SANDY SPRINGS
GEORGIA

**PLANNING COMMISSION**

Reed Haggard, Chair
Andy Porter, Vice Chair
Robin Conklin
Elizabeth Kelly
Dave Nickles
Andrea Settles
Karen Trylovich

| **Wednesday, August 21, 2024** | **Regular Meeting** | **6:00 p.m.** |
|---|---|---|

The Planning Commission meeting will be held in the Studio Theatre at Sandy Springs City Hall (1 Galambos Way, Sandy Springs, GA 30328).

| | |
|---|---|
| **Live-stream:** | www.SandySpringsGA.gov/Stream |
| **Public Comment:** | http://spr.gs/publiccomment |

**I. Call to Order**

**II. Roll Call and General Announcements**

**III. Approval of Meeting Agenda**

A. August 21, 2024 Planning Commission Meeting Agenda

**IV. Approval of Meeting Minutes**

A. May 22, 2024 Planning Commission Meeting Minutes
*(Presented by Samantha Brown, Planning and Zoning Clerk)*

**V. Cases**

A. **2024-0001** **U24-0001 - 6450 Barfield/6449 Glenridge Drive** - Request for a Conditional Use Permit to modify the scope of expansion of an existing Place of Worship campus in the RE-2 zoning district.
*(Presented by: Matthew Anspach, Senior Planner, AICP)*

**VI. Ongoing Business**

**VII. New Business**

**VIII. Adjournment**

*Individuals with disabilities who require certain accommodations in order to allow them to observe and/or participate in a public meeting, or who have questions regarding the accessibility of the meeting or facilities should contact the City Clerk at 770-730-5600 promptly for assistance. The City will make reasonable accommodations for those persons.*

# Planning Commission

August 21, 2024

SANDY SPRINGS™
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# U24-0001

# 6449 Glenridge Drive and 6450 Barfield Road

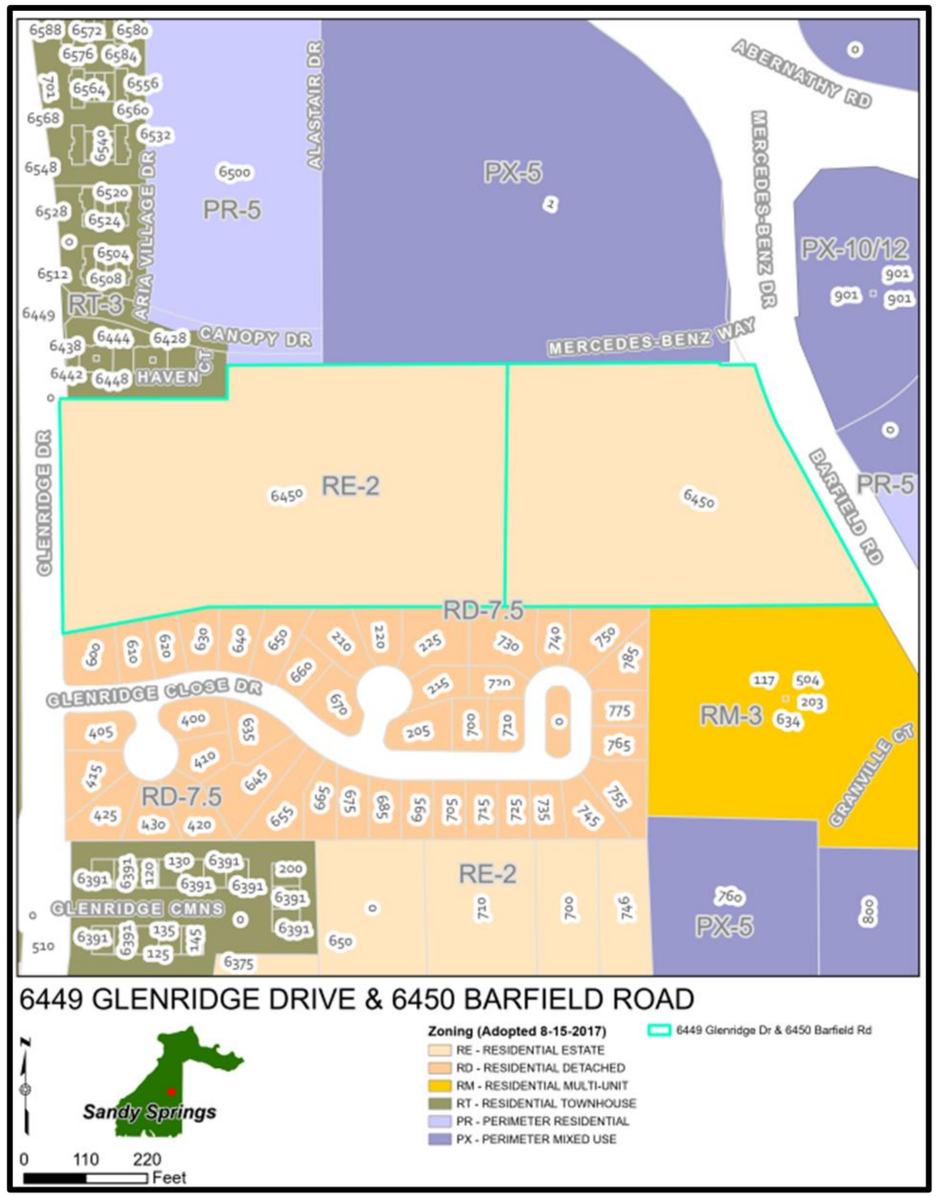
## Recommendation

### Planning Staff: Approval with Conditions

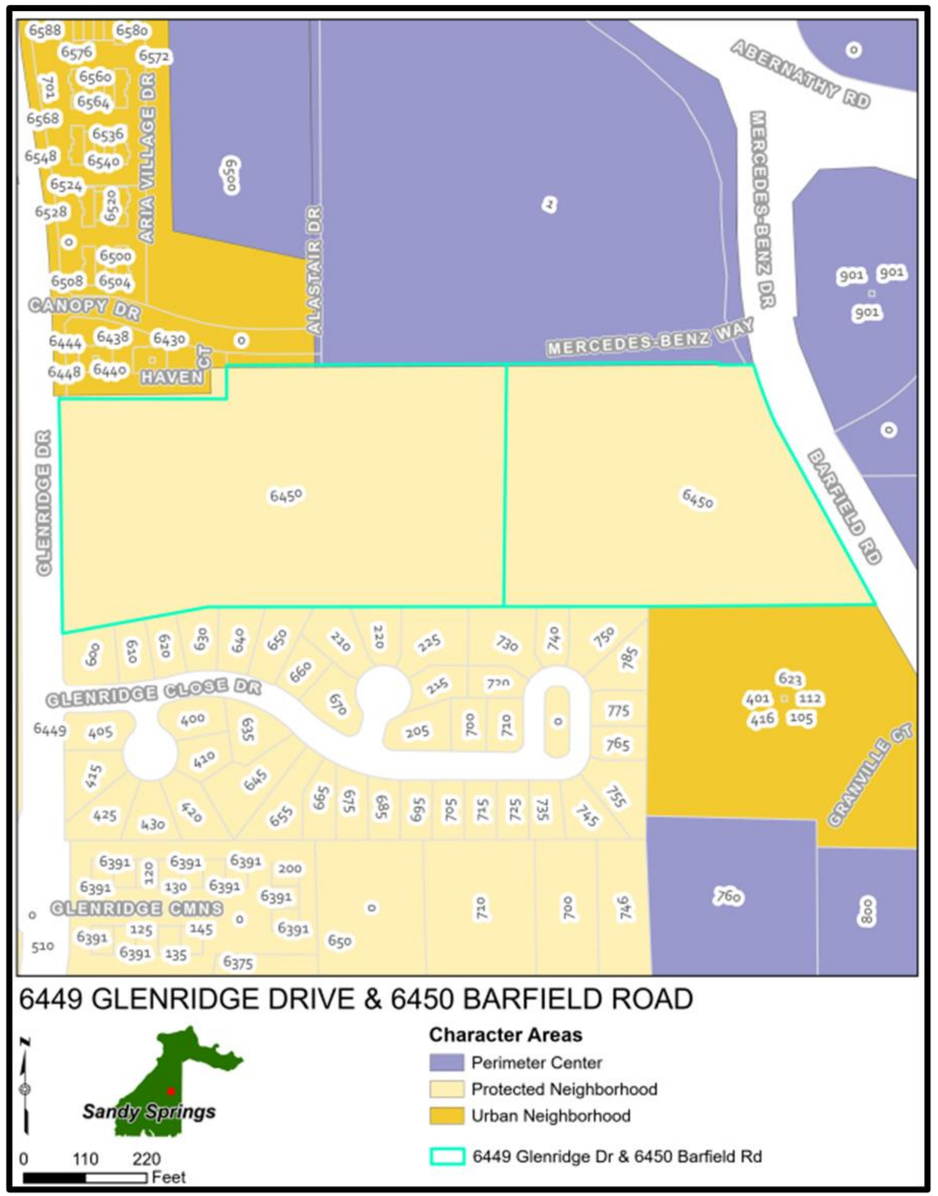
# Request

Request for a Conditional Use Permit to modify the scope of expansion of an existing Place of Worship campus in the RE-2 zoning district.

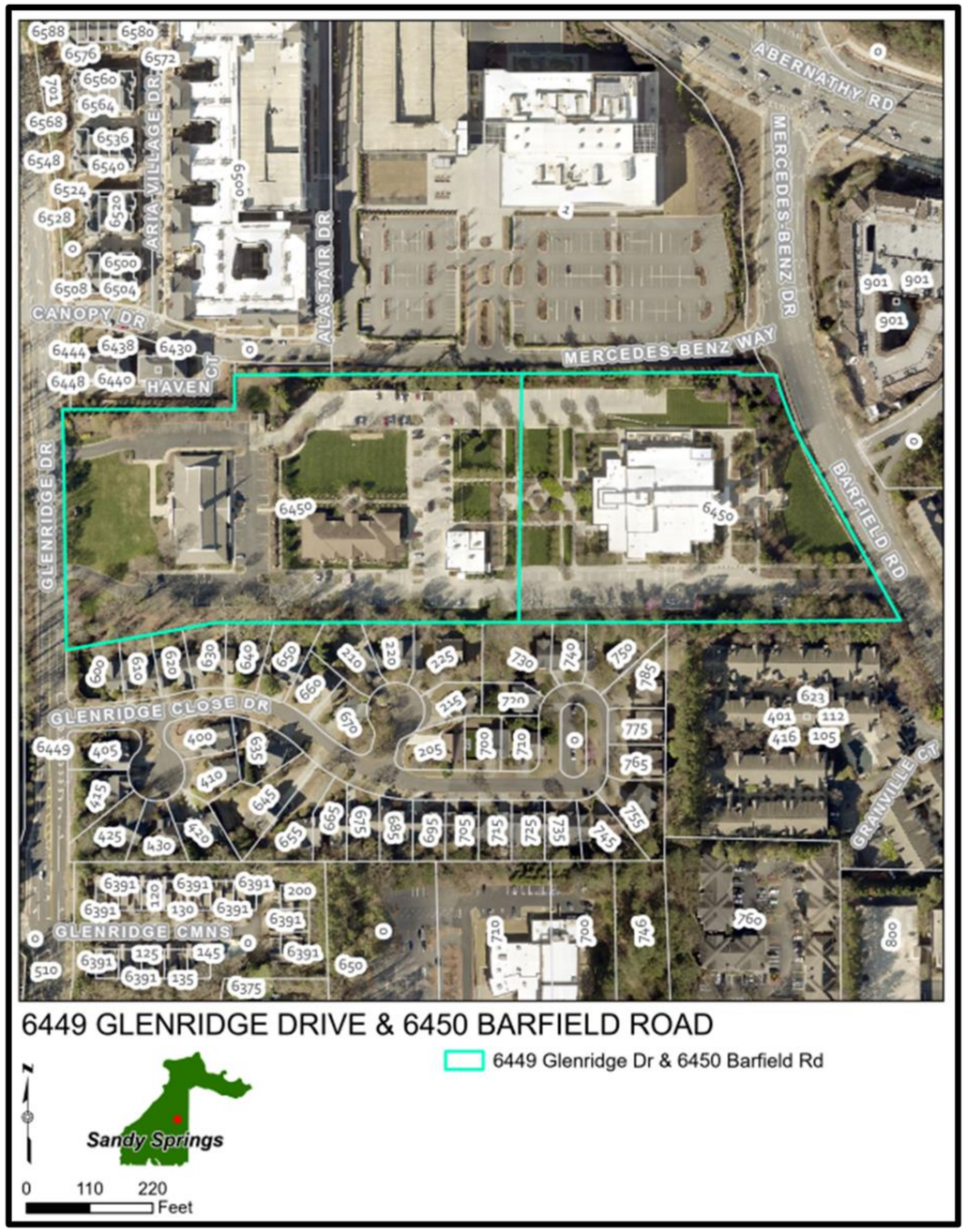
# Zoning Map




# Character Area Map



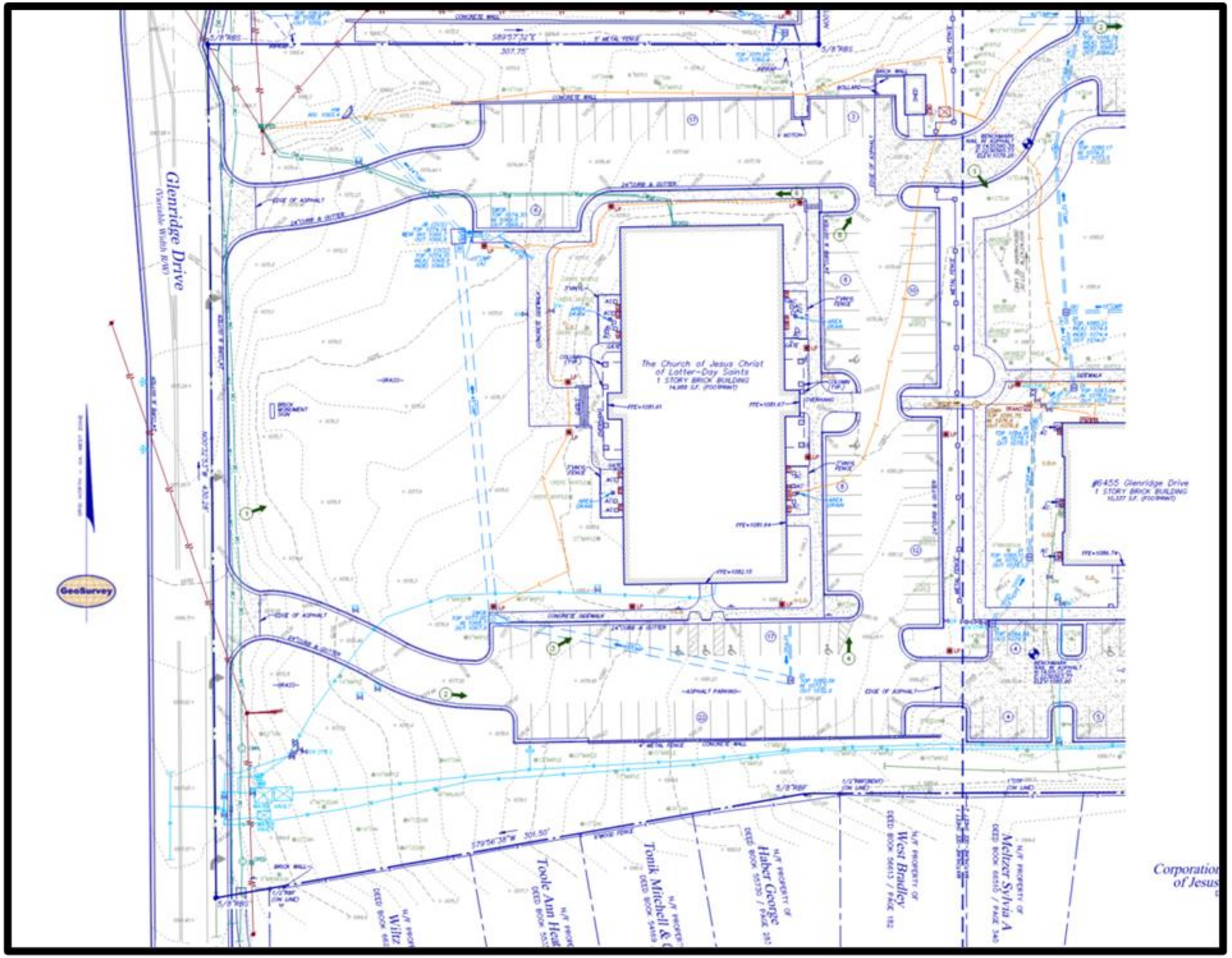
# Aerial Image



# Existing Development

- The 13.16-acre site is zoned RE-2 (Residential Estate – 2 acres minimum) and consists of two parcels; one being the location of the temple structure to the east and the other the location of the meetinghouse, and bookstore.
- The meetinghouse was built in 1988 according to the applicant. The property is adjacent to the Perimeter Center district, between Glenridge Drive and Barfield Road.
- The site currently consists of a temple, a meetinghouse, and a distribution services building. To the north of the property is the Mercedes-Benz Headquarters Complex, The Alastair at Aria Village apartment complex, and the Aria South townhome community.
- To the west of the property is the Aria Residential Detached subdivision. To the south is the Residential Detached subdivision, Glenrose Close, and the multifamily complex, The Granville.  To the east is the North Place, townhouse community, and the Serrano, condominium complex.

# Survey


Glenridge Drive
(Variable Width R/W)
The Church of Jesus Christ
of Latter-Day Saints
1 STORY BRICK BUILDING
#6455 Glenridge Drive
1 STORY BRICK BUILDING
GeoSurvey

# Site Conditions





Front of meeting house facing west on Glenridge Drive – View of south parking lot

# Site Conditions



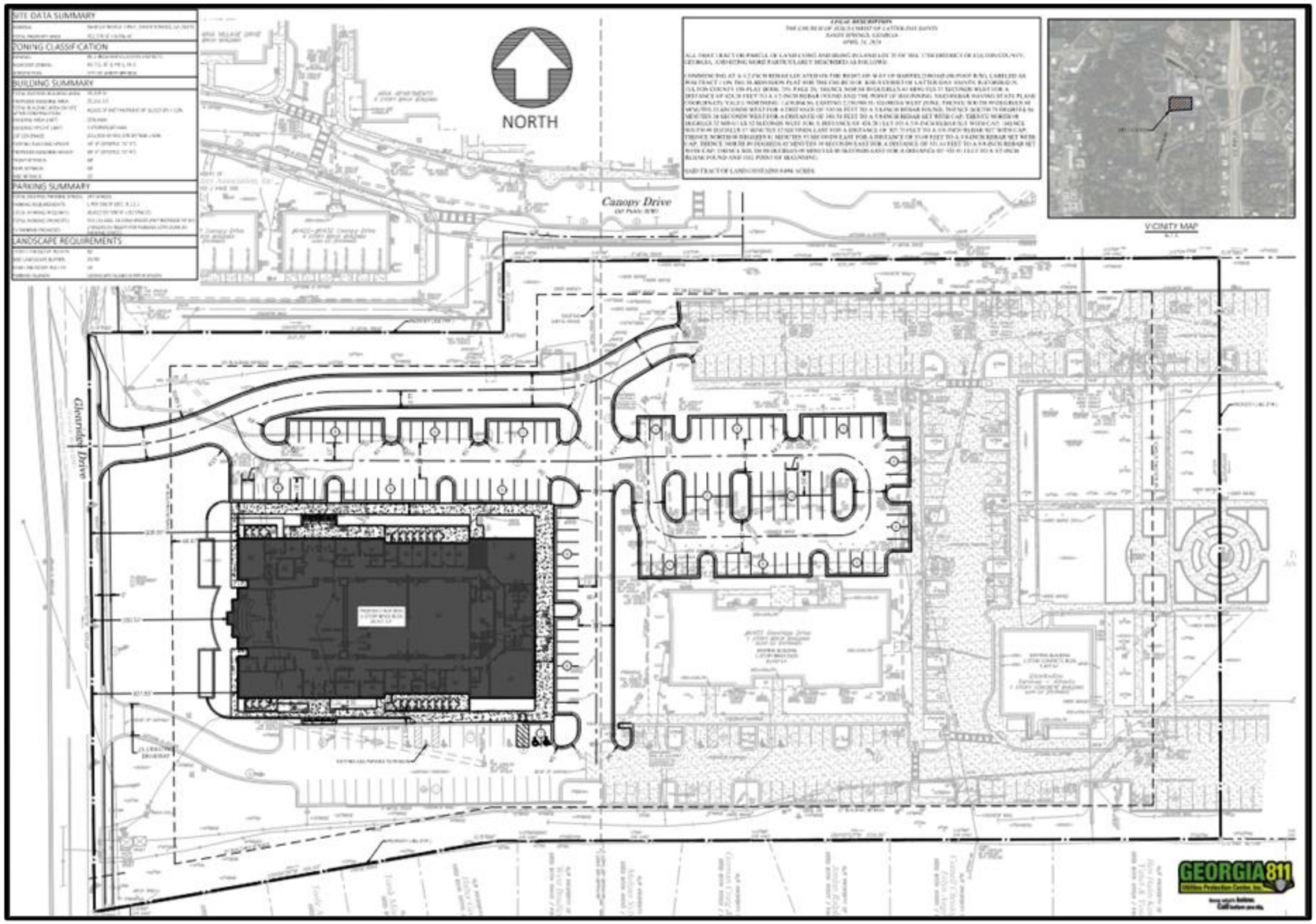


View of existing parking and buffer to the south – View of rear of meetinghouse

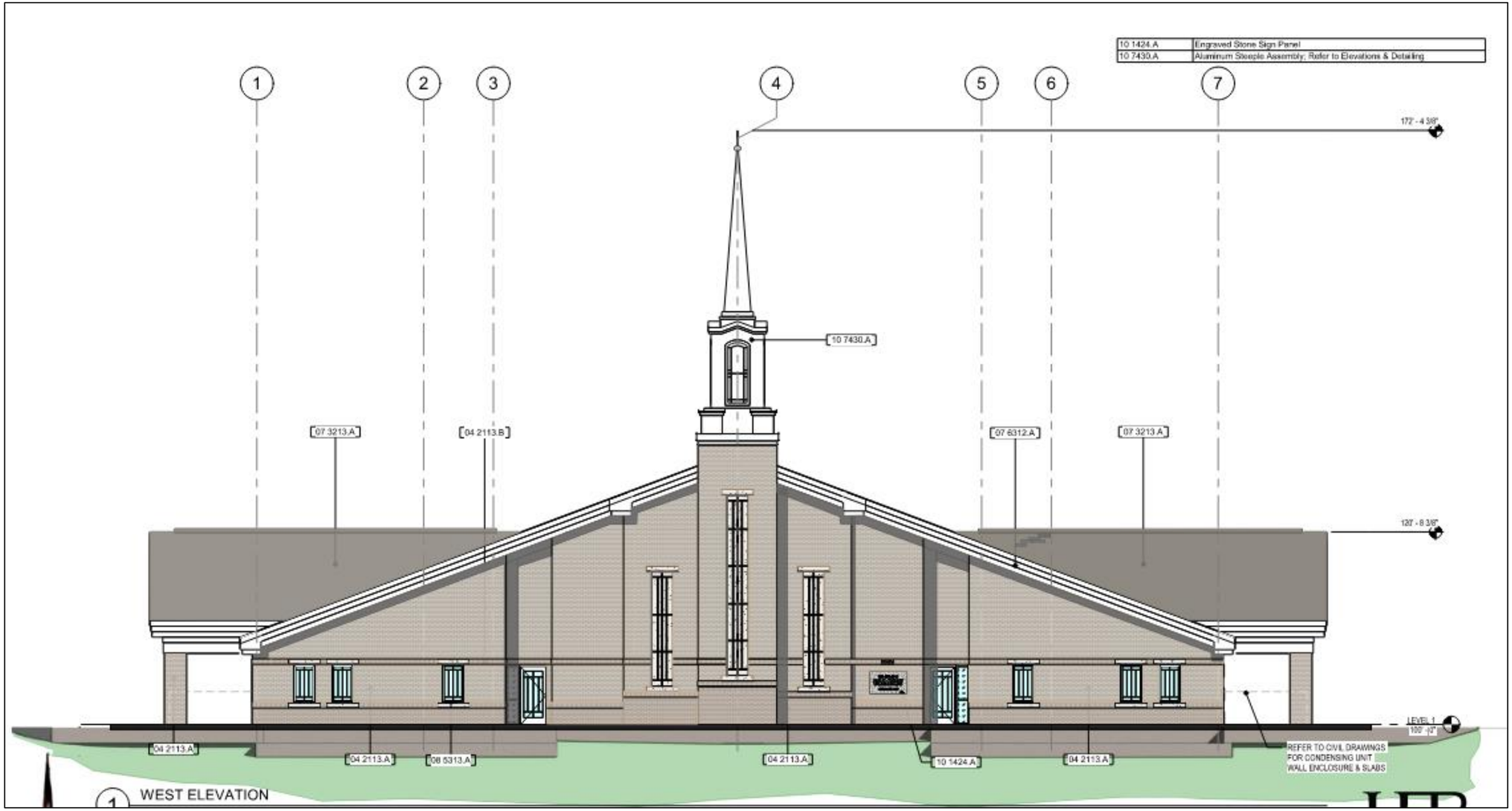
# Proposed Development

- The proposed development includes replacing the existing meetinghouse and additional parking stalls.
- The proposed 1-story meetinghouse shows a footprint of 25,311 square feet, which represents an increase of 10,322 square feet from the existing structure (14,988 square feet, 69% increase). Total impervious footprint increase is approximately 12%.
- The proposed parking lot has a total of 311 parking spaces, representing an increase of 64 parking spaces from the existing parking (247 parking spaces, 26% increase). The new parking lot will include spaces for electric vehicles and ADA accessible vans.

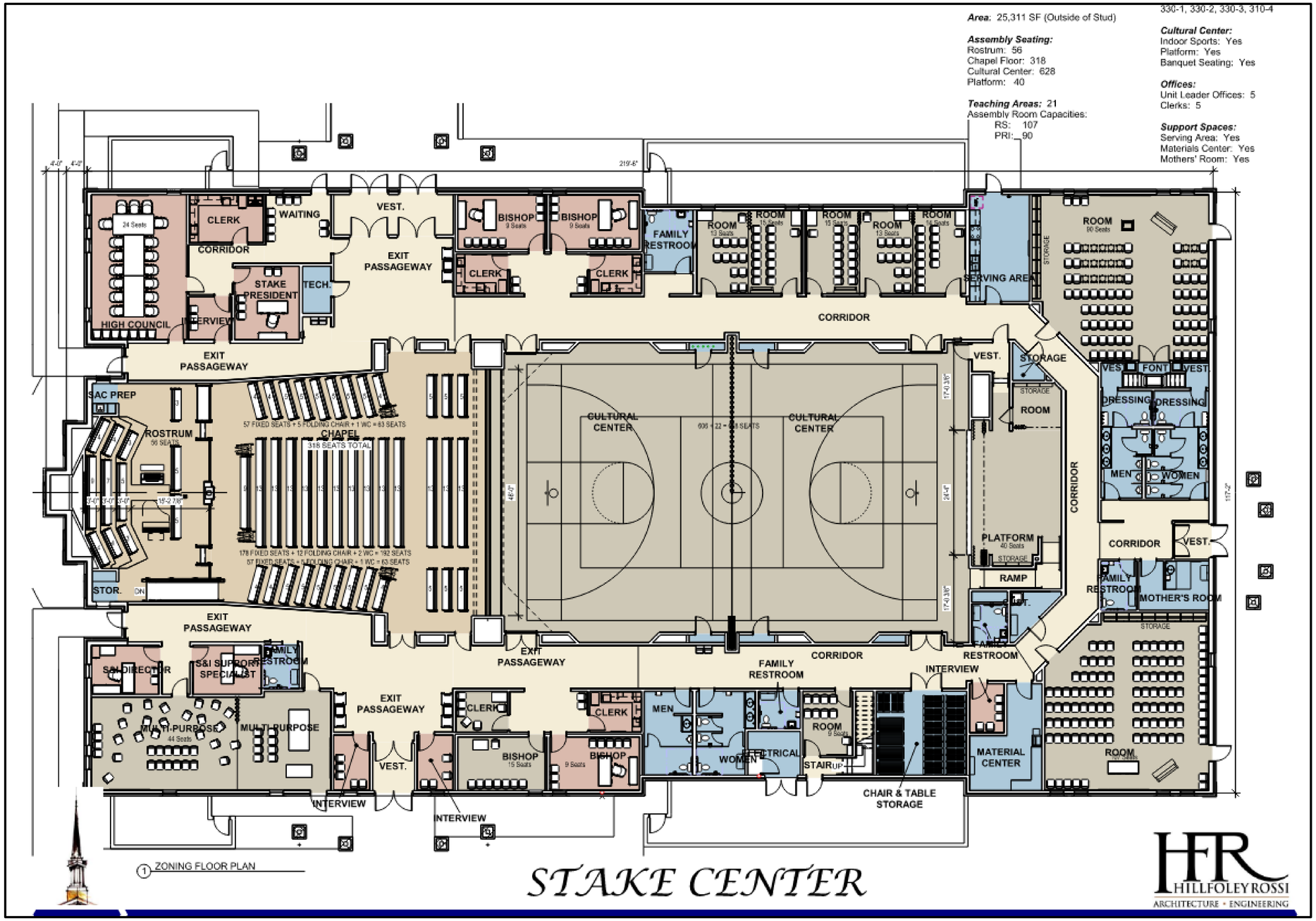
# Site Plan


SITE DATA SUMMARY
ZONING CLASSIFICATION
BUILDING SUMMARY
PARKING SUMMARY
LANDSCAPE REQUIREMENTS
NORTH
Canopy Drive
Glendale Drive
VICINITY MAP
GEORGIA811

# Renderings


10 1424.A Engraved Stone Sign Panel
10 7430.A Aluminum Steeple Assembly; Refer to Elevations & Detailing
1
2
3
4
5
6
7
172' - 4 3/8"
10 7430.A
07 3213.A
04 2113.B
07 6312.A
07 3213.A
120' - 8 3/8"
LEVEL 1
100' - 0"
04 2113.A
04 2113.A
08 5313.A
04 2113.A
10 1424.A
04 2113.A
REFER TO CIVIL DRAWINGS FOR CONDENSING UNIT WALL ENCLOSURE & SLABS
1 WEST ELEVATION

# Floor Plan


330-1, 330-2, 330-3, 310-4
Area: 25,311 SF (Outside of Stud)
Assembly Seating:
Rostrum: 56
Chapel Floor: 318
Cultural Center: 628
Platform: 40
Teaching Areas: 21
Assembly Room Capacities:
RS: 107
PRI: 90
Cultural Center:
Indoor Sports: Yes
Platform: Yes
Banquet Seating: Yes
Offices:
Unit Leader Offices: 5
Clerks: 5
Support Spaces:
Serving Area: Yes
Materials Center: Yes
Mothers' Room: Yes
CLERK
WAITING
VEST.
CORRIDOR
EXIT PASSAGEWAY
BISHOP
FAMILY RESTROOM
ROOM
SERVING AREA
STORAGE
STAKE PRESIDENT
TECH.
HIGH COUNCIL
INTERVIEW
SAC PREP
ROSTRUM
CHAPEL
318 SEATS TOTAL
CULTURAL CENTER
FONT
DRESSING
MEN
WOMEN
PLATFORM
RAMP
MOTHER'S ROOM
STOR.
SAI DIRECTOR
S&I SUPPORT SPECIALIST
MULTI-PURPOSE
ELECTRICAL
STAIR UP
MATERIAL CENTER
CHAIR & TABLE STORAGE
ZONING FLOOR PLAN
STAKE CENTER
HILLFOLEYROSSI
ARCHITECTURE • ENGINEERING

**Conditional Use Permit Considerations:**

- Use is allowed as a CUP in the RE district
- Use complies with all previous conditions, and current Development Code use standards
- Use is compatible with the existing principal use
- No potential adverse impacts are anticipated

**Goals of the Comprehensive Plan:**

- Maintains the “sense of place”
- Continued appropriate land use transition

**Analysis:**

- Proposed improvement, though somewhat significant in percentage increase would be well contained within the campus for any queuing and general containment of events
- As per the Development Code, streetscape will be improved, as well as continued and improved buffer maintenance for the betterment of the surrounding neighborhoods
- CUP will not drastically change the current operations

# Recommendations

Following review, and based on the findings, Staff recommends **Approval** of **Conditional Use Permit U24-0001**, to modify the scope of expansion of an existing Place of Worship campus in the RE-2 zoning district, subject to the following conditions:

1. To the owner's agreement to limit use of the property to the religious Temple and with support or ancillary structures.

2. To the owner's agreement to abide by the following:

a. To the site plan received by the Department of Community Development dated May 22, 2024. Said site plan is conceptual only and must meet or exceed the requirements of the Development Code and these conditions prior to the approval of a Land Disturbance Permit. Unless otherwise noted herein, compliance with all conditions shall be in place prior to the issuance of a Certificate of Occupancy.

3. To the owner's agreement to submit to the Director of Community Development for their approval, prior to the issuance of a grading permit, a detailed landscape plan. And further, to the owner's agreement that said landscaping approved by the Director of Community Development shall be in place prior to the issuance of the Certificate of Occupancy or connection of permanent power.

4. To the owner's agreement to continue to maintain a minimum 25-foot wide natural, undisturbed, buffer, replanted where sparsely vegetated, along the entire north and south property lines in addition to the 25-foot side yard setback.

5. To the owner's agreement that the entire 40-foot setback along the Barfield Road frontage shall continue to be a landscaped strip; and to the owner's agreement to provide a minimum 100-foot linear landscape strip along the entire Glenridge Drive property frontage. Said landscape strip along Glenridge Drive shall be planted in conformance with the landscape plan received by the Department on April 15 2009, subject to approval of the Sandy Springs Arborist.

SANDY SPRINGS
GEORGIA

# P&Z STAFF REPORT

Mayor & City Council Meeting, August 21, 2024

Case: **U24-0001 – 6449 Glenridge Drive and 6450 Barfield Road**
Staff Contact: Matthew Anspach (manspach@sandyspringsga.gov)
Report Date: August 9, 2024

| **REQUEST** |
|---|
| Request for a Conditional Use Permit to modify the scope of expansion of an existing Place of Worship campus in the RE-2 zoning district. |

| **APPLICANT** | | |
|---|---|---|
| Property Owner: | Petitioner: | Representative: |
| Corporation of the Presiding Bishop of the Church of Jesus Christ of Latter-Day Saints | The Church of Jesus Christ of Latter-Day Saints | Jeffrey S. Haymore, Dillard Sellers |

| **SUMMARY** |
|---|
| The Applicant requests a Conditional Use Permit to allow for site improvements to an existing place of worship (church) campus. The church proposes increase their meeting house footprint and change its orientation. The proposal also includes adding additional parking. |

| **RECOMMENDATION** |
|---|
| **Department of Community Development** |
| Staff recommends **Approval with Conditions** of **Conditional Use Permit** U24-0001. |

**MATERIALS SUBMITTED AND REVIEWED**

***Materials:***

1. Application, received July 22, 2024

***Plans:***

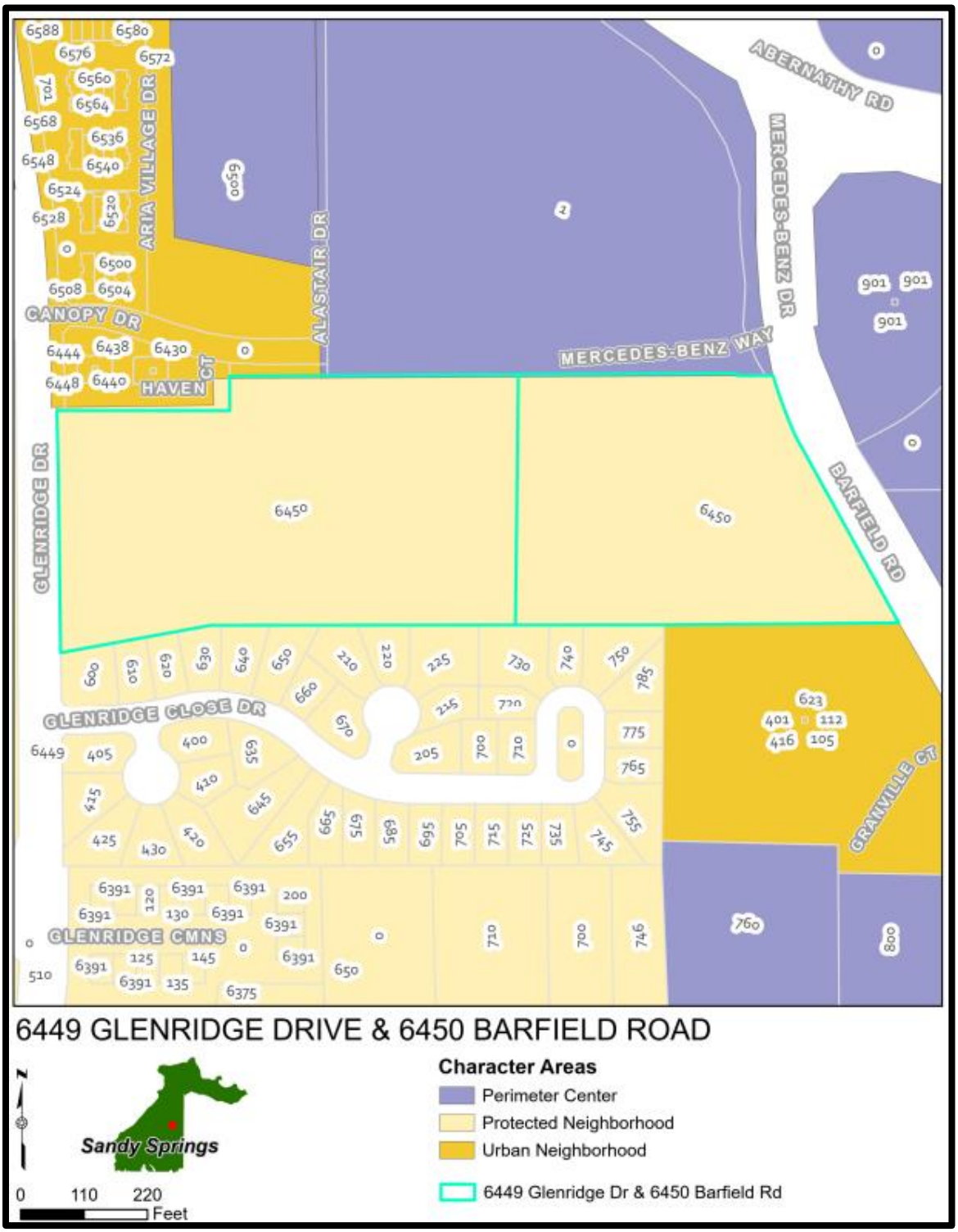
1. *"Boundary and Topographic Survey"* received July 22, 2024
2. *"CUP Site Plan"* prepared by Lowe Engineers and received on July 22, 2024
3. *"Elevations, Floor Plan and Renderings"* by Hillfoley Rossi received July 22, 2024
4. *"7.19.24 Landscape Plan Southern boundary.pdf*" prepared by Bilson & Associates received on July 29, 2024

| PROPERTY INFORMATION | |
|---|---|
| Location: | 6449 Glenridge Drive (Parcel # 17 0035LL3057)<br>6450 Barfield Road (Parcel # 17 0035LL0657) |
| Council District: | 3 – Melissa Mular |
| Road frontage: | Approximately 420 feet of frontage on Glenridge Drive<br>Approximately 482 feet of frontage on Barfield Road |
| Acreage: | Approximately 8.09 acres at the Meeting House<br>Approximately 5.07 acres at the Place of Worship |
| Current Zoning:<br>Existing Land Use: | RE-2 (Residential Estate – 2 acres minimum)<br>Place of Worship |
| Previous Zoning Case/Cases: | AM10-005<br>AM09-003<br>M1988-027<br>M1987-020<br>U80-0063 |
| Character Area: | Protected Neighborhood |

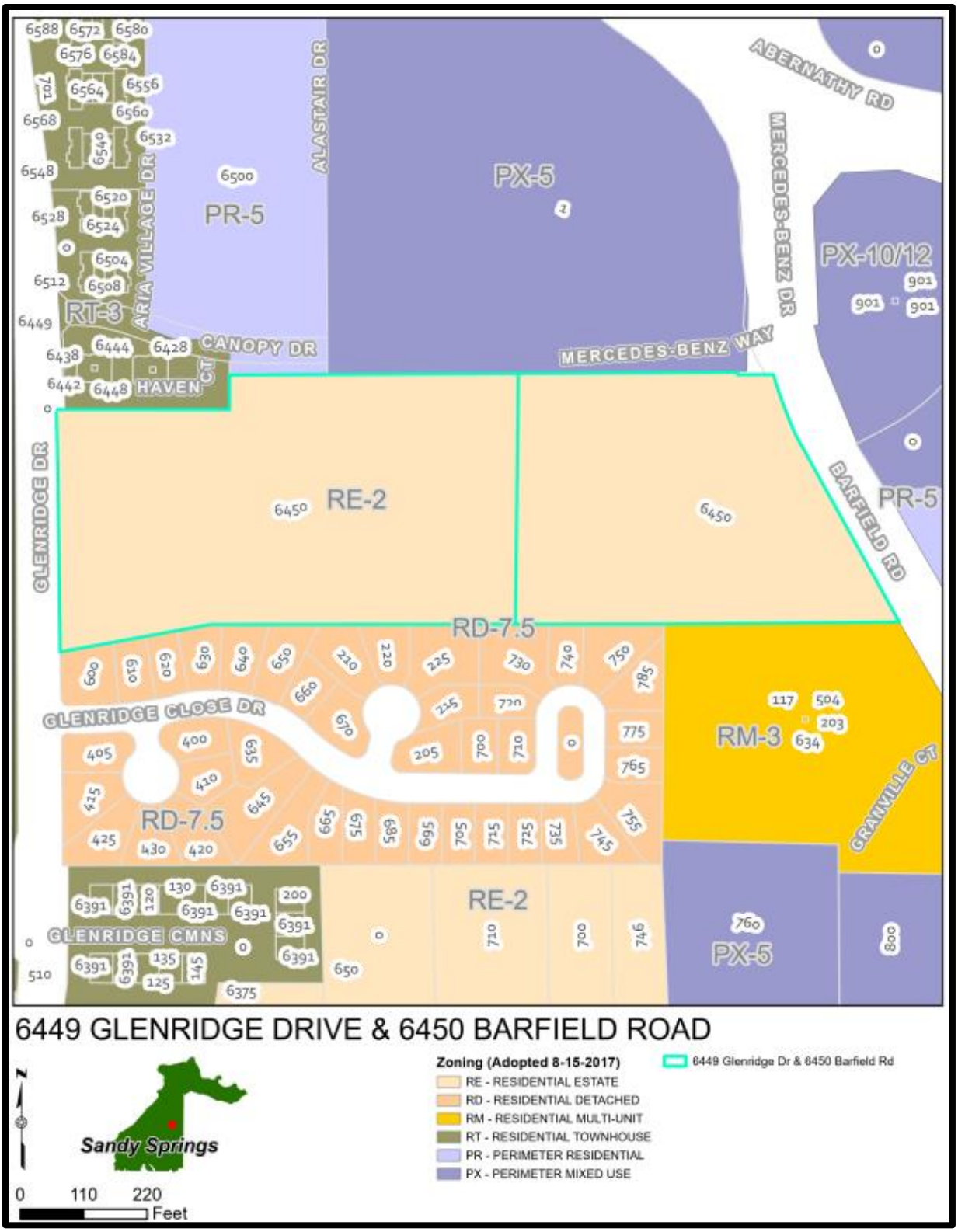
| PROCESS | | | |
|---|---|---|---|
| Initial Community Meeting (CMI):<br>May 23, 2024 | Second Community Meeting (CMII):<br>June 24, 2024 | Planning Commission Hearing:<br>August 21, 2024 | Mayor and City Council Hearing:<br>September 17, 2024 |

| EXISTING ZONING AND LAND USES OF PROPERTY IN THE VICINITY | | | |
|---|---|---|---|
| **Location relative to subject property** | **Zoning / Land use** | **Address(es)** | **Land area (acres) (approximate)** |
| North | PX-5 (Perimeter Mixed Use) Office | 1 Mercedes-Benz Drive | 12.04 acres |
| North | PR-5 (Perimeter Residential) Multi-Unit Residential | 6500 Aria Boulevard | 5.51 acres |
| North | RT-3 (Residential Townhouse) Single Unit Attached Residential Neighborhood | Aria South Subdivision | Varies |
| West | RT-3 (Residential Townhouse) Single Unit Detached | Aria Subdivision | Varies |
| South | RD-7.5 (Residential Detached) Single Unit Detached | Glenridge Close Subdivision | Varies |
| South | RM-3 (Residential Multi-Family) Multi-Unit Residential | The Granville Condominiums | Varies |
| Southeast | PX-10/12 (Perimeter Mixed Use) Single Unit Attached Residential Neighborhood | North Place | Varies |
| Northeast | PX-10/12 (Perimeter Mixed Use) Multi-Unit Residential | Serrano | Varies |
| **PROPOSED DEVELOPMENT** | | | |
| -- | RE-2 (Residential Estate) | 6449 Glenridge Drive<br>6450 Barfield Road | 13.16 acres |

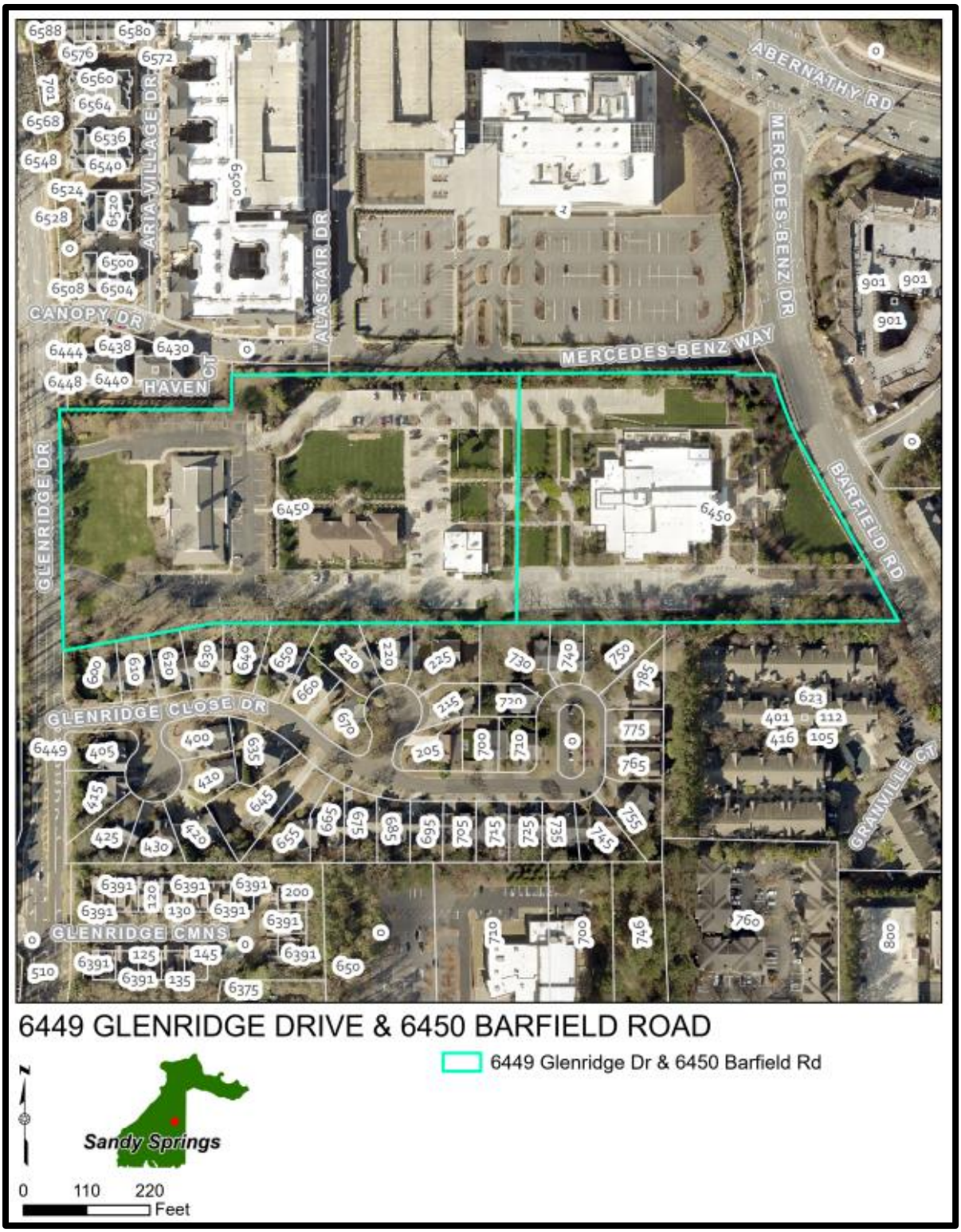
## CHARACTER AREA MAP



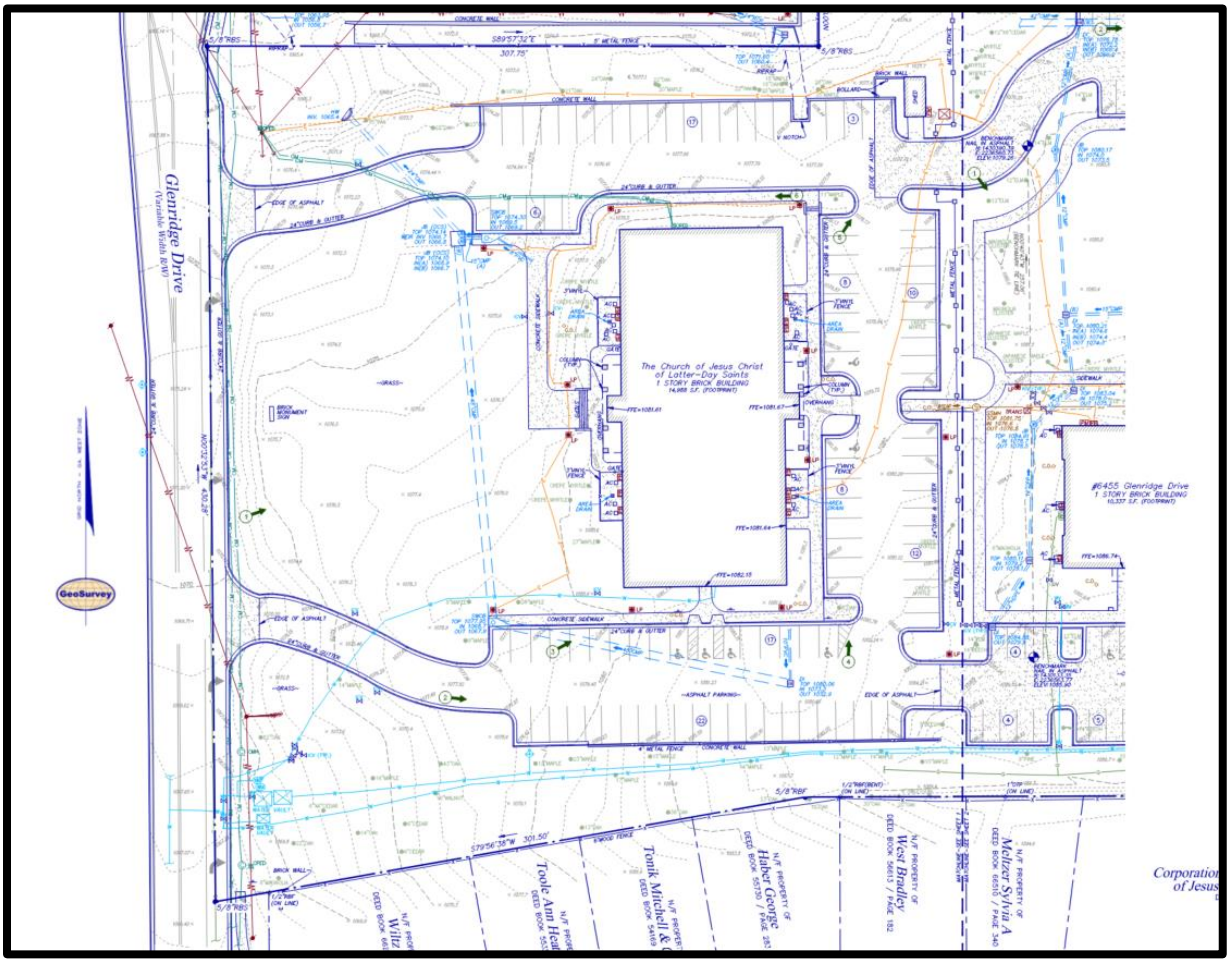
**ZONING MAP**


6449 GLENRIDGE DRIVE & 6450 BARFIELD ROAD
Zoning (Adopted 8-15-2017)
RE - RESIDENTIAL ESTATE
RD - RESIDENTIAL DETACHED
RM - RESIDENTIAL MULTI-UNIT
RT - RESIDENTIAL TOWNHOUSE
PR - PERIMETER RESIDENTIAL
PX - PERIMETER MIXED USE
6449 Glenridge Dr & 6450 Barfield Rd
Sandy Springs
0 110 220
Feet
RE-2
RD-7.5
RM-3
PX-5
PR-5
PX-10/12
RT-3
ABERNATHY RD
MERCEDES-BENZ DR
MERCEDES-BENZ WAY
ALASTAIR DR
ARIA VILLAGE DR
CANOPY DR
HAVEN CT
GLENRIDGE DR
BARFIELD RD
GLENRIDGE CLOSE DR
GRANVILLE CT
GLENRIDGE CMNS

**AERIAL IMAGE**



**SURVEY** (received July 11, 2023) (full size Site Plan in Package)



## EXISTING DEVELOPMENT

The 13.16-acre site is zoned RE-2 (Residential Estate – 2 acres minimum) originally was one parcel holding the temple and a meetinghouse. Sometime after 2001, the parcel became two separate lots one holding the temple and one holding the meetinghouse and other buildings. The meetinghouse was built in 1988 according to the applicant. The property is adjacent to the Perimeter Center district, between Glenridge Drive and Barfield Road. The site currently consists of a temple, a meetinghouse, and a distribution services building. To the north of the property is the Mercedes-Benz Headquarters Complex, The Alastair at Aria Village apartment complex, and Aria South townhome community. To the west of the property is the Aria Residential Detached subdivision. To the south is the Residential Detached subdivision, Glenrose Close, and the multifamily complex, The Granville. To the east is the North Place, townhouse community, and the Serrano, condominium complex.



***Front of meeting house view facing east on Glenridge Drive***



***View of south parking lot east***



***View facing south showing of exisitng parking and buffer at south property line***



***View facing west showing rear of meetinghouse***

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***View facing south from northern parking lot showing residential multi-family unit Aria West***

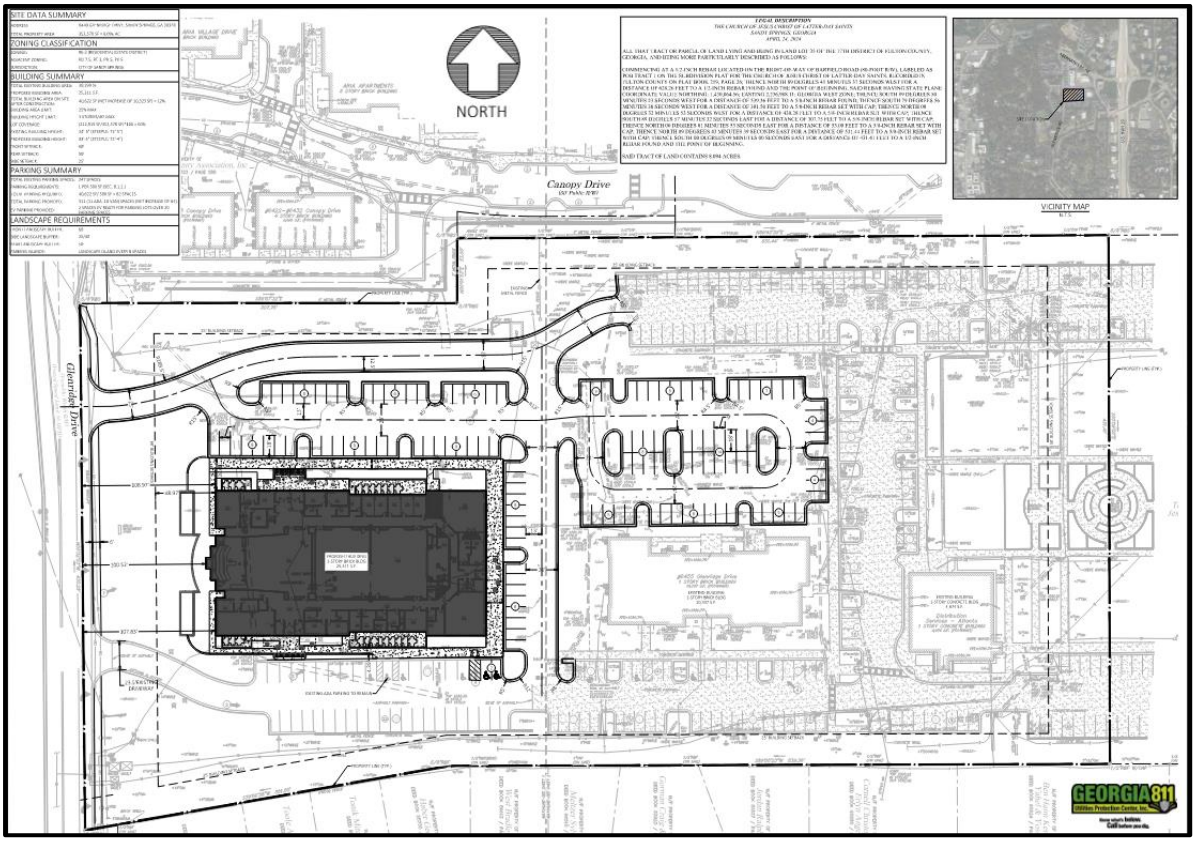


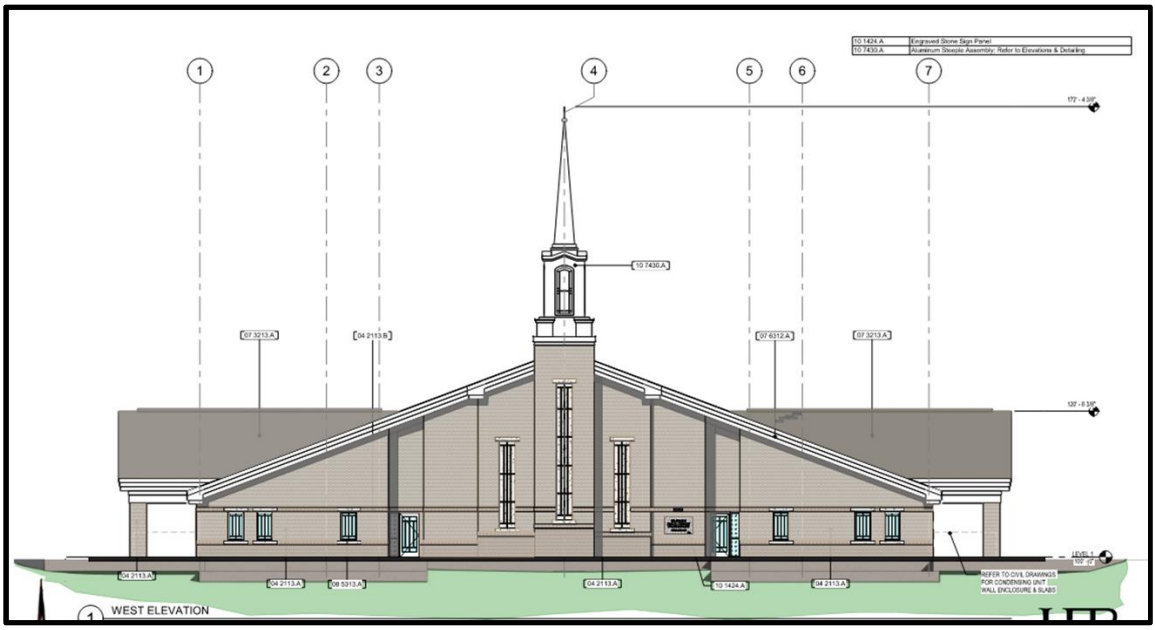
***View of existing parking lot and buffer facing west towards Glenridge Drive***

**PROPOSED DEVELOPMENT**

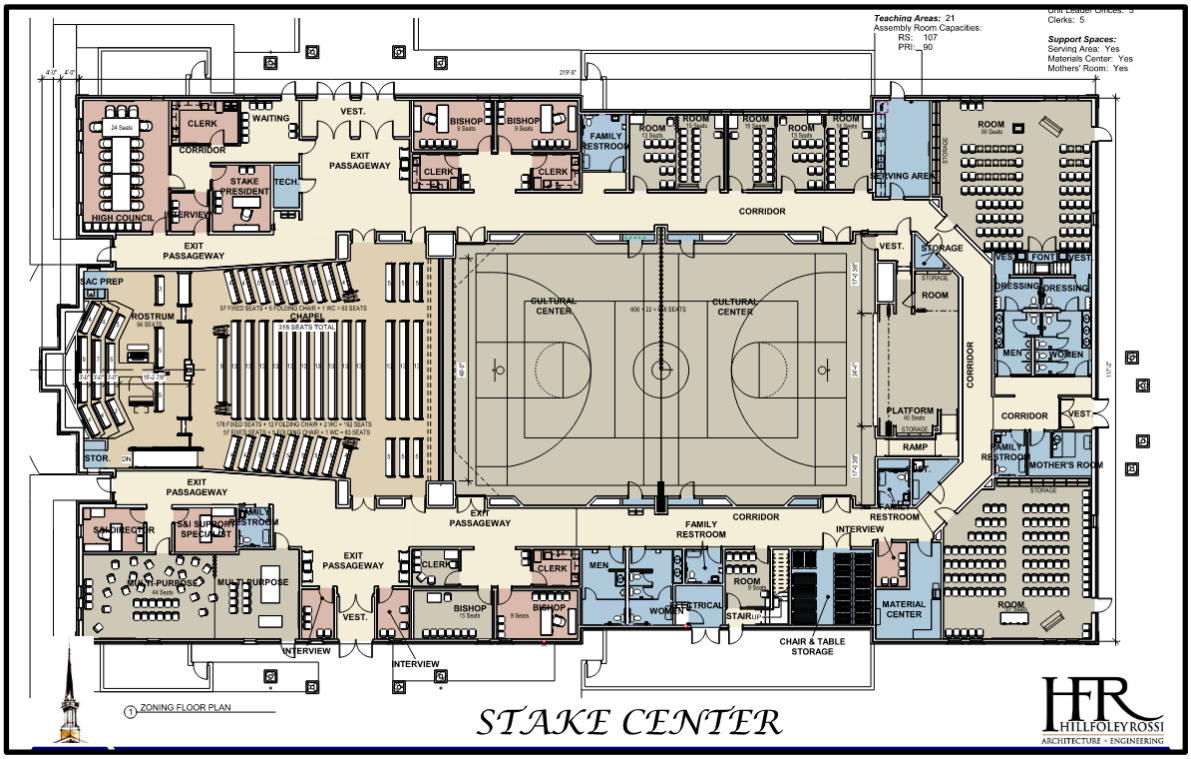
The proposed development involves demolishing and replacing the existing meetinghouse and adding an additional parking lot. The proposed 1-story meetinghouse will have a footprint of 25,311 square feet which represents an increase of 10,322 square feet (or increase of 12% lot coverage) from the existing structure (14,988 square feet). The meetinghouse is proposed to alter the orientation of the existing structure. The parking lot will have a total of 311 new parking spaces, representing an increase in 64 parking spaces from the existing accessory parking (247 parking spaces). The new parking lot will include spaces for electric vehicles and ADA accessible vans.

**SITE PLAN** (received July 22, 2024) (full size Site Plan in Package)






***West elevation rendering – View facing east on Glenridge Drive***




***Proposed Floor Plan***

**CONDITIONAL USE PERMIT CONSIDERATIONS**

Per Sec. 11.3.6.D. of the Development Code, the following list of approval criteria for a Conditional Use Permit provides guidance for making decisions on approval:

***1. The use is allowed as a conditional use in the respective zoning district (See Div. 7).***

**Finding:** The existing use, a place of worship, is allowed in the Residential Estate (RE-) district via a Conditional Use Permit.

***2. The use complies with the applicable specific use standard listed in Article 7 without the granting of any Variance.***

**Finding:** The use and proposed site amendments would not require any variances based on the information provided. A place of worship and its accessory site apparatus is defined as, "a building or structure that by design and construction is primarily intended for conducting organized religious services." and has the following "Basic Use Standards":

***a. No buildings and use areas/structures other than parking and pedestrian walkways may be located within 100 feet of any Protected Neighborhood district used for residential purposes.***

The closest residential Protected Neighborhood, The Glenridge Close Neighborhood, which sits south of the shared parcel, sits approximately 117 feet away currently. The proposed will sit approximately 126 feet from the abutting Protected Neighborhood.

***b. No parking areas may be located within 50 feet of any Protected Neighborhood district used for residential purposes.***

The legal nonconforming parking lot is approximately 26 feet from the shared property line with the Protected Neighborhood to the south. The existing site was developed in 1988 while the abutting residential neighborhood was developed in 1992.

***c. Any associated private schools, recreational fields or other uses requiring a conditional use permit as a stand-alone use in that zoning district are allowed only under a separately approved conditional use permit for each use.***

The presented plan excludes any proposal for a private school, recreational field, or other use requiring a separate conditional use permit.

***d. The maximum lot coverage and maximum building height beyond those of the underlying zoning district are determined through the Conditional Use Permit process.***

The applicants are proposing to decrease the height of the building by one foot maintaining its compliance with the Development Code**.** It is staff's assessment that no proposed or existing structure exceeds the zoning district's maximum height allowance. No exceptional building height allowance is needed as a part of this request. The lot coverage as proposed would exceed the normal district maximum of 25%, which is not unusual for most nonresidential uses at 60%.

***3. The use is compatible with adjacent uses in terms of location, scale, site design, hours of operation and operating characteristics.***

**Finding:** The proposed use is compatible with adjacent uses. The neighboring parcel to the north and west is zoned RE-2 and is developed with a private school, which like a Place of Worship falls under "Civic" use. The parcel to the east across from Glenridge Drive, is also developed as a Place of Worship (church), First Baptist Church of Sandy Springs. Overall, the proposed accessory structures and original principal use are compatible with adjacent uses in terms of scale, intensity, hours of operation, and operating characteristics.

4. ***Any significant adverse impacts resulting from the proposed use in the affected area will be effectively mitigated or offset.***

**Finding:** There are no known adverse impacts that will result from the proposed site improvements in the area. Additionally, site improvements create a useable quasi-public amenity that the neighbor communities could benefit from aesthetically and practically.

5. ***The City and other service providers will be able to provide sufficient public facilities and services including schools, roads, recreation facilities, wastewater treatment, water supply and stormwater facilities, police, fire and emergency medical services, while maintaining sufficient levels of service to existing development.***

**Finding:** The city and other service providers will be able to provide sufficient public services to the site, as proposed increases in services are negligible.

**COMMENTS FROM OTHER PARTIES**

**Sandy Springs Public Works & Transportation:**
Public Works would reiterate the comment that the developer shall provide frontage improvements as required by Code along with associated ROW dedications for Glenridge Drive.

**Sandy Springs Transportation Engineer:**
No comment provided.

**Sandy Springs City Engineer:**
No comment provided.

**Sandy Springs Chief Environmental Compliance Officer:**
No comment provided.

**Sandy Springs Arborist:**
Approved with condition that existing and future permits for the construction of the proposed facilities meet the Sandy Springs Tree Conservation Code.

**Sandy Springs Land Development:**
No comment provided.

**Sandy Springs Sustainability Manager:**
No comment provided.

**Sandy Springs Building Official:**
No comment provided.

**Sandy Springs Fire Marshal:**

**Fulton County Schools:**
No comment provided.

**Fulton County Public Services and Utilities:**
No comment provided.

## PUBLIC PARTICIPATION

**Community Meeting I**

There were 16 attendees at the first Community Meeting (CMI) on May 23, 2024. Attendees including staff, the applicants and members of the Aria West community.

**Community Meeting II**

There were 16 attendees at the second Community Meeting (CMII) on June 24, 2024. Attendees including staff, the applicants and members of the Aria West and Glenridge Close community.

**Correspondence Received**

One comment in opposition and one comment in support

## DEPARTMENT OF COMMUNITY DEVELOPMENT RECOMMENDATION

Following review, and based on the findings, Staff recommends **Approval of Conditional Use Permit U24-0001**, request for a Conditional Use Permit to modify the scope of expansion of an existing Place of Worship campus in the RE-2 zoning district, subject to the following conditions:

1. To the owner's agreement to limit use of the property to the religious Temple and with support or ancillary structures.

2. To the owner's agreement to abide by the following:

3. To the site plan received by the Department of Community Development dated May 22, 2024. Said site plan is conceptual only and must meet or exceed the requirements of the Development Code and these conditions prior to the approval of a Land Disturbance Permit. Unless otherwise noted herein, compliance with all conditions shall be in place prior to the issuance of a Certificate of Occupancy.

4. To the owner's agreement to submit to the Director of Community Development for their approval, prior to the issuance of a grading permit, a detailed landscape plan. And further, to the owner's agreement that said landscaping approved by the Director of Community Development shall be in place prior to the issuance of the Certificate of Occupancy or connection of permanent power.

5. To the owner's agreement to continue to maintain a minimum 25 foot wide natural, undisturbed, buffer, replanted where sparsely vegetated, along the entire north and south property lines in addition to the 25 foot side yard setback.

6. To the owner's agreement that the entire 40 foot setback along the Barfield Road frontage shall continue to be a landscaped strip; and to the owner's agreement to provide a minimum 100 foot linear landscape strip along the entire Glenridge Drive property frontage. Said landscape strip along Glenridge Drive shall be planted in conformance with the landscape plan received by the Department on April 15 2009, subject to approval of the Sandy Springs Arborist.

# The City of South Fulton celebrates Turbo Day with a bang

By Alex Amos
aamos@mdjonline.com

The City of South Fulton celebrated its second year of officially acknowledging its new holiday, Turbo Day, by hosting a Back-to-School Carnival on Monday afternoon, July 8, at Welcome All Park.

Hundreds of children from the South Fulton area lined up to enjoy an array of activities such as free haircuts, pony rides, school supplies, food, and carnival games.

"I'm overwhelmed," Turbo said. "I'm happy about the turnout— there's about over 600 kids out here. We offered a lot of carnival activities and I'm everything worked out well."

Turbo Day, established in 2023, celebrates Turbo, a native of the City of South Fulton, for his significant influence on the community. To honor the holiday this year, Turbo worked with the city to create the Back-to-School Carnival to equip local youth with school essentials while providing a fun-filled environment.

"It's good for us to bring all the kids from the different areas of the City of South Fulton together," City of South Fulton Councilwoman Keosha Bell said. "Today is all about impacting our community. It's all about giving back to the kids and being able to prepare them with activities, and resources, and also getting them prepared to go back to school."

To make the carnival possible, many South Fulton locals including several entrepreneurs volunteered their time to help with the event.

"It feels good being able to help provide for the kids," Owner of the Paid Never Full barber shop and Turbo's personal barber, Jamal Kirkman, said. "When I was growing up, I didn't have that, so it's good to have somebody come out and help with the community. It's a blessing."

According to city officials, the City of South Fulton plans to continue hosting Turbo Day events in the future to help foster the youth within the community and provide meaningful development.

"I'm happy— I'm excited for this year and the next year," Turbo said. "We really want to do events like this every year for Turbo Day."



Alex Amos

Pictured is popular Producer Turbo with a group of South Fulton students gathered at the Back-to-School Carnival on July 8 in celebration of Turbo Day.



Alex Amos

Pictured is Jamal Kirkman, Turbo's personal barber, giving out free haircuts to the community on Turbo Day, July 8.



Alex Amos

Local South Fulton students received free school essentials for the second annual Turbo Day on Monday, July 8.

**SANDY SPRINGS**
**NOTICE OF CONDITIONAL USE PERMIT**

| | |
|---|---|
| Petition Number: | U24-0001 |
| Petitioner: | The Church of Jesus Christ of Latter-Day Saint |
| Property Location: | 6449 Glenridge Drive/6450 Barfield Road |
| Request: | Request for a Conditional Use Permit to modify the scope of expansion of an existing Place of Worship campus in the RE-2 zoning district. |
| Public Hearing: | Planning Commission<br>August 21, 2024 at 6:00 p.m. |
| Location: | Sandy Springs City Hall<br>1 Galambos Way<br>Sandy Springs, GA 30328<br>770-730-5600 |
| Virtual Option: | The meeting will be live-stream at **www.sandyspringsga.gov/stream**. For instructions on how to provide public comment during the Public Hearing, please visit **http://spr.gs/publiccomment**. |

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Alex Amos

The City of South Fulton provided live entertainment for local students at the Back-to-School Carnival on July 8. Pictured is DJ Antron performing his set for attendees to enjoy.




Alex Amos

The City of South Fulton hosted a Back-to-School Carnival in honor of Turbo Day on July 8. The event offered a range of activities including several games, free food, free haircuts, and more.



This year's Turbo Day celebration consisted of a Back-to-School Carnival on July 8 featuring free pony rides for the kids.

♦

Alex Amos

SANDY SPRINGS™
GEORGIA

Case No.: _____
Planner's initials: _____

# APPLICATION

## ZONING MAP AMENDMENT (REZONING) & CONDITIONAL USE PERMIT

☐ ZONING MAP AMENDMENT - OR - ☑ CONDITIONAL USE PERMIT

**Application Checklist:**

| Page No. | Item | Completed/ Included in Submittal |
|---|---|---|
| 2 | Project Information Sheet | ☑ |
| 3-6 | Detailed Process and Instructions | N/A |
| 7 | Application Form | ☑ |
| 8-10 | Authorization and Disclosure Forms | ☑ |
| 11 | Letter of Intent | ☑ |
| 11 | Zoning Impact Analysis | ☐ or N/A ☑ |
| 11-12 | Conditional Use Analysis | ☑ or N/A ☐ |
| 12 | Traffic Impact Study | ☑ or N/A ☐ |
| 12 | Development of Regional Impact | ☐ or N/A ☑ |
| 12 | Chattahoochee River Corridor Certificate | ☐ or N/A ☑ |
| 12-13 | 8½" x 11" copy of Survey | ☑ |
| 12-13 | 8½" x 11" copy of Site Plan (optional for Rezoning) | ☑ or N/A ☐ |
| 12-13 | 11" x 17" copy of Survey | ☑ |
| 12-13 | 11" x 17" copy of Site Plan (optional for Rezoning) | ☑ or N/A ☐ |
| 12-13 | Two (2) full-scale copies of Survey | ☑ |
| 12-13 | Two (2) full-scale copies of Site Plan (optional for Rezoning) | ☑ or N/A ☐ |
| 12 | 8½" x 11" copy of Legal Description | ☑ |
| | 11" x 17" copy of Elevations and/or Sections and Floor Plan | ☑ or N/A ☐ |
| 14 | Meeting Schedule | N/A |
| 15 | Fee Schedule | N/A |
| 15 | Fee Payment | ☑ Upon Invoice |
| 16 | Sign Specifications | N/A |
| 17 | Sign-In Sheet Template | N/A |
| 4 | Summary of and Sign-In Sheet Completed at CMI | ☐ |
| **All documents must be submitted electronically (via email)** | | |

The Director reserves the right to request additional information deemed necessary to analyze the request. Incomplete applications will not be accepted.

Planner's initials: _____

Received
5/22/2024
9:43am
LSW



SANDY SPRINGS
GEORGIA

Case No.: U24-0001
Planner's initials: LSW

# PROJECT INFORMATION SHEET

**PROPERTY**

| | |
|---|---|
| Address(es): 6450 Barfield Road Also Known As, 6449 Glenridge Drive, Sandy Springs, GA 30328 | |
| Parcel Tax ID(s): 17 0035 LL3057 | |
| Total acreage: 8.09 | Council District: 3 |
| Current zoning: RE-2 | Current use: Place of worship - church |
| Character Area: Protected Neighborhood | |

**APPLICATION**

Purpose of the Application:

Check all that apply:

☐ Zoning Map Amendment (Rezoning) ☑ Conditional Use Permit

Detailed request: Applicant/Owner seeks a Conditional Use Permit to replace the existing church Building (15,000SF) and accessory parking lot (247 Spaces) with a new church building (25,311SF) and accessory parking (318 spaces).

Petitioner: The Church of Jesus Christ of Latter-Day Saints

Petitioner's address: 50 E. North Temple St., COB12, Salt Lake City, Utah 84150

Phone: [redacted] Email: thh@ChurchofJesusChrist.org

**OWNER**

Property owner: The Church of Jesus Christ of Latter-Day Saints, a Utah corporation sole, f/k/a Corporation of the Presiding Bishop of the Church of Jesus Christ of Latter-Day Saints, a Utah Corporation sole

Owner's address: 50 E. North Temple St., COB12, Salt Lake City, Utah 84150

Phone: [redacted] Email:thh@ChurchofJesusChrist.org

Signature (authorizing initiation of the process):

*If the property is under contract, provide a copy of the contract*

- TO BE FILLED OUT BY P&Z STAFF -

| | |
|---|---|
| Pre-Application Meeting date: 4/24/2024 | Anticipated Application date: 5/24/2024 |
| CMI date, time, and location: 5/23/2024 at 6pm City Hall | |

**ADDITIONAL INFORMATION NEEDED:**

**SUBMITTAL ITEMS WAIVED BY DIRECTOR:**

SANDY SPRINGS™
GEORGIA

Case No.: _____
Planner's initials: _____

APPLICATION FORM

**APPLICATION**

| |
|---|
| Purpose of the Application: Conditional Use - Place of Worship |
| |
| Check all that apply:<br>☐ Zoning Map Amendment (Rezoning) ☑ Conditional Use Permit |
| Detailed request: |
| Applicant/Owner seeks a conditional use permit to replace the existing church building (+/- 14,988SF) and accessory parking lot (247 spaces) with a new church building (+/- 25,311SF) and accessory parking (311 spaces). |

**COMMUNITY MEETING I REPORT**

| | |
|---|---|
| Date and location of CMI: May 23, 2024 at City Hall: 1 Galambos Way, Sandy Springs, GA 30328 | |
| Beginning time: 6:00 PM | End time: 7:00 PM |
| Summary of concerns discussed: | |
| Please see the enclosed document. | |
| Does the Application address the concerns discussed at the CMI? ☑Yes ☐No | |
| Explain: | |
| Please see the enclosed document. | |

- TO BE FILLED OUT BY P&Z STAFF -

| | |
|---|---|
| Application date: | Tentative Planning Commission date: |
| CMII date and time: | Tentative Mayor and City Council date: |
| **OFFICIAL REQUEST (FOR PUBLICATION):** | |
| | |

SANDY SPRINGS
GEORGIA

# AUTHORIZATION FORM – PART I

A- The property owner must fill out the following section and have it notarized. If a property has multiple owners, each owner must separately fill out a copy of the Authorization Form.

Owner states under oath that he/she is the owner of the property described in the attached legal description, which is made part of this Application.

Owner's name: The Church of Jesus Christ of Latter-Day Saints, a Utah corporation sole, f/k/a Corporation of the Presiding Bishop of the Church of Jesus Christ of Latter-Day Saints, a Utah corporation sole

Address: 50 E. North Temple St., COB12

City, State, Zip Code: Salt Lake City, Utah 84150

Email address: thh@ChurchofJesusChrist.org

Phone number: [redacted]

Owner's signature: X

Sworn and subscribed before me this 24th day of April 2024

Notary public: Ashley Rowley

Seal:

ASHLEY ROWLEY
Notary Public State of Utah
My Commission Expires on:
November 19, 2026
Comm. Number: 727055

Commission expires: 11/19/2024

B- If the Applicant is *not* the current owner of the subject property:
Fill out the following section, check the appropriate statement, and have it notarized.

Applicant states under oath that:

☐ He/she is the executor or Attorney-in-Fact under a Power-of-Attorney for the owner (*attach a copy of the contract*); or

☐ He/she has an option to purchase the subject property (*attach a copy of the contract*); or

☐ He/she has an estate of years which permits the Applicant to apply (*attach a copy of the lease*)

Applicant's name:

Company name:

Address:

City, State, Zip Code:

Email address:

Phone number:

Applicant's signature:

Sworn and subscribed before me this

____ th day of _____ 20 ____

Notary public:

Seal:

Commission expires:

SANDY SPRINGS
GEORGIA

AUTHORIZATION FORM – PART II

C- If an agent or attorney will represent the owner and/or the Applicant:
Fill out the following section and have it notarized.

| | |
|---|---|
| Agent's name: | Jeffrey S. Haymore |
| Company: | Dillard Sellers |
| Address: | 1776 Peachtree Street NW, Suite 415-South |
| City, State, Zip Code: | Atlanta, Georgia 30309 |
| Email address: | jhaymore@dillardsellers.com |
| Phone number: | [redacted] |
| Agent's signature: | Jeffrey S. Haymore |
| Applicant's signature: | |

Sworn and subscribed before me this

24th day of April 20 24

Notary public: Ashley Rowley

Seal:

ASHLEY ROWLEY
Notary Public State of Utah
My Commission Expires on:
November 19, 2026
Comm. Number: 727055

Commission expires: 11/19/2026

SANDY SPRINGS
GEORGIA

# DISCLOSURE OF CONTRIBUTION FORM

Within the two (2) years immediately preceding the filing of this Application, have you made any campaign contributions aggregating $250.00 or more or made gifts having an aggregate value of $250.00 to the Mayor or any member of the City Council? ☐ Yes ☑ No

| List all individuals or business entities which have an ownership interest in the property which is the subject of this Application: |
|---|
| |

| Campaign Contributions: | | | |
|---|---|---|---|
| Name of Government Official | Total Dollar Amount | Date of Contribution | Enumeration and Description of Gift Valued at $250.00 or more |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

The undersigned acknowledges that this disclosure is made in accordance with the Official Code of Georgia, Section 36-67A-1 et. seq. Conflict of interest in zoning actions, and that the information set forth herein is true to the undersigned's best knowledge, information and belief.

| Name: | The Church of Jesus Christ of Latter-day Saints, a Utah corporation sole, f/k/a Corporation of the Presiding Bishopric of the Church of Jesus Christ of Latter-Day Saints, a Utah corporation sole |
|---|---|
| Signature: X | Date: 4/24/2024 |

Note: Each party involved in the Application must sign an individual copy of this form.

SANDY SPRINGS
GEORGIA

DISCLOSURE OF CONTRIBUTION FORM

Within the two (2) years immediately preceding the filing of this Application, have you made any campaign contributions aggregating $250.00 or more or made gifts having an aggregate value of $250.00 to the Mayor or any member of the City Council? ☐ Yes ☑ No

| List all individuals or business entities which have an ownership interest in the property which is the subject of this Application: |
|---|
| |

| Campaign Contributions: | | | |
|---|---|---|---|
| Name of Government Official | Total Dollar Amount | Date of Contribution | Enumeration and Description of Gift Valued at $250.00 or more |
| | | | |
| | | | |
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| | | | |
| | | | |
| | | | |
| | | | |

The undersigned acknowledges that this disclosure is made in accordance with the Official Code of Georgia, Section 36-67A-1 et. seq. Conflict of interest in zoning actions, and that the information set forth herein is true to the undersigned's best knowledge, information and belief.

| Name: Jeffrey S. Haymore | |
|---|---|
| Signature: Jeffrey S. Haymore | Date: 5/15/2024 |

Note: Each party involved in the Application must sign an individual copy of this form.

**Letter of Intent and Conditional Use Analysis**

**City of Sandy Springs**

**Applicant:**
The Church of Jesus Christ of Latter-day Saints

**Owner:**

The Church of Jesus Christ of Latter-day Saints, a Utah Corporation sole, f/k/a Corporation of the Presiding Bishop of the Church of Jesus Christ of Latter-day Saints, a Utah corporation sole

**Property:**
6449 Glenridge Drive aka 6450 Barfield Road
Sandy Springs, Georgia 30328

**Acreage:**
+/- 8.09

**Parcel ID:** 17 0035LL3057

**Submitted for Applicant by:**
Jeffrey S. Haymore, Esq.
DILLARD SELLERS, LLC
1776 Peachtree Street NW, Suite 415-S
Atlanta, Georgia 30309
(404) 665-1243
jhaymore@dillardsellers.com

## Introduction

The Church of Jesus Christ of Latter-day Saints (Applicant) requests approval of its application for a conditional use permit (CUP) for a place of worship, specifically the replacement of its current church chapel/meetinghouse (+/- 14,988 SF) and accessory surface parking (247 spaces) with a new church meetinghouse (+/- 25,311 SF) and accessory surface parking (311 spaces) at 6450 Barfield Road aka 6449 Glenridge Road, Sandy Springs, Georgia, 30328 as more particularly described in the legal description included in the CUP application filing (the "Property").[1] The Property is zoned RE-2 (Residential Estate). A place of worship is a permitted use in this zoning district with a conditional use permit. See, Development Code, Div. 7.2, Allowed Use Table. The Property is in a Protected Neighborhood zoning district and in the Protected Neighborhood character area.

The Property fronts on Glenridge Road, between Mercedes-Benz Way to the north and Glenridge Close Dr NE to the south. Nearby uses are residential to the south and west, mixed use to the north and the Mercedes Benz corporate headquarters to the northwest. The proposed construction includes the circled meetinghouse and surrounding accessory parking. The Property also includes church housing for members, a religious bookstore building and concrete parking and landscaped grounds, none of which are part of the proposed construction area. The meetinghouse proposed for replacement is circled in green.




## Current and Proposed Operational characteristics

There are three congregations or "wards" (comprised of separate and defined geographical boundaries within the area) that share useage of the meetinghouse. Sharing reduces the need to

[1] This address, originally one parcel, has been two parcels since approximately 2001, the meetinghouse parcel (17 0035 LL3057) outlined in red below and the temple parcel (17 0035 LL0657) outlined in yellow. The Church's temple is a separate parcel and is not included in the application.

build multiple meetinghouses in and around the City. On Sundays, the Dunwoody Ward worships from 9 AM to 11 AM. Over the last three years, the average Sunday attendance for the Dunwoody Ward is 91 individuals. The Sandy Springs Ward meets from 11 AM to 1 PM. Over the last three years, the average Sunday attendance for the Sandy Springs Ward is 127 individuals. As "family wards", these two wards consist of adults, youth and children who come to and from church in family vehicles. The North Point Young Single Adult (YSA) Ward meets from 1 PM to 3 PM. Over the last three years, the average Sunday attendance for the North Point YSA Ward is 128 individuals. As single adults (e.g. unmarried), some rideshare to church while others drive alone. Peak parking space usage occurs approximatley 15 minutes before and after meeting end/start times at 11 AM and 1 PM.

Non-Sunday useage of the meetinghouse is shared among the three wards/congregations. The Dunwoody Ward and the Sandy Springs Ward share useage of the meetinghouse on Wednesday for "youth activity night" from approximately 7 PM to 8 PM. Combined, average attenance is 60 individuals. The North Point YSA Ward uses the meetinghouse on Monday evening for fellowship from approximately 7 PM to 9 PM. Average attendance is 25 individuals. Outside of these Sunday and weekday hours, the meetinghouse is used for classes, meetings, counseling, fellowshipping and other religious purposes. These purposes are accomplished without any noise or disruption to adjoining properties.

These operational characteristics are not expected to change with the replacement meetinghouse.

**Street view from Glenridge Road (facing east)**



**Development Details**

The existing meetinghouse, built in 1988, is approaching the end of its useful life cycle, relative to the cost to operate and maintain the physical facility.[2] After analyzing this and all considerations, Applicant determined that a replacement meetinghouse is necessary to meet its religious purpose.

As shown on the site plan of Lowe Engineers dated May 2, 2024 ("Site Plan") included in the CUP application filing, the proposed meetinghouse will face towards and engage with Glenridge Drive. The closest point of the structure is approximately 100' from the right-of-way, which is well within the 60' primary street setback in the RE-2 district. The structure will meet all additional required setbacks. Like the current accessory parking, the proposed accessory parking wraps around the side and rear of the building. The proposed parking footprint on the north side of the building will be more interior than the current parking footprint. The parking footprint on the south side of the building will remain the same. The proposed 311 parking spaces on the Property more than satisfies the minimum parking ratio (1:500 SF) and count (51 spaces) for a place of worship.[3] The height of the existing meetinghouse is 34' 5" and the height of the proposed meetinghouse is (exclusive of steeple) is 33' 5".

The meetinghouse façade will be all brick. The roof will be architectural asphalt shingles. Additional architectural elements are shown on the rendering included in the CUP application filing.

Sidewalks along the Property's entire Glenridge Drive frontage connecting to the parcels on either side are shown on the Site Plan and are planned by the City for construction.

**Conditional Use Analysis Criteria (Code Sec. 11.3.6.D)**

**1. The use is allowed as a Conditional Use in the respective zoning district (see Div. 7.2).**

Yes, a place of worship is allowed as conditional use in the RE-2 zoning district.

**2. The use complies with the applicable specific use standard listed in Article 7, if any, without the granting of any Variance.**

---

[2] The Church built the existing meetinghouse pursuant to special use permit #U-80-63 approved by Fulton County in November 1980. See, November 1980 Fulton County Board of Commissioner Meeting Minutes, pages 75-77.

[3] The 311 parking count is west of the temple gates, which theoretically could be used for Sunday services. The Property boundary lies just east (i.e., inside) of the temple gates. There are an additional 24 full parking spaces inside the temple gates on the Property. However, the vehicular temple gates are typically closed on Sunday because the temple is closed on Sunday.

Yes, the proposed use complies with the specific standards listed in Code section 7.4.1(F) for a place of worship. Specifically, the Site Plan shows that: (a) no buildings and use areas/structures other than parking and pedestrian walkways are located within 100 feet of any Protected Neighborhood district used for residential purposes; (b) no parking area is located within 50 feet of any Protected Neighborhood district used for residential purposes; (c) no associated private schools, recreational fields or other uses requiring a conditional use permit as a stand-alone use in the applicable RE-2 zoning district are proposed; and (d) the maximum lot coverage and maximum building height beyond those of the RE-2 zoning district will be determined through the Conditional Use Permit process.

3. **The use is compatible with adjacent uses in terms of location, scale, site design, hours of operation, and operating characteristics.**

Yes, the proposed use is compatible with the adjacent uses. The existing meetinghouse has been a complement to and was built prior to the vast majority of residential and newer mixed use and office in the neighborhood. This quiet use is an ideal neighbor to nearby residential uses. The operating hours and characteristics discussed above are not expected to materially change. Substantial landscaping will be installed to beautify the Property.

4. **Any significant adverse impacts resulting from the proposed use in the affected area will be effectively mitigated or offset.**

No, the proposed use will not create any adverse impacts as evidenced by the forty (40) year history of the use at the Property. As discussed above, the current operating hours and characteristics are not expected to materially change. Ingress and egress to and from the Property will remain from the two existing driveways from Glenridge Road. Parking adjacent to the south property line will remain the same. Parking adjacent to the north property line will be pulled closer to the interior and further from adjacent property.

5. **The City and other service providers will be able to provide sufficient public facilities and services including schools, road, recreation facilities, wastewater treatment. Water supply and stormwater facilities, police, fire and emergency medical services, while maintaining sufficient levels of service to existing development.**

Yes, the City and other service providers are able to provide sufficient public facilities and services for the proposed use as evidenced by the approximately thirty-six (36) year history of the meetinghouse use. In all likelihood, the proposed use of the Property demands less water, stormwater, police, fire and emergency medical services than other types of uses by right at the Property.

**Conclusion**

For the foregoing reasons, Applicant respectfully requests that the City of Sandy Springs approve the Conditional Use Permit. If there are any questions about this request, please do not hesitate to contact me at 404-665-1243 or jhaymore@dillardsellers.com. Applicant sets forth its constitutional objections set forth on the following pages.

Sincerely,



## REQUIRED CONSTITUTIONAL OBJECTIONS AND ANTE LITEM NOTICE

Georgia law requires the Applicant to raise Federal and State constitutional objections during the application process. While the Owner/Applicant anticipates a smooth application process, failure to raise constitutional objections at this stage may mean that the Owner/Applicant will be barred from raising important legal claims later in the process. Accordingly, the following constitutional objections are stated:

The portions of the City of Sandy Springs Development Code (Code), facially and as applied to the Property, which restrict the Property to any uses, conditions, land use designations, development standards, or to any zoning district other than that proposed by the Owner/Applicant are unconstitutional in that they would destroy the Applicant's property rights without first paying fair, adequate and just compensation for such rights, in violation of Article I, Section I, Paragraph I and Section III, Paragraph I of the Constitution of the State of Georgia of 1983, and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States.

The application of the Code, facially and as applied to the Property, which restricts the Property to any uses, conditions, land use designations, development standards, or to any zoning district other than in accordance with the application as proposed by the Applicant is unconstitutional, illegal, null and void, constituting a taking of Applicant's Property in violation of the Just Compensation Clause of the Fifth Amendment to the Constitution of the United States; Article I, Section I, Paragraph I, and Section III, Paragraph I of the Constitution of the State of Georgia of 1983; and the Equal Protection and Due Process Clauses of the Fourteenth Amendment to the Constitution of the United States denying the Applicant an economically viable use of its land while not substantially advancing legitimate state interests.

A denial of this application would be unconstitutional under the Takings Clause of the Fifth Amendment to the Constitution of the United States and the Just Compensation Clause of Article I, Section III, Paragraph I of the Constitution of the State of Georgia of 1983. A refusal by the City of Sandy Springs to grant the application as requested would constitute a taking of the Applicant’s property. Because of this unconstitutional taking, the City of Sandy Springs would be required to pay just compensation to the Owner/Applicant.

A denial of this application would constitute an arbitrary and capricious act by the City of Sandy Springs without any rational basis therefore constituting an abuse of discretion in violation of Article I, Section I, Paragraph I and Section III, Paragraph I of the Constitution of the State of Georgia of 1983, and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States. A refusal to grant the requested conditional use permit would lack objective justification and would result only from neighborhood opposition, which would constitute an unlawful delegation of the zoning power to non-legislative bodies in violation of the Georgia Constitution, Article IX, Section II, Paragraph 4.

A refusal by the City of Sandy Springs to grant the conditional use permit for the Property in accordance with the criteria as requested by the Applicant would be unconstitutional and discriminate in an arbitrary, capricious and unreasonable manner between the Applicant and owners of the similarly situated property in violation of Article I, Section I, Paragraph II of the Constitution of the State of Georgia of 1983 and the Equal Protection Clause of the Fourteenth Amendment to the Constitution of the United States. Any approval of the requests subject to conditions which are different from conditions, if any, requested by the Applicant, to the extent such different conditions would have the effect of further restricting Applicant's utilization of the Property, would also constitute an arbitrary, capricious and discriminatory act in zoning the Property to a unconstitutional classification and would likewise violate each of the provisions of the State and Federal Constitutions set forth hereinabove.

A denial of this application would be unconstitutional. This notice is being given to comply with the provisions of O.C.G.A. § 36-33-5 and/or O.C.G.A. § 36-11-1 to afford the City an opportunity to approve the conditional use permit as requested by the Applicant. If action is not taken by the City to approve the application within a reasonable time, a claim may be filed in the Superior Court of Fulton County demanding just and adequate compensation under Georgia law for the taking of the Property, inverse condemnation, diminution of value of the Property, attorney's fees and other damages arising out of the unlawful deprivation of the Applicant's property rights.

Standing Objection

The Applicant further objects to the standing of each and every surrounding resident to challenge, whether before the City Council or any court of competent jurisdiction, any zoning decision by the City in that he/she has not shown, nor can show, that he/she will suffer special damages within the meaning of Georgia law as a result of said decision. The Applicant raises this objection before the City Council and requests the City Council to determine the standing of any individual who challenges or objects to the Council's decision to act on these zoning requests. Applicant further raises this objection before the Council to preserve said objection on appeal, if any, to any court of competent jurisdiction.

Evidence Objection

Applicant objects to the testimony and documentary evidence proffered by anyone opposed to the Application based on relevancy, inadmissibility, hearsay, lack of foundation and any other applicable evidentiary objection.

We respectfully request that the City grant the conditional use permit by approving the Application. Should the City have any questions, suggestions and/or concerns, we ask that you bring these to our attention so they can be timely addressed.

**Traffic Impact Study**

**See enclosed e-mail from Michele McIntosh-Ross authorizing study to be submitted prior to 2nd community meeting.**

## Jeff Haymore

**From:** McIntosh-Ross, Michele <MMcIntosh-Ross@SandySpringsga.gov>
**Sent:** Friday, May 17, 2024 2:11 PM
**To:** Jeff Haymore
**Cc:** LaQuita Williams
**Subject:** RE: CUP in Sandy Springs - Glenridge Drive

Jeff,
It sounds like you will have the documents in time for the 2nd community meeting (CM). Yes, it will be ok to proceed, and we'll make a note that we will be in receipt prior to the 2nd CM. If it is not ready for the 2nd CM, there may be a delay.

I hope this is good news going into the weekend. We'll see you next Thursday for the CM1.

Best Regards,

Michele

SANDY SPRINGS
GEORGIA

**Michele McIntosh-Ross**
Planning and Zoning Manager
**O** 7702061539 **M** 7706876797
MMcIntosh-Ross@SandySpringsga.gov
1 Galambos Way, Sandy Springs, GA 30328, USA

SandySpringsGA.gov

Participate in our customer service survey.

**From:** Jeff Haymore <JHaymore@dillardsellers.com>
**Sent:** Friday, May 17, 2024 10:39 AM
**To:** McIntosh-Ross, Michele <MMcIntosh-Ross@SandySpringsga.gov>; Jeff Haymore <JHaymore@dillardsellers.com>
**Subject:** FW: CUP in Sandy Springs - Glenridge Drive

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hi Michelle – Happy Friday. Can you confirm the below inquiry re: traffic study.

**Jeffrey S. Haymore, Esq.**

DILLARD Sellers ATTORNEYS AT LAW

**d** (404) 665-1243 **e** jhaymore@dillardsellers.com
**New Mailing Address**: P.O. Box 250271, Atlanta, GA 30325
Office Address: 1776 Peachtree Street, NW, Suite 415-South, Atlanta, GA 30309
**DILLARDSELLERS.COM**

**From:** Jeff Haymore
**Sent:** Wednesday, May 15, 2024 1:01 PM
**To:** LaQuita Williams <LWilliams@SandySpringsga.gov>
**Cc:** Jon Erickson <JErickson@hfraa.com>; McIntosh-Ross, Michele <MMcIntosh-Ross@SandySpringsga.gov>; Bill Aguilar <bill.aguilar@loweengineers.com>; daniel.herrera@loweengineers.com
**Subject:** RE: CUP in Sandy Springs - Glenridge Drive

Hi LaQuita – I hope you are doing well. I've received two e-mails and one phone call from the community since letters were delivered. All positive. And thank you for adding our project to the City's website with the pertinent dates, including the May 24 CMI 1 and the August 21 PC date. I'm looking forward to next week's CMI 1. Regarding the traffic study, at the pre-app. meeting we said we would do one based on previous guidance from the city. That study is being conducted by Lowe Engineers and is in progress. However, it likely will not be complete by Friday May 24 application deadline. Rather, it will be completed about 1-2 weeks after that date; well before the second community meeting and planning commission. Please confirm that submission of the traffic study is ok post-application but pre-CMI 2. My understanding is that staff (including traffic department) begin substantive review of the application post CMI 2.

I'm available to discuss. Thanks!

**Jeffrey S. Haymore, Esq.**

DILLARD Sellers ATTORNEYS AT LAW

**d** (404) 665-1243 **e** jhaymore@dillardsellers.com

**New Mailing Address**: P.O. Box 250271, Atlanta, GA 30325

Office Address: 1776 Peachtree Street, NW, Suite 415-South, Atlanta, GA 30309

**DILLARDSELLERS.COM**

**From:** LaQuita Williams <LWilliams@SandySpringsga.gov>
**Sent:** Monday, May 06, 2024 12:09 PM
**To:** Jeff Haymore <JHaymore@dillardsellers.com>
**Cc:** Jon Erickson <JErickson@hfraa.com>; Sophia Weckerle <sweckerle@dillardsellers.com>; McIntosh-Ross, Michele <MMcIntosh-Ross@SandySpringsga.gov>
**Subject:** RE: CUP in Sandy Springs - Glenridge Drive

Jeff,
The information on the letter is great; don't forget to remove the template watermark. Reference the sign requirements on page 14 of the application- also attached a snippet below.

(CLERK OF COURT RECORDING INFORMATION)

GRID NORTH – GA. WEST ZONE

GeoSurvey

## SITE PHOTOGRAPHS




## LEGEND

| STANDARD ABBREVIATIONS | | STANDARD SYMBOLS | |
|---|---|---|---|
| AC | AIR CONDITIONER | | POWER POLE |
| BH | BORE HOLE | | GUY WIRE |
| BSL | BUILDING SETBACK LINE | | POWER LINE |
| CI | CURB INLET | LP | LIGHT POLE |
| CMP | CORRUGATED METAL PIPE | | ELECTRIC TRANSFORMER |
| CMF | CONCRETE MONUMENT FND | | |
| CO | SANITARY CLEANOUT | | |
| CPED | COMMUNICATION PEDESTAL | | WATER VAULT |
| CTP | CRIMPED TOP PIPE | | |
| DI | DROP INLET | | GAS VALVE |
| DIP | DUCTILE IRON PIPE | GM | GAS METER |
| DWCB | DOUBLE WING CATCH BASIN | | WATER VALVE |
| FND | FOUND | 6550 | WATER METER |
| GM | GAS METER | | FIRE HYDRANT |
| INV | INVERT | | UNDERGROUND ELECTRIC LINE |
| JB | JUNCTION BOX | G | UNDERGROUND GAS LINE |
| MH | MANHOLE | CM | UNDERGROUND COMMUNICATION LINE |
| NF | NAIL FOUND | W | UNDERGROUND WATER LINE |
| OCS | OUTLET CONTROL STRUCTURE | 1 | PHOTO POSITION INDICATOR |
| OTP | OPEN TOP PIPE | | |
| PM | POWER METER | XX | REGULAR PARKING SPACE COUNT |
| POB | POINT OF BEGINNING | | |
| POC | POINT OF COMMENCEMENT | | HANDICAP PARKING SPACE |
| RCP | REINFORCED CONCRETE PIPE | | |
| RBR | IRON REINFORCING BAR | | TREE POSITION INDICATOR |
| RBS | 5/8"RBR SET CAPPED LSF 621 | | |
| SS | SANITARY SEWER | | SIGN |
| SWCB | SINGLE WING CATCH BASIN | | |
| TRANS | ELECTRIC TRANSFORMER | | |

## UTILITY NOTE

*THE UNDERGROUND UTILITIES SHOWN HEREON ARE BASED ON LOCATION OF MARKINGS PROVIDED BY:*

*UTILISURVEY, LLC*
*1227 NORTH PEACHTREE PARKWAY, STE 178*
*PEACHTREE CITY, GA 30269*

*THE UNDERGROUND UTILITIES (EXCEPT THE LOCATION OF EXISTING DRAINAGE, SEWER AND IRRIGATION UTILITIES AS WELL AS UNDERGROUND STORAGE TANKS) WERE LOCATED BY UTILISURVEY, LLC. UTILIZING RADIO FREQUENCY TECHNIQUE. THIS TECHNIQUE IS CAPABLE OF LOCATING METALLIC UTILITIES AND TRACER WIRES. ANY NON-METALLIC UTILITIES (WITHOUT TRACER WIRE) ARE NOT LOCATED.*

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*INFORMATION REGARDING MATERIAL AND SIZE OF UTILITIES IS BASED ON RECORDS ACQUIRED FROM THE UTILITY OWNERS.*

## IF YOU DIG

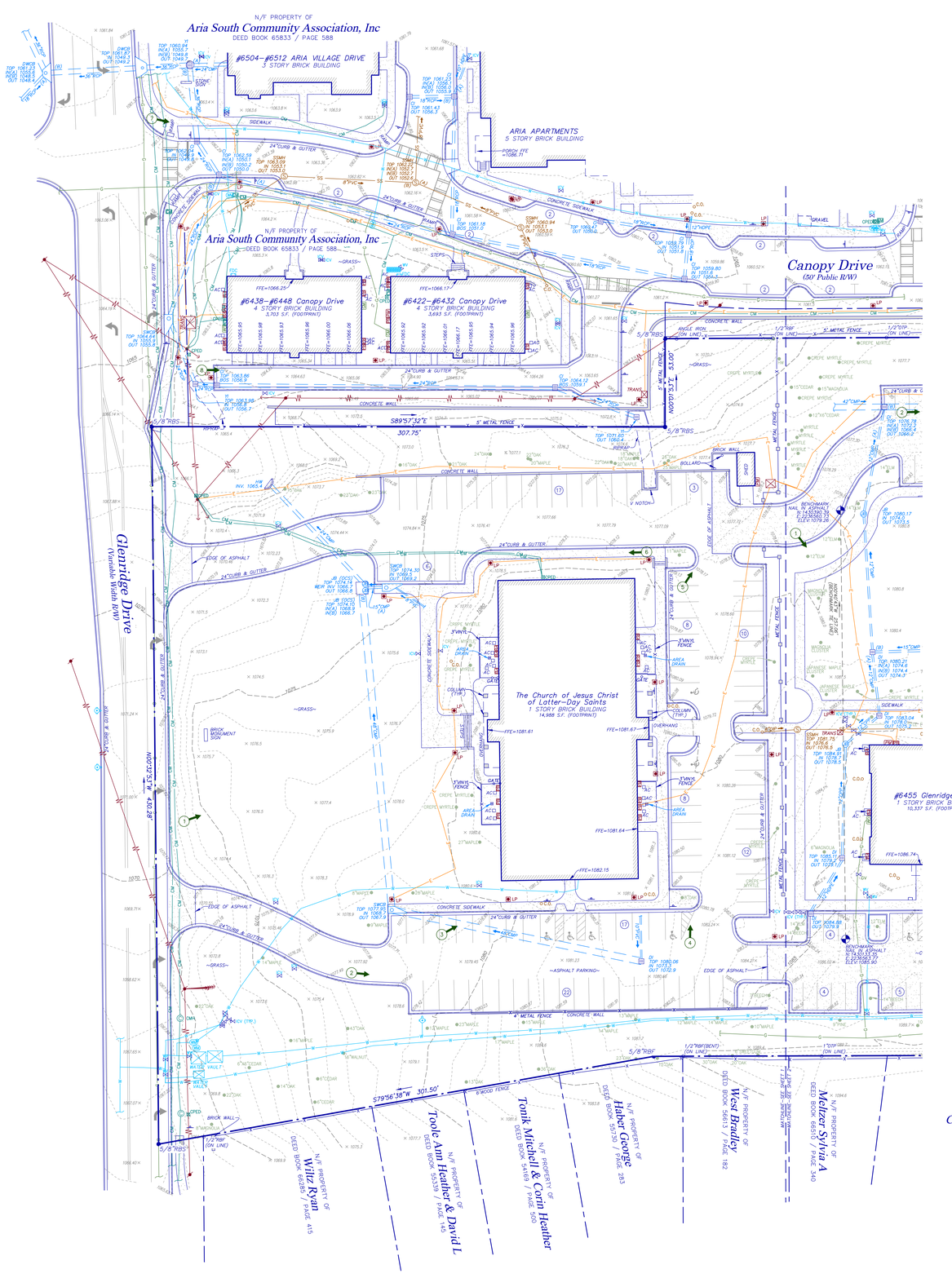
811

Know what's **below.**
**Call** before you dig.
Dial 811
Or Call 800-282-7411

## CLOSURE STATEMENT

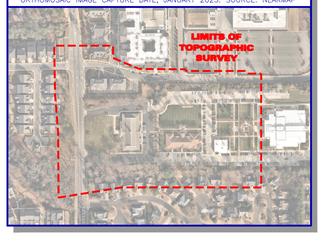
*THE FIELD DATA UPON WHICH THIS PLAT IS BASED WAS COLLECTED USING A CARLSON BRX7 DUEL FREQUENCY GPS WITH A CARLSON CARRIER-CORRECTED RTK NETWORK, AND HAS A RELATIVE POSITIONAL ACCURACY OF 0.08 FEET.*

*THIS PLAT HAS BEEN CALCULATED FOR CLOSURE AND WAS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 636,328 FEET. ERP INIT.*




## AERIAL IMAGE

ORTHOMOSAIC IMAGE CAPTURE DATE: JANUARY 2023. SOURCE: NEARMAP

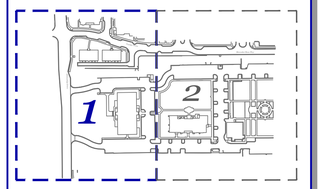



## VICINITY MAP

SITE LOCATION – LATITUDE: *33° 55' 54"* LONGITUDE: *84° 21' 54"*




## SHEET INDEX




## GENERAL NOTES

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*THIS PROPERTY IS NOT LOCATED IN A SPECIAL FLOOD HAZARD AREA BASED ON THE FLOOD INSURANCE RATE MAP FOR THIS AREA; THE MAP NUMBER FOR THIS AREA IS 13121C0101E; AND THE DATE OF SAID MAP IS 9/18/2013. THIS DETERMINATION WAS MADE BY GRAPHICALLY DETERMINING THE POSITION OF THIS SITE ON SAID FIRM MAPS UNLESS OTHERWISE NOTED.*

*TREES 6–INCH DBH (DIAMETER AT BREAST HEIGHT) AND LARGER WERE LOCATED FOR THIS SURVEY.*

*THE DATUM FOR THIS SITE WAS ESTABLISHED UTILIZING GLOBAL POSITIONING SYSTEMS, AND BASED ON POSITIONAL VALUES FOR THE VIRTUAL REFERENCE STATION NETWORK DEVELOPED BY eGPS SOLUTIONS. THE HORIZONTAL REFERENCE FRAME IS NORTH AMERICAN DATUM OF 1983(2011)–STATE PLANE COORDINATE SYSTEM OF GEORGIA–WEST ZONE. THE VERTICAL REFERENCE FRAME IS NORTH AMERICAN VERTICAL DATUM OF 1988. ANY DIRECTIONS OR DIMENSIONS SHOWN ARE A RECTANGULAR, GROUND LEVEL PROJECTION OF THE STATE PLANE COORDINATE SYSTEM.*

*NO ZONING REPORT OR ZONING LETTER WAS PROVIDED TO THE SURVEYOR. THE SITE IS ZONED "RC–2" (RESIDENTIAL ESTATE DISTRICT) AS SHOWN ON THE ZONING MAP OF CITY OF SANDY SPRINGS.*
*THE MINIMUM YARD SETBACKS ARE: FRONT – 60 FEET;*
*SIDE – 25/40 FEET; AND REAR – 50 FEET.*

*ZONING AND SETBACKS SHOULD BE CONFIRMED AND VERIFIED BY PLANNING AND ZONING PRIOR TO DESIGN OR CONSTRUCTION ACTIVITIES.*

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### *SURVEY REFERENCES*

*1> FINAL PLAT OF ARIA SOUTH, PHASE I, PREPARED BY GUNNIN LAND SURVEYING, LLC, DATED JANUARY 11, 2019, RECORDED IN FULTON COUNTY RECORDS – PLAT BOOK 417, PAGE 28.*
*2> FINAL PLAT OF ARIA WEST, PREPARED BY GUNNIN LAND SURVEYING, LLC, DATED DECEMBER 12, 2016, LAST REVISED JANUARY 17, 2019, RECORDED IN FULTON COUNTY RECORDS – PLAT BOOK 417, PAGE 16.*
*3> EXEMPTION PLAT FOR ATLANTA TEMPLE, PREPARED BY MOORE BASS CONSULTING, DATED SEPTEMBER 13, 2000, RECORDED IN FULTON COUNTY RECORDS – PLAT BOOK 219, PAGE 26.*
*4> FINAL PLAT FOR GLENRIDGE CLOSE, PREPARED BY CIVIL DESIGN, INC., DATED MAY 4, 1992, RECORDED IN FULTON COUNTY RECORDS – PLAT BOOK 174, PAGE 47.*

## SURVEYOR CERTIFICATION

*This plat is a retracement of an existing parcel or parcels of land and does not subdivide or create a new parcel or make any changes to any real property boundaries. The recording information of the documents, maps, plats, or other instruments which created the parcel or parcels are stated hereon. RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION. AVAILABILITY OF PERMITS, COMPLIANCE WITH LOCAL REGULATIONS OR REQUIREMENTS, OR SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND. Furthermore, the undersigned land surveyor certifies that this plat complies with the minimum technical standards for property surveys in Georgia as set forth in the rules and regulations of the Georgia Board of Registration for Professional Engineers and Land Surveyors and as set forth in O.C.G.A. Section 15–6–67.*

GEORGIA REGISTERED No. 3042 LAND SURVEYOR DAVID HESTER

*David L. Hester*
*Georgia Registered*
*Land Surveyor # 3042*

**SHEET** 1 OF 2

## GRAPHIC SCALE

0 15 30 75 150
1" = 30'

GeoSurvey


*Land Surveying • 3D Laser Scanning*
1660 Barnes Mill Road
Marietta, Georgia 30062
Phone: (770) 795–9900
Fax: (770) 795–8880
www.geosurvey.com
EMAIL: info@geosurvey.com
Certificate of Authorization #LSF–000621


BOUNDARY AND TOPOGRAPHIC SURVEY

*6449 Glenridge Drive*

FOR

# *The Church of Jesus Christ of Latter-Day Saints*

| | | | |
|---|---|---|---|
| GS JOB NO: | 20237680 | DRAWING SCALE: | 1" = 30' |
| FIELD WORK: | RL | CITY: | SANDY SPRINGS |
| PROJ MGR: | ERP | COUNTY: | FULTON STATE: GA |
| REVIEWED: | DLH | LAND LOT: | 35 |
| DWG FILE: | 20237680–1.dwg | DISTRICT: | 17th |

SURVEY DATE: *August 21, 2023*

REVISIONS (SEE GENERAL NOTES)

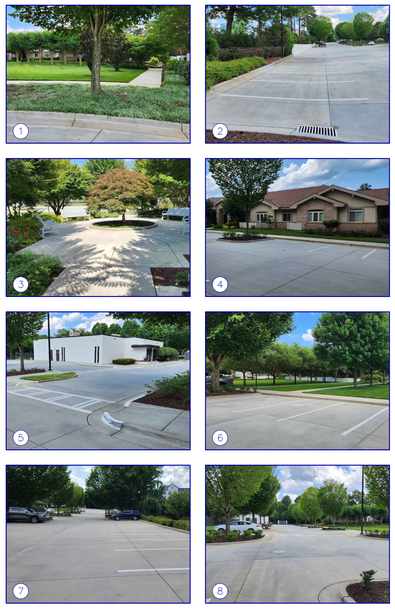
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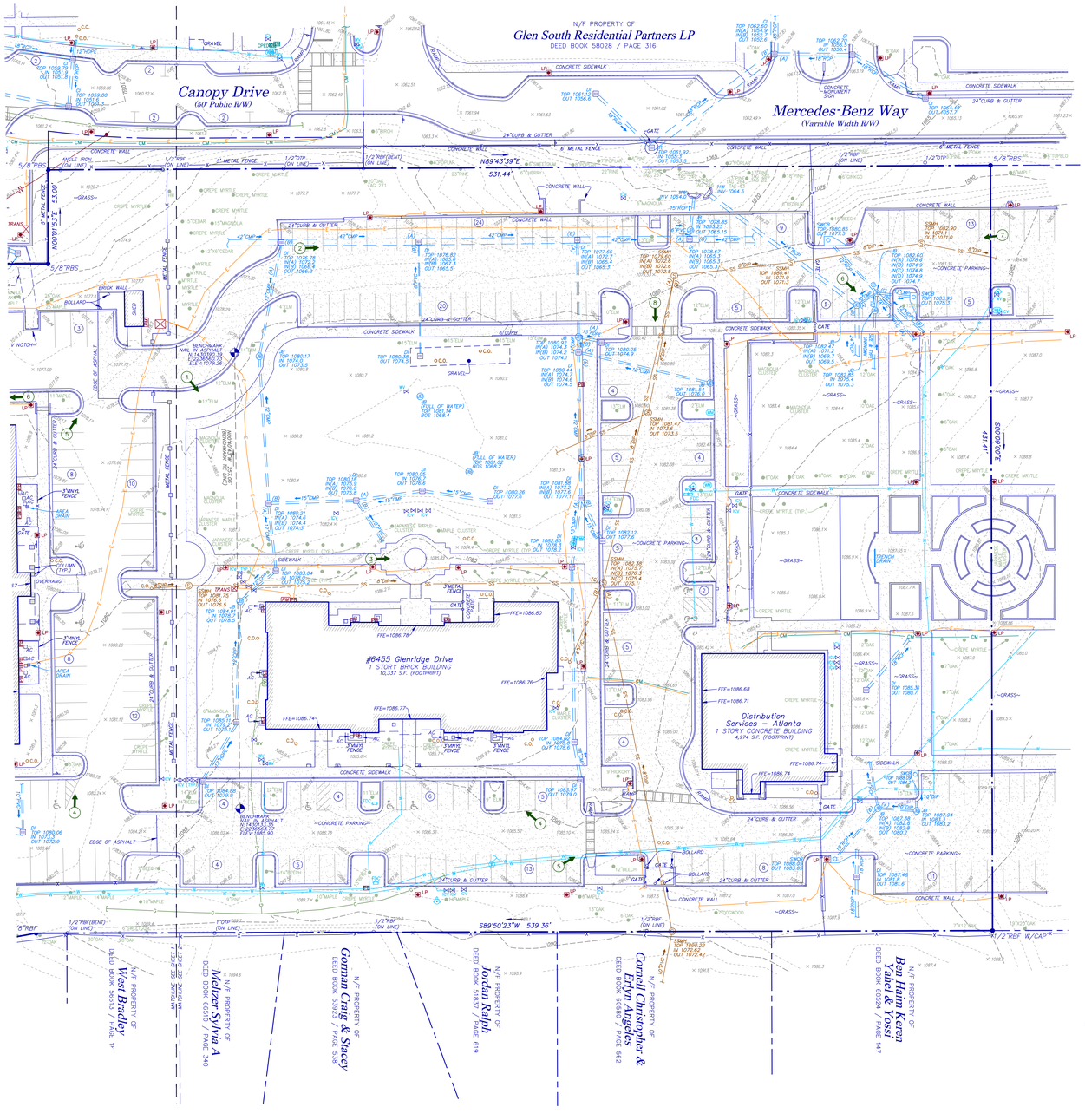
(CLERK OF COURT RECORDING INFORMATION)

GRID NORTH — GA. WEST ZONE

GeoSurvey

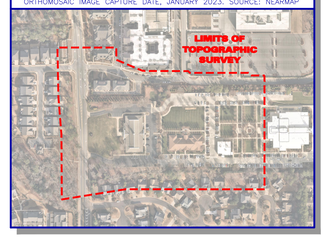
## SITE PHOTOGRAPHS




## AERIAL IMAGE

ORTHOMOSAIC IMAGE CAPTURE DATE, JANUARY 2023. SOURCE: NEARMAP




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SITE LOCATION – LATITUDE: 33° 55' 54" LONGITUDE: 84° 21' 54"




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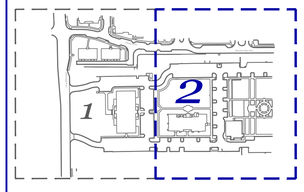
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## SHEET INDEX




## STANDARD ABBREVIATIONS

| | |
|---|---|
| AC | AIR CONDITIONER |
| BH | BORE HOLE |
| BSL | BUILDING SETBACK LINE |
| CI | CURB INLET |
| CMP | CORRUGATED METAL PIPE |
| CMF | CONCRETE MONUMENT FND |
| CO | SANITARY CLEANOUT |
| CPED | COMMUNICATION PEDESTAL |
| CTP | CRIMPED TOP PIPE |
| DI | DROP INLET |
| DIP | DUCTILE IRON PIPE |
| DWCB | DOUBLE WING CATCH BASIN |
| FND | FOUND |
| GM | GAS METER |
| INV | INVERT |
| JB | JUNCTION BOX |
| MH | MANHOLE |
| NF | NAIL FOUND |
| OCS | OUTLET CONTROL STRUCTURE |
| OTP | OPEN TOP PIPE |
| PM | POWER METER |
| POB | POINT OF BEGINNING |
| POC | POINT OF COMMENCEMENT |
| RCP | REINFORCED CONCRETE PIPE |
| RBR | IRON REINFORCING BAR |
| RBS | 5/8"RBR SET CAPPED LSF 621 |
| SS | SANITARY SEWER |
| SWCB | SINGLE WING CATCH BASIN |
| TRANS | ELECTRIC TRANSFORMER |

## STANDARD SYMBOLS

POWER POLE
GUY WIRE
POWER LINE
LIGHT POLE
ELECTRIC TRANSFORMER
WATER VAULT
GAS VALVE
GAS METER
WATER VALVE
WATER METER
FIRE HYDRANT
UNDERGROUND ELECTRIC LINE
UNDERGROUND GAS LINE
UNDERGROUND COMMUNICATION LINE
UNDERGROUND WATER LINE
PHOTO POSITION INDICATOR
REGULAR PARKING SPACE COUNT
HANDICAP PARKING SPACE
TREE POSITION INDICATOR
SIGN

## UTILITY NOTE

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UTILISURVEY, LLC
1227 NORTH PEACHTREE PARKWAY, STE 178
PEACHTREE CITY, GA 30269

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INFORMATION REGARDING MATERIAL AND SIZE OF UTILITIES IS BASED ON RECORDS ACQUIRED FROM THE UTILITY OWNERS.

