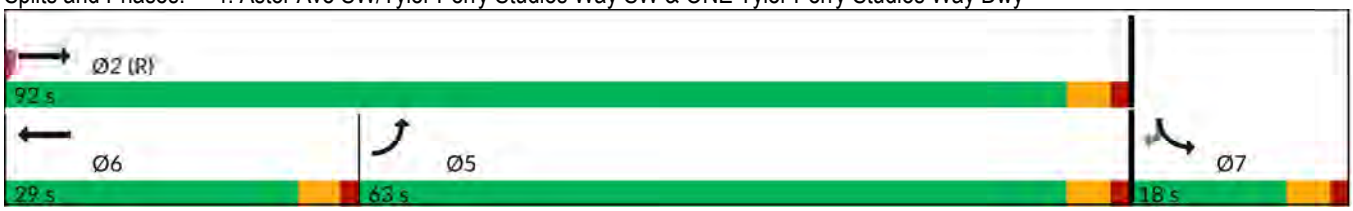
Notes

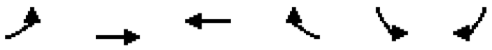
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	SBR
Lane Configurations				
Traffic Volume (vph)	663	196	56	126
Future Volume (vph)	663	196	56	126
Turn Type	Prot	NA	NA	Perm
Protected Phases	5	2	6	
Permitted Phases				7
Detector Phase	5	2	6	7
Switch Phase				
Minimum Initial (s)	3.0	3.0	3.0	3.0
Minimum Split (s)	8.0	8.0	8.0	8.0
Total Split (s)	63.0	92.0	29.0	18.0
Total Split (%)	57.3%	83.6%	26.4%	16.4%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag	Lag		Lead	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	C-Max	None	None
Act Effct Green (s)	74.1	94.5	15.4	5.5
Actuated g/C Ratio	0.67	0.86	0.14	0.05
v/c Ratio	0.33	0.08	0.35	0.14
Control Delay (s/veh)	3.2	0.4	14.8	0.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	3.2	0.4	14.8	0.3
LOS	A	A	B	A
Approach Delay (s/veh)		2.5	14.8	
Approach LOS		A	B	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 38 (35%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.35	
Intersection Signal Delay (s/veh): 4.0	Intersection LOS: A
Intersection Capacity Utilization 32.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 4: Astor Ave SW/Tyler Perry Studios Way SW & ONE Tyler Perry Studios Way Dwy





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	663	196	56	105	0	126
Future Volume (veh/h)	663	196	56	105	0	126
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1767	1737	1856	1900	1900
Adj Flow Rate, veh/h	771	228	65	0	0	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	9	11	3	0	0
Cap, veh/h	3051	3204	132		2	
Arrive On Green	0.87	0.95	0.04	0.00	0.00	0.00
Sat Flow, veh/h	3510	3445	3474	0	1810	1610
Grp Volume(v), veh/h	771	228	65	0	0	0
Grp Sat Flow(s),veh/h/ln	1755	1678	1650	0	1810	1610
Q Serve(g_s), s	4.1	0.4	2.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.1	0.4	2.1	0.0	0.0	0.0
Prop In Lane	1.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	3051	3204	132		2	
V/C Ratio(X)	0.25	0.07	0.49		0.00	
Avail Cap(c_a), veh/h	3051	3204	720		214	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	1.2	0.1	51.7	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	2.8	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.9	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	1.3	0.2	54.5	0.0	0.0	0.0
LnGrp LOS	A	A	D			
Approach Vol, veh/h		999	65		0	
Approach Delay, s/veh		1.0	54.5		0.0	
Approach LOS		A	D			

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		110.0		0.0	100.6	9.4
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		87.0		13.0	58.0	24.0
Max Q Clear Time (g_c+I1), s		2.4		0.0	6.1	4.1
Green Ext Time (p_c), s		1.8		0.0	3.3	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	4.3
HCM 7th LOS	A

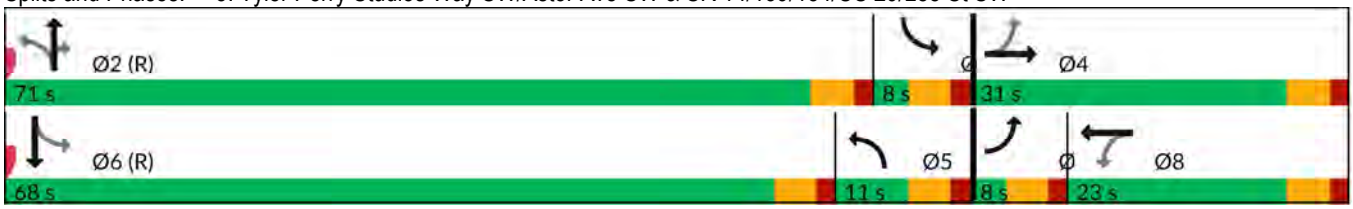
Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	168	15	19	22	100	2119	28	25	471
Future Volume (vph)	168	15	19	22	100	2119	28	25	471
Turn Type	pm+pt	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4		8	5	2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	7	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	8.0	23.0	23.0	23.0	8.0	23.0	23.0	8.0	23.0
Total Split (s)	8.0	31.0	23.0	23.0	11.0	71.0	71.0	8.0	68.0
Total Split (%)	7.3%	28.2%	20.9%	20.9%	10.0%	64.5%	64.5%	7.3%	61.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	16.2	16.2		8.0	82.6	79.0	79.0	76.0	73.0
Actuated g/C Ratio	0.15	0.15		0.07	0.75	0.72	0.72	0.69	0.66
v/c Ratio	1.27	0.12		0.48	0.17	0.89	0.02	0.23	0.25
Control Delay (s/veh)	201.1	25.5		32.6	2.4	9.5	0.0	12.1	7.8
Queue Delay	0.0	0.0		0.0	0.0	0.3	0.0	0.0	0.0
Total Delay (s/veh)	201.1	25.5		32.6	2.4	9.7	0.0	12.1	7.8
LOS	F	C		C	A	A	A	B	A
Approach Delay (s/veh)		179.3		32.6		9.3			8.0
Approach LOS		F		C		A			A

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 109 (99%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.27	
Intersection Signal Delay (s/veh): 20.5	Intersection LOS: C
Intersection Capacity Utilization 90.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 5: Tyler Perry Studios Way SW/Astor Ave SW & SR 14/139/154/US 29/Lee St SW



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	168	15	9	19	22	81	100	2119	28	25	471	48
Future Volume (veh/h)	168	15	9	19	22	81	100	2119	28	25	471	48
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	1693	744	1900	1900	1870	1781	1856	1900	1826	1811	1767
Adj Flow Rate, veh/h	177	16	9	20	23	85	105	2231	0	26	496	51
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	14	78	0	0	2	8	3	0	5	6	9
Cap, veh/h	140	153	86	92	88	114	733	2115		262	1804	185
Arrive On Green	0.03	0.15	0.15	0.08	0.08	0.08	0.28	1.00	0.00	0.15	0.76	0.76
Sat Flow, veh/h	1753	1017	572	570	1130	1465	1697	3526	1610	1739	3151	323
Grp Volume(v), veh/h	177	0	25	43	0	85	105	2231	0	26	270	277
Grp Sat Flow(s),veh/h/ln	1753	0	1590	1701	0	1465	1697	1763	1610	1739	1721	1753
Q Serve(g_s), s	3.0	0.0	1.5	0.2	0.0	6.2	0.0	66.0	0.0	0.0	5.2	5.2
Cycle Q Clear(g_c), s	3.0	0.0	1.5	2.4	0.0	6.2	0.0	66.0	0.0	0.0	5.2	5.2
Prop In Lane	1.00		0.36	0.47		1.00	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	140	0	240	181	0	114	733	2115		262	985	1004
V/C Ratio(X)	1.26	0.00	0.10	0.24	0.00	0.74	0.14	1.05		0.10	0.27	0.28
Avail Cap(c_a), veh/h	140	0	376	321	0	240	733	2115		262	985	1004
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.36	0.36	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.7	0.0	40.3	47.8	0.0	49.6	5.8	0.0	0.0	41.5	6.2	6.2
Incr Delay (d2), s/veh	162.8	0.0	0.2	0.7	0.0	9.1	0.0	29.5	0.0	0.2	0.7	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	0.0	0.6	1.2	0.0	2.6	0.7	8.7	0.0	0.6	1.8	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	213.5	0.0	40.5	48.5	0.0	58.7	5.8	29.5	0.0	41.6	6.9	6.9
LnGrp LOS	F		D	D		E	A	F		D	A	A
Approach Vol, veh/h		202			128			2336			573	
Approach Delay, s/veh		192.1			55.3			28.5			8.5	
Approach LOS		F			E			C			A	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.4	71.0		21.6	20.4	68.0	8.0	13.6				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	3.0	66.0		26.0	6.0	63.0	3.0	18.0				
Max Q Clear Time (g_c+I1), s	2.0	68.0		3.5	2.0	7.2	5.0	8.2				
Green Ext Time (p_c), s	0.0	0.0		0.1	0.1	3.4	0.0	0.4				

Intersection Summary		
HCM 7th Control Delay, s/veh	36.2	
HCM 7th LOS	D	

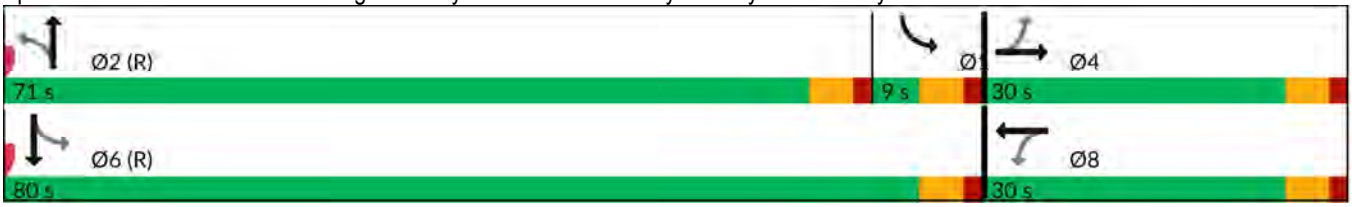
Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	18	17	91	6	4	856	74	111
Future Volume (vph)	18	17	91	6	4	856	74	111
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases		4		8		2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	1	6
Switch Phase								
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	8.0	23.0
Total Split (s)	30.0	30.0	30.0	30.0	71.0	71.0	9.0	80.0
Total Split (%)	27.3%	27.3%	27.3%	27.3%	64.5%	64.5%	8.2%	72.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0		5.0	5.0	5.0
Lead/Lag					Lead	Lead	Lag	
Lead-Lag Optimize?					Yes	Yes	Yes	
Recall Mode	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)		13.9	13.9	13.9		78.9	86.1	86.1
Actuated g/C Ratio		0.13	0.13	0.13		0.72	0.78	0.78
v/c Ratio		0.20	0.62	0.23		0.63	0.30	0.09
Control Delay (s/veh)		40.7	50.3	8.7		9.3	8.1	2.9
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		40.7	50.3	8.7		9.3	8.1	2.9
LOS		D	D	A		A	A	A
Approach Delay (s/veh)		40.7		35.4		9.3		4.9
Approach LOS		D		D		A		A

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 37 (34%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay (s/veh): 11.7	Intersection LOS: B
Intersection Capacity Utilization 68.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 6: SR 166/Langford Pkwy WB/Astor Ave SW/Tyler Perry Studios Way SW & Womack Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	17	3	91	6	45	4	856	514	74	111	5
Future Volume (veh/h)	18	17	3	91	6	45	4	856	514	74	111	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1811	1900	1693	1411	1767	1900	1811	1811	1826	1767	1900
Adj Flow Rate, veh/h	19	18	3	95	6	47	4	892	535	77	116	5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	6	0	14	33	9	0	6	6	5	9	0
Cap, veh/h	84	66	8	187	13	99	34	1229	716	459	1374	59
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.60	0.60	0.60	0.17	0.82	0.82
Sat Flow, veh/h	394	722	91	1259	138	1079	2	2048	1193	1739	1681	72
Grp Volume(v), veh/h	40	0	0	95	0	53	788	0	643	77	0	121
Grp Sat Flow(s),veh/h/ln	1207	0	0	1259	0	1217	1810	0	1433	1739	0	1754
Q Serve(g_s), s	0.3	0.0	0.0	2.8	0.0	4.6	0.0	0.0	35.8	0.0	0.0	1.5
Cycle Q Clear(g_c), s	4.8	0.0	0.0	7.6	0.0	4.6	33.9	0.0	35.8	0.0	0.0	1.5
Prop In Lane	0.47		0.07	1.00		0.89	0.01		0.83	1.00		0.04
Lane Grp Cap(c), veh/h	159	0	0	187	0	111	1119	0	860	459	0	1434
V/C Ratio(X)	0.25	0.00	0.00	0.51	0.00	0.48	0.70	0.00	0.75	0.17	0.00	0.08
Avail Cap(c_a), veh/h	364	0	0	357	0	277	1119	0	860	459	0	1434
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.98	0.00	0.98	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.6	0.0	0.0	48.8	0.0	47.5	15.6	0.0	16.0	22.7	0.0	2.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	2.1	0.0	3.1	3.7	0.0	5.9	0.2	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	2.7	0.0	1.5	14.5	0.0	12.5	1.5	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	47.4	0.0	0.0	50.9	0.0	50.5	19.3	0.0	21.8	22.9	0.0	2.1
LnGrp LOS	D			D		D	B		C	C		A
Approach Vol, veh/h		40			148			1431			198	
Approach Delay, s/veh		47.4			50.7			20.4			10.2	
Approach LOS		D			D			C			B	

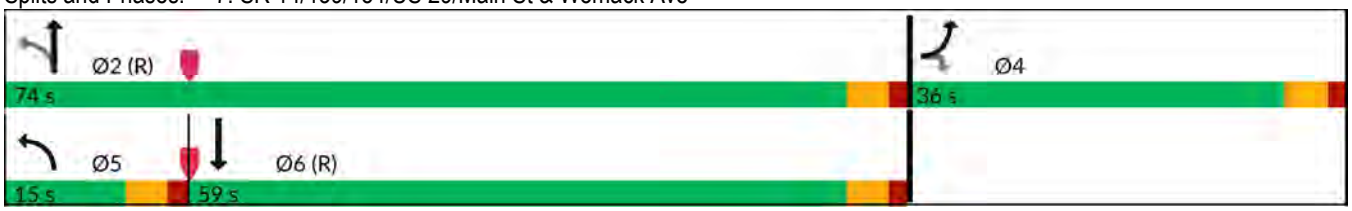
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	23.9	71.0		15.1		94.9		15.1				
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s	4.0	66.0		25.0		75.0		25.0				
Max Q Clear Time (g_c+I1), s	2.0	37.8		6.8		3.5		9.6				
Green Ext Time (p_c), s	0.0	13.8		0.1		0.8		0.5				

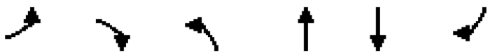
Intersection Summary												
HCM 7th Control Delay, s/veh			22.4									
HCM 7th LOS			C									

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	296	307	115	1945	468
Future Volume (vph)	296	307	115	1945	468
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4	2		
Detector Phase	4	4	5	2	6
Switch Phase					
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	23.0	8.0	23.0	23.0
Total Split (s)	36.0	36.0	15.0	74.0	59.0
Total Split (%)	32.7%	32.7%	13.6%	67.3%	53.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effct Green (s)	25.6	25.6	74.4	74.4	61.0
Actuated g/C Ratio	0.23	0.23	0.68	0.68	0.55
v/c Ratio	0.82	0.54	0.25	0.88	0.29
Control Delay (s/veh)	46.9	5.3	7.7	16.7	9.3
Queue Delay	0.4	0.3	0.0	0.4	0.0
Total Delay (s/veh)	47.3	5.6	7.7	17.1	9.3
LOS	D	A	A	B	A
Approach Delay (s/veh)	26.0			16.5	9.3
Approach LOS	C			B	A

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 108 (98%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay (s/veh): 17.2	Intersection LOS: B
Intersection Capacity Utilization 78.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 7: SR 14/139/154/US 29/Main St & Womack Ave





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	296	307	115	1945	468	30
Future Volume (veh/h)	296	307	115	1945	468	30
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1796	1841	1678	1870	1796	1796
Adj Flow Rate, veh/h	322	334	125	2114	509	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	7	4	15	2	7	7
Cap, veh/h	407	371	590	2385	1878	122
Arrive On Green	0.24	0.24	0.05	0.67	1.00	1.00
Sat Flow, veh/h	1711	1560	1598	3647	3344	211
Grp Volume(v), veh/h	322	334	125	2114	266	276
Grp Sat Flow(s),veh/h/ln	1711	1560	1598	1777	1706	1758
Q Serve(g_s), s	19.4	22.8	3.3	53.1	0.0	0.0
Cycle Q Clear(g_c), s	19.4	22.8	3.3	53.1	0.0	0.0
Prop In Lane	1.00	1.00	1.00			0.12
Lane Grp Cap(c), veh/h	407	371	590	2385	985	1015
V/C Ratio(X)	0.79	0.90	0.21	0.89	0.27	0.27
Avail Cap(c_a), veh/h	482	440	658	2385	985	1015
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.97	0.97	0.62	0.62	0.98	0.98
Uniform Delay (d), s/veh	39.3	40.6	7.6	14.7	0.0	0.0
Incr Delay (d2), s/veh	7.2	18.6	0.1	3.4	0.7	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.0	19.9	1.0	18.7	0.2	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	46.5	59.2	7.7	18.1	0.7	0.6
LnGrp LOS	D	E	A	B	A	A
Approach Vol, veh/h	656			2239	542	
Approach Delay, s/veh	53.0			17.5	0.7	
Approach LOS	D			B	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		78.8		31.2	10.3	68.5
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		69.0		31.0	10.0	54.0
Max Q Clear Time (g_c+I1), s		55.1		24.8	5.3	2.0
Green Ext Time (p_c), s		11.5		1.4	0.1	3.4

Intersection Summary	
HCM 7th Control Delay, s/veh	21.6
HCM 7th LOS	C

Intersection	
Intersection Delay, s/veh	271.8
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	40	5	1	18	384	0	3	4	975	14	3
Future Vol, veh/h	23	40	5	1	18	384	0	3	4	975	14	3
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	0	20	0	0	8	11	0	67	50	5	23	33
Mvmt Flow	26	45	6	1	20	436	0	3	5	1108	16	3
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

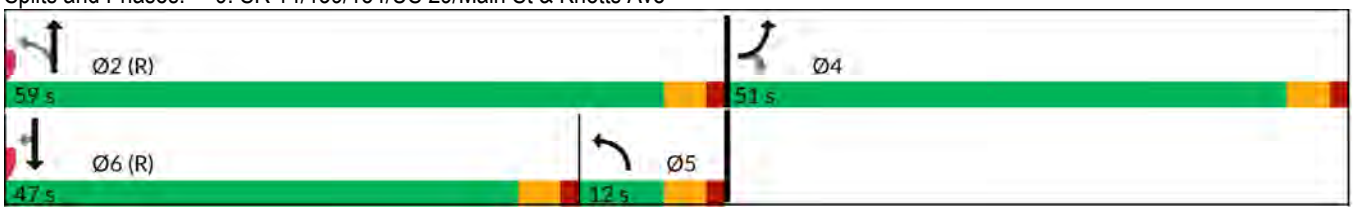
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay, s/veh	13.4	28	12	390.4
HCM LOS	B	D	B	F

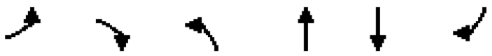
Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	34%	5%	0%	98%
Vol Thru, %	43%	59%	95%	0%	1%
Vol Right, %	57%	7%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	7	68	19	384	992
LT Vol	0	23	1	0	975
Through Vol	3	40	18	0	14
RT Vol	4	5	0	384	3
Lane Flow Rate	8	77	22	436	1127
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.017	0.146	0.04	0.73	1.82
Departure Headway (Hd)	8.816	8.879	8.402	7.792	5.813
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	408	406	429	467	631
Service Time	6.816	6.879	6.102	5.492	3.852
HCM Lane V/C Ratio	0.02	0.19	0.051	0.934	1.786
HCM Control Delay, s/veh	12	13.4	11.5	28.8	390.4
HCM Lane LOS	B	B	B	D	F
HCM 95th-tile Q	0.1	0.5	0.1	5.9	69.1

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	917	120	112	1133	484	296
Future Volume (vph)	917	120	112	1133	484	296
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	23.0	8.0	23.0	23.0	23.0
Total Split (s)	51.0	51.0	12.0	59.0	47.0	47.0
Total Split (%)	46.4%	46.4%	10.9%	53.6%	42.7%	42.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	39.6	39.6	60.4	60.4	48.4	48.4
Actuated g/C Ratio	0.36	0.36	0.55	0.55	0.44	0.44
v/c Ratio	0.82	0.21	0.28	0.64	0.35	0.39
Control Delay (s/veh)	38.0	4.4	17.5	20.1	17.7	3.2
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay (s/veh)	38.0	4.4	17.5	20.2	17.7	3.2
LOS	D	A	B	C	B	A
Approach Delay (s/veh)	34.2			19.9	12.2	
Approach LOS	C			B	B	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 20 (18%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay (s/veh): 22.8	Intersection LOS: C
Intersection Capacity Utilization 65.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 9: SR 14/139/154/US 29/Main St & Knotts Ave





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	917	120	112	1133	484	296
Future Volume (veh/h)	917	120	112	1133	484	296
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1841	1767	1737	1856	1826	1752
Adj Flow Rate, veh/h	997	130	122	1232	526	322
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	9	11	3	5	10
Cap, veh/h	1130	498	448	2033	1325	567
Arrive On Green	0.33	0.33	0.15	0.58	0.13	0.13
Sat Flow, veh/h	3401	1497	1654	3618	3561	1485
Grp Volume(v), veh/h	997	130	122	1232	526	322
Grp Sat Flow(s),veh/h/ln	1700	1497	1654	1763	1735	1485
Q Serve(g_s), s	30.5	7.0	0.0	25.0	15.3	22.5
Cycle Q Clear(g_c), s	30.5	7.0	0.0	25.0	15.3	22.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	1130	498	448	2033	1325	567
V/C Ratio(X)	0.88	0.26	0.27	0.61	0.40	0.57
Avail Cap(c_a), veh/h	1422	626	448	2033	1325	567
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.93	0.93
Uniform Delay (d), s/veh	34.7	26.9	27.0	15.1	36.4	39.5
Incr Delay (d2), s/veh	5.7	0.3	0.3	1.4	0.8	3.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.4	6.7	2.5	9.5	7.2	9.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	40.4	27.1	27.4	16.5	37.3	43.3
LnGrp LOS	D	C	C	B	D	D
Approach Vol, veh/h	1127			1354	848	
Approach Delay, s/veh	38.9			17.5	39.6	
Approach LOS	D			B	D	

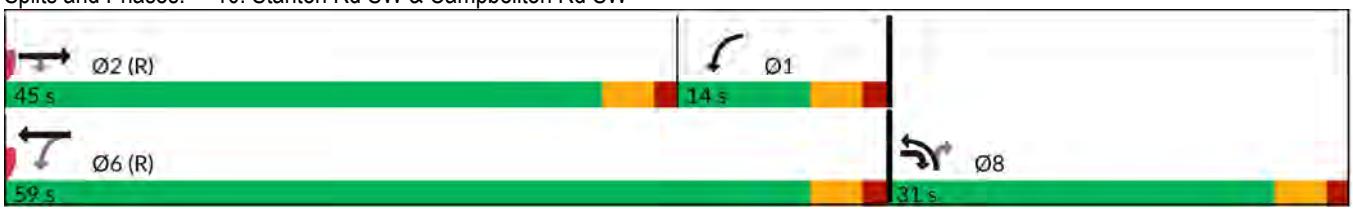
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		68.4		41.6	21.4	47.0
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		54.0		46.0	7.0	42.0
Max Q Clear Time (g_c+I1), s		27.0		32.5	2.0	24.5
Green Ext Time (p_c), s		9.9		4.1	0.1	4.2

Intersection Summary	
HCM 7th Control Delay, s/veh	30.3
HCM 7th LOS	C

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	248	42	54	107	22	149
Future Volume (vph)	248	42	54	107	22	149
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm
Protected Phases	2	8	1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	8	1	6	8	8
Switch Phase						
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	23.0	8.0	23.0	23.0	23.0
Total Split (s)	45.0	31.0	14.0	59.0	31.0	31.0
Total Split (%)	50.0%	34.4%	15.6%	65.6%	34.4%	34.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Max	None	None	C-Max	None	None
Act Effct Green (s)	61.2	74.8	72.4	72.4	7.6	7.6
Actuated g/C Ratio	0.68	0.83	0.80	0.80	0.08	0.08
v/c Ratio	0.22	0.04	0.07	0.08	0.17	0.58
Control Delay (s/veh)	7.2	0.7	4.8	4.4	39.7	15.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.2	0.7	4.8	4.4	39.7	15.1
LOS	A	A	A	A	D	B
Approach Delay (s/veh)	6.2			4.5	18.2	
Approach LOS	A			A	B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 85 (94%), Referenced to phase 2:EBT and 6:WBTL, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay (s/veh): 9.1	Intersection LOS: A
Intersection Capacity Utilization 32.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 10: Stanton Rd SW & Campbellton Rd SW



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	248	42	54	107	22	149
Future Volume (veh/h)	248	42	54	107	22	149
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1811	1856	1767	1767	1752	1856
Adj Flow Rate, veh/h	273	46	59	118	24	164
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	6	3	9	9	10	3
Cap, veh/h	805	900	843	1344	213	201
Arrive On Green	0.44	0.44	0.26	0.76	0.13	0.13
Sat Flow, veh/h	1811	1572	1682	1767	1668	1572
Grp Volume(v), veh/h	273	46	59	118	24	164
Grp Sat Flow(s),veh/h/ln	1811	1572	1682	1767	1668	1572
Q Serve(g_s), s	8.9	1.2	0.0	1.5	1.1	9.1
Cycle Q Clear(g_c), s	8.9	1.2	0.0	1.5	1.1	9.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	805	900	843	1344	213	201
V/C Ratio(X)	0.34	0.05	0.07	0.09	0.11	0.82
Avail Cap(c_a), veh/h	805	900	843	1344	482	454
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.4	8.5	8.2	2.8	34.7	38.2
Incr Delay (d2), s/veh	1.1	0.1	0.0	0.1	0.2	7.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.5	0.5	0.4	0.5	3.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	17.5	8.6	8.3	2.9	35.0	46.0
LnGrp LOS	B	A	A	A	C	D
Approach Vol, veh/h	319			177	188	
Approach Delay, s/veh	16.2			4.7	44.6	
Approach LOS	B			A	D	

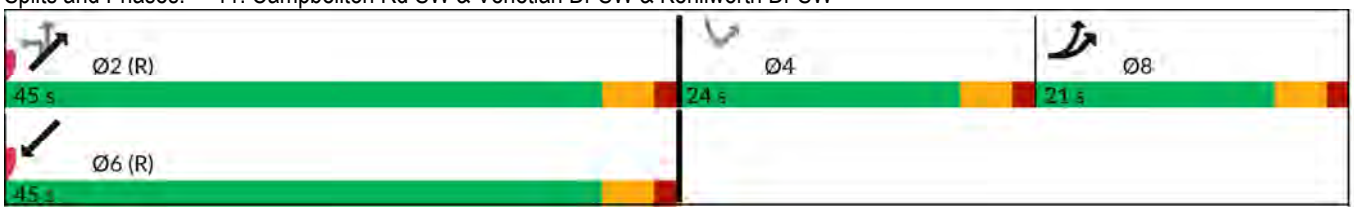
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	28.5	45.0				73.5	16.5
Change Period (Y+Rc), s	5.0	5.0				5.0	5.0
Max Green Setting (Gmax), s	9.0	40.0				54.0	26.0
Max Q Clear Time (g_c+I1), s	2.0	10.9				3.5	11.1
Green Ext Time (p_c), s	0.0	1.7				0.7	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	21.0
HCM 7th LOS	C

Lane Group	EBL	SBL	NEL2	NEL	NET	SWT
Lane Configurations						
Traffic Volume (vph)	115	38	2	2	365	130
Future Volume (vph)	115	38	2	2	365	130
Turn Type	Prot	Perm	Perm	Perm	NA	NA
Protected Phases	8				2	6
Permitted Phases		4	2	2		
Detector Phase	8	4	2	2	2	6
Switch Phase						
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	8.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	21.0	24.0	45.0	45.0	45.0	45.0
Total Split (%)	23.3%	26.7%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0			5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	12.0	5.8			61.4	61.4
Actuated g/C Ratio	0.13	0.06			0.68	0.68
v/c Ratio	0.56	0.27			0.33	0.19
Control Delay (s/veh)	45.4	7.1			12.7	6.3
Queue Delay	0.0	0.0			0.0	0.0
Total Delay (s/veh)	45.4	7.1			12.7	6.3
LOS	D	A			B	A
Approach Delay (s/veh)	45.4	7.1			12.7	6.3
Approach LOS	D	A			B	A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NETL and 6:SWT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay (s/veh): 15.8	Intersection LOS: B
Intersection Capacity Utilization 44.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 11: Campbellton Rd SW & Venetian Dr SW & Kenilworth Dr SW



Movement	EBL2	EBL	EBR	SBL	SBR	SBR2	NEL2	NEL	NET	SWT	SWR	SWR2
Lane Configurations												
Traffic Volume (vph)	2	115	0	38	4	5	2	2	365	130	61	8
Future Volume (vph)	2	115	0	38	4	5	2	2	365	130	61	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0					5.0	5.0		
Lane Util. Factor		1.00		1.00					1.00	1.00		
Frt		1.00		0.98					1.00	0.95		
Flt Protected		0.95		0.96					1.00	1.00		
Satd. Flow (prot)		1720		1605					1827	1666		
Flt Permitted		0.95		1.00					1.00	1.00		
Satd. Flow (perm)		1720		1671					1824	1666		
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	2	126	0	42	4	5	2	2	401	143	67	9
RTOR Reduction (vph)	0	0	0	49	0	0	0	0	0	1	0	0
Lane Group Flow (vph)	0	128	0	2	0	0	0	0	405	218	0	0
Heavy Vehicles (%)	0%	5%	0%	11%	25%	0%	0%	0%	4%	10%	7%	0%
Turn Type	Prot	Prot		Perm			Perm	Perm	NA	NA		
Protected Phases	8	8							2	6		
Permitted Phases				4			2	2				
Actuated Green, G (s)		12.0		3.6					59.4	59.4		
Effective Green, g (s)		12.0		3.6					59.4	59.4		
Actuated g/C Ratio		0.13		0.04					0.66	0.66		
Clearance Time (s)		5.0		5.0					5.0	5.0		
Vehicle Extension (s)		3.0		3.0					3.0	3.0		
Lane Grp Cap (vph)		229		66					1203	1099		
v/s Ratio Prot		c0.07								0.13		
v/s Ratio Perm				c0.00					c0.22			
v/c Ratio		0.56		0.03					0.34	0.20		
Uniform Delay, d1		36.5		41.5					6.7	6.0		
Progression Factor		1.00		1.00					1.57	0.85		
Incremental Delay, d2		2.9		0.2					0.7	0.4		
Delay (s)		39.5		41.7					11.3	5.5		
Level of Service		D		D					B	A		
Approach Delay (s/veh)		39.5		41.7					11.3	5.5		
Approach LOS		D		D					B	A		

Intersection Summary			
HCM 2000 Control Delay (s/veh)	16.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	44.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	33	468	22	176	15	25	30	74
Future Volume (vph)	33	468	22	176	15	25	30	74
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		2		6		8		4
Permitted Phases	2		6		8		4	
Detector Phase	2	2	6	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	53.0	53.0	53.0	53.0	37.0	37.0	37.0	37.0
Total Split (%)	58.9%	58.9%	58.9%	58.9%	41.1%	41.1%	41.1%	41.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0		5.0		5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None	None	None
Act Effct Green (s)	67.5	67.5	67.5	67.5		12.5		12.5
Actuated g/C Ratio	0.75	0.75	0.75	0.75		0.14		0.14
v/c Ratio	0.05	0.23	0.04	0.11		0.26		0.61
Control Delay (s/veh)	3.6	3.1	4.0	2.9		28.5		43.3
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay (s/veh)	3.6	3.1	4.0	2.9		28.5		43.3
LOS	A	A	A	A		C		D
Approach Delay (s/veh)		3.1		3.0		28.5		43.3
Approach LOS		A		A		C		D

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay (s/veh): 9.7	Intersection LOS: A
Intersection Capacity Utilization 38.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 12: Oakland Dr SW & Campbellton Rd SW

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	468	41	22	176	48	15	25	14	30	74	21
Future Volume (veh/h)	33	468	41	22	176	48	15	25	14	30	74	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1826	1900	1826	1722	1781	1900	1900	1900	1796	1826	1900
Adj Flow Rate, veh/h	38	538	47	25	202	55	17	29	16	34	85	24
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	6	5	0	5	12	8	0	0	0	7	5	0
Cap, veh/h	903	2507	218	673	1985	527	83	117	52	82	124	32
Arrive On Green	0.78	0.78	0.78	0.78	0.78	0.78	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1087	3228	281	810	2557	679	286	1037	460	287	1104	280
Grp Volume(v), veh/h	38	288	297	25	127	130	62	0	0	143	0	0
Grp Sat Flow(s),veh/h/ln	1087	1735	1775	810	1636	1600	1783	0	0	1671	0	0
Q Serve(g_s), s	0.8	4.0	4.0	0.8	1.7	1.8	0.0	0.0	0.0	4.6	0.0	0.0
Cycle Q Clear(g_c), s	2.6	4.0	4.0	4.8	1.7	1.8	2.8	0.0	0.0	7.4	0.0	0.0
Prop In Lane	1.00		0.16	1.00		0.42	0.27		0.26	0.24		0.17
Lane Grp Cap(c), veh/h	903	1347	1378	673	1270	1242	251	0	0	237	0	0
V/C Ratio(X)	0.04	0.21	0.22	0.04	0.10	0.10	0.25	0.00	0.00	0.60	0.00	0.00
Avail Cap(c_a), veh/h	903	1347	1378	673	1270	1242	646	0	0	634	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.92	0.92	0.92	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	2.8	2.7	2.7	3.3	2.4	2.4	36.7	0.0	0.0	38.7	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.4	0.4	0.1	0.1	0.2	0.5	0.0	0.0	2.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.0	1.0	0.1	0.4	0.4	1.3	0.0	0.0	3.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	2.8	3.1	3.1	3.4	2.6	2.6	37.2	0.0	0.0	41.1	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D			D		
Approach Vol, veh/h		623			282			62			143	
Approach Delay, s/veh		3.0			2.7			37.2			41.1	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		74.9		15.1		74.9		15.1				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		48.0		32.0		48.0		32.0				
Max Q Clear Time (g_c+I1), s		6.0		9.4		6.8		4.8				
Green Ext Time (p_c), s		4.0		0.8		1.7		0.3				

Intersection Summary												
HCM 7th Control Delay, s/veh			9.8									
HCM 7th LOS			A									

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	389	148	1	1	8
Future Vol, veh/h	8	389	148	1	1	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	4	10	0	0	8
Mvmt Flow	9	423	161	1	1	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	162	0	-	0	602	161
Stage 1	-	-	-	-	161	-
Stage 2	-	-	-	-	440	-
Critical Hdwy	4.1	-	-	-	6.4	6.28
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.372
Pot Cap-1 Maneuver	1429	-	-	-	466	868
Stage 1	-	-	-	-	872	-
Stage 2	-	-	-	-	653	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1429	-	-	-	462	868
Mov Cap-2 Maneuver	-	-	-	-	462	-
Stage 1	-	-	-	-	865	-
Stage 2	-	-	-	-	653	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.15	0	9.61
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	36	-	-	-	791
HCM Lane V/C Ratio	0.006	-	-	-	0.012
HCM Ctrl Dly (s/v)	7.5	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	17	375	132	2	2	16
Future Vol, veh/h	17	375	132	2	2	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	6	4	11	0	0	0
Mvmt Flow	18	399	140	2	2	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	143	0	-	0	577	141
Stage 1	-	-	-	-	141	-
Stage 2	-	-	-	-	435	-
Critical Hdwy	4.16	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.254	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1416	-	-	-	482	912
Stage 1	-	-	-	-	890	-
Stage 2	-	-	-	-	657	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1416	-	-	-	474	912
Mov Cap-2 Maneuver	-	-	-	-	474	-
Stage 1	-	-	-	-	876	-
Stage 2	-	-	-	-	657	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.33	0	9.46
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	78	-	-	-	827
HCM Lane V/C Ratio	0.013	-	-	-	0.023
HCM Ctrl Dly (s/v)	7.6	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Intersection Delay, s/veh	12.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	195	156	89	15	184	5	117	24	4	1	16	97
Future Vol, veh/h	195	156	89	15	184	5	117	24	4	1	16	97
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	3	10	4	0	18	0	4	0	50	0	43	13
Mvmt Flow	227	181	103	17	214	6	136	28	5	1	19	113
Number of Lanes	1	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	3
HCM Control Delay, s/veh	12	13.5	13.6	10.9
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	SBLn1
Vol Left, %	81%	100%	0%	0%	7%	1%
Vol Thru, %	17%	0%	100%	0%	90%	14%
Vol Right, %	3%	0%	0%	100%	2%	85%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	145	195	156	89	204	114
LT Vol	117	195	0	0	15	1
Through Vol	24	0	156	0	184	16
RT Vol	4	0	0	89	5	97
Lane Flow Rate	169	227	181	103	237	133
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.337	0.408	0.307	0.152	0.416	0.231
Departure Headway (Hd)	7.187	6.472	6.086	5.272	6.312	6.264
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	499	556	590	677	567	570
Service Time	4.956	4.228	3.841	3.028	4.079	4.037
HCM Lane V/C Ratio	0.339	0.408	0.307	0.152	0.418	0.233
HCM Control Delay, s/veh	13.6	13.7	11.5	9	13.5	10.9
HCM Lane LOS	B	B	B	A	B	B
HCM 95th-tile Q	1.5	2	1.3	0.5	2	0.9

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	531	1	2	209	0	4
Future Vol, veh/h	531	1	2	209	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	100	50	9	0	0
Mvmt Flow	559	1	2	220	0	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	560	0	784	559
Stage 1	-	-	-	-	559	-
Stage 2	-	-	-	-	224	-
Critical Hdwy	-	-	4.6	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.65	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	810	-	365	532
Stage 1	-	-	-	-	576	-
Stage 2	-	-	-	-	818	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	810	-	364	532
Mov Cap-2 Maneuver	-	-	-	-	364	-
Stage 1	-	-	-	-	576	-
Stage 2	-	-	-	-	815	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.09	11.82
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	532	-	-	17	-
HCM Lane V/C Ratio	0.008	-	-	0.003	-
HCM Ctrl Dly (s/v)	11.8	-	-	9.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	535	0	1	211	0	3
Future Vol, veh/h	535	0	1	211	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	0	0	9	0	33
Mvmt Flow	569	0	1	224	0	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	569	0	796	569
Stage 1	-	-	-	-	569	-
Stage 2	-	-	-	-	227	-
Critical Hdwy	-	-	4.1	-	6.4	6.53
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.597
Pot Cap-1 Maneuver	-	-	1013	-	359	467
Stage 1	-	-	-	-	570	-
Stage 2	-	-	-	-	816	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1013	-	359	467
Mov Cap-2 Maneuver	-	-	-	-	359	-
Stage 1	-	-	-	-	570	-
Stage 2	-	-	-	-	815	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.04	12.76
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	467	-	-	8	-
HCM Lane V/C Ratio	0.007	-	-	0.001	-
HCM Ctrl Dly (s/v)	12.8	-	-	8.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	537	1	1	210	0	3
Future Vol, veh/h	537	1	1	210	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	100	0	9	0	33
Mvmt Flow	571	1	1	223	0	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	572	0	797	572
Stage 1	-	-	-	-	572	-
Stage 2	-	-	-	-	226	-
Critical Hdwy	-	-	4.1	-	6.4	6.53
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.597
Pot Cap-1 Maneuver	-	-	1010	-	358	466
Stage 1	-	-	-	-	569	-
Stage 2	-	-	-	-	817	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1010	-	358	466
Mov Cap-2 Maneuver	-	-	-	-	358	-
Stage 1	-	-	-	-	569	-
Stage 2	-	-	-	-	816	-

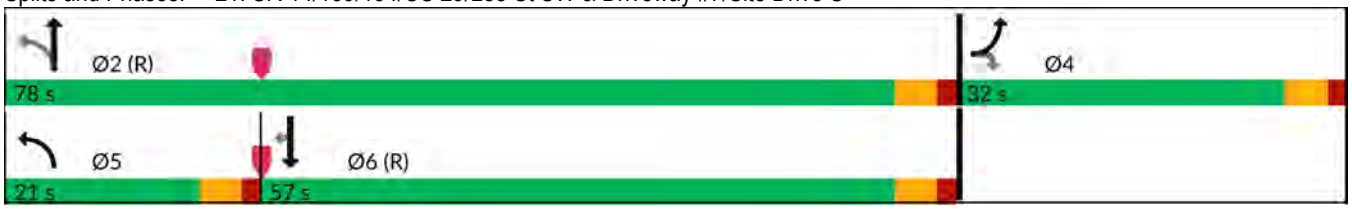
Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.04	12.78
HCM LOS			B

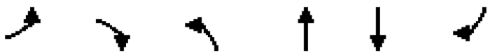
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	466	-	-	9	-
HCM Lane V/C Ratio	0.007	-	-	0.001	-
HCM Ctrl Dly (s/v)	12.8	-	-	8.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	18	26	149	1947	704	104
Future Volume (vph)	18	26	149	1947	704	104
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	23.0	8.0	23.0	23.0	23.0
Total Split (s)	32.0	32.0	21.0	78.0	57.0	57.0
Total Split (%)	29.1%	29.1%	19.1%	70.9%	51.8%	51.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	6.8	6.8	97.5	99.5	85.7	85.7
Actuated g/C Ratio	0.06	0.06	0.89	0.90	0.78	0.78
v/c Ratio	0.17	0.22	0.24	0.65	0.28	0.09
Control Delay (s/veh)	51.9	21.8	2.2	3.5	2.9	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	51.9	21.8	2.2	3.5	2.9	0.3
LOS	D	C	A	A	A	A
Approach Delay (s/veh)	34.2			3.4	2.6	
Approach LOS	C			A	A	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 1 (1%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay (s/veh): 3.7	Intersection LOS: A
Intersection Capacity Utilization 65.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 21: SR 14/139/154/US 29/Lee St SW & Driveway #7/Site Drive S





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	18	26	149	1947	704	104
Future Volume (veh/h)	18	26	149	1947	704	104
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1856	1811	1900
Adj Flow Rate, veh/h	19	27	157	2049	741	109
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	3	6	0
Cap, veh/h	49	43	657	3110	2758	1291
Arrive On Green	0.03	0.03	0.07	1.00	1.00	1.00
Sat Flow, veh/h	1810	1610	1810	3618	3532	1610
Grp Volume(v), veh/h	19	27	157	2049	741	109
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1763	1721	1610
Q Serve(g_s), s	1.1	1.8	1.6	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.1	1.8	1.6	0.0	0.0	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	49	43	657	3110	2758	1291
V/C Ratio(X)	0.39	0.62	0.24	0.66	0.27	0.08
Avail Cap(c_a), veh/h	444	395	857	3110	2758	1291
HCM Platoon Ratio	1.00	1.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.97	0.97
Uniform Delay (d), s/veh	52.6	53.0	1.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	5.0	13.8	0.2	1.1	0.2	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.8	0.2	0.5	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	57.7	66.8	1.4	1.1	0.2	0.1
LnGrp LOS	E	E	A	A	A	A
Approach Vol, veh/h	46			2206	850	
Approach Delay, s/veh	63.0			1.1	0.2	
Approach LOS	E			A	A	

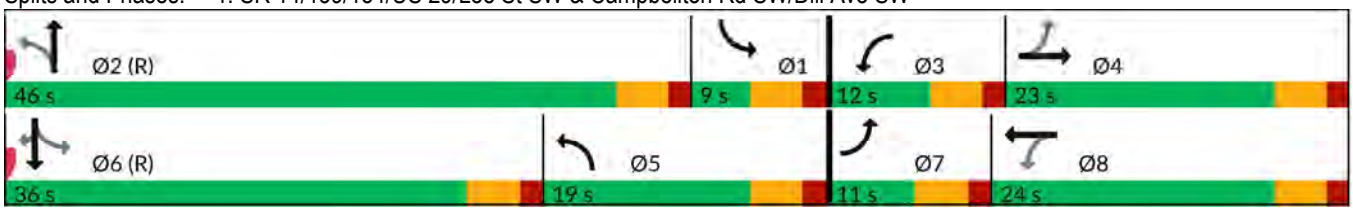
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		102.0		8.0	8.9	93.2
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		73.0		27.0	16.0	52.0
Max Q Clear Time (g_c+I1), s		2.0		3.8	3.6	2.0
Green Ext Time (p_c), s		33.5		0.1	0.3	6.1