## IF YOU DIG

811 Know what's below. Call before you dig. Dial 811 Or Call 800-282-7411

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David L. Hester
Georgia Registered
Land Surveyor # 3042

GEORGIA REGISTERED No. 3042 LAND SURVEYOR DAVID HESTER

2 SHEET OF 2

## GRAPHIC SCALE

0 15 30 75 150
1" = 30'

GeoSurvey
Land Surveying • 3D Laser Scanning
1660 Barnes Mill Road
Marietta, Georgia 30062
Phone: (770) 795-9900
Fax: (770) 795-8880
www.geosurvey.com
EMAIL: info@geosurvey.com
Certificate of Authorization #LSF-000621

BOUNDARY AND TOPOGRAPHIC SURVEY

6449 Glenridge Drive

FOR

# The Church of Jesus Christ of Latter-Day Saints

| | | | |
|---|---|---|---|
| GS JOB NO: | 20237680 | DRAWING SCALE: | 1" = 30' |
| FIELD WORK: | RL | CITY: | SANDY SPRINGS |
| PROJ MGR: | ERP | COUNTY: | FULTON STATE: GA |
| REVIEWED: | DLH | LAND LOT: | 35 |
| DWG FILE: | 20237680-1.dwg | DISTRICT: | 17th |

SURVEY DATE: August 21, 2023

REVISIONS (SEE GENERAL NOTES)

| No. | Date | Description |
|---|---|---|

## SITE DATA SUMMARY

| | |
|---|---|
| ADDRESS | 6449 GLENRIDGE DRIVE, SANDY SPRINGS, GA 30328 |
| TOTAL PROPERTY AREA: | 352,570 SF = 8.09± AC |

## ZONING CLASSIFICATION

| | |
|---|---|
| ZONING: | RE-2 (RESIDENTIAL ESTATE DISTRICT) |
| ADJACENT ZONING: | RD-7.5, RT-3, PR-5, PX-5 |
| JURISDICTION: | CITY OF SANDY SPRINGS |

## BUILDING SUMMARY

| | |
|---|---|
| TOTAL EXISTING BUILDING AREA: | 30,299 SF |
| PROPOSED BUILDING AREA: | 25,311 S.F. |
| TOTAL BUILDING AREA ON SITE AFTER CONSTRUCTION: | 40,622 SF (NET INCREASE OF 10,323 SF) = 12% |
| BUILDING AREA LIMIT: | 25% MAX |
| BUILDING HEIGHT LIMIT: | 3 STORIES/40' MAX |
| LOT COVERAGE: | (212,915 SF/352,570 SF)*100 = 60% |
| EXISTING BUILDING HEIGHT: | 34'-5" (STEEPLE: 72'-5") |
| PROPOSED BUILDING HEIGHT: | 33'-5" (STEEPLE: 72'-4") |
| FRONT SETBACK: | 60' |
| REAR SETBACK: | 50' |
| SIDE SETBACK: | 25' |

## PARKING SUMMARY

| | |
|---|---|
| TOTAL EXISTING PARKING SPACES: | 247 SPACES |
| PARKING REQUIREMENTS: | 1 PER 500 SF (SEC. 8.1.2.) |
| TOTAL PARKING REQUIRED: | 40,622 SF/ 500 SF = 82 SPACES |
| TOTAL PARKING PROVIDED: | 311 (11 ADA, 10 VAN) SPACES (NET INCREASE OF 64) |
| EV PARKING PROVIDED: | 2 SPACES EV READY FOR PARKING LOTS OVER 20 PARKING SPACES |

## LANDSCAPE REQUIREMENTS

| | |
|---|---|
| FRONT LANDSCAPE BUFFER: | 60 |
| SIDE LANDSCAPE BUFFER: | 25/40 |
| REAR LANDSCAPE BUFFER: | 50 |
| PARKING ISLANDS: | LANDSCAPE ISLAND EVERY 8 SPACES |

***LEGAL DESCRIPTION***
*THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS*
*SANDY SPRINGS, GEORGIA*
*APRIL 24, 2024*

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 35 OF THE 17TH DISTRICT OF FULTON COUNTY, GEORGIA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A 1/2-INCH REBAR LOCATED ON THE RIGHT-OF-WAY OF BARFIELD ROAD (80-FOOT R/W), LABELED AS POB TRACT 1 ON THE SUBDIVISION PLAT FOR THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS, RECORDED IN FULTON COUNTY ON PLAT BOOK 219, PAGE 26; THENCE NORTH 89 DEGREES 41 MINUTES 37 SECONDS WEST FOR A DISTANCE OF 628.26 FEET TO A 1/2-INCH REBAR FOUND AND THE POINT OF BEGINNING; SAID REBAR HAVING STATE PLANE COORDINATE VALUE NORTHING: 1,430,064.56; EASTING 2,236,988.11; GEORGIA WEST ZONE; THENCE SOUTH 89 DEGREES 50 MINUTES 23 SECONDS WEST FOR A DISTANCE OF 539.36 FEET TO A 5/8-INCH REBAR FOUND; THENCE SOUTH 79 DEGREES 56 MINUTES 38 SECONDS WEST FOR A DISTANCE OF 301.50 FEET TO A 5/8-INCH REBAR SET WITH CAP; THENCE NORTH 00 DEGREES 32 MINUTES 53 SECONDS WEST FOR A DISTANCE OF 430.28 FEET TO A 5/8-INCH REBAR SET WITH CAP; THENCE SOUTH 89 DEGREES 57 MINUTES 32 SECONDS EAST FOR A DISTANCE OF 307.75 FEET TO A 5/8-INCH REBAR SET WITH CAP; THENCE NORTH 00 DEGREES 01 MINUTES 53 SECONDS EAST FOR A DISTANCE OF 53.00 FEET TO A 5/8-INCH REBAR SET WITH CAP; THENCE NORTH 89 DEGREES 43 MINUTES 39 SECONDS EAST FOR A DISTANCE OF 531.44 FEET TO A 5/8-INCH REBAR SET WITH CAP; THENCE SOUTH 00 DEGREES 09 MINUTES 00 SECONDS EAST FOR A DISTANCE OF 431.41 FEET TO A 1/2-INCH REBAR FOUND AND THE POINT OF BEGINNING.

SAID TRACT OF LAND CONTAINS 8.094 ACRES.




VICINITY MAP
N.T.S




PREPARED BY:
LOWE ENGINEERS
990 HAMMOND DRIVE, SUITE 900
ATLANTA, GA 30328
770.857.8400

PRELIMINARY
NOT FOR
CONSTRUCTION

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THIS MEDIA SHOULD NOT BE CONSIDERED A CERTIFIED DOCUMENT UNLESS IT IS PROPERLY SIGNED AND SEALED

CONSTRUCTION SITE SAFETY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR; NEITHER THE OWNER NOR THE ENGINEER SHALL BE EXPECTED TO ASSUME ANY RESPONSIBILITY FOR SAFETY OF THE WORK, OF PERSONS ENGAGED IN THE WORK, OF ANY NEARBY STRUCTURES, OR ANY OTHER PERSON

THE CHURCH OF
JESUS CHRIST
OF LATTER-DAY SAINTS

# CUP SITE PLAN

DUNWOODY, NORTH POINT YSA, SANDY SPRINGS, STAKE CENTER
6449 GLENRIDGE DRIVE
SANDY SPRINGS, GA 30328

ZONING: RE-2
LAND LOT: 35 LAND LOT
TAX DISTRICT: 59
TAX PARCEL ID: 17 0035 LL 3657

REVISIONS

| NO. | DATE | DESCRIPTION |
|---|---|---|

0' 15' 30' 45'

SCALE: 1" = 30'
DATE: 5/2/2024
DRAWN BY: DPH
CHECKED BY: BA
PROJECT MANAGER: BILL AGUILAR
PROJECT #: 23-220022

NORTH

SHEET
C3.00

GEORGIA 811
Utilities Protection Center, Inc.
Know what's below. Call before you dig.

FILE NAME: Z:\23-220022 LDS Sandy Springs Meeting House\6 - DWG\SHEETS\C3.00 SITE PLAN.dwg LAST SAVED BY: DHERRERA 5/17/24 AT 4:38 PM PLOTTED BY: DHERRERA 5/17/24 AT 4:41 PM PAPER SIZE: ARCH FULL BLEED D (36.00 X 24.00 INCHES) DEVICE: DWG TO PDF.PC3 PLOT STYLE: CIVIL-SITE.CTB

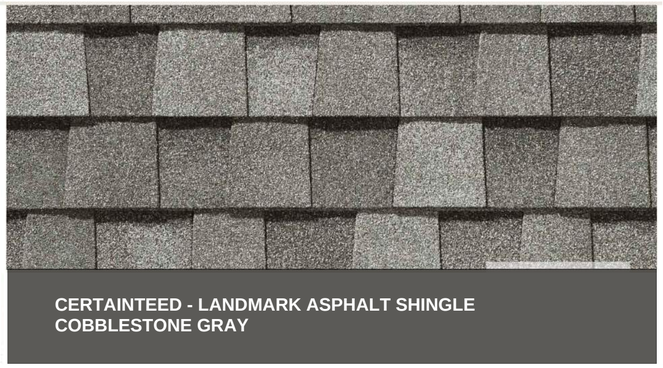
***Legal Description***
*The Church of Jesus Christ of Latter-Day Saints*
*Sandy Springs, Georgia*
*April 24, 2024*

All that tract or parcel of land lying and being in Land Lot 35 of the 17th District of Fulton County, Georgia, and being more particularly described as follows:

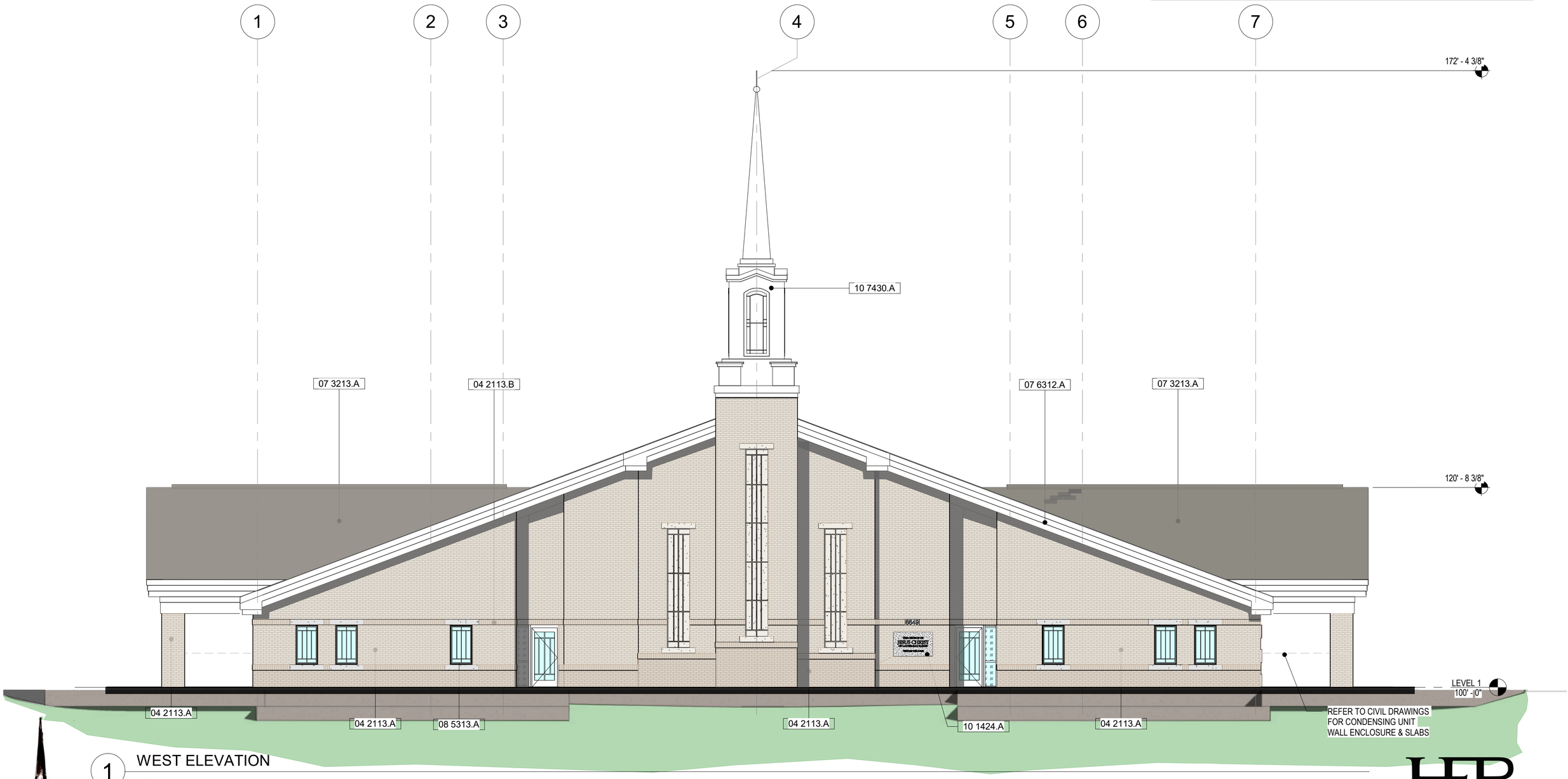
COMMENCING at a 1/2-inch rebar located on the right-of-way of Barfield Road (80-foot R/W), labeled as POB Tract 1 on the Subdivision Plat for The Church of Jesus Christ of Latter-Day Saints, recorded in Fulton County on Plat Book 219, Page 26; thence North 89 degrees 41 minutes 37 seconds West for a distance of 628.26 feet to a 1/2-inch rebar found and the POINT OF BEGINNING, said rebar having State Plane Coordinate Value Northing: 1,430,064.56; Easting 2,236,988.11; Georgia West Zone; thence South 89 degrees 50 minutes 23 seconds West for a distance of 539.36 feet to a 5/8-inch rebar found; thence South 79 degrees 56 minutes 38 seconds West for a distance of 301.50 feet to a 5/8-inch rebar set with cap; thence North 00 degrees 32 minutes 53 seconds West for a distance of 430.28 feet to a 5/8-inch rebar set with cap; thence South 89 degrees 57 minutes 32 seconds East for a distance of 307.75 feet to a 5/8-inch rebar set with cap; thence North 00 degrees 01 minutes 53 seconds East for a distance of 53.00 feet to a 5/8-inch rebar set with cap; thence North 89 degrees 43 minutes 39 seconds East for a distance of 531.44 feet to a 5/8-inch rebar set with cap; thence South 00 degrees 09 minutes 00 seconds East for a distance of 431.41 feet to a 1/2-inch rebar found and the POINT OF BEGINNING.

Said tract of land contains 8.094 acres.




| # | Keynote Legend |
|---|---|
| Key | Description |
| 04 2113.A | Brick Veneer System |
| 04 2113.B | Brick Veneer Soldier Course |
| 07 3213.A | Composite Asphalt Shingle & Underlayments Roof System |
| 07 6312.A | Metal Soffit Panels |
| 07 7226.A | Roof Ridge Vent Assembly, See Detail F/A109 |
| 08 5313.A | Vinyl Framed Window, Refer to Window Elevations |
| 10 1424.A | Engraved Stone Sign Panel |
| 10 7430.A | Aluminum Steeple Assembly; Refer to Elevations & Detailing |




1 WEST ELEVATION

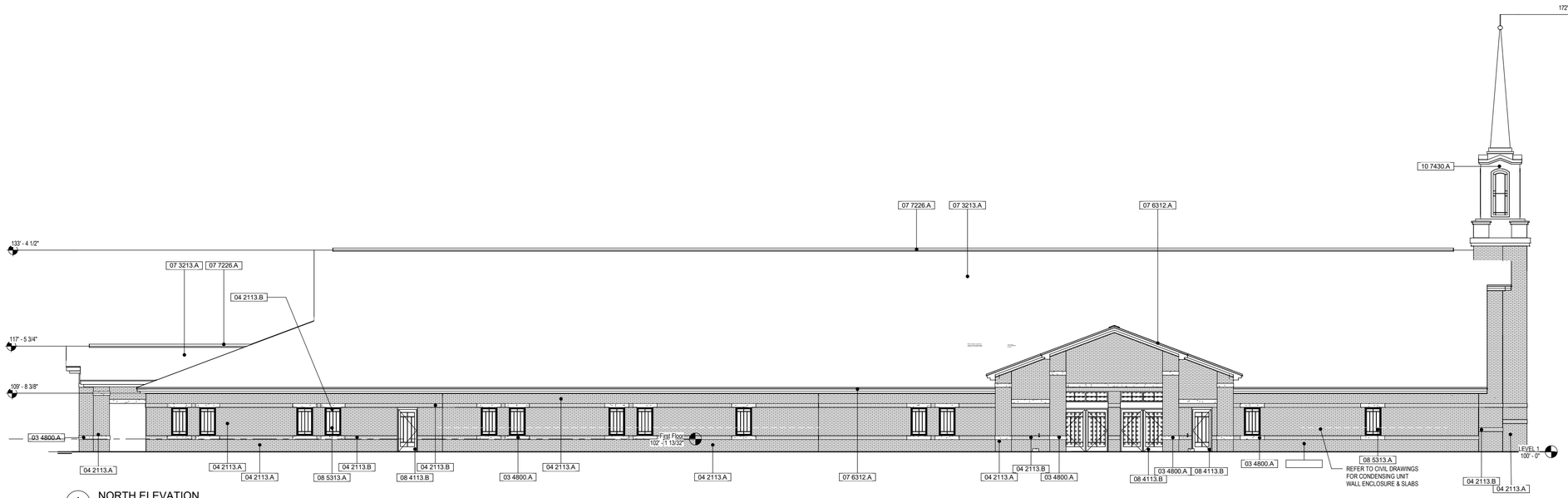
1/8" = 1'-0"

# STAKE CENTER

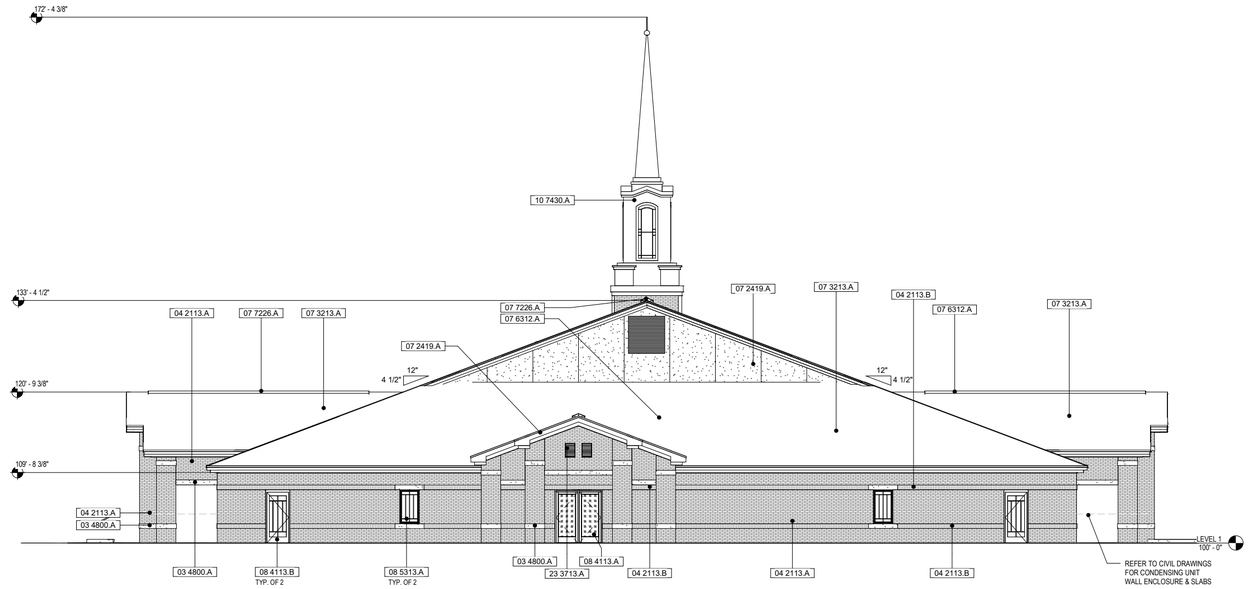
HILL FOLEY ROSSI
ARCHITECTURE ▪ ENGINEERING

05/23/24

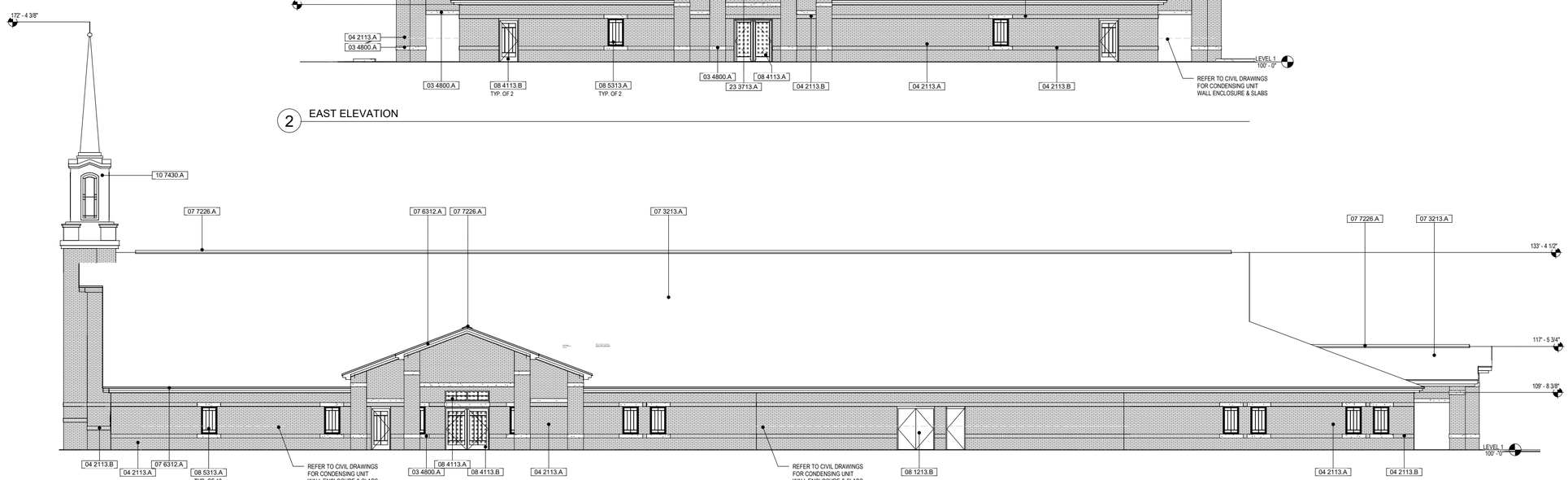
Dunwoody, North Point YSA, Sandy Springs Stake Center




1 NORTH ELEVATION




2 EAST ELEVATION




3 SOUTH ELEVATION

1/8" = 1'-0"

# STAKE CENTER

HILLFOLEYROSSI
ARCHITECTURE ▪ ENGINEERING

# PROGRAM

***Area:*** 25,311 SF (Outside of Stud)

***Assembly Seating:***
Rostrum: 56
Chapel Floor: 318
Cultural Center: 628
Platform: 40

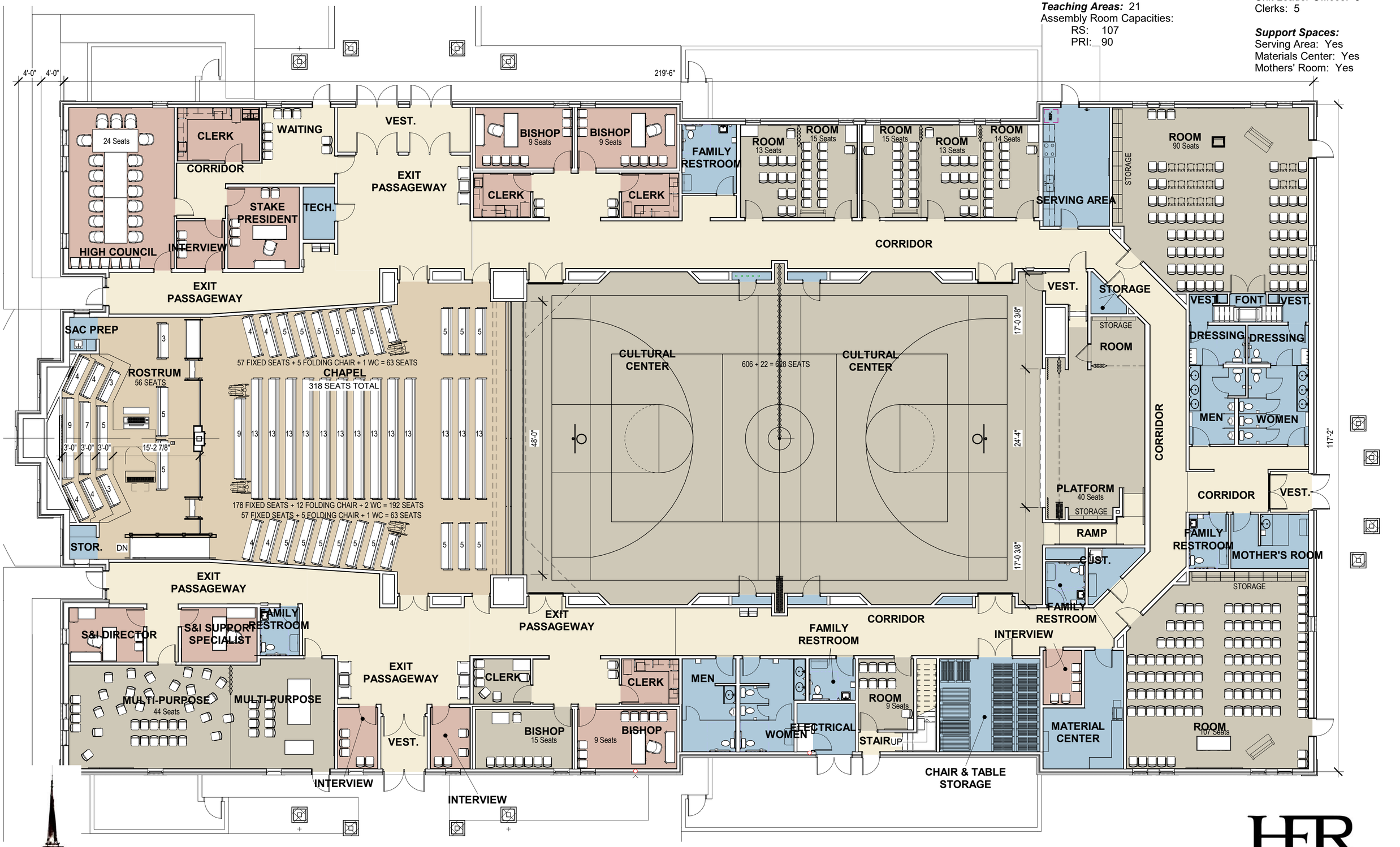
***Teaching Areas:*** 21
Assembly Room Capacities:
RS: 107
PRI: 90

**Design Capacity**:
330-1, 330-2, 330-3, 310-4

***Cultural Center:***
Indoor Sports: Yes
Platform: Yes
Banquet Seating: Yes

***Offices:***
Unit Leader Offices: 5
Clerks: 5

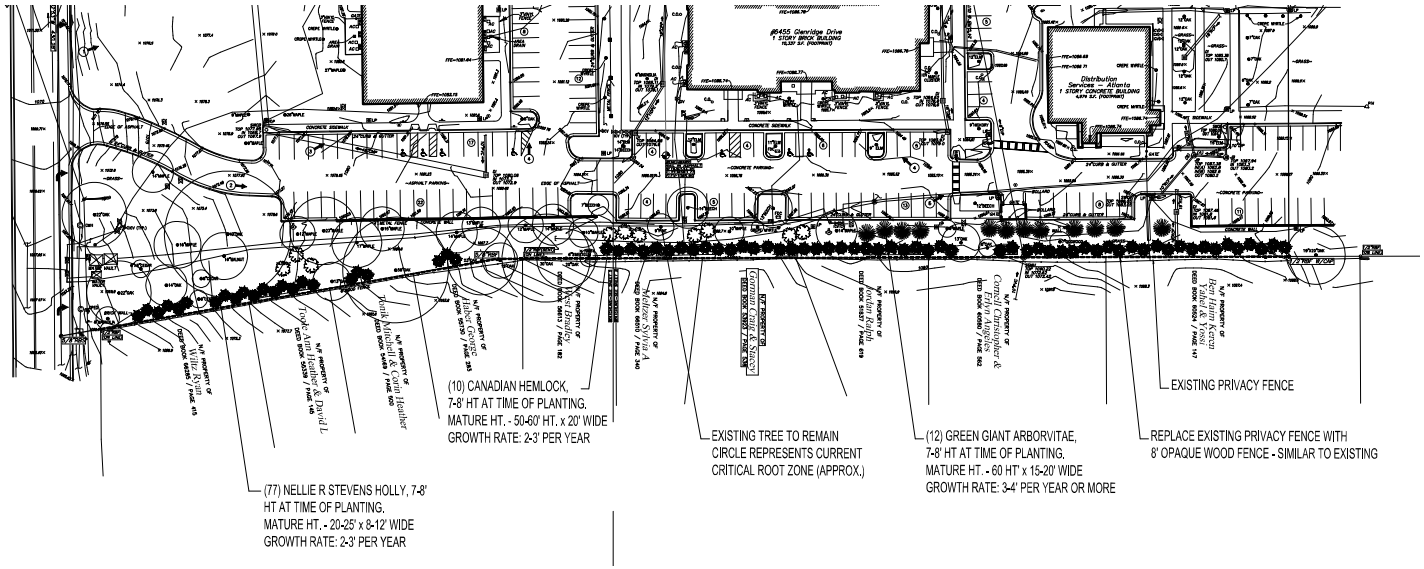
***Support Spaces:***
Serving Area: Yes
Materials Center: Yes
Mothers' Room: Yes




1 ZONING FLOOR PLAN

# *STAKE CENTER*

HILLFOLEY ROSSI
ARCHITECTURE ▪ ENGINEERING




# BUFFER LANDSCAPE PLAN

SCALE: 1" = 40'-0"

40 0 40 80 160



NELLIE R STEVENS HOLLY



GREEN GIANT ARBORVITAE



CANADIAN HEMLOCK

| BUFFER PLANT LIST | | | | | | |
|---|---|---|---|---|---|---|
| TREES | | | | | | |
| QTY | COMMON NAME | BOTANICAL NAME | SIZE | COND. | SPACING | COMMENT |
| 10 | CANADIAN HEMLOCK | TSUGA CANADENSIS | 7-8' HT. | B&B | SHOWN | FULL & WELL FORMED |
| 12 | GREEN GIANT ARBORVITAE | THUJA OCCIDENTALIS 'GREEN GIANT' | 7-8' HT. | B&B | SHOWN | FULL & WELL FORMED |
| 77 | NELLIE R STEVENS HOLLY | ILEX x NELLIE R STEVENS | 7-8' HT. | B&B | 8' O.C. | FULL & WELL FORMED |

IF YOU DIG GEORGIA...
CALL US FIRST!
1-800-282-7411
770-623-4344
(METRO ATLANTA ONLY)
UTILITIES PROTECTION CENTER
IT'S THE LAW

***CAUTION***
THE UTILITIES SHOWN HEREON ARE FOR THE CONTRACTORS CONVENIENCE ONLY. THERE MAY BE OTHER UTILITIES NOT SHOWN ON THESE PLANS. THE LANDSCAPE ARCHITECT ASSUMES NO RESPONSIBILITY FOR THE LOCATIONS SHOWN AND IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL UTILITIES WITHIN THE LIMITS OF THE WORK. ALL DAMAGE MADE TO EXISTING UTILITIES BY THE CONTRACTOR SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

| REVISIONS | BY |
|---|---|
| | |


Bilson & Associates
LANDSCAPE ARCHITECTS & LAND PLANNERS
2870 PEACHTREE ROAD, SUITE 915-8060
ATLANTA, GEORGIA 30305
PHONE 770-419-0006 FAX 770-419-3464


BUFFER LANDSCAPE PLAN
THE CHURCH OF JESUS CHRIST
OF LATTER DAY SAINTS
6449 GLENRIDGE DRIVE, SANDY SPRINGS, GEORGIA
PREPARED FOR
THE CHURCH OF JESUS CHRIST OF LATTER DAY SAINTS

DRAWN
CHECKED
DATE 7-19-24
SCALE 1" = 40'
JOB No. 2024-120
SHEET

L1-01

OF 1 SHEETS

C:\Users\Pete\Dropbox\PC\Documents\Bilson Associates\Project Folder\2024-120_La\Landscape\BUFFER PLAN_PARTIAL SITEv2.dwg July 19, 2024 - 9:58am Pete

# First Community Meeting
# Applicant— The Church of Jesus Christ of Latter-day Saints
# Meeting Summary
# May 23, 2024 – 6:00 PM Start Time

**Application and Requests**

- Applicant seeks to re-develop an existing place of worship by removing and replacing the current meeting house.
- Applicant requests a conditional use permit for the Place of Worship. The current CUP was approved by Fulton County in 1980, prior to the property being located within the City.

**Meeting Summary and Attendee Concerns**

Location: In Person: Sandy Springs City Hall, 1 Galambos Way, Sandy Springs, GA 30328
Virtual: Zoom Videoconference

Start Time: Presentation commenced at 6:00 PM

Attendees: Nine members of the community attended in person and six attended via Zoom; six members of the applicant team; LaQuita Williams, city planner also present. Sign in log included.

Applicant team made a presentation discussing the subject property, the church operations and the new Meeting House plans. The presentation included information, images, and documents available via presentation boards.

Applicant team opened the meeting for attendees to comment, ask questions, and express concerns. Applicant also provided contact information for any follow-up questions. No follow-up questions have been received.

Question/Concern: The majority of the questions/concerns related to construction activities and not related to the religious institution use. The use of the Property for religious purposes has been an ongoing use and there were no concerns regarding the church current use.

Response: Applicant confirmed no construction on Sunday and will explore issues related to notice of construction, a point of contact for community members during construction, and potential for limitation of construction on Saturdays. Other topics to be explored are construction fencing, and more details on anticipated construction timeline.

Question/Concern: The one concern raised about current conditions related to vehicles accessing the church property at night and a suggestion was made to provide security gates at Glenridge.

Response: Applicant is receptive to the idea of moving the gates to allow for restricted access and will explore the potential for adding to the construction plans.

Question/Concern: Community requests were also made to (1) pay for office space for community residents who work from home during construction and (2) a sound barrier on the north side of the property.

| | |
|---|---|
| Response: | Applicant will work with the community regarding efforts to minimize construction impact. We do not anticipate providing alternative office space and recognize that there is a temporary potential of disruption that comes from any construction project. |
| Question/Concern: | Community members asked if the building was being moved closer to the southern property line. |
| Response: | No – the existing wall, fence, landscaping and parking area are not changing along the southern portion of the property. |

# Sign-in Sheet

U24-001

Community Meeting I

Thursday May 23, 2024

6 PM

City Hall

| Name and Organization (if any) | Mailing address | E-mail address |
|---|---|---|
| Craig Johns/Aria Wetho | [redacted] | |
| Daniel Herrera | | |
| Bill Aguilar | | |
| Wayne Hurley | | |
| Janice Bark | | |
| Chris Cornell | | |
| Tricia Haymore | | |
| Dan Zhou | | |
| Ginette Cambronero | | |
| Brian Enfinger | | |
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6-6:45

On Zoom 5/23/24

| | | | |
|---|---|---|---|
| 1 | George H | | |
| 2 | Kristen Bunch | | |
| 3 | Brad West | | |
| 4 | Yoko Harrison | | |
| 5 | Steve Leeds | | |
| 6 | Ann Heather | | |
| | | | |
| | | | |
| |

**Second Community Meeting Summary**
**Applicant— The Church of Jesus Christ of Latter-day Saints**
**June 24, 2024 – 6:00 PM Start Time**

**Application and Requests**

1. Applicant seeks to re-develop an existing place of worship by removing and replacing the current meetinghouse.
2. Applicant requests a conditional use permit for the Place of Worship. The current CUP was approved by Fulton County in 1980, prior to the property being located within the City.

**Meeting Summary and Attendee Question/Concern**

Location:

In Person: Sandy Springs City Hall, 1 Galambos Way, Sandy Springs, GA 30328
Virtual: Zoom Video conference

Start Time: 6 PM

Attendees:

1. Fourteen members of the community attended in person and two attended via Zoom.
2. Six members of the applicant team, including Jon Erickson and Katie Miller from project architect firm Hill Foley Rossi, Bill Aguilar from project engineer firm Lowe Engineering, Wayne Hale, the Church's facilities manager; and Jeff Haymore and Baxter Russell from project land use law firm Dillard Sellers.
3. Also in attendance were city planners LaQuita W. Coss and Michele McIntosh-Ross. Sign in log included.

The Applicant team made a presentation discussing the subject property, the Church operations and the new meetinghouse plans. The presentation included the site plan, floor plan, elevations, information, images, and documents available via presentation boards.

The Applicant team opened the meeting for attendees to comment, ask questions, and express concerns. The Applicant also provided contact information for any follow-up questions. No follow-up questions have been received.

**Question/Concern: Is the greenspace in front of the building going away**?

Response: In part. The meetinghouse will be constructed closer to Glenridge Drive then currently situated. Specifically, the current meetinghouse is approximately 200' from Glenridge Drive. The proposed meetinghouse will be 100' from its closest point to Glenridge Drive. This closest point is an additional 40' beyond the required front yard setback of 60' in the RE-2 zoning district.

**Question/Concern: Is the church membership growing?**

Response: While the Church always plans for growth, it is not expected that there will be substantial membership growth or member usage of the new meetinghouse over the next few years.

**Question/concern: When will construction start?**

Response: Likely Summer 2025. This timetable assumes final CUP approval in September, approximately 3-6 months pursuing required building permits from the City, followed by time for contractor bid and selection.

**Question/concern: What is the plan for landscaping?**

Response: The Church has retained a professional landscape architect who is preparing a landscape plan for the property. The new landscaping will be more in line with the current landscaping on the adjacent Temple parcel, which is maintained by Gibbs Landscaping.

**Question/concern: Will the Church install a vehicular gate at the Glenridge Drive driveways?** Glenridge Close residents stated that trespassers periodically congregate in the Meetinghouse parking lot very late in the evenings causing noise and other disruptions. This does not occur on the Temple parcel, which has vehicular gates that are locked when the Temple is closed.

Response: The Church has reservations about installing a gate and will follow up with the HOA directly to resolve this concern.

**Question/concern: Will the Church install security cameras to provide monitoring on the Property?** Glenridge Close expressed that the Church has cameras on the Temple parcel and should add them to the Meetinghouse parcel for safety purposes..

Response: The Church will consider this request and follow up with the HOA directly.

**Question/concern: Will the Church replace the Glenridge Close HOA's existing wooden fence on the HOA side of the Property?**

Response: The Church will consider this request and follow up with the HOA directly.

**Question/concern: Will the Church plant additional landscaping on the Church's property along the shared property line with the Glenridge Close subdivision?** Glenridge Close residents said additional landscaping could discourage trespassers from congregating in this area and could serve, in concert with the fence, as additional noise barrier.

Response: The Church supports this request and follow up with the HOA directly.

**Question/concern: Does the City allow construction between 10pm and 8am?**

Response: No. The City construction hours are as follows:

| Exterior Construction | Interior Construction |
|---|---|
| Monday – Friday: 7:30 AM – 7:30 PM<br>Saturday: 8 AM – 5 PM<br>Sunday: No construction<br>Legal Holidays: No construction | All days: 7 AM – 10:59 PM if less than 80 dBA 10' off the property boundary<br>All days: 11 PM – 7 AM if less than 55 dBA at the property boundary. |

**Question/concern: Residents expressed their preference that construction not occur on Saturday.**

Response: City regulations permit construction on Saturday until 5 pm. After back and forth, residents

main concern is noise associated with exterior construction. The Church is amenable to limiting Saturday construction to work on the interior of the meetinghouse absent emergencies.

**Question/concern: Will construction of the meetinghouse include blasting?**

Response: Based on preliminary geotechnical work, the Church does not anticipate the need to remove rock by blasting. If blasting becomes necessary, the Church will notify residents before that occurs and engage in dialogue with any resident concerned about the impact of blasting on their property.

DILLARD Sellers
ATTORNEYS AT LAW

Jeffrey Haymore
404.665.1243

Email:
jhaymore@dillardsellers.com

August 15, 2024

**Via e-mail (lwilliams@sandyspringsga.gov)**
LaQuita Williams
Planner I
City of Sandy Springs
1 Galambos Way
Sandy Springs, Georgia 30328

Re: U24-0001/Meetinghouse at 6449 Glenridge Drive

LaQuita-

This letter follows up on your enclosed e-mail from August 12, 2024 in which the City's Public Works Department requests modification to the survey and site plan in connection with the location of the Subject Property's property line along Glenridge Road. Subsequent to your e-mail, the applicant reached out to Connor Mok in the City Public Works Department to discuss the request.

After review of relevant documents, including Fulton County Deed Book 7762, Page 205, recorded January 30, 1981, the enclosed survey has been revised to show the Subject Property's property line 40' from the centerline of Glenridge Road. Also enclosed is the corresponding revised legal description. Also enclosed is a revised site plan (including development control table information) matching the dimensions of the revised survey and legal description.

We trust this will fully resolve this matter. Please do not hesitate to contact me to discuss this matter. We are avilable to answer any questions and appreciate your attention to this matter.

Sincerely,

Enc.: August 12, 2024 e-mail
Revised Survey by David L. Hester, GRLS # 3042 of GeoSurvey dated 8/13/2024
Revised Legal Description dated 8/14/2024
Revised Site Plan by Lowe Engineers dated 8/15/2024

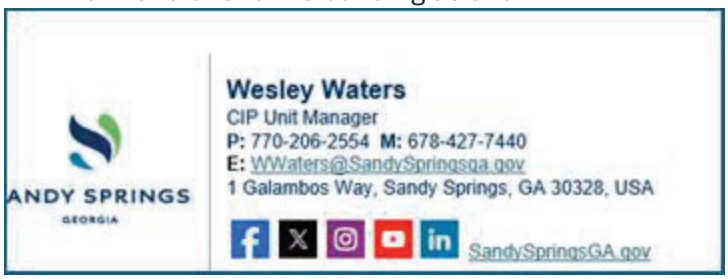
Cc: Chia-Loong “Connor” Mok, City of Sandy Springs CIP Project Manager
Jon Erickson, AIA, Hill Foley Rossi and Associates, LLC

**From:** LaQuita Williams
**To:** Jeff Haymore
**Cc:** McIntosh-Ross, Michele; Davila, Jesus
**Subject:** U24-0001 - Revisions
**Date:** Monday, August 12, 2024 10:59:26 AM
**Attachments:** sandy-springs-logo-274px_5e7631bc-0b30-4bf9-9ce7-aca59a337ca3.png
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S2172 Updated Survey (50 scale).pdf

---

Good morning Jeff.
I hope your weekend went well. I attempted to reach you last week and today however I wasn't able to reach you. There are a few comments from our Public Work's department that needs to be addressed in your application. I have listed the comments below. Reach out to Wesley Waters for more information.

- The TSPLOST sidewalk project (S2172) is adjacent to this site. The requested changes to the site by the applicant will require the applicant to make streetscape improvements. The streetscape improvements will likely require more than just a 6-foot sidewalk with 2-foot landscape strip.
- The plan shows an incorrect property/ROW line along Glenridge. There had been a previous dedication in this area that we found documentation on during our project design efforts. A copy of the City's survey with the correct boundary along Glenridge is attached. The applicant needs to update the parcel dimensions which will affect the dimensions to the building as shown.




Feel free to reach out if you have any questions.
Kindly,

-

SANDY SPRINGS
GEORGIA

**LaQuita Williams**
Planner I
**P:** 7702061468 **M:** 4704323864
**E:** LWilliams@Sandyspringsga.gov
1 Galambos Way, Sandy Springs, GA 30328, USA

SandySpringsGA.gov

*The City of Sandy Springs is now utilizing OpenGov for its online permitting and inspection services.*

GO TO SANDY SPRINGS OPENGOV WEBSITE

The city is making every effort to make the transition to the new online and back office permitting software as seamless as possible. To complete this transition, please note the following:

- **Online Portal Accounts:** All existing customers will have to register for a new online portal account↗ before City staff can link your existing permits to your new account.
- **Linking Existing Permits:** Once you have created your new online portal account, you will have to notify the City which permits you need to link to your new account↗.
- **Contact Registration:** All contractors and trade contractors are required to create a Contact Registration account↗ that will be used to verify their professional and business license each year that will be searchable for all permit applications. This will replace the need for a notarized affidavit. Any other contact that is frequently used in permit applications may also register for a Contact Registration to simplify the permitting process for the applicant.

(CLERK OF COURT RECORDING INFORMATION)

GRID NORTH – GA. WEST ZONE

GeoSurvey

## SITE PHOTOGRAPHS



## LEGEND

STANDARD ABBREVIATIONS

| | |
|---|---|
| AC | AIR CONDITIONER |
| BH | BORE HOLE |
| BSL | BUILDING SETBACK LINE |
| CI | CURB INLET |
| CMP | CORRUGATED METAL PIPE |
| CMF | CONCRETE MONUMENT FND |
| CO | SANITARY CLEANOUT |
| CPED | COMMUNICATION PEDESTAL |
| CTP | CRIMPED TOP PIPE |
| DI | DROP INLET |
| DIP | DUCTILE IRON PIPE |
| DWCB | DOUBLE WING CATCH BASIN |
| FND | FOUND |
| GV | GATE VALVE |
| GM | GAS METER |
| JB | JUNCTION BOX |
| MH | MANHOLE |
| NF | NAIL FOUND |
| OCS | OUTLET CONTROL STRUCTURE |
| OTP | OPEN TOP PIPE |
| PM | POWER METER |
| POB | POINT OF BEGINNING |
| POC | POINT OF COMMENCEMENT |
| RCP | REINFORCED CONCRETE PIPE |
| RBR | IRON REINFORCING BAR |
| RBS | 5/8"REBR SET CAPPED LSF 621 |
| SS | SANITARY SEWER |
| SWCB | SINGLE WING CATCH BASIN |
| TRANS | ELECTRIC TRANSFORMER |

STANDARD SYMBOLS

| | |
|---|---|
| | POWER POLE |
| | GUY WIRE |
| | POWER LINE |
| | LIGHT POLE |
| | ELECTRIC TRANSFORMER |
| | WATER VAULT |
| | GAS VALVE |
| | GAS METER |
| | WATER VALVE |
| | WATER METER |
| | FIRE HYDRANT |
| | UNDERGROUND ELECTRIC LINE |
| | UNDERGROUND GAS LINE |
| | UNDERGROUND COMMUNICATION LINE |
| | UNDERGROUND WATER LINE |
| 1 | PHOTO POSITION INDICATOR |
| (XX) | REGULAR PARKING SPACE COUNT |
| | HANDICAP PARKING SPACE |
| | TREE POSITION INDICATOR |
| | SIGN |

## UTILITY NOTE

THE UNDERGROUND UTILITIES SHOWN HEREON ARE BASED ON LOCATION OF MARKINGS PROVIDED BY:

UTILISURVEY, LLC
1227 NORTH PEACHTREE PARKWAY, STE 178
PEACHTREE CITY, GA 30269

THE UNDERGROUND UTILITIES (EXCEPT THE LOCATION OF EXISTING DRAINAGE, SEWER AND IRRIGATION UTILITIES AS WELL AS UNDERGROUND STORAGE TANKS) WERE LOCATED BY UTILISURVEY, LLC. UTILIZING RADIO FREQUENCY TECHNIQUE. THIS TECHNIQUE IS CAPABLE OF LOCATING METALLIC UTILITIES AND TRACER WIRES. ANY NON-METALLIC UTILITIES (WITHOUT TRACER WIRE) ARE NOT LOCATED.

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INFORMATION REGARDING MATERIAL AND SIZE OF UTILITIES IS BASED ON RECORDS ACQUIRED FROM THE UTILITY OWNERS.

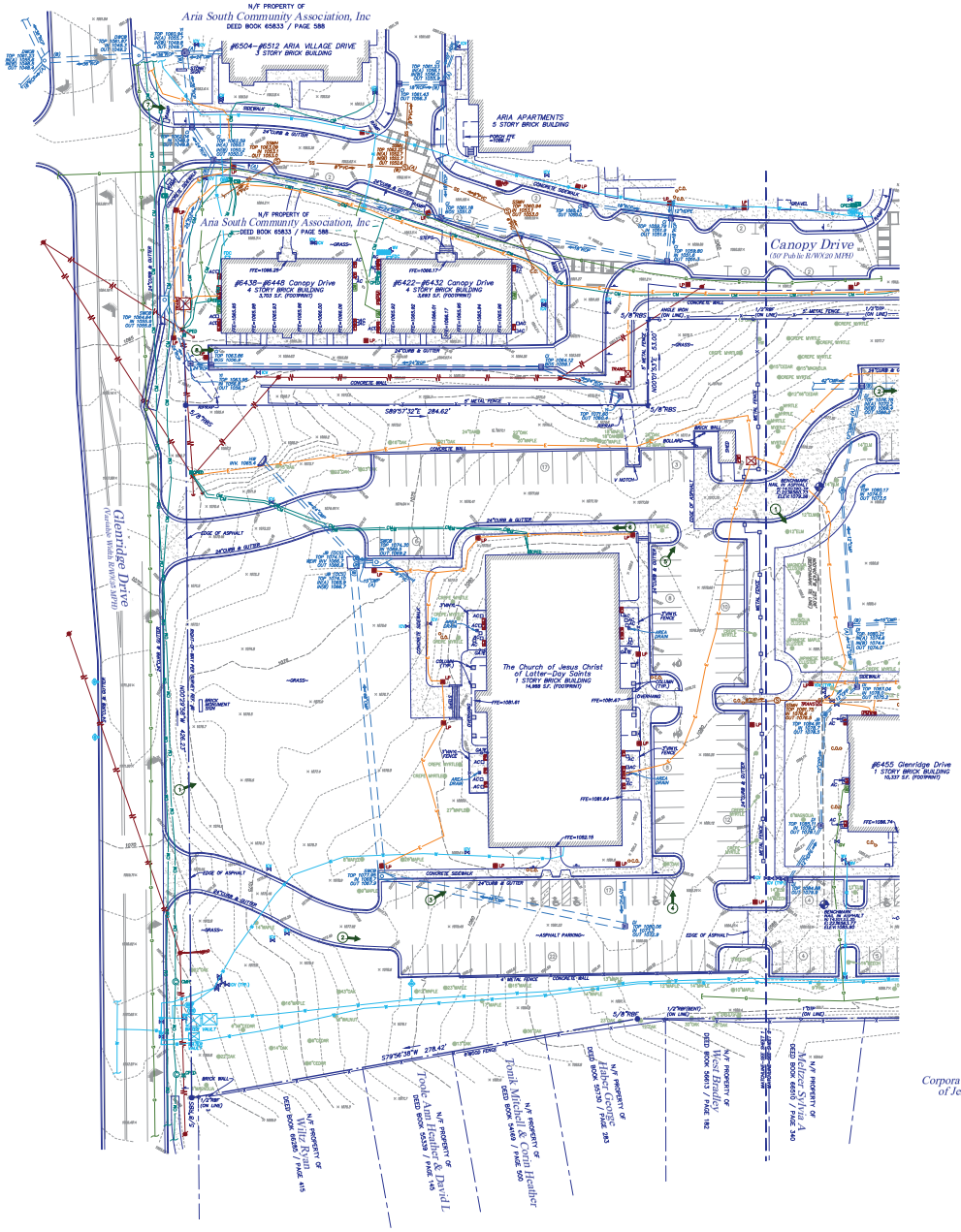
## IF YOU DIG

811 Know what's below. Call before you dig. Dial 811 Or Call 800-282-7411

## CLOSURE STATEMENT

THE FIELD DATA UPON WHICH THIS PLAT IS BASED WAS COLLECTED USING A CARLSON BRX-7 DUEL FREQUENCY GPS WITH A CARLSON CARRIER-CORRECTED RTK NETWORK, AND HAS A RELATIVE POSITIONAL ACCURACY OF 0.08 FEET.

THIS PLAT HAS BEEN CALCULATED FOR CLOSURE AND WAS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 636,328 FEET, ERP INIT.



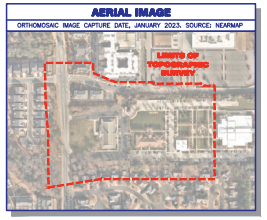

## GRAPHIC SCALE

0 15 30 75 150

1" = 30'

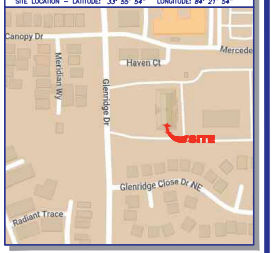
## AERIAL IMAGE

ORTHOMOSAIC IMAGE CAPTURE DATE, JANUARY 2023. SOURCE: NEARMAP

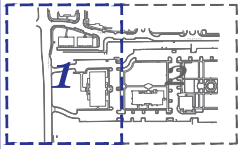



## VICINITY MAP

SITE LOCATION – LATITUDE: 33° 55' 54" LONGITUDE: 84° 21' 54"




## SHEET INDEX



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TREES 6-INCH DBH (DIAMETER AT BREAST HEIGHT) AND LARGER WERE LOCATED FOR THIS SURVEY.

THE DATUM FOR THIS SITE WAS ESTABLISHED UTILIZING GLOBAL POSITIONING SYSTEMS, AND BASED ON POSITIONAL VALUES FOR THE VIRTUAL REFERENCE STATION NETWORK DEVELOPED BY eGPS SOLUTIONS. THE HORIZONTAL REFERENCE FRAME IS NORTH AMERICAN DATUM OF 1983(2011)–STATE PLANE COORDINATE SYSTEM OF GEORGIA–WEST ZONE. THE VERTICAL REFERENCE FRAME IS NORTH AMERICAN VERTICAL DATUM OF 1988. ANY DIRECTIONS OR DIMENSIONS SHOWN ARE A RECTANGULAR, GROUND LEVEL PROJECTION OF THE STATE PLANE COORDINATE SYSTEM.

NO ZONING REPORT OR ZONING LETTER WAS PROVIDED TO THE SURVEYOR. THE SITE IS ZONED "RE–2" (RESIDENTIAL ESTATE DISTRICT) AS SHOWN ON THE ZONING MAP OF CITY OF SANDY SPRINGS.
THE MINIMUM YARD SETBACKS ARE: FRONT – 60 FEET;
SIDE – 25/40 FEET; AND REAR – 50 FEET.

ZONING AND SETBACKS SHOULD BE CONFIRMED AND VERIFIED BY PLANNING AND ZONING PRIOR TO DESIGN OR CONSTRUCTION ACTIVITIES.

NO EVIDENCE OF THE SITE BEING USED AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL WAS OBSERVED DURING THE TIME FIELD WORK WAS PERFORMED ON THE SUBJECT PARCEL.

NO EVIDENCE OF CURRENT EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS WAS OBSERVED. SUBJECT PROPERTY WAS UNDER CONSTRUCTION AT TIME OF SURVEY.

NO EVIDENCE WAS OBSERVED INDICATING CHANGES IN STREET RIGHT OF WAY LINES EITHER COMPLETED OR PROPOSED.

NO FIELD DELINEATION OF WETLANDS WAS OBSERVED ON THE SITE.

RIGHT–OF–WAY LINES SHOWN ON THIS SURVEY THAT ARE NOT ACTUAL BOUNDARIES OF THE SUBJECT TRACT(S) ARE DEPICTED GRAPHICALLY AND ARE SHOWN APPROXIMATELY FOR INFORMATIONAL PURPOSES ONLY. SAID RIGHT–OF–WAY LINES SHOULD NOT BE UTILIZED FOR DESIGN PURPOSES.

SURVEY REFERENCES
1> FINAL PLAT OF ARIA SOUTH, PHASE I, PREPARED BY GUNNIN LAND SURVEYING, LLC, DATED JANUARY 11, 2019, RECORDED IN FULTON COUNTY RECORDS – PLAT BOOK 417, PAGE 28.
2> FINAL PLAT OF ARIA WEST, PREPARED BY GUNNIN LAND SURVEYING, LLC, DATED DECEMBER 15, 2016, LAST REVISED JANUARY 17, 2018, RECORDED IN FULTON COUNTY RECORDS – PLAT BOOK 417, PAGE 16.
3> EXEMPTION PLAT FOR ATLANTA TEMPLE, PREPARED BY MOORE BASS CONSULTING, DATED SEPTEMBER 13, 2000, RECORDED IN FULTON COUNTY RECORDS – PLAT BOOK 219, PAGE 26.
4> FINAL PLAT FOR GLENRIDGE CLOSE, PREPARED BY CIVIL DESIGN, INC., DATED MAY 4, 1992, RECORDED IN FULTON COUNTY RECORDS – PLAT BOOK 174, PAGE 47.
5> SIDEWALK RIGHT–OF–WAY PLANS – GLENRIDGE DR, PROJECT NO. 52172, DRAWING NO. 60–0001, PREPARED BY HEATH & LINEBECK, DATED JUNE 14, 2023, PROVIDED BY THE CITY OF SANDY SPRINGS.
6> FULTON COUNTY, GEORGIA RIGHT–OF–WAY DEED FOR PROJECT: GLENRIDGE DRIVE, PROJECT NO. U–80–63 FC, DATED JANUARY 30, 1981, RECORDED IN FULTON COUNTY RECORDS – DEED BOOK 7762, PAGE 205.

## SURVEYOR CERTIFICATION

*This plat is a retracement of an existing parcel or parcels of land and does not subdivide or create a new parcel or make any changes to any real property boundaries. The recording information of the documents, maps, plats, or other instruments which created the parcel or parcels are stated hereon. RECREATION OF THIS PLAT DOES NOT SIMPLY APPROVAL OF ANY LOCAL JURISDICTION, AVAILABILITY OF PERMITTING FOR ANY USE OR IMPROVEMENT, OR SUITABILITY OF USE OR AVAILABILITY FOR ANY USE OR IMPROVEMENT OF THE LAND. Furthermore, the undersigned land surveyor certifies that this plat complies with the minimum technical standards for property surveys in Georgia as set forth in the rules and regulations of the Georgia Board of Registration for Professional Engineers and Land Surveyors and as set forth in O.C.G.A. Section 15–6–67.*

GEORGIA REGISTERED No. 3042 LAND SURVEYOR DAVID HESTER

David L. Hester
Georgia Registered
Land Surveyor # 3042

**SHEET 1 OF 2**


GeoSurvey
Land Surveying ◆ 3D Laser Scanning
1660 Barnes Mill Road
Marietta, Georgia 30062
Phone: (770) 795–9900
Fax: (770) 795–8880
www.geosurvey.com
EMAIL: info@geosurvey.com
Certificate of Authorization #LSF–000621


BOUNDARY AND TOPOGRAPHIC SURVEY

6449 Glenridge Drive

FOR

# The Church of Jesus Christ of Latter-Day Saints

| | | | |
|---|---|---|---|
| GS JOB NO: | 20237680 | DRAWING SCALE: | 1"= 30' |
| FIELD WORK: | RL | CITY: | SANDY SPRINGS |
| PROJ MGR: | ERP | COUNTY: | FULTON STATE: GA |
| REVIEWER: | DLH | LAND LOT: | 35 |
| DWG FILE: | 20237680–1.dwg | DISTRICT: | 17th |

SURVEY DATE: August 21, 2023

REVISIONS (SEE GENERAL NOTES)

| No. | Date | Description |
|---|---|---|
| 1. | 9/7/2024 | Add speed limits to survey |
| 2. | 9/13/2024 | Revise R/W line along Glenridge |

(CLERK OF COURT RECORDING INFORMATION)

GRID NORTH – GA. WEST ZONE

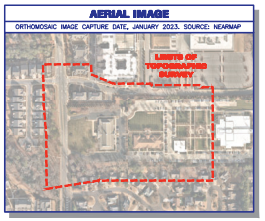
GeoSurvey

## SITE PHOTOGRAPHS



## AERIAL IMAGE

ORTHOMOSAIC IMAGE CAPTURE DATE, JANUARY 2023. SOURCE: NEARMAP




## VICINITY MAP

SITE LOCATION – LATITUDE: 33° 55' 54" LONGITUDE: 84° 21' 54"




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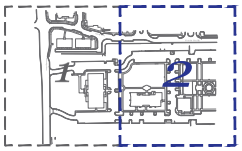
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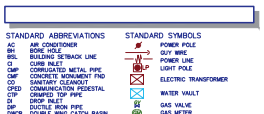



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GEORGIA REGISTERED No. 3042 LAND SURVEYOR DAVID L. HESTER

David L. Hester
Georgia Registered
Land Surveyor # 3042



STANDARD ABBREVIATIONS

| | |
|---|---|
| AC | AIR CONDITIONER |
| BH | BORE HOLE |
| BSL | BUILDING SETBACK LINE |
| CI | CURB INLET |
| CMP | CORRUGATED METAL PIPE |
| CMF | CONCRETE MONUMENT FND |
| CO | SANITARY CLEANOUT |
| CPED | COMMUNICATION PEDESTAL |
| CTP | CRIMPED TOP PIPE |
| DI | DROP INLET |
| DIP | DUCTILE IRON PIPE |
| DWCB | DOUBLE WING CATCH BASIN |
| FND | FOUND |
| GM | GAS METER |
| GV | GATE VALVE |
| JB | JUNCTION BOX |
| MH | MANHOLE |
| NF | NAIL FOUND |
| OCS | OUTLET CONTROL STRUCTURE |
| OTP | OPEN TOP PIPE |
| PM | POWER METER |
| POB | POINT OF BEGINNING |
| POC | POINT OF COMMENCEMENT |
| RCP | REINFORCED CONCRETE PIPE |
| RBR | IRON REINFORCING BAR |
| RBS | 5/8"REBR SET CAPPED LSF 621 |
| SS | SANITARY SEWER |
| SWCB | SINGLE WING CATCH BASIN |
| TRANS | ELECTRIC TRANSFORMER |

STANDARD SYMBOLS

| | |
|---|---|
| | POWER POLE |
| | GUY WIRE |
| | POWER LINE |
| | LIGHT POLE |
| | ELECTRIC TRANSFORMER |
| | WATER VAULT |
| | GAS VALVE |
| | GAS METER |
| | WATER VALVE |
| | WATER METER |
| | FIRE HYDRANT |
| | UNDERGROUND ELECTRIC LINE |
| | UNDERGROUND GAS LINE |
| | UNDERGROUND COMMUNICATION LINE |
| | UNDERGROUND WATER LINE |
| 1 | PHOTO POSITION INDICATOR |
| | HANDICAP PARKING SPACE |
| | TREE POSITION INDICATOR |
| | SIGN |
| XX | REGULAR PARKING SPACE COUNT |

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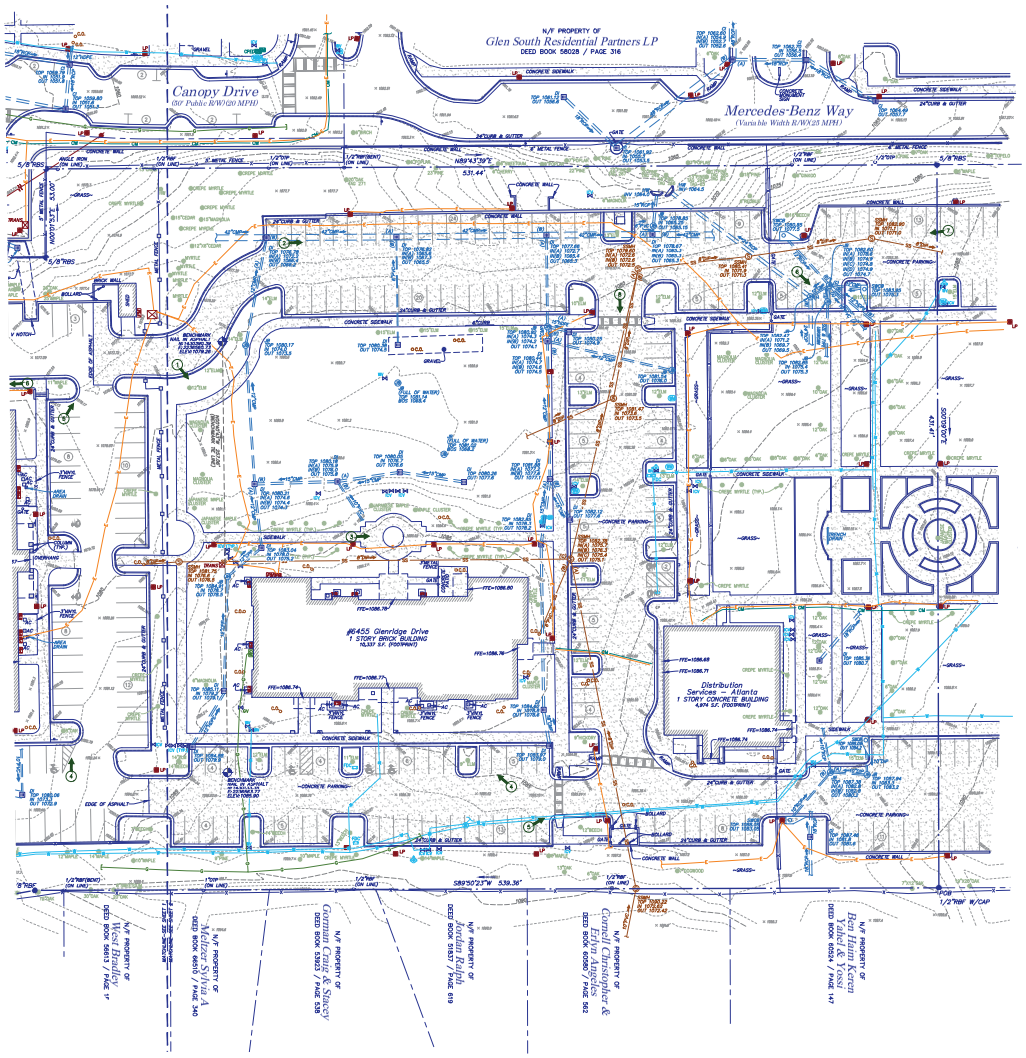
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## IF YOU DIG

811 Know what's **below.** **Call** before you dig. Dial 811 Or Call 800-282-7411




## GRAPHIC SCALE

0 15 30 75 150

1"= 30'

SITE AREA
7.868 Acres
342,743 sf

**SHEET 2 OF 2**


GeoSurvey
Land Surveying ◆ 3D Laser Scanning
1660 Barnes Mill Road
Marietta, Georgia 30062
Phone: (770) 795–9900
Fax: (770) 795–8880
www.geosurvey.com
EMAIL: info@geosurvey.com
Certificate of Authorization #LSF–000621


BOUNDARY AND TOPOGRAPHIC SURVEY

*6449 Glenridge Drive*

FOR

# *The Church of Jesus Christ of Latter-Day Saints*

| | | | |
|---|---|---|---|
| GS JOB NO: | *20237680* | DRAWING SCALE: | *1"= 30'* |
| FIELD WORK: | *RL* | CITY: | *SANDY SPRINGS* |
| PROJ MGR: | *ERP* | COUNTY: | *FULTON* STATE: *GA* |
| REVIEWER: | *DLH* | LAND LOT: | *35* |
| DWG FILE: | *20237680–1.dwg* | DISTRICT: | *17th* |

SURVEY DATE: *August 21, 2023*

REVISIONS (SEE GENERAL NOTES)

| No. | Date | Description |
|---|---|---|
| 1. | 9/7/2024 | Add speed limits to survey |
| 2. | 9/13/2024 | Revise R/W line along Glenridge |

***Legal Description***

*The Church of Jesus Christ of Latter-Day Saints*
*Sandy Springs, Georgia*
*August 14, 2024*

All that tract or parcel of land lying and being in Land Lot 35 of the 17th District of Fulton County, Georgia, and being more particularly described as follows:

COMMENCING at a 1/2-inch rebar located on the right-of-way of Barfield Road (80-foot R/W), labeled as POB Tract 1 on the Subdivision Plat for The Church of Jesus Christ of Latter-Day Saints, recorded in Fulton County on Plat Book 219, Page 26; thence North 89 degrees 41 minutes 37 seconds West for a distance of 628.26 feet to a 1/2-inch rebar found and the POINT OF BEGINNING, said rebar having State Plane Coordinate Value Northing: 1,430,064.56; Easting 2,236,988.11; Georgia West Zone; thence South 89 degrees 50 minutes 23 seconds West for a distance of 539.36 feet to a 5/8-inch rebar found; thence South 79 degrees 56 minutes 38 seconds West for a distance of 278.42 feet to a 5/8-inch rebar set with cap; thence North 00 degrees 29 minutes 58 seconds West for a distance of 426.23 feet to a 5/8-inch rebar set with cap; thence South 89 degrees 57 minutes 32 seconds East for a distance of 284.62 feet to a 5/8-inch rebar set with cap; thence North 00 degrees 01 minutes 53 seconds East for a distance of 53.00 feet to a 5/8-inch rebar set with cap; thence North 89 degrees 43 minutes 39 seconds East for a distance of 531.44 feet to a 5/8-inch rebar set with cap; thence South 00 degrees 09 minutes 00 seconds East for a distance of 431.41 feet to a 1/2-inch rebar found and the POINT OF BEGINNING.

Said tract of land contains 7.868 acres.

## SITE DATA SUMMARY

| | |
|---|---|
| ADDRESS | 6449 GLENRIDGE DRIVE, SANDY SPRINGS, GA 30328 |
| TOTAL PROPERTY AREA: | 342,743 SF = 7.866 AC |

## ZONING CLASSIFICATION

| | |
|---|---|
| ZONING: | RE-2 (RESIDENTIAL ESTATE DISTRICT) |
| ADJACENT ZONING: | RD-7.5, RT-3, PR-5, PX-5 |
| JURISDICTION: | CITY OF SANDY SPRINGS |

## BUILDING SUMMARY

| | |
|---|---|
| TOTAL EXISTING BUILDING AREA: | 30,299 SF |
| PROPOSED BUILDING AREA: | 25,311.5 F. |
| TOTAL BUILDING AREA ON SITE AFTER CONSTRUCTION: | 40,622 SF (NET INCREASE OF 10,323 SF) = 12% |
| BUILDING AREA LIMIT: | 25% MAX |
| BUILDING HEIGHT LIMIT: | 3 STORIES/40' MAX |
| LOT COVERAGE: | (212,915 SF/342,743 SF)*100 = 62% |
| EXISTING BUILDING HEIGHT: | 34'-5" (STEEPLE: 72'-5") |
| PROPOSED BUILDING HEIGHT: | 33'-5" (STEEPLE: 72'-4") |
| FRONT SETBACK: | 60 |
| REAR SETBACK: | 50 |
| SIDE SETBACK: | 25' |

## PARKING SUMMARY

| | |
|---|---|
| TOTAL EXISTING PARKING SPACES: | 247 SPACES |
| PARKING REQUIREMENTS: | 1 PER 500 SF (SEC. 8.1.2.) |
| TOTAL PARKING REQUIRED: | 40,622 SF/ 500 SF = 82 SPACES |
| TOTAL PARKING PROVIDED: | 311 (11 ADA, 10 VAN) SPACES (NET INCREASE OF 64) |
| EV PARKING PROVIDED: | 2 SPACES EV READY FOR PARKING LOTS OVER 20 PARKING SPACES |

## LANDSCAPE REQUIREMENTS

| | |
|---|---|
| FRONT LANDSCAPE BUFFER: | 60 |
| SIDE LANDSCAPE BUFFER: | 25/40 |
| REAR LANDSCAPE BUFFER: | 50 |
| PARKING ISLANDS: | LANDSCAPE ISLAND EVERY 8 SPACES |

***LEGAL DESCRIPTION***
*THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS*
*SANDY SPRINGS, GEORGIA*
*AUGUST 14, 2024*

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 35 OF THE 17TH DISTRICT OF FULTON COUNTY, GEORGIA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A 1/2-INCH REBAR LOCATED ON THE RIGHT-OF-WAY OF BARFIELD ROAD (80-FOOT R/W), LABELED AS POB TRACT 1 ON THE SUBDIVISION PLAT FOR THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS, RECORDED IN FULTON COUNTY ON PLAT BOOK 219, PAGE 26; THENCE NORTH 89 DEGREES 41 MINUTES 37 SECONDS WEST FOR A DISTANCE OF 628.26 FEET TO A 1/2-INCH REBAR FOUND AND THE POINT OF BEGINNING, SAID REBAR HAVING STATE PLANE COORDINATE VALUE NORTHING: 1,430,064.56; EASTING 2,236,988.11; GEORGIA WEST ZONE; THENCE SOUTH 89 DEGREES 30MINUTES 23 SECONDS WEST FOR A DISTANCE OF 539.36 FEET TO A 5/8-INCH REBAR FOUND; THENCE SOUTH 79 DEGREES 56 MINUTES 38 SECONDS WEST FOR A DISTANCE OF 278.42 FEET TO A 5/8-INCH REBAR SET WITH CAP; THENCE NORTH 00 DEGREES 29 MINUTES 58 SECONDS WEST FOR A DISTANCE OF 426.23 FEET TO A 5/8-INCH REBAR SET WITH CAP; THENCE SOUTH 89 DEGREES 57 MINUTES 32 SECONDS EAST FOR A DISTANCE OF 284.62 FEET TO A 5/8-INCH REBAR SET WITH CAP; THENCE NORTH 00 DEGREES 01 MINUTES 53 SECONDS EAST FOR A DISTANCE OF 53.00 FEET TO A 5/8-INCH REBAR SET WITH CAP; THENCE NORTH 89 DEGREES 43 MINUTES 39 SECONDS EAST FOR A DISTANCE OF 531.44 FEET TO A 5/8-INCH REBAR SET WITH CAP; THENCE SOUTH 00 DEGREES 09 MINUTES 00 SECONDS EAST FOR A DISTANCE OF 431.41 FEET TO A 1/2-INCH REBAR FOUND AND THE POINT OF BEGINNING.

SAID TRACT OF LAND CONTAINS 7.868 ACRES.




VICINITY MAP
N.T.S



GEORGIA 811
Utilities Protection Center, Inc.
Know what's below. Call before you dig.

THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS

PREPARED BY:
LOWE ENGINEERS
990 HAMMOND DRIVE, SUITE 900
ATLANTA, GA 30328
770.857.8400

PRELIMINARY NOT FOR CONSTRUCTION

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# MASTER MASTER SITE PLAN

DUNWOODY, NORTH POINT YSA, SANDY SPRINGS, STAKE CENTER
6449 GLENRIDGE DRIVE
SANDY SPRINGS, GA 30328

| REVISIONS | | |
|---|---|---|
| REV. | DATE | DESCRIPTION |
| 1 | 8/16/2024 | SITE PLAN REVISIONS |
| 2 | 8/30/2024 | ROW REVISIONS |

ZONING: RE2 (RESIDENTIAL ESTATE DISTRICT)
LAND LOT: LAND LOT 35
TAX DISTRICT: 17
PARCEL ID: 17 035 LL1867

0' 15' 30' 45'

SCALE: 1" = 30'
DATE: 5/2/2024
DRAWN BY: DPH
CHECKED BY: BA
PROJECT MANAGER: BILL AGUILAR
PROJECT #: 23-220022

NORTH

SHEET
C3.00

FILE NAME: 23-220022 LDS Sandy Springs Meeting House\05- DWG\SHEETS\C3.00 SITE PLAN.dwg LAST SAVED BY: DHERRERA 8/7/2024 AT 3:05 PM PLOTTED BY: DHERRERA 8/7/2024 AT 3:05 PM PAPER SIZE: ARCH FULL BLEED D (36.00 X 24.00 INCHES) DEVICE: DWG TO PDF.PC3 PLOT STYLE: CIVIL-SITE.CTB

# Sign-in Sheet

U24-001

Community Meeting 2

Monday, June 24, 2024

6 PM

City Hall

| Name and Organization (if any) | Mailing address | E-mail address |
|---|---|---|
| Anne Sroka | [redacted] | |
| Janice Bark | [redacted] | |
| Chris Cornell | [redacted] | |
| Craig German | [redacted] | |
| LaQuita W. Coss | | lwilliams@sandyspringsga.gov |
| Brad Gold | 655 Bleakridge [illegible] | [redacted] |
| Dave Haymore | 3210 Lost Mill Trace, Marietta | [redacted] |
| Alicia Haymore | " | [redacted]om |
| JONATHAN EDWARDS | | [redacted] |
| JOHN YOUNG | | [redacted] |
| Rob Boice | | [redacted]il.com |
| Bill Aguilar | | [redacted].com |
| [illegible] | | [redacted] |
| KATIE MILLER | | |
| JON ERICKSON | | [redacted] |
| MARY ANN LACY | 6451 Meridian Way | [redacted]h.net |
| RUSTY LACY | 6451 Meridian Way | [redacted] |
| Suzin Poole | 6455 Meridian Way | [redacted].com |
| Kristy Loucks | 6450 Meridian Way | [redacted].com |
| Michele MCIntosh-Ross | 1 Galambos Way 30328 | mmcintosh-ross@SandySpringsga.gov |
| online → Debbie | | |
| ↘ Delisa V. Ross | | |

Jeffrey Haymore
404.665.1243

Email:
jhaymore@dillardsellers.com

August 15, 2024

**Via e-mail (lwilliams@sandyspringsga.gov)**
LaQuita Williams
Planner I
City of Sandy Springs
1 Galambos Way
Sandy Springs, Georgia 30328

Re: U24-0001/Meetinghouse at 6449 Glenridge Drive

LaQuita-

Please find enclosed a letter of support from the Glenridge Close Homeowner's Association. Please include this letter in the file for review by the Planning Commission, Mayor and City Council. Also enclosed, please find the applicant's proposed CUP conditions for consideration. These conditions arise out of discussions with neighbors during the community meeting process and are supported by the Association, as referenced in its enclosed letter.

Sincerely,

Enc.: Letter of Support
Applicant Proposed Conditions for U24-0001

Cc: Chris Cornell, President, Glenridge Close Homeowner's Association
Jon Erickson, AIA, Hill Foley Rossi and Associates, LLC

Glenridge Close Homeowner's Association

730 Glenridge Close Drive

Sandy Springs, GA 30328

August 15, 2024

Re: U24-0001/6449 Glenridge Drive

To Mayor, City Council and Planning Commission:

The Glenridge Close Homeowner's Association supports the approval of the CUP as is required for Church of Jesus Christ of Latter-day Saint's intended replacement meetinghouse on the Meetinghouse Property. The Association, including its board members, supports the processes and approvals required for the granting of such CUP. This support is not meant to represent the opinion of any individual resident of the Association about the CUP. During and since the community meeting process, the Church and the Association have worked collaboratively on matters such as security cameras, landscaping and construction hours. The Association supports the Church's five proposed CUP conditions. The Association respectfully asks that the City approve the CUP.

Sincerely,

Christopher F. Cornell

Christopher F. Cornell

President, Glenridge Close Homeowner's Association

e: glenridgeclosehoa2020@gmail.com

c: 267.752.9769

## LaQuita Williams

**From:** Sandy Springs GIS
**Sent:** Thursday, June 13, 2024 12:30 PM
**To:** Planning and Zoning Public Comments
**Subject:** There Is A New Comment For Zoning Case U24-0001

**Follow Up Flag:** Follow up
**Flag Status:** Flagged

**Case ID:** U24-0001
**Time Submited:** 20240613162937.048000
**Citizen Name:** Erin Poole
**Citizen Email:** [redacted]
**Citizen Phone:** [redacted]
**Citizen Address:** 6455 Meridian Way Atlanta, GA 30328

**Comment:** I am opposed to the conditional use permit to expand the chapel at this location. The proposal new structure is almost double in size and will cause increased nuisance, traffic, and noise both during and after completion. The church has 3 large building on the site that should accommodate their needs without causing a detriment to their neighbors. I live directly opposite the current facility and the traffic and noise on Sunday and during the week is already very high. A larger facility will only amplify those problems.

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**U24-0001 Applicant Proposed Conditions**

1. **Cameras**. A minimum of four (4) security cameras shall be installed in a manner that provides coverage to the driveway entrances along Glenridge Drive and the parking areas immediately surrounding the meetinghouse/chapel.
2. **Landscaping**. Landscaping as approved by city arborist shall be installed along the southern property line within the required 25' side yard buffer.
3. **Construction hours**. Construction hours shall comply with current City Code requirements except that during the construction of the meetinghouse, Saturday construction shall be limited to interior work except in the case of an emergency.
4. **Blasting**. At least 72 hours prior to any necessary blasting for construction of the meetinghouse, written notice shall be provided to the Aria and Glenridge Close homeowners' associations. Any blasting shall comply with Georgia Rules & Regulations 120-3-10-.01 et seq.
5. **Existing Parking**. Notwithstanding Code Sec. 7.4.F.2.b, the existing parking areas between any building and the southern property line shall be allowed to remain in their current location.

# CHURCH OF JESUS CHRIST LATTER DAY SAINTS
# SANDY SPRINGS MEETINGHOUSE

## TIS Report

### City of Sandy Springs, GA

June 24, 2024

**Prepared for:**
City of Sandy Springs
1 Galambos Way
Sandy Springs, GA 30328

**Prepared by:**
Lowe Engineers
990 Hammond Drive, Suite 900
Atlanta, GA 30328

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# 1 Project Description

The site is situated just south of Mercedes Benz Way, between Glenridge Drive and Barfield Road, in the City of Sandy Springs, Fulton County, GA. Currently, the site houses a 15,000-square-foot Church of Jesus Christ of Latter-Day Saints meetinghouse, which will be demolished and replaced with a 25,500-square-foot building of the same land use. A traffic impact analysis was conducted to support the site expansion. The study intersections and site redevelopment are illustrated in the study area location map, shown in **Figure 1.**




**Figure 1: Study Area Location Map**

# 2 Access Plan

Access to the redeveloped site will remain the same as for the existing building, with two full-access driveways on Glenridge Drive and one full-access driveway on Barfield Road, as shown in **Figure 2**. A conceptual plan is included in **Appendix A**.

It should be noted that the access driveway on Barfield Road is closed on Sundays.




**Figure 2: Access Plan**

# 3 Study Area

The study area considered the following intersections and access driveways:

- Abernathy Road at Glenridge Drive (Signalized intersection)
- Abernathy Road at Barfield Road (Signalized intersection)
- Glenridge Drive and at Mt Vernon Highway (Signalized intersection)
- Glenridge Drive and at Barfield Road (Signalized intersection)
- Mt Vernon Highway and at southern access driveway 1 (Stop Controlled)
- Glenridge Drive and at northern access driveway 2 (Stop Controlled)
- Barfield Drive and at southern access driveway 3 (Stop Controlled)

Data used in the analysis consisted of traffic counts collected by Lowe Engineers, Georgia Department of Transportation (GDOT) web-based applications, and other published information.

# 4 Existing Conditions

## 4.1 Existing Scenario

This scenario represents the existing intersection geometrical layout, traffic control, and traffic flow conditions for the subject intersections. The year of 2024 was considered as the Base Year for the existing no-build conditions.

## 4.2 Existing Lane Geometry and Traffic Control

The existing lane geometry and traffic control for the study intersections are shown in **Figure 3.**

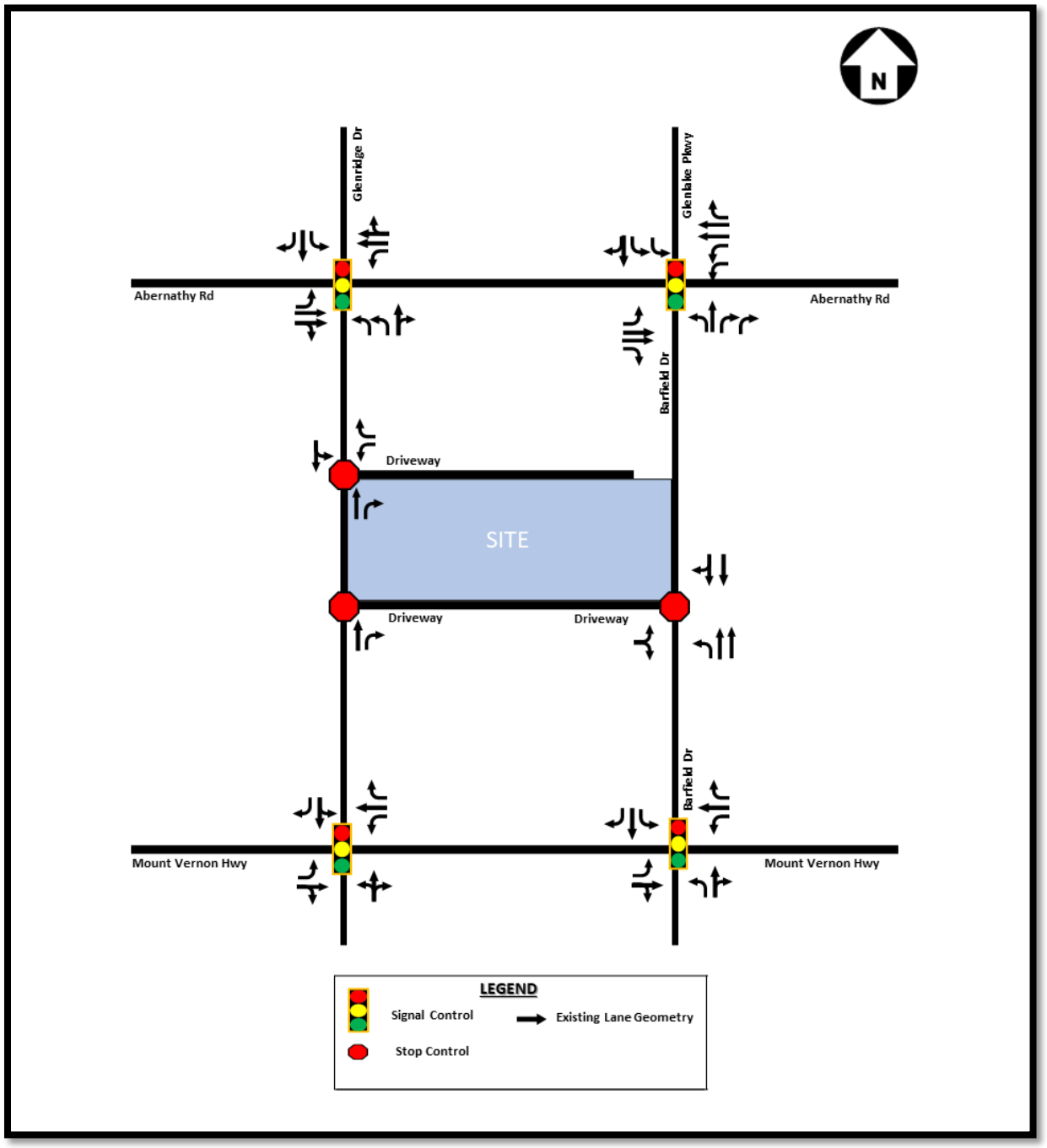



**Figure 3: Existing No-Build (2024) Lane Geometry and Traffic Control**

## 4.3 Traffic Data

Existing turning movement counts for a typical weekday were collected at the study intersections on Wednesday May 1st, 2024, where the AM peak hour occurred from 7:45 to 8:45 AM and the PM peak hour occurred from 4:45 to 5:45 PM. For Sundays, counts were collected on Sunday May 5th, 2024, and the peak hour occurred from 12:30 PM to 1:30 PM. The existing (2024) AM and PM peak hour vehicular

turning movement volumes for a typical weekday and Sunday are displayed in **Figure 4** and **Figure 5,** respectively. Raw (2024) traffic data is included in **Appendix B**.

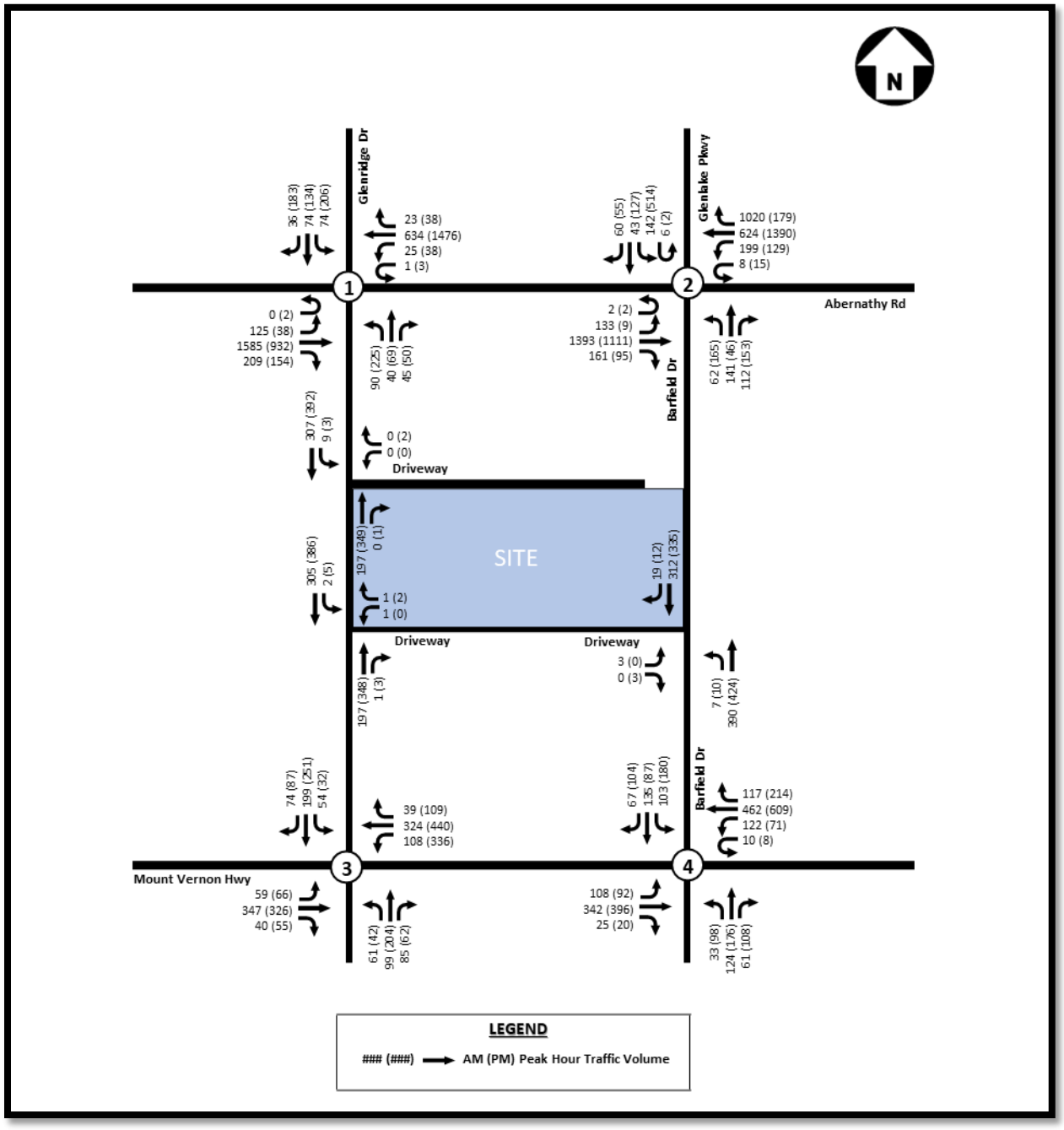



**Figure 4: Existing (2024) Weekday Traffic Volumes**

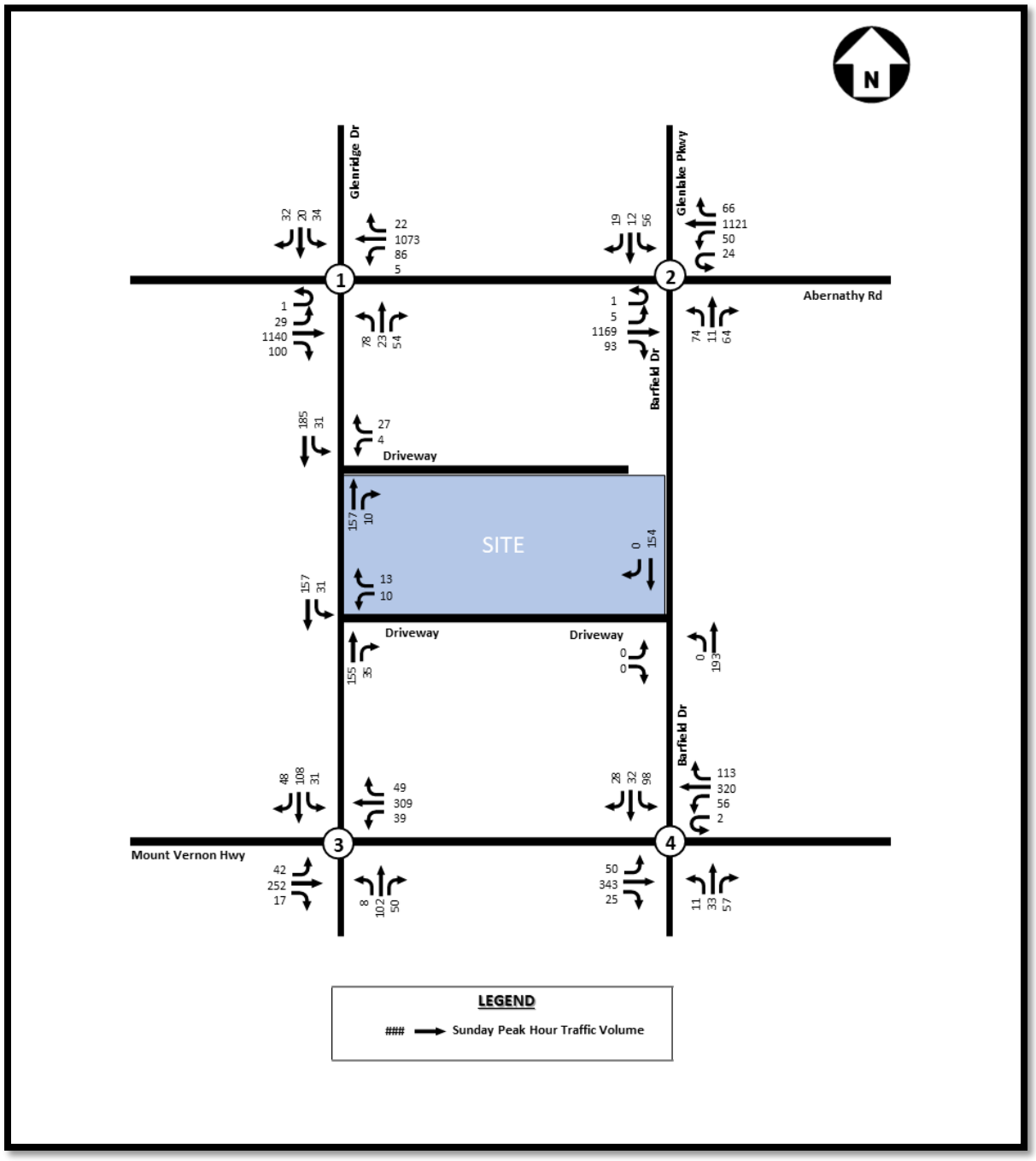



**Figure 5: Existing (2024) Sunday Traffic Volumes**

## 4.4 Existing No-Build Capacity Analysis

A capacity analysis for the study intersections was performed under existing no-build (2024) conditions based on the Highway Capacity Manual 7th Edition (HCM 7) during weekday and Sunday peak hours using Synchro 12. Existing conditions represent the existing intersection geometrical layout, existing traffic control, and existing (2024) vehicular turning movement counts during the AM and PM peak hours.

Capacity analysis results, including vehicular control delay, level of service (LOS) at the movement and intersection levels, and 95th percentile queue lengths, are summarized in **Table 1**. Average vehicular delays are shown in seconds per vehicle. LOS is a grading system as defined by the HCM where a level of A is the best, and F is the worst. Detailed capacity and queue analysis reports and under existing (2024) conditions can be found in **Appendix C**.

As indicated in **Table 1**, the existing (2024) conditions capacity analysis revealed that the study intersections and access driveways are currently operating adequately and within capacity.

**Table 1: Existing Conditions Capacity Analysis**

| ID | Intersection | Traffic Control | Movement | AM Peak Hour | | | PM Peak Hour | | | Sunday Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Delay (sec/veh) | LOS | 95th %ile Queue (ft) | Delay (sec/veh) | LOS | 95th %ile Queue (ft) | Delay (sec/veh) | LOS | 95th %ile Queue (ft) |
| 1 | Abernathy Rd & Glenridge Dr | Signal | EBL | 10.5 | B | 55 | 22.5 | C | 25 | 11.5 | B | 15 |
| | | | EBTR | 42.8 | D | 865 | 23.2 | C | 385 | 21.6 | C | 415 |
| | | | WBL | 23.3 | C | 15 | 14.4 | B | 25 | 13.7 | B | 40 |
| | | | WBTR | 15.4 | B | 205 | 37.2 | D | 680 | 16.0 | B | 320 |
| | | | NBL | 44.8 | D | 55 | 53.7 | D | 155 | 46.0 | D | 50 |
| | | | NBT | 41.6 | D | 45 | 47.8 | D | 90 | 41.1 | D | 25 |
| | | | SBL | 36.2 | D | 80 | 39.9 | D | 235 | 38.6 | D | 40 |
| | | | SBT | 43.7 | D | 85 | 46.3 | D | 170 | 43.0 | D | 25 |
| | | | SBR | 41.1 | D | 20 | 61.3 | E | 235 | 42.8 | D | 15 |
| | | | **Intersection** | **36.6** | **D** | -- | **35.4** | **D** | -- | **20.2** | **C** | -- |
| 2 | Abernathy Rd & Barfield Rd | Signal | EBL | 52.1 | D | 170 | 51.4 | D | 15 | 45.3 | D | 10 |
| | | | EBT | 32.5 | C | 555 | 32.3 | C | 470 | 22.6 | C | 370 |
| | | | EBR | 14.4 | B | 45 | 18.7 | B | 25 | 13.3 | B | 15 |
| | | | WBL | 44.7 | D | 115 | 45.6 | D | 85 | 35.7 | D | 35 |
| | | | WBT | 17.7 | B | 200 | 37.8 | D | 615 | 16.2 | B | 295 |
| | | | NBL | 45.1 | D | 70 | 51.9 | D | 210 | 39.1 | D | 75 |
| | | | NBT | 46.2 | D | 165 | 41.7 | D | 55 | 32.3 | C | 10 |
| | | | SBL | 42.4 | D | 80 | 53.1 | D | 305 | 36.1 | D | 25 |
| | | | SBT | 37.3 | D | 45 | 38.3 | D | 140 | 33.0 | C | 10 |
| | | | **Intersection** | **32.1** | **C** | -- | **39.2** | **D** | -- | **21.0** | **C** | -- |
| 3 | Glenridge Dr & Mt Vernon Hwy | Signal | EBL | 10.7 | B | 15 | 15.4 | B | 40 | 5.9 | A | 10 |
| | | | EBTR | 9.0 | A | 90 | 10.9 | B | 165 | 4.8 | A | 50 |
| | | | WBL | 12.9 | B | 35 | 24.7 | C | 250 | 5.4 | A | 10 |
| | | | WBT | 8.4 | A | 70 | 10.4 | B | 185 | 4.6 | A | 55 |
| | | | NB | 15.5 | B | 95 | 28.9 | C | 250 | 27.8 | C | 115 |
| | | | SBTL | 14.2 | B | 90 | 24.9 | C | 210 | 26.8 | C | 95 |
| | | | SBR | 12.4 | B | 25 | 21.5 | C | 60 | 25.0 | C | 35 |
| | | | **Intersection** | **11.4** | **B** | -- | **18.9** | **B** | -- | **12.5** | **B** | -- |
| 4 | Mt Vernon Hwy & Barfield Rd | Signal | EBL | 16.3 | B | 50 | 25.2 | C | 70 | 16.9 | B | 30 |
| | | | EBTR | 23.0 | C | 235 | 34.0 | C | 380 | 28.8 | C | 270 |
| | | | WBL | 15.2 | B | 60 | 18.8 | B | 55 | 13.1 | B | 25 |
| | | | WBT | 26.0 | C | 305 | 44.8 | D | 605 | 18.0 | B | 190 |
| | | | NBL | 23.5 | C | 25 | 28.7 | C | 90 | 27.1 | C | 10 |
| | | | NBTR | 34.2 | C | 160 | 57.4 | E | 350 | 31.6 | C | 75 |
| | | | SBL | 23.0 | C | 70 | 33.2 | C | 180 | 23.5 | C | 70 |
| | | | SBT | 26.5 | C | 100 | 31.8 | C | 85 | 24.4 | C | 25 |
| | | | SBR | 24.5 | C | 25 | 31.9 | C | 75 | 24.2 | C | 10 |
| | | | **Intersection** | **24.5** | **C** | -- | **39.3** | **D** | -- | **23.6** | **C** | -- |
| 2 | Glenridge Dr & Driveway 1 | TWSC | WB | 10.8 | B | 0 | 10.4 | B | 0 | 10.2 | B | 5 |
| | | | SB | 7.7 | A | 0 | 8.1 | A | 0 | 7.7 | A | 5 |
| 3 | Glenridge Dr & Driveway 2 | TWSC | WB | 0.0 | A | 0 | 10.4 | B | 0 | 9.6 | A | 5 |
| | | | SB | 7.7 | A | 0 | 8.1 | A | 0 | 7.6 | A | 5 |
| 4 | Barfield Rd & Driveway 1 | TWSC | EB | 13.2 | B | 0 | 9.4 | A | 0 | 0.0 | A | 0 |
| | | | NB | 8.0 | A | 0 | 8.1 | A | 0 | 0.0 | A | 0 |

## 4.5 Future No-Build Scenario

This scenario represents the existing intersection geometrical layout, existing traffic control, and projected traffic flow conditions for the subject intersections. For future no-build conditions, the year 2026 was considered.

## 4.6 Future No-Build Lane Geometry and Traffic Control

Lane geometry and traffic control remain unchanged under future no-build conditions.

## 4.7 Traffic Growth

Historical traffic counts were obtained from GDOT's Traffic Analysis and Data Application (TADA) web-based application. Historical annual average daily traffic (AADT) volumes were extracted from 2015 to 2019 from the short-term count station 121-5668, located on Abernathy Road and count station 121-5658 located on Mt Vernon Highway. An estimated average annual growth rate of 1% was applied to the existing (2024) traffic volumes to reflect the projected traffic growth in the study area. The growth rate analysis is included in **Appendix D**. **Figure 6** and **Figure 7** show the Future No-Build AM and PM peak hour vehicular turning movement volumes for weekdays and Sundays, respectively.

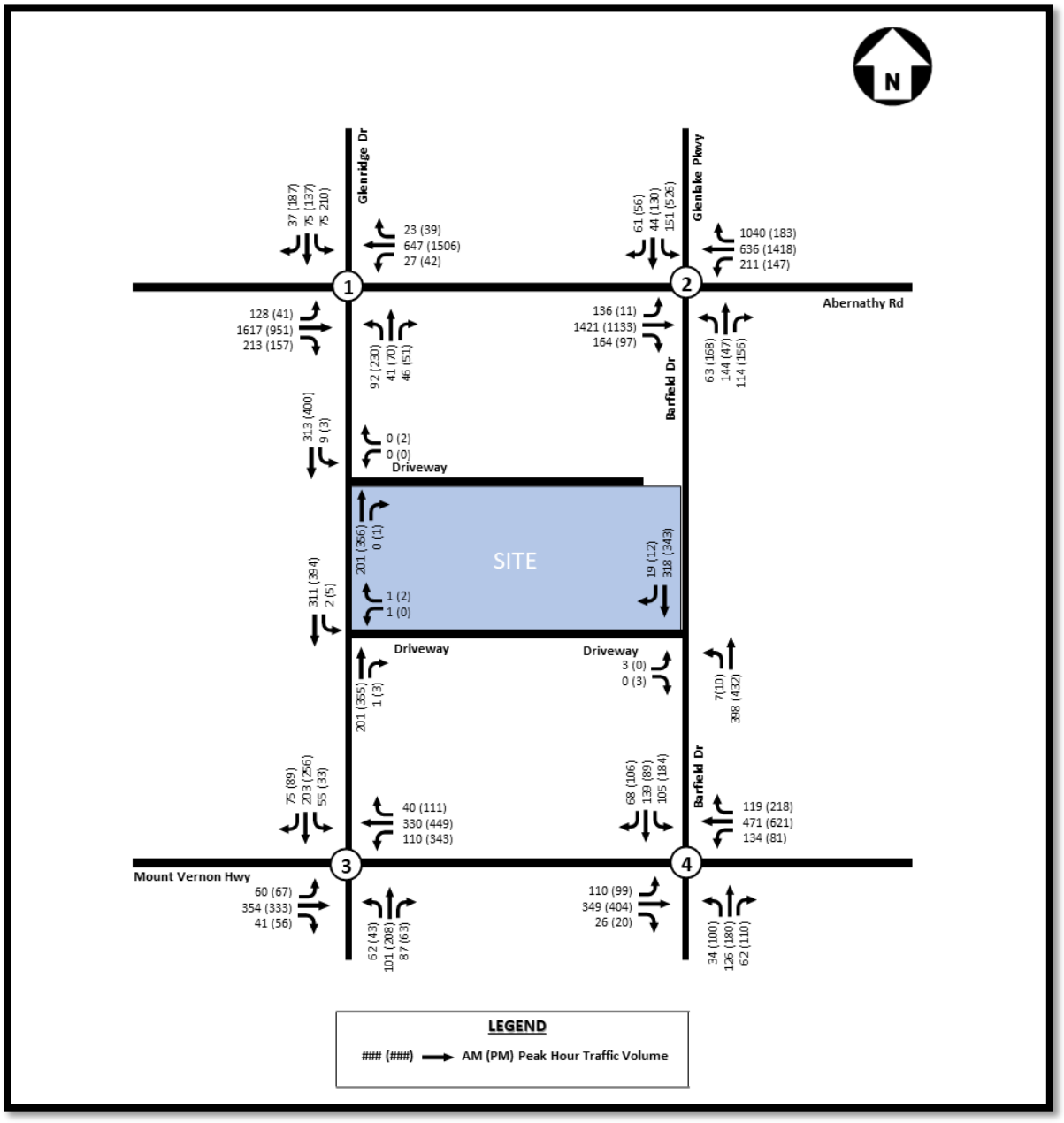



**Figure 6: Future (2026) No-Build Weekday Traffic Volumes**

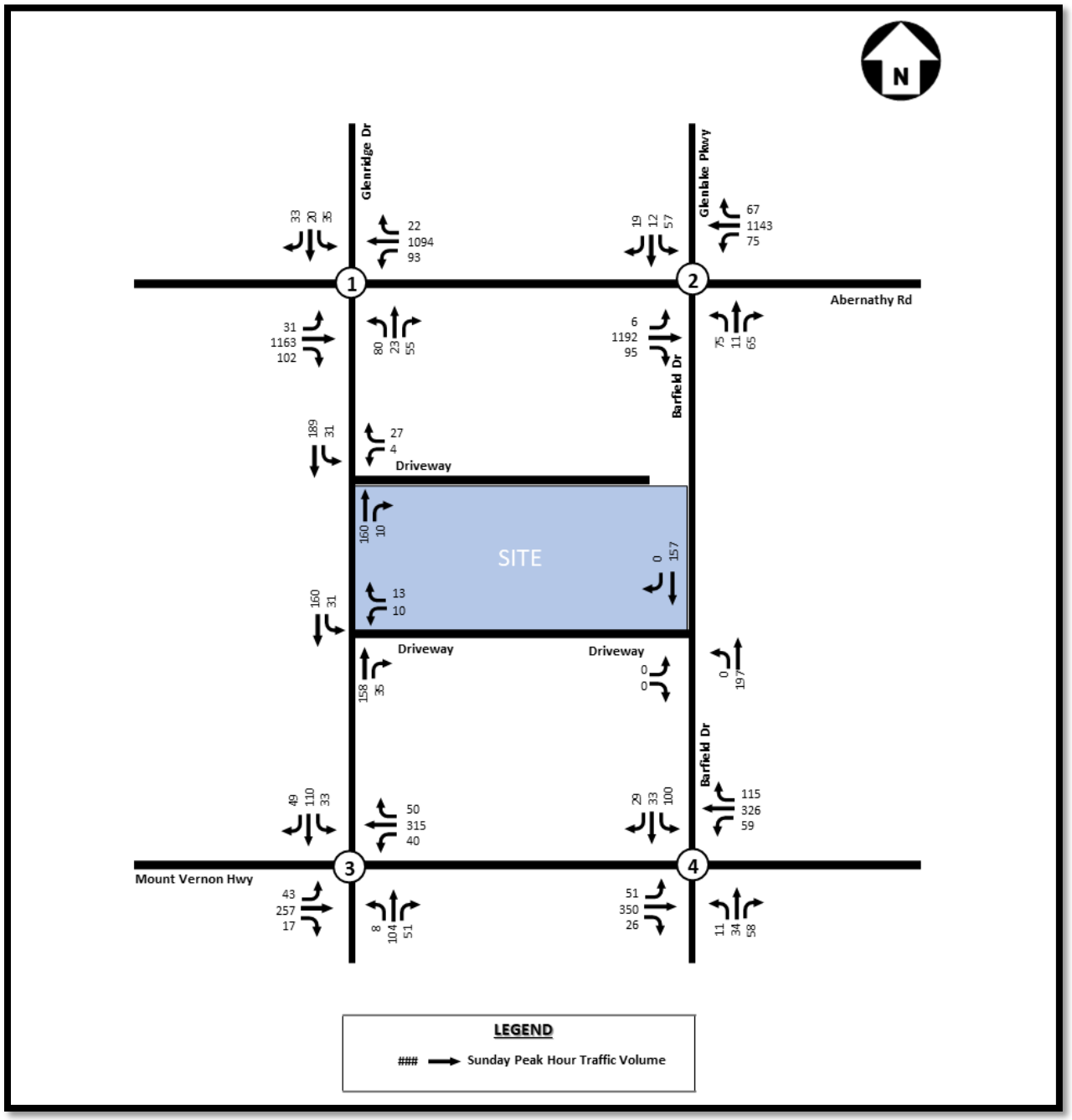



**Figure 7: Future (2026) No-Build Sunday Traffic Volumes**

## 4.8 Future No-Build Capacity Analysis

A capacity analysis for the study intersections was performed under future no-build conditions based on HCM 7's methodology during the AM and PM peak hours using Synchro 12. Future no-build conditions represent the existing intersection geometrical layout, existing traffic control, and 2026 projected volumes during the AM and PM peak hours.

Capacity analysis results, including vehicular control delay, LOS at the approach and intersection levels, and 95$^{th}$ percentile queue lengths, are summarized in **Table 2.** Average vehicular delays are shown in seconds per vehicle. LOS is a grading system defined by HCM where A is the best, and F is the worst. Detailed capacity and queue analysis reports under future no-build conditions can be found in **Appendix E.**

As shown in **Table 2**, the study intersections are projected to operate adequately and within capacity with the addition of background growth.

**Table 2: (2026) No-Build Conditions Capacity Analysis**

| ID | Intersection | Traffic Control | Movement | AM Peak Hour | | | PM Peak Hour | | | Sunday Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Delay (sec/veh) | LOS | 95th %ile Queue (ft) | Delay (sec/veh) | LOS | 95th %ile Queue (ft) | Delay (sec/veh) | LOS | 95th %ile Queue (ft) |
| 1 | Abernathy Rd & Glenridge Dr | Signal | EBL | 10.6 | B | 55 | 23.8 | C | 25 | 11.7 | B | 15 |
| | | | EBTR | 47.1 | D | 930 | 23.8 | C | 400 | 22.1 | C | 430 |
| | | | WBL | 23.7 | C | 15 | 14.8 | B | 25 | 14.2 | B | 40 |
| | | | WBTR | 15.5 | B | 210 | 40.9 | D | 725 | 16.3 | B | 340 |
| | | | NBL | 44.9 | D | 55 | 54.3 | D | 160 | 46.0 | D | 50 |
| | | | NBT | 41.7 | D | 45 | 47.5 | D | 90 | 41.2 | D | 30 |
| | | | SBL | 36.3 | D | 80 | 40.1 | D | 235 | 38.6 | D | 40 |
| | | | SBT | 43.9 | D | 90 | 46.3 | D | 175 | 43.0 | D | 25 |
| | | | SBR | 41.2 | D | 20 | 62.4 | E | 240 | 42.8 | D | 15 |
| | | | **Intersection** | **39.7** | **D** | -- | **37.5** | **D** | -- | **20.5** | **C** | -- |
| 2 | Abernathy Rd & Barfield Rd | Signal | EBL | 53.2 | D | 175 | 52.0 | D | 15 | 45.9 | D | 10 |
| | | | EBT | 34.7 | C | 585 | 33.3 | C | 490 | 23.0 | C | 385 |
| | | | EBR | 14.4 | B | 50 | 18.7 | B | 25 | 13.3 | B | 20 |
| | | | WBL | 45.1 | D | 120 | 46.4 | D | 90 | 36.2 | D | 35 |
| | | | WBT | 17.8 | B | 205 | 40.1 | D | 650 | 16.4 | B | 305 |
| | | | NBL | 45.6 | D | 75 | 53.4 | D | 215 | 39.8 | D | 75 |
| | | | NBT | 47.0 | D | 170 | 42.4 | D | 55 | 32.8 | C | 10 |
| | | | SBL | 43.0 | D | 85 | 54.9 | D | 320 | 36.6 | D | 30 |
| | | | SBT | 37.7 | D | 45 | 39.1 | D | 145 | 33.5 | C | 10 |
| | | | **Intersection** | **33.4** | **C** | -- | **40.8** | **D** | -- | **21.3** | **C** | -- |
| 3 | Glenridge Dr & Mt Vernon Hwy | Signal | EBL | 11.1 | B | 20 | 16.1 | B | 40 | 5.9 | A | 10 |
| | | | EBTR | 9.3 | A | 95 | 11.3 | B | 175 | 4.8 | A | 55 |
| | | | WBL | 13.4 | B | 35 | 27.2 | C | 265 | 5.5 | A | 10 |
| | | | WBT | 8.6 | A | 75 | 10.8 | B | 195 | 4.6 | A | 55 |
| | | | NB | 15.5 | B | 100 | 29.0 | C | 255 | 27.9 | C | 115 |
| | | | SBTL | 14.2 | B | 90 | 24.9 | C | 210 | 26.9 | C | 100 |
| | | | SBR | 12.4 | B | 25 | 21.5 | C | 60 | 25.0 | C | 35 |
| | | | **Intersection** | **11.6** | **B** | -- | **19.5** | **B** | -- | **12.5** | **B** | -- |
| 4 | Mt Vernon Hwy & Barfield Rd | Signal | EBL | 16.5 | B | 55 | 26.1 | C | 75 | 17.0 | B | 30 |
| | | | EBTR | 23.2 | C | 245 | 34.8 | C | 395 | 29.4 | C | 275 |
| | | | WBL | 15.4 | B | 65 | 19.4 | B | 55 | 13.2 | B | 25 |
| | | | WBT | 26.4 | C | 315 | 47.5 | D | 640 | 18.2 | B | 195 |
| | | | NBL | 23.6 | C | 25 | 29.4 | C | 95 | 27.1 | C | 10 |
| | | | NBTR | 34.6 | C | 165 | 60.5 | E | 370 | 31.7 | C | 75 |
| | | | SBL | 23.3 | C | 70 | 34.7 | C | 190 | 23.5 | C | 70 |
| | | | SBT | 26.9 | C | 105 | 32.2 | C | 90 | 24.4 | C | 25 |
| | | | SBR | 24.8 | C | 25 | 32.3 | C | 75 | 24.2 | C | 10 |
| | | | **Intersection** | **24.7** | **C** | -- | **41.1** | **D** | -- | **23.8** | **C** | -- |
| 2 | Glenridge Dr & Driveway 1 | TWSC | WB | 10.9 | B | 0 | 10.5 | B | 0 | 10.2 | B | 5 |
| | | | SB | 7.7 | A | 0 | 8.1 | A | 0 | 7.7 | A | 5 |
| 3 | Glenridge Dr & Driveway 2 | TWSC | WB | 0.0 | A | 0 | 10.5 | B | 0 | 9.6 | A | 5 |
| | | | SB | 7.7 | A | 0 | 8.1 | A | 0 | 7.7 | A | 5 |
| 4 | Barfield Rd & Driveway 1 | TWSC | EB | 13.3 | B | 0 | 9.4 | A | 0 | 0.0 | A | 0 |
| | | | NB | 8.0 | A | 0 | 8.1 | A | 0 | 0.0 | A | 0 |

# 5 Future Build Conditions

## 5.1 Trip Generation

A trip generation for the proposed development was created using the Institute of Traffic Engineers (ITE) Trip Generation Manual 11th Edition, 2021. The trip generation including equations used is in **Table 3**. (See **Appendix F** for detailed sheets from the ITE Trip Generation Manual).

The re-development of the site with the additional 10,500 square feet is anticipated to generate on a weekday 108 daily vehicle trips with 2 AM peak hour vehicle trips (1 inbound, 1 outbound), and 8 PM peak

hour trips (4 inbound, 4 outbound). On a Sunday, during the peak hour of generator, the site is estimated to generate 109 vehicle trips (52 inbound, 57 outbound).

**Table 3: Trip Generation**

| Land Use Information | Project Trips | | | Equation Used[1] | In / Out Distribution |
|---|---|---|---|---|---|
| | Total | Inbound | Outbound | | |
| **560 - Church** | | | | **10,500** | **S.F.** |
| **Weekday** | | | | | |
| Daily | 108 | 54 | 54 | T = 5.40(X)+50.83 | 50% / 50% |
| AM Peak Hour | 2 | 1 | 1 | T = 0.37(X)-1.84 | 62% / 38% |
| PM Peak Hour | 8 | 4 | 4 | T = 0.36(X)+4.70 | 44% / 56% |
| **Sunday** | | | | | |
| Peak Hour of Generator | 109 | 52 | 57 | T = 10.36(X) | 48% / 52% |

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

## 5.2 Trip Distribution/Assignment

The trip distribution and assignment for the trips generated by the development were determined by considering the existing traffic patterns and current traffic volumes at the access driveways. The proposed distribution of primary trips for a weekday and Sunday is depicted in **Figure 8** and **Figure 9,** respectively**.**

## 5.3 Project Trips

The trips generated by the proposed development were allocated to the study intersections and access driveway according to the trip distribution. Due to the relatively low number of trips generated by the development during the AM and PM peak hour, a minimum of one vehicle trip was assigned when applicable. The primary trips on a weekday and Sunday are displayed in **Figure 10** and **Figure 11,** respectively**.**

## 5.4 Future Build Lane Geometry and Traffic Control

Build traffic volumes include background volumes and project trips that will be generated by the proposed development. Total build year traffic volumes weekday and Sunday are shown graphically in **Figure 12** and **Figure 13,** respectively.

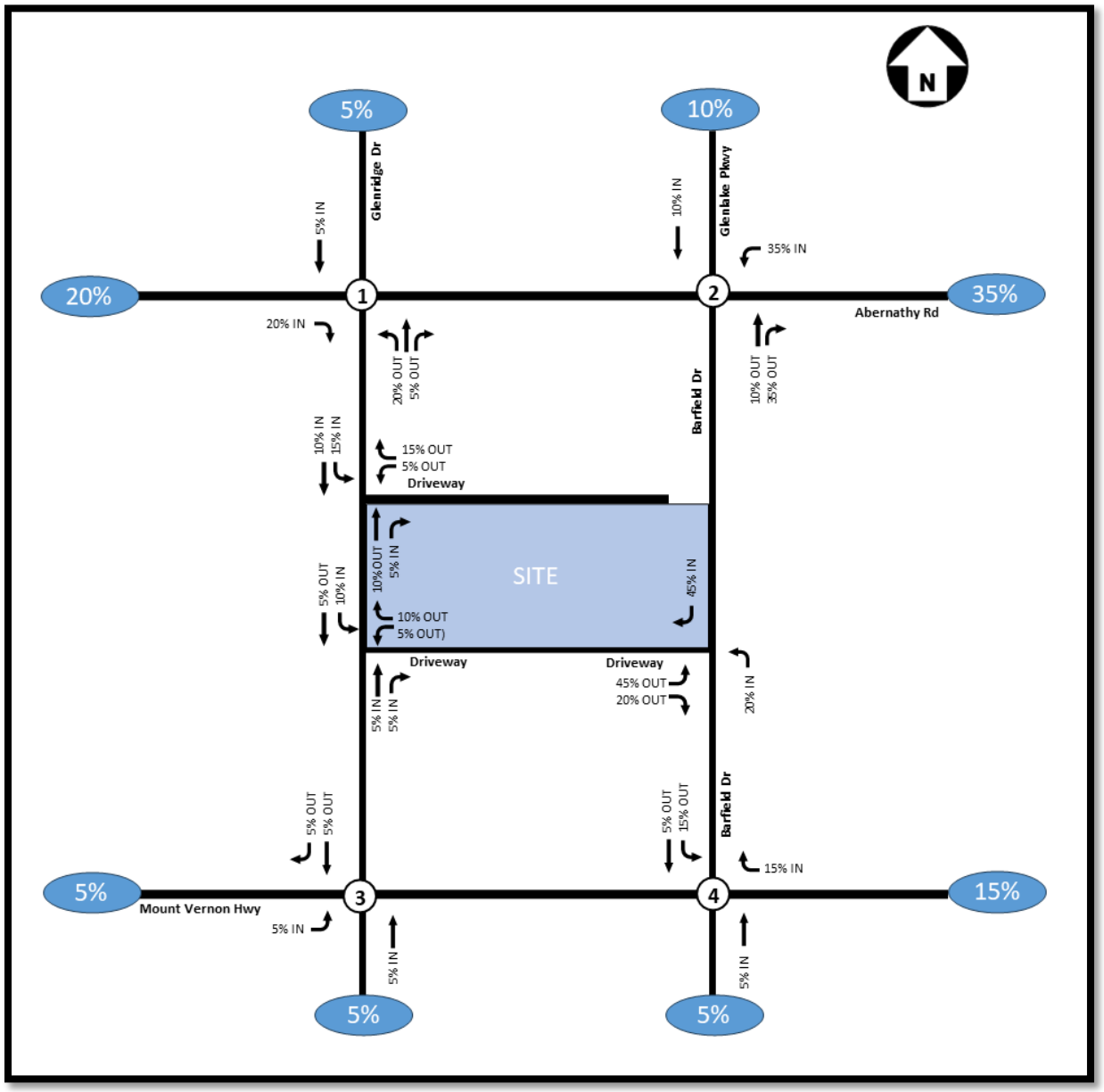



**Figure 8: Weekday Trip Distribution & Driveway Assignment**

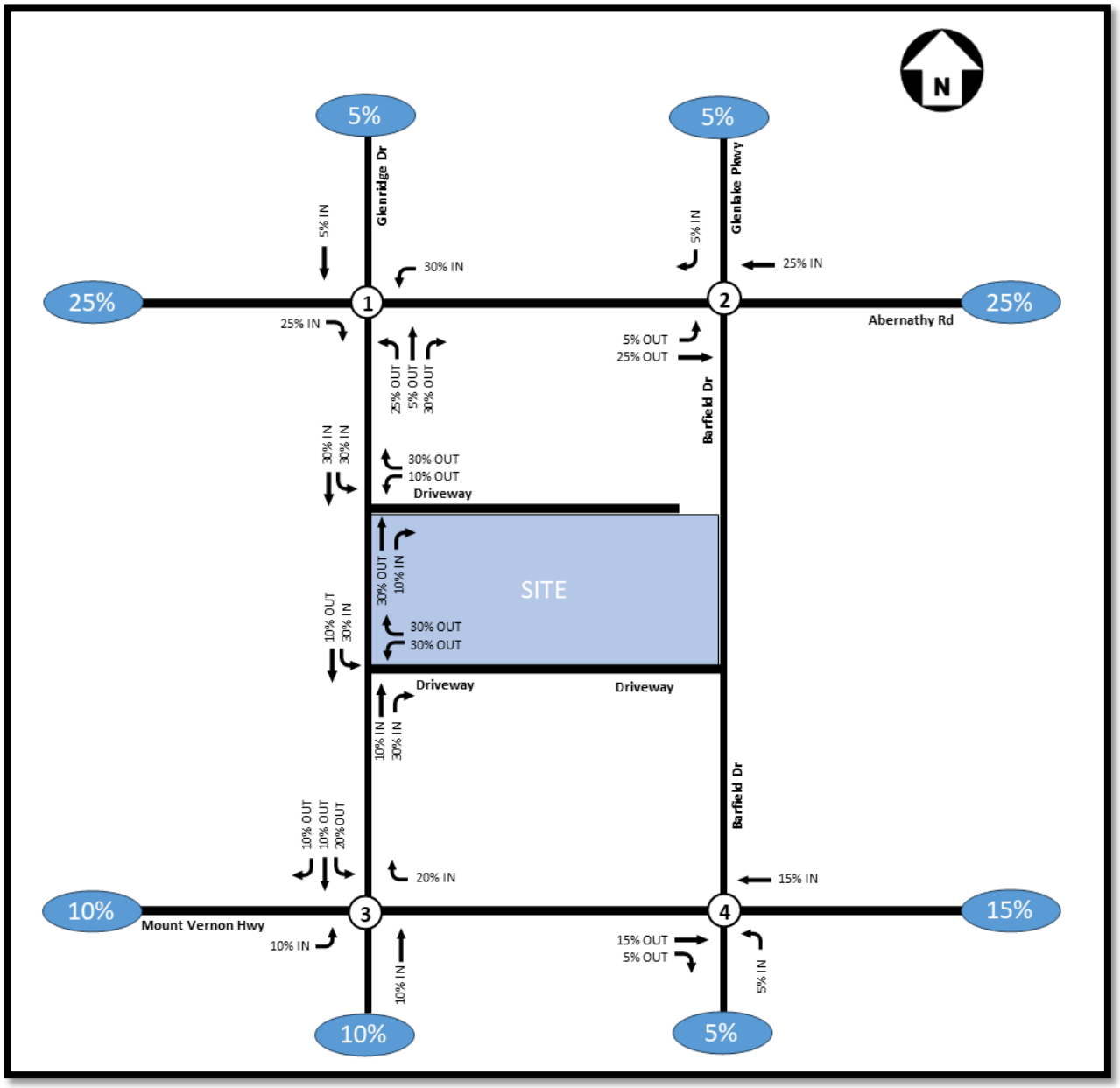



**Figure 9: Sunday Trip Distribution & Driveway Assignment**

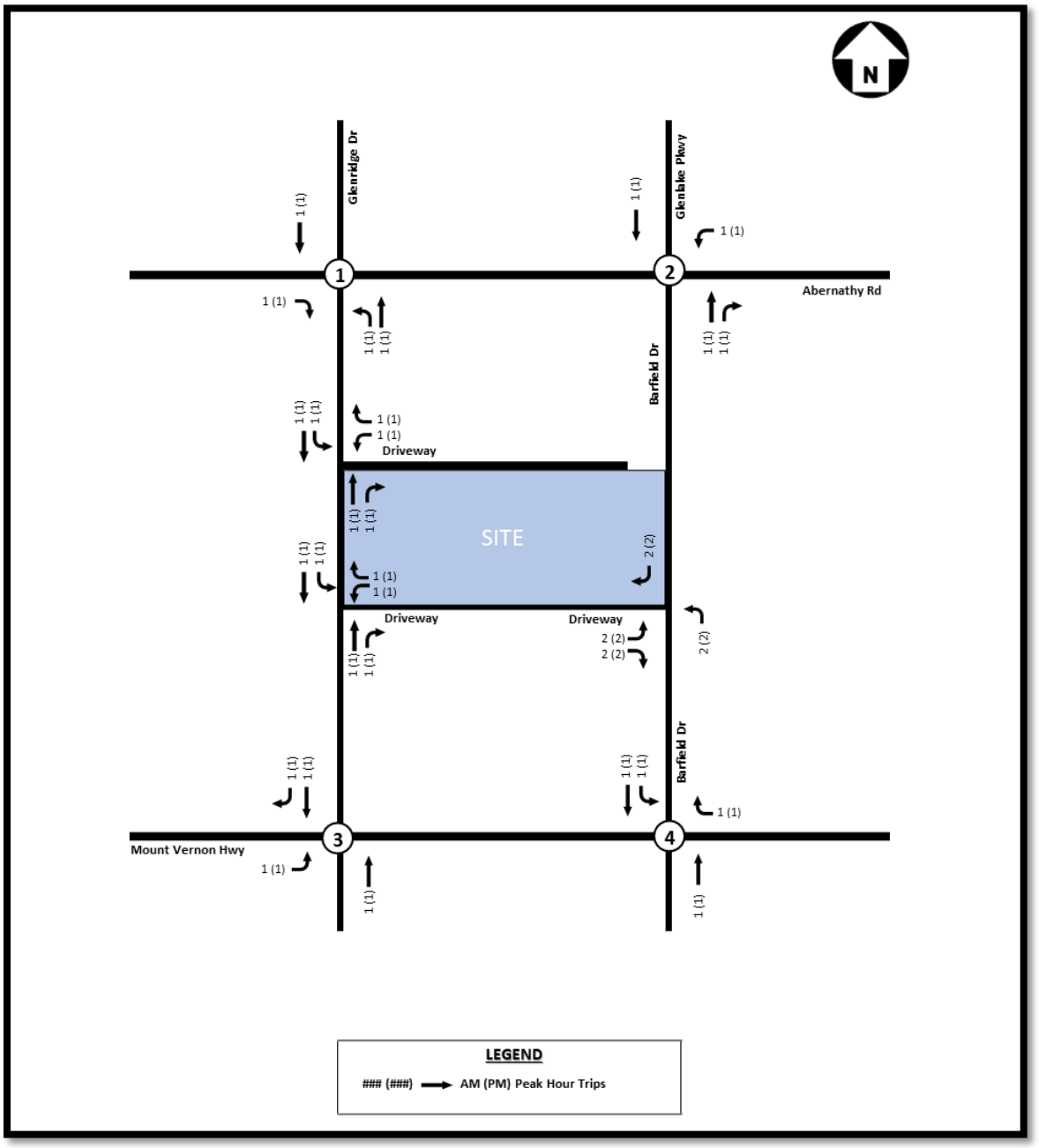



**Figure 10: Weekday Project Peak Hour Trips**

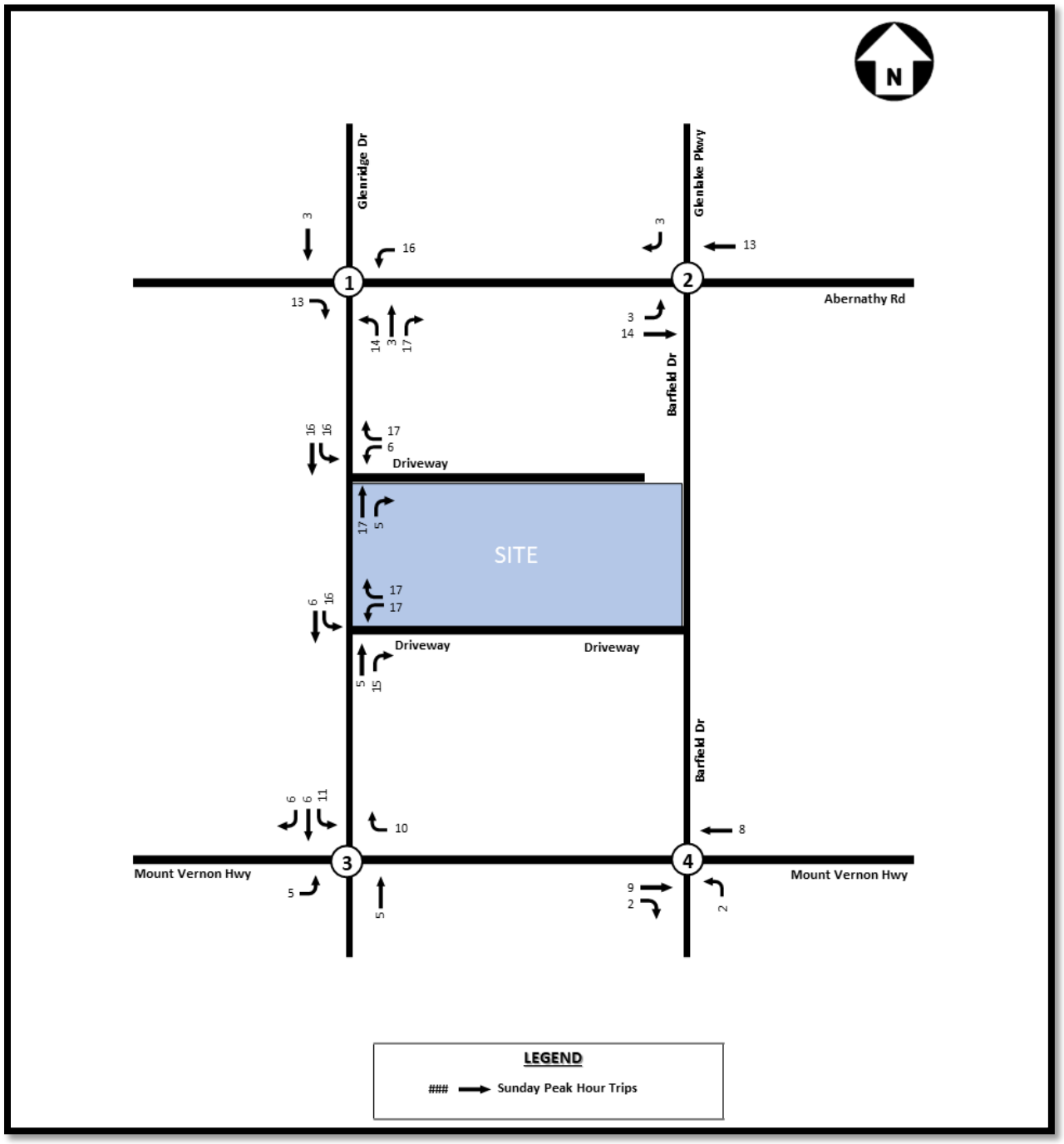



**Figure 11: Sunday Project Peak Hour Trips**

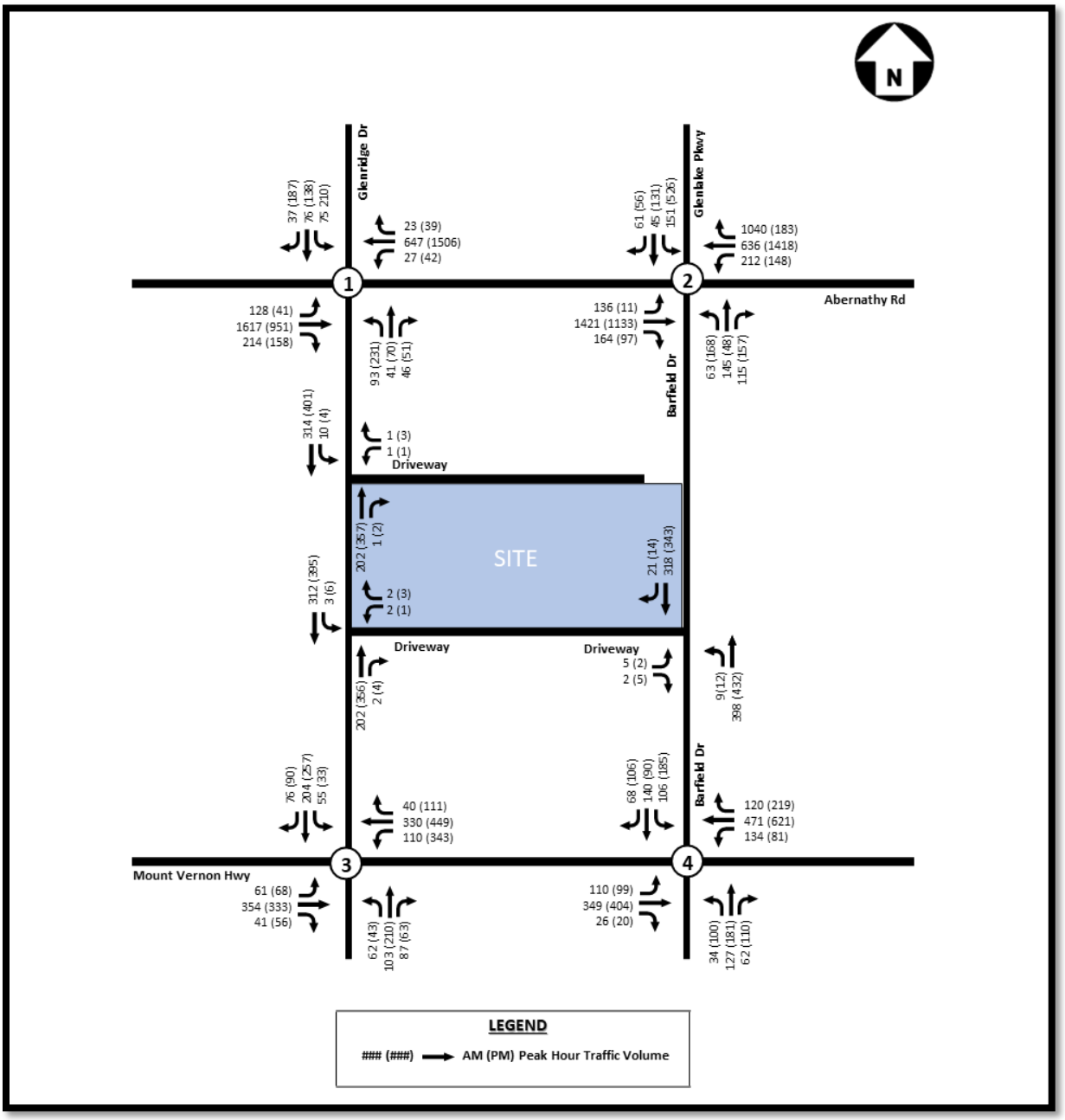



**Figure 12: Build (2026) Weekday Peak Hour Traffic Volumes**

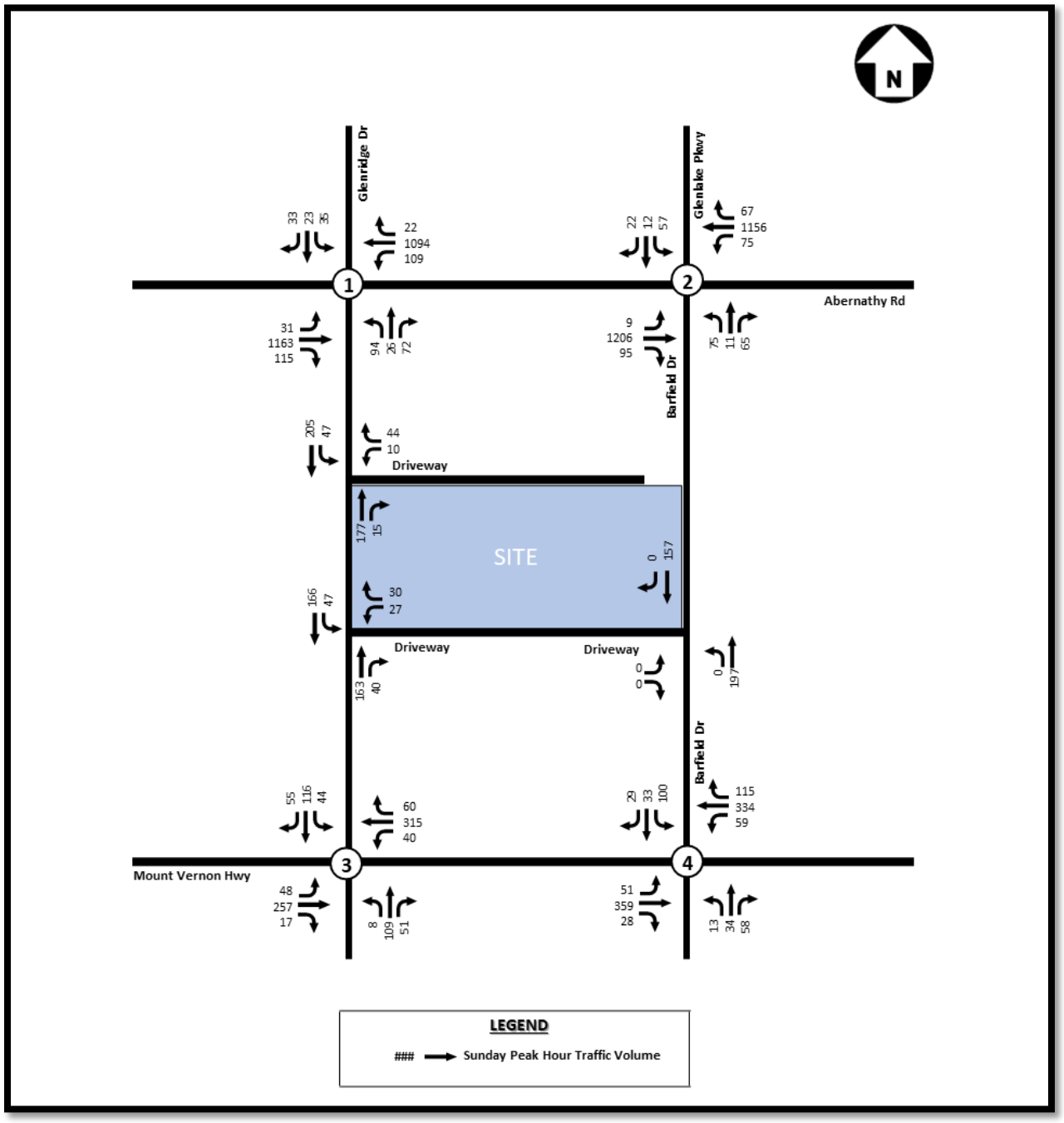



**Figure 13: Build (2026) Sunday Peak Hour Traffic Volumes**

## 5.5 Turn Lane Analysis

The development is proposed to maintain the existing full access driveways on Glenridge Drive in addition to the full access driveway on Barfield Road. Glenridge Drive is a two-lane roadway with an approximate ADT of 6,625 vehicles per day (vpd) and has a posted speed limit of 35 mph. Barfield Road is a four-lane roadway with an approximate ADT of 3,505 vpd. A review of warrants for turn lanes was conducted in accordance with the *City of Sandy Springs Technical Manual for Roadway Design and Pavement* to ensure smooth traffic flow and maintain capacity during peak hours. If warranted, the required total turn lane lengths will be calculated per Table 4-8 and Table 4-9 of 2023 GDOT Regulations for Driveway and Encroachment Control. A summary of turn lane warrant analysis for the proposed site access driveways is presented in **Table 4**. Excerpts from the City's Technical Manual and the 2023 GDOT Regulations for Driveway and Encroachment Control are provided in **Appendix G.**

**Table 4: Turn Lane Warrant Analysis**

| Location | # of Lanes | Speed Limit (mph) | ADT (vpd) | Warrant For | ADT Threshold (vpd) | ADT Criteria Met? | Existing RT/LT Volume (vph) | Project RT/LT Volume (vph) | Total RT/LT Volume (vph) | RT/LT Threshold (vph) | RT/LT Volume Criteria Met? | LT/RT Warrant Met ? |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Glenridge Drive at Southern Driveway 1 | 2 | 35 to 40 MPH | 6,624 | Right Turn Lane | 8,000 | NO | 3 | 1 | 4 | 15 | NO | NO |
| | | | | Left Turn Lane | 6,000 | **YES** | **5** | 1 | 6 | 30 | NO | **YES** |
| Glenridge Drive at northern Driveway 2 | 2 | 35 to 40 MPH | 6,624 | Right Turn Lane | 8,000 | NO | 1 | 1 | 2 | 15 | NO | NO |
| | | | | Left Turn Lane | 6,000 | **YES** | **9** | 1 | 10 | 30 | NO | **YES** |
| Barfield Rd at Driveway 1 | 4 | 35 to 40 MPH | 3,504 | Right Turn Lane | 12,000 | NO | 19 | 2 | 21 | 15 | **YES** | **YES** |
| | | | | Left Turn Lane | 10,000 | NO | 10 | 2 | 12 | 20 | NO | NO |

The warrant analysis results indicate that left turn lanes are warranted at the access driveways on Glenridge Drive, as the Average Daily Traffic slightly exceeds the 6,000 vehicle per day threshold. These left turn lanes would require a 160-foot deceleration lane with a 50-foot taper each. However, due to the extremely low number of trips generated by the site redevelopment, we recommend waiving the requirement for installing a left turn lane at each driveway.

A right turn lane is warranted at the access driveway on Barfield Road, as the right turn volume slightly exceeds the threshold by 6 vehicles. This would require a 50-foot taper and 100-foot full-width storage (see **Appendix F** for GDOT tables). However, due to the extremely low number of trips generated by the site redevelopment, we recommend waiving the requirement for installing a right turn lane at this driveway.

## 5.6 Build Capacity Analysis

The build traffic volumes were analyzed using a Synchro 12.0 model to determine the capacity of the AM, PM peak hours and Sunday peak hour. The results are shown by lane movement. Average vehicular delays are shown in seconds. Level of service (LOS) is a grading system as defined by the Highway Capacity Manual (HCM) where A is best, and F is worst. The HCM 7$^{th}$ Edition was used for analysis. Vehicle 95$^{th}$

percentile queueing is shown in feet. Synchro output files are included in **Appendix H**. The Build Capacity Analysis is shown in **Table 5**.

The capacity analysis for the "Build" conditions yielded that the study intersections and the access driveway are projected to operate adequately and within capacity with the addition of the project trips from the 10,500 square feet expansion.

**Table 5: Build (2026) Capacity Analysis**

| ID | Intersection | Traffic Control | Movement | AM Peak Hour | | | PM Peak Hour | | | Sunday Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Delay | LOS | 95th %ile | Delay | LOS | 95th %ile | Delay | LOS | 95th %ile |
| 1 | Abernathy Rd & Glenridge Dr | Signal | EBL | 10.6 | B | 55 | 24.0 | C | 25 | 11.8 | B | 15 |
| | | | EBTR | 51.3 | D | 900 | 24.0 | C | 410 | 22.8 | C | 440 |
| | | | WBL | 23.7 | C | 15 | 14.9 | B | 25 | 15.2 | B | 50 |
| | | | WBTR | 15.5 | B | 210 | 41.3 | D | 765 | 16.5 | B | 345 |
| | | | NBL | 45.0 | D | 55 | 54.5 | D | 160 | 46.5 | D | 60 |
| | | | NBT | 41.8 | D | 50 | 47.5 | D | 90 | 41.2 | D | 30 |
| | | | SBL | 36.4 | D | 80 | 40.1 | D | 235 | 38.7 | D | 40 |
| | | | SBT | 44.0 | D | 90 | 46.4 | D | 175 | 43.3 | D | 30 |
| | | | SBR | 41.3 | D | 20 | 62.6 | E | 240 | 43.0 | D | 15 |
| | | | **Intersection** | **38.2** | **D** | -- | **37.7** | **D** | -- | **21.2** | **C** | -- |
| 2 | Abernathy Rd & Barfield Rd | Signal | EBL | 53.0 | D | 170 | 52.0 | D | 15 | 44.4 | D | 15 |
| | | | EBT | 35.0 | D | 590 | 33.3 | C | 490 | 23.3 | C | 390 |
| | | | EBR | 14.5 | B | 50 | 18.7 | B | 25 | 13.2 | B | 20 |
| | | | WBL | 45.1 | D | 120 | 46.4 | D | 90 | 36.4 | D | 35 |
| | | | WBT | 17.8 | B | 205 | 40.1 | D | 650 | 16.8 | B | 315 |
| | | | NBL | 45.7 | D | 75 | 53.4 | D | 215 | 40.1 | D | 75 |
| | | | NBT | 47.1 | D | 175 | 42.4 | D | 55 | 33.0 | C | 10 |
| | | | SBL | 43.1 | D | 85 | 54.9 | D | 320 | 36.8 | D | 30 |
| | | | SBT | 37.6 | D | 45 | 39.1 | D | 145 | 33.7 | C | 10 |
| | | | **Intersection** | **33.5** | **C** | -- | **40.8** | **D** | -- | **21.6** | **C** | -- |
| 3 | Glenridge Dr & Mt Vernon Hwy | Signal | EBL | 11.1 | B | 15 | 16.2 | B | 40 | 6.0 | A | 15 |
| | | | EBTR | 9.3 | A | 95 | 11.4 | B | 175 | 4.8 | A | 55 |
| | | | WBL | 13.5 | B | 35 | 27.6 | C | 270 | 5.4 | A | 10 |
| | | | WBT | 8.7 | A | 75 | 10.8 | B | 195 | 4.6 | A | 55 |
| | | | NB | 15.5 | B | 100 | 29.1 | C | 255 | 28.2 | C | 120 |
| | | | SBTL | 14.2 | B | 90 | 24.8 | C | 215 | 27.5 | C | 115 |
| | | | SBR | 12.4 | B | 25 | 21.4 | C | 60 | 25.2 | C | 40 |
| | | | **Intersection** | **11.6** | **B** | -- | **19.6** | **B** | -- | **13.0** | **B** | -- |
| 4 | Mt Vernon Hwy & Barfield Rd | Signal | EBL | 16.6 | B | 55 | 26.4 | C | 80 | 16.8 | B | 30 |
| | | | EBTR | 23.2 | C | 240 | 34.9 | C | 395 | 29.4 | C | 285 |
| | | | WBL | 15.4 | B | 65 | 19.5 | B | 55 | 13.3 | B | 25 |
| | | | WBT | 26.4 | C | 315 | 47.9 | D | 645 | 18.2 | B | 195 |
| | | | NBL | 23.7 | C | 25 | 29.4 | C | 95 | 27.2 | C | 10 |
| | | | NBTR | 34.6 | C | 165 | 61.1 | E | 375 | 32.1 | C | 80 |
| | | | SBL | 23.3 | C | 70 | 35.1 | D | 190 | 24.0 | C | 70 |
| | | | SBT | 26.9 | C | 105 | 32.3 | C | 90 | 25.0 | C | 25 |
| | | | SBR | 24.8 | C | 25 | 32.3 | C | 75 | 24.7 | C | 10 |
| | | | **Intersection** | **24.8** | **C** | -- | **41.3** | **D** | -- | **24.0** | **C** | -- |
| 5 | Glenridge Dr & Driveway 1 | TWSC | WB | 11.0 | B | 0 | 11.9 | B | 0 | 10.9 | B | 10 |
| | | | SB | 7.7 | A | 0 | 8.1 | A | 0 | 7.8 | A | 5 |
| 6 | Glenridge Dr & Driveway 2 | TWSC | WB | 11.0 | B | 0 | 11.9 | B | 0 | 10.2 | B | 10 |
| | | | SB | 7.7 | A | 0 | 8.1 | A | 0 | 7.7 | A | 5 |
| 7 | Barfield Rd & Driveway 1 | TWSC | EB | 12.3 | B | 0 | 10.8 | B | 0 | 0.0 | A | 0 |
| | | | NB | 8.1 | A | 0 | 8.1 | A | 0 | 0.0 | A | 0 |

# 6 Conclusions and Recommendations

The site is located just south of Mercedes Benz Way, between Glenridge Drive and Barfield Road, in the City of Sandy Springs, Fulton County, GA. Currently, the site contains a 15,000-square-foot Church of Jesus Christ of Latter-Day Saints Sandy Springs Meetinghouse, which will be demolished and replaced with a 25,500-square-foot building of the same land use. A traffic impact analysis was conducted to support this site's expansion.

Access to the redeveloped site will remain unchanged, with two full-access driveways on Glenridge Drive and one full-access driveway on Barfield Road.

Projections indicate that the proposed development will generate 108 daily vehicle trips on weekdays, with 2 AM peak hour trips (1 inbound, 1 outbound) and 8 PM peak hour trips (4 inbound, 4 outbound). On Sundays, during the peak hour, the site is estimated to generate 109 vehicle trips (52 inbound, 57 outbound).

The study found that the intersections and access driveways are currently operating adequately and are expected to continue doing so with the site expansion during both weekdays and Sundays.

The analysis indicates that the left turn lanes on Glenridge Drive meet the average daily traffic volume criteria based on the City's technical manual. Additionally, a right turn lane on Barfield Road meets the right turning volume criteria of the City's technical manual. The required dimensions for a left turn lane would be 160 feet with a 50-foot taper, while the right turn lane would be 100 feet with a 50-foot taper in accordance with 2023 GDOT Regulations for Driveway and Encroachment Control.

However, the site redevelopment is anticipated to have a de minimis impact, generating only 2 trips during the AM peak and 8 trips during the PM peak on a typical weekday. Due to the extremely low number of trips generated, we recommend waiving the requirement for installing turn lanes on Glenridge Drive and Barfield Road.

# Appendix A: Conceptual Site Plan

| SITE DATA SUMMARY | |
|---|---|
| ADDRESS | 6449 GLENRIDGE DRIVE, SANDY SPRINGS, GA 30328 |
| TOTAL PROPERTY AREA: | 352,570 SF = 8.09± AC |
| **ZONING CLASSIFICATION** | |
| ZONING: | RE-2 (RESIDENTIAL ESTATE DISTRICT) |
| ADJACENT ZONING: | RD-7.5, RT-3, PR-5, PX-5 |
| JURISDICTION: | CITY OF SANDY SPRINGS |
| **BUILDING SUMMARY** | |
| TOTAL EXISTING BUILDING AREA: | 30,299 SF |
| PROPOSED BUILDING AREA: | 25,311 S.F. |
| TOTAL BUILDING AREA ON SITE AFTER CONSTRUCTION: | 40,622 SF (NET INCREASE OF 10,323 SF) = 12% |
| BUILDING AREA LIMIT: | 25% MAX |
| BUILDING HEIGHT LIMIT: | 3 STORIES/40' MAX |
| LOT COVERAGE: | (212,915 SF/352,570 SF)*100 = 60% |
| EXISTING BUILDING HEIGHT: | 34'-5" (STEEPLE: 72'-5") |
| PROPOSED BUILDING HEIGHT: | 33'-5" (STEEPLE: 72'-4") |
| FRONT SETBACK: | 60' |
| REAR SETBACK: | 50' |
| SIDE SETBACK: | 25' |
| **PARKING SUMMARY** | |
| TOTAL EXISTING PARKING SPACES: | 247 SPACES |
| PARKING REQUIREMENTS: | 1 PER 500 SF (SEC. 8.1.2.) |
| TOTAL PARKING REQUIRED: | 40,622 SF/ 500 SF = 82 SPACES |
| TOTAL PARKING PROVIDED: | 311 (11 ADA, 10 VAN) SPACES (NET INCREASE OF 64) |
| EV PARKING PROVIDED: | 2 SPACES EV READY FOR PARKING LOTS OVER 20 PARKING SPACES |
| **LANDSCAPE REQUIREMENTS** | |
| FRONT LANDSCAPE BUFFER: | 60 |
| SIDE LANDSCAPE BUFFER: | 25/40 |
| REAR LANDSCAPE BUFFER: | 50 |
| PARKING ISLANDS: | LANDSCAPE ISLAND EVERY 8 SPACES |

***LEGAL DESCRIPTION***
*THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS*
*SANDY SPRINGS, GEORGIA*
*APRIL 24, 2024*

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 35 OF THE 17TH DISTRICT OF FULTON COUNTY, GEORGIA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A 1/2-INCH REBAR LOCATED ON THE RIGHT-OF-WAY OF BARFIELD ROAD (80-FOOT R/W), LABELED AS POB TRACT 1 ON THE SUBDIVISION PLAT FOR THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS, RECORDED IN FULTON COUNTY ON PLAT BOOK 219, PAGE 26; THENCE NORTH 89 DEGREES 41 MINUTES 37 SECONDS WEST FOR A DISTANCE OF 628.26 FEET TO A 1/2-INCH REBAR FOUND AND THE POINT OF BEGINNING; SAID REBAR HAVING STATE PLANE COORDINATE VALUE NORTHING: 1,430,064.56; EASTING 2,236,988.11; GEORGIA WEST ZONE; THENCE SOUTH 89 DEGREES 50 MINUTES 23 SECONDS WEST FOR A DISTANCE OF 539.36 FEET TO A 5/8-INCH REBAR FOUND; THENCE SOUTH 79 DEGREES 56 MINUTES 38 SECONDS WEST FOR A DISTANCE OF 301.50 FEET TO A 5/8-INCH REBAR SET WITH CAP; THENCE NORTH 00 DEGREES 32 MINUTES 53 SECONDS WEST FOR A DISTANCE OF 430.28 FEET TO A 5/8-INCH REBAR SET WITH CAP; THENCE SOUTH 89 DEGREES 57 MINUTES 32 SECONDS EAST FOR A DISTANCE OF 307.75 FEET TO A 5/8-INCH REBAR SET WITH CAP; THENCE NORTH 00 DEGREES 01 MINUTES 53 SECONDS EAST FOR A DISTANCE OF 53.00 FEET TO A 5/8-INCH REBAR SET WITH CAP; THENCE NORTH 89 DEGREES 43 MINUTES 39 SECONDS EAST FOR A DISTANCE OF 531.44 FEET TO A 5/8-INCH REBAR SET WITH CAP; THENCE SOUTH 00 DEGREES 09 MINUTES 00 SECONDS EAST FOR A DISTANCE OF 431.41 FEET TO A 1/2-INCH REBAR FOUND AND THE POINT OF BEGINNING.

SAID TRACT OF LAND CONTAINS 8.094 ACRES.




VICINITY MAP
N.T.S



GEORGIA 811
Utilities Protection Center, Inc.
Know what's below. Call before you dig.

THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS

PREPARED BY:
LOWE ENGINEERS
990 HAMMOND DRIVE, SUITE 900
ATLANTA, GA 30328
770.857.8400

PRELIMINARY NOT FOR CONSTRUCTION

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# CUP SITE PLAN

DUNWOODY, NORTH POINT YSA, SANDY SPRINGS, STAKE CENTER
6449 GLENRIDGE DRIVE
SANDY SPRINGS, GA 30328

ZONING: RE
LAND DISTRICT: LAND LOT
TAX DISTRICT: 59
TAX PARCEL ID: 17 0035 LL 3657

REVISIONS

| NO. | DATE | DESCRIPTION |
|---|---|---|

0' 15' 30' 45'

SCALE: 1" = 30'
DATE: 5/2/2024
DRAWN BY: DPH
CHECKED BY: BA
PROJECT MANAGER: BILL AGUILAR
PROJECT #: 23-220022

NORTH

SHEET C3.00

FILE NAME: Z:\23-220022 LDS Sandy Springs Meeting House\6 - DWG\SHEETS\C3.00 SITE PLAN.dwg LAST SAVED BY: DHERRERA 5/17/24 AT 4:38 PM PLOTTED BY: DHERRERA 5/17/24 AT 4:41 PM PAPER SIZE: ARCH FULL BLEED D (36.00 X 24.00 INCHES) DEVICE: DWG TO PDF.PC3 PLOT STYLE: CIVIL-SITE.CTB

# Appendix B: Raw Traffic Data

# Bi-Directional Class Count || NB EB 15min

Atlanta, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**Site 1**
Glenridge Dr,
north of Driveway 2

**Date**
Wednesday, May 1, 2024

**Lat/Long**
33.931640°, -84.365968°

**Weather**
Fair
74°F

Click here for Detailed Weather

Click here for Map

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

| | Northbound (Movement 1.1) | | | | | | | | | | | | | 15min | 60min |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Total | Total |
| 0000 - 0015 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | |
| 0015 - 0030 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0030 - 0045 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0045 - 0100 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **11** |
| 0100 - 0115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0115 - 0130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0130 - 0145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0145 - 0200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **0** |
| 0200 - 0215 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0215 - 0230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0230 - 0245 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0245 - 0300 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **4** |
| 0300 - 0315 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0315 - 0330 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0330 - 0345 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **3** | |
| 0345 - 0400 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **9** |
| 0400 - 0415 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0415 - 0430 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0430 - 0445 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0445 - 0500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **4** |
| 0500 - 0515 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | |
| 0515 - 0530 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | |
| 0530 - 0545 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0545 - 0600 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | **17** |
| 0600 - 0615 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** | |
| 0615 - 0630 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** | |
| 0630 - 0645 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** | |
| 0645 - 0700 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **13** | **36** |
| 0700 - 0715 | 0 | 17 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **24** | |
| 0715 - 0730 | 0 | 24 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **28** | |
| 0730 - 0745 | 0 | 31 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **34** | |
| 0745 - 0800 | 0 | 36 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **45** | **131** |
| 0800 - 0815 | 0 | 47 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **63** | |
| 0815 - 0830 | 0 | 39 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **49** | |
| 0830 - 0845 | 0 | 42 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **45** | |
| 0845 - 0900 | 0 | 36 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **39** | **196** |
| 0900 - 0915 | 0 | 45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **47** | |
| 0915 - 0930 | 0 | 43 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **52** | |
| 0930 - 0945 | 0 | 32 | 4 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **38** | |
| 0945 - 1000 | 0 | 33 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **36** | **173** |
| 1000 - 1015 | 0 | 26 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **29** | |
| 1015 - 1030 | 0 | 28 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **31** | |
| 1030 - 1045 | 0 | 35 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **41** | |
| 1045 - 1100 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **28** | **129** |
| 1100 - 1115 | 0 | 34 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **41** | |
| 1115 - 1130 | 0 | 32 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **39** | |
| 1130 - 1145 | 0 | 43 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **50** | |
| 1145 - 1200 | 1 | 48 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **53** | **183** |
| 1200 - 1215 | 0 | 43 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **47** | |
| 1215 - 1230 | 0 | 52 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **55** | |
| 1230 - 1245 | 0 | 36 | 4 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **43** | |
| 1245 - 1300 | 0 | 37 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **41** | **186** |
| 1300 - 1315 | 0 | 61 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **63** | |
| 1315 - 1330 | 0 | 45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **47** | |
| 1330 - 1345 | 0 | 46 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **47** | |
| 1345 - 1400 | 0 | 35 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **40** | **197** |
| 1400 - 1415 | 0 | 50 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **57** | |
| 1415 - 1430 | 0 | 48 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **53** | |
| 1430 - 1445 | 0 | 57 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **63** | |
| 1445 - 1500 | 0 | 38 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **46** | **219** |
| 1500 - 1515 | 0 | 100 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **108** | |
| 1515 - 1530 | 0 | 78 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **86** | |
| 1530 - 1545 | 0 | 75 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **81** | |
| 1545 - 1600 | 0 | 71 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **82** | **357** |
| 1600 - 1615 | 0 | 81 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **85** | |
| 1615 - 1630 | 0 | 76 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **78** | |
| 1630 - 1645 | 0 | 98 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **103** | |
| 1645 - 1700 | 1 | 85 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **88** | **354** |
| 1700 - 1715 | 0 | 84 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **86** | |
| 1715 - 1730 | 0 | 80 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **86** | |
| 1730 - 1745 | 0 | 85 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **89** | |
| 1745 - 1800 | 0 | 58 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **62** | **323** |
| 1800 - 1815 | 1 | 70 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **74** | |
| 1815 - 1830 | 0 | 54 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **57** | |
| 1830 - 1845 | 0 | 50 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **54** | |
| 1845 - 1900 | 0 | 36 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **38** | **223** |
| 1900 - 1915 | 0 | 42 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **45** | |
| 1915 - 1930 | 0 | 39 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **40** | |
| 1930 - 1945 | 0 | 31 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **32** | |
| 1945 - 2000 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **34** | **151** |
| 2000 - 2015 | 0 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **25** | |
| 2015 - 2030 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **34** | |
| 2030 - 2045 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **22** | |
| 2045 - 2100 | 0 | 30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **31** | **112** |
| 2100 - 2115 | 0 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **20** | |
| 2115 - 2130 | 0 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **18** | |
| 2130 - 2145 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **16** | |
| 2145 - 2200 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **14** | **68** |
| 2200 - 2215 | 0 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **23** | |
| 2215 - 2230 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **13** | |
| 2230 - 2245 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** | |
| 2245 - 2300 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | **49** |
| 2300 - 2315 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** | |
| 2315 - 2330 | 0 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **18** | |
| 2330 - 2345 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | |
| 2345 - 0000 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | **36** |

| Session Total | 3 | 2896 | 226 | 14 | 23 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | **3168** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Session Average | 0.03 | 30.17 | 2.35 | 0.15 | 0.24 | 0.03 | 0.00 | 0.02 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | **33.00** |
| Session Percentage | 0.09 | 91.41 | 7.13 | 0.44 | 0.73 | 0.09 | 0.00 | 0.06 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | |

| AM Peak Hour | - | 0830 - 0930 | 0730 - 0830 | 0700 - 0800 | 0845 - 0945 | 0630 - 0730 | - | 0845 - 0945 | - | - | - | - | - | **0745 - 0845** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Volume | 0 | 166 | 34 | 4 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **202** |

| Noon Peak Hour | 1100 - 1200 | 1445 - 1545 | 1430 - 1530 | 1000 - 1100 | 1400 - 1500 | 1145 - 1245 | - | 1100 - 1200 | - | - | - | - | - | **1445 - 1545** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Noon Peak Volume | 1 | 291 | 25 | 2 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **321** |

| PM Peak Hour | 1600 - 1700 | 1630 - 1730 | 1500 - 1600 | 1545 - 1645 | 1500 - 1600 | - | - | - | - | - | - | - | - | **1630 - 1730** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Peak Volume | 1 | 347 | 26 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **363** |

**Site 1**
Glenridge Dr,
north of Driveway 2

**Date**
Thursday, May 2, 2024

**Lat/Long**
33.931640°, -84.365968°

**Weather**
Partly Cloudy
76°F

Click here for Detailed Weather

**0000 - 2400 (Weekday 24h Session) (05-02-2024)**
NB EB 15min

| | Northbound (Movement 1.1) | | | | | | | | | | | | | 15min | 60min |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Total | Total |
| 0000 - 0015 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0015 - 0030 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0030 - 0045 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | |
| 0045 - 0100 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **9** |
| 0100 - 0115 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0115 - 0130 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0130 - 0145 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0145 - 0200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **4** |
| 0200 - 0215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0215 - 0230 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0230 - 0245 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0245 - 0300 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | **6** |
| 0300 - 0315 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0315 - 0330 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0330 - 0345 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0345 - 0400 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | **7** |
| 0400 - 0415 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0415 - 0430 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0430 - 0445 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0445 - 0500 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | **6** |
| 0500 - 0515 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0515 - 0530 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0530 - 0545 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | |
| 0545 - 0600 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | **13** |
| 0600 - 0615 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | |
| 0615 - 0630 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10** | |
| 0630 - 0645 | 0 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **11** | |
| 0645 - 0700 | 0 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **18** | **45** |
| 0700 - 0715 | 0 | 26 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **28** | |
| 0715 - 0730 | 0 | 25 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **27** | |
| 0730 - 0745 | 0 | 40 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **43** | |
| 0745 - 0800 | 0 | 31 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **34** | **132** |
| 0800 - 0815 | 0 | 63 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **68** | |
| 0815 - 0830 | 0 | 48 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **51** | |
| 0830 - 0845 | 0 | 41 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **43** | |
| 0845 - 0900 | 0 | 42 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **43** | **205** |
| 0900 - 0915 | 0 | 28 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **33** | |
| 0915 - 0930 | 0 | 28 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **33** | |
| 0930 - 0945 | 0 | 23 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **26** | |
| 0945 - 1000 | 0 | 30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **33** | **125** |
| 1000 - 1015 | 0 | 19 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **24** | |
| 1015 - 1030 | 0 | 33 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **36** | |
| 1030 - 1045 | 0 | 26 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **30** | |
| 1045 - 1100 | 0 | 34 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **37** | **127** |
| 1100 - 1115 | 0 | 26 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **31** | |
| 1115 - 1130 | 0 | 23 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **26** | |
| 1130 - 1145 | 0 | 28 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **31** | |
| 1145 - 1200 | 0 | 56 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **63** | **151** |
| 1200 - 1215 | 0 | 48 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **55** | |
| 1215 - 1230 | 0 | 50 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **60** | |
| 1230 - 1245 | 0 | 32 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **38** | |
| 1245 - 1300 | 0 | 48 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **51** | **204** |
| 1300 - 1315 | 0 | 50 | 7 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **60** | |
| 1315 - 1330 | 0 | 36 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **39** | |
| 1330 - 1345 | 0 | 43 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **47** | |
| 1345 - 1400 | 0 | 42 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **43** | **189** |
| 1400 - 1415 | 0 | 38 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **39** | |
| 1415 - 1430 | 0 | 47 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **48** | |
| 1430 - 1445 | 0 | 42 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **50** | |
| 1445 - 1500 | 0 | 51 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **54** | **191** |
| 1500 - 1515 | 1 | 86 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **94** | |
| 1515 - 1530 | 0 | 93 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **106** | |
| 1530 - 1545 | 0 | 84 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **91** | |
| 1545 - 1600 | 0 | 59 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **68** | **359** |
| 1600 - 1615 | 0 | 83 | 9 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **94** | |
| 1615 - 1630 | 0 | 78 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **87** | |
| 1630 - 1645 | 0 | 67 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **72** | |
| 1645 - 1700 | 0 | 62 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **68** | **321** |
| 1700 - 1715 | 0 | 56 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **62** | |
| 1715 - 1730 | 0 | 76 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **84** | |
| 1730 - 1745 | 0 | 56 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **62** | |
| 1745 - 1800 | 0 | 55 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **58** | **266** |
| 1800 - 1815 | 0 | 57 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **58** | |
| 1815 - 1830 | 0 | 38 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **39** | |
| 1830 - 1845 | 1 | 40 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **44** | |
| 1845 - 1900 | 0 | 39 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **43** | **184** |
| 1900 - 1915 | 0 | 31 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **34** | |
| 1915 - 1930 | 0 | 45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **48** | |
| 1930 - 1945 | 0 | 36 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **38** | |
| 1945 - 2000 | 0 | 28 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **30** | **150** |
| 2000 - 2015 | 0 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **28** | |
| 2015 - 2030 | 0 | 21 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **26** | |
| 2030 - 2045 | 0 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **23** | |
| 2045 - 2100 | 0 | 14 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **19** | **96** |
| 2100 - 2115 | 1 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **17** | |
| 2115 - 2130 | 0 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **21** | |
| 2130 - 2145 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **13** | |
| 2145 - 2200 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **15** | **66** |
| 2200 - 2215 | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **16** | |
| 2215 - 2230 | 0 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **21** | |
| 2230 - 2245 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **13** | |
| 2245 - 2300 | 0 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **20** | **70** |
| 2300 - 2315 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **12** | |
| 2315 - 2330 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | |
| 2330 - 2345 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | |
| 2345 - 0000 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | **28** |

| Session Total | 3 | 2674 | 238 | 10 | 23 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2954** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Session Average | 0.03 | 27.85 | 2.48 | 0.10 | 0.24 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **30.77** |
| Session Percentage | 0.10 | 90.52 | 8.06 | 0.34 | 0.78 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

| AM Peak Hour | - | 0800 - 0900 | 0915 - 1015 | 0700 - 0800 | 0845 - 0945 | 0700 - 0800 | - | - | - | - | - | - | - | **0800 - 0900** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Volume | 0 | 194 | 15 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **205** |

| Noon Peak Hour | 1415 - 1515 | 1445 - 1545 | 1430 - 1530 | 1345 - 1445 | 1030 - 1130 | 1100 - 1200 | - | - | - | - | - | - | - | **1445 - 1545** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Noon Peak Volume | 1 | 314 | 28 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **345** |

| PM Peak Hour | 1500 - 1600 | 1500 - 1600 | 1515 - 1615 | 1530 - 1630 | 1645 - 1745 | 1515 - 1615 | - | - | - | - | - | - | - | **1500 - 1600** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Peak Volume | 1 | 322 | 35 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **359** |

**Site 1**
Glenridge Dr,
north of Driveway 2

**Date**
Sunday, May 5, 2024

**Lat/Long**
33.931640°, -84.365968°

**Weather**
Mostly Cloudy
74°F

Click here for Detailed Weather

**0000 - 2400 (Sunday 24h Session) (05-05-2024)**
NB EB 15min

| | Northbound (Movement 1.1) | | | | | | | | | | | | | 15min | 60min |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Total | Total |
| 0000 - 0015 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0015 - 0030 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0030 - 0045 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0045 - 0100 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | **9** |
| 0100 - 0115 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | |
| 0115 - 0130 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0130 - 0145 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0145 - 0200 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **8** |
| 0200 - 0215 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0215 - 0230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0230 - 0245 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0245 - 0300 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | **6** |
| 0300 - 0315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0315 - 0330 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0330 - 0345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0345 - 0400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** |
| 0400 - 0415 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0415 - 0430 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0430 - 0445 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0445 - 0500 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | **4** |
| 0500 - 0515 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0515 - 0530 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0530 - 0545 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0545 - 0600 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **2** |
| 0600 - 0615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0615 - 0630 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0630 - 0645 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0645 - 0700 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **4** |
| 0700 - 0715 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** | |
| 0715 - 0730 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | |
| 0730 - 0745 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0745 - 0800 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10** | **26** |
| 0800 - 0815 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0815 - 0830 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** | |
| 0830 - 0845 | 0 | 13 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **15** | |
| 0845 - 0900 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **15** | **42** |
| 0900 - 0915 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **15** | |
| 0915 - 0930 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **14** | |
| 0930 - 0945 | 1 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **21** | |
| 0945 - 1000 | 0 | 27 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **28** | **78** |
| 1000 - 1015 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **14** | |
| 1015 - 1030 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **19** | |
| 1030 - 1045 | 1 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **26** | |
| 1045 - 1100 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **18** | **77** |
| 1100 - 1115 | 0 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **24** | |
| 1115 - 1130 | 0 | 24 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **27** | |
| 1130 - 1145 | 1 | 46 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **49** | |
| 1145 - 1200 | 0 | 24 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **26** | **126** |
| 1200 - 1215 | 0 | 38 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **40** | |
| 1215 - 1230 | 0 | 27 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **31** | |
| 1230 - 1245 | 0 | 35 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **37** | |
| 1245 - 1300 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **46** | **154** |
| 1300 - 1315 | 0 | 42 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **47** | |
| 1315 - 1330 | 0 | 37 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **38** | |
| 1330 - 1345 | 0 | 31 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **32** | |
| 1345 - 1400 | 1 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **35** | **152** |
| 1400 - 1415 | 0 | 34 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **36** | |
| 1415 - 1430 | 0 | 25 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **27** | |
| 1430 - 1445 | 0 | 34 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **37** | |
| 1445 - 1500 | 0 | 27 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **29** | **129** |
| 1500 - 1515 | 0 | 41 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **43** | |
| 1515 - 1530 | 0 | 40 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **44** | |
| 1530 - 1545 | 0 | 37 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **41** | |
| 1545 - 1600 | 0 | 27 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **28** | **156** |
| 1600 - 1615 | 0 | 43 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **45** | |
| 1615 - 1630 | 1 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **41** | |
| 1630 - 1645 | 0 | 32 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **33** | |
| 1645 - 1700 | 0 | 30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **31** | **150** |
| 1700 - 1715 | 0 | 22 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **25** | |
| 1715 - 1730 | 0 | 36 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **37** | |
| 1730 - 1745 | 0 | 24 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **26** | |
| 1745 - 1800 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **27** | **115** |
| 1800 - 1815 | 0 | 30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **31** | |
| 1815 - 1830 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **25** | |
| 1830 - 1845 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **28** | |
| 1845 - 1900 | 0 | 23 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **26** | **110** |
| 1900 - 1915 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **14** | |
| 1915 - 1930 | 0 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **24** | |
| 1930 - 1945 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **29** | |
| 1945 - 2000 | 0 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **23** | **90** |
| 2000 - 2015 | 0 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **21** | |
| 2015 - 2030 | 0 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **28** | |
| 2030 - 2045 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **12** | |
| 2045 - 2100 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **13** | **74** |
| 2100 - 2115 | 0 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **21** | |
| 2115 - 2130 | 0 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **16** | |
| 2130 - 2145 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** | |
| 2145 - 2200 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **16** | **62** |
| 2200 - 2215 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** | |
| 2215 - 2230 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** | |
| 2230 - 2245 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | |
| 2245 - 2300 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | **26** |
| 2300 - 2315 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | |
| 2315 - 2330 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | |
| 2330 - 2345 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 2345 - 0000 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | **13** |

| Session Total | 5 | 1527 | 78 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1616** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Session Average | 0.05 | 15.91 | 0.81 | 0.01 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **16.83** |
| Session Percentage | 0.31 | 94.49 | 4.83 | 0.06 | 0.31 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

| AM Peak Hour | 0845 - 0945 | 0945 - 1045 | 0700 - 0800 | 0745 - 0845 | 0745 - 0845 | - | - | - | - | - | - | - | - | **0945 - 1045** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour Volume | 1 | 85 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **87** |

| Noon Peak Hour | 1000 - 1100 | 1230 - 1330 | 1445 - 1545 | - | 1130 - 1230 | - | - | - | - | - | - | - | - | **1230 - 1330** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Noon Peak Hour Volume | 1 | 160 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **168** |

| PM Peak Hour | 1530 - 1630 | 1515 - 1615 | 1500 - 1600 | - | 1800 - 1900 | - | - | - | - | - | - | - | - | **1515 - 1615** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Peak Hour Volume | 1 | 147 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **158** |

# Bi-Directional Class Count || SB WB 15min

Atlanta, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**Site 1**
Glenridge Dr,
north of Driveway 2

**Date**
Wednesday, May 1, 2024

**Lat/Long**
33.931640°, -84.365968°

**Weather**
Fair
74°F

Click here for Detailed Weather

Click here for Map

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

| | Southbound (Movement 1.2) | | | | | | | | | | | | | 15min | 60min |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Total | Total |
| 0000 - 0015 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0015 - 0030 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0030 - 0045 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0045 - 0100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **2** |
| 0100 - 0115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0115 - 0130 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0130 - 0145 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0145 - 0200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **2** |
| 0200 - 0215 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | |
| 0215 - 0230 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0230 - 0245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0245 - 0300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **5** |
| 0300 - 0315 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0315 - 0330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0330 - 0345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0345 - 0400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **1** |
| 0400 - 0415 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0415 - 0430 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0430 - 0445 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | |
| 0445 - 0500 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | **7** |
| 0500 - 0515 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0515 - 0530 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0530 - 0545 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | |
| 0545 - 0600 | 0 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** | **20** |
| 0600 - 0615 | 0 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **11** | |
| 0615 - 0630 | 0 | 12 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **17** | |
| 0630 - 0645 | 0 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **28** | |
| 0645 - 0700 | 0 | 37 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **39** | **95** |
| 0700 - 0715 | 0 | 42 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **46** | |
| 0715 - 0730 | 0 | 49 | 11 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **62** | |
| 0730 - 0745 | 0 | 68 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **79** | |
| 0745 - 0800 | 0 | 60 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **74** | **261** |
| 0800 - 0815 | 0 | 78 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **83** | |
| 0815 - 0830 | 0 | 62 | 13 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **78** | |
| 0830 - 0845 | 0 | 66 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **72** | |
| 0845 - 0900 | 1 | 63 | 9 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **75** | **308** |
| 0900 - 0915 | 0 | 51 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **54** | |
| 0915 - 0930 | 0 | 52 | 6 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **60** | |
| 0930 - 0945 | 1 | 59 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **67** | |
| 0945 - 1000 | 0 | 59 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **62** | **243** |
| 1000 - 1015 | 0 | 37 | 2 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **43** | |
| 1015 - 1030 | 0 | 38 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **44** | |
| 1030 - 1045 | 0 | 37 | 4 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | **46** | |
| 1045 - 1100 | 0 | 59 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **62** | **195** |
| 1100 - 1115 | 0 | 37 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **41** | |
| 1115 - 1130 | 0 | 38 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **45** | |
| 1130 - 1145 | 0 | 37 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **45** | |
| 1145 - 1200 | 0 | 74 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **86** | **217** |
| 1200 - 1215 | 0 | 74 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **80** | |
| 1215 - 1230 | 0 | 51 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **52** | |
| 1230 - 1245 | 0 | 48 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **53** | |
| 1245 - 1300 | 0 | 51 | 10 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **63** | **248** |
| 1300 - 1315 | 1 | 54 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **61** | |
| 1315 - 1330 | 0 | 42 | 5 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | **49** | |
| 1330 - 1345 | 0 | 40 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **42** | |
| 1345 - 1400 | 0 | 46 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **47** | **199** |
| 1400 - 1415 | 0 | 40 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **45** | |
| 1415 - 1430 | 0 | 42 | 3 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **48** | |
| 1430 - 1445 | 0 | 46 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **49** | |
| 1445 - 1500 | 0 | 47 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **53** | **195** |
| 1500 - 1515 | 0 | 50 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **55** | |
| 1515 - 1530 | 0 | 45 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **50** | |
| 1530 - 1545 | 0 | 47 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **53** | |
| 1545 - 1600 | 0 | 62 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **66** | **224** |
| 1600 - 1615 | 0 | 70 | 3 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **77** | |
| 1615 - 1630 | 0 | 65 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **71** | |
| 1630 - 1645 | 0 | 66 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **71** | |
| 1645 - 1700 | 0 | 85 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **92** | **311** |
| 1700 - 1715 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **100** | |
| 1715 - 1730 | 0 | 89 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **99** | |
| 1730 - 1745 | 1 | 94 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **100** | |
| 1745 - 1800 | 0 | 68 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **70** | **369** |
| 1800 - 1815 | 0 | 55 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **58** | |
| 1815 - 1830 | 0 | 48 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **54** | |
| 1830 - 1845 | 0 | 51 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **53** | |
| 1845 - 1900 | 0 | 38 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **41** | **206** |
| 1900 - 1915 | 0 | 30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **32** | |
| 1915 - 1930 | 0 | 29 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **32** | |
| 1930 - 1945 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **33** | |
| 1945 - 2000 | 1 | 30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **33** | **130** |
| 2000 - 2015 | 0 | 25 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **28** | |
| 2015 - 2030 | 0 | 30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **31** | |
| 2030 - 2045 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **18** | |
| 2045 - 2100 | 0 | 30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **31** | **108** |
| 2100 - 2115 | 0 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **21** | |
| 2115 - 2130 | 0 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **19** | |
| 2130 - 2145 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **15** | |
| 2145 - 2200 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **12** | **67** |
| 2200 - 2215 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** | |
| 2215 - 2230 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **11** | |
| 2230 - 2245 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** | |
| 2245 - 2300 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | **33** |
| 2300 - 2315 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | |
| 2315 - 2330 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 2330 - 2345 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 2345 - 0000 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | **10** |

| Session Total | 7 | 3117 | 276 | 13 | 26 | 5 | 0 | 4 | 8 | 0 | 0 | 0 | 0 | **3456** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Session Average | 0.07 | 32.47 | 2.88 | 0.14 | 0.27 | 0.05 | 0.00 | 0.04 | 0.08 | 0.00 | 0.00 | 0.00 | 0.00 | **36.00** |
| Session Percentage | 0.20 | 90.19 | 7.99 | 0.38 | 0.75 | 0.14 | 0.00 | 0.12 | 0.23 | 0.00 | 0.00 | 0.00 | 0.00 | |

| AM Peak Hour | 0845 - 0945 | 0800 - 0900 | 0730 - 0830 | 0730 - 0830 | 0945 - 1045 | 0645 - 0745 | - | 0630 - 0730 | 0945 - 1045 | - | - | - | - | **0730 - 0830** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Volume | 2 | 269 | 41 | 3 | 4 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | **314** |

| Noon Peak Hour | 1215 - 1315 | 1145 - 1245 | 1115 - 1215 | 1000 - 1100 | 1000 - 1100 | 1000 - 1100 | - | 1000 - 1100 | 1000 - 1100 | - | - | - | - | **1145 - 1245** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Noon Peak Volume | 1 | 247 | 31 | 3 | 6 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | **271** |

| PM Peak Hour | 1645 - 1745 | 1645 - 1745 | 1630 - 1730 | 1515 - 1615 | 1515 - 1615 | 1515 - 1615 | - | - | 1500 - 1600 | - | - | - | - | **1645 - 1745** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Peak Volume | 1 | 362 | 28 | 2 | 5 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **391** |

**Site 1**
Glenridge Dr,
north of Driveway 2

**Date**
Thursday, May 2, 2024

**Lat/Long**
33.931640°, -84.365968°

**Weather**
Partly Cloudy
76°F

Click here for Detailed Weather

**0000 - 2400 (Weekday 24h Session) (05-02-2024)**
SB WB 15min

| | Southbound (Movement 1.2) | | | | | | | | | | | | | 15min | 60min |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Total | Total |
| 0000 - 0015 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0015 - 0030 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0030 - 0045 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0045 - 0100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **4** |
| 0100 - 0115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0115 - 0130 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0130 - 0145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0145 - 0200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **1** |
| 0200 - 0215 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0215 - 0230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0230 - 0245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0245 - 0300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** |
| 0300 - 0315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0315 - 0330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0330 - 0345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0345 - 0400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **0** |
| 0400 - 0415 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0415 - 0430 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0430 - 0445 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0445 - 0500 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | **8** |
| 0500 - 0515 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0515 - 0530 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | |
| 0530 - 0545 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** | |
| 0545 - 0600 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **12** | **27** |
| 0600 - 0615 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **12** | |
| 0615 - 0630 | 0 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **17** | |
| 0630 - 0645 | 0 | 29 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **32** | |
| 0645 - 0700 | 0 | 30 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **33** | **94** |
| 0700 - 0715 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **36** | |
| 0715 - 0730 | 0 | 50 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **55** | |
| 0730 - 0745 | 0 | 67 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **73** | |
| 0745 - 0800 | 0 | 86 | 6 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **94** | **258** |
| 0800 - 0815 | 0 | 84 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **87** | |
| 0815 - 0830 | 0 | 92 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **100** | |
| 0830 - 0845 | 0 | 64 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **72** | |
| 0845 - 0900 | 0 | 68 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **74** | **333** |
| 0900 - 0915 | 0 | 37 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **42** | |
| 0915 - 0930 | 0 | 48 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **53** | |
| 0930 - 0945 | 0 | 41 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **45** | |
| 0945 - 1000 | 0 | 51 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **56** | **196** |
| 1000 - 1015 | 1 | 35 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **40** | |
| 1015 - 1030 | 0 | 40 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **44** | |
| 1030 - 1045 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **41** | |
| 1045 - 1100 | 0 | 47 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **48** | **173** |
| 1100 - 1115 | 0 | 34 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **38** | |
| 1115 - 1130 | 0 | 44 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **47** | |
| 1130 - 1145 | 0 | 60 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **69** | |
| 1145 - 1200 | 0 | 63 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **66** | **220** |
| 1200 - 1215 | 0 | 48 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **51** | |
| 1215 - 1230 | 0 | 54 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **58** | |
| 1230 - 1245 | 0 | 56 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **60** | |
| 1245 - 1300 | 0 | 46 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **55** | **224** |
| 1300 - 1315 | 0 | 41 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **46** | |
| 1315 - 1330 | 0 | 44 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **51** | |
| 1330 - 1345 | 0 | 49 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **52** | |
| 1345 - 1400 | 0 | 33 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **36** | **185** |
| 1400 - 1415 | 0 | 58 | 3 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **64** | |
| 1415 - 1430 | 1 | 49 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **56** | |
| 1430 - 1445 | 0 | 40 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **42** | |
| 1445 - 1500 | 0 | 55 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **60** | **222** |
| 1500 - 1515 | 0 | 57 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **61** | |
| 1515 - 1530 | 1 | 49 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **52** | |
| 1530 - 1545 | 0 | 56 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **60** | |
| 1545 - 1600 | 0 | 53 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **60** | **233** |
| 1600 - 1615 | 0 | 54 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **58** | |
| 1615 - 1630 | 0 | 65 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **70** | |
| 1630 - 1645 | 0 | 51 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **55** | |
| 1645 - 1700 | 1 | 74 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **78** | **261** |
| 1700 - 1715 | 1 | 65 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **73** | |
| 1715 - 1730 | 0 | 68 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **73** | |
| 1730 - 1745 | 1 | 51 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **54** | |
| 1745 - 1800 | 0 | 64 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **68** | **268** |
| 1800 - 1815 | 0 | 47 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **51** | |
| 1815 - 1830 | 1 | 43 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **47** | |
| 1830 - 1845 | 0 | 39 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **42** | |
| 1845 - 1900 | 0 | 43 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **45** | **185** |
| 1900 - 1915 | 0 | 43 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **46** | |
| 1915 - 1930 | 0 | 29 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **30** | |
| 1930 - 1945 | 0 | 33 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **34** | |
| 1945 - 2000 | 0 | 25 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **26** | **136** |
| 2000 - 2015 | 0 | 37 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **42** | |
| 2015 - 2030 | 0 | 29 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **30** | |
| 2030 - 2045 | 0 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **21** | |
| 2045 - 2100 | 0 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **25** | **118** |
| 2100 - 2115 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** | |
| 2115 - 2130 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | |
| 2130 - 2145 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **14** | |
| 2145 - 2200 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10** | **39** |
| 2200 - 2215 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **14** | |
| 2215 - 2230 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **12** | |
| 2230 - 2245 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | |
| 2245 - 2300 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** | **38** |
| 2300 - 2315 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | |
| 2315 - 2330 | 0 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** | |
| 2330 - 2345 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** | |
| 2345 - 0000 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | **21** |

| Session Total | 7 | 2993 | 211 | 9 | 22 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | **3247** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Session Average | 0.07 | 31.18 | 2.20 | 0.09 | 0.23 | 0.02 | 0.00 | 0.01 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | **33.82** |
| Session Percentage | 0.22 | 92.18 | 6.50 | 0.28 | 0.68 | 0.06 | 0.00 | 0.03 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | |

| AM Peak Hour | 0915 - 1015 | 0730 - 0830 | 0745 - 0845 | 0630 - 0730 | 0815 - 0915 | - | - | - | 0700 - 0800 | - | - | - | - | **0730 - 0830** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Volume | 1 | 329 | 22 | 2 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **354** |

| Noon Peak Hour | 1000 - 1100 | 1130 - 1230 | 1230 - 1330 | 1445 - 1545 | 1300 - 1400 | 1245 - 1345 | - | 1315 - 1415 | 1330 - 1430 | - | - | - | - | **1130 - 1230** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Noon Peak Volume | 1 | 225 | 19 | 2 | 6 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | **244** |

| PM Peak Hour | 1645 - 1745 | 1630 - 1730 | 1630 - 1730 | 1515 - 1615 | 1500 - 1600 | - | - | - | - | - | - | - | - | **1630 - 1730** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Peak Volume | 3 | 258 | 19 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **279** |

**Site 1**
Glenridge Dr,
north of Driveway 2

**Date**
Sunday, May 5, 2024

**Lat/Long**
33.931640°, -84.365968°

**Weather**
Mostly Cloudy
74°F

Click here for Detailed Weather

**0000 - 2400 (Sunday 24h Session) (05-05-2024)**
SB WB 15min

| | Southbound (Movement 1.2) | | | | | | | | | | | | | 15min | 60min |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Total | Total |
| 0000 - 0015 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** | |
| 0015 - 0030 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | |
| 0030 - 0045 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0045 - 0100 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | **17** |
| 0100 - 0115 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0115 - 0130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0130 - 0145 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0145 - 0200 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **4** |
| 0200 - 0215 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0215 - 0230 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0230 - 0245 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0245 - 0300 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **4** |
| 0300 - 0315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0315 - 0330 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0330 - 0345 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0345 - 0400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **2** |
| 0400 - 0415 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0415 - 0430 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0430 - 0445 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0445 - 0500 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | **4** |
| 0500 - 0515 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0515 - 0530 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0530 - 0545 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0545 - 0600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** |
| 0600 - 0615 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0615 - 0630 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | |
| 0630 - 0645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0645 - 0700 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | **8** |
| 0700 - 0715 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | |
| 0715 - 0730 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** | |
| 0730 - 0745 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0745 - 0800 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | **20** |
| 0800 - 0815 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** | |
| 0815 - 0830 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **14** | |
| 0830 - 0845 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **13** | |
| 0845 - 0900 | 0 | 27 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **30** | **64** |
| 0900 - 0915 | 0 | 24 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **27** | |
| 0915 - 0930 | 0 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **23** | |
| 0930 - 0945 | 0 | 22 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **25** | |
| 0945 - 1000 | 0 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **25** | **100** |
| 1000 - 1015 | 0 | 25 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **27** | |
| 1015 - 1030 | 0 | 35 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **42** | |
| 1030 - 1045 | 0 | 33 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **34** | |
| 1045 - 1100 | 0 | 36 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **37** | **140** |
| 1100 - 1115 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **35** | |
| 1115 - 1130 | 0 | 37 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **38** | |
| 1130 - 1145 | 0 | 39 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **40** | |
| 1145 - 1200 | 0 | 33 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **35** | **148** |
| 1200 - 1215 | 0 | 32 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **37** | |
| 1215 - 1230 | 0 | 40 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **45** | |
| 1230 - 1245 | 0 | 57 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **58** | |
| 1245 - 1300 | 0 | 49 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **56** | **196** |
| 1300 - 1315 | 0 | 30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **33** | |
| 1315 - 1330 | 0 | 39 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **41** | |
| 1330 - 1345 | 0 | 26 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **29** | |
| 1345 - 1400 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **30** | **133** |
| 1400 - 1415 | 0 | 28 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **31** | |
| 1415 - 1430 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **37** | |
| 1430 - 1445 | 1 | 32 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **38** | |
| 1445 - 1500 | 0 | 48 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **53** | **159** |
| 1500 - 1515 | 0 | 28 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **31** | |
| 1515 - 1530 | 0 | 41 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **43** | |
| 1530 - 1545 | 0 | 44 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **46** | |
| 1545 - 1600 | 0 | 45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **48** | **168** |
| 1600 - 1615 | 0 | 34 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **36** | |
| 1615 - 1630 | 0 | 33 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **35** | |
| 1630 - 1645 | 0 | 30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **32** | |
| 1645 - 1700 | 0 | 36 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **38** | **141** |
| 1700 - 1715 | 0 | 32 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **35** | |
| 1715 - 1730 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **31** | |
| 1730 - 1745 | 0 | 34 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **36** | |
| 1745 - 1800 | 0 | 26 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **29** | **131** |
| 1800 - 1815 | 0 | 31 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **33** | |
| 1815 - 1830 | 0 | 25 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **27** | |
| 1830 - 1845 | 0 | 38 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **45** | |
| 1845 - 1900 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **23** | **128** |
| 1900 - 1915 | 0 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **25** | |
| 1915 - 1930 | 0 | 25 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **26** | |
| 1930 - 1945 | 0 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **18** | |
| 1945 - 2000 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **27** | **96** |
| 2000 - 2015 | 0 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **24** | |
| 2015 - 2030 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **17** | |
| 2030 - 2045 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **13** | |
| 2045 - 2100 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **13** | **67** |
| 2100 - 2115 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **14** | |
| 2115 - 2130 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **14** | |
| 2130 - 2145 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | |
| 2145 - 2200 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | **40** |
| 2200 - 2215 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** | |
| 2215 - 2230 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | |
| 2230 - 2245 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **11** | |
| 2245 - 2300 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | **29** |
| 2300 - 2315 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | |
| 2315 - 2330 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | |
| 2330 - 2345 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 2345 - 0000 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | **13** |

| Session Total | 2 | 1696 | 115 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **1815** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Session Average | 0.02 | 17.67 | 1.20 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | **18.91** |
| Session Percentage | 0.11 | 93.44 | 6.34 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | |

| AM Peak Hour | - | 0945 - 1045 | 0930 - 1030 | - | - | - | - | - | - | - | - | - | - | **0945 - 1045** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour Volume | 0 | 117 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **128** |

| Noon Peak Hour | 1345 - 1445 | 1200 - 1300 | 1200 - 1300 | - | 1115 - 1215 | - | - | - | 1345 - 1445 | - | - | - | - | **1200 - 1300** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Noon Peak Hour Volume | 1 | 178 | 17 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **196** |

| PM Peak Hour | - | 1515 - 1615 | 1745 - 1845 | - | - | - | - | - | - | - | - | - | - | **1515 - 1615** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Peak Hour Volume | 0 | 164 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **173** |

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

Atlanta, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**Site 1**
Glenridge Dr,
north of Driveway 2

**Date**
Wednesday, May 1, 2024

**Lat/Long**
33.931640°, -84.365968°

**Weather**
Fair
74°F

Click here for Detailed Weather

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

| | Bi-Directional 15min | | | | | | | | | | | | | 15min | 60min |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Total | Total |
| 0000 - 0015 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | |
| 0015 - 0030 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | |
| 0030 - 0045 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0045 - 0100 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **13** |
| 0100 - 0115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0115 - 0130 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0130 - 0145 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0145 - 0200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **2** |
| 0200 - 0215 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | |
| 0215 - 0230 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0230 - 0245 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0245 - 0300 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **9** |
| 0300 - 0315 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0315 - 0330 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0330 - 0345 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **3** | |
| 0345 - 0400 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **10** |
| 0400 - 0415 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0415 - 0430 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0430 - 0445 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | |
| 0445 - 0500 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | **11** |
| 0500 - 0515 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** | |
| 0515 - 0530 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** | |
| 0530 - 0545 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | |
| 0545 - 0600 | 0 | 9 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **15** | **37** |
| 0600 - 0615 | 0 | 13 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **19** | |
| 0615 - 0630 | 0 | 16 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **24** | |
| 0630 - 0645 | 0 | 32 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **36** | |
| 0645 - 0700 | 0 | 49 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **52** | **131** |
| 0700 - 0715 | 0 | 59 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **70** | |
| 0715 - 0730 | 0 | 73 | 14 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **90** | |
| 0730 - 0745 | 0 | 99 | 12 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **113** | |
| 0745 - 0800 | 0 | 96 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **119** | **392** |
| 0800 - 0815 | 0 | 125 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **146** | |
| 0815 - 0830 | 0 | 101 | 22 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **127** | |
| 0830 - 0845 | 0 | 108 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **117** | |
| 0845 - 0900 | 1 | 99 | 12 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **114** | **504** |
| 0900 - 0915 | 0 | 96 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **101** | |
| 0915 - 0930 | 0 | 95 | 13 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **112** | |
| 0930 - 0945 | 1 | 91 | 10 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **105** | |
| 0945 - 1000 | 0 | 92 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **98** | **416** |
| 1000 - 1015 | 0 | 63 | 4 | 2 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **72** | |
| 1015 - 1030 | 0 | 66 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **75** | |
| 1030 - 1045 | 0 | 72 | 8 | 2 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | **87** | |
| 1045 - 1100 | 0 | 87 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **90** | **324** |
| 1100 - 1115 | 0 | 71 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **82** | |
| 1115 - 1130 | 0 | 70 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **84** | |
| 1130 - 1145 | 0 | 80 | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **95** | |
| 1145 - 1200 | 1 | 122 | 14 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **139** | **400** |
| 1200 - 1215 | 0 | 117 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **127** | |
| 1215 - 1230 | 0 | 103 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **107** | |
| 1230 - 1245 | 0 | 84 | 8 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **96** | |
| 1245 - 1300 | 0 | 88 | 14 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **104** | **434** |
| 1300 - 1315 | 1 | 115 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **124** | |
| 1315 - 1330 | 0 | 87 | 7 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | **96** | |
| 1330 - 1345 | 0 | 86 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **89** | |
| 1345 - 1400 | 0 | 81 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **87** | **396** |
| 1400 - 1415 | 0 | 90 | 7 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **102** | |
| 1415 - 1430 | 0 | 90 | 7 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **101** | |
| 1430 - 1445 | 0 | 103 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **112** | |
| 1445 - 1500 | 0 | 85 | 10 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **99** | **414** |
| 1500 - 1515 | 0 | 150 | 11 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **163** | |
| 1515 - 1530 | 0 | 123 | 10 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **136** | |
| 1530 - 1545 | 0 | 122 | 10 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **134** | |
| 1545 - 1600 | 0 | 133 | 10 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **148** | **581** |
| 1600 - 1615 | 0 | 151 | 6 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **162** | |
| 1615 - 1630 | 0 | 141 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **149** | |
| 1630 - 1645 | 0 | 164 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **174** | |
| 1645 - 1700 | 1 | 170 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **180** | **665** |
| 1700 - 1715 | 0 | 178 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **186** | |
| 1715 - 1730 | 0 | 169 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **185** | |
| 1730 - 1745 | 1 | 179 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **189** | |
| 1745 - 1800 | 0 | 126 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **132** | **692** |
| 1800 - 1815 | 1 | 125 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **132** | |
| 1815 - 1830 | 0 | 102 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **111** | |
| 1830 - 1845 | 0 | 101 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **107** | |
| 1845 - 1900 | 0 | 74 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **79** | **429** |
| 1900 - 1915 | 0 | 72 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **77** | |
| 1915 - 1930 | 0 | 68 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **72** | |
| 1930 - 1945 | 0 | 64 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **65** | |
| 1945 - 2000 | 1 | 64 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **67** | **281** |
| 2000 - 2015 | 0 | 48 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **53** | |
| 2015 - 2030 | 0 | 64 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **65** | |
| 2030 - 2045 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **40** | |
| 2045 - 2100 | 0 | 60 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **62** | **220** |
| 2100 - 2115 | 0 | 38 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **41** | |
| 2115 - 2130 | 0 | 35 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **37** | |
| 2130 - 2145 | 0 | 29 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **31** | |
| 2145 - 2200 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **26** | **135** |
| 2200 - 2215 | 1 | 30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **32** | |
| 2215 - 2230 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **24** | |
| 2230 - 2245 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **16** | |
| 2245 - 2300 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10** | **82** |
| 2300 - 2315 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **13** | |
| 2315 - 2330 | 0 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **20** | |
| 2330 - 2345 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** | |
| 2345 - 0000 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | **46** |

| Session Total | 10 | 6013 | 502 | 27 | 49 | 8 | 0 | 6 | 9 | 0 | 0 | 0 | 0 | **6624** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Session Average | 0.10 | 62.64 | 5.23 | 0.28 | 0.51 | 0.08 | 0.00 | 0.06 | 0.09 | 0.00 | 0.00 | 0.00 | 0.00 | **69.00** |
| Session Percentage | 0.15 | 90.78 | 7.58 | 0.41 | 0.74 | 0.12 | 0.00 | 0.09 | 0.14 | 0.00 | 0.00 | 0.00 | 0.00 | |

| AM Peak Hour | 0845 - 0945 | 0800 - 0900 | 0730 - 0830 | 0730 - 0830 | 0945 - 1045 | 0645 - 0745 | - | 0845 - 0945 | 0945 - 1045 | - | - | - | - | **0745 - 0845** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Volume | 2 | 433 | 75 | 6 | 5 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | **509** |

| Noon Peak Hour | 1100 - 1200 | 1445 - 1545 | 1100 - 1200 | 1000 - 1100 | 1400 - 1500 | 1200 - 1300 | - | 1000 - 1100 | 1000 - 1100 | - | - | - | - | **1445 - 1545** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Noon Peak Volume | 1 | 480 | 51 | 5 | 9 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | **532** |

| PM Peak Hour | 1645 - 1745 | 1645 - 1745 | 1645 - 1745 | 1545 - 1645 | 1515 - 1615 | 1515 - 1615 | - | - | 1500 - 1600 | - | - | - | - | **1645 - 1745** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Peak Volume | 2 | 696 | 42 | 6 | 9 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **740** |

**Site 1**
Glenridge Dr,
north of Driveway 2

**Date**
Thursday, May 2, 2024

**Lat/Long**
33.931640°, -84.365968°

**Weather**
Partly Cloudy
76°F

Click here for Detailed Weather

**0000 - 2400 (Weekday 24h Session) (05-02-2024)**
Bi-Directional 15min

| | Bi-Directional 15min | | | | | | | | | | | | | 15min | 60min |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Total | Total |
| 0000 - 0015 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0015 - 0030 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | |
| 0030 - 0045 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | |
| 0045 - 0100 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **13** |
| 0100 - 0115 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0115 - 0130 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0130 - 0145 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0145 - 0200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **5** |
| 0200 - 0215 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0215 - 0230 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0230 - 0245 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0245 - 0300 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | **9** |
| 0300 - 0315 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0315 - 0330 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0330 - 0345 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0345 - 0400 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | **7** |
| 0400 - 0415 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0415 - 0430 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0430 - 0445 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | |
| 0445 - 0500 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | **14** |
| 0500 - 0515 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | |
| 0515 - 0530 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | |
| 0530 - 0545 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **14** | |
| 0545 - 0600 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **16** | **40** |
| 0600 - 0615 | 0 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **18** | |
| 0615 - 0630 | 0 | 25 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **27** | |
| 0630 - 0645 | 0 | 39 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **43** | |
| 0645 - 0700 | 0 | 47 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **51** | **139** |
| 0700 - 0715 | 0 | 62 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **64** | |
| 0715 - 0730 | 0 | 75 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **82** | |
| 0730 - 0745 | 0 | 107 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **116** | |
| 0745 - 0800 | 0 | 117 | 7 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **128** | **390** |
| 0800 - 0815 | 0 | 147 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **155** | |
| 0815 - 0830 | 0 | 140 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **151** | |
| 0830 - 0845 | 0 | 105 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **115** | |
| 0845 - 0900 | 0 | 110 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **117** | **538** |
| 0900 - 0915 | 0 | 65 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **75** | |
| 0915 - 0930 | 0 | 76 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **86** | |
| 0930 - 0945 | 0 | 64 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **71** | |
| 0945 - 1000 | 0 | 81 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **89** | **321** |
| 1000 - 1015 | 1 | 54 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **64** | |
| 1015 - 1030 | 0 | 73 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **80** | |
| 1030 - 1045 | 0 | 67 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **71** | |
| 1045 - 1100 | 0 | 81 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **85** | **300** |
| 1100 - 1115 | 0 | 60 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **69** | |
| 1115 - 1130 | 0 | 67 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **73** | |
| 1130 - 1145 | 0 | 88 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **100** | |
| 1145 - 1200 | 0 | 119 | 6 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **129** | **371** |
| 1200 - 1215 | 0 | 96 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **106** | |
| 1215 - 1230 | 0 | 104 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **118** | |
| 1230 - 1245 | 0 | 88 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **98** | |
| 1245 - 1300 | 0 | 94 | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **106** | **428** |
| 1300 - 1315 | 0 | 91 | 8 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **106** | |
| 1315 - 1330 | 0 | 80 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **90** | |
| 1330 - 1345 | 0 | 92 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **99** | |
| 1345 - 1400 | 0 | 75 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **79** | **374** |
| 1400 - 1415 | 0 | 96 | 3 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **103** | |
| 1415 - 1430 | 1 | 96 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **104** | |
| 1430 - 1445 | 0 | 82 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **92** | |
| 1445 - 1500 | 0 | 106 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **114** | **413** |
| 1500 - 1515 | 1 | 143 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **155** | |
| 1515 - 1530 | 1 | 142 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **158** | |
| 1530 - 1545 | 0 | 140 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **151** | |
| 1545 - 1600 | 0 | 112 | 12 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **128** | **592** |
| 1600 - 1615 | 0 | 137 | 12 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **152** | |
| 1615 - 1630 | 0 | 143 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **157** | |
| 1630 - 1645 | 0 | 118 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **127** | |
| 1645 - 1700 | 1 | 136 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **146** | **582** |
| 1700 - 1715 | 1 | 121 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **135** | |
| 1715 - 1730 | 0 | 144 | 11 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **157** | |
| 1730 - 1745 | 1 | 107 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **116** | |
| 1745 - 1800 | 0 | 119 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **126** | **534** |
| 1800 - 1815 | 0 | 104 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **109** | |
| 1815 - 1830 | 1 | 81 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **86** | |
| 1830 - 1845 | 1 | 79 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **86** | |
| 1845 - 1900 | 0 | 82 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **88** | **369** |
| 1900 - 1915 | 0 | 74 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **80** | |
| 1915 - 1930 | 0 | 74 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **78** | |
| 1930 - 1945 | 0 | 69 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **72** | |
| 1945 - 2000 | 0 | 53 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **56** | **286** |
| 2000 - 2015 | 0 | 63 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **70** | |
| 2015 - 2030 | 0 | 50 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **56** | |
| 2030 - 2045 | 0 | 41 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **44** | |
| 2045 - 2100 | 0 | 38 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **44** | **214** |
| 2100 - 2115 | 1 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **26** | |
| 2115 - 2130 | 0 | 24 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **27** | |
| 2130 - 2145 | 0 | 22 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **27** | |
| 2145 - 2200 | 0 | 22 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **25** | **105** |
| 2200 - 2215 | 0 | 27 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **30** | |
| 2215 - 2230 | 0 | 29 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **33** | |
| 2230 - 2245 | 0 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **17** | |
| 2245 - 2300 | 0 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **28** | **108** |
| 2300 - 2315 | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **16** | |
| 2315 - 2330 | 0 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **13** | |
| 2330 - 2345 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **12** | |
| 2345 - 0000 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** | **49** |

| Session Total | 10 | 5667 | 449 | 19 | 45 | 8 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | **6201** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Session Average | 0.10 | 59.03 | 4.68 | 0.20 | 0.47 | 0.08 | 0.00 | 0.01 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | **64.59** |
| Session Percentage | 0.16 | 91.39 | 7.24 | 0.31 | 0.73 | 0.13 | 0.00 | 0.02 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | |

| AM Peak Hour | 0915 - 1015 | 0730 - 0830 | 0745 - 0845 | 0700 - 0800 | 0845 - 0945 | 0700 - 0800 | - | - | 0700 - 0800 | - | - | - | - | **0730 - 0830** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Volume | 1 | 511 | 32 | 5 | 6 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **550** |

| Noon Peak Hour | 1415 - 1515 | 1445 - 1545 | 1200 - 1300 | 1400 - 1500 | 1215 - 1315 | 1100 - 1200 | - | 1315 - 1415 | 1330 - 1430 | - | - | - | - | **1445 - 1545** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Noon Peak Volume | 2 | 531 | 42 | 2 | 9 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | **578** |

| PM Peak Hour | 1645 - 1745 | 1500 - 1600 | 1515 - 1615 | 1530 - 1630 | 1500 - 1600 | 1515 - 1615 | - | - | - | - | - | - | - | **1500 - 1600** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Peak Volume | 3 | 537 | 49 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **592** |

**Site 1**
Glenridge Dr,
north of Driveway 2

**Date**
Sunday, May 5, 2024

**Lat/Long**
33.931640°, -84.365968°

**Weather**
Mostly Cloudy
74°F

Click here for Detailed Weather

**0000 - 2400 (Sunday 24h Session) (05-05-2024)**
Bi-Directional 15min

| | Bi-Directional 15min | | | | | | | | | | | | | 15min | 60min |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Total | Total |
| 0000 - 0015 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **11** | |
| 0015 - 0030 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | |
| 0030 - 0045 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0045 - 0100 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** | **26** |
| 0100 - 0115 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | |
| 0115 - 0130 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0130 - 0145 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0145 - 0200 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | **12** |
| 0200 - 0215 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | |
| 0215 - 0230 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0230 - 0245 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0245 - 0300 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | **10** |
| 0300 - 0315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0315 - 0330 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | |
| 0330 - 0345 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0345 - 0400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **5** |
| 0400 - 0415 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0415 - 0430 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0430 - 0445 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0445 - 0500 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | **8** |
| 0500 - 0515 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0515 - 0530 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | |
| 0530 - 0545 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0545 - 0600 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **5** |
| 0600 - 0615 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0615 - 0630 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | |
| 0630 - 0645 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0645 - 0700 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | **12** |
| 0700 - 0715 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **13** | |
| 0715 - 0730 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **14** | |
| 0730 - 0745 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | |
| 0745 - 0800 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **14** | **46** |
| 0800 - 0815 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10** | |
| 0815 - 0830 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **23** | |
| 0830 - 0845 | 0 | 26 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **28** | |
| 0845 - 0900 | 0 | 40 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **45** | **106** |
| 0900 - 0915 | 0 | 38 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **42** | |
| 0915 - 0930 | 0 | 36 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **37** | |
| 0930 - 0945 | 1 | 42 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **46** | |
| 0945 - 1000 | 0 | 51 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **53** | **178** |
| 1000 - 1015 | 0 | 39 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **41** | |
| 1015 - 1030 | 0 | 54 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **61** | |
| 1030 - 1045 | 1 | 58 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **60** | |
| 1045 - 1100 | 0 | 54 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **55** | **217** |
| 1100 - 1115 | 0 | 58 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **59** | |
| 1115 - 1130 | 0 | 61 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **65** | |
| 1130 - 1145 | 1 | 85 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **89** | |
| 1145 - 1200 | 0 | 57 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **61** | **274** |
| 1200 - 1215 | 0 | 70 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **77** | |
| 1215 - 1230 | 0 | 67 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **76** | |
| 1230 - 1245 | 0 | 92 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **95** | |
| 1245 - 1300 | 0 | 95 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **102** | **350** |
| 1300 - 1315 | 0 | 72 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **80** | |
| 1315 - 1330 | 0 | 76 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **79** | |
| 1330 - 1345 | 0 | 57 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **61** | |
| 1345 - 1400 | 1 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **65** | **285** |
| 1400 - 1415 | 0 | 62 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **67** | |
| 1415 - 1430 | 0 | 62 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **64** | |
| 1430 - 1445 | 1 | 66 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **75** | |
| 1445 - 1500 | 0 | 75 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **82** | **288** |
| 1500 - 1515 | 0 | 69 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **74** | |
| 1515 - 1530 | 0 | 81 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **87** | |
| 1530 - 1545 | 0 | 81 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **87** | |
| 1545 - 1600 | 0 | 72 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **76** | **324** |
| 1600 - 1615 | 0 | 77 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **81** | |
| 1615 - 1630 | 1 | 73 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **76** | |
| 1630 - 1645 | 0 | 62 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **65** | |
| 1645 - 1700 | 0 | 66 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **69** | **291** |
| 1700 - 1715 | 0 | 54 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **60** | |
| 1715 - 1730 | 0 | 67 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **68** | |
| 1730 - 1745 | 0 | 58 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **62** | |
| 1745 - 1800 | 0 | 53 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **56** | **246** |
| 1800 - 1815 | 0 | 61 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **64** | |
| 1815 - 1830 | 0 | 50 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **52** | |
| 1830 - 1845 | 0 | 66 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **73** | |
| 1845 - 1900 | 0 | 46 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **49** | **238** |
| 1900 - 1915 | 0 | 37 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **39** | |
| 1915 - 1930 | 0 | 47 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **50** | |
| 1930 - 1945 | 0 | 46 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **47** | |
| 1945 - 2000 | 0 | 49 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **50** | **186** |
| 2000 - 2015 | 0 | 42 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **45** | |
| 2015 - 2030 | 0 | 43 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **45** | |
| 2030 - 2045 | 0 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **25** | |
| 2045 - 2100 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **26** | **141** |
| 2100 - 2115 | 0 | 31 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **35** | |
| 2115 - 2130 | 0 | 27 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **30** | |
| 2130 - 2145 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **15** | |
| 2145 - 2200 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **22** | **102** |
| 2200 - 2215 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **16** | |
| 2215 - 2230 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **14** | |
| 2230 - 2245 | 0 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **17** | |
| 2245 - 2300 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** | **55** |
| 2300 - 2315 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** | |
| 2315 - 2330 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10** | |
| 2330 - 2345 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 2345 - 0000 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | **26** |

| Session Total | 7 | 3223 | 193 | 1 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **3431** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Session Average | 0.07 | 33.57 | 2.01 | 0.01 | 0.06 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | **35.74** |
| Session Percentage | 0.20 | 93.94 | 5.63 | 0.03 | 0.17 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | |

| AM Peak Hour | 0845 - 0945 | 0945 - 1045 | 0930 - 1030 | 0745 - 0845 | 0745 - 0845 | - | - | - | - | - | - | - | - | **0945 - 1045** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour Volume | 1 | 202 | 14 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **215** |

| Noon Peak Hour | 1345 - 1445 | 1230 - 1330 | 1215 - 1315 | - | 1130 - 1230 | - | - | - | 1345 - 1445 | - | - | - | - | **1230 - 1330** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Noon Peak Hour Volume | 2 | 335 | 25 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **356** |

| PM Peak Hour | 1530 - 1630 | 1515 - 1615 | 1500 - 1600 | - | 1800 - 1900 | - | - | - | - | - | - | - | - | **1515 - 1615** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Peak Hour Volume | 1 | 311 | 21 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **331** |

# Bi-Directional Class Count || NB EB Average 15min

Atlanta, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**Site 1**
Glenridge Dr,
north of Driveway 2

**Date**
Wednesday, May 1, 2024

**Weather**
Fair
74°F

**Lat/Long**
33.931640°, -84.365968°

**0000 - 2400 (Weekday 24h Session) (All Dates)**
NB EB Average 15min

| | NB EB Average 15min | | | | | | | | | | | | | 15min | 60min |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Total | Total |
| 0000 - 0015 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0015 - 0030 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0030 - 0045 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0045 - 0100 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | **10** |
| 0100 - 0115 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0115 - 0130 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0130 - 0145 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0145 - 0200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **4** |
| 0200 - 0215 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0215 - 0230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0230 - 0245 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0245 - 0300 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | **5** |
| 0300 - 0315 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0315 - 0330 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0330 - 0345 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0345 - 0400 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **6** |
| 0400 - 0415 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0415 - 0430 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0430 - 0445 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0445 - 0500 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **5** |
| 0500 - 0515 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0515 - 0530 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0530 - 0545 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0545 - 0600 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | **11** |
| 0600 - 0615 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | |
| 0615 - 0630 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | |
| 0630 - 0645 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** | |
| 0645 - 0700 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **11** | **28** |
| 0700 - 0715 | 0 | 17 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **20** | |
| 0715 - 0730 | 0 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **20** | |
| 0730 - 0745 | 0 | 25 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **27** | |
| 0745 - 0800 | 0 | 25 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **30** | **96** |
| 0800 - 0815 | 0 | 38 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **45** | |
| 0815 - 0830 | 0 | 32 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **36** | |
| 0830 - 0845 | 0 | 32 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **34** | |
| 0845 - 0900 | 0 | 30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **32** | **148** |
| 0900 - 0915 | 0 | 29 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **32** | |
| 0915 - 0930 | 0 | 28 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **33** | |
| 0930 - 0945 | 0 | 25 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **28** | |
| 0945 - 1000 | 0 | 30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **32** | **125** |
| 1000 - 1015 | 0 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **22** | |
| 1015 - 1030 | 0 | 27 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **29** | |
| 1030 - 1045 | 0 | 29 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **32** | |
| 1045 - 1100 | 0 | 27 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **28** | **111** |
| 1100 - 1115 | 0 | 28 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **32** | |
| 1115 - 1130 | 0 | 26 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **31** | |
| 1130 - 1145 | 0 | 39 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **43** | |
| 1145 - 1200 | 0 | 43 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **47** | **153** |
| 1200 - 1215 | 0 | 43 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **47** | |
| 1215 - 1230 | 0 | 43 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **49** | |
| 1230 - 1245 | 0 | 34 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **39** | |
| 1245 - 1300 | 0 | 44 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **46** | **181** |
| 1300 - 1315 | 0 | 51 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **57** | |
| 1315 - 1330 | 0 | 39 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **41** | |
| 1330 - 1345 | 0 | 40 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **42** | |
| 1345 - 1400 | 0 | 37 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **39** | **179** |
| 1400 - 1415 | 0 | 41 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **44** | |
| 1415 - 1430 | 0 | 40 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **43** | |
| 1430 - 1445 | 0 | 44 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **50** | |
| 1445 - 1500 | 0 | 39 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **43** | **180** |
| 1500 - 1515 | 0 | 76 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **82** | |
| 1515 - 1530 | 0 | 70 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **79** | |
| 1530 - 1545 | 0 | 65 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **71** | |
| 1545 - 1600 | 0 | 52 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **59** | **291** |
| 1600 - 1615 | 0 | 69 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **75** | |
| 1615 - 1630 | 0 | 65 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **69** | |
| 1630 - 1645 | 0 | 66 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **69** | |
| 1645 - 1700 | 0 | 59 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **62** | **275** |
| 1700 - 1715 | 0 | 54 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **58** | |
| 1715 - 1730 | 0 | 64 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **69** | |
| 1730 - 1745 | 0 | 55 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **59** | |
| 1745 - 1800 | 0 | 47 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **49** | **235** |
| 1800 - 1815 | 0 | 52 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **54** | |
| 1815 - 1830 | 0 | 39 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **40** | |
| 1830 - 1845 | 0 | 39 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **42** | |
| 1845 - 1900 | 0 | 33 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **36** | **172** |
| 1900 - 1915 | 0 | 29 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **31** | |
| 1915 - 1930 | 0 | 35 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **37** | |
| 1930 - 1945 | 0 | 32 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **33** | |
| 1945 - 2000 | 0 | 28 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **29** | **130** |
| 2000 - 2015 | 0 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **25** | |
| 2015 - 2030 | 0 | 27 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **29** | |
| 2030 - 2045 | 0 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **19** | |
| 2045 - 2100 | 0 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **21** | **94** |
| 2100 - 2115 | 0 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **19** | |
| 2115 - 2130 | 0 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **18** | |
| 2130 - 2145 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **13** | |
| 2145 - 2200 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **15** | **65** |
| 2200 - 2215 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **16** | |
| 2215 - 2230 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **14** | |
| 2230 - 2245 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** | |
| 2245 - 2300 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10** | **48** |
| 2300 - 2315 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** | |
| 2315 - 2330 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10** | |
| 2330 - 2345 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | |
| 2345 - 0000 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | **26** |

| Session Total | 4 | 2366 | 181 | 8 | 17 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **2579** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Session Average | 0.04 | 24.64 | 1.88 | 0.09 | 0.18 | 0.03 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **26.87** |
| Session Percentage | 0.14 | 91.72 | 7.00 | 0.32 | 0.66 | 0.12 | 0.00 | 0.03 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | |

| AM Peak Hour | 0845 - 0945 | 0800 - 0900 | 0730 - 0830 | 0700 - 0800 | 0845 - 0945 | 0700 - 0800 | - | 0845 - 0945 | - | - | - | - | - | **0800 - 0900** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Volume | 0 | 132 | 16 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **148** |

| Noon Peak Hour | 1100 - 1200 | 1445 - 1545 | 1445 - 1545 | 1000 - 1100 | 1145 - 1245 | 1100 - 1200 | - | 1100 - 1200 | - | - | - | - | - | **1445 - 1545** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Noon Peak Volume | 1 | 250 | 22 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **274** |

| PM Peak Hour | 1600 - 1700 | 1500 - 1600 | 1500 - 1600 | 1545 - 1645 | 1500 - 1600 | 1515 - 1615 | - | - | - | - | - | - | - | **1500 - 1600** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Peak Volume | 1 | 264 | 23 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **291** |

# Bi-Directional Class Count || SB WB Average 15min

Atlanta, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**Site 1**
Glenridge Dr,
north of Driveway 2

**Date**
Wednesday, May 1, 2024

**Weather**
Fair
74°F

**Lat/Long**
33.931640°, -84.365968°

**0000 - 2400 (Weekday 24h Session) (All Dates)**
SB WB Average 15min

| | SB WB Average 15min | | | | | | | | | | | | | 15min | 60min |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Total | Total |
| 0000 - 0015 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0015 - 0030 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0030 - 0045 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0045 - 0100 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | **8** |
| 0100 - 0115 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0115 - 0130 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0130 - 0145 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0145 - 0200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **2** |
| 0200 - 0215 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0215 - 0230 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0230 - 0245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0245 - 0300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **4** |
| 0300 - 0315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0315 - 0330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0330 - 0345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0345 - 0400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **1** |
| 0400 - 0415 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0415 - 0430 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0430 - 0445 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0445 - 0500 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | **6** |
| 0500 - 0515 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0515 - 0530 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0530 - 0545 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | |
| 0545 - 0600 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** | **17** |
| 0600 - 0615 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** | |
| 0615 - 0630 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **13** | |
| 0630 - 0645 | 0 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **20** | |
| 0645 - 0700 | 0 | 23 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **25** | **66** |
| 0700 - 0715 | 0 | 28 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **29** | |
| 0715 - 0730 | 0 | 36 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **42** | |
| 0730 - 0745 | 0 | 46 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **51** | |
| 0745 - 0800 | 0 | 50 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **57** | **180** |
| 0800 - 0815 | 0 | 56 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **59** | |
| 0815 - 0830 | 0 | 56 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **64** | |
| 0830 - 0845 | 0 | 48 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **52** | |
| 0845 - 0900 | 0 | 53 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **60** | **235** |
| 0900 - 0915 | 0 | 37 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **41** | |
| 0915 - 0930 | 0 | 41 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **45** | |
| 0930 - 0945 | 0 | 41 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **46** | |
| 0945 - 1000 | 0 | 45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **48** | **180** |
| 1000 - 1015 | 0 | 32 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **37** | |
| 1015 - 1030 | 0 | 38 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **43** | |
| 1030 - 1045 | 0 | 37 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **40** | |
| 1045 - 1100 | 0 | 47 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **49** | **169** |
| 1100 - 1115 | 0 | 35 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **38** | |
| 1115 - 1130 | 0 | 40 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **43** | |
| 1130 - 1145 | 0 | 45 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **51** | |
| 1145 - 1200 | 0 | 57 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **62** | **195** |
| 1200 - 1215 | 0 | 51 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **56** | |
| 1215 - 1230 | 0 | 48 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **52** | |
| 1230 - 1245 | 0 | 54 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **57** | |
| 1245 - 1300 | 0 | 49 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **58** | **223** |
| 1300 - 1315 | 0 | 42 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **47** | |
| 1315 - 1330 | 0 | 42 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **47** | |
| 1330 - 1345 | 0 | 38 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **41** | |
| 1345 - 1400 | 0 | 36 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **38** | **172** |
| 1400 - 1415 | 0 | 42 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **47** | |
| 1415 - 1430 | 0 | 43 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **47** | |
| 1430 - 1445 | 0 | 39 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **43** | |
| 1445 - 1500 | 0 | 50 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **55** | **192** |
| 1500 - 1515 | 0 | 45 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **49** | |
| 1515 - 1530 | 0 | 45 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **48** | |
| 1530 - 1545 | 0 | 49 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **53** | |
| 1545 - 1600 | 0 | 53 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **58** | **208** |
| 1600 - 1615 | 0 | 53 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **57** | |
| 1615 - 1630 | 0 | 54 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **59** | |
| 1630 - 1645 | 0 | 49 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **53** | |
| 1645 - 1700 | 0 | 65 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **69** | **238** |
| 1700 - 1715 | 0 | 64 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **69** | |
| 1715 - 1730 | 0 | 63 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **68** | |
| 1730 - 1745 | 1 | 60 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **63** | |
| 1745 - 1800 | 0 | 53 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **56** | **256** |
| 1800 - 1815 | 0 | 44 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **47** | |
| 1815 - 1830 | 0 | 39 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **43** | |
| 1830 - 1845 | 0 | 43 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **47** | |
| 1845 - 1900 | 0 | 35 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **36** | **173** |
| 1900 - 1915 | 0 | 32 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **34** | |
| 1915 - 1930 | 0 | 28 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **29** | |
| 1930 - 1945 | 0 | 28 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **28** | |
| 1945 - 2000 | 0 | 27 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **29** | **121** |
| 2000 - 2015 | 0 | 28 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **31** | |
| 2015 - 2030 | 0 | 25 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **26** | |
| 2030 - 2045 | 0 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **17** | |
| 2045 - 2100 | 0 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **23** | **98** |
| 2100 - 2115 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **15** | |
| 2115 - 2130 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **13** | |
| 2130 - 2145 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **12** | |
| 2145 - 2200 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** | **49** |
| 2200 - 2215 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10** | |
| 2215 - 2230 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10** | |
| 2230 - 2245 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** | |
| 2245 - 2300 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | **33** |
| 2300 - 2315 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | |
| 2315 - 2330 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | |
| 2330 - 2345 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 2345 - 0000 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | **15** |

| Session Total | 5 | 2602 | 201 | 7 | 16 | 2 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | **2839** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Session Average | 0.06 | 27.10 | 2.09 | 0.08 | 0.17 | 0.02 | 0.00 | 0.02 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | **29.58** |
| Session Percentage | 0.19 | 91.64 | 7.07 | 0.26 | 0.58 | 0.08 | 0.00 | 0.06 | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | |

| AM Peak Hour | 0845 - 0945 | 0800 - 0900 | 0730 - 0830 | 0730 - 0830 | 0845 - 0945 | 0645 - 0745 | - | 0630 - 0730 | 0730 - 0830 | - | - | - | - | **0800 - 0900** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Volume | 1 | 212 | 21 | 2 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **235** |

| Noon Peak Hour | 1345 - 1445 | 1145 - 1245 | 1230 - 1330 | 1445 - 1545 | 1215 - 1315 | 1245 - 1345 | - | 1315 - 1415 | 1345 - 1445 | - | - | - | - | **1145 - 1245** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Noon Peak Volume | 1 | 210 | 19 | 1 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | **227** |

| PM Peak Hour | 1645 - 1745 | 1645 - 1745 | 1630 - 1730 | 1515 - 1615 | 1515 - 1615 | 1515 - 1615 | - | - | 1500 - 1600 | - | - | - | - | **1645 - 1745** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Peak Volume | 1 | 251 | 18 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **270** |

# Bi-Directional Class Count || Volume Summary 15min

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 1**

Glenridge Dr,
north of Driveway 2

**Date**

Wednesday, May 1, 2024

**Lat/Long**

33.931640°, -84.365968°

**Weather**

Fair
74°F

Click here for Detailed Weather

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

Volume Summary 15min

| | Volume Summary 15min | | 15min | 60min |
|---|---|---|---|---|
| TIME | NB | SB | Total | Total |
| 0000 - 0015 | 5 | 1 | **6** | |
| 0015 - 0030 | 3 | 1 | **4** | |
| 0030 - 0045 | 2 | 0 | **2** | |
| 0045 - 0100 | 1 | 0 | **1** | **13** |
| 0100 - 0115 | 0 | 0 | **0** | |
| 0115 - 0130 | 0 | 1 | **1** | |
| 0130 - 0145 | 0 | 1 | **1** | |
| 0145 - 0200 | 0 | 0 | **0** | **2** |
| 0200 - 0215 | 2 | 4 | **6** | |
| 0215 - 0230 | 0 | 1 | **1** | |
| 0230 - 0245 | 1 | 0 | **1** | |
| 0245 - 0300 | 1 | 0 | **1** | **9** |
| 0300 - 0315 | 2 | 1 | **3** | |
| 0315 - 0330 | 3 | 0 | **3** | |
| 0330 - 0345 | 3 | 0 | **3** | |
| 0345 - 0400 | 1 | 0 | **1** | **10** |
| 0400 - 0415 | 1 | 0 | **1** | |
| 0415 - 0430 | 3 | 0 | **3** | |
| 0430 - 0445 | 0 | 5 | **5** | |
| 0445 - 0500 | 0 | 2 | **2** | **11** |
| 0500 - 0515 | 6 | 3 | **9** | |
| 0515 - 0530 | 4 | 3 | **7** | |
| 0530 - 0545 | 1 | 5 | **6** | |
| 0545 - 0600 | 6 | 9 | **15** | **37** |
| 0600 - 0615 | 8 | 11 | **19** | |
| 0615 - 0630 | 7 | 17 | **24** | |
| 0630 - 0645 | 8 | 28 | **36** | |
| 0645 - 0700 | 13 | 39 | **52** | **131** |
| 0700 - 0715 | 24 | 46 | **70** | |
| 0715 - 0730 | 28 | 62 | **90** | |
| 0730 - 0745 | 34 | 79 | **113** | |
| 0745 - 0800 | 45 | 74 | **119** | **392** |
| 0800 - 0815 | 63 | 83 | **146** | |
| 0815 - 0830 | 49 | 78 | **127** | |
| 0830 - 0845 | 45 | 72 | **117** | |
| 0845 - 0900 | 39 | 75 | **114** | **504** |
| 0900 - 0915 | 47 | 54 | **101** | |
| 0915 - 0930 | 52 | 60 | **112** | |
| 0930 - 0945 | 38 | 67 | **105** | |
| 0945 - 1000 | 36 | 62 | **98** | **416** |
| 1000 - 1015 | 29 | 43 | **72** | |
| 1015 - 1030 | 31 | 44 | **75** | |
| 1030 - 1045 | 41 | 46 | **87** | |
| 1045 - 1100 | 28 | 62 | **90** | **324** |
| 1100 - 1115 | 41 | 41 | **82** | |
| 1115 - 1130 | 39 | 45 | **84** | |
| 1130 - 1145 | 50 | 45 | **95** | |
| 1145 - 1200 | 53 | 86 | **139** | **400** |

| | Volume Summary 15min | | 15min | 60min |
|---|---|---|---|---|
| Time | NB | SB | Total | Total |
| 1200 - 1215 | 47 | 80 | **127** | |
| 1215 - 1230 | 55 | 52 | **107** | |
| 1230 - 1245 | 43 | 53 | **96** | |
| 1245 - 1300 | 41 | 63 | **104** | **434** |
| 1300 - 1315 | 63 | 61 | **124** | |
| 1315 - 1330 | 47 | 49 | **96** | |
| 1330 - 1345 | 47 | 42 | **89** | |
| 1345 - 1400 | 40 | 47 | **87** | **396** |
| 1400 - 1415 | 57 | 45 | **102** | |
| 1415 - 1430 | 53 | 48 | **101** | |
| 1430 - 1445 | 63 | 49 | **112** | |
| 1445 - 1500 | 46 | 53 | **99** | **414** |
| 1500 - 1515 | 108 | 55 | **163** | |
| 1515 - 1530 | 86 | 50 | **136** | |
| 1530 - 1545 | 81 | 53 | **134** | |
| 1545 - 1600 | 82 | 66 | **148** | **581** |
| 1600 - 1615 | 85 | 77 | **162** | |
| 1615 - 1630 | 78 | 71 | **149** | |
| 1630 - 1645 | 103 | 71 | **174** | |
| 1645 - 1700 | 88 | 92 | **180** | **665** |
| 1700 - 1715 | 86 | 100 | **186** | |
| 1715 - 1730 | 86 | 99 | **185** | |
| 1730 - 1745 | 89 | 100 | **189** | |
| 1745 - 1800 | 62 | 70 | **132** | **692** |
| 1800 - 1815 | 74 | 58 | **132** | |
| 1815 - 1830 | 57 | 54 | **111** | |
| 1830 - 1845 | 54 | 53 | **107** | |
| 1845 - 1900 | 38 | 41 | **79** | **429** |
| 1900 - 1915 | 45 | 32 | **77** | |
| 1915 - 1930 | 40 | 32 | **72** | |
| 1930 - 1945 | 32 | 33 | **65** | |
| 1945 - 2000 | 34 | 33 | **67** | **281** |
| 2000 - 2015 | 25 | 28 | **53** | |
| 2015 - 2030 | 34 | 31 | **65** | |
| 2030 - 2045 | 22 | 18 | **40** | |
| 2045 - 2100 | 31 | 31 | **62** | **220** |
| 2100 - 2115 | 20 | 21 | **41** | |
| 2115 - 2130 | 18 | 19 | **37** | |
| 2130 - 2145 | 16 | 15 | **31** | |
| 2145 - 2200 | 14 | 12 | **26** | **135** |
| 2200 - 2215 | 23 | 9 | **32** | |
| 2215 - 2230 | 13 | 11 | **24** | |
| 2230 - 2245 | 8 | 8 | **16** | |
| 2245 - 2300 | 5 | 5 | **10** | **82** |
| 2300 - 2315 | 9 | 4 | **13** | |
| 2315 - 2330 | 18 | 2 | **20** | |
| 2330 - 2345 | 5 | 2 | **7** | |
| 2345 - 0000 | 4 | 2 | **6** | **46** |

| Session Total | 3168 | 3456 | **6624** |
|---|---|---|---|
| Session Average | 33.00 | 36.00 | **69.00** |
| Session Percentage | 47.83 | 52.17 | |

**Site 1**
Glenridge Dr,
north of Driveway 2

**Date**
Thursday, May 2, 2024

**Lat/Long**
33.931640°, -84.365968°

**Weather**
Partly Cloudy
76°F

Click here for Detailed Weather

**0000 - 2400 (Weekday 24h Session) (05-02-2024)**
Volume Summary 15min

| TIME | Volume Summary 15min NB | SB | 15min Total | 60min Total |
|---|---|---|---|---|
| 0000 - 0015 | 1 | 0 | **1** | |
| 0015 - 0030 | 3 | 3 | **6** | |
| 0030 - 0045 | 4 | 1 | **5** | |
| 0045 - 0100 | 1 | 0 | **1** | **13** |
| 0100 - 0115 | 1 | 0 | **1** | |
| 0115 - 0130 | 2 | 1 | **3** | |
| 0130 - 0145 | 1 | 0 | **1** | |
| 0145 - 0200 | 0 | 0 | **0** | **5** |
| 0200 - 0215 | 0 | 3 | **3** | |
| 0215 - 0230 | 1 | 0 | **1** | |
| 0230 - 0245 | 2 | 0 | **2** | |
| 0245 - 0300 | 3 | 0 | **3** | **9** |
| 0300 - 0315 | 1 | 0 | **1** | |
| 0315 - 0330 | 3 | 0 | **3** | |
| 0330 - 0345 | 1 | 0 | **1** | |
| 0345 - 0400 | 2 | 0 | **2** | **7** |
| 0400 - 0415 | 1 | 0 | **1** | |
| 0415 - 0430 | 1 | 1 | **2** | |
| 0430 - 0445 | 2 | 3 | **5** | |
| 0445 - 0500 | 2 | 4 | **6** | **14** |
| 0500 - 0515 | 2 | 3 | **5** | |
| 0515 - 0530 | 1 | 4 | **5** | |
| 0530 - 0545 | 6 | 8 | **14** | |
| 0545 - 0600 | 4 | 12 | **16** | **40** |
| 0600 - 0615 | 6 | 12 | **18** | |
| 0615 - 0630 | 10 | 17 | **27** | |
| 0630 - 0645 | 11 | 32 | **43** | |
| 0645 - 0700 | 18 | 33 | **51** | **139** |
| 0700 - 0715 | 28 | 36 | **64** | |
| 0715 - 0730 | 27 | 55 | **82** | |
| 0730 - 0745 | 43 | 73 | **116** | |
| 0745 - 0800 | 34 | 94 | **128** | **390** |
| 0800 - 0815 | 68 | 87 | **155** | |
| 0815 - 0830 | 51 | 100 | **151** | |
| 0830 - 0845 | 43 | 72 | **115** | |
| 0845 - 0900 | 43 | 74 | **117** | **538** |
| 0900 - 0915 | 33 | 42 | **75** | |
| 0915 - 0930 | 33 | 53 | **86** | |
| 0930 - 0945 | 26 | 45 | **71** | |
| 0945 - 1000 | 33 | 56 | **89** | **321** |
| 1000 - 1015 | 24 | 40 | **64** | |
| 1015 - 1030 | 36 | 44 | **80** | |
| 1030 - 1045 | 30 | 41 | **71** | |
| 1045 - 1100 | 37 | 48 | **85** | **300** |
| 1100 - 1115 | 31 | 38 | **69** | |
| 1115 - 1130 | 26 | 47 | **73** | |
| 1130 - 1145 | 31 | 69 | **100** | |
| 1145 - 1200 | 63 | 66 | **129** | **371** |

| Time | Volume Summary 15min NB | SB | 15min Total | 60min Total |
|---|---|---|---|---|
| 1200 - 1215 | 55 | 51 | **106** | |
| 1215 - 1230 | 60 | 58 | **118** | |
| 1230 - 1245 | 38 | 60 | **98** | |
| 1245 - 1300 | 51 | 55 | **106** | **428** |
| 1300 - 1315 | 60 | 46 | **106** | |
| 1315 - 1330 | 39 | 51 | **90** | |
| 1330 - 1345 | 47 | 52 | **99** | |
| 1345 - 1400 | 43 | 36 | **79** | **374** |
| 1400 - 1415 | 39 | 64 | **103** | |
| 1415 - 1430 | 48 | 56 | **104** | |
| 1430 - 1445 | 50 | 42 | **92** | |
| 1445 - 1500 | 54 | 60 | **114** | **413** |
| 1500 - 1515 | 94 | 61 | **155** | |
| 1515 - 1530 | 106 | 52 | **158** | |
| 1530 - 1545 | 91 | 60 | **151** | |
| 1545 - 1600 | 68 | 60 | **128** | **592** |
| 1600 - 1615 | 94 | 58 | **152** | |
| 1615 - 1630 | 87 | 70 | **157** | |
| 1630 - 1645 | 72 | 55 | **127** | |
| 1645 - 1700 | 68 | 78 | **146** | **582** |
| 1700 - 1715 | 62 | 73 | **135** | |
| 1715 - 1730 | 84 | 73 | **157** | |
| 1730 - 1745 | 62 | 54 | **116** | |
| 1745 - 1800 | 58 | 68 | **126** | **534** |
| 1800 - 1815 | 58 | 51 | **109** | |
| 1815 - 1830 | 39 | 47 | **86** | |
| 1830 - 1845 | 44 | 42 | **86** | |
| 1845 - 1900 | 43 | 45 | **88** | **369** |
| 1900 - 1915 | 34 | 46 | **80** | |
| 1915 - 1930 | 48 | 30 | **78** | |
| 1930 - 1945 | 38 | 34 | **72** | |
| 1945 - 2000 | 30 | 26 | **56** | **286** |
| 2000 - 2015 | 28 | 42 | **70** | |
| 2015 - 2030 | 26 | 30 | **56** | |
| 2030 - 2045 | 23 | 21 | **44** | |
| 2045 - 2100 | 19 | 25 | **44** | **214** |
| 2100 - 2115 | 17 | 9 | **26** | |
| 2115 - 2130 | 21 | 6 | **27** | |
| 2130 - 2145 | 13 | 14 | **27** | |
| 2145 - 2200 | 15 | 10 | **25** | **105** |
| 2200 - 2215 | 16 | 14 | **30** | |
| 2215 - 2230 | 21 | 12 | **33** | |
| 2230 - 2245 | 13 | 4 | **17** | |
| 2245 - 2300 | 20 | 8 | **28** | **108** |
| 2300 - 2315 | 12 | 4 | **16** | |
| 2315 - 2330 | 6 | 7 | **13** | |
| 2330 - 2345 | 5 | 7 | **12** | |
| 2345 - 0000 | 5 | 3 | **8** | **49** |

| Session Total | 2954 | 3247 | **6201** |
|---|---|---|---|
| Session Average | 30.77 | 33.82 | **64.59** |
| Session Percentage | 47.64 | 52.36 | |