Intersection Summary	
HCM 7th Control Delay, s/veh	1.8
HCM 7th LOS	A

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	192	198	200	235	240	1191	129	926	256
Future Volume (vph)	192	198	200	235	240	1191	129	926	256
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	8.0	23.0	8.0	23.0	8.0	23.0	8.0	23.0	23.0
Total Split (s)	11.0	23.0	12.0	24.0	19.0	46.0	9.0	36.0	36.0
Total Split (%)	12.2%	25.6%	13.3%	26.7%	21.1%	51.1%	10.0%	40.0%	40.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	18.3	12.3	20.3	13.3	55.7	46.7	40.7	36.7	36.7
Actuated g/C Ratio	0.20	0.14	0.23	0.15	0.62	0.52	0.45	0.41	0.41
v/c Ratio	0.95	0.61	0.86	0.66	0.58	0.82	0.83	0.67	0.33
Control Delay (s/veh)	82.4	26.6	61.1	30.4	22.5	23.9	63.9	25.3	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	82.4	26.6	61.1	30.4	22.5	23.9	63.9	25.3	3.9
LOS	F	C	E	C	C	C	E	C	A
Approach Delay (s/veh)		47.5		41.1		23.7		24.9	
Approach LOS		D		D		C		C	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 30 (33%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay (s/veh): 29.5	Intersection LOS: C
Intersection Capacity Utilization 86.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: SR 14/139/154/US 29/Lee St SW & Campbellton Rd SW/Dill Ave SW



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	192	198	124	200	235	136	240	1191	245	129	926	256
Future Volume (veh/h)	192	198	124	200	235	136	240	1191	245	129	926	256
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1767	1841	1885	1811	1870	1856	1885	1900	1870	1870	1885
Adj Flow Rate, veh/h	200	206	129	208	245	142	250	1241	255	134	965	267
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	9	4	1	6	2	3	1	0	2	2	1
Cap, veh/h	235	284	170	260	323	181	495	1351	275	300	1224	550
Arrive On Green	0.07	0.14	0.14	0.08	0.15	0.15	0.43	0.91	0.91	0.10	0.34	0.34
Sat Flow, veh/h	1781	2019	1209	1795	2127	1190	1767	2965	603	1781	3554	1598
Grp Volume(v), veh/h	200	170	165	208	196	191	250	745	751	134	965	267
Grp Sat Flow(s),veh/h/ln	1781	1678	1549	1795	1721	1597	1767	1791	1777	1781	1777	1598
Q Serve(g_s), s	6.0	8.7	9.2	7.0	9.8	10.3	2.0	19.8	21.9	0.3	22.0	8.6
Cycle Q Clear(g_c), s	6.0	8.7	9.2	7.0	9.8	10.3	2.0	19.8	21.9	0.3	22.0	8.6
Prop In Lane	1.00		0.78	1.00		0.75	1.00		0.34	1.00		1.00
Lane Grp Cap(c), veh/h	235	236	218	260	261	242	495	816	809	300	1224	550
V/C Ratio(X)	0.85	0.72	0.76	0.80	0.75	0.79	0.51	0.91	0.93	0.45	0.79	0.49
Avail Cap(c_a), veh/h	235	336	310	260	363	337	495	816	809	300	1224	550
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	1.00	1.00	1.00	0.89	0.89	0.89	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.4	37.0	37.2	33.8	36.6	36.8	19.8	3.1	3.2	34.9	26.5	12.3
Incr Delay (d2), s/veh	23.9	4.2	6.5	16.3	5.6	8.0	0.7	14.9	16.8	1.0	5.2	3.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	3.7	3.8	2.3	4.5	4.6	3.1	4.7	5.1	2.6	9.5	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.3	41.1	43.7	50.1	42.2	44.8	20.5	18.0	20.0	36.0	31.7	15.4
LnGrp LOS	E	D	D	D	D	D	C	B	B	D	C	B
Approach Vol, veh/h		535			595			1746			1366	
Approach Delay, s/veh		48.7			45.8			19.2			29.0	
Approach LOS		D			D			B			C	

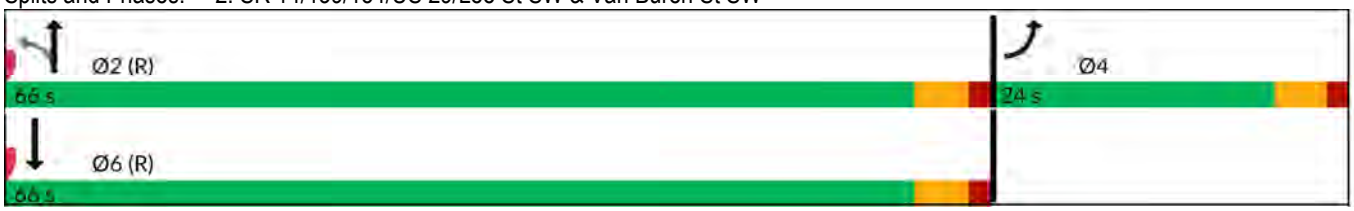
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.3	46.0	12.0	17.7	24.3	36.0	11.0	18.7
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	4.0	41.0	7.0	18.0	14.0	31.0	6.0	19.0
Max Q Clear Time (g_c+I1), s	2.3	23.9	9.0	11.2	4.0	24.0	8.0	12.3
Green Ext Time (p_c), s	0.1	9.5	0.0	1.0	0.5	3.9	0.0	1.3

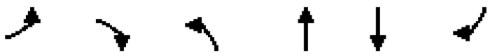
Intersection Summary	
HCM 7th Control Delay, s/veh	29.8
HCM 7th LOS	C

Lane Group	EBL	NBL	NBT	SBT
Lane Configurations				
Traffic Volume (vph)	0	45	1631	1192
Future Volume (vph)	0	45	1631	1192
Turn Type	Prot	Perm	NA	NA
Protected Phases	4		2	6
Permitted Phases	4	2		
Detector Phase	4	2	2	6
Switch Phase				
Minimum Initial (s)	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	23.0	23.0	23.0
Total Split (s)	24.0	66.0	66.0	66.0
Total Split (%)	26.7%	73.3%	73.3%	73.3%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Max	C-Max	C-Max
Act Effct Green (s)	6.5		76.6	76.6
Actuated g/C Ratio	0.07		0.85	0.85
v/c Ratio	0.43		0.46	0.41
Control Delay (s/veh)	13.9		1.2	0.4
Queue Delay	0.0		0.0	0.0
Total Delay (s/veh)	13.9		1.2	0.4
LOS	B		A	A
Approach Delay (s/veh)	13.9		1.2	0.4
Approach LOS	B		A	A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 26 (29%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.46	
Intersection Signal Delay (s/veh): 1.2	Intersection LOS: A
Intersection Capacity Utilization 77.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 2: SR 14/139/154/US 29/Lee St SW & Van Buren St SW





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	86	45	1631	1192	4
Future Volume (veh/h)	0	86	45	1631	1192	4
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1870	1885	1870	1900
Adj Flow Rate, veh/h	0	89	46	1681	1229	4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	2	1	2	0
Cap, veh/h	0	113	110	3822	2973	10
Arrive On Green	0.00	0.07	1.00	1.00	1.00	1.00
Sat Flow, veh/h	0	1595	81	4826	3727	12
Grp Volume(v), veh/h	0	90	595	1132	601	632
Grp Sat Flow(s),veh/h/ln	0	1613	1630	1561	1777	1868
Q Serve(g_s), s	0.0	4.9	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	4.9	0.0	0.0	0.0	0.0
Prop In Lane	0.00	0.99	0.08			0.01
Lane Grp Cap(c), veh/h	0	114	1377	2555	1454	1529
V/C Ratio(X)	0.00	0.79	0.43	0.44	0.41	0.41
Avail Cap(c_a), veh/h	0	341	1377	2555	1454	1529
HCM Platoon Ratio	1.00	1.00	1.33	1.33	2.00	2.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.64	0.64
Uniform Delay (d), s/veh	0.0	41.2	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	11.4	1.0	0.6	0.6	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.3	0.4	0.2	0.2	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	52.6	1.0	0.6	0.6	0.5
LnGrp LOS		D	A	A	A	A
Approach Vol, veh/h	90			1727	1233	
Approach Delay, s/veh	52.6			0.7	0.5	
Approach LOS	D			A	A	

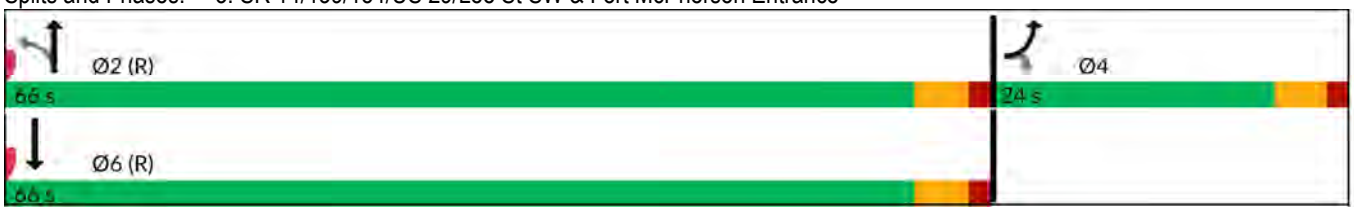
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		78.6		11.4		78.6
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		61.0		19.0		61.0
Max Q Clear Time (g_c+I1), s		2.0		6.9		2.0
Green Ext Time (p_c), s		19.9		0.2		10.4

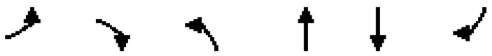
Intersection Summary	
HCM 7th Control Delay, s/veh	2.2
HCM 7th LOS	A

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	22	40	16	1637	1291
Future Volume (vph)	22	40	16	1637	1291
Turn Type	Prot	Perm	Perm	NA	NA
Protected Phases	4			2	6
Permitted Phases		4	2		
Detector Phase	4	4	2	2	6
Switch Phase					
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0
Total Split (s)	24.0	24.0	66.0	66.0	66.0
Total Split (%)	26.7%	26.7%	73.3%	73.3%	73.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	6.9	6.9		79.3	79.3
Actuated g/C Ratio	0.08	0.08		0.88	0.88
v/c Ratio	0.24	0.23		0.41	0.43
Control Delay (s/veh)	32.9	18.2		1.7	0.9
Queue Delay	0.0	0.0		0.0	0.0
Total Delay (s/veh)	32.9	18.2		1.7	0.9
LOS	C	B		A	A
Approach Delay (s/veh)	25.9			1.7	0.9
Approach LOS	C			A	A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 76 (84%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.43	
Intersection Signal Delay (s/veh): 1.9	Intersection LOS: A
Intersection Capacity Utilization 54.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: SR 14/139/154/US 29/Lee St SW & Fort McPherson Entrance





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	22	40	16	1637	1291	8
Future Volume (veh/h)	22	40	16	1637	1291	8
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1737	1796	1885	1870	1900
Adj Flow Rate, veh/h	31	32	16	1670	1317	8
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	11	7	1	2	0
Cap, veh/h	64	52	56	4206	3090	19
Arrive On Green	0.04	0.04	1.00	1.00	1.00	1.00
Sat Flow, veh/h	1810	1472	17	5083	3715	22
Grp Volume(v), veh/h	31	32	622	1064	646	679
Grp Sat Flow(s),veh/h/ln	1810	1472	1824	1561	1777	1866
Q Serve(g_s), s	1.5	1.9	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.5	1.9	0.0	0.0	0.0	0.0
Prop In Lane	1.00	1.00	0.03			0.01
Lane Grp Cap(c), veh/h	64	52	1597	2664	1516	1593
V/C Ratio(X)	0.48	0.61	0.39	0.40	0.43	0.43
Avail Cap(c_a), veh/h	382	311	1597	2664	1516	1593
HCM Platoon Ratio	1.00	1.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.80	0.80	1.00	1.00
Uniform Delay (d), s/veh	42.6	42.8	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	5.5	11.0	0.6	0.4	0.9	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.9	0.3	0.1	0.4	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	48.1	53.8	0.6	0.4	0.9	0.8
LnGrp LOS	D	D	A	A	A	A
Approach Vol, veh/h	63			1686	1325	
Approach Delay, s/veh	51.0			0.4	0.9	
Approach LOS	D			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		81.8		8.2		81.8
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		61.0		19.0		61.0
Max Q Clear Time (g_c+I1), s		2.0		3.9		2.0
Green Ext Time (p_c), s		18.2		0.1		11.9

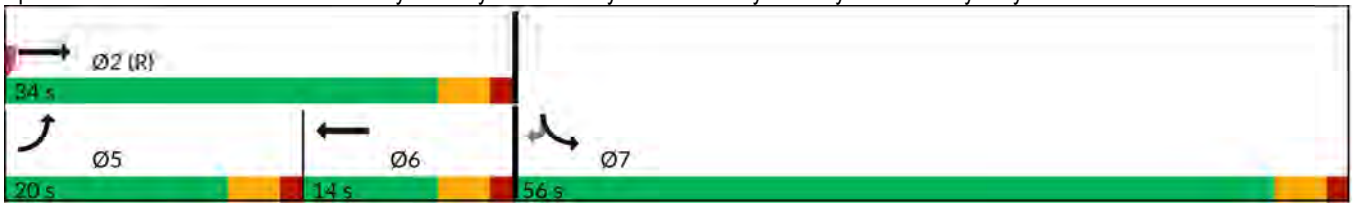
Intersection Summary	
HCM 7th Control Delay, s/veh	1.7
HCM 7th LOS	A

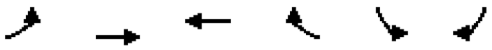
Notes
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	SBR
Lane Configurations				
Traffic Volume (vph)	351	95	166	845
Future Volume (vph)	351	95	166	845
Turn Type	Prot	NA	NA	Perm
Protected Phases	5	2	6	
Permitted Phases				7
Detector Phase	5	2	6	7
Switch Phase				
Minimum Initial (s)	3.0	3.0	3.0	3.0
Minimum Split (s)	8.0	8.0	8.0	8.0
Total Split (s)	20.0	34.0	14.0	56.0
Total Split (%)	22.2%	37.8%	15.6%	62.2%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	C-Max	None	None
Act Effct Green (s)	14.8	29.0	9.2	51.0
Actuated g/C Ratio	0.16	0.32	0.10	0.57
v/c Ratio	0.87	0.13	0.86	1.01
Control Delay (s/veh)	40.7	13.4	52.0	38.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	40.7	13.4	52.0	38.0
LOS	D	B	D	D
Approach Delay (s/veh)		34.9	52.0	
Approach LOS		C	D	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 18 (20%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay (s/veh): 39.1	Intersection LOS: D
Intersection Capacity Utilization 66.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 4: Astor Ave SW/Tyler Perry Studios Way SW & ONE Tyler Perry Studios Way Dwy





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	351	95	166	50	0	845
Future Volume (veh/h)	351	95	166	50	0	845
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1722	1856	1530	1900	1870
Adj Flow Rate, veh/h	501	136	237	0	0	0
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70
Percent Heavy Veh, %	0	12	3	25	0	2
Cap, veh/h	572	3090	2560		2	
Arrive On Green	0.16	0.94	0.73	0.00	0.00	0.00
Sat Flow, veh/h	3510	3358	3711	0	1810	1585
Grp Volume(v), veh/h	501	136	237	0	0	0
Grp Sat Flow(s),veh/h/ln	1755	1636	1763	0	1810	1585
Q Serve(g_s), s	12.5	0.2	1.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	12.5	0.2	1.8	0.0	0.0	0.0
Prop In Lane	1.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	572	3090	2560		2	
V/C Ratio(X)	0.88	0.04	0.09		0.00	
Avail Cap(c_a), veh/h	585	3090	2560		1025	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	36.8	0.1	3.6	0.0	0.0	0.0
Incr Delay (d2), s/veh	13.9	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	0.0	0.5	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	50.7	0.2	3.6	0.0	0.0	0.0
LnGrp LOS	D	A	A			
Approach Vol, veh/h		637	237		0	
Approach Delay, s/veh		39.9	3.6		0.0	
Approach LOS		D	A			

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		90.0		0.0	19.7	70.3
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		29.0		51.0	15.0	9.0
Max Q Clear Time (g_c+I1), s		2.2		0.0	14.5	3.8
Green Ext Time (p_c), s		0.9		0.0	0.1	0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	30.0
HCM 7th LOS	C

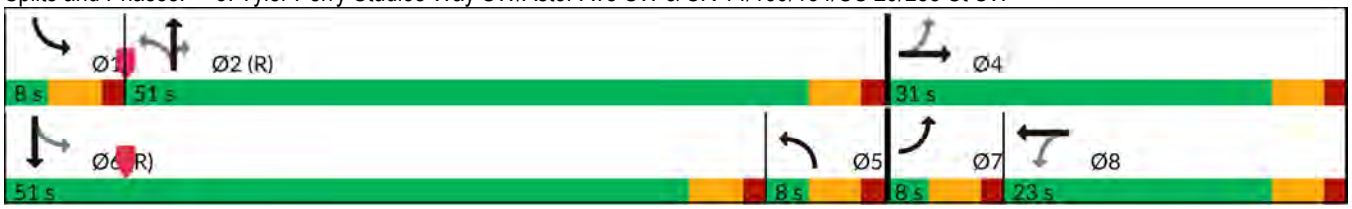
Notes

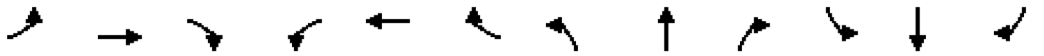
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	72	10	31	18	49	1403	49	68	1419
Future Volume (vph)	72	10	31	18	49	1403	49	68	1419
Turn Type	pm+pt	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4		8	5	2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	7	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	8.0	23.0	23.0	23.0	8.0	23.0	23.0	8.0	23.0
Total Split (s)	8.0	31.0	23.0	23.0	8.0	51.0	51.0	8.0	51.0
Total Split (%)	8.9%	34.4%	25.6%	25.6%	8.9%	56.7%	56.7%	8.9%	56.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	13.1	13.6		7.2	58.8	59.8	59.8	63.7	64.7
Actuated g/C Ratio	0.15	0.15		0.08	0.65	0.66	0.66	0.71	0.72
v/c Ratio	0.54	0.10		0.38	0.28	0.60	0.04	0.28	0.64
Control Delay (s/veh)	34.3	17.3		24.7	7.9	4.7	0.1	9.3	10.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	34.3	17.3		24.7	7.9	4.7	0.1	9.3	10.9
LOS	C	B		C	A	A	A	A	B
Approach Delay (s/veh)		30.4		24.7		4.7			10.9
Approach LOS		C		C		A			B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay (s/veh): 9.1	Intersection LOS: A
Intersection Capacity Utilization 70.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 5: Tyler Perry Studios Way SW/Astor Ave SW & SR 14/139/154/US 29/Lee St SW





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	10	12	31	18	53	49	1403	49	68	1419	153
Future Volume (veh/h)	72	10	12	31	18	53	49	1403	49	68	1419	153
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	1604	1366	1900	1900	1856	1693	1885	1900	1856	1870	1856
Adj Flow Rate, veh/h	73	10	12	32	18	54	50	1432	0	69	1448	156
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	4	20	36	0	0	3	14	1	0	3	2	3
Cap, veh/h	169	99	118	119	41	88	474	2333		295	1655	177
Arrive On Green	0.03	0.15	0.15	0.06	0.06	0.06	0.35	1.00	0.00	0.07	1.00	1.00
Sat Flow, veh/h	1753	664	796	896	693	1465	1612	3582	1610	1767	3239	346
Grp Volume(v), veh/h	73	0	22	50	0	54	50	1432	0	69	789	815
Grp Sat Flow(s),veh/h/ln	1753	0	1460	1590	0	1465	1612	1791	1610	1767	1777	1808
Q Serve(g_s), s	3.0	0.0	1.2	2.2	0.0	3.2	0.0	0.0	0.0	1.9	0.0	0.0
Cycle Q Clear(g_c), s	3.0	0.0	1.2	2.7	0.0	3.2	0.0	0.0	0.0	1.9	0.0	0.0
Prop In Lane	1.00		0.55	0.64		1.00	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	169	0	217	161	0	88	474	2333		295	908	924
V/C Ratio(X)	0.43	0.00	0.10	0.31	0.00	0.62	0.11	0.61		0.23	0.87	0.88
Avail Cap(c_a), veh/h	169	0	422	379	0	293	474	2333		295	908	924
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.74	0.74	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.6	0.0	33.1	41.0	0.0	41.3	7.5	0.0	0.0	12.4	0.0	0.0
Incr Delay (d2), s/veh	1.7	0.0	0.2	1.1	0.0	6.9	0.1	0.9	0.0	0.4	11.1	11.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.4	1.1	0.0	1.3	0.3	0.3	0.0	0.7	2.8	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.3	0.0	33.3	42.1	0.0	48.2	7.6	0.9	0.0	12.8	11.1	11.9
LnGrp LOS	D		C	D		D	A	A		B	B	B
Approach Vol, veh/h		95			104			1482			1673	
Approach Delay, s/veh		37.9			45.3			1.1			11.5	
Approach LOS		D			D			A			B	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.0	63.6		18.4	20.6	51.0	8.0	10.4				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	3.0	46.0		26.0	3.0	46.0	3.0	18.0				
Max Q Clear Time (g_c+I1), s	3.9	2.0		3.2	2.0	2.0	5.0	5.2				
Green Ext Time (p_c), s	0.0	14.5		0.1	0.0	16.4	0.0	0.4				

Intersection Summary		
HCM 7th Control Delay, s/veh	8.7	
HCM 7th LOS	A	

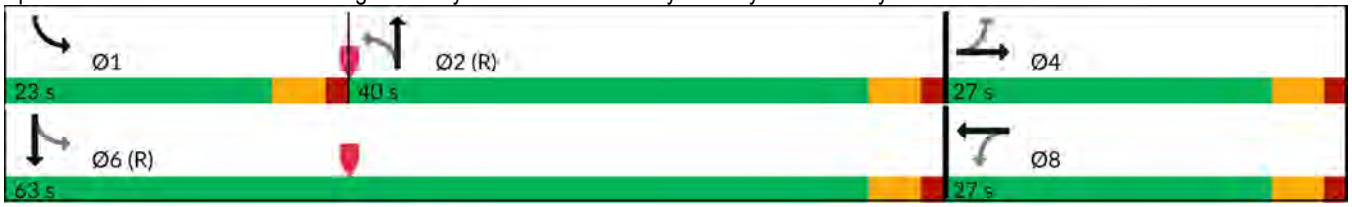
Notes

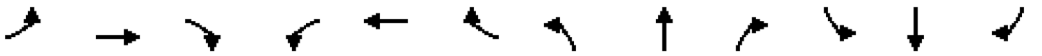
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	11	17	169	12	12	434	418	603
Future Volume (vph)	11	17	169	12	12	434	418	603
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases		4		8		2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	1	6
Switch Phase								
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	8.0	23.0
Total Split (s)	27.0	27.0	27.0	27.0	40.0	40.0	23.0	63.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	44.4%	44.4%	25.6%	70.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0		5.0	5.0	5.0
Lead/Lag					Lag	Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	
Recall Mode	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)		17.4	17.4	17.4		35.0	62.6	62.6
Actuated g/C Ratio		0.19	0.19	0.19		0.39	0.70	0.70
v/c Ratio		0.10	0.75	0.11		0.79	0.90	0.56
Control Delay (s/veh)		26.6	33.9	7.4		20.5	33.3	7.0
Queue Delay		0.0	0.0	0.0		0.4	48.6	0.0
Total Delay (s/veh)		26.6	33.9	7.4		20.9	81.9	7.0
LOS		C	C	A		C	F	A
Approach Delay (s/veh)		26.6		29.7		20.9		37.0
Approach LOS		C		C		C		D

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 71 (79%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay (s/veh): 29.3	Intersection LOS: C
Intersection Capacity Utilization 90.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 6: SR 166/Langford Pkwy WB/Astor Ave SW/Tyler Perry Studios Way SW & Womack Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	17	3	169	12	19	12	434	519	418	603	23
Future Volume (veh/h)	11	17	3	169	12	19	12	434	519	418	603	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1826	1900	1811	1900	1737	1870	1870	1841	1900
Adj Flow Rate, veh/h	13	19	3	192	14	22	14	493	590	475	685	26
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	5	0	6	0	11	2	2	4	0
Cap, veh/h	131	173	23	304	107	168	50	800	634	467	1283	49
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.47	0.47	0.47	0.20	0.73	0.73
Sat Flow, veh/h	475	1081	146	1357	666	1046	18	1692	1340	1781	1762	67
Grp Volume(v), veh/h	35	0	0	192	0	36	507	0	590	475	0	711
Grp Sat Flow(s),veh/h/ln	1701	0	0	1357	0	1712	1710	0	1340	1781	0	1829
Q Serve(g_s), s	0.0	0.0	0.0	10.5	0.0	1.6	0.0	0.0	37.3	18.0	0.0	15.5
Cycle Q Clear(g_c), s	1.4	0.0	0.0	12.0	0.0	1.6	19.6	0.0	37.3	18.0	0.0	15.5
Prop In Lane	0.37		0.09	1.00		0.61	0.03		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	328	0	0	304	0	275	850	0	634	467	0	1332
V/C Ratio(X)	0.11	0.00	0.00	0.63	0.00	0.13	0.60	0.00	0.93	1.02	0.00	0.53
Avail Cap(c_a), veh/h	467	0	0	418	0	418	850	0	634	467	0	1332
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.68	0.00	0.68	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.3	0.0	0.0	36.6	0.0	32.4	17.7	0.0	22.3	27.2	0.0	5.4
Incr Delay (d2), s/veh	0.1	0.0	0.0	1.5	0.0	0.1	3.1	0.0	22.4	46.3	0.0	1.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	4.2	0.0	0.7	8.3	0.0	15.0	16.0	0.0	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.5	0.0	0.0	38.1	0.0	32.5	20.7	0.0	44.7	73.6	0.0	7.0
LnGrp LOS	C			D		C	C		D	F		A
Approach Vol, veh/h		35			228			1097			1186	
Approach Delay, s/veh		32.5			37.2			33.6			33.6	
Approach LOS		C			D			C			C	

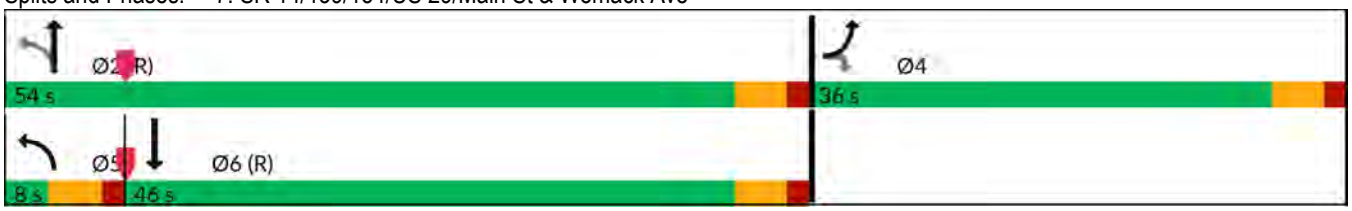
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	23.0	47.6		19.4		70.6		19.4				
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s	18.0	35.0		22.0		58.0		22.0				
Max Q Clear Time (g_c+I1), s	20.0	39.3		3.4		17.5		14.0				
Green Ext Time (p_c), s	0.0	0.0		0.1		6.4		0.5				

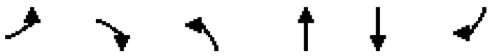
Intersection Summary			
HCM 7th Control Delay, s/veh		33.9	
HCM 7th LOS		C	

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	234	725	90	1257	1360
Future Volume (vph)	234	725	90	1257	1360
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4	2		
Detector Phase	4	4	5	2	6
Switch Phase					
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	23.0	8.0	23.0	23.0
Total Split (s)	36.0	36.0	8.0	54.0	46.0
Total Split (%)	40.0%	40.0%	8.9%	60.0%	51.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effct Green (s)	31.0	31.0	49.0	49.0	42.6
Actuated g/C Ratio	0.34	0.34	0.54	0.54	0.47
v/c Ratio	0.39	1.24	0.68	0.67	0.91
Control Delay (s/veh)	25.2	140.4	37.3	10.5	22.6
Queue Delay	0.0	0.1	0.0	0.0	0.0
Total Delay (s/veh)	25.2	140.6	37.3	10.5	22.6
LOS	C	F	D	B	C
Approach Delay (s/veh)	112.4			12.3	22.6
Approach LOS	F			B	C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 89 (99%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.24	
Intersection Signal Delay (s/veh): 41.7	Intersection LOS: D
Intersection Capacity Utilization 94.4%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 7: SR 14/139/154/US 29/Main St & Womack Ave





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	234	725	90	1257	1360	112
Future Volume (veh/h)	234	725	90	1257	1360	112
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1870	1826	1885	1870	1826
Adj Flow Rate, veh/h	241	747	93	1296	1402	115
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	2	5	1	2	5
Cap, veh/h	618	546	163	1950	1515	124
Arrive On Green	0.34	0.34	0.03	0.54	0.61	0.61
Sat Flow, veh/h	1795	1585	1739	3676	3420	272
Grp Volume(v), veh/h	241	747	93	1296	746	771
Grp Sat Flow(s),veh/h/ln	1795	1585	1739	1791	1777	1821
Q Serve(g_s), s	9.1	31.0	2.5	23.2	33.7	34.4
Cycle Q Clear(g_c), s	9.1	31.0	2.5	23.2	33.7	34.4
Prop In Lane	1.00	1.00	1.00			0.15
Lane Grp Cap(c), veh/h	618	546	163	1950	809	830
V/C Ratio(X)	0.39	1.37	0.57	0.66	0.92	0.93
Avail Cap(c_a), veh/h	618	546	163	1950	809	830
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.33	1.33
Upstream Filter(I)	0.42	0.42	0.83	0.83	0.73	0.73
Uniform Delay (d), s/veh	22.3	29.5	20.7	14.6	16.3	16.4
Incr Delay (d2), s/veh	0.2	170.7	3.9	1.5	13.7	14.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	48.5	1.0	8.6	12.2	12.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	22.5	200.2	24.7	16.1	30.0	30.8
LnGrp LOS	C	F	C	B	C	C
Approach Vol, veh/h	988			1389	1517	
Approach Delay, s/veh	156.9			16.7	30.4	
Approach LOS	F			B	C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		54.0		36.0	8.0	46.0
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		49.0		31.0	3.0	41.0
Max Q Clear Time (g_c+I1), s		25.2		33.0	4.5	36.4
Green Ext Time (p_c), s		10.0		0.0	0.0	3.5

Intersection Summary	
HCM 7th Control Delay, s/veh	57.6
HCM 7th LOS	E

Intersection	
Intersection Delay, s/veh	312.9
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	41	3	5	69	1184	3	8	6	590	9	10
Future Vol, veh/h	15	41	3	5	69	1184	3	8	6	590	9	10
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	0	0	0	0	0	3	0	0	0	2	0	0
Mvmt Flow	15	42	3	5	71	1221	3	8	6	608	9	10
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

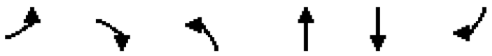
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay, s/veh	12.9	437.4	12.8	93.2
HCM LOS	B	F	B	F

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	18%	25%	7%	0%	97%
Vol Thru, %	47%	69%	93%	0%	1%
Vol Right, %	35%	5%	0%	100%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	17	59	74	1184	609
LT Vol	3	15	5	0	590
Through Vol	8	41	69	0	9
RT Vol	6	3	0	1184	10
Lane Flow Rate	18	61	76	1221	628
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.035	0.122	0.14	1.985	1.08
Departure Headway (Hd)	9.481	8.714	6.872	6.123	7.857
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	380	414	525	610	465
Service Time	7.481	6.714	4.572	3.823	5.857
HCM Lane V/C Ratio	0.047	0.147	0.145	2.002	1.351
HCM Control Delay, s/veh	12.8	12.9	10.7	464.1	93.2
HCM Lane LOS	B	B	B	F	F
HCM 95th-tile Q	0.1	0.4	0.5	78	16.1

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	574	73	209	764	1039	1039
Future Volume (vph)	574	73	209	764	1039	1039
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	23.0	8.0	23.0	23.0	23.0
Total Split (s)	24.0	24.0	9.0	66.0	57.0	57.0
Total Split (%)	26.7%	26.7%	10.0%	73.3%	63.3%	63.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	18.2	18.2	61.8	61.8	52.8	52.8
Actuated g/C Ratio	0.20	0.20	0.69	0.69	0.59	0.59
v/c Ratio	0.83	0.20	0.61	0.32	0.50	0.81
Control Delay (s/veh)	45.8	9.1	20.3	6.2	7.2	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.4
Total Delay (s/veh)	45.8	9.1	20.3	6.2	7.2	4.0
LOS	D	A	C	A	A	A
Approach Delay (s/veh)	41.6			9.2	5.6	
Approach LOS	D			A	A	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 2 (2%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay (s/veh): 12.8	Intersection LOS: B
Intersection Capacity Utilization 84.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 9: SR 14/139/154/US 29/Main St & Knotts Ave



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	574	73	209	764	1039	1039
Future Volume (veh/h)	574	73	209	764	1039	1039
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1796	1885	1870	1885	1841
Adj Flow Rate, veh/h	580	74	211	772	1049	1049
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	1	7	1	2	1	4
Cap, veh/h	668	292	300	2478	2070	901
Arrive On Green	0.19	0.19	0.06	0.70	0.96	0.96
Sat Flow, veh/h	3483	1522	1795	3647	3676	1560
Grp Volume(v), veh/h	580	74	211	772	1049	1049
Grp Sat Flow(s),veh/h/ln	1742	1522	1795	1777	1791	1560
Q Serve(g_s), s	14.5	3.7	0.7	7.6	1.8	52.0
Cycle Q Clear(g_c), s	14.5	3.7	0.7	7.6	1.8	52.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	668	292	300	2478	2070	901
V/C Ratio(X)	0.87	0.25	0.70	0.31	0.51	1.16
Avail Cap(c_a), veh/h	735	321	300	2478	2070	901
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.67	1.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.09	0.09
Uniform Delay (d), s/veh	35.3	30.9	27.4	5.3	0.7	1.6
Incr Delay (d2), s/veh	10.2	0.5	7.2	0.3	0.1	75.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	3.4	4.8	2.2	0.3	19.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	45.5	31.4	34.6	5.6	0.8	76.6
LnGrp LOS	D	C	C	A	A	F
Approach Vol, veh/h	654			983	2098	
Approach Delay, s/veh	43.9			11.8	38.7	
Approach LOS	D			B	D	

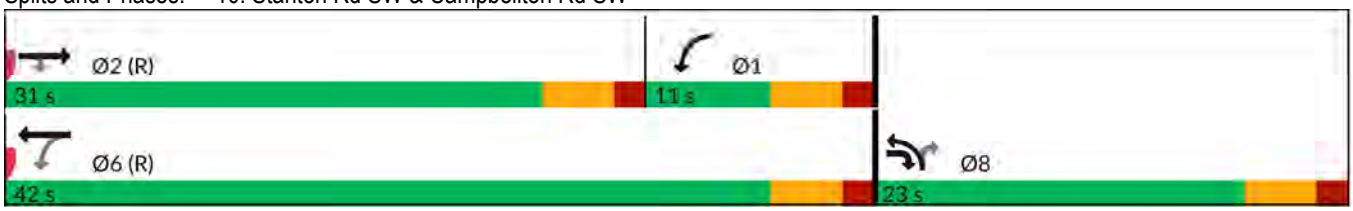
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		67.8		22.2	10.8	57.0
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		61.0		19.0	4.0	52.0
Max Q Clear Time (g_c+I1), s		9.6		16.5	2.7	54.0
Green Ext Time (p_c), s		5.9		0.7	0.1	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	32.5
HCM 7th LOS	C

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	329	68	133	372	50	112
Future Volume (vph)	329	68	133	372	50	112
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm
Protected Phases	2	8	1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	8	1	6	8	8
Switch Phase						
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	23.0	8.0	23.0	23.0	23.0
Total Split (s)	31.0	23.0	11.0	42.0	23.0	23.0
Total Split (%)	47.7%	35.4%	16.9%	64.6%	35.4%	35.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Max	None	None	C-Max	None	None
Act Effct Green (s)	41.8	52.2	50.6	50.6	7.5	7.5
Actuated g/C Ratio	0.64	0.80	0.78	0.78	0.12	0.12
v/c Ratio	0.29	0.06	0.16	0.27	0.26	0.42
Control Delay (s/veh)	8.4	0.7	4.7	5.4	28.8	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.4	0.7	4.7	5.4	28.8	10.7
LOS	A	A	A	A	C	B
Approach Delay (s/veh)	7.1			5.2	16.3	
Approach LOS	A			A	B	

Intersection Summary	
Cycle Length: 65	
Actuated Cycle Length: 65	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.42	
Intersection Signal Delay (s/veh): 7.6	Intersection LOS: A
Intersection Capacity Utilization 40.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 10: Stanton Rd SW & Campbellton Rd SW



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	329	68	133	372	50	112
Future Volume (veh/h)	329	68	133	372	50	112
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1870	1870	1856	1870	1841
Adj Flow Rate, veh/h	346	72	140	392	53	118
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	2	2	3	2	4
Cap, veh/h	742	800	807	1376	186	163
Arrive On Green	0.40	0.40	0.26	0.74	0.10	0.10
Sat Flow, veh/h	1856	1585	1781	1856	1781	1560
Grp Volume(v), veh/h	346	72	140	392	53	118
Grp Sat Flow(s),veh/h/ln	1856	1585	1781	1856	1781	1560
Q Serve(g_s), s	8.9	1.5	0.0	4.5	1.8	4.8
Cycle Q Clear(g_c), s	8.9	1.5	0.0	4.5	1.8	4.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	742	800	807	1376	186	163
V/C Ratio(X)	0.47	0.09	0.17	0.28	0.28	0.72
Avail Cap(c_a), veh/h	742	800	807	1376	493	432
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.4	8.4	9.6	2.7	26.9	28.2
Incr Delay (d2), s/veh	2.1	0.2	0.1	0.5	0.8	6.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.6	1.0	1.0	0.8	1.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	16.5	8.6	9.7	3.3	27.7	34.2
LnGrp LOS	B	A	A	A	C	C
Approach Vol, veh/h	418			532	171	
Approach Delay, s/veh	15.1			5.0	32.2	
Approach LOS	B			A	C	

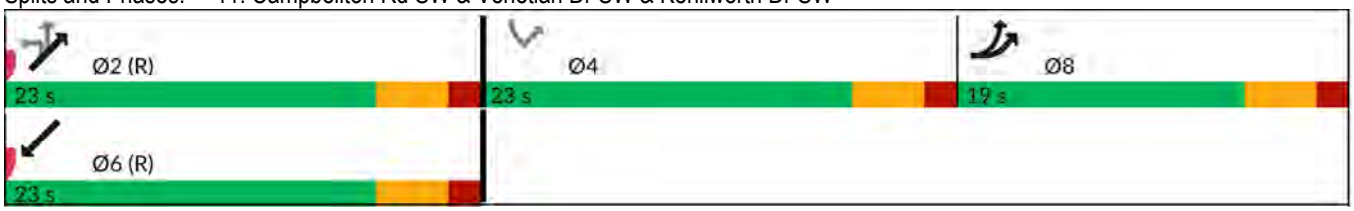
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	22.2	31.0				53.2	11.8
Change Period (Y+Rc), s	5.0	5.0				5.0	5.0
Max Green Setting (Gmax), s	6.0	26.0				37.0	18.0
Max Q Clear Time (g_c+I1), s	2.0	10.9				6.5	6.8
Green Ext Time (p_c), s	0.1	1.9				2.5	0.3

Intersection Summary			
HCM 7th Control Delay, s/veh		12.9	
HCM 7th LOS		B	

Lane Group	EBL	SBL	NEL2	NEL	NET	SWT
Lane Configurations						
Traffic Volume (vph)	106	24	7	6	384	457
Future Volume (vph)	106	24	7	6	384	457
Turn Type	Prot	Perm	Perm	Perm	NA	NA
Protected Phases	8				2	6
Permitted Phases		4	2	2		
Detector Phase	8	4	2	2	2	6
Switch Phase						
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	8.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	19.0	23.0	23.0	23.0	23.0	23.0
Total Split (%)	29.2%	35.4%	35.4%	35.4%	35.4%	35.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0			5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	7.0	5.5			44.8	44.8
Actuated g/C Ratio	0.11	0.08			0.69	0.69
v/c Ratio	0.45	0.19			0.37	0.62
Control Delay (s/veh)	12.7	1.7			4.1	13.7
Queue Delay	0.0	0.0			0.0	0.0
Total Delay (s/veh)	12.7	1.7			4.1	13.7
LOS	B	A			A	B
Approach Delay (s/veh)	12.7	1.7			4.1	13.7
Approach LOS	B	A			A	B

Intersection Summary	
Cycle Length: 65	
Actuated Cycle Length: 65	
Offset: 0 (0%), Referenced to phase 2:NETL and 6:SWT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay (s/veh): 10.1	Intersection LOS: B
Intersection Capacity Utilization 59.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 11: Campbellton Rd SW & Venetian Dr SW & Kenilworth Dr SW



Movement	EBL2	EBL	EBR	SBL	SBR	SBR2	NEL2	NEL	NET	SWT	SWR	SWR2
Lane Configurations												
Traffic Volume (vph)	1	106	9	24	12	6	7	6	384	457	164	46
Future Volume (vph)	1	106	9	24	12	6	7	6	384	457	164	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0					5.0	5.0		
Lane Util. Factor		1.00		1.00					1.00	1.00		
Frt		0.99		0.94					1.00	0.96		
Flt Protected		0.96		0.97					1.00	1.00		
Satd. Flow (prot)		1705		1739					1822	1778		
Flt Permitted		0.96		0.95					0.97	1.00		
Satd. Flow (perm)		1705		1693					1776	1778		
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	1	120	10	27	14	7	8	7	436	519	186	52
RTOR Reduction (vph)	0	106	0	46	0	0	0	0	0	2	0	0
Lane Group Flow (vph)	0	25	0	2	0	0	0	0	451	755	0	0
Heavy Vehicles (%)	0%	5%	11%	0%	0%	0%	14%	0%	4%	3%	1%	0%
Turn Type	Prot	Prot		Perm			Perm	Perm	NA	NA		
Protected Phases	8	8							2	6		
Permitted Phases				4			2	2				
Actuated Green, G (s)		5.9		3.3					40.8	40.8		
Effective Green, g (s)		5.9		3.3					40.8	40.8		
Actuated g/C Ratio		0.09		0.05					0.63	0.63		
Clearance Time (s)		5.0		5.0					5.0	5.0		
Vehicle Extension (s)		3.0		3.0					3.0	3.0		
Lane Grp Cap (vph)		154		85					1114	1116		
v/s Ratio Prot		c0.01								c0.42		
v/s Ratio Perm				c0.00					0.25			
v/c Ratio		0.16		0.03					0.40	0.68		
Uniform Delay, d1		27.3		29.3					6.0	7.8		
Progression Factor		1.00		1.00					0.44	1.15		
Incremental Delay, d2		0.5		0.1					1.1	3.2		
Delay (s)		27.8		29.5					3.8	12.2		
Level of Service		C		C					A	B		
Approach Delay (s/veh)		27.8		29.5					3.8	12.2		
Approach LOS		C		C					A	B		

Intersection Summary			
HCM 2000 Control Delay (s/veh)	11.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	59.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	41	447	16	591	60	28	41	58
Future Volume (vph)	41	447	16	591	60	28	41	58
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		2		6		8		4
Permitted Phases	2		6		8		4	
Detector Phase	2	2	6	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	39.0	39.0	39.0	39.0	26.0	26.0	26.0	26.0
Total Split (%)	60.0%	60.0%	60.0%	60.0%	40.0%	40.0%	40.0%	40.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0		5.0		5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None	None	None
Act Effct Green (s)	44.7	44.7	44.7	44.7		10.3		10.3
Actuated g/C Ratio	0.69	0.69	0.69	0.69		0.16		0.16
v/c Ratio	0.10	0.23	0.03	0.31		0.52		0.56
Control Delay (s/veh)	8.7	7.1	4.6	4.7		29.1		25.5
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay (s/veh)	8.7	7.1	4.6	4.7		29.1		25.5
LOS	A	A	A	A		C		C
Approach Delay (s/veh)		7.2		4.7		29.1		25.5
Approach LOS		A		A		C		C