**Site 1**
Glenridge Dr,
north of Driveway 2

**Date**
Sunday, May 5, 2024

**Lat/Long**
33.931640°, -84.365968°

**Weather**
Mostly Cloudy
74°F

Click here for Detailed Weather

**0000 - 2400 (Sunday 24h Session) (05-05-2024)**

Volume Summary 15min

| TIME | Volume Summary 15min NB | SB | 15min Total | 60min Total |
|---|---|---|---|---|
| 0000 - 0015 | 3 | 8 | **11** | |
| 0015 - 0030 | 2 | 4 | **6** | |
| 0030 - 0045 | 1 | 0 | **1** | |
| 0045 - 0100 | 3 | 5 | **8** | **26** |
| 0100 - 0115 | 4 | 2 | **6** | |
| 0115 - 0130 | 1 | 0 | **1** | |
| 0130 - 0145 | 2 | 1 | **3** | |
| 0145 - 0200 | 1 | 1 | **2** | **12** |
| 0200 - 0215 | 3 | 1 | **4** | |
| 0215 - 0230 | 0 | 1 | **1** | |
| 0230 - 0245 | 1 | 1 | **2** | |
| 0245 - 0300 | 2 | 1 | **3** | **10** |
| 0300 - 0315 | 0 | 0 | **0** | |
| 0315 - 0330 | 3 | 1 | **4** | |
| 0330 - 0345 | 0 | 1 | **1** | |
| 0345 - 0400 | 0 | 0 | **0** | **5** |
| 0400 - 0415 | 2 | 0 | **2** | |
| 0415 - 0430 | 0 | 1 | **1** | |
| 0430 - 0445 | 0 | 1 | **1** | |
| 0445 - 0500 | 2 | 2 | **4** | **8** |
| 0500 - 0515 | 0 | 0 | **0** | |
| 0515 - 0530 | 1 | 3 | **4** | |
| 0530 - 0545 | 0 | 0 | **0** | |
| 0545 - 0600 | 1 | 0 | **1** | **5** |
| 0600 - 0615 | 0 | 1 | **1** | |
| 0615 - 0630 | 1 | 4 | **5** | |
| 0630 - 0645 | 2 | 0 | **2** | |
| 0645 - 0700 | 1 | 3 | **4** | **12** |
| 0700 - 0715 | 7 | 6 | **13** | |
| 0715 - 0730 | 6 | 8 | **14** | |
| 0730 - 0745 | 3 | 2 | **5** | |
| 0745 - 0800 | 10 | 4 | **14** | **46** |
| 0800 - 0815 | 3 | 7 | **10** | |
| 0815 - 0830 | 9 | 14 | **23** | |
| 0830 - 0845 | 15 | 13 | **28** | |
| 0845 - 0900 | 15 | 30 | **45** | **106** |
| 0900 - 0915 | 15 | 27 | **42** | |
| 0915 - 0930 | 14 | 23 | **37** | |
| 0930 - 0945 | 21 | 25 | **46** | |
| 0945 - 1000 | 28 | 25 | **53** | **178** |
| 1000 - 1015 | 14 | 27 | **41** | |
| 1015 - 1030 | 19 | 42 | **61** | |
| 1030 - 1045 | 26 | 34 | **60** | |
| 1045 - 1100 | 18 | 37 | **55** | **217** |
| 1100 - 1115 | 24 | 35 | **59** | |
| 1115 - 1130 | 27 | 38 | **65** | |
| 1130 - 1145 | 49 | 40 | **89** | |
| 1145 - 1200 | 26 | 35 | **61** | **274** |

| Time | Volume Summary 15min NB | SB | 15min Total | 60min Total |
|---|---|---|---|---|
| 1200 - 1215 | 40 | 37 | **77** | |
| 1215 - 1230 | 31 | 45 | **76** | |
| 1230 - 1245 | 37 | 58 | **95** | |
| 1245 - 1300 | 46 | 56 | **102** | **350** |
| 1300 - 1315 | 47 | 33 | **80** | |
| 1315 - 1330 | 38 | 41 | **79** | |
| 1330 - 1345 | 32 | 29 | **61** | |
| 1345 - 1400 | 35 | 30 | **65** | **285** |
| 1400 - 1415 | 36 | 31 | **67** | |
| 1415 - 1430 | 27 | 37 | **64** | |
| 1430 - 1445 | 37 | 38 | **75** | |
| 1445 - 1500 | 29 | 53 | **82** | **288** |
| 1500 - 1515 | 43 | 31 | **74** | |
| 1515 - 1530 | 44 | 43 | **87** | |
| 1530 - 1545 | 41 | 46 | **87** | |
| 1545 - 1600 | 28 | 48 | **76** | **324** |
| 1600 - 1615 | 45 | 36 | **81** | |
| 1615 - 1630 | 41 | 35 | **76** | |
| 1630 - 1645 | 33 | 32 | **65** | |
| 1645 - 1700 | 31 | 38 | **69** | **291** |
| 1700 - 1715 | 25 | 35 | **60** | |
| 1715 - 1730 | 37 | 31 | **68** | |
| 1730 - 1745 | 26 | 36 | **62** | |
| 1745 - 1800 | 27 | 29 | **56** | **246** |
| 1800 - 1815 | 31 | 33 | **64** | |
| 1815 - 1830 | 25 | 27 | **52** | |
| 1830 - 1845 | 28 | 45 | **73** | |
| 1845 - 1900 | 26 | 23 | **49** | **238** |
| 1900 - 1915 | 14 | 25 | **39** | |
| 1915 - 1930 | 24 | 26 | **50** | |
| 1930 - 1945 | 29 | 18 | **47** | |
| 1945 - 2000 | 23 | 27 | **50** | **186** |
| 2000 - 2015 | 21 | 24 | **45** | |
| 2015 - 2030 | 28 | 17 | **45** | |
| 2030 - 2045 | 12 | 13 | **25** | |
| 2045 - 2100 | 13 | 13 | **26** | **141** |
| 2100 - 2115 | 21 | 14 | **35** | |
| 2115 - 2130 | 16 | 14 | **30** | |
| 2130 - 2145 | 9 | 6 | **15** | |
| 2145 - 2200 | 16 | 6 | **22** | **102** |
| 2200 - 2215 | 8 | 8 | **16** | |
| 2215 - 2230 | 8 | 6 | **14** | |
| 2230 - 2245 | 6 | 11 | **17** | |
| 2245 - 2300 | 4 | 4 | **8** | **55** |
| 2300 - 2315 | 4 | 5 | **9** | |
| 2315 - 2330 | 5 | 5 | **10** | |
| 2330 - 2345 | 1 | 1 | **2** | |
| 2345 - 0000 | 3 | 2 | **5** | **26** |

| Session Total | 1616 | 1815 | **3431** |
|---|---|---|---|
| Session Average | 16.83 | 18.91 | **35.74** |
| Session Percentage | 47.10 | 52.90 | |

# Bi-Directional Class Count || NB EB 60min

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 1**
Glenridge Dr,
north of Driveway 2

**Date**
Wednesday, May 1, 2024

**Lat/Long**
33.931640°, -84.365968°

**Weather**
Fair
74°F

Click here for Detailed Weather

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

| | Northbound (Movement 1.1) | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | **Total** |
| 0000 - 0100 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **11** |
| 0100 - 0200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 0200 - 0300 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 0300 - 0400 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **9** |
| 0400 - 0500 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 0500 - 0600 | 0 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **17** |
| 0600 - 0700 | 0 | 28 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **36** |
| 0700 - 0800 | 0 | 108 | 18 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **131** |
| 0800 - 0900 | 0 | 164 | 30 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **196** |
| 0900 - 1000 | 0 | 153 | 16 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **173** |
| 1000 - 1100 | 0 | 117 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **129** |
| 1100 - 1200 | 1 | 157 | 22 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **183** |
| 1200 - 1300 | 0 | 168 | 13 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **186** |
| 1300 - 1400 | 0 | 187 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **197** |
| 1400 - 1500 | 0 | 193 | 20 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **219** |
| 1500 - 1600 | 0 | 324 | 26 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **357** |
| 1600 - 1700 | 1 | 340 | 9 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **354** |
| 1700 - 1800 | 0 | 307 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **323** |
| 1800 - 1900 | 1 | 210 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **223** |
| 1900 - 2000 | 0 | 146 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **151** |
| 2000 - 2100 | 0 | 109 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **112** |
| 2100 - 2200 | 0 | 64 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **68** |
| 2200 - 2300 | 0 | 48 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **49** |
| 2300 - 2400 | 0 | 35 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **36** |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Session Total | 3 | 2896 | 226 | 14 | 23 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | **3168** |
| Session Average | 0.13 | 120.67 | 9.42 | 0.58 | 0.96 | 0.13 | 0.00 | 0.08 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | **132.00** |
| Session Percentage | 0.09 | 91.41 | 7.13 | 0.44 | 0.73 | 0.09 | 0.00 | 0.06 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | - | 0800 - 0900 | 0800 - 0900 | 0700 - 0800 | 0900 - 1000 | 0700 - 0800 | - | 0900 - 1000 | - | - | - | - | - | **0800 - 0900** |
| AM Peak Volume | 0 | 164 | 30 | 4 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **196** |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Noon Peak Hour | 1100 - 1200 | 1400 - 1500 | 1100 - 1200 | 1000 - 1100 | 1400 - 1500 | 1200 - 1300 | - | 1100 - 1200 | - | - | - | - | - | **1400 - 1500** |
| Noon Peak Volume | 1 | 193 | 22 | 2 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **219** |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Peak Hour | 1600 - 1700 | 1600 - 1700 | 1500 - 1600 | 1500 - 1600 | 1500 - 1600 | - | - | - | - | - | - | - | - | **1500 - 1600** |
| PM Peak Volume | 1 | 340 | 26 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **357** |

**Site 1**
Glenridge Dr,
north of Driveway 2

**Date**
Thursday, May 2, 2024

**Weather**
Partly Cloudy
76°F

**Lat/Long**
33.931640°, -84.365968°

Click here for Detailed Weather

**0000 - 2400 (Weekday 24h Session) (05-02-2024)**
NB EB 60min

| | Northbound (Movement 1.1) | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | **Total** |
| 0000 - 0100 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** |
| 0100 - 0200 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 0200 - 0300 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** |
| 0300 - 0400 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** |
| 0400 - 0500 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** |
| 0500 - 0600 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **13** |
| 0600 - 0700 | 0 | 41 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **45** |
| 0700 - 0800 | 0 | 122 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **132** |
| 0800 - 0900 | 0 | 194 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **205** |
| 0900 - 1000 | 0 | 109 | 14 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **125** |
| 1000 - 1100 | 0 | 112 | 12 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **127** |
| 1100 - 1200 | 0 | 133 | 14 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **151** |
| 1200 - 1300 | 0 | 178 | 24 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **204** |
| 1300 - 1400 | 0 | 171 | 14 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **189** |
| 1400 - 1500 | 0 | 178 | 10 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **191** |
| 1500 - 1600 | 1 | 322 | 32 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **359** |
| 1600 - 1700 | 0 | 290 | 27 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **321** |
| 1700 - 1800 | 0 | 243 | 20 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **266** |
| 1800 - 1900 | 1 | 174 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **184** |
| 1900 - 2000 | 0 | 140 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **150** |
| 2000 - 2100 | 0 | 83 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **96** |
| 2100 - 2200 | 1 | 55 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **66** |
| 2200 - 2300 | 0 | 62 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **70** |
| 2300 - 2400 | 0 | 24 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **28** |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Session Total | 3 | 2674 | 238 | 10 | 23 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2954** |
| Session Average | 0.13 | 111.42 | 9.92 | 0.42 | 0.96 | 0.25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **123.08** |
| Session Percentage | 0.10 | 90.52 | 8.06 | 0.34 | 0.78 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | - | 0800 - 0900 | 0900 - 1000 | 0700 - 0800 | 0900 - 1000 | 0700 - 0800 | - | - | - | - | - | - | - | **0800 - 0900** |
| AM Peak Volume | 0 | 194 | 14 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **205** |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Noon Peak Hour | - | 1200 - 1300 | 1200 - 1300 | 1400 - 1500 | 1000 - 1100 | 1100 - 1200 | - | - | - | - | - | - | - | **1200 - 1300** |
| Noon Peak Volume | 0 | 178 | 24 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **204** |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Peak Hour | 1500 - 1600 | 1500 - 1600 | 1500 - 1600 | 1500 - 1600 | 1700 - 1800 | 1600 - 1700 | - | - | - | - | - | - | - | **1500 - 1600** |
| PM Peak Volume | 1 | 322 | 32 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **359** |

**Site 1**
Glenridge Dr,
north of Driveway 2

**Date**
Sunday, May 5, 2024

**Lat/Long**
33.931640°, -84.365968°

**Weather**
Mostly Cloudy
74°F

Click here for Detailed Weather

**0000 - 2400 (Sunday 24h Session) (05-05-2024)**
NB EB 60min

| | Northbound (Movement 1.1) | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | **Total** |
| 0000 - 0100 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** |
| 0100 - 0200 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** |
| 0200 - 0300 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** |
| 0300 - 0400 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 0400 - 0500 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 0500 - 0600 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 0600 - 0700 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 0700 - 0800 | 0 | 23 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **26** |
| 0800 - 0900 | 0 | 38 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **42** |
| 0900 - 1000 | 1 | 75 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **78** |
| 1000 - 1100 | 1 | 76 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **77** |
| 1100 - 1200 | 1 | 117 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **126** |
| 1200 - 1300 | 0 | 146 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **154** |
| 1300 - 1400 | 1 | 144 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **152** |
| 1400 - 1500 | 0 | 120 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **129** |
| 1500 - 1600 | 0 | 145 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **156** |
| 1600 - 1700 | 1 | 145 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **150** |
| 1700 - 1800 | 0 | 109 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **115** |
| 1800 - 1900 | 0 | 106 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **110** |
| 1900 - 2000 | 0 | 87 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **90** |
| 2000 - 2100 | 0 | 70 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **74** |
| 2100 - 2200 | 0 | 56 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **62** |
| 2200 - 2300 | 0 | 24 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **26** |
| 2300 - 2400 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **13** |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Session Total | 5 | 1527 | 78 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1616** |
| Session Average | 0.21 | 63.63 | 3.25 | 0.04 | 0.21 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **67.33** |
| Session Percentage | 0.31 | 94.49 | 4.83 | 0.06 | 0.31 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | 0900 - 1000 | 0900 - 1000 | 0700 - 0800 | 0800 - 0900 | 0800 - 0900 | - | - | - | - | - | - | - | - | **0900 - 1000** |
| AM Peak Hour Volume | 1 | 75 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **78** |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Noon Peak Hour | 1000 - 1100 | 1200 - 1300 | 1400 - 1500 | - | 1100 - 1200 | - | - | - | - | - | - | - | - | **1200 - 1300** |
| Noon Peak Hour Volume | 1 | 146 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **154** |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Peak Hour | 1600 - 1700 | 1500 - 1600 | 1500 - 1600 | - | 1800 - 1900 | - | - | - | - | - | - | - | - | **1500 - 1600** |
| PM Peak Hour Volume | 1 | 145 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **156** |

# Bi-Directional Class Count || SB WB 60min

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 1**
Glenridge Dr,
north of Driveway 2

**Date**
Wednesday, May 1, 2024

**Lat/Long**
33.931640°, -84.365968°

**Weather**
Fair
74°F

Click here for Detailed Weather

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

| | Southbound (Movement 1.2) | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | **Total** |
| 0000 - 0100 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 0100 - 0200 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 0200 - 0300 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** |
| 0300 - 0400 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 0400 - 0500 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** |
| 0500 - 0600 | 0 | 15 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **20** |
| 0600 - 0700 | 0 | 82 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **95** |
| 0700 - 0800 | 0 | 219 | 39 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **261** |
| 0800 - 0900 | 1 | 269 | 32 | 3 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | **308** |
| 0900 - 1000 | 1 | 221 | 18 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **243** |
| 1000 - 1100 | 0 | 171 | 11 | 3 | 6 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | **195** |
| 1100 - 1200 | 0 | 186 | 29 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **217** |
| 1200 - 1300 | 0 | 224 | 21 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **248** |
| 1300 - 1400 | 1 | 182 | 13 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | **199** |
| 1400 - 1500 | 0 | 175 | 11 | 2 | 4 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | **195** |
| 1500 - 1600 | 0 | 204 | 15 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **224** |
| 1600 - 1700 | 0 | 286 | 20 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **311** |
| 1700 - 1800 | 1 | 345 | 22 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **369** |
| 1800 - 1900 | 0 | 192 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **206** |
| 1900 - 2000 | 1 | 122 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **130** |
| 2000 - 2100 | 0 | 103 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **108** |
| 2100 - 2200 | 0 | 64 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **67** |
| 2200 - 2300 | 1 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **33** |
| 2300 - 2400 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10** |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Session Total | 7 | 3117 | 276 | 13 | 26 | 5 | 0 | 4 | 8 | 0 | 0 | 0 | 0 | **3456** |
| Session Average | 0.29 | 129.88 | 11.50 | 0.54 | 1.08 | 0.21 | 0.00 | 0.17 | 0.33 | 0.00 | 0.00 | 0.00 | 0.00 | **144.00** |
| Session Percentage | 0.20 | 90.19 | 7.99 | 0.38 | 0.75 | 0.14 | 0.00 | 0.12 | 0.23 | 0.00 | 0.00 | 0.00 | 0.00 | |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | 0800 - 0900 | 0800 - 0900 | 0700 - 0800 | 0800 - 0900 | 0500 - 0600 | 0700 - 0800 | - | 0700 - 0800 | 0800 - 0900 | - | - | - | - | **0800 - 0900** |
| AM Peak Volume | 1 | 269 | 39 | 3 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | **308** |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Noon Peak Hour | 1300 - 1400 | 1200 - 1300 | 1100 - 1200 | 1000 - 1100 | 1000 - 1100 | 1000 - 1100 | - | 1000 - 1100 | 1000 - 1100 | - | - | - | - | **1200 - 1300** |
| Noon Peak Volume | 1 | 224 | 29 | 3 | 6 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | **248** |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Peak Hour | 1700 - 1800 | 1700 - 1800 | 1700 - 1800 | 1500 - 1600 | 1500 - 1600 | 1600 - 1700 | - | - | 1500 - 1600 | - | - | - | - | **1700 - 1800** |
| PM Peak Volume | 1 | 345 | 22 | 1 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **369** |

**Site 1**
Glenridge Dr,
north of Driveway 2

**Date**
Thursday, May 2, 2024

**Weather**
Partly Cloudy
76°F

**Lat/Long**
33.931640°, -84.365968°

Click here for Detailed Weather

**0000 - 2400 (Weekday 24h Session) (05-02-2024)**
SB WB 60min

| | Southbound (Movement 1.2) | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | **Total** |
| 0000 - 0100 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 0100 - 0200 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 0200 - 0300 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 0300 - 0400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 0400 - 0500 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** |
| 0500 - 0600 | 0 | 24 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **27** |
| 0600 - 0700 | 0 | 85 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **94** |
| 0700 - 0800 | 0 | 239 | 16 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **258** |
| 0800 - 0900 | 0 | 308 | 22 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **333** |
| 0900 - 1000 | 0 | 177 | 15 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **196** |
| 1000 - 1100 | 1 | 163 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **173** |
| 1100 - 1200 | 0 | 201 | 17 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **220** |
| 1200 - 1300 | 0 | 204 | 18 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **224** |
| 1300 - 1400 | 0 | 167 | 11 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **185** |
| 1400 - 1500 | 1 | 202 | 14 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | **222** |
| 1500 - 1600 | 1 | 215 | 14 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **233** |
| 1600 - 1700 | 1 | 244 | 14 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **261** |
| 1700 - 1800 | 2 | 248 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **268** |
| 1800 - 1900 | 1 | 172 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **185** |
| 1900 - 2000 | 0 | 130 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **136** |
| 2000 - 2100 | 0 | 109 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **118** |
| 2100 - 2200 | 0 | 36 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **39** |
| 2200 - 2300 | 0 | 35 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **38** |
| 2300 - 2400 | 0 | 18 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **21** |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Session Total | 7 | 2993 | 211 | 9 | 22 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | **3247** |
| Session Average | 0.29 | 124.71 | 8.79 | 0.38 | 0.92 | 0.08 | 0.00 | 0.04 | 0.08 | 0.00 | 0.00 | 0.00 | 0.00 | **135.29** |
| Session Percentage | 0.22 | 92.18 | 6.50 | 0.28 | 0.68 | 0.06 | 0.00 | 0.03 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | - | 0800 - 0900 | 0800 - 0900 | 0700 - 0800 | 0900 - 1000 | - | - | - | 0700 - 0800 | - | - | - | - | **0800 - 0900** |
| AM Peak Volume | 0 | 308 | 22 | 2 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **333** |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Noon Peak Hour | 1000 - 1100 | 1200 - 1300 | 1200 - 1300 | 1400 - 1500 | 1300 - 1400 | 1200 - 1300 | - | 1400 - 1500 | 1400 - 1500 | - | - | - | - | **1200 - 1300** |
| Noon Peak Volume | 1 | 204 | 18 | 1 | 6 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | **224** |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Peak Hour | 1700 - 1800 | 1700 - 1800 | 1700 - 1800 | 1500 - 1600 | 1500 - 1600 | - | - | - | - | - | - | - | - | **1700 - 1800** |
| PM Peak Volume | 2 | 248 | 18 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **268** |

**Site 1**
Glenridge Dr,
north of Driveway 2

**Date**
Sunday, May 5, 2024

**Lat/Long**
33.931640°, -84.365968°

**Weather**
Mostly Cloudy
74°F

Click here for Detailed Weather

**0000 - 2400 (Sunday 24h Session) (05-05-2024)**
SB WB 60min

| | Southbound (Movement 1.2) | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | **Total** |
| 0000 - 0100 | 1 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **17** |
| 0100 - 0200 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 0200 - 0300 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 0300 - 0400 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 0400 - 0500 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 0500 - 0600 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 0600 - 0700 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** |
| 0700 - 0800 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **20** |
| 0800 - 0900 | 0 | 60 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **64** |
| 0900 - 1000 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **100** |
| 1000 - 1100 | 0 | 129 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **140** |
| 1100 - 1200 | 0 | 144 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **148** |
| 1200 - 1300 | 0 | 178 | 17 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **196** |
| 1300 - 1400 | 0 | 125 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **133** |
| 1400 - 1500 | 1 | 145 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **159** |
| 1500 - 1600 | 0 | 158 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **168** |
| 1600 - 1700 | 0 | 133 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **141** |
| 1700 - 1800 | 0 | 123 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **131** |
| 1800 - 1900 | 0 | 117 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **128** |
| 1900 - 2000 | 0 | 92 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **96** |
| 2000 - 2100 | 0 | 65 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **67** |
| 2100 - 2200 | 0 | 39 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **40** |
| 2200 - 2300 | 0 | 27 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **29** |
| 2300 - 2400 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **13** |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Session Total | 2 | 1696 | 115 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **1815** |
| Session Average | 0.08 | 70.67 | 4.79 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | **75.63** |
| Session Percentage | 0.11 | 93.44 | 6.34 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | - | 0900 - 1000 | 0900 - 1000 | - | - | - | - | - | - | - | - | - | - | **0900 - 1000** |
| AM Peak Hour Volume | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **100** |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Noon Peak Hour | 1400 - 1500 | 1200 - 1300 | 1200 - 1300 | - | 1200 - 1300 | - | - | - | 1400 - 1500 | - | - | - | - | **1200 - 1300** |
| Noon Peak Hour Volume | 1 | 178 | 17 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **196** |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Peak Hour | - | 1500 - 1600 | 1800 - 1900 | - | - | - | - | - | - | - | - | - | - | **1500 - 1600** |
| PM Peak Hour Volume | 0 | 158 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **168** |

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

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 1**
Glenridge Dr,
north of Driveway 2

**Date**
Wednesday, May 1, 2024

**Lat/Long**
33.931640°, -84.365968°

**Weather**
Fair
74°F

Click here for Detailed Weather

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

| | Bi-Directional 60min | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | **Total** |
| 0000 - 0100 | 1 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **13** |
| 0100 - 0200 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 0200 - 0300 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** |
| 0300 - 0400 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **10** |
| 0400 - 0500 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **11** |
| 0500 - 0600 | 0 | 29 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **37** |
| 0600 - 0700 | 0 | 110 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **131** |
| 0700 - 0800 | 0 | 327 | 57 | 5 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **392** |
| 0800 - 0900 | 1 | 433 | 62 | 4 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | **504** |
| 0900 - 1000 | 1 | 374 | 34 | 2 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | **416** |
| 1000 - 1100 | 0 | 288 | 20 | 5 | 7 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | **324** |
| 1100 - 1200 | 1 | 343 | 51 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **400** |
| 1200 - 1300 | 0 | 392 | 34 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **434** |
| 1300 - 1400 | 1 | 369 | 22 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | **396** |
| 1400 - 1500 | 0 | 368 | 31 | 3 | 9 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | **414** |
| 1500 - 1600 | 0 | 528 | 41 | 3 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **581** |
| 1600 - 1700 | 1 | 626 | 29 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **665** |
| 1700 - 1800 | 1 | 652 | 38 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **692** |
| 1800 - 1900 | 1 | 402 | 24 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **429** |
| 1900 - 2000 | 1 | 268 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **281** |
| 2000 - 2100 | 0 | 212 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **220** |
| 2100 - 2200 | 0 | 128 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **135** |
| 2200 - 2300 | 1 | 80 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **82** |
| 2300 - 2400 | 0 | 45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **46** |

| Session Total | 10 | 6013 | 502 | 27 | 49 | 8 | 0 | 6 | 9 | 0 | 0 | 0 | 0 | **6624** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Session Average | 0.42 | 250.54 | 20.92 | 1.13 | 2.04 | 0.33 | 0.00 | 0.25 | 0.38 | 0.00 | 0.00 | 0.00 | 0.00 | **276.00** |
| Session Percentage | 0.15 | 90.78 | 7.58 | 0.41 | 0.74 | 0.12 | 0.00 | 0.09 | 0.14 | 0.00 | 0.00 | 0.00 | 0.00 | |

| AM Peak Hour | 0800 - 0900 | 0800 - 0900 | 0800 - 0900 | 0700 - 0800 | 0900 - 1000 | 0700 - 0800 | - | 0700 - 0800 | 0800 - 0900 | - | - | - | - | **0800 - 0900** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Volume | 1 | 433 | 62 | 5 | 3 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | **504** |

| Noon Peak Hour | 1100 - 1200 | 1200 - 1300 | 1100 - 1200 | 1000 - 1100 | 1400 - 1500 | 1200 - 1300 | - | 1000 - 1100 | 1000 - 1100 | - | - | - | - | **1200 - 1300** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Noon Peak Volume | 1 | 392 | 51 | 5 | 9 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | **434** |

| PM Peak Hour | 1600 - 1700 | 1700 - 1800 | 1500 - 1600 | 1500 - 1600 | 1500 - 1600 | 1600 - 1700 | - | - | 1500 - 1600 | - | - | - | - | **1700 - 1800** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Peak Volume | 1 | 652 | 41 | 3 | 8 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **692** |

**Site 1**
Glenridge Dr,
north of Driveway 2

**Date**
Thursday, May 2, 2024

**Lat/Long**
33.931640°, -84.365968°

**Weather**
Partly Cloudy
76°F

Click here for Detailed Weather

**0000 - 2400 (Weekday 24h Session) (05-02-2024)**
Bi-Directional 60min

| | Bi-Directional 60min | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | **Total** |
| 0000 - 0100 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **13** |
| 0100 - 0200 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** |
| 0200 - 0300 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** |
| 0300 - 0400 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** |
| 0400 - 0500 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **14** |
| 0500 - 0600 | 0 | 37 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **40** |
| 0600 - 0700 | 0 | 126 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **139** |
| 0700 - 0800 | 0 | 361 | 22 | 5 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **390** |
| 0800 - 0900 | 0 | 502 | 31 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **538** |
| 0900 - 1000 | 0 | 286 | 29 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **321** |
| 1000 - 1100 | 1 | 275 | 20 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **300** |
| 1100 - 1200 | 0 | 334 | 31 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **371** |
| 1200 - 1300 | 0 | 382 | 42 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **428** |
| 1300 - 1400 | 0 | 338 | 25 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **374** |
| 1400 - 1500 | 1 | 380 | 24 | 2 | 4 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | **413** |
| 1500 - 1600 | 2 | 537 | 46 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **592** |
| 1600 - 1700 | 1 | 534 | 41 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **582** |
| 1700 - 1800 | 2 | 491 | 38 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **534** |
| 1800 - 1900 | 2 | 346 | 20 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **369** |
| 1900 - 2000 | 0 | 270 | 13 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **286** |
| 2000 - 2100 | 0 | 192 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **214** |
| 2100 - 2200 | 1 | 91 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **105** |
| 2200 - 2300 | 0 | 97 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **108** |
| 2300 - 2400 | 0 | 42 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **49** |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Session Total | 10 | 5667 | 449 | 19 | 45 | 8 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | **6201** |
| Session Average | 0.42 | 236.13 | 18.71 | 0.79 | 1.88 | 0.33 | 0.00 | 0.04 | 0.08 | 0.00 | 0.00 | 0.00 | 0.00 | **258.38** |
| Session Percentage | 0.16 | 91.39 | 7.24 | 0.31 | 0.73 | 0.13 | 0.00 | 0.02 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | - | 0800 - 0900 | 0800 - 0900 | 0700 - 0800 | 0900 - 1000 | 0700 - 0800 | - | - | 0700 - 0800 | - | - | - | - | **0800 - 0900** |
| AM Peak Volume | 0 | 502 | 31 | 5 | 5 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **538** |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Noon Peak Hour | 1000 - 1100 | 1200 - 1300 | 1200 - 1300 | 1400 - 1500 | 1300 - 1400 | 1100 - 1200 | - | 1400 - 1500 | 1400 - 1500 | - | - | - | - | **1200 - 1300** |
| Noon Peak Volume | 1 | 382 | 42 | 2 | 9 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | **428** |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Peak Hour | 1500 - 1600 | 1500 - 1600 | 1500 - 1600 | 1500 - 1600 | 1500 - 1600 | 1600 - 1700 | - | - | - | - | - | - | - | **1500 - 1600** |
| PM Peak Volume | 2 | 537 | 46 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **592** |

**Site 1**

Glenridge Dr,
north of Driveway 2

**Date**

Sunday, May 5, 2024

**Lat/Long**

33.931640°, -84.365968°

**Weather**

Mostly Cloudy
74°F

Click here for Detailed Weather

**0000 - 2400 (Sunday 24h Session) (05-05-2024)**

Bi-Directional 60min

| | Bi-Directional 60min | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | **Total** |
| 0000 - 0100 | 1 | 22 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **26** |
| 0100 - 0200 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **12** |
| 0200 - 0300 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10** |
| 0300 - 0400 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** |
| 0400 - 0500 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** |
| 0500 - 0600 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** |
| 0600 - 0700 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **12** |
| 0700 - 0800 | 0 | 43 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **46** |
| 0800 - 0900 | 0 | 98 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **106** |
| 0900 - 1000 | 1 | 167 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **178** |
| 1000 - 1100 | 1 | 205 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **217** |
| 1100 - 1200 | 1 | 261 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **274** |
| 1200 - 1300 | 0 | 324 | 24 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **350** |
| 1300 - 1400 | 1 | 269 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **285** |
| 1400 - 1500 | 1 | 265 | 21 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **288** |
| 1500 - 1600 | 0 | 303 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **324** |
| 1600 - 1700 | 1 | 278 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **291** |
| 1700 - 1800 | 0 | 232 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **246** |
| 1800 - 1900 | 0 | 223 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **238** |
| 1900 - 2000 | 0 | 179 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **186** |
| 2000 - 2100 | 0 | 135 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **141** |
| 2100 - 2200 | 0 | 95 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **102** |
| 2200 - 2300 | 0 | 51 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **55** |
| 2300 - 2400 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **26** |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Session Total | 7 | 3223 | 193 | 1 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **3431** |
| Session Average | 0.29 | 134.29 | 8.04 | 0.04 | 0.25 | 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | **142.96** |
| Session Percentage | 0.20 | 93.94 | 5.63 | 0.03 | 0.17 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | 0900 - 1000 | 0900 - 1000 | 0900 - 1000 | 0800 - 0900 | 0800 - 0900 | - | - | - | - | - | - | - | - | **0900 - 1000** |
| AM Peak Hour Volume | 1 | 167 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **178** |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Noon Peak Hour | 1000 - 1100 | 1200 - 1300 | 1200 - 1300 | - | 1200 - 1300 | - | - | - | 1400 - 1500 | - | - | - | - | **1200 - 1300** |
| Noon Peak Hour Volume | 1 | 324 | 24 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **350** |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Peak Hour | 1600 - 1700 | 1500 - 1600 | 1500 - 1600 | - | 1800 - 1900 | - | - | - | - | - | - | - | - | **1500 - 1600** |
| PM Peak Hour Volume | 1 | 303 | 21 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **324** |

# Bi-Directional Class Count || Volume Summary 60min

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 1**

Glenridge Dr,
north of Driveway 2

**Date**

Wednesday, May 1, 2024

**Lat/Long**

33.931640°, -84.365968°

**Weather**

Fair
74°F

Click here for Detailed Weather

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

Volume Summary 60min

| | Volume Summary 60min | | |
|---|---|---|---|
| TIME | NB | SB | **Total** |
| 0000 - 0100 | 11 | 2 | **13** |
| 0100 - 0200 | 0 | 2 | **2** |
| 0200 - 0300 | 4 | 5 | **9** |
| 0300 - 0400 | 9 | 1 | **10** |
| 0400 - 0500 | 4 | 7 | **11** |
| 0500 - 0600 | 17 | 20 | **37** |
| 0600 - 0700 | 36 | 95 | **131** |
| 0700 - 0800 | 131 | 261 | **392** |
| 0800 - 0900 | 196 | 308 | **504** |
| 0900 - 1000 | 173 | 243 | **416** |
| 1000 - 1100 | 129 | 195 | **324** |
| 1100 - 1200 | 183 | 217 | **400** |

| | Volume Summary 60min | | |
|---|---|---|---|
| Time | NB | SB | **Total** |
| 1200 - 1300 | 186 | 248 | **434** |
| 1300 - 1400 | 197 | 199 | **396** |
| 1400 - 1500 | 219 | 195 | **414** |
| 1500 - 1600 | 357 | 224 | **581** |
| 1600 - 1700 | 354 | 311 | **665** |
| 1700 - 1800 | 323 | 369 | **692** |
| 1800 - 1900 | 223 | 206 | **429** |
| 1900 - 2000 | 151 | 130 | **281** |
| 2000 - 2100 | 112 | 108 | **220** |
| 2100 - 2200 | 68 | 67 | **135** |
| 2200 - 2300 | 49 | 33 | **82** |
| 2300 - 2400 | 36 | 10 | **46** |

| | | | |
|---|---|---|---|
| Session Total | 3168 | 3456 | **6624** |
| Session Average | 132.00 | 144.00 | **276.00** |
| Session Percentage | 47.83 | 52.17 | |

**Site 1**

Glenridge Dr,
north of Driveway 2

**Date**

Thursday, May 2, 2024

**Lat/Long**

33.931640°, -84.365968°

**Weather**

Partly Cloudy
76°F

Click here for Detailed Weather

**0000 - 2400 (Weekday 24h Session) (05-02-2024)**

Volume Summary 60min

| | Volume Summary 60min | | |
|---|---|---|---|
| TIME | NB | SB | **Total** |
| 0000 - 0100 | 9 | 4 | **13** |
| 0100 - 0200 | 4 | 1 | **5** |
| 0200 - 0300 | 6 | 3 | **9** |
| 0300 - 0400 | 7 | 0 | **7** |
| 0400 - 0500 | 6 | 8 | **14** |
| 0500 - 0600 | 13 | 27 | **40** |
| 0600 - 0700 | 45 | 94 | **139** |
| 0700 - 0800 | 132 | 258 | **390** |
| 0800 - 0900 | 205 | 333 | **538** |
| 0900 - 1000 | 125 | 196 | **321** |
| 1000 - 1100 | 127 | 173 | **300** |
| 1100 - 1200 | 151 | 220 | **371** |

| | | | |
|---|---|---|---|
| Session Total | 2954 | 3247 | **6201** |
| Session Average | 123.08 | 135.29 | **258.38** |
| Session Percentage | 47.64 | 52.36 | |

| | Volume Summary 60min | | |
|---|---|---|---|
| Time | NB | SB | **Total** |
| 1200 - 1300 | 204 | 224 | **428** |
| 1300 - 1400 | 189 | 185 | **374** |
| 1400 - 1500 | 191 | 222 | **413** |
| 1500 - 1600 | 359 | 233 | **592** |
| 1600 - 1700 | 321 | 261 | **582** |
| 1700 - 1800 | 266 | 268 | **534** |
| 1800 - 1900 | 184 | 185 | **369** |
| 1900 - 2000 | 150 | 136 | **286** |
| 2000 - 2100 | 96 | 118 | **214** |
| 2100 - 2200 | 66 | 39 | **105** |
| 2200 - 2300 | 70 | 38 | **108** |
| 2300 - 2400 | 28 | 21 | **49** |

**Site 1**

Glenridge Dr,
north of Driveway 2

**Date**

Sunday, May 5, 2024

**Lat/Long**

33.931640°, -84.365968°

**Weather**

Mostly Cloudy
74°F

Click here for Detailed Weather

**0000 - 2400 (Sunday 24h Session) (05-05-2024)**

Volume Summary 60min

| | Volume Summary 60min | | |
|---|---|---|---|
| TIME | NB | SB | **Total** |
| 0000 - 0100 | 9 | 17 | **26** |
| 0100 - 0200 | 8 | 4 | **12** |
| 0200 - 0300 | 6 | 4 | **10** |
| 0300 - 0400 | 3 | 2 | **5** |
| 0400 - 0500 | 4 | 4 | **8** |
| 0500 - 0600 | 2 | 3 | **5** |
| 0600 - 0700 | 4 | 8 | **12** |
| 0700 - 0800 | 26 | 20 | **46** |
| 0800 - 0900 | 42 | 64 | **106** |
| 0900 - 1000 | 78 | 100 | **178** |
| 1000 - 1100 | 77 | 140 | **217** |
| 1100 - 1200 | 126 | 148 | **274** |

| | Volume Summary 60min | | |
|---|---|---|---|
| Time | NB | SB | **Total** |
| 1200 - 1300 | 154 | 196 | **350** |
| 1300 - 1400 | 152 | 133 | **285** |
| 1400 - 1500 | 129 | 159 | **288** |
| 1500 - 1600 | 156 | 168 | **324** |
| 1600 - 1700 | 150 | 141 | **291** |
| 1700 - 1800 | 115 | 131 | **246** |
| 1800 - 1900 | 110 | 128 | **238** |
| 1900 - 2000 | 90 | 96 | **186** |
| 2000 - 2100 | 74 | 67 | **141** |
| 2100 - 2200 | 62 | 40 | **102** |
| 2200 - 2300 | 26 | 29 | **55** |
| 2300 - 2400 | 13 | 13 | **26** |

| Session Total | 1616 | 1815 | **3431** |
|---|---|---|---|
| Session Average | 67.33 | 75.63 | **142.96** |
| Session Percentage | 47.10 | 52.90 | |

# Bi-Directional Class Count || Graphical Analysis NB EB

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 1**

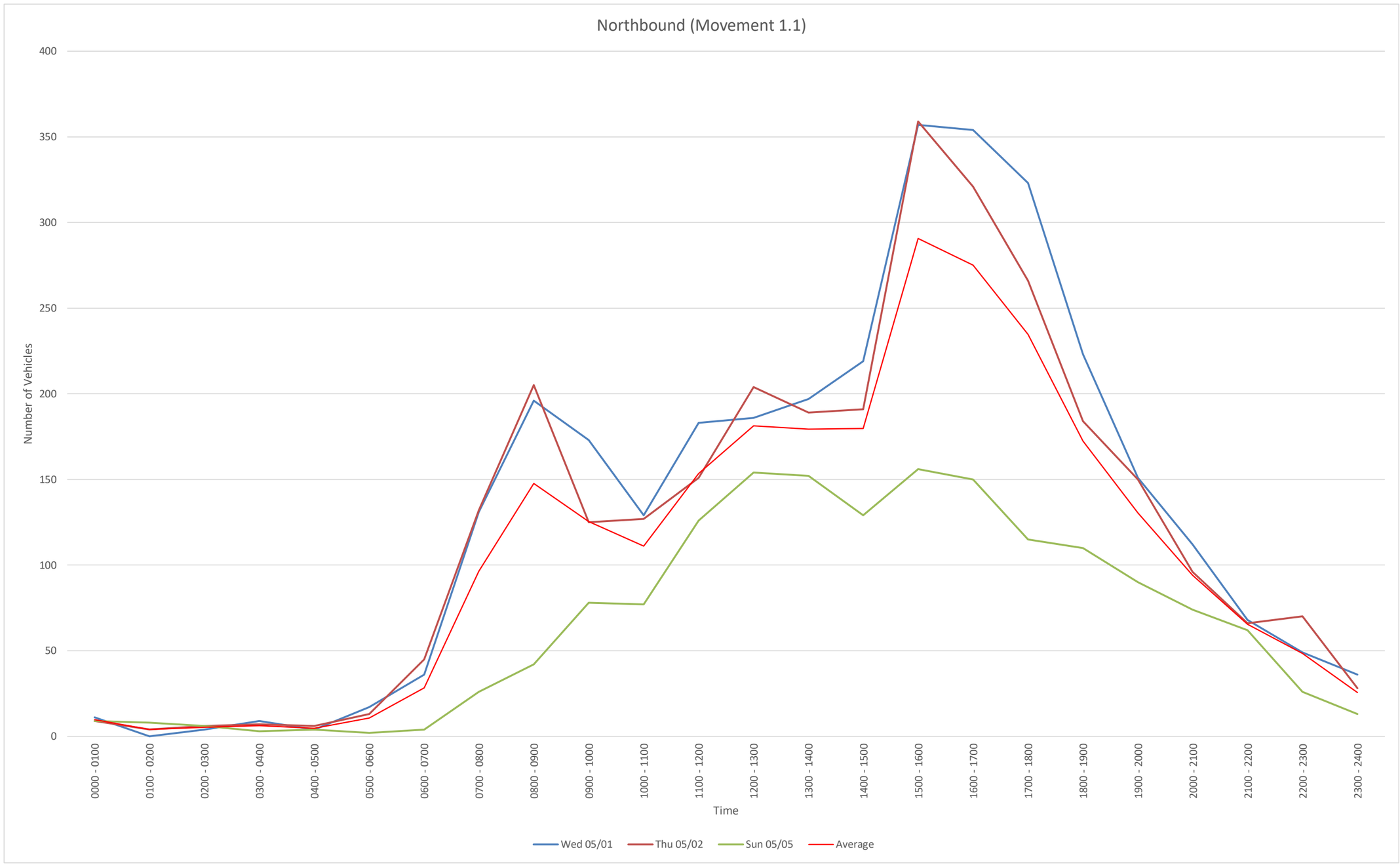
Glenridge Dr,
north of Driveway 2

**Lat/Long**

33.931640°, -84.365968°

**0000 - 2400 (Weekday 24h Session)**

Graphical Analysis NB EB




| Time | Wed 05/01 | Thu 05/02 | Sun 05/05 | | | | |
|---|---|---|---|---|---|---|---|
| 0000 - 0100 | 11 | 9 | 9 | | | | |
| 0100 - 0200 | 0 | 4 | 8 | | | | |
| 0200 - 0300 | 4 | 6 | 6 | | | | |
| 0300 - 0400 | 9 | 7 | 3 | | | | |
| 0400 - 0500 | 4 | 6 | 4 | | | | |
| 0500 - 0600 | 17 | 13 | 2 | | | | |
| 0600 - 0700 | 36 | 45 | 4 | | | | |
| 0700 - 0800 | 131 | 132 | 26 | | | | |
| 0800 - 0900 | 196 | 205 | 42 | | | | |
| 0900 - 1000 | 173 | 125 | 78 | | | | |
| 1000 - 1100 | 129 | 127 | 77 | | | | |
| 1100 - 1200 | 183 | 151 | 126 | | | | |
| 1200 - 1300 | 186 | 204 | 154 | | | | |
| 1300 - 1400 | 197 | 189 | 152 | | | | |
| 1400 - 1500 | 219 | 191 | 129 | | | | |
| 1500 - 1600 | 357 | 359 | 156 | | | | |
| 1600 - 1700 | 354 | 321 | 150 | | | | |
| 1700 - 1800 | 323 | 266 | 115 | | | | |
| 1800 - 1900 | 223 | 184 | 110 | | | | |
| 1900 - 2000 | 151 | 150 | 90 | | | | |
| 2000 - 2100 | 112 | 96 | 74 | | | | |
| 2100 - 2200 | 68 | 66 | 62 | | | | |
| 2200 - 2300 | 49 | 70 | 26 | | | | |
| 2300 - 2400 | 36 | 28 | 13 | | | | |
| Daily Total | 3168 | 2954 | 1616 | | | | |

# Bi-Directional Class Count || Graphical Analysis SB WB

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 1**

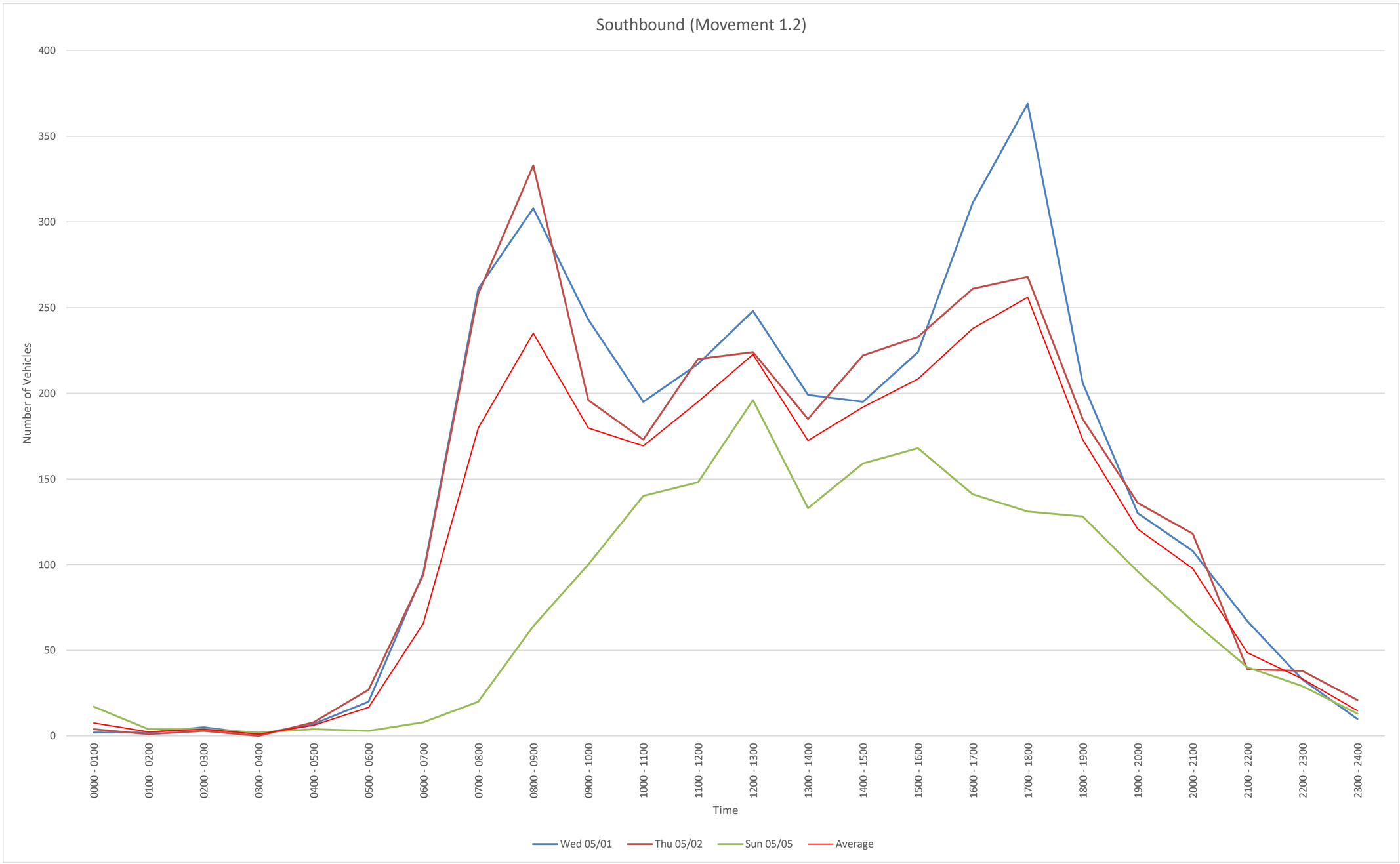
Glenridge Dr,
north of Driveway 2

**Lat/Long**

33.931640°, -84.365968°

**0000 - 2400 (Weekday 24h Session)**

Graphical Analysis SB WB




| Time | Wed 05/01 | Thu 05/02 | Sun 05/05 | | | | |
|---|---|---|---|---|---|---|---|
| 0000 - 0100 | 2 | 4 | 17 | | | | |
| 0100 - 0200 | 2 | 1 | 4 | | | | |
| 0200 - 0300 | 5 | 3 | 4 | | | | |
| 0300 - 0400 | 1 | 0 | 2 | | | | |
| 0400 - 0500 | 7 | 8 | 4 | | | | |
| 0500 - 0600 | 20 | 27 | 3 | | | | |
| 0600 - 0700 | 95 | 94 | 8 | | | | |
| 0700 - 0800 | 261 | 258 | 20 | | | | |
| 0800 - 0900 | 308 | 333 | 64 | | | | |
| 0900 - 1000 | 243 | 196 | 100 | | | | |
| 1000 - 1100 | 195 | 173 | 140 | | | | |
| 1100 - 1200 | 217 | 220 | 148 | | | | |
| 1200 - 1300 | 248 | 224 | 196 | | | | |
| 1300 - 1400 | 199 | 185 | 133 | | | | |
| 1400 - 1500 | 195 | 222 | 159 | | | | |
| 1500 - 1600 | 224 | 233 | 168 | | | | |
| 1600 - 1700 | 311 | 261 | 141 | | | | |
| 1700 - 1800 | 369 | 268 | 131 | | | | |
| 1800 - 1900 | 206 | 185 | 128 | | | | |
| 1900 - 2000 | 130 | 136 | 96 | | | | |
| 2000 - 2100 | 108 | 118 | 67 | | | | |
| 2100 - 2200 | 67 | 39 | 40 | | | | |
| 2200 - 2300 | 33 | 38 | 29 | | | | |
| 2300 - 2400 | 10 | 21 | 13 | | | | |
| Daily Total | 3456 | 3247 | 1815 | | | | |

# Bi-Directional Class Count || Graphical Analysis BiDir

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 1**

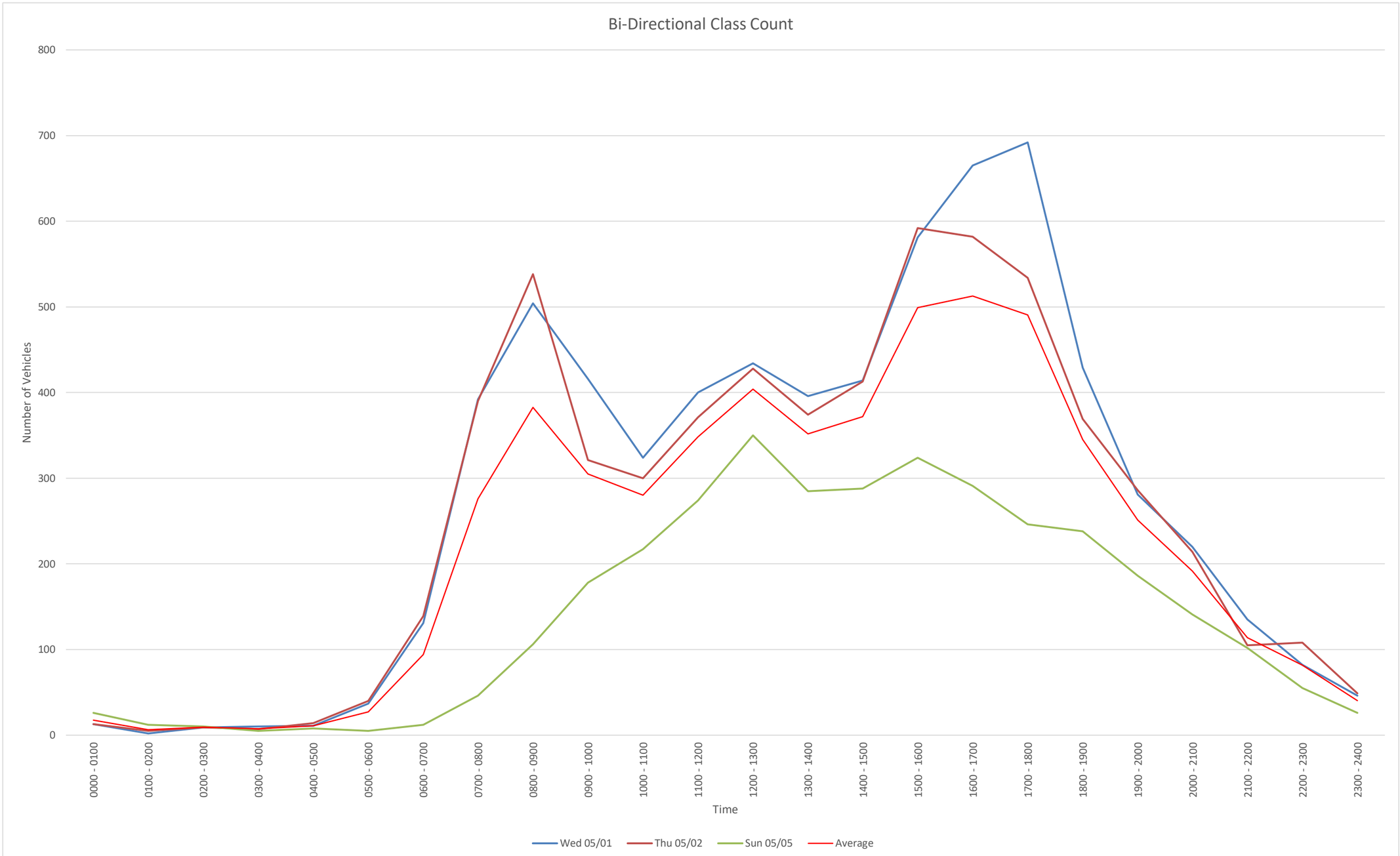
Glenridge Dr,
north of Driveway 2

**Lat/Long**

33.931640°, -84.365968°

**0000 - 2400 (Weekday 24h Session)**

Graphical Analysis BiDir




| Time | Wed 05/01 | Thu 05/02 | Sun 05/05 | | | | |
|---|---|---|---|---|---|---|---|
| 0000 - 0100 | 13 | 13 | 26 | | | | |
| 0100 - 0200 | 2 | 5 | 12 | | | | |
| 0200 - 0300 | 9 | 9 | 10 | | | | |
| 0300 - 0400 | 10 | 7 | 5 | | | | |
| 0400 - 0500 | 11 | 14 | 8 | | | | |
| 0500 - 0600 | 37 | 40 | 5 | | | | |
| 0600 - 0700 | 131 | 139 | 12 | | | | |
| 0700 - 0800 | 392 | 390 | 46 | | | | |
| 0800 - 0900 | 504 | 538 | 106 | | | | |
| 0900 - 1000 | 416 | 321 | 178 | | | | |
| 1000 - 1100 | 324 | 300 | 217 | | | | |
| 1100 - 1200 | 400 | 371 | 274 | | | | |
| 1200 - 1300 | 434 | 428 | 350 | | | | |
| 1300 - 1400 | 396 | 374 | 285 | | | | |
| 1400 - 1500 | 414 | 413 | 288 | | | | |
| 1500 - 1600 | 581 | 592 | 324 | | | | |
| 1600 - 1700 | 665 | 582 | 291 | | | | |
| 1700 - 1800 | 692 | 534 | 246 | | | | |
| 1800 - 1900 | 429 | 369 | 238 | | | | |
| 1900 - 2000 | 281 | 286 | 186 | | | | |
| 2000 - 2100 | 220 | 214 | 141 | | | | |
| 2100 - 2200 | 135 | 105 | 102 | | | | |
| 2200 - 2300 | 82 | 108 | 55 | | | | |
| 2300 - 2400 | 46 | 49 | 26 | | | | |
| Daily Total | 6624 | 6201 | 3431 | | | | |

# Bi-Directional Class Count || NB EB 15min

Atlanta, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**Site 2**
Barfield Rd,
north of Driveway 3

**Date**
Wednesday, May 1, 2024

**Lat/Long**
33.931611°, -84.361241°

**Weather**
Fair
74°F

Click here for Detailed Weather

Click here for Map

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

| | Northbound (Movement 2.1) | | | | | | | | | | | | | 15min | 60min |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Total | Total |
| 0000 - 0015 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0015 - 0030 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0030 - 0045 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | |
| 0045 - 0100 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | **11** |
| 0100 - 0115 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0115 - 0130 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | |
| 0130 - 0145 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0145 - 0200 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | **8** |
| 0200 - 0215 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0215 - 0230 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0230 - 0245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0245 - 0300 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **5** |
| 0300 - 0315 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0315 - 0330 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0330 - 0345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0345 - 0400 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **4** |
| 0400 - 0415 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0415 - 0430 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0430 - 0445 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0445 - 0500 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | **10** |
| 0500 - 0515 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0515 - 0530 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **4** | |
| 0530 - 0545 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | |
| 0545 - 0600 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** | **17** |
| 0600 - 0615 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | |
| 0615 - 0630 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **15** | |
| 0630 - 0645 | 1 | 16 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **22** | |
| 0645 - 0700 | 0 | 26 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **30** | **73** |
| 0700 - 0715 | 0 | 46 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **49** | |
| 0715 - 0730 | 0 | 62 | 6 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **70** | |
| 0730 - 0745 | 0 | 64 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **68** | |
| 0745 - 0800 | 0 | 71 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **76** | **263** |
| 0800 - 0815 | 0 | 87 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **92** | |
| 0815 - 0830 | 0 | 89 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **96** | |
| 0830 - 0845 | 0 | 102 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **108** | |
| 0845 - 0900 | 0 | 89 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **96** | **392** |
| 0900 - 0915 | 0 | 58 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **67** | |
| 0915 - 0930 | 0 | 66 | 7 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **75** | |
| 0930 - 0945 | 0 | 61 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **67** | |
| 0945 - 1000 | 0 | 50 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **56** | **265** |
| 1000 - 1015 | 0 | 44 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **49** | |
| 1015 - 1030 | 0 | 47 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **54** | |
| 1030 - 1045 | 0 | 39 | 7 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **48** | |
| 1045 - 1100 | 0 | 62 | 8 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **73** | **224** |
| 1100 - 1115 | 0 | 72 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **77** | |
| 1115 - 1130 | 0 | 57 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **61** | |
| 1130 - 1145 | 0 | 67 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **75** | |
| 1145 - 1200 | 0 | 65 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **69** | **282** |
| 1200 - 1215 | 0 | 63 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **71** | |
| 1215 - 1230 | 1 | 74 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **83** | |
| 1230 - 1245 | 0 | 74 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **80** | |
| 1245 - 1300 | 0 | 65 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **71** | **305** |
| 1300 - 1315 | 0 | 75 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **78** | |
| 1315 - 1330 | 0 | 78 | 8 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **87** | |
| 1330 - 1345 | 0 | 85 | 12 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **99** | |
| 1345 - 1400 | 1 | 80 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **94** | **358** |
| 1400 - 1415 | 0 | 86 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **100** | |
| 1415 - 1430 | 0 | 86 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **91** | |
| 1430 - 1445 | 0 | 72 | 7 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **81** | |
| 1445 - 1500 | 0 | 84 | 13 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **100** | **372** |
| 1500 - 1515 | 0 | 102 | 7 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **113** | |
| 1515 - 1530 | 1 | 100 | 8 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **112** | |
| 1530 - 1545 | 0 | 84 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **89** | |
| 1545 - 1600 | 0 | 105 | 13 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **121** | **435** |
| 1600 - 1615 | 1 | 94 | 10 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **106** | |
| 1615 - 1630 | 0 | 88 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **94** | |
| 1630 - 1645 | 0 | 120 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **127** | |
| 1645 - 1700 | 0 | 104 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **121** | **448** |
| 1700 - 1715 | 0 | 116 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **123** | |
| 1715 - 1730 | 0 | 90 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **99** | |
| 1730 - 1745 | 0 | 76 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **86** | |
| 1745 - 1800 | 1 | 107 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **113** | **421** |
| 1800 - 1815 | 0 | 64 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **70** | |
| 1815 - 1830 | 0 | 66 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **72** | |
| 1830 - 1845 | 0 | 57 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **62** | |
| 1845 - 1900 | 0 | 64 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **69** | **273** |
| 1900 - 1915 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **55** | |
| 1915 - 1930 | 0 | 46 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **47** | |
| 1930 - 1945 | 0 | 34 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **35** | |
| 1945 - 2000 | 0 | 40 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **42** | **179** |
| 2000 - 2015 | 0 | 46 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **51** | |
| 2015 - 2030 | 0 | 42 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **45** | |
| 2030 - 2045 | 0 | 42 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **46** | |
| 2045 - 2100 | 0 | 35 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **38** | **180** |
| 2100 - 2115 | 0 | 34 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **37** | |
| 2115 - 2130 | 0 | 22 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **25** | |
| 2130 - 2145 | 0 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **24** | |
| 2145 - 2200 | 0 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **22** | **108** |
| 2200 - 2215 | 0 | 24 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **28** | |
| 2215 - 2230 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **15** | |
| 2230 - 2245 | 0 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **19** | |
| 2245 - 2300 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** | **69** |
| 2300 - 2315 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10** | |
| 2315 - 2330 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** | |
| 2330 - 2345 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 2345 - 0000 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | **23** |

| Session Total | 6 | 4286 | 377 | 9 | 31 | 6 | 0 | 3 | 7 | 0 | 0 | 0 | 0 | **4725** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Session Average | 0.06 | 44.65 | 3.93 | 0.09 | 0.32 | 0.06 | 0.00 | 0.03 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | **49.22** |
| Session Percentage | 0.13 | 90.71 | 7.98 | 0.19 | 0.66 | 0.13 | 0.00 | 0.06 | 0.15 | 0.00 | 0.00 | 0.00 | 0.00 | |

| AM Peak Hour | 0545 - 0645 | 0800 - 0900 | 0830 - 0930 | 0645 - 0745 | 0900 - 1000 | 0630 - 0730 | - | - | 0500 - 0600 | - | - | - | - | **0800 - 0900** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Volume | 1 | 367 | 25 | 2 | 6 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **392** |

| Noon Peak Hour | 1130 - 1230 | 1445 - 1545 | 1315 - 1415 | 1415 - 1515 | 1400 - 1500 | 1415 - 1515 | - | 1000 - 1100 | 1430 - 1530 | - | - | - | - | **1445 - 1545** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Noon Peak Volume | 1 | 370 | 45 | 2 | 5 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | **414** |

| PM Peak Hour | 1515 - 1615 | 1630 - 1730 | 1645 - 1745 | 1500 - 1600 | 1500 - 1600 | 1500 - 1600 | - | - | 1515 - 1615 | - | - | - | - | **1630 - 1730** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Peak Volume | 2 | 430 | 41 | 2 | 5 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | **470** |

**Site 2**
Barfield Rd,
north of Driveway 3

**Date**
Thursday, May 2, 2024

**Lat/Long**
33.931611°, -84.361241°

**Weather**
Partly Cloudy
76°F

Click here for Detailed Weather

**0000 - 2400 (Weekday 24h Session) (05-02-2024)**
NB EB 15min

| | Northbound (Movement 2.1) | | | | | | | | | | | | | 15min | 60min |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Total | Total |
| 0000 - 0015 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0015 - 0030 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | |
| 0030 - 0045 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0045 - 0100 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | **13** |
| 0100 - 0115 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0115 - 0130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0130 - 0145 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0145 - 0200 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | **5** |
| 0200 - 0215 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0215 - 0230 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0230 - 0245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0245 - 0300 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **3** |
| 0300 - 0315 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0315 - 0330 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0330 - 0345 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0345 - 0400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **1** | **5** |
| 0400 - 0415 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0415 - 0430 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0430 - 0445 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0445 - 0500 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** | **12** |
| 0500 - 0515 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | |
| 0515 - 0530 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0530 - 0545 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10** | |
| 0545 - 0600 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | **20** |
| 0600 - 0615 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **15** | |
| 0615 - 0630 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **11** | |
| 0630 - 0645 | 0 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **18** | |
| 0645 - 0700 | 0 | 27 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **29** | **73** |
| 0700 - 0715 | 0 | 45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **46** | |
| 0715 - 0730 | 0 | 55 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **58** | |
| 0730 - 0745 | 0 | 58 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **62** | |
| 0745 - 0800 | 0 | 84 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **88** | **254** |
| 0800 - 0815 | 0 | 68 | 4 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **74** | |
| 0815 - 0830 | 0 | 67 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **71** | |
| 0830 - 0845 | 0 | 93 | 5 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **101** | |
| 0845 - 0900 | 0 | 84 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **89** | **335** |
| 0900 - 0915 | 0 | 67 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **72** | |
| 0915 - 0930 | 0 | 74 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **82** | |
| 0930 - 0945 | 0 | 52 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **55** | |
| 0945 - 1000 | 0 | 43 | 2 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **48** | **257** |
| 1000 - 1015 | 0 | 42 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | **50** | |
| 1015 - 1030 | 0 | 50 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **56** | |
| 1030 - 1045 | 0 | 44 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **51** | |
| 1045 - 1100 | 0 | 59 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **66** | **223** |
| 1100 - 1115 | 0 | 62 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **68** | |
| 1115 - 1130 | 0 | 56 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **60** | |
| 1130 - 1145 | 0 | 48 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **50** | |
| 1145 - 1200 | 0 | 76 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **84** | **262** |
| 1200 - 1215 | 0 | 72 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **76** | |
| 1215 - 1230 | 0 | 70 | 11 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **83** | |
| 1230 - 1245 | 1 | 77 | 9 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **90** | |
| 1245 - 1300 | 0 | 78 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **84** | **333** |
| 1300 - 1315 | 0 | 70 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **78** | |
| 1315 - 1330 | 0 | 99 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **105** | |
| 1330 - 1345 | 0 | 65 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **72** | |
| 1345 - 1400 | 0 | 69 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **77** | **332** |
| 1400 - 1415 | 0 | 87 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **95** | |
| 1415 - 1430 | 0 | 98 | 8 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **108** | |
| 1430 - 1445 | 0 | 62 | 7 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **71** | |
| 1445 - 1500 | 0 | 65 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **70** | **344** |
| 1500 - 1515 | 0 | 82 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **88** | |
| 1515 - 1530 | 0 | 102 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **113** | |
| 1530 - 1545 | 0 | 85 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **93** | |
| 1545 - 1600 | 0 | 91 | 14 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **107** | **401** |
| 1600 - 1615 | 0 | 106 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **114** | |
| 1615 - 1630 | 0 | 88 | 12 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | **104** | |
| 1630 - 1645 | 0 | 83 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **93** | |
| 1645 - 1700 | 0 | 92 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **100** | **411** |
| 1700 - 1715 | 0 | 100 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **109** | |
| 1715 - 1730 | 0 | 116 | 16 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **134** | |
| 1730 - 1745 | 0 | 61 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **70** | |
| 1745 - 1800 | 0 | 69 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **77** | **390** |
| 1800 - 1815 | 0 | 67 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **73** | |
| 1815 - 1830 | 0 | 77 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **80** | |
| 1830 - 1845 | 0 | 47 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **50** | |
| 1845 - 1900 | 0 | 49 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **55** | **258** |
| 1900 - 1915 | 0 | 53 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **59** | |
| 1915 - 1930 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **43** | |
| 1930 - 1945 | 0 | 33 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **37** | |
| 1945 - 2000 | 1 | 44 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **46** | **185** |
| 2000 - 2015 | 0 | 39 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **41** | |
| 2015 - 2030 | 0 | 37 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **39** | |
| 2030 - 2045 | 0 | 43 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **44** | |
| 2045 - 2100 | 0 | 25 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **31** | **155** |
| 2100 - 2115 | 0 | 24 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **26** | |
| 2115 - 2130 | 0 | 33 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **36** | |
| 2130 - 2145 | 0 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | **26** | |
| 2145 - 2200 | 0 | 24 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **26** | **114** |
| 2200 - 2215 | 0 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **24** | |
| 2215 - 2230 | 0 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **21** | |
| 2230 - 2245 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **12** | |
| 2245 - 2300 | 0 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **18** | **75** |
| 2300 - 2315 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **12** | |
| 2315 - 2330 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10** | |
| 2330 - 2345 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** | |
| 2345 - 0000 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | **36** |

| Session Total | 2 | 4096 | 332 | 11 | 32 | 6 | 0 | 5 | 10 | 2 | 0 | 0 | 0 | **4496** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Session Average | 0.02 | 42.67 | 3.46 | 0.11 | 0.33 | 0.06 | 0.00 | 0.05 | 0.10 | 0.02 | 0.00 | 0.00 | 0.00 | **46.83** |
| Session Percentage | 0.04 | 91.10 | 7.38 | 0.24 | 0.71 | 0.13 | 0.00 | 0.11 | 0.22 | 0.04 | 0.00 | 0.00 | 0.00 | |

| AM Peak Hour | - | 0830 - 0930 | 0830 - 0930 | 0645 - 0745 | 0800 - 0900 | 0930 - 1030 | - | - | 0745 - 0845 | 0915 - 1015 | - | - | - | **0830 - 0930** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Volume | 0 | 318 | 20 | 2 | 5 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | **344** |

| Noon Peak Hour | 1145 - 1245 | 1445 - 1545 | 1215 - 1315 | 1415 - 1515 | 1015 - 1115 | 1000 - 1100 | - | 1145 - 1245 | - | 1000 - 1100 | - | - | - | **1445 - 1545** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Noon Peak Volume | 1 | 334 | 34 | 3 | 6 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | **364** |

| PM Peak Hour | 1900 - 2000 | 1630 - 1730 | 1545 - 1645 | 1545 - 1645 | 1600 - 1700 | - | - | 1630 - 1730 | 1700 - 1800 | 1530 - 1630 | - | - | - | **1630 - 1730** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Peak Volume | 1 | 391 | 42 | 4 | 4 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | **436** |

**Site 2**
Barfield Rd,
north of Driveway 3

**Date**
Sunday, May 5, 2024

**Lat/Long**
33.931611°, -84.361241°

**Weather**
Mostly Cloudy
74°F

Click here for Detailed Weather

**0000 - 2400 (Sunday 24h Session) (05-05-2024)**
NB EB 15min

| | Northbound (Movement 2.1) | | | | | | | | | | | | | 15min | 60min |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Total | Total |
| 0000 - 0015 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** | |
| 0015 - 0030 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** | |
| 0030 - 0045 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | |
| 0045 - 0100 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | **24** |
| 0100 - 0115 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** | |
| 0115 - 0130 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | |
| 0130 - 0145 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0145 - 0200 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **15** |
| 0200 - 0215 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | |
| 0215 - 0230 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0230 - 0245 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0245 - 0300 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | **15** |
| 0300 - 0315 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0315 - 0330 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0330 - 0345 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | |
| 0345 - 0400 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | **11** |
| 0400 - 0415 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | |
| 0415 - 0430 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0430 - 0445 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | |
| 0445 - 0500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **11** |
| 0500 - 0515 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0515 - 0530 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0530 - 0545 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0545 - 0600 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **8** |
| 0600 - 0615 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | |
| 0615 - 0630 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | |
| 0630 - 0645 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** | |
| 0645 - 0700 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | **26** |
| 0700 - 0715 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **12** | |
| 0715 - 0730 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** | |
| 0730 - 0745 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10** | |
| 0745 - 0800 | 0 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **21** | **51** |
| 0800 - 0815 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10** | |
| 0815 - 0830 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **13** | |
| 0830 - 0845 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **15** | |
| 0845 - 0900 | 0 | 25 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **28** | **66** |
| 0900 - 0915 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **18** | |
| 0915 - 0930 | 0 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **24** | |
| 0930 - 0945 | 0 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **20** | |
| 0945 - 1000 | 0 | 19 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **21** | **83** |
| 1000 - 1015 | 0 | 26 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **30** | |
| 1015 - 1030 | 0 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **18** | |
| 1030 - 1045 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **30** | |
| 1045 - 1100 | 0 | 39 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **43** | **121** |
| 1100 - 1115 | 0 | 47 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **49** | |
| 1115 - 1130 | 0 | 40 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **43** | |
| 1130 - 1145 | 0 | 29 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **31** | |
| 1145 - 1200 | 0 | 41 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **44** | **167** |
| 1200 - 1215 | 0 | 43 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **48** | |
| 1215 - 1230 | 0 | 56 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **59** | |
| 1230 - 1245 | 0 | 48 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **52** | |
| 1245 - 1300 | 0 | 39 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **43** | **202** |
| 1300 - 1315 | 0 | 34 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **39** | |
| 1315 - 1330 | 0 | 48 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **50** | |
| 1330 - 1345 | 0 | 30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **34** | |
| 1345 - 1400 | 0 | 40 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **43** | **166** |
| 1400 - 1415 | 0 | 36 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **39** | |
| 1415 - 1430 | 0 | 39 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **41** | |
| 1430 - 1445 | 0 | 39 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **42** | |
| 1445 - 1500 | 0 | 46 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **48** | **170** |
| 1500 - 1515 | 1 | 43 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **47** | |
| 1515 - 1530 | 0 | 47 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **48** | |
| 1530 - 1545 | 0 | 36 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **42** | |
| 1545 - 1600 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **43** | **180** |
| 1600 - 1615 | 0 | 26 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **27** | |
| 1615 - 1630 | 0 | 44 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **46** | |
| 1630 - 1645 | 0 | 43 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **45** | |
| 1645 - 1700 | 0 | 45 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **47** | **165** |
| 1700 - 1715 | 0 | 38 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **40** | |
| 1715 - 1730 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **41** | |
| 1730 - 1745 | 0 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **28** | |
| 1745 - 1800 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **30** | **139** |
| 1800 - 1815 | 0 | 52 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **60** | |
| 1815 - 1830 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **34** | |
| 1830 - 1845 | 0 | 31 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **33** | |
| 1845 - 1900 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **23** | **150** |
| 1900 - 1915 | 0 | 29 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **31** | |
| 1915 - 1930 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **15** | |
| 1930 - 1945 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **20** | |
| 1945 - 2000 | 0 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **21** | **87** |
| 2000 - 2015 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **18** | |
| 2015 - 2030 | 0 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **18** | |
| 2030 - 2045 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **11** | |
| 2045 - 2100 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **19** | **66** |
| 2100 - 2115 | 0 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **15** | |
| 2115 - 2130 | 0 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **19** | |
| 2130 - 2145 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10** | |
| 2145 - 2200 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **16** | **60** |
| 2200 - 2215 | 0 | 12 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **15** | |
| 2215 - 2230 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** | |
| 2230 - 2245 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | |
| 2245 - 2300 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10** | **38** |
| 2300 - 2315 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** | |
| 2315 - 2330 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** | |
| 2330 - 2345 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** | |
| 2345 - 0000 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | **27** |

| Session Total | 2 | 1910 | 123 | 1 | 11 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **2048** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Session Average | 0.02 | 19.90 | 1.28 | 0.01 | 0.11 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | **21.33** |
| Session Percentage | 0.10 | 93.26 | 6.01 | 0.05 | 0.54 | 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | |

| AM Peak Hour | 0600 - 0700 | 0945 - 1045 | 0930 - 1030 | 0600 - 0700 | 0900 - 1000 | - | - | - | 0815 - 0915 | - | - | - | - | **0945 - 1045** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour Volume | 1 | 91 | 8 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **99** |

| Noon Peak Hour | 1415 - 1515 | 1145 - 1245 | 1200 - 1300 | - | 1230 - 1330 | - | - | - | - | - | - | - | - | **1145 - 1245** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Noon Peak Hour Volume | 1 | 188 | 15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **203** |

| PM Peak Hour | 1500 - 1600 | 1615 - 1715 | 1715 - 1815 | - | 1500 - 1600 | - | - | - | - | - | - | - | - | **1500 - 1600** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Peak Hour Volume | 1 | 170 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **180** |

# Bi-Directional Class Count || SB WB 15min

Atlanta, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**Site 2**
Barfield Rd,
north of Driveway 3

**Date**
Wednesday, May 1, 2024

**Lat/Long**
33.931611°, -84.361241°

**Weather**
Fair
74°F

Click here for Detailed Weather

Click here for Map

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

| | Southbound (Movement 2.2) | | | | | | | | | | | | | 15min | 60min |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Total | Total |
| 0000 - 0015 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | |
| 0015 - 0030 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | |
| 0030 - 0045 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0045 - 0100 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **12** |
| 0100 - 0115 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0115 - 0130 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0130 - 0145 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0145 - 0200 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **7** |
| 0200 - 0215 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0215 - 0230 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0230 - 0245 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0245 - 0300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** |
| 0300 - 0315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0315 - 0330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0330 - 0345 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0345 - 0400 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **3** |
| 0400 - 0415 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0415 - 0430 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0430 - 0445 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0445 - 0500 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | **9** |
| 0500 - 0515 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0515 - 0530 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | |
| 0530 - 0545 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** | |
| 0545 - 0600 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10** | **24** |
| 0600 - 0615 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **15** | |
| 0615 - 0630 | 0 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **23** | |
| 0630 - 0645 | 0 | 22 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **25** | |
| 0645 - 0700 | 0 | 43 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **49** | **112** |
| 0700 - 0715 | 0 | 40 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **44** | |
| 0715 - 0730 | 0 | 58 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **64** | |
| 0730 - 0745 | 0 | 50 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **55** | |
| 0745 - 0800 | 0 | 66 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **70** | **233** |
| 0800 - 0815 | 0 | 91 | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **103** | |
| 0815 - 0830 | 0 | 65 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **70** | |
| 0830 - 0845 | 0 | 65 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **70** | |
| 0845 - 0900 | 0 | 85 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **88** | **331** |
| 0900 - 0915 | 0 | 86 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **92** | |
| 0915 - 0930 | 0 | 71 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **77** | |
| 0930 - 0945 | 0 | 76 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **82** | |
| 0945 - 1000 | 0 | 58 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **69** | **320** |
| 1000 - 1015 | 0 | 57 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **60** | |
| 1015 - 1030 | 0 | 56 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **66** | |
| 1030 - 1045 | 0 | 58 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **63** | |
| 1045 - 1100 | 0 | 44 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **49** | **238** |
| 1100 - 1115 | 0 | 51 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **57** | |
| 1115 - 1130 | 0 | 53 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **57** | |
| 1130 - 1145 | 0 | 63 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **73** | |
| 1145 - 1200 | 0 | 43 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **46** | **233** |
| 1200 - 1215 | 0 | 49 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **52** | |
| 1215 - 1230 | 0 | 58 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **62** | |
| 1230 - 1245 | 0 | 62 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **65** | |
| 1245 - 1300 | 0 | 64 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **71** | **250** |
| 1300 - 1315 | 0 | 62 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **69** | |
| 1315 - 1330 | 0 | 54 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **56** | |
| 1330 - 1345 | 0 | 55 | 6 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **63** | |
| 1345 - 1400 | 0 | 61 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **64** | **252** |
| 1400 - 1415 | 0 | 41 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **47** | |
| 1415 - 1430 | 0 | 40 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **44** | |
| 1430 - 1445 | 0 | 37 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **40** | |
| 1445 - 1500 | 0 | 52 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **60** | **191** |
| 1500 - 1515 | 0 | 51 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **56** | |
| 1515 - 1530 | 0 | 58 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **62** | |
| 1530 - 1545 | 1 | 44 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **48** | |
| 1545 - 1600 | 0 | 50 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **54** | **220** |
| 1600 - 1615 | 0 | 58 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **59** | |
| 1615 - 1630 | 0 | 51 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **57** | |
| 1630 - 1645 | 1 | 63 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **71** | |
| 1645 - 1700 | 0 | 54 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **61** | **248** |
| 1700 - 1715 | 0 | 73 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **77** | |
| 1715 - 1730 | 0 | 71 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **72** | |
| 1730 - 1745 | 0 | 107 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **111** | |
| 1745 - 1800 | 0 | 79 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **87** | **347** |
| 1800 - 1815 | 0 | 86 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **93** | |
| 1815 - 1830 | 0 | 64 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **67** | |
| 1830 - 1845 | 0 | 46 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **49** | |
| 1845 - 1900 | 0 | 36 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **40** | **249** |
| 1900 - 1915 | 0 | 36 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **37** | |
| 1915 - 1930 | 0 | 28 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **30** | |
| 1930 - 1945 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **34** | |
| 1945 - 2000 | 0 | 29 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **32** | **133** |
| 2000 - 2015 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **32** | |
| 2015 - 2030 | 0 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **23** | |
| 2030 - 2045 | 1 | 29 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **33** | |
| 2045 - 2100 | 0 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **23** | **111** |
| 2100 - 2115 | 0 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **17** | |
| 2115 - 2130 | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **16** | |
| 2130 - 2145 | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **16** | |
| 2145 - 2200 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **12** | **61** |
| 2200 - 2215 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** | |
| 2215 - 2230 | 0 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **18** | |
| 2230 - 2245 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10** | |
| 2245 - 2300 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | **43** |
| 2300 - 2315 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | |
| 2315 - 2330 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | |
| 2330 - 2345 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 2345 - 0000 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | **14** |

| Session Total | 3 | 3351 | 247 | 15 | 21 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | **3644** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Session Average | 0.03 | 34.91 | 2.57 | 0.16 | 0.22 | 0.05 | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | **37.96** |
| Session Percentage | 0.08 | 91.96 | 6.78 | 0.41 | 0.58 | 0.14 | 0.00 | 0.03 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | |

| AM Peak Hour | - | 0845 - 0945 | 0900 - 1000 | 0930 - 1030 | 0700 - 0800 | 0715 - 0815 | - | - | - | - | - | - | - | **0845 - 0945** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Volume | 0 | 318 | 26 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **339** |

| Noon Peak Hour | 1445 - 1545 | 1215 - 1315 | 1045 - 1145 | 1000 - 1100 | 1415 - 1515 | 1000 - 1100 | - | - | 1245 - 1345 | - | - | - | - | **1215 - 1315** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Noon Peak Volume | 1 | 246 | 22 | 3 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **267** |

| PM Peak Hour | 1500 - 1600 | 1715 - 1815 | 1615 - 1715 | 1500 - 1600 | 1500 - 1600 | 1500 - 1600 | - | 1730 - 1830 | - | - | - | - | - | **1715 - 1815** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Peak Volume | 1 | 343 | 23 | 4 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **363** |

**Site 2**
Barfield Rd,
north of Driveway 3

**Date**
Thursday, May 2, 2024

**Lat/Long**
33.931611°, -84.361241°

**Weather**
Partly Cloudy
76°F

Click here for Detailed Weather

**0000 - 2400 (Weekday 24h Session) (05-02-2024)**
SB WB 15min

| | Southbound (Movement 2.2) | | | | | | | | | | | | | 15min | 60min |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Total | Total |
| 0000 - 0015 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0015 - 0030 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | |
| 0030 - 0045 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | |
| 0045 - 0100 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **12** |
| 0100 - 0115 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0115 - 0130 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0130 - 0145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0145 - 0200 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **4** |
| 0200 - 0215 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0215 - 0230 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0230 - 0245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0245 - 0300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **4** |
| 0300 - 0315 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0315 - 0330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0330 - 0345 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0345 - 0400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **2** |
| 0400 - 0415 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0415 - 0430 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0430 - 0445 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0445 - 0500 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **6** |
| 0500 - 0515 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0515 - 0530 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | |
| 0530 - 0545 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** | |
| 0545 - 0600 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10** | **22** |
| 0600 - 0615 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** | |
| 0615 - 0630 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10** | |
| 0630 - 0645 | 0 | 16 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **18** | |
| 0645 - 0700 | 0 | 39 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **42** | **79** |
| 0700 - 0715 | 0 | 34 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **37** | |
| 0715 - 0730 | 0 | 48 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **53** | |
| 0730 - 0745 | 0 | 45 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **48** | |
| 0745 - 0800 | 0 | 70 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **75** | **213** |
| 0800 - 0815 | 0 | 63 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **69** | |
| 0815 - 0830 | 0 | 66 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **72** | |
| 0830 - 0845 | 0 | 57 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **64** | |
| 0845 - 0900 | 0 | 83 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **88** | **293** |
| 0900 - 0915 | 0 | 65 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **70** | |
| 0915 - 0930 | 0 | 52 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **56** | |
| 0930 - 0945 | 0 | 72 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **79** | |
| 0945 - 1000 | 0 | 56 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **63** | **268** |
| 1000 - 1015 | 1 | 45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **48** | |
| 1015 - 1030 | 0 | 60 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **65** | |
| 1030 - 1045 | 0 | 42 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **47** | |
| 1045 - 1100 | 0 | 43 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **46** | **206** |
| 1100 - 1115 | 0 | 37 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **39** | |
| 1115 - 1130 | 0 | 57 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **60** | |
| 1130 - 1145 | 0 | 49 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **52** | |
| 1145 - 1200 | 0 | 48 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **53** | **204** |
| 1200 - 1215 | 0 | 54 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **62** | |
| 1215 - 1230 | 0 | 60 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **70** | |
| 1230 - 1245 | 0 | 50 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **54** | |
| 1245 - 1300 | 0 | 66 | 6 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **74** | **260** |
| 1300 - 1315 | 0 | 52 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **63** | |
| 1315 - 1330 | 0 | 58 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **64** | |
| 1330 - 1345 | 0 | 48 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **53** | |
| 1345 - 1400 | 0 | 54 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **60** | **240** |
| 1400 - 1415 | 0 | 36 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **41** | |
| 1415 - 1430 | 0 | 55 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **60** | |
| 1430 - 1445 | 0 | 45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **48** | |
| 1445 - 1500 | 0 | 59 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **64** | **213** |
| 1500 - 1515 | 0 | 53 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **58** | |
| 1515 - 1530 | 0 | 48 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **50** | |
| 1530 - 1545 | 0 | 53 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **57** | |
| 1545 - 1600 | 0 | 40 | 6 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **50** | **215** |
| 1600 - 1615 | 0 | 53 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **59** | |
| 1615 - 1630 | 0 | 65 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **69** | |
| 1630 - 1645 | 0 | 50 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **59** | |
| 1645 - 1700 | 0 | 72 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **78** | **265** |
| 1700 - 1715 | 0 | 76 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **83** | |
| 1715 - 1730 | 1 | 71 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **76** | |
| 1730 - 1745 | 0 | 72 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **78** | |
| 1745 - 1800 | 0 | 51 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **53** | **290** |
| 1800 - 1815 | 0 | 50 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **52** | |
| 1815 - 1830 | 0 | 42 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **47** | |
| 1830 - 1845 | 0 | 54 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **57** | |
| 1845 - 1900 | 0 | 41 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **45** | **201** |
| 1900 - 1915 | 0 | 33 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **35** | |
| 1915 - 1930 | 0 | 33 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **38** | |
| 1930 - 1945 | 0 | 39 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **40** | |
| 1945 - 2000 | 1 | 25 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **29** | **142** |
| 2000 - 2015 | 0 | 23 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **26** | |
| 2015 - 2030 | 0 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **19** | |
| 2030 - 2045 | 0 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **17** | |
| 2045 - 2100 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **20** | **82** |
| 2100 - 2115 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **24** | |
| 2115 - 2130 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **14** | |
| 2130 - 2145 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **16** | |
| 2145 - 2200 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **15** | **69** |
| 2200 - 2215 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** | |
| 2215 - 2230 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | |
| 2230 - 2245 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** | |
| 2245 - 2300 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10** | **33** |
| 2300 - 2315 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | |
| 2315 - 2330 | 0 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **19** | |
| 2330 - 2345 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **13** | |
| 2345 - 0000 | 0 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** | **47** |

| Session Total | 3 | 3094 | 225 | 11 | 31 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | **3370** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Session Average | 0.03 | 32.23 | 2.34 | 0.11 | 0.32 | 0.04 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | **35.10** |
| Session Percentage | 0.09 | 91.81 | 6.68 | 0.33 | 0.92 | 0.12 | 0.00 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | |

| AM Peak Hour | 0915 - 1015 | 0845 - 0945 | 0745 - 0845 | 0615 - 0715 | 0900 - 1000 | 0945 - 1045 | - | - | 0745 - 0845 | - | - | - | - | **0815 - 0915** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Volume | 1 | 272 | 20 | 2 | 8 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **294** |

| Noon Peak Hour | 1000 - 1100 | 1200 - 1300 | 1215 - 1315 | 1415 - 1515 | 1200 - 1300 | 1000 - 1100 | - | - | - | - | - | - | - | **1215 - 1315** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Noon Peak Volume | 1 | 230 | 27 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **261** |

| PM Peak Hour | 1630 - 1730 | 1645 - 1745 | 1545 - 1645 | 1530 - 1630 | 1500 - 1600 | - | - | - | 1545 - 1645 | - | - | - | - | **1645 - 1745** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Peak Volume | 1 | 291 | 22 | 4 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **315** |

**Site 2**
Barfield Rd,
north of Driveway 3

**Date**
Sunday, May 5, 2024

**Lat/Long**
33.931611°, -84.361241°

**Weather**
Mostly Cloudy
74°F

Click here for Detailed Weather

**0000 - 2400 (Sunday 24h Session) (05-05-2024)**
SB WB 15min

| | Southbound (Movement 2.2) | | | | | | | | | | | | | 15min | 60min |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Total | Total |
| 0000 - 0015 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | |
| 0015 - 0030 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | |
| 0030 - 0045 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** | |
| 0045 - 0100 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **18** |
| 0100 - 0115 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | |
| 0115 - 0130 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0130 - 0145 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | |
| 0145 - 0200 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | **15** |
| 0200 - 0215 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0215 - 0230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0230 - 0245 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0245 - 0300 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | **6** |
| 0300 - 0315 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0315 - 0330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0330 - 0345 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0345 - 0400 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | **8** |
| 0400 - 0415 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0415 - 0430 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0430 - 0445 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0445 - 0500 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **4** |
| 0500 - 0515 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0515 - 0530 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0530 - 0545 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0545 - 0600 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **3** |
| 0600 - 0615 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0615 - 0630 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0630 - 0645 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0645 - 0700 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | **11** |
| 0700 - 0715 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | |
| 0715 - 0730 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0730 - 0745 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | |
| 0745 - 0800 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **11** | **25** |
| 0800 - 0815 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0815 - 0830 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** | |
| 0830 - 0845 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10** | |
| 0845 - 0900 | 0 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **17** | **39** |
| 0900 - 0915 | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **16** | |
| 0915 - 0930 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **13** | |
| 0930 - 0945 | 0 | 17 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **20** | |
| 0945 - 1000 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **26** | **75** |
| 1000 - 1015 | 0 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **19** | |
| 1015 - 1030 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **13** | |
| 1030 - 1045 | 0 | 23 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **29** | |
| 1045 - 1100 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **23** | **84** |
| 1100 - 1115 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **14** | |
| 1115 - 1130 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **30** | |
| 1130 - 1145 | 0 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **25** | |
| 1145 - 1200 | 0 | 29 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **31** | **100** |
| 1200 - 1215 | 0 | 26 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **27** | |
| 1215 - 1230 | 0 | 29 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **35** | |
| 1230 - 1245 | 1 | 36 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **38** | |
| 1245 - 1300 | 0 | 33 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **38** | **138** |
| 1300 - 1315 | 0 | 40 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **43** | |
| 1315 - 1330 | 0 | 29 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **32** | |
| 1330 - 1345 | 0 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **24** | |
| 1345 - 1400 | 0 | 27 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **29** | **128** |
| 1400 - 1415 | 0 | 27 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **30** | |
| 1415 - 1430 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **24** | |
| 1430 - 1445 | 0 | 28 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **30** | |
| 1445 - 1500 | 0 | 33 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **35** | **119** |
| 1500 - 1515 | 0 | 28 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **30** | |
| 1515 - 1530 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **33** | |
| 1530 - 1545 | 0 | 23 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **25** | |
| 1545 - 1600 | 0 | 31 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **33** | **121** |
| 1600 - 1615 | 0 | 36 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **39** | |
| 1615 - 1630 | 0 | 34 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **35** | |
| 1630 - 1645 | 0 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **20** | |
| 1645 - 1700 | 0 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **21** | **115** |
| 1700 - 1715 | 0 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **22** | |
| 1715 - 1730 | 0 | 20 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **21** | |
| 1730 - 1745 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **32** | |
| 1745 - 1800 | 0 | 28 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **30** | **105** |
| 1800 - 1815 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **21** | |
| 1815 - 1830 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **25** | |
| 1830 - 1845 | 0 | 28 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **32** | |
| 1845 - 1900 | 0 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **25** | **103** |
| 1900 - 1915 | 0 | 22 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **23** | |
| 1915 - 1930 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **15** | |
| 1930 - 1945 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **22** | |
| 1945 - 2000 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **19** | **79** |
| 2000 - 2015 | 0 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **20** | |
| 2015 - 2030 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **21** | |
| 2030 - 2045 | 1 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **23** | |
| 2045 - 2100 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **15** | **79** |
| 2100 - 2115 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **12** | |
| 2115 - 2130 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10** | |
| 2130 - 2145 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** | |
| 2145 - 2200 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | **37** |
| 2200 - 2215 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10** | |
| 2215 - 2230 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | |
| 2230 - 2245 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** | |
| 2245 - 2300 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** | **32** |
| 2300 - 2315 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | |
| 2315 - 2330 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 2330 - 2345 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 2345 - 0000 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **12** |

| Session Total | 2 | 1376 | 69 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1456** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Session Average | 0.02 | 14.33 | 0.72 | 0.01 | 0.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **15.17** |
| Session Percentage | 0.14 | 94.51 | 4.74 | 0.07 | 0.55 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

| AM Peak Hour | - | 0945 - 1045 | 0945 - 1045 | - | 0845 - 0945 | - | - | - | - | - | - | - | - | **0945 - 1045** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour Volume | 0 | 80 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **87** |

| Noon Peak Hour | 1145 - 1245 | 1215 - 1315 | 1215 - 1315 | 1230 - 1330 | 1200 - 1300 | - | - | - | - | - | - | - | - | **1215 - 1315** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Noon Peak Hour Volume | 1 | 138 | 12 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **154** |

| PM Peak Hour | 1945 - 2045 | 1530 - 1630 | 1545 - 1645 | - | 1500 - 1600 | - | - | - | - | - | - | - | - | **1530 - 1630** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Peak Hour Volume | 1 | 124 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **132** |

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

Atlanta, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**Site 2**
Barfield Rd,
north of Driveway 3

**Date**
Wednesday, May 1, 2024

**Lat/Long**
33.931611°, -84.361241°

**Weather**
Fair
74°F

Click here for Detailed Weather

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

| | Bi-Directional 15min | | | | | | | | | | | | | 15min | 60min |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Total | Total |
| 0000 - 0015 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** | |
| 0015 - 0030 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | |
| 0030 - 0045 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | |
| 0045 - 0100 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | **23** |
| 0100 - 0115 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | |
| 0115 - 0130 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | |
| 0130 - 0145 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0145 - 0200 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | **15** |
| 0200 - 0215 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0215 - 0230 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0230 - 0245 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0245 - 0300 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **8** |
| 0300 - 0315 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0315 - 0330 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0330 - 0345 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0345 - 0400 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | **7** |
| 0400 - 0415 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0415 - 0430 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | |
| 0430 - 0445 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | |
| 0445 - 0500 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** | **19** |
| 0500 - 0515 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0515 - 0530 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **8** | |
| 0530 - 0545 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **13** | |
| 0545 - 0600 | 0 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **17** | **41** |
| 0600 - 0615 | 0 | 16 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **21** | |
| 0615 - 0630 | 0 | 35 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **38** | |
| 0630 - 0645 | 1 | 38 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **47** | |
| 0645 - 0700 | 0 | 69 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **79** | **185** |
| 0700 - 0715 | 0 | 86 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **93** | |
| 0715 - 0730 | 0 | 120 | 11 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **134** | |
| 0730 - 0745 | 0 | 114 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **123** | |
| 0745 - 0800 | 0 | 137 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **146** | **496** |
| 0800 - 0815 | 0 | 178 | 16 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **195** | |
| 0815 - 0830 | 0 | 154 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **166** | |
| 0830 - 0845 | 0 | 167 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **178** | |
| 0845 - 0900 | 0 | 174 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **184** | **723** |
| 0900 - 0915 | 0 | 144 | 11 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **159** | |
| 0915 - 0930 | 0 | 137 | 13 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **152** | |
| 0930 - 0945 | 0 | 137 | 9 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **149** | |
| 0945 - 1000 | 0 | 108 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **125** | **585** |
| 1000 - 1015 | 0 | 101 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **109** | |
| 1015 - 1030 | 0 | 103 | 13 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **120** | |
| 1030 - 1045 | 0 | 97 | 10 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **111** | |
| 1045 - 1100 | 0 | 106 | 12 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **122** | **462** |
| 1100 - 1115 | 0 | 123 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **134** | |
| 1115 - 1130 | 0 | 110 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **118** | |
| 1130 - 1145 | 0 | 130 | 17 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **148** | |
| 1145 - 1200 | 0 | 108 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **115** | **515** |
| 1200 - 1215 | 0 | 112 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **123** | |
| 1215 - 1230 | 1 | 132 | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **145** | |
| 1230 - 1245 | 0 | 136 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **145** | |
| 1245 - 1300 | 0 | 129 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **142** | **555** |
| 1300 - 1315 | 0 | 137 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **147** | |
| 1315 - 1330 | 0 | 132 | 10 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **143** | |
| 1330 - 1345 | 0 | 140 | 18 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | **162** | |
| 1345 - 1400 | 1 | 141 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **158** | **610** |
| 1400 - 1415 | 0 | 127 | 18 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **147** | |
| 1415 - 1430 | 0 | 126 | 6 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **135** | |
| 1430 - 1445 | 0 | 109 | 10 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **121** | |
| 1445 - 1500 | 0 | 136 | 18 | 1 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **160** | **563** |
| 1500 - 1515 | 0 | 153 | 10 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **169** | |
| 1515 - 1530 | 1 | 158 | 10 | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **174** | |
| 1530 - 1545 | 1 | 128 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **137** | |
| 1545 - 1600 | 0 | 155 | 15 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **175** | **655** |
| 1600 - 1615 | 1 | 152 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **165** | |
| 1615 - 1630 | 0 | 139 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **151** | |
| 1630 - 1645 | 1 | 183 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **198** | |
| 1645 - 1700 | 0 | 158 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **182** | **696** |
| 1700 - 1715 | 0 | 189 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **200** | |
| 1715 - 1730 | 0 | 161 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **171** | |
| 1730 - 1745 | 0 | 183 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **197** | |
| 1745 - 1800 | 1 | 186 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **200** | **768** |
| 1800 - 1815 | 0 | 150 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **163** | |
| 1815 - 1830 | 0 | 130 | 8 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **139** | |
| 1830 - 1845 | 0 | 103 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **111** | |
| 1845 - 1900 | 0 | 100 | 7 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **109** | **522** |
| 1900 - 1915 | 0 | 91 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **92** | |
| 1915 - 1930 | 0 | 74 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **77** | |
| 1930 - 1945 | 0 | 68 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **69** | |
| 1945 - 2000 | 0 | 69 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **74** | **312** |
| 2000 - 2015 | 0 | 78 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **83** | |
| 2015 - 2030 | 0 | 63 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **68** | |
| 2030 - 2045 | 1 | 71 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **79** | |
| 2045 - 2100 | 0 | 56 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **61** | **291** |
| 2100 - 2115 | 0 | 50 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **54** | |
| 2115 - 2130 | 0 | 36 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **41** | |
| 2130 - 2145 | 0 | 36 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **40** | |
| 2145 - 2200 | 0 | 30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **34** | **169** |
| 2200 - 2215 | 0 | 33 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **37** | |
| 2215 - 2230 | 0 | 30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **33** | |
| 2230 - 2245 | 0 | 27 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **29** | |
| 2245 - 2300 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **13** | **112** |
| 2300 - 2315 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **14** | |
| 2315 - 2330 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **11** | |
| 2330 - 2345 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | |
| 2345 - 0000 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** | **37** |

| Session Total | 9 | 7637 | 624 | 24 | 52 | 11 | 0 | 4 | 8 | 0 | 0 | 0 | 0 | **8369** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Session Average | 0.09 | 79.55 | 6.50 | 0.25 | 0.54 | 0.11 | 0.00 | 0.04 | 0.08 | 0.00 | 0.00 | 0.00 | 0.00 | **87.18** |
| Session Percentage | 0.11 | 91.25 | 7.46 | 0.29 | 0.62 | 0.13 | 0.00 | 0.05 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | |

| AM Peak Hour | 0545 - 0645 | 0800 - 0900 | 0900 - 1000 | 0930 - 1030 | 0900 - 1000 | 0715 - 0815 | - | - | 0500 - 0600 | - | - | - | - | **0800 - 0900** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Volume | 1 | 673 | 49 | 4 | 7 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **723** |

| Noon Peak Hour | 1445 - 1545 | 1445 - 1545 | 1315 - 1415 | 1430 - 1530 | 1445 - 1545 | 1415 - 1515 | - | 1000 - 1100 | 1245 - 1345 | - | - | - | - | **1445 - 1545** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Noon Peak Volume | 2 | 575 | 62 | 5 | 9 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | **640** |

| PM Peak Hour | 1515 - 1615 | 1700 - 1800 | 1600 - 1700 | 1500 - 1600 | 1500 - 1600 | 1500 - 1600 | - | 1730 - 1830 | 1515 - 1615 | - | - | - | - | **1700 - 1800** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Peak Volume | 3 | 719 | 58 | 6 | 7 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | **768** |

**Site 2**
Barfield Rd,
north of Driveway 3

**Date**
Thursday, May 2, 2024

**Lat/Long**
33.931611°, -84.361241°

**Weather**
Partly Cloudy
76°F

Click here for Detailed Weather

**0000 - 2400 (Weekday 24h Session) (05-02-2024)**
Bi-Directional 15min

| | Bi-Directional 15min | | | | | | | | | | | | | 15min | 60min |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Total | Total |
| 0000 - 0015 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | |
| 0015 - 0030 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** | |
| 0030 - 0045 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** | |
| 0045 - 0100 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | **25** |
| 0100 - 0115 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0115 - 0130 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0130 - 0145 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0145 - 0200 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | **9** |
| 0200 - 0215 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0215 - 0230 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | |
| 0230 - 0245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0245 - 0300 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **7** |
| 0300 - 0315 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0315 - 0330 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0330 - 0345 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0345 - 0400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **1** | **7** |
| 0400 - 0415 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0415 - 0430 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0430 - 0445 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | |
| 0445 - 0500 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** | **18** |
| 0500 - 0515 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | |
| 0515 - 0530 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** | |
| 0530 - 0545 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **17** | |
| 0545 - 0600 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **13** | **42** |
| 0600 - 0615 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **24** | |
| 0615 - 0630 | 0 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **21** | |
| 0630 - 0645 | 0 | 33 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **36** | |
| 0645 - 0700 | 0 | 66 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **71** | **152** |
| 0700 - 0715 | 0 | 79 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **83** | |
| 0715 - 0730 | 0 | 103 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **111** | |
| 0730 - 0745 | 0 | 103 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **110** | |
| 0745 - 0800 | 0 | 154 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **163** | **467** |
| 0800 - 0815 | 0 | 131 | 9 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **143** | |
| 0815 - 0830 | 0 | 133 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **143** | |
| 0830 - 0845 | 0 | 150 | 11 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | **165** | |
| 0845 - 0900 | 0 | 167 | 6 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **177** | **628** |
| 0900 - 0915 | 0 | 132 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **142** | |
| 0915 - 0930 | 0 | 126 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **138** | |
| 0930 - 0945 | 0 | 124 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **134** | |
| 0945 - 1000 | 0 | 99 | 6 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **111** | **525** |
| 1000 - 1015 | 1 | 87 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | **98** | |
| 1015 - 1030 | 0 | 110 | 8 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **121** | |
| 1030 - 1045 | 0 | 86 | 7 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **98** | |
| 1045 - 1100 | 0 | 102 | 7 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **112** | **429** |
| 1100 - 1115 | 0 | 99 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **107** | |
| 1115 - 1130 | 0 | 113 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **120** | |
| 1130 - 1145 | 0 | 97 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **102** | |
| 1145 - 1200 | 0 | 124 | 12 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **137** | **466** |
| 1200 - 1215 | 0 | 126 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **138** | |
| 1215 - 1230 | 0 | 130 | 20 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **153** | |
| 1230 - 1245 | 1 | 127 | 11 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **144** | |
| 1245 - 1300 | 0 | 144 | 12 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **158** | **593** |
| 1300 - 1315 | 0 | 122 | 18 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **141** | |
| 1315 - 1330 | 0 | 157 | 9 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **169** | |
| 1330 - 1345 | 0 | 113 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **125** | |
| 1345 - 1400 | 0 | 123 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **137** | **572** |
| 1400 - 1415 | 0 | 123 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **136** | |
| 1415 - 1430 | 0 | 153 | 13 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **168** | |
| 1430 - 1445 | 0 | 107 | 10 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **119** | |
| 1445 - 1500 | 0 | 124 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **134** | **557** |
| 1500 - 1515 | 0 | 135 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **146** | |
| 1515 - 1530 | 0 | 150 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **163** | |
| 1530 - 1545 | 0 | 138 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **150** | |
| 1545 - 1600 | 0 | 131 | 20 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **157** | **616** |
| 1600 - 1615 | 0 | 159 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **173** | |
| 1615 - 1630 | 0 | 153 | 15 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | **173** | |
| 1630 - 1645 | 0 | 133 | 16 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **152** | |
| 1645 - 1700 | 0 | 164 | 10 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **178** | **676** |
| 1700 - 1715 | 0 | 176 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **192** | |
| 1715 - 1730 | 1 | 187 | 19 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **210** | |
| 1730 - 1745 | 0 | 133 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **148** | |
| 1745 - 1800 | 0 | 120 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **130** | **680** |
| 1800 - 1815 | 0 | 117 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **125** | |
| 1815 - 1830 | 0 | 119 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **127** | |
| 1830 - 1845 | 0 | 101 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **107** | |
| 1845 - 1900 | 0 | 90 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **100** | **459** |
| 1900 - 1915 | 0 | 86 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **94** | |
| 1915 - 1930 | 0 | 76 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **81** | |
| 1930 - 1945 | 0 | 72 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **77** | |
| 1945 - 2000 | 2 | 69 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **75** | **327** |
| 2000 - 2015 | 0 | 62 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **67** | |
| 2015 - 2030 | 0 | 55 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **58** | |
| 2030 - 2045 | 0 | 59 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **61** | |
| 2045 - 2100 | 0 | 45 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **51** | **237** |
| 2100 - 2115 | 0 | 48 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **50** | |
| 2115 - 2130 | 0 | 47 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **50** | |
| 2130 - 2145 | 0 | 37 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | **42** | |
| 2145 - 2200 | 0 | 39 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **41** | **183** |
| 2200 - 2215 | 0 | 30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **33** | |
| 2215 - 2230 | 0 | 26 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **27** | |
| 2230 - 2245 | 0 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **20** | |
| 2245 - 2300 | 0 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **28** | **108** |
| 2300 - 2315 | 0 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **18** | |
| 2315 - 2330 | 0 | 28 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **29** | |
| 2330 - 2345 | 0 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **21** | |
| 2345 - 0000 | 0 | 13 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **15** | **83** |

| Session Total | 5 | 7190 | 557 | 22 | 63 | 10 | 0 | 5 | 12 | 2 | 0 | 0 | 0 | **7866** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Session Average | 0.05 | 74.90 | 5.80 | 0.23 | 0.66 | 0.10 | 0.00 | 0.05 | 0.13 | 0.02 | 0.00 | 0.00 | 0.00 | **81.94** |
| Session Percentage | 0.06 | 91.41 | 7.08 | 0.28 | 0.80 | 0.13 | 0.00 | 0.06 | 0.15 | 0.03 | 0.00 | 0.00 | 0.00 | |

| AM Peak Hour | 0915 - 1015 | 0815 - 0915 | 0745 - 0845 | 0615 - 0715 | 0945 - 1045 | 0945 - 1045 | - | - | 0745 - 0845 | 0915 - 1015 | - | - | - | **0800 - 0900** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Volume | 1 | 582 | 35 | 3 | 11 | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | **628** |

| Noon Peak Hour | 1000 - 1100 | 1230 - 1330 | 1215 - 1315 | 1415 - 1515 | 1015 - 1115 | 1000 - 1100 | - | 1145 - 1245 | - | 1000 - 1100 | - | - | - | **1230 - 1330** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Noon Peak Volume | 1 | 550 | 61 | 4 | 10 | 4 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | **612** |

| PM Peak Hour | 1900 - 2000 | 1630 - 1730 | 1545 - 1645 | 1545 - 1645 | 1530 - 1630 | - | - | 1630 - 1730 | 1545 - 1645 | 1530 - 1630 | - | - | - | **1630 - 1730** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Peak Volume | 2 | 660 | 64 | 8 | 5 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | **732** |

**Site 2**
Barfield Rd,
north of Driveway 3

**Date**
Sunday, May 5, 2024

**Lat/Long**
33.931611°, -84.361241°

**Weather**
Mostly Cloudy
74°F

Click here for Detailed Weather

**0000 - 2400 (Sunday 24h Session) (05-05-2024)**
Bi-Directional 15min

| | Bi-Directional 15min | | | | | | | | | | | | | 15min | 60min |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Total | Total |
| 0000 - 0015 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **14** | |
| 0015 - 0030 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **11** | |
| 0030 - 0045 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **11** | |
| 0045 - 0100 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | **42** |
| 0100 - 0115 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **11** | |
| 0115 - 0130 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** | |
| 0130 - 0145 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** | |
| 0145 - 0200 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | **30** |
| 0200 - 0215 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | |
| 0215 - 0230 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0230 - 0245 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | |
| 0245 - 0300 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** | **21** |
| 0300 - 0315 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | |
| 0315 - 0330 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0330 - 0345 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** | |
| 0345 - 0400 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | **19** |
| 0400 - 0415 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | |
| 0415 - 0430 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | |
| 0430 - 0445 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | |
| 0445 - 0500 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **15** |
| 0500 - 0515 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0515 - 0530 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0530 - 0545 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0545 - 0600 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | **11** |
| 0600 - 0615 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** | |
| 0615 - 0630 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** | |
| 0630 - 0645 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **12** | |
| 0645 - 0700 | 1 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** | **37** |
| 0700 - 0715 | 0 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **17** | |
| 0715 - 0730 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **11** | |
| 0730 - 0745 | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **16** | |
| 0745 - 0800 | 0 | 30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **32** | **76** |
| 0800 - 0815 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **13** | |
| 0815 - 0830 | 0 | 18 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **22** | |
| 0830 - 0845 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **25** | |
| 0845 - 0900 | 0 | 41 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **45** | **105** |
| 0900 - 0915 | 0 | 31 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **34** | |
| 0915 - 0930 | 0 | 36 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **37** | |
| 0930 - 0945 | 0 | 36 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **40** | |
| 0945 - 1000 | 0 | 45 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **47** | **158** |
| 1000 - 1015 | 0 | 44 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **49** | |
| 1015 - 1030 | 0 | 29 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **31** | |
| 1030 - 1045 | 0 | 53 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **59** | |
| 1045 - 1100 | 0 | 62 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **66** | **205** |
| 1100 - 1115 | 0 | 60 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **63** | |
| 1115 - 1130 | 0 | 70 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **73** | |
| 1130 - 1145 | 0 | 52 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **56** | |
| 1145 - 1200 | 0 | 70 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **75** | **267** |
| 1200 - 1215 | 0 | 69 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **75** | |
| 1215 - 1230 | 0 | 85 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **94** | |
| 1230 - 1245 | 1 | 84 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **90** | |
| 1245 - 1300 | 0 | 72 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **81** | **340** |
| 1300 - 1315 | 0 | 74 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **82** | |
| 1315 - 1330 | 0 | 77 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **82** | |
| 1330 - 1345 | 0 | 53 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **58** | |
| 1345 - 1400 | 0 | 67 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **72** | **294** |
| 1400 - 1415 | 0 | 63 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **69** | |
| 1415 - 1430 | 0 | 63 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **65** | |
| 1430 - 1445 | 0 | 67 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **72** | |
| 1445 - 1500 | 0 | 79 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **83** | **289** |
| 1500 - 1515 | 1 | 71 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **77** | |
| 1515 - 1530 | 0 | 80 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **81** | |
| 1530 - 1545 | 0 | 59 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **67** | |
| 1545 - 1600 | 0 | 74 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **76** | **301** |
| 1600 - 1615 | 0 | 62 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **66** | |
| 1615 - 1630 | 0 | 78 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **81** | |
| 1630 - 1645 | 0 | 61 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **65** | |
| 1645 - 1700 | 0 | 64 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **68** | **280** |
| 1700 - 1715 | 0 | 59 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **62** | |
| 1715 - 1730 | 0 | 61 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **62** | |
| 1730 - 1745 | 0 | 58 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **60** | |
| 1745 - 1800 | 0 | 58 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **60** | **244** |
| 1800 - 1815 | 0 | 73 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **81** | |
| 1815 - 1830 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **59** | |
| 1830 - 1845 | 0 | 59 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **65** | |
| 1845 - 1900 | 0 | 47 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **48** | **253** |
| 1900 - 1915 | 0 | 51 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **54** | |
| 1915 - 1930 | 0 | 28 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **30** | |
| 1930 - 1945 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **42** | |
| 1945 - 2000 | 0 | 39 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **40** | **166** |
| 2000 - 2015 | 0 | 37 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **38** | |
| 2015 - 2030 | 0 | 38 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **39** | |
| 2030 - 2045 | 1 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **34** | |
| 2045 - 2100 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **34** | **145** |
| 2100 - 2115 | 0 | 22 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **27** | |
| 2115 - 2130 | 0 | 27 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **29** | |
| 2130 - 2145 | 0 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **19** | |
| 2145 - 2200 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **22** | **97** |
| 2200 - 2215 | 0 | 22 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **25** | |
| 2215 - 2230 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **13** | |
| 2230 - 2245 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **13** | |
| 2245 - 2300 | 0 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **19** | **70** |
| 2300 - 2315 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **13** | |
| 2315 - 2330 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10** | |
| 2330 - 2345 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** | |
| 2345 - 0000 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** | **39** |

| Session Total | 4 | 3286 | 192 | 2 | 19 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **3504** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Session Average | 0.04 | 34.23 | 2.00 | 0.02 | 0.20 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | **36.50** |
| Session Percentage | 0.11 | 93.78 | 5.48 | 0.06 | 0.54 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | |

| AM Peak Hour | 0600 - 0700 | 0945 - 1045 | 0945 - 1045 | 0600 - 0700 | 0900 - 1000 | - | - | - | 0815 - 0915 | - | - | - | - | **0945 - 1045** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour Volume | 1 | 171 | 14 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **186** |

| Noon Peak Hour | 1145 - 1245 | 1215 - 1315 | 1200 - 1300 | 1230 - 1330 | 1215 - 1315 | - | - | - | - | - | - | - | - | **1215 - 1315** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Noon Peak Hour Volume | 1 | 315 | 25 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **347** |

| PM Peak Hour | 1500 - 1600 | 1500 - 1600 | 1745 - 1845 | - | 1500 - 1600 | - | - | - | - | - | - | - | - | **1500 - 1600** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Peak Hour Volume | 1 | 284 | 16 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **301** |

# Bi-Directional Class Count || NB EB Average 15min

Atlanta, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**Site 2**
Barfield Rd,
north of Driveway 3

**Date**
Wednesday, May 1, 2024

**Weather**
Fair
74°F

**Lat/Long**
33.931611°, -84.361241°

**0000 - 2400 (Weekday 24h Session) (All Dates)**
NB EB Average 15min

| | NB EB Average 15min | | | | | | | | | | | | | 15min | 60min |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Total | Total |
| 0000 - 0015 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | |
| 0015 - 0030 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | |
| 0030 - 0045 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0045 - 0100 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | **16** |
| 0100 - 0115 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0115 - 0130 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0130 - 0145 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0145 - 0200 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | **9** |
| 0200 - 0215 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0215 - 0230 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0230 - 0245 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0245 - 0300 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | **8** |
| 0300 - 0315 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0315 - 0330 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0330 - 0345 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0345 - 0400 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | **7** |
| 0400 - 0415 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0415 - 0430 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0430 - 0445 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | |
| 0445 - 0500 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | **11** |
| 0500 - 0515 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0515 - 0530 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0530 - 0545 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | |
| 0545 - 0600 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | **15** |
| 0600 - 0615 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** | |
| 0615 - 0630 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **11** | |
| 0630 - 0645 | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **16** | |
| 0645 - 0700 | 0 | 19 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **22** | **57** |
| 0700 - 0715 | 0 | 34 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **36** | |
| 0715 - 0730 | 0 | 42 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **45** | |
| 0730 - 0745 | 0 | 43 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **47** | |
| 0745 - 0800 | 0 | 58 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **62** | **189** |
| 0800 - 0815 | 0 | 55 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **59** | |
| 0815 - 0830 | 0 | 55 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **60** | |
| 0830 - 0845 | 0 | 70 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **75** | |
| 0845 - 0900 | 0 | 66 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **71** | **264** |
| 0900 - 0915 | 0 | 47 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **52** | |
| 0915 - 0930 | 0 | 54 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **60** | |
| 0930 - 0945 | 0 | 44 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **47** | |
| 0945 - 1000 | 0 | 37 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **42** | **202** |
| 1000 - 1015 | 0 | 37 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **43** | |
| 1015 - 1030 | 0 | 38 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **43** | |
| 1030 - 1045 | 0 | 38 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **43** | |
| 1045 - 1100 | 0 | 53 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **61** | **189** |
| 1100 - 1115 | 0 | 60 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **65** | |
| 1115 - 1130 | 0 | 51 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **55** | |
| 1130 - 1145 | 0 | 48 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **52** | |
| 1145 - 1200 | 0 | 61 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **66** | **237** |
| 1200 - 1215 | 0 | 59 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **65** | |
| 1215 - 1230 | 0 | 67 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **75** | |
| 1230 - 1245 | 0 | 66 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **74** | |
| 1245 - 1300 | 0 | 61 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **66** | **280** |
| 1300 - 1315 | 0 | 60 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **65** | |
| 1315 - 1330 | 0 | 75 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **81** | |
| 1330 - 1345 | 0 | 60 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **68** | |
| 1345 - 1400 | 0 | 63 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **71** | **285** |
| 1400 - 1415 | 0 | 70 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **78** | |
| 1415 - 1430 | 0 | 74 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **80** | |
| 1430 - 1445 | 0 | 58 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **65** | |
| 1445 - 1500 | 0 | 65 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **73** | **295** |
| 1500 - 1515 | 0 | 76 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **83** | |
| 1515 - 1530 | 0 | 83 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **91** | |
| 1530 - 1545 | 0 | 68 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **75** | |
| 1545 - 1600 | 0 | 80 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **90** | **339** |
| 1600 - 1615 | 0 | 75 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **82** | |
| 1615 - 1630 | 0 | 73 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **81** | |
| 1630 - 1645 | 0 | 82 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **88** | |
| 1645 - 1700 | 0 | 80 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **89** | **341** |
| 1700 - 1715 | 0 | 85 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **91** | |
| 1715 - 1730 | 0 | 82 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **91** | |
| 1730 - 1745 | 0 | 54 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **61** | |
| 1745 - 1800 | 0 | 69 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **73** | **317** |
| 1800 - 1815 | 0 | 61 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **68** | |
| 1815 - 1830 | 0 | 59 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **62** | |
| 1830 - 1845 | 0 | 45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **48** | |
| 1845 - 1900 | 0 | 45 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **49** | **227** |
| 1900 - 1915 | 0 | 46 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **48** | |
| 1915 - 1930 | 0 | 34 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **35** | |
| 1930 - 1945 | 0 | 29 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **31** | |
| 1945 - 2000 | 0 | 35 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **36** | **150** |
| 2000 - 2015 | 0 | 34 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **37** | |
| 2015 - 2030 | 0 | 32 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **34** | |
| 2030 - 2045 | 0 | 32 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **34** | |
| 2045 - 2100 | 0 | 26 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **29** | **134** |
| 2100 - 2115 | 0 | 23 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **26** | |
| 2115 - 2130 | 0 | 24 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **27** | |
| 2130 - 2145 | 0 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **20** | |
| 2145 - 2200 | 0 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **21** | **94** |
| 2200 - 2215 | 0 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **22** | |
| 2215 - 2230 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **14** | |
| 2230 - 2245 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **12** | |
| 2245 - 2300 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **12** | **61** |
| 2300 - 2315 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10** | |
| 2315 - 2330 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** | |
| 2330 - 2345 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | |
| 2345 - 0000 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | **29** |

| Session Total | 3 | 3431 | 277 | 7 | 25 | 4 | 0 | 3 | 6 | 1 | 0 | 0 | 0 | **3756** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Session Average | 0.03 | 35.74 | 2.89 | 0.07 | 0.26 | 0.04 | 0.00 | 0.03 | 0.06 | 0.01 | 0.00 | 0.00 | 0.00 | **39.13** |
| Session Percentage | 0.09 | 91.33 | 7.38 | 0.19 | 0.66 | 0.11 | 0.00 | 0.07 | 0.16 | 0.02 | 0.00 | 0.00 | 0.00 | |

| AM Peak Hour | 0600 - 0700 | 0800 - 0900 | 0830 - 0930 | 0645 - 0745 | 0815 - 0915 | 0945 - 1045 | - | - | 0745 - 0845 | 0915 - 1015 | - | - | - | **0800 - 0900** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Volume | 1 | 246 | 16 | 2 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **264** |

| Noon Peak Hour | 1145 - 1245 | 1445 - 1545 | 1330 - 1430 | 1415 - 1515 | 1015 - 1115 | 1000 - 1100 | - | 1400 - 1500 | 1430 - 1530 | 1000 - 1100 | - | - | - | **1445 - 1545** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Noon Peak Volume | 1 | 292 | 28 | 2 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | **321** |

| PM Peak Hour | 1500 - 1600 | 1630 - 1730 | 1645 - 1745 | 1545 - 1645 | 1500 - 1600 | 1500 - 1600 | - | 1630 - 1730 | 1800 - 1900 | 1530 - 1630 | - | - | - | **1630 - 1730** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Peak Volume | 1 | 329 | 29 | 2 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **360** |