Intersection Summary	
Cycle Length: 65	
Actuated Cycle Length: 65	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay (s/veh): 9.4	Intersection LOS: A
Intersection Capacity Utilization 46.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 12: Oakland Dr SW & Campbellton Rd SW

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	447	42	16	591	89	60	28	17	41	58	49
Future Volume (veh/h)	41	447	42	16	591	89	60	28	17	41	58	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1826	1900	1707	1841	1870	1870	1900	1811	1900	1900	1870
Adj Flow Rate, veh/h	45	486	46	17	642	97	65	30	18	45	63	53
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	5	0	13	4	2	2	0	6	0	0	2
Cap, veh/h	570	2301	217	642	2189	330	189	76	34	118	101	73
Arrive On Green	0.72	0.72	0.72	0.72	0.72	0.72	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	714	3204	302	796	3047	460	796	593	263	368	791	568
Grp Volume(v), veh/h	45	262	270	17	368	371	113	0	0	161	0	0
Grp Sat Flow(s),veh/h/ln	714	1735	1771	796	1749	1758	1652	0	0	1727	0	0
Q Serve(g_s), s	1.6	3.3	3.3	0.5	4.9	4.9	0.0	0.0	0.0	1.8	0.0	0.0
Cycle Q Clear(g_c), s	6.5	3.3	3.3	3.8	4.9	4.9	3.9	0.0	0.0	5.7	0.0	0.0
Prop In Lane	1.00		0.17	1.00		0.26	0.58		0.16	0.28		0.33
Lane Grp Cap(c), veh/h	570	1246	1273	642	1256	1263	298	0	0	292	0	0
V/C Ratio(X)	0.08	0.21	0.21	0.03	0.29	0.29	0.38	0.00	0.00	0.55	0.00	0.00
Avail Cap(c_a), veh/h	570	1246	1273	642	1256	1263	585	0	0	610	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.82	0.82	0.82	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.4	3.0	3.0	3.7	3.3	3.3	26.4	0.0	0.0	27.1	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.4	0.4	0.1	0.5	0.5	0.8	0.0	0.0	1.6	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.7	0.8	0.1	1.1	1.1	1.6	0.0	0.0	2.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	4.7	3.4	3.4	3.7	3.8	3.8	27.2	0.0	0.0	28.8	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C			C		
Approach Vol, veh/h		577			756			113			161	
Approach Delay, s/veh		3.5			3.8			27.2			28.8	
Approach LOS		A			A			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		51.7		13.3		51.7		13.3				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		34.0		21.0		34.0		21.0				
Max Q Clear Time (g_c+I1), s		8.5		7.7		6.9		5.9				
Green Ext Time (p_c), s		3.6		0.7		5.0		0.5				

Intersection Summary												
HCM 7th Control Delay, s/veh			7.8									
HCM 7th LOS			A									

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	424	486	2	2	13
Future Vol, veh/h	13	424	486	2	2	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	4	3	0	0	8
Mvmt Flow	14	442	506	2	2	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	508	0	-	0	976	507
Stage 1	-	-	-	-	507	-
Stage 2	-	-	-	-	469	-
Critical Hdwy	4.1	-	-	-	6.4	6.28
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.372
Pot Cap-1 Maneuver	1067	-	-	-	281	554
Stage 1	-	-	-	-	609	-
Stage 2	-	-	-	-	634	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1067	-	-	-	276	554
Mov Cap-2 Maneuver	-	-	-	-	276	-
Stage 1	-	-	-	-	599	-
Stage 2	-	-	-	-	634	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.25	0	12.62
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	54	-	-	-	488
HCM Lane V/C Ratio	0.013	-	-	-	0.032
HCM Ctrl Dly (s/v)	8.4	0	-	-	12.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	36	392	452	19	13	39
Future Vol, veh/h	36	392	452	19	13	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	4	3	6	0	3
Mvmt Flow	38	413	476	20	14	41

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	496	0	-	0	974	486
Stage 1	-	-	-	-	486	-
Stage 2	-	-	-	-	488	-
Critical Hdwy	4.13	-	-	-	6.4	6.23
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.227	-	-	-	3.5	3.327
Pot Cap-1 Maneuver	1063	-	-	-	282	579
Stage 1	-	-	-	-	623	-
Stage 2	-	-	-	-	621	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1063	-	-	-	269	579
Mov Cap-2 Maneuver	-	-	-	-	269	-
Stage 1	-	-	-	-	594	-
Stage 2	-	-	-	-	621	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.72	0	14.12
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	151	-	-	-	449
HCM Lane V/C Ratio	0.036	-	-	-	0.122
HCM Ctrl Dly (s/v)	8.5	0	-	-	14.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

Intersection	
Intersection Delay, s/veh	16.3
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	156	298	122	6	290	8	119	29	28	4	25	154
Future Vol, veh/h	156	298	122	6	290	8	119	29	28	4	25	154
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
Heavy Vehicles, %	1	6	4	0	5	0	6	0	0	0	0	1
Mvmt Flow	163	310	127	6	302	8	124	30	29	4	26	160
Number of Lanes	1	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	3
HCM Control Delay, s/veh	15.1	20.1	15.9	13.9
HCM LOS	C	C	C	B

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	SBLn1
Vol Left, %	68%	100%	0%	0%	2%	2%
Vol Thru, %	16%	0%	100%	0%	95%	14%
Vol Right, %	16%	0%	0%	100%	3%	84%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	176	156	298	122	304	183
LT Vol	119	156	0	0	6	4
Through Vol	29	0	298	0	290	25
RT Vol	28	0	0	122	8	154
Lane Flow Rate	183	163	310	127	317	191
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.402	0.32	0.575	0.209	0.612	0.371
Departure Headway (Hd)	7.888	7.098	6.674	5.925	6.954	7.007
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	456	507	540	605	519	513
Service Time	5.638	4.841	4.417	3.668	4.7	4.756
HCM Lane V/C Ratio	0.401	0.321	0.574	0.21	0.611	0.372
HCM Control Delay, s/veh	15.9	13.2	18.1	10.2	20.1	13.9
HCM Lane LOS	C	B	C	B	C	B
HCM 95th-tile Q	1.9	1.4	3.6	0.8	4.1	1.7

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	522	2	0	673	1	1
Future Vol, veh/h	522	2	0	673	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	0	0	3	0	0
Mvmt Flow	567	2	0	732	1	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	570	0	1300	568
Stage 1	-	-	-	-	568	-
Stage 2	-	-	-	-	732	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1013	-	180	526
Stage 1	-	-	-	-	571	-
Stage 2	-	-	-	-	480	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1013	-	180	526
Mov Cap-2 Maneuver	-	-	-	-	180	-
Stage 1	-	-	-	-	571	-
Stage 2	-	-	-	-	480	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	18.55
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	268	-	-	1013	-
HCM Lane V/C Ratio	0.008	-	-	-	-
HCM Ctrl Dly (s/v)	18.6	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	522	0	5	666	1	0
Future Vol, veh/h	522	0	5	666	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	0	0	3	0	0
Mvmt Flow	567	0	5	724	1	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	567	0	1302	567
Stage 1	-	-	-	-	567	-
Stage 2	-	-	-	-	735	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1015	-	179	527
Stage 1	-	-	-	-	571	-
Stage 2	-	-	-	-	478	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1015	-	178	527
Mov Cap-2 Maneuver	-	-	-	-	178	-
Stage 1	-	-	-	-	571	-
Stage 2	-	-	-	-	474	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.06	25.41
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	178	-	-	13	-
HCM Lane V/C Ratio	0.006	-	-	0.005	-
HCM Ctrl Dly (s/v)	25.4	-	-	8.6	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	524	0	2	672	0	3
Future Vol, veh/h	524	0	2	672	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	0	0	3	0	0
Mvmt Flow	563	0	2	723	0	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	563	0	1290	563
Stage 1	-	-	-	-	563	-
Stage 2	-	-	-	-	727	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1018	-	182	529
Stage 1	-	-	-	-	574	-
Stage 2	-	-	-	-	482	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1018	-	181	529
Mov Cap-2 Maneuver	-	-	-	-	181	-
Stage 1	-	-	-	-	574	-
Stage 2	-	-	-	-	480	-

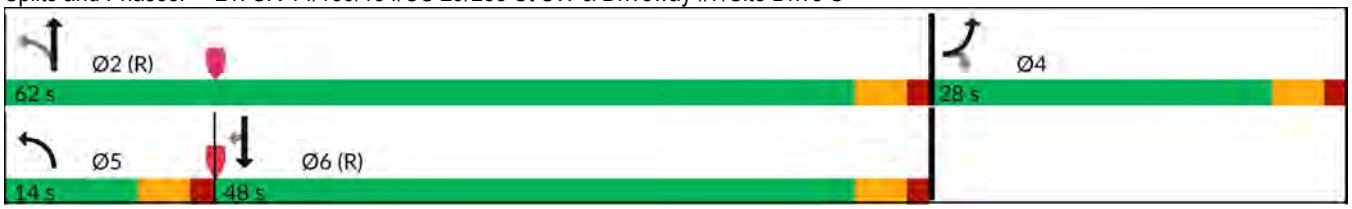
Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.03	11.84
HCM LOS			B

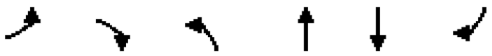
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	529	-	-	5	-
HCM Lane V/C Ratio	0.006	-	-	0.002	-
HCM Ctrl Dly (s/v)	11.8	-	-	8.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	129	180	98	1516	1248	74
Future Volume (vph)	129	180	98	1516	1248	74
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	23.0	8.0	23.0	23.0	23.0
Total Split (s)	28.0	28.0	14.0	62.0	48.0	48.0
Total Split (%)	31.1%	31.1%	15.6%	68.9%	53.3%	53.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	11.9	11.9	68.1	68.1	58.4	58.4
Actuated g/C Ratio	0.13	0.13	0.76	0.76	0.65	0.65
v/c Ratio	0.56	0.49	0.30	0.57	0.55	0.07
Control Delay (s/veh)	44.9	10.2	5.7	6.1	7.0	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	44.9	10.2	5.7	6.1	7.0	2.8
LOS	D	B	A	A	A	A
Approach Delay (s/veh)	24.7			6.1	6.7	
Approach LOS	C			A	A	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay (s/veh): 8.1	Intersection LOS: A
Intersection Capacity Utilization 59.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 21: SR 14/139/154/US 29/Lee St SW & Driveway #7/Site Drive S





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	129	180	98	1516	1248	74
Future Volume (veh/h)	129	180	98	1516	1248	74
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1870	1900
Adj Flow Rate, veh/h	132	184	100	1547	1273	76
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	1	2	0
Cap, veh/h	256	228	416	2677	2327	1054
Arrive On Green	0.14	0.14	0.07	1.00	1.00	1.00
Sat Flow, veh/h	1810	1610	1810	3676	3647	1610
Grp Volume(v), veh/h	132	184	100	1547	1273	76
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1791	1777	1610
Q Serve(g_s), s	6.1	10.0	1.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.1	10.0	1.5	0.0	0.0	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	256	228	416	2677	2327	1054
V/C Ratio(X)	0.52	0.81	0.24	0.58	0.55	0.07
Avail Cap(c_a), veh/h	462	411	530	2677	2327	1054
HCM Platoon Ratio	1.00	1.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.91	0.91
Uniform Delay (d), s/veh	35.8	37.4	3.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	1.6	6.7	0.3	0.9	0.8	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	9.0	0.4	0.3	0.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	37.4	44.1	4.1	0.9	0.8	0.1
LnGrp LOS	D	D	A	A	A	A
Approach Vol, veh/h	316			1647	1349	
Approach Delay, s/veh	41.3			1.1	0.8	
Approach LOS	D			A	A	

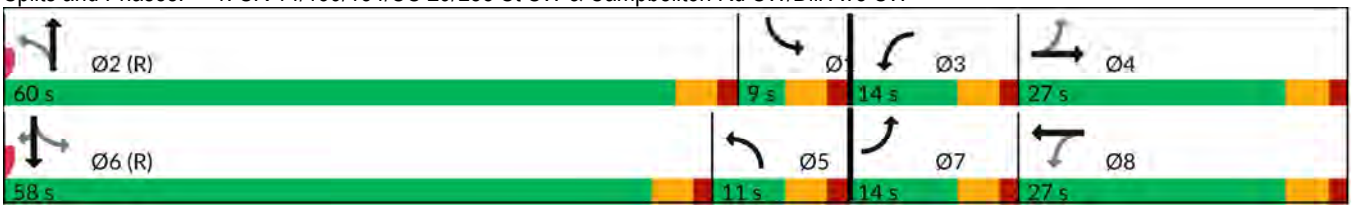
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		72.3		17.7	8.3	63.9
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		57.0		23.0	9.0	43.0
Max Q Clear Time (g_c+I1), s		2.0		12.0	3.5	2.0
Green Ext Time (p_c), s		17.6		0.8	0.1	12.3

Intersection Summary	
HCM 7th Control Delay, s/veh	4.8
HCM 7th LOS	A

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	217	173	195	112	194	1640	90	543	111
Future Volume (vph)	217	173	195	112	194	1640	90	543	111
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	8.0	23.0	8.0	23.0	8.0	23.0	8.0	23.0	23.0
Total Split (s)	14.0	27.0	14.0	27.0	11.0	60.0	9.0	58.0	58.0
Total Split (%)	12.7%	24.5%	12.7%	24.5%	10.0%	54.5%	8.2%	52.7%	52.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	21.6	12.6	21.6	12.6	70.4	64.4	66.4	62.4	62.4
Actuated g/C Ratio	0.20	0.11	0.20	0.11	0.64	0.59	0.60	0.57	0.57
v/c Ratio	0.91	0.76	0.96	0.57	0.37	0.94	0.76	0.29	0.13
Control Delay (s/veh)	76.4	26.3	90.0	30.3	5.6	26.1	64.8	13.5	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	76.4	26.3	90.0	30.3	5.6	26.1	64.8	13.5	2.7
LOS	E	C	F	C	A	C	E	B	A
Approach Delay (s/veh)		42.9		57.6		24.1		18.1	
Approach LOS		D		E		C		B	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 69 (63%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay (s/veh): 29.8	Intersection LOS: C
Intersection Capacity Utilization 97.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: SR 14/139/154/US 29/Lee St SW & Campbellton Rd SW/Dill Ave SW



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	217	173	264	195	112	119	194	1640	205	90	543	111
Future Volume (veh/h)	217	173	264	195	112	119	194	1640	205	90	543	111
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1767	1870	1870	1663	1693	1885	1870	1870	1781	1841	1811
Adj Flow Rate, veh/h	226	180	275	203	117	124	202	1708	214	94	566	116
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	9	2	2	16	14	1	2	2	8	4	6
Cap, veh/h	350	334	298	229	314	280	457	1593	196	129	1685	740
Arrive On Green	0.08	0.20	0.20	0.08	0.20	0.20	0.11	1.00	1.00	0.04	0.48	0.48
Sat Flow, veh/h	1781	1678	1497	1781	1580	1409	1795	3186	391	1697	3497	1535
Grp Volume(v), veh/h	226	180	275	203	117	124	202	937	985	94	566	116
Grp Sat Flow(s),veh/h/ln	1781	1678	1497	1781	1580	1409	1795	1777	1800	1697	1749	1535
Q Serve(g_s), s	9.0	10.6	19.8	9.0	7.0	8.5	0.0	55.0	55.0	1.7	11.0	3.1
Cycle Q Clear(g_c), s	9.0	10.6	19.8	9.0	7.0	8.5	0.0	55.0	55.0	1.7	11.0	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	350	334	298	229	314	280	457	888	900	129	1685	740
V/C Ratio(X)	0.65	0.54	0.92	0.89	0.37	0.44	0.44	1.05	1.09	0.73	0.34	0.16
Avail Cap(c_a), veh/h	350	336	299	229	316	282	457	888	900	129	1685	740
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.8	39.5	43.2	36.0	38.1	38.7	21.8	0.0	0.0	51.2	17.6	7.1
Incr Delay (d2), s/veh	4.0	1.7	32.0	31.6	0.7	1.1	0.6	43.5	57.1	18.7	0.5	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	4.5	9.8	6.4	2.8	3.1	3.6	10.7	14.3	3.1	4.3	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.8	41.2	75.2	67.5	38.9	39.8	22.4	43.5	57.1	69.9	18.2	7.6
LnGrp LOS	D	D	E	E	D	D	C	F	F	E	B	A
Approach Vol, veh/h		681			444			2124			776	
Approach Delay, s/veh		54.1			52.2			47.8			22.8	
Approach LOS		D			D			D			C	

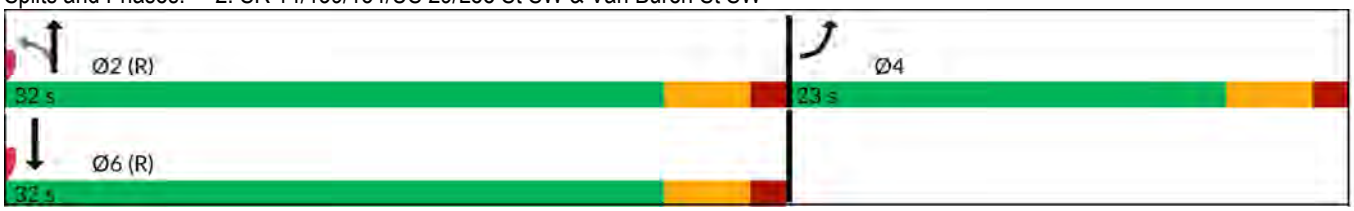
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	60.0	14.0	26.9	11.1	58.0	14.0	26.9
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	4.0	55.0	9.0	22.0	6.0	53.0	9.0	22.0
Max Q Clear Time (g_c+I1), s	3.7	57.0	11.0	21.8	2.0	13.0	11.0	10.5
Green Ext Time (p_c), s	0.0	0.0	0.0	0.1	0.2	4.4	0.0	1.1

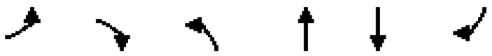
Intersection Summary	
HCM 7th Control Delay, s/veh	44.5
HCM 7th LOS	D

Lane Group	EBL	NBL	NBT	SBT
Lane Configurations				
Traffic Volume (vph)	0	31	1994	970
Future Volume (vph)	0	31	1994	970
Turn Type	Prot	Perm	NA	NA
Protected Phases	4		2	6
Permitted Phases	4	2		
Detector Phase	4	2	2	6
Switch Phase				
Minimum Initial (s)	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	23.0	23.0	23.0
Total Split (s)	23.0	32.0	32.0	32.0
Total Split (%)	41.8%	58.2%	58.2%	58.2%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Max	C-Max	C-Max
Act Effct Green (s)	6.9		41.2	41.2
Actuated g/C Ratio	0.13		0.75	0.75
v/c Ratio	0.35		0.60	0.38
Control Delay (s/veh)	12.7		6.3	5.2
Queue Delay	0.0		0.0	0.0
Total Delay (s/veh)	12.7		6.3	5.2
LOS	B		A	A
Approach Delay (s/veh)	12.7		6.3	5.2
Approach LOS	B		A	A

Intersection Summary	
Cycle Length: 55	
Actuated Cycle Length: 55	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay (s/veh): 6.1	Intersection LOS: A
Intersection Capacity Utilization 74.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 2: SR 14/139/154/US 29/Lee St SW & Van Buren St SW





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	91	31	1994	970	3
Future Volume (veh/h)	0	91	31	1994	970	3
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1870	1856	1900
Adj Flow Rate, veh/h	0	94	32	2056	1000	3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	1	0	2	3	0
Cap, veh/h	0	119	92	3613	2680	8
Arrive On Green	0.00	0.07	0.99	0.99	0.74	0.74
Sat Flow, veh/h	0	1596	33	5013	3698	11
Grp Volume(v), veh/h	0	95	770	1318	489	514
Grp Sat Flow(s),veh/h/ln	0	1613	1795	1549	1763	1854
Q Serve(g_s), s	0.0	3.2	0.0	0.6	5.4	5.4
Cycle Q Clear(g_c), s	0.0	3.2	0.6	0.6	5.4	5.4
Prop In Lane	0.00	0.99	0.04			0.01
Lane Grp Cap(c), veh/h	0	121	1402	2303	1310	1378
V/C Ratio(X)	0.00	0.79	0.55	0.57	0.37	0.37
Avail Cap(c_a), veh/h	0	528	1402	2303	1310	1378
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.88	0.88
Uniform Delay (d), s/veh	0.0	25.0	0.1	0.1	2.5	2.5
Incr Delay (d2), s/veh	0.0	10.8	1.6	1.0	0.7	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.5	0.6	0.3	0.7	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	35.8	1.6	1.1	3.2	3.2
LnGrp LOS		D	A	A	A	A
Approach Vol, veh/h	95			2088	1003	
Approach Delay, s/veh	35.8			1.3	3.2	
Approach LOS	D			A	A	

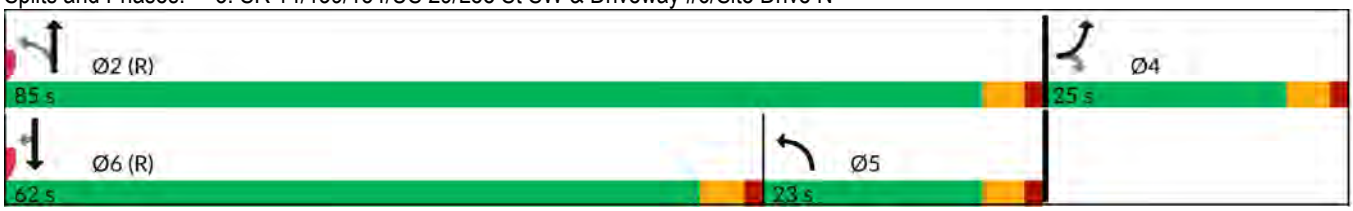
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		45.9		9.1		45.9
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		27.0		18.0		27.0
Max Q Clear Time (g_c+I1), s		2.6		5.2		7.4
Green Ext Time (p_c), s		16.6		0.2		6.1

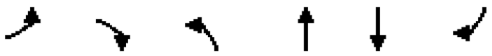
Intersection Summary		
HCM 7th Control Delay, s/veh	2.9	
HCM 7th LOS	A	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	126	142	295	2035	995	163
Future Volume (vph)	126	142	295	2035	995	163
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	23.0	8.0	23.0	23.0	23.0
Total Split (s)	25.0	25.0	23.0	85.0	62.0	62.0
Total Split (%)	22.7%	22.7%	20.9%	77.3%	56.4%	56.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	14.1	14.1	85.9	85.9	62.9	62.9
Actuated g/C Ratio	0.13	0.13	0.78	0.78	0.57	0.57
v/c Ratio	0.64	0.45	0.60	0.77	0.52	0.17
Control Delay (s/veh)	55.8	12.1	13.2	4.3	10.3	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.8	12.1	13.2	4.3	10.3	1.1
LOS	E	B	B	A	B	A
Approach Delay (s/veh)	35.1			5.4	9.1	
Approach LOS	D			A	A	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 102 (93%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay (s/veh): 8.6	Intersection LOS: A
Intersection Capacity Utilization 74.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: SR 14/139/154/US 29/Lee St SW & Driveway #6/Site Drive N





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	126	142	295	2035	995	163
Future Volume (veh/h)	126	142	295	2035	995	163
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1767	1811	1870	1856	1885
Adj Flow Rate, veh/h	139	140	307	2120	1036	170
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	9	6	2	3	1
Cap, veh/h	207	171	688	2824	1827	828
Arrive On Green	0.11	0.11	0.31	1.00	1.00	1.00
Sat Flow, veh/h	1810	1497	1725	3647	3618	1598
Grp Volume(v), veh/h	139	140	307	2120	1036	170
Grp Sat Flow(s),veh/h/ln	1810	1497	1725	1777	1763	1598
Q Serve(g_s), s	8.1	10.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	8.1	10.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	207	171	688	2824	1827	828
V/C Ratio(X)	0.67	0.82	0.45	0.75	0.57	0.21
Avail Cap(c_a), veh/h	329	272	688	2824	1827	828
HCM Platoon Ratio	1.00	1.00	1.33	1.33	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.50	0.50	1.00	1.00
Uniform Delay (d), s/veh	46.7	47.6	9.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	3.7	10.0	0.2	1.0	1.3	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	8.5	3.6	0.4	0.3	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	50.4	57.5	9.6	1.0	1.3	0.6
LnGrp LOS	D	E	A	A	A	A
Approach Vol, veh/h	279			2427	1206	
Approach Delay, s/veh	54.0			2.0	1.2	
Approach LOS	D			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		92.4		17.6	30.4	62.0
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		80.0		20.0	18.0	57.0
Max Q Clear Time (g_c+I1), s		2.0		12.0	2.0	2.0
Green Ext Time (p_c), s		37.4		0.5	0.8	9.9

Intersection Summary	
HCM 7th Control Delay, s/veh	5.5
HCM 7th LOS	A

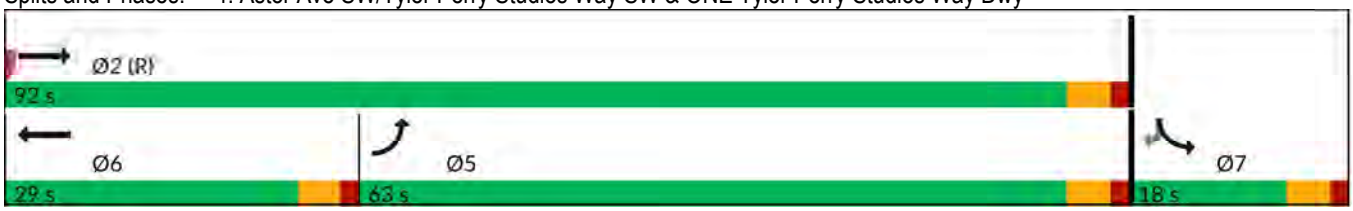
Notes

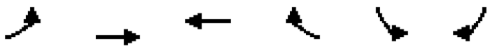
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	SBR
Lane Configurations				
Traffic Volume (vph)	663	196	56	126
Future Volume (vph)	663	196	56	126
Turn Type	Prot	NA	NA	Perm
Protected Phases	5	2	6	
Permitted Phases				7
Detector Phase	5	2	6	7
Switch Phase				
Minimum Initial (s)	3.0	3.0	3.0	3.0
Minimum Split (s)	8.0	8.0	8.0	8.0
Total Split (s)	63.0	92.0	29.0	18.0
Total Split (%)	57.3%	83.6%	26.4%	16.4%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag	Lag		Lead	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	C-Max	None	None
Act Effct Green (s)	74.1	94.5	15.4	5.5
Actuated g/C Ratio	0.67	0.86	0.14	0.05
v/c Ratio	0.33	0.08	0.35	0.14
Control Delay (s/veh)	2.9	0.4	14.0	0.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.9	0.4	14.0	0.3
LOS	A	A	B	A
Approach Delay (s/veh)		2.4	14.0	
Approach LOS		A	B	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 38 (35%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.35	
Intersection Signal Delay (s/veh): 3.8	Intersection LOS: A
Intersection Capacity Utilization 32.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 4: Astor Ave SW/Tyler Perry Studios Way SW & ONE Tyler Perry Studios Way Dwy





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	663	196	56	105	0	126
Future Volume (veh/h)	663	196	56	105	0	126
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1767	1737	1856	1900	1900
Adj Flow Rate, veh/h	771	228	65	0	0	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	9	11	3	0	0
Cap, veh/h	3051	3204	132		2	
Arrive On Green	0.87	0.95	0.04	0.00	0.00	0.00
Sat Flow, veh/h	3510	3445	3474	0	1810	1610
Grp Volume(v), veh/h	771	228	65	0	0	0
Grp Sat Flow(s),veh/h/ln	1755	1678	1650	0	1810	1610
Q Serve(g_s), s	4.1	0.4	2.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.1	0.4	2.1	0.0	0.0	0.0
Prop In Lane	1.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	3051	3204	132		2	
V/C Ratio(X)	0.25	0.07	0.49		0.00	
Avail Cap(c_a), veh/h	3051	3204	720		214	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	1.2	0.1	51.7	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	2.8	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.9	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	1.3	0.2	54.5	0.0	0.0	0.0
LnGrp LOS	A	A	D			
Approach Vol, veh/h		999	65		0	
Approach Delay, s/veh		1.0	54.5		0.0	
Approach LOS		A	D			

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		110.0		0.0	100.6	9.4
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		87.0		13.0	58.0	24.0
Max Q Clear Time (g_c+I1), s		2.4		0.0	6.1	4.1
Green Ext Time (p_c), s		1.8		0.0	3.3	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	4.3
HCM 7th LOS	A

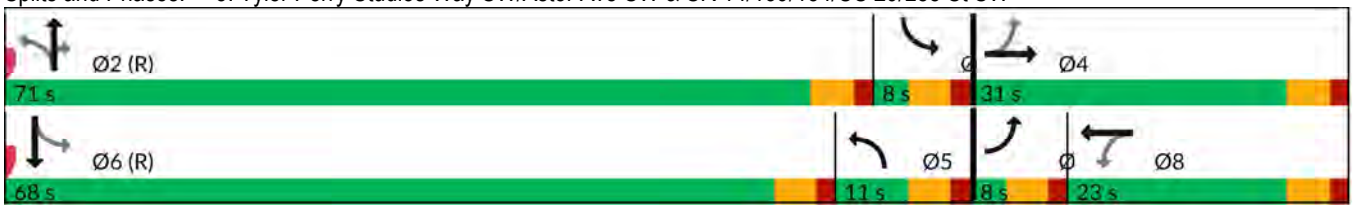
Notes

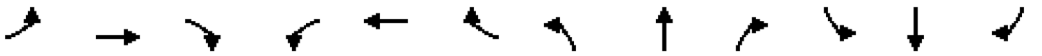
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	168	15	19	22	100	2575	28	31	872
Future Volume (vph)	168	15	19	22	100	2575	28	31	872
Turn Type	pm+pt	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4		8	5	2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	7	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	8.0	23.0	23.0	23.0	8.0	23.0	23.0	8.0	23.0
Total Split (s)	8.0	31.0	23.0	23.0	11.0	71.0	71.0	8.0	68.0
Total Split (%)	7.3%	28.2%	20.9%	20.9%	10.0%	64.5%	64.5%	7.3%	61.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	16.7	16.7		8.5	82.1	78.5	78.5	75.5	72.5
Actuated g/C Ratio	0.15	0.15		0.08	0.75	0.71	0.71	0.69	0.66
v/c Ratio	1.23	0.12		0.50	0.26	1.07	0.02	0.29	0.42
Control Delay (s/veh)	188.6	31.1		34.7	3.0	45.5	0.0	15.8	9.7
Queue Delay	0.0	0.0		0.0	0.0	7.2	0.0	0.0	0.0
Total Delay (s/veh)	188.6	31.1		34.7	3.0	52.6	0.0	15.8	9.7
LOS	F	C		C	A	D	A	B	A
Approach Delay (s/veh)		169.1		34.7		50.3			9.9
Approach LOS		F		C		D			A

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 109 (99%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 180	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.23	
Intersection Signal Delay (s/veh): 45.8	Intersection LOS: D
Intersection Capacity Utilization 103.0%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 5: Tyler Perry Studios Way SW/Astor Ave SW & SR 14/139/154/US 29/Lee St SW





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	168	15	9	19	22	88	100	2575	28	31	872	48
Future Volume (veh/h)	168	15	9	19	22	88	100	2575	28	31	872	48
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	1693	744	1900	1900	1870	1781	1870	1900	1841	1856	1767
Adj Flow Rate, veh/h	177	16	9	20	23	93	105	2711	0	33	918	51
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	14	78	0	0	2	8	2	0	4	3	9
Cap, veh/h	140	159	90	97	93	123	554	2132		253	1945	108
Arrive On Green	0.03	0.16	0.16	0.08	0.08	0.08	0.27	1.00	0.00	0.14	0.76	0.76
Sat Flow, veh/h	1753	1017	572	581	1116	1465	1697	3554	1610	1753	3396	189
Grp Volume(v), veh/h	177	0	25	43	0	93	105	2711	0	33	477	492
Grp Sat Flow(s),veh/h/ln	1753	0	1590	1697	0	1465	1697	1777	1610	1753	1763	1822
Q Serve(g_s), s	3.0	0.0	1.5	0.2	0.0	6.8	0.0	66.0	0.0	0.0	11.1	11.1
Cycle Q Clear(g_c), s	3.0	0.0	1.5	2.4	0.0	6.8	0.0	66.0	0.0	0.0	11.1	11.1
Prop In Lane	1.00		0.36	0.47		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	140	0	249	190	0	123	554	2132		253	1010	1043
V/C Ratio(X)	1.26	0.00	0.10	0.23	0.00	0.76	0.19	1.27		0.13	0.47	0.47
Avail Cap(c_a), veh/h	140	0	376	321	0	240	554	2132		253	1010	1043
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.09	0.09	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.4	0.0	39.8	47.2	0.0	49.3	8.6	0.0	0.0	42.1	6.9	6.9
Incr Delay (d2), s/veh	162.2	0.0	0.2	0.6	0.0	9.2	0.0	122.5	0.0	0.2	1.6	1.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	0.0	0.6	1.1	0.0	2.8	0.9	36.3	0.0	0.8	3.5	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	212.7	0.0	39.9	47.8	0.0	58.5	8.6	122.5	0.0	42.3	8.5	8.5
LnGrp LOS	F		D	D		E	A	F		D	A	A
Approach Vol, veh/h		202			136			2816			1002	
Approach Delay, s/veh		191.3			55.1			118.3			9.6	
Approach LOS		F			E			F			A	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.8	71.0		22.2	19.8	68.0	8.0	14.2				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	3.0	66.0		26.0	6.0	63.0	3.0	18.0				
Max Q Clear Time (g_c+I1), s	2.0	68.0		3.5	2.0	13.1	5.0	8.8				
Green Ext Time (p_c), s	0.0	0.0		0.1	0.1	7.1	0.0	0.4				

Intersection Summary		
HCM 7th Control Delay, s/veh		93.5
HCM 7th LOS		F

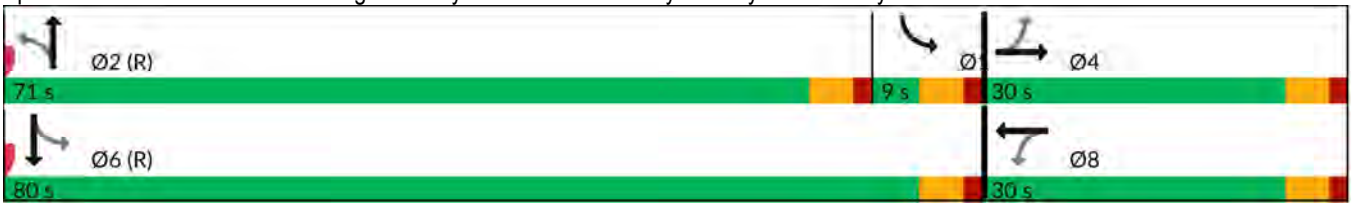
Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	18	24	198	12	4	856	74	111
Future Volume (vph)	18	24	198	12	4	856	74	111
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases		4		8		2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	1	6
Switch Phase								
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	8.0	23.0
Total Split (s)	30.0	30.0	30.0	30.0	71.0	71.0	9.0	80.0
Total Split (%)	27.3%	27.3%	27.3%	27.3%	64.5%	64.5%	8.2%	72.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0		5.0	5.0	5.0
Lead/Lag					Lead	Lead	Lag	
Lead-Lag Optimize?					Yes	Yes	Yes	
Recall Mode	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)		21.3	21.3	21.3		71.5	78.7	78.7
Actuated g/C Ratio		0.19	0.19	0.19		0.65	0.72	0.72
v/c Ratio		0.15	0.75	0.18		0.77	0.45	0.10
Control Delay (s/veh)		34.3	44.1	8.4		14.8	24.3	4.6
Queue Delay		0.0	0.0	0.0		1.1	0.6	0.0
Total Delay (s/veh)		34.3	44.1	8.4		15.9	24.9	4.6
LOS		C	D	A		B	C	A
Approach Delay (s/veh)		34.3		36.1		15.9		12.5
Approach LOS		C		D		B		B

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 37 (34%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay (s/veh): 18.5	Intersection LOS: B
Intersection Capacity Utilization 82.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 6: SR 166/Langford Pkwy WB/Astor Ave SW/Tyler Perry Studios Way SW & Womack Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	24	3	198	12	45	4	856	707	74	111	5
Future Volume (veh/h)	18	24	3	198	12	45	4	856	707	74	111	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1841	1900	1811	1648	1767	1900	1811	1841	1826	1767	1900
Adj Flow Rate, veh/h	19	25	3	206	12	47	4	892	736	77	116	5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	4	0	6	17	9	0	6	4	5	9	0
Cap, veh/h	128	153	16	298	48	189	34	1090	834	278	1252	54
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.60	0.60	0.60	0.10	0.74	0.74
Sat Flow, veh/h	498	930	97	1338	293	1148	2	1816	1390	1739	1681	72
Grp Volume(v), veh/h	47	0	0	206	0	59	892	0	740	77	0	121
Grp Sat Flow(s),veh/h/ln	1526	0	0	1338	0	1441	1810	0	1398	1739	0	1754
Q Serve(g_s), s	0.0	0.0	0.0	11.5	0.0	3.9	0.0	0.0	49.5	0.0	0.0	2.1
Cycle Q Clear(g_c), s	4.0	0.0	0.0	15.5	0.0	3.9	42.7	0.0	49.5	0.0	0.0	2.1
Prop In Lane	0.40		0.06	1.00		0.80	0.00		0.99	1.00		0.04
Lane Grp Cap(c), veh/h	297	0	0	298	0	237	1119	0	839	278	0	1306
V/C Ratio(X)	0.16	0.00	0.00	0.69	0.00	0.25	0.80	0.00	0.88	0.28	0.00	0.09
Avail Cap(c_a), veh/h	396	0	0	382	0	328	1119	0	839	278	0	1306
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.91	0.00	0.91	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.4	0.0	0.0	44.5	0.0	40.0	17.3	0.0	18.7	40.9	0.0	3.9
Incr Delay (d2), s/veh	0.2	0.0	0.0	3.3	0.0	0.5	5.9	0.0	12.9	0.5	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	5.8	0.0	1.4	18.6	0.0	18.0	2.0	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.7	0.0	0.0	47.8	0.0	40.5	23.3	0.0	31.6	41.4	0.0	4.0
LnGrp LOS	D			D		D	C		C	D		A
Approach Vol, veh/h		47			265			1632			198	
Approach Delay, s/veh		39.7			46.2			27.1			18.5	
Approach LOS		D			D			C			B	

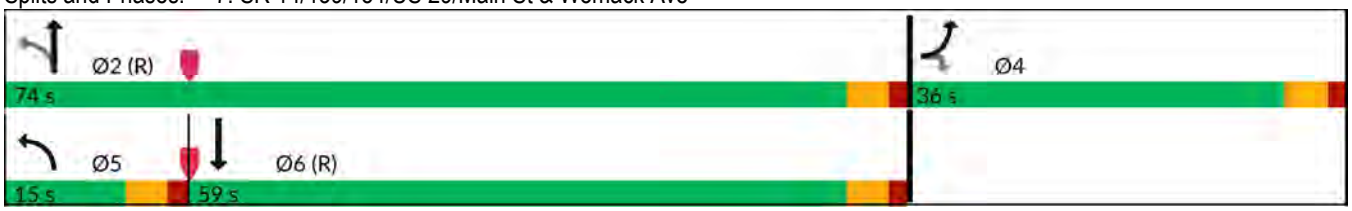
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	15.9	71.0		23.1		86.9		23.1				
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s	4.0	66.0		25.0		75.0		25.0				
Max Q Clear Time (g_c+I1), s	2.0	51.5		6.0		4.1		17.5				
Green Ext Time (p_c), s	0.0	10.4		0.2		0.8		0.6				

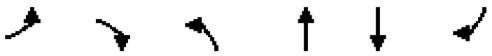
Intersection Summary												
HCM 7th Control Delay, s/veh			28.9									
HCM 7th LOS			C									

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	496	307	115	2202	756
Future Volume (vph)	496	307	115	2202	756
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4	2		
Detector Phase	4	4	5	2	6
Switch Phase					
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	23.0	8.0	23.0	23.0
Total Split (s)	36.0	36.0	15.0	74.0	59.0
Total Split (%)	32.7%	32.7%	13.6%	67.3%	53.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effct Green (s)	31.0	31.0	69.0	69.0	55.3
Actuated g/C Ratio	0.28	0.28	0.63	0.63	0.50
v/c Ratio	1.10	0.53	0.43	1.08	0.57
Control Delay (s/veh)	98.4	7.2	11.4	60.8	11.7
Queue Delay	0.8	0.5	0.0	9.5	0.0
Total Delay (s/veh)	99.2	7.7	11.4	70.3	11.7
LOS	F	A	B	E	B
Approach Delay (s/veh)	64.2			67.4	11.7
Approach LOS	E			E	B

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 108 (98%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.10	
Intersection Signal Delay (s/veh): 54.3	Intersection LOS: D
Intersection Capacity Utilization 96.7%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 7: SR 14/139/154/US 29/Main St & Womack Ave





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	496	307	115	2202	756	143
Future Volume (veh/h)	496	307	115	2202	756	143
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1841	1841	1678	1870	1826	1885
Adj Flow Rate, veh/h	539	334	125	2393	822	155
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	15	2	5	1
Cap, veh/h	494	440	422	2229	1543	291
Arrive On Green	0.28	0.28	0.05	0.63	1.00	1.00
Sat Flow, veh/h	1753	1560	1598	3647	3004	549
Grp Volume(v), veh/h	539	334	125	2393	490	487
Grp Sat Flow(s),veh/h/ln	1753	1560	1598	1777	1735	1727
Q Serve(g_s), s	31.0	21.5	3.7	69.0	0.0	0.0
Cycle Q Clear(g_c), s	31.0	21.5	3.7	69.0	0.0	0.0
Prop In Lane	1.00	1.00	1.00			0.32
Lane Grp Cap(c), veh/h	494	440	422	2229	919	915
V/C Ratio(X)	1.09	0.76	0.30	1.07	0.53	0.53
Avail Cap(c_a), veh/h	494	440	484	2229	919	915
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.95	0.95	0.50	0.50	0.91	0.91
Uniform Delay (d), s/veh	39.5	36.1	9.6	20.5	0.0	0.0
Incr Delay (d2), s/veh	66.5	7.2	0.2	38.2	2.0	2.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.4	18.4	1.2	35.9	0.5	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	106.0	43.3	9.8	58.7	2.0	2.0
LnGrp LOS	F	D	A	F	A	A
Approach Vol, veh/h	873			2518	977	
Approach Delay, s/veh	82.0			56.3	2.0	
Approach LOS	F			E	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		74.0		36.0	10.7	63.3
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		69.0		31.0	10.0	54.0
Max Q Clear Time (g_c+I1), s		71.0		33.0	5.7	2.0
Green Ext Time (p_c), s		0.0		0.0	0.1	7.3

Intersection Summary	
HCM 7th Control Delay, s/veh	49.3
HCM 7th LOS	D

Intersection	
Intersection Delay, s/veh	378.9
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	47	5	1	24	554	0	3	4	1096	14	3
Future Vol, veh/h	23	47	5	1	24	554	0	3	4	1096	14	3
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	0	17	0	0	6	8	0	67	50	4	23	33
Mvmt Flow	26	53	6	1	27	630	0	3	5	1245	16	3
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

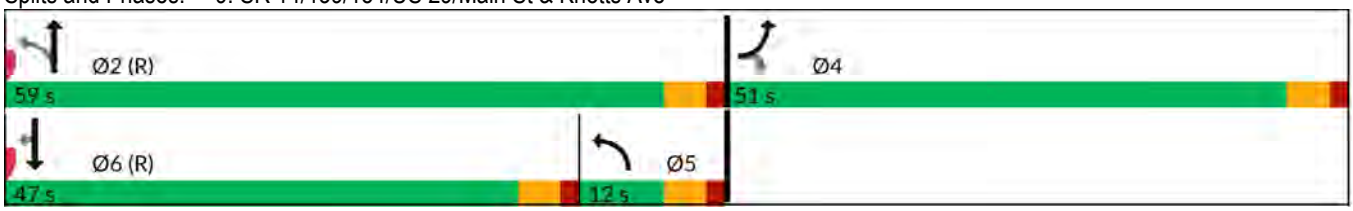
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay, s/veh	15.4	83.7	13.6	559.2
HCM LOS	C	F	B	F

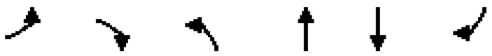
Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	31%	4%	0%	98%
Vol Thru, %	43%	63%	96%	0%	1%
Vol Right, %	57%	7%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	7	75	25	554	1113
LT Vol	0	23	1	0	1096
Through Vol	3	47	24	0	14
RT Vol	4	5	0	554	3
Lane Flow Rate	8	85	28	630	1265
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.018	0.169	0.052	1.049	2.196
Departure Headway (Hd)	10.397	10.319	9.224	8.58	6.434
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	346	350	391	428	582
Service Time	8.397	8.319	6.924	6.28	4.434
HCM Lane V/C Ratio	0.023	0.243	0.072	1.472	2.174
HCM Control Delay, s/veh	13.6	15.4	12.4	86.9	559.2
HCM Lane LOS	B	C	B	F	F
HCM 95th-tile Q	0.1	0.6	0.2	14.2	88.8

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1045	120	112	1261	596	472
Future Volume (vph)	1045	120	112	1261	596	472
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	23.0	8.0	23.0	23.0	23.0
Total Split (s)	51.0	51.0	12.0	59.0	47.0	47.0
Total Split (%)	46.4%	46.4%	10.9%	53.6%	42.7%	42.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	42.5	42.5	57.5	57.5	45.5	45.5
Actuated g/C Ratio	0.39	0.39	0.52	0.52	0.41	0.41
v/c Ratio	0.87	0.20	0.34	0.74	0.45	0.55
Control Delay (s/veh)	38.9	4.3	21.2	24.2	15.3	3.7
Queue Delay	0.8	0.0	0.0	1.1	0.0	0.0
Total Delay (s/veh)	39.7	4.3	21.2	25.4	15.3	3.7
LOS	D	A	C	C	B	A
Approach Delay (s/veh)	36.0			25.0	10.2	
Approach LOS	D			C	B	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 20 (18%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay (s/veh): 24.2	Intersection LOS: C
Intersection Capacity Utilization 73.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 9: SR 14/139/154/US 29/Main St & Knotts Ave





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1045	120	112	1261	596	472
Future Volume (veh/h)	1045	120	112	1261	596	472
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1767	1737	1870	1841	1796
Adj Flow Rate, veh/h	1136	130	122	1371	648	513
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	9	11	2	4	7
Cap, veh/h	1259	550	341	1926	1335	581
Arrive On Green	0.37	0.37	0.11	0.54	0.13	0.13
Sat Flow, veh/h	3428	1497	1654	3647	3589	1522
Grp Volume(v), veh/h	1136	130	122	1371	648	513
Grp Sat Flow(s),veh/h/ln	1714	1497	1654	1777	1749	1522
Q Serve(g_s), s	34.5	6.6	0.0	31.7	19.0	36.5
Cycle Q Clear(g_c), s	34.5	6.6	0.0	31.7	19.0	36.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	1259	550	341	1926	1335	581
V/C Ratio(X)	0.90	0.24	0.36	0.71	0.49	0.88
Avail Cap(c_a), veh/h	1434	626	341	1926	1335	581
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.81	0.81
Uniform Delay (d), s/veh	32.9	24.1	35.7	18.8	38.0	45.6
Incr Delay (d2), s/veh	7.6	0.2	0.6	2.3	1.0	14.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.5	6.5	3.0	12.5	9.0	17.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	40.5	24.3	36.3	21.1	39.0	60.4
LnGrp LOS	D	C	D	C	D	E
Approach Vol, veh/h	1266			1493	1161	
Approach Delay, s/veh	38.9			22.3	48.5	
Approach LOS	D			C	D	

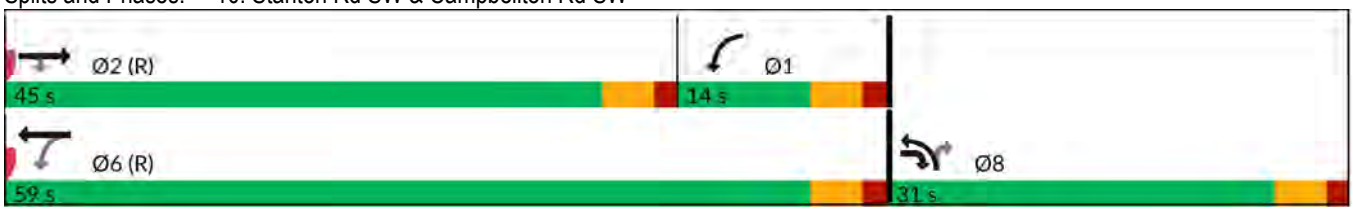
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		64.6		45.4	17.6	47.0
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		54.0		46.0	7.0	42.0
Max Q Clear Time (g_c+I1), s		33.7		36.5	2.0	38.5
Green Ext Time (p_c), s		10.0		3.9	0.1	2.0

Intersection Summary	
HCM 7th Control Delay, s/veh	35.4
HCM 7th LOS	D

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	269	42	73	126	22	170
Future Volume (vph)	269	42	73	126	22	170
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm
Protected Phases	2	8	1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	8	1	6	8	8
Switch Phase						
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	23.0	8.0	23.0	23.0	23.0
Total Split (s)	45.0	31.0	14.0	59.0	31.0	31.0
Total Split (%)	50.0%	34.4%	15.6%	65.6%	34.4%	34.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Max	None	None	C-Max	None	None
Act Effct Green (s)	61.0	74.8	72.2	72.2	7.8	7.8
Actuated g/C Ratio	0.68	0.83	0.80	0.80	0.09	0.09
v/c Ratio	0.24	0.04	0.09	0.10	0.17	0.61
Control Delay (s/veh)	7.4	0.7	0.9	0.9	39.3	14.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.4	0.7	0.9	0.9	39.3	14.8
LOS	A	A	A	A	D	B
Approach Delay (s/veh)	6.5			0.9	17.6	
Approach LOS	A			A	B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 85 (94%), Referenced to phase 2:EBT and 6:WBTL, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay (s/veh): 8.0	Intersection LOS: A
Intersection Capacity Utilization 34.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 10: Stanton Rd SW & Campbellton Rd SW



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	269	42	73	126	22	170
Future Volume (veh/h)	269	42	73	126	22	170
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1856	1811	1781	1752	1870
Adj Flow Rate, veh/h	296	46	80	138	24	187
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	5	3	6	8	10	2
Cap, veh/h	812	922	822	1330	237	225
Arrive On Green	0.44	0.44	0.25	0.75	0.14	0.14
Sat Flow, veh/h	1826	1572	1725	1781	1668	1585
Grp Volume(v), veh/h	296	46	80	138	24	187
Grp Sat Flow(s),veh/h/ln	1826	1572	1725	1781	1668	1585
Q Serve(g_s), s	9.7	1.1	0.0	1.9	1.1	10.3
Cycle Q Clear(g_c), s	9.7	1.1	0.0	1.9	1.1	10.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	812	922	822	1330	237	225
V/C Ratio(X)	0.36	0.05	0.10	0.10	0.10	0.83
Avail Cap(c_a), veh/h	812	922	822	1330	482	458
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.6	7.9	9.4	3.1	33.6	37.6
Incr Delay (d2), s/veh	1.3	0.1	0.1	0.2	0.2	7.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.5	0.7	0.5	0.5	4.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	17.8	8.0	9.5	3.3	33.8	45.2
LnGrp LOS	B	A	A	A	C	D
Approach Vol, veh/h	342			218	211	
Approach Delay, s/veh	16.5			5.5	43.9	
Approach LOS	B			A	D	

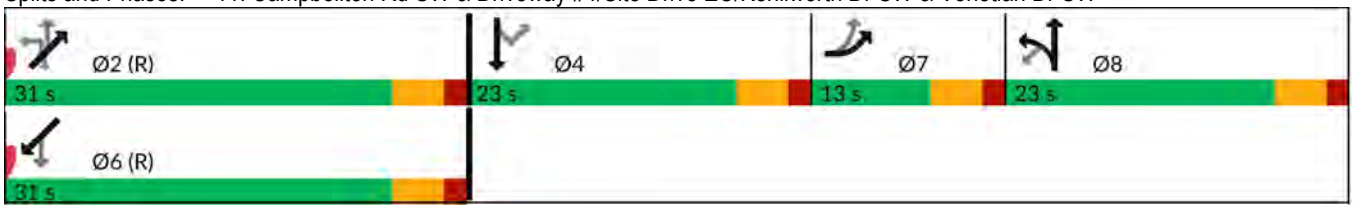
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	27.2	45.0				72.2	17.8
Change Period (Y+Rc), s	5.0	5.0				5.0	5.0
Max Green Setting (Gmax), s	9.0	40.0				54.0	26.0
Max Q Clear Time (g_c+I1), s	2.0	11.7				3.9	12.3
Green Ext Time (p_c), s	0.1	1.9				0.8	0.5

Intersection Summary			
HCM 7th Control Delay, s/veh		20.9	
HCM 7th LOS		C	

Lane Group	EBL	NBL2	NBL	NBT	SBL	SBT	NEL2	NEL	NET	NER	SWL	SWT
Lane Configurations												
Traffic Volume (vph)	115	19	6	6	38	11	2	2	384	21	51	151
Future Volume (vph)	115	19	6	6	38	11	2	2	384	21	51	151
Turn Type	Prot	Perm	Split	NA	Perm	NA	Perm	Perm	NA	Perm	Perm	NA
Protected Phases	7		8	8		4			2			6
Permitted Phases		8			4		2	2		2	6	
Detector Phase	7	8	8	8	4	4	2	2	2	2	6	6
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	8.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	13.0	23.0	23.0	23.0	23.0	23.0	31.0	31.0	31.0	31.0	31.0	31.0
Total Split (%)	14.4%	25.6%	25.6%	25.6%	25.6%	25.6%	34.4%	34.4%	34.4%	34.4%	34.4%	34.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0			0.0		0.0			0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0			5.0		5.0			5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lag								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	11.4			7.7		11.4			43.7	43.7	43.7	43.7
Actuated g/C Ratio	0.13			0.09		0.13			0.49	0.49	0.49	0.49
v/c Ratio	0.63			0.43		0.58			0.48	0.03	0.16	0.30
Control Delay (s/veh)	52.5			26.5		58.0			17.7	0.0	16.6	15.4
Queue Delay	0.0			0.0		0.0			0.0	0.0	0.0	0.0
Total Delay (s/veh)	52.5			26.5		58.0			17.7	0.0	16.6	15.4
LOS	D			C		E			B	A	B	B
Approach Delay (s/veh)	52.5			26.5		58.0			16.8			15.6
Approach LOS	D			C		E			B			B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 32 (36%), Referenced to phase 2:NETL and 6:SWTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay (s/veh): 24.4	Intersection LOS: C
Intersection Capacity Utilization 62.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 11: Campbellton Rd SW & Driveway #4/Site Drive EC/Kenilworth Dr SW & Venetian Dr SW



Movement	EBL2	EBL	EBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	NEL2	NEL
Lane Configurations												
Traffic Volume (vph)	2	115	7	19	6	6	44	38	11	5	2	2
Future Volume (vph)	2	115	7	19	6	6	44	38	11	5	2	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0				5.0			5.0			
Lane Util. Factor		1.00				1.00			1.00			
Frt		0.99				0.92			0.99			
Flt Protected		0.96				0.98			0.97			
Satd. Flow (prot)		1720				1723			1654			
Flt Permitted		0.96				0.98			0.47			
Satd. Flow (perm)		1720				1723			799			
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	2	126	8	21	7	7	48	42	12	5	2	2
RTOR Reduction (vph)	0	0	0	0	0	44	0	0	0	0	0	0
Lane Group Flow (vph)	0	136	0	0	0	39	0	0	59	0	0	0
Heavy Vehicles (%)	0%	5%	0%	0%	0%	0%	0%	11%	9%	0%	14%	0%
Turn Type	Perm	Prot		Perm	Split	NA		Perm	NA		Perm	Perm
Protected Phases		7			8	8			4			
Permitted Phases	7			8				4			2	2
Actuated Green, G (s)		11.4				6.6			10.3			
Effective Green, g (s)		11.4				6.6			10.3			
Actuated g/C Ratio		0.13				0.07			0.11			
Clearance Time (s)		5.0				5.0			5.0			
Vehicle Extension (s)		3.0				3.0			3.0			
Lane Grp Cap (vph)		217				126			91			
v/s Ratio Prot						c0.02						
v/s Ratio Perm		0.08							c0.07			
v/c Ratio		0.63				0.31			0.65			
Uniform Delay, d1		37.3				39.5			38.1			
Progression Factor		1.00				1.00			1.00			
Incremental Delay, d2		5.6				1.4			14.8			
Delay (s)		42.8				40.9			52.9			
Level of Service		D				D			D			
Approach Delay (s/veh)		42.8				40.9			52.9			
Approach LOS		D				D			D			

Intersection Summary			
HCM 2000 Control Delay (s/veh)	22.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	62.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	NET	NER	SWL	SWT	SWR	SWR2
Lane Configurations						
Traffic Volume (vph)	384	21	51	151	61	8
Future Volume (vph)	384	21	51	151	61	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0		
Lane Util. Factor	1.00	1.00	1.00	1.00		
Frt	1.00	0.85	1.00	0.95		
Flt Protected	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	1826	1615	1805	1675		
Flt Permitted	1.00	1.00	0.39	1.00		
Satd. Flow (perm)	1822	1615	743	1675		
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	422	23	56	166	67	9
RTOR Reduction (vph)	0	12	0	1	0	0
Lane Group Flow (vph)	426	11	56	241	0	0
Heavy Vehicles (%)	4%	0%	0%	9%	7%	0%
Turn Type	NA	Perm	Perm	NA		
Protected Phases	2			6		
Permitted Phases		2	6			
Actuated Green, G (s)	41.7	41.7	41.7	41.7		
Effective Green, g (s)	41.7	41.7	41.7	41.7		
Actuated g/C Ratio	0.46	0.46	0.46	0.46		
Clearance Time (s)	5.0	5.0	5.0	5.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	844	748	344	776		
v/s Ratio Prot				0.14		
v/s Ratio Perm	c0.23	0.01	0.08			
v/c Ratio	0.50	0.01	0.16	0.31		
Uniform Delay, d1	16.9	13.0	14.0	15.1		
Progression Factor	0.80	1.00	0.83	0.81		
Incremental Delay, d2	2.1	0.0	1.0	1.0		
Delay (s)	15.7	13.1	12.6	13.3		
Level of Service	B	B	B	B		
Approach Delay (s/veh)	15.6			13.2		
Approach LOS	B			B		

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	33	587	22	311	15	25	37	88
Future Volume (vph)	33	587	22	311	15	25	37	88
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		2		6		8		4
Permitted Phases	2		6		8		4	
Detector Phase	2	2	6	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	53.0	53.0	53.0	53.0	37.0	37.0	37.0	37.0
Total Split (%)	58.9%	58.9%	58.9%	58.9%	41.1%	41.1%	41.1%	41.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0		5.0		5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None	None	None
Act Effct Green (s)	65.9	65.9	65.9	65.9		14.1		14.1
Actuated g/C Ratio	0.73	0.73	0.73	0.73		0.16		0.16
v/c Ratio	0.06	0.29	0.05	0.18		0.23		0.65
Control Delay (s/veh)	2.8	3.5	4.8	4.0		26.6		44.4
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay (s/veh)	2.8	3.5	4.8	4.0		26.6		44.4
LOS	A	A	A	A		C		D
Approach Delay (s/veh)		3.5		4.0		26.6		44.4
Approach LOS		A		A		C		D

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay (s/veh): 9.4	Intersection LOS: A
Intersection Capacity Utilization 43.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 12: Oakland Dr SW & Campbellton Rd SW

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	587	41	22	311	67	15	25	14	37	88	21
Future Volume (veh/h)	33	587	41	22	311	67	15	25	14	37	88	21
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	1826	1796	1826	1900	1900	1900	1811	1826	1900
Adj Flow Rate, veh/h	38	675	47	25	357	77	17	29	16	43	101	24
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	6	4	0	5	7	5	0	0	0	6	5	0
Cap, veh/h	749	2520	175	578	2126	453	89	131	59	91	143	31
Arrive On Green	0.76	0.76	0.76	0.76	0.76	0.76	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	924	3317	231	714	2798	597	293	1019	456	319	1107	238
Grp Volume(v), veh/h	38	356	366	25	216	218	62	0	0	168	0	0
Grp Sat Flow(s),veh/h/ln	924	1749	1799	714	1706	1689	1768	0	0	1664	0	0
Q Serve(g_s), s	1.1	5.5	5.5	1.0	3.1	3.2	0.0	0.0	0.0	6.0	0.0	0.0
Cycle Q Clear(g_c), s	4.3	5.5	5.5	6.5	3.1	3.2	2.8	0.0	0.0	8.7	0.0	0.0
Prop In Lane	1.00		0.13	1.00		0.35	0.27		0.26	0.26		0.14
Lane Grp Cap(c), veh/h	749	1329	1367	578	1297	1283	279	0	0	265	0	0
V/C Ratio(X)	0.05	0.27	0.27	0.04	0.17	0.17	0.22	0.00	0.00	0.63	0.00	0.00
Avail Cap(c_a), veh/h	749	1329	1367	578	1297	1283	645	0	0	634	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.91	0.91	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.6	3.3	3.3	4.2	3.0	3.0	35.3	0.0	0.0	37.9	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.5	0.5	0.1	0.3	0.3	0.4	0.0	0.0	2.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.5	1.5	0.1	0.8	0.8	1.3	0.0	0.0	3.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	3.7	3.8	3.7	4.4	3.2	3.2	35.7	0.0	0.0	40.4	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D			D		
Approach Vol, veh/h		760			459			62			168	
Approach Delay, s/veh		3.7			3.3			35.7			40.4	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		73.4		16.6		73.4		16.6				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		48.0		32.0		48.0		32.0				
Max Q Clear Time (g_c+I1), s		7.5		10.7		8.5		4.8				
Green Ext Time (p_c), s		5.2		0.9		3.0		0.3				

Intersection Summary												
HCM 7th Control Delay, s/veh			9.2									
HCM 7th LOS			A									

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	425	7	21	167	1	19	6	6	1	7	8
Future Vol, veh/h	8	425	7	21	167	1	19	6	6	1	7	8
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	4	0	0	9	0	0	0	0	0	0	0
Mvmt Flow	9	462	8	23	182	1	21	7	7	1	8	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	183	0	0	470	0	0	714	711	466	710	715	182
Stage 1	-	-	-	-	-	-	483	483	-	228	228	-
Stage 2	-	-	-	-	-	-	231	228	-	483	487	-
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	1405	-	-	1103	-	-	349	360	601	351	359	866
Stage 1	-	-	-	-	-	-	568	556	-	780	719	-
Stage 2	-	-	-	-	-	-	776	719	-	569	554	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1405	-	-	1103	-	-	327	349	601	330	348	866
Mov Cap-2 Maneuver	-	-	-	-	-	-	327	349	-	330	348	-
Stage 1	-	-	-	-	-	-	564	551	-	762	703	-
Stage 2	-	-	-	-	-	-	743	702	-	551	549	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.14	0.93	15.9	12.56
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	364	33	-	-	200	-	-	494
HCM Lane V/C Ratio	0.093	0.006	-	-	0.021	-	-	0.035
HCM Ctrl Dly (s/v)	15.9	7.6	0	-	8.3	0	-	12.6
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0.1

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕				↱		↕	
Traffic Vol, veh/h	17	410	7	0	172	2	0	0	6	2	0	16
Future Vol, veh/h	17	410	7	0	172	2	0	0	6	2	0	16
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	-	-	Yield	-	-	None	-	-	Yield	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	6	4	0	0	9	0	0	0	0	0	0	3
Mvmt Flow	18	436	7	0	183	2	0	0	6	2	0	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	185	0	0	436	0	0	-	-	440	656	656	184
Stage 1	-	-	-	-	-	-	-	-	-	184	184	-
Stage 2	-	-	-	-	-	-	-	-	-	472	472	-
Critical Hdwy	4.16	-	-	4.1	-	-	-	-	6.2	7.1	6.5	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.1	5.5	-
Follow-up Hdwy	2.254	-	-	2.2	-	-	-	-	3.3	3.5	4	3.327
Pot Cap-1 Maneuver	1366	-	-	1134	-	-	0	0	621	381	388	856
Stage 1	-	-	-	-	-	-	0	0	-	822	751	-
Stage 2	-	-	-	-	-	-	0	0	-	576	562	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1366	-	-	1134	-	-	-	-	621	371	381	856
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	371	381	-
Stage 1	-	-	-	-	-	-	-	-	-	822	751	-
Stage 2	-	-	-	-	-	-	-	-	-	560	552	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.3	0	10.85	9.95
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	621	70	-	-	1134	-	-	747
HCM Lane V/C Ratio	0.01	0.013	-	-	-	-	-	0.026
HCM Ctrl Dly (s/v)	10.9	7.7	0	-	0	-	-	9.9
HCM Lane LOS	B	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Intersection Delay, s/veh	13.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	201	169	95	15	198	5	124	24	4	1	16	104
Future Vol, veh/h	201	169	95	15	198	5	124	24	4	1	16	104
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	3	9	4	0	16	0	4	0	50	0	43	12
Mvmt Flow	234	197	110	17	230	6	144	28	5	1	19	121
Number of Lanes	1	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	3
HCM Control Delay, s/veh	12.4	14.5	14.3	11.4
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	SBLn1
Vol Left, %	82%	100%	0%	0%	7%	1%
Vol Thru, %	16%	0%	100%	0%	91%	13%
Vol Right, %	3%	0%	0%	100%	2%	86%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	152	201	169	95	218	121
LT Vol	124	201	0	0	15	1
Through Vol	24	0	169	0	198	16
RT Vol	4	0	0	95	5	104
Lane Flow Rate	177	234	197	110	253	141
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.361	0.428	0.338	0.165	0.454	0.251
Departure Headway (Hd)	7.347	6.593	6.189	5.392	6.451	6.419
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	488	545	578	662	555	556
Service Time	5.126	4.359	3.955	3.157	4.228	4.204
HCM Lane V/C Ratio	0.363	0.429	0.341	0.166	0.456	0.254
HCM Control Delay, s/veh	14.3	14.2	12.1	9.2	14.5	11.4
HCM Lane LOS	B	B	B	A	B	B
HCM 95th-tile Q	1.6	2.1	1.5	0.6	2.3	1

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	594	1	23	280	0	23
Future Vol, veh/h	594	1	23	280	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	100	4	7	0	0
Mvmt Flow	625	1	24	295	0	24

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	626	0	969	626
Stage 1	-	-	-	-	626	-
Stage 2	-	-	-	-	343	-
Critical Hdwy	-	-	4.14	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.236	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	946	-	284	488
Stage 1	-	-	-	-	537	-
Stage 2	-	-	-	-	723	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	946	-	275	488
Mov Cap-2 Maneuver	-	-	-	-	275	-
Stage 1	-	-	-	-	537	-
Stage 2	-	-	-	-	701	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.68	12.76
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	488	-	-	137	-
HCM Lane V/C Ratio	0.05	-	-	0.026	-
HCM Ctrl Dly (s/v)	12.8	-	-	8.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	617	0	22	304	0	22
Future Vol, veh/h	617	0	22	304	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	4	0	0	6	0	5
Mvmt Flow	656	0	23	323	0	23

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	656	0	1027	656
Stage 1	-	-	-	-	656	-
Stage 2	-	-	-	-	370	-
Critical Hdwy	-	-	4.1	-	6.4	6.25
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.345
Pot Cap-1 Maneuver	-	-	941	-	262	460
Stage 1	-	-	-	-	520	-
Stage 2	-	-	-	-	703	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	941	-	254	460
Mov Cap-2 Maneuver	-	-	-	-	254	-
Stage 1	-	-	-	-	520	-
Stage 2	-	-	-	-	682	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.6	13.25
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	460	-	-	121	-
HCM Lane V/C Ratio	0.051	-	-	0.025	-
HCM Ctrl Dly (s/v)	13.2	-	-	8.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	637	1	22	324	0	22
Future Vol, veh/h	637	1	22	324	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	4	100	0	6	0	5
Mvmt Flow	678	1	23	345	0	23

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	679	0	1070	678
Stage 1	-	-	-	-	678	-
Stage 2	-	-	-	-	391	-
Critical Hdwy	-	-	4.1	-	6.4	6.25
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.345
Pot Cap-1 Maneuver	-	-	923	-	247	447
Stage 1	-	-	-	-	508	-
Stage 2	-	-	-	-	687	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	923	-	239	447
Mov Cap-2 Maneuver	-	-	-	-	239	-
Stage 1	-	-	-	-	508	-
Stage 2	-	-	-	-	666	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.57	13.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	447	-	-	114	-
HCM Lane V/C Ratio	0.052	-	-	0.025	-
HCM Ctrl Dly (s/v)	13.5	-	-	9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	404	7	0	174	0	6
Future Vol, veh/h	404	7	0	174	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	4	0	0	8	0	0
Mvmt Flow	454	8	0	196	0	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	454
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	0	0	-	0	610
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	610
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	10.97
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	610	-	-
HCM Lane V/C Ratio	0.011	-	-
HCM Ctrl Dly (s/v)	11	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	117	132	2016	1051	11
Future Vol, veh/h	10	117	132	2016	1051	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	-	210	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	2	3	0
Mvmt Flow	11	123	139	2122	1106	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2445	553	1118	0	-	0
Stage 1	1106	-	-	-	-	-
Stage 2	1339	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	27	482	632	-	-	-
Stage 1	282	-	-	-	-	-
Stage 2	213	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	21	482	632	-	-	-
Mov Cap-2 Maneuver	21	-	-	-	-	-
Stage 1	220	-	-	-	-	-
Stage 2	213	-	-	-	-	-

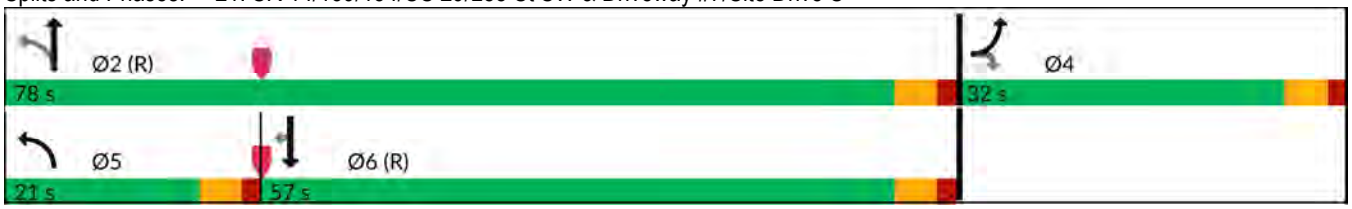
Approach	EB	NB	SB
HCM Ctrl Dly, s/v	35.46	0.76	0
HCM LOS	E		

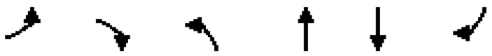
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	632	-	247	-	-
HCM Lane V/C Ratio	0.22	-	0.541	-	-
HCM Ctrl Dly (s/v)	12.3	-	35.5	-	-
HCM Lane LOS	B	-	E	-	-
HCM 95th %tile Q(veh)	0.8	-	2.9	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	41	137	274	2285	1001	137
Future Volume (vph)	41	137	274	2285	1001	137
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	23.0	8.0	23.0	23.0	23.0
Total Split (s)	32.0	32.0	21.0	78.0	57.0	57.0
Total Split (%)	29.1%	29.1%	19.1%	70.9%	51.8%	51.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	8.3	8.3	91.7	91.7	75.5	75.5
Actuated g/C Ratio	0.08	0.08	0.83	0.83	0.69	0.69
v/c Ratio	0.32	0.57	0.59	0.82	0.44	0.13
Control Delay (s/veh)	53.4	16.9	7.1	8.2	4.7	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	53.4	16.9	7.1	8.2	4.7	0.7
LOS	D	B	A	A	A	A
Approach Delay (s/veh)	25.3			8.1	4.2	
Approach LOS	C			A	A	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 1 (1%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay (s/veh): 7.7	Intersection LOS: A
Intersection Capacity Utilization 74.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 21: SR 14/139/154/US 29/Lee St SW & Driveway #7/Site Drive S





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	41	137	274	2285	1001	137
Future Volume (veh/h)	41	137	274	2285	1001	137
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1870	1841	1900
Adj Flow Rate, veh/h	43	144	288	2405	1054	144
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	2	4	0
Cap, veh/h	198	177	520	2841	2385	1098
Arrive On Green	0.11	0.11	0.14	1.00	1.00	1.00
Sat Flow, veh/h	1810	1610	1810	3647	3589	1610
Grp Volume(v), veh/h	43	144	288	2405	1054	144
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1777	1749	1610
Q Serve(g_s), s	2.4	9.6	5.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.4	9.6	5.4	0.0	0.0	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	198	177	520	2841	2385	1098
V/C Ratio(X)	0.22	0.82	0.55	0.85	0.44	0.13
Avail Cap(c_a), veh/h	444	395	652	2841	2385	1098
HCM Platoon Ratio	1.00	1.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.85	0.85
Uniform Delay (d), s/veh	44.7	47.9	3.2	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.5	8.8	0.9	3.3	0.5	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	8.7	1.3	1.3	0.2	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	45.2	56.7	4.2	3.3	0.5	0.2
LnGrp LOS	D	E	A	A	A	A
Approach Vol, veh/h	187			2693	1198	
Approach Delay, s/veh	54.0			3.4	0.5	
Approach LOS	D			A	A	

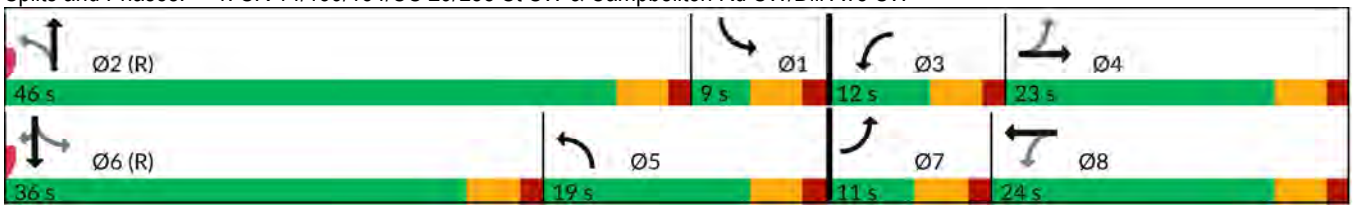
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		92.9		17.1	12.9	80.0
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		73.0		27.0	16.0	52.0
Max Q Clear Time (g_c+I1), s		2.0		11.6	7.4	2.0
Green Ext Time (p_c), s		45.8		0.5	0.5	9.9

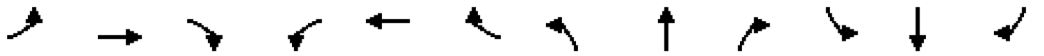
Intersection Summary	
HCM 7th Control Delay, s/veh	4.9
HCM 7th LOS	A

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	222	198	222	235	334	1279	129	1002	283
Future Volume (vph)	222	198	222	235	334	1279	129	1002	283
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	8.0	23.0	8.0	23.0	8.0	23.0	8.0	23.0	23.0
Total Split (s)	11.0	23.0	12.0	24.0	19.0	46.0	9.0	36.0	36.0
Total Split (%)	12.2%	25.6%	13.3%	26.7%	21.1%	51.1%	10.0%	40.0%	40.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	18.4	12.4	20.4	13.4	55.6	46.6	40.6	36.6	36.6
Actuated g/C Ratio	0.20	0.14	0.23	0.15	0.62	0.52	0.45	0.41	0.41
v/c Ratio	1.09	0.69	1.04	0.66	0.86	0.88	0.83	0.73	0.36
Control Delay (s/veh)	121.5	23.0	102.5	30.3	41.5	25.3	64.1	27.0	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	121.5	23.0	102.5	30.3	41.5	25.3	64.1	27.0	3.9
LOS	F	C	F	C	D	C	E	C	A
Approach Delay (s/veh)		57.5		57.3		28.2		25.8	
Approach LOS		E		E		C		C	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 30 (33%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay (s/veh): 35.4	Intersection LOS: D
Intersection Capacity Utilization 92.3%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: SR 14/139/154/US 29/Lee St SW & Campbellton Rd SW/Dill Ave SW





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	222	198	212	222	235	136	334	1279	269	129	1002	283
Future Volume (veh/h)	222	198	212	222	235	136	334	1279	269	129	1002	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	1870	1767	1856	1885	1811	1870	1870	1885	1900	1870	1870	1885
Adj Flow Rate, veh/h	231	206	221	231	245	142	348	1332	280	134	1044	295
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	9	3	1	6	2	2	1	0	2	2	1
Cap, veh/h	273	292	260	249	393	220	424	1346	279	206	1224	550
Arrive On Green	0.07	0.17	0.17	0.08	0.18	0.18	0.36	0.91	0.91	0.07	0.34	0.34
Sat Flow, veh/h	1781	1678	1497	1795	2127	1190	1781	2954	612	1781	3554	1598
Grp Volume(v), veh/h	231	206	221	231	196	191	348	799	813	134	1044	295
Grp Sat Flow(s),veh/h/ln	1781	1678	1497	1795	1721	1597	1781	1791	1775	1781	1777	1598
Q Serve(g_s), s	6.0	10.4	12.9	7.0	9.5	9.9	10.1	33.2	41.0	2.4	24.5	9.7
Cycle Q Clear(g_c), s	6.0	10.4	12.9	7.0	9.5	9.9	10.1	33.2	41.0	2.4	24.5	9.7
Prop In Lane	1.00		1.00	1.00		0.75	1.00		0.34	1.00		1.00
Lane Grp Cap(c), veh/h	273	292	260	249	318	295	424	816	809	206	1224	550
V/C Ratio(X)	0.85	0.71	0.85	0.93	0.62	0.65	0.82	0.98	1.01	0.65	0.85	0.54
Avail Cap(c_a), veh/h	273	336	299	249	363	337	424	816	809	206	1224	550
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	1.00	1.00	1.00	0.84	0.84	0.84	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.3	35.0	36.0	33.3	33.8	33.9	25.1	3.7	4.0	39.3	27.4	12.6
Incr Delay (d2), s/veh	20.6	5.5	17.7	37.6	2.5	3.5	10.4	24.4	30.2	7.1	7.6	3.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	4.6	5.8	4.3	4.2	4.1	6.2	7.0	8.3	3.1	10.9	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.9	40.5	53.7	70.9	36.3	37.4	35.5	28.0	34.2	46.3	35.0	16.3
LnGrp LOS	D	D	D	E	D	D	D	C	F	D	D	B
Approach Vol, veh/h		658			618			1960			1473	
Approach Delay, s/veh		50.0			49.6			31.9			32.3	
Approach LOS		D			D			C			C	

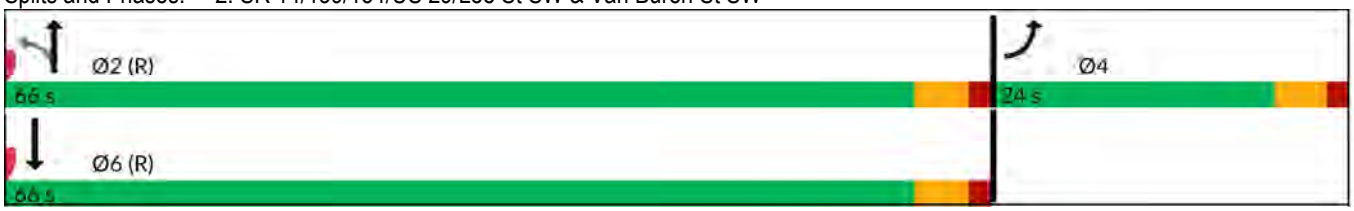
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.4	46.0	12.0	20.6	21.4	36.0	11.0	21.6
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	4.0	41.0	7.0	18.0	14.0	31.0	6.0	19.0
Max Q Clear Time (g_c+I1), s	4.4	43.0	9.0	14.9	12.1	26.5	8.0	11.9
Green Ext Time (p_c), s	0.0	0.0	0.0	0.8	0.2	2.9	0.0	1.4

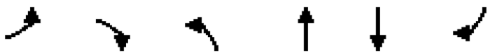
Intersection Summary	
HCM 7th Control Delay, s/veh	36.9
HCM 7th LOS	D

Lane Group	EBL	NBL	NBT	SBT
Lane Configurations				
Traffic Volume (vph)	0	45	1836	1378
Future Volume (vph)	0	45	1836	1378
Turn Type	Prot	Perm	NA	NA
Protected Phases	4		2	6
Permitted Phases	4	2		
Detector Phase	4	2	2	6
Switch Phase				
Minimum Initial (s)	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	23.0	23.0	23.0
Total Split (s)	24.0	66.0	66.0	66.0
Total Split (%)	26.7%	73.3%	73.3%	73.3%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Max	C-Max	C-Max
Act Effct Green (s)	7.9		75.2	75.2
Actuated g/C Ratio	0.09		0.84	0.84
v/c Ratio	0.49		0.53	0.48
Control Delay (s/veh)	24.5		2.0	0.6
Queue Delay	0.0		0.0	0.0
Total Delay (s/veh)	24.5		2.0	0.6
LOS	C		A	A
Approach Delay (s/veh)	24.5		2.0	0.6
Approach LOS	C		A	A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 26 (29%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.53	
Intersection Signal Delay (s/veh): 2.1	Intersection LOS: A
Intersection Capacity Utilization 82.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 2: SR 14/139/154/US 29/Lee St SW & Van Buren St SW





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	97	45	1836	1378	4
Future Volume (veh/h)	0	97	45	1836	1378	4
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1870	1885	1870	1900
Adj Flow Rate, veh/h	0	100	46	1893	1421	4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	2	1	2	0
Cap, veh/h	0	126	97	3787	2944	8
Arrive On Green	0.00	0.08	1.00	1.00	1.00	1.00
Sat Flow, veh/h	0	1597	67	4830	3729	10
Grp Volume(v), veh/h	0	101	670	1269	695	730
Grp Sat Flow(s),veh/h/ln	0	1613	1620	1561	1777	1869
Q Serve(g_s), s	0.0	5.5	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	5.5	0.0	0.0	0.0	0.0
Prop In Lane	0.00	0.99	0.07			0.01
Lane Grp Cap(c), veh/h	0	127	1355	2529	1439	1513
V/C Ratio(X)	0.00	0.79	0.49	0.50	0.48	0.48
Avail Cap(c_a), veh/h	0	340	1355	2529	1439	1513
HCM Platoon Ratio	1.00	1.00	1.33	1.33	2.00	2.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.53	0.53
Uniform Delay (d), s/veh	0.0	40.7	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	10.5	1.3	0.7	0.6	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.6	0.5	0.3	0.2	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	51.2	1.3	0.7	0.6	0.6
LnGrp LOS		D	A	A	A	A
Approach Vol, veh/h	101			1939	1425	
Approach Delay, s/veh	51.2			0.9	0.6	
Approach LOS	D			A	A	

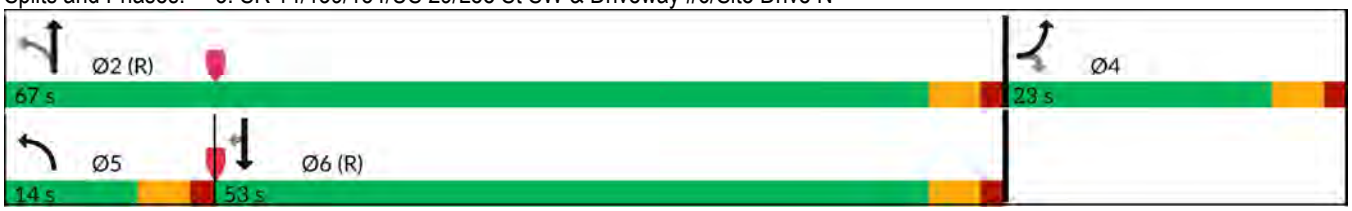
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		77.9		12.1		77.9
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		61.0		19.0		61.0
Max Q Clear Time (g_c+I1), s		2.0		7.5		2.0
Green Ext Time (p_c), s		24.9		0.2		13.6

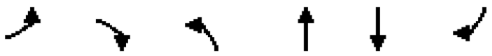
Intersection Summary	
HCM 7th Control Delay, s/veh	2.3
HCM 7th LOS	A

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	183	195	160	1771	1445	152
Future Volume (vph)	183	195	160	1771	1445	152
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	23.0	8.0	23.0	23.0	23.0
Total Split (s)	23.0	23.0	14.0	67.0	53.0	53.0
Total Split (%)	25.6%	25.6%	15.6%	74.4%	58.9%	58.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	14.7	14.7	65.3	65.3	52.2	52.2
Actuated g/C Ratio	0.16	0.16	0.73	0.73	0.58	0.58
v/c Ratio	0.70	0.45	0.61	0.70	0.72	0.16
Control Delay (s/veh)	47.1	9.0	23.6	8.1	6.6	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	47.1	9.0	23.6	8.1	6.6	1.0
LOS	D	A	C	A	A	A
Approach Delay (s/veh)	29.4			9.3	6.0	
Approach LOS	C			A	A	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 76 (84%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay (s/veh): 9.9	Intersection LOS: A
Intersection Capacity Utilization 75.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: SR 14/139/154/US 29/Lee St SW & Driveway #6/Site Drive N





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	183	195	160	1771	1445	152
Future Volume (veh/h)	183	195	160	1771	1445	152
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1870	1885	1885	1870	1900
Adj Flow Rate, veh/h	193	193	163	1807	1474	155
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	2	1	1	2	0
Cap, veh/h	267	234	371	2656	2252	1020
Arrive On Green	0.15	0.15	0.05	0.74	1.00	1.00
Sat Flow, veh/h	1810	1585	1795	3676	3647	1610
Grp Volume(v), veh/h	193	193	163	1807	1474	155
Grp Sat Flow(s),veh/h/ln	1810	1585	1795	1791	1777	1610
Q Serve(g_s), s	9.2	10.6	2.6	23.7	0.0	0.0
Cycle Q Clear(g_c), s	9.2	10.6	2.6	23.7	0.0	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	267	234	371	2656	2252	1020
V/C Ratio(X)	0.72	0.83	0.44	0.68	0.65	0.15
Avail Cap(c_a), veh/h	362	317	457	2656	2252	1020
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.68	0.68	1.00	1.00
Uniform Delay (d), s/veh	36.6	37.2	4.3	6.1	0.0	0.0
Incr Delay (d2), s/veh	4.6	12.2	0.6	1.0	1.5	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	9.7	0.8	6.1	0.5	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	41.2	49.4	4.8	7.0	1.5	0.3
LnGrp LOS	D	D	A	A	A	A
Approach Vol, veh/h	386			1970	1629	
Approach Delay, s/veh	45.3			6.9	1.4	
Approach LOS	D			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		71.7		18.3	9.7	62.0
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		62.0		18.0	9.0	48.0
Max Q Clear Time (g_c+I1), s		25.7		12.6	4.6	2.0
Green Ext Time (p_c), s		19.5		0.6	0.2	16.5