# Bi-Directional Class Count || SB WB Average 15min

Atlanta, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**Site 2**
Barfield Rd,
north of Driveway 3

**Date**
Wednesday, May 1, 2024

**Weather**
Fair
74°F

**Lat/Long**
33.931611°, -84.361241°

**0000 - 2400 (Weekday 24h Session) (All Dates)**
SB WB Average 15min

| | SB WB Average 15min | | | | | | | | | | | | | 15min | 60min |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Total | Total |
| 0000 - 0015 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | |
| 0015 - 0030 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | |
| 0030 - 0045 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | |
| 0045 - 0100 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **14** |
| 0100 - 0115 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0115 - 0130 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0130 - 0145 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0145 - 0200 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | **9** |
| 0200 - 0215 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0215 - 0230 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0230 - 0245 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0245 - 0300 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **4** |
| 0300 - 0315 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0315 - 0330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0330 - 0345 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0345 - 0400 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **4** |
| 0400 - 0415 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | |
| 0415 - 0430 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0430 - 0445 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | |
| 0445 - 0500 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | **6** |
| 0500 - 0515 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | |
| 0515 - 0530 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| 0530 - 0545 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | |
| 0545 - 0600 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** | **16** |
| 0600 - 0615 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** | |
| 0615 - 0630 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **12** | |
| 0630 - 0645 | 0 | 14 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **15** | |
| 0645 - 0700 | 0 | 28 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **31** | **67** |
| 0700 - 0715 | 0 | 26 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **29** | |
| 0715 - 0730 | 0 | 36 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **40** | |
| 0730 - 0745 | 0 | 34 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **36** | |
| 0745 - 0800 | 0 | 49 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **52** | **157** |
| 0800 - 0815 | 0 | 52 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **58** | |
| 0815 - 0830 | 0 | 46 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **50** | |
| 0830 - 0845 | 0 | 44 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **48** | |
| 0845 - 0900 | 0 | 61 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **64** | **221** |
| 0900 - 0915 | 0 | 55 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **59** | |
| 0915 - 0930 | 0 | 45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **49** | |
| 0930 - 0945 | 0 | 55 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **60** | |
| 0945 - 1000 | 0 | 47 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **53** | **221** |
| 1000 - 1015 | 0 | 40 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **42** | |
| 1015 - 1030 | 0 | 43 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **48** | |
| 1030 - 1045 | 0 | 41 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **46** | |
| 1045 - 1100 | 0 | 37 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **39** | **176** |
| 1100 - 1115 | 0 | 34 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **37** | |
| 1115 - 1130 | 0 | 47 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **49** | |
| 1130 - 1145 | 0 | 45 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **50** | |
| 1145 - 1200 | 0 | 40 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **43** | **179** |
| 1200 - 1215 | 0 | 43 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **47** | |
| 1215 - 1230 | 0 | 49 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **56** | |
| 1230 - 1245 | 0 | 49 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **52** | |
| 1245 - 1300 | 0 | 54 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **61** | **216** |
| 1300 - 1315 | 0 | 51 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **58** | |
| 1315 - 1330 | 0 | 47 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **51** | |
| 1330 - 1345 | 0 | 42 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **47** | |
| 1345 - 1400 | 0 | 47 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **51** | **207** |
| 1400 - 1415 | 0 | 35 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **39** | |
| 1415 - 1430 | 0 | 40 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **43** | |
| 1430 - 1445 | 0 | 37 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **39** | |
| 1445 - 1500 | 0 | 48 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **53** | **174** |
| 1500 - 1515 | 0 | 44 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **48** | |
| 1515 - 1530 | 0 | 46 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **48** | |
| 1530 - 1545 | 0 | 40 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **43** | |
| 1545 - 1600 | 0 | 40 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **46** | **185** |
| 1600 - 1615 | 0 | 49 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **52** | |
| 1615 - 1630 | 0 | 50 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **54** | |
| 1630 - 1645 | 0 | 44 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **50** | |
| 1645 - 1700 | 0 | 48 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **53** | **209** |
| 1700 - 1715 | 0 | 57 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **61** | |
| 1715 - 1730 | 0 | 54 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **56** | |
| 1730 - 1745 | 0 | 70 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **74** | |
| 1745 - 1800 | 0 | 53 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **57** | **247** |
| 1800 - 1815 | 0 | 52 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **55** | |
| 1815 - 1830 | 0 | 44 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **46** | |
| 1830 - 1845 | 0 | 43 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **46** | |
| 1845 - 1900 | 0 | 34 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **37** | **184** |
| 1900 - 1915 | 0 | 30 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **32** | |
| 1915 - 1930 | 0 | 25 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **28** | |
| 1930 - 1945 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **32** | |
| 1945 - 2000 | 0 | 24 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **27** | **118** |
| 2000 - 2015 | 0 | 25 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **26** | |
| 2015 - 2030 | 0 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **21** | |
| 2030 - 2045 | 1 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **24** | |
| 2045 - 2100 | 0 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **19** | **91** |
| 2100 - 2115 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **18** | |
| 2115 - 2130 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **13** | |
| 2130 - 2145 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **14** | |
| 2145 - 2200 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **11** | **56** |
| 2200 - 2215 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** | |
| 2215 - 2230 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10** | |
| 2230 - 2245 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** | |
| 2245 - 2300 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** | **36** |
| 2300 - 2315 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | |
| 2315 - 2330 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** | |
| 2330 - 2345 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | |
| 2345 - 0000 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | **24** |

| Session Total | 3 | 2607 | 180 | 9 | 20 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **2823** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Session Average | 0.03 | 27.16 | 1.88 | 0.09 | 0.21 | 0.03 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | **29.41** |
| Session Percentage | 0.09 | 92.34 | 6.39 | 0.32 | 0.71 | 0.11 | 0.00 | 0.01 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | |

| AM Peak Hour | 0915 - 1015 | 0845 - 0945 | 0800 - 0900 | 0615 - 0715 | 0900 - 1000 | 0945 - 1045 | - | - | 0745 - 0845 | - | - | - | - | **0845 - 0945** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Volume | 0 | 217 | 15 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **233** |

| Noon Peak Hour | 1000 - 1100 | 1215 - 1315 | 1215 - 1315 | 1430 - 1530 | 1200 - 1300 | 1000 - 1100 | - | - | 1245 - 1345 | - | - | - | - | **1215 - 1315** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Noon Peak Volume | 0 | 204 | 19 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **227** |

| PM Peak Hour | 1945 - 2045 | 1700 - 1800 | 1615 - 1715 | 1500 - 1600 | 1500 - 1600 | 1500 - 1600 | - | 1730 - 1830 | 1545 - 1645 | - | - | - | - | **1700 - 1800** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Peak Volume | 1 | 234 | 17 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **247** |

# Bi-Directional Class Count || Volume Summary 15min

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 2**

Barfield Rd,
north of Driveway 3

**Date**

Wednesday, May 1, 2024

**Lat/Long**

33.931611°, -84.361241°

**Weather**

Fair
74°F

Click here for Detailed Weather

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

Volume Summary 15min

| TIME | Volume Summary 15min NB | SB | 15min Total | 60min Total |
|---|---|---|---|---|
| 0000 - 0015 | 2 | 5 | **7** | |
| 0015 - 0030 | 2 | 4 | **6** | |
| 0030 - 0045 | 4 | 2 | **6** | |
| 0045 - 0100 | 3 | 1 | **4** | **23** |
| 0100 - 0115 | 1 | 3 | **4** | |
| 0115 - 0130 | 4 | 2 | **6** | |
| 0130 - 0145 | 1 | 1 | **2** | |
| 0145 - 0200 | 2 | 1 | **3** | **15** |
| 0200 - 0215 | 2 | 1 | **3** | |
| 0215 - 0230 | 2 | 1 | **3** | |
| 0230 - 0245 | 0 | 1 | **1** | |
| 0245 - 0300 | 1 | 0 | **1** | **8** |
| 0300 - 0315 | 1 | 0 | **1** | |
| 0315 - 0330 | 2 | 0 | **2** | |
| 0330 - 0345 | 0 | 2 | **2** | |
| 0345 - 0400 | 1 | 1 | **2** | **7** |
| 0400 - 0415 | 0 | 0 | **0** | |
| 0415 - 0430 | 2 | 3 | **5** | |
| 0430 - 0445 | 3 | 3 | **6** | |
| 0445 - 0500 | 5 | 3 | **8** | **19** |
| 0500 - 0515 | 2 | 1 | **3** | |
| 0515 - 0530 | 4 | 4 | **8** | |
| 0530 - 0545 | 4 | 9 | **13** | |
| 0545 - 0600 | 7 | 10 | **17** | **41** |
| 0600 - 0615 | 6 | 15 | **21** | |
| 0615 - 0630 | 15 | 23 | **38** | |
| 0630 - 0645 | 22 | 25 | **47** | |
| 0645 - 0700 | 30 | 49 | **79** | **185** |
| 0700 - 0715 | 49 | 44 | **93** | |
| 0715 - 0730 | 70 | 64 | **134** | |
| 0730 - 0745 | 68 | 55 | **123** | |
| 0745 - 0800 | 76 | 70 | **146** | **496** |
| 0800 - 0815 | 92 | 103 | **195** | |
| 0815 - 0830 | 96 | 70 | **166** | |
| 0830 - 0845 | 108 | 70 | **178** | |
| 0845 - 0900 | 96 | 88 | **184** | **723** |
| 0900 - 0915 | 67 | 92 | **159** | |
| 0915 - 0930 | 75 | 77 | **152** | |
| 0930 - 0945 | 67 | 82 | **149** | |
| 0945 - 1000 | 56 | 69 | **125** | **585** |
| 1000 - 1015 | 49 | 60 | **109** | |
| 1015 - 1030 | 54 | 66 | **120** | |
| 1030 - 1045 | 48 | 63 | **111** | |
| 1045 - 1100 | 73 | 49 | **122** | **462** |
| 1100 - 1115 | 77 | 57 | **134** | |
| 1115 - 1130 | 61 | 57 | **118** | |
| 1130 - 1145 | 75 | 73 | **148** | |
| 1145 - 1200 | 69 | 46 | **115** | **515** |

| Time | Volume Summary 15min NB | SB | 15min Total | 60min Total |
|---|---|---|---|---|
| 1200 - 1215 | 71 | 52 | **123** | |
| 1215 - 1230 | 83 | 62 | **145** | |
| 1230 - 1245 | 80 | 65 | **145** | |
| 1245 - 1300 | 71 | 71 | **142** | **555** |
| 1300 - 1315 | 78 | 69 | **147** | |
| 1315 - 1330 | 87 | 56 | **143** | |
| 1330 - 1345 | 99 | 63 | **162** | |
| 1345 - 1400 | 94 | 64 | **158** | **610** |
| 1400 - 1415 | 100 | 47 | **147** | |
| 1415 - 1430 | 91 | 44 | **135** | |
| 1430 - 1445 | 81 | 40 | **121** | |
| 1445 - 1500 | 100 | 60 | **160** | **563** |
| 1500 - 1515 | 113 | 56 | **169** | |
| 1515 - 1530 | 112 | 62 | **174** | |
| 1530 - 1545 | 89 | 48 | **137** | |
| 1545 - 1600 | 121 | 54 | **175** | **655** |
| 1600 - 1615 | 106 | 59 | **165** | |
| 1615 - 1630 | 94 | 57 | **151** | |
| 1630 - 1645 | 127 | 71 | **198** | |
| 1645 - 1700 | 121 | 61 | **182** | **696** |
| 1700 - 1715 | 123 | 77 | **200** | |
| 1715 - 1730 | 99 | 72 | **171** | |
| 1730 - 1745 | 86 | 111 | **197** | |
| 1745 - 1800 | 113 | 87 | **200** | **768** |
| 1800 - 1815 | 70 | 93 | **163** | |
| 1815 - 1830 | 72 | 67 | **139** | |
| 1830 - 1845 | 62 | 49 | **111** | |
| 1845 - 1900 | 69 | 40 | **109** | **522** |
| 1900 - 1915 | 55 | 37 | **92** | |
| 1915 - 1930 | 47 | 30 | **77** | |
| 1930 - 1945 | 35 | 34 | **69** | |
| 1945 - 2000 | 42 | 32 | **74** | **312** |
| 2000 - 2015 | 51 | 32 | **83** | |
| 2015 - 2030 | 45 | 23 | **68** | |
| 2030 - 2045 | 46 | 33 | **79** | |
| 2045 - 2100 | 38 | 23 | **61** | **291** |
| 2100 - 2115 | 37 | 17 | **54** | |
| 2115 - 2130 | 25 | 16 | **41** | |
| 2130 - 2145 | 24 | 16 | **40** | |
| 2145 - 2200 | 22 | 12 | **34** | **169** |
| 2200 - 2215 | 28 | 9 | **37** | |
| 2215 - 2230 | 15 | 18 | **33** | |
| 2230 - 2245 | 19 | 10 | **29** | |
| 2245 - 2300 | 7 | 6 | **13** | **112** |
| 2300 - 2315 | 10 | 4 | **14** | |
| 2315 - 2330 | 7 | 4 | **11** | |
| 2330 - 2345 | 3 | 2 | **5** | |
| 2345 - 0000 | 3 | 4 | **7** | **37** |

| Session Total | 4725 | 3644 | **8369** |
|---|---|---|---|
| Session Average | 49.22 | 37.96 | **87.18** |
| Session Percentage | 56.46 | 43.54 | |

**Site 2**
Barfield Rd,
north of Driveway 3

**Date**
Thursday, May 2, 2024

**Lat/Long**
33.931611°, -84.361241°

**Weather**
Partly Cloudy
76°F

Click here for Detailed Weather

**0000 - 2400 (Weekday 24h Session) (05-02-2024)**
Volume Summary 15min

| TIME | Volume Summary 15min NB | SB | 15min Total | 60min Total |
|---|---|---|---|---|
| 0000 - 0015 | 2 | 2 | **4** | |
| 0015 - 0030 | 4 | 4 | **8** | |
| 0030 - 0045 | 2 | 5 | **7** | |
| 0045 - 0100 | 5 | 1 | **6** | **25** |
| 0100 - 0115 | 1 | 2 | **3** | |
| 0115 - 0130 | 0 | 1 | **1** | |
| 0130 - 0145 | 2 | 0 | **2** | |
| 0145 - 0200 | 2 | 1 | **3** | **9** |
| 0200 - 0215 | 1 | 1 | **2** | |
| 0215 - 0230 | 1 | 3 | **4** | |
| 0230 - 0245 | 0 | 0 | **0** | |
| 0245 - 0300 | 1 | 0 | **1** | **7** |
| 0300 - 0315 | 1 | 1 | **2** | |
| 0315 - 0330 | 2 | 0 | **2** | |
| 0330 - 0345 | 1 | 1 | **2** | |
| 0345 - 0400 | 1 | 0 | **1** | **7** |
| 0400 - 0415 | 0 | 1 | **1** | |
| 0415 - 0430 | 2 | 1 | **3** | |
| 0430 - 0445 | 3 | 3 | **6** | |
| 0445 - 0500 | 7 | 1 | **8** | **18** |
| 0500 - 0515 | 4 | 0 | **4** | |
| 0515 - 0530 | 3 | 5 | **8** | |
| 0530 - 0545 | 10 | 7 | **17** | |
| 0545 - 0600 | 3 | 10 | **13** | **42** |
| 0600 - 0615 | 15 | 9 | **24** | |
| 0615 - 0630 | 11 | 10 | **21** | |
| 0630 - 0645 | 18 | 18 | **36** | |
| 0645 - 0700 | 29 | 42 | **71** | **152** |
| 0700 - 0715 | 46 | 37 | **83** | |
| 0715 - 0730 | 58 | 53 | **111** | |
| 0730 - 0745 | 62 | 48 | **110** | |
| 0745 - 0800 | 88 | 75 | **163** | **467** |
| 0800 - 0815 | 74 | 69 | **143** | |
| 0815 - 0830 | 71 | 72 | **143** | |
| 0830 - 0845 | 101 | 64 | **165** | |
| 0845 - 0900 | 89 | 88 | **177** | **628** |
| 0900 - 0915 | 72 | 70 | **142** | |
| 0915 - 0930 | 82 | 56 | **138** | |
| 0930 - 0945 | 55 | 79 | **134** | |
| 0945 - 1000 | 48 | 63 | **111** | **525** |
| 1000 - 1015 | 50 | 48 | **98** | |
| 1015 - 1030 | 56 | 65 | **121** | |
| 1030 - 1045 | 51 | 47 | **98** | |
| 1045 - 1100 | 66 | 46 | **112** | **429** |
| 1100 - 1115 | 68 | 39 | **107** | |
| 1115 - 1130 | 60 | 60 | **120** | |
| 1130 - 1145 | 50 | 52 | **102** | |
| 1145 - 1200 | 84 | 53 | **137** | **466** |

| Time | Volume Summary 15min NB | SB | 15min Total | 60min Total |
|---|---|---|---|---|
| 1200 - 1215 | 76 | 62 | **138** | |
| 1215 - 1230 | 83 | 70 | **153** | |
| 1230 - 1245 | 90 | 54 | **144** | |
| 1245 - 1300 | 84 | 74 | **158** | **593** |
| 1300 - 1315 | 78 | 63 | **141** | |
| 1315 - 1330 | 105 | 64 | **169** | |
| 1330 - 1345 | 72 | 53 | **125** | |
| 1345 - 1400 | 77 | 60 | **137** | **572** |
| 1400 - 1415 | 95 | 41 | **136** | |
| 1415 - 1430 | 108 | 60 | **168** | |
| 1430 - 1445 | 71 | 48 | **119** | |
| 1445 - 1500 | 70 | 64 | **134** | **557** |
| 1500 - 1515 | 88 | 58 | **146** | |
| 1515 - 1530 | 113 | 50 | **163** | |
| 1530 - 1545 | 93 | 57 | **150** | |
| 1545 - 1600 | 107 | 50 | **157** | **616** |
| 1600 - 1615 | 114 | 59 | **173** | |
| 1615 - 1630 | 104 | 69 | **173** | |
| 1630 - 1645 | 93 | 59 | **152** | |
| 1645 - 1700 | 100 | 78 | **178** | **676** |
| 1700 - 1715 | 109 | 83 | **192** | |
| 1715 - 1730 | 134 | 76 | **210** | |
| 1730 - 1745 | 70 | 78 | **148** | |
| 1745 - 1800 | 77 | 53 | **130** | **680** |
| 1800 - 1815 | 73 | 52 | **125** | |
| 1815 - 1830 | 80 | 47 | **127** | |
| 1830 - 1845 | 50 | 57 | **107** | |
| 1845 - 1900 | 55 | 45 | **100** | **459** |
| 1900 - 1915 | 59 | 35 | **94** | |
| 1915 - 1930 | 43 | 38 | **81** | |
| 1930 - 1945 | 37 | 40 | **77** | |
| 1945 - 2000 | 46 | 29 | **75** | **327** |
| 2000 - 2015 | 41 | 26 | **67** | |
| 2015 - 2030 | 39 | 19 | **58** | |
| 2030 - 2045 | 44 | 17 | **61** | |
| 2045 - 2100 | 31 | 20 | **51** | **237** |
| 2100 - 2115 | 26 | 24 | **50** | |
| 2115 - 2130 | 36 | 14 | **50** | |
| 2130 - 2145 | 26 | 16 | **42** | |
| 2145 - 2200 | 26 | 15 | **41** | **183** |
| 2200 - 2215 | 24 | 9 | **33** | |
| 2215 - 2230 | 21 | 6 | **27** | |
| 2230 - 2245 | 12 | 8 | **20** | |
| 2245 - 2300 | 18 | 10 | **28** | **108** |
| 2300 - 2315 | 12 | 6 | **18** | |
| 2315 - 2330 | 10 | 19 | **29** | |
| 2330 - 2345 | 8 | 13 | **21** | |
| 2345 - 0000 | 6 | 9 | **15** | **83** |

| Session Total | 4496 | 3370 | **7866** |
|---|---|---|---|
| Session Average | 46.83 | 35.10 | **81.94** |
| Session Percentage | 57.16 | 42.84 | |

**Site 2**
Barfield Rd,
north of Driveway 3

**Date**
Sunday, May 5, 2024

**Lat/Long**
33.931611°, -84.361241°

**Weather**
Mostly Cloudy
74°F

Click here for Detailed Weather

**0000 - 2400 (Sunday 24h Session) (05-05-2024)**

Volume Summary 15min

| TIME | Volume Summary 15min NB | SB | 15min Total | 60min Total |
|---|---|---|---|---|
| 0000 - 0015 | 8 | 6 | **14** | |
| 0015 - 0030 | 7 | 4 | **11** | |
| 0030 - 0045 | 4 | 7 | **11** | |
| 0045 - 0100 | 5 | 1 | **6** | **42** |
| 0100 - 0115 | 7 | 4 | **11** | |
| 0115 - 0130 | 4 | 3 | **7** | |
| 0130 - 0145 | 3 | 5 | **8** | |
| 0145 - 0200 | 1 | 3 | **4** | **30** |
| 0200 - 0215 | 5 | 1 | **6** | |
| 0215 - 0230 | 2 | 0 | **2** | |
| 0230 - 0245 | 3 | 3 | **6** | |
| 0245 - 0300 | 5 | 2 | **7** | **21** |
| 0300 - 0315 | 2 | 3 | **5** | |
| 0315 - 0330 | 2 | 0 | **2** | |
| 0330 - 0345 | 4 | 3 | **7** | |
| 0345 - 0400 | 3 | 2 | **5** | **19** |
| 0400 - 0415 | 4 | 0 | **4** | |
| 0415 - 0430 | 2 | 2 | **4** | |
| 0430 - 0445 | 5 | 1 | **6** | |
| 0445 - 0500 | 0 | 1 | **1** | **15** |
| 0500 - 0515 | 1 | 2 | **3** | |
| 0515 - 0530 | 3 | 0 | **3** | |
| 0530 - 0545 | 3 | 0 | **3** | |
| 0545 - 0600 | 1 | 1 | **2** | **11** |
| 0600 - 0615 | 5 | 2 | **7** | |
| 0615 - 0630 | 6 | 3 | **9** | |
| 0630 - 0645 | 9 | 3 | **12** | |
| 0645 - 0700 | 6 | 3 | **9** | **37** |
| 0700 - 0715 | 12 | 5 | **17** | |
| 0715 - 0730 | 8 | 3 | **11** | |
| 0730 - 0745 | 10 | 6 | **16** | |
| 0745 - 0800 | 21 | 11 | **32** | **76** |
| 0800 - 0815 | 10 | 3 | **13** | |
| 0815 - 0830 | 13 | 9 | **22** | |
| 0830 - 0845 | 15 | 10 | **25** | |
| 0845 - 0900 | 28 | 17 | **45** | **105** |
| 0900 - 0915 | 18 | 16 | **34** | |
| 0915 - 0930 | 24 | 13 | **37** | |
| 0930 - 0945 | 20 | 20 | **40** | |
| 0945 - 1000 | 21 | 26 | **47** | **158** |
| 1000 - 1015 | 30 | 19 | **49** | |
| 1015 - 1030 | 18 | 13 | **31** | |
| 1030 - 1045 | 30 | 29 | **59** | |
| 1045 - 1100 | 43 | 23 | **66** | **205** |
| 1100 - 1115 | 49 | 14 | **63** | |
| 1115 - 1130 | 43 | 30 | **73** | |
| 1130 - 1145 | 31 | 25 | **56** | |
| 1145 - 1200 | 44 | 31 | **75** | **267** |

| Time | Volume Summary 15min NB | SB | 15min Total | 60min Total |
|---|---|---|---|---|
| 1200 - 1215 | 48 | 27 | **75** | |
| 1215 - 1230 | 59 | 35 | **94** | |
| 1230 - 1245 | 52 | 38 | **90** | |
| 1245 - 1300 | 43 | 38 | **81** | **340** |
| 1300 - 1315 | 39 | 43 | **82** | |
| 1315 - 1330 | 50 | 32 | **82** | |
| 1330 - 1345 | 34 | 24 | **58** | |
| 1345 - 1400 | 43 | 29 | **72** | **294** |
| 1400 - 1415 | 39 | 30 | **69** | |
| 1415 - 1430 | 41 | 24 | **65** | |
| 1430 - 1445 | 42 | 30 | **72** | |
| 1445 - 1500 | 48 | 35 | **83** | **289** |
| 1500 - 1515 | 47 | 30 | **77** | |
| 1515 - 1530 | 48 | 33 | **81** | |
| 1530 - 1545 | 42 | 25 | **67** | |
| 1545 - 1600 | 43 | 33 | **76** | **301** |
| 1600 - 1615 | 27 | 39 | **66** | |
| 1615 - 1630 | 46 | 35 | **81** | |
| 1630 - 1645 | 45 | 20 | **65** | |
| 1645 - 1700 | 47 | 21 | **68** | **280** |
| 1700 - 1715 | 40 | 22 | **62** | |
| 1715 - 1730 | 41 | 21 | **62** | |
| 1730 - 1745 | 28 | 32 | **60** | |
| 1745 - 1800 | 30 | 30 | **60** | **244** |
| 1800 - 1815 | 60 | 21 | **81** | |
| 1815 - 1830 | 34 | 25 | **59** | |
| 1830 - 1845 | 33 | 32 | **65** | |
| 1845 - 1900 | 23 | 25 | **48** | **253** |
| 1900 - 1915 | 31 | 23 | **54** | |
| 1915 - 1930 | 15 | 15 | **30** | |
| 1930 - 1945 | 20 | 22 | **42** | |
| 1945 - 2000 | 21 | 19 | **40** | **166** |
| 2000 - 2015 | 18 | 20 | **38** | |
| 2015 - 2030 | 18 | 21 | **39** | |
| 2030 - 2045 | 11 | 23 | **34** | |
| 2045 - 2100 | 19 | 15 | **34** | **145** |
| 2100 - 2115 | 15 | 12 | **27** | |
| 2115 - 2130 | 19 | 10 | **29** | |
| 2130 - 2145 | 10 | 9 | **19** | |
| 2145 - 2200 | 16 | 6 | **22** | **97** |
| 2200 - 2215 | 15 | 10 | **25** | |
| 2215 - 2230 | 7 | 6 | **13** | |
| 2230 - 2245 | 6 | 7 | **13** | |
| 2245 - 2300 | 10 | 9 | **19** | **70** |
| 2300 - 2315 | 7 | 6 | **13** | |
| 2315 - 2330 | 7 | 3 | **10** | |
| 2330 - 2345 | 7 | 2 | **9** | |
| 2345 - 0000 | 6 | 1 | **7** | **39** |

| Session Total | 2048 | 1456 | **3504** |
|---|---|---|---|
| Session Average | 21.33 | 15.17 | **36.50** |
| Session Percentage | 58.45 | 41.55 | |

# Bi-Directional Class Count || NB EB 60min

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 2**
Barfield Rd,
north of Driveway 3

**Date**
Wednesday, May 1, 2024

**Lat/Long**
33.931611°, -84.361241°

**Weather**
Fair
74°F

Click here for Detailed Weather

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

| | Northbound (Movement 2.1) | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | **Total** |
| 0000 - 0100 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **11** |
| 0100 - 0200 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** |
| 0200 - 0300 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** |
| 0300 - 0400 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 0400 - 0500 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10** |
| 0500 - 0600 | 0 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **17** |
| 0600 - 0700 | 1 | 60 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **73** |
| 0700 - 0800 | 0 | 243 | 15 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **263** |
| 0800 - 0900 | 0 | 367 | 22 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **392** |
| 0900 - 1000 | 0 | 235 | 23 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **265** |
| 1000 - 1100 | 0 | 192 | 25 | 1 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **224** |
| 1100 - 1200 | 0 | 261 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **282** |
| 1200 - 1300 | 1 | 276 | 25 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **305** |
| 1300 - 1400 | 1 | 318 | 36 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | **358** |
| 1400 - 1500 | 0 | 328 | 36 | 1 | 5 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | **372** |
| 1500 - 1600 | 1 | 391 | 33 | 2 | 5 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **435** |
| 1600 - 1700 | 1 | 406 | 38 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **448** |
| 1700 - 1800 | 1 | 389 | 30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **421** |
| 1800 - 1900 | 0 | 251 | 19 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | **273** |
| 1900 - 2000 | 0 | 175 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **179** |
| 2000 - 2100 | 0 | 165 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **180** |
| 2100 - 2200 | 0 | 97 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **108** |
| 2200 - 2300 | 0 | 62 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **69** |
| 2300 - 2400 | 0 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **23** |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Session Total | 6 | 4286 | 377 | 9 | 31 | 6 | 0 | 3 | 7 | 0 | 0 | 0 | 0 | **4725** |
| Session Average | 0.25 | 178.58 | 15.71 | 0.38 | 1.29 | 0.25 | 0.00 | 0.13 | 0.29 | 0.00 | 0.00 | 0.00 | 0.00 | **196.88** |
| Session Percentage | 0.13 | 90.71 | 7.98 | 0.19 | 0.66 | 0.13 | 0.00 | 0.06 | 0.15 | 0.00 | 0.00 | 0.00 | 0.00 | |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | 0600 - 0700 | 0800 - 0900 | 0900 - 1000 | 0600 - 0700 | 0900 - 1000 | 0700 - 0800 | - | - | 0500 - 0600 | - | - | - | - | **0800 - 0900** |
| AM Peak Volume | 1 | 367 | 23 | 1 | 6 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **392** |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Noon Peak Hour | 1200 - 1300 | 1400 - 1500 | 1300 - 1400 | 1000 - 1100 | 1400 - 1500 | 1000 - 1100 | - | 1000 - 1100 | 1300 - 1400 | - | - | - | - | **1400 - 1500** |
| Noon Peak Volume | 1 | 328 | 36 | 1 | 5 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | **372** |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Peak Hour | 1500 - 1600 | 1600 - 1700 | 1600 - 1700 | 1500 - 1600 | 1500 - 1600 | 1500 - 1600 | - | - | 1800 - 1900 | - | - | - | - | **1600 - 1700** |
| PM Peak Volume | 1 | 406 | 38 | 2 | 5 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | **448** |

**Site 2**
Barfield Rd,
north of Driveway 3

**Date**
Thursday, May 2, 2024

**Weather**
Partly Cloudy
76°F

**Lat/Long**
33.931611°, -84.361241°

Click here for Detailed Weather

**0000 - 2400 (Weekday 24h Session) (05-02-2024)**
NB EB 60min

| | Northbound (Movement 2.1) | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | **Total** |
| 0000 - 0100 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **13** |
| 0100 - 0200 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** |
| 0200 - 0300 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 0300 - 0400 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **5** |
| 0400 - 0500 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **12** |
| 0500 - 0600 | 0 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **20** |
| 0600 - 0700 | 0 | 68 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **73** |
| 0700 - 0800 | 0 | 242 | 9 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **254** |
| 0800 - 0900 | 0 | 312 | 14 | 1 | 5 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | **335** |
| 0900 - 1000 | 0 | 236 | 18 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **257** |
| 1000 - 1100 | 0 | 195 | 21 | 0 | 4 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | **223** |
| 1100 - 1200 | 0 | 242 | 15 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **262** |
| 1200 - 1300 | 1 | 297 | 29 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **333** |
| 1300 - 1400 | 0 | 303 | 26 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **332** |
| 1400 - 1500 | 0 | 312 | 26 | 2 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | **344** |
| 1500 - 1600 | 0 | 360 | 37 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **401** |
| 1600 - 1700 | 0 | 369 | 34 | 3 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | **411** |
| 1700 - 1800 | 0 | 346 | 41 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | **390** |
| 1800 - 1900 | 0 | 240 | 17 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **258** |
| 1900 - 2000 | 1 | 173 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **185** |
| 2000 - 2100 | 0 | 144 | 9 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **155** |
| 2100 - 2200 | 0 | 103 | 9 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | **114** |
| 2200 - 2300 | 0 | 69 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **75** |
| 2300 - 2400 | 0 | 34 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **36** |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Session Total | 2 | 4096 | 332 | 11 | 32 | 6 | 0 | 5 | 10 | 2 | 0 | 0 | 0 | **4496** |
| Session Average | 0.08 | 170.67 | 13.83 | 0.46 | 1.33 | 0.25 | 0.00 | 0.21 | 0.42 | 0.08 | 0.00 | 0.00 | 0.00 | **187.33** |
| Session Percentage | 0.04 | 91.10 | 7.38 | 0.24 | 0.71 | 0.13 | 0.00 | 0.11 | 0.22 | 0.04 | 0.00 | 0.00 | 0.00 | |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | - | 0800 - 0900 | 0900 - 1000 | 0600 - 0700 | 0800 - 0900 | 0700 - 0800 | - | - | 0800 - 0900 | - | - | - | - | **0800 - 0900** |
| AM Peak Volume | 0 | 312 | 18 | 1 | 5 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | **335** |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Noon Peak Hour | 1200 - 1300 | 1400 - 1500 | 1200 - 1300 | 1400 - 1500 | 1000 - 1100 | 1000 - 1100 | - | 1400 - 1500 | - | 1000 - 1100 | - | - | - | **1400 - 1500** |
| Noon Peak Volume | 1 | 312 | 29 | 2 | 4 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | **344** |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Peak Hour | 1900 - 2000 | 1600 - 1700 | 1700 - 1800 | 1600 - 1700 | 1600 - 1700 | - | - | 1700 - 1800 | 1700 - 1800 | 1600 - 1700 | - | - | - | **1600 - 1700** |
| PM Peak Volume | 1 | 369 | 41 | 3 | 4 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | **411** |

**Site 2**
Barfield Rd,
north of Driveway 3

**Date**
Sunday, May 5, 2024

**Lat/Long**
33.931611°, -84.361241°

**Weather**
Mostly Cloudy
74°F

Click here for Detailed Weather

**0000 - 2400 (Sunday 24h Session) (05-05-2024)**
NB EB 60min

| | Northbound (Movement 2.1) | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | **Total** |
| 0000 - 0100 | 0 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **24** |
| 0100 - 0200 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **15** |
| 0200 - 0300 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **15** |
| 0300 - 0400 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **11** |
| 0400 - 0500 | 0 | 9 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **11** |
| 0500 - 0600 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** |
| 0600 - 0700 | 1 | 22 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **26** |
| 0700 - 0800 | 0 | 46 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **51** |
| 0800 - 0900 | 0 | 60 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **66** |
| 0900 - 1000 | 0 | 78 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **83** |
| 1000 - 1100 | 0 | 111 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **121** |
| 1100 - 1200 | 0 | 157 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **167** |
| 1200 - 1300 | 0 | 186 | 15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **202** |
| 1300 - 1400 | 0 | 152 | 11 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **166** |
| 1400 - 1500 | 0 | 160 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **170** |
| 1500 - 1600 | 1 | 169 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **180** |
| 1600 - 1700 | 0 | 158 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **165** |
| 1700 - 1800 | 0 | 135 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **139** |
| 1800 - 1900 | 0 | 140 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **150** |
| 1900 - 2000 | 0 | 83 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **87** |
| 2000 - 2100 | 0 | 65 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **66** |
| 2100 - 2200 | 0 | 53 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **60** |
| 2200 - 2300 | 0 | 34 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **38** |
| 2300 - 2400 | 0 | 24 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **27** |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Session Total | 2 | 1910 | 123 | 1 | 11 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **2048** |
| Session Average | 0.08 | 79.58 | 5.13 | 0.04 | 0.46 | 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | **85.33** |
| Session Percentage | 0.10 | 93.26 | 6.01 | 0.05 | 0.54 | 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | 0600 - 0700 | 0900 - 1000 | 0800 - 0900 | 0600 - 0700 | 0900 - 1000 | - | - | - | 0900 - 1000 | - | - | - | - | **0900 - 1000** |
| AM Peak Hour Volume | 1 | 78 | 6 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **83** |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Noon Peak Hour | - | 1200 - 1300 | 1200 - 1300 | - | 1300 - 1400 | - | - | - | - | - | - | - | - | **1200 - 1300** |
| Noon Peak Hour Volume | 0 | 186 | 15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **202** |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Peak Hour | 1500 - 1600 | 1500 - 1600 | 1800 - 1900 | - | 1500 - 1600 | - | - | - | - | - | - | - | - | **1500 - 1600** |
| PM Peak Hour Volume | 1 | 169 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **180** |

# Bi-Directional Class Count || SB WB 60min

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 2**
Barfield Rd,
north of Driveway 3

**Date**
Wednesday, May 1, 2024

**Lat/Long**
33.931611°, -84.361241°

**Weather**
Fair
74°F

Click here for Detailed Weather

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

| | Southbound (Movement 2.2) | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | **Total** |
| 0000 - 0100 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **12** |
| 0100 - 0200 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** |
| 0200 - 0300 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 0300 - 0400 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 0400 - 0500 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** |
| 0500 - 0600 | 0 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **24** |
| 0600 - 0700 | 0 | 98 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **112** |
| 0700 - 0800 | 0 | 214 | 14 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **233** |
| 0800 - 0900 | 0 | 306 | 24 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **331** |
| 0900 - 1000 | 0 | 291 | 26 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **320** |
| 1000 - 1100 | 0 | 215 | 16 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **238** |
| 1100 - 1200 | 0 | 210 | 20 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **233** |
| 1200 - 1300 | 0 | 233 | 15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **250** |
| 1300 - 1400 | 0 | 232 | 15 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **252** |
| 1400 - 1500 | 0 | 170 | 16 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **191** |
| 1500 - 1600 | 1 | 203 | 9 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **220** |
| 1600 - 1700 | 1 | 226 | 20 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **248** |
| 1700 - 1800 | 0 | 330 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **347** |
| 1800 - 1900 | 0 | 232 | 15 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **249** |
| 1900 - 2000 | 0 | 127 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **133** |
| 2000 - 2100 | 1 | 103 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **111** |
| 2100 - 2200 | 0 | 55 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **61** |
| 2200 - 2300 | 0 | 40 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **43** |
| 2300 - 2400 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **14** |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Session Total | 3 | 3351 | 247 | 15 | 21 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | **3644** |
| Session Average | 0.13 | 139.63 | 10.29 | 0.63 | 0.88 | 0.21 | 0.00 | 0.04 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | **151.83** |
| Session Percentage | 0.08 | 91.96 | 6.78 | 0.41 | 0.58 | 0.14 | 0.00 | 0.03 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | - | 0800 - 0900 | 0900 - 1000 | 0700 - 0800 | 0700 - 0800 | 0800 - 0900 | - | - | - | - | - | - | - | **0800 - 0900** |
| AM Peak Volume | 0 | 306 | 26 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **331** |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Noon Peak Hour | - | 1200 - 1300 | 1100 - 1200 | 1000 - 1100 | 1000 - 1100 | 1000 - 1100 | - | - | 1300 - 1400 | - | - | - | - | **1300 - 1400** |
| Noon Peak Volume | 0 | 233 | 20 | 3 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **252** |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Peak Hour | 1500 - 1600 | 1700 - 1800 | 1600 - 1700 | 1500 - 1600 | 1500 - 1600 | 1500 - 1600 | - | 1800 - 1900 | - | - | - | - | - | **1700 - 1800** |
| PM Peak Volume | 1 | 330 | 20 | 4 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **347** |

**Site 2**
Barfield Rd,
north of Driveway 3

**Date**
Thursday, May 2, 2024

**Weather**
Partly Cloudy
76°F

**Lat/Long**
33.931611°, -84.361241°

Click here for Detailed Weather

**0000 - 2400 (Weekday 24h Session) (05-02-2024)**
SB WB 60min

| | Southbound (Movement 2.2) | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | **Total** |
| 0000 - 0100 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **12** |
| 0100 - 0200 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 0200 - 0300 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 0300 - 0400 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 0400 - 0500 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** |
| 0500 - 0600 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **22** |
| 0600 - 0700 | 0 | 73 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **79** |
| 0700 - 0800 | 0 | 197 | 13 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **213** |
| 0800 - 0900 | 0 | 269 | 20 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **293** |
| 0900 - 1000 | 0 | 245 | 14 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **268** |
| 1000 - 1100 | 1 | 190 | 9 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **206** |
| 1100 - 1200 | 0 | 191 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **204** |
| 1200 - 1300 | 0 | 230 | 23 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **260** |
| 1300 - 1400 | 0 | 212 | 25 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **240** |
| 1400 - 1500 | 0 | 195 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **213** |
| 1500 - 1600 | 0 | 194 | 16 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **215** |
| 1600 - 1700 | 0 | 240 | 20 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **265** |
| 1700 - 1800 | 1 | 270 | 17 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **290** |
| 1800 - 1900 | 0 | 187 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **201** |
| 1900 - 2000 | 1 | 130 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **142** |
| 2000 - 2100 | 0 | 77 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **82** |
| 2100 - 2200 | 0 | 68 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **69** |
| 2200 - 2300 | 0 | 32 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **33** |
| 2300 - 2400 | 0 | 44 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **47** |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Session Total | 3 | 3094 | 225 | 11 | 31 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | **3370** |
| Session Average | 0.13 | 128.92 | 9.38 | 0.46 | 1.29 | 0.17 | 0.00 | 0.00 | 0.08 | 0.00 | 0.00 | 0.00 | 0.00 | **140.42** |
| Session Percentage | 0.09 | 91.81 | 6.68 | 0.33 | 0.92 | 0.12 | 0.00 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | - | 0800 - 0900 | 0800 - 0900 | 0700 - 0800 | 0900 - 1000 | - | - | - | 0800 - 0900 | - | - | - | - | **0800 - 0900** |
| AM Peak Volume | 0 | 269 | 20 | 2 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **293** |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Noon Peak Hour | 1000 - 1100 | 1200 - 1300 | 1300 - 1400 | - | 1200 - 1300 | 1000 - 1100 | - | - | - | - | - | - | - | **1200 - 1300** |
| Noon Peak Volume | 1 | 230 | 25 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **260** |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Peak Hour | 1700 - 1800 | 1700 - 1800 | 1600 - 1700 | 1500 - 1600 | 1500 - 1600 | - | - | - | 1600 - 1700 | - | - | - | - | **1700 - 1800** |
| PM Peak Volume | 1 | 270 | 20 | 3 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **290** |

**Site 2**
Barfield Rd,
north of Driveway 3

**Date**
Sunday, May 5, 2024

**Lat/Long**
33.931611°, -84.361241°

**Weather**
Mostly Cloudy
74°F

Click here for Detailed Weather

**0000 - 2400 (Sunday 24h Session) (05-05-2024)**
SB WB 60min

| | Southbound (Movement 2.2) | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | **Total** |
| 0000 - 0100 | 0 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **18** |
| 0100 - 0200 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **15** |
| 0200 - 0300 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** |
| 0300 - 0400 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** |
| 0400 - 0500 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 0500 - 0600 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 0600 - 0700 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **11** |
| 0700 - 0800 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **25** |
| 0800 - 0900 | 0 | 37 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **39** |
| 0900 - 1000 | 0 | 70 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **75** |
| 1000 - 1100 | 0 | 77 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **84** |
| 1100 - 1200 | 0 | 95 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **100** |
| 1200 - 1300 | 1 | 124 | 10 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **138** |
| 1300 - 1400 | 0 | 119 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **128** |
| 1400 - 1500 | 0 | 112 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **119** |
| 1500 - 1600 | 0 | 115 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **121** |
| 1600 - 1700 | 0 | 107 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **115** |
| 1700 - 1800 | 0 | 101 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **105** |
| 1800 - 1900 | 0 | 98 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **103** |
| 1900 - 2000 | 0 | 77 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **79** |
| 2000 - 2100 | 1 | 77 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **79** |
| 2100 - 2200 | 0 | 36 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **37** |
| 2200 - 2300 | 0 | 31 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **32** |
| 2300 - 2400 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **12** |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Session Total | 2 | 1376 | 69 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1456** |
| Session Average | 0.08 | 57.33 | 2.88 | 0.04 | 0.33 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **60.67** |
| Session Percentage | 0.14 | 94.51 | 4.74 | 0.07 | 0.55 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | - | 0900 - 1000 | 0900 - 1000 | - | 0900 - 1000 | - | - | - | - | - | - | - | - | **0900 - 1000** |
| AM Peak Hour Volume | 0 | 70 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **75** |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Noon Peak Hour | 1200 - 1300 | 1200 - 1300 | 1200 - 1300 | 1300 - 1400 | 1200 - 1300 | - | - | - | - | - | - | - | - | **1200 - 1300** |
| Noon Peak Hour Volume | 1 | 124 | 10 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **138** |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Peak Hour | - | 1500 - 1600 | 1600 - 1700 | - | 1500 - 1600 | - | - | - | - | - | - | - | - | **1500 - 1600** |
| PM Peak Hour Volume | 0 | 115 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **121** |

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

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 2**
Barfield Rd,
north of Driveway 3

**Date**
Wednesday, May 1, 2024

**Lat/Long**
33.931611°, -84.361241°

**Weather**
Fair
74°F

Click here for Detailed Weather

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

| | Bi-Directional 60min | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | **Total** |
| 0000 - 0100 | 0 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **23** |
| 0100 - 0200 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **15** |
| 0200 - 0300 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** |
| 0300 - 0400 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** |
| 0400 - 0500 | 0 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **19** |
| 0500 - 0600 | 0 | 35 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **41** |
| 0600 - 0700 | 1 | 158 | 23 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **185** |
| 0700 - 0800 | 0 | 457 | 29 | 3 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **496** |
| 0800 - 0900 | 0 | 673 | 46 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **723** |
| 0900 - 1000 | 0 | 526 | 49 | 2 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **585** |
| 1000 - 1100 | 0 | 407 | 41 | 4 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **462** |
| 1100 - 1200 | 0 | 471 | 41 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **515** |
| 1200 - 1300 | 1 | 509 | 40 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **555** |
| 1300 - 1400 | 1 | 550 | 51 | 1 | 4 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | **610** |
| 1400 - 1500 | 0 | 498 | 52 | 2 | 8 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | **563** |
| 1500 - 1600 | 2 | 594 | 42 | 6 | 7 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **655** |
| 1600 - 1700 | 2 | 632 | 58 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **696** |
| 1700 - 1800 | 1 | 719 | 47 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **768** |
| 1800 - 1900 | 0 | 483 | 34 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | **522** |
| 1900 - 2000 | 0 | 302 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **312** |
| 2000 - 2100 | 1 | 268 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **291** |
| 2100 - 2200 | 0 | 152 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **169** |
| 2200 - 2300 | 0 | 102 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **112** |
| 2300 - 2400 | 0 | 35 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **37** |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Session Total | 9 | 7637 | 624 | 24 | 52 | 11 | 0 | 4 | 8 | 0 | 0 | 0 | 0 | **8369** |
| Session Average | 0.38 | 318.21 | 26.00 | 1.00 | 2.17 | 0.46 | 0.00 | 0.17 | 0.33 | 0.00 | 0.00 | 0.00 | 0.00 | **348.71** |
| Session Percentage | 0.11 | 91.25 | 7.46 | 0.29 | 0.62 | 0.13 | 0.00 | 0.05 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | 0600 - 0700 | 0800 - 0900 | 0900 - 1000 | 0700 - 0800 | 0900 - 1000 | 0700 - 0800 | - | - | 0500 - 0600 | - | - | - | - | **0800 - 0900** |
| AM Peak Volume | 1 | 673 | 49 | 3 | 7 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **723** |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Noon Peak Hour | 1200 - 1300 | 1300 - 1400 | 1400 - 1500 | 1000 - 1100 | 1400 - 1500 | 1000 - 1100 | - | 1000 - 1100 | 1300 - 1400 | - | - | - | - | **1300 - 1400** |
| Noon Peak Volume | 1 | 550 | 52 | 4 | 8 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | **610** |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Peak Hour | 1500 - 1600 | 1700 - 1800 | 1600 - 1700 | 1500 - 1600 | 1500 - 1600 | 1500 - 1600 | - | 1800 - 1900 | 1800 - 1900 | - | - | - | - | **1700 - 1800** |
| PM Peak Volume | 2 | 719 | 58 | 6 | 7 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | **768** |

**Site 2**
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north of Driveway 3

**Date**
Thursday, May 2, 2024

**Lat/Long**
33.931611°, -84.361241°

**Weather**
Partly Cloudy
76°F

Click here for Detailed Weather

**0000 - 2400 (Weekday 24h Session) (05-02-2024)**
Bi-Directional 60min

| | Bi-Directional 60min | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | **Total** |
| 0000 - 0100 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **25** |
| 0100 - 0200 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** |
| 0200 - 0300 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** |
| 0300 - 0400 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **7** |
| 0400 - 0500 | 0 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **18** |
| 0500 - 0600 | 0 | 41 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **42** |
| 0600 - 0700 | 0 | 141 | 8 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **152** |
| 0700 - 0800 | 0 | 439 | 22 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **467** |
| 0800 - 0900 | 0 | 581 | 34 | 1 | 8 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | **628** |
| 0900 - 1000 | 0 | 481 | 32 | 1 | 10 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **525** |
| 1000 - 1100 | 1 | 385 | 30 | 0 | 8 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | **429** |
| 1100 - 1200 | 0 | 433 | 27 | 1 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **466** |
| 1200 - 1300 | 1 | 527 | 52 | 0 | 9 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **593** |
| 1300 - 1400 | 0 | 515 | 51 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **572** |
| 1400 - 1500 | 0 | 507 | 44 | 2 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | **557** |
| 1500 - 1600 | 0 | 554 | 53 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **616** |
| 1600 - 1700 | 0 | 609 | 54 | 6 | 5 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | **676** |
| 1700 - 1800 | 1 | 616 | 58 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | **680** |
| 1800 - 1900 | 0 | 427 | 31 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **459** |
| 1900 - 2000 | 2 | 303 | 20 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **327** |
| 2000 - 2100 | 0 | 221 | 14 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **237** |
| 2100 - 2200 | 0 | 171 | 10 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | **183** |
| 2200 - 2300 | 0 | 101 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **108** |
| 2300 - 2400 | 0 | 78 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **83** |

| Session Total | 5 | 7190 | 557 | 22 | 63 | 10 | 0 | 5 | 12 | 2 | 0 | 0 | 0 | **7866** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Session Average | 0.21 | 299.58 | 23.21 | 0.92 | 2.63 | 0.42 | 0.00 | 0.21 | 0.50 | 0.08 | 0.00 | 0.00 | 0.00 | **327.75** |
| Session Percentage | 0.06 | 91.41 | 7.08 | 0.28 | 0.80 | 0.13 | 0.00 | 0.06 | 0.15 | 0.03 | 0.00 | 0.00 | 0.00 | |

| AM Peak Hour | - | 0800 - 0900 | 0800 - 0900 | 0700 - 0800 | 0900 - 1000 | 0700 - 0800 | - | - | 0800 - 0900 | - | - | - | - | **0800 - 0900** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Volume | 0 | 581 | 34 | 3 | 10 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | **628** |

| Noon Peak Hour | 1000 - 1100 | 1200 - 1300 | 1200 - 1300 | 1400 - 1500 | 1200 - 1300 | 1000 - 1100 | - | 1400 - 1500 | - | 1000 - 1100 | - | - | - | **1200 - 1300** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Noon Peak Volume | 1 | 527 | 52 | 2 | 9 | 4 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | **593** |

| PM Peak Hour | 1900 - 2000 | 1700 - 1800 | 1700 - 1800 | 1600 - 1700 | 1600 - 1700 | - | - | 1700 - 1800 | 1600 - 1700 | 1600 - 1700 | - | - | - | **1700 - 1800** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Peak Volume | 2 | 616 | 58 | 6 | 5 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | **680** |

**Site 2**
Barfield Rd,
north of Driveway 3

**Date**
Sunday, May 5, 2024

**Lat/Long**
33.931611°, -84.361241°

**Weather**
Mostly Cloudy
74°F

Click here for Detailed Weather

**0000 - 2400 (Sunday 24h Session) (05-05-2024)**
Bi-Directional 60min

| | Bi-Directional 60min | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | **Total** |
| 0000 - 0100 | 0 | 39 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **42** |
| 0100 - 0200 | 0 | 28 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **30** |
| 0200 - 0300 | 0 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **21** |
| 0300 - 0400 | 0 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **19** |
| 0400 - 0500 | 0 | 13 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **15** |
| 0500 - 0600 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **11** |
| 0600 - 0700 | 1 | 33 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **37** |
| 0700 - 0800 | 0 | 71 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **76** |
| 0800 - 0900 | 0 | 97 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **105** |
| 0900 - 1000 | 0 | 148 | 7 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **158** |
| 1000 - 1100 | 0 | 188 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **205** |
| 1100 - 1200 | 0 | 252 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **267** |
| 1200 - 1300 | 1 | 310 | 25 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **340** |
| 1300 - 1400 | 0 | 271 | 19 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **294** |
| 1400 - 1500 | 0 | 272 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **289** |
| 1500 - 1600 | 1 | 284 | 13 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **301** |
| 1600 - 1700 | 0 | 265 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **280** |
| 1700 - 1800 | 0 | 236 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **244** |
| 1800 - 1900 | 0 | 238 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **253** |
| 1900 - 2000 | 0 | 160 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **166** |
| 2000 - 2100 | 1 | 142 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **145** |
| 2100 - 2200 | 0 | 89 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **97** |
| 2200 - 2300 | 0 | 65 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **70** |
| 2300 - 2400 | 0 | 36 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **39** |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Session Total | 4 | 3286 | 192 | 2 | 19 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **3504** |
| Session Average | 0.17 | 136.92 | 8.00 | 0.08 | 0.79 | 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | **146.00** |
| Session Percentage | 0.11 | 93.78 | 5.48 | 0.06 | 0.54 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | 0600 - 0700 | 0900 - 1000 | 0800 - 0900 | 0600 - 0700 | 0900 - 1000 | - | - | - | 0900 - 1000 | - | - | - | - | **0900 - 1000** |
| AM Peak Hour Volume | 1 | 148 | 8 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **158** |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Noon Peak Hour | 1200 - 1300 | 1200 - 1300 | 1200 - 1300 | 1300 - 1400 | 1200 - 1300 | - | - | - | - | - | - | - | - | **1200 - 1300** |
| Noon Peak Hour Volume | 1 | 310 | 25 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **340** |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Peak Hour | 1500 - 1600 | 1500 - 1600 | 1800 - 1900 | - | 1500 - 1600 | - | - | - | - | - | - | - | - | **1500 - 1600** |
| PM Peak Hour Volume | 1 | 284 | 15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **301** |

# Bi-Directional Class Count || Volume Summary 60min

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 2**

Barfield Rd,
north of Driveway 3

**Date**

Wednesday, May 1, 2024

**Lat/Long**

33.931611°, -84.361241°

**Weather**

Fair
74°F

Click here for Detailed Weather

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

Volume Summary 60min

| | Volume Summary 60min | | |
|---|---|---|---|
| TIME | NB | SB | **Total** |
| 0000 - 0100 | 11 | 12 | **23** |
| 0100 - 0200 | 8 | 7 | **15** |
| 0200 - 0300 | 5 | 3 | **8** |
| 0300 - 0400 | 4 | 3 | **7** |
| 0400 - 0500 | 10 | 9 | **19** |
| 0500 - 0600 | 17 | 24 | **41** |
| 0600 - 0700 | 73 | 112 | **185** |
| 0700 - 0800 | 263 | 233 | **496** |
| 0800 - 0900 | 392 | 331 | **723** |
| 0900 - 1000 | 265 | 320 | **585** |
| 1000 - 1100 | 224 | 238 | **462** |
| 1100 - 1200 | 282 | 233 | **515** |

| | Volume Summary 60min | | |
|---|---|---|---|
| Time | NB | SB | **Total** |
| 1200 - 1300 | 305 | 250 | **555** |
| 1300 - 1400 | 358 | 252 | **610** |
| 1400 - 1500 | 372 | 191 | **563** |
| 1500 - 1600 | 435 | 220 | **655** |
| 1600 - 1700 | 448 | 248 | **696** |
| 1700 - 1800 | 421 | 347 | **768** |
| 1800 - 1900 | 273 | 249 | **522** |
| 1900 - 2000 | 179 | 133 | **312** |
| 2000 - 2100 | 180 | 111 | **291** |
| 2100 - 2200 | 108 | 61 | **169** |
| 2200 - 2300 | 69 | 43 | **112** |
| 2300 - 2400 | 23 | 14 | **37** |

| | | | |
|---|---|---|---|
| Session Total | 4725 | 3644 | **8369** |
| Session Average | 196.88 | 151.83 | **348.71** |
| Session Percentage | 56.46 | 43.54 | |

**Site 2**

Barfield Rd,
north of Driveway 3

**Date**

Thursday, May 2, 2024

**Lat/Long**

33.931611°, -84.361241°

**Weather**

Partly Cloudy
76°F

Click here for Detailed Weather

**0000 - 2400 (Weekday 24h Session) (05-02-2024)**

Volume Summary 60min

| | Volume Summary 60min | | |
|---|---|---|---|
| TIME | NB | SB | **Total** |
| 0000 - 0100 | 13 | 12 | **25** |
| 0100 - 0200 | 5 | 4 | **9** |
| 0200 - 0300 | 3 | 4 | **7** |
| 0300 - 0400 | 5 | 2 | **7** |
| 0400 - 0500 | 12 | 6 | **18** |
| 0500 - 0600 | 20 | 22 | **42** |
| 0600 - 0700 | 73 | 79 | **152** |
| 0700 - 0800 | 254 | 213 | **467** |
| 0800 - 0900 | 335 | 293 | **628** |
| 0900 - 1000 | 257 | 268 | **525** |
| 1000 - 1100 | 223 | 206 | **429** |
| 1100 - 1200 | 262 | 204 | **466** |

| | Volume Summary 60min | | |
|---|---|---|---|
| Time | NB | SB | **Total** |
| 1200 - 1300 | 333 | 260 | **593** |
| 1300 - 1400 | 332 | 240 | **572** |
| 1400 - 1500 | 344 | 213 | **557** |
| 1500 - 1600 | 401 | 215 | **616** |
| 1600 - 1700 | 411 | 265 | **676** |
| 1700 - 1800 | 390 | 290 | **680** |
| 1800 - 1900 | 258 | 201 | **459** |
| 1900 - 2000 | 185 | 142 | **327** |
| 2000 - 2100 | 155 | 82 | **237** |
| 2100 - 2200 | 114 | 69 | **183** |
| 2200 - 2300 | 75 | 33 | **108** |
| 2300 - 2400 | 36 | 47 | **83** |

| | | | |
|---|---|---|---|
| Session Total | 4496 | 3370 | **7866** |
| Session Average | 187.33 | 140.42 | **327.75** |
| Session Percentage | 57.16 | 42.84 | |

**Site 2**

Barfield Rd,
north of Driveway 3

**Date**

Sunday, May 5, 2024

**Lat/Long**

33.931611°, -84.361241°

**Weather**

Mostly Cloudy
74°F

Click here for Detailed Weather

**0000 - 2400 (Sunday 24h Session) (05-05-2024)**

Volume Summary 60min

| | Volume Summary 60min | | |
|---|---|---|---|
| TIME | NB | SB | **Total** |
| 0000 - 0100 | 24 | 18 | **42** |
| 0100 - 0200 | 15 | 15 | **30** |
| 0200 - 0300 | 15 | 6 | **21** |
| 0300 - 0400 | 11 | 8 | **19** |
| 0400 - 0500 | 11 | 4 | **15** |
| 0500 - 0600 | 8 | 3 | **11** |
| 0600 - 0700 | 26 | 11 | **37** |
| 0700 - 0800 | 51 | 25 | **76** |
| 0800 - 0900 | 66 | 39 | **105** |
| 0900 - 1000 | 83 | 75 | **158** |
| 1000 - 1100 | 121 | 84 | **205** |
| 1100 - 1200 | 167 | 100 | **267** |

| | | | |
|---|---|---|---|
| Session Total | 2048 | 1456 | **3504** |
| Session Average | 85.33 | 60.67 | **146.00** |
| Session Percentage | 58.45 | 41.55 | |

| | Volume Summary 60min | | |
|---|---|---|---|
| Time | NB | SB | **Total** |
| 1200 - 1300 | 202 | 138 | **340** |
| 1300 - 1400 | 166 | 128 | **294** |
| 1400 - 1500 | 170 | 119 | **289** |
| 1500 - 1600 | 180 | 121 | **301** |
| 1600 - 1700 | 165 | 115 | **280** |
| 1700 - 1800 | 139 | 105 | **244** |
| 1800 - 1900 | 150 | 103 | **253** |
| 1900 - 2000 | 87 | 79 | **166** |
| 2000 - 2100 | 66 | 79 | **145** |
| 2100 - 2200 | 60 | 37 | **97** |
| 2200 - 2300 | 38 | 32 | **70** |
| 2300 - 2400 | 27 | 12 | **39** |

# Bi-Directional Class Count || Graphical Analysis NB EB

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 2**

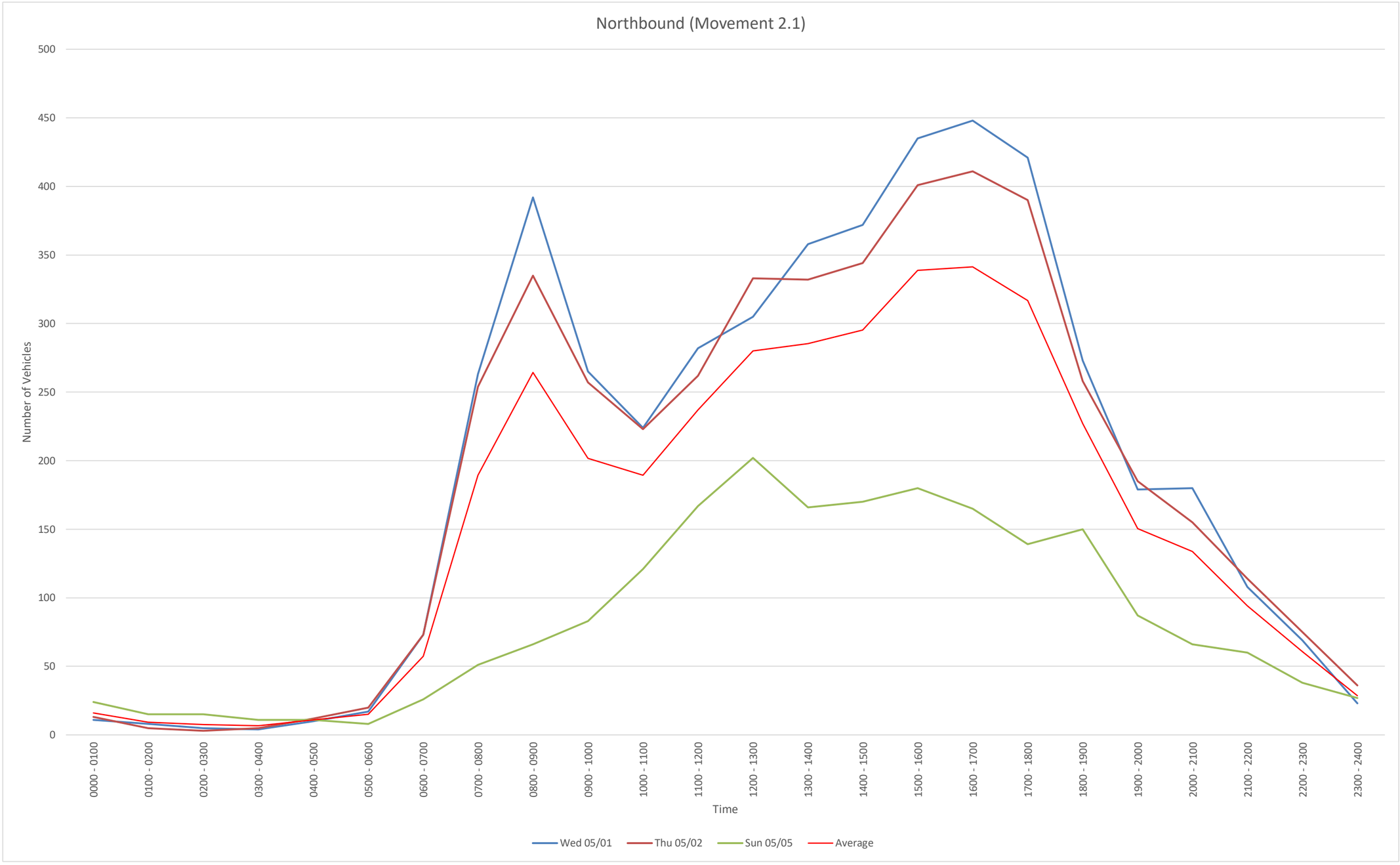
Barfield Rd,
north of Driveway 3

**Lat/Long**

33.931611°, -84.361241°

**0000 - 2400 (Weekday 24h Session)**

Graphical Analysis NB EB




| Time | Wed 05/01 | Thu 05/02 | Sun 05/05 | | | | |
|---|---|---|---|---|---|---|---|
| 0000 - 0100 | 11 | 13 | 24 | | | | |
| 0100 - 0200 | 8 | 5 | 15 | | | | |
| 0200 - 0300 | 5 | 3 | 15 | | | | |
| 0300 - 0400 | 4 | 5 | 11 | | | | |
| 0400 - 0500 | 10 | 12 | 11 | | | | |
| 0500 - 0600 | 17 | 20 | 8 | | | | |
| 0600 - 0700 | 73 | 73 | 26 | | | | |
| 0700 - 0800 | 263 | 254 | 51 | | | | |
| 0800 - 0900 | 392 | 335 | 66 | | | | |
| 0900 - 1000 | 265 | 257 | 83 | | | | |
| 1000 - 1100 | 224 | 223 | 121 | | | | |
| 1100 - 1200 | 282 | 262 | 167 | | | | |
| 1200 - 1300 | 305 | 333 | 202 | | | | |
| 1300 - 1400 | 358 | 332 | 166 | | | | |
| 1400 - 1500 | 372 | 344 | 170 | | | | |
| 1500 - 1600 | 435 | 401 | 180 | | | | |
| 1600 - 1700 | 448 | 411 | 165 | | | | |
| 1700 - 1800 | 421 | 390 | 139 | | | | |
| 1800 - 1900 | 273 | 258 | 150 | | | | |
| 1900 - 2000 | 179 | 185 | 87 | | | | |
| 2000 - 2100 | 180 | 155 | 66 | | | | |
| 2100 - 2200 | 108 | 114 | 60 | | | | |
| 2200 - 2300 | 69 | 75 | 38 | | | | |
| 2300 - 2400 | 23 | 36 | 27 | | | | |
| Daily Total | 4725 | 4496 | 2048 | | | | |

# Bi-Directional Class Count || Graphical Analysis SB WB

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 2**

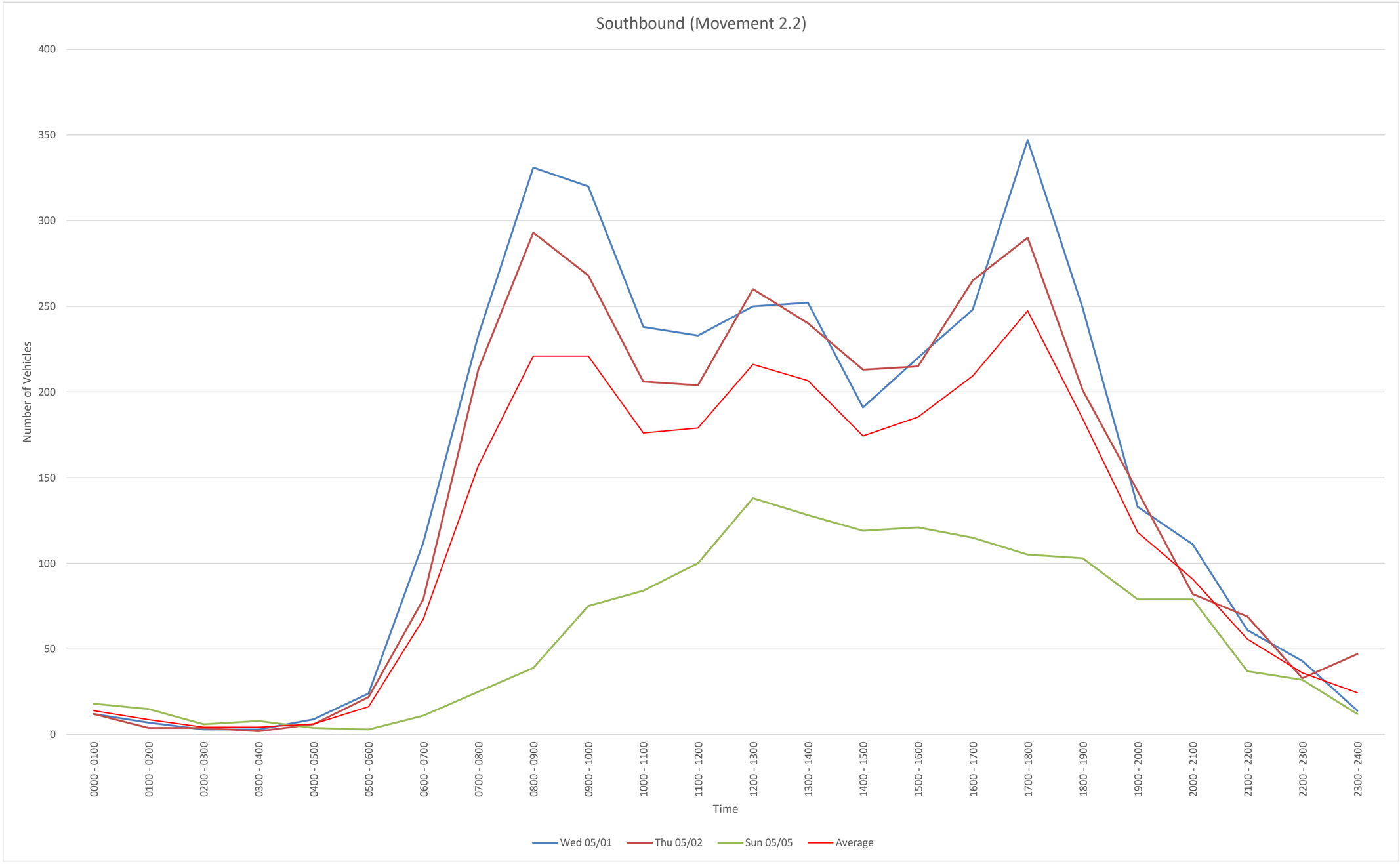
Barfield Rd,
north of Driveway 3

**Lat/Long**

33.931611°, -84.361241°

**0000 - 2400 (Weekday 24h Session)**

Graphical Analysis SB WB




| Time | Wed 05/01 | Thu 05/02 | Sun 05/05 | | | | |
|---|---|---|---|---|---|---|---|
| 0000 - 0100 | 12 | 12 | 18 | | | | |
| 0100 - 0200 | 7 | 4 | 15 | | | | |
| 0200 - 0300 | 3 | 4 | 6 | | | | |
| 0300 - 0400 | 3 | 2 | 8 | | | | |
| 0400 - 0500 | 9 | 6 | 4 | | | | |
| 0500 - 0600 | 24 | 22 | 3 | | | | |
| 0600 - 0700 | 112 | 79 | 11 | | | | |
| 0700 - 0800 | 233 | 213 | 25 | | | | |
| 0800 - 0900 | 331 | 293 | 39 | | | | |
| 0900 - 1000 | 320 | 268 | 75 | | | | |
| 1000 - 1100 | 238 | 206 | 84 | | | | |
| 1100 - 1200 | 233 | 204 | 100 | | | | |
| 1200 - 1300 | 250 | 260 | 138 | | | | |
| 1300 - 1400 | 252 | 240 | 128 | | | | |
| 1400 - 1500 | 191 | 213 | 119 | | | | |
| 1500 - 1600 | 220 | 215 | 121 | | | | |
| 1600 - 1700 | 248 | 265 | 115 | | | | |
| 1700 - 1800 | 347 | 290 | 105 | | | | |
| 1800 - 1900 | 249 | 201 | 103 | | | | |
| 1900 - 2000 | 133 | 142 | 79 | | | | |
| 2000 - 2100 | 111 | 82 | 79 | | | | |
| 2100 - 2200 | 61 | 69 | 37 | | | | |
| 2200 - 2300 | 43 | 33 | 32 | | | | |
| 2300 - 2400 | 14 | 47 | 12 | | | | |
| Daily Total | 3644 | 3370 | 1456 | | | | |

# Bi-Directional Class Count || Graphical Analysis BiDir

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 2**

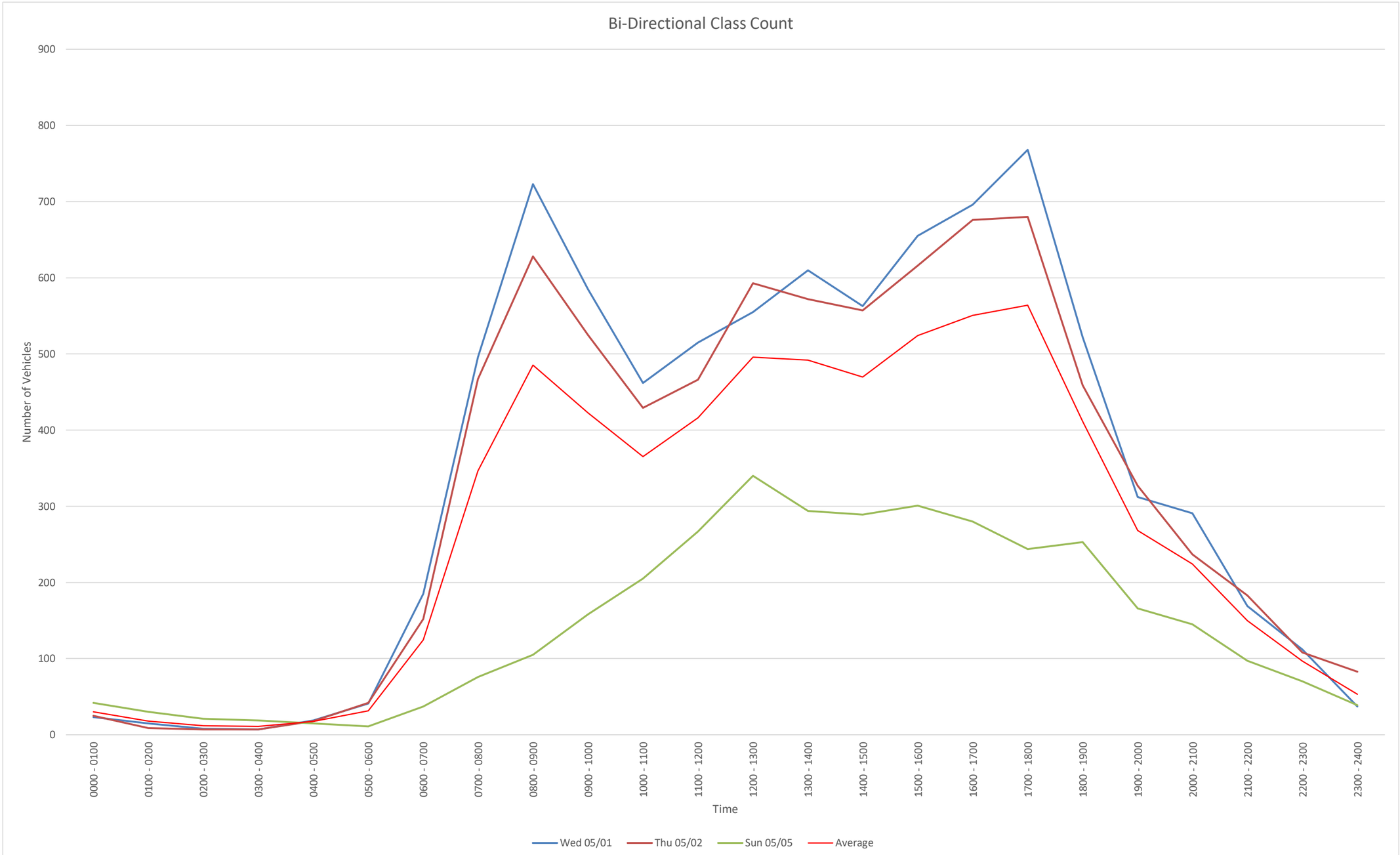
Barfield Rd,
north of Driveway 3

**Lat/Long**

33.931611°, -84.361241°

**0000 - 2400 (Weekday 24h Session)**

Graphical Analysis BiDir




| Time | Wed 05/01 | Thu 05/02 | Sun 05/05 | | | | |
|---|---|---|---|---|---|---|---|
| 0000 - 0100 | 23 | 25 | 42 | | | | |
| 0100 - 0200 | 15 | 9 | 30 | | | | |
| 0200 - 0300 | 8 | 7 | 21 | | | | |
| 0300 - 0400 | 7 | 7 | 19 | | | | |
| 0400 - 0500 | 19 | 18 | 15 | | | | |
| 0500 - 0600 | 41 | 42 | 11 | | | | |
| 0600 - 0700 | 185 | 152 | 37 | | | | |
| 0700 - 0800 | 496 | 467 | 76 | | | | |
| 0800 - 0900 | 723 | 628 | 105 | | | | |
| 0900 - 1000 | 585 | 525 | 158 | | | | |
| 1000 - 1100 | 462 | 429 | 205 | | | | |
| 1100 - 1200 | 515 | 466 | 267 | | | | |
| 1200 - 1300 | 555 | 593 | 340 | | | | |
| 1300 - 1400 | 610 | 572 | 294 | | | | |
| 1400 - 1500 | 563 | 557 | 289 | | | | |
| 1500 - 1600 | 655 | 616 | 301 | | | | |
| 1600 - 1700 | 696 | 676 | 280 | | | | |
| 1700 - 1800 | 768 | 680 | 244 | | | | |
| 1800 - 1900 | 522 | 459 | 253 | | | | |
| 1900 - 2000 | 312 | 327 | 166 | | | | |
| 2000 - 2100 | 291 | 237 | 145 | | | | |
| 2100 - 2200 | 169 | 183 | 97 | | | | |
| 2200 - 2300 | 112 | 108 | 70 | | | | |
| 2300 - 2400 | 37 | 83 | 39 | | | | |
| Daily Total | 8369 | 7866 | 3504 | | | | |

# Peak Hour Turning Movement Count

Click here for Map

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

| Wednesday, May 1, 2024 | |
|---|---|
| **Period** | 0700 - 0900 |
| **Peak Hour** | 0745 - 0845 |

* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)

**Peak Hour**

**Volume**



**All vehicles**

| Time | Northbound Glenridge Dr (South) | | | | | | Southbound Glenridge Dr (North) | | | | | | Eastbound Abernathy Rd NE (West) | | | | | | Westbound Abernathy Rd NE (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 | |
| 0745 - 0800 | 18 | 12 | 11 | - | 0 | 41 | 19 | 24 | 10 | - | 0 | 53 | 28 | 430 | 52 | - | 0 | 510 | 5 | 159 | 6 | - | 0 | 170 | 774 |
| 0800 - 0815 | 25 | 9 | 11 | - | 0 | 45 | 18 | 21 | 6 | - | 0 | 45 | 38 | 378 | 58 | - | 0 | 474 | 5 | 143 | 6 | - | 0 | 154 | 718 |
| 0815 - 0830 | 25 | 11 | 15 | - | 0 | 51 | 24 | 15 | 12 | - | 0 | 51 | 29 | 370 | 52 | - | 0 | 451 | 5 | 159 | 7 | - | 0 | 171 | 724 |
| 0830 - 0845 | 22 | 8 | 8 | - | 0 | 38 | 13 | 14 | 8 | - | 0 | 35 | 30 | 407 | 47 | - | 0 | 484 | 10 | 173 | 4 | - | 1 | 188 | 745 |
| Total | 90 | 40 | 45 | 0 | 0 | 175 | 74 | 74 | 36 | 0 | 0 | 184 | 125 | 1585 | 209 | 0 | 0 | 1919 | 25 | 634 | 23 | 0 | 1 | 683 | 2961 |
| Approach % | 51.43 | 22.86 | 25.71 | 0.00 | 0.00 | - | 40.22 | 40.22 | 19.57 | 0.00 | 0.00 | - | 6.51 | 82.60 | 10.89 | 0.00 | 0.00 | - | 3.66 | 92.83 | 3.37 | 0.00 | 0.15 | - | |
| PHF | 0.90 | 0.83 | 0.75 | 0.00 | 0.00 | **0.86** | 0.77 | 0.77 | 0.75 | 0.00 | 0.00 | **0.87** | 0.82 | 0.92 | 0.90 | 0.00 | 0.00 | **0.94** | 0.63 | 0.92 | 0.82 | 0.00 | 0.25 | **0.91** | **0.96** |

**Passenger Vehicles (1-3)**

| Time | Northbound Glenridge Dr (South) | | | | | | Southbound Glenridge Dr (North) | | | | | | Eastbound Abernathy Rd NE (West) | | | | | | Westbound Abernathy Rd NE (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 | |
| 0745 - 0800 | 17 | 11 | 11 | - | 0 | 39 | 19 | 24 | 10 | - | 0 | 53 | 28 | 423 | 52 | - | 0 | 503 | 5 | 151 | 6 | - | 0 | 162 | 757 |
| 0800 - 0815 | 25 | 9 | 11 | - | 0 | 45 | 18 | 20 | 6 | - | 0 | 44 | 38 | 372 | 58 | - | 0 | 468 | 5 | 136 | 6 | - | 0 | 147 | 704 |
| 0815 - 0830 | 24 | 11 | 15 | - | 0 | 50 | 24 | 14 | 12 | - | 0 | 50 | 29 | 366 | 51 | - | 0 | 446 | 4 | 151 | 6 | - | 0 | 161 | 707 |
| 0830 - 0845 | 21 | 8 | 8 | - | 0 | 37 | 13 | 14 | 8 | - | 0 | 35 | 30 | 400 | 47 | - | 0 | 477 | 10 | 162 | 4 | - | 1 | 177 | 726 |
| Total | 87 | 39 | 45 | 0 | 0 | 171 | 74 | 72 | 36 | 0 | 0 | 182 | 125 | 1561 | 208 | 0 | 0 | 1894 | 24 | 600 | 22 | 0 | 1 | 647 | 2894 |
| Approach % | 50.88 | 22.81 | 26.32 | 0.00 | 0.00 | - | 40.66 | 39.56 | 19.78 | 0.00 | 0.00 | - | 6.60 | 82.42 | 10.98 | 0.00 | 0.00 | - | 3.71 | 92.74 | 3.40 | 0.00 | 0.15 | - | |
| PHF | 0.87 | 0.89 | 0.75 | 0.00 | 0.00 | **0.86** | 0.77 | 0.75 | 0.75 | 0.00 | 0.00 | **0.86** | 0.82 | 0.92 | 0.90 | 0.00 | 0.00 | **0.94** | 0.60 | 0.93 | 0.92 | 0.00 | 0.25 | **0.91** | **0.96** |

**Single Unit Trucks (4-7)**

| Time | Northbound Glenridge Dr (South) | | | | | | Southbound Glenridge Dr (North) | | | | | | Eastbound Abernathy Rd NE (West) | | | | | | Westbound Abernathy Rd NE (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 | |
| 0745 - 0800 | 1 | 1 | 0 | - | 0 | 2 | 0 | 0 | 0 | - | 0 | 0 | 0 | 4 | 0 | - | 0 | 4 | 0 | 7 | 0 | - | 0 | 7 | 13 |
| 0800 - 0815 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 0 | 1 | 0 | 6 | 0 | - | 0 | 6 | 0 | 6 | 0 | - | 0 | 6 | 13 |
| 0815 - 0830 | 1 | 0 | 0 | - | 0 | 1 | 0 | 1 | 0 | - | 0 | 1 | 0 | 3 | 1 | - | 0 | 4 | 0 | 6 | 1 | - | 0 | 7 | 13 |
| 0830 - 0845 | 1 | 0 | 0 | - | 0 | 1 | 0 | 0 | 0 | - | 0 | 0 | 0 | 5 | 0 | - | 0 | 5 | 0 | 10 | 0 | - | 0 | 10 | 16 |
| Total | 3 | 1 | 0 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 18 | 1 | 0 | 0 | 19 | 0 | 29 | 1 | 0 | 0 | 30 | 55 |
| Approach % | 75.00 | 25.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 94.74 | 5.26 | 0.00 | 0.00 | - | 0.00 | 96.67 | 3.33 | 0.00 | 0.00 | - | |
| PHF | 0.75 | 0.25 | 0.00 | 0.00 | 0.00 | **0.50** | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | **0.50** | 0.00 | 0.75 | 0.25 | 0.00 | 0.00 | **0.79** | 0.00 | 0.73 | 0.25 | 0.00 | 0.00 | **0.75** | **0.86** |

**Combination Trucks (8-13)**

| Time | Northbound Glenridge Dr (South) | | | | | | Southbound Glenridge Dr (North) | | | | | | Eastbound Abernathy Rd NE (West) | | | | | | Westbound Abernathy Rd NE (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 | |
| 0745 - 0800 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 3 | 0 | - | 0 | 3 | 0 | 1 | 0 | - | 0 | 1 | 4 |
| 0800 - 0815 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 0 | 1 | 1 |
| 0815 - 0830 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 0 | 1 | 1 | 2 | 0 | - | 0 | 3 | 4 |
| 0830 - 0845 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 2 | 0 | - | 0 | 2 | 0 | 1 | 0 | - | 0 | 1 | 3 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 1 | 5 | 0 | 0 | 0 | 6 | 12 |
| 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 | - | 16.67 | 83.33 | 0.00 | 0.00 | 0.00 | - | |
| PHF | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | **0.50** | 0.25 | 0.63 | 0.00 | 0.00 | 0.00 | **0.50** | **0.75** |

**Bikes**

| Time | Northbound Glenridge Dr (South) | | | | | | Southbound Glenridge Dr (North) | | | | | | Eastbound Abernathy Rd NE (West) | | | | | | Westbound Abernathy Rd NE (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 | |
| 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

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Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

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

* the Peak Hour Diagram does not include Bikes



**All vehicles**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | Abernathy Rd NE (West) | | | | | | Abernathy Rd NE (East) | | | | | | |
| Time | Left 1.1 | Thru 1.2 | Right 1.3 | | U-Turn 1.4 | App Total | Left 1.5 | Thru 1.6 | Right 1.7 | | U-Turn 1.8 | App Total | Left 1.9 | Thru 1.10 | Right 1.11 | | U-Turn 1.12 | App Total | Left 1.13 | Thru 1.14 | Right 1.15 | | U-Turn 1.16 | App Total | Int Total |
| 1700 - 1715 | 75 | 14 | 11 | - | 0 | 100 | 82 | 46 | 58 | - | 0 | 186 | 12 | 212 | 30 | - | 0 | 254 | 9 | 364 | 8 | - | 0 | 381 | 921 |
| 1715 - 1730 | 62 | 22 | 9 | - | 0 | 93 | 69 | 34 | 55 | - | 0 | 158 | 10 | 249 | 39 | - | 2 | 300 | 9 | 365 | 6 | - | 2 | 382 | 933 |
| 1730 - 1745 | 47 | 21 | 17 | - | 0 | 85 | 40 | 42 | 38 | - | 0 | 120 | 5 | 250 | 40 | - | 0 | 295 | 6 | 364 | 10 | - | 1 | 381 | 881 |
| 1745 - 1800 | 41 | 12 | 13 | - | 0 | 66 | 15 | 12 | 32 | - | 0 | 59 | 11 | 221 | 45 | - | 0 | 277 | 14 | 383 | 14 | - | 0 | 411 | 813 |
| Total | 225 | 69 | 50 | 0 | 0 | 344 | 206 | 134 | 183 | 0 | 0 | 523 | 38 | 932 | 154 | 0 | 2 | 1126 | 38 | 1476 | 38 | 0 | 3 | 1555 | 3548 |
| Approach % | 65.41 | 20.06 | 14.53 | 0.00 | 0.00 | - | 39.39 | 25.62 | 34.99 | 0.00 | 0.00 | - | 3.37 | 82.77 | 13.68 | 0.00 | 0.18 | - | 2.44 | 94.92 | 2.44 | 0.00 | 0.19 | - | |
| PHF | 0.75 | 0.78 | 0.74 | 0.00 | 0.00 | **0.86** | 0.63 | 0.73 | 0.79 | 0.00 | 0.00 | **0.70** | 0.79 | 0.93 | 0.86 | 0.00 | 0.25 | **0.94** | 0.68 | 0.96 | 0.68 | 0.00 | 0.38 | **0.95** | **0.95** |

**Passenger Vehicles (1-3)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | Abernathy Rd NE (West) | | | | | | Abernathy Rd NE (East) | | | | | | |
| Time | Left 1.1 | Thru 1.2 | Right 1.3 | | U-Turn 1.4 | App Total | Left 1.5 | Thru 1.6 | Right 1.7 | | U-Turn 1.8 | App Total | Left 1.9 | Thru 1.10 | Right 1.11 | | U-Turn 1.12 | App Total | Left 1.13 | Thru 1.14 | Right 1.15 | | U-Turn 1.16 | App Total | Int Total |
| 1700 - 1715 | 75 | 14 | 11 | - | 0 | 100 | 82 | 46 | 58 | - | 0 | 186 | 12 | 205 | 30 | - | 0 | 247 | 9 | 360 | 8 | - | 0 | 377 | 910 |
| 1715 - 1730 | 62 | 22 | 9 | - | 0 | 93 | 68 | 34 | 55 | - | 0 | 157 | 10 | 242 | 39 | - | 2 | 293 | 9 | 362 | 6 | - | 2 | 379 | 922 |
| 1730 - 1745 | 47 | 21 | 17 | - | 0 | 85 | 39 | 42 | 38 | - | 0 | 119 | 5 | 247 | 40 | - | 0 | 292 | 6 | 362 | 10 | - | 1 | 379 | 875 |
| 1745 - 1800 | 41 | 12 | 13 | - | 0 | 66 | 15 | 12 | 32 | - | 0 | 59 | 11 | 218 | 45 | - | 0 | 274 | 14 | 376 | 13 | - | 0 | 403 | 802 |
| Total | 225 | 69 | 50 | 0 | 0 | 344 | 204 | 134 | 183 | 0 | 0 | 521 | 38 | 912 | 154 | 0 | 2 | 1106 | 38 | 1460 | 37 | 0 | 3 | 1538 | 3509 |
| Approach % | 65.41 | 20.06 | 14.53 | 0.00 | 0.00 | - | 39.16 | 25.72 | 35.12 | 0.00 | 0.00 | - | 3.44 | 82.46 | 13.92 | 0.00 | 0.18 | - | 2.47 | 94.93 | 2.41 | 0.00 | 0.20 | - | |
| PHF | 0.75 | 0.78 | 0.74 | 0.00 | 0.00 | **0.86** | 0.62 | 0.73 | 0.79 | 0.00 | 0.00 | **0.70** | 0.79 | 0.92 | 0.86 | 0.00 | 0.25 | **0.94** | 0.68 | 0.97 | 0.71 | 0.00 | 0.38 | **0.95** | **0.95** |

**Single Unit Trucks (4-7)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | Abernathy Rd NE (West) | | | | | | Abernathy Rd NE (East) | | | | | | |
| Time | Left 1.1 | Thru 1.2 | Right 1.3 | | U-Turn 1.4 | App Total | Left 1.5 | Thru 1.6 | Right 1.7 | | U-Turn 1.8 | App Total | Left 1.9 | Thru 1.10 | Right 1.11 | | U-Turn 1.12 | App Total | Left 1.13 | Thru 1.14 | Right 1.15 | | U-Turn 1.16 | App Total | Int Total |
| 1700 - 1715 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 7 | 0 | - | 0 | 7 | 0 | 4 | 0 | - | 0 | 4 | 11 |
| 1715 - 1730 | 0 | 0 | 0 | - | 0 | 0 | 1 | 0 | 0 | - | 0 | 1 | 0 | 6 | 0 | - | 0 | 6 | 0 | 2 | 0 | - | 0 | 2 | 9 |
| 1730 - 1745 | 0 | 0 | 0 | - | 0 | 0 | 1 | 0 | 0 | - | 0 | 1 | 0 | 3 | 0 | - | 0 | 3 | 0 | 1 | 0 | - | 0 | 1 | 5 |
| 1745 - 1800 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 3 | 0 | - | 0 | 3 | 0 | 7 | 1 | - | 0 | 8 | 11 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 19 | 0 | 0 | 0 | 19 | 0 | 14 | 1 | 0 | 0 | 15 | 36 |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 100.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 93.33 | 6.67 | 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 | 0.68 | 0.00 | 0.00 | 0.00 | **0.68** | 0.00 | 0.50 | 0.25 | 0.00 | 0.00 | **0.47** | **0.82** |

**Combination Trucks (8-13)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | Abernathy Rd NE (West) | | | | | | Abernathy Rd NE (East) | | | | | | |
| Time | Left 1.1 | Thru 1.2 | Right 1.3 | | U-Turn 1.4 | App Total | Left 1.5 | Thru 1.6 | Right 1.7 | | U-Turn 1.8 | App Total | Left 1.9 | Thru 1.10 | Right 1.11 | | U-Turn 1.12 | App Total | Left 1.13 | Thru 1.14 | Right 1.15 | | U-Turn 1.16 | App Total | Int Total |
| 1700 - 1715 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 1715 - 1730 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 0 | 1 | 0 | 1 | 0 | - | 0 | 1 | 2 |
| 1730 - 1745 | 0 | 0 | 0 | - | 0 | 0 | 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 | 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 | 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** | **0.38** |

**Bikes**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | Abernathy Rd NE (West) | | | | | | Abernathy Rd NE (East) | | | | | | |
| Time | Left 1.1 | Thru 1.2 | Right 1.3 | | U-Turn 1.4 | App Total | Left 1.5 | Thru 1.6 | Right 1.7 | | U-Turn 1.8 | App Total | Left 1.9 | Thru 1.10 | Right 1.11 | | U-Turn 1.12 | App Total | Left 1.13 | Thru 1.14 | Right 1.15 | | U-Turn 1.16 | App Total | Int Total |
| 1700 - 1715 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 1715 - 1730 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 1745 - 1800 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| PHF | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | **0.00** |

# Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

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Atlanta, GA

**Site 1**

Glenridge Dr (South)
Glenridge Dr (North)
Abernathy Rd NE (West)
Abernathy Rd NE (East)

**Date**

Wednesday, May 1, 2024

**Lat/Long**

33.936386°, -84.366698°
Click here for Map

**Weather**

Fair
74°F
Click here for Detailed Weather

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

All vehicles

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | Glenridge Dr (North) | | | | | Abernathy Rd NE (West) | | | | | Abernathy Rd NE (East) | | | | | |
| TIME | Left 1.1 | Thru 1.2 | Right 1.3 | U-Turn 1.4 | App Total | Left 1.5 | Thru 1.6 | Right 1.7 | U-Turn 1.8 | App Total | Left 1.9 | Thru 1.10 | Right 1.11 | U-Turn 1.12 | App Total | Left 1.13 | Thru 1.14 | Right 1.15 | U-Turn 1.16 | App Total | Int Total |
| 0700 - 0715 | 10 | 10 | 4 | 0 | 24 | 2 | 6 | 7 | 0 | 15 | 23 | 313 | 34 | 0 | 370 | 3 | 141 | 2 | 0 | 146 | 555 |
| 0715 - 0730 | 13 | 8 | 6 | 0 | 27 | 18 | 13 | 13 | 0 | 44 | 23 | 371 | 38 | 0 | 432 | 8 | 132 | 12 | 1 | 153 | 656 |
| 0730 - 0745 | 15 | 10 | 11 | 0 | 36 | 23 | 15 | 12 | 0 | 50 | 31 | 357 | 53 | 0 | 441 | 10 | 161 | 11 | 0 | 182 | 709 |
| 0745 - 0800 | 18 | 12 | 11 | 0 | 41 | 19 | 24 | 10 | 0 | 53 | 28 | 430 | 52 | 0 | 510 | 5 | 159 | 6 | 0 | 170 | 774 |
| Hourly Total | 56 | 40 | 32 | 0 | **128** | 62 | 58 | 42 | 0 | **162** | 105 | 1471 | 177 | 0 | **1753** | 26 | 593 | 31 | 1 | **651** | **2694** |
| 0800 - 0815 | 25 | 9 | 11 | 0 | 45 | 18 | 21 | 6 | 0 | 45 | 38 | 378 | 58 | 0 | 474 | 5 | 143 | 6 | 0 | 154 | 718 |
| 0815 - 0830 | 25 | 11 | 15 | 0 | 51 | 24 | 15 | 12 | 0 | 51 | 29 | 370 | 52 | 0 | 451 | 5 | 159 | 7 | 0 | 171 | 724 |
| 0830 - 0845 | 22 | 8 | 8 | 0 | 38 | 13 | 14 | 8 | 0 | 35 | 30 | 407 | 47 | 0 | 484 | 10 | 173 | 4 | 1 | 188 | 745 |
| 0845 - 0900 | 18 | 7 | 12 | 0 | 37 | 6 | 12 | 5 | 0 | 23 | 31 | 415 | 56 | 0 | 502 | 10 | 165 | 6 | 0 | 181 | 743 |
| Hourly Total | 90 | 35 | 46 | 0 | **171** | 61 | 62 | 31 | 0 | **154** | 128 | 1570 | 213 | 0 | **1911** | 30 | 640 | 23 | 1 | **694** | **2930** |
| Grand Total | 146 | 75 | 78 | 0 | **299** | 123 | 120 | 73 | 0 | **316** | 233 | 3041 | 390 | 0 | **3664** | 56 | 1233 | 54 | 2 | **1345** | **5624** |
| Approach % | 48.83 | 25.08 | 26.09 | 0.00 | - | 38.92 | 37.97 | 23.10 | 0.00 | - | 6.36 | 83.00 | 10.64 | 0.00 | - | 4.16 | 91.67 | 4.01 | 0.05 | - | |
| Intersection % | 2.60 | 1.33 | 1.39 | 0.00 | 5.32 | 2.19 | 2.13 | 1.30 | 0.00 | 5.62 | 4.14 | 54.07 | 6.93 | 0.00 | 65.15 | 1.00 | 21.92 | 0.96 | 0.04 | 23.92 | |
| Heavy Vehicle % | 3 | 4 | 0 | - | **2** | 0 | 3 | 5 | - | **2** | 0 | 1 | 1 | - | **1** | 5 | 6 | 2 | 0 | **6** | **2** |
| PHF | 0.90 | 0.83 | 0.75 | 0.00 | **0.86** | 0.77 | 0.77 | 0.75 | 0.00 | **0.87** | 0.82 | 0.92 | 0.90 | 0.00 | **0.94** | 0.63 | 0.92 | 0.82 | 0.25 | **0.91** | **0.96** |

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

All vehicles

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | Glenridge Dr (North) | | | | | Abernathy Rd NE (West) | | | | | Abernathy Rd NE (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 | 52 | 12 | 11 | 0 | 75 | 49 | 18 | 51 | 0 | 118 | 5 | 242 | 41 | 0 | 288 | 4 | 363 | 4 | 0 | 371 | 852 |
| 1615 - 1630 | 44 | 19 | 12 | 0 | 75 | 55 | 24 | 60 | 0 | 139 | 11 | 214 | 33 | 0 | 258 | 11 | 350 | 9 | 0 | 370 | 842 |
| 1630 - 1645 | 76 | 22 | 15 | 0 | 113 | 53 | 29 | 58 | 0 | 140 | 7 | 221 | 29 | 0 | 257 | 7 | 292 | 12 | 1 | 312 | 822 |
| 1645 - 1700 | 44 | 20 | 10 | 0 | 74 | 65 | 32 | 45 | 0 | 142 | 9 | 195 | 33 | 1 | 238 | 20 | 319 | 10 | 2 | 351 | 805 |
| Hourly Total | 216 | 73 | 48 | 0 | **337** | 222 | 103 | 214 | 0 | **539** | 32 | 872 | 136 | 1 | **1041** | 42 | 1324 | 35 | 3 | **1404** | **3321** |
| 1700 - 1715 | 75 | 14 | 11 | 0 | 100 | 82 | 46 | 58 | 0 | 186 | 12 | 212 | 30 | 0 | 254 | 9 | 364 | 8 | 0 | 381 | 921 |
| 1715 - 1730 | 62 | 22 | 9 | 0 | 93 | 69 | 34 | 55 | 0 | 158 | 10 | 249 | 39 | 2 | 300 | 9 | 365 | 6 | 2 | 382 | 933 |
| 1730 - 1745 | 47 | 21 | 17 | 0 | 85 | 40 | 42 | 38 | 0 | 120 | 5 | 250 | 40 | 0 | 295 | 6 | 364 | 10 | 1 | 381 | 881 |
| 1745 - 1800 | 41 | 12 | 13 | 0 | 66 | 15 | 12 | 32 | 0 | 59 | 11 | 221 | 45 | 0 | 277 | 14 | 383 | 14 | 0 | 411 | 813 |
| Hourly Total | 225 | 69 | 50 | 0 | **344** | 206 | 134 | 183 | 0 | **523** | 38 | 932 | 154 | 2 | **1126** | 38 | 1476 | 38 | 3 | **1555** | **3548** |
| Grand Total | 441 | 142 | 98 | 0 | **681** | 428 | 237 | 397 | 0 | **1062** | 70 | 1804 | 290 | 3 | **2167** | 80 | 2800 | 73 | 6 | **2959** | **6869** |
| Approach % | 64.76 | 20.85 | 14.39 | 0.00 | - | 40.30 | 22.32 | 37.38 | 0.00 | - | 3.23 | 83.25 | 13.38 | 0.14 | - | 2.70 | 94.63 | 2.47 | 0.20 | - | |
| Intersection % | 6.42 | 2.07 | 1.43 | 0.00 | 9.91 | 6.23 | 3.45 | 5.78 | 0.00 | 15.46 | 1.02 | 26.26 | 4.22 | 0.04 | 31.55 | 1.16 | 40.76 | 1.06 | 0.09 | 43.08 | |
| Heavy Vehicle % | 0 | 0 | 2 | - | **1** | 0 | 1 | 0 | - | **0** | 0 | 3 | 0 | 0 | **2** | 1 | 1 | 1 | 0 | **1** | **1** |
| PHF | 0.75 | 0.78 | 0.74 | 0.00 | **0.86** | 0.63 | 0.73 | 0.79 | 0.00 | **0.70** | 0.79 | 0.93 | 0.86 | 0.25 | **0.94** | 0.68 | 0.96 | 0.68 | 0.38 | **0.95** | **0.95** |

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 1**

Glenridge Dr (South)
Glenridge Dr (North)
Abernathy Rd NE (West)
Abernathy Rd NE (East)

**Date**

Wednesday, May 1, 2024

**Lat/Long**

33.936386°, -84.366698°
Click here for Map

**Weather**

Fair
74°F
Click here for Detailed Weather

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

Passenger Vehicles (1-3)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | Glenridge Dr (North) | | | | | Abernathy Rd NE (West) | | | | | Abernathy Rd NE (East) | | | | | |
| TIME | Left 1.1 | Thru 1.2 | Right 1.3 | U-Turn 1.4 | App Total | Left 1.5 | Thru 1.6 | Right 1.7 | U-Turn 1.8 | App Total | Left 1.9 | Thru 1.10 | Right 1.11 | U-Turn 1.12 | App Total | Left 1.13 | Thru 1.14 | Right 1.15 | U-Turn 1.16 | App Total | Int Total |
| 0700 - 0715 | 10 | 9 | 4 | 0 | 23 | 2 | 6 | 7 | 0 | 15 | 23 | 309 | 34 | 0 | 366 | 3 | 135 | 2 | 0 | 140 | 544 |
| 0715 - 0730 | 12 | 8 | 6 | 0 | 26 | 18 | 13 | 10 | 0 | 41 | 23 | 367 | 36 | 0 | 426 | 8 | 127 | 12 | 1 | 148 | 641 |
| 0730 - 0745 | 15 | 9 | 11 | 0 | 35 | 23 | 14 | 11 | 0 | 48 | 31 | 356 | 53 | 0 | 440 | 10 | 150 | 11 | 0 | 171 | 694 |
| 0745 - 0800 | 17 | 11 | 11 | 0 | 39 | 19 | 24 | 10 | 0 | 53 | 28 | 423 | 52 | 0 | 503 | 5 | 151 | 6 | 0 | 162 | 757 |
| Hourly Total | 54 | 37 | 32 | 0 | **123** | 62 | 57 | 38 | 0 | **157** | 105 | 1455 | 175 | 0 | **1735** | 26 | 563 | 31 | 1 | **621** | **2636** |
| 0800 - 0815 | 25 | 9 | 11 | 0 | 45 | 18 | 20 | 6 | 0 | 44 | 38 | 372 | 58 | 0 | 468 | 5 | 136 | 6 | 0 | 147 | 704 |
| 0815 - 0830 | 24 | 11 | 15 | 0 | 50 | 24 | 14 | 12 | 0 | 50 | 29 | 366 | 51 | 0 | 446 | 4 | 151 | 6 | 0 | 161 | 707 |
| 0830 - 0845 | 21 | 8 | 8 | 0 | 37 | 13 | 14 | 8 | 0 | 35 | 30 | 400 | 47 | 0 | 477 | 10 | 162 | 4 | 1 | 177 | 726 |
| 0845 - 0900 | 18 | 7 | 12 | 0 | 37 | 6 | 12 | 5 | 0 | 23 | 31 | 411 | 56 | 0 | 498 | 8 | 151 | 6 | 0 | 165 | 723 |
| Hourly Total | 88 | 35 | 46 | 0 | **169** | 61 | 60 | 31 | 0 | **152** | 128 | 1549 | 212 | 0 | **1889** | 27 | 600 | 22 | 1 | **650** | **2860** |
| Grand Total | 142 | 72 | 78 | 0 | **292** | 123 | 117 | 69 | 0 | **309** | 233 | 3004 | 387 | 0 | **3624** | 53 | 1163 | 53 | 2 | **1271** | **5496** |
| Approach % | 48.63 | 24.66 | 26.71 | 0.00 | - | 39.81 | 37.86 | 22.33 | 0.00 | - | 6.43 | 82.89 | 10.68 | 0.00 | - | 4.17 | 91.50 | 4.17 | 0.06 | - | |
| Intersection % | 2.58 | 1.31 | 1.42 | 0.00 | 5.31 | 2.24 | 2.13 | 1.26 | 0.00 | 5.62 | 4.24 | 54.66 | 7.04 | 0.00 | 65.94 | 0.96 | 21.16 | 0.96 | 0.04 | 23.13 | |

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

Passenger Vehicles (1-3)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | Glenridge Dr (North) | | | | | Abernathy Rd NE (West) | | | | | Abernathy Rd NE (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 | 52 | 12 | 10 | 0 | 74 | 49 | 16 | 51 | 0 | 116 | 5 | 234 | 40 | 0 | 279 | 4 | 359 | 4 | 0 | 367 | 836 |
| 1615 - 1630 | 44 | 19 | 12 | 0 | 75 | 55 | 24 | 60 | 0 | 139 | 11 | 210 | 33 | 0 | 254 | 10 | 346 | 9 | 0 | 365 | 833 |
| 1630 - 1645 | 74 | 22 | 14 | 0 | 110 | 53 | 29 | 58 | 0 | 140 | 7 | 211 | 29 | 0 | 247 | 7 | 289 | 12 | 1 | 309 | 806 |
| 1645 - 1700 | 44 | 20 | 10 | 0 | 74 | 65 | 32 | 44 | 0 | 141 | 9 | 190 | 33 | 1 | 233 | 20 | 316 | 10 | 2 | 348 | 796 |
| Hourly Total | 214 | 73 | 46 | 0 | **333** | 222 | 101 | 213 | 0 | **536** | 32 | 845 | 135 | 1 | **1013** | 41 | 1310 | 35 | 3 | **1389** | **3271** |
| 1700 - 1715 | 75 | 14 | 11 | 0 | 100 | 82 | 46 | 58 | 0 | 186 | 12 | 205 | 30 | 0 | 247 | 9 | 360 | 8 | 0 | 377 | 910 |
| 1715 - 1730 | 62 | 22 | 9 | 0 | 93 | 68 | 34 | 55 | 0 | 157 | 10 | 242 | 39 | 2 | 293 | 9 | 362 | 6 | 2 | 379 | 922 |
| 1730 - 1745 | 47 | 21 | 17 | 0 | 85 | 39 | 42 | 38 | 0 | 119 | 5 | 247 | 40 | 0 | 292 | 6 | 362 | 10 | 1 | 379 | 875 |
| 1745 - 1800 | 41 | 12 | 13 | 0 | 66 | 15 | 12 | 32 | 0 | 59 | 11 | 218 | 45 | 0 | 274 | 14 | 376 | 13 | 0 | 403 | 802 |
| Hourly Total | 225 | 69 | 50 | 0 | **344** | 204 | 134 | 183 | 0 | **521** | 38 | 912 | 154 | 2 | **1106** | 38 | 1460 | 37 | 3 | **1538** | **3509** |
| Grand Total | 439 | 142 | 96 | 0 | **677** | 426 | 235 | 396 | 0 | **1057** | 70 | 1757 | 289 | 3 | **2119** | 79 | 2770 | 72 | 6 | **2927** | **6780** |
| Approach % | 64.84 | 20.97 | 14.18 | 0.00 | - | 40.30 | 22.23 | 37.46 | 0.00 | - | 3.30 | 82.92 | 13.64 | 0.14 | - | 2.70 | 94.64 | 2.46 | 0.20 | - | |
| Intersection % | 6.47 | 2.09 | 1.42 | 0.00 | 9.99 | 6.28 | 3.47 | 5.84 | 0.00 | 15.59 | 1.03 | 25.91 | 4.26 | 0.04 | 31.25 | 1.17 | 40.86 | 1.06 | 0.09 | 43.17 | |

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 1**

Glenridge Dr (South)
Glenridge Dr (North)
Abernathy Rd NE (West)
Abernathy Rd NE (East)

**Date**

Wednesday, May 1, 2024

**Lat/Long**

33.936386°, -84.366698°
Click here for Map

**Weather**

Fair
74°F
Click here for Detailed Weather

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

Single Unit Trucks (4-7)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | Glenridge Dr (North) | | | | | Abernathy Rd NE (West) | | | | | Abernathy Rd NE (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 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 5 | 0 | 0 | 5 | 9 |
| 0715 - 0730 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 3 | 0 | 4 | 1 | 0 | 5 | 0 | 3 | 0 | 0 | 3 | 12 |
| 0730 - 0745 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 9 | 0 | 0 | 9 | 13 |
| 0745 - 0800 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 7 | 0 | 0 | 7 | 13 |
| Hourly Total | 2 | 3 | 0 | 0 | **5** | 0 | 1 | 4 | 0 | **5** | 0 | 12 | 1 | 0 | **13** | 0 | 24 | 0 | 0 | **24** | **47** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 6 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 6 | 13 |
| 0815 - 0830 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 4 | 0 | 6 | 1 | 0 | 7 | 13 |
| 0830 - 0845 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 10 | 0 | 0 | 10 | 16 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 11 | 0 | 0 | 12 | 14 |
| Hourly Total | 2 | 0 | 0 | 0 | **2** | 0 | 2 | 0 | 0 | **2** | 0 | 16 | 1 | 0 | **17** | 1 | 33 | 1 | 0 | **35** | **56** |
| Grand Total | 4 | 3 | 0 | 0 | **7** | 0 | 3 | 4 | 0 | **7** | 0 | 28 | 2 | 0 | **30** | 1 | 57 | 1 | 0 | **59** | **103** |
| Approach % | 57.14 | 42.86 | 0.00 | 0.00 | - | 0.00 | 42.86 | 57.14 | 0.00 | - | 0.00 | 93.33 | 6.67 | 0.00 | - | 1.69 | 96.61 | 1.69 | 0.00 | - | |
| Intersection % | 3.88 | 2.91 | 0.00 | 0.00 | 6.80 | 0.00 | 2.91 | 3.88 | 0.00 | 6.80 | 0.00 | 27.18 | 1.94 | 0.00 | 29.13 | 0.97 | 55.34 | 0.97 | 0.00 | 57.28 | |

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

Single Unit Trucks (4-7)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | Glenridge Dr (North) | | | | | Abernathy Rd NE (West) | | | | | Abernathy Rd NE (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 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 6 | 1 | 0 | 7 | 0 | 4 | 0 | 0 | 4 | 14 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 1 | 4 | 0 | 0 | 5 | 8 |
| 1630 - 1645 | 2 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 3 | 0 | 0 | 3 | 16 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 5 | 0 | 0 | 5 | 0 | 3 | 0 | 0 | 3 | 9 |
| Hourly Total | 2 | 0 | 2 | 0 | **4** | 0 | 2 | 1 | 0 | **3** | 0 | 24 | 1 | 0 | **25** | 1 | 14 | 0 | 0 | **15** | **47** |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 4 | 0 | 0 | 4 | 11 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 0 | 6 | 0 | 2 | 0 | 0 | 2 | 9 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 5 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 7 | 1 | 0 | 8 | 11 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 2 | 0 | 0 | 0 | **2** | 0 | 19 | 0 | 0 | **19** | 0 | 14 | 1 | 0 | **15** | **36** |
| Grand Total | 2 | 0 | 2 | 0 | **4** | 2 | 2 | 1 | 0 | **5** | 0 | 43 | 1 | 0 | **44** | 1 | 28 | 1 | 0 | **30** | **83** |
| Approach % | 50.00 | 0.00 | 50.00 | 0.00 | - | 40.00 | 40.00 | 20.00 | 0.00 | - | 0.00 | 97.73 | 2.27 | 0.00 | - | 3.33 | 93.33 | 3.33 | 0.00 | - | |
| Intersection % | 2.41 | 0.00 | 2.41 | 0.00 | 4.82 | 2.41 | 2.41 | 1.20 | 0.00 | 6.02 | 0.00 | 51.81 | 1.20 | 0.00 | 53.01 | 1.20 | 33.73 | 1.20 | 0.00 | 36.14 | |

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 1**
Glenridge Dr (South)
Glenridge Dr (North)
Abernathy Rd NE (West)
Abernathy Rd NE (East)

**Date**
Wednesday, May 1, 2024

**Lat/Long**
33.936386°, -84.366698°
Click here for Map

**Weather**
Fair
74°F
Click here for Detailed Weather

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

Combination Trucks (8-13)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | Glenridge Dr (North) | | | | | Abernathy Rd NE (West) | | | | | Abernathy Rd NE (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 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 2 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 3 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 4 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 4 | 1 | 0 | **5** | 0 | 6 | 0 | 0 | **6** | **11** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 3 | 4 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 3 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 4 | 6 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 5 | 0 | 0 | **5** | 2 | 7 | 0 | 0 | **9** | **14** |
| Grand Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 9 | 1 | 0 | **10** | 2 | 13 | 0 | 0 | **15** | **25** |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 90.00 | 10.00 | 0.00 | - | 13.33 | 86.67 | 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 | 36.00 | 4.00 | 0.00 | 40.00 | 8.00 | 52.00 | 0.00 | 0.00 | 60.00 | |

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

Combination Trucks (8-13)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | Glenridge Dr (North) | | | | | Abernathy Rd NE (West) | | | | | Abernathy Rd NE (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 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 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** | 0 | 0 | 0 | 0 | **0** | 0 | 3 | 0 | 0 | **3** | 0 | 0 | 0 | 0 | **0** | **3** |
| 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 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 2 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 1 | 0 | 0 | **1** | 0 | 2 | 0 | 0 | **2** | **3** |
| Grand Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 4 | 0 | 0 | **4** | 0 | 2 | 0 | 0 | **2** | **6** |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 66.67 | 0.00 | 0.00 | 66.67 | 0.00 | 33.33 | 0.00 | 0.00 | 33.33 | |

# Classified Turn Movement Count || Bikes

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 1**

Glenridge Dr (South)
Glenridge Dr (North)
Abernathy Rd NE (West)
Abernathy Rd NE (East)

**Date**

Wednesday, May 1, 2024

**Lat/Long**

33.936386°, -84.366698°
Click here for Map

**Weather**

Fair
74°F
Click here for Detailed Weather

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

Bikes

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | Glenridge Dr (North) | | | | | Abernathy Rd NE (West) | | | | | Abernathy Rd NE (East) | | | | | |
| TIME | Left 1.1 | Thru 1.2 | Right 1.3 | U-Turn 1.4 | App Total | Left 1.5 | Thru 1.6 | Right 1.7 | U-Turn 1.8 | App Total | Left 1.9 | Thru 1.10 | Right 1.11 | U-Turn 1.12 | App Total | Left 1.13 | Thru 1.14 | Right 1.15 | U-Turn 1.16 | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

Bikes

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | Glenridge Dr (North) | | | | | Abernathy Rd NE (West) | | | | | Abernathy Rd NE (East) | | | | | |
| TIME | Left 1.1 | Thru 1.2 | Right 1.3 | U-Turn 1.4 | App Total | Left 1.5 | Thru 1.6 | Right 1.7 | U-Turn 1.8 | App Total | Left 1.9 | Thru 1.10 | Right 1.11 | U-Turn 1.12 | App Total | Left 1.13 | Thru 1.14 | Right 1.15 | U-Turn 1.16 | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 1**

Glenridge Dr (South)
Glenridge Dr (North)
Abernathy Rd NE (West)
Abernathy Rd NE (East)

**Date**

Wednesday, May 1, 2024

**Lat/Long**

33.936386°, -84.366698°
Click here for Map

**Weather**

Fair
74°F
Click here for Detailed Weather

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

All Trucks (4-13)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | Glenridge Dr (North) | | | | | Abernathy Rd NE (West) | | | | | Abernathy Rd NE (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 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 6 | 0 | 0 | 6 | 11 |
| 0715 - 0730 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 3 | 0 | 4 | 2 | 0 | 6 | 0 | 5 | 0 | 0 | 5 | 15 |
| 0730 - 0745 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 11 | 0 | 0 | 11 | 15 |
| 0745 - 0800 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 8 | 0 | 0 | 8 | 17 |
| Hourly Total | 2 | 3 | 0 | 0 | **5** | 0 | 1 | 4 | 0 | **5** | 0 | 16 | 2 | 0 | **18** | 0 | 30 | 0 | 0 | **30** | **58** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 6 | 0 | 0 | 6 | 0 | 7 | 0 | 0 | 7 | 14 |
| 0815 - 0830 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 4 | 1 | 0 | 5 | 1 | 8 | 1 | 0 | 10 | 17 |
| 0830 - 0845 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 11 | 0 | 0 | 11 | 19 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 2 | 14 | 0 | 0 | 16 | 20 |
| Hourly Total | 2 | 0 | 0 | 0 | **2** | 0 | 2 | 0 | 0 | **2** | 0 | 21 | 1 | 0 | **22** | 3 | 40 | 1 | 0 | **44** | **70** |
| Grand Total | 4 | 3 | 0 | 0 | **7** | 0 | 3 | 4 | 0 | **7** | 0 | 37 | 3 | 0 | **40** | 3 | 70 | 1 | 0 | **74** | **128** |
| Approach % | 57.14 | 42.86 | 0.00 | 0.00 | - | 0.00 | 42.86 | 57.14 | 0.00 | - | 0.00 | 92.50 | 7.50 | 0.00 | - | 4.05 | 94.59 | 1.35 | 0.00 | - | |
| Intersection % | 3.13 | 2.34 | 0.00 | 0.00 | 5.47 | 0.00 | 2.34 | 3.13 | 0.00 | 5.47 | 0.00 | 28.91 | 2.34 | 0.00 | 31.25 | 2.34 | 54.69 | 0.78 | 0.00 | 57.81 | |

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

All Trucks (4-13)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | Glenridge Dr (North) | | | | | Abernathy Rd NE (West) | | | | | Abernathy Rd NE (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 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 8 | 1 | 0 | 9 | 0 | 4 | 0 | 0 | 4 | 16 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 1 | 4 | 0 | 0 | 5 | 9 |
| 1630 - 1645 | 2 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 3 | 0 | 0 | 3 | 16 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 5 | 0 | 0 | 5 | 0 | 3 | 0 | 0 | 3 | 9 |
| Hourly Total | 2 | 0 | 2 | 0 | **4** | 0 | 2 | 1 | 0 | **3** | 0 | 27 | 1 | 0 | **28** | 1 | 14 | 0 | 0 | **15** | **50** |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 4 | 0 | 0 | 4 | 11 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 7 | 0 | 0 | 7 | 0 | 3 | 0 | 0 | 3 | 11 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 6 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 7 | 1 | 0 | 8 | 11 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 2 | 0 | 0 | 0 | **2** | 0 | 20 | 0 | 0 | **20** | 0 | 16 | 1 | 0 | **17** | **39** |
| Grand Total | 2 | 0 | 2 | 0 | **4** | 2 | 2 | 1 | 0 | **5** | 0 | 47 | 1 | 0 | **48** | 1 | 30 | 1 | 0 | **32** | **89** |
| Approach % | 50.00 | 0.00 | 50.00 | 0.00 | - | 40.00 | 40.00 | 20.00 | 0.00 | - | 0.00 | 97.92 | 2.08 | 0.00 | - | 3.13 | 93.75 | 3.13 | 0.00 | - | |
| Intersection % | 2.25 | 0.00 | 2.25 | 0.00 | 4.49 | 2.25 | 2.25 | 1.12 | 0.00 | 5.62 | 0.00 | 52.81 | 1.12 | 0.00 | 53.93 | 1.12 | 33.71 | 1.12 | 0.00 | 35.96 | |

# Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 1**
Glenridge Dr (South)
Glenridge Dr (North)
Abernathy Rd NE (West)
Abernathy Rd NE (East)