Intersection Summary	
HCM 7th Control Delay, s/veh	8.3
HCM 7th LOS	A

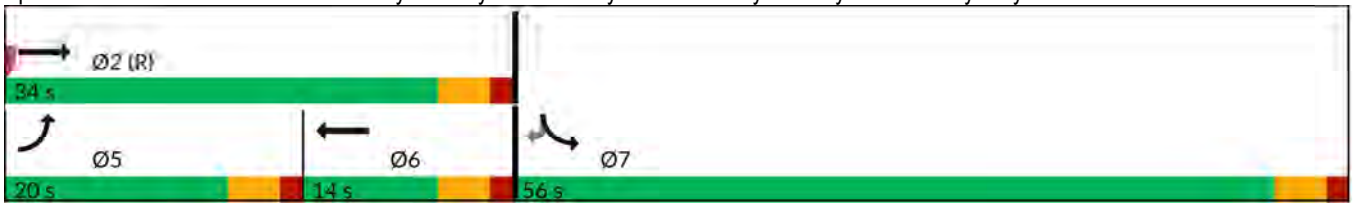
Notes

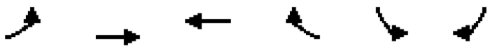
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	SBR
Lane Configurations				
Traffic Volume (vph)	351	95	166	845
Future Volume (vph)	351	95	166	845
Turn Type	Prot	NA	NA	Perm
Protected Phases	5	2	6	
Permitted Phases				7
Detector Phase	5	2	6	7
Switch Phase				
Minimum Initial (s)	3.0	3.0	3.0	3.0
Minimum Split (s)	8.0	8.0	8.0	8.0
Total Split (s)	20.0	34.0	14.0	56.0
Total Split (%)	22.2%	37.8%	15.6%	62.2%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	C-Max	None	None
Act Effct Green (s)	14.8	29.0	9.2	51.0
Actuated g/C Ratio	0.16	0.32	0.10	0.57
v/c Ratio	0.87	0.13	0.86	1.01
Control Delay (s/veh)	40.3	13.8	51.1	38.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	40.3	13.8	51.1	38.0
LOS	D	B	D	D
Approach Delay (s/veh)		34.7	51.1	
Approach LOS		C	D	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 18 (20%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay (s/veh): 38.9	Intersection LOS: D
Intersection Capacity Utilization 66.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 4: Astor Ave SW/Tyler Perry Studios Way SW & ONE Tyler Perry Studios Way Dwy





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	351	95	166	50	0	845
Future Volume (veh/h)	351	95	166	50	0	845
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1722	1856	1530	1900	1870
Adj Flow Rate, veh/h	501	136	237	0	0	0
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70
Percent Heavy Veh, %	0	12	3	25	0	2
Cap, veh/h	572	3090	2560		2	
Arrive On Green	0.16	0.94	0.73	0.00	0.00	0.00
Sat Flow, veh/h	3510	3358	3711	0	1810	1585
Grp Volume(v), veh/h	501	136	237	0	0	0
Grp Sat Flow(s),veh/h/ln	1755	1636	1763	0	1810	1585
Q Serve(g_s), s	12.5	0.2	1.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	12.5	0.2	1.8	0.0	0.0	0.0
Prop In Lane	1.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	572	3090	2560		2	
V/C Ratio(X)	0.88	0.04	0.09		0.00	
Avail Cap(c_a), veh/h	585	3090	2560		1025	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	36.8	0.1	3.6	0.0	0.0	0.0
Incr Delay (d2), s/veh	13.9	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	0.0	0.5	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	50.7	0.2	3.6	0.0	0.0	0.0
LnGrp LOS	D	A	A			
Approach Vol, veh/h		637	237		0	
Approach Delay, s/veh		39.9	3.6		0.0	
Approach LOS		D	A			

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		90.0		0.0	19.7	70.3
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		29.0		51.0	15.0	9.0
Max Q Clear Time (g_c+I1), s		2.2		0.0	14.5	3.8
Green Ext Time (p_c), s		0.9		0.0	0.1	0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	30.0
HCM 7th LOS	C

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	72	10	31	18	49	1750	49	74	1806
Future Volume (vph)	72	10	31	18	49	1750	49	74	1806
Turn Type	pm+pt	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4		8	5	2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	7	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	8.0	23.0	23.0	23.0	8.0	23.0	23.0	8.0	23.0
Total Split (s)	8.0	31.0	23.0	23.0	8.0	51.0	51.0	8.0	51.0
Total Split (%)	8.9%	34.4%	25.6%	25.6%	8.9%	56.7%	56.7%	8.9%	56.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	13.1	13.6		7.2	58.5	59.5	59.5	63.7	64.7
Actuated g/C Ratio	0.15	0.15		0.08	0.65	0.66	0.66	0.71	0.72
v/c Ratio	0.54	0.10		0.39	0.39	0.76	0.04	0.34	0.79
Control Delay (s/veh)	34.3	16.8		23.9	17.4	8.4	0.1	11.5	15.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	34.3	16.8		23.9	17.4	8.4	0.1	11.5	15.2
LOS	C	B		C	B	A	A	B	B
Approach Delay (s/veh)		30.2		23.9		8.4			15.1
Approach LOS		C		C		A			B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay (s/veh): 12.6	Intersection LOS: B
Intersection Capacity Utilization 80.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 5: Tyler Perry Studios Way SW/Astor Ave SW & SR 14/139/154/US 29/Lee St SW

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	10	12	31	18	58	49	1750	49	74	1806	153
Future Volume (veh/h)	72	10	12	31	18	58	49	1750	49	74	1806	153
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	1604	1366	1900	1900	1856	1693	1885	1900	1856	1885	1856
Adj Flow Rate, veh/h	73	10	12	32	18	59	50	1786	0	76	1843	156
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	4	20	36	0	0	3	14	1	0	3	1	3
Cap, veh/h	170	101	121	121	46	93	354	2320		250	1710	143
Arrive On Green	0.03	0.15	0.15	0.06	0.06	0.06	0.34	1.00	0.00	0.07	1.00	1.00
Sat Flow, veh/h	1753	664	796	875	723	1465	1612	3582	1610	1767	3347	279
Grp Volume(v), veh/h	73	0	22	50	0	59	50	1786	0	76	974	1025
Grp Sat Flow(s),veh/h/ln	1753	0	1460	1597	0	1465	1612	1791	1610	1767	1791	1835
Q Serve(g_s), s	3.0	0.0	1.2	1.9	0.0	3.5	0.0	0.0	0.0	2.1	46.0	46.0
Cycle Q Clear(g_c), s	3.0	0.0	1.2	2.6	0.0	3.5	0.0	0.0	0.0	2.1	46.0	46.0
Prop In Lane	1.00		0.55	0.64		1.00	1.00		1.00	1.00		0.15
Lane Grp Cap(c), veh/h	170	0	222	167	0	93	354	2320		250	915	938
V/C Ratio(X)	0.43	0.00	0.10	0.30	0.00	0.63	0.14	0.77		0.30	1.06	1.09
Avail Cap(c_a), veh/h	170	0	422	379	0	293	354	2320		250	915	938
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.59	0.59	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.3	0.0	32.8	40.7	0.0	41.1	24.7	0.0	0.0	12.4	0.0	0.0
Incr Delay (d2), s/veh	1.7	0.0	0.2	1.0	0.0	7.0	0.1	1.5	0.0	0.7	48.3	58.1
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	0.4	1.1	0.0	1.5	0.7	0.5	0.0	0.8	12.3	15.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.0	0.0	33.0	41.6	0.0	48.1	24.8	1.5	0.0	13.1	48.3	58.1
LnGrp LOS	D		C	D		D	C	A		B	F	F
Approach Vol, veh/h		95			109			1836			2075	
Approach Delay, s/veh		37.6			45.1			2.1			51.8	
Approach LOS		D			D			A			D	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.0	63.3		18.7	20.3	51.0	8.0	10.7				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	3.0	46.0		26.0	3.0	46.0	3.0	18.0				
Max Q Clear Time (g_c+I1), s	4.1	2.0		3.2	2.0	48.0	5.0	5.5				
Green Ext Time (p_c), s	0.0	21.1		0.1	0.0	0.0	0.0	0.4				

Intersection Summary		
HCM 7th Control Delay, s/veh		29.2
HCM 7th LOS		C

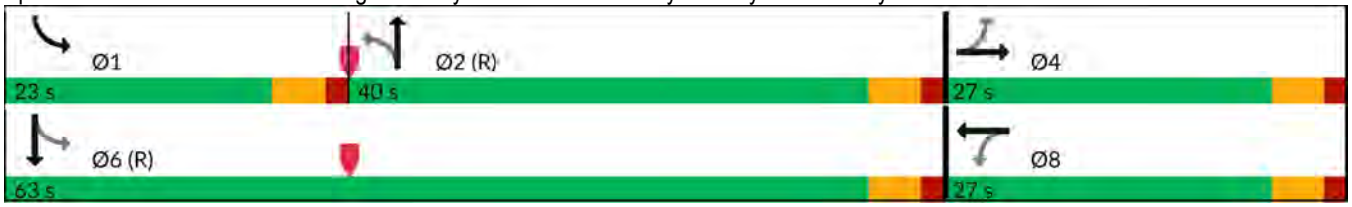
Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	11	22	270	18	12	434	418	603
Future Volume (vph)	11	22	270	18	12	434	418	603
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases		4		8		2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	1	6
Switch Phase								
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	8.0	23.0
Total Split (s)	27.0	27.0	27.0	27.0	40.0	40.0	23.0	63.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	44.4%	44.4%	25.6%	70.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0		5.0	5.0	5.0
Lead/Lag					Lag	Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	
Recall Mode	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)		21.7	21.7	21.7		35.0	58.3	58.3
Actuated g/C Ratio		0.24	0.24	0.24		0.39	0.65	0.65
v/c Ratio		0.10	0.94	0.10		0.87	1.07	0.60
Control Delay (s/veh)		25.6	43.5	7.2		23.2	72.0	8.3
Queue Delay		0.1	0.0	0.0		1.5	12.6	0.0
Total Delay (s/veh)		25.7	43.5	7.2		24.7	84.6	8.3
LOS		C	D	A		C	F	A
Approach Delay (s/veh)		25.7		39.2		24.7		38.9
Approach LOS		C		D		C		D

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 71 (79%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay (s/veh): 32.4	Intersection LOS: C
Intersection Capacity Utilization 101.0%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 6: SR 166/Langford Pkwy WB/Astor Ave SW/Tyler Perry Studios Way SW & Womack Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	22	3	270	18	19	12	434	665	418	603	23
Future Volume (veh/h)	11	22	3	270	18	19	12	434	665	418	603	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1856	1900	1811	1900	1737	1885	1870	1841	1900
Adj Flow Rate, veh/h	13	25	3	307	20	22	14	493	756	475	685	26
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	3	0	6	0	11	1	2	4	0
Cap, veh/h	154	277	30	412	196	216	48	670	531	436	1148	44
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.40	0.40	0.40	0.20	0.65	0.65
Sat Flow, veh/h	427	1166	126	1371	827	909	18	1691	1340	1781	1762	67
Grp Volume(v), veh/h	41	0	0	307	0	42	507	0	756	475	0	711
Grp Sat Flow(s),veh/h/ln	1719	0	0	1371	0	1736	1709	0	1340	1781	0	1829
Q Serve(g_s), s	0.0	0.0	0.0	17.7	0.0	1.7	0.9	0.0	35.7	18.0	0.0	19.9
Cycle Q Clear(g_c), s	1.5	0.0	0.0	19.2	0.0	1.7	22.5	0.0	35.7	18.0	0.0	19.9
Prop In Lane	0.32		0.07	1.00		0.52	0.03		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	460	0	0	412	0	412	718	0	531	436	0	1192
V/C Ratio(X)	0.09	0.00	0.00	0.75	0.00	0.10	0.71	0.00	1.42	1.09	0.00	0.60
Avail Cap(c_a), veh/h	473	0	0	422	0	424	718	0	531	436	0	1192
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.68	0.00	0.68	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.8	0.0	0.0	33.3	0.0	26.8	23.2	0.0	27.2	28.1	0.0	8.9
Incr Delay (d2), s/veh	0.1	0.0	0.0	4.8	0.0	0.1	5.8	0.0	201.8	69.2	0.0	2.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	7.0	0.0	0.7	10.1	0.0	40.7	17.7	0.0	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.9	0.0	0.0	38.1	0.0	26.9	28.9	0.0	229.0	97.2	0.0	11.1
LnGrp LOS	C			D		C	C		F	F		B
Approach Vol, veh/h		41			349			1263			1186	
Approach Delay, s/veh		26.9			36.8			148.7			45.6	
Approach LOS		C			D			F			D	

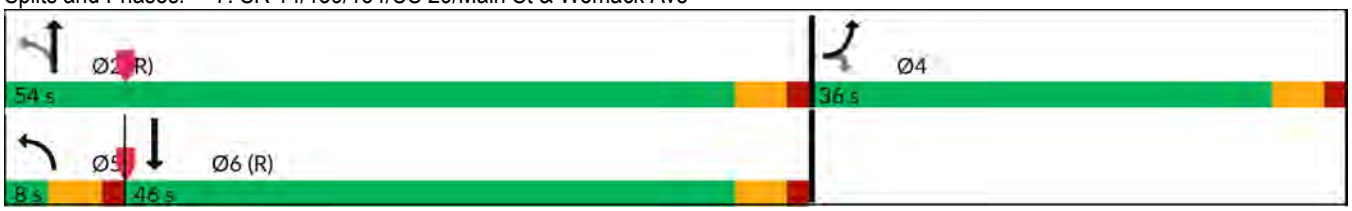
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	23.0	40.7		26.3		63.7		26.3				
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s	18.0	35.0		22.0		58.0		22.0				
Max Q Clear Time (g_c+I1), s	20.0	37.7		3.5		21.9		21.2				
Green Ext Time (p_c), s	0.0	0.0		0.1		6.3		0.1				

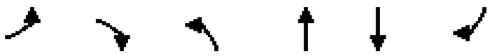
Intersection Summary			
HCM 7th Control Delay, s/veh		90.1	
HCM 7th LOS		F	

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	386	725	90	1452	1640
Future Volume (vph)	386	725	90	1452	1640
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4	2		
Detector Phase	4	4	5	2	6
Switch Phase					
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	23.0	8.0	23.0	23.0
Total Split (s)	36.0	36.0	8.0	54.0	46.0
Total Split (%)	40.0%	40.0%	8.9%	60.0%	51.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effct Green (s)	31.0	31.0	49.0	49.0	42.6
Actuated g/C Ratio	0.34	0.34	0.54	0.54	0.47
v/c Ratio	0.65	1.25	0.68	0.77	1.15
Control Delay (s/veh)	28.9	144.9	35.7	12.5	90.8
Queue Delay	1.4	0.2	0.0	0.0	0.0
Total Delay (s/veh)	30.3	145.1	35.7	12.5	90.8
LOS	C	F	D	B	F
Approach Delay (s/veh)	105.2			13.8	90.8
Approach LOS	F			B	F

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 89 (99%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.25	
Intersection Signal Delay (s/veh): 68.1	Intersection LOS: E
Intersection Capacity Utilization 105.5%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 7: SR 14/139/154/US 29/Main St & Womack Ave





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	386	725	90	1452	1640	219
Future Volume (veh/h)	386	725	90	1452	1640	219
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1870	1826	1885	1885	1870
Adj Flow Rate, veh/h	398	747	93	1497	1691	226
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	2	5	1	1	2
Cap, veh/h	618	546	138	1950	1451	190
Arrive On Green	0.34	0.34	0.03	0.54	0.46	0.46
Sat Flow, veh/h	1795	1585	1739	3676	3279	417
Grp Volume(v), veh/h	398	747	93	1497	935	982
Grp Sat Flow(s),veh/h/ln	1795	1585	1739	1791	1791	1810
Q Serve(g_s), s	16.8	31.0	2.5	29.4	41.0	41.0
Cycle Q Clear(g_c), s	16.8	31.0	2.5	29.4	41.0	41.0
Prop In Lane	1.00	1.00	1.00			0.23
Lane Grp Cap(c), veh/h	618	546	138	1950	816	825
V/C Ratio(X)	0.64	1.37	0.67	0.77	1.15	1.19
Avail Cap(c_a), veh/h	618	546	138	1950	816	825
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.10	0.10	0.76	0.76	0.52	0.52
Uniform Delay (d), s/veh	24.8	29.5	21.6	16.0	24.5	24.5
Incr Delay (d2), s/veh	0.2	166.9	9.4	2.3	73.8	92.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	47.9	1.2	11.0	32.1	36.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	25.1	196.4	31.1	18.3	98.3	116.9
LnGrp LOS	C	F	C	B	F	F
Approach Vol, veh/h	1145			1590	1917	
Approach Delay, s/veh	136.9			19.1	107.8	
Approach LOS	F			B	F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		54.0		36.0	8.0	46.0
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		49.0		31.0	3.0	41.0
Max Q Clear Time (g_c+I1), s		31.4		33.0	4.5	43.0
Green Ext Time (p_c), s		10.1		0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	84.6
HCM 7th LOS	F

Intersection	
Intersection Delay, s/veh	407.6
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	46	3	5	75	1344	3	8	6	682	9	10
Future Vol, veh/h	15	46	3	5	75	1344	3	8	6	682	9	10
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	0	0	0	0	0	2	0	0	0	2	0	0
Mvmt Flow	15	47	3	5	77	1386	3	8	6	703	9	10
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

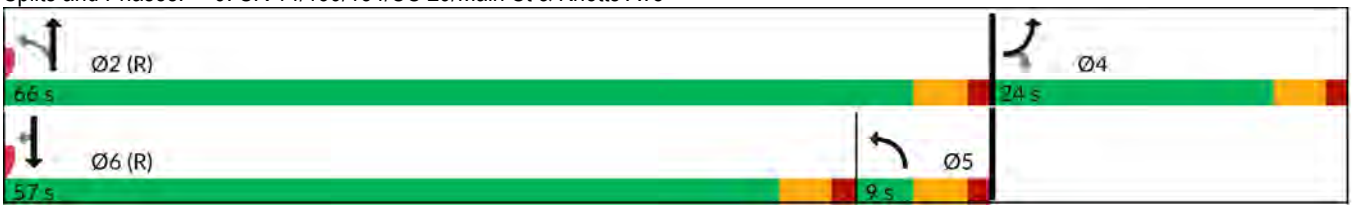
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay, s/veh	13.9	554.7	13.8	154.4
HCM LOS	B	F	B	F

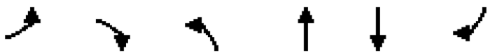
Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	18%	23%	6%	0%	97%
Vol Thru, %	47%	72%	94%	0%	1%
Vol Right, %	35%	5%	0%	100%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	17	64	80	1344	701
LT Vol	3	15	5	0	682
Through Vol	8	46	75	0	9
RT Vol	6	3	0	1344	10
Lane Flow Rate	18	66	82	1386	723
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.035	0.132	0.151	2.259	1.246
Departure Headway (Hd)	10.407	9.506	7.222	6.473	8.283
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	346	379	500	582	448
Service Time	8.407	7.506	4.922	4.173	6.283
HCM Lane V/C Ratio	0.052	0.174	0.164	2.381	1.614
HCM Control Delay, s/veh	13.8	13.9	11.2	587.1	154.4
HCM Lane LOS	B	B	B	F	F
HCM 95th-tile Q	0.1	0.5	0.5	92.6	22.4

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	672	73	209	862	1153	1205
Future Volume (vph)	672	73	209	862	1153	1205
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	23.0	8.0	23.0	23.0	23.0
Total Split (s)	24.0	24.0	9.0	66.0	57.0	57.0
Total Split (%)	26.7%	26.7%	10.0%	73.3%	63.3%	63.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	19.0	19.0	61.0	61.0	52.0	52.0
Actuated g/C Ratio	0.21	0.21	0.68	0.68	0.58	0.58
v/c Ratio	0.93	0.20	0.72	0.36	0.56	0.94
Control Delay (s/veh)	55.9	9.0	30.5	6.7	6.8	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	2.9
Total Delay (s/veh)	55.9	9.0	30.5	6.7	6.8	12.5
LOS	E	A	C	A	A	B
Approach Delay (s/veh)	51.2			11.3	9.7	
Approach LOS	D			B	A	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 2 (2%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay (s/veh): 17.5	Intersection LOS: B
Intersection Capacity Utilization 94.5%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 9: SR 14/139/154/US 29/Main St & Knotts Ave





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	672	73	209	862	1153	1205
Future Volume (veh/h)	672	73	209	862	1153	1205
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1796	1885	1885	1885	1856
Adj Flow Rate, veh/h	679	74	211	871	1165	1217
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	1	7	1	1	1	3
Cap, veh/h	735	321	239	2428	2070	909
Arrive On Green	0.21	0.21	0.04	0.68	0.96	0.96
Sat Flow, veh/h	3483	1522	1795	3676	3676	1572
Grp Volume(v), veh/h	679	74	211	871	1165	1217
Grp Sat Flow(s),veh/h/ln	1742	1522	1795	1791	1791	1572
Q Serve(g_s), s	17.2	3.6	2.4	9.3	2.2	52.0
Cycle Q Clear(g_c), s	17.2	3.6	2.4	9.3	2.2	52.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	735	321	239	2428	2070	909
V/C Ratio(X)	0.92	0.23	0.88	0.36	0.56	1.34
Avail Cap(c_a), veh/h	735	321	239	2428	2070	909
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.67	1.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.09	0.09
Uniform Delay (d), s/veh	34.8	29.4	32.4	6.2	0.7	1.6
Incr Delay (d2), s/veh	17.3	0.4	29.9	0.4	0.1	153.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.0	3.3	6.3	2.8	0.4	39.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	52.1	29.8	62.3	6.6	0.8	155.1
LnGrp LOS	D	C	E	A	A	F
Approach Vol, veh/h	753			1082	2382	
Approach Delay, s/veh	49.9			17.4	79.6	
Approach LOS	D			B	E	

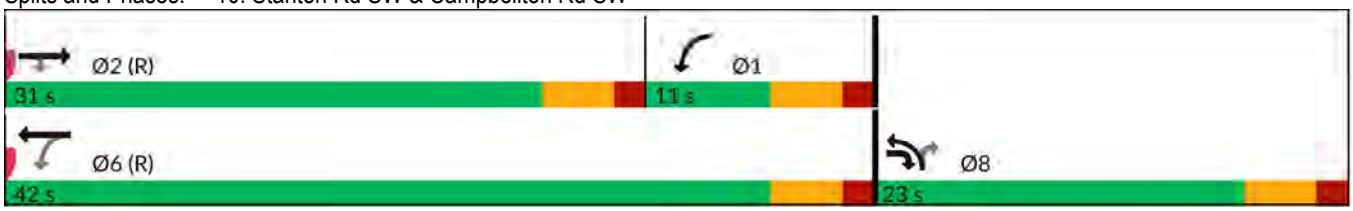
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		66.0		24.0	9.0	57.0
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		61.0		19.0	4.0	52.0
Max Q Clear Time (g_c+I1), s		11.3		19.2	4.4	54.0
Green Ext Time (p_c), s		6.9		0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	58.4
HCM 7th LOS	E

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	345	68	151	390	50	128
Future Volume (vph)	345	68	151	390	50	128
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm
Protected Phases	2	8	1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	8	1	6	8	8
Switch Phase						
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	23.0	8.0	23.0	23.0	23.0
Total Split (s)	31.0	23.0	11.0	42.0	23.0	23.0
Total Split (%)	47.7%	35.4%	16.9%	64.6%	35.4%	35.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Max	None	None	C-Max	None	None
Act Effct Green (s)	41.7	52.2	50.5	50.5	7.6	7.6
Actuated g/C Ratio	0.64	0.80	0.78	0.78	0.12	0.12
v/c Ratio	0.31	0.06	0.19	0.29	0.26	0.45
Control Delay (s/veh)	8.6	0.7	3.8	3.7	28.5	10.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.6	0.7	3.8	3.7	28.5	10.6
LOS	A	A	A	A	C	B
Approach Delay (s/veh)	7.3			3.7	15.7	
Approach LOS	A			A	B	

Intersection Summary	
Cycle Length: 65	
Actuated Cycle Length: 65	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.45	
Intersection Signal Delay (s/veh): 6.9	Intersection LOS: A
Intersection Capacity Utilization 42.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 10: Stanton Rd SW & Campbellton Rd SW



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	345	68	151	390	50	128
Future Volume (veh/h)	345	68	151	390	50	128
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1870	1870	1856	1870	1841
Adj Flow Rate, veh/h	363	72	159	411	53	135
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	2	2	3	2	4
Cap, veh/h	742	818	774	1354	207	181
Arrive On Green	0.40	0.40	0.25	0.73	0.12	0.12
Sat Flow, veh/h	1856	1585	1781	1856	1781	1560
Grp Volume(v), veh/h	363	72	159	411	53	135
Grp Sat Flow(s),veh/h/ln	1856	1585	1781	1856	1781	1560
Q Serve(g_s), s	9.5	1.5	0.0	5.0	1.8	5.4
Cycle Q Clear(g_c), s	9.5	1.5	0.0	5.0	1.8	5.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	742	818	774	1354	207	181
V/C Ratio(X)	0.49	0.09	0.21	0.30	0.26	0.74
Avail Cap(c_a), veh/h	742	818	774	1354	493	432
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.5	8.0	10.7	3.0	26.2	27.8
Incr Delay (d2), s/veh	2.3	0.2	0.1	0.6	0.6	5.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.6	1.2	1.2	0.7	2.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	16.8	8.2	10.8	3.6	26.8	33.7
LnGrp LOS	B	A	B	A	C	C
Approach Vol, veh/h	435			570	188	
Approach Delay, s/veh	15.4			5.6	31.8	
Approach LOS	B			A	C	

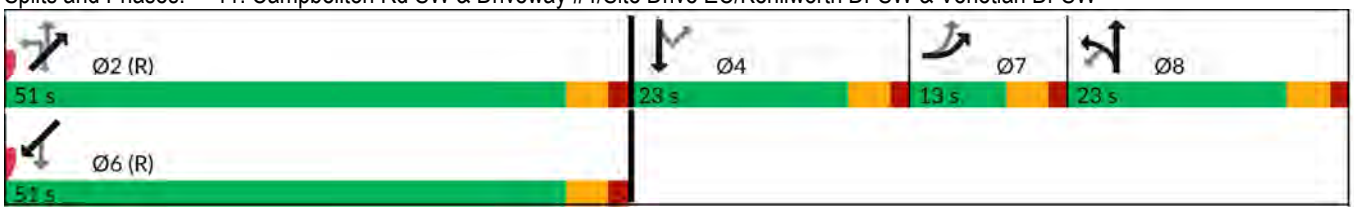
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	21.4	31.0				52.4	12.6
Change Period (Y+Rc), s	5.0	5.0				5.0	5.0
Max Green Setting (Gmax), s	6.0	26.0				37.0	18.0
Max Q Clear Time (g_c+I1), s	2.0	11.5				7.0	7.4
Green Ext Time (p_c), s	0.1	2.0				2.6	0.4

Intersection Summary			
HCM 7th Control Delay, s/veh		13.3	
HCM 7th LOS		B	

Lane Group	EBL	NBL2	NBL	NBT	SBL	SBT	NEL2	NEL	NET	NER	SWL	SWT
Lane Configurations												
Traffic Volume (vph)	106	18	6	6	24	17	7	6	402	16	38	473
Future Volume (vph)	106	18	6	6	24	17	7	6	402	16	38	473
Turn Type	Prot	Perm	Split	NA	Perm	NA	Perm	Perm	NA	Perm	Perm	NA
Protected Phases	7		8	8		4			2			6
Permitted Phases		8			4		2	2		2	6	
Detector Phase	7	8	8	8	4	4	2	2	2	2	6	6
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	8.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	13.0	23.0	23.0	23.0	23.0	23.0	51.0	51.0	51.0	51.0	51.0	51.0
Total Split (%)	11.8%	20.9%	20.9%	20.9%	20.9%	20.9%	46.4%	46.4%	46.4%	46.4%	46.4%	46.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0			0.0		0.0			0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0			5.0		5.0			5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lag								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	14.9			8.1		10.5			60.8	60.8	60.8	60.8
Actuated g/C Ratio	0.14			0.07		0.10			0.55	0.55	0.55	0.55
v/c Ratio	0.60			0.48		0.54			0.52	0.02	0.11	0.79
Control Delay (s/veh)	57.9			32.8		66.0			20.4	0.1	16.1	29.7
Queue Delay	0.0			0.0		0.0			0.0	0.0	0.0	0.0
Total Delay (s/veh)	57.9			32.8		66.0			20.4	0.1	16.1	29.7
LOS	E			C		E			C	A	B	C
Approach Delay (s/veh)	57.9			32.8		66.0			19.7			29.0
Approach LOS	E			C		E			B			C

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:NETL and 6:SWTL, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay (s/veh): 30.0	Intersection LOS: C
Intersection Capacity Utilization 61.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 11: Campbellton Rd SW & Driveway #4/Site Drive EC/Kenilworth Dr SW & Venetian Dr SW



Movement	EBL2	EBL	EBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	NEL2	NEL
Lane Configurations												
Traffic Volume (vph)	1	106	14	18	6	6	42	24	17	6	7	6
Future Volume (vph)	1	106	14	18	6	6	42	24	17	6	7	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0				5.0			5.0			
Lane Util. Factor		1.00				1.00			1.00			
Frt		0.98				0.92			0.98			
Flt Protected		0.96				0.98			0.98			
Satd. Flow (prot)		1702				1722			1820			
Flt Permitted		0.96				0.98			0.56			
Satd. Flow (perm)		1702				1722			1036			
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	1	120	16	20	7	7	48	27	19	7	8	7
RTOR Reduction (vph)	0	0	0	0	0	45	0	0	0	0	0	0
Lane Group Flow (vph)	0	137	0	0	0	37	0	0	53	0	0	0
Heavy Vehicles (%)	0%	5%	7%	0%	0%	0%	0%	0%	0%	0%	14%	0%
Turn Type	Perm	Prot		Perm	Split	NA		Perm	NA		Perm	Perm
Protected Phases		7			8	8			4			
Permitted Phases	7			8				4			2	2
Actuated Green, G (s)		14.9				7.0			9.4			
Effective Green, g (s)		14.9				7.0			9.4			
Actuated g/C Ratio		0.14				0.06			0.09			
Clearance Time (s)		5.0				5.0			5.0			
Vehicle Extension (s)		3.0				3.0			3.0			
Lane Grp Cap (vph)		230				109			88			
v/s Ratio Prot						c0.02						
v/s Ratio Perm		0.08							c0.05			
v/c Ratio		0.60				0.34			0.60			
Uniform Delay, d1		44.7				49.3			48.5			
Progression Factor		1.00				1.00			1.00			
Incremental Delay, d2		4.1				1.9			11.1			
Delay (s)		48.8				51.1			59.6			
Level of Service		D				D			E			
Approach Delay (s/veh)		48.8				51.1			59.6			
Approach LOS		D				D			E			

Intersection Summary			
HCM 2000 Control Delay (s/veh)	29.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	61.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	NET	NER	SWL	SWT	SWR	SWR2
Lane Configurations						
Traffic Volume (vph)	402	16	38	473	164	46
Future Volume (vph)	402	16	38	473	164	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0		
Lane Util. Factor	1.00	1.00	1.00	1.00		
Frt	1.00	0.85	1.00	0.95		
Flt Protected	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	1822	1615	1805	1771		
Flt Permitted	0.90	1.00	0.38	1.00		
Satd. Flow (perm)	1648	1615	725	1771		
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	457	18	43	538	186	52
RTOR Reduction (vph)	0	8	0	2	0	0
Lane Group Flow (vph)	472	10	43	774	0	0
Heavy Vehicles (%)	4%	0%	0%	3%	1%	0%
Turn Type	NA	Perm	Perm	NA		
Protected Phases	2			6		
Permitted Phases		2	6			
Actuated Green, G (s)	58.7	58.7	58.7	58.7		
Effective Green, g (s)	58.7	58.7	58.7	58.7		
Actuated g/C Ratio	0.53	0.53	0.53	0.53		
Clearance Time (s)	5.0	5.0	5.0	5.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	879	861	386	945		
v/s Ratio Prot				c0.44		
v/s Ratio Perm	0.29	0.01	0.06			
v/c Ratio	0.54	0.01	0.11	0.82		
Uniform Delay, d1	16.8	12.0	12.7	21.3		
Progression Factor	1.00	1.00	1.00	1.00		
Incremental Delay, d2	2.3	0.0	0.6	7.9		
Delay (s)	19.1	12.1	13.3	29.1		
Level of Service	B	B	B	C		
Approach Delay (s/veh)	18.9			28.3		
Approach LOS	B			C		

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	41	560	16	694	60	28	46	69
Future Volume (vph)	41	560	16	694	60	28	46	69
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		2		6		8		4
Permitted Phases	2		6		8		4	
Detector Phase	2	2	6	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	39.0	39.0	39.0	39.0	26.0	26.0	26.0	26.0
Total Split (%)	60.0%	60.0%	60.0%	60.0%	40.0%	40.0%	40.0%	40.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0		5.0		5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None	None	None
Act Effct Green (s)	43.9	43.9	43.9	43.9		11.1		11.1
Actuated g/C Ratio	0.68	0.68	0.68	0.68		0.17		0.17
v/c Ratio	0.12	0.28	0.04	0.37		0.50		0.58
Control Delay (s/veh)	5.8	5.0	5.1	5.5		27.5		26.8
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay (s/veh)	5.8	5.0	5.1	5.5		27.5		26.8
LOS	A	A	A	A		C		C
Approach Delay (s/veh)		5.1		5.4		27.5		26.8
Approach LOS		A		A		C		C

Intersection Summary	
Cycle Length: 65	
Actuated Cycle Length: 65	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay (s/veh): 8.7	Intersection LOS: A
Intersection Capacity Utilization 49.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 12: Oakland Dr SW & Campbellton Rd SW

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	560	42	16	694	107	60	28	17	46	69	49
Future Volume (veh/h)	41	560	42	16	694	107	60	28	17	46	69	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1841	1900	1707	1856	1870	1870	1900	1811	1900	1900	1870
Adj Flow Rate, veh/h	45	609	46	17	754	116	65	30	18	50	75	53
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	4	0	13	3	2	2	0	6	0	0	2
Cap, veh/h	497	2332	176	566	2167	333	193	83	36	122	117	71
Arrive On Green	0.71	0.71	0.71	0.71	0.71	0.71	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	632	3296	249	710	3063	471	760	600	258	371	841	514
Grp Volume(v), veh/h	45	323	332	17	434	436	113	0	0	178	0	0
Grp Sat Flow(s),veh/h/ln	632	1749	1796	710	1763	1771	1618	0	0	1726	0	0
Q Serve(g_s), s	1.9	4.3	4.3	0.6	6.2	6.2	0.0	0.0	0.0	2.3	0.0	0.0
Cycle Q Clear(g_c), s	8.1	4.3	4.3	4.9	6.2	6.2	3.9	0.0	0.0	6.3	0.0	0.0
Prop In Lane	1.00		0.14	1.00		0.27	0.58		0.16	0.28		0.30
Lane Grp Cap(c), veh/h	497	1237	1271	566	1247	1253	312	0	0	310	0	0
V/C Ratio(X)	0.09	0.26	0.26	0.03	0.35	0.35	0.36	0.00	0.00	0.57	0.00	0.00
Avail Cap(c_a), veh/h	497	1237	1271	566	1247	1253	580	0	0	612	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.72	0.72	0.72	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.3	3.4	3.4	4.3	3.7	3.7	25.8	0.0	0.0	26.8	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.5	0.5	0.1	0.6	0.6	0.7	0.0	0.0	1.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.0	1.1	0.1	1.4	1.5	1.6	0.0	0.0	2.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.6	3.9	3.9	4.4	4.2	4.2	26.5	0.0	0.0	28.4	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C			C		
Approach Vol, veh/h		700			887			113			178	
Approach Delay, s/veh		4.0			4.2			26.5			28.4	
Approach LOS		A			A			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		51.0		14.0		51.0		14.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		34.0		21.0		34.0		21.0				
Max Q Clear Time (g_c+I1), s		10.1		8.3		8.2		5.9				
Green Ext Time (p_c), s		4.5		0.8		6.0		0.5				

Intersection Summary												
HCM 7th Control Delay, s/veh			7.8									
HCM 7th LOS			A									

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	451	5	16	504	2	18	6	6	2	5	13
Future Vol, veh/h	13	451	5	16	504	2	18	6	6	2	5	13
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	4	0	0	3	0	0	0	0	0	0	8
Mvmt Flow	14	470	5	17	525	2	19	6	6	2	5	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	527	0	0	475	0	0	1060	1060	472	1059	1061	526
Stage 1	-	-	-	-	-	-	499	499	-	559	559	-
Stage 2	-	-	-	-	-	-	561	560	-	500	502	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.28
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	3.372
Pot Cap-1 Maneuver	1050	-	-	1098	-	-	204	226	596	204	225	540
Stage 1	-	-	-	-	-	-	557	547	-	517	514	-
Stage 2	-	-	-	-	-	-	516	514	-	557	545	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1050	-	-	1098	-	-	186	217	596	189	217	540
Mov Cap-2 Maneuver	-	-	-	-	-	-	186	217	-	189	217	-
Stage 1	-	-	-	-	-	-	547	537	-	506	503	-
Stage 2	-	-	-	-	-	-	487	503	-	535	536	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.23	0.26	23.71	16.06
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	223	50	-	-	55	-	-	346
HCM Lane V/C Ratio	0.14	0.013	-	-	0.015	-	-	0.06
HCM Ctrl Dly (s/v)	23.7	8.5	0	-	8.3	0	-	16.1
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕				↱		↕	
Traffic Vol, veh/h	36	420	5	0	486	19	0	0	6	13	0	39
Future Vol, veh/h	36	420	5	0	486	19	0	0	6	13	0	39
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	-	-	Yield	-	-	None	-	-	Yield	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	4	0	0	3	6	0	0	0	0	0	3
Mvmt Flow	38	442	5	0	512	20	0	0	6	14	0	41

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	532	0	0	442	0	0	-	-	445	1039	1039	522
Stage 1	-	-	-	-	-	-	-	-	-	522	522	-
Stage 2	-	-	-	-	-	-	-	-	-	518	518	-
Critical Hdwy	4.13	-	-	4.1	-	-	-	-	6.2	7.1	6.5	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.1	5.5	-
Follow-up Hdwy	2.227	-	-	2.2	-	-	-	-	3.3	3.5	4	3.327
Pot Cap-1 Maneuver	1031	-	-	1129	-	-	0	0	618	210	232	553
Stage 1	-	-	-	-	-	-	0	0	-	542	535	-
Stage 2	-	-	-	-	-	-	0	0	-	544	537	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1031	-	-	1129	-	-	-	-	618	198	221	553
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	198	221	-
Stage 1	-	-	-	-	-	-	-	-	-	542	535	-
Stage 2	-	-	-	-	-	-	-	-	-	512	510	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.67	0	10.89	16
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	618	140	-	-	1129	-	-	382
HCM Lane V/C Ratio	0.01	0.037	-	-	-	-	-	0.143
HCM Ctrl Dly (s/v)	10.9	8.6	0	-	0	-	-	16
HCM Lane LOS	B	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.5

Intersection	
Intersection Delay, s/veh	17.3
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	162	310	128	6	301	8	124	29	28	4	25	159
Future Vol, veh/h	162	310	128	6	301	8	124	29	28	4	25	159
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
Heavy Vehicles, %	1	5	4	0	5	0	6	0	0	0	0	1
Mvmt Flow	169	323	133	6	314	8	129	30	29	4	26	166
Number of Lanes	1	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	3
HCM Control Delay, s/veh	16	21.9	16.6	14.4
HCM LOS	C	C	C	B

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	SBLn1
Vol Left, %	69%	100%	0%	0%	2%	2%
Vol Thru, %	16%	0%	100%	0%	96%	13%
Vol Right, %	15%	0%	0%	100%	3%	85%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	181	162	310	128	315	188
LT Vol	124	162	0	0	6	4
Through Vol	29	0	310	0	301	25
RT Vol	28	0	0	128	8	159
Lane Flow Rate	189	169	323	133	328	196
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.421	0.338	0.607	0.224	0.645	0.389
Departure Headway (Hd)	8.04	7.211	6.77	6.038	7.082	7.149
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	447	498	533	593	509	503
Service Time	5.795	4.961	4.519	3.786	4.834	4.903
HCM Lane V/C Ratio	0.423	0.339	0.606	0.224	0.644	0.39
HCM Control Delay, s/veh	16.6	13.6	19.5	10.5	21.9	14.4
HCM Lane LOS	C	B	C	B	C	B
HCM 95th-tile Q	2.1	1.5	4	0.9	4.5	1.8

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	581	2	16	727	1	19
Future Vol, veh/h	581	2	16	727	1	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	0	0	3	0	0
Mvmt Flow	632	2	17	790	1	21

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	634	0	1458	633
Stage 1	-	-	-	-	633	-
Stage 2	-	-	-	-	825	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	959	-	144	484
Stage 1	-	-	-	-	533	-
Stage 2	-	-	-	-	434	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	959	-	139	484
Mov Cap-2 Maneuver	-	-	-	-	139	-
Stage 1	-	-	-	-	533	-
Stage 2	-	-	-	-	420	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.19	13.81
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	430	-	-	39	-
HCM Lane V/C Ratio	0.05	-	-	0.018	-
HCM Ctrl Dly (s/v)	13.8	-	-	8.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	599	0	21	736	1	18
Future Vol, veh/h	599	0	21	736	1	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	0	0	3	0	0
Mvmt Flow	651	0	23	800	1	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	651	0	1497	651
Stage 1	-	-	-	-	651	-
Stage 2	-	-	-	-	846	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	945	-	136	472
Stage 1	-	-	-	-	523	-
Stage 2	-	-	-	-	424	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	945	-	131	472
Mov Cap-2 Maneuver	-	-	-	-	131	-
Stage 1	-	-	-	-	523	-
Stage 2	-	-	-	-	406	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.25	14.13
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	415	-	-	50	-
HCM Lane V/C Ratio	0.05	-	-	0.024	-
HCM Ctrl Dly (s/v)	14.1	-	-	8.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	619	0	18	759	0	21
Future Vol, veh/h	619	0	18	759	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	0	0	3	0	0
Mvmt Flow	666	0	19	816	0	23

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	666	0	1520	666
Stage 1	-	-	-	-	666	-
Stage 2	-	-	-	-	855	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	933	-	132	463
Stage 1	-	-	-	-	515	-
Stage 2	-	-	-	-	420	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	933	-	127	463
Mov Cap-2 Maneuver	-	-	-	-	127	-
Stage 1	-	-	-	-	515	-
Stage 2	-	-	-	-	404	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.21	13.17
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	463	-	-	42	-
HCM Lane V/C Ratio	0.049	-	-	0.021	-
HCM Ctrl Dly (s/v)	13.2	-	-	8.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	426	5	0	512	0	6
Future Vol, veh/h	426	5	0	512	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	4	0	0	3	0	0
Mvmt Flow	453	5	0	545	0	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	453
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	0	0	-	0	611
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	611
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	10.96
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	611	-	-
HCM Lane V/C Ratio	0.01	-	-
HCM Ctrl Dly (s/v)	11	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection	
Int Delay, s/veh	26.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	26	127	117	1851	1451	23
Future Vol, veh/h	26	127	117	1851	1451	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	-	210	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	1	2	0
Mvmt Flow	27	131	121	1908	1496	24

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2691	748	1520	0	-	0
Stage 1	1496	-	-	-	-	-
Stage 2	1195	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	~ 18	359	445	-	-	-
Stage 1	175	-	-	-	-	-
Stage 2	254	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 13	359	445	-	-	-
Mov Cap-2 Maneuver	~ 13	-	-	-	-	-
Stage 1	128	-	-	-	-	-
Stage 2	254	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	$ 604.12	0.96	0
HCM LOS	F		

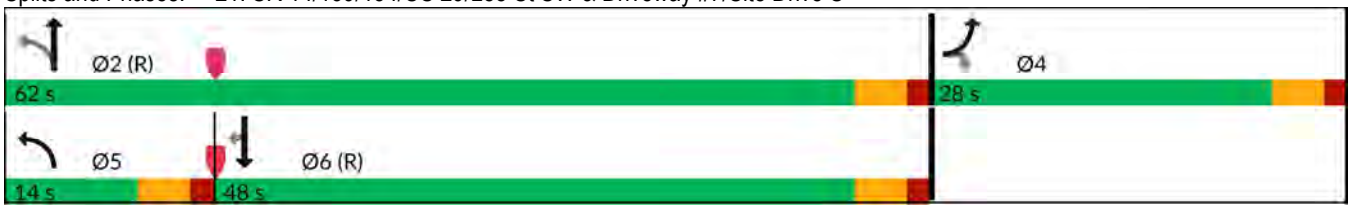
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	445	-	77	-	-
HCM Lane V/C Ratio	0.271	-	2.053	-	-
HCM Ctrl Dly (s/v)	16.1	-	$ 604.1	-	-
HCM Lane LOS	C	-	F	-	-
HCM 95th %tile Q(veh)	1.1	-	14.3	-	-