**Date**
Wednesday, May 1, 2024

**Lat/Long**
33.936386°, -84.366698°
Click here for Map

**Weather**
Fair
74°F
Click here for Detailed Weather

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

Pedestrians

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | Glenridge Dr (North) | | | Abernathy Rd NE (West) | | | Abernathy Rd NE (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 | 1 | 1 | 0 | 0 | 0 | 1 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0730 - 0745 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0745 - 0800 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Hourly Total | 2 | 0 | **2** | 0 | 1 | **1** | 0 | 1 | **1** | 0 | 0 | **0** | **4** |
| 0800 - 0815 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 3 |
| 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 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Hourly Total | 1 | 0 | **1** | 2 | 1 | **3** | 1 | 0 | **1** | 0 | 0 | **0** | **5** |
| Grand Total | 3 | 0 | **3** | 2 | 2 | **4** | 1 | 1 | **2** | 0 | 0 | **0** | **9** |
| Approach % | 100.00 | 0.00 | - | 50.00 | 50.00 | - | 50.00 | 50.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 33.33 | 0.00 | 33.33 | 22.22 | 22.22 | 44.44 | 11.11 | 11.11 | 22.22 | 0.00 | 0.00 | 0.00 | |

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

Pedestrians

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | Glenridge Dr (North) | | | Abernathy Rd NE (West) | | | Abernathy Rd NE (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 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1630 - 1645 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1645 - 1700 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Hourly Total | 1 | 2 | **3** | 0 | 1 | **1** | 0 | 1 | **1** | 0 | 0 | **0** | **5** |
| 1700 - 1715 | 0 | 1 | 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 | 1 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 3 |
| 1745 - 1800 | 0 | 3 | 3 | 1 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 6 |
| Hourly Total | 0 | 4 | **4** | 2 | 1 | **3** | 2 | 1 | **3** | 0 | 0 | **0** | **10** |
| Grand Total | 1 | 6 | **7** | 2 | 2 | **4** | 2 | 2 | **4** | 0 | 0 | **0** | **15** |
| Approach % | 14.29 | 85.71 | - | 50.00 | 50.00 | - | 50.00 | 50.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 6.67 | 40.00 | 46.67 | 13.33 | 13.33 | 26.67 | 13.33 | 13.33 | 26.67 | 0.00 | 0.00 | 0.00 | |

# Crosswalk Counts || Bikes

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 1**
Glenridge Dr (South)
Glenridge Dr (North)
Abernathy Rd NE (West)
Abernathy Rd NE (East)

**Date**
Wednesday, May 1, 2024

**Lat/Long**
33.936386°, -84.366698°
Click here for Map

**Weather**
Fair
74°F
Click here for Detailed Weather

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

Bikes

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | Glenridge Dr (North) | | | Abernathy Rd NE (West) | | | Abernathy Rd NE (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) (05-01-2024)**

Bikes

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | Glenridge Dr (North) | | | Abernathy Rd NE (West) | | | Abernathy Rd NE (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 | 1 | 1 | 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 |
| 1645 - 1700 | 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** |
| 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 | 1 | **1** | 0 | 1 | **1** | 0 | 0 | **0** | 0 | 0 | **0** | **2** |
| Approach % | 0.00 | 100.00 | - | 0.00 | 100.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 50.00 | 50.00 | 0.00 | 50.00 | 50.00 | 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 1**
Glenridge Dr (South)
Glenridge Dr (North)
Abernathy Rd NE (West)
Abernathy Rd NE (East)

**Date**
Wednesday, May 1, 2024

**Lat/Long**
33.936386°, -84.366698°
Click here for Map

**Weather**
Fair
74°F
Click here for Detailed Weather

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

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | Glenridge Dr (North) | | | Abernathy Rd NE (West) | | | Abernathy Rd NE (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) (05-01-2024)**
Motorized Vehicles

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | Glenridge Dr (North) | | | Abernathy Rd NE (West) | | | Abernathy Rd NE (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: 5/1/2024 | Abernathy Rd NE (West) Eastbound | | | Abernathy Rd NE (East) Westbound | | | Glenridge Dr (South) Northbound | | | Glenridge Dr (North) Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Time** | **EBL** | **EBT** | **EBR** | **WBL** | **WBT** | **WBR** | **NBL** | **NBT** | **NBR** | **SBL** | **SBT** | **SBR** | **Total** |
| **15 Minute Totals** | | | | | | | | | | | | | |
| **12:00 AM - 12:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:15 AM - 12:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:30 AM - 12:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:45 AM - 01:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00 AM - 01:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:15 AM - 01:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:30 AM - 01:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:45 AM - 02:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00 AM - 02:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 AM - 02:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 AM - 02:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 AM - 03:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 AM - 03:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 AM - 03:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 AM - 03:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 AM - 04:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 AM - 04:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:15 AM - 04:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:30 AM - 04:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:45 AM - 05:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00 AM - 05:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:15 AM - 05:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:30 AM - 05:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:45 AM - 06:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00 AM - 06:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 AM - 06:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 AM - 06:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 AM - 07:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 AM - 07:15 AM** | 23 | 313 | 34 | 3 | 141 | 2 | 10 | 10 | 4 | 2 | 6 | 7 | 555 |
| **07:15 AM - 07:30 AM** | 23 | 371 | 38 | 8 | 132 | 12 | 13 | 8 | 6 | 18 | 13 | 13 | 655 |
| **07:30 AM - 07:45 AM** | 31 | 357 | 53 | 10 | 161 | 11 | 15 | 10 | 11 | 23 | 15 | 12 | 709 |
| **07:45 AM - 08:00 AM** | 28 | 430 | 52 | 5 | 159 | 6 | 18 | 12 | 11 | 19 | 24 | 10 | 774 |
| **08:00 AM - 08:15 AM** | 38 | 378 | 58 | 5 | 143 | 6 | 25 | 9 | 11 | 18 | 21 | 6 | 718 |
| **08:15 AM - 08:30 AM** | 29 | 370 | 52 | 5 | 159 | 7 | 25 | 11 | 15 | 24 | 15 | 12 | 724 |
| **08:30 AM - 08:45 AM** | 30 | 407 | 47 | 10 | 173 | 4 | 22 | 8 | 8 | 13 | 14 | 8 | 744 |
| **08:45 AM - 09:00 AM** | 31 | 415 | 56 | 10 | 165 | 6 | 18 | 7 | 12 | 6 | 12 | 5 | 743 |
| **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** | 5 | 242 | 41 | 4 | 363 | 4 | 52 | 12 | 11 | 49 | 18 | 51 | 852 |
| **04:15 PM - 04:30 PM** | 11 | 214 | 33 | 11 | 350 | 9 | 44 | 19 | 12 | 55 | 24 | 60 | 842 |
| **04:30 PM - 04:45 PM** | 7 | 221 | 29 | 7 | 292 | 12 | 76 | 22 | 15 | 53 | 29 | 58 | 821 |
| **04:45 PM - 05:00 PM** | 9 | 195 | 33 | 20 | 319 | 10 | 44 | 20 | 10 | 65 | 32 | 45 | 802 |
| **05:00 PM - 05:15 PM** | 12 | 212 | 30 | 9 | 364 | 8 | 75 | 14 | 11 | 82 | 46 | 58 | 921 |
| **05:15 PM - 05:30 PM** | 10 | 249 | 39 | 9 | 365 | 6 | 62 | 22 | 9 | 69 | 34 | 55 | 929 |
| **05:30 PM - 05:45 PM** | 5 | 250 | 40 | 6 | 364 | 10 | 47 | 21 | 17 | 40 | 42 | 38 | 880 |
| **05:45 PM - 06:00 PM** | 11 | 221 | 45 | 14 | 383 | 14 | 41 | 12 | 13 | 15 | 12 | 32 | 813 |
| **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

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

* the Peak Hour Diagram does not include Bikes



**All vehicles**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | Mt Vernon Hwy (West) | | | | | | Mt Vernon Hwy (East) | | | | | | |
| Time | Left 2.1 | Thru 2.2 | Right 2.3 | | U-Turn 2.4 | App Total | Left 2.5 | Thru 2.6 | Right 2.7 | | U-Turn 2.8 | App Total | Left 2.9 | Thru 2.10 | Right 2.11 | | U-Turn 2.12 | App Total | Left 2.13 | Thru 2.14 | Right 2.15 | | U-Turn 2.16 | App Total | Int Total |
| 0730 - 0745 | 20 | 27 | 20 | - | 0 | 67 | 15 | 47 | 23 | - | 0 | 85 | 4 | 63 | 7 | - | 0 | 74 | 37 | 80 | 9 | - | 0 | 126 | 352 |
| 0745 - 0800 | 15 | 21 | 19 | - | 0 | 55 | 9 | 45 | 15 | - | 0 | 69 | 19 | 81 | 13 | - | 0 | 113 | 46 | 99 | 11 | - | 0 | 156 | 393 |
| 0800 - 0815 | 16 | 27 | 22 | - | 0 | 65 | 16 | 51 | 22 | - | 0 | 89 | 20 | 86 | 12 | - | 0 | 118 | 9 | 78 | 10 | - | 0 | 97 | 369 |
| 0815 - 0830 | 10 | 24 | 24 | - | 0 | 58 | 14 | 56 | 14 | - | 0 | 84 | 16 | 117 | 8 | - | 0 | 141 | 16 | 67 | 9 | - | 0 | 92 | 375 |
| Total | 61 | 99 | 85 | 0 | 0 | 245 | 54 | 199 | 74 | 0 | 0 | 327 | 59 | 347 | 40 | 0 | 0 | 446 | 108 | 324 | 39 | 0 | 0 | 471 | 1489 |
| Approach % | 24.90 | 40.41 | 34.69 | 0.00 | 0.00 | - | 16.51 | 60.86 | 22.63 | 0.00 | 0.00 | - | 13.23 | 77.80 | 8.97 | 0.00 | 0.00 | - | 22.93 | 68.79 | 8.28 | 0.00 | 0.00 | - | |
| PHF | 0.76 | 0.92 | 0.89 | 0.00 | 0.00 | **0.91** | 0.84 | 0.89 | 0.80 | 0.00 | 0.00 | **0.92** | 0.74 | 0.74 | 0.77 | 0.00 | 0.00 | **0.79** | 0.59 | 0.82 | 0.89 | 0.00 | 0.00 | **0.75** | **0.95** |

**Passenger Vehicles (1-3)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | Mt Vernon Hwy (West) | | | | | | Mt Vernon Hwy (East) | | | | | | |
| Time | Left 2.1 | Thru 2.2 | Right 2.3 | | U-Turn 2.4 | App Total | Left 2.5 | Thru 2.6 | Right 2.7 | | U-Turn 2.8 | App Total | Left 2.9 | Thru 2.10 | Right 2.11 | | U-Turn 2.12 | App Total | Left 2.13 | Thru 2.14 | Right 2.15 | | U-Turn 2.16 | App Total | Int Total |
| 0730 - 0745 | 20 | 26 | 19 | - | 0 | 65 | 15 | 47 | 22 | - | 0 | 84 | 4 | 61 | 7 | - | 0 | 72 | 37 | 80 | 9 | - | 0 | 126 | 347 |
| 0745 - 0800 | 15 | 20 | 19 | - | 0 | 54 | 9 | 45 | 15 | - | 0 | 69 | 19 | 79 | 13 | - | 0 | 111 | 46 | 98 | 10 | - | 0 | 154 | 388 |
| 0800 - 0815 | 16 | 27 | 22 | - | 0 | 65 | 16 | 50 | 22 | - | 0 | 88 | 20 | 85 | 11 | - | 0 | 116 | 9 | 74 | 10 | - | 0 | 93 | 362 |
| 0815 - 0830 | 10 | 23 | 23 | - | 0 | 56 | 13 | 54 | 14 | - | 0 | 81 | 16 | 116 | 8 | - | 0 | 140 | 16 | 66 | 9 | - | 0 | 91 | 368 |
| Total | 61 | 96 | 83 | 0 | 0 | 240 | 53 | 196 | 73 | 0 | 0 | 322 | 59 | 341 | 39 | 0 | 0 | 439 | 108 | 318 | 38 | 0 | 0 | 464 | 1465 |
| Approach % | 25.42 | 40.00 | 34.58 | 0.00 | 0.00 | - | 16.46 | 60.87 | 22.67 | 0.00 | 0.00 | - | 13.44 | 77.68 | 8.88 | 0.00 | 0.00 | - | 23.28 | 68.53 | 8.19 | 0.00 | 0.00 | - | |
| PHF | 0.76 | 0.89 | 0.90 | 0.00 | 0.00 | **0.92** | 0.83 | 0.91 | 0.83 | 0.00 | 0.00 | **0.91** | 0.74 | 0.73 | 0.75 | 0.00 | 0.00 | **0.78** | 0.59 | 0.81 | 0.95 | 0.00 | 0.00 | **0.75** | **0.94** |

**Single Unit Trucks (4-7)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | Mt Vernon Hwy (West) | | | | | | Mt Vernon Hwy (East) | | | | | | |
| Time | Left 2.1 | Thru 2.2 | Right 2.3 | | U-Turn 2.4 | App Total | Left 2.5 | Thru 2.6 | Right 2.7 | | U-Turn 2.8 | App Total | Left 2.9 | Thru 2.10 | Right 2.11 | | U-Turn 2.12 | App Total | Left 2.13 | Thru 2.14 | Right 2.15 | | U-Turn 2.16 | App Total | Int Total |
| 0730 - 0745 | 0 | 1 | 1 | - | 0 | 2 | 0 | 0 | 1 | - | 0 | 1 | 0 | 2 | 0 | - | 0 | 2 | 0 | 0 | 0 | - | 0 | 0 | 5 |
| 0745 - 0800 | 0 | 1 | 0 | - | 0 | 1 | 0 | 0 | 0 | - | 0 | 0 | 0 | 2 | 0 | - | 0 | 2 | 0 | 1 | 1 | - | 0 | 2 | 5 |
| 0800 - 0815 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 0 | 1 | 0 | 1 | 1 | - | 0 | 2 | 0 | 4 | 0 | - | 0 | 4 | 7 |
| 0815 - 0830 | 0 | 1 | 1 | - | 0 | 2 | 1 | 1 | 0 | - | 0 | 2 | 0 | 1 | 0 | - | 0 | 1 | 0 | 1 | 0 | - | 0 | 1 | 6 |
| Total | 0 | 3 | 2 | 0 | 0 | 5 | 1 | 2 | 1 | 0 | 0 | 4 | 0 | 6 | 1 | 0 | 0 | 7 | 0 | 6 | 1 | 0 | 0 | 7 | 23 |
| Approach % | 0.00 | 60.00 | 40.00 | 0.00 | 0.00 | - | 25.00 | 50.00 | 25.00 | 0.00 | 0.00 | - | 0.00 | 85.71 | 14.29 | 0.00 | 0.00 | - | 0.00 | 85.71 | 14.29 | 0.00 | 0.00 | - | |
| PHF | 0.00 | 0.75 | 0.50 | 0.00 | 0.00 | **0.63** | 0.25 | 0.50 | 0.25 | 0.00 | 0.00 | **0.50** | 0.00 | 0.75 | 0.25 | 0.00 | 0.00 | **0.88** | 0.00 | 0.38 | 0.25 | 0.00 | 0.00 | **0.44** | **0.82** |

**Combination Trucks (8-13)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | Mt Vernon Hwy (West) | | | | | | Mt Vernon Hwy (East) | | | | | | |
| Time | Left 2.1 | Thru 2.2 | Right 2.3 | | U-Turn 2.4 | App Total | Left 2.5 | Thru 2.6 | Right 2.7 | | U-Turn 2.8 | App Total | Left 2.9 | Thru 2.10 | Right 2.11 | | U-Turn 2.12 | App Total | Left 2.13 | Thru 2.14 | Right 2.15 | | U-Turn 2.16 | App Total | Int Total |
| 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 | 1 | 0 | - | 0 | 1 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 1 |
| 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** |

**Bikes**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | Mt Vernon Hwy (West) | | | | | | Mt Vernon Hwy (East) | | | | | | |
| Time | Left 2.1 | Thru 2.2 | Right 2.3 | | U-Turn 2.4 | App Total | Left 2.5 | Thru 2.6 | Right 2.7 | | U-Turn 2.8 | App Total | Left 2.9 | Thru 2.10 | Right 2.11 | | U-Turn 2.12 | App Total | Left 2.13 | Thru 2.14 | Right 2.15 | | U-Turn 2.16 | App Total | Int Total |
| 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

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Atlanta, GA

Marr Traffic DATA COLLECTION

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

* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)

**Peak Hour**

**Volume**



**All vehicles**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | Mt Vernon Hwy (West) | | | | | | Mt Vernon Hwy (East) | | | | | | |
| Time | Left 2.1 | Thru 2.2 | Right 2.3 | | U-Turn 2.4 | App Total | Left 2.5 | Thru 2.6 | Right 2.7 | | U-Turn 2.8 | App Total | Left 2.9 | Thru 2.10 | Right 2.11 | | U-Turn 2.12 | App Total | Left 2.13 | Thru 2.14 | Right 2.15 | | U-Turn 2.16 | App Total | Int Total |
| 1630 - 1645 | 18 | 58 | 16 | - | 0 | 92 | 4 | 53 | 16 | - | 0 | 73 | 14 | 70 | 19 | - | 0 | 103 | 107 | 102 | 34 | - | 0 | 243 | 511 |
| 1645 - 1700 | 11 | 52 | 17 | - | 0 | 80 | 11 | 50 | 30 | - | 0 | 91 | 19 | 77 | 11 | - | 0 | 107 | 50 | 129 | 23 | - | 0 | 202 | 480 |
| 1700 - 1715 | 5 | 48 | 13 | - | 0 | 66 | 12 | 72 | 21 | - | 0 | 105 | 10 | 81 | 17 | - | 0 | 108 | 81 | 119 | 33 | - | 0 | 233 | 512 |
| 1715 - 1730 | 8 | 46 | 17 | - | 0 | 71 | 5 | 76 | 20 | - | 0 | 101 | 23 | 99 | 8 | - | 0 | 130 | 98 | 90 | 19 | - | 0 | 207 | 509 |
| Total | 42 | 204 | 63 | 0 | 0 | 309 | 32 | 251 | 87 | 0 | 0 | 370 | 66 | 327 | 55 | 0 | 0 | 448 | 336 | 440 | 109 | 0 | 0 | 885 | 2012 |
| Approach % | 13.59 | 66.02 | 20.39 | 0.00 | 0.00 | - | 8.65 | 67.84 | 23.51 | 0.00 | 0.00 | - | 14.73 | 72.99 | 12.28 | 0.00 | 0.00 | - | 37.97 | 49.72 | 12.32 | 0.00 | 0.00 | - | |
| PHF | 0.58 | 0.88 | 0.93 | 0.00 | 0.00 | **0.84** | 0.67 | 0.83 | 0.73 | 0.00 | 0.00 | **0.88** | 0.72 | 0.83 | 0.72 | 0.00 | 0.00 | **0.86** | 0.79 | 0.85 | 0.80 | 0.00 | 0.00 | **0.91** | **0.98** |

**Passenger Vehicles (1-3)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | Mt Vernon Hwy (West) | | | | | | Mt Vernon Hwy (East) | | | | | | |
| Time | Left 2.1 | Thru 2.2 | Right 2.3 | | U-Turn 2.4 | App Total | Left 2.5 | Thru 2.6 | Right 2.7 | | U-Turn 2.8 | App Total | Left 2.9 | Thru 2.10 | Right 2.11 | | U-Turn 2.12 | App Total | Left 2.13 | Thru 2.14 | Right 2.15 | | U-Turn 2.16 | App Total | Int Total |
| 1630 - 1645 | 18 | 56 | 15 | - | 0 | 89 | 4 | 53 | 16 | - | 0 | 73 | 13 | 69 | 18 | - | 0 | 100 | 107 | 102 | 34 | - | 0 | 243 | 505 |
| 1645 - 1700 | 11 | 52 | 16 | - | 0 | 79 | 11 | 50 | 30 | - | 0 | 91 | 19 | 77 | 11 | - | 0 | 107 | 50 | 129 | 23 | - | 0 | 202 | 479 |
| 1700 - 1715 | 5 | 48 | 13 | - | 0 | 66 | 12 | 72 | 21 | - | 0 | 105 | 10 | 81 | 17 | - | 0 | 108 | 80 | 118 | 33 | - | 0 | 231 | 510 |
| 1715 - 1730 | 8 | 46 | 17 | - | 0 | 71 | 5 | 76 | 20 | - | 0 | 101 | 23 | 97 | 8 | - | 0 | 128 | 98 | 90 | 19 | - | 0 | 207 | 507 |
| Total | 42 | 202 | 61 | 0 | 0 | 305 | 32 | 251 | 87 | 0 | 0 | 370 | 65 | 324 | 54 | 0 | 0 | 443 | 335 | 439 | 109 | 0 | 0 | 883 | 2001 |
| Approach % | 13.77 | 66.23 | 20.00 | 0.00 | 0.00 | - | 8.65 | 67.84 | 23.51 | 0.00 | 0.00 | - | 14.67 | 73.14 | 12.19 | 0.00 | 0.00 | - | 37.94 | 49.72 | 12.34 | 0.00 | 0.00 | - | |
| PHF | 0.58 | 0.90 | 0.90 | 0.00 | 0.00 | **0.86** | 0.67 | 0.83 | 0.73 | 0.00 | 0.00 | **0.88** | 0.71 | 0.84 | 0.75 | 0.00 | 0.00 | **0.87** | 0.78 | 0.85 | 0.80 | 0.00 | 0.00 | **0.91** | **0.98** |

**Single Unit Trucks (4-7)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | Mt Vernon Hwy (West) | | | | | | Mt Vernon Hwy (East) | | | | | | |
| Time | Left 2.1 | Thru 2.2 | Right 2.3 | | U-Turn 2.4 | App Total | Left 2.5 | Thru 2.6 | Right 2.7 | | U-Turn 2.8 | App Total | Left 2.9 | Thru 2.10 | Right 2.11 | | U-Turn 2.12 | App Total | Left 2.13 | Thru 2.14 | Right 2.15 | | U-Turn 2.16 | App Total | Int Total |
| 1630 - 1645 | 0 | 2 | 1 | - | 0 | 3 | 0 | 0 | 0 | - | 0 | 0 | 1 | 1 | 1 | - | 0 | 3 | 0 | 0 | 0 | - | 0 | 0 | 6 |
| 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 | 1 | 1 | 0 | - | 0 | 2 | 2 |
| 1715 - 1730 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 0 | 1 | 0 | 0 | 0 | - | 0 | 0 | 1 |
| Total | 0 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 4 | 1 | 1 | 0 | 0 | 0 | 2 | 9 |
| Approach % | 0.00 | 66.67 | 33.33 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 25.00 | 50.00 | 25.00 | 0.00 | 0.00 | - | 50.00 | 50.00 | 0.00 | 0.00 | 0.00 | - | |
| PHF | 0.00 | 0.25 | 0.25 | 0.00 | 0.00 | **0.25** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.25 | 0.50 | 0.25 | 0.00 | 0.00 | **0.33** | 0.25 | 0.25 | 0.00 | 0.00 | 0.00 | **0.25** | **0.38** |

**Combination Trucks (8-13)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | Mt Vernon Hwy (West) | | | | | | Mt Vernon Hwy (East) | | | | | | |
| Time | Left 2.1 | Thru 2.2 | Right 2.3 | | U-Turn 2.4 | App Total | Left 2.5 | Thru 2.6 | Right 2.7 | | U-Turn 2.8 | App Total | Left 2.9 | Thru 2.10 | Right 2.11 | | U-Turn 2.12 | App Total | Left 2.13 | Thru 2.14 | Right 2.15 | | U-Turn 2.16 | App Total | Int Total |
| 1630 - 1645 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 1700 - 1715 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 1715 - 1730 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| PHF | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | **0.00** |

**Bikes**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | Mt Vernon Hwy (West) | | | | | | Mt Vernon Hwy (East) | | | | | | |
| Time | Left 2.1 | Thru 2.2 | Right 2.3 | | U-Turn 2.4 | App Total | Left 2.5 | Thru 2.6 | Right 2.7 | | U-Turn 2.8 | App Total | Left 2.9 | Thru 2.10 | Right 2.11 | | U-Turn 2.12 | App Total | Left 2.13 | Thru 2.14 | Right 2.15 | | U-Turn 2.16 | App Total | Int Total |
| 1630 - 1645 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 0 | 1 | - | 0 | 1 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 1 |
| 1700 - 1715 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 1715 - 1730 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 0 | 1 | 0 | 0 | 0 | - | 0 | 0 | 1 |
| Total | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 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 | 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 | 0.25 | 0.00 | 0.00 | 0.00 | **0.25** | 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

www.marrtraffic.com

**Site 2**

Glenridge Dr (South)
Glenridge Dr (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

**Date**

Wednesday, May 1, 2024

**Lat/Long**

33.926851°, -84.366800°
Click here for Map

**Weather**

Fair
74°F
Click here for Detailed Weather

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

All vehicles

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | Glenridge Dr (North) | | | | | Mt Vernon Hwy (West) | | | | | Mt Vernon Hwy (East) | | | | | |
| TIME | Left 2.1 | Thru 2.2 | Right 2.3 | U-Turn 2.4 | App Total | Left 2.5 | Thru 2.6 | Right 2.7 | U-Turn 2.8 | App Total | Left 2.9 | Thru 2.10 | Right 2.11 | U-Turn 2.12 | App Total | Left 2.13 | Thru 2.14 | Right 2.15 | U-Turn 2.16 | App Total | Int Total |
| 0700 - 0715 | 5 | 13 | 2 | 0 | 20 | 6 | 26 | 8 | 0 | 40 | 9 | 44 | 1 | 0 | 54 | 4 | 36 | 5 | 0 | 45 | 159 |
| 0715 - 0730 | 8 | 20 | 6 | 0 | 34 | 9 | 43 | 11 | 0 | 63 | 11 | 46 | 4 | 0 | 61 | 18 | 71 | 6 | 0 | 95 | 253 |
| 0730 - 0745 | 20 | 27 | 20 | 0 | 67 | 15 | 47 | 23 | 0 | 85 | 4 | 63 | 7 | 0 | 74 | 37 | 80 | 9 | 0 | 126 | 352 |
| 0745 - 0800 | 15 | 21 | 19 | 0 | 55 | 9 | 45 | 15 | 0 | 69 | 19 | 81 | 13 | 0 | 113 | 46 | 99 | 11 | 0 | 156 | 393 |
| Hourly Total | 48 | 81 | 47 | 0 | **176** | 39 | 161 | 57 | 0 | **257** | 43 | 234 | 25 | 0 | **302** | 105 | 286 | 31 | 0 | **422** | **1157** |
| 0800 - 0815 | 16 | 27 | 22 | 0 | 65 | 16 | 51 | 22 | 0 | 89 | 20 | 86 | 12 | 0 | 118 | 9 | 78 | 10 | 0 | 97 | 369 |
| 0815 - 0830 | 10 | 24 | 24 | 0 | 58 | 14 | 56 | 14 | 0 | 84 | 16 | 117 | 8 | 0 | 141 | 16 | 67 | 9 | 0 | 92 | 375 |
| 0830 - 0845 | 2 | 20 | 23 | 0 | 45 | 22 | 50 | 11 | 0 | 83 | 17 | 77 | 12 | 0 | 106 | 20 | 51 | 9 | 0 | 80 | 314 |
| 0845 - 0900 | 13 | 10 | 19 | 0 | 42 | 12 | 62 | 13 | 0 | 87 | 24 | 97 | 10 | 0 | 131 | 17 | 71 | 5 | 0 | 93 | 353 |
| Hourly Total | 41 | 81 | 88 | 0 | **210** | 64 | 219 | 60 | 0 | **343** | 77 | 377 | 42 | 0 | **496** | 62 | 267 | 33 | 0 | **362** | **1411** |
| Grand Total | 89 | 162 | 135 | 0 | **386** | 103 | 380 | 117 | 0 | **600** | 120 | 611 | 67 | 0 | **798** | 167 | 553 | 64 | 0 | **784** | **2568** |
| Approach % | 23.06 | 41.97 | 34.97 | 0.00 | - | 17.17 | 63.33 | 19.50 | 0.00 | - | 15.04 | 76.57 | 8.40 | 0.00 | - | 21.30 | 70.54 | 8.16 | 0.00 | - | |
| Intersection % | 3.47 | 6.31 | 5.26 | 0.00 | 15.03 | 4.01 | 14.80 | 4.56 | 0.00 | 23.36 | 4.67 | 23.79 | 2.61 | 0.00 | 31.07 | 6.50 | 21.53 | 2.49 | 0.00 | 30.53 | |
| Heavy Vehicle % | 0 | 3 | 1 | - | **2** | 1 | 2 | 2 | - | **2** | 0 | 2 | 1 | - | **2** | 1 | 2 | 3 | - | **2** | **2** |
| PHF | 0.76 | 0.92 | 0.89 | 0.00 | **0.91** | 0.84 | 0.89 | 0.80 | 0.00 | **0.92** | 0.74 | 0.74 | 0.77 | 0.00 | **0.79** | 0.59 | 0.82 | 0.89 | 0.00 | **0.75** | **0.95** |

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

All vehicles

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | Glenridge Dr (North) | | | | | Mt Vernon Hwy (West) | | | | | Mt Vernon Hwy (East) | | | | | |
| TIME | Left 2.1 | Thru 2.2 | Right 2.3 | U-Turn 2.4 | App Total | Left 2.5 | Thru 2.6 | Right 2.7 | U-Turn 2.8 | App Total | Left 2.9 | Thru 2.10 | Right 2.11 | U-Turn 2.12 | App Total | Left 2.13 | Thru 2.14 | Right 2.15 | U-Turn 2.16 | App Total | Int Total |
| 1600 - 1615 | 7 | 44 | 12 | 0 | 63 | 9 | 55 | 19 | 0 | 83 | 16 | 74 | 12 | 0 | 102 | 71 | 81 | 21 | 0 | 173 | 421 |
| 1615 - 1630 | 11 | 36 | 9 | 0 | 56 | 9 | 44 | 20 | 0 | 73 | 27 | 63 | 13 | 0 | 103 | 62 | 127 | 24 | 0 | 213 | 445 |
| 1630 - 1645 | 18 | 58 | 16 | 0 | 92 | 4 | 53 | 16 | 0 | 73 | 14 | 70 | 19 | 0 | 103 | 107 | 102 | 34 | 0 | 243 | 511 |
| 1645 - 1700 | 11 | 52 | 17 | 0 | 80 | 11 | 50 | 30 | 0 | 91 | 19 | 77 | 11 | 0 | 107 | 50 | 129 | 23 | 0 | 202 | 480 |
| Hourly Total | 47 | 190 | 54 | 0 | **291** | 33 | 202 | 85 | 0 | **320** | 76 | 284 | 55 | 0 | **415** | 290 | 439 | 102 | 0 | **831** | **1857** |
| 1700 - 1715 | 5 | 48 | 13 | 0 | 66 | 12 | 72 | 21 | 0 | 105 | 10 | 81 | 17 | 0 | 108 | 81 | 119 | 33 | 0 | 233 | 512 |
| 1715 - 1730 | 8 | 46 | 17 | 0 | 71 | 5 | 76 | 20 | 0 | 101 | 23 | 99 | 8 | 0 | 130 | 98 | 90 | 19 | 0 | 207 | 509 |
| 1730 - 1745 | 6 | 46 | 18 | 0 | 70 | 12 | 65 | 26 | 0 | 103 | 24 | 92 | 12 | 0 | 128 | 70 | 82 | 19 | 0 | 171 | 472 |
| 1745 - 1800 | 8 | 41 | 14 | 0 | 63 | 10 | 50 | 22 | 0 | 82 | 12 | 106 | 12 | 0 | 130 | 66 | 125 | 12 | 0 | 203 | 478 |
| Hourly Total | 27 | 181 | 62 | 0 | **270** | 39 | 263 | 89 | 0 | **391** | 69 | 378 | 49 | 0 | **496** | 315 | 416 | 83 | 0 | **814** | **1971** |
| Grand Total | 74 | 371 | 116 | 0 | **561** | 72 | 465 | 174 | 0 | **711** | 145 | 662 | 104 | 0 | **911** | 605 | 855 | 185 | 0 | **1645** | **3828** |
| Approach % | 13.19 | 66.13 | 20.68 | 0.00 | - | 10.13 | 65.40 | 24.47 | 0.00 | - | 15.92 | 72.67 | 11.42 | 0.00 | - | 36.78 | 51.98 | 11.25 | 0.00 | - | |
| Intersection % | 1.93 | 9.69 | 3.03 | 0.00 | 14.66 | 1.88 | 12.15 | 4.55 | 0.00 | 18.57 | 3.79 | 17.29 | 2.72 | 0.00 | 23.80 | 15.80 | 22.34 | 4.83 | 0.00 | 42.97 | |
| Heavy Vehicle % | 0 | 1 | 2 | - | **1** | 0 | 1 | 1 | - | **1** | 1 | 1 | 2 | - | **1** | 1 | 0 | 0 | - | **0** | **1** |
| PHF | 0.58 | 0.88 | 0.93 | 0.00 | **0.84** | 0.67 | 0.83 | 0.73 | 0.00 | **0.88** | 0.72 | 0.83 | 0.72 | 0.00 | **0.86** | 0.79 | 0.85 | 0.80 | 0.00 | **0.91** | **0.98** |

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 2**

Glenridge Dr (South)
Glenridge Dr (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

**Date**

Wednesday, May 1, 2024

**Lat/Long**

33.926851°, -84.366800°
Click here for Map

**Weather**

Fair
74°F
Click here for Detailed Weather

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

Passenger Vehicles (1-3)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | Glenridge Dr (North) | | | | | Mt Vernon Hwy (West) | | | | | Mt Vernon Hwy (East) | | | | | |
| TIME | Left 2.1 | Thru 2.2 | Right 2.3 | U-Turn 2.4 | App Total | Left 2.5 | Thru 2.6 | Right 2.7 | U-Turn 2.8 | App Total | Left 2.9 | Thru 2.10 | Right 2.11 | U-Turn 2.12 | App Total | Left 2.13 | Thru 2.14 | Right 2.15 | U-Turn 2.16 | App Total | Int Total |
| 0700 - 0715 | 5 | 13 | 2 | 0 | 20 | 6 | 26 | 8 | 0 | 40 | 9 | 42 | 1 | 0 | 52 | 3 | 35 | 4 | 0 | 42 | 154 |
| 0715 - 0730 | 8 | 19 | 6 | 0 | 33 | 9 | 41 | 11 | 0 | 61 | 11 | 45 | 4 | 0 | 60 | 18 | 70 | 6 | 0 | 94 | 248 |
| 0730 - 0745 | 20 | 26 | 19 | 0 | 65 | 15 | 47 | 22 | 0 | 84 | 4 | 61 | 7 | 0 | 72 | 37 | 80 | 9 | 0 | 126 | 347 |
| 0745 - 0800 | 15 | 20 | 19 | 0 | 54 | 9 | 45 | 15 | 0 | 69 | 19 | 79 | 13 | 0 | 111 | 46 | 98 | 10 | 0 | 154 | 388 |
| Hourly Total | 48 | 78 | 46 | 0 | **172** | 39 | 159 | 56 | 0 | **254** | 43 | 227 | 25 | 0 | **295** | 104 | 283 | 29 | 0 | **416** | **1137** |
| 0800 - 0815 | 16 | 27 | 22 | 0 | 65 | 16 | 50 | 22 | 0 | 88 | 20 | 85 | 11 | 0 | 116 | 9 | 74 | 10 | 0 | 93 | 362 |
| 0815 - 0830 | 10 | 23 | 23 | 0 | 56 | 13 | 54 | 14 | 0 | 81 | 16 | 116 | 8 | 0 | 140 | 16 | 66 | 9 | 0 | 91 | 368 |
| 0830 - 0845 | 2 | 19 | 23 | 0 | 44 | 22 | 49 | 11 | 0 | 82 | 17 | 76 | 12 | 0 | 105 | 20 | 50 | 9 | 0 | 79 | 310 |
| 0845 - 0900 | 13 | 10 | 19 | 0 | 42 | 12 | 61 | 12 | 0 | 85 | 24 | 96 | 10 | 0 | 130 | 17 | 70 | 5 | 0 | 92 | 349 |
| Hourly Total | 41 | 79 | 87 | 0 | **207** | 63 | 214 | 59 | 0 | **336** | 77 | 373 | 41 | 0 | **491** | 62 | 260 | 33 | 0 | **355** | **1389** |
| Grand Total | 89 | 157 | 133 | 0 | **379** | 102 | 373 | 115 | 0 | **590** | 120 | 600 | 66 | 0 | **786** | 166 | 543 | 62 | 0 | **771** | **2526** |
| Approach % | 23.48 | 41.42 | 35.09 | 0.00 | - | 17.29 | 63.22 | 19.49 | 0.00 | - | 15.27 | 76.34 | 8.40 | 0.00 | - | 21.53 | 70.43 | 8.04 | 0.00 | - | |
| Intersection % | 3.52 | 6.22 | 5.27 | 0.00 | 15.00 | 4.04 | 14.77 | 4.55 | 0.00 | 23.36 | 4.75 | 23.75 | 2.61 | 0.00 | 31.12 | 6.57 | 21.50 | 2.45 | 0.00 | 30.52 | |

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

Passenger Vehicles (1-3)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | Glenridge Dr (North) | | | | | Mt Vernon Hwy (West) | | | | | Mt Vernon Hwy (East) | | | | | |
| TIME | Left 2.1 | Thru 2.2 | Right 2.3 | U-Turn 2.4 | App Total | Left 2.5 | Thru 2.6 | Right 2.7 | U-Turn 2.8 | App Total | Left 2.9 | Thru 2.10 | Right 2.11 | U-Turn 2.12 | App Total | Left 2.13 | Thru 2.14 | Right 2.15 | U-Turn 2.16 | App Total | Int Total |
| 1600 - 1615 | 7 | 43 | 12 | 0 | 62 | 9 | 52 | 18 | 0 | 79 | 16 | 73 | 12 | 0 | 101 | 70 | 80 | 21 | 0 | 171 | 413 |
| 1615 - 1630 | 11 | 36 | 8 | 0 | 55 | 9 | 43 | 20 | 0 | 72 | 27 | 62 | 13 | 0 | 102 | 60 | 126 | 24 | 0 | 210 | 439 |
| 1630 - 1645 | 18 | 56 | 15 | 0 | 89 | 4 | 53 | 16 | 0 | 73 | 13 | 69 | 18 | 0 | 100 | 107 | 102 | 34 | 0 | 243 | 505 |
| 1645 - 1700 | 11 | 52 | 16 | 0 | 79 | 11 | 50 | 30 | 0 | 91 | 19 | 77 | 11 | 0 | 107 | 50 | 129 | 23 | 0 | 202 | 479 |
| Hourly Total | 47 | 187 | 51 | 0 | **285** | 33 | 198 | 84 | 0 | **315** | 75 | 281 | 54 | 0 | **410** | 287 | 437 | 102 | 0 | **826** | **1836** |
| 1700 - 1715 | 5 | 48 | 13 | 0 | 66 | 12 | 72 | 21 | 0 | 105 | 10 | 81 | 17 | 0 | 108 | 80 | 118 | 33 | 0 | 231 | 510 |
| 1715 - 1730 | 8 | 46 | 17 | 0 | 71 | 5 | 76 | 20 | 0 | 101 | 23 | 97 | 8 | 0 | 128 | 98 | 90 | 19 | 0 | 207 | 507 |
| 1730 - 1745 | 6 | 46 | 18 | 0 | 70 | 12 | 64 | 26 | 0 | 102 | 24 | 92 | 11 | 0 | 127 | 70 | 82 | 19 | 0 | 171 | 470 |
| 1745 - 1800 | 8 | 41 | 14 | 0 | 63 | 10 | 50 | 21 | 0 | 81 | 12 | 105 | 12 | 0 | 129 | 66 | 124 | 12 | 0 | 202 | 475 |
| Hourly Total | 27 | 181 | 62 | 0 | **270** | 39 | 262 | 88 | 0 | **389** | 69 | 375 | 48 | 0 | **492** | 314 | 414 | 83 | 0 | **811** | **1962** |
| Grand Total | 74 | 368 | 113 | 0 | **555** | 72 | 460 | 172 | 0 | **704** | 144 | 656 | 102 | 0 | **902** | 601 | 851 | 185 | 0 | **1637** | **3798** |
| Approach % | 13.33 | 66.31 | 20.36 | 0.00 | - | 10.23 | 65.34 | 24.43 | 0.00 | - | 15.96 | 72.73 | 11.31 | 0.00 | - | 36.71 | 51.99 | 11.30 | 0.00 | - | |
| Intersection % | 1.95 | 9.69 | 2.98 | 0.00 | 14.61 | 1.90 | 12.11 | 4.53 | 0.00 | 18.54 | 3.79 | 17.27 | 2.69 | 0.00 | 23.75 | 15.82 | 22.41 | 4.87 | 0.00 | 43.10 | |

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 2**

Glenridge Dr (South)
Glenridge Dr (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

**Date**

Wednesday, May 1, 2024

**Lat/Long**

33.926851°, -84.366800°
Click here for Map

**Weather**

Fair
74°F
Click here for Detailed Weather

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

Single Unit Trucks (4-7)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | Glenridge Dr (North) | | | | | Mt Vernon Hwy (West) | | | | | Mt Vernon Hwy (East) | | | | | |
| TIME | Left 2.1 | Thru 2.2 | Right 2.3 | U-Turn 2.4 | App Total | Left 2.5 | Thru 2.6 | Right 2.7 | U-Turn 2.8 | App Total | Left 2.9 | Thru 2.10 | Right 2.11 | U-Turn 2.12 | App Total | Left 2.13 | Thru 2.14 | Right 2.15 | U-Turn 2.16 | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 3 | 5 |
| 0715 - 0730 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 4 |
| 0730 - 0745 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 0745 - 0800 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 5 |
| Hourly Total | 0 | 3 | 1 | 0 | **4** | 0 | 1 | 1 | 0 | **2** | 0 | 7 | 0 | 0 | **7** | 1 | 3 | 2 | 0 | **6** | **19** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 0 | 4 | 0 | 0 | 4 | 7 |
| 0815 - 0830 | 0 | 1 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 6 |
| 0830 - 0845 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 4 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 3 |
| Hourly Total | 0 | 2 | 1 | 0 | **3** | 1 | 4 | 0 | 0 | **5** | 0 | 4 | 1 | 0 | **5** | 0 | 7 | 0 | 0 | **7** | **20** |
| Grand Total | 0 | 5 | 2 | 0 | **7** | 1 | 5 | 1 | 0 | **7** | 0 | 11 | 1 | 0 | **12** | 1 | 10 | 2 | 0 | **13** | **39** |
| Approach % | 0.00 | 71.43 | 28.57 | 0.00 | - | 14.29 | 71.43 | 14.29 | 0.00 | - | 0.00 | 91.67 | 8.33 | 0.00 | - | 7.69 | 76.92 | 15.38 | 0.00 | - | |
| Intersection % | 0.00 | 12.82 | 5.13 | 0.00 | 17.95 | 2.56 | 12.82 | 2.56 | 0.00 | 17.95 | 0.00 | 28.21 | 2.56 | 0.00 | 30.77 | 2.56 | 25.64 | 5.13 | 0.00 | 33.33 | |

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

Single Unit Trucks (4-7)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | Glenridge Dr (North) | | | | | Mt Vernon Hwy (West) | | | | | Mt Vernon Hwy (East) | | | | | |
| TIME | Left 2.1 | Thru 2.2 | Right 2.3 | U-Turn 2.4 | App Total | Left 2.5 | Thru 2.6 | Right 2.7 | U-Turn 2.8 | App Total | Left 2.9 | Thru 2.10 | Right 2.11 | U-Turn 2.12 | App Total | Left 2.13 | Thru 2.14 | Right 2.15 | U-Turn 2.16 | App Total | Int Total |
| 1600 - 1615 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 8 |
| 1615 - 1630 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 3 | 6 |
| 1630 - 1645 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 6 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 3 | 2 | 0 | **5** | 0 | 4 | 1 | 0 | **5** | 1 | 3 | 1 | 0 | **5** | 3 | 2 | 0 | 0 | **5** | **20** |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 2 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 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 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 3 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 1 | 1 | 0 | **2** | 0 | 2 | 0 | 0 | **2** | 1 | 2 | 0 | 0 | **3** | **7** |
| Grand Total | 0 | 3 | 2 | 0 | **5** | 0 | 5 | 2 | 0 | **7** | 1 | 5 | 1 | 0 | **7** | 4 | 4 | 0 | 0 | **8** | **27** |
| Approach % | 0.00 | 60.00 | 40.00 | 0.00 | - | 0.00 | 71.43 | 28.57 | 0.00 | - | 14.29 | 71.43 | 14.29 | 0.00 | - | 50.00 | 50.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 11.11 | 7.41 | 0.00 | 18.52 | 0.00 | 18.52 | 7.41 | 0.00 | 25.93 | 3.70 | 18.52 | 3.70 | 0.00 | 25.93 | 14.81 | 14.81 | 0.00 | 0.00 | 29.63 | |

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 2**

Glenridge Dr (South)
Glenridge Dr (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

**Date**

Wednesday, May 1, 2024

**Lat/Long**

33.926851°, -84.366800°
Click here for Map

**Weather**

Fair
74°F
Click here for Detailed Weather

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

Combination Trucks (8-13)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | Glenridge Dr (North) | | | | | Mt Vernon Hwy (West) | | | | | Mt Vernon Hwy (East) | | | | | |
| TIME | Left 2.1 | Thru 2.2 | Right 2.3 | U-Turn 2.4 | App Total | Left 2.5 | Thru 2.6 | Right 2.7 | U-Turn 2.8 | App Total | Left 2.9 | Thru 2.10 | Right 2.11 | U-Turn 2.12 | App Total | Left 2.13 | Thru 2.14 | Right 2.15 | U-Turn 2.16 | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 1 | 0 | 0 | **1** | 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 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 1 | 1 | 0 | **2** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **2** |
| Grand Total | 0 | 0 | 0 | 0 | **0** | 0 | 2 | 1 | 0 | **3** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **3** |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 66.67 | 33.33 | 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 | 66.67 | 33.33 | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

Combination Trucks (8-13)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | Glenridge Dr (North) | | | | | Mt Vernon Hwy (West) | | | | | Mt Vernon Hwy (East) | | | | | |
| TIME | Left 2.1 | Thru 2.2 | Right 2.3 | U-Turn 2.4 | App Total | Left 2.5 | Thru 2.6 | Right 2.7 | U-Turn 2.8 | App Total | Left 2.9 | Thru 2.10 | Right 2.11 | U-Turn 2.12 | App Total | Left 2.13 | Thru 2.14 | Right 2.15 | U-Turn 2.16 | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 1 | 0 | **1** | 0 | 0 | 0 | 0 | **0** | **1** |
| Grand Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 1 | 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 | 0.00 | 100.00 | 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 | 100.00 | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

# Classified Turn Movement Count || Bikes

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 2**

Glenridge Dr (South)
Glenridge Dr (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

**Date**

Wednesday, May 1, 2024

**Lat/Long**

33.926851°, -84.366800°
Click here for Map

**Weather**

Fair
74°F
Click here for Detailed Weather

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

Bikes

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | Glenridge Dr (North) | | | | | Mt Vernon Hwy (West) | | | | | Mt Vernon Hwy (East) | | | | | |
| TIME | Left 2.1 | Thru 2.2 | Right 2.3 | U-Turn 2.4 | App Total | Left 2.5 | Thru 2.6 | Right 2.7 | U-Turn 2.8 | App Total | Left 2.9 | Thru 2.10 | Right 2.11 | U-Turn 2.12 | App Total | Left 2.13 | Thru 2.14 | Right 2.15 | U-Turn 2.16 | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

Bikes

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | Glenridge Dr (North) | | | | | Mt Vernon Hwy (West) | | | | | Mt Vernon Hwy (East) | | | | | |
| TIME | Left 2.1 | Thru 2.2 | Right 2.3 | U-Turn 2.4 | App Total | Left 2.5 | Thru 2.6 | Right 2.7 | U-Turn 2.8 | App Total | Left 2.9 | Thru 2.10 | Right 2.11 | U-Turn 2.12 | App Total | Left 2.13 | Thru 2.14 | Right 2.15 | U-Turn 2.16 | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 0 | 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** |
| 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 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 1 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | **0** | **1** |
| Grand Total | 0 | 0 | 1 | 0 | **1** | 0 | 0 | 0 | 0 | **0** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | **0** | **2** |
| Approach % | 0.00 | 0.00 | 100.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 50.00 | 0.00 | 50.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 50.00 | 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

www.marrtraffic.com

Atlanta, GA

**Site 2**
Glenridge Dr (South)
Glenridge Dr (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

**Date**
Wednesday, May 1, 2024

**Lat/Long**
33.926851°, -84.366800°
Click here for Map

**Weather**
Fair
74°F
Click here for Detailed Weather

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

All Trucks (4-13)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | Glenridge Dr (North) | | | | | Mt Vernon Hwy (West) | | | | | Mt Vernon Hwy (East) | | | | | |
| TIME | Left 2.1 | Thru 2.2 | Right 2.3 | U-Turn 2.4 | App Total | Left 2.5 | Thru 2.6 | Right 2.7 | U-Turn 2.8 | App Total | Left 2.9 | Thru 2.10 | Right 2.11 | U-Turn 2.12 | App Total | Left 2.13 | Thru 2.14 | Right 2.15 | U-Turn 2.16 | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 3 | 5 |
| 0715 - 0730 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 5 |
| 0730 - 0745 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 0745 - 0800 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 5 |
| Hourly Total | 0 | 3 | 1 | 0 | **4** | 0 | 2 | 1 | 0 | **3** | 0 | 7 | 0 | 0 | **7** | 1 | 3 | 2 | 0 | **6** | **20** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 0 | 4 | 0 | 0 | 4 | 7 |
| 0815 - 0830 | 0 | 1 | 1 | 0 | 2 | 1 | 2 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 7 |
| 0830 - 0845 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 4 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 4 |
| Hourly Total | 0 | 2 | 1 | 0 | **3** | 1 | 5 | 1 | 0 | **7** | 0 | 4 | 1 | 0 | **5** | 0 | 7 | 0 | 0 | **7** | **22** |
| Grand Total | 0 | 5 | 2 | 0 | **7** | 1 | 7 | 2 | 0 | **10** | 0 | 11 | 1 | 0 | **12** | 1 | 10 | 2 | 0 | **13** | **42** |
| Approach % | 0.00 | 71.43 | 28.57 | 0.00 | - | 10.00 | 70.00 | 20.00 | 0.00 | - | 0.00 | 91.67 | 8.33 | 0.00 | - | 7.69 | 76.92 | 15.38 | 0.00 | - | |
| Intersection % | 0.00 | 11.90 | 4.76 | 0.00 | 16.67 | 2.38 | 16.67 | 4.76 | 0.00 | 23.81 | 0.00 | 26.19 | 2.38 | 0.00 | 28.57 | 2.38 | 23.81 | 4.76 | 0.00 | 30.95 | |

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

All Trucks (4-13)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | Glenridge Dr (North) | | | | | Mt Vernon Hwy (West) | | | | | Mt Vernon Hwy (East) | | | | | |
| TIME | Left 2.1 | Thru 2.2 | Right 2.3 | U-Turn 2.4 | App Total | Left 2.5 | Thru 2.6 | Right 2.7 | U-Turn 2.8 | App Total | Left 2.9 | Thru 2.10 | Right 2.11 | U-Turn 2.12 | App Total | Left 2.13 | Thru 2.14 | Right 2.15 | U-Turn 2.16 | App Total | Int Total |
| 1600 - 1615 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 8 |
| 1615 - 1630 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 3 | 6 |
| 1630 - 1645 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 6 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 3 | 2 | 0 | **5** | 0 | 4 | 1 | 0 | **5** | 1 | 3 | 1 | 0 | **5** | 3 | 2 | 0 | 0 | **5** | **20** |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 2 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 3 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 1 | 1 | 0 | **2** | 0 | 2 | 1 | 0 | **3** | 1 | 2 | 0 | 0 | **3** | **8** |
| Grand Total | 0 | 3 | 2 | 0 | **5** | 0 | 5 | 2 | 0 | **7** | 1 | 5 | 2 | 0 | **8** | 4 | 4 | 0 | 0 | **8** | **28** |
| Approach % | 0.00 | 60.00 | 40.00 | 0.00 | - | 0.00 | 71.43 | 28.57 | 0.00 | - | 12.50 | 62.50 | 25.00 | 0.00 | - | 50.00 | 50.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 10.71 | 7.14 | 0.00 | 17.86 | 0.00 | 17.86 | 7.14 | 0.00 | 25.00 | 3.57 | 17.86 | 7.14 | 0.00 | 28.57 | 14.29 | 14.29 | 0.00 | 0.00 | 28.57 | |

# Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 2**
Glenridge Dr (South)
Glenridge Dr (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

**Date**
Wednesday, May 1, 2024

**Lat/Long**
33.926851°, -84.366800°
Click here for Map

**Weather**
Fair
74°F
Click here for Detailed Weather

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

Pedestrians

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | Glenridge Dr (North) | | | Mt Vernon Hwy (West) | | | Mt Vernon Hwy (East) | | | |
| TIME | EB 2a | WB 2b | App Total | EB 2c | WB 2d | App Total | NB 2e | SB 2f | App Total | NB 2g | SB 2h | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 2 |
| 0715 - 0730 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 4 |
| 0730 - 0745 | 1 | 1 | 2 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 4 |
| 0745 - 0800 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Hourly Total | 4 | 4 | **8** | 0 | 0 | **0** | 2 | 3 | **5** | 0 | 0 | **0** | **13** |
| 0800 - 0815 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0815 - 0830 | 0 | 3 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 1 | 3 | **4** | 0 | 1 | **1** | 0 | 0 | **0** | 0 | 0 | **0** | **5** |
| Grand Total | 5 | 7 | **12** | 0 | 1 | **1** | 2 | 3 | **5** | 0 | 0 | **0** | **18** |
| Approach % | 41.67 | 58.33 | - | 0.00 | 100.00 | - | 40.00 | 60.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 27.78 | 38.89 | 66.67 | 0.00 | 5.56 | 5.56 | 11.11 | 16.67 | 27.78 | 0.00 | 0.00 | 0.00 | |

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

Pedestrians

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | Glenridge Dr (North) | | | Mt Vernon Hwy (West) | | | Mt Vernon Hwy (East) | | | |
| TIME | EB 2a | WB 2b | App Total | EB 2c | WB 2d | App Total | NB 2e | SB 2f | App Total | NB 2g | SB 2h | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 |
| 1615 - 1630 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1630 - 1645 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1645 - 1700 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Hourly Total | 3 | 4 | **7** | 0 | 0 | **0** | 1 | 0 | **1** | 0 | 0 | **0** | **8** |
| 1700 - 1715 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 3 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 3 |
| 1730 - 1745 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1745 - 1800 | 2 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 3 |
| Hourly Total | 3 | 2 | **5** | 0 | 0 | **0** | 3 | 3 | **6** | 0 | 0 | **0** | **11** |
| Grand Total | 6 | 6 | **12** | 0 | 0 | **0** | 4 | 3 | **7** | 0 | 0 | **0** | **19** |
| Approach % | 50.00 | 50.00 | - | 0.00 | 0.00 | - | 57.14 | 42.86 | - | 0.00 | 0.00 | - | |
| Intersection % | 31.58 | 31.58 | 63.16 | 0.00 | 0.00 | 0.00 | 21.05 | 15.79 | 36.84 | 0.00 | 0.00 | 0.00 | |

# Crosswalk Counts || Bikes

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 2**
Glenridge Dr (South)
Glenridge Dr (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

**Date**
Wednesday, May 1, 2024

**Lat/Long**
33.926851°, -84.366800°
Click here for Map

**Weather**
Fair
74°F
Click here for Detailed Weather

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

Bikes

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | Glenridge Dr (North) | | | Mt Vernon Hwy (West) | | | Mt Vernon Hwy (East) | | | |
| TIME | EB 2a | WB 2b | App Total | EB 2c | WB 2d | App Total | NB 2e | SB 2f | App Total | NB 2g | SB 2h | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

Bikes

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

# Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 2**
Glenridge Dr (South)
Glenridge Dr (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

**Date**
Wednesday, May 1, 2024

**Lat/Long**
33.926851°, -84.366800°
Click here for Map

**Weather**
Fair
74°F
Click here for Detailed Weather

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

Motorized Vehicles

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | Glenridge Dr (North) | | | Mt Vernon Hwy (West) | | | Mt Vernon Hwy (East) | | | |
| TIME | EB 2a | WB 2b | App Total | EB 2c | WB 2d | App Total | NB 2e | SB 2f | App Total | NB 2g | SB 2h | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

Motorized Vehicles

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

| Start Date: 5/1/2024 | Mt Vernon Hwy (West) Eastbound | | | Mt Vernon Hwy (East) Westbound | | | Glenridge Dr (South) Northbound | | | Glenridge Dr (North) Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Time** | **EBL** | **EBT** | **EBR** | **WBL** | **WBT** | **WBR** | **NBL** | **NBT** | **NBR** | **SBL** | **SBT** | **SBR** | **Total** |
| **15 Minute Totals** | | | | | | | | | | | | | |
| **12:00 AM - 12:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:15 AM - 12:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:30 AM - 12:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:45 AM - 01:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00 AM - 01:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:15 AM - 01:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:30 AM - 01:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:45 AM - 02:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00 AM - 02:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 AM - 02:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 AM - 02:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 AM - 03:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 AM - 03:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 AM - 03:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 AM - 03:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 AM - 04:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 AM - 04:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:15 AM - 04:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:30 AM - 04:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:45 AM - 05:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00 AM - 05:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:15 AM - 05:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:30 AM - 05:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:45 AM - 06:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00 AM - 06:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 AM - 06:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 AM - 06:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 AM - 07:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 AM - 07:15 AM** | 9 | 44 | 1 | 4 | 36 | 5 | 5 | 13 | 2 | 6 | 26 | 8 | 159 |
| **07:15 AM - 07:30 AM** | 11 | 46 | 4 | 18 | 71 | 6 | 8 | 20 | 6 | 9 | 43 | 11 | 253 |
| **07:30 AM - 07:45 AM** | 4 | 63 | 7 | 37 | 80 | 9 | 20 | 27 | 20 | 15 | 47 | 23 | 352 |
| **07:45 AM - 08:00 AM** | 19 | 81 | 13 | 46 | 99 | 11 | 15 | 21 | 19 | 9 | 45 | 15 | 393 |
| **08:00 AM - 08:15 AM** | 20 | 86 | 12 | 9 | 78 | 10 | 16 | 27 | 22 | 16 | 51 | 22 | 369 |
| **08:15 AM - 08:30 AM** | 16 | 117 | 8 | 16 | 67 | 9 | 10 | 24 | 24 | 14 | 56 | 14 | 375 |
| **08:30 AM - 08:45 AM** | 17 | 77 | 12 | 20 | 51 | 9 | 2 | 20 | 23 | 22 | 50 | 11 | 314 |
| **08:45 AM - 09:00 AM** | 24 | 97 | 10 | 17 | 71 | 5 | 13 | 10 | 19 | 12 | 62 | 13 | 353 |
| **09:00 AM - 09:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:15 AM - 09:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:30 AM - 09:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:45 AM - 10:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00 AM - 10:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:15 AM - 10:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:30 AM - 10:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:45 AM - 11:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00 AM - 11:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:15 AM - 11:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:30 AM - 11:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:45 AM - 12:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00 PM - 12:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:15 PM - 12:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:30 PM - 12:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:45 PM - 01:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00 PM - 01:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:15 PM - 01:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:30 PM - 01:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:45 PM - 02:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00 PM - 02:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 PM - 02:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 PM - 02:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 PM - 03:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 PM - 03:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 PM - 03:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 PM - 03:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 PM - 04:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 PM - 04:15 PM** | 16 | 74 | 12 | 71 | 81 | 21 | 7 | 44 | 12 | 9 | 55 | 19 | 421 |
| **04:15 PM - 04:30 PM** | 27 | 63 | 13 | 62 | 127 | 24 | 11 | 36 | 9 | 9 | 44 | 20 | 445 |
| **04:30 PM - 04:45 PM** | 14 | 70 | 19 | 107 | 102 | 34 | 18 | 58 | 16 | 4 | 53 | 16 | 511 |
| **04:45 PM - 05:00 PM** | 19 | 77 | 11 | 50 | 129 | 23 | 11 | 52 | 17 | 11 | 50 | 30 | 480 |
| **05:00 PM - 05:15 PM** | 10 | 81 | 17 | 81 | 119 | 33 | 5 | 48 | 13 | 12 | 72 | 21 | 512 |
| **05:15 PM - 05:30 PM** | 23 | 99 | 8 | 98 | 90 | 19 | 8 | 46 | 17 | 5 | 76 | 20 | 509 |
| **05:30 PM - 05:45 PM** | 24 | 92 | 12 | 70 | 82 | 19 | 6 | 46 | 18 | 12 | 65 | 26 | 472 |
| **05:45 PM - 06:00 PM** | 12 | 106 | 12 | 66 | 125 | 12 | 8 | 41 | 14 | 10 | 50 | 22 | 478 |
| **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

| Wednesday, May 1, 2024 | |
|---|---|
| **Period** | 0700 - 0900 |
| **Peak Hour** | 0800 - 0900 |

* the Peak Hour Diagram does not include Bikes




## Session Parameters

(Drop Down Menu)

**Peak Hour**

**Volume**

**All vehicles**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd | | | | | | Glenlake Pkwy NE | | | | | | Abernathy Rd NE (West) | | | | | | Abernathy Rd NE (East) | | | | | | |
| Time | Left 3.1 | Thru 3.2 | Right 3.3 | | U-Turn 3.4 | App Total | Left 3.5 | Thru 3.6 | Right 3.7 | | U-Turn 3.8 | App Total | Left 3.9 | Thru 3.10 | Right 3.11 | | U-Turn 3.12 | App Total | Left 3.13 | Thru 3.14 | Right 3.15 | | U-Turn 3.16 | App Total | Int Total |
| 0800 - 0815 | 15 | 39 | 26 | - | 0 | 80 | 40 | 12 | 10 | - | 1 | 63 | 30 | 335 | 44 | - | 0 | 409 | 51 | 145 | 279 | - | 3 | 478 | 1030 |
| 0815 - 0830 | 14 | 35 | 30 | - | 0 | 79 | 38 | 13 | 24 | - | 0 | 75 | 32 | 367 | 31 | - | 1 | 431 | 33 | 153 | 277 | - | 2 | 465 | 1050 |
| 0830 - 0845 | 21 | 35 | 35 | - | 0 | 91 | 37 | 9 | 10 | - | 4 | 60 | 30 | 338 | 28 | - | 0 | 396 | 50 | 161 | 221 | - | 1 | 433 | 980 |
| 0845 - 0900 | 12 | 32 | 21 | - | 0 | 65 | 27 | 9 | 16 | - | 1 | 53 | 41 | 353 | 58 | - | 1 | 453 | 65 | 165 | 243 | - | 2 | 475 | 1046 |
| Total | 62 | 141 | 112 | 0 | 0 | 315 | 142 | 43 | 60 | 0 | 6 | 251 | 133 | 1393 | 161 | 0 | 2 | 1689 | 199 | 624 | 1020 | 0 | 8 | 1851 | 4106 |
| Approach % | 19.68 | 44.76 | 35.56 | 0.00 | 0.00 | - | 56.57 | 17.13 | 23.90 | 0.00 | 2.39 | - | 7.87 | 82.47 | 9.53 | 0.00 | 0.12 | - | 10.75 | 33.71 | 55.11 | 0.00 | 0.43 | - | |
| PHF | 0.74 | 0.90 | 0.80 | 0.00 | 0.00 | **0.87** | 0.89 | 0.83 | 0.63 | 0.00 | 0.38 | **0.84** | 0.81 | 0.95 | 0.69 | 0.00 | 0.50 | **0.93** | 0.77 | 0.95 | 0.91 | 0.00 | 0.67 | **0.97** | **0.98** |

**Passenger Vehicles (1-3)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd | | | | | | Glenlake Pkwy NE | | | | | | Abernathy Rd NE (West) | | | | | | Abernathy Rd NE (East) | | | | | | |
| Time | Left 3.1 | Thru 3.2 | Right 3.3 | | U-Turn 3.4 | App Total | Left 3.5 | Thru 3.6 | Right 3.7 | | U-Turn 3.8 | App Total | Left 3.9 | Thru 3.10 | Right 3.11 | | U-Turn 3.12 | App Total | Left 3.13 | Thru 3.14 | Right 3.15 | | U-Turn 3.16 | App Total | Int Total |
| 0800 - 0815 | 15 | 39 | 26 | - | 0 | 80 | 40 | 12 | 6 | - | 1 | 59 | 29 | 330 | 44 | - | 0 | 403 | 50 | 141 | 278 | - | 3 | 472 | 1014 |
| 0815 - 0830 | 13 | 35 | 30 | - | 0 | 78 | 36 | 13 | 22 | - | 0 | 71 | 31 | 364 | 31 | - | 1 | 427 | 33 | 146 | 275 | - | 2 | 456 | 1032 |
| 0830 - 0845 | 21 | 35 | 35 | - | 0 | 91 | 36 | 9 | 10 | - | 3 | 58 | 30 | 331 | 28 | - | 0 | 389 | 50 | 150 | 221 | - | 1 | 422 | 960 |
| 0845 - 0900 | 12 | 32 | 21 | - | 0 | 65 | 26 | 9 | 16 | - | 1 | 52 | 41 | 349 | 58 | - | 1 | 449 | 64 | 149 | 242 | - | 2 | 457 | 1023 |
| Total | 61 | 141 | 112 | 0 | 0 | 314 | 138 | 43 | 54 | 0 | 5 | 240 | 131 | 1374 | 161 | 0 | 2 | 1668 | 197 | 586 | 1016 | 0 | 8 | 1807 | 4029 |
| Approach % | 19.43 | 44.90 | 35.67 | 0.00 | 0.00 | - | 57.50 | 17.92 | 22.50 | 0.00 | 2.08 | - | 7.85 | 82.37 | 9.65 | 0.00 | 0.12 | - | 10.90 | 32.43 | 56.23 | 0.00 | 0.44 | - | |
| PHF | 0.73 | 0.90 | 0.80 | 0.00 | 0.00 | **0.86** | 0.86 | 0.83 | 0.61 | 0.00 | 0.42 | **0.85** | 0.80 | 0.94 | 0.69 | 0.00 | 0.50 | **0.93** | 0.77 | 0.98 | 0.91 | 0.00 | 0.67 | **0.96** | **0.98** |

**Single Unit Trucks (4-7)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd | | | | | | Glenlake Pkwy NE | | | | | | Abernathy Rd NE (West) | | | | | | Abernathy Rd NE (East) | | | | | | |
| Time | Left 3.1 | Thru 3.2 | Right 3.3 | | U-Turn 3.4 | App Total | Left 3.5 | Thru 3.6 | Right 3.7 | | U-Turn 3.8 | App Total | Left 3.9 | Thru 3.10 | Right 3.11 | | U-Turn 3.12 | App Total | Left 3.13 | Thru 3.14 | Right 3.15 | | U-Turn 3.16 | App Total | Int Total |
| 0800 - 0815 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 3 | - | 0 | 3 | 1 | 5 | 0 | - | 0 | 6 | 1 | 4 | 1 | - | 0 | 6 | 15 |
| 0815 - 0830 | 1 | 0 | 0 | - | 0 | 1 | 2 | 0 | 1 | - | 0 | 3 | 1 | 2 | 0 | - | 0 | 3 | 0 | 5 | 2 | - | 0 | 7 | 14 |
| 0830 - 0845 | 0 | 0 | 0 | - | 0 | 0 | 1 | 0 | 0 | - | 1 | 2 | 0 | 5 | 0 | - | 0 | 5 | 0 | 10 | 0 | - | 0 | 10 | 17 |
| 0845 - 0900 | 0 | 0 | 0 | - | 0 | 0 | 1 | 0 | 0 | - | 0 | 1 | 0 | 2 | 0 | - | 0 | 2 | 1 | 12 | 1 | - | 0 | 14 | 17 |
| Total | 1 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 4 | 0 | 1 | 9 | 2 | 14 | 0 | 0 | 0 | 16 | 2 | 31 | 4 | 0 | 0 | 37 | 63 |
| Approach % | 100.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 44.44 | 0.00 | 44.44 | 0.00 | 11.11 | - | 12.50 | 87.50 | 0.00 | 0.00 | 0.00 | - | 5.41 | 83.78 | 10.81 | 0.00 | 0.00 | - | |
| PHF | 0.25 | 0.00 | 0.00 | 0.00 | 0.00 | **0.25** | 0.50 | 0.00 | 0.33 | 0.00 | 0.25 | **0.75** | 0.50 | 0.70 | 0.00 | 0.00 | 0.00 | **0.67** | 0.50 | 0.65 | 0.50 | 0.00 | 0.00 | **0.66** | **0.93** |

**Combination Trucks (8-13)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd | | | | | | Glenlake Pkwy NE | | | | | | Abernathy Rd NE (West) | | | | | | Abernathy Rd NE (East) | | | | | | |
| Time | Left 3.1 | Thru 3.2 | Right 3.3 | | U-Turn 3.4 | App Total | Left 3.5 | Thru 3.6 | Right 3.7 | | U-Turn 3.8 | App Total | Left 3.9 | Thru 3.10 | Right 3.11 | | U-Turn 3.12 | App Total | Left 3.13 | Thru 3.14 | Right 3.15 | | U-Turn 3.16 | App Total | Int Total |
| 0800 - 0815 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 0 | 1 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 1 |
| 0815 - 0830 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 0 | 1 | 0 | 1 | 0 | - | 0 | 1 | 0 | 2 | 0 | - | 0 | 2 | 4 |
| 0830 - 0845 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 2 | 0 | - | 0 | 2 | 0 | 1 | 0 | - | 0 | 1 | 3 |
| 0845 - 0900 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 2 | 0 | - | 0 | 2 | 0 | 4 | 0 | - | 0 | 4 | 6 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 7 | 0 | 0 | 0 | 7 | 14 |
| 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 | 0.50 | 0.00 | 0.00 | **0.50** | 0.00 | 0.63 | 0.00 | 0.00 | 0.00 | **0.63** | 0.00 | 0.44 | 0.00 | 0.00 | 0.00 | **0.44** | **0.58** |

**Bikes**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd | | | | | | Glenlake Pkwy NE | | | | | | Abernathy Rd NE (West) | | | | | | Abernathy Rd NE (East) | | | | | | |
| Time | Left 3.1 | Thru 3.2 | Right 3.3 | | U-Turn 3.4 | App Total | Left 3.5 | Thru 3.6 | Right 3.7 | | U-Turn 3.8 | App Total | Left 3.9 | Thru 3.10 | Right 3.11 | | U-Turn 3.12 | App Total | Left 3.13 | Thru 3.14 | Right 3.15 | | U-Turn 3.16 | App Total | Int Total |
| 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 |
| 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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| Wednesday, May 1, 2024 | |
|---|---|
| **Period** | 1600 - 1800 |
| **Peak Hour** | 1700 - 1800 |

* the Peak Hour Diagram does not include Bikes




**Session Parameters**

(Drop Down Menu)

**Peak Hour**

**Volume**

**All vehicles**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd | | | | | | Glenlake Pkwy NE | | | | | | Abernathy Rd NE (West) | | | | | | Abernathy Rd NE (East) | | | | | | |
| Time | Left 3.1 | Thru 3.2 | Right 3.3 | | U-Turn 3.4 | App Total | Left 3.5 | Thru 3.6 | Right 3.7 | | U-Turn 3.8 | App Total | Left 3.9 | Thru 3.10 | Right 3.11 | | U-Turn 3.12 | App Total | Left 3.13 | Thru 3.14 | Right 3.15 | | U-Turn 3.16 | App Total | Int Total |
| 1700 - 1715 | 41 | 11 | 40 | - | 0 | 92 | 115 | 14 | 2 | - | 0 | 131 | 3 | 282 | 20 | - | 1 | 306 | 38 | 347 | 54 | - | 4 | 443 | 972 |
| 1715 - 1730 | 48 | 12 | 41 | - | 0 | 101 | 109 | 14 | 10 | - | 0 | 133 | 2 | 327 | 25 | - | 0 | 354 | 25 | 338 | 49 | - | 4 | 416 | 1004 |
| 1730 - 1745 | 42 | 5 | 37 | - | 0 | 84 | 157 | 66 | 28 | - | 2 | 253 | 2 | 283 | 24 | - | 0 | 309 | 32 | 330 | 43 | - | 1 | 406 | 1052 |
| 1745 - 1800 | 34 | 18 | 35 | - | 0 | 87 | 133 | 33 | 15 | - | 0 | 181 | 2 | 219 | 26 | - | 1 | 248 | 34 | 375 | 33 | - | 6 | 448 | 964 |
| Total | 165 | 46 | 153 | 0 | 0 | 364 | 514 | 127 | 55 | 0 | 2 | 698 | 9 | 1111 | 95 | 0 | 2 | 1217 | 129 | 1390 | 179 | 0 | 15 | 1713 | 3992 |
| Approach % | 45.33 | 12.64 | 42.03 | 0.00 | 0.00 | - | 73.64 | 18.19 | 7.88 | 0.00 | 0.29 | - | 0.74 | 91.29 | 7.81 | 0.00 | 0.16 | - | 7.53 | 81.14 | 10.45 | 0.00 | 0.88 | - | |
| PHF | 0.86 | 0.64 | 0.93 | 0.00 | 0.00 | **0.90** | 0.82 | 0.48 | 0.49 | 0.00 | 0.25 | **0.69** | 0.75 | 0.85 | 0.91 | 0.00 | 0.50 | **0.86** | 0.85 | 0.93 | 0.83 | 0.00 | 0.63 | **0.96** | **0.95** |

**Passenger Vehicles (1-3)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd | | | | | | Glenlake Pkwy NE | | | | | | Abernathy Rd NE (West) | | | | | | Abernathy Rd NE (East) | | | | | | |
| Time | Left 3.1 | Thru 3.2 | Right 3.3 | | U-Turn 3.4 | App Total | Left 3.5 | Thru 3.6 | Right 3.7 | | U-Turn 3.8 | App Total | Left 3.9 | Thru 3.10 | Right 3.11 | | U-Turn 3.12 | App Total | Left 3.13 | Thru 3.14 | Right 3.15 | | U-Turn 3.16 | App Total | Int Total |
| 1700 - 1715 | 41 | 11 | 40 | - | 0 | 92 | 114 | 14 | 2 | - | 0 | 130 | 3 | 275 | 20 | - | 1 | 299 | 38 | 343 | 52 | - | 4 | 437 | 958 |
| 1715 - 1730 | 48 | 12 | 41 | - | 0 | 101 | 109 | 14 | 10 | - | 0 | 133 | 1 | 320 | 25 | - | 0 | 346 | 25 | 335 | 49 | - | 4 | 413 | 993 |
| 1730 - 1745 | 42 | 5 | 37 | - | 0 | 84 | 156 | 66 | 27 | - | 2 | 251 | 1 | 280 | 24 | - | 0 | 305 | 32 | 328 | 42 | - | 1 | 403 | 1043 |
| 1745 - 1800 | 34 | 18 | 35 | - | 0 | 87 | 131 | 33 | 15 | - | 0 | 179 | 2 | 215 | 26 | - | 1 | 244 | 34 | 367 | 32 | - | 6 | 439 | 949 |
| Total | 165 | 46 | 153 | 0 | 0 | 364 | 510 | 127 | 54 | 0 | 2 | 693 | 7 | 1090 | 95 | 0 | 2 | 1194 | 129 | 1373 | 175 | 0 | 15 | 1692 | 3943 |
| Approach % | 45.33 | 12.64 | 42.03 | 0.00 | 0.00 | - | 73.59 | 18.33 | 7.79 | 0.00 | 0.29 | - | 0.59 | 91.29 | 7.96 | 0.00 | 0.17 | - | 7.62 | 81.15 | 10.34 | 0.00 | 0.89 | - | |
| PHF | 0.86 | 0.64 | 0.93 | 0.00 | 0.00 | **0.90** | 0.82 | 0.48 | 0.50 | 0.00 | 0.25 | **0.69** | 0.58 | 0.85 | 0.91 | 0.00 | 0.50 | **0.86** | 0.85 | 0.94 | 0.84 | 0.00 | 0.63 | **0.96** | **0.95** |

**Single Unit Trucks (4-7)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd | | | | | | Glenlake Pkwy NE | | | | | | Abernathy Rd NE (West) | | | | | | Abernathy Rd NE (East) | | | | | | |
| Time | Left 3.1 | Thru 3.2 | Right 3.3 | | U-Turn 3.4 | App Total | Left 3.5 | Thru 3.6 | Right 3.7 | | U-Turn 3.8 | App Total | Left 3.9 | Thru 3.10 | Right 3.11 | | U-Turn 3.12 | App Total | Left 3.13 | Thru 3.14 | Right 3.15 | | U-Turn 3.16 | App Total | Int Total |
| 1700 - 1715 | 0 | 0 | 0 | - | 0 | 0 | 1 | 0 | 0 | - | 0 | 1 | 0 | 7 | 0 | - | 0 | 7 | 0 | 4 | 2 | - | 0 | 6 | 14 |
| 1715 - 1730 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 1 | 6 | 0 | - | 0 | 7 | 0 | 2 | 0 | - | 0 | 2 | 9 |
| 1730 - 1745 | 0 | 0 | 0 | - | 0 | 0 | 1 | 0 | 1 | - | 0 | 2 | 1 | 3 | 0 | - | 0 | 4 | 0 | 1 | 1 | - | 0 | 2 | 8 |
| 1745 - 1800 | 0 | 0 | 0 | - | 0 | 0 | 2 | 0 | 0 | - | 0 | 2 | 0 | 4 | 0 | - | 0 | 4 | 0 | 8 | 1 | - | 0 | 9 | 15 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 5 | 2 | 20 | 0 | 0 | 0 | 22 | 0 | 15 | 4 | 0 | 0 | 19 | 46 |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 80.00 | 0.00 | 20.00 | 0.00 | 0.00 | - | 9.09 | 90.91 | 0.00 | 0.00 | 0.00 | - | 0.00 | 78.95 | 21.05 | 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 | **0.63** | 0.50 | 0.71 | 0.00 | 0.00 | 0.00 | **0.79** | 0.00 | 0.47 | 0.50 | 0.00 | 0.00 | **0.53** | **0.77** |

**Combination Trucks (8-13)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd | | | | | | Glenlake Pkwy NE | | | | | | Abernathy Rd NE (West) | | | | | | Abernathy Rd NE (East) | | | | | | |
| Time | Left 3.1 | Thru 3.2 | Right 3.3 | | U-Turn 3.4 | App Total | Left 3.5 | Thru 3.6 | Right 3.7 | | U-Turn 3.8 | App Total | Left 3.9 | Thru 3.10 | Right 3.11 | | U-Turn 3.12 | App Total | Left 3.13 | Thru 3.14 | Right 3.15 | | U-Turn 3.16 | App Total | Int Total |
| 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 | 1 | 0 | - | 0 | 1 | 0 | 1 | 0 | - | 0 | 1 | 2 |
| 1730 - 1745 | 0 | 0 | 0 | - | 0 | 0 | 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 | 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 | 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** | **0.38** |

**Bikes**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd | | | | | | Glenlake Pkwy NE | | | | | | Abernathy Rd NE (West) | | | | | | Abernathy Rd NE (East) | | | | | | |
| Time | Left 3.1 | Thru 3.2 | Right 3.3 | | U-Turn 3.4 | App Total | Left 3.5 | Thru 3.6 | Right 3.7 | | U-Turn 3.8 | App Total | Left 3.9 | Thru 3.10 | Right 3.11 | | U-Turn 3.12 | App Total | Left 3.13 | Thru 3.14 | Right 3.15 | | U-Turn 3.16 | App Total | Int Total |
| 1700 - 1715 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 1715 - 1730 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 1745 - 1800 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| PHF | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | **0.00** |

# Classified Turn Movement Count || All vehicles

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 3**

Barfield Rd
Glenlake Pkwy NE
Abernathy Rd NE (West)
Abernathy Rd NE (East)

**Date**

Wednesday, May 1, 2024

**Lat/Long**

33.933716°, -84.361737°
Click here for Map

**Weather**

Fair
74°F
Click here for Detailed Weather

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

All vehicles

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd | | | | | Glenlake Pkwy NE | | | | | Abernathy Rd NE (West) | | | | | Abernathy Rd NE (East) | | | | | |
| TIME | Left 3.1 | Thru 3.2 | Right 3.3 | U-Turn 3.4 | App Total | Left 3.5 | Thru 3.6 | Right 3.7 | U-Turn 3.8 | App Total | Left 3.9 | Thru 3.10 | Right 3.11 | U-Turn 3.12 | App Total | Left 3.13 | Thru 3.14 | Right 3.15 | U-Turn 3.16 | App Total | Int Total |
| 0700 - 0715 | 5 | 16 | 18 | 0 | 39 | 20 | 2 | 3 | 0 | 25 | 14 | 297 | 25 | 0 | 336 | 22 | 131 | 153 | 1 | 307 | 707 |
| 0715 - 0730 | 14 | 21 | 24 | 0 | 59 | 16 | 6 | 3 | 0 | 25 | 13 | 349 | 28 | 0 | 390 | 35 | 114 | 185 | 1 | 335 | 809 |
| 0730 - 0745 | 8 | 31 | 27 | 0 | 66 | 32 | 7 | 8 | 0 | 47 | 24 | 370 | 28 | 1 | 423 | 26 | 146 | 178 | 1 | 351 | 887 |
| 0745 - 0800 | 11 | 17 | 26 | 0 | 54 | 62 | 11 | 9 | 0 | 82 | 40 | 386 | 31 | 1 | 458 | 41 | 145 | 233 | 0 | 419 | 1013 |
| Hourly Total | 38 | 85 | 95 | 0 | **218** | 130 | 26 | 23 | 0 | **179** | 91 | 1402 | 112 | 2 | **1607** | 124 | 536 | 749 | 3 | **1412** | **3416** |
| 0800 - 0815 | 15 | 39 | 26 | 0 | 80 | 40 | 12 | 10 | 1 | 63 | 30 | 335 | 44 | 0 | 409 | 51 | 145 | 279 | 3 | 478 | 1030 |
| 0815 - 0830 | 14 | 35 | 30 | 0 | 79 | 38 | 13 | 24 | 0 | 75 | 32 | 367 | 31 | 1 | 431 | 33 | 153 | 277 | 2 | 465 | 1050 |
| 0830 - 0845 | 21 | 35 | 35 | 0 | 91 | 37 | 9 | 10 | 4 | 60 | 30 | 338 | 28 | 0 | 396 | 50 | 161 | 221 | 1 | 433 | 980 |
| 0845 - 0900 | 12 | 32 | 21 | 0 | 65 | 27 | 9 | 16 | 1 | 53 | 41 | 353 | 58 | 1 | 453 | 65 | 165 | 243 | 2 | 475 | 1046 |
| Hourly Total | 62 | 141 | 112 | 0 | **315** | 142 | 43 | 60 | 6 | **251** | 133 | 1393 | 161 | 2 | **1689** | 199 | 624 | 1020 | 8 | **1851** | **4106** |
| Grand Total | 100 | 226 | 207 | 0 | **533** | 272 | 69 | 83 | 6 | **430** | 224 | 2795 | 273 | 4 | **3296** | 323 | 1160 | 1769 | 11 | **3263** | **7522** |
| Approach % | 18.76 | 42.40 | 38.84 | 0.00 | - | 63.26 | 16.05 | 19.30 | 1.40 | - | 6.80 | 84.80 | 8.28 | 0.12 | - | 9.90 | 35.55 | 54.21 | 0.33 | - | |
| Intersection % | 1.33 | 3.00 | 2.75 | 0.00 | 7.09 | 3.62 | 0.92 | 1.10 | 0.08 | 5.72 | 2.98 | 37.16 | 3.63 | 0.05 | 43.82 | 4.29 | 15.42 | 23.52 | 0.15 | 43.38 | |
| Heavy Vehicle % | 1 | 1 | 0 | - | **1** | 4 | 4 | 12 | 17 | **6** | 2 | 1 | 0 | 0 | **1** | 2 | 5 | 1 | 0 | **3** | **2** |
| PHF | 0.74 | 0.90 | 0.80 | 0.00 | **0.87** | 0.89 | 0.83 | 0.63 | 0.38 | **0.84** | 0.81 | 0.95 | 0.69 | 0.50 | **0.93** | 0.77 | 0.95 | 0.91 | 0.67 | **0.97** | **0.98** |

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

All vehicles

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd | | | | | Glenlake Pkwy NE | | | | | Abernathy Rd NE (West) | | | | | Abernathy Rd NE (East) | | | | | |
| TIME | Left 3.1 | Thru 3.2 | Right 3.3 | U-Turn 3.4 | App Total | Left 3.5 | Thru 3.6 | Right 3.7 | U-Turn 3.8 | App Total | Left 3.9 | Thru 3.10 | Right 3.11 | U-Turn 3.12 | App Total | Left 3.13 | Thru 3.14 | Right 3.15 | U-Turn 3.16 | App Total | Int Total |
| 1600 - 1615 | 54 | 8 | 51 | 0 | 113 | 106 | 13 | 26 | 0 | 145 | 4 | 267 | 24 | 2 | 297 | 27 | 304 | 48 | 5 | 384 | 939 |
| 1615 - 1630 | 36 | 5 | 49 | 0 | 90 | 98 | 13 | 14 | 1 | 126 | 8 | 296 | 24 | 0 | 328 | 24 | 336 | 53 | 6 | 419 | 963 |
| 1630 - 1645 | 45 | 11 | 48 | 0 | 104 | 96 | 15 | 19 | 0 | 130 | 6 | 255 | 19 | 0 | 280 | 26 | 265 | 48 | 3 | 342 | 856 |
| 1645 - 1700 | 43 | 10 | 40 | 0 | 93 | 115 | 10 | 9 | 1 | 135 | 5 | 249 | 24 | 1 | 279 | 26 | 281 | 55 | 3 | 365 | 872 |
| Hourly Total | 178 | 34 | 188 | 0 | **400** | 415 | 51 | 68 | 2 | **536** | 23 | 1067 | 91 | 3 | **1184** | 103 | 1186 | 204 | 17 | **1510** | **3630** |
| 1700 - 1715 | 41 | 11 | 40 | 0 | 92 | 115 | 14 | 2 | 0 | 131 | 3 | 282 | 20 | 1 | 306 | 38 | 347 | 54 | 4 | 443 | 972 |
| 1715 - 1730 | 48 | 12 | 41 | 0 | 101 | 109 | 14 | 10 | 0 | 133 | 2 | 327 | 25 | 0 | 354 | 25 | 338 | 49 | 4 | 416 | 1004 |
| 1730 - 1745 | 42 | 5 | 37 | 0 | 84 | 157 | 66 | 28 | 2 | 253 | 2 | 283 | 24 | 0 | 309 | 32 | 330 | 43 | 1 | 406 | 1052 |
| 1745 - 1800 | 34 | 18 | 35 | 0 | 87 | 133 | 33 | 15 | 0 | 181 | 2 | 219 | 26 | 1 | 248 | 34 | 375 | 33 | 6 | 448 | 964 |
| Hourly Total | 165 | 46 | 153 | 0 | **364** | 514 | 127 | 55 | 2 | **698** | 9 | 1111 | 95 | 2 | **1217** | 129 | 1390 | 179 | 15 | **1713** | **3992** |
| Grand Total | 343 | 80 | 341 | 0 | **764** | 929 | 178 | 123 | 4 | **1234** | 32 | 2178 | 186 | 5 | **2401** | 232 | 2576 | 383 | 32 | **3223** | **7622** |
| Approach % | 44.90 | 10.47 | 44.63 | 0.00 | - | 75.28 | 14.42 | 9.97 | 0.32 | - | 1.33 | 90.71 | 7.75 | 0.21 | - | 7.20 | 79.93 | 11.88 | 0.99 | - | |
| Intersection % | 4.50 | 1.05 | 4.47 | 0.00 | 10.02 | 12.19 | 2.34 | 1.61 | 0.05 | 16.19 | 0.42 | 28.58 | 2.44 | 0.07 | 31.50 | 3.04 | 33.80 | 5.02 | 0.42 | 42.29 | |
| Heavy Vehicle % | 0 | 0 | 0 | - | **0** | 1 | 1 | 1 | 25 | **1** | 6 | 2 | 0 | 0 | **2** | 0 | 1 | 3 | 0 | **1** | **1** |
| PHF | 0.86 | 0.64 | 0.93 | 0.00 | **0.90** | 0.82 | 0.48 | 0.49 | 0.25 | **0.69** | 0.75 | 0.85 | 0.91 | 0.50 | **0.86** | 0.85 | 0.93 | 0.83 | 0.63 | **0.96** | **0.95** |

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 3**
Barfield Rd
Glenlake Pkwy NE
Abernathy Rd NE (West)
Abernathy Rd NE (East)

**Date**
Wednesday, May 1, 2024

**Lat/Long**
33.933716°, -84.361737°
Click here for Map

**Weather**
Fair
74°F
Click here for Detailed Weather

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

Passenger Vehicles (1-3)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd | | | | | Glenlake Pkwy NE | | | | | Abernathy Rd NE (West) | | | | | Abernathy Rd NE (East) | | | | | |
| TIME | Left 3.1 | Thru 3.2 | Right 3.3 | U-Turn 3.4 | App Total | Left 3.5 | Thru 3.6 | Right 3.7 | U-Turn 3.8 | App Total | Left 3.9 | Thru 3.10 | Right 3.11 | U-Turn 3.12 | App Total | Left 3.13 | Thru 3.14 | Right 3.15 | U-Turn 3.16 | App Total | Int Total |
| 0700 - 0715 | 5 | 15 | 18 | 0 | 38 | 19 | 2 | 3 | 0 | 24 | 14 | 293 | 25 | 0 | 332 | 21 | 125 | 149 | 1 | 296 | 690 |
| 0715 - 0730 | 14 | 20 | 24 | 0 | 58 | 14 | 5 | 3 | 0 | 22 | 12 | 346 | 28 | 0 | 386 | 34 | 109 | 184 | 1 | 328 | 794 |
| 0730 - 0745 | 8 | 30 | 26 | 0 | 64 | 31 | 6 | 7 | 0 | 44 | 24 | 368 | 28 | 1 | 421 | 26 | 136 | 173 | 1 | 336 | 865 |
| 0745 - 0800 | 11 | 17 | 26 | 0 | 54 | 59 | 10 | 6 | 0 | 75 | 39 | 380 | 31 | 1 | 451 | 40 | 141 | 231 | 0 | 412 | 992 |
| Hourly Total | 38 | 82 | 94 | 0 | **214** | 123 | 23 | 19 | 0 | **165** | 89 | 1387 | 112 | 2 | **1590** | 121 | 511 | 737 | 3 | **1372** | **3341** |
| 0800 - 0815 | 15 | 39 | 26 | 0 | 80 | 40 | 12 | 6 | 1 | 59 | 29 | 330 | 44 | 0 | 403 | 50 | 141 | 278 | 3 | 472 | 1014 |
| 0815 - 0830 | 13 | 35 | 30 | 0 | 78 | 36 | 13 | 22 | 0 | 71 | 31 | 364 | 31 | 1 | 427 | 33 | 146 | 275 | 2 | 456 | 1032 |
| 0830 - 0845 | 21 | 35 | 35 | 0 | 91 | 36 | 9 | 10 | 3 | 58 | 30 | 331 | 28 | 0 | 389 | 50 | 150 | 221 | 1 | 422 | 960 |
| 0845 - 0900 | 12 | 32 | 21 | 0 | 65 | 26 | 9 | 16 | 1 | 52 | 41 | 349 | 58 | 1 | 449 | 64 | 149 | 242 | 2 | 457 | 1023 |
| Hourly Total | 61 | 141 | 112 | 0 | **314** | 138 | 43 | 54 | 5 | **240** | 131 | 1374 | 161 | 2 | **1668** | 197 | 586 | 1016 | 8 | **1807** | **4029** |
| Grand Total | 99 | 223 | 206 | 0 | **528** | 261 | 66 | 73 | 5 | **405** | 220 | 2761 | 273 | 4 | **3258** | 318 | 1097 | 1753 | 11 | **3179** | **7370** |
| Approach % | 18.75 | 42.23 | 39.02 | 0.00 | - | 64.44 | 16.30 | 18.02 | 1.23 | - | 6.75 | 84.75 | 8.38 | 0.12 | - | 10.00 | 34.51 | 55.14 | 0.34 | - | |
| Intersection % | 1.34 | 3.03 | 2.80 | 0.00 | 7.16 | 3.54 | 0.90 | 0.99 | 0.07 | 5.50 | 2.99 | 37.46 | 3.70 | 0.05 | 44.21 | 4.31 | 14.88 | 23.79 | 0.15 | 43.13 | |

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

Passenger Vehicles (1-3)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd | | | | | Glenlake Pkwy NE | | | | | Abernathy Rd NE (West) | | | | | Abernathy Rd NE (East) | | | | | |
| TIME | Left 3.1 | Thru 3.2 | Right 3.3 | U-Turn 3.4 | App Total | Left 3.5 | Thru 3.6 | Right 3.7 | U-Turn 3.8 | App Total | Left 3.9 | Thru 3.10 | Right 3.11 | U-Turn 3.12 | App Total | Left 3.13 | Thru 3.14 | Right 3.15 | U-Turn 3.16 | App Total | Int Total |
| 1600 - 1615 | 54 | 8 | 50 | 0 | 112 | 106 | 13 | 26 | 0 | 145 | 4 | 258 | 24 | 2 | 288 | 27 | 300 | 46 | 5 | 378 | 923 |
| 1615 - 1630 | 36 | 5 | 49 | 0 | 90 | 96 | 12 | 14 | 1 | 123 | 8 | 291 | 24 | 0 | 323 | 24 | 330 | 51 | 6 | 411 | 947 |
| 1630 - 1645 | 45 | 11 | 48 | 0 | 104 | 92 | 15 | 19 | 0 | 126 | 6 | 244 | 19 | 0 | 269 | 26 | 262 | 45 | 3 | 336 | 835 |
| 1645 - 1700 | 42 | 10 | 40 | 0 | 92 | 113 | 10 | 9 | 0 | 132 | 5 | 244 | 24 | 1 | 274 | 26 | 279 | 55 | 3 | 363 | 861 |
| Hourly Total | 177 | 34 | 187 | 0 | **398** | 407 | 50 | 68 | 1 | **526** | 23 | 1037 | 91 | 3 | **1154** | 103 | 1171 | 197 | 17 | **1488** | **3566** |
| 1700 - 1715 | 41 | 11 | 40 | 0 | 92 | 114 | 14 | 2 | 0 | 130 | 3 | 275 | 20 | 1 | 299 | 38 | 343 | 52 | 4 | 437 | 958 |
| 1715 - 1730 | 48 | 12 | 41 | 0 | 101 | 109 | 14 | 10 | 0 | 133 | 1 | 320 | 25 | 0 | 346 | 25 | 335 | 49 | 4 | 413 | 993 |
| 1730 - 1745 | 42 | 5 | 37 | 0 | 84 | 156 | 66 | 27 | 2 | 251 | 1 | 280 | 24 | 0 | 305 | 32 | 328 | 42 | 1 | 403 | 1043 |
| 1745 - 1800 | 34 | 18 | 35 | 0 | 87 | 131 | 33 | 15 | 0 | 179 | 2 | 215 | 26 | 1 | 244 | 34 | 367 | 32 | 6 | 439 | 949 |
| Hourly Total | 165 | 46 | 153 | 0 | **364** | 510 | 127 | 54 | 2 | **693** | 7 | 1090 | 95 | 2 | **1194** | 129 | 1373 | 175 | 15 | **1692** | **3943** |
| Grand Total | 342 | 80 | 340 | 0 | **762** | 917 | 177 | 122 | 3 | **1219** | 30 | 2127 | 186 | 5 | **2348** | 232 | 2544 | 372 | 32 | **3180** | **7509** |
| Approach % | 44.88 | 10.50 | 44.62 | 0.00 | - | 75.23 | 14.52 | 10.01 | 0.25 | - | 1.28 | 90.59 | 7.92 | 0.21 | - | 7.30 | 80.00 | 11.70 | 1.01 | - | |
| Intersection % | 4.55 | 1.07 | 4.53 | 0.00 | 10.15 | 12.21 | 2.36 | 1.62 | 0.04 | 16.23 | 0.40 | 28.33 | 2.48 | 0.07 | 31.27 | 3.09 | 33.88 | 4.95 | 0.43 | 42.35 | |

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 3**

Barfield Rd
Glenlake Pkwy NE
Abernathy Rd NE (West)
Abernathy Rd NE (East)

**Date**

Wednesday, May 1, 2024

**Lat/Long**

33.933716°, -84.361737°
Click here for Map

**Weather**

Fair
74°F
Click here for Detailed Weather

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

Single Unit Trucks (4-7)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd | | | | | Glenlake Pkwy NE | | | | | Abernathy Rd NE (West) | | | | | Abernathy Rd NE (East) | | | | | |
| TIME | Left 3.1 | Thru 3.2 | Right 3.3 | U-Turn 3.4 | App Total | Left 3.5 | Thru 3.6 | Right 3.7 | U-Turn 3.8 | App Total | Left 3.9 | Thru 3.10 | Right 3.11 | U-Turn 3.12 | App Total | Left 3.13 | Thru 3.14 | Right 3.15 | U-Turn 3.16 | App Total | Int Total |
| 0700 - 0715 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 1 | 5 | 4 | 0 | 10 | 14 |
| 0715 - 0730 | 0 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 3 | 1 | 3 | 0 | 0 | 4 | 1 | 3 | 1 | 0 | 5 | 13 |
| 0730 - 0745 | 0 | 1 | 1 | 0 | 2 | 1 | 1 | 1 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 0 | 8 | 5 | 0 | 13 | 20 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 3 | 0 | 7 | 1 | 3 | 0 | 0 | 4 | 1 | 3 | 2 | 0 | 6 | 17 |
| Hourly Total | 0 | 3 | 1 | 0 | **4** | 6 | 3 | 4 | 0 | **13** | 2 | 11 | 0 | 0 | **13** | 3 | 19 | 12 | 0 | **34** | **64** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 1 | 5 | 0 | 0 | 6 | 1 | 4 | 1 | 0 | 6 | 15 |
| 0815 - 0830 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 3 | 1 | 2 | 0 | 0 | 3 | 0 | 5 | 2 | 0 | 7 | 14 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 5 | 0 | 0 | 5 | 0 | 10 | 0 | 0 | 10 | 17 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 1 | 12 | 1 | 0 | 14 | 17 |
| Hourly Total | 1 | 0 | 0 | 0 | **1** | 4 | 0 | 4 | 1 | **9** | 2 | 14 | 0 | 0 | **16** | 2 | 31 | 4 | 0 | **37** | **63** |
| Grand Total | 1 | 3 | 1 | 0 | **5** | 10 | 3 | 8 | 1 | **22** | 4 | 25 | 0 | 0 | **29** | 5 | 50 | 16 | 0 | **71** | **127** |
| Approach % | 20.00 | 60.00 | 20.00 | 0.00 | - | 45.45 | 13.64 | 36.36 | 4.55 | - | 13.79 | 86.21 | 0.00 | 0.00 | - | 7.04 | 70.42 | 22.54 | 0.00 | - | |
| Intersection % | 0.79 | 2.36 | 0.79 | 0.00 | 3.94 | 7.87 | 2.36 | 6.30 | 0.79 | 17.32 | 3.15 | 19.69 | 0.00 | 0.00 | 22.83 | 3.94 | 39.37 | 12.60 | 0.00 | 55.91 | |

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

Single Unit Trucks (4-7)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd | | | | | Glenlake Pkwy NE | | | | | Abernathy Rd NE (West) | | | | | Abernathy Rd NE (East) | | | | | |
| TIME | Left 3.1 | Thru 3.2 | Right 3.3 | U-Turn 3.4 | App Total | Left 3.5 | Thru 3.6 | Right 3.7 | U-Turn 3.8 | App Total | Left 3.9 | Thru 3.10 | Right 3.11 | U-Turn 3.12 | App Total | Left 3.13 | Thru 3.14 | Right 3.15 | U-Turn 3.16 | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 4 | 2 | 0 | 6 | 13 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 0 | 4 | 0 | 0 | 4 | 0 | 6 | 2 | 0 | 8 | 15 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 11 | 0 | 0 | 11 | 0 | 3 | 3 | 0 | 6 | 21 |
| 1645 - 1700 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 3 | 0 | 5 | 0 | 0 | 5 | 0 | 2 | 0 | 0 | 2 | 11 |
| Hourly Total | 1 | 0 | 0 | 0 | **1** | 8 | 1 | 0 | 1 | **10** | 0 | 27 | 0 | 0 | **27** | 0 | 15 | 7 | 0 | **22** | **60** |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 7 | 0 | 0 | 7 | 0 | 4 | 2 | 0 | 6 | 14 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 0 | 7 | 0 | 2 | 0 | 0 | 2 | 9 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 3 | 0 | 0 | 4 | 0 | 1 | 1 | 0 | 2 | 8 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 4 | 0 | 8 | 1 | 0 | 9 | 15 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 4 | 0 | 1 | 0 | **5** | 2 | 20 | 0 | 0 | **22** | 0 | 15 | 4 | 0 | **19** | **46** |
| Grand Total | 1 | 0 | 0 | 0 | **1** | 12 | 1 | 1 | 1 | **15** | 2 | 47 | 0 | 0 | **49** | 0 | 30 | 11 | 0 | **41** | **106** |
| Approach % | 100.00 | 0.00 | 0.00 | 0.00 | - | 80.00 | 6.67 | 6.67 | 6.67 | - | 4.08 | 95.92 | 0.00 | 0.00 | - | 0.00 | 73.17 | 26.83 | 0.00 | - | |
| Intersection % | 0.94 | 0.00 | 0.00 | 0.00 | 0.94 | 11.32 | 0.94 | 0.94 | 0.94 | 14.15 | 1.89 | 44.34 | 0.00 | 0.00 | 46.23 | 0.00 | 28.30 | 10.38 | 0.00 | 38.68 | |

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 3**
Barfield Rd
Glenlake Pkwy NE
Abernathy Rd NE (West)
Abernathy Rd NE (East)

**Date**
Wednesday, May 1, 2024

**Lat/Long**
33.933716°, -84.361737°
Click here for Map

**Weather**
Fair
74°F
Click here for Detailed Weather

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

Combination Trucks (8-13)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd | | | | | Glenlake Pkwy NE | | | | | Abernathy Rd NE (West) | | | | | Abernathy Rd NE (East) | | | | | |
| TIME | Left 3.1 | Thru 3.2 | Right 3.3 | U-Turn 3.4 | App Total | Left 3.5 | Thru 3.6 | Right 3.7 | U-Turn 3.8 | App Total | Left 3.9 | Thru 3.10 | Right 3.11 | U-Turn 3.12 | App Total | Left 3.13 | Thru 3.14 | Right 3.15 | U-Turn 3.16 | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 3 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 4 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 1 | 0 | 0 | 0 | **1** | 0 | 4 | 0 | 0 | **4** | 0 | 6 | 0 | 0 | **6** | **11** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 4 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 3 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 4 | 6 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 2 | 0 | **2** | 0 | 5 | 0 | 0 | **5** | 0 | 7 | 0 | 0 | **7** | **14** |
| Grand Total | 0 | 0 | 0 | 0 | **0** | 1 | 0 | 2 | 0 | **3** | 0 | 9 | 0 | 0 | **9** | 0 | 13 | 0 | 0 | **13** | **25** |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | - | 33.33 | 0.00 | 66.67 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 4.00 | 0.00 | 8.00 | 0.00 | 12.00 | 0.00 | 36.00 | 0.00 | 0.00 | 36.00 | 0.00 | 52.00 | 0.00 | 0.00 | 52.00 | |

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

Combination Trucks (8-13)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd | | | | | Glenlake Pkwy NE | | | | | Abernathy Rd NE (West) | | | | | Abernathy Rd NE (East) | | | | | |
| TIME | Left 3.1 | Thru 3.2 | Right 3.3 | U-Turn 3.4 | App Total | Left 3.5 | Thru 3.6 | Right 3.7 | U-Turn 3.8 | App Total | Left 3.9 | Thru 3.10 | Right 3.11 | U-Turn 3.12 | App Total | Left 3.13 | Thru 3.14 | Right 3.15 | U-Turn 3.16 | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 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 | 1 | 0 | **1** | 0 | 0 | 0 | 0 | **0** | 0 | 3 | 0 | 0 | **3** | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 2 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 1 | 0 | 0 | **1** | 0 | 2 | 0 | 0 | **2** | **3** |
| Grand Total | 0 | 0 | 1 | 0 | **1** | 0 | 0 | 0 | 0 | **0** | 0 | 4 | 0 | 0 | **4** | 0 | 2 | 0 | 0 | **2** | **7** |
| Approach % | 0.00 | 0.00 | 100.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 14.29 | 0.00 | 14.29 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 57.14 | 0.00 | 0.00 | 57.14 | 0.00 | 28.57 | 0.00 | 0.00 | 28.57 | |

# Classified Turn Movement Count || Bikes

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 3**

Barfield Rd
Glenlake Pkwy NE
Abernathy Rd NE (West)
Abernathy Rd NE (East)

**Date**

Wednesday, May 1, 2024

**Lat/Long**

33.933716°, -84.361737°
Click here for Map

**Weather**

Fair
74°F
Click here for Detailed Weather

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

Bikes

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd | | | | | Glenlake Pkwy NE | | | | | Abernathy Rd NE (West) | | | | | Abernathy Rd NE (East) | | | | | |
| TIME | Left 3.1 | Thru 3.2 | Right 3.3 | U-Turn 3.4 | App Total | Left 3.5 | Thru 3.6 | Right 3.7 | U-Turn 3.8 | App Total | Left 3.9 | Thru 3.10 | Right 3.11 | U-Turn 3.12 | App Total | Left 3.13 | Thru 3.14 | Right 3.15 | U-Turn 3.16 | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

Bikes

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd | | | | | Glenlake Pkwy NE | | | | | Abernathy Rd NE (West) | | | | | Abernathy Rd NE (East) | | | | | |
| TIME | Left 3.1 | Thru 3.2 | Right 3.3 | U-Turn 3.4 | App Total | Left 3.5 | Thru 3.6 | Right 3.7 | U-Turn 3.8 | App Total | Left 3.9 | Thru 3.10 | Right 3.11 | U-Turn 3.12 | App Total | Left 3.13 | Thru 3.14 | Right 3.15 | U-Turn 3.16 | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 3**
Barfield Rd
Glenlake Pkwy NE
Abernathy Rd NE (West)
Abernathy Rd NE (East)

**Date**
Wednesday, May 1, 2024

**Lat/Long**
33.933716°, -84.361737°
Click here for Map

**Weather**
Fair
74°F
Click here for Detailed Weather

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

All Trucks (4-13)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd | | | | | Glenlake Pkwy NE | | | | | Abernathy Rd NE (West) | | | | | Abernathy Rd NE (East) | | | | | |
| TIME | Left 3.1 | Thru 3.2 | Right 3.3 | U-Turn 3.4 | App Total | Left 3.5 | Thru 3.6 | Right 3.7 | U-Turn 3.8 | App Total | Left 3.9 | Thru 3.10 | Right 3.11 | U-Turn 3.12 | App Total | Left 3.13 | Thru 3.14 | Right 3.15 | U-Turn 3.16 | App Total | Int Total |
| 0700 - 0715 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 4 | 1 | 6 | 4 | 0 | 11 | 17 |
| 0715 - 0730 | 0 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 3 | 1 | 3 | 0 | 0 | 4 | 1 | 5 | 1 | 0 | 7 | 15 |
| 0730 - 0745 | 0 | 1 | 1 | 0 | 2 | 1 | 1 | 1 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 0 | 10 | 5 | 0 | 15 | 22 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 3 | 0 | 7 | 1 | 6 | 0 | 0 | 7 | 1 | 4 | 2 | 0 | 7 | 21 |
| Hourly Total | 0 | 3 | 1 | 0 | **4** | 7 | 3 | 4 | 0 | **14** | 2 | 15 | 0 | 0 | **17** | 3 | 25 | 12 | 0 | **40** | **75** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 1 | 5 | 0 | 0 | 6 | 1 | 4 | 1 | 0 | 6 | 16 |
| 0815 - 0830 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 4 | 1 | 3 | 0 | 0 | 4 | 0 | 7 | 2 | 0 | 9 | 18 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 7 | 0 | 0 | 7 | 0 | 11 | 0 | 0 | 11 | 20 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 4 | 1 | 16 | 1 | 0 | 18 | 23 |
| Hourly Total | 1 | 0 | 0 | 0 | **1** | 4 | 0 | 6 | 1 | **11** | 2 | 19 | 0 | 0 | **21** | 2 | 38 | 4 | 0 | **44** | **77** |
| Grand Total | 1 | 3 | 1 | 0 | **5** | 11 | 3 | 10 | 1 | **25** | 4 | 34 | 0 | 0 | **38** | 5 | 63 | 16 | 0 | **84** | **152** |
| Approach % | 20.00 | 60.00 | 20.00 | 0.00 | - | 44.00 | 12.00 | 40.00 | 4.00 | - | 10.53 | 89.47 | 0.00 | 0.00 | - | 5.95 | 75.00 | 19.05 | 0.00 | - | |
| Intersection % | 0.66 | 1.97 | 0.66 | 0.00 | 3.29 | 7.24 | 1.97 | 6.58 | 0.66 | 16.45 | 2.63 | 22.37 | 0.00 | 0.00 | 25.00 | 3.29 | 41.45 | 10.53 | 0.00 | 55.26 | |

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

All Trucks (4-13)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd | | | | | Glenlake Pkwy NE | | | | | Abernathy Rd NE (West) | | | | | Abernathy Rd NE (East) | | | | | |
| TIME | Left 3.1 | Thru 3.2 | Right 3.3 | U-Turn 3.4 | App Total | Left 3.5 | Thru 3.6 | Right 3.7 | U-Turn 3.8 | App Total | Left 3.9 | Thru 3.10 | Right 3.11 | U-Turn 3.12 | App Total | Left 3.13 | Thru 3.14 | Right 3.15 | U-Turn 3.16 | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 0 | 4 | 2 | 0 | 6 | 16 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 0 | 5 | 0 | 0 | 5 | 0 | 6 | 2 | 0 | 8 | 16 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 11 | 0 | 0 | 11 | 0 | 3 | 3 | 0 | 6 | 21 |
| 1645 - 1700 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 3 | 0 | 5 | 0 | 0 | 5 | 0 | 2 | 0 | 0 | 2 | 11 |
| Hourly Total | 1 | 0 | 1 | 0 | **2** | 8 | 1 | 0 | 1 | **10** | 0 | 30 | 0 | 0 | **30** | 0 | 15 | 7 | 0 | **22** | **64** |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 7 | 0 | 0 | 7 | 0 | 4 | 2 | 0 | 6 | 14 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 0 | 8 | 0 | 3 | 0 | 0 | 3 | 11 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 3 | 0 | 0 | 4 | 0 | 2 | 1 | 0 | 3 | 9 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 4 | 0 | 8 | 1 | 0 | 9 | 15 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 4 | 0 | 1 | 0 | **5** | 2 | 21 | 0 | 0 | **23** | 0 | 17 | 4 | 0 | **21** | **49** |
| Grand Total | 1 | 0 | 1 | 0 | **2** | 12 | 1 | 1 | 1 | **15** | 2 | 51 | 0 | 0 | **53** | 0 | 32 | 11 | 0 | **43** | **113** |
| Approach % | 50.00 | 0.00 | 50.00 | 0.00 | - | 80.00 | 6.67 | 6.67 | 6.67 | - | 3.77 | 96.23 | 0.00 | 0.00 | - | 0.00 | 74.42 | 25.58 | 0.00 | - | |
| Intersection % | 0.88 | 0.00 | 0.88 | 0.00 | 1.77 | 10.62 | 0.88 | 0.88 | 0.88 | 13.27 | 1.77 | 45.13 | 0.00 | 0.00 | 46.90 | 0.00 | 28.32 | 9.73 | 0.00 | 38.05 | |

# Crosswalk Counts || Pedestrians

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 3**
Barfield Rd
Glenlake Pkwy NE
Abernathy Rd NE (West)
Abernathy Rd NE (East)

**Date**
Wednesday, May 1, 2024

**Lat/Long**
33.933716°, -84.361737°
Click here for Map

**Weather**
Fair
74°F
Click here for Detailed Weather

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

Pedestrians

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | Glenridge Dr (North) | | | Abernathy Rd NE (West) | | | Abernathy Rd NE (East) | | | |
| TIME | EB 3a | WB 3b | App Total | EB 3c | WB 3d | App Total | NB 3e | SB 3f | App Total | NB 3g | SB 3h | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 0800 - 0815 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 3 |
| 0815 - 0830 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 3 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 2 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 1 | **1** | 1 | 0 | **1** | 5 | 1 | **6** | 0 | 0 | **0** | **8** |
| Grand Total | 0 | 1 | **1** | 1 | 0 | **1** | 5 | 1 | **6** | 0 | 0 | **0** | **8** |
| Approach % | 0.00 | 100.00 | - | 100.00 | 0.00 | - | 83.33 | 16.67 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 12.50 | 12.50 | 12.50 | 0.00 | 12.50 | 62.50 | 12.50 | 75.00 | 0.00 | 0.00 | 0.00 | |

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

Pedestrians

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | Glenridge Dr (North) | | | Abernathy Rd NE (West) | | | Abernathy Rd NE (East) | | | |
| TIME | EB 3a | WB 3b | App Total | EB 3c | WB 3d | App Total | NB 3e | SB 3f | App Total | NB 3g | SB 3h | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 0 | 0 | 3 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Hourly Total | 0 | 0 | **0** | 3 | 4 | **7** | 0 | 0 | **0** | 0 | 0 | **0** | **7** |
| 1700 - 1715 | 0 | 0 | 0 | 3 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 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** | 3 | 3 | **6** | 0 | 0 | **0** | 0 | 0 | **0** | **6** |
| Grand Total | 0 | 0 | **0** | 6 | 7 | **13** | 0 | 0 | **0** | 0 | 0 | **0** | **13** |
| Approach % | 0.00 | 0.00 | - | 46.15 | 53.85 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 46.15 | 53.85 | 100.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

# Crosswalk Counts || Bikes

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 3**
Barfield Rd
Glenlake Pkwy NE
Abernathy Rd NE (West)
Abernathy Rd NE (East)

**Date**
Wednesday, May 1, 2024

**Lat/Long**
33.933716°, -84.361737°
Click here for Map

**Weather**
Fair
74°F
Click here for Detailed Weather

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

Bikes

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | Glenridge Dr (North) | | | Abernathy Rd NE (West) | | | Abernathy Rd NE (East) | | | |
| TIME | EB 3a | WB 3b | App Total | EB 3c | WB 3d | App Total | NB 3e | SB 3f | App Total | NB 3g | SB 3h | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Hourly Total | 0 | 0 | **0** | 0 | 1 | **1** | 0 | 0 | **0** | 0 | 0 | **0** | **1** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | **1** | 0 | 0 | **0** | 0 | 0 | **0** | **1** |
| 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 | |

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

Bikes

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | Glenridge Dr (North) | | | Abernathy Rd NE (West) | | | Abernathy Rd NE (East) | | | |
| TIME | EB 3a | WB 3b | App Total | EB 3c | WB 3d | App Total | NB 3e | SB 3f | App Total | NB 3g | SB 3h | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

# Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

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Atlanta, GA

**Site 3**
Barfield Rd
Glenlake Pkwy NE
Abernathy Rd NE (West)
Abernathy Rd NE (East)

**Date**
Wednesday, May 1, 2024

**Lat/Long**
33.933716°, -84.361737°
Click here for Map

**Weather**
Fair
74°F
Click here for Detailed Weather

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

Motorized Vehicles

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | Glenridge Dr (North) | | | Abernathy Rd NE (West) | | | Abernathy Rd NE (East) | | | |
| TIME | EB 3a | WB 3b | App Total | EB 3c | WB 3d | App Total | NB 3e | SB 3f | App Total | NB 3g | SB 3h | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

Motorized Vehicles

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | Glenridge Dr (North) | | | Abernathy Rd NE (West) | | | Abernathy Rd NE (East) | | | |
| TIME | EB 3a | WB 3b | App Total | EB 3c | WB 3d | App Total | NB 3e | SB 3f | App Total | NB 3g | SB 3h | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

| Start Date: 5/1/2024 | Abernathy Rd NE (West) Eastbound | | | Abernathy Rd NE (East) Westbound | | | Barfield Rd Northbound | | | Glenlake Pkwy NE 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** | 14 | 297 | 25 | 22 | 131 | 153 | 5 | 16 | 18 | 20 | 2 | 3 | 706 |
| **07:15 AM - 07:30 AM** | 13 | 349 | 28 | 35 | 114 | 185 | 14 | 21 | 24 | 16 | 6 | 3 | 808 |
| **07:30 AM - 07:45 AM** | 24 | 370 | 28 | 26 | 146 | 178 | 8 | 31 | 27 | 32 | 7 | 8 | 885 |
| **07:45 AM - 08:00 AM** | 40 | 386 | 31 | 41 | 145 | 233 | 11 | 17 | 26 | 62 | 11 | 9 | 1012 |
| **08:00 AM - 08:15 AM** | 30 | 335 | 44 | 51 | 145 | 279 | 15 | 39 | 26 | 40 | 12 | 10 | 1026 |
| **08:15 AM - 08:30 AM** | 32 | 367 | 31 | 33 | 153 | 277 | 14 | 35 | 30 | 38 | 13 | 24 | 1047 |
| **08:30 AM - 08:45 AM** | 30 | 338 | 28 | 50 | 161 | 221 | 21 | 35 | 35 | 37 | 9 | 10 | 975 |
| **08:45 AM - 09:00 AM** | 41 | 353 | 58 | 65 | 165 | 243 | 12 | 32 | 21 | 27 | 9 | 16 | 1042 |
| **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** | 4 | 267 | 24 | 27 | 304 | 48 | 54 | 8 | 51 | 106 | 13 | 26 | 932 |
| **04:15 PM - 04:30 PM** | 8 | 296 | 24 | 24 | 336 | 53 | 36 | 5 | 49 | 98 | 13 | 14 | 956 |
| **04:30 PM - 04:45 PM** | 6 | 255 | 19 | 26 | 265 | 48 | 45 | 11 | 48 | 96 | 15 | 19 | 853 |
| **04:45 PM - 05:00 PM** | 5 | 249 | 24 | 26 | 281 | 55 | 43 | 10 | 40 | 115 | 10 | 9 | 867 |
| **05:00 PM - 05:15 PM** | 3 | 282 | 20 | 38 | 347 | 54 | 41 | 11 | 40 | 115 | 14 | 2 | 967 |
| **05:15 PM - 05:30 PM** | 2 | 327 | 25 | 25 | 338 | 49 | 48 | 12 | 41 | 109 | 14 | 10 | 1000 |
| **05:30 PM - 05:45 PM** | 2 | 283 | 24 | 32 | 330 | 43 | 42 | 5 | 37 | 157 | 66 | 28 | 1049 |
| **05:45 PM - 06:00 PM** | 2 | 219 | 26 | 34 | 375 | 33 | 34 | 18 | 35 | 133 | 33 | 15 | 957 |
| **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

| Wednesday, May 1, 2024 | |
|---|---|
| **Period** | 0700 - 0900 |
| **Peak Hour** | 0745 - 0845 |

* the Peak Hour Diagram does not include Bikes



**All vehicles**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | | | Barfield Rd (North) | | | | | | Mt Vernon Hwy (West) | | | | | | Mt Vernon Hwy (East) | | | | | | |
| Time | Left 4.1 | Thru 4.2 | Right 4.3 | | U-Turn 4.4 | App Total | Left 4.5 | Thru 4.6 | Right 4.7 | | U-Turn 4.8 | App Total | Left 4.9 | Thru 4.10 | Right 4.11 | | U-Turn 4.12 | App Total | Left 4.13 | Thru 4.14 | Right 4.15 | | U-Turn 4.16 | App Total | Int Total |
| 0745 - 0800 | 6 | 29 | 16 | - | 0 | 51 | 24 | 27 | 16 | - | 0 | 67 | 16 | 77 | 5 | - | 0 | 98 | 25 | 155 | 25 | - | 5 | 210 | 426 |
| 0800 - 0815 | 4 | 32 | 18 | - | 0 | 54 | 31 | 45 | 14 | - | 0 | 90 | 27 | 83 | 2 | - | 0 | 112 | 33 | 135 | 31 | - | 2 | 201 | 457 |
| 0815 - 0830 | 7 | 28 | 15 | - | 0 | 50 | 30 | 35 | 13 | - | 0 | 78 | 30 | 84 | 6 | - | 0 | 120 | 39 | 95 | 30 | - | 1 | 165 | 413 |
| 0830 - 0845 | 16 | 35 | 12 | - | 0 | 63 | 18 | 28 | 24 | - | 0 | 70 | 35 | 98 | 12 | - | 0 | 145 | 25 | 77 | 31 | - | 2 | 135 | 413 |
| Total | 33 | 124 | 61 | 0 | 0 | 218 | 103 | 135 | 67 | 0 | 0 | 305 | 108 | 342 | 25 | 0 | 0 | 475 | 122 | 462 | 117 | 0 | 10 | 711 | 1709 |
| Approach % | 15.14 | 56.88 | 27.98 | 0.00 | 0.00 | - | 33.77 | 44.26 | 21.97 | 0.00 | 0.00 | - | 22.74 | 72.00 | 5.26 | 0.00 | 0.00 | - | 17.16 | 64.98 | 16.46 | 0.00 | 1.41 | - | |
| PHF | 0.52 | 0.89 | 0.85 | 0.00 | 0.00 | **0.87** | 0.83 | 0.75 | 0.70 | 0.00 | 0.00 | **0.85** | 0.77 | 0.87 | 0.52 | 0.00 | 0.00 | **0.82** | 0.78 | 0.75 | 0.94 | 0.00 | 0.50 | **0.85** | **0.93** |