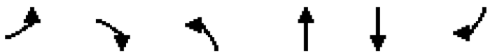
Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	167	302	209	1757	1514	115
Future Volume (vph)	167	302	209	1757	1514	115
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	23.0	8.0	23.0	23.0	23.0
Total Split (s)	28.0	28.0	14.0	62.0	48.0	48.0
Total Split (%)	31.1%	31.1%	15.6%	68.9%	53.3%	53.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	14.3	14.3	65.7	65.7	50.1	50.1
Actuated g/C Ratio	0.16	0.16	0.73	0.73	0.56	0.56
v/c Ratio	0.59	0.73	0.72	0.69	0.78	0.13
Control Delay (s/veh)	42.9	22.8	32.1	9.2	11.7	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.9	22.8	32.1	9.2	11.7	3.4
LOS	D	C	C	A	B	A
Approach Delay (s/veh)	29.9			11.6	11.1	
Approach LOS	C			B	B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay (s/veh): 13.5	Intersection LOS: B
Intersection Capacity Utilization 75.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 21: SR 14/139/154/US 29/Lee St SW & Driveway #7/Site Drive S





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	167	302	209	1757	1514	115
Future Volume (veh/h)	167	302	209	1757	1514	115
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1870	1900
Adj Flow Rate, veh/h	170	308	213	1793	1545	117
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	1	2	0
Cap, veh/h	390	347	273	2411	1930	875
Arrive On Green	0.22	0.22	0.15	1.00	0.54	0.54
Sat Flow, veh/h	1810	1610	1810	3676	3647	1610
Grp Volume(v), veh/h	170	308	213	1793	1545	117
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1791	1777	1610
Q Serve(g_s), s	7.3	16.7	4.6	0.0	31.6	3.2
Cycle Q Clear(g_c), s	7.3	16.7	4.6	0.0	31.6	3.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	390	347	273	2411	1930	875
V/C Ratio(X)	0.44	0.89	0.78	0.74	0.80	0.13
Avail Cap(c_a), veh/h	462	411	319	2411	1930	875
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.66	0.66
Uniform Delay (d), s/veh	30.5	34.2	17.0	0.0	16.6	10.1
Incr Delay (d2), s/veh	0.8	18.1	10.2	2.1	2.4	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	15.5	2.9	0.7	11.7	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	31.3	52.3	27.2	2.1	19.0	10.3
LnGrp LOS	C	D	C	A	B	B
Approach Vol, veh/h	478			2006	1662	
Approach Delay, s/veh	44.8			4.8	18.4	
Approach LOS	D			A	B	

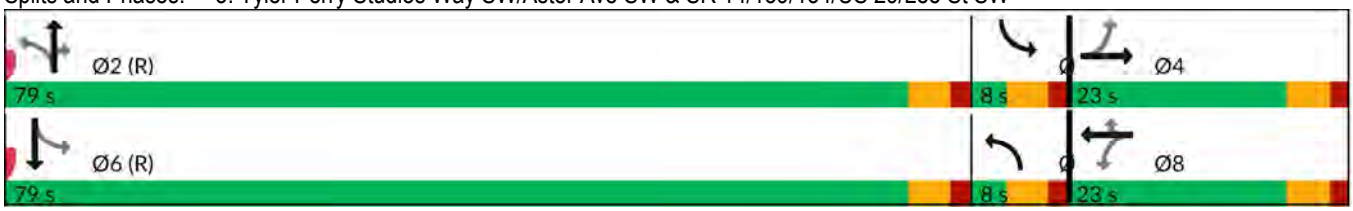
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		65.6		24.4	11.7	53.9
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		57.0		23.0	9.0	43.0
Max Q Clear Time (g_c+I1), s		2.0		18.7	6.6	33.6
Green Ext Time (p_c), s		23.2		0.7	0.1	6.7

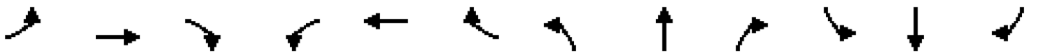
Intersection Summary	
HCM 7th Control Delay, s/veh	14.9
HCM 7th LOS	B

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	168	15	19	22	81	100	2119	28	25	471
Future Volume (vph)	168	15	19	22	81	100	2119	28	25	471
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4		8		5	2		1	6
Permitted Phases	4		8		8	2		2	6	
Detector Phase	4	4	8	8	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	8.0	23.0	23.0	8.0	23.0
Total Split (s)	23.0	23.0	23.0	23.0	23.0	8.0	79.0	79.0	8.0	79.0
Total Split (%)	20.9%	20.9%	20.9%	20.9%	20.9%	7.3%	71.8%	71.8%	7.3%	71.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
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)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag						Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	17.1	17.1		17.1	17.1	79.9	78.1	78.1	77.9	74.9
Actuated g/C Ratio	0.16	0.16		0.16	0.16	0.73	0.71	0.71	0.71	0.68
v/c Ratio	0.86	0.12		0.17	0.28	0.18	0.90	0.02	0.23	0.24
Control Delay (s/veh)	73.9	23.1		41.5	15.9	2.4	14.9	0.0	11.9	6.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	4.7	0.0	0.0	0.0
Total Delay (s/veh)	73.9	23.1		41.5	15.9	2.4	19.6	0.0	11.9	6.8
LOS	E	C		D	B	A	B	A	B	A
Approach Delay (s/veh)		67.6		24.5			18.6			7.1
Approach LOS		E		C			B			A

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 109 (99%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay (s/veh): 19.9	Intersection LOS: B
Intersection Capacity Utilization 90.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 5: Tyler Perry Studios Way SW/Astor Ave SW & SR 14/139/154/US 29/Lee St SW





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	168	15	9	19	22	81	100	2119	28	25	471	48
Future Volume (veh/h)	168	15	9	19	22	81	100	2119	28	25	471	48
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	1693	744	1900	1900	1870	1781	1856	1900	1826	1811	1767
Adj Flow Rate, veh/h	177	16	9	20	23	85	105	2231	0	26	496	51
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	14	78	0	0	2	8	3	0	5	6	9
Cap, veh/h	248	166	94	156	164	259	612	2372		226	2120	217
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.05	1.00	0.00	0.03	0.67	0.67
Sat Flow, veh/h	1265	1017	572	663	1005	1585	1697	3526	1610	1739	3151	323
Grp Volume(v), veh/h	177	0	25	43	0	85	105	2231	0	26	270	277
Grp Sat Flow(s),veh/h/ln	1265	0	1590	1668	0	1585	1697	1763	1610	1739	1721	1753
Q Serve(g_s), s	15.3	0.0	1.5	0.0	0.0	5.2	0.0	0.0	0.0	0.0	6.7	6.8
Cycle Q Clear(g_c), s	17.4	0.0	1.5	2.1	0.0	5.2	0.0	0.0	0.0	0.0	6.7	6.8
Prop In Lane	1.00		0.36	0.47		1.00	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	248	0	260	321	0	259	612	2372		226	1157	1179
V/C Ratio(X)	0.71	0.00	0.10	0.13	0.00	0.33	0.17	0.94		0.12	0.23	0.23
Avail Cap(c_a), veh/h	248	0	260	321	0	259	612	2372		226	1157	1179
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.45	0.45	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.8	0.0	39.1	39.4	0.0	40.7	8.0	0.0	0.0	5.9	7.0	7.0
Incr Delay (d2), s/veh	9.3	0.0	0.2	0.2	0.0	0.7	0.1	4.6	0.0	0.2	0.5	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	0.0	0.6	1.0	0.0	2.1	0.9	1.5	0.0	0.2	2.3	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.1	0.0	39.2	39.6	0.0	41.4	8.0	4.6	0.0	6.1	7.5	7.5
LnGrp LOS	E		D	D		D	A	A		A	A	A
Approach Vol, veh/h		202			128			2336			573	
Approach Delay, s/veh		54.0			40.8			4.8			7.4	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	79.0		23.0	8.0	79.0		23.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	3.0	74.0		18.0	3.0	74.0		18.0				
Max Q Clear Time (g_c+I1), s	2.0	2.0		19.4	2.0	8.8		7.2				
Green Ext Time (p_c), s	0.0	40.1		0.0	0.0	3.4		0.3				

Intersection Summary	
HCM 7th Control Delay, s/veh	9.7
HCM 7th LOS	A

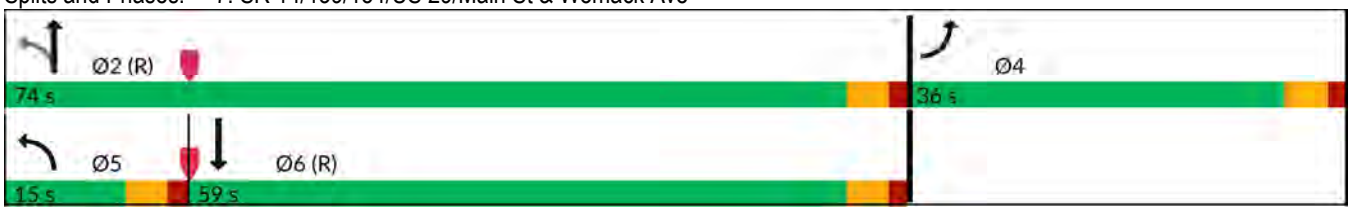
Notes

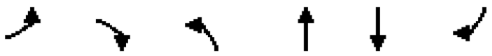
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	NBL	NBT	SBT
Lane Configurations				
Traffic Volume (vph)	296	115	1945	468
Future Volume (vph)	296	115	1945	468
Turn Type	Prot	pm+pt	NA	NA
Protected Phases	4	5	2	6
Permitted Phases		2		
Detector Phase	4	5	2	6
Switch Phase				
Minimum Initial (s)	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	8.0	23.0	23.0
Total Split (s)	36.0	15.0	74.0	59.0
Total Split (%)	32.7%	13.6%	67.3%	53.6%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag		Lead		Lag
Lead-Lag Optimize?		Yes		Yes
Recall Mode	None	None	C-Max	C-Max
Act Effct Green (s)	21.3	78.7	78.7	65.2
Actuated g/C Ratio	0.19	0.72	0.72	0.59
v/c Ratio	0.82	0.23	0.84	0.27
Control Delay (s/veh)	26.4	6.5	12.8	10.1
Queue Delay	0.1	0.0	0.6	0.0
Total Delay (s/veh)	26.5	6.5	13.4	10.1
LOS	C	A	B	B
Approach Delay (s/veh)	26.5		13.1	10.1
Approach LOS	C		B	B

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 108 (98%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay (s/veh): 15.1	Intersection LOS: B
Intersection Capacity Utilization 80.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 7: SR 14/139/154/US 29/Main St & Womack Ave





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	296	307	115	1945	468	30
Future Volume (veh/h)	296	307	115	1945	468	30
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1796	1841	1678	1870	1796	1796
Adj Flow Rate, veh/h	322	334	125	2114	509	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	7	4	15	2	7	7
Cap, veh/h	407	371	590	2385	1878	122
Arrive On Green	0.24	0.24	0.05	0.67	1.00	1.00
Sat Flow, veh/h	1711	1560	1598	3647	3344	211
Grp Volume(v), veh/h	322	334	125	2114	266	276
Grp Sat Flow(s),veh/h/ln	1711	1560	1598	1777	1706	1758
Q Serve(g_s), s	19.4	22.8	3.3	53.1	0.0	0.0
Cycle Q Clear(g_c), s	19.4	22.8	3.3	53.1	0.0	0.0
Prop In Lane	1.00	1.00	1.00			0.12
Lane Grp Cap(c), veh/h	407	371	590	2385	985	1015
V/C Ratio(X)	0.79	0.90	0.21	0.89	0.27	0.27
Avail Cap(c_a), veh/h	482	440	658	2385	985	1015
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.97	0.97	0.62	0.62	0.98	0.98
Uniform Delay (d), s/veh	39.3	40.6	7.6	14.7	0.0	0.0
Incr Delay (d2), s/veh	7.2	18.6	0.1	3.4	0.7	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.0	19.9	1.0	18.7	0.2	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	46.5	59.2	7.7	18.1	0.7	0.6
LnGrp LOS	D	E	A	B	A	A
Approach Vol, veh/h	656			2239	542	
Approach Delay, s/veh	53.0			17.5	0.7	
Approach LOS	D			B	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		78.8		31.2	10.3	68.5
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		69.0		31.0	10.0	54.0
Max Q Clear Time (g_c+I1), s		55.1		24.8	5.3	2.0
Green Ext Time (p_c), s		11.5		1.4	0.1	3.4

Intersection Summary	
HCM 7th Control Delay, s/veh	21.6
HCM 7th LOS	C

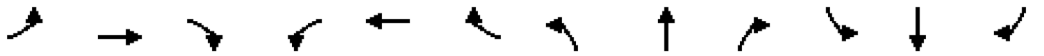
Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	72	10	31	18	49	1403	49	68	1419
Future Volume (vph)	72	10	31	18	49	1403	49	68	1419
Turn Type	pm+pt	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4		8	5	2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	7	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	8.0	23.0	23.0	23.0	8.0	23.0	23.0	8.0	23.0
Total Split (s)	8.0	31.0	23.0	23.0	8.0	51.0	51.0	8.0	51.0
Total Split (%)	8.9%	34.4%	25.6%	25.6%	8.9%	56.7%	56.7%	8.9%	56.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	13.1	13.6		7.2	58.8	59.8	59.8	63.7	64.7
Actuated g/C Ratio	0.15	0.15		0.08	0.65	0.66	0.66	0.71	0.72
v/c Ratio	0.54	0.10		0.38	0.28	0.60	0.04	0.28	0.64
Control Delay (s/veh)	34.3	17.4		24.7	7.0	4.1	0.1	9.3	10.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	34.3	17.4		24.7	7.0	4.1	0.1	9.3	10.9
LOS	C	B		C	A	A	A	A	B
Approach Delay (s/veh)		30.4		24.7		4.1			10.9
Approach LOS		C		C		A			B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay (s/veh): 8.8	Intersection LOS: A
Intersection Capacity Utilization 70.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 5: Tyler Perry Studios Way SW/Astor Ave SW & SR 14/139/154/US 29/Lee St SW



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	10	12	31	18	53	49	1403	49	68	1419	153
Future Volume (veh/h)	72	10	12	31	18	53	49	1403	49	68	1419	153
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	1604	1366	1900	1900	1856	1693	1885	1900	1856	1870	1856
Adj Flow Rate, veh/h	73	10	12	32	18	54	50	1432	0	69	1448	156
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	4	20	36	0	0	3	14	1	0	3	2	3
Cap, veh/h	169	99	118	119	41	88	474	2333		295	1655	177
Arrive On Green	0.03	0.15	0.15	0.06	0.06	0.06	0.35	1.00	0.00	0.07	1.00	1.00
Sat Flow, veh/h	1753	664	796	896	693	1465	1612	3582	1610	1767	3239	346
Grp Volume(v), veh/h	73	0	22	50	0	54	50	1432	0	69	789	815
Grp Sat Flow(s),veh/h/ln	1753	0	1460	1590	0	1465	1612	1791	1610	1767	1777	1808
Q Serve(g_s), s	3.0	0.0	1.2	2.2	0.0	3.2	0.0	0.0	0.0	1.9	0.0	0.0
Cycle Q Clear(g_c), s	3.0	0.0	1.2	2.7	0.0	3.2	0.0	0.0	0.0	1.9	0.0	0.0
Prop In Lane	1.00		0.55	0.64		1.00	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	169	0	217	161	0	88	474	2333		295	908	924
V/C Ratio(X)	0.43	0.00	0.10	0.31	0.00	0.62	0.11	0.61		0.23	0.87	0.88
Avail Cap(c_a), veh/h	169	0	422	379	0	293	474	2333		295	908	924
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.57	0.57	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.6	0.0	33.1	41.0	0.0	41.3	7.5	0.0	0.0	12.4	0.0	0.0
Incr Delay (d2), s/veh	1.7	0.0	0.2	1.1	0.0	6.9	0.1	0.7	0.0	0.4	11.1	11.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.4	1.1	0.0	1.3	0.3	0.2	0.0	0.7	2.8	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.3	0.0	33.3	42.1	0.0	48.2	7.6	0.7	0.0	12.8	11.1	11.9
LnGrp LOS	D		C	D		D	A	A		B	B	B
Approach Vol, veh/h		95			104			1482			1673	
Approach Delay, s/veh		37.9			45.3			0.9			11.5	
Approach LOS		D			D			A			B	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.0	63.6		18.4	20.6	51.0	8.0	10.4				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	3.0	46.0		26.0	3.0	46.0	3.0	18.0				
Max Q Clear Time (g_c+I1), s	3.9	2.0		3.2	2.0	2.0	5.0	5.2				
Green Ext Time (p_c), s	0.0	14.5		0.1	0.0	16.4	0.0	0.4				

Intersection Summary		
HCM 7th Control Delay, s/veh	8.6	
HCM 7th LOS	A	

Notes

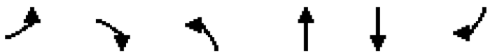
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	NBL	NBT	SBT
Lane Configurations				
Traffic Volume (vph)	234	90	1257	1360
Future Volume (vph)	234	90	1257	1360
Turn Type	Prot	pm+pt	NA	NA
Protected Phases	4	5	2	6
Permitted Phases		2		
Detector Phase	4	5	2	6
Switch Phase				
Minimum Initial (s)	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	8.0	23.0	23.0
Total Split (s)	36.0	8.0	54.0	46.0
Total Split (%)	40.0%	8.9%	60.0%	51.1%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag		Lead		Lag
Lead-Lag Optimize?		Yes		Yes
Recall Mode	None	None	C-Max	C-Max
Act Effct Green (s)	29.6	50.4	50.4	43.7
Actuated g/C Ratio	0.33	0.56	0.56	0.49
v/c Ratio	1.27dr	0.61	0.65	0.89
Control Delay (s/veh)	33.1	31.5	9.7	20.5
Queue Delay	1.6	0.0	0.0	0.0
Total Delay (s/veh)	34.7	31.5	9.7	20.5
LOS	C	C	A	C
Approach Delay (s/veh)	34.7		11.2	20.5
Approach LOS	C		B	C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 89 (99%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay (s/veh): 20.8	Intersection LOS: C
Intersection Capacity Utilization 88.3%	ICU Level of Service E
Analysis Period (min) 15	

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 7: SR 14/139/154/US 29/Main St & Womack Ave



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	234	725	90	1257	1360	112
Future Volume (veh/h)	234	725	90	1257	1360	112
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1870	1826	1885	1870	1826
Adj Flow Rate, veh/h	241	374	93	1296	1402	115
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	2	5	1	2	5
Cap, veh/h	478	422	223	2231	1776	145
Arrive On Green	0.27	0.27	0.03	0.62	0.71	0.71
Sat Flow, veh/h	1795	1585	1739	3676	3420	272
Grp Volume(v), veh/h	241	374	93	1296	746	771
Grp Sat Flow(s),veh/h/ln	1795	1585	1739	1791	1777	1821
Q Serve(g_s), s	10.2	20.4	2.1	19.2	24.8	25.3
Cycle Q Clear(g_c), s	10.2	20.4	2.1	19.2	24.8	25.3
Prop In Lane	1.00	1.00	1.00			0.15
Lane Grp Cap(c), veh/h	478	422	223	2231	949	973
V/C Ratio(X)	0.50	0.89	0.42	0.58	0.79	0.79
Avail Cap(c_a), veh/h	618	546	223	2231	949	973
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.33	1.33
Upstream Filter(I)	0.42	0.42	0.83	0.83	0.73	0.73
Uniform Delay (d), s/veh	28.0	31.7	13.7	10.0	9.7	9.7
Incr Delay (d2), s/veh	0.3	6.3	1.0	0.9	4.8	4.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	16.9	0.7	6.5	6.5	6.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	28.4	38.1	14.7	11.0	14.5	14.6
LnGrp LOS	C	D	B	B	B	B
Approach Vol, veh/h	615			1389	1517	
Approach Delay, s/veh	34.3			11.2	14.6	
Approach LOS	C			B	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		61.1		28.9	8.0	53.1
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		49.0		31.0	3.0	41.0
Max Q Clear Time (g_c+I1), s		21.2		22.4	4.1	27.3
Green Ext Time (p_c), s		10.7		1.5	0.0	8.3

Intersection Summary	
HCM 7th Control Delay, s/veh	16.7
HCM 7th LOS	B

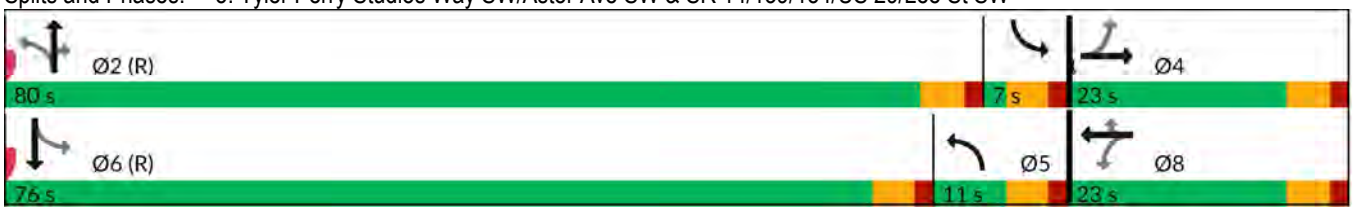
Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	168	15	19	22	88	100	2575	28	31	872
Future Volume (vph)	168	15	19	22	88	100	2575	28	31	872
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4		8		5	2		1	6
Permitted Phases	4		8		8	2		2	6	
Detector Phase	4	4	8	8	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	7.0	23.0	23.0	7.0	23.0
Total Split (s)	23.0	23.0	23.0	23.0	23.0	11.0	80.0	80.0	7.0	76.0
Total Split (%)	20.9%	20.9%	20.9%	20.9%	20.9%	10.0%	72.7%	72.7%	6.4%	69.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
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)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag						Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	17.1	17.1		17.1	17.1	82.3	78.7	78.7	74.1	72.1
Actuated g/C Ratio	0.16	0.16		0.16	0.16	0.75	0.72	0.72	0.67	0.66
v/c Ratio	0.86	0.12		0.17	0.31	0.26	1.07	0.02	0.33	0.43
Control Delay (s/veh)	76.2	29.1		41.4	17.5	2.7	47.3	0.0	18.0	9.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	12.5	0.0	0.0	0.0
Total Delay (s/veh)	76.2	29.1		41.4	17.5	2.7	59.7	0.0	18.0	9.8
LOS	E	C		D	B	A	E	A	B	A
Approach Delay (s/veh)		70.3		25.1			57.0			10.1
Approach LOS		E		C			E			B

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 160	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay (s/veh): 45.4	Intersection LOS: D
Intersection Capacity Utilization 103.0%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 5: Tyler Perry Studios Way SW/Astor Ave SW & SR 14/139/154/US 29/Lee St SW



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	168	15	9	19	22	88	100	2575	28	31	872	48
Future Volume (veh/h)	168	15	9	19	22	88	100	2575	28	31	872	48
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	1693	744	1900	1900	1870	1781	1870	1900	1841	1856	1767
Adj Flow Rate, veh/h	177	16	9	20	23	93	105	2711	0	33	918	51
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	14	78	0	0	2	8	2	0	4	3	9
Cap, veh/h	247	166	94	156	164	259	477	2423		97	2192	122
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.11	1.00	0.00	0.02	0.86	0.86
Sat Flow, veh/h	1256	1017	572	663	1005	1585	1697	3554	1610	1753	3396	189
Grp Volume(v), veh/h	177	0	25	43	0	93	105	2711	0	33	477	492
Grp Sat Flow(s),veh/h/ln	1256	0	1590	1668	0	1585	1697	1777	1610	1753	1763	1822
Q Serve(g_s), s	15.4	0.0	1.5	0.0	0.0	5.7	0.0	75.0	0.0	0.0	6.6	6.6
Cycle Q Clear(g_c), s	17.6	0.0	1.5	2.1	0.0	5.7	0.0	75.0	0.0	0.0	6.6	6.6
Prop In Lane	1.00		0.36	0.47		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	247	0	260	321	0	259	477	2423		97	1138	1176
V/C Ratio(X)	0.72	0.00	0.10	0.13	0.00	0.36	0.22	1.12		0.34	0.42	0.42
Avail Cap(c_a), veh/h	247	0	260	321	0	259	477	2423		97	1138	1176
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.09	0.09	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.9	0.0	39.1	39.4	0.0	40.9	8.6	0.0	0.0	52.7	3.2	3.2
Incr Delay (d2), s/veh	9.6	0.0	0.2	0.2	0.0	0.8	0.0	54.1	0.0	2.0	1.1	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	5.5	0.0	0.6	1.0	0.0	2.3	1.0	18.2	0.0	0.9	1.9	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.5	0.0	39.2	39.6	0.0	41.7	8.6	54.1	0.0	54.7	4.4	4.3
LnGrp LOS	E		D	D		D	A	F		D	A	A
Approach Vol, veh/h		202			136			2816			1002	
Approach Delay, s/veh		54.4			41.0			52.4			6.0	
Approach LOS		D			D			D			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.0	80.0		23.0	11.0	76.0		23.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	2.0	75.0		18.0	6.0	71.0		18.0				
Max Q Clear Time (g_c+I1), s	2.0	77.0		19.6	2.0	8.6		7.7				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.1	7.1		0.3				

Intersection Summary	
HCM 7th Control Delay, s/veh	40.9
HCM 7th LOS	D

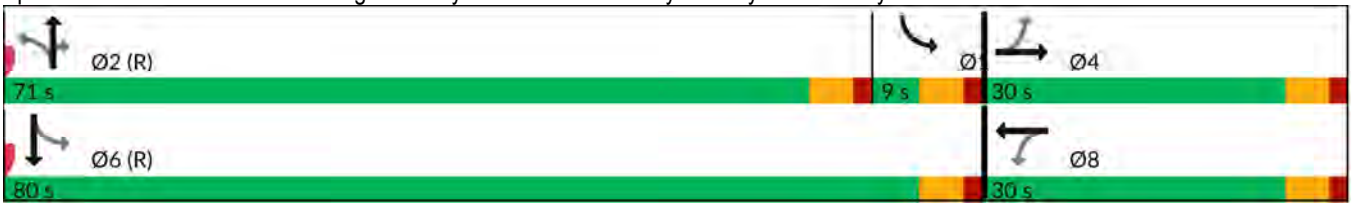
Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	18	24	198	12	4	856	707	74	111
Future Volume (vph)	18	24	198	12	4	856	707	74	111
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA
Protected Phases		4		8		2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	2	2	2	1	6
Switch Phase									
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	8.0	23.0
Total Split (s)	30.0	30.0	30.0	30.0	71.0	71.0	71.0	9.0	80.0
Total Split (%)	27.3%	27.3%	27.3%	27.3%	64.5%	64.5%	64.5%	8.2%	72.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0		5.0	5.0	5.0	5.0
Lead/Lag					Lead	Lead	Lead	Lag	
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max
Act Effct Green (s)		21.3	21.3	21.3		71.5	71.5	78.7	78.7
Actuated g/C Ratio		0.19	0.19	0.19		0.65	0.65	0.72	0.72
v/c Ratio		0.15	0.75	0.18		0.88	0.56	0.39	0.10
Control Delay (s/veh)		34.3	54.3	13.3		29.3	2.8	17.3	4.6
Queue Delay		0.0	0.0	0.0		4.6	0.1	0.2	0.0
Total Delay (s/veh)		34.3	54.3	13.3		34.0	2.9	17.6	4.6
LOS		C	D	B		C	A	B	A
Approach Delay (s/veh)		34.3		45.0		21.4			9.7
Approach LOS		C		D		C			A

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 37 (34%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay (s/veh): 23.5	Intersection LOS: C
Intersection Capacity Utilization 88.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 6: SR 166/Langford Pkwy WB/Astor Ave SW/Tyler Perry Studios Way SW & Womack Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	24	3	198	12	45	4	856	707	74	111	5
Future Volume (veh/h)	18	24	3	198	12	45	4	856	707	74	111	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1841	1900	1811	1648	1767	1900	1811	1841	1826	1767	1900
Adj Flow Rate, veh/h	19	25	3	206	12	47	4	892	736	77	116	5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	4	0	6	17	9	0	6	4	5	9	0
Cap, veh/h	128	153	16	298	48	189	34	1085	936	295	1252	54
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.60	0.60	0.60	0.10	0.74	0.74
Sat Flow, veh/h	498	930	97	1338	293	1148	2	1809	1560	1739	1681	72
Grp Volume(v), veh/h	47	0	0	206	0	59	896	0	736	77	0	121
Grp Sat Flow(s),veh/h/ln	1526	0	0	1338	0	1441	1810	0	1560	1739	0	1754
Q Serve(g_s), s	0.0	0.0	0.0	11.5	0.0	3.9	0.0	0.0	39.3	0.0	0.0	2.1
Cycle Q Clear(g_c), s	4.0	0.0	0.0	15.5	0.0	3.9	43.1	0.0	39.3	0.0	0.0	2.1
Prop In Lane	0.40		0.06	1.00		0.80	0.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	297	0	0	298	0	237	1119	0	936	295	0	1306
V/C Ratio(X)	0.16	0.00	0.00	0.69	0.00	0.25	0.80	0.00	0.79	0.26	0.00	0.09
Avail Cap(c_a), veh/h	396	0	0	382	0	328	1119	0	936	295	0	1306
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.91	0.00	0.91	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.4	0.0	0.0	44.5	0.0	40.0	17.4	0.0	16.7	36.8	0.0	3.9
Incr Delay (d2), s/veh	0.2	0.0	0.0	3.3	0.0	0.5	6.1	0.0	6.6	0.5	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	5.8	0.0	1.4	18.8	0.0	15.0	2.0	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.7	0.0	0.0	47.8	0.0	40.5	23.5	0.0	23.3	37.3	0.0	4.0
LnGrp LOS	D			D		D	C		C	D		A
Approach Vol, veh/h		47			265			1632			198	
Approach Delay, s/veh		39.7			46.2			23.4			16.9	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	15.9	71.0		23.1		86.9		23.1				
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s	4.0	66.0		25.0		75.0		25.0				
Max Q Clear Time (g_c+I1), s	2.0	45.1		6.0		4.1		17.5				
Green Ext Time (p_c), s	0.0	11.2		0.2		0.8		0.6				

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

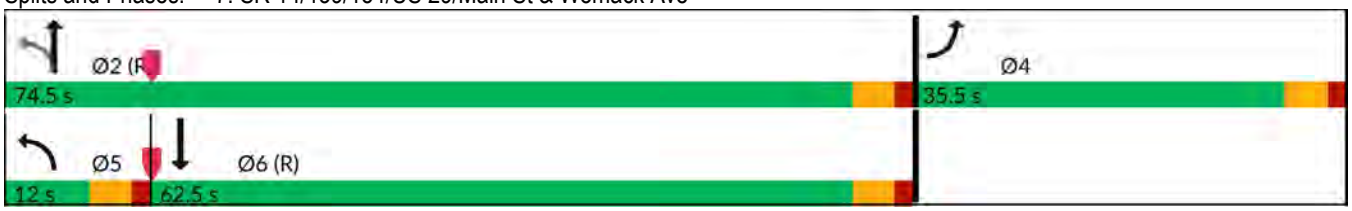
Notes

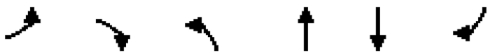
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	NBL	NBT	SBT
Lane Configurations				
Traffic Volume (vph)	496	115	2202	756
Future Volume (vph)	496	115	2202	756
Turn Type	Prot	pm+pt	NA	NA
Protected Phases	4	5	2	6
Permitted Phases		2		
Detector Phase	4	5	2	6
Switch Phase				
Minimum Initial (s)	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	8.0	23.0	23.0
Total Split (s)	35.5	12.0	74.5	62.5
Total Split (%)	32.3%	10.9%	67.7%	56.8%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag		Lead		Lag
Lead-Lag Optimize?		Yes		Yes
Recall Mode	None	None	C-Max	C-Max
Act Effct Green (s)	29.2	70.8	70.8	58.8
Actuated g/C Ratio	0.27	0.64	0.64	0.53
v/c Ratio	0.91	0.43	1.05	0.54
Control Delay (s/veh)	44.7	10.8	49.0	11.8
Queue Delay	2.4	0.0	21.0	0.0
Total Delay (s/veh)	47.1	10.8	70.0	11.8
LOS	D	B	E	B
Approach Delay (s/veh)	47.1		67.1	11.8
Approach LOS	D		E	B

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 108 (98%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay (s/veh): 50.7	Intersection LOS: D
Intersection Capacity Utilization 93.0%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 7: SR 14/139/154/US 29/Main St & Womack Ave





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	496	307	115	2202	756	143
Future Volume (veh/h)	496	307	115	2202	756	143
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1841	1841	1678	1870	1826	1885
Adj Flow Rate, veh/h	355	368	125	2393	822	155
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	15	2	5	1
Cap, veh/h	449	400	432	2320	1625	306
Arrive On Green	0.26	0.26	0.05	0.65	1.00	1.00
Sat Flow, veh/h	1753	1560	1598	3647	3004	549
Grp Volume(v), veh/h	355	368	125	2393	490	487
Grp Sat Flow(s),veh/h/ln	1753	1560	1598	1777	1735	1727
Q Serve(g_s), s	20.8	25.3	3.5	71.8	0.0	0.0
Cycle Q Clear(g_c), s	20.8	25.3	3.5	71.8	0.0	0.0
Prop In Lane	1.00	1.00	1.00			0.32
Lane Grp Cap(c), veh/h	449	400	432	2320	968	964
V/C Ratio(X)	0.79	0.92	0.29	1.03	0.51	0.51
Avail Cap(c_a), veh/h	486	433	455	2320	968	964
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.85	0.85	0.51	0.51	0.91	0.91
Uniform Delay (d), s/veh	38.1	39.8	8.4	19.1	0.0	0.0
Incr Delay (d2), s/veh	6.9	21.2	0.2	22.4	1.7	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.8	22.0	1.1	31.6	0.5	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	45.0	61.0	8.6	41.5	1.7	1.7
LnGrp LOS	D	E	A	F	A	A
Approach Vol, veh/h	723			2518	977	
Approach Delay, s/veh	53.2			39.9	1.7	
Approach LOS	D			D	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		76.8		33.2	10.4	66.4
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		69.5		30.5	7.0	57.5
Max Q Clear Time (g_c+I1), s		73.8		27.3	5.5	2.0
Green Ext Time (p_c), s		0.0		0.9	0.0	7.4

Intersection Summary	
HCM 7th Control Delay, s/veh	33.3
HCM 7th LOS	C

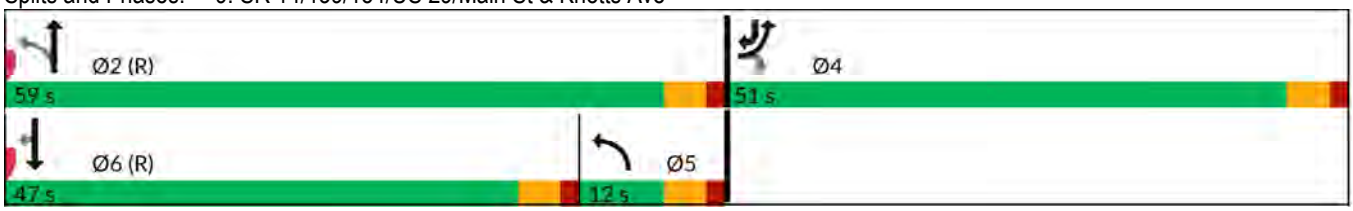
Notes

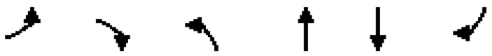
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1045	120	112	1261	596	472
Future Volume (vph)	1045	120	112	1261	596	472
Turn Type	Prot	Perm	pm+pt	NA	NA	pm+ov
Protected Phases	4		5	2	6	4
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	4
Switch Phase						
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	23.0	8.0	23.0	23.0	23.0
Total Split (s)	51.0	51.0	12.0	59.0	47.0	51.0
Total Split (%)	46.4%	46.4%	10.9%	53.6%	42.7%	46.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	C-Max	C-Max	None
Act Effct Green (s)	43.4	43.4	56.6	56.6	44.6	93.0
Actuated g/C Ratio	0.39	0.39	0.51	0.51	0.41	0.85
v/c Ratio	0.85	0.20	0.35	0.75	0.46	0.38
Control Delay (s/veh)	37.1	4.2	21.8	25.0	18.6	0.6
Queue Delay	0.4	0.0	0.0	1.6	0.0	0.0
Total Delay (s/veh)	37.5	4.2	21.8	26.7	18.6	0.6
LOS	D	A	C	C	B	A
Approach Delay (s/veh)	34.1			26.3	10.7	
Approach LOS	C			C	B	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 20 (18%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay (s/veh): 24.2	Intersection LOS: C
Intersection Capacity Utilization 73.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 9: SR 14/139/154/US 29/Main St & Knotts Ave





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1045	120	112	1261	596	472
Future Volume (veh/h)	1045	120	112	1261	596	472
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1767	1737	1870	1841	1796
Adj Flow Rate, veh/h	1136	130	122	1371	648	513
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	9	11	2	4	7
Cap, veh/h	1259	550	341	1926	1335	1140
Arrive On Green	0.37	0.37	0.11	0.54	0.13	0.13
Sat Flow, veh/h	3428	1497	1654	3647	3589	1522
Grp Volume(v), veh/h	1136	130	122	1371	648	513
Grp Sat Flow(s),veh/h/ln	1714	1497	1654	1777	1749	1522
Q Serve(g_s), s	34.5	6.6	0.0	31.7	19.0	14.8
Cycle Q Clear(g_c), s	34.5	6.6	0.0	31.7	19.0	14.8
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	1259	550	341	1926	1335	1140
V/C Ratio(X)	0.90	0.24	0.36	0.71	0.49	0.45
Avail Cap(c_a), veh/h	1434	626	341	1926	1335	1140
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.83	0.83
Uniform Delay (d), s/veh	32.9	24.1	35.7	18.8	38.0	7.5
Incr Delay (d2), s/veh	7.6	0.2	0.6	2.3	1.0	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.5	6.5	3.0	12.5	9.0	15.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	40.5	24.3	36.3	21.1	39.1	8.6
LnGrp LOS	D	C	D	C	D	A
Approach Vol, veh/h	1266			1493	1161	
Approach Delay, s/veh	38.9			22.3	25.6	
Approach LOS	D			C	C	

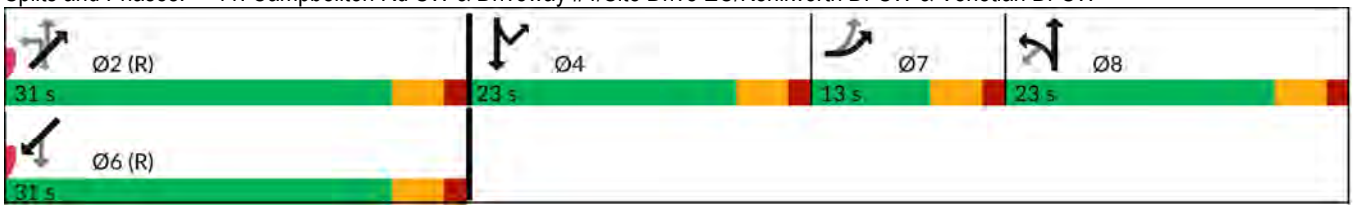
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		64.6		45.4	17.6	47.0
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		54.0		46.0	7.0	42.0
Max Q Clear Time (g_c+I1), s		33.7		36.5	2.0	21.0
Green Ext Time (p_c), s		10.0		3.9	0.1	6.3

Intersection Summary	
HCM 7th Control Delay, s/veh	28.6
HCM 7th LOS	C

Lane Group	EBL	NBL2	NBL	NBT	SBT	NEL2	NEL	NET	NER	SWL	SWT
Lane Configurations											
Traffic Volume (vph)	115	19	6	6	11	2	2	384	21	51	151
Future Volume (vph)	115	19	6	6	11	2	2	384	21	51	151
Turn Type	Prot	Perm	Split	NA	NA	Perm	Perm	NA	Perm	Perm	NA
Protected Phases	7		8	8	4			2			6
Permitted Phases		8				2	2		2	6	
Detector Phase	7	8	8	8	4	2	2	2	2	6	6
Switch Phase											
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	8.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	13.0	23.0	23.0	23.0	23.0	31.0	31.0	31.0	31.0	31.0	31.0
Total Split (%)	14.4%	25.6%	25.6%	25.6%	25.6%	34.4%	34.4%	34.4%	34.4%	34.4%	34.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0			0.0	0.0			0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0			5.0	5.0			5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes							
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	13.2			7.7	8.6			44.7	44.7	44.7	44.7
Actuated g/C Ratio	0.15			0.09	0.10			0.50	0.50	0.50	0.50
v/c Ratio	0.54			0.43	0.37			0.47	0.03	0.15	0.29
Control Delay (s/veh)	43.8			26.5	44.0			17.0	0.0	16.0	14.9
Queue Delay	0.0			0.0	0.0			0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.8			26.5	44.0			17.0	0.0	16.0	14.9
LOS	D			C	D			B	A	B	B
Approach Delay (s/veh)	43.8			26.5	44.0			16.2			15.1
Approach LOS	D			C	D			B			B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 32 (36%), Referenced to phase 2:NETL and 6:SWTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay (s/veh): 21.9	Intersection LOS: C
Intersection Capacity Utilization 62.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 11: Campbellton Rd SW & Driveway #4/Site Drive EC/Kenilworth Dr SW & Venetian Dr SW



Movement	EBL2	EBL	EBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	NEL2	NEL
Lane Configurations												
Traffic Volume (vph)	2	115	7	19	6	6	44	38	11	5	2	2
Future Volume (vph)	2	115	7	19	6	6	44	38	11	5	2	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0				5.0			5.0			
Lane Util. Factor		1.00				1.00			1.00			
Frt		0.99				0.92			0.99			
Flt Protected		0.96				0.98			0.97			
Satd. Flow (prot)		1720				1723			1654			
Flt Permitted		0.96				0.98			0.97			
Satd. Flow (perm)		1720				1723			1654			
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	2	126	8	21	7	7	48	42	12	5	2	2
RTOR Reduction (vph)	0	0	0	0	0	44	0	0	0	0	0	0
Lane Group Flow (vph)	0	136	0	0	0	39	0	0	59	0	0	0
Heavy Vehicles (%)	0%	5%	0%	0%	0%	0%	0%	11%	9%	0%	14%	0%
Turn Type	Perm	Prot		Perm	Split	NA		Split	NA		Perm	Perm
Protected Phases		7			8	8		4	4			
Permitted Phases	7			8							2	2
Actuated Green, G (s)		13.2				6.6			7.5			
Effective Green, g (s)		13.2				6.6			7.5			
Actuated g/C Ratio		0.15				0.07			0.08			
Clearance Time (s)		5.0				5.0			5.0			
Vehicle Extension (s)		3.0				3.0			3.0			
Lane Grp Cap (vph)		252				126			137			
v/s Ratio Prot						c0.02			c0.04			
v/s Ratio Perm		0.08										
v/c Ratio		0.54				0.31			0.43			
Uniform Delay, d1		35.6				39.5			39.2			
Progression Factor		1.00				1.00			1.00			
Incremental Delay, d2		2.2				1.4			2.2			
Delay (s)		37.8				40.9			41.4			
Level of Service		D				D			D			
Approach Delay (s/veh)		37.8				40.9			41.4			
Approach LOS		D				D			D			

Intersection Summary			
HCM 2000 Control Delay (s/veh)	20.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	62.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

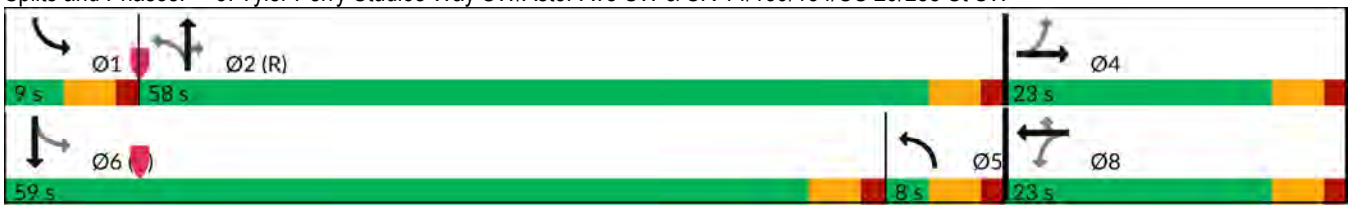
Movement	NET	NER	SWL	SWT	SWR	SWR2
Lane Configurations						
Traffic Volume (vph)	384	21	51	151	61	8
Future Volume (vph)	384	21	51	151	61	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0		
Lane Util. Factor	1.00	1.00	1.00	1.00		
Frt	1.00	0.85	1.00	0.95		
Flt Protected	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	1826	1615	1805	1675		
Flt Permitted	1.00	1.00	0.40	1.00		
Satd. Flow (perm)	1822	1615	756	1675		
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	422	23	56	166	67	9
RTOR Reduction (vph)	0	12	0	1	0	0
Lane Group Flow (vph)	426	11	56	241	0	0
Heavy Vehicles (%)	4%	0%	0%	9%	7%	0%
Turn Type	NA	Perm	Perm	NA		
Protected Phases	2			6		
Permitted Phases		2	6			
Actuated Green, G (s)	42.7	42.7	42.7	42.7		
Effective Green, g (s)	42.7	42.7	42.7	42.7		
Actuated g/C Ratio	0.47	0.47	0.47	0.47		
Clearance Time (s)	5.0	5.0	5.0	5.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	864	766	358	794		
v/s Ratio Prot				0.14		
v/s Ratio Perm	c0.23	0.01	0.07			
v/c Ratio	0.49	0.01	0.16	0.30		
Uniform Delay, d1	16.2	12.5	13.4	14.5		
Progression Factor	0.81	1.00	0.83	0.81		
Incremental Delay, d2	2.0	0.0	0.9	1.0		
Delay (s)	15.1	12.5	12.1	12.8		
Level of Service	B	B	B	B		
Approach Delay (s/veh)	14.9			12.7		
Approach LOS	B			B		

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	72	10	31	18	58	49	1750	49	74	1806
Future Volume (vph)	72	10	31	18	58	49	1750	49	74	1806
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4		8		5	2		1	6
Permitted Phases	4		8		8	2		2	6	
Detector Phase	4	4	8	8	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	8.0	23.0	23.0	8.0	23.0
Total Split (s)	23.0	23.0	23.0	23.0	23.0	8.0	58.0	58.0	9.0	59.0
Total Split (%)	25.6%	25.6%	25.6%	25.6%	25.6%	8.9%	64.4%	64.4%	10.0%	65.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
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)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag						Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	10.3	10.3		10.2	10.2	62.4	63.4	63.4	67.1	68.1
Actuated g/C Ratio	0.11	0.11		0.11	0.11	0.69	0.70	0.70	0.75	0.76
v/c Ratio	0.49	0.13		0.29	0.19	0.39	0.71	0.04	0.36	0.75
Control Delay (s/veh)	33.0	20.1		39.5	1.4	17.0	6.0	0.0	11.9	11.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.0	20.1		39.5	1.4	17.0	6.0	0.0	11.9	11.8
LOS	C	C		D	A	B	A	A	B	B
Approach Delay (s/veh)		30.0		18.9			6.1			11.8
Approach LOS		C		B			A			B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay (s/veh): 9.8	Intersection LOS: A
Intersection Capacity Utilization 80.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 5: Tyler Perry Studios Way SW/Astor Ave SW & SR 14/139/154/US 29/Lee St SW



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	10	12	31	18	58	49	1750	49	74	1806	153
Future Volume (veh/h)	72	10	12	31	18	58	49	1750	49	74	1806	153
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	1604	1366	1900	1900	1856	1693	1885	1900	1856	1885	1856
Adj Flow Rate, veh/h	73	10	12	32	18	59	50	1786	0	76	1843	156
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	4	20	36	0	0	3	14	1	0	3	1	3
Cap, veh/h	182	70	85	158	75	167	380	2477		277	2008	168
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.25	1.00	0.00	0.07	1.00	1.00
Sat Flow, veh/h	1301	664	796	868	710	1572	1612	3582	1610	1767	3347	279
Grp Volume(v), veh/h	73	0	22	50	0	59	50	1786	0	76	974	1025
Grp Sat Flow(s),veh/h/ln	1301	0	1460	1578	0	1572	1612	1791	1610	1767	1791	1835
Q Serve(g_s), s	4.9	0.0	1.2	1.3	0.0	3.1	0.0	0.0	0.0	1.8	0.0	0.0
Cycle Q Clear(g_c), s	7.5	0.0	1.2	2.5	0.0	3.1	0.0	0.0	0.0	1.8	0.0	0.0
Prop In Lane	1.00		0.55	0.64		1.00	1.00		1.00	1.00		0.15
Lane Grp Cap(c), veh/h	182	0	155	233	0	167	380	2477		277	1075	1101
V/C Ratio(X)	0.40	0.00	0.14	0.21	0.00	0.35	0.13	0.72		0.27	0.91	0.93
Avail Cap(c_a), veh/h	304	0	292	379	0	314	380	2477		292	1075	1101
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.33	0.33	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.5	0.0	36.5	37.0	0.0	37.4	7.3	0.0	0.0	8.5	0.0	0.0
Incr Delay (d2), s/veh	1.4	0.0	0.4	0.5	0.0	1.3	0.1	0.6	0.0	0.5	12.5	14.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.5	1.0	0.0	1.3	0.3	0.2	0.0	0.6	3.7	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.9	0.0	36.9	37.5	0.0	38.6	7.4	0.6	0.0	9.1	12.5	14.9
LnGrp LOS	D		D	D		D	A	A		A	B	B
Approach Vol, veh/h		95			109			1836			2075	
Approach Delay, s/veh		40.8			38.1			0.8			13.6	
Approach LOS		D			D			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	67.2		14.6	16.4	59.0		14.6				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	4.0	53.0		18.0	3.0	54.0		18.0				
Max Q Clear Time (g_c+I1), s	3.8	2.0		9.5	2.0	2.0		5.1				
Green Ext Time (p_c), s	0.0	22.4		0.2	0.0	27.1		0.3				

Intersection Summary	
HCM 7th Control Delay, s/veh	9.2
HCM 7th LOS	A

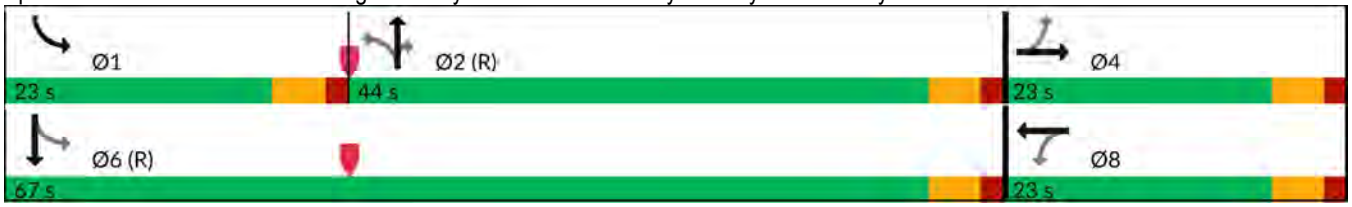
Notes

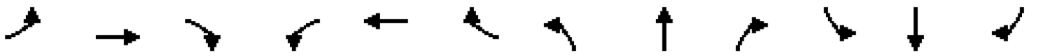
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	11	22	270	18	12	434	665	418	603
Future Volume (vph)	11	22	270	18	12	434	665	418	603
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA
Protected Phases		4		8		2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	2	2	2	1	6
Switch Phase									
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	8.0	23.0
Total Split (s)	23.0	23.0	23.0	23.0	44.0	44.0	44.0	23.0	67.0
Total Split (%)	25.6%	25.6%	25.6%	25.6%	48.9%	48.9%	48.9%	25.6%	74.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0		5.0	5.0	5.0	5.0
Lead/Lag					Lag	Lag	Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max
Act Effct Green (s)		18.0	18.0	18.0		39.0	39.0	62.0	62.0
Actuated g/C Ratio		0.20	0.20	0.20		0.43	0.43	0.69	0.69
v/c Ratio		0.12	1.14	0.12		0.94	0.65	1.03	0.57
Control Delay (s/veh)		28.9	112.1	13.2		47.1	7.0	55.2	6.1
Queue Delay		321.6	0.0	0.0		44.5	2.8	10.3	0.0
Total Delay (s/veh)		350.6	112.1	13.2		91.6	9.8	65.4	6.1
LOS		F	F	B		F	A	E	A
Approach Delay (s/veh)		350.6		100.2		52.0			29.9
Approach LOS		F		F		D			C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.14	
Intersection Signal Delay (s/veh): 53.0	Intersection LOS: D
Intersection Capacity Utilization 104.3%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 6: SR 166/Langford Pkwy WB/Astor Ave SW/Tyler Perry Studios Way SW & Womack Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	22	3	270	18	19	12	434	665	418	603	23
Future Volume (veh/h)	11	22	3	270	18	19	12	434	665	418	603	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1856	1900	1811	1900	1737	1885	1870	1841	1900
Adj Flow Rate, veh/h	13	25	3	307	20	22	14	680	632	475	685	26
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	3	0	6	0	11	1	2	4	0
Cap, veh/h	135	238	25	361	165	182	47	738	692	457	1214	46
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.43	0.43	0.43	0.20	0.69	0.69
Sat Flow, veh/h	409	1190	126	1371	827	909	13	1703	1598	1781	1762	67
Grp Volume(v), veh/h	41	0	0	307	0	42	694	0	632	475	0	711
Grp Sat Flow(s),veh/h/ln	1726	0	0	1371	0	1736	1717	0	1598	1781	0	1829
Q Serve(g_s), s	0.0	0.0	0.0	16.4	0.0	1.8	10.7	0.0	33.4	18.0	0.0	17.8
Cycle Q Clear(g_c), s	1.6	0.0	0.0	18.0	0.0	1.8	34.5	0.0	33.4	18.0	0.0	17.8
Prop In Lane	0.32		0.07	1.00		0.52	0.02		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	398	0	0	361	0	347	785	0	692	457	0	1260
V/C Ratio(X)	0.10	0.00	0.00	0.85	0.00	0.12	0.88	0.00	0.91	1.04	0.00	0.56
Avail Cap(c_a), veh/h	398	0	0	361	0	347	785	0	692	457	0	1260
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.67	0.00	0.67	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.4	0.0	0.0	36.6	0.0	29.5	24.1	0.0	23.9	27.1	0.0	7.1
Incr Delay (d2), s/veh	0.1	0.0	0.0	12.2	0.0	0.1	13.9	0.0	18.5	52.4	0.0	1.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	8.0	0.0	0.8	16.3	0.0	15.6	11.2	0.0	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.6	0.0	0.0	48.8	0.0	29.6	38.0	0.0	42.4	79.5	0.0	9.0
LnGrp LOS	C			D		C	D		D	F		A
Approach Vol, veh/h		41			349			1326			1186	
Approach Delay, s/veh		29.6			46.5			40.1			37.2	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	23.0	44.0		23.0		67.0		23.0				
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s	18.0	39.0		18.0		62.0		18.0				
Max Q Clear Time (g_c+I1), s	20.0	36.5		3.6		19.8		20.0				
Green Ext Time (p_c), s	0.0	1.7		0.1		6.5		0.0				

Intersection Summary			
HCM 7th Control Delay, s/veh		39.5	
HCM 7th LOS		D	

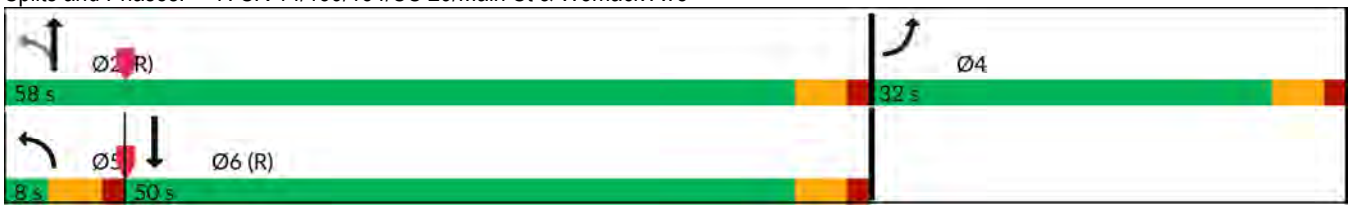
Notes
User approved volume balancing among the lanes for turning movement.

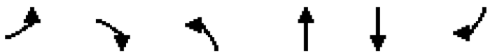
Lane Group	EBL	NBL	NBT	SBT
Lane Configurations				
Traffic Volume (vph)	386	90	1452	1640
Future Volume (vph)	386	90	1452	1640
Turn Type	Prot	pm+pt	NA	NA
Protected Phases	4	5	2	6
Permitted Phases		2		
Detector Phase	4	5	2	6
Switch Phase				
Minimum Initial (s)	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	8.0	23.0	23.0
Total Split (s)	32.0	8.0	58.0	50.0
Total Split (%)	35.6%	8.9%	64.4%	55.6%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag		Lead		Lag
Lead-Lag Optimize?		Yes		Yes
Recall Mode	None	None	C-Max	C-Max
Act Effct Green (s)	27.0	53.0	53.0	46.6
Actuated g/C Ratio	0.30	0.59	0.59	0.52
v/c Ratio	1.39dr	0.68	0.71	1.05
Control Delay (s/veh)	100.9	36.0	10.3	50.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	100.9	36.0	10.3	50.1
LOS	F	D	B	D
Approach Delay (s/veh)	100.9		11.8	50.1
Approach LOS	F		B	D

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 89 (99%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.12	
Intersection Signal Delay (s/veh): 49.5	Intersection LOS: D
Intersection Capacity Utilization 103.8%	ICU Level of Service G
Analysis Period (min) 15	

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 7: SR 14/139/154/US 29/Main St & Womack Ave





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	386	725	90	1452	1640	219
Future Volume (veh/h)	386	725	90	1452	1640	219
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1870	1826	1885	1885	1870
Adj Flow Rate, veh/h	386	387	93	1497	1691	226
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	2	5	1	1	2
Cap, veh/h	486	429	138	2215	1686	221
Arrive On Green	0.27	0.27	0.03	0.62	0.53	0.53
Sat Flow, veh/h	1795	1585	1739	3676	3279	417
Grp Volume(v), veh/h	386	387	93	1497	935	982
Grp Sat Flow(s),veh/h/ln	1795	1585	1739	1791	1791	1810
Q Serve(g_s), s	18.0	21.2	2.1	24.7	46.3	47.6
Cycle Q Clear(g_c), s	18.0	21.2	2.1	24.7	46.3	47.6
Prop In Lane	1.00	1.00	1.00			0.23
Lane Grp Cap(c), veh/h	486	429	138	2215	948	958
V/C Ratio(X)	0.79	0.90	0.67	0.68	0.99	1.02
Avail Cap(c_a), veh/h	539	476	138	2215	948	958
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.52	0.52	0.79	0.79	0.58	0.58
Uniform Delay (d), s/veh	30.5	31.7	21.9	11.3	20.9	21.2
Incr Delay (d2), s/veh	4.0	11.3	9.8	1.3	19.2	28.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	18.1	1.3	8.4	21.6	24.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	34.5	43.0	31.7	12.6	40.1	49.8
LnGrp LOS	C	D	C	B	D	F
Approach Vol, veh/h	773			1590	1917	
Approach Delay, s/veh	38.7			13.7	45.1	
Approach LOS	D			B	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		60.6		29.4	8.0	52.6
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		53.0		27.0	3.0	45.0
Max Q Clear Time (g_c+I1), s		26.7		23.2	4.1	49.6
Green Ext Time (p_c), s		12.7		1.2	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	32.3
HCM 7th LOS	C

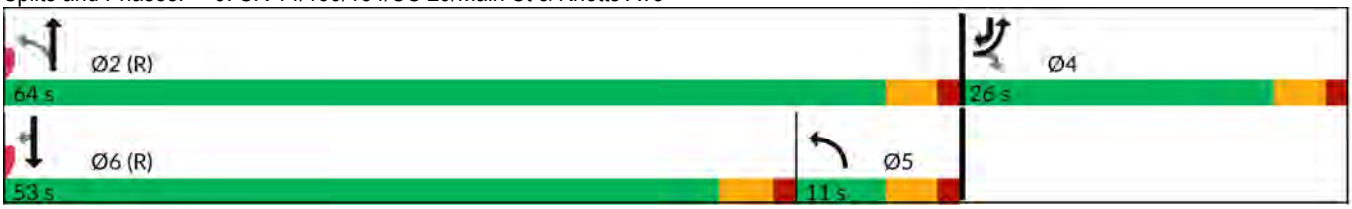
Notes

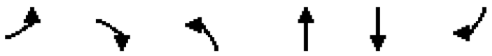
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	672	73	209	862	1153	1205
Future Volume (vph)	672	73	209	862	1153	1205
Turn Type	Prot	Perm	pm+pt	NA	NA	pm+ov
Protected Phases	4		5	2	6	4
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	4
Switch Phase						
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	23.0	23.0	8.0	23.0	23.0	23.0
Total Split (s)	26.0	26.0	11.0	64.0	53.0	26.0
Total Split (%)	28.9%	28.9%	12.2%	71.1%	58.9%	28.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	C-Max	C-Max	None
Act Effct Green (s)	21.0	21.0	59.0	59.0	48.0	74.0
Actuated g/C Ratio	0.23	0.23	0.66	0.66	0.53	0.82
v/c Ratio	0.84	0.18	0.70	0.37	0.61	0.92
Control Delay (s/veh)	43.9	8.3	31.8	7.6	12.2	9.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.4
Total Delay (s/veh)	43.9	8.3	31.8	7.6	12.2	9.9
LOS	D	A	C	A	B	A
Approach Delay (s/veh)	40.4			12.3	11.0	
Approach LOS	D			B	B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 2 (2%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay (s/veh): 16.6	Intersection LOS: B
Intersection Capacity Utilization 94.5%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 9: SR 14/139/154/US 29/Main St & Knotts Ave





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	672	73	209	862	1153	1205
Future Volume (veh/h)	672	73	209	862	1153	1205
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1796	1885	1885	1885	1856
Adj Flow Rate, veh/h	679	74	211	871	1165	1217
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	1	7	1	1	1	3
Cap, veh/h	763	333	290	2399	1910	1183
Arrive On Green	0.22	0.22	0.08	0.67	0.89	0.89
Sat Flow, veh/h	3483	1522	1795	3676	3676	1572
Grp Volume(v), veh/h	679	74	211	871	1165	1217
Grp Sat Flow(s),veh/h/ln	1742	1522	1795	1791	1791	1572
Q Serve(g_s), s	17.0	3.6	2.8	9.5	7.0	48.0
Cycle Q Clear(g_c), s	17.0	3.6	2.8	9.5	7.0	48.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	763	333	290	2399	1910	1183
V/C Ratio(X)	0.89	0.22	0.73	0.36	0.61	1.03
Avail Cap(c_a), veh/h	813	355	290	2399	1910	1183
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.67	1.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.09	0.09
Uniform Delay (d), s/veh	34.1	28.8	32.4	6.5	2.7	2.0
Incr Delay (d2), s/veh	11.5	0.3	8.9	0.4	0.1	16.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	3.3	4.9	3.0	1.3	15.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	45.6	29.2	41.3	6.9	2.8	18.7
LnGrp LOS	D	C	D	A	A	F
Approach Vol, veh/h	753			1082	2382	
Approach Delay, s/veh	44.0			13.6	10.9	
Approach LOS	D			B	B	

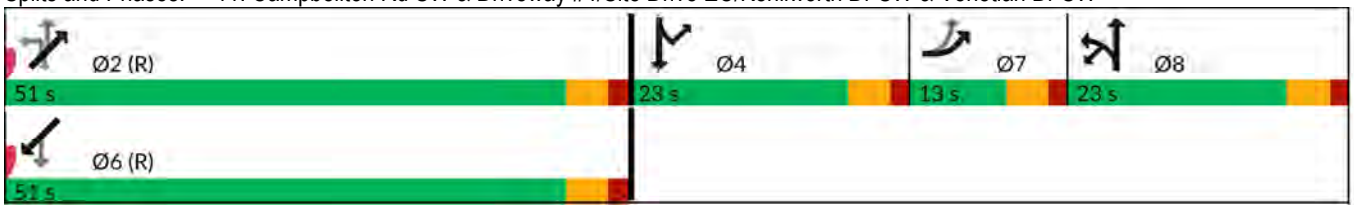
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		65.3		24.7	12.3	53.0
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		59.0		21.0	6.0	48.0
Max Q Clear Time (g_c+I1), s		11.5		19.0	4.8	50.0
Green Ext Time (p_c), s		6.9		0.7	0.1	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	17.5
HCM 7th LOS	B

Lane Group	EBL	NBT	SBT	NEL2	NEL	NET	NER	SWL	SWT
Lane Configurations									
Traffic Volume (vph)	106	6	17	7	6	402	16	38	473
Future Volume (vph)	106	6	17	7	6	402	16	38	473
Turn Type	Prot	NA	NA	Perm	Perm	NA	Perm	Perm	NA
Protected Phases	7	8	4			2			6
Permitted Phases				2	2		2	6	
Detector Phase	7	8	4	2	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	8.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	13.0	23.0	23.0	51.0	51.0	51.0	51.0	51.0	51.0
Total Split (%)	11.8%	20.9%	20.9%	46.4%	46.4%	46.4%	46.4%	46.4%	46.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0			0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0			5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes							
Recall Mode	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	16.5	8.1	8.6			61.0	61.0	61.0	61.0
Actuated g/C Ratio	0.15	0.07	0.08			0.55	0.55	0.55	0.55
v/c Ratio	0.54	0.48	0.37			0.51	0.02	0.11	0.79
Control Delay (s/veh)	52.4	32.8	54.8			20.1	0.1	16.0	29.4
Queue Delay	0.0	0.0	0.0			0.0	0.0	0.0	0.0
Total Delay (s/veh)	52.4	32.8	54.8			20.1	0.1	16.0	29.4
LOS	D	C	D			C	A	B	C
Approach Delay (s/veh)	52.4	32.8	54.8			19.4			28.7
Approach LOS	D	C	D			B			C

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:NETL and 6:SWTL, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay (s/veh): 28.9	Intersection LOS: C
Intersection Capacity Utilization 61.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 11: Campbellton Rd SW & Driveway #4/Site Drive EC/Kenilworth Dr SW & Venetian Dr SW



Movement	EBL2	EBL	EBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	NEL2	NEL
Lane Configurations												
Traffic Volume (vph)	1	106	14	18	6	6	42	24	17	6	7	6
Future Volume (vph)	1	106	14	18	6	6	42	24	17	6	7	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0				5.0			5.0			
Lane Util. Factor		1.00				1.00			1.00			
Frt		0.98				0.92			0.98			
Flt Protected		0.96				0.98			0.98			
Satd. Flow (prot)		1702				1722			1820			
Flt Permitted		0.96				0.98			0.98			
Satd. Flow (perm)		1702				1722			1820			
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	1	120	16	20	7	7	48	27	19	7	8	7
RTOR Reduction (vph)	0	0	0	0	0	45	0	0	0	0	0	0
Lane Group Flow (vph)	0	137	0	0	0	37	0	0	53	0	0	0
Heavy Vehicles (%)	0%	5%	7%	0%	0%	0%	0%	0%	0%	0%	14%	0%
Turn Type	Perm	Prot		Split	Split	NA		Split	NA		Perm	Perm
Protected Phases		7		8	8	8		4	4			
Permitted Phases	7										2	2
Actuated Green, G (s)		16.5				7.0			7.5			
Effective Green, g (s)		16.5				7.0			7.5			
Actuated g/C Ratio		0.15				0.06			0.07			
Clearance Time (s)		5.0				5.0			5.0			
Vehicle Extension (s)		3.0				3.0			3.0			
Lane Grp Cap (vph)		255				109			124			
v/s Ratio Prot						c0.02			c0.03			
v/s Ratio Perm		0.08										
v/c Ratio		0.54				0.34			0.43			
Uniform Delay, d1		43.2				49.3			49.2			
Progression Factor		1.00				1.00			1.00			
Incremental Delay, d2		2.2				1.9			2.4			
Delay (s)		45.4				51.1			51.6			
Level of Service		D				D			D			
Approach Delay (s/veh)		45.4				51.1			51.6			
Approach LOS		D				D			D			

Intersection Summary			
HCM 2000 Control Delay (s/veh)	28.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	61.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	NET	NER	SWL	SWT	SWR	SWR2
Lane Configurations						
Traffic Volume (vph)	402	16	38	473	164	46
Future Volume (vph)	402	16	38	473	164	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0		
Lane Util. Factor	1.00	1.00	1.00	1.00		
Frt	1.00	0.85	1.00	0.95		
Flt Protected	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	1822	1615	1805	1771		
Flt Permitted	0.91	1.00	0.38	1.00		
Satd. Flow (perm)	1660	1615	728	1771		
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	457	18	43	538	186	52
RTOR Reduction (vph)	0	8	0	2	0	0
Lane Group Flow (vph)	472	10	43	774	0	0
Heavy Vehicles (%)	4%	0%	0%	3%	1%	0%
Turn Type	NA	Perm	Perm	NA		
Protected Phases	2			6		
Permitted Phases		2	6			
Actuated Green, G (s)	59.0	59.0	59.0	59.0		
Effective Green, g (s)	59.0	59.0	59.0	59.0		
Actuated g/C Ratio	0.54	0.54	0.54	0.54		
Clearance Time (s)	5.0	5.0	5.0	5.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	890	866	390	949		
v/s Ratio Prot				c0.44		
v/s Ratio Perm	0.28	0.01	0.06			
v/c Ratio	0.53	0.01	0.11	0.82		
Uniform Delay, d1	16.5	11.9	12.6	21.0		
Progression Factor	1.00	1.00	1.00	1.00		
Incremental Delay, d2	2.3	0.0	0.6	7.7		
Delay (s)	18.8	11.9	13.1	28.7		
Level of Service	B	B	B	C		
Approach Delay (s/veh)	18.5			27.9		
Approach LOS	B			C		

Intersection Summary

Intersection: 5: Tyler Perry Studios Way SW/Astor Ave SW & SR 14/139/154/US 29/Lee St SW

Movement	EB	EB	B35	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	T	LT	TR	L	T	T	L	T	TR
Maximum Queue (ft)	216	81	55	70	101	47	187	195	48	151	183
Average Queue (ft)	119	21	3	21	38	11	85	102	8	34	54
95th Queue (ft)	200	62	26	50	75	36	155	177	30	91	124
Link Distance (ft)	137	137	95	903	903		717	717		785	785
Upstream Blk Time (%)	9		0								
Queuing Penalty (veh)	8		0								
Storage Bay Dist (ft)						615			450		
Storage Blk Time (%)											
Queuing Penalty (veh)											

Intersection: 8: Knotts Ave & SR 166/Langford Pkwy EB

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	R	LTR	LTR
Maximum Queue (ft)	53	42	77	60	257
Average Queue (ft)	17	9	3	9	110
95th Queue (ft)	42	33	55	37	193
Link Distance (ft)	311	291	291	110	312
Upstream Blk Time (%)			0		0
Queuing Penalty (veh)			0		0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Zone Summary

Zone wide Queuing Penalty: 8

Intersection: 5: Tyler Perry Studios Way SW/Astor Ave SW & SR 14/139/154/US 29/Lee St SW

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	LT	TR	L	T	T	L	T	TR
Maximum Queue (ft)	126	81	76	72	34	97	107	49	165	204
Average Queue (ft)	49	18	27	28	6	34	39	13	53	85
95th Queue (ft)	96	58	60	62	28	80	91	35	129	176
Link Distance (ft)	137	137	903	903		717	717		785	785
Upstream Blk Time (%)	0	0								
Queuing Penalty (veh)	0	0								
Storage Bay Dist (ft)					615			450		
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 8: Knotts Ave & SR 166/Langford Pkwy EB

Movement	EB	WB	NB	SB
Directions Served	LTR	LT	LTR	LTR
Maximum Queue (ft)	41	39	36	117
Average Queue (ft)	17	22	12	64
95th Queue (ft)	35	44	34	97
Link Distance (ft)	311	291	110	312
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 0

Intersection: 5: Tyler Perry Studios Way SW/Astor Ave SW & SR 14/139/154/US 29/Lee St SW

Movement	EB	EB	B35	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	T	LT	TR	L	T	T	L	T	TR
Maximum Queue (ft)	199	76	29	75	162	70	258	261	65	179	194
Average Queue (ft)	85	16	1	24	67	32	105	131	19	53	54
95th Queue (ft)	191	54	14	63	125	62	212	243	51	190	194
Link Distance (ft)	137	137	95	916	916		717	717			
Upstream Blk Time (%)	7										
Queuing Penalty (veh)	7										
Storage Bay Dist (ft)						615			450		
Storage Blk Time (%)											
Queuing Penalty (veh)											

Intersection: 8: Knotts Ave & SR 166/Langford Pkwy EB

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	R	LTR	LTR
Maximum Queue (ft)	110	42	72	60	375
Average Queue (ft)	33	12	4	9	349
95th Queue (ft)	74	37	67	37	375
Link Distance (ft)	311	291	291	110	312
Upstream Blk Time (%)			0		99
Queuing Penalty (veh)			0		0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Zone Summary

Zone wide Queuing Penalty: 7

Intersection: 5: Tyler Perry Studios Way SW/Astor Ave SW & SR 14/139/154/US 29/Lee St SW

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	LT	TR	L	T	T	L	T	TR
Maximum Queue (ft)	125	76	76	90	74	127	158	408	429	440
Average Queue (ft)	35	13	35	37	28	49	54	205	361	382
95th Queue (ft)	89	49	69	70	62	107	124	457	522	516
Link Distance (ft)	137	137	916	916		717	717			
Upstream Blk Time (%)	0									
Queuing Penalty (veh)	0									
Storage Bay Dist (ft)					615			450		
Storage Blk Time (%)								0	0	
Queuing Penalty (veh)								0	0	

Intersection: 8: Knotts Ave & SR 166/Langford Pkwy EB

Movement	EB	WB	NB	SB
Directions Served	LTR	LT	LTR	LTR
Maximum Queue (ft)	50	58	70	267
Average Queue (ft)	21	29	11	133
95th Queue (ft)	40	50	41	244
Link Distance (ft)	311	291	110	312
Upstream Blk Time (%)			0	2
Queuing Penalty (veh)			0	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 0

Intersection: 3: SR 14/139/154/US 29/Lee St SW & Driveway #6/Site Drive N

Movement	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	LR	R	L	T	T	T	T	R
Maximum Queue (ft)	186	159	259	476	357	268	310	200
Average Queue (ft)	123	18	138	136	113	133	154	55
95th Queue (ft)	193	92	237	323	266	226	258	146
Link Distance (ft)	154	154		1233	1233	1552	1552	
Upstream Blk Time (%)	7	0						
Queuing Penalty (veh)	0	0						
Storage Bay Dist (ft)			210					150
Storage Blk Time (%)			2	2			8	
Queuing Penalty (veh)			20	5			13	

Intersection: 5: Tyler Perry Studios Way SW/Astor Ave SW & SR 14/139/154/US 29/Lee St SW

Movement	EB	EB	B35	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	T	LT	TR	L	T	T	L	T	TR
Maximum Queue (ft)	205	87	39	86	146	129	420	509	77	186	262
Average Queue (ft)	80	15	2	22	73	43	167	196	24	67	95
95th Queue (ft)	176	57	20	59	127	94	351	409	56	158	210
Link Distance (ft)	137	137	95	916	916		717	717			
Upstream Blk Time (%)	7		0								
Queuing Penalty (veh)	6		0								
Storage Bay Dist (ft)						615			450		
Storage Blk Time (%)											
Queuing Penalty (veh)											

Intersection: 8: Knotts Ave & SR 166/Langford Pkwy EB

Movement	EB	WB	NB	SB
Directions Served	LTR	LT	LTR	LTR
Maximum Queue (ft)	80	43	55	368
Average Queue (ft)	30	15	9	344
95th Queue (ft)	61	41	38	364
Link Distance (ft)	311	291	110	312
Upstream Blk Time (%)				99
Queuing Penalty (veh)				0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 21: SR 14/139/154/US 29/Lee St SW & Driveway #7/Site Drive S

Movement	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	L	T	T	T	T	R
Maximum Queue (ft)	113	105	167	189	181	184	186	90
Average Queue (ft)	38	50	91	134	105	93	98	28
95th Queue (ft)	84	85	154	237	213	168	174	65
Link Distance (ft)	354	354				1233	1233	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			210					150
Storage Blk Time (%)				0			2	
Queuing Penalty (veh)				0			3	

Zone Summary

Zone wide Queuing Penalty: 48

Intersection: 3: SR 14/139/154/US 29/Lee St SW & Driveway #6/Site Drive N

Movement	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	LR	R	L	T	T	T	T	R
Maximum Queue (ft)	176	152	259	423	360	315	331	200
Average Queue (ft)	148	41	97	225	188	159	172	60
95th Queue (ft)	199	140	198	351	314	269	283	163
Link Distance (ft)	154	154		1233	1233	1552	1552	
Upstream Blk Time (%)	18	0						
Queuing Penalty (veh)	0	0						
Storage Bay Dist (ft)			210					150
Storage Blk Time (%)			0	8			11	
Queuing Penalty (veh)			0	12			17	

Intersection: 5: Tyler Perry Studios Way SW/Astor Ave SW & SR 14/139/154/US 29/Lee St SW

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	LT	TR	L	T	T	L	T	TR
Maximum Queue (ft)	99	78	89	94	99	180	192	402	427	439
Average Queue (ft)	33	13	30	43	25	60	72	242	400	406
95th Queue (ft)	81	50	67	83	69	130	151	495	430	423
Link Distance (ft)	137	137	916	916		717	717			
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)					615			450		
Storage Blk Time (%)									0	
Queuing Penalty (veh)									0	

Intersection: 8: Knotts Ave & SR 166/Langford Pkwy EB

Movement	EB	WB	NB	SB
Directions Served	LTR	LT	LTR	LTR
Maximum Queue (ft)	41	53	68	327
Average Queue (ft)	21	26	12	165
95th Queue (ft)	35	49	42	295
Link Distance (ft)	311	291	110	312
Upstream Blk Time (%)			0	4
Queuing Penalty (veh)			0	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 21: SR 14/139/154/US 29/Lee St SW & Driveway #7/Site Drive S

Movement	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	L	T	T	T	T	R
Maximum Queue (ft)	186	248	167	178	173	284	294	200
Average Queue (ft)	98	115	97	164	139	180	179	49
95th Queue (ft)	167	193	161	189	211	265	265	144
Link Distance (ft)	354	354				1233	1233	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			210					150
Storage Blk Time (%)							16	
Queuing Penalty (veh)							18	

Zone Summary

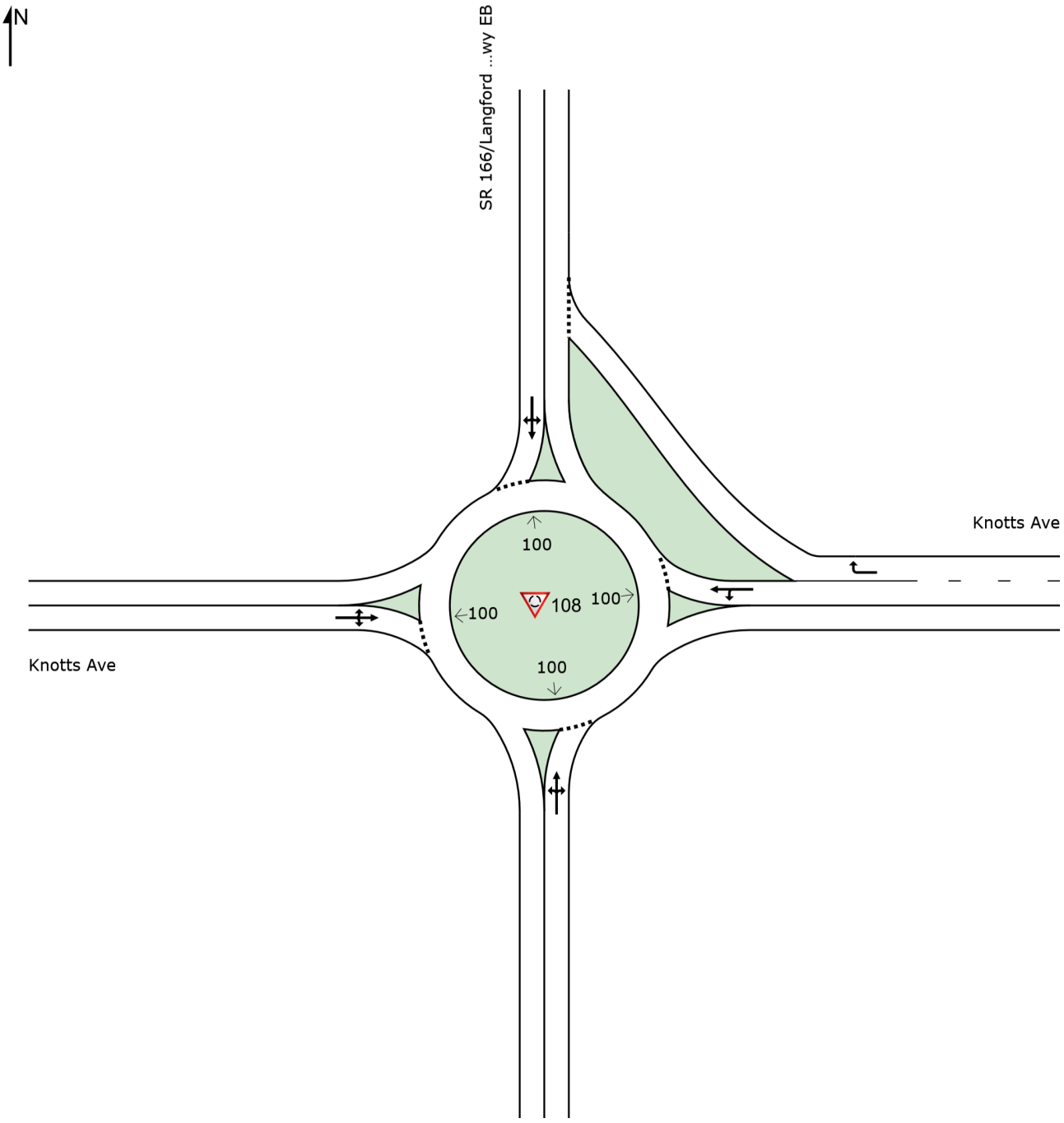
Zone wide Queuing Penalty: 47

SITE LAYOUT

Site: 108 [2028 No-Build PM (Site Folder: 08 Knotts Ave & SR 166/Langford Pkwy EB)]

Mitigation
Site Category: (None)
Roundabout

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



LANE SUMMARY

Site: 108 [2028 No-Build AM (Site Folder: 08 Knotts Ave & SR 166/Langford Pkwy EB)]

Mitigation
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:													
Lane 1[d]	8	57.3	247	0.032	100	15.2	LOS C	0.1	2.6	Full	1600	0.0	0.0
Approach	8	57.3		0.032		15.2	LOS C	0.1	2.6				
East: Knotts Ave													
Lane 1[d]	22	7.6	1282	0.017	100	2.9	LOS A	0.1	1.6	Full	1600	0.0	0.0
Lane 2	436	11.0	1243	0.351	100	6.2	LOS A	1.8	47.7	Full	1600	0.0	0.0
Approach	458	10.8		0.351		6.1	LOS A	1.8	47.7				
North: SR 166/Langford Pkwy EB													
Lane 1[d]	1127	5.3	1279	0.881	100	23.3	LOS C	19.1	498.1	Full	1600	0.0	0.0
Approach	1127	5.3		0.881		23.3	LOS C	19.1	498.1				
West: Knotts Ave													
Lane 1[d]	77	11.8	369	0.209	100	13.4	LOS B	0.7	18.9	Full	1600	0.0	0.0
Approach	77	11.8		0.209		13.4	LOS B	0.7	18.9				
Intersection	1670	7.4		0.881		18.0	LOS C	19.1	498.1				

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:

Mov. From S To Exit:	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	3	5	8	57.3	247	0.032	100	NA	NA
Approach	3	5	8	57.3		0.032			

East: Knotts Ave

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	1	20	-	22	7.6	1282	0.017	100	NA	NA

Lane 2	-	-	436	436	11.0	1243	0.351	100	NA	NA
Approach	1	20	436	458	10.8		0.351			
North: SR 166/Langford Pkwy EB										
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	1108	16	3	1127	5.3	1279	0.881	100	NA	NA
Approach	1108	16	3	1127	5.3		0.881			
West: Knotts Ave										
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	26	45	6	77	11.8	369	0.209	100	NA	NA
Approach	26	45	6	77	11.8		0.209			
	Total	%HV	Deg.Satn (v/c)							
Intersection	1670	7.4	0.881							

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: Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
East Exit: Knotts Ave Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
North Exit: SR 166/Langford Pkwy EB Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
West Exit: Knotts Ave Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										

LANE SUMMARY

Site: 108 [2028 No-Build PM (Site Folder: 08 Knotts Ave & SR 166/Langford Pkwy EB)]

Mitigation
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:													
Lane 1[d]	18	0.0	691	0.025	100	5.5	LOS A	0.1	2.4	Full	1600	0.0	0.0
Approach	18	0.0		0.025		5.5	LOS A	0.1	2.4				
East: Knotts Ave													
Lane 1[d]	76	0.0	1386	0.055	100	3.0	LOS A	0.2	5.6	Full	1600	0.0	0.0
Lane 2	1221	3.0	1349	0.905	100	25.1	LOS D	24.0	615.7	Full	1600	0.0	0.0
Approach	1297	2.8		0.905		23.8	LOS C	24.0	615.7				
North: SR 166/Langford Pkwy EB													
Lane 1[d]	628	1.9	1248	0.503	100	8.3	LOS A	3.8	95.3	Full	1600	0.0	0.0
Approach	628	1.9		0.503		8.3	LOS A	3.8	95.3				
West: Knotts Ave													
Lane 1[d]	61	0.0	722	0.084	100	5.9	LOS A	0.3	8.4	Full	1600	0.0	0.0
Approach	61	0.0		0.084		5.9	LOS A	0.3	8.4				
Intersection	2003	2.4		0.905		18.2	LOS C	24.0	615.7				

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:

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	3	8	6	18	0.0	691	0.025	100	NA	NA
Approach	3	8	6	18	0.0		0.025			

East: Knotts Ave

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	5	71	-	76	0.0	1386	0.055	100	NA	NA

Lane 2	-	-	1221	1221	3.0	1349	0.905	100	NA	NA
Approach	5	71	1221	1297	2.8		0.905			
North: SR 166/Langford Pkwy EB										
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	608	9	10	628	1.9	1248	0.503	100	NA	NA
Approach	608	9	10	628	1.9		0.503			
West: Knotts Ave										
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	15	42	3	61	0.0	722	0.084	100	NA	NA
Approach	15	42	3	61	0.0		0.084			
	Total	%HV	Deg.Satn (v/c)							
Intersection	2003	2.4		0.905						

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis

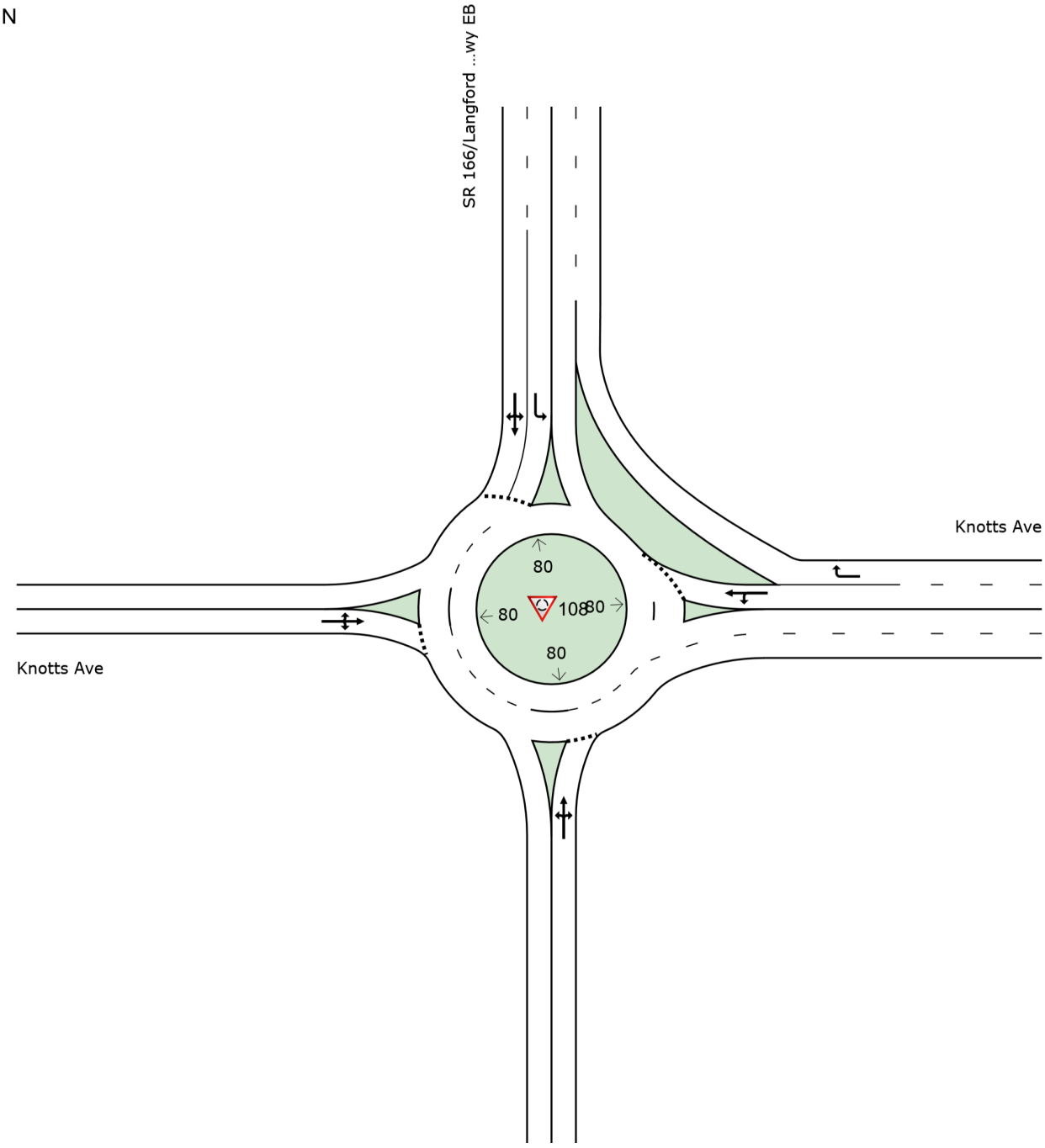
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
East Exit: Knotts Ave Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
North Exit: SR 166/Langford Pkwy EB Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
West Exit: Knotts Ave Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										

SITE LAYOUT

Site: 108 [2028 Build PM (Site Folder: 08 Knotts Ave & SR 166/ Langford Pkwy EB)]

Mitigation
Site Category: (None)
Roundabout

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



LANE SUMMARY

Site: 108 [2028 Build AM (Site Folder: 08 Knotts Ave & SR 166/ Langford Pkwy EB)]

Mitigation
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:													
Lane 1[d]	8	57.3	278	0.029	100	13.5	LOS B	0.1	2.1	Full	1600	0.0	0.0
Approach	8	57.3		0.029		13.5	LOS B	0.1	2.1				
East: Knotts Ave													
Lane 1[d]	28	5.8	1307	0.022	100	2.9	LOS A	0.1	2.0	Full	1600	0.0	0.0
Lane 2	630	8.0	1551	0.406	100	0.2	LOS A	0.0	0.0	Full	1600	0.0	0.0
Approach	658	7.9		0.406		0.3	LOS A	0.1	2.0				
North: SR 166/Langford Pkwy EB													
Lane 1[d]	634	4.0	1329	0.477	100	7.5	LOS A	3.2	82.2	Full	1600	0.0	0.0
Lane 2	630	4.6	1320	0.477	100	7.6	LOS A	3.2	81.7	Full	1600	0.0	0.0
Approach	1265	4.3		0.477		7.6	LOS A	3.2	82.2				
West: Knotts Ave													
Lane 1[d]	85	10.7	419	0.203	100	11.8	LOS B	0.6	16.8	Full	1600	0.0	0.0
Approach	85	10.7		0.203		11.8	LOS B	0.6	16.8				
Intersection	2016	6.0		0.477		5.3	LOS A	3.2	82.2				

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

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South:

Mov. From S To Exit:	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	3	5	8	57.3	278	0.029	100	NA	NA
Approach	3	5	8	57.3		0.029			

East: Knotts Ave

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.