**Passenger Vehicles (1-3)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | | | Barfield Rd (North) | | | | | | Mt Vernon Hwy (West) | | | | | | Mt Vernon Hwy (East) | | | | | | |
| Time | Left 4.1 | Thru 4.2 | Right 4.3 | | U-Turn 4.4 | App Total | Left 4.5 | Thru 4.6 | Right 4.7 | | U-Turn 4.8 | App Total | Left 4.9 | Thru 4.10 | Right 4.11 | | U-Turn 4.12 | App Total | Left 4.13 | Thru 4.14 | Right 4.15 | | U-Turn 4.16 | App Total | Int Total |
| 0745 - 0800 | 6 | 29 | 16 | - | 0 | 51 | 24 | 26 | 15 | - | 0 | 65 | 16 | 75 | 5 | - | 0 | 96 | 25 | 154 | 25 | - | 5 | 209 | 421 |
| 0800 - 0815 | 4 | 32 | 18 | - | 0 | 54 | 31 | 45 | 13 | - | 0 | 89 | 27 | 83 | 2 | - | 0 | 112 | 33 | 132 | 30 | - | 2 | 197 | 452 |
| 0815 - 0830 | 7 | 28 | 15 | - | 0 | 50 | 30 | 35 | 13 | - | 0 | 78 | 30 | 82 | 5 | - | 0 | 117 | 39 | 94 | 30 | - | 1 | 164 | 409 |
| 0830 - 0845 | 15 | 34 | 12 | - | 0 | 61 | 18 | 28 | 24 | - | 0 | 70 | 35 | 98 | 11 | - | 0 | 144 | 25 | 76 | 31 | - | 2 | 134 | 409 |
| Total | 32 | 123 | 61 | 0 | 0 | 216 | 103 | 134 | 65 | 0 | 0 | 302 | 108 | 338 | 23 | 0 | 0 | 469 | 122 | 456 | 116 | 0 | 10 | 704 | 1691 |
| Approach % | 14.81 | 56.94 | 28.24 | 0.00 | 0.00 | - | 34.11 | 44.37 | 21.52 | 0.00 | 0.00 | - | 23.03 | 72.07 | 4.90 | 0.00 | 0.00 | - | 17.33 | 64.77 | 16.48 | 0.00 | 1.42 | - | |
| PHF | 0.53 | 0.90 | 0.85 | 0.00 | 0.00 | **0.89** | 0.83 | 0.74 | 0.68 | 0.00 | 0.00 | **0.85** | 0.77 | 0.86 | 0.52 | 0.00 | 0.00 | **0.81** | 0.78 | 0.74 | 0.94 | 0.00 | 0.50 | **0.84** | **0.94** |

**Single Unit Trucks (4-7)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | | | Barfield Rd (North) | | | | | | Mt Vernon Hwy (West) | | | | | | Mt Vernon Hwy (East) | | | | | | |
| Time | Left 4.1 | Thru 4.2 | Right 4.3 | | U-Turn 4.4 | App Total | Left 4.5 | Thru 4.6 | Right 4.7 | | U-Turn 4.8 | App Total | Left 4.9 | Thru 4.10 | Right 4.11 | | U-Turn 4.12 | App Total | Left 4.13 | Thru 4.14 | Right 4.15 | | U-Turn 4.16 | App Total | Int Total |
| 0745 - 0800 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 1 | - | 0 | 2 | 0 | 2 | 0 | - | 0 | 2 | 0 | 1 | 0 | - | 0 | 1 | 5 |
| 0800 - 0815 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 0 | 1 | 0 | 0 | 0 | - | 0 | 0 | 0 | 3 | 1 | - | 0 | 4 | 5 |
| 0815 - 0830 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 2 | 1 | - | 0 | 3 | 0 | 1 | 0 | - | 0 | 1 | 4 |
| 0830 - 0845 | 1 | 1 | 0 | - | 0 | 2 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 0 | 1 | 0 | 1 | 0 | - | 0 | 1 | 4 |
| Total | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 4 | 2 | 0 | 0 | 6 | 0 | 6 | 1 | 0 | 0 | 7 | 18 |
| Approach % | 50.00 | 50.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 33.33 | 66.67 | 0.00 | 0.00 | - | 0.00 | 66.67 | 33.33 | 0.00 | 0.00 | - | 0.00 | 85.71 | 14.29 | 0.00 | 0.00 | - | |
| PHF | 0.25 | 0.25 | 0.00 | 0.00 | 0.00 | **0.25** | 0.00 | 0.25 | 0.50 | 0.00 | 0.00 | **0.38** | 0.00 | 0.50 | 0.50 | 0.00 | 0.00 | **0.50** | 0.00 | 0.50 | 0.25 | 0.00 | 0.00 | **0.44** | **0.90** |

**Combination Trucks (8-13)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | | | Barfield Rd (North) | | | | | | Mt Vernon Hwy (West) | | | | | | Mt Vernon Hwy (East) | | | | | | |
| Time | Left 4.1 | Thru 4.2 | Right 4.3 | | U-Turn 4.4 | App Total | Left 4.5 | Thru 4.6 | Right 4.7 | | U-Turn 4.8 | App Total | Left 4.9 | Thru 4.10 | Right 4.11 | | U-Turn 4.12 | App Total | Left 4.13 | Thru 4.14 | Right 4.15 | | U-Turn 4.16 | App Total | Int Total |
| 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** |

**Bikes**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | | | Barfield Rd (North) | | | | | | Mt Vernon Hwy (West) | | | | | | Mt Vernon Hwy (East) | | | | | | |
| Time | Left 4.1 | Thru 4.2 | Right 4.3 | | U-Turn 4.4 | App Total | Left 4.5 | Thru 4.6 | Right 4.7 | | U-Turn 4.8 | App Total | Left 4.9 | Thru 4.10 | Right 4.11 | | U-Turn 4.12 | App Total | Left 4.13 | Thru 4.14 | Right 4.15 | | U-Turn 4.16 | App Total | Int Total |
| 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

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

* the Peak Hour Diagram does not include Bikes



**All vehicles**

| Time | Northbound Barfield Rd (South) Left 4.1 | Thru 4.2 | Right 4.3 | | U-Turn 4.4 | App Total | Southbound Barfield Rd (North) Left 4.5 | Thru 4.6 | Right 4.7 | | U-Turn 4.8 | App Total | Eastbound Mt Vernon Hwy (West) Left 4.9 | Thru 4.10 | Right 4.11 | | U-Turn 4.12 | App Total | Westbound Mt Vernon Hwy (East) Left 4.13 | Thru 4.14 | Right 4.15 | | U-Turn 4.16 | App Total | Int Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1700 - 1715 | 29 | 46 | 32 | - | 0 | 107 | 40 | 17 | 32 | - | 0 | 89 | 29 | 99 | 6 | - | 0 | 134 | 14 | 194 | 64 | - | 1 | 273 | 603 |
| 1715 - 1730 | 16 | 36 | 20 | - | 0 | 72 | 33 | 23 | 23 | - | 0 | 79 | 23 | 91 | 5 | - | 0 | 119 | 26 | 151 | 51 | - | 3 | 231 | 501 |
| 1730 - 1745 | 28 | 38 | 27 | - | 0 | 93 | 54 | 27 | 24 | - | 0 | 105 | 15 | 109 | 4 | - | 0 | 128 | 15 | 124 | 50 | - | 2 | 191 | 517 |
| 1745 - 1800 | 25 | 56 | 29 | - | 0 | 110 | 53 | 20 | 25 | - | 0 | 98 | 25 | 98 | 5 | - | 0 | 128 | 16 | 140 | 49 | - | 2 | 207 | 543 |
| Total | 98 | 176 | 108 | 0 | 0 | 382 | 180 | 87 | 104 | 0 | 0 | 371 | 92 | 397 | 20 | 0 | 0 | 509 | 71 | 609 | 214 | 0 | 8 | 902 | 2164 |
| Approach % | 25.65 | 46.07 | 28.27 | 0.00 | 0.00 | - | 48.52 | 23.45 | 28.03 | 0.00 | 0.00 | - | 18.07 | 78.00 | 3.93 | 0.00 | 0.00 | - | 7.87 | 67.52 | 23.73 | 0.00 | 0.89 | - | |
| PHF | 0.84 | 0.79 | 0.84 | 0.00 | 0.00 | **0.87** | 0.83 | 0.81 | 0.81 | 0.00 | 0.00 | **0.88** | 0.79 | 0.91 | 0.83 | 0.00 | 0.00 | **0.95** | 0.68 | 0.78 | 0.84 | 0.00 | 0.67 | **0.83** | **0.90** |

**Passenger Vehicles (1-3)**

| Time | Northbound Barfield Rd (South) Left 4.1 | Thru 4.2 | Right 4.3 | | U-Turn 4.4 | App Total | Southbound Barfield Rd (North) Left 4.5 | Thru 4.6 | Right 4.7 | | U-Turn 4.8 | App Total | Eastbound Mt Vernon Hwy (West) Left 4.9 | Thru 4.10 | Right 4.11 | | U-Turn 4.12 | App Total | Westbound Mt Vernon Hwy (East) Left 4.13 | Thru 4.14 | Right 4.15 | | U-Turn 4.16 | App Total | Int Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1700 - 1715 | 29 | 46 | 32 | - | 0 | 107 | 40 | 17 | 32 | - | 0 | 89 | 29 | 99 | 6 | - | 0 | 134 | 14 | 192 | 63 | - | 1 | 270 | 600 |
| 1715 - 1730 | 16 | 35 | 20 | - | 0 | 71 | 33 | 23 | 23 | - | 0 | 79 | 23 | 89 | 5 | - | 0 | 117 | 25 | 151 | 51 | - | 3 | 230 | 497 |
| 1730 - 1745 | 28 | 38 | 27 | - | 0 | 93 | 53 | 27 | 24 | - | 0 | 104 | 15 | 108 | 4 | - | 0 | 127 | 15 | 124 | 50 | - | 2 | 191 | 515 |
| 1745 - 1800 | 24 | 56 | 29 | - | 0 | 109 | 53 | 20 | 25 | - | 0 | 98 | 25 | 97 | 5 | - | 0 | 127 | 16 | 140 | 49 | - | 2 | 207 | 541 |
| Total | 97 | 175 | 108 | 0 | 0 | 380 | 179 | 87 | 104 | 0 | 0 | 370 | 92 | 393 | 20 | 0 | 0 | 505 | 70 | 607 | 213 | 0 | 8 | 898 | 2153 |
| Approach % | 25.53 | 46.05 | 28.42 | 0.00 | 0.00 | - | 48.38 | 23.51 | 28.11 | 0.00 | 0.00 | - | 18.22 | 77.82 | 3.96 | 0.00 | 0.00 | - | 7.80 | 67.59 | 23.72 | 0.00 | 0.89 | - | |
| PHF | 0.84 | 0.78 | 0.84 | 0.00 | 0.00 | **0.87** | 0.84 | 0.81 | 0.81 | 0.00 | 0.00 | **0.89** | 0.79 | 0.91 | 0.83 | 0.00 | 0.00 | **0.94** | 0.70 | 0.79 | 0.85 | 0.00 | 0.67 | **0.83** | **0.90** |

**Single Unit Trucks (4-7)**

| Time | Northbound Barfield Rd (South) Left 4.1 | Thru 4.2 | Right 4.3 | | U-Turn 4.4 | App Total | Southbound Barfield Rd (North) Left 4.5 | Thru 4.6 | Right 4.7 | | U-Turn 4.8 | App Total | Eastbound Mt Vernon Hwy (West) Left 4.9 | Thru 4.10 | Right 4.11 | | U-Turn 4.12 | App Total | Westbound Mt Vernon Hwy (East) Left 4.13 | Thru 4.14 | Right 4.15 | | U-Turn 4.16 | App Total | Int Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1700 - 1715 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 2 | 1 | - | 0 | 3 | 3 |
| 1715 - 1730 | 0 | 1 | 0 | - | 0 | 1 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 0 | 1 | 1 | 0 | 0 | - | 0 | 1 | 3 |
| 1730 - 1745 | 0 | 0 | 0 | - | 0 | 0 | 1 | 0 | 0 | - | 0 | 1 | 0 | 1 | 0 | - | 0 | 1 | 0 | 0 | 0 | - | 0 | 0 | 2 |
| 1745 - 1800 | 1 | 0 | 0 | - | 0 | 1 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 0 | 1 | 0 | 0 | 0 | - | 0 | 0 | 2 |
| Total | 1 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 3 | 1 | 2 | 1 | 0 | 0 | 4 | 10 |
| Approach % | 50.00 | 50.00 | 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 | - | 25.00 | 50.00 | 25.00 | 0.00 | 0.00 | - | |
| PHF | 0.25 | 0.25 | 0.00 | 0.00 | 0.00 | **0.50** | 0.25 | 0.00 | 0.00 | 0.00 | 0.00 | **0.25** | 0.00 | 0.75 | 0.00 | 0.00 | 0.00 | **0.75** | 0.25 | 0.25 | 0.25 | 0.00 | 0.00 | **0.33** | **0.83** |

**Combination Trucks (8-13)**

| Time | Northbound Barfield Rd (South) Left 4.1 | Thru 4.2 | Right 4.3 | | U-Turn 4.4 | App Total | Southbound Barfield Rd (North) Left 4.5 | Thru 4.6 | Right 4.7 | | U-Turn 4.8 | App Total | Eastbound Mt Vernon Hwy (West) Left 4.9 | Thru 4.10 | Right 4.11 | | U-Turn 4.12 | App Total | Westbound Mt Vernon Hwy (East) Left 4.13 | Thru 4.14 | Right 4.15 | | U-Turn 4.16 | App Total | Int Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1700 - 1715 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 1715 - 1730 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 1745 - 1800 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| PHF | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | **0.00** |

**Bikes**

| Time | Northbound Barfield Rd (South) Left 4.1 | Thru 4.2 | Right 4.3 | | U-Turn 4.4 | App Total | Southbound Barfield Rd (North) Left 4.5 | Thru 4.6 | Right 4.7 | | U-Turn 4.8 | App Total | Eastbound Mt Vernon Hwy (West) Left 4.9 | Thru 4.10 | Right 4.11 | | U-Turn 4.12 | App Total | Westbound Mt Vernon Hwy (East) Left 4.13 | Thru 4.14 | Right 4.15 | | U-Turn 4.16 | App Total | Int Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1700 - 1715 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 1715 - 1730 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 0 | 1 | 0 | 0 | 0 | - | 0 | 0 | 1 |
| 1730 - 1745 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 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 | 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** |

# Classified Turn Movement Count || All vehicles

Atlanta, GA

Marr Traffic DATA COLLECTION

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**Site 4**

Barfield Rd (South)
Barfield Rd (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

**Date**

Wednesday, May 1, 2024

**Lat/Long**

33.929190°, -84.359860°
Click here for Map

**Weather**

Fair
74°F
Click here for Detailed Weather

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

All vehicles

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | | Barfield Rd (North) | | | | | Mt Vernon Hwy (West) | | | | | Mt Vernon Hwy (East) | | | | | |
| TIME | Left 4.1 | Thru 4.2 | Right 4.3 | U-Turn 4.4 | App Total | Left 4.5 | Thru 4.6 | Right 4.7 | U-Turn 4.8 | App Total | Left 4.9 | Thru 4.10 | Right 4.11 | U-Turn 4.12 | App Total | Left 4.13 | Thru 4.14 | Right 4.15 | U-Turn 4.16 | App Total | Int Total |
| 0700 - 0715 | 4 | 12 | 6 | 0 | 22 | 14 | 14 | 11 | 0 | 39 | 14 | 25 | 5 | 0 | 44 | 13 | 59 | 14 | 2 | 88 | 193 |
| 0715 - 0730 | 6 | 19 | 10 | 0 | 35 | 24 | 23 | 16 | 0 | 63 | 15 | 32 | 2 | 0 | 49 | 14 | 101 | 28 | 3 | 146 | 293 |
| 0730 - 0745 | 4 | 15 | 12 | 0 | 31 | 22 | 31 | 7 | 0 | 60 | 18 | 54 | 10 | 0 | 82 | 24 | 146 | 24 | 3 | 197 | 370 |
| 0745 - 0800 | 6 | 29 | 16 | 0 | 51 | 24 | 27 | 16 | 0 | 67 | 16 | 77 | 5 | 0 | 98 | 25 | 155 | 25 | 5 | 210 | 426 |
| Hourly Total | 20 | 75 | 44 | 0 | **139** | 84 | 95 | 50 | 0 | **229** | 63 | 188 | 22 | 0 | **273** | 76 | 461 | 91 | 13 | **641** | **1282** |
| 0800 - 0815 | 4 | 32 | 18 | 0 | 54 | 31 | 45 | 14 | 0 | 90 | 27 | 83 | 2 | 0 | 112 | 33 | 135 | 31 | 2 | 201 | 457 |
| 0815 - 0830 | 7 | 28 | 15 | 0 | 50 | 30 | 35 | 13 | 0 | 78 | 30 | 84 | 6 | 0 | 120 | 39 | 95 | 30 | 1 | 165 | 413 |
| 0830 - 0845 | 16 | 35 | 12 | 0 | 63 | 18 | 28 | 24 | 0 | 70 | 35 | 98 | 12 | 0 | 145 | 25 | 77 | 31 | 2 | 135 | 413 |
| 0845 - 0900 | 4 | 38 | 13 | 0 | 55 | 42 | 42 | 8 | 0 | 92 | 27 | 81 | 6 | 0 | 114 | 26 | 84 | 35 | 1 | 146 | 407 |
| Hourly Total | 31 | 133 | 58 | 0 | **222** | 121 | 150 | 59 | 0 | **330** | 119 | 346 | 26 | 0 | **491** | 123 | 391 | 127 | 6 | **647** | **1690** |
| Grand Total | 51 | 208 | 102 | 0 | **361** | 205 | 245 | 109 | 0 | **559** | 182 | 534 | 48 | 0 | **764** | 199 | 852 | 218 | 19 | **1288** | **2972** |
| Approach % | 14.13 | 57.62 | 28.25 | 0.00 | - | 36.67 | 43.83 | 19.50 | 0.00 | - | 23.82 | 69.90 | 6.28 | 0.00 | - | 15.45 | 66.15 | 16.93 | 2.49 | - | |
| Intersection % | 1.72 | 7.00 | 3.43 | 0.00 | 12.15 | 6.90 | 8.24 | 3.67 | 0.00 | 18.81 | 6.12 | 17.97 | 1.62 | 0.00 | 25.71 | 6.70 | 28.67 | 7.34 | 0.64 | 43.34 | |
| Heavy Vehicle % | 2 | 1 | 0 | - | **1** | 0 | 1 | 3 | - | **1** | 1 | 1 | 6 | - | **2** | 1 | 2 | 1 | 0 | **1** | **1** |
| PHF | 0.52 | 0.89 | 0.85 | 0.00 | **0.87** | 0.83 | 0.75 | 0.70 | 0.00 | **0.85** | 0.77 | 0.87 | 0.52 | 0.00 | **0.82** | 0.78 | 0.75 | 0.94 | 0.50 | **0.85** | **0.93** |

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

All vehicles

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | | Barfield Rd (North) | | | | | Mt Vernon Hwy (West) | | | | | Mt Vernon Hwy (East) | | | | | |
| TIME | Left 4.1 | Thru 4.2 | Right 4.3 | U-Turn 4.4 | App Total | Left 4.5 | Thru 4.6 | Right 4.7 | U-Turn 4.8 | App Total | Left 4.9 | Thru 4.10 | Right 4.11 | U-Turn 4.12 | App Total | Left 4.13 | Thru 4.14 | Right 4.15 | U-Turn 4.16 | App Total | Int Total |
| 1600 - 1615 | 11 | 43 | 31 | 0 | 85 | 25 | 15 | 21 | 0 | 61 | 23 | 95 | 4 | 0 | 122 | 15 | 126 | 46 | 1 | 188 | 456 |
| 1615 - 1630 | 38 | 41 | 39 | 0 | 118 | 26 | 20 | 15 | 0 | 61 | 17 | 73 | 3 | 0 | 93 | 13 | 166 | 55 | 1 | 235 | 507 |
| 1630 - 1645 | 23 | 53 | 24 | 0 | 100 | 28 | 20 | 20 | 0 | 68 | 26 | 85 | 6 | 0 | 117 | 26 | 185 | 68 | 1 | 280 | 565 |
| 1645 - 1700 | 23 | 42 | 32 | 0 | 97 | 28 | 19 | 12 | 0 | 59 | 25 | 84 | 5 | 0 | 114 | 12 | 132 | 53 | 2 | 199 | 469 |
| Hourly Total | 95 | 179 | 126 | 0 | **400** | 107 | 74 | 68 | 0 | **249** | 91 | 337 | 18 | 0 | **446** | 66 | 609 | 222 | 5 | **902** | **1997** |
| 1700 - 1715 | 29 | 46 | 32 | 0 | 107 | 40 | 17 | 32 | 0 | 89 | 29 | 99 | 6 | 0 | 134 | 14 | 194 | 64 | 1 | 273 | 603 |
| 1715 - 1730 | 16 | 36 | 20 | 0 | 72 | 33 | 23 | 23 | 0 | 79 | 23 | 91 | 5 | 0 | 119 | 26 | 151 | 51 | 3 | 231 | 501 |
| 1730 - 1745 | 28 | 38 | 27 | 0 | 93 | 54 | 27 | 24 | 0 | 105 | 15 | 109 | 4 | 0 | 128 | 15 | 124 | 50 | 2 | 191 | 517 |
| 1745 - 1800 | 25 | 56 | 29 | 0 | 110 | 53 | 20 | 25 | 0 | 98 | 25 | 98 | 5 | 0 | 128 | 16 | 140 | 49 | 2 | 207 | 543 |
| Hourly Total | 98 | 176 | 108 | 0 | **382** | 180 | 87 | 104 | 0 | **371** | 92 | 397 | 20 | 0 | **509** | 71 | 609 | 214 | 8 | **902** | **2164** |
| Grand Total | 193 | 355 | 234 | 0 | **782** | 287 | 161 | 172 | 0 | **620** | 183 | 734 | 38 | 0 | **955** | 137 | 1218 | 436 | 13 | **1804** | **4161** |
| Approach % | 24.68 | 45.40 | 29.92 | 0.00 | - | 46.29 | 25.97 | 27.74 | 0.00 | - | 19.16 | 76.86 | 3.98 | 0.00 | - | 7.59 | 67.52 | 24.17 | 0.72 | - | |
| Intersection % | 4.64 | 8.53 | 5.62 | 0.00 | 18.79 | 6.90 | 3.87 | 4.13 | 0.00 | 14.90 | 4.40 | 17.64 | 0.91 | 0.00 | 22.95 | 3.29 | 29.27 | 10.48 | 0.31 | 43.35 | |
| Heavy Vehicle % | 1 | 0 | 0 | - | **0** | 0 | 1 | 0 | - | **0** | 1 | 1 | 8 | - | **1** | 1 | 0 | 1 | 0 | **1** | **1** |
| PHF | 0.84 | 0.79 | 0.84 | 0.00 | **0.87** | 0.83 | 0.81 | 0.81 | 0.00 | **0.88** | 0.79 | 0.91 | 0.83 | 0.00 | **0.95** | 0.68 | 0.78 | 0.84 | 0.67 | **0.83** | **0.90** |

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

Marr Traffic DATA COLLECTION

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Atlanta, GA

**Site 4**

Barfield Rd (South)
Barfield Rd (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

**Date**

Wednesday, May 1, 2024

**Lat/Long**

33.929190°, -84.359860°
Click here for Map

**Weather**

Fair
74°F
Click here for Detailed Weather

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

Passenger Vehicles (1-3)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | | Barfield Rd (North) | | | | | Mt Vernon Hwy (West) | | | | | Mt Vernon Hwy (East) | | | | | |
| TIME | Left 4.1 | Thru 4.2 | Right 4.3 | U-Turn 4.4 | App Total | Left 4.5 | Thru 4.6 | Right 4.7 | U-Turn 4.8 | App Total | Left 4.9 | Thru 4.10 | Right 4.11 | U-Turn 4.12 | App Total | Left 4.13 | Thru 4.14 | Right 4.15 | U-Turn 4.16 | App Total | Int Total |
| 0700 - 0715 | 4 | 11 | 6 | 0 | 21 | 14 | 13 | 11 | 0 | 38 | 14 | 24 | 5 | 0 | 43 | 13 | 56 | 14 | 2 | 85 | 187 |
| 0715 - 0730 | 6 | 18 | 10 | 0 | 34 | 24 | 22 | 16 | 0 | 62 | 15 | 31 | 2 | 0 | 48 | 13 | 100 | 27 | 3 | 143 | 287 |
| 0730 - 0745 | 4 | 15 | 12 | 0 | 31 | 22 | 31 | 6 | 0 | 59 | 17 | 53 | 9 | 0 | 79 | 24 | 145 | 23 | 3 | 195 | 364 |
| 0745 - 0800 | 6 | 29 | 16 | 0 | 51 | 24 | 26 | 15 | 0 | 65 | 16 | 75 | 5 | 0 | 96 | 25 | 154 | 25 | 5 | 209 | 421 |
| Hourly Total | 20 | 73 | 44 | 0 | **137** | 84 | 92 | 48 | 0 | **224** | 62 | 183 | 21 | 0 | **266** | 75 | 455 | 89 | 13 | **632** | **1259** |
| 0800 - 0815 | 4 | 32 | 18 | 0 | 54 | 31 | 45 | 13 | 0 | 89 | 27 | 83 | 2 | 0 | 112 | 33 | 132 | 30 | 2 | 197 | 452 |
| 0815 - 0830 | 7 | 28 | 15 | 0 | 50 | 30 | 35 | 13 | 0 | 78 | 30 | 82 | 5 | 0 | 117 | 39 | 94 | 30 | 1 | 164 | 409 |
| 0830 - 0845 | 15 | 34 | 12 | 0 | 61 | 18 | 28 | 24 | 0 | 70 | 35 | 98 | 11 | 0 | 144 | 25 | 76 | 31 | 2 | 134 | 409 |
| 0845 - 0900 | 4 | 38 | 13 | 0 | 55 | 42 | 42 | 8 | 0 | 92 | 27 | 80 | 6 | 0 | 113 | 26 | 82 | 35 | 1 | 144 | 404 |
| Hourly Total | 30 | 132 | 58 | 0 | **220** | 121 | 150 | 58 | 0 | **329** | 119 | 343 | 24 | 0 | **486** | 123 | 384 | 126 | 6 | **639** | **1674** |
| Grand Total | 50 | 205 | 102 | 0 | **357** | 205 | 242 | 106 | 0 | **553** | 181 | 526 | 45 | 0 | **752** | 198 | 839 | 215 | 19 | **1271** | **2933** |
| Approach % | 14.01 | 57.42 | 28.57 | 0.00 | - | 37.07 | 43.76 | 19.17 | 0.00 | - | 24.07 | 69.95 | 5.98 | 0.00 | - | 15.58 | 66.01 | 16.92 | 2.53 | - | |
| Intersection % | 1.70 | 6.99 | 3.48 | 0.00 | 12.17 | 6.99 | 8.25 | 3.61 | 0.00 | 18.85 | 6.17 | 17.93 | 1.53 | 0.00 | 25.64 | 6.75 | 28.61 | 7.33 | 0.65 | 43.33 | |

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

Passenger Vehicles (1-3)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | | Barfield Rd (North) | | | | | Mt Vernon Hwy (West) | | | | | Mt Vernon Hwy (East) | | | | | |
| TIME | Left 4.1 | Thru 4.2 | Right 4.3 | U-Turn 4.4 | App Total | Left 4.5 | Thru 4.6 | Right 4.7 | U-Turn 4.8 | App Total | Left 4.9 | Thru 4.10 | Right 4.11 | U-Turn 4.12 | App Total | Left 4.13 | Thru 4.14 | Right 4.15 | U-Turn 4.16 | App Total | Int Total |
| 1600 - 1615 | 11 | 43 | 31 | 0 | 85 | 25 | 15 | 21 | 0 | 61 | 23 | 94 | 3 | 0 | 120 | 15 | 125 | 45 | 1 | 186 | 452 |
| 1615 - 1630 | 37 | 41 | 39 | 0 | 117 | 26 | 19 | 15 | 0 | 60 | 16 | 72 | 2 | 0 | 90 | 13 | 164 | 55 | 1 | 233 | 500 |
| 1630 - 1645 | 23 | 53 | 24 | 0 | 100 | 28 | 20 | 20 | 0 | 68 | 26 | 84 | 5 | 0 | 115 | 26 | 185 | 68 | 1 | 280 | 563 |
| 1645 - 1700 | 23 | 42 | 32 | 0 | 97 | 28 | 19 | 12 | 0 | 59 | 25 | 83 | 5 | 0 | 113 | 12 | 132 | 51 | 2 | 197 | 466 |
| Hourly Total | 94 | 179 | 126 | 0 | **399** | 107 | 73 | 68 | 0 | **248** | 90 | 333 | 15 | 0 | **438** | 66 | 606 | 219 | 5 | **896** | **1981** |
| 1700 - 1715 | 29 | 46 | 32 | 0 | 107 | 40 | 17 | 32 | 0 | 89 | 29 | 99 | 6 | 0 | 134 | 14 | 192 | 63 | 1 | 270 | 600 |
| 1715 - 1730 | 16 | 35 | 20 | 0 | 71 | 33 | 23 | 23 | 0 | 79 | 23 | 89 | 5 | 0 | 117 | 25 | 151 | 51 | 3 | 230 | 497 |
| 1730 - 1745 | 28 | 38 | 27 | 0 | 93 | 53 | 27 | 24 | 0 | 104 | 15 | 108 | 4 | 0 | 127 | 15 | 124 | 50 | 2 | 191 | 515 |
| 1745 - 1800 | 24 | 56 | 29 | 0 | 109 | 53 | 20 | 25 | 0 | 98 | 25 | 97 | 5 | 0 | 127 | 16 | 140 | 49 | 2 | 207 | 541 |
| Hourly Total | 97 | 175 | 108 | 0 | **380** | 179 | 87 | 104 | 0 | **370** | 92 | 393 | 20 | 0 | **505** | 70 | 607 | 213 | 8 | **898** | **2153** |
| Grand Total | 191 | 354 | 234 | 0 | **779** | 286 | 160 | 172 | 0 | **618** | 182 | 726 | 35 | 0 | **943** | 136 | 1213 | 432 | 13 | **1794** | **4134** |
| Approach % | 24.52 | 45.44 | 30.04 | 0.00 | - | 46.28 | 25.89 | 27.83 | 0.00 | - | 19.30 | 76.99 | 3.71 | 0.00 | - | 7.58 | 67.61 | 24.08 | 0.72 | - | |
| Intersection % | 4.62 | 8.56 | 5.66 | 0.00 | 18.84 | 6.92 | 3.87 | 4.16 | 0.00 | 14.95 | 4.40 | 17.56 | 0.85 | 0.00 | 22.81 | 3.29 | 29.34 | 10.45 | 0.31 | 43.40 | |

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 4**

Barfield Rd (South)
Barfield Rd (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

**Date**

Wednesday, May 1, 2024

**Lat/Long**

33.929190°, -84.359860°
Click here for Map

**Weather**

Fair
74°F
Click here for Detailed Weather

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

Single Unit Trucks (4-7)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | | Barfield Rd (North) | | | | | Mt Vernon Hwy (West) | | | | | Mt Vernon Hwy (East) | | | | | |
| TIME | Left 4.1 | Thru 4.2 | Right 4.3 | U-Turn 4.4 | App Total | Left 4.5 | Thru 4.6 | Right 4.7 | U-Turn 4.8 | App Total | Left 4.9 | Thru 4.10 | Right 4.11 | U-Turn 4.12 | App Total | Left 4.13 | Thru 4.14 | Right 4.15 | U-Turn 4.16 | App Total | Int Total |
| 0700 - 0715 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 6 |
| 0715 - 0730 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 3 | 6 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 6 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 5 |
| Hourly Total | 0 | 2 | 0 | 0 | **2** | 0 | 3 | 2 | 0 | **5** | 1 | 5 | 1 | 0 | **7** | 1 | 6 | 2 | 0 | **9** | **23** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 5 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 4 |
| 0830 - 0845 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 4 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 3 |
| Hourly Total | 1 | 1 | 0 | 0 | **2** | 0 | 0 | 1 | 0 | **1** | 0 | 3 | 2 | 0 | **5** | 0 | 7 | 1 | 0 | **8** | **16** |
| Grand Total | 1 | 3 | 0 | 0 | **4** | 0 | 3 | 3 | 0 | **6** | 1 | 8 | 3 | 0 | **12** | 1 | 13 | 3 | 0 | **17** | **39** |
| Approach % | 25.00 | 75.00 | 0.00 | 0.00 | - | 0.00 | 50.00 | 50.00 | 0.00 | - | 8.33 | 66.67 | 25.00 | 0.00 | - | 5.88 | 76.47 | 17.65 | 0.00 | - | |
| Intersection % | 2.56 | 7.69 | 0.00 | 0.00 | 10.26 | 0.00 | 7.69 | 7.69 | 0.00 | 15.38 | 2.56 | 20.51 | 7.69 | 0.00 | 30.77 | 2.56 | 33.33 | 7.69 | 0.00 | 43.59 | |

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

Single Unit Trucks (4-7)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | | Barfield Rd (North) | | | | | Mt Vernon Hwy (West) | | | | | Mt Vernon Hwy (East) | | | | | |
| TIME | Left 4.1 | Thru 4.2 | Right 4.3 | U-Turn 4.4 | App Total | Left 4.5 | Thru 4.6 | Right 4.7 | U-Turn 4.8 | App Total | Left 4.9 | Thru 4.10 | Right 4.11 | U-Turn 4.12 | App Total | Left 4.13 | Thru 4.14 | Right 4.15 | U-Turn 4.16 | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 3 |
| 1615 - 1630 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 7 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| Hourly Total | 1 | 0 | 0 | 0 | **1** | 0 | 1 | 0 | 0 | **1** | 1 | 3 | 3 | 0 | **7** | 0 | 3 | 2 | 0 | **5** | **14** |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 3 |
| 1715 - 1730 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 3 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1745 - 1800 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Hourly Total | 1 | 1 | 0 | 0 | **2** | 1 | 0 | 0 | 0 | **1** | 0 | 3 | 0 | 0 | **3** | 1 | 2 | 1 | 0 | **4** | **10** |
| Grand Total | 2 | 1 | 0 | 0 | **3** | 1 | 1 | 0 | 0 | **2** | 1 | 6 | 3 | 0 | **10** | 1 | 5 | 3 | 0 | **9** | **24** |
| Approach % | 66.67 | 33.33 | 0.00 | 0.00 | - | 50.00 | 50.00 | 0.00 | 0.00 | - | 10.00 | 60.00 | 30.00 | 0.00 | - | 11.11 | 55.56 | 33.33 | 0.00 | - | |
| Intersection % | 8.33 | 4.17 | 0.00 | 0.00 | 12.50 | 4.17 | 4.17 | 0.00 | 0.00 | 8.33 | 4.17 | 25.00 | 12.50 | 0.00 | 41.67 | 4.17 | 20.83 | 12.50 | 0.00 | 37.50 | |

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 4**
Barfield Rd (South)
Barfield Rd (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

**Date**
Wednesday, May 1, 2024

**Lat/Long**
33.929190°, -84.359860°
Click here for Map

**Weather**
Fair
74°F
Click here for Detailed Weather

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

Combination Trucks (8-13)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | | Barfield Rd (North) | | | | | Mt Vernon Hwy (West) | | | | | Mt Vernon Hwy (East) | | | | | |
| TIME | Left 4.1 | Thru 4.2 | Right 4.3 | U-Turn 4.4 | App Total | Left 4.5 | Thru 4.6 | Right 4.7 | U-Turn 4.8 | App Total | Left 4.9 | Thru 4.10 | Right 4.11 | U-Turn 4.12 | App Total | Left 4.13 | Thru 4.14 | Right 4.15 | U-Turn 4.16 | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

Combination Trucks (8-13)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | | Barfield Rd (North) | | | | | Mt Vernon Hwy (West) | | | | | Mt Vernon Hwy (East) | | | | | |
| TIME | Left 4.1 | Thru 4.2 | Right 4.3 | U-Turn 4.4 | App Total | Left 4.5 | Thru 4.6 | Right 4.7 | U-Turn 4.8 | App Total | Left 4.9 | Thru 4.10 | Right 4.11 | U-Turn 4.12 | App Total | Left 4.13 | Thru 4.14 | Right 4.15 | U-Turn 4.16 | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 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** | 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 || Bikes

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 4**
Barfield Rd (South)
Barfield Rd (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

**Date**
Wednesday, May 1, 2024

**Lat/Long**
33.929190°, -84.359860°
Click here for Map

**Weather**
Fair
74°F
Click here for Detailed Weather

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

Bikes

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | | Barfield Rd (North) | | | | | Mt Vernon Hwy (West) | | | | | Mt Vernon Hwy (East) | | | | | |
| TIME | Left 4.1 | Thru 4.2 | Right 4.3 | U-Turn 4.4 | App Total | Left 4.5 | Thru 4.6 | Right 4.7 | U-Turn 4.8 | App Total | Left 4.9 | Thru 4.10 | Right 4.11 | U-Turn 4.12 | App Total | Left 4.13 | Thru 4.14 | Right 4.15 | U-Turn 4.16 | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

Bikes

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | | Barfield Rd (North) | | | | | Mt Vernon Hwy (West) | | | | | Mt Vernon Hwy (East) | | | | | |
| TIME | Left 4.1 | Thru 4.2 | Right 4.3 | U-Turn 4.4 | App Total | Left 4.5 | Thru 4.6 | Right 4.7 | U-Turn 4.8 | App Total | Left 4.9 | Thru 4.10 | Right 4.11 | U-Turn 4.12 | App Total | Left 4.13 | Thru 4.14 | Right 4.15 | U-Turn 4.16 | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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** |
| 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 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 1 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | **0** | **1** |
| Grand Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 2 | 0 | 0 | **2** | 0 | 0 | 0 | 0 | **0** | **2** |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 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 | |

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 4**
Barfield Rd (South)
Barfield Rd (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

**Date**
Wednesday, May 1, 2024

**Lat/Long**
33.929190°, -84.359860°
Click here for Map

**Weather**
Fair
74°F
Click here for Detailed Weather

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

All Trucks (4-13)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | | Barfield Rd (North) | | | | | Mt Vernon Hwy (West) | | | | | Mt Vernon Hwy (East) | | | | | |
| TIME | Left 4.1 | Thru 4.2 | Right 4.3 | U-Turn 4.4 | App Total | Left 4.5 | Thru 4.6 | Right 4.7 | U-Turn 4.8 | App Total | Left 4.9 | Thru 4.10 | Right 4.11 | U-Turn 4.12 | App Total | Left 4.13 | Thru 4.14 | Right 4.15 | U-Turn 4.16 | App Total | Int Total |
| 0700 - 0715 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 6 |
| 0715 - 0730 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 3 | 6 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 6 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 5 |
| Hourly Total | 0 | 2 | 0 | 0 | **2** | 0 | 3 | 2 | 0 | **5** | 1 | 5 | 1 | 0 | **7** | 1 | 6 | 2 | 0 | **9** | **23** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 5 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 4 |
| 0830 - 0845 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 4 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 3 |
| Hourly Total | 1 | 1 | 0 | 0 | **2** | 0 | 0 | 1 | 0 | **1** | 0 | 3 | 2 | 0 | **5** | 0 | 7 | 1 | 0 | **8** | **16** |
| Grand Total | 1 | 3 | 0 | 0 | **4** | 0 | 3 | 3 | 0 | **6** | 1 | 8 | 3 | 0 | **12** | 1 | 13 | 3 | 0 | **17** | **39** |
| Approach % | 25.00 | 75.00 | 0.00 | 0.00 | - | 0.00 | 50.00 | 50.00 | 0.00 | - | 8.33 | 66.67 | 25.00 | 0.00 | - | 5.88 | 76.47 | 17.65 | 0.00 | - | |
| Intersection % | 2.56 | 7.69 | 0.00 | 0.00 | 10.26 | 0.00 | 7.69 | 7.69 | 0.00 | 15.38 | 2.56 | 20.51 | 7.69 | 0.00 | 30.77 | 2.56 | 33.33 | 7.69 | 0.00 | 43.59 | |

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

All Trucks (4-13)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | | Barfield Rd (North) | | | | | Mt Vernon Hwy (West) | | | | | Mt Vernon Hwy (East) | | | | | |
| TIME | Left 4.1 | Thru 4.2 | Right 4.3 | U-Turn 4.4 | App Total | Left 4.5 | Thru 4.6 | Right 4.7 | U-Turn 4.8 | App Total | Left 4.9 | Thru 4.10 | Right 4.11 | U-Turn 4.12 | App Total | Left 4.13 | Thru 4.14 | Right 4.15 | U-Turn 4.16 | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 4 |
| 1615 - 1630 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 7 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| Hourly Total | 1 | 0 | 0 | 0 | **1** | 0 | 1 | 0 | 0 | **1** | 1 | 3 | 3 | 0 | **7** | 0 | 3 | 3 | 0 | **6** | **15** |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 3 |
| 1715 - 1730 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 3 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1745 - 1800 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Hourly Total | 1 | 1 | 0 | 0 | **2** | 1 | 0 | 0 | 0 | **1** | 0 | 3 | 0 | 0 | **3** | 1 | 2 | 1 | 0 | **4** | **10** |
| Grand Total | 2 | 1 | 0 | 0 | **3** | 1 | 1 | 0 | 0 | **2** | 1 | 6 | 3 | 0 | **10** | 1 | 5 | 4 | 0 | **10** | **25** |
| Approach % | 66.67 | 33.33 | 0.00 | 0.00 | - | 50.00 | 50.00 | 0.00 | 0.00 | - | 10.00 | 60.00 | 30.00 | 0.00 | - | 10.00 | 50.00 | 40.00 | 0.00 | - | |
| Intersection % | 8.00 | 4.00 | 0.00 | 0.00 | 12.00 | 4.00 | 4.00 | 0.00 | 0.00 | 8.00 | 4.00 | 24.00 | 12.00 | 0.00 | 40.00 | 4.00 | 20.00 | 16.00 | 0.00 | 40.00 | |

# Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 4**
Barfield Rd (South)
Barfield Rd (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

**Date**
Wednesday, May 1, 2024

**Lat/Long**
33.929190°, -84.359860°
Click here for Map

**Weather**
Fair
74°F
Click here for Detailed Weather

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

Pedestrians

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | Barfield Rd (North) | | | Mt Vernon Hwy (West) | | | Mt Vernon Hwy (East) | | | |
| TIME | EB 4a | WB 4b | App Total | EB 4c | WB 4d | App Total | NB 4e | SB 4f | App Total | NB 4g | SB 4h | App Total | Int Total |
| 0700 - 0715 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0715 - 0730 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 2 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 3 | 0 | 0 | 0 | 4 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Hourly Total | 1 | 2 | **3** | 1 | 2 | **3** | 2 | 2 | **4** | 0 | 0 | **0** | **10** |
| 0800 - 0815 | 2 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0830 - 0845 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 3 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 |
| Hourly Total | 4 | 3 | **7** | 0 | 1 | **1** | 1 | 1 | **2** | 0 | 0 | **0** | **10** |
| Grand Total | 5 | 5 | **10** | 1 | 3 | **4** | 3 | 3 | **6** | 0 | 0 | **0** | **20** |
| Approach % | 50.00 | 50.00 | - | 25.00 | 75.00 | - | 50.00 | 50.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 25.00 | 25.00 | 50.00 | 5.00 | 15.00 | 20.00 | 15.00 | 15.00 | 30.00 | 0.00 | 0.00 | 0.00 | |

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

Pedestrians

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | Barfield Rd (North) | | | Mt Vernon Hwy (West) | | | Mt Vernon Hwy (East) | | | |
| TIME | EB 4a | WB 4b | App Total | EB 4c | WB 4d | App Total | NB 4e | SB 4f | App Total | NB 4g | SB 4h | App Total | Int Total |
| 1600 - 1615 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1615 - 1630 | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1630 - 1645 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 2 |
| 1645 - 1700 | 1 | 0 | 1 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Hourly Total | 2 | 2 | **4** | 3 | 3 | **6** | 1 | 0 | **1** | 0 | 0 | **0** | **11** |
| 1700 - 1715 | 2 | 2 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1745 - 1800 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Hourly Total | 2 | 3 | **5** | 2 | 0 | **2** | 0 | 0 | **0** | 0 | 0 | **0** | **7** |
| Grand Total | 4 | 5 | **9** | 5 | 3 | **8** | 1 | 0 | **1** | 0 | 0 | **0** | **18** |
| Approach % | 44.44 | 55.56 | - | 62.50 | 37.50 | - | 100.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 22.22 | 27.78 | 50.00 | 27.78 | 16.67 | 44.44 | 5.56 | 0.00 | 5.56 | 0.00 | 0.00 | 0.00 | |

# Crosswalk Counts || Bikes

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 4**
Barfield Rd (South)
Barfield Rd (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

**Date**
Wednesday, May 1, 2024

**Lat/Long**
33.929190°, -84.359860°
Click here for Map

**Weather**
Fair
74°F
Click here for Detailed Weather

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

Bikes

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | Barfield Rd (North) | | | Mt Vernon Hwy (West) | | | Mt Vernon Hwy (East) | | | |
| TIME | EB 4a | WB 4b | App Total | EB 4c | WB 4d | App Total | NB 4e | SB 4f | App Total | NB 4g | SB 4h | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 0800 - 0815 | 1 | 0 | 1 | 0 | 0 | 0 | 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 | 1 | 0 | 1 | 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) (05-01-2024)**

Bikes

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

# Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 4**
Barfield Rd (South)
Barfield Rd (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

**Date**
Wednesday, May 1, 2024

**Lat/Long**
33.929190°, -84.359860°
Click here for Map

**Weather**
Fair
74°F
Click here for Detailed Weather

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

Motorized Vehicles

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | Barfield Rd (North) | | | Mt Vernon Hwy (West) | | | Mt Vernon Hwy (East) | | | |
| TIME | EB 4a | WB 4b | App Total | EB 4c | WB 4d | App Total | NB 4e | SB 4f | App Total | NB 4g | SB 4h | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

Motorized Vehicles

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

| Start Date: 5/1/2024 | Mt Vernon Hwy (West) Eastbound | | | Mt Vernon Hwy (East) Westbound | | | Barfield Rd (South) Northbound | | | Barfield Rd (North) Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Time** | **EBL** | **EBT** | **EBR** | **WBL** | **WBT** | **WBR** | **NBL** | **NBT** | **NBR** | **SBL** | **SBT** | **SBR** | **Total** |
| **15 Minute Totals** | | | | | | | | | | | | | |
| **12:00 AM - 12:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:15 AM - 12:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:30 AM - 12:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:45 AM - 01:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00 AM - 01:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:15 AM - 01:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:30 AM - 01:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:45 AM - 02:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00 AM - 02:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 AM - 02:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 AM - 02:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 AM - 03:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 AM - 03:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 AM - 03:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 AM - 03:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 AM - 04:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 AM - 04:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:15 AM - 04:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:30 AM - 04:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:45 AM - 05:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00 AM - 05:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:15 AM - 05:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:30 AM - 05:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:45 AM - 06:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00 AM - 06:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 AM - 06:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 AM - 06:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 AM - 07:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 AM - 07:15 AM** | 14 | 25 | 5 | 13 | 59 | 14 | 4 | 12 | 6 | 14 | 14 | 11 | 191 |
| **07:15 AM - 07:30 AM** | 15 | 32 | 2 | 14 | 101 | 28 | 6 | 19 | 10 | 24 | 23 | 16 | 290 |
| **07:30 AM - 07:45 AM** | 18 | 54 | 10 | 24 | 146 | 24 | 4 | 15 | 12 | 22 | 31 | 7 | 367 |
| **07:45 AM - 08:00 AM** | 16 | 77 | 5 | 25 | 155 | 25 | 6 | 29 | 16 | 24 | 27 | 16 | 421 |
| **08:00 AM - 08:15 AM** | 27 | 83 | 2 | 33 | 135 | 31 | 4 | 32 | 18 | 31 | 45 | 14 | 455 |
| **08:15 AM - 08:30 AM** | 30 | 84 | 6 | 39 | 95 | 30 | 7 | 28 | 15 | 30 | 35 | 13 | 412 |
| **08:30 AM - 08:45 AM** | 35 | 98 | 12 | 25 | 77 | 31 | 16 | 35 | 12 | 18 | 28 | 24 | 411 |
| **08:45 AM - 09:00 AM** | 27 | 81 | 6 | 26 | 84 | 35 | 4 | 38 | 13 | 42 | 42 | 8 | 406 |
| **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** | 23 | 95 | 4 | 15 | 126 | 46 | 11 | 43 | 31 | 25 | 15 | 21 | 455 |
| **04:15 PM - 04:30 PM** | 17 | 73 | 3 | 13 | 166 | 55 | 38 | 41 | 39 | 26 | 20 | 15 | 506 |
| **04:30 PM - 04:45 PM** | 26 | 85 | 6 | 26 | 185 | 68 | 23 | 53 | 24 | 28 | 20 | 20 | 564 |
| **04:45 PM - 05:00 PM** | 25 | 84 | 5 | 12 | 132 | 53 | 23 | 42 | 32 | 28 | 19 | 12 | 467 |
| **05:00 PM - 05:15 PM** | 29 | 99 | 6 | 14 | 194 | 64 | 29 | 46 | 32 | 40 | 17 | 32 | 602 |
| **05:15 PM - 05:30 PM** | 23 | 91 | 5 | 26 | 151 | 51 | 16 | 36 | 20 | 33 | 23 | 23 | 498 |
| **05:30 PM - 05:45 PM** | 15 | 109 | 4 | 15 | 124 | 50 | 28 | 38 | 27 | 54 | 27 | 24 | 515 |
| **05:45 PM - 06:00 PM** | 25 | 98 | 5 | 16 | 140 | 49 | 25 | 56 | 29 | 53 | 20 | 25 | 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

Atlanta, GA

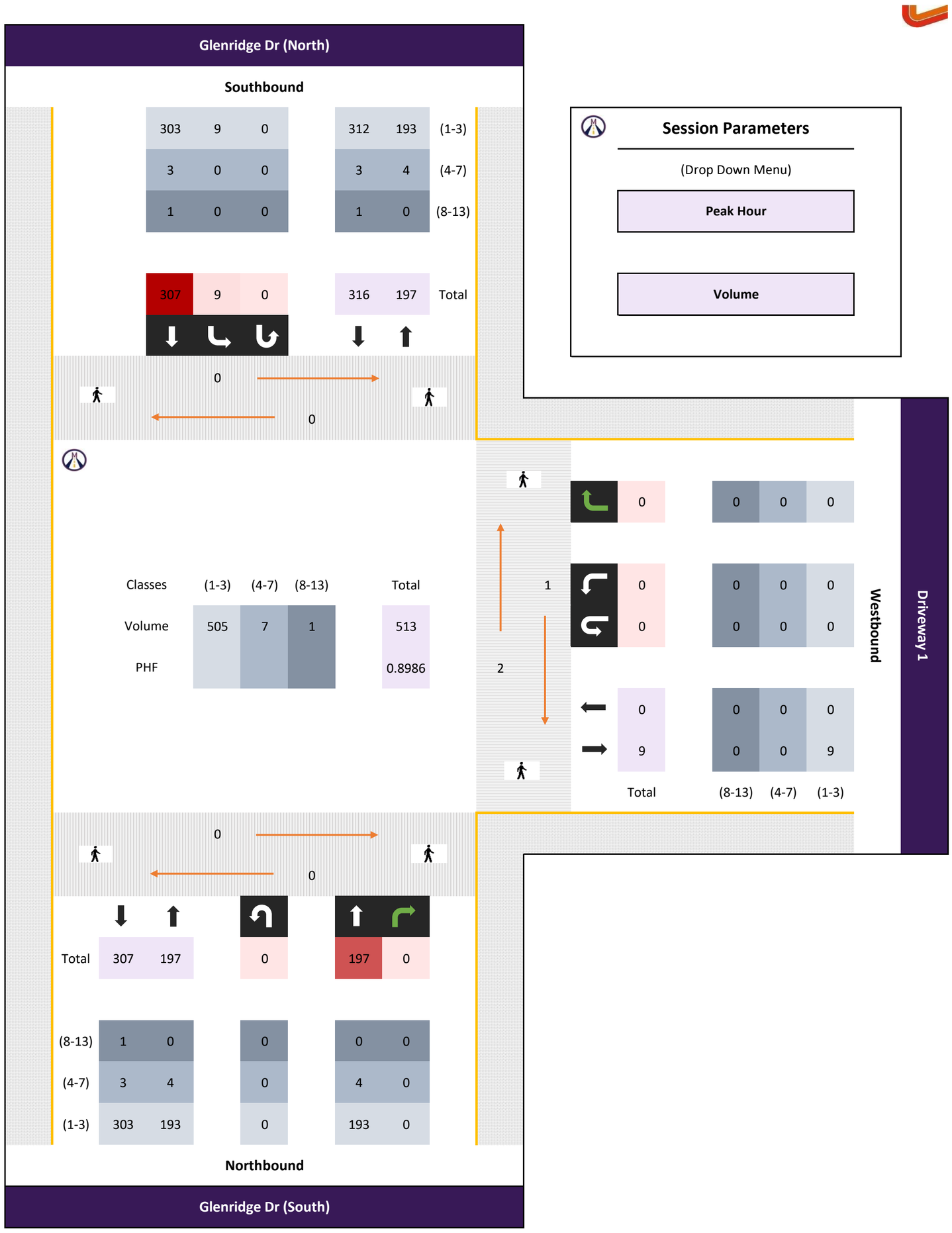
Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

| Wednesday, May 1, 2024 | |
|---|---|
| **Period** | 0700 - 0900 |
| **Peak Hour** | 0745 - 0845 |

* the Peak Hour Diagram does not include Bikes



**All vehicles**

| | Northbound | | | | | | Southbound | | | | | | | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | | | | | | | Driveway 1 | | | | | | |
| Time | | Thru 5.1 | Right 5.2 | | U-Turn 5.3 | App Total | Left 5.4 | Thru 5.5 | | | U-Turn 5.6 | App Total | | | | | | App Total | Left 5.7 | | Right 5.8 | | U-Turn 5.9 | App Total | Int Total |
| 0745 - 0800 | - | 45 | 0 | - | 0 | 45 | 2 | 74 | - | - | 0 | 76 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 121 |
| 0800 - 0815 | - | 57 | 0 | - | 0 | 57 | 3 | 83 | - | - | 0 | 86 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 143 |
| 0815 - 0830 | - | 48 | 0 | - | 0 | 48 | 1 | 78 | - | - | 0 | 79 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 127 |
| 0830 - 0845 | - | 48 | 0 | - | 0 | 48 | 3 | 72 | - | - | 0 | 75 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 123 |
| Total | 0 | 198 | 0 | 0 | 0 | 198 | 9 | 307 | 0 | 0 | 0 | 316 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 514 |
| Approach % | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | - | 2.85 | 97.15 | 0.00 | 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 | 0.87 | 0.00 | 0.00 | 0.00 | **0.87** | 0.75 | 0.92 | 0.00 | 0.00 | 0.00 | **0.92** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | **0.90** |

**Passenger Vehicles (1-3)**

| | Northbound | | | | | | Southbound | | | | | | | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | | | | | | | Driveway 1 | | | | | | |
| Time | | Thru 5.1 | Right 5.2 | | U-Turn 5.3 | App Total | Left 5.4 | Thru 5.5 | | | U-Turn 5.6 | App Total | | | | | | App Total | Left 5.7 | | Right 5.8 | | U-Turn 5.9 | App Total | Int Total |
| 0745 - 0800 | - | 43 | 0 | - | 0 | 43 | 2 | 74 | - | - | 0 | 76 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 119 |
| 0800 - 0815 | - | 56 | 0 | - | 0 | 56 | 3 | 82 | - | - | 0 | 85 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 141 |
| 0815 - 0830 | - | 47 | 0 | - | 0 | 47 | 1 | 75 | - | - | 0 | 76 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 123 |
| 0830 - 0845 | - | 47 | 0 | - | 0 | 47 | 3 | 72 | - | - | 0 | 75 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 122 |
| Total | 0 | 193 | 0 | 0 | 0 | 193 | 9 | 303 | 0 | 0 | 0 | 312 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 505 |
| Approach % | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | - | 2.88 | 97.12 | 0.00 | 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 | 0.86 | 0.00 | 0.00 | 0.00 | **0.86** | 0.75 | 0.92 | 0.00 | 0.00 | 0.00 | **0.92** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | **0.90** |

**Single Unit Trucks (4-7)**

| | Northbound | | | | | | Southbound | | | | | | | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | | | | | | | Driveway 1 | | | | | | |
| Time | | Thru 5.1 | Right 5.2 | | U-Turn 5.3 | App Total | Left 5.4 | Thru 5.5 | | | U-Turn 5.6 | App Total | | | | | | App Total | Left 5.7 | | Right 5.8 | | U-Turn 5.9 | App Total | Int Total |
| 0745 - 0800 | - | 2 | 0 | - | 0 | 2 | 0 | 0 | - | - | 0 | 0 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 2 |
| 0800 - 0815 | - | 0 | 0 | - | 0 | 0 | 0 | 1 | - | - | 0 | 1 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 1 |
| 0815 - 0830 | - | 1 | 0 | - | 0 | 1 | 0 | 2 | - | - | 0 | 2 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 3 |
| 0830 - 0845 | - | 1 | 0 | - | 0 | 1 | 0 | 0 | - | - | 0 | 0 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 1 |
| Total | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 3 | 0 | 0 | 0 | 3 | 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 | 0.50 | 0.00 | 0.00 | 0.00 | **0.50** | 0.00 | 0.38 | 0.00 | 0.00 | 0.00 | **0.38** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | **0.58** |

**Combination Trucks (8-13)**

| | Northbound | | | | | | Southbound | | | | | | | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | | | | | | | Driveway 1 | | | | | | |
| Time | | Thru 5.1 | Right 5.2 | | U-Turn 5.3 | App Total | Left 5.4 | Thru 5.5 | | | U-Turn 5.6 | App Total | | | | | | App Total | Left 5.7 | | Right 5.8 | | U-Turn 5.9 | App Total | Int Total |
| 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 | 1 | - | - | 0 | 1 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 1 |
| 0830 - 0845 | - | 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** |

**Bikes**

| | Northbound | | | | | | Southbound | | | | | | | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | | | | | | | Driveway 1 | | | | | | |
| Time | | Thru 5.1 | Right 5.2 | | U-Turn 5.3 | App Total | Left 5.4 | Thru 5.5 | | | U-Turn 5.6 | App Total | | | | | | App Total | Left 5.7 | | Right 5.8 | | U-Turn 5.9 | App Total | Int Total |
| 0745 - 0800 | - | 0 | 0 | - | 0 | 0 | 0 | 0 | - | - | 0 | 0 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 0 |
| 0800 - 0815 | - | 1 | 0 | - | 0 | 1 | 0 | 0 | - | - | 0 | 0 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 1 |
| 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 |
| 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** |

# Peak Hour Turning Movement Count

Atlanta, GA

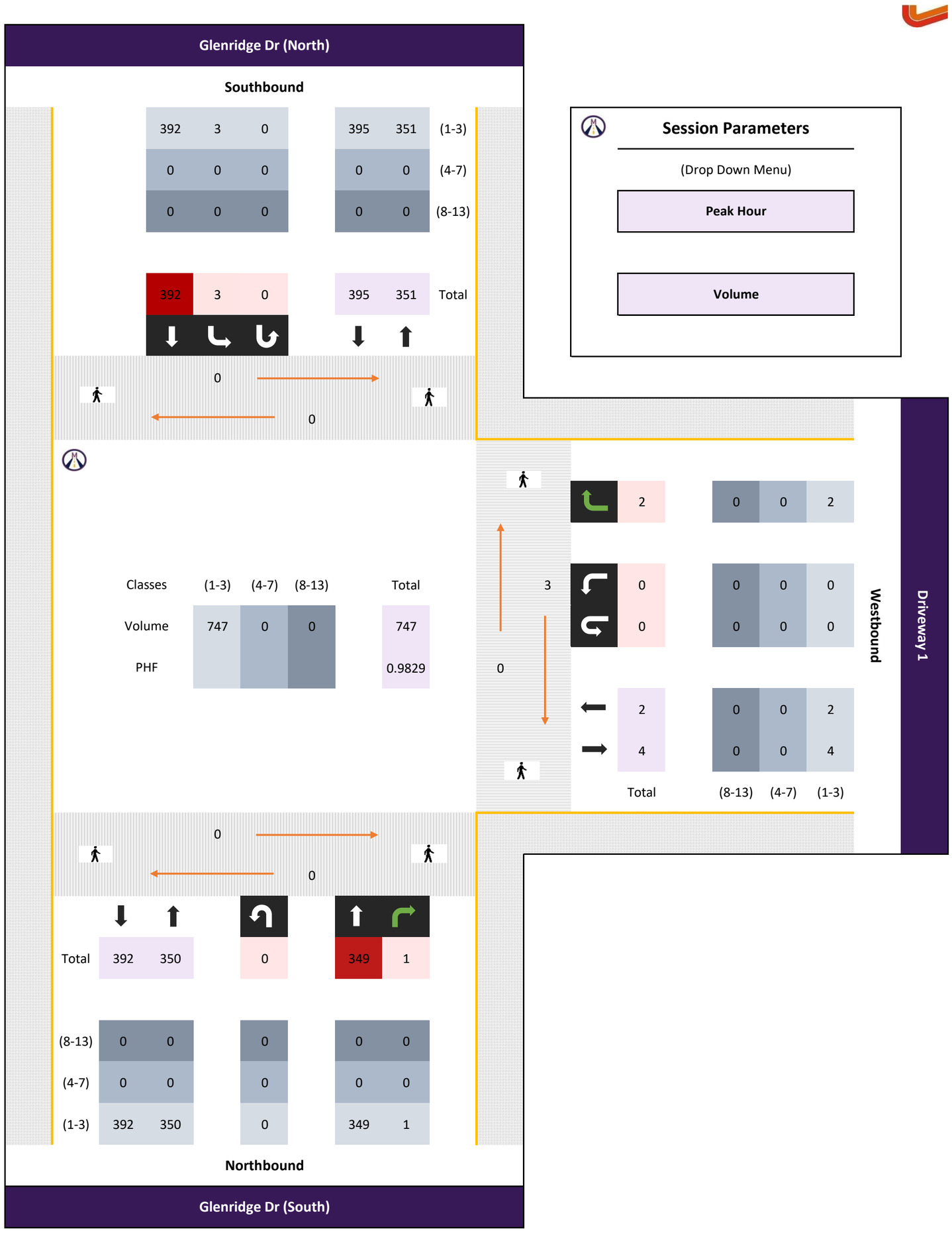
Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

| Wednesday, May 1, 2024 | |
|---|---|
| **Period** | 1600 - 1800 |
| **Peak Hour** | 1645 - 1745 |

* the Peak Hour Diagram does not include Bikes



**All vehicles**

| | Northbound | | | | | | Southbound | | | | | | | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | | | | | | | Driveway 1 | | | | | | |
| Time | | Thru 5.1 | Right 5.2 | | U-Turn 5.3 | App Total | Left 5.4 | Thru 5.5 | | | U-Turn 5.6 | App Total | | | | | | App Total | Left 5.7 | | Right 5.8 | | U-Turn 5.9 | App Total | Int Total |
| 1645 - 1700 | - | 87 | 1 | - | 0 | 88 | 1 | 92 | - | - | 0 | 93 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 181 |
| 1700 - 1715 | - | 87 | 0 | - | 0 | 87 | 0 | 100 | - | - | 0 | 100 | - | - | - | - | - | 0 | 0 | - | 1 | - | 0 | 1 | 188 |
| 1715 - 1730 | - | 85 | 0 | - | 0 | 85 | 1 | 101 | - | - | 0 | 102 | - | - | - | - | - | 0 | 0 | - | 1 | - | 0 | 1 | 188 |
| 1730 - 1745 | - | 90 | 0 | - | 0 | 90 | 1 | 99 | - | - | 0 | 100 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 190 |
| Total | 0 | 349 | 1 | 0 | 0 | 350 | 3 | 392 | 0 | 0 | 0 | 395 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 747 |
| Approach % | 0.00 | 99.71 | 0.29 | 0.00 | 0.00 | - | 0.76 | 99.24 | 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 | 0.97 | 0.25 | 0.00 | 0.00 | **0.97** | 0.75 | 0.97 | 0.00 | 0.00 | 0.00 | **0.97** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.50 | 0.00 | 0.00 | **0.50** | **0.98** |

**Passenger Vehicles (1-3)**

| | Northbound | | | | | | Southbound | | | | | | | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | | | | | | | Driveway 1 | | | | | | |
| Time | | Thru 5.1 | Right 5.2 | | U-Turn 5.3 | App Total | Left 5.4 | Thru 5.5 | | | U-Turn 5.6 | App Total | | | | | | App Total | Left 5.7 | | Right 5.8 | | U-Turn 5.9 | App Total | Int Total |
| 1645 - 1700 | - | 87 | 1 | - | 0 | 88 | 1 | 92 | - | - | 0 | 93 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 181 |
| 1700 - 1715 | - | 87 | 0 | - | 0 | 87 | 0 | 100 | - | - | 0 | 100 | - | - | - | - | - | 0 | 0 | - | 1 | - | 0 | 1 | 188 |
| 1715 - 1730 | - | 85 | 0 | - | 0 | 85 | 1 | 101 | - | - | 0 | 102 | - | - | - | - | - | 0 | 0 | - | 1 | - | 0 | 1 | 188 |
| 1730 - 1745 | - | 90 | 0 | - | 0 | 90 | 1 | 99 | - | - | 0 | 100 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 190 |
| Total | 0 | 349 | 1 | 0 | 0 | 350 | 3 | 392 | 0 | 0 | 0 | 395 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 747 |
| Approach % | 0.00 | 99.71 | 0.29 | 0.00 | 0.00 | - | 0.76 | 99.24 | 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 | 0.97 | 0.25 | 0.00 | 0.00 | **0.97** | 0.75 | 0.97 | 0.00 | 0.00 | 0.00 | **0.97** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.50 | 0.00 | 0.00 | **0.50** | **0.98** |

**Single Unit Trucks (4-7)**

| | Northbound | | | | | | Southbound | | | | | | | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | | | | | | | Driveway 1 | | | | | | |
| Time | | Thru 5.1 | Right 5.2 | | U-Turn 5.3 | App Total | Left 5.4 | Thru 5.5 | | | U-Turn 5.6 | App Total | | | | | | App Total | Left 5.7 | | Right 5.8 | | U-Turn 5.9 | 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** |

**Combination Trucks (8-13)**

| | Northbound | | | | | | Southbound | | | | | | | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | | | | | | | Driveway 1 | | | | | | |
| Time | | Thru 5.1 | Right 5.2 | | U-Turn 5.3 | App Total | Left 5.4 | Thru 5.5 | | | U-Turn 5.6 | App Total | | | | | | App Total | Left 5.7 | | Right 5.8 | | U-Turn 5.9 | 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** |

**Bikes**

| | Northbound | | | | | | Southbound | | | | | | | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | | | | | | | Driveway 1 | | | | | | |
| Time | | Thru 5.1 | Right 5.2 | | U-Turn 5.3 | App Total | Left 5.4 | Thru 5.5 | | | U-Turn 5.6 | App Total | | | | | | App Total | Left 5.7 | | Right 5.8 | | U-Turn 5.9 | 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

www.marrtraffic.com

Atlanta, GA

**Site 5**

Glenridge Dr (South)
Glenridge Dr (North)

Driveway 1

**Date**

Wednesday, May 1, 2024

**Lat/Long**

33.931957°, -84.365962°
Click here for Map

**Weather**

Fair
74°F
Click here for Detailed Weather

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

All vehicles

| | Northbound | | | | Southbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | Glenridge Dr (North) | | | | Driveway 1 | | | | |
| TIME | Thru 5.1 | Right 5.2 | U-Turn 5.3 | App Total | Left 5.4 | Thru 5.5 | U-Turn 5.6 | App Total | Left 5.7 | Right 5.8 | U-Turn 5.9 | App Total | Int Total |
| 0700 - 0715 | 25 | 0 | 0 | 25 | 0 | 46 | 0 | 46 | 0 | 0 | 0 | 0 | 71 |
| 0715 - 0730 | 31 | 0 | 0 | 31 | 1 | 62 | 0 | 63 | 0 | 2 | 0 | 2 | 96 |
| 0730 - 0745 | 35 | 0 | 0 | 35 | 1 | 79 | 0 | 80 | 0 | 0 | 0 | 0 | 115 |
| 0745 - 0800 | 45 | 0 | 0 | 45 | 2 | 74 | 0 | 76 | 0 | 0 | 0 | 0 | 121 |
| Hourly Total | 136 | 0 | 0 | **136** | 4 | 261 | 0 | **265** | 0 | 2 | 0 | **2** | **403** |
| 0800 - 0815 | 57 | 0 | 0 | 57 | 3 | 83 | 0 | 86 | 0 | 0 | 0 | 0 | 143 |
| 0815 - 0830 | 48 | 0 | 0 | 48 | 1 | 78 | 0 | 79 | 0 | 0 | 0 | 0 | 127 |
| 0830 - 0845 | 48 | 0 | 0 | 48 | 3 | 72 | 0 | 75 | 0 | 0 | 0 | 0 | 123 |
| 0845 - 0900 | 38 | 1 | 0 | 39 | 0 | 75 | 0 | 75 | 0 | 0 | 0 | 0 | 114 |
| Hourly Total | 191 | 1 | 0 | **192** | 7 | 308 | 0 | **315** | 0 | 0 | 0 | **0** | **507** |
| Grand Total | 327 | 1 | 0 | **328** | 11 | 569 | 0 | **580** | 0 | 2 | 0 | **2** | **910** |
| Approach % | 99.70 | 0.30 | 0.00 | - | 1.90 | 98.10 | 0.00 | - | 0.00 | 100.00 | 0.00 | - | |
| Intersection % | 35.93 | 0.11 | 0.00 | 36.04 | 1.21 | 62.53 | 0.00 | 63.74 | 0.00 | 0.22 | 0.00 | 0.22 | |
| Heavy Vehicle % | 2 | 0 | - | **2** | 0 | 2 | - | **2** | - | 0 | - | **0** | **2** |
| PHF | 0.87 | 0.00 | 0.00 | **0.87** | 0.75 | 0.92 | 0.00 | **0.92** | 0.00 | 0.00 | 0.00 | **0.00** | **0.90** |

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

All vehicles

| | Northbound | | | | Southbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | Glenridge Dr (North) | | | | Driveway 1 | | | | |
| TIME | Thru 5.1 | Right 5.2 | U-Turn 5.3 | App Total | Left 5.4 | Thru 5.5 | U-Turn 5.6 | App Total | Left 5.7 | Right 5.8 | U-Turn 5.9 | App Total | Int Total |
| 1600 - 1615 | 85 | 1 | 0 | 86 | 1 | 76 | 0 | 77 | 1 | 0 | 0 | 1 | 164 |
| 1615 - 1630 | 77 | 1 | 0 | 78 | 0 | 73 | 0 | 73 | 0 | 0 | 0 | 0 | 151 |
| 1630 - 1645 | 102 | 0 | 0 | 102 | 1 | 69 | 0 | 70 | 0 | 0 | 0 | 0 | 172 |
| 1645 - 1700 | 87 | 1 | 0 | 88 | 1 | 92 | 0 | 93 | 0 | 0 | 0 | 0 | 181 |
| Hourly Total | 351 | 3 | 0 | **354** | 3 | 310 | 0 | **313** | 1 | 0 | 0 | **1** | **668** |
| 1700 - 1715 | 87 | 0 | 0 | 87 | 0 | 100 | 0 | 100 | 0 | 1 | 0 | 1 | 188 |
| 1715 - 1730 | 85 | 0 | 0 | 85 | 1 | 101 | 0 | 102 | 0 | 1 | 0 | 1 | 188 |
| 1730 - 1745 | 90 | 0 | 0 | 90 | 1 | 99 | 0 | 100 | 0 | 0 | 0 | 0 | 190 |
| 1745 - 1800 | 61 | 0 | 0 | 61 | 1 | 69 | 0 | 70 | 0 | 0 | 0 | 0 | 131 |
| Hourly Total | 323 | 0 | 0 | **323** | 3 | 369 | 0 | **372** | 0 | 2 | 0 | **2** | **697** |
| Grand Total | 674 | 3 | 0 | **677** | 6 | 679 | 0 | **685** | 1 | 2 | 0 | **3** | **1365** |
| Approach % | 99.56 | 0.44 | 0.00 | - | 0.88 | 99.12 | 0.00 | - | 33.33 | 66.67 | 0.00 | - | |
| Intersection % | 49.38 | 0.22 | 0.00 | 49.60 | 0.44 | 49.74 | 0.00 | 50.18 | 0.07 | 0.15 | 0.00 | 0.22 | |
| Heavy Vehicle % | 1 | 0 | - | **1** | 0 | 1 | - | **1** | 0 | 0 | - | **0** | **1** |
| PHF | 0.97 | 0.25 | 0.00 | **0.97** | 0.75 | 0.97 | 0.00 | **0.97** | 0.00 | 0.50 | 0.00 | **0.50** | **0.98** |

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 5**

Glenridge Dr (South)
Glenridge Dr (North)

Driveway 1

**Date**

Wednesday, May 1, 2024

**Lat/Long**

33.931957°, -84.365962°
Click here for Map

**Weather**

Fair
74°F
Click here for Detailed Weather

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

Passenger Vehicles (1-3)

| | Northbound | | | | Southbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | Glenridge Dr (North) | | | | Driveway 1 | | | | |
| TIME | Thru 5.1 | Right 5.2 | U-Turn 5.3 | App Total | Left 5.4 | Thru 5.5 | U-Turn 5.6 | App Total | Left 5.7 | Right 5.8 | U-Turn 5.9 | App Total | Int Total |
| 0700 - 0715 | 24 | 0 | 0 | 24 | 0 | 46 | 0 | 46 | 0 | 0 | 0 | 0 | 70 |
| 0715 - 0730 | 30 | 0 | 0 | 30 | 1 | 60 | 0 | 61 | 0 | 2 | 0 | 2 | 93 |
| 0730 - 0745 | 34 | 0 | 0 | 34 | 1 | 78 | 0 | 79 | 0 | 0 | 0 | 0 | 113 |
| 0745 - 0800 | 43 | 0 | 0 | 43 | 2 | 74 | 0 | 76 | 0 | 0 | 0 | 0 | 119 |
| Hourly Total | 131 | 0 | 0 | **131** | 4 | 258 | 0 | **262** | 0 | 2 | 0 | **2** | **395** |
| 0800 - 0815 | 56 | 0 | 0 | 56 | 3 | 82 | 0 | 85 | 0 | 0 | 0 | 0 | 141 |
| 0815 - 0830 | 47 | 0 | 0 | 47 | 1 | 75 | 0 | 76 | 0 | 0 | 0 | 0 | 123 |
| 0830 - 0845 | 47 | 0 | 0 | 47 | 3 | 72 | 0 | 75 | 0 | 0 | 0 | 0 | 122 |
| 0845 - 0900 | 38 | 1 | 0 | 39 | 0 | 73 | 0 | 73 | 0 | 0 | 0 | 0 | 112 |
| Hourly Total | 188 | 1 | 0 | **189** | 7 | 302 | 0 | **309** | 0 | 0 | 0 | **0** | **498** |
| Grand Total | 319 | 1 | 0 | **320** | 11 | 560 | 0 | **571** | 0 | 2 | 0 | **2** | **893** |
| Approach % | 99.69 | 0.31 | 0.00 | - | 1.93 | 98.07 | 0.00 | - | 0.00 | 100.00 | 0.00 | - | |
| Intersection % | 35.72 | 0.11 | 0.00 | 35.83 | 1.23 | 62.71 | 0.00 | 63.94 | 0.00 | 0.22 | 0.00 | 0.22 | |

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

Passenger Vehicles (1-3)

| | Northbound | | | | Southbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | Glenridge Dr (North) | | | | Driveway 1 | | | | |
| TIME | Thru 5.1 | Right 5.2 | U-Turn 5.3 | App Total | Left 5.4 | Thru 5.5 | U-Turn 5.6 | App Total | Left 5.7 | Right 5.8 | U-Turn 5.9 | App Total | Int Total |
| 1600 - 1615 | 84 | 1 | 0 | 85 | 1 | 72 | 0 | 73 | 1 | 0 | 0 | 1 | 159 |
| 1615 - 1630 | 77 | 1 | 0 | 78 | 0 | 72 | 0 | 72 | 0 | 0 | 0 | 0 | 150 |
| 1630 - 1645 | 99 | 0 | 0 | 99 | 1 | 69 | 0 | 70 | 0 | 0 | 0 | 0 | 169 |
| 1645 - 1700 | 87 | 1 | 0 | 88 | 1 | 92 | 0 | 93 | 0 | 0 | 0 | 0 | 181 |
| Hourly Total | 347 | 3 | 0 | **350** | 3 | 305 | 0 | **308** | 1 | 0 | 0 | **1** | **659** |
| 1700 - 1715 | 87 | 0 | 0 | 87 | 0 | 100 | 0 | 100 | 0 | 1 | 0 | 1 | 188 |
| 1715 - 1730 | 85 | 0 | 0 | 85 | 1 | 101 | 0 | 102 | 0 | 1 | 0 | 1 | 188 |
| 1730 - 1745 | 90 | 0 | 0 | 90 | 1 | 99 | 0 | 100 | 0 | 0 | 0 | 0 | 190 |
| 1745 - 1800 | 61 | 0 | 0 | 61 | 1 | 68 | 0 | 69 | 0 | 0 | 0 | 0 | 130 |
| Hourly Total | 323 | 0 | 0 | **323** | 3 | 368 | 0 | **371** | 0 | 2 | 0 | **2** | **696** |
| Grand Total | 670 | 3 | 0 | **673** | 6 | 673 | 0 | **679** | 1 | 2 | 0 | **3** | **1355** |
| Approach % | 99.55 | 0.45 | 0.00 | - | 0.88 | 99.12 | 0.00 | - | 33.33 | 66.67 | 0.00 | - | |
| Intersection % | 49.45 | 0.22 | 0.00 | 49.67 | 0.44 | 49.67 | 0.00 | 50.11 | 0.07 | 0.15 | 0.00 | 0.22 | |

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 5**
Glenridge Dr (South)
Glenridge Dr (North)

Driveway 1

**Date**
Wednesday, May 1, 2024

**Lat/Long**
33.931957°, -84.365962°
Click here for Map

**Weather**
Fair
74°F
Click here for Detailed Weather

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

Single Unit Trucks (4-7)

| | Northbound | | | | Southbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | Glenridge Dr (North) | | | | Driveway 1 | | | | |
| TIME | Thru 5.1 | Right 5.2 | U-Turn 5.3 | App Total | Left 5.4 | Thru 5.5 | U-Turn 5.6 | App Total | Left 5.7 | Right 5.8 | U-Turn 5.9 | App Total | Int Total |
| 0700 - 0715 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0715 - 0730 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 0730 - 0745 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 0745 - 0800 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Hourly Total | 5 | 0 | 0 | **5** | 0 | 2 | 0 | **2** | 0 | 0 | 0 | **0** | **7** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 0815 - 0830 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| 0830 - 0845 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Hourly Total | 2 | 0 | 0 | **2** | 0 | 4 | 0 | **4** | 0 | 0 | 0 | **0** | **6** |
| Grand Total | 7 | 0 | 0 | **7** | 0 | 6 | 0 | **6** | 0 | 0 | 0 | **0** | **13** |
| Approach % | 100.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 53.85 | 0.00 | 0.00 | 53.85 | 0.00 | 46.15 | 0.00 | 46.15 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

Single Unit Trucks (4-7)

| | Northbound | | | | Southbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | Glenridge Dr (North) | | | | Driveway 1 | | | | |
| TIME | Thru 5.1 | Right 5.2 | U-Turn 5.3 | App Total | Left 5.4 | Thru 5.5 | U-Turn 5.6 | App Total | Left 5.7 | Right 5.8 | U-Turn 5.9 | App Total | Int Total |
| 1600 - 1615 | 1 | 0 | 0 | 1 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 5 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 1630 - 1645 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 4 | 0 | 0 | **4** | 0 | 5 | 0 | **5** | 0 | 0 | 0 | **0** | **9** |
| 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 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Hourly Total | 0 | 0 | 0 | **0** | 0 | 1 | 0 | **1** | 0 | 0 | 0 | **0** | **1** |
| Grand Total | 4 | 0 | 0 | **4** | 0 | 6 | 0 | **6** | 0 | 0 | 0 | **0** | **10** |
| Approach % | 100.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 40.00 | 0.00 | 0.00 | 40.00 | 0.00 | 60.00 | 0.00 | 60.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 5**
Glenridge Dr (South)
Glenridge Dr (North)

Driveway 1

**Date**
Wednesday, May 1, 2024

**Lat/Long**
33.931957°, -84.365962°
Click here for Map

**Weather**
Fair
74°F
Click here for Detailed Weather

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

Combination Trucks (8-13)

| | Northbound | | | | Southbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | Glenridge Dr (North) | | | | Driveway 1 | | | | |
| TIME | Thru 5.1 | Right 5.2 | U-Turn 5.3 | App Total | Left 5.4 | Thru 5.5 | U-Turn 5.6 | App Total | Left 5.7 | Right 5.8 | U-Turn 5.9 | 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 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 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 | 1 | 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 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Hourly Total | 0 | 0 | 0 | **0** | 0 | 2 | 0 | **2** | 0 | 0 | 0 | **0** | **2** |
| Grand Total | 0 | 0 | 0 | **0** | 0 | 3 | 0 | **3** | 0 | 0 | 0 | **0** | **3** |
| 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) (05-01-2024)**

Combination Trucks (8-13)

| | Northbound | | | | Southbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | Glenridge Dr (North) | | | | Driveway 1 | | | | |
| TIME | Thru 5.1 | Right 5.2 | U-Turn 5.3 | App Total | Left 5.4 | Thru 5.5 | U-Turn 5.6 | App Total | Left 5.7 | Right 5.8 | U-Turn 5.9 | 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 || Bikes

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 5**
Glenridge Dr (South)
Glenridge Dr (North)

Driveway 1

**Date**
Wednesday, May 1, 2024

**Lat/Long**
33.931957°, -84.365962°
Click here for Map

**Weather**
Fair
74°F
Click here for Detailed Weather

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

Bikes

| | Northbound | | | | Southbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | Glenridge Dr (North) | | | | Driveway 1 | | | | |
| TIME | Thru 5.1 | Right 5.2 | U-Turn 5.3 | App Total | Left 5.4 | Thru 5.5 | U-Turn 5.6 | App Total | Left 5.7 | Right 5.8 | U-Turn 5.9 | 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 | 1 | 0 | 0 | 1 | 0 | 0 | 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 | 1 | 0 | 0 | **1** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **1** |
| Grand Total | 1 | 0 | 0 | **1** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **1** |
| Approach % | 100.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 100.00 | 0.00 | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

Bikes

| | Northbound | | | | Southbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | Glenridge Dr (North) | | | | Driveway 1 | | | | |
| TIME | Thru 5.1 | Right 5.2 | U-Turn 5.3 | App Total | Left 5.4 | Thru 5.5 | U-Turn 5.6 | App Total | Left 5.7 | Right 5.8 | U-Turn 5.9 | 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 5**
Glenridge Dr (South)
Glenridge Dr (North)

Driveway 1

**Date**
Wednesday, May 1, 2024

**Lat/Long**
33.931957°, -84.365962°
Click here for Map

**Weather**
Fair
74°F
Click here for Detailed Weather

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

All Trucks (4-13)

| TIME | Northbound Glenridge Dr (South) Thru 5.1 | Right 5.2 | U-Turn 5.3 | App Total | Southbound Glenridge Dr (North) Left 5.4 | Thru 5.5 | U-Turn 5.6 | App Total | Westbound Driveway 1 Left 5.7 | Right 5.8 | U-Turn 5.9 | App Total | Int Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0700 - 0715 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0715 - 0730 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| 0730 - 0745 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 0745 - 0800 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Hourly Total | 5 | 0 | 0 | **5** | 0 | 3 | 0 | **3** | 0 | 0 | 0 | **0** | **8** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 0815 - 0830 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 4 |
| 0830 - 0845 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| Hourly Total | 2 | 0 | 0 | **2** | 0 | 6 | 0 | **6** | 0 | 0 | 0 | **0** | **8** |
| Grand Total | 7 | 0 | 0 | **7** | 0 | 9 | 0 | **9** | 0 | 0 | 0 | **0** | **16** |
| Approach % | 100.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 43.75 | 0.00 | 0.00 | 43.75 | 0.00 | 56.25 | 0.00 | 56.25 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

All Trucks (4-13)

| TIME | Northbound Glenridge Dr (South) Thru 5.1 | Right 5.2 | U-Turn 5.3 | App Total | Southbound Glenridge Dr (North) Left 5.4 | Thru 5.5 | U-Turn 5.6 | App Total | Westbound Driveway 1 Left 5.7 | Right 5.8 | U-Turn 5.9 | App Total | Int Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1600 - 1615 | 1 | 0 | 0 | 1 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 5 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 1630 - 1645 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 4 | 0 | 0 | **4** | 0 | 5 | 0 | **5** | 0 | 0 | 0 | **0** | **9** |
| 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 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Hourly Total | 0 | 0 | 0 | **0** | 0 | 1 | 0 | **1** | 0 | 0 | 0 | **0** | **1** |
| Grand Total | 4 | 0 | 0 | **4** | 0 | 6 | 0 | **6** | 0 | 0 | 0 | **0** | **10** |
| Approach % | 100.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 40.00 | 0.00 | 0.00 | 40.00 | 0.00 | 60.00 | 0.00 | 60.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

# Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 5**
Glenridge Dr (South)
Glenridge Dr (North)

Driveway 1

**Date**
Wednesday, May 1, 2024

**Lat/Long**
33.931957°, -84.365962°
Click here for Map

**Weather**
Fair
74°F
Click here for Detailed Weather

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

Pedestrians

| | Northbound | | | Southbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | Glenridge Dr (North) | | | Driveway 1 | | | |
| TIME | EB 5a | WB 5b | App Total | EB 5c | WB 5d | App Total | NB 5g | SB 5h | App Total | Int Total |
| 0700 - 0715 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 0715 - 0730 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 2 |
| 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 | 1 | 0 | **1** | 1 | 0 | **1** | 1 | 1 | **2** | **4** |
| 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 | 1 | 1 | 2 | 2 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 2 | 1 | **3** | **3** |
| Grand Total | 1 | 0 | **1** | 1 | 0 | **1** | 3 | 2 | **5** | **7** |
| Approach % | 100.00 | 0.00 | - | 100.00 | 0.00 | - | 60.00 | 40.00 | - | |
| Intersection % | 14.29 | 0.00 | 14.29 | 14.29 | 0.00 | 14.29 | 42.86 | 28.57 | 71.43 | |

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

Pedestrians

| | Northbound | | | Southbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | Glenridge Dr (North) | | | Driveway 1 | | | |
| TIME | EB 5a | WB 5b | App Total | EB 5c | WB 5d | App Total | 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 | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 3 |
| 1745 - 1800 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 2 |
| Hourly Total | 0 | 0 | **0** | 1 | 0 | **1** | 0 | 4 | **4** | **5** |
| Grand Total | 0 | 0 | **0** | 1 | 0 | **1** | 0 | 4 | **4** | **5** |
| Approach % | 0.00 | 0.00 | - | 100.00 | 0.00 | - | 0.00 | 100.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 20.00 | 0.00 | 20.00 | 0.00 | 80.00 | 80.00 | |

# Crosswalk Counts || Bikes

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 5**
Glenridge Dr (South)
Glenridge Dr (North)

Driveway 1

**Date**
Wednesday, May 1, 2024

**Lat/Long**
33.931957°, -84.365962°
Click here for Map

**Weather**
Fair
74°F
Click here for Detailed Weather

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

Bikes

| | Northbound | | | Southbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | Glenridge Dr (North) | | | Driveway 1 | | | |
| TIME | EB 5a | WB 5b | App Total | EB 5c | WB 5d | App Total | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

Bikes

| | Northbound | | | Southbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | Glenridge Dr (North) | | | Driveway 1 | | | |
| TIME | EB 5a | WB 5b | App Total | EB 5c | WB 5d | App Total | 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 | 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 5**
Glenridge Dr (South)
Glenridge Dr (North)

Driveway 1

**Date**
Wednesday, May 1, 2024

**Lat/Long**
33.931957°, -84.365962°
Click here for Map

**Weather**
Fair
74°F
Click here for Detailed Weather

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

Motorized Vehicles

| | Northbound | | | Southbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | Glenridge Dr (North) | | | Driveway 1 | | | |
| TIME | EB 5a | WB 5b | App Total | EB 5c | WB 5d | App Total | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

Motorized Vehicles

| | Northbound | | | Southbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | Glenridge Dr (North) | | | Driveway 1 | | | |
| TIME | EB 5a | WB 5b | App Total | EB 5c | WB 5d | App Total | 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 | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

| Start Date: 5/1/2024 | Eastbound | | | Driveway 1 Westbound | | | Glenridge Dr (South) Northbound | | | Glenridge Dr (North) Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Time** | **EBL** | **EBT** | **EBR** | **WBL** | **WBT** | **WBR** | **NBL** | **NBT** | **NBR** | **SBL** | **SBT** | **SBR** | **Total** |
| **15 Minute Totals** | | | | | | | | | | | | | |
| **12:00 AM - 12:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:15 AM - 12:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:30 AM - 12:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:45 AM - 01:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00 AM - 01:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:15 AM - 01:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:30 AM - 01:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:45 AM - 02:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00 AM - 02:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 AM - 02:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 AM - 02:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 AM - 03:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 AM - 03:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 AM - 03:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 AM - 03:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 AM - 04:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 AM - 04:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:15 AM - 04:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:30 AM - 04:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:45 AM - 05:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00 AM - 05:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:15 AM - 05:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:30 AM - 05:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:45 AM - 06:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00 AM - 06:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 AM - 06:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 AM - 06:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 AM - 07:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 AM - 07:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 46 | 0 | 71 |
| **07:15 AM - 07:30 AM** | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 31 | 0 | 1 | 62 | 0 | 96 |
| **07:30 AM - 07:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 1 | 79 | 0 | 115 |
| **07:45 AM - 08:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 2 | 74 | 0 | 121 |
| **08:00 AM - 08:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 0 | 3 | 83 | 0 | 143 |
| **08:15 AM - 08:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 1 | 78 | 0 | 127 |
| **08:30 AM - 08:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 3 | 72 | 0 | 123 |
| **08:45 AM - 09:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 1 | 0 | 75 | 0 | 114 |
| **09:00 AM - 09:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:15 AM - 09:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:30 AM - 09:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:45 AM - 10:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00 AM - 10:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:15 AM - 10:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:30 AM - 10:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:45 AM - 11:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00 AM - 11:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:15 AM - 11:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:30 AM - 11:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:45 AM - 12:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00 PM - 12:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:15 PM - 12:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:30 PM - 12:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:45 PM - 01:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00 PM - 01:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:15 PM - 01:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:30 PM - 01:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:45 PM - 02:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00 PM - 02:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 PM - 02:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 PM - 02:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 PM - 03:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 PM - 03:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 PM - 03:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 PM - 03:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 PM - 04:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 PM - 04:15 PM** | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 85 | 1 | 1 | 76 | 0 | 164 |
| **04:15 PM - 04:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 1 | 0 | 73 | 0 | 151 |
| **04:30 PM - 04:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 0 | 1 | 69 | 0 | 172 |
| **04:45 PM - 05:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 1 | 1 | 92 | 0 | 181 |
| **05:00 PM - 05:15 PM** | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 87 | 0 | 0 | 100 | 0 | 188 |
| **05:15 PM - 05:30 PM** | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 85 | 0 | 1 | 101 | 0 | 188 |
| **05:30 PM - 05:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 1 | 99 | 0 | 190 |
| **05:45 PM - 06:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 0 | 1 | 69 | 0 | 131 |
| **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

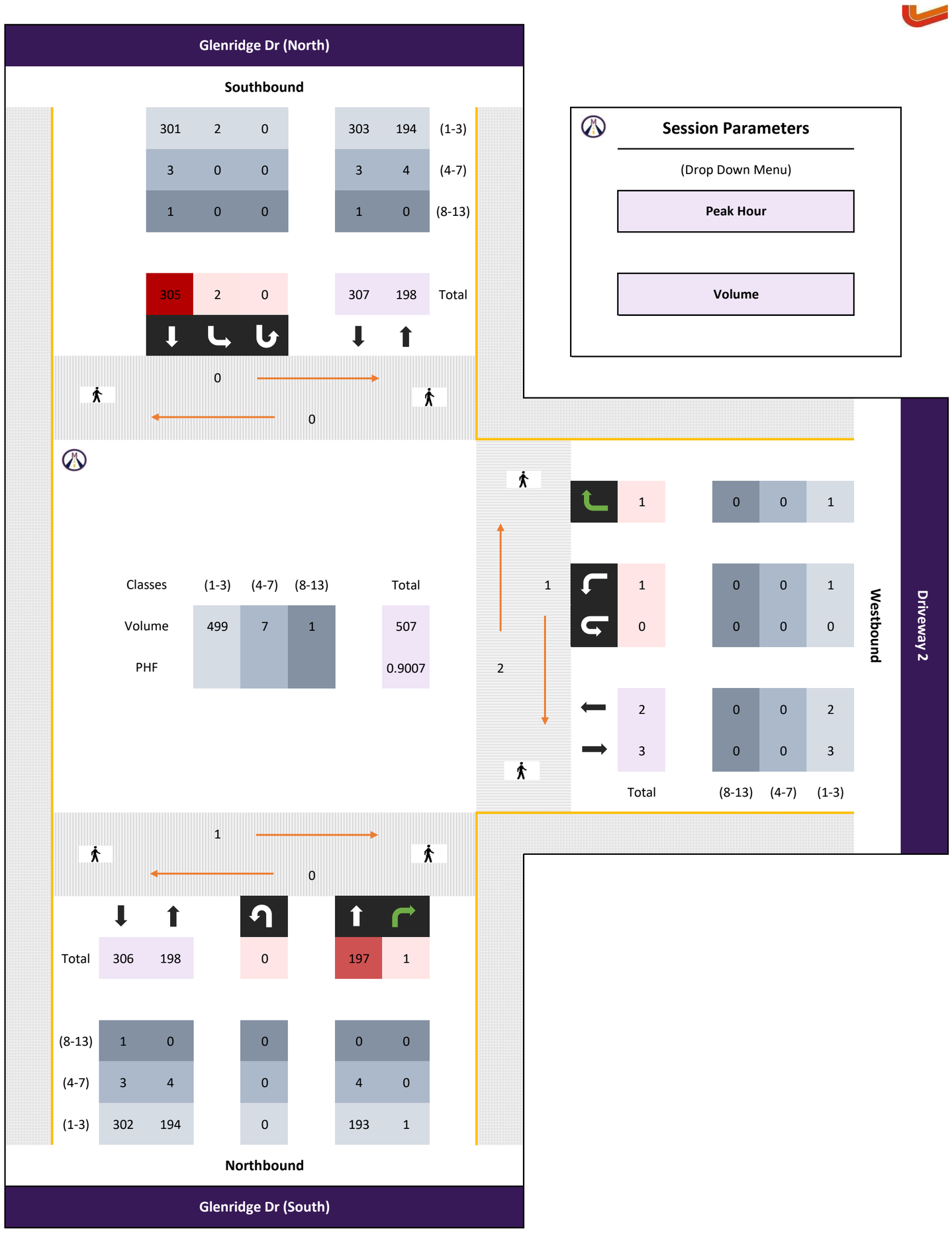
Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

| Wednesday, May 1, 2024 | |
|---|---|
| **Period** | 0700 - 0900 |
| **Peak Hour** | 0745 - 0845 |

* the Peak Hour Diagram does not include Bikes



**All vehicles**

| | Northbound | | | | | | Southbound | | | | | | | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | | | | | | | Driveway 2 | | | | | | |
| Time | | Thru 6.1 | Right 6.2 | | U-Turn 6.3 | App Total | Left 6.4 | Thru 6.5 | | | U-Turn 6.6 | App Total | | | | | | App Total | Left 6.7 | | Right 6.8 | | U-Turn 6.9 | App Total | Int Total |
| 0745 - 0800 | - | 45 | 0 | - | 0 | 45 | 0 | 74 | - | - | 0 | 74 | - | - | - | - | - | 0 | 0 | - | 1 | - | 0 | 1 | 120 |
| 0800 - 0815 | - | 57 | 1 | - | 0 | 58 | 1 | 82 | - | - | 0 | 83 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 141 |
| 0815 - 0830 | - | 49 | 0 | - | 0 | 49 | 1 | 77 | - | - | 0 | 78 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 127 |
| 0830 - 0845 | - | 47 | 0 | - | 0 | 47 | 0 | 72 | - | - | 0 | 72 | - | - | - | - | - | 0 | 1 | - | 0 | - | 0 | 1 | 120 |
| Total | 0 | 198 | 1 | 0 | 0 | 199 | 2 | 305 | 0 | 0 | 0 | 307 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 508 |
| Approach % | 0.00 | 99.50 | 0.50 | 0.00 | 0.00 | - | 0.65 | 99.35 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 50.00 | 0.00 | 50.00 | 0.00 | 0.00 | - | |
| PHF | 0.00 | 0.87 | 0.25 | 0.00 | 0.00 | **0.86** | 0.50 | 0.93 | 0.00 | 0.00 | 0.00 | **0.92** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.25 | 0.00 | 0.25 | 0.00 | 0.00 | **0.50** | **0.90** |

**Passenger Vehicles (1-3)**

| | Northbound | | | | | | Southbound | | | | | | | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | | | | | | | Driveway 2 | | | | | | |
| Time | | Thru 6.1 | Right 6.2 | | U-Turn 6.3 | App Total | Left 6.4 | Thru 6.5 | | | U-Turn 6.6 | App Total | | | | | | App Total | Left 6.7 | | Right 6.8 | | U-Turn 6.9 | App Total | Int Total |
| 0745 - 0800 | - | 43 | 0 | - | 0 | 43 | 0 | 74 | - | - | 0 | 74 | - | - | - | - | - | 0 | 0 | - | 1 | - | 0 | 1 | 118 |
| 0800 - 0815 | - | 56 | 1 | - | 0 | 57 | 1 | 81 | - | - | 0 | 82 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 139 |
| 0815 - 0830 | - | 48 | 0 | - | 0 | 48 | 1 | 74 | - | - | 0 | 75 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 123 |
| 0830 - 0845 | - | 46 | 0 | - | 0 | 46 | 0 | 72 | - | - | 0 | 72 | - | - | - | - | - | 0 | 1 | - | 0 | - | 0 | 1 | 119 |
| Total | 0 | 193 | 1 | 0 | 0 | 194 | 2 | 301 | 0 | 0 | 0 | 303 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 499 |
| Approach % | 0.00 | 99.48 | 0.52 | 0.00 | 0.00 | - | 0.66 | 99.34 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 50.00 | 0.00 | 50.00 | 0.00 | 0.00 | - | |
| PHF | 0.00 | 0.86 | 0.25 | 0.00 | 0.00 | **0.85** | 0.50 | 0.93 | 0.00 | 0.00 | 0.00 | **0.92** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.25 | 0.00 | 0.25 | 0.00 | 0.00 | **0.50** | **0.90** |

**Single Unit Trucks (4-7)**

| | Northbound | | | | | | Southbound | | | | | | | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | | | | | | | Driveway 2 | | | | | | |
| Time | | Thru 6.1 | Right 6.2 | | U-Turn 6.3 | App Total | Left 6.4 | Thru 6.5 | | | U-Turn 6.6 | App Total | | | | | | App Total | Left 6.7 | | Right 6.8 | | U-Turn 6.9 | App Total | Int Total |
| 0745 - 0800 | - | 2 | 0 | - | 0 | 2 | 0 | 0 | - | - | 0 | 0 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 2 |
| 0800 - 0815 | - | 0 | 0 | - | 0 | 0 | 0 | 1 | - | - | 0 | 1 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 1 |
| 0815 - 0830 | - | 1 | 0 | - | 0 | 1 | 0 | 2 | - | - | 0 | 2 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 3 |
| 0830 - 0845 | - | 1 | 0 | - | 0 | 1 | 0 | 0 | - | - | 0 | 0 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 1 |
| Total | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 3 | 0 | 0 | 0 | 3 | 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 | 0.50 | 0.00 | 0.00 | 0.00 | **0.50** | 0.00 | 0.38 | 0.00 | 0.00 | 0.00 | **0.38** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | **0.58** |

**Combination Trucks (8-13)**

| | Northbound | | | | | | Southbound | | | | | | | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | | | | | | | Driveway 2 | | | | | | |
| Time | | Thru 6.1 | Right 6.2 | | U-Turn 6.3 | App Total | Left 6.4 | Thru 6.5 | | | U-Turn 6.6 | App Total | | | | | | App Total | Left 6.7 | | Right 6.8 | | U-Turn 6.9 | App Total | Int Total |
| 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 | 1 | - | - | 0 | 1 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 1 |
| 0830 - 0845 | - | 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** |

**Bikes**

| | Northbound | | | | | | Southbound | | | | | | | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | | | | | | | Driveway 2 | | | | | | |
| Time | | Thru 6.1 | Right 6.2 | | U-Turn 6.3 | App Total | Left 6.4 | Thru 6.5 | | | U-Turn 6.6 | App Total | | | | | | App Total | Left 6.7 | | Right 6.8 | | U-Turn 6.9 | App Total | Int Total |
| 0745 - 0800 | - | 0 | 0 | - | 0 | 0 | 0 | 0 | - | - | 0 | 0 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 0 |
| 0800 - 0815 | - | 1 | 0 | - | 0 | 1 | 0 | 0 | - | - | 0 | 0 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 1 |
| 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 |
| 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** |

# Peak Hour Turning Movement Count

Atlanta, GA

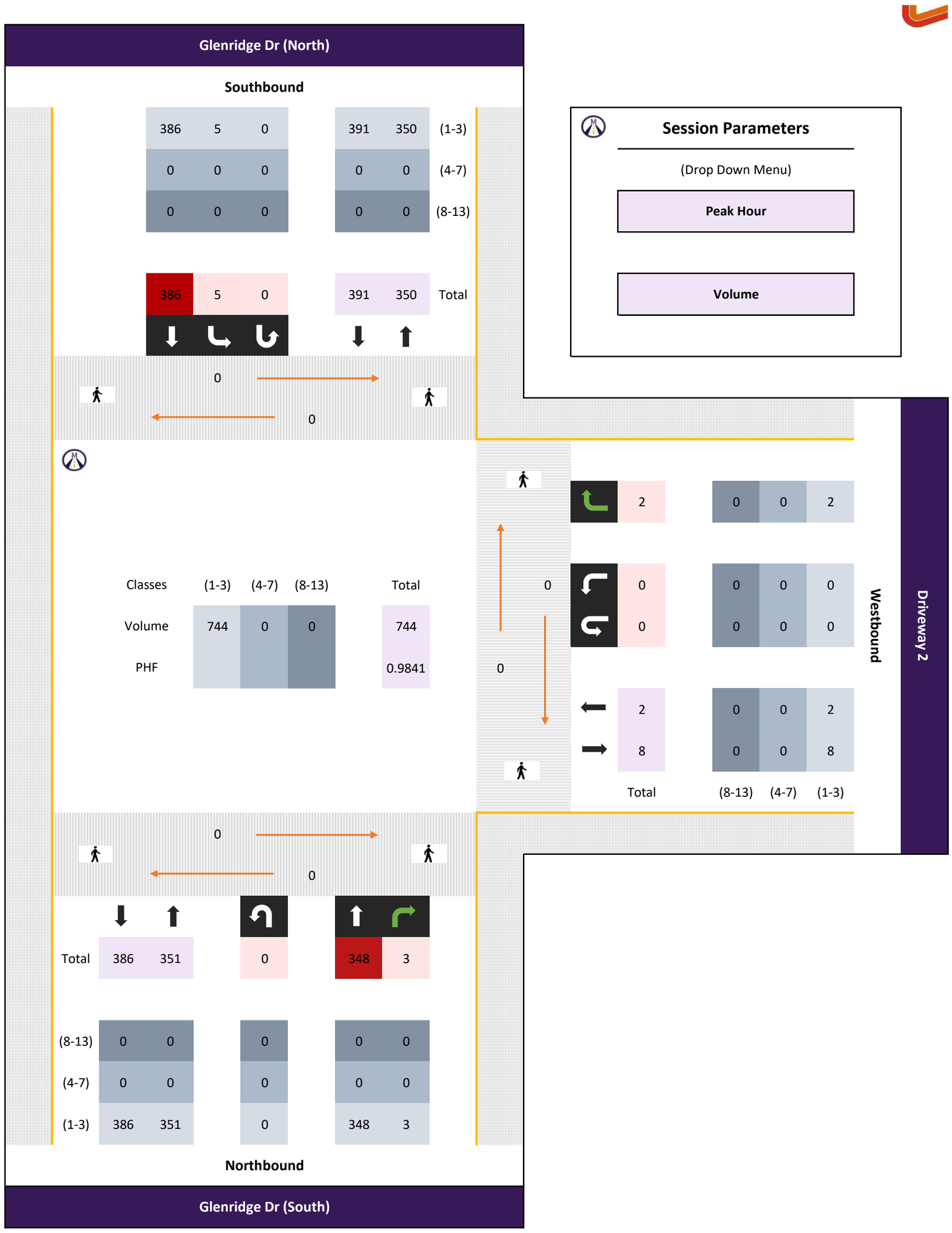
Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

| Wednesday, May 1, 2024 | |
|---|---|
| **Period** | 1600 - 1800 |
| **Peak Hour** | 1645 - 1745 |

* the Peak Hour Diagram does not include Bikes



**All vehicles**

| | Northbound | | | | | | Southbound | | | | | | | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | | | | | | | Driveway 2 | | | | | | |
| Time | | Thru 6.1 | Right 6.2 | | U-Turn 6.3 | App Total | Left 6.4 | Thru 6.5 | | | U-Turn 6.6 | App Total | | | | | | App Total | Left 6.7 | | Right 6.8 | | U-Turn 6.9 | App Total | Int Total |
| 1645 - 1700 | - | 88 | 1 | - | 0 | 89 | 0 | 92 | - | - | 0 | 92 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 181 |
| 1700 - 1715 | - | 86 | 0 | - | 0 | 86 | 2 | 99 | - | - | 0 | 101 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 187 |
| 1715 - 1730 | - | 86 | 1 | - | 0 | 87 | 1 | 98 | - | - | 0 | 99 | - | - | - | - | - | 0 | 0 | - | 1 | - | 0 | 1 | 187 |
| 1730 - 1745 | - | 88 | 1 | - | 0 | 89 | 2 | 97 | - | - | 0 | 99 | - | - | - | - | - | 0 | 0 | - | 1 | - | 0 | 1 | 189 |
| Total | 0 | 348 | 3 | 0 | 0 | 351 | 5 | 386 | 0 | 0 | 0 | 391 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 744 |
| Approach % | 0.00 | 99.15 | 0.85 | 0.00 | 0.00 | - | 1.28 | 98.72 | 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 | 0.99 | 0.75 | 0.00 | 0.00 | **0.99** | 0.63 | 0.97 | 0.00 | 0.00 | 0.00 | **0.97** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.50 | 0.00 | 0.00 | **0.50** | **0.98** |

**Passenger Vehicles (1-3)**

| | Northbound | | | | | | Southbound | | | | | | | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | | | | | | | Driveway 2 | | | | | | |
| Time | | Thru 6.1 | Right 6.2 | | U-Turn 6.3 | App Total | Left 6.4 | Thru 6.5 | | | U-Turn 6.6 | App Total | | | | | | App Total | Left 6.7 | | Right 6.8 | | U-Turn 6.9 | App Total | Int Total |
| 1645 - 1700 | - | 88 | 1 | - | 0 | 89 | 0 | 92 | - | - | 0 | 92 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 181 |
| 1700 - 1715 | - | 86 | 0 | - | 0 | 86 | 2 | 99 | - | - | 0 | 101 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 187 |
| 1715 - 1730 | - | 86 | 1 | - | 0 | 87 | 1 | 98 | - | - | 0 | 99 | - | - | - | - | - | 0 | 0 | - | 1 | - | 0 | 1 | 187 |
| 1730 - 1745 | - | 88 | 1 | - | 0 | 89 | 2 | 97 | - | - | 0 | 99 | - | - | - | - | - | 0 | 0 | - | 1 | - | 0 | 1 | 189 |
| Total | 0 | 348 | 3 | 0 | 0 | 351 | 5 | 386 | 0 | 0 | 0 | 391 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 744 |
| Approach % | 0.00 | 99.15 | 0.85 | 0.00 | 0.00 | - | 1.28 | 98.72 | 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 | 0.99 | 0.75 | 0.00 | 0.00 | **0.99** | 0.63 | 0.97 | 0.00 | 0.00 | 0.00 | **0.97** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.50 | 0.00 | 0.00 | **0.50** | **0.98** |

**Single Unit Trucks (4-7)**

| | Northbound | | | | | | Southbound | | | | | | | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | | | | | | | Driveway 2 | | | | | | |
| Time | | Thru 6.1 | Right 6.2 | | U-Turn 6.3 | App Total | Left 6.4 | Thru 6.5 | | | U-Turn 6.6 | App Total | | | | | | App Total | Left 6.7 | | Right 6.8 | | U-Turn 6.9 | 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** |

**Combination Trucks (8-13)**

| | Northbound | | | | | | Southbound | | | | | | | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | | | | | | | Driveway 2 | | | | | | |
| Time | | Thru 6.1 | Right 6.2 | | U-Turn 6.3 | App Total | Left 6.4 | Thru 6.5 | | | U-Turn 6.6 | App Total | | | | | | App Total | Left 6.7 | | Right 6.8 | | U-Turn 6.9 | 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** |

**Bikes**

| | Northbound | | | | | | Southbound | | | | | | | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | | | | | | | Driveway 2 | | | | | | |
| Time | | Thru 6.1 | Right 6.2 | | U-Turn 6.3 | App Total | Left 6.4 | Thru 6.5 | | | U-Turn 6.6 | App Total | | | | | | App Total | Left 6.7 | | Right 6.8 | | U-Turn 6.9 | 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

www.marrtraffic.com

Atlanta, GA

**Site 6**

Glenridge Dr (South)
Glenridge Dr (North)

Driveway 2

**Date**

Wednesday, May 1, 2024

**Lat/Long**

33.921377°, -84.365925°
Click here for Map

**Weather**

Fair
74°F
Click here for Detailed Weather

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

All vehicles

| | Northbound | | | | Southbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | Glenridge Dr (North) | | | | Driveway 2 | | | | |
| TIME | Thru 6.1 | Right 6.2 | U-Turn 6.3 | App Total | Left 6.4 | Thru 6.5 | U-Turn 6.6 | App Total | Left 6.7 | Right 6.8 | U-Turn 6.9 | App Total | Int Total |
| 0700 - 0715 | 25 | 0 | 0 | 25 | 0 | 46 | 0 | 46 | 0 | 0 | 0 | 0 | 71 |
| 0715 - 0730 | 30 | 1 | 0 | 31 | 0 | 62 | 0 | 62 | 4 | 0 | 0 | 4 | 97 |
| 0730 - 0745 | 35 | 0 | 0 | 35 | 0 | 79 | 0 | 79 | 0 | 0 | 0 | 0 | 114 |
| 0745 - 0800 | 45 | 0 | 0 | 45 | 0 | 74 | 0 | 74 | 0 | 1 | 0 | 1 | 120 |
| Hourly Total | 135 | 1 | 0 | **136** | 0 | 261 | 0 | **261** | 4 | 1 | 0 | **5** | **402** |
| 0800 - 0815 | 57 | 1 | 0 | 58 | 1 | 82 | 0 | 83 | 0 | 0 | 0 | 0 | 141 |
| 0815 - 0830 | 49 | 0 | 0 | 49 | 1 | 77 | 0 | 78 | 0 | 0 | 0 | 0 | 127 |
| 0830 - 0845 | 47 | 0 | 0 | 47 | 0 | 72 | 0 | 72 | 1 | 0 | 0 | 1 | 120 |
| 0845 - 0900 | 39 | 0 | 0 | 39 | 2 | 73 | 0 | 75 | 0 | 0 | 0 | 0 | 114 |
| Hourly Total | 192 | 1 | 0 | **193** | 4 | 304 | 0 | **308** | 1 | 0 | 0 | **1** | **502** |
| Grand Total | 327 | 2 | 0 | **329** | 4 | 565 | 0 | **569** | 5 | 1 | 0 | **6** | **904** |
| Approach % | 99.39 | 0.61 | 0.00 | - | 0.70 | 99.30 | 0.00 | - | 83.33 | 16.67 | 0.00 | - | |
| Intersection % | 36.17 | 0.22 | 0.00 | 36.39 | 0.44 | 62.50 | 0.00 | 62.94 | 0.55 | 0.11 | 0.00 | 0.66 | |
| Heavy Vehicle % | 2 | 0 | - | **2** | 0 | 2 | - | **2** | 0 | 0 | - | **0** | **2** |
| PHF | 0.87 | 0.25 | 0.00 | **0.86** | 0.50 | 0.93 | 0.00 | **0.92** | 0.25 | 0.25 | 0.00 | **0.50** | **0.90** |

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

All vehicles

| | Northbound | | | | Southbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | Glenridge Dr (North) | | | | Driveway 2 | | | | |
| TIME | Thru 6.1 | Right 6.2 | U-Turn 6.3 | App Total | Left 6.4 | Thru 6.5 | U-Turn 6.6 | App Total | Left 6.7 | Right 6.8 | U-Turn 6.9 | App Total | Int Total |
| 1600 - 1615 | 84 | 2 | 0 | 86 | 0 | 77 | 0 | 77 | 1 | 0 | 0 | 1 | 164 |
| 1615 - 1630 | 78 | 1 | 0 | 79 | 1 | 71 | 0 | 72 | 0 | 0 | 0 | 0 | 151 |
| 1630 - 1645 | 104 | 0 | 0 | 104 | 1 | 69 | 0 | 70 | 0 | 0 | 0 | 0 | 174 |
| 1645 - 1700 | 88 | 1 | 0 | 89 | 0 | 92 | 0 | 92 | 0 | 0 | 0 | 0 | 181 |
| Hourly Total | 354 | 4 | 0 | **358** | 2 | 309 | 0 | **311** | 1 | 0 | 0 | **1** | **670** |
| 1700 - 1715 | 86 | 0 | 0 | 86 | 2 | 99 | 0 | 101 | 0 | 0 | 0 | 0 | 187 |
| 1715 - 1730 | 86 | 1 | 0 | 87 | 1 | 98 | 0 | 99 | 0 | 1 | 0 | 1 | 187 |
| 1730 - 1745 | 88 | 1 | 0 | 89 | 2 | 97 | 0 | 99 | 0 | 1 | 0 | 1 | 189 |
| 1745 - 1800 | 61 | 2 | 0 | 63 | 1 | 69 | 0 | 70 | 0 | 0 | 0 | 0 | 133 |
| Hourly Total | 321 | 4 | 0 | **325** | 6 | 363 | 0 | **369** | 0 | 2 | 0 | **2** | **696** |
| Grand Total | 675 | 8 | 0 | **683** | 8 | 672 | 0 | **680** | 1 | 2 | 0 | **3** | **1366** |
| Approach % | 98.83 | 1.17 | 0.00 | - | 1.18 | 98.82 | 0.00 | - | 33.33 | 66.67 | 0.00 | - | |
| Intersection % | 49.41 | 0.59 | 0.00 | 50.00 | 0.59 | 49.19 | 0.00 | 49.78 | 0.07 | 0.15 | 0.00 | 0.22 | |
| Heavy Vehicle % | 1 | 0 | - | **1** | 0 | 1 | - | **1** | 0 | 0 | - | **0** | **1** |
| PHF | 0.99 | 0.75 | 0.00 | **0.99** | 0.63 | 0.97 | 0.00 | **0.97** | 0.00 | 0.50 | 0.00 | **0.50** | **0.98** |

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 6**

Glenridge Dr (South)
Glenridge Dr (North)

Driveway 2

**Date**

Wednesday, May 1, 2024

**Lat/Long**

33.921377°, -84.365925°
Click here for Map

**Weather**

Fair
74°F
Click here for Detailed Weather

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

Passenger Vehicles (1-3)

| | Northbound | | | | Southbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | Glenridge Dr (North) | | | | Driveway 2 | | | | |
| TIME | Thru 6.1 | Right 6.2 | U-Turn 6.3 | App Total | Left 6.4 | Thru 6.5 | U-Turn 6.6 | App Total | Left 6.7 | Right 6.8 | U-Turn 6.9 | App Total | Int Total |
| 0700 - 0715 | 24 | 0 | 0 | 24 | 0 | 46 | 0 | 46 | 0 | 0 | 0 | 0 | 70 |
| 0715 - 0730 | 29 | 1 | 0 | 30 | 0 | 60 | 0 | 60 | 4 | 0 | 0 | 4 | 94 |
| 0730 - 0745 | 34 | 0 | 0 | 34 | 0 | 78 | 0 | 78 | 0 | 0 | 0 | 0 | 112 |
| 0745 - 0800 | 43 | 0 | 0 | 43 | 0 | 74 | 0 | 74 | 0 | 1 | 0 | 1 | 118 |
| Hourly Total | 130 | 1 | 0 | **131** | 0 | 258 | 0 | **258** | 4 | 1 | 0 | **5** | **394** |
| 0800 - 0815 | 56 | 1 | 0 | 57 | 1 | 81 | 0 | 82 | 0 | 0 | 0 | 0 | 139 |
| 0815 - 0830 | 48 | 0 | 0 | 48 | 1 | 74 | 0 | 75 | 0 | 0 | 0 | 0 | 123 |
| 0830 - 0845 | 46 | 0 | 0 | 46 | 0 | 72 | 0 | 72 | 1 | 0 | 0 | 1 | 119 |
| 0845 - 0900 | 39 | 0 | 0 | 39 | 2 | 71 | 0 | 73 | 0 | 0 | 0 | 0 | 112 |
| Hourly Total | 189 | 1 | 0 | **190** | 4 | 298 | 0 | **302** | 1 | 0 | 0 | **1** | **493** |
| Grand Total | 319 | 2 | 0 | **321** | 4 | 556 | 0 | **560** | 5 | 1 | 0 | **6** | **887** |
| Approach % | 99.38 | 0.62 | 0.00 | - | 0.71 | 99.29 | 0.00 | - | 83.33 | 16.67 | 0.00 | - | |
| Intersection % | 35.96 | 0.23 | 0.00 | 36.19 | 0.45 | 62.68 | 0.00 | 63.13 | 0.56 | 0.11 | 0.00 | 0.68 | |

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

Passenger Vehicles (1-3)

| | Northbound | | | | Southbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | Glenridge Dr (North) | | | | Driveway 2 | | | | |
| TIME | Thru 6.1 | Right 6.2 | U-Turn 6.3 | App Total | Left 6.4 | Thru 6.5 | U-Turn 6.6 | App Total | Left 6.7 | Right 6.8 | U-Turn 6.9 | App Total | Int Total |
| 1600 - 1615 | 83 | 2 | 0 | 85 | 0 | 73 | 0 | 73 | 1 | 0 | 0 | 1 | 159 |
| 1615 - 1630 | 78 | 1 | 0 | 79 | 1 | 70 | 0 | 71 | 0 | 0 | 0 | 0 | 150 |
| 1630 - 1645 | 101 | 0 | 0 | 101 | 1 | 69 | 0 | 70 | 0 | 0 | 0 | 0 | 171 |
| 1645 - 1700 | 88 | 1 | 0 | 89 | 0 | 92 | 0 | 92 | 0 | 0 | 0 | 0 | 181 |
| Hourly Total | 350 | 4 | 0 | **354** | 2 | 304 | 0 | **306** | 1 | 0 | 0 | **1** | **661** |
| 1700 - 1715 | 86 | 0 | 0 | 86 | 2 | 99 | 0 | 101 | 0 | 0 | 0 | 0 | 187 |
| 1715 - 1730 | 86 | 1 | 0 | 87 | 1 | 98 | 0 | 99 | 0 | 1 | 0 | 1 | 187 |
| 1730 - 1745 | 88 | 1 | 0 | 89 | 2 | 97 | 0 | 99 | 0 | 1 | 0 | 1 | 189 |
| 1745 - 1800 | 61 | 2 | 0 | 63 | 1 | 68 | 0 | 69 | 0 | 0 | 0 | 0 | 132 |
| Hourly Total | 321 | 4 | 0 | **325** | 6 | 362 | 0 | **368** | 0 | 2 | 0 | **2** | **695** |
| Grand Total | 671 | 8 | 0 | **679** | 8 | 666 | 0 | **674** | 1 | 2 | 0 | **3** | **1356** |
| Approach % | 98.82 | 1.18 | 0.00 | - | 1.19 | 98.81 | 0.00 | - | 33.33 | 66.67 | 0.00 | - | |
| Intersection % | 49.48 | 0.59 | 0.00 | 50.07 | 0.59 | 49.12 | 0.00 | 49.71 | 0.07 | 0.15 | 0.00 | 0.22 | |

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 6**
Glenridge Dr (South)
Glenridge Dr (North)