Lane 1	1	27	-	28	5.8	1307	0.022	100	NA	NA
Lane 2	-	-	630	630	8.0	1551	0.406	100	NA	NA
Approach	1	27	630	658	7.9		0.406			

North: SR 166/Langford Pkwy EB

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	634	-	-	634	4.0	1329	0.477	100	NA	NA
Lane 2	611	16	3	630	4.6	1320	0.477	100	NA	NA
Approach	1245	16	3	1265	4.3		0.477			

West: Knotts Ave

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	26	53	6	85	10.7	419	0.203	100	NA	NA
Approach	26	53	6	85	10.7		0.203			

	Total	%HV	Deg.Satn (v/c)
Intersection	2016	6.0	0.477

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: Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
East Exit: Knotts Ave Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										
North Exit: SR 166/Langford Pkwy EB Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										
West Exit: Knotts Ave Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										

LANE SUMMARY

Site: 108 [2028 Build PM (Site Folder: 08 Knotts Ave & SR 166/ Langford Pkwy EB)]

Mitigation
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:													
Lane 1[d]	18	0.0	732	0.024	100	5.2	LOS A	0.1	2.0	Full	1600	0.0	0.0
Approach	18	0.0		0.024		5.2	LOS A	0.1	2.0				
East: Knotts Ave													
Lane 1[d]	82	0.0	1388	0.059	100	3.1	LOS A	0.2	5.7	Full	1600	0.0	0.0
Lane 2	1386	2.0	1642	0.844	100	1.2	LOS A	0.0	0.0	Full	1600	0.0	0.0
Approach	1468	1.9		0.844		1.3	LOS A	0.2	5.7				
North: SR 166/Langford Pkwy EB													
Lane 1	361	2.0	1288	0.280	100	5.3	LOS A	1.4	35.8	Full	1600	0.0	0.0
Lane 2[d]	362	1.9	1289	0.280	100	5.3	LOS A	1.4	35.8	Full	1600	0.0	0.0
Approach	723	1.9		0.280		5.3	LOS A	1.4	35.8				
West: Knotts Ave													
Lane 1[d]	66	0.0	762	0.087	100	5.6	LOS A	0.3	7.6	Full	1600	0.0	0.0
Approach	66	0.0		0.087		5.6	LOS A	0.3	7.6				
Intersection	2274	1.8		0.844		2.0	LOS A	1.4	35.8				

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:

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	3	8	6	18	0.0	732	0.024	100	NA	NA
Approach	3	8	6	18	0.0		0.024			

East: Knotts Ave

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.

Lane 1	5	77	-	82	0.0	1388	0.059	100	NA	NA
Lane 2	-	-	1386	1386	2.0	1642	0.844	100	NA	NA
Approach	5	77	1386	1468	1.9		0.844			

North: SR 166/Langford Pkwy EB

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	361	-	-	361	2.0	1288	0.280	100	NA	NA
Lane 2	342	9	10	362	1.9	1289	0.280	100	NA	NA
Approach	703	9	10	723	1.9		0.280			

West: Knotts Ave

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	15	47	3	66	0.0	762	0.087	100	NA	NA
Approach	15	47	3	66	0.0		0.087			

	Total	%HV	Deg.Satn (v/c)
Intersection	2274	1.8	0.844

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: Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
East Exit: Knotts Ave Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										
North Exit: SR 166/Langford Pkwy EB Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										
West Exit: Knotts Ave Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										

APPENDIX F: Turn Lane Evaluations

Condition 1

LEFT TURN REQUIREMENTS-FULL CONSTRUCTION				
Posted Speed	2 Lane Routes		More than 2 Lanes on Main Road	
	ADT		ADT	
	<6,000	>=6,000	<10,000	>=10,000
35 MPH or Less	300 LTV a day	200 LTV a day	400 LTV a day	300 LTV a day
40 to 50 MPH	250 LTV a day	175 LTV a day	325 LTV a day	250 LTV a day
>= 55 MPH	200 LTV a day	150 LTV a day	250 LTV a day	200 LTV a day

Table 4-7a Minimum Volumes Requiring Left Turn Lanes

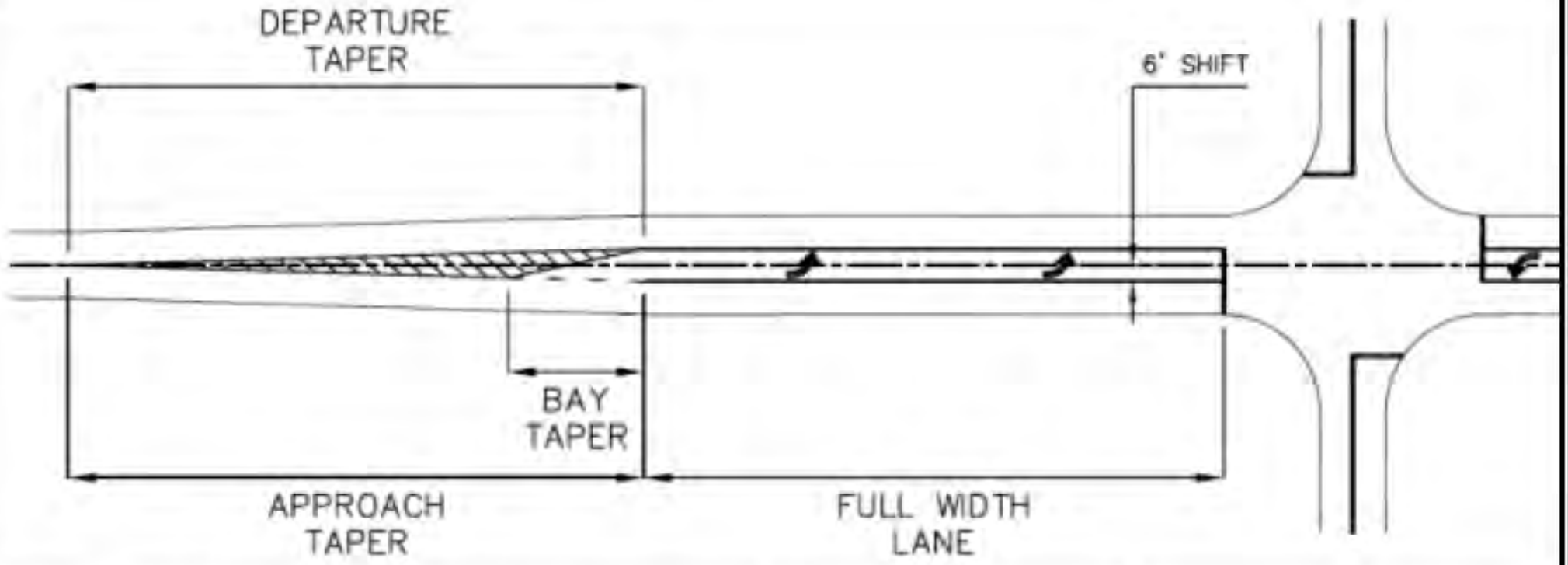
6,550 Daily Expected IN * 7% Expected LTV on Campbellton Road SW = 459 LTV a day
WARRANTED on **Driveway #4/Site Drive EC**

6,550 Daily Expected IN * 3% Expected LTV on Campbellton Road SW = 197 LTV a day
NOT WARRANTED on **Driveway #1/Site Drive W**

6,550 Daily Expected IN * 18% Expected LTV on Lee Street SW = 1,179 LTV a day +
2,073 Daily Pass-By IN * 10% Expected LTV on Lee Street SW = 207 LTV a day
1,386 TOTAL LTV a day – **WARRANTED** on **Driveway 5**

6,550 Daily Expected IN * 16% Expected LTV on Lee Street SW = 1,048 LTV a day +
2,073 Daily Pass-By IN * 30% Expected LTV on Lee Street SW = 622 LTV a day
1,670 TOTAL LTV a day – **WARRANTED** on **Driveway 6/Site Drive N**

6,550 Daily Expected IN * 17% Expected LTV on Lee Street SW = 1,114 LTV a day +
2,073 Daily Pass-By IN * 10% Expected LTV on Lee Street SW = 207 LTV a day
1,321 TOTAL LTV a day – **WARRANTED** on **Driveway 7/Site Drive S**



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

6,550 Daily Expected IN * 3% Expected RTV on Campbellton Road SW = 197 RTV a day
WARRANTED on **Driveway #4/Site Drive EC**

6,550 Daily Expected IN * 1 % Expected RTV on Campbellton Road SW = 66 RTV a day
NOT WARRANTED on **Driveway #1/Site Drive W**

6,550 Daily Expected IN * 1 % Expected RTV on Campbellton Road SW = 66 RTV a day
NOT WARRANTED on **Driveway #2/Site Drive WC**

6,550 Daily Expected IN * 1 % Expected RTV on Campbellton Road SW = 66 RTV a day
NOT WARRANTED on **Driveway #3/Site Drive NC**

6,550 Daily Expected IN * 1% Expected RTV on Lee Street SW = 66 RTV a day +
2,073 Daily Pass-By IN * 10% Expected RTV on Lee Street SW = 207 RTV a day
273 TOTAL RTV a day – **WARRANTED** on **Driveway 5**

6,550 Daily Expected IN * 16% Expected RTV on Lee Street SW = 1,048 RTV a day +
2,073 Daily Pass-By IN * 30% Expected RTV on Lee Street SW = 622 RTV a day
1,670 TOTAL RTV a day – **WARRANTED** on **Driveway 6/Site Drive N**

6,550 Daily Expected IN * 4% Expected RTV on Lee Street SW = 262 RTV a day +
2,073 Daily Pass-By IN * 10% Expected RTV on Lee Street SW = 207 RTV a day
469 TOTAL RTV a day – **WARRANTED** on **Driveway 7/Site Drive S**

SPEED (MPH)	FULL WIDTH STORAGE, FT.	TAPER, FT.
25	50	50
30	75	50
35	100	50
40	150	50
45	175	100
50	225	100
55	250	100
60	300	100
65	350	100

Table 4-8 Minimum Right Turn Deceleration Lengths

APPENDIX G: Signal Warrant Analysis

Traffic Signal Warrant Analysis for
DRI 4370 TD Jakes Fort Mac Village One
Lee Street SW Driveway 6/Site Drive N
(Right Turns Excluded)

Raw Turning Movement Count - SR 14/139/154/US 29/Lee St SW and Driveway 6/Site Drive N

Time	SR 14/139/154/US 29/Lee St			SR 14/139/154/US 29/Lee St			Driveway 6/Site Drive N							Daily Dist.
	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	%
6:00 AM		565			191								756	2.4%
7:00 AM		1639			397								2,036	6.5%
8:00 AM		1726			424								2,150	6.9%
9:00 AM		1134			406								1,540	4.9%
10:00 AM		740			438								1,178	3.8%
11:00 AM		561			485								1,046	3.3%
12:00 PM		621			538								1,159	3.7%
1:00 PM		621			574								1,195	3.8%
2:00 PM		805			699								1,504	4.8%
3:00 PM		1089			813								1,902	6.1%
4:00 PM		1268			1006								2,274	7.3%
5:00 PM		1219			1051								2,270	7.2%
6:00 PM		1143			754								1,897	6.1%
													20,907	**64.4%**

Traffic Signal Warrant Analysis for
DRI 4370 TD Jakes Fort Mac Village One
Lee Street SW Driveway 6/Site Drive N
(Right Turns Excluded)

Distributions by Movement

		SR 14/139/154/US 29/Lee St SW					SR 14/139/154/US 29/Lee St SW					Driveway 6/Site Drive N							
		Northbound					Southbound					Eastbound				Westbound			
		U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
Trip Dist	IN		16%	32%					4%	16%									
	OUT			3%					32%				17%		16%				
PB Dist	IN		30%	-30%					-30%	30%			30%		30%				
	OUT																		

Project Generated Trips (New Generated Trips + Pass-By Trips)

Time	SR 14/139/154/US 29/Lee St SW					SR 14/139/154/US 29/Lee St SW					Driveway 6/Site Drive N									Hourly Dist. (%)
	Northbound					Southbound					Eastbound					Westbound				
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Time
6:00 AM	0	55	72	0	0	0	0	74	55	0	0	57	0	55	0	0	0	0		6:00 AM	2.4%
7:00 AM	0	147	195	0	0	0	0	202	147	0	0	154	0	147	0	0	0	0		7:00 AM	6.5%
8:00 AM	0	162	314	0	0	0	0	294	162	0	0	146	0	146	0	0	0	0		8:00 AM	6.9%
9:00 AM	0	111	147	0	0	0	0	152	111	0	0	116	0	111	0	0	0	0		9:00 AM	4.9%
10:00 AM	0	76	98	0	0	0	0	102	76	0	0	79	0	76	0	0	0	0		10:00 AM	3.8%
11:00 AM	0	76	98	0	0	0	0	102	76	0	0	79	0	76	0	0	0	0		11:00 AM	3.3%
12:00 PM	0	84	111	0	0	0	0	115	84	0	0	88	0	84	0	0	0	0		12:00 PM	3.7%
1:00 PM	0	87	113	0	0	0	0	117	87	0	0	91	0	87	0	0	0	0		1:00 PM	3.8%
2:00 PM	0	109	143	0	0	0	0	148	109	0	0	114	0	109	0	0	0	0		2:00 PM	4.8%
3:00 PM	0	139	182	0	0	0	0	189	139	0	0	145	0	139	0	0	0	0		3:00 PM	6.1%
4:00 PM	0	199	255	0	0	0	0	281	199	0	0	208	0	208	0	0	0	0		4:00 PM	7.3%
5:00 PM	0	164	215	0	0	0	0	223	164	0	0	171	0	164	0	0	0	0		5:00 PM	7.2%
6:00 PM	0	139	182	0	0	0	0	189	139	0	0	145	0	139	0	0	0	0		6:00 PM	6.1%
		1548	2125					2188	1548			1593		1402							

New Generated Trips

Time	SR 14/139/154/US 29/Lee St SW					SR 14/139/154/US 29/Lee St SW					Driveway 6/Site Drive N									Hourly Dist. (%)	
	Northbound					Southbound					Eastbound					Westbound					
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Time	
		IN	IN/OUT					IN/OUT	IN			OUT		OUT							
6:00 AM		40	87					89	40			42		40						6:00 AM	2.4%	
7:00 AM		107	235					242	107			114		107						7:00 AM	6.5%	
8:00 AM		150	326					306	150			134		134						8:00 AM	6.9%	New AM Trips Inbound/Outbound * % Trip Distribution
9:00 AM		81	177					182	81			86		81						9:00 AM	4.9%	
10:00 AM		63	137					141	63			67		63						10:00 AM	3.8%	New Daily Trips
11:00 AM		55	119					123	55			58		55						11:00 AM	3.3%	Inbound/Outbound *
12:00 PM		61	134					138	61			65		61						12:00 PM	3.7%	% Trip Distribution *
1:00 PM		63	137					141	63			67		63						1:00 PM	3.8%	ITE Respective Hourly Dist.
2:00 PM		79	173					178	79			84		79						2:00 PM	4.8%	(also for 6am, 7am, 5pm, & 6pm)
3:00 PM		101	220					227	101			107		101						3:00 PM	6.1%	
4:00 PM		142	312					338	142			151		151						4:00 PM	7.3%	New PM Trips Inbound/Outbound * % Trip Distribution
5:00 PM		119	260					268	119			126		119						5:00 PM	7.2%	
6:00 PM		101	220					227	101			107		101						6:00 PM	6.1%	
		1162	2537					2600	1162					1155								

- AM or PM Peak Trips * % Hourly Distribution
- Daily Trips * % Hourly Distribution

Pass-By Trips

Time	SR 14/139/154/US 29/Lee St SW					SR 14/139/154/US 29/Lee St SW					Driveway 6/Site Drive N									Hourly Dist. (%)	
	Northbound					Southbound					Eastbound					Westbound					
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Time	
		IN	IN					IN	IN			OUT		OUT							
6:00 AM		15	-15					-15	15			15		15						6:00 AM	2.4%	
7:00 AM		40	-40					-40	40			40		40						7:00 AM	6.5%	
8:00 AM		12	-12					-12	12			12		12						8:00 AM	6.9%	AM PassBy Inbound/Outbound * % Direction Distribution
9:00 AM		30	-30					-30	30			30		30						9:00 AM	4.9%	
10:00 AM		24	-24					-24	24			24		24						10:00 AM	3.8%	Daily Pass-By Trips
11:00 AM		21	-21					-21	21			21		21						11:00 AM	3.3%	Inbound/Outbound *
12:00 PM		23	-23					-23	23			23		23						12:00 PM	3.7%	% Direction Distribution *
1:00 PM		24	-24					-24	24			24		24						1:00 PM	3.8%	ITE Respective Hourly Dist.
2:00 PM		30	-30					-30	30			30		30						2:00 PM	4.8%	(also for 6am, 7am, 5pm, & 6pm)
3:00 PM		38	-38					-38	38			38		38						3:00 PM	6.1%	
4:00 PM		57	-57					-57	57			57		57						4:00 PM	7.3%	PM PassBy Inbound/Outbound * % Direction Distribution
5:00 PM		45	-45					-45	45			45		45						5:00 PM	7.2%	
6:00 PM		38	-38					-38	38			38		38						6:00 PM	6.1%	
		397	-397					-397	397			359		359								

- AM or PM Peak Trips * % Hourly Distribution
- Daily Trips * % Hourly Distribution

Traffic Signal Warrant Analysis for
DRI 4370 TD Jakes Fort Mac Village One
Lee Street SW Driveway 6/Site Drive N
(Right Turns Excluded)

Adjusted Turning Movement Count - Raw Plus Project Generated Trips (Warrant Volumes)

Time	SR 14/139/154/US 29/Lee St SW			SR 14/139/154/US 29/Lee St SW			Driveway 6/Site Drive N							
	Northbound			Southbound			Eastbound			Westbound				Rolling
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Hour
6:00 AM	55	663	0	0	274	55	57	0	55	0	0	0	1159	
7:00 AM	147	1909	0	0	618	147	154	0	147	0	0	0	3122	
8:00 AM	162	2119	0	0	738	162	146	0	146	0	0	0	3473	
9:00 AM	111	1333	0	0	577	111	116	0	111	0	0	0	2359	
10:00 AM	76	872	0	0	561	76	79	0	76	0	0	0	1740	
11:00 AM	76	685	0	0	610	76	79	0	76	0	0	0	1602	
12:00 PM	84	761	0	0	678	84	88	0	84	0	0	0	1779	
1:00 PM	87	763	0	0	718	87	91	0	87	0	0	0	1833	
2:00 PM	109	985	0	0	879	109	114	0	109	0	0	0	2305	
3:00 PM	139	1321	0	0	1040	139	145	0	139	0	0	0	2923	
4:00 PM	199	1581	0	0	1333	199	208	0	208	0	0	0	3728	
5:00 PM	164	1490	0	0	1323	164	171	0	164	0	0	0	3476	
6:00 PM	139	1,378	0	0	978	139	145	0	139	0	0	0	2918	

2028 Future No-Build Volumes

Time	SR 14/139/154/US 29/Lee St SW			SR 14/139/154/US 29/Lee St SW			Driveway 6/Site Drive N						Existing 2025	Build 2028
	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		**1.50%**
6:00 AM	0	591	0	0	200	0	0	0	0	0	0	0	791	791
7:00 AM	0	1,714	0	0	416	0	0	0	0	0	0	0	2,130	2,921
8:00 AM	0	1,805	0	0	444	0	0	0	0	0	0	0	2,249	4,379
9:00 AM	0	1,186	0	0	425	0	0	0	0	0	0	0	1,611	3,860
10:00 AM	0	774	0	0	459	0	0	0	0	0	0	0	1,233	2,844
11:00 AM	0	587	0	0	508	0	0	0	0	0	0	0	1,095	2,706
12:00 PM	0	650	0	0	563	0	0	0	0	0	0	0	1,213	2,308
1:00 PM	0	650	0	0	601	0	0	0	0	0	0	0	1,251	2,464
2:00 PM	0	842	0	0	731	0	0	0	0	0	0	0	1,573	2,824
3:00 PM	0	1,139	0	0	851	0	0	0	0	0	0	0	1,990	3,563
4:00 PM	0	1,326	0	0	1,052	0	0	0	0	0	0	0	2,378	4,368
5:00 PM	0	1,275	0	0	1,100	0	0	0	0	0	0	0	2,375	4,753
6:00 PM	0	1,196	0	0	789	0	0	0	0	0	0	0	1,985	4,360

Traffic Signal Warrant Analysis for
DRI 4370 TD Jakes Fort Mac Village One
Lee Street SW Driveway 6/Site Drive N
(Right Turns Excluded)

2028 Build Conditions				SR 14/139/154/US 29/Lee St		Driveway 6/Site Drive N		
	no	**no**			**Combo 80%**			**WARRANT**	
HOUR OF DAY	**MAIN STREET VOLUME**	**MINOR STREET VOLUME**	**WARRANT 1A**	**WARRANT 1B**	**A**	**B**	**WARRANT 2**	**3A**	**3B**
6:00	992	57	MAIN	MAIN	MAIN	MAIN			
7:00	2674	154	BOTH	BOTH	BOTH	BOTH	YES	YES	YES
8:00	3019	146	MAIN	BOTH	BOTH	BOTH	YES	YES	YES
9:00	2021	116	MAIN	BOTH	MAIN	BOTH	YES	YES	YES
10:00	1509	79	MAIN	BOTH	MAIN	BOTH			
11:00	1371	79	MAIN	BOTH	MAIN	BOTH			
12:00	1523	88	MAIN	BOTH	MAIN	BOTH	YES		
13:00	1568	91	MAIN	BOTH	MAIN	BOTH	YES		
14:00	1973	114	MAIN	BOTH	MAIN	BOTH	YES	YES	YES
15:00	2500	145	MAIN	BOTH	BOTH	BOTH	YES	YES	YES
16:00	3113	208	BOTH	BOTH	BOTH	BOTH	YES	YES	YES
17:00	2977	171	BOTH	BOTH	BOTH	BOTH	YES	YES	YES
18:00	2495	145	MAIN	BOTH	BOTH	BOTH	YES	YES	YES
REQUIRED VOLUMES:									
	MAIN STREET		600	900	480	720			
	SIDE STREET		150	75	120	60			
	HOURS REQUIRED		8	8	8	8	4	1	1
	HOURS MET		3	12	6	12	10	8	8

NO. OF LANES:

MAIN STREET (1 or 2)	2
SIDE STREET (1 or 2)	1

NO. OF APPROACHES (3 or 4) 3

DOES MAIN STREET SPEED EXCEED 40 MPH, Y or N ? n

Traffic Signal Warrant Analysis for
DRI 4370 TD Jakes Fort Mac Village One
Lee Street SW Driveway 7/Site Drive S
(Right Turns Excluded)

Raw Turning Movement Count - SR 14/139/154/US 29/Lee St SW and Driveway 7/Site Drive S

Time	SR 14/139/154/US 29/Lee St			SR 14/139/154/US 29/Lee St			Driveway 7/Site Drive S							Daily Dist.
	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	%
6:00 AM		565			191								756	2.4%
7:00 AM		1639			397								2,036	6.5%
8:00 AM		1726			424								2,150	6.9%
9:00 AM		1134			406								1,540	4.9%
10:00 AM		740			438								1,178	3.8%
11:00 AM		561			485								1,046	3.3%
12:00 PM		621			538								1,159	3.7%
1:00 PM		621			574								1,195	3.8%
2:00 PM		805			699								1,504	4.8%
3:00 PM		1089			813								1,902	6.1%
4:00 PM		1268			1006								2,274	7.3%
5:00 PM		1219			1051								2,270	7.2%
6:00 PM		1143			754								1,897	6.1%

Traffic Signal Warrant Analysis for
DRI 4370 TD Jakes Fort Mac Village One
Lee Street SW Driveway 7/Site Drive S
(Right Turns Excluded)

Distributions by Movement

		SR 14/139/154/US 29/Lee St SW					SR 14/139/154/US 29/Lee St SW					Driveway 7/Site Drive S							
		Northbound					Southbound					Eastbound				Westbound			
		U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
Trip Dist	IN		17%	48%						4%									
	OUT								48%				3%		17%				
PB Dist	IN		10%	-10%					-10%	10%			10%		10%				
	OUT																		

Project Generated Trips (New Generated Trips + Pass-By Trips for DRI 4370)

Time	SR 14/139/154/US 29/Lee St SW					SR 14/139/154/US 29/Lee St SW					Driveway 7/Site Drive S									Hourly Dist. (%)
	Northbound					Southbound					Eastbound					Westbound				
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Time
6:00 AM	0	47	114	0	0	0	0	114	15	0	0	12	0	47	0	0	0	0		6:00 AM	2.4%
7:00 AM	0	127	309	0	0	0	0	309	40	0	0	33	0	127	0	0	0	0		7:00 AM	6.5%
8:00 AM	0	164	447	0	0	0	0	399	42	0	0	147	0	147	0	0	0	0		8:00 AM	6.9%
9:00 AM	0	96	233	0	0	0	0	233	30	0	0	25	0	96	0	0	0	0		9:00 AM	4.9%
10:00 AM	0	65	157	0	0	0	0	157	21	0	0	17	0	65	0	0	0	0		10:00 AM	3.8%
11:00 AM	0	65	157	0	0	0	0	157	21	0	0	17	0	65	0	0	0	0		11:00 AM	3.3%
12:00 PM	0	73	175	0	0	0	0	175	23	0	0	19	0	73	0	0	0	0		12:00 PM	3.7%
1:00 PM	0	75	180	0	0	0	0	180	24	0	0	20	0	75	0	0	0	0		1:00 PM	3.8%
2:00 PM	0	94	228	0	0	0	0	228	30	0	0	25	0	94	0	0	0	0		2:00 PM	4.8%
3:00 PM	0	120	289	0	0	0	0	289	38	0	0	32	0	120	0	0	0	0		3:00 PM	6.1%
4:00 PM	0	169	406	0	0	0	0	435	54	0	0	180	0	180	0	0	0	0		4:00 PM	7.3%
5:00 PM	0	141	342	0	0	0	0	342	45	0	0	37	0	141	0	0	0	0		5:00 PM	7.2%
6:00 PM	0	120	289	0	0	0	0	289	38	0	0	32	0	120	0	0	0	0		6:00 PM	6.1%
		1356	3326					3307	421			596		1230							

New Generated Trips (DRI 4370)

Time	SR 14/139/154/US 29/Lee St SW					SR 14/139/154/US 29/Lee St SW					Driveway 7/Site Drive S									Hourly Dist. (%)	
	Northbound					Southbound					Eastbound					Westbound					
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Time	
		IN	IN/OUT					IN/OUT	IN			OUT		OUT							
6:00 AM		42	119					119	10			7		42						6:00 AM	2.4%	
7:00 AM		114	322					322	27			20		114						7:00 AM	6.5%	
8:00 AM		160	451					403	38			143		143						8:00 AM	6.9%	New AM Trips Inbound/Outbound * % Trip Distribution
9:00 AM		86	243					243	20			15		86						9:00 AM	4.9%	
10:00 AM		67	188					188	16			12		67						10:00 AM	3.8%	New Daily Trips
11:00 AM		58	164					164	14			10		58						11:00 AM	3.3%	Inbound/Outbound *
12:00 PM		65	183					183	15			11		65						12:00 PM	3.7%	% Trip Distribution *
1:00 PM		67	188					188	16			12		67						1:00 PM	3.8%	ITE Respective Hourly Dist.
2:00 PM		84	238					238	20			15		84						2:00 PM	4.8%	(also for 6am, 7am, 5pm, & 6pm)
3:00 PM		107	302					302	25			19		107						3:00 PM	6.1%	
4:00 PM		150	425					454	35			161		161						4:00 PM	7.3%	New PM Trips Inbound/Outbound * % Trip Distribution
5:00 PM		126	357					357	30			22		126						5:00 PM	7.2%	
6:00 PM		107	302					302	25			19		107						6:00 PM	6.1%	
		1233	3482					3463	291					1227								

- AM or PM Peak Trips * % Hourly Distribution
- Daily Trips * % Hourly Distribution

Pass-By Trips (4370)

Time	SR 14/139/154/US 29/Lee St SW					SR 14/139/154/US 29/Lee St SW					Driveway 7/Site Drive S									Hourly Dist. (%)	
	Northbound					Southbound					Eastbound					Westbound					
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Time	
		IN	IN					IN	IN			OUT		OUT							
6:00 AM		5	-5					-5	5			5		5						6:00 AM	2.4%	
7:00 AM		13	-13					-13	13			13		13						7:00 AM	6.5%	
8:00 AM		4	-4					-4	4			4		4						8:00 AM	6.9%	AM PassBy Inbound/Outbound * % Direction Distribution
9:00 AM		10	-10					-10	10			10		10						9:00 AM	4.9%	
10:00 AM		8	-8					-8	8			8		8						10:00 AM	3.8%	Daily Pass-By Trips
11:00 AM		7	-7					-7	7			7		7						11:00 AM	3.3%	Inbound/Outbound *
12:00 PM		8	-8					-8	8			8		8						12:00 PM	3.7%	% Direction Distribution *
1:00 PM		8	-8					-8	8			8		8						1:00 PM	3.8%	ITE Respective Hourly Dist.
2:00 PM		10	-10					-10	10			10		10						2:00 PM	4.8%	(also for 6am, 7am, 5pm & 6pm)
3:00 PM		13	-13					-13	13			13		13						3:00 PM	6.1%	
4:00 PM		19	-19					-19	19			19		19						4:00 PM	7.3%	PM PassBy Inbound/Outbound * % Direction Distribution
5:00 PM		15	-15					-15	15			15		15						5:00 PM	7.2%	
6:00 PM		13	-13					-13	13			13		13						6:00 PM	6.1%	
		133	-133					-133	133			120		120								

- AM or PM Peak Trips * % Hourly Distribution
- Daily Trips * % Hourly Distribution

Traffic Signal Warrant Analysis for
DRI 4370 TD Jakes Fort Mac Village One
Lee Street SW Driveway 7/Site Drive S
(Right Turns Excluded)

Distributions by Movement

		SR 14/139/154/US 29/Lee St SW					SR 14/139/154/US 29/Lee St SW					Driveway 7/Site Drive S							
		Northbound					Southbound					Eastbound				Westbound			
		U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
Trip Dist	IN		10%						16%	7%									
	OUT			16%									7%		10%				
PB Dist	IN		15%	-15%					-15%	15%			15%		15%				
	OUT																		

Project Generated Trips (New Generated Trips + Pass-By Trips for DRI 4411)

Time	SR 14/139/154/US 29/Lee St SW					SR 14/139/154/US 29/Lee St SW					Driveway 7/Site Drive S									Hourly Dist. (%)
	Northbound					Southbound					Eastbound					Westbound				
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Time
6:00 AM	0	41	65	0	0	0	0	65	28	0	0	28	0	41	0	0	0	0		6:00 AM	2.4%
7:00 AM	0	110	176	0	0	0	0	176	77	0	0	77	0	110	0	0	0	0		7:00 AM	6.5%
8:00 AM	0	183	57	0	0	0	0	293	128	0	0	36	0	36	0	0	0	0		8:00 AM	6.9%
9:00 AM	0	92	124	0	0	0	0	124	67	0	0	67	0	92	0	0	0	0		9:00 AM	4.9%
10:00 AM	0	62	83	0	0	0	0	83	45	0	0	45	0	62	0	0	0	0		10:00 AM	3.8%
11:00 AM	0	62	83	0	0	0	0	83	45	0	0	45	0	62	0	0	0	0		11:00 AM	3.3%
12:00 PM	0	70	93	0	0	0	0	93	51	0	0	51	0	70	0	0	0	0		12:00 PM	3.7%
1:00 PM	0	71	96	0	0	0	0	96	52	0	0	52	0	71	0	0	0	0		1:00 PM	3.8%
2:00 PM	0	90	121	0	0	0	0	121	66	0	0	66	0	90	0	0	0	0		2:00 PM	4.8%
3:00 PM	0	115	153	0	0	0	0	153	84	0	0	84	0	115	0	0	0	0		3:00 PM	6.1%
4:00 PM	0	119	305	0	0	0	0	151	88	0	0	215	0	215	0	0	0	0		4:00 PM	7.3%
5:00 PM	0	136	181	0	0	0	0	181	99	0	0	99	0	136	0	0	0	0		5:00 PM	7.2%
6:00 PM	0	115	153	0	0	0	0	153	84	0	0	84	0	115	0	0	0	0		6:00 PM	6.1%
		1266	1690					1772	914			949		1100							

New Generated Trips (DRI 4411)

Time	SR 14/139/154/US 29/Lee St SW					SR 14/139/154/US 29/Lee St SW					Driveway 7/Site Drive S									Hourly Dist. (%)	
	Northbound					Southbound					Eastbound					Westbound					
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Time	
		IN	OUT					IN	IN			OUT		OUT							
6:00 AM		41	65					65	28			28		41						6:00 AM	2.4%	
7:00 AM		110	176					176	77			77		110						7:00 AM	6.5%	
8:00 AM		183	57					293	128			36		36						8:00 AM	6.9%	New AM Trips Inbound/Outbound * % Trip Distribution
9:00 AM		83	133					133	58			58		83						9:00 AM	4.9%	
10:00 AM		64	103					103	45			45		64						10:00 AM	3.8%	New Daily Trips
11:00 AM		56	89					89	39			39		56						11:00 AM	3.3%	Inbound/Outbound *
12:00 PM		63	100					100	44			44		63						12:00 PM	3.7%	% Trip Distribution *
1:00 PM		64	103					103	45			45		64						1:00 PM	3.8%	ITE Respective Hourly Dist.
2:00 PM		81	130					130	57			57		81						2:00 PM	4.8%	(also for 6am, 7am, 5pm, & 6pm)
3:00 PM		103	165					165	72			72		103						3:00 PM	6.1%	
4:00 PM		104	320					166	73			200		200						4:00 PM	7.3%	New PM Trips Inbound/Outbound * % Trip Distribution
5:00 PM		122	195					195	85			85		122						5:00 PM	7.2%	
6:00 PM		103	165					165	72			72		103						6:00 PM	6.1%	
		1177	1801					1883	823					1126								

- AM or PM Peak Trips * % Hourly Distribution
- Daily Trips * % Hourly Distribution

Pass-By Trips (4411)

Time	SR 14/139/154/US 29/Lee St SW					SR 14/139/154/US 29/Lee St SW					Driveway 7/Site Drive S									Hourly Dist. (%)	
	Northbound					Southbound					Eastbound					Westbound					
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Time	
		IN	IN					IN	IN			OUT		OUT							
6:00 AM																				6:00 AM	2.4%	
7:00 AM																				7:00 AM	6.5%	
8:00 AM		0	0					0	0			0		0						8:00 AM	6.9%	AM PassBy Inbound/Outbound * % Direction Distribution
9:00 AM		9	-9					-9	9			9		9						9:00 AM	4.9%	
10:00 AM		7	-7					-7	7			7		7						10:00 AM	3.8%	Daily Pass-By Trips
11:00 AM		6	-6					-6	6			6		6						11:00 AM	3.3%	Inbound/Outbound *
12:00 PM		7	-7					-7	7			7		7						12:00 PM	3.7%	% Direction Distribution *
1:00 PM		7	-7					-7	7			7		7						1:00 PM	3.8%	ITE Respective Hourly Dist.
2:00 PM		9	-9					-9	9			9		9						2:00 PM	4.8%	(also for 6am, 7am, 5pm & 6pm)
3:00 PM		12	-12					-12	12			12		12						3:00 PM	6.1%	
4:00 PM		15	-15					-15	15			15		15						4:00 PM	7.3%	PM PassBy Inbound/Outbound * % Direction Distribution
5:00 PM		14	-14					-14	14			14		14						5:00 PM	7.2%	
6:00 PM		12	-12					-12	12			12		12						6:00 PM	6.1%	
		98	-98					-98	98			86		86								

- AM or PM Peak Trips * % Hourly Distribution
- Daily Trips * % Hourly Distribution

Traffic Signal Warrant Analysis for
DRI 4370 TD Jakes Fort Mac Village One
Lee Street SW Driveway 7/Site Drive S
(Right Turns Excluded)

Adjusted Turning Movement Count - Raw Plus Project Generated Trips (Warrant Volumes)

Time	SR 14/139/154/US 29/Lee St SW			SR 14/139/154/US 29/Lee St SW			Driveway 7/Site Drive S							Rolling Hour
	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	
6:00 AM	88	770	0	0	379	43	40	0	88	0	0	0	1408	
7:00 AM	237	2,199	0	0	901	117	110	0	237	0	0	0	3801	
8:00 AM	347	2,309	0	0	1,136	170	183	0	183	0	0	0	4328	
9:00 AM	188	1,543	0	0	782	97	92	0	188	0	0	0	2890	
10:00 AM	127	1,014	0	0	699	66	62	0	127	0	0	0	2095	
11:00 AM	127	827	0	0	748	66	62	0	127	0	0	0	1957	
12:00 PM	143	918	0	0	831	74	70	0	143	0	0	0	2179	
1:00 PM	146	926	0	0	877	76	72	0	146	0	0	0	2243	
2:00 PM	184	1,191	0	0	1,080	96	91	0	184	0	0	0	2826	
3:00 PM	235	1,581	0	0	1,293	122	116	0	235	0	0	0	3582	
4:00 PM	288	2,037	0	0	1,638	142	395	0	395	0	0	0	4895	
5:00 PM	277	1,798	0	0	1,623	144	136	0	277	0	0	0	4255	
6:00 PM	235	1,638	0	0	1,231	122	116	0	235	0	0	0	3577	

2028 Future No-Build Volumes

Time	SR 14/139/154/US 29/Lee St SW			SR 14/139/154/US 29/Lee St SW			Driveway 7/Site Drive S						Existing 2025	Build 2028
	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		**1.50%**
6:00 AM	0	591	0	0	200	0	0	0	0	0	0	0	791	791
7:00 AM	0	1,714	0	0	416	0	0	0	0	0	0	0	2,130	2,921
8:00 AM	0	1,805	0	0	444	0	0	0	0	0	0	0	2,249	4,379
9:00 AM	0	1,186	0	0	425	0	0	0	0	0	0	0	1,611	3,860
10:00 AM	0	774	0	0	459	0	0	0	0	0	0	0	1,233	2,844
11:00 AM	0	587	0	0	508	0	0	0	0	0	0	0	1,095	2,706
12:00 PM	0	650	0	0	563	0	0	0	0	0	0	0	1,213	2,308
1:00 PM	0	650	0	0	601	0	0	0	0	0	0	0	1,251	2,464
2:00 PM	0	842	0	0	731	0	0	0	0	0	0	0	1,573	2,824
3:00 PM	0	1,139	0	0	851	0	0	0	0	0	0	0	1,990	3,563
4:00 PM	0	1,326	0	0	1,052	0	0	0	0	0	0	0	2,378	4,368
5:00 PM	0	1,275	0	0	1,100	0	0	0	0	0	0	0	2,375	4,753
6:00 PM	0	1,196	0	0	789	0	0	0	0	0	0	0	1,985	4,360

Traffic Signal Warrant Analysis for
DRI 4370 TD Jakes Fort Mac Village One
Lee Street SW Driveway 7/Site Drive S
(Right Turns Excluded)

2028 Build Conditions					SR 14/139/154/US 29/Lee St		Driveway 7/Site Drive S		
	no	**no**			**Combo 80%**			**WARRANT**	
HOUR OF DAY	**MAIN STREET VOLUME**	**MINOR STREET VOLUME**	**WARRANT 1A**	**WARRANT 1B**	**A**	**B**	**WARRANT 2**	**3A**	**3B**
6:00	1237	40	MAIN	MAIN	MAIN	MAIN			
7:00	3337	110	MAIN	BOTH	MAIN	BOTH	YES	YES	YES
8:00	3792	183	BOTH	BOTH	BOTH	BOTH	YES	YES	YES
9:00	2513	92	MAIN	BOTH	MAIN	BOTH	YES		
10:00	1840	62	MAIN	MAIN	MAIN	BOTH			
11:00	1702	62	MAIN	MAIN	MAIN	BOTH			
12:00	1892	70	MAIN	MAIN	MAIN	BOTH			
13:00	1949	72	MAIN	MAIN	MAIN	BOTH			
14:00	2455	91	MAIN	BOTH	MAIN	BOTH	YES		
15:00	3109	116	MAIN	BOTH	MAIN	BOTH	YES	YES	YES
16:00	3963	395	BOTH	BOTH	BOTH	BOTH	YES	YES	YES
17:00	3698	136	MAIN	BOTH	BOTH	BOTH	YES	YES	YES
18:00	3104	116	MAIN	BOTH	MAIN	BOTH	YES	YES	YES
REQUIRED VOLUMES:									
MAIN STREET			600	900	480	720			
SIDE STREET			150	75	120	60			
HOURS REQUIRED			8	8	8	8	4	1	1
HOURS MET			2	8	3	12	8	6	6

NO. OF LANES:

MAIN STREET (1 or 2)	2
SIDE STREET (1 or 2)	1

NO. OF APPROACHES (3 or 4) 3

DOES MAIN STREET SPEED EXCEED 40 MPH, Y or N ? n