Driveway 2

**Date**
Wednesday, May 1, 2024

**Lat/Long**
33.921377°, -84.365925°
Click here for Map

**Weather**
Fair
74°F
Click here for Detailed Weather

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

Single Unit Trucks (4-7)

| TIME | Northbound Glenridge Dr (South) Thru 6.1 | Right 6.2 | U-Turn 6.3 | App Total | Southbound Glenridge Dr (North) Left 6.4 | Thru 6.5 | U-Turn 6.6 | App Total | Westbound Driveway 2 Left 6.7 | Right 6.8 | U-Turn 6.9 | App Total | Int Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0700 - 0715 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0715 - 0730 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 0730 - 0745 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 0745 - 0800 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Hourly Total | 5 | 0 | 0 | **5** | 0 | 2 | 0 | **2** | 0 | 0 | 0 | **0** | **7** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 0815 - 0830 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| 0830 - 0845 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Hourly Total | 2 | 0 | 0 | **2** | 0 | 4 | 0 | **4** | 0 | 0 | 0 | **0** | **6** |
| Grand Total | 7 | 0 | 0 | **7** | 0 | 6 | 0 | **6** | 0 | 0 | 0 | **0** | **13** |
| Approach % | 100.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 53.85 | 0.00 | 0.00 | 53.85 | 0.00 | 46.15 | 0.00 | 46.15 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

Single Unit Trucks (4-7)

| TIME | Northbound Glenridge Dr (South) Thru 6.1 | Right 6.2 | U-Turn 6.3 | App Total | Southbound Glenridge Dr (North) Left 6.4 | Thru 6.5 | U-Turn 6.6 | App Total | Westbound Driveway 2 Left 6.7 | Right 6.8 | U-Turn 6.9 | App Total | Int Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1600 - 1615 | 1 | 0 | 0 | 1 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 5 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 1630 - 1645 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 4 | 0 | 0 | **4** | 0 | 5 | 0 | **5** | 0 | 0 | 0 | **0** | **9** |
| 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 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Hourly Total | 0 | 0 | 0 | **0** | 0 | 1 | 0 | **1** | 0 | 0 | 0 | **0** | **1** |
| Grand Total | 4 | 0 | 0 | **4** | 0 | 6 | 0 | **6** | 0 | 0 | 0 | **0** | **10** |
| Approach % | 100.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 40.00 | 0.00 | 0.00 | 40.00 | 0.00 | 60.00 | 0.00 | 60.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 6**

Glenridge Dr (South)
Glenridge Dr (North)

Driveway 2

**Date**

Wednesday, May 1, 2024

**Lat/Long**

33.921377°, -84.365925°
Click here for Map

**Weather**

Fair
74°F
Click here for Detailed Weather

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

Combination Trucks (8-13)

| | Northbound | | | | Southbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | Glenridge Dr (North) | | | | Driveway 2 | | | | |
| TIME | Thru 6.1 | Right 6.2 | U-Turn 6.3 | App Total | Left 6.4 | Thru 6.5 | U-Turn 6.6 | App Total | Left 6.7 | Right 6.8 | U-Turn 6.9 | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 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 | 1 | 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 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Hourly Total | 0 | 0 | 0 | **0** | 0 | 2 | 0 | **2** | 0 | 0 | 0 | **0** | **2** |
| Grand Total | 0 | 0 | 0 | **0** | 0 | 3 | 0 | **3** | 0 | 0 | 0 | **0** | **3** |
| 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) (05-01-2024)**

Combination Trucks (8-13)

| | Northbound | | | | Southbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | Glenridge Dr (North) | | | | Driveway 2 | | | | |
| TIME | Thru 6.1 | Right 6.2 | U-Turn 6.3 | App Total | Left 6.4 | Thru 6.5 | U-Turn 6.6 | App Total | Left 6.7 | Right 6.8 | U-Turn 6.9 | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

# Classified Turn Movement Count || Bikes

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 6**
Glenridge Dr (South)
Glenridge Dr (North)

Driveway 2

**Date**
Wednesday, May 1, 2024

**Lat/Long**
33.921377°, -84.365925°
Click here for Map

**Weather**
Fair
74°F
Click here for Detailed Weather

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

Bikes

| | Northbound | | | | Southbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | Glenridge Dr (North) | | | | Driveway 2 | | | | |
| TIME | Thru 6.1 | Right 6.2 | U-Turn 6.3 | App Total | Left 6.4 | Thru 6.5 | U-Turn 6.6 | App Total | Left 6.7 | Right 6.8 | U-Turn 6.9 | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| 0800 - 0815 | 1 | 0 | 0 | 1 | 0 | 0 | 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 | 1 | 0 | 0 | **1** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **1** |
| Grand Total | 1 | 0 | 0 | **1** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **1** |
| Approach % | 100.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 100.00 | 0.00 | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

Bikes

| | Northbound | | | | Southbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | Glenridge Dr (North) | | | | Driveway 2 | | | | |
| TIME | Thru 6.1 | Right 6.2 | U-Turn 6.3 | App Total | Left 6.4 | Thru 6.5 | U-Turn 6.6 | App Total | Left 6.7 | Right 6.8 | U-Turn 6.9 | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 6**

Glenridge Dr (South)
Glenridge Dr (North)

Driveway 2

**Date**

Wednesday, May 1, 2024

**Lat/Long**

33.921377°, -84.365925°
Click here for Map

**Weather**

Fair
74°F
Click here for Detailed Weather

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

All Trucks (4-13)

| | Northbound | | | | Southbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | Glenridge Dr (North) | | | | Driveway 2 | | | | |
| TIME | Thru 6.1 | Right 6.2 | U-Turn 6.3 | App Total | Left 6.4 | Thru 6.5 | U-Turn 6.6 | App Total | Left 6.7 | Right 6.8 | U-Turn 6.9 | App Total | Int Total |
| 0700 - 0715 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0715 - 0730 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| 0730 - 0745 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 0745 - 0800 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Hourly Total | 5 | 0 | 0 | **5** | 0 | 3 | 0 | **3** | 0 | 0 | 0 | **0** | **8** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 0815 - 0830 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 4 |
| 0830 - 0845 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| Hourly Total | 2 | 0 | 0 | **2** | 0 | 6 | 0 | **6** | 0 | 0 | 0 | **0** | **8** |
| Grand Total | 7 | 0 | 0 | **7** | 0 | 9 | 0 | **9** | 0 | 0 | 0 | **0** | **16** |
| Approach % | 100.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 43.75 | 0.00 | 0.00 | 43.75 | 0.00 | 56.25 | 0.00 | 56.25 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

All Trucks (4-13)

| | Northbound | | | | Southbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | Glenridge Dr (North) | | | | Driveway 2 | | | | |
| TIME | Thru 6.1 | Right 6.2 | U-Turn 6.3 | App Total | Left 6.4 | Thru 6.5 | U-Turn 6.6 | App Total | Left 6.7 | Right 6.8 | U-Turn 6.9 | App Total | Int Total |
| 1600 - 1615 | 1 | 0 | 0 | 1 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 5 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 1630 - 1645 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 4 | 0 | 0 | **4** | 0 | 5 | 0 | **5** | 0 | 0 | 0 | **0** | **9** |
| 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 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Hourly Total | 0 | 0 | 0 | **0** | 0 | 1 | 0 | **1** | 0 | 0 | 0 | **0** | **1** |
| Grand Total | 4 | 0 | 0 | **4** | 0 | 6 | 0 | **6** | 0 | 0 | 0 | **0** | **10** |
| Approach % | 100.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 40.00 | 0.00 | 0.00 | 40.00 | 0.00 | 60.00 | 0.00 | 60.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

# Crosswalk Counts || Pedestrians

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 6**
Glenridge Dr (South)
Glenridge Dr (North)

Driveway 2

**Date**
Wednesday, May 1, 2024

**Lat/Long**
33.921377°, -84.365925°
Click here for Map

**Weather**
Fair
74°F
Click here for Detailed Weather

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

Pedestrians

| | Northbound | | | Southbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | Glenridge Dr (North) | | | Driveway 2 | | | |
| TIME | EB 6a | WB 6b | App Total | EB 6c | WB 6d | App Total | NB 6g | SB 6h | 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 | 1 | 0 | 1 | 2 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 1 | 0 | **1** | 0 | 0 | **0** | 2 | 1 | **3** | **4** |
| Grand Total | 1 | 0 | **1** | 0 | 0 | **0** | 2 | 1 | **3** | **4** |
| Approach % | 100.00 | 0.00 | - | 0.00 | 0.00 | - | 66.67 | 33.33 | - | |
| Intersection % | 25.00 | 0.00 | 25.00 | 0.00 | 0.00 | 0.00 | 50.00 | 25.00 | 75.00 | |

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

Pedestrians

| | Northbound | | | Southbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | Glenridge Dr (North) | | | Driveway 2 | | | |
| TIME | EB 6a | WB 6b | App Total | EB 6c | WB 6d | App Total | NB 6g | SB 6h | 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 | 1 | 1 | 1 |
| 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 || Bikes

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 6**
Glenridge Dr (South)
Glenridge Dr (North)

Driveway 2

**Date**
Wednesday, May 1, 2024

**Lat/Long**
33.921377°, -84.365925°
Click here for Map

**Weather**
Fair
74°F
Click here for Detailed Weather

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

Bikes

| | Northbound | | | Southbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | Glenridge Dr (North) | | | Driveway 2 | | | |
| TIME | EB 6a | WB 6b | App Total | EB 6c | WB 6d | App Total | NB 6g | SB 6h | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

Bikes

| | Northbound | | | Southbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | Glenridge Dr (North) | | | Driveway 2 | | | |
| TIME | EB 6a | WB 6b | App Total | EB 6c | WB 6d | App Total | NB 6g | SB 6h | 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 6**
Glenridge Dr (South)
Glenridge Dr (North)

Driveway 2

**Date**
Wednesday, May 1, 2024

**Lat/Long**
33.921377°, -84.365925°
Click here for Map

**Weather**
Fair
74°F
Click here for Detailed Weather

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

| | Northbound | | | Southbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | Glenridge Dr (North) | | | Driveway 2 | | | |
| TIME | EB 6a | WB 6b | App Total | EB 6c | WB 6d | App Total | NB 6g | SB 6h | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

| | Northbound | | | Southbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | Glenridge Dr (North) | | | Driveway 2 | | | |
| TIME | EB 6a | WB 6b | App Total | EB 6c | WB 6d | App Total | NB 6g | SB 6h | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

| Start Date: 5/1/2024 | Eastbound | | | Driveway 2 Westbound | | | Glenridge Dr (South) Northbound | | | Glenridge Dr (North) Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Time** | **EBL** | **EBT** | **EBR** | **WBL** | **WBT** | **WBR** | **NBL** | **NBT** | **NBR** | **SBL** | **SBT** | **SBR** | **Total** |
| **15 Minute Totals** | | | | | | | | | | | | | |
| **12:00 AM - 12:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:15 AM - 12:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:30 AM - 12:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:45 AM - 01:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00 AM - 01:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:15 AM - 01:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:30 AM - 01:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:45 AM - 02:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00 AM - 02:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 AM - 02:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 AM - 02:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 AM - 03:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 AM - 03:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 AM - 03:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 AM - 03:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 AM - 04:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 AM - 04:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:15 AM - 04:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:30 AM - 04:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:45 AM - 05:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00 AM - 05:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:15 AM - 05:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:30 AM - 05:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:45 AM - 06:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00 AM - 06:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 AM - 06:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 AM - 06:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 AM - 07:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 AM - 07:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 46 | 0 | 71 |
| **07:15 AM - 07:30 AM** | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 30 | 1 | 0 | 62 | 0 | 97 |
| **07:30 AM - 07:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 0 | 79 | 0 | 114 |
| **07:45 AM - 08:00 AM** | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 45 | 0 | 0 | 74 | 0 | 120 |
| **08:00 AM - 08:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 1 | 1 | 82 | 0 | 141 |
| **08:15 AM - 08:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 0 | 1 | 77 | 0 | 127 |
| **08:30 AM - 08:45 AM** | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 47 | 0 | 0 | 72 | 0 | 120 |
| **08:45 AM - 09:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 2 | 73 | 0 | 114 |
| **09:00 AM - 09:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:15 AM - 09:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:30 AM - 09:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:45 AM - 10:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00 AM - 10:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:15 AM - 10:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:30 AM - 10:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:45 AM - 11:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00 AM - 11:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:15 AM - 11:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:30 AM - 11:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:45 AM - 12:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00 PM - 12:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:15 PM - 12:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:30 PM - 12:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:45 PM - 01:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00 PM - 01:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:15 PM - 01:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:30 PM - 01:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:45 PM - 02:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00 PM - 02:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 PM - 02:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 PM - 02:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 PM - 03:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 PM - 03:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 PM - 03:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 PM - 03:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 PM - 04:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 PM - 04:15 PM** | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 84 | 2 | 0 | 77 | 0 | 164 |
| **04:15 PM - 04:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 1 | 1 | 71 | 0 | 151 |
| **04:30 PM - 04:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 | 0 | 1 | 69 | 0 | 174 |
| **04:45 PM - 05:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 1 | 0 | 92 | 0 | 181 |
| **05:00 PM - 05:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 0 | 2 | 99 | 0 | 187 |
| **05:15 PM - 05:30 PM** | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 86 | 1 | 1 | 98 | 0 | 187 |
| **05:30 PM - 05:45 PM** | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 88 | 1 | 2 | 97 | 0 | 189 |
| **05:45 PM - 06:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 2 | 1 | 69 | 0 | 133 |
| **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

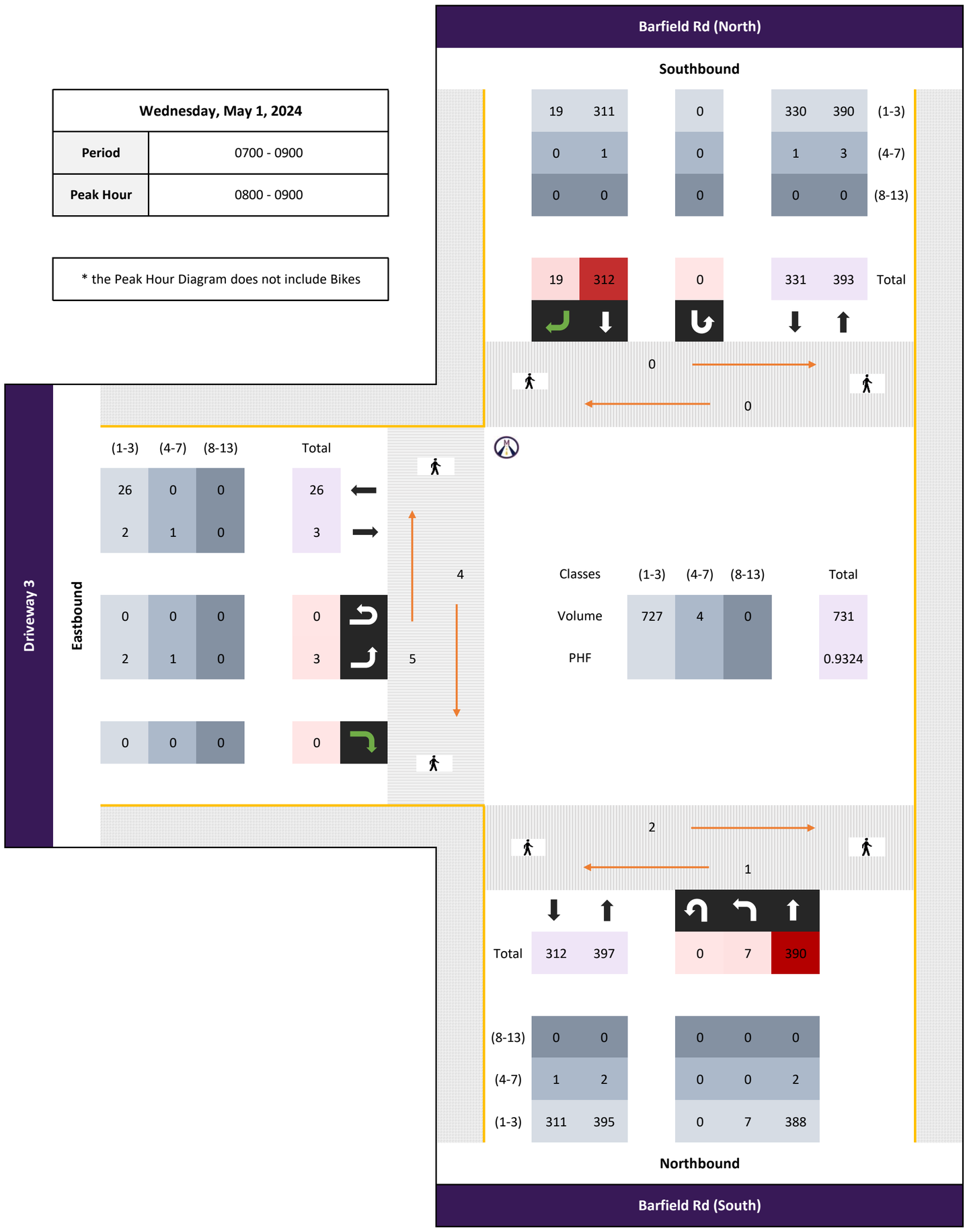
Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

| Wednesday, May 1, 2024 | |
|---|---|
| **Period** | 0700 - 0900 |
| **Peak Hour** | 0800 - 0900 |

* the Peak Hour Diagram does not include Bikes




## Session Parameters

(Drop Down Menu)

**Peak Hour**

**Volume**

**All vehicles**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | | | Barfield Rd (North) | | | | | | Driveway 3 | | | | | | | | | | | | |
| Time | Left 7.1 | Thru 7.2 | | | U-Turn 7.3 | App Total | | Thru 7.4 | Right 7.5 | | U-Turn 7.6 | App Total | Left 7.7 | | Right 7.8 | | U-Turn 7.9 | App Total | | | | | | App Total | Int Total |
| 0800 - 0815 | 1 | 92 | - | - | 0 | 93 | - | 101 | 2 | - | 0 | 103 | 0 | - | 0 | - | 0 | 0 | - | - | - | - | - | 0 | 196 |
| 0815 - 0830 | 1 | 94 | - | - | 0 | 95 | - | 66 | 4 | - | 0 | 70 | 2 | - | 0 | - | 0 | 2 | - | - | - | - | - | 0 | 167 |
| 0830 - 0845 | 3 | 109 | - | - | 0 | 112 | - | 64 | 6 | - | 0 | 70 | 1 | - | 0 | - | 0 | 1 | - | - | - | - | - | 0 | 183 |
| 0845 - 0900 | 2 | 95 | - | - | 0 | 97 | - | 81 | 7 | - | 0 | 88 | 0 | - | 0 | - | 0 | 0 | - | - | - | - | - | 0 | 185 |
| Total | 7 | 390 | 0 | 0 | 0 | 397 | 0 | 312 | 19 | 0 | 0 | 331 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 731 |
| Approach % | 1.76 | 98.24 | 0.00 | 0.00 | 0.00 | - | 0.00 | 94.26 | 5.74 | 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 | 0.58 | 0.89 | 0.00 | 0.00 | 0.00 | **0.89** | 0.00 | 0.77 | 0.68 | 0.00 | 0.00 | **0.80** | 0.38 | 0.00 | 0.00 | 0.00 | 0.00 | **0.38** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | **0.93** |

**Passenger Vehicles (1-3)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | | | Barfield Rd (North) | | | | | | Driveway 3 | | | | | | | | | | | | |
| Time | Left 7.1 | Thru 7.2 | | | U-Turn 7.3 | App Total | | Thru 7.4 | Right 7.5 | | U-Turn 7.6 | App Total | Left 7.7 | | Right 7.8 | | U-Turn 7.9 | App Total | | | | | | App Total | Int Total |
| 0800 - 0815 | 1 | 92 | - | - | 0 | 93 | - | 100 | 2 | - | 0 | 102 | 0 | - | 0 | - | 0 | 0 | - | - | - | - | - | 0 | 195 |
| 0815 - 0830 | 1 | 93 | - | - | 0 | 94 | - | 66 | 4 | - | 0 | 70 | 1 | - | 0 | - | 0 | 1 | - | - | - | - | - | 0 | 165 |
| 0830 - 0845 | 3 | 108 | - | - | 0 | 111 | - | 64 | 6 | - | 0 | 70 | 1 | - | 0 | - | 0 | 1 | - | - | - | - | - | 0 | 182 |
| 0845 - 0900 | 2 | 95 | - | - | 0 | 97 | - | 81 | 7 | - | 0 | 88 | 0 | - | 0 | - | 0 | 0 | - | - | - | - | - | 0 | 185 |
| Total | 7 | 388 | 0 | 0 | 0 | 395 | 0 | 311 | 19 | 0 | 0 | 330 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 727 |
| Approach % | 1.77 | 98.23 | 0.00 | 0.00 | 0.00 | - | 0.00 | 94.24 | 5.76 | 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 | 0.58 | 0.90 | 0.00 | 0.00 | 0.00 | **0.89** | 0.00 | 0.78 | 0.68 | 0.00 | 0.00 | **0.81** | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 | **0.50** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | **0.93** |

**Single Unit Trucks (4-7)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | | | Barfield Rd (North) | | | | | | Driveway 3 | | | | | | | | | | | | |
| Time | Left 7.1 | Thru 7.2 | | | U-Turn 7.3 | App Total | | Thru 7.4 | Right 7.5 | | U-Turn 7.6 | App Total | Left 7.7 | | Right 7.8 | | U-Turn 7.9 | App Total | | | | | | App Total | Int Total |
| 0800 - 0815 | 0 | 0 | - | - | 0 | 0 | - | 1 | 0 | - | 0 | 1 | 0 | - | 0 | - | 0 | 0 | - | - | - | - | - | 0 | 1 |
| 0815 - 0830 | 0 | 1 | - | - | 0 | 1 | - | 0 | 0 | - | 0 | 0 | 1 | - | 0 | - | 0 | 1 | - | - | - | - | - | 0 | 2 |
| 0830 - 0845 | 0 | 1 | - | - | 0 | 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 | 0 |
| Total | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Approach % | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 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** | **0.50** |

**Combination Trucks (8-13)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | | | Barfield Rd (North) | | | | | | Driveway 3 | | | | | | | | | | | | |
| Time | Left 7.1 | Thru 7.2 | | | U-Turn 7.3 | App Total | | Thru 7.4 | Right 7.5 | | U-Turn 7.6 | App Total | Left 7.7 | | Right 7.8 | | U-Turn 7.9 | App Total | | | | | | App Total | Int Total |
| 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** |

**Bikes**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | | | Barfield Rd (North) | | | | | | Driveway 3 | | | | | | | | | | | | |
| Time | Left 7.1 | Thru 7.2 | | | U-Turn 7.3 | App Total | | Thru 7.4 | Right 7.5 | | U-Turn 7.6 | App Total | Left 7.7 | | Right 7.8 | | U-Turn 7.9 | App Total | | | | | | App Total | Int Total |
| 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

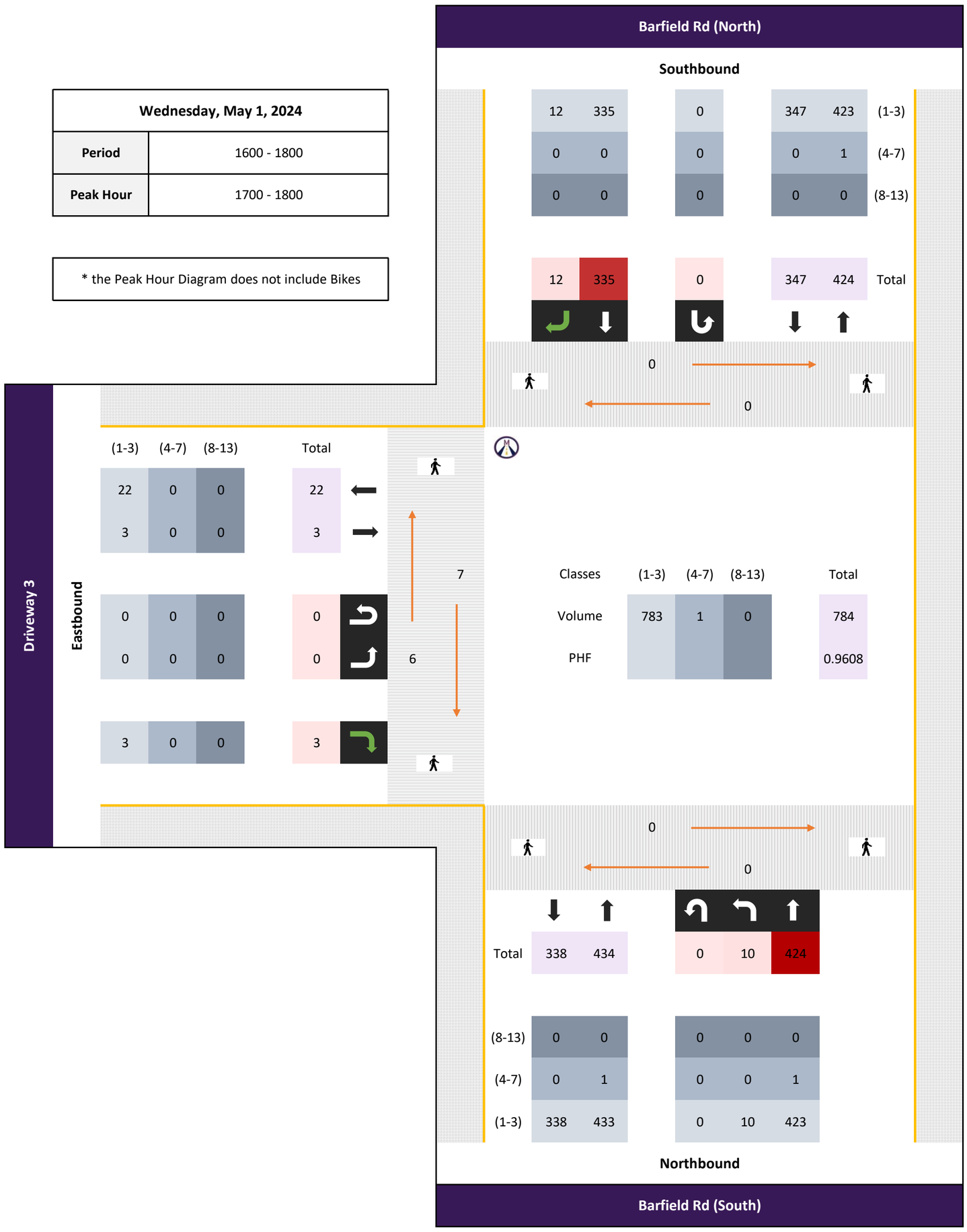
Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

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

* the Peak Hour Diagram does not include Bikes




## Session Parameters

(Drop Down Menu)

**Peak Hour**

**Volume**

**All vehicles**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | | | Barfield Rd (North) | | | | | | Driveway 3 | | | | | | | | | | | | |
| Time | Left 7.1 | Thru 7.2 | | | U-Turn 7.3 | App Total | | Thru 7.4 | Right 7.5 | | U-Turn 7.6 | App Total | Left 7.7 | | Right 7.8 | | U-Turn 7.9 | App Total | | | | | | App Total | Int Total |
| 1700 - 1715 | 0 | 124 | - | - | 0 | 124 | - | 75 | 2 | - | 0 | 77 | 0 | - | 0 | - | 0 | 0 | - | - | - | - | - | 0 | 201 |
| 1715 - 1730 | 2 | 102 | - | - | 0 | 104 | - | 68 | 4 | - | 0 | 72 | 0 | - | 0 | - | 0 | 0 | - | - | - | - | - | 0 | 176 |
| 1730 - 1745 | 5 | 86 | - | - | 0 | 91 | - | 109 | 2 | - | 0 | 111 | 0 | - | 2 | - | 0 | 2 | - | - | - | - | - | 0 | 204 |
| 1745 - 1800 | 3 | 112 | - | - | 0 | 115 | - | 83 | 4 | - | 0 | 87 | 0 | - | 1 | - | 0 | 1 | - | - | - | - | - | 0 | 203 |
| Total | 10 | 424 | 0 | 0 | 0 | 434 | 0 | 335 | 12 | 0 | 0 | 347 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 784 |
| Approach % | 2.30 | 97.70 | 0.00 | 0.00 | 0.00 | - | 0.00 | 96.54 | 3.46 | 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 | 0.85 | 0.00 | 0.00 | 0.00 | **0.88** | 0.00 | 0.77 | 0.75 | 0.00 | 0.00 | **0.78** | 0.00 | 0.00 | 0.38 | 0.00 | 0.00 | **0.38** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | **0.96** |

**Passenger Vehicles (1-3)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | | | Barfield Rd (North) | | | | | | Driveway 3 | | | | | | | | | | | | |
| Time | Left 7.1 | Thru 7.2 | | | U-Turn 7.3 | App Total | | Thru 7.4 | Right 7.5 | | U-Turn 7.6 | App Total | Left 7.7 | | Right 7.8 | | U-Turn 7.9 | App Total | | | | | | App Total | Int Total |
| 1700 - 1715 | 0 | 124 | - | - | 0 | 124 | - | 75 | 2 | - | 0 | 77 | 0 | - | 0 | - | 0 | 0 | - | - | - | - | - | 0 | 201 |
| 1715 - 1730 | 2 | 101 | - | - | 0 | 103 | - | 68 | 4 | - | 0 | 72 | 0 | - | 0 | - | 0 | 0 | - | - | - | - | - | 0 | 175 |
| 1730 - 1745 | 5 | 86 | - | - | 0 | 91 | - | 109 | 2 | - | 0 | 111 | 0 | - | 2 | - | 0 | 2 | - | - | - | - | - | 0 | 204 |
| 1745 - 1800 | 3 | 112 | - | - | 0 | 115 | - | 83 | 4 | - | 0 | 87 | 0 | - | 1 | - | 0 | 1 | - | - | - | - | - | 0 | 203 |
| Total | 10 | 423 | 0 | 0 | 0 | 433 | 0 | 335 | 12 | 0 | 0 | 347 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 783 |
| Approach % | 2.31 | 97.69 | 0.00 | 0.00 | 0.00 | - | 0.00 | 96.54 | 3.46 | 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 | 0.85 | 0.00 | 0.00 | 0.00 | **0.87** | 0.00 | 0.77 | 0.75 | 0.00 | 0.00 | **0.78** | 0.00 | 0.00 | 0.38 | 0.00 | 0.00 | **0.38** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | **0.96** |

**Single Unit Trucks (4-7)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | | | Barfield Rd (North) | | | | | | Driveway 3 | | | | | | | | | | | | |
| Time | Left 7.1 | Thru 7.2 | | | U-Turn 7.3 | App Total | | Thru 7.4 | Right 7.5 | | U-Turn 7.6 | App Total | Left 7.7 | | Right 7.8 | | U-Turn 7.9 | App Total | | | | | | App Total | Int Total |
| 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 | - | 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 | 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** |

**Combination Trucks (8-13)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | | | Barfield Rd (North) | | | | | | Driveway 3 | | | | | | | | | | | | |
| Time | Left 7.1 | Thru 7.2 | | | U-Turn 7.3 | App Total | | Thru 7.4 | Right 7.5 | | U-Turn 7.6 | App Total | Left 7.7 | | Right 7.8 | | U-Turn 7.9 | App Total | | | | | | App Total | Int Total |
| 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** |

**Bikes**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | | | Barfield Rd (North) | | | | | | Driveway 3 | | | | | | | | | | | | |
| Time | Left 7.1 | Thru 7.2 | | | U-Turn 7.3 | App Total | | Thru 7.4 | Right 7.5 | | U-Turn 7.6 | App Total | Left 7.7 | | Right 7.8 | | U-Turn 7.9 | App Total | | | | | | App Total | Int Total |
| 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

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 7**
Barfield Rd (South)
Barfield Rd (North)
Driveway 3

**Date**
Wednesday, May 1, 2024

**Lat/Long**
33.931371°, -84.361061°
Click here for Map

**Weather**
Fair
74°F
Click here for Detailed Weather

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

All vehicles

| | Northbound | | | | Southbound | | | | Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | Barfield Rd (North) | | | | Driveway 3 | | | | |
| TIME | Left 7.1 | Thru 7.2 | U-Turn 7.3 | App Total | Thru 7.4 | Right 7.5 | U-Turn 7.6 | App Total | Left 7.7 | Right 7.8 | U-Turn 7.9 | App Total | Int Total |
| 0700 - 0715 | 0 | 49 | 0 | 49 | 44 | 0 | 0 | 44 | 0 | 0 | 0 | 0 | 93 |
| 0715 - 0730 | 1 | 69 | 1 | 71 | 64 | 0 | 0 | 64 | 0 | 0 | 0 | 0 | 135 |
| 0730 - 0745 | 0 | 68 | 0 | 68 | 55 | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 123 |
| 0745 - 0800 | 0 | 76 | 0 | 76 | 70 | 0 | 0 | 70 | 0 | 0 | 0 | 0 | 146 |
| Hourly Total | 1 | 262 | 1 | **264** | 233 | 0 | 0 | **233** | 0 | 0 | 0 | **0** | **497** |
| 0800 - 0815 | 1 | 92 | 0 | 93 | 101 | 2 | 0 | 103 | 0 | 0 | 0 | 0 | 196 |
| 0815 - 0830 | 1 | 94 | 0 | 95 | 66 | 4 | 0 | 70 | 2 | 0 | 0 | 2 | 167 |
| 0830 - 0845 | 3 | 109 | 0 | 112 | 64 | 6 | 0 | 70 | 1 | 0 | 0 | 1 | 183 |
| 0845 - 0900 | 2 | 95 | 0 | 97 | 81 | 7 | 0 | 88 | 0 | 0 | 0 | 0 | 185 |
| Hourly Total | 7 | 390 | 0 | **397** | 312 | 19 | 0 | **331** | 3 | 0 | 0 | **3** | **731** |
| Grand Total | 8 | 652 | 1 | **661** | 545 | 19 | 0 | **564** | 3 | 0 | 0 | **3** | **1228** |
| Approach % | 1.21 | 98.64 | 0.15 | - | 96.63 | 3.37 | 0.00 | - | 100.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.65 | 53.09 | 0.08 | 53.83 | 44.38 | 1.55 | 0.00 | 45.93 | 0.24 | 0.00 | 0.00 | 0.24 | |
| Heavy Vehicle % | 13 | 1 | 0 | **1** | 1 | 0 | - | **1** | 33 | - | - | **33** | **1** |
| PHF | 0.58 | 0.89 | 0.00 | **0.89** | 0.77 | 0.68 | 0.00 | **0.80** | 0.38 | 0.00 | 0.00 | **0.38** | **0.93** |

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

All vehicles

| | Northbound | | | | Southbound | | | | Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | Barfield Rd (North) | | | | Driveway 3 | | | | |
| TIME | Left 7.1 | Thru 7.2 | U-Turn 7.3 | App Total | Thru 7.4 | Right 7.5 | U-Turn 7.6 | App Total | Left 7.7 | Right 7.8 | U-Turn 7.9 | App Total | Int Total |
| 1600 - 1615 | 1 | 106 | 0 | 107 | 55 | 4 | 0 | 59 | 0 | 0 | 0 | 0 | 166 |
| 1615 - 1630 | 3 | 92 | 0 | 95 | 56 | 1 | 0 | 57 | 0 | 0 | 0 | 0 | 152 |
| 1630 - 1645 | 9 | 126 | 0 | 135 | 65 | 6 | 0 | 71 | 1 | 0 | 0 | 1 | 207 |
| 1645 - 1700 | 1 | 121 | 0 | 122 | 57 | 4 | 0 | 61 | 0 | 0 | 0 | 0 | 183 |
| Hourly Total | 14 | 445 | 0 | **459** | 233 | 15 | 0 | **248** | 1 | 0 | 0 | **1** | **708** |
| 1700 - 1715 | 0 | 124 | 0 | 124 | 75 | 2 | 0 | 77 | 0 | 0 | 0 | 0 | 201 |
| 1715 - 1730 | 2 | 102 | 0 | 104 | 68 | 4 | 0 | 72 | 0 | 0 | 0 | 0 | 176 |
| 1730 - 1745 | 5 | 86 | 0 | 91 | 109 | 2 | 0 | 111 | 0 | 2 | 0 | 2 | 204 |
| 1745 - 1800 | 3 | 112 | 0 | 115 | 83 | 4 | 0 | 87 | 0 | 1 | 0 | 1 | 203 |
| Hourly Total | 10 | 424 | 0 | **434** | 335 | 12 | 0 | **347** | 0 | 3 | 0 | **3** | **784** |
| Grand Total | 24 | 869 | 0 | **893** | 568 | 27 | 0 | **595** | 1 | 3 | 0 | **4** | **1492** |
| Approach % | 2.69 | 97.31 | 0.00 | - | 95.46 | 4.54 | 0.00 | - | 25.00 | 75.00 | 0.00 | - | |
| Intersection % | 1.61 | 58.24 | 0.00 | 59.85 | 38.07 | 1.81 | 0.00 | 39.88 | 0.07 | 0.20 | 0.00 | 0.27 | |
| Heavy Vehicle % | 0 | 0 | - | **0** | 0 | 0 | - | **0** | 0 | 0 | - | **0** | **0** |
| PHF | 0.50 | 0.85 | 0.00 | **0.88** | 0.77 | 0.75 | 0.00 | **0.78** | 0.00 | 0.38 | 0.00 | **0.38** | **0.96** |

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 7**
Barfield Rd (South)
Barfield Rd (North)
Driveway 3

**Date**
Wednesday, May 1, 2024

**Lat/Long**
33.931371°, -84.361061°
Click here for Map

**Weather**
Fair
74°F
Click here for Detailed Weather

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

Passenger Vehicles (1-3)

| | Northbound | | | | Southbound | | | | Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | Barfield Rd (North) | | | | Driveway 3 | | | | |
| TIME | Left 7.1 | Thru 7.2 | U-Turn 7.3 | App Total | Thru 7.4 | Right 7.5 | U-Turn 7.6 | App Total | Left 7.7 | Right 7.8 | U-Turn 7.9 | App Total | Int Total |
| 0700 - 0715 | 0 | 48 | 0 | 48 | 43 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 91 |
| 0715 - 0730 | 0 | 67 | 1 | 68 | 63 | 0 | 0 | 63 | 0 | 0 | 0 | 0 | 131 |
| 0730 - 0745 | 0 | 66 | 0 | 66 | 54 | 0 | 0 | 54 | 0 | 0 | 0 | 0 | 120 |
| 0745 - 0800 | 0 | 76 | 0 | 76 | 68 | 0 | 0 | 68 | 0 | 0 | 0 | 0 | 144 |
| Hourly Total | 0 | 257 | 1 | **258** | 228 | 0 | 0 | **228** | 0 | 0 | 0 | **0** | **486** |
| 0800 - 0815 | 1 | 92 | 0 | 93 | 100 | 2 | 0 | 102 | 0 | 0 | 0 | 0 | 195 |
| 0815 - 0830 | 1 | 93 | 0 | 94 | 66 | 4 | 0 | 70 | 1 | 0 | 0 | 1 | 165 |
| 0830 - 0845 | 3 | 108 | 0 | 111 | 64 | 6 | 0 | 70 | 1 | 0 | 0 | 1 | 182 |
| 0845 - 0900 | 2 | 95 | 0 | 97 | 81 | 7 | 0 | 88 | 0 | 0 | 0 | 0 | 185 |
| Hourly Total | 7 | 388 | 0 | **395** | 311 | 19 | 0 | **330** | 2 | 0 | 0 | **2** | **727** |
| Grand Total | 7 | 645 | 1 | **653** | 539 | 19 | 0 | **558** | 2 | 0 | 0 | **2** | **1213** |
| Approach % | 1.07 | 98.77 | 0.15 | - | 96.59 | 3.41 | 0.00 | - | 100.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.58 | 53.17 | 0.08 | 53.83 | 44.44 | 1.57 | 0.00 | 46.00 | 0.16 | 0.00 | 0.00 | 0.16 | |

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

Passenger Vehicles (1-3)

| | Northbound | | | | Southbound | | | | Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | Barfield Rd (North) | | | | Driveway 3 | | | | |
| TIME | Left 7.1 | Thru 7.2 | U-Turn 7.3 | App Total | Thru 7.4 | Right 7.5 | U-Turn 7.6 | App Total | Left 7.7 | Right 7.8 | U-Turn 7.9 | App Total | Int Total |
| 1600 - 1615 | 1 | 104 | 0 | 105 | 55 | 4 | 0 | 59 | 0 | 0 | 0 | 0 | 164 |
| 1615 - 1630 | 3 | 91 | 0 | 94 | 55 | 1 | 0 | 56 | 0 | 0 | 0 | 0 | 150 |
| 1630 - 1645 | 9 | 126 | 0 | 135 | 65 | 6 | 0 | 71 | 1 | 0 | 0 | 1 | 207 |
| 1645 - 1700 | 1 | 120 | 0 | 121 | 57 | 4 | 0 | 61 | 0 | 0 | 0 | 0 | 182 |
| Hourly Total | 14 | 441 | 0 | **455** | 232 | 15 | 0 | **247** | 1 | 0 | 0 | **1** | **703** |
| 1700 - 1715 | 0 | 124 | 0 | 124 | 75 | 2 | 0 | 77 | 0 | 0 | 0 | 0 | 201 |
| 1715 - 1730 | 2 | 101 | 0 | 103 | 68 | 4 | 0 | 72 | 0 | 0 | 0 | 0 | 175 |
| 1730 - 1745 | 5 | 86 | 0 | 91 | 109 | 2 | 0 | 111 | 0 | 2 | 0 | 2 | 204 |
| 1745 - 1800 | 3 | 112 | 0 | 115 | 83 | 4 | 0 | 87 | 0 | 1 | 0 | 1 | 203 |
| Hourly Total | 10 | 423 | 0 | **433** | 335 | 12 | 0 | **347** | 0 | 3 | 0 | **3** | **783** |
| Grand Total | 24 | 864 | 0 | **888** | 567 | 27 | 0 | **594** | 1 | 3 | 0 | **4** | **1486** |
| Approach % | 2.70 | 97.30 | 0.00 | - | 95.45 | 4.55 | 0.00 | - | 25.00 | 75.00 | 0.00 | - | |
| Intersection % | 1.62 | 58.14 | 0.00 | 59.76 | 38.16 | 1.82 | 0.00 | 39.97 | 0.07 | 0.20 | 0.00 | 0.27 | |

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

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 7**
Barfield Rd (South)
Barfield Rd (North)
Driveway 3

**Date**
Wednesday, May 1, 2024

**Lat/Long**
33.931371°, -84.361061°
Click here for Map

**Weather**
Fair
74°F
Click here for Detailed Weather

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

Single Unit Trucks (4-7)

| | Northbound | | | | Southbound | | | | Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | Barfield Rd (North) | | | | Driveway 3 | | | | |
| TIME | Left 7.1 | Thru 7.2 | U-Turn 7.3 | App Total | Thru 7.4 | Right 7.5 | U-Turn 7.6 | App Total | Left 7.7 | Right 7.8 | U-Turn 7.9 | App Total | Int Total |
| 0700 - 0715 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 0715 - 0730 | 1 | 2 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 0730 - 0745 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| Hourly Total | 1 | 5 | 0 | **6** | 5 | 0 | 0 | **5** | 0 | 0 | 0 | **0** | **11** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 0815 - 0830 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| 0830 - 0845 | 0 | 1 | 0 | 1 | 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 | 2 | 0 | **2** | 1 | 0 | 0 | **1** | 1 | 0 | 0 | **1** | **4** |
| Grand Total | 1 | 7 | 0 | **8** | 6 | 0 | 0 | **6** | 1 | 0 | 0 | **1** | **15** |
| Approach % | 12.50 | 87.50 | 0.00 | - | 100.00 | 0.00 | 0.00 | - | 100.00 | 0.00 | 0.00 | - | |
| Intersection % | 6.67 | 46.67 | 0.00 | 53.33 | 40.00 | 0.00 | 0.00 | 40.00 | 6.67 | 0.00 | 0.00 | 6.67 | |

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

Single Unit Trucks (4-7)

| | Northbound | | | | Southbound | | | | Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | Barfield Rd (North) | | | | Driveway 3 | | | | |
| TIME | Left 7.1 | Thru 7.2 | U-Turn 7.3 | App Total | Thru 7.4 | Right 7.5 | U-Turn 7.6 | App Total | Left 7.7 | Right 7.8 | U-Turn 7.9 | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1615 - 1630 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Hourly Total | 0 | 2 | 0 | **2** | 1 | 0 | 0 | **1** | 0 | 0 | 0 | **0** | **3** |
| 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 | 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** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **1** |
| Grand Total | 0 | 3 | 0 | **3** | 1 | 0 | 0 | **1** | 0 | 0 | 0 | **0** | **4** |
| Approach % | 0.00 | 100.00 | 0.00 | - | 100.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 75.00 | 0.00 | 75.00 | 25.00 | 0.00 | 0.00 | 25.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 7**
Barfield Rd (South)
Barfield Rd (North)
Driveway 3

**Date**
Wednesday, May 1, 2024

**Lat/Long**
33.931371°, -84.361061°
Click here for Map

**Weather**
Fair
74°F
Click here for Detailed Weather

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

Combination Trucks (8-13)

| | Northbound | | | | Southbound | | | | Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | Barfield Rd (North) | | | | Driveway 3 | | | | |
| TIME | Left 7.1 | Thru 7.2 | U-Turn 7.3 | App Total | Thru 7.4 | Right 7.5 | U-Turn 7.6 | App Total | Left 7.7 | Right 7.8 | U-Turn 7.9 | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

Combination Trucks (8-13)

| | Northbound | | | | Southbound | | | | Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | Barfield Rd (North) | | | | Driveway 3 | | | | |
| TIME | Left 7.1 | Thru 7.2 | U-Turn 7.3 | App Total | Thru 7.4 | Right 7.5 | U-Turn 7.6 | App Total | Left 7.7 | Right 7.8 | U-Turn 7.9 | App Total | Int Total |
| 1600 - 1615 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 1 | 0 | **1** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **1** |
| 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 | 1 | 0 | **1** | 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 | - | |
| Intersection % | 0.00 | 100.00 | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

# Classified Turn Movement Count || Bikes

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 7**
Barfield Rd (South)
Barfield Rd (North)
Driveway 3

**Date**
Wednesday, May 1, 2024

**Lat/Long**
33.931371°, -84.361061°
Click here for Map

**Weather**
Fair
74°F
Click here for Detailed Weather

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

Bikes

| | Northbound | | | | Southbound | | | | Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | Barfield Rd (North) | | | | Driveway 3 | | | | |
| TIME | Left 7.1 | Thru 7.2 | U-Turn 7.3 | App Total | Thru 7.4 | Right 7.5 | U-Turn 7.6 | App Total | Left 7.7 | Right 7.8 | U-Turn 7.9 | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

Bikes

| | Northbound | | | | Southbound | | | | Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | Barfield Rd (North) | | | | Driveway 3 | | | | |
| TIME | Left 7.1 | Thru 7.2 | U-Turn 7.3 | App Total | Thru 7.4 | Right 7.5 | U-Turn 7.6 | App Total | Left 7.7 | Right 7.8 | U-Turn 7.9 | App Total | Int Total |
| 1600 - 1615 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 1 | 0 | **1** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **1** |
| 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 | 1 | 0 | **1** | 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 | - | |
| Intersection % | 0.00 | 100.00 | 0.00 | 100.00 | 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 7**
Barfield Rd (South)
Barfield Rd (North)
Driveway 3

**Date**
Wednesday, May 1, 2024

**Lat/Long**
33.931371°, -84.361061°
Click here for Map

**Weather**
Fair
74°F
Click here for Detailed Weather

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

All Trucks (4-13)

| | Northbound | | | | Southbound | | | | Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | Barfield Rd (North) | | | | Driveway 3 | | | | |
| TIME | Left 7.1 | Thru 7.2 | U-Turn 7.3 | App Total | Thru 7.4 | Right 7.5 | U-Turn 7.6 | App Total | Left 7.7 | Right 7.8 | U-Turn 7.9 | App Total | Int Total |
| 0700 - 0715 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 0715 - 0730 | 1 | 2 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 0730 - 0745 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| Hourly Total | 1 | 5 | 0 | **6** | 5 | 0 | 0 | **5** | 0 | 0 | 0 | **0** | **11** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 0815 - 0830 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| 0830 - 0845 | 0 | 1 | 0 | 1 | 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 | 2 | 0 | **2** | 1 | 0 | 0 | **1** | 1 | 0 | 0 | **1** | **4** |
| Grand Total | 1 | 7 | 0 | **8** | 6 | 0 | 0 | **6** | 1 | 0 | 0 | **1** | **15** |
| Approach % | 12.50 | 87.50 | 0.00 | - | 100.00 | 0.00 | 0.00 | - | 100.00 | 0.00 | 0.00 | - | |
| Intersection % | 6.67 | 46.67 | 0.00 | 53.33 | 40.00 | 0.00 | 0.00 | 40.00 | 6.67 | 0.00 | 0.00 | 6.67 | |

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

All Trucks (4-13)

| | Northbound | | | | Southbound | | | | Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | Barfield Rd (North) | | | | Driveway 3 | | | | |
| TIME | Left 7.1 | Thru 7.2 | U-Turn 7.3 | App Total | Thru 7.4 | Right 7.5 | U-Turn 7.6 | App Total | Left 7.7 | Right 7.8 | U-Turn 7.9 | App Total | Int Total |
| 1600 - 1615 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1615 - 1630 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1645 - 1700 | 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** |
| 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 | 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** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **1** |
| Grand Total | 0 | 4 | 0 | **4** | 1 | 0 | 0 | **1** | 0 | 0 | 0 | **0** | **5** |
| Approach % | 0.00 | 100.00 | 0.00 | - | 100.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 80.00 | 0.00 | 80.00 | 20.00 | 0.00 | 0.00 | 20.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

# Crosswalk Counts || Pedestrians

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 7**
Barfield Rd (South)
Barfield Rd (North)
Driveway 3

**Date**
Wednesday, May 1, 2024

**Lat/Long**
33.931371°, -84.361061°
Click here for Map

**Weather**
Fair
74°F
Click here for Detailed Weather

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

Pedestrians

| | Northbound | | | Southbound | | | Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | Barfield Rd (North) | | | Driveway 3 | | | |
| TIME | EB 7a | WB 7b | App Total | EB 7c | WB 7d | App Total | NB 7e | SB 7f | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 4 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 6 | 6 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 6 | 5 | **11** | **11** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| 0830 - 0845 | 2 | 1 | 3 | 0 | 0 | 0 | 3 | 1 | 4 | 7 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 |
| Hourly Total | 2 | 1 | **3** | 0 | 0 | **0** | 5 | 4 | **9** | **12** |
| Grand Total | 2 | 1 | **3** | 0 | 0 | **0** | 11 | 9 | **20** | **23** |
| Approach % | 66.67 | 33.33 | - | 0.00 | 0.00 | - | 55.00 | 45.00 | - | |
| Intersection % | 8.70 | 4.35 | 13.04 | 0.00 | 0.00 | 0.00 | 47.83 | 39.13 | 86.96 | |

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

Pedestrians

| | Northbound | | | Southbound | | | Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | Barfield Rd (North) | | | Driveway 3 | | | |
| TIME | EB 7a | WB 7b | App Total | EB 7c | WB 7d | App Total | NB 7e | SB 7f | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| 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 | 1 | 1 | 1 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 1 | 2 | **3** | **3** |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 4 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 4 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 3 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 6 | 6 | **12** | **12** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 7 | 8 | **15** | **15** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 46.67 | 53.33 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 46.67 | 53.33 | 100.00 | |

# Crosswalk Counts || Bikes

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 7**
Barfield Rd (South)
Barfield Rd (North)
Driveway 3

**Date**
Wednesday, May 1, 2024

**Lat/Long**
33.931371°, -84.361061°
Click here for Map

**Weather**
Fair
74°F
Click here for Detailed Weather

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

Bikes

| | Northbound | | | Southbound | | | Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | Barfield Rd (North) | | | Driveway 3 | | | |
| TIME | EB 7a | WB 7b | App Total | EB 7c | WB 7d | App Total | NB 7e | SB 7f | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

Bikes

| | Northbound | | | Southbound | | | Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | Barfield Rd (North) | | | Driveway 3 | | | |
| TIME | EB 7a | WB 7b | App Total | EB 7c | WB 7d | App Total | NB 7e | SB 7f | 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 | 1 | 1 | 1 |
| 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 | 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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 7**
Barfield Rd (South)
Barfield Rd (North)
Driveway 3

**Date**
Wednesday, May 1, 2024

**Lat/Long**
33.931371°, -84.361061°
Click here for Map

**Weather**
Fair
74°F
Click here for Detailed Weather

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

Motorized Vehicles

| | Northbound | | | Southbound | | | Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | Barfield Rd (North) | | | Driveway 3 | | | |
| TIME | EB 7a | WB 7b | App Total | EB 7c | WB 7d | App Total | NB 7e | SB 7f | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

Motorized Vehicles

| | Northbound | | | Southbound | | | Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | Barfield Rd (North) | | | Driveway 3 | | | |
| TIME | EB 7a | WB 7b | App Total | EB 7c | WB 7d | App Total | NB 7e | SB 7f | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

| Start Date: 5/1/2024 | Driveway 3 Eastbound | | | Westbound | | | Barfield Rd (South) Northbound | | | Barfield Rd (North) Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Time** | **EBL** | **EBT** | **EBR** | **WBL** | **WBT** | **WBR** | **NBL** | **NBT** | **NBR** | **SBL** | **SBT** | **SBR** | **Total** |
| **15 Minute Totals** | | | | | | | | | | | | | |
| **12:00 AM - 12:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:15 AM - 12:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:30 AM - 12:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:45 AM - 01:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00 AM - 01:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:15 AM - 01:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:30 AM - 01:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:45 AM - 02:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00 AM - 02:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 AM - 02:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 AM - 02:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 AM - 03:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 AM - 03:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 AM - 03:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 AM - 03:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 AM - 04:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 AM - 04:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:15 AM - 04:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:30 AM - 04:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:45 AM - 05:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00 AM - 05:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:15 AM - 05:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:30 AM - 05:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:45 AM - 06:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00 AM - 06:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 AM - 06:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 AM - 06:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 AM - 07:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 AM - 07:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 0 | 0 | 44 | 0 | 93 |
| **07:15 AM - 07:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 69 | 0 | 0 | 64 | 0 | 134 |
| **07:30 AM - 07:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 0 | 0 | 55 | 0 | 123 |
| **07:45 AM - 08:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 0 | 0 | 70 | 0 | 146 |
| **08:00 AM - 08:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 92 | 0 | 0 | 101 | 2 | 196 |
| **08:15 AM - 08:30 AM** | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 94 | 0 | 0 | 66 | 4 | 167 |
| **08:30 AM - 08:45 AM** | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 109 | 0 | 0 | 64 | 6 | 183 |
| **08:45 AM - 09:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 95 | 0 | 0 | 81 | 7 | 185 |
| **09:00 AM - 09:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:15 AM - 09:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:30 AM - 09:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:45 AM - 10:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00 AM - 10:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:15 AM - 10:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:30 AM - 10:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:45 AM - 11:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00 AM - 11:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:15 AM - 11:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:30 AM - 11:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:45 AM - 12:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00 PM - 12:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:15 PM - 12:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:30 PM - 12:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:45 PM - 01:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00 PM - 01:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:15 PM - 01:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:30 PM - 01:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:45 PM - 02:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00 PM - 02:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 PM - 02:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 PM - 02:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 PM - 03:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 PM - 03:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 PM - 03:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 PM - 03:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 PM - 04:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 PM - 04:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 106 | 0 | 0 | 55 | 4 | 166 |
| **04:15 PM - 04:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 92 | 0 | 0 | 56 | 1 | 152 |
| **04:30 PM - 04:45 PM** | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 126 | 0 | 0 | 65 | 6 | 207 |
| **04:45 PM - 05:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 121 | 0 | 0 | 57 | 4 | 183 |
| **05:00 PM - 05:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 | 0 | 0 | 75 | 2 | 201 |
| **05:15 PM - 05:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 102 | 0 | 0 | 68 | 4 | 176 |
| **05:30 PM - 05:45 PM** | 0 | 0 | 2 | 0 | 0 | 0 | 5 | 86 | 0 | 0 | 109 | 2 | 204 |
| **05:45 PM - 06:00 PM** | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 112 | 0 | 0 | 83 | 4 | 203 |
| **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

| Sunday, May 5, 2024 | |
|---|---|
| **Period** | 1000 - 1400 |
| **Peak Hour** | 1230 - 1330 |

* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)

**Peak Hour**

**Volume**



**All vehicles**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | Abernathy Rd NE (West) | | | | | | Abernathy Rd NE (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 |
| 1230 - 1245 | 17 | 6 | 10 | - | 0 | 33 | 9 | 11 | 8 | - | 0 | 28 | 7 | 269 | 22 | - | 0 | 298 | 24 | 266 | 2 | - | 2 | 294 | 653 |
| 1245 - 1300 | 23 | 3 | 10 | - | 0 | 36 | 4 | 0 | 8 | - | 0 | 12 | 7 | 267 | 35 | - | 0 | 309 | 35 | 298 | 12 | - | 1 | 346 | 703 |
| 1300 - 1315 | 24 | 9 | 21 | - | 0 | 54 | 13 | 6 | 10 | - | 0 | 29 | 9 | 303 | 15 | - | 1 | 328 | 14 | 228 | 6 | - | 0 | 248 | 659 |
| 1315 - 1330 | 14 | 5 | 13 | - | 0 | 32 | 8 | 3 | 6 | - | 0 | 17 | 6 | 301 | 28 | - | 0 | 335 | 13 | 281 | 2 | - | 2 | 298 | 682 |
| Total | 78 | 23 | 54 | 0 | 0 | 155 | 34 | 20 | 32 | 0 | 0 | 86 | 29 | 1140 | 100 | 0 | 1 | 1270 | 86 | 1073 | 22 | 0 | 5 | 1186 | 2697 |
| Approach % | 50.32 | 14.84 | 34.84 | 0.00 | 0.00 | - | 39.53 | 23.26 | 37.21 | 0.00 | 0.00 | - | 2.28 | 89.76 | 7.87 | 0.00 | 0.08 | - | 7.25 | 90.47 | 1.85 | 0.00 | 0.42 | - | |
| PHF | 0.81 | 0.64 | 0.64 | 0.00 | 0.00 | **0.72** | 0.65 | 0.45 | 0.80 | 0.00 | 0.00 | **0.74** | 0.81 | 0.94 | 0.71 | 0.00 | 0.25 | **0.95** | 0.61 | 0.90 | 0.46 | 0.00 | 0.63 | **0.86** | **0.96** |

**Passenger Vehicles (1-3)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | Abernathy Rd NE (West) | | | | | | Abernathy Rd NE (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 |
| 1230 - 1245 | 17 | 6 | 10 | - | 0 | 33 | 9 | 11 | 8 | - | 0 | 28 | 7 | 266 | 22 | - | 0 | 295 | 24 | 266 | 2 | - | 2 | 294 | 650 |
| 1245 - 1300 | 23 | 3 | 10 | - | 0 | 36 | 4 | 0 | 8 | - | 0 | 12 | 7 | 265 | 35 | - | 0 | 307 | 35 | 297 | 12 | - | 1 | 345 | 700 |
| 1300 - 1315 | 23 | 9 | 21 | - | 0 | 53 | 13 | 6 | 10 | - | 0 | 29 | 9 | 303 | 15 | - | 1 | 328 | 14 | 227 | 6 | - | 0 | 247 | 657 |
| 1315 - 1330 | 14 | 5 | 13 | - | 0 | 32 | 8 | 3 | 6 | - | 0 | 17 | 6 | 301 | 28 | - | 0 | 335 | 13 | 280 | 2 | - | 2 | 297 | 681 |
| Total | 77 | 23 | 54 | 0 | 0 | 154 | 34 | 20 | 32 | 0 | 0 | 86 | 29 | 1135 | 100 | 0 | 1 | 1265 | 86 | 1070 | 22 | 0 | 5 | 1183 | 2688 |
| Approach % | 50.00 | 14.94 | 35.06 | 0.00 | 0.00 | - | 39.53 | 23.26 | 37.21 | 0.00 | 0.00 | - | 2.29 | 89.72 | 7.91 | 0.00 | 0.08 | - | 7.27 | 90.45 | 1.86 | 0.00 | 0.42 | - | |
| PHF | 0.84 | 0.64 | 0.64 | 0.00 | 0.00 | **0.73** | 0.65 | 0.45 | 0.80 | 0.00 | 0.00 | **0.74** | 0.81 | 0.94 | 0.71 | 0.00 | 0.25 | **0.94** | 0.61 | 0.90 | 0.46 | 0.00 | 0.63 | **0.86** | **0.96** |

**Single Unit Trucks (4-7)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | Abernathy Rd NE (West) | | | | | | Abernathy Rd NE (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 |
| 1230 - 1245 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 0 | 1 | 0 | 0 | 0 | - | 0 | 0 | 1 |
| 1245 - 1300 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 0 | 1 | 1 |
| 1300 - 1315 | 1 | 0 | 0 | - | 0 | 1 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 0 | 1 | 2 |
| 1315 - 1330 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 0 | 1 | 1 |
| Total | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 3 | 5 |
| 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 | - | 0.00 | 100.00 | 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 | 0.25 | 0.00 | 0.00 | 0.00 | **0.25** | 0.00 | 0.75 | 0.00 | 0.00 | 0.00 | **0.75** | **0.63** |

**Combination Trucks (8-13)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | Abernathy Rd NE (West) | | | | | | Abernathy Rd NE (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 |
| 1230 - 1245 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 2 | 0 | - | 0 | 2 | 0 | 0 | 0 | - | 0 | 0 | 2 |
| 1245 - 1300 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 2 | 0 | - | 0 | 2 | 0 | 0 | 0 | - | 0 | 0 | 2 |
| 1300 - 1315 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 1315 - 1330 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 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 | 0.50 | 0.00 | 0.00 | 0.00 | **0.50** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | **0.50** |

**Bikes**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | Abernathy Rd NE (West) | | | | | | Abernathy Rd NE (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 |
| 1230 - 1245 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 1245 - 1300 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 1300 - 1315 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 1315 - 1330 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 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 1**

Glenridge Dr (South)
Glenridge Dr (North)
Abernathy Rd NE (West)
Abernathy Rd NE (East)

**Date**

Sunday, May 5, 2024

**Lat/Long**

33.936386°, -84.366698°
Click here for Map

**Weather**

Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**

All vehicles

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | Glenridge Dr (North) | | | | | Abernathy Rd NE (West) | | | | | Abernathy Rd NE (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 |
| 1000 - 1015 | 12 | 4 | 4 | 0 | 20 | 4 | 4 | 3 | 0 | 11 | 4 | 169 | 15 | 0 | 188 | 5 | 121 | 10 | 0 | 136 | 355 |
| 1015 - 1030 | 15 | 1 | 6 | 0 | 22 | 4 | 4 | 5 | 0 | 13 | 3 | 208 | 22 | 0 | 233 | 12 | 138 | 1 | 0 | 151 | 419 |
| 1030 - 1045 | 10 | 8 | 5 | 0 | 23 | 11 | 5 | 3 | 0 | 19 | 3 | 205 | 23 | 0 | 231 | 8 | 189 | 4 | 0 | 201 | 474 |
| 1045 - 1100 | 17 | 3 | 3 | 0 | 23 | 4 | 10 | 4 | 0 | 18 | 6 | 231 | 29 | 0 | 266 | 17 | 200 | 10 | 0 | 227 | 534 |
| Hourly Total | 54 | 16 | 18 | 0 | **88** | 23 | 23 | 15 | 0 | **61** | 16 | 813 | 89 | 0 | **918** | 42 | 648 | 25 | 0 | **715** | **1782** |
| 1100 - 1115 | 20 | 3 | 6 | 0 | 29 | 19 | 5 | 6 | 0 | 30 | 7 | 219 | 16 | 0 | 242 | 10 | 163 | 8 | 0 | 181 | 482 |
| 1115 - 1130 | 7 | 8 | 11 | 0 | 26 | 9 | 4 | 8 | 0 | 21 | 3 | 229 | 22 | 0 | 254 | 12 | 198 | 7 | 1 | 218 | 519 |
| 1130 - 1145 | 27 | 7 | 10 | 0 | 44 | 10 | 7 | 3 | 0 | 20 | 6 | 245 | 18 | 0 | 269 | 7 | 203 | 6 | 4 | 220 | 553 |
| 1145 - 1200 | 20 | 4 | 14 | 0 | 38 | 3 | 3 | 5 | 0 | 11 | 7 | 272 | 30 | 0 | 309 | 11 | 214 | 3 | 0 | 228 | 586 |
| Hourly Total | 74 | 22 | 41 | 0 | **137** | 41 | 19 | 22 | 0 | **82** | 23 | 965 | 86 | 0 | **1074** | 40 | 778 | 24 | 5 | **847** | **2140** |
| 1200 - 1215 | 13 | 4 | 18 | 0 | 35 | 5 | 4 | 3 | 0 | 12 | 6 | 272 | 21 | 0 | 299 | 8 | 227 | 6 | 3 | 244 | 590 |
| 1215 - 1230 | 25 | 2 | 14 | 0 | 41 | 8 | 8 | 4 | 0 | 20 | 5 | 287 | 33 | 0 | 325 | 6 | 209 | 3 | 2 | 220 | 606 |
| 1230 - 1245 | 17 | 6 | 10 | 0 | 33 | 9 | 11 | 8 | 0 | 28 | 7 | 269 | 22 | 0 | 298 | 24 | 266 | 2 | 2 | 294 | 653 |
| 1245 - 1300 | 23 | 3 | 10 | 0 | 36 | 4 | 0 | 8 | 0 | 12 | 7 | 267 | 35 | 0 | 309 | 35 | 298 | 12 | 1 | 346 | 703 |
| Hourly Total | 78 | 15 | 52 | 0 | **145** | 26 | 23 | 23 | 0 | **72** | 25 | 1095 | 111 | 0 | **1231** | 73 | 1000 | 23 | 8 | **1104** | **2552** |
| 1300 - 1315 | 24 | 9 | 21 | 0 | 54 | 13 | 6 | 10 | 0 | 29 | 9 | 303 | 15 | 1 | 328 | 14 | 228 | 6 | 0 | 248 | 659 |
| 1315 - 1330 | 14 | 5 | 13 | 0 | 32 | 8 | 3 | 6 | 0 | 17 | 6 | 301 | 28 | 0 | 335 | 13 | 281 | 2 | 2 | 298 | 682 |
| 1330 - 1345 | 16 | 3 | 8 | 0 | 27 | 11 | 2 | 6 | 0 | 19 | 10 | 254 | 22 | 0 | 286 | 5 | 232 | 5 | 0 | 242 | 574 |
| 1345 - 1400 | 21 | 8 | 8 | 0 | 37 | 6 | 3 | 5 | 0 | 14 | 2 | 285 | 19 | 0 | 306 | 5 | 280 | 4 | 1 | 290 | 647 |
| Hourly Total | 75 | 25 | 50 | 0 | **150** | 38 | 14 | 27 | 0 | **79** | 27 | 1143 | 84 | 1 | **1255** | 37 | 1021 | 17 | 3 | **1078** | **2562** |
| Grand Total | 281 | 78 | 161 | 0 | **520** | 128 | 79 | 87 | 0 | **294** | 91 | 4016 | 370 | 1 | **4478** | 192 | 3447 | 89 | 16 | **3744** | **9036** |
| Approach % | 54.04 | 15.00 | 30.96 | 0.00 | - | 43.54 | 26.87 | 29.59 | 0.00 | - | 2.03 | 89.68 | 8.26 | 0.02 | - | 5.13 | 92.07 | 2.38 | 0.36 | - | |
| Intersection % | 3.11 | 0.86 | 1.78 | 0.00 | 5.75 | 1.42 | 0.87 | 0.96 | 0.00 | 3.25 | 1.01 | 44.44 | 4.09 | 0.01 | 49.56 | 2.12 | 38.15 | 0.98 | 0.18 | 41.43 | |
| Heavy Vehicle % | 1 | 0 | 0 | - | **1** | 0 | 1 | 1 | - | **1** | 2 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| PHF | 0.81 | 0.64 | 0.64 | 0.00 | **0.72** | 0.65 | 0.45 | 0.80 | 0.00 | **0.74** | 0.81 | 0.94 | 0.71 | 0.25 | **0.95** | 0.61 | 0.90 | 0.46 | 0.63 | **0.86** | **0.96** |

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 1**

Glenridge Dr (South)
Glenridge Dr (North)
Abernathy Rd NE (West)
Abernathy Rd NE (East)

**Date**

Sunday, May 5, 2024

**Lat/Long**

33.936386°, -84.366698°
Click here for Map

**Weather**

Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**

Passenger Vehicles (1-3)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | Glenridge Dr (North) | | | | | Abernathy Rd NE (West) | | | | | Abernathy Rd NE (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 |
| 1000 - 1015 | 12 | 3 | 4 | 0 | 19 | 4 | 4 | 3 | 0 | 11 | 3 | 169 | 15 | 0 | 187 | 5 | 120 | 10 | 0 | 135 | 352 |
| 1015 - 1030 | 15 | 1 | 6 | 0 | 22 | 4 | 4 | 5 | 0 | 13 | 3 | 207 | 22 | 0 | 232 | 12 | 138 | 1 | 0 | 151 | 418 |
| 1030 - 1045 | 10 | 8 | 5 | 0 | 23 | 11 | 5 | 2 | 0 | 18 | 3 | 203 | 23 | 0 | 229 | 8 | 188 | 4 | 0 | 200 | 470 |
| 1045 - 1100 | 17 | 3 | 3 | 0 | 23 | 4 | 10 | 4 | 0 | 18 | 5 | 231 | 29 | 0 | 265 | 17 | 199 | 10 | 0 | 226 | 532 |
| Hourly Total | 54 | 15 | 18 | 0 | **87** | 23 | 23 | 14 | 0 | **60** | 14 | 810 | 89 | 0 | **913** | 42 | 645 | 25 | 0 | **712** | **1772** |
| 1100 - 1115 | 20 | 3 | 6 | 0 | 29 | 19 | 5 | 6 | 0 | 30 | 7 | 217 | 16 | 0 | 240 | 10 | 163 | 8 | 0 | 181 | 480 |
| 1115 - 1130 | 7 | 8 | 11 | 0 | 26 | 9 | 4 | 8 | 0 | 21 | 3 | 229 | 22 | 0 | 254 | 12 | 197 | 7 | 1 | 217 | 518 |
| 1130 - 1145 | 27 | 7 | 10 | 0 | 44 | 10 | 7 | 3 | 0 | 20 | 6 | 243 | 18 | 0 | 267 | 7 | 199 | 6 | 4 | 216 | 547 |
| 1145 - 1200 | 19 | 4 | 14 | 0 | 37 | 3 | 3 | 5 | 0 | 11 | 7 | 271 | 30 | 0 | 308 | 11 | 213 | 3 | 0 | 227 | 583 |
| Hourly Total | 73 | 22 | 41 | 0 | **136** | 41 | 19 | 22 | 0 | **82** | 23 | 960 | 86 | 0 | **1069** | 40 | 772 | 24 | 5 | **841** | **2128** |
| 1200 - 1215 | 13 | 4 | 18 | 0 | 35 | 5 | 3 | 3 | 0 | 11 | 6 | 270 | 21 | 0 | 297 | 8 | 225 | 6 | 3 | 242 | 585 |
| 1215 - 1230 | 24 | 2 | 14 | 0 | 40 | 8 | 8 | 4 | 0 | 20 | 5 | 287 | 33 | 0 | 325 | 6 | 209 | 3 | 2 | 220 | 605 |
| 1230 - 1245 | 17 | 6 | 10 | 0 | 33 | 9 | 11 | 8 | 0 | 28 | 7 | 266 | 22 | 0 | 295 | 24 | 266 | 2 | 2 | 294 | 650 |
| 1245 - 1300 | 23 | 3 | 10 | 0 | 36 | 4 | 0 | 8 | 0 | 12 | 7 | 265 | 35 | 0 | 307 | 35 | 297 | 12 | 1 | 345 | 700 |
| Hourly Total | 77 | 15 | 52 | 0 | **144** | 26 | 22 | 23 | 0 | **71** | 25 | 1088 | 111 | 0 | **1224** | 73 | 997 | 23 | 8 | **1101** | **2540** |
| 1300 - 1315 | 23 | 9 | 21 | 0 | 53 | 13 | 6 | 10 | 0 | 29 | 9 | 303 | 15 | 1 | 328 | 14 | 227 | 6 | 0 | 247 | 657 |
| 1315 - 1330 | 14 | 5 | 13 | 0 | 32 | 8 | 3 | 6 | 0 | 17 | 6 | 301 | 28 | 0 | 335 | 13 | 280 | 2 | 2 | 297 | 681 |
| 1330 - 1345 | 16 | 3 | 8 | 0 | 27 | 11 | 2 | 6 | 0 | 19 | 10 | 252 | 22 | 0 | 284 | 5 | 231 | 5 | 0 | 241 | 571 |
| 1345 - 1400 | 21 | 8 | 8 | 0 | 37 | 6 | 3 | 5 | 0 | 14 | 2 | 285 | 19 | 0 | 306 | 5 | 280 | 4 | 1 | 290 | 647 |
| Hourly Total | 74 | 25 | 50 | 0 | **149** | 38 | 14 | 27 | 0 | **79** | 27 | 1141 | 84 | 1 | **1253** | 37 | 1018 | 17 | 3 | **1075** | **2556** |
| Grand Total | 278 | 77 | 161 | 0 | **516** | 128 | 78 | 86 | 0 | **292** | 89 | 3999 | 370 | 1 | **4459** | 192 | 3432 | 89 | 16 | **3729** | **8996** |
| Approach % | 53.88 | 14.92 | 31.20 | 0.00 | - | 43.84 | 26.71 | 29.45 | 0.00 | - | 2.00 | 89.68 | 8.30 | 0.02 | - | 5.15 | 92.04 | 2.39 | 0.36 | - | |
| Intersection % | 3.09 | 0.86 | 1.79 | 0.00 | 5.74 | 1.42 | 0.87 | 0.96 | 0.00 | 3.25 | 0.99 | 44.45 | 4.11 | 0.01 | 49.57 | 2.13 | 38.15 | 0.99 | 0.18 | 41.45 | |

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 1**

Glenridge Dr (South)
Glenridge Dr (North)
Abernathy Rd NE (West)
Abernathy Rd NE (East)

**Date**

Sunday, May 5, 2024

**Lat/Long**

33.936386°, -84.366698°
Click here for Map

**Weather**

Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**

Single Unit Trucks (4-7)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | Glenridge Dr (North) | | | | | Abernathy Rd NE (West) | | | | | Abernathy Rd NE (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 |
| 1000 - 1015 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 2 |
| 1015 - 1030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1030 - 1045 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| 1045 - 1100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 2 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 1 | 0 | **1** | 2 | 1 | 0 | 0 | **3** | 0 | 3 | 0 | 0 | **3** | **7** |
| 1100 - 1115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1115 - 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1130 - 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 3 | 5 |
| 1145 - 1200 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 3 |
| Hourly Total | 1 | 0 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | **0** | 0 | 5 | 0 | 0 | **5** | 0 | 4 | 0 | 0 | **4** | **10** |
| 1200 - 1215 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 4 |
| 1215 - 1230 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1230 - 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1245 - 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| Hourly Total | 1 | 0 | 0 | 0 | **1** | 0 | 1 | 0 | 0 | **1** | 0 | 3 | 0 | 0 | **3** | 0 | 2 | 0 | 0 | **2** | **7** |
| 1300 - 1315 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| 1315 - 1330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 1330 - 1345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 3 |
| 1345 - 1400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 1 | 0 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | **0** | 0 | 2 | 0 | 0 | **2** | 0 | 3 | 0 | 0 | **3** | **6** |
| Grand Total | 3 | 0 | 0 | 0 | **3** | 0 | 1 | 1 | 0 | **2** | 2 | 11 | 0 | 0 | **13** | 0 | 12 | 0 | 0 | **12** | **30** |
| Approach % | 100.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 50.00 | 50.00 | 0.00 | - | 15.38 | 84.62 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | - | |
| Intersection % | 10.00 | 0.00 | 0.00 | 0.00 | 10.00 | 0.00 | 3.33 | 3.33 | 0.00 | 6.67 | 6.67 | 36.67 | 0.00 | 0.00 | 43.33 | 0.00 | 40.00 | 0.00 | 0.00 | 40.00 | |

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 1**

Glenridge Dr (South)
Glenridge Dr (North)
Abernathy Rd NE (West)
Abernathy Rd NE (East)

**Date**

Sunday, May 5, 2024

**Lat/Long**

33.936386°, -84.366698°
Click here for Map

**Weather**

Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**

Combination Trucks (8-13)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | Glenridge Dr (North) | | | | | Abernathy Rd NE (West) | | | | | Abernathy Rd NE (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 |
| 1000 - 1015 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1015 - 1030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1030 - 1045 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1045 - 1100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 2 | 0 | 0 | **2** | 0 | 0 | 0 | 0 | **0** | **2** |
| 1100 - 1115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1115 - 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 1130 - 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 1145 - 1200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 2 | 0 | 0 | **2** | **2** |
| 1200 - 1215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 1215 - 1230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1230 - 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1245 - 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 4 | 0 | 0 | **4** | 0 | 1 | 0 | 0 | **1** | **5** |
| 1300 - 1315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1315 - 1330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1330 - 1345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1345 - 1400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 6 | 0 | 0 | **6** | 0 | 3 | 0 | 0 | **3** | **9** |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 66.67 | 0.00 | 0.00 | 66.67 | 0.00 | 33.33 | 0.00 | 0.00 | 33.33 | |

# Classified Turn Movement Count || Bikes

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 1**

Glenridge Dr (South)
Glenridge Dr (North)
Abernathy Rd NE (West)
Abernathy Rd NE (East)

**Date**

Sunday, May 5, 2024

**Lat/Long**

33.936386°, -84.366698°
Click here for Map

**Weather**

Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**

Bikes

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | Glenridge Dr (North) | | | | | Abernathy Rd NE (West) | | | | | Abernathy Rd NE (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 |
| 1000 - 1015 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1015 - 1030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1030 - 1045 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1045 - 1100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **1** |
| 1100 - 1115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1115 - 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1130 - 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1145 - 1200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| 1200 - 1215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1215 - 1230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1230 - 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1245 - 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| 1300 - 1315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1315 - 1330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1330 - 1345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1345 - 1400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| 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)

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 1**

Glenridge Dr (South)
Glenridge Dr (North)
Abernathy Rd NE (West)
Abernathy Rd NE (East)

**Date**

Sunday, May 5, 2024

**Lat/Long**

33.936386°, -84.366698°
Click here for Map

**Weather**

Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**

All Trucks (4-13)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | Glenridge Dr (North) | | | | | Abernathy Rd NE (West) | | | | | Abernathy Rd NE (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 |
| 1000 - 1015 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 2 |
| 1015 - 1030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1030 - 1045 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 4 |
| 1045 - 1100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 2 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 1 | 0 | **1** | 2 | 3 | 0 | 0 | **5** | 0 | 3 | 0 | 0 | **3** | **9** |
| 1100 - 1115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1115 - 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 1130 - 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 4 | 6 |
| 1145 - 1200 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 3 |
| Hourly Total | 1 | 0 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | **0** | 0 | 5 | 0 | 0 | **5** | 0 | 6 | 0 | 0 | **6** | **12** |
| 1200 - 1215 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 5 |
| 1215 - 1230 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1230 - 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1245 - 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 3 |
| Hourly Total | 1 | 0 | 0 | 0 | **1** | 0 | 1 | 0 | 0 | **1** | 0 | 7 | 0 | 0 | **7** | 0 | 3 | 0 | 0 | **3** | **12** |
| 1300 - 1315 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| 1315 - 1330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 1330 - 1345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 3 |
| 1345 - 1400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 1 | 0 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | **0** | 0 | 2 | 0 | 0 | **2** | 0 | 3 | 0 | 0 | **3** | **6** |
| Grand Total | 3 | 0 | 0 | 0 | **3** | 0 | 1 | 1 | 0 | **2** | 2 | 17 | 0 | 0 | **19** | 0 | 15 | 0 | 0 | **15** | **39** |
| Approach % | 100.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 50.00 | 50.00 | 0.00 | - | 10.53 | 89.47 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | - | |
| Intersection % | 7.69 | 0.00 | 0.00 | 0.00 | 7.69 | 0.00 | 2.56 | 2.56 | 0.00 | 5.13 | 5.13 | 43.59 | 0.00 | 0.00 | 48.72 | 0.00 | 38.46 | 0.00 | 0.00 | 38.46 | |

# Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 1**
Glenridge Dr (South)
Glenridge Dr (North)
Abernathy Rd NE (West)
Abernathy Rd NE (East)

**Date**
Sunday, May 5, 2024

**Lat/Long**
33.936386°, -84.366698°
Click here for Map

**Weather**
Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**

Pedestrians

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | Glenridge Dr (North) | | | Abernathy Rd NE (West) | | | Abernathy Rd NE (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 |
| 1000 - 1015 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1015 - 1030 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1030 - 1045 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1045 - 1100 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Hourly Total | 1 | 2 | **3** | 2 | 1 | **3** | 0 | 0 | **0** | 0 | 0 | **0** | **6** |
| 1100 - 1115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1115 - 1130 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1130 - 1145 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1145 - 1200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 1 | 0 | **1** | 1 | 1 | **2** | 0 | 0 | **0** | 0 | 0 | **0** | **3** |
| 1200 - 1215 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 |
| 1215 - 1230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1230 - 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1245 - 1300 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Hourly Total | 1 | 1 | **2** | 0 | 0 | **0** | 1 | 0 | **1** | 0 | 0 | **0** | **3** |
| 1300 - 1315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1315 - 1330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1330 - 1345 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1345 - 1400 | 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 | 4 | 4 | **8** | 3 | 2 | **5** | 1 | 0 | **1** | 0 | 0 | **0** | **14** |
| Approach % | 50.00 | 50.00 | - | 60.00 | 40.00 | - | 100.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 28.57 | 28.57 | 57.14 | 21.43 | 14.29 | 35.71 | 7.14 | 0.00 | 7.14 | 0.00 | 0.00 | 0.00 | |

# Crosswalk Counts || Bikes

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 1**

Glenridge Dr (South)
Glenridge Dr (North)
Abernathy Rd NE (West)
Abernathy Rd NE (East)

**Date**

Sunday, May 5, 2024

**Lat/Long**

33.936386°, -84.366698°
Click here for Map

**Weather**

Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**

Bikes

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | Glenridge Dr (North) | | | Abernathy Rd NE (West) | | | Abernathy Rd NE (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 |
| 1000 - 1015 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1015 - 1030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1030 - 1045 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1045 - 1100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1100 - 1115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1115 - 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1130 - 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1145 - 1200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1200 - 1215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1215 - 1230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1230 - 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1245 - 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1300 - 1315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1315 - 1330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1330 - 1345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1345 - 1400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 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 1**
Glenridge Dr (South)
Glenridge Dr (North)
Abernathy Rd NE (West)
Abernathy Rd NE (East)

**Date**
Sunday, May 5, 2024

**Lat/Long**
33.936386°, -84.366698°
Click here for Map

**Weather**
Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**
Motorized Vehicles

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | Glenridge Dr (North) | | | Abernathy Rd NE (West) | | | Abernathy Rd NE (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 |
| 1000 - 1015 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1015 - 1030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1030 - 1045 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1045 - 1100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1100 - 1115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1115 - 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1130 - 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1145 - 1200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1200 - 1215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1215 - 1230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1230 - 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1245 - 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1300 - 1315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1315 - 1330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1330 - 1345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1345 - 1400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

| Start Date: 5/5/2024 | Abernathy Rd NE (West) Eastbound | | | Abernathy Rd NE (East) Westbound | | | Glenridge Dr (South) Northbound | | | Glenridge Dr (North) Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Time** | **EBL** | **EBT** | **EBR** | **WBL** | **WBT** | **WBR** | **NBL** | **NBT** | **NBR** | **SBL** | **SBT** | **SBR** | **Total** |
| **15 Minute Totals** | | | | | | | | | | | | | |
| **12:00 AM - 12:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:15 AM - 12:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:30 AM - 12:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:45 AM - 01:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00 AM - 01:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:15 AM - 01:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:30 AM - 01:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:45 AM - 02:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00 AM - 02:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 AM - 02:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 AM - 02:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 AM - 03:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 AM - 03:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 AM - 03:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 AM - 03:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 AM - 04:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 AM - 04:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:15 AM - 04:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:30 AM - 04:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:45 AM - 05:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00 AM - 05:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:15 AM - 05:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:30 AM - 05:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:45 AM - 06:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00 AM - 06:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 AM - 06:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 AM - 06:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 AM - 07:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 AM - 07:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:15 AM - 07:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:30 AM - 07:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:45 AM - 08:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00 AM - 08:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:15 AM - 08:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:30 AM - 08:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:45 AM - 09:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **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** | 4 | 169 | 15 | 5 | 121 | 10 | 12 | 4 | 4 | 4 | 4 | 3 | 355 |
| **10:15 AM - 10:30 AM** | 3 | 208 | 22 | 12 | 138 | 1 | 15 | 1 | 6 | 4 | 4 | 5 | 419 |
| **10:30 AM - 10:45 AM** | 3 | 205 | 23 | 8 | 189 | 4 | 10 | 8 | 5 | 11 | 5 | 3 | 474 |
| **10:45 AM - 11:00 AM** | 6 | 231 | 29 | 17 | 200 | 10 | 17 | 3 | 3 | 4 | 10 | 4 | 534 |
| **11:00 AM - 11:15 AM** | 7 | 219 | 16 | 10 | 163 | 8 | 20 | 3 | 6 | 19 | 5 | 6 | 482 |
| **11:15 AM - 11:30 AM** | 3 | 229 | 22 | 12 | 198 | 7 | 7 | 8 | 11 | 9 | 4 | 8 | 518 |
| **11:30 AM - 11:45 AM** | 6 | 245 | 18 | 7 | 203 | 6 | 27 | 7 | 10 | 10 | 7 | 3 | 549 |
| **11:45 AM - 12:00 PM** | 7 | 272 | 30 | 11 | 214 | 3 | 20 | 4 | 14 | 3 | 3 | 5 | 586 |
| **12:00 PM - 12:15 PM** | 6 | 272 | 21 | 8 | 227 | 6 | 13 | 4 | 18 | 5 | 4 | 3 | 587 |
| **12:15 PM - 12:30 PM** | 5 | 287 | 33 | 6 | 209 | 3 | 25 | 2 | 14 | 8 | 8 | 4 | 604 |
| **12:30 PM - 12:45 PM** | 7 | 269 | 22 | 24 | 266 | 2 | 17 | 6 | 10 | 9 | 11 | 8 | 651 |
| **12:45 PM - 01:00 PM** | 7 | 267 | 35 | 35 | 298 | 12 | 23 | 3 | 10 | 4 | 0 | 8 | 702 |
| **01:00 PM - 01:15 PM** | 9 | 303 | 15 | 14 | 228 | 6 | 24 | 9 | 21 | 13 | 6 | 10 | 658 |
| **01:15 PM - 01:30 PM** | 6 | 301 | 28 | 13 | 281 | 2 | 14 | 5 | 13 | 8 | 3 | 6 | 680 |
| **01:30 PM - 01:45 PM** | 10 | 254 | 22 | 5 | 232 | 5 | 16 | 3 | 8 | 11 | 2 | 6 | 574 |
| **01:45 PM - 02:00 PM** | 2 | 285 | 19 | 5 | 280 | 4 | 21 | 8 | 8 | 6 | 3 | 5 | 646 |
| **02:00 PM - 02:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 PM - 02:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 PM - 02:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 PM - 03:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 PM - 03:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 PM - 03:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 PM - 03:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 PM - 04:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 PM - 04:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:15 PM - 04:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:30 PM - 04:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:45 PM - 05:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00 PM - 05:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:15 PM - 05:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:30 PM - 05:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:45 PM - 06:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **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

| Sunday, May 5, 2024 | |
|---|---|
| **Period** | 1000 - 1400 |
| **Peak Hour** | 1230 - 1330 |

* the Peak Hour Diagram does not include Bikes



**All vehicles**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | Mt Vernon Hwy (West) | | | | | | Mt Vernon Hwy (East) | | | | | | |
| Time | Left 2.1 | Thru 2.2 | Right 2.3 | | U-Turn 2.4 | App Total | Left 2.5 | Thru 2.6 | Right 2.7 | | U-Turn 2.8 | App Total | Left 2.9 | Thru 2.10 | Right 2.11 | | U-Turn 2.12 | App Total | Left 2.13 | Thru 2.14 | Right 2.15 | | U-Turn 2.16 | App Total | Int Total |
| 1230 - 1245 | 3 | 28 | 11 | - | 0 | 42 | 6 | 31 | 17 | - | 0 | 54 | 9 | 58 | 6 | - | 0 | 73 | 7 | 71 | 9 | - | 0 | 87 | 256 |
| 1245 - 1300 | 0 | 32 | 9 | - | 0 | 41 | 9 | 23 | 12 | - | 0 | 44 | 15 | 58 | 5 | - | 0 | 78 | 17 | 87 | 14 | - | 0 | 118 | 281 |
| 1300 - 1315 | 3 | 28 | 17 | - | 0 | 48 | 7 | 25 | 9 | - | 0 | 41 | 13 | 68 | 4 | - | 0 | 85 | 9 | 66 | 17 | - | 0 | 92 | 266 |
| 1315 - 1330 | 3 | 14 | 13 | - | 0 | 30 | 9 | 29 | 10 | - | 0 | 48 | 5 | 69 | 2 | - | 0 | 76 | 6 | 86 | 9 | - | 0 | 101 | 255 |
| Total | 9 | 102 | 50 | 0 | 0 | 161 | 31 | 108 | 48 | 0 | 0 | 187 | 42 | 253 | 17 | 0 | 0 | 312 | 39 | 310 | 49 | 0 | 0 | 398 | 1058 |
| Approach % | 5.59 | 63.35 | 31.06 | 0.00 | 0.00 | - | 16.58 | 57.75 | 25.67 | 0.00 | 0.00 | - | 13.46 | 81.09 | 5.45 | 0.00 | 0.00 | - | 9.80 | 77.89 | 12.31 | 0.00 | 0.00 | - | |
| PHF | 0.75 | 0.80 | 0.74 | 0.00 | 0.00 | **0.84** | 0.86 | 0.87 | 0.71 | 0.00 | 0.00 | **0.87** | 0.70 | 0.92 | 0.71 | 0.00 | 0.00 | **0.92** | 0.57 | 0.89 | 0.72 | 0.00 | 0.00 | **0.84** | **0.94** |

**Passenger Vehicles (1-3)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | Mt Vernon Hwy (West) | | | | | | Mt Vernon Hwy (East) | | | | | | |
| Time | Left 2.1 | Thru 2.2 | Right 2.3 | | U-Turn 2.4 | App Total | Left 2.5 | Thru 2.6 | Right 2.7 | | U-Turn 2.8 | App Total | Left 2.9 | Thru 2.10 | Right 2.11 | | U-Turn 2.12 | App Total | Left 2.13 | Thru 2.14 | Right 2.15 | | U-Turn 2.16 | App Total | Int Total |
| 1230 - 1245 | 3 | 28 | 11 | - | 0 | 42 | 6 | 31 | 17 | - | 0 | 54 | 9 | 58 | 6 | - | 0 | 73 | 7 | 70 | 9 | - | 0 | 86 | 255 |
| 1245 - 1300 | 0 | 32 | 9 | - | 0 | 41 | 9 | 23 | 12 | - | 0 | 44 | 15 | 57 | 5 | - | 0 | 77 | 17 | 87 | 14 | - | 0 | 118 | 280 |
| 1300 - 1315 | 3 | 27 | 17 | - | 0 | 47 | 7 | 25 | 9 | - | 0 | 41 | 13 | 68 | 4 | - | 0 | 85 | 9 | 65 | 17 | - | 0 | 91 | 264 |
| 1315 - 1330 | 2 | 14 | 13 | - | 0 | 29 | 9 | 29 | 10 | - | 0 | 48 | 5 | 69 | 2 | - | 0 | 76 | 6 | 86 | 9 | - | 0 | 101 | 254 |
| Total | 8 | 101 | 50 | 0 | 0 | 159 | 31 | 108 | 48 | 0 | 0 | 187 | 42 | 252 | 17 | 0 | 0 | 311 | 39 | 308 | 49 | 0 | 0 | 396 | 1053 |
| Approach % | 5.03 | 63.52 | 31.45 | 0.00 | 0.00 | - | 16.58 | 57.75 | 25.67 | 0.00 | 0.00 | - | 13.50 | 81.03 | 5.47 | 0.00 | 0.00 | - | 9.85 | 77.78 | 12.37 | 0.00 | 0.00 | - | |
| PHF | 0.67 | 0.79 | 0.74 | 0.00 | 0.00 | **0.85** | 0.86 | 0.87 | 0.71 | 0.00 | 0.00 | **0.87** | 0.70 | 0.91 | 0.71 | 0.00 | 0.00 | **0.91** | 0.57 | 0.89 | 0.72 | 0.00 | 0.00 | **0.84** | **0.94** |

**Single Unit Trucks (4-7)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | Mt Vernon Hwy (West) | | | | | | Mt Vernon Hwy (East) | | | | | | |
| Time | Left 2.1 | Thru 2.2 | Right 2.3 | | U-Turn 2.4 | App Total | Left 2.5 | Thru 2.6 | Right 2.7 | | U-Turn 2.8 | App Total | Left 2.9 | Thru 2.10 | Right 2.11 | | U-Turn 2.12 | App Total | Left 2.13 | Thru 2.14 | Right 2.15 | | U-Turn 2.16 | App Total | Int Total |
| 1230 - 1245 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 1245 - 1300 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 1300 - 1315 | 0 | 1 | 0 | - | 0 | 1 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 0 | 1 | 2 |
| 1315 - 1330 | 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 | 1 | 0 | 0 | 0 | 1 | 2 |
| 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 | 100.00 | 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 | 0.25 | 0.00 | 0.00 | 0.00 | **0.25** | **0.25** |

**Combination Trucks (8-13)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | Mt Vernon Hwy (West) | | | | | | Mt Vernon Hwy (East) | | | | | | |
| Time | Left 2.1 | Thru 2.2 | Right 2.3 | | U-Turn 2.4 | App Total | Left 2.5 | Thru 2.6 | Right 2.7 | | U-Turn 2.8 | App Total | Left 2.9 | Thru 2.10 | Right 2.11 | | U-Turn 2.12 | App Total | Left 2.13 | Thru 2.14 | Right 2.15 | | U-Turn 2.16 | App Total | Int Total |
| 1230 - 1245 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 1245 - 1300 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 1300 - 1315 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 1315 - 1330 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| PHF | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | **0.00** |

**Bikes**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | Mt Vernon Hwy (West) | | | | | | Mt Vernon Hwy (East) | | | | | | |
| Time | Left 2.1 | Thru 2.2 | Right 2.3 | | U-Turn 2.4 | App Total | Left 2.5 | Thru 2.6 | Right 2.7 | | U-Turn 2.8 | App Total | Left 2.9 | Thru 2.10 | Right 2.11 | | U-Turn 2.12 | App Total | Left 2.13 | Thru 2.14 | Right 2.15 | | U-Turn 2.16 | App Total | Int Total |
| 1230 - 1245 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 0 | 1 | 1 |
| 1245 - 1300 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 0 | 1 | 0 | 0 | 0 | - | 0 | 0 | 1 |
| 1300 - 1315 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 1315 - 1330 | 1 | 0 | 0 | - | 0 | 1 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 1 |
| Total | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 3 |
| 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 | - | 0.00 | 100.00 | 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 | 0.25 | 0.00 | 0.00 | 0.00 | **0.25** | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | **0.25** | **0.75** |

# Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

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Atlanta, GA

**Site 2**
Glenridge Dr (South)
Glenridge Dr (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

**Date**
Sunday, May 5, 2024

**Lat/Long**
33.926851°, -84.366800°
Click here for Map

**Weather**
Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**
All vehicles

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | Glenridge Dr (North) | | | | | Mt Vernon Hwy (West) | | | | | Mt Vernon Hwy (East) | | | | | |
| TIME | Left 2.1 | Thru 2.2 | Right 2.3 | U-Turn 2.4 | App Total | Left 2.5 | Thru 2.6 | Right 2.7 | U-Turn 2.8 | App Total | Left 2.9 | Thru 2.10 | Right 2.11 | U-Turn 2.12 | App Total | Left 2.13 | Thru 2.14 | Right 2.15 | U-Turn 2.16 | App Total | Int Total |
| 1000 - 1015 | 0 | 12 | 9 | 0 | 21 | 11 | 11 | 5 | 0 | 27 | 3 | 45 | 4 | 0 | 52 | 6 | 44 | 8 | 0 | 58 | 158 |
| 1015 - 1030 | 1 | 13 | 4 | 0 | 18 | 5 | 15 | 12 | 0 | 32 | 8 | 44 | 5 | 0 | 57 | 15 | 48 | 11 | 0 | 74 | 181 |
| 1030 - 1045 | 0 | 15 | 11 | 0 | 26 | 4 | 16 | 10 | 0 | 30 | 11 | 48 | 5 | 0 | 64 | 9 | 44 | 10 | 0 | 63 | 183 |
| 1045 - 1100 | 4 | 15 | 5 | 0 | 24 | 11 | 18 | 7 | 0 | 36 | 7 | 34 | 1 | 0 | 42 | 9 | 54 | 13 | 0 | 76 | 178 |
| Hourly Total | 5 | 55 | 29 | 0 | **89** | 31 | 60 | 34 | 0 | **125** | 29 | 171 | 15 | 0 | **215** | 39 | 190 | 42 | 0 | **271** | **700** |
| 1100 - 1115 | 2 | 13 | 9 | 0 | 24 | 10 | 16 | 11 | 0 | 37 | 10 | 75 | 2 | 0 | 87 | 10 | 44 | 16 | 0 | 70 | 218 |
| 1115 - 1130 | 0 | 10 | 9 | 0 | 19 | 13 | 17 | 15 | 0 | 45 | 8 | 59 | 3 | 0 | 70 | 6 | 68 | 11 | 0 | 85 | 219 |
| 1130 - 1145 | 7 | 19 | 6 | 0 | 32 | 14 | 23 | 12 | 0 | 49 | 14 | 60 | 1 | 0 | 75 | 15 | 51 | 10 | 0 | 76 | 232 |
| 1145 - 1200 | 1 | 17 | 9 | 0 | 27 | 14 | 20 | 6 | 0 | 40 | 6 | 77 | 5 | 0 | 88 | 1 | 69 | 15 | 0 | 85 | 240 |
| Hourly Total | 10 | 59 | 33 | 0 | **102** | 51 | 76 | 44 | 0 | **171** | 38 | 271 | 11 | 0 | **320** | 32 | 232 | 52 | 0 | **316** | **909** |
| 1200 - 1215 | 0 | 16 | 17 | 0 | 33 | 15 | 23 | 10 | 0 | 48 | 7 | 74 | 5 | 0 | 86 | 10 | 66 | 14 | 0 | 90 | 257 |
| 1215 - 1230 | 2 | 21 | 11 | 0 | 34 | 10 | 23 | 14 | 0 | 47 | 6 | 86 | 4 | 0 | 96 | 7 | 60 | 8 | 0 | 75 | 252 |
| 1230 - 1245 | 3 | 28 | 11 | 0 | 42 | 6 | 31 | 17 | 0 | 54 | 9 | 58 | 6 | 0 | 73 | 7 | 71 | 9 | 0 | 87 | 256 |
| 1245 - 1300 | 0 | 32 | 9 | 0 | 41 | 9 | 23 | 12 | 0 | 44 | 15 | 58 | 5 | 0 | 78 | 17 | 87 | 14 | 0 | 118 | 281 |
| Hourly Total | 5 | 97 | 48 | 0 | **150** | 40 | 100 | 53 | 0 | **193** | 37 | 276 | 20 | 0 | **333** | 41 | 284 | 45 | 0 | **370** | **1046** |
| 1300 - 1315 | 3 | 28 | 17 | 0 | 48 | 7 | 25 | 9 | 0 | 41 | 13 | 68 | 4 | 0 | 85 | 9 | 66 | 17 | 0 | 92 | 266 |
| 1315 - 1330 | 3 | 14 | 13 | 0 | 30 | 9 | 29 | 10 | 0 | 48 | 5 | 69 | 2 | 0 | 76 | 6 | 86 | 9 | 0 | 101 | 255 |
| 1330 - 1345 | 2 | 19 | 10 | 0 | 31 | 5 | 11 | 12 | 0 | 28 | 6 | 68 | 8 | 0 | 82 | 7 | 88 | 8 | 0 | 103 | 244 |
| 1345 - 1400 | 3 | 20 | 7 | 0 | 30 | 2 | 21 | 3 | 0 | 26 | 11 | 61 | 4 | 0 | 76 | 11 | 69 | 12 | 0 | 92 | 224 |
| Hourly Total | 11 | 81 | 47 | 0 | **139** | 23 | 86 | 34 | 0 | **143** | 35 | 266 | 18 | 0 | **319** | 33 | 309 | 46 | 0 | **388** | **989** |
| Grand Total | 31 | 292 | 157 | 0 | **480** | 145 | 322 | 165 | 0 | **632** | 139 | 984 | 64 | 0 | **1187** | 145 | 1015 | 185 | 0 | **1345** | **3644** |
| Approach % | 6.46 | 60.83 | 32.71 | 0.00 | - | 22.94 | 50.95 | 26.11 | 0.00 | - | 11.71 | 82.90 | 5.39 | 0.00 | - | 10.78 | 75.46 | 13.75 | 0.00 | - | |
| Intersection % | 0.85 | 8.01 | 4.31 | 0.00 | 13.17 | 3.98 | 8.84 | 4.53 | 0.00 | 17.34 | 3.81 | 27.00 | 1.76 | 0.00 | 32.57 | 3.98 | 27.85 | 5.08 | 0.00 | 36.91 | |
| Heavy Vehicle % | 0 | 1 | 1 | - | **1** | 0 | 0 | 1 | - | **0** | 0 | 0 | 0 | - | **0** | 0 | 0 | 0 | - | **0** | **0** |
| PHF | 0.75 | 0.80 | 0.74 | 0.00 | **0.84** | 0.86 | 0.87 | 0.71 | 0.00 | **0.87** | 0.70 | 0.92 | 0.71 | 0.00 | **0.92** | 0.57 | 0.89 | 0.72 | 0.00 | **0.84** | **0.94** |

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

Marr Traffic DATA COLLECTION

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Atlanta, GA

**Site 2**

Glenridge Dr (South)
Glenridge Dr (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

**Date**

Sunday, May 5, 2024

**Lat/Long**

33.926851°, -84.366800°
Click here for Map

**Weather**

Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**

Passenger Vehicles (1-3)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | Glenridge Dr (North) | | | | | Mt Vernon Hwy (West) | | | | | Mt Vernon Hwy (East) | | | | | |
| TIME | Left 2.1 | Thru 2.2 | Right 2.3 | U-Turn 2.4 | App Total | Left 2.5 | Thru 2.6 | Right 2.7 | U-Turn 2.8 | App Total | Left 2.9 | Thru 2.10 | Right 2.11 | U-Turn 2.12 | App Total | Left 2.13 | Thru 2.14 | Right 2.15 | U-Turn 2.16 | App Total | Int Total |
| 1000 - 1015 | 0 | 11 | 6 | 0 | 17 | 11 | 11 | 5 | 0 | 27 | 3 | 43 | 4 | 0 | 50 | 6 | 43 | 8 | 0 | 57 | 151 |
| 1015 - 1030 | 1 | 13 | 4 | 0 | 18 | 5 | 15 | 12 | 0 | 32 | 8 | 42 | 5 | 0 | 55 | 15 | 47 | 11 | 0 | 73 | 178 |
| 1030 - 1045 | 0 | 15 | 9 | 0 | 24 | 4 | 16 | 10 | 0 | 30 | 11 | 47 | 5 | 0 | 63 | 9 | 44 | 9 | 0 | 62 | 179 |
| 1045 - 1100 | 3 | 14 | 5 | 0 | 22 | 11 | 18 | 7 | 0 | 36 | 7 | 34 | 1 | 0 | 42 | 9 | 54 | 13 | 0 | 76 | 176 |
| Hourly Total | 4 | 53 | 24 | 0 | **81** | 31 | 60 | 34 | 0 | **125** | 29 | 166 | 15 | 0 | **210** | 39 | 188 | 41 | 0 | **268** | **684** |
| 1100 - 1115 | 2 | 13 | 9 | 0 | 24 | 10 | 16 | 11 | 0 | 37 | 9 | 69 | 2 | 0 | 80 | 10 | 43 | 16 | 0 | 69 | 210 |
| 1115 - 1130 | 0 | 10 | 9 | 0 | 19 | 13 | 17 | 15 | 0 | 45 | 8 | 59 | 3 | 0 | 70 | 6 | 68 | 11 | 0 | 85 | 219 |
| 1130 - 1145 | 7 | 19 | 6 | 0 | 32 | 14 | 23 | 12 | 0 | 49 | 14 | 57 | 1 | 0 | 72 | 15 | 51 | 10 | 0 | 76 | 229 |
| 1145 - 1200 | 1 | 16 | 9 | 0 | 26 | 14 | 20 | 6 | 0 | 40 | 6 | 76 | 5 | 0 | 87 | 1 | 69 | 15 | 0 | 85 | 238 |
| Hourly Total | 10 | 58 | 33 | 0 | **101** | 51 | 76 | 44 | 0 | **171** | 37 | 261 | 11 | 0 | **309** | 32 | 231 | 52 | 0 | **315** | **896** |
| 1200 - 1215 | 0 | 16 | 17 | 0 | 33 | 15 | 23 | 9 | 0 | 47 | 7 | 74 | 5 | 0 | 86 | 10 | 66 | 14 | 0 | 90 | 256 |
| 1215 - 1230 | 2 | 20 | 10 | 0 | 32 | 10 | 23 | 14 | 0 | 47 | 6 | 86 | 4 | 0 | 96 | 7 | 60 | 8 | 0 | 75 | 250 |
| 1230 - 1245 | 3 | 28 | 11 | 0 | 42 | 6 | 31 | 17 | 0 | 54 | 9 | 58 | 6 | 0 | 73 | 7 | 70 | 9 | 0 | 86 | 255 |
| 1245 - 1300 | 0 | 32 | 9 | 0 | 41 | 9 | 23 | 12 | 0 | 44 | 15 | 57 | 5 | 0 | 77 | 17 | 87 | 14 | 0 | 118 | 280 |
| Hourly Total | 5 | 96 | 47 | 0 | **148** | 40 | 100 | 52 | 0 | **192** | 37 | 275 | 20 | 0 | **332** | 41 | 283 | 45 | 0 | **369** | **1041** |
| 1300 - 1315 | 3 | 27 | 17 | 0 | 47 | 7 | 25 | 9 | 0 | 41 | 13 | 68 | 4 | 0 | 85 | 9 | 65 | 17 | 0 | 91 | 264 |
| 1315 - 1330 | 2 | 14 | 13 | 0 | 29 | 9 | 29 | 10 | 0 | 48 | 5 | 69 | 2 | 0 | 76 | 6 | 86 | 9 | 0 | 101 | 254 |
| 1330 - 1345 | 2 | 19 | 10 | 0 | 31 | 5 | 11 | 12 | 0 | 28 | 6 | 68 | 8 | 0 | 82 | 7 | 87 | 8 | 0 | 102 | 243 |
| 1345 - 1400 | 3 | 20 | 7 | 0 | 30 | 2 | 21 | 3 | 0 | 26 | 11 | 61 | 4 | 0 | 76 | 11 | 69 | 12 | 0 | 92 | 224 |
| Hourly Total | 10 | 80 | 47 | 0 | **137** | 23 | 86 | 34 | 0 | **143** | 35 | 266 | 18 | 0 | **319** | 33 | 307 | 46 | 0 | **386** | **985** |
| Grand Total | 29 | 287 | 151 | 0 | **467** | 145 | 322 | 164 | 0 | **631** | 138 | 968 | 64 | 0 | **1170** | 145 | 1009 | 184 | 0 | **1338** | **3606** |
| Approach % | 6.21 | 61.46 | 32.33 | 0.00 | - | 22.98 | 51.03 | 25.99 | 0.00 | - | 11.79 | 82.74 | 5.47 | 0.00 | - | 10.84 | 75.41 | 13.75 | 0.00 | - | |
| Intersection % | 0.80 | 7.96 | 4.19 | 0.00 | 12.95 | 4.02 | 8.93 | 4.55 | 0.00 | 17.50 | 3.83 | 26.84 | 1.77 | 0.00 | 32.45 | 4.02 | 27.98 | 5.10 | 0.00 | 37.10 | |

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 2**

Glenridge Dr (South)
Glenridge Dr (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

**Date**

Sunday, May 5, 2024

**Lat/Long**

33.926851°, -84.366800°
Click here for Map

**Weather**

Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**

Single Unit Trucks (4-7)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | Glenridge Dr (North) | | | | | Mt Vernon Hwy (West) | | | | | Mt Vernon Hwy (East) | | | | | |
| TIME | Left 2.1 | Thru 2.2 | Right 2.3 | U-Turn 2.4 | App Total | Left 2.5 | Thru 2.6 | Right 2.7 | U-Turn 2.8 | App Total | Left 2.9 | Thru 2.10 | Right 2.11 | U-Turn 2.12 | App Total | Left 2.13 | Thru 2.14 | Right 2.15 | U-Turn 2.16 | App Total | Int Total |
| 1000 - 1015 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1015 - 1030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1030 - 1045 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1045 - 1100 | 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 | 1 | 0 | **2** | 0 | 0 | 0 | 0 | **0** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | **0** | **3** |
| 1100 - 1115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 2 |
| 1115 - 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1130 - 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1145 - 1200 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Hourly Total | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | **0** | 0 | 2 | 0 | 0 | **2** | 0 | 1 | 0 | 0 | **1** | **4** |
| 1200 - 1215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1215 - 1230 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1230 - 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1245 - 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 1 | 0 | **1** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **2** |
| 1300 - 1315 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| 1315 - 1330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1330 - 1345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 1345 - 1400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 2 | 0 | 0 | **2** | **3** |
| Grand Total | 0 | 4 | 1 | 0 | **5** | 0 | 0 | 1 | 0 | **1** | 0 | 3 | 0 | 0 | **3** | 0 | 3 | 0 | 0 | **3** | **12** |
| Approach % | 0.00 | 80.00 | 20.00 | 0.00 | - | 0.00 | 0.00 | 100.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 33.33 | 8.33 | 0.00 | 41.67 | 0.00 | 0.00 | 8.33 | 0.00 | 8.33 | 0.00 | 25.00 | 0.00 | 0.00 | 25.00 | 0.00 | 25.00 | 0.00 | 0.00 | 25.00 | |

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 2**

Glenridge Dr (South)
Glenridge Dr (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

**Date**

Sunday, May 5, 2024

**Lat/Long**

33.926851°, -84.366800°
Click here for Map

**Weather**

Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**

Combination Trucks (8-13)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | Glenridge Dr (North) | | | | | Mt Vernon Hwy (West) | | | | | Mt Vernon Hwy (East) | | | | | |
| TIME | Left 2.1 | Thru 2.2 | Right 2.3 | U-Turn 2.4 | App Total | Left 2.5 | Thru 2.6 | Right 2.7 | U-Turn 2.8 | App Total | Left 2.9 | Thru 2.10 | Right 2.11 | U-Turn 2.12 | App Total | Left 2.13 | Thru 2.14 | Right 2.15 | U-Turn 2.16 | App Total | Int Total |
| 1000 - 1015 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1015 - 1030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1030 - 1045 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1045 - 1100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| 1100 - 1115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1115 - 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1130 - 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1145 - 1200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| 1200 - 1215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1215 - 1230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1230 - 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1245 - 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| 1300 - 1315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1315 - 1330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1330 - 1345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1345 - 1400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

# Classified Turn Movement Count || Bikes

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 2**

Glenridge Dr (South)
Glenridge Dr (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

**Date**

Sunday, May 5, 2024

**Lat/Long**

33.926851°, -84.366800°
Click here for Map

**Weather**

Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**

Bikes

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | Glenridge Dr (North) | | | | | Mt Vernon Hwy (West) | | | | | Mt Vernon Hwy (East) | | | | | |
| TIME | Left 2.1 | Thru 2.2 | Right 2.3 | U-Turn 2.4 | App Total | Left 2.5 | Thru 2.6 | Right 2.7 | U-Turn 2.8 | App Total | Left 2.9 | Thru 2.10 | Right 2.11 | U-Turn 2.12 | App Total | Left 2.13 | Thru 2.14 | Right 2.15 | U-Turn 2.16 | App Total | Int Total |
| 1000 - 1015 | 0 | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 7 |
| 1015 - 1030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 2 |
| 1030 - 1045 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 3 |
| 1045 - 1100 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Hourly Total | 1 | 1 | 4 | 0 | **6** | 0 | 0 | 0 | 0 | **0** | 0 | 4 | 0 | 0 | **4** | 0 | 2 | 1 | 0 | **3** | **13** |
| 1100 - 1115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| 1115 - 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1130 - 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1145 - 1200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 1 | 8 | 0 | 0 | **9** | 0 | 0 | 0 | 0 | **0** | **9** |
| 1200 - 1215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1215 - 1230 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1230 - 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 1245 - 1300 | 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 | 1 | 0 | **1** | 0 | 0 | 0 | 0 | **0** | 0 | 1 | 0 | 0 | **1** | 0 | 1 | 0 | 0 | **1** | **3** |
| 1300 - 1315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1315 - 1330 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1330 - 1345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1345 - 1400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 1 | 0 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **1** |
| Grand Total | 2 | 1 | 5 | 0 | **8** | 0 | 0 | 0 | 0 | **0** | 1 | 13 | 0 | 0 | **14** | 0 | 3 | 1 | 0 | **4** | **26** |
| Approach % | 25.00 | 12.50 | 62.50 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 7.14 | 92.86 | 0.00 | 0.00 | - | 0.00 | 75.00 | 25.00 | 0.00 | - | |
| Intersection % | 7.69 | 3.85 | 19.23 | 0.00 | 30.77 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.85 | 50.00 | 0.00 | 0.00 | 53.85 | 0.00 | 11.54 | 3.85 | 0.00 | 15.38 | |

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

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 2**

Glenridge Dr (South)
Glenridge Dr (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

**Date**

Sunday, May 5, 2024

**Lat/Long**

33.926851°, -84.366800°
Click here for Map

**Weather**

Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**

All Trucks (4-13)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | Glenridge Dr (North) | | | | | Mt Vernon Hwy (West) | | | | | Mt Vernon Hwy (East) | | | | | |
| TIME | Left 2.1 | Thru 2.2 | Right 2.3 | U-Turn 2.4 | App Total | Left 2.5 | Thru 2.6 | Right 2.7 | U-Turn 2.8 | App Total | Left 2.9 | Thru 2.10 | Right 2.11 | U-Turn 2.12 | App Total | Left 2.13 | Thru 2.14 | Right 2.15 | U-Turn 2.16 | App Total | Int Total |
| 1000 - 1015 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1015 - 1030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1030 - 1045 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1045 - 1100 | 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 | 1 | 0 | **2** | 0 | 0 | 0 | 0 | **0** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | **0** | **3** |
| 1100 - 1115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 2 |
| 1115 - 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1130 - 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1145 - 1200 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Hourly Total | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | **0** | 0 | 2 | 0 | 0 | **2** | 0 | 1 | 0 | 0 | **1** | **4** |
| 1200 - 1215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1215 - 1230 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1230 - 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1245 - 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 1 | 0 | **1** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **2** |
| 1300 - 1315 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| 1315 - 1330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1330 - 1345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 1345 - 1400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 2 | 0 | 0 | **2** | **3** |
| Grand Total | 0 | 4 | 1 | 0 | **5** | 0 | 0 | 1 | 0 | **1** | 0 | 3 | 0 | 0 | **3** | 0 | 3 | 0 | 0 | **3** | **12** |
| Approach % | 0.00 | 80.00 | 20.00 | 0.00 | - | 0.00 | 0.00 | 100.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 33.33 | 8.33 | 0.00 | 41.67 | 0.00 | 0.00 | 8.33 | 0.00 | 8.33 | 0.00 | 25.00 | 0.00 | 0.00 | 25.00 | 0.00 | 25.00 | 0.00 | 0.00 | 25.00 | |

# Crosswalk Counts || Pedestrians

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 2**
Glenridge Dr (South)
Glenridge Dr (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

**Date**
Sunday, May 5, 2024

**Lat/Long**
33.926851°, -84.366800°
Click here for Map

**Weather**
Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**

Pedestrians

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | Glenridge Dr (North) | | | Mt Vernon Hwy (West) | | | Mt Vernon Hwy (East) | | | |
| TIME | EB 2a | WB 2b | App Total | EB 2c | WB 2d | App Total | NB 2e | SB 2f | App Total | NB 2g | SB 2h | App Total | Int Total |
| 1000 - 1015 | 4 | 4 | 8 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 11 |
| 1015 - 1030 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 0 | 0 | 0 | 4 |
| 1030 - 1045 | 2 | 1 | 3 | 1 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 6 |
| 1045 - 1100 | 2 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 3 |
| Hourly Total | 8 | 5 | **13** | 1 | 0 | **1** | 5 | 5 | **10** | 0 | 0 | **0** | **24** |
| 1100 - 1115 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1115 - 1130 | 1 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 3 |
| 1130 - 1145 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1145 - 1200 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Hourly Total | 3 | 3 | **6** | 0 | 0 | **0** | 1 | 0 | **1** | 0 | 0 | **0** | **7** |
| 1200 - 1215 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1215 - 1230 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1230 - 1245 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1245 - 1300 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Hourly Total | 5 | 5 | **10** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **10** |
| 1300 - 1315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| 1315 - 1330 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1330 - 1345 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 |
| 1345 - 1400 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Hourly Total | 0 | 3 | **3** | 0 | 0 | **0** | 1 | 1 | **2** | 0 | 0 | **0** | **5** |
| Grand Total | 16 | 16 | **32** | 1 | 0 | **1** | 7 | 6 | **13** | 0 | 0 | **0** | **46** |
| Approach % | 50.00 | 50.00 | - | 100.00 | 0.00 | - | 53.85 | 46.15 | - | 0.00 | 0.00 | - | |
| Intersection % | 34.78 | 34.78 | 69.57 | 2.17 | 0.00 | 2.17 | 15.22 | 13.04 | 28.26 | 0.00 | 0.00 | 0.00 | |

# Crosswalk Counts || Bikes

Atlanta, GA

Marr Traffic DATA COLLECTION

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**Site 2**
Glenridge Dr (South)
Glenridge Dr (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

**Date**
Sunday, May 5, 2024

**Lat/Long**
33.926851°, -84.366800°
Click here for Map

**Weather**
Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**
Bikes

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | Glenridge Dr (North) | | | Mt Vernon Hwy (West) | | | Mt Vernon Hwy (East) | | | |
| TIME | EB 2a | WB 2b | App Total | EB 2c | WB 2d | App Total | NB 2e | SB 2f | App Total | NB 2g | SB 2h | App Total | Int Total |
| 1000 - 1015 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1015 - 1030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1030 - 1045 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1045 - 1100 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Hourly Total | 1 | 0 | **1** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **1** |
| 1100 - 1115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1115 - 1130 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1130 - 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1145 - 1200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 1 | 0 | **1** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **1** |
| 1200 - 1215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1215 - 1230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1230 - 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1245 - 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1300 - 1315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1315 - 1330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1330 - 1345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1345 - 1400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 2 | 0 | **2** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **2** |
| Approach % | 100.00 | 0.00 | - | 0.00 | 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 | 0.00 | 0.00 | 0.00 | |

# Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 2**
Glenridge Dr (South)
Glenridge Dr (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

**Date**
Sunday, May 5, 2024

**Lat/Long**
33.926851°, -84.366800°
Click here for Map

**Weather**
Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**
Motorized Vehicles

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | Glenridge Dr (North) | | | Mt Vernon Hwy (West) | | | Mt Vernon Hwy (East) | | | |
| TIME | EB 2a | WB 2b | App Total | EB 2c | WB 2d | App Total | NB 2e | SB 2f | App Total | NB 2g | SB 2h | App Total | Int Total |
| 1000 - 1015 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1015 - 1030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1030 - 1045 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1045 - 1100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1100 - 1115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1115 - 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1130 - 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1145 - 1200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1200 - 1215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1215 - 1230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1230 - 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1245 - 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1300 - 1315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1315 - 1330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1330 - 1345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1345 - 1400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

| Start Date: 5/5/2024 | Mt Vernon Hwy (West) Eastbound | | | Mt Vernon Hwy (East) Westbound | | | Glenridge Dr (South) Northbound | | | Glenridge Dr (North) Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Time** | **EBL** | **EBT** | **EBR** | **WBL** | **WBT** | **WBR** | **NBL** | **NBT** | **NBR** | **SBL** | **SBT** | **SBR** | **Total** |
| **15 Minute Totals** | | | | | | | | | | | | | |
| **12:00 AM - 12:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:15 AM - 12:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:30 AM - 12:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:45 AM - 01:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00 AM - 01:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:15 AM - 01:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:30 AM - 01:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:45 AM - 02:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00 AM - 02:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 AM - 02:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 AM - 02:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 AM - 03:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 AM - 03:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 AM - 03:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 AM - 03:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 AM - 04:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 AM - 04:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:15 AM - 04:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:30 AM - 04:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:45 AM - 05:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00 AM - 05:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:15 AM - 05:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:30 AM - 05:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:45 AM - 06:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00 AM - 06:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 AM - 06:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 AM - 06:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 AM - 07:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 AM - 07:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:15 AM - 07:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:30 AM - 07:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:45 AM - 08:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00 AM - 08:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:15 AM - 08:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:30 AM - 08:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:45 AM - 09:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **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** | 3 | 45 | 4 | 6 | 44 | 8 | 0 | 12 | 9 | 11 | 11 | 5 | 158 |
| **10:15 AM - 10:30 AM** | 8 | 44 | 5 | 15 | 48 | 11 | 1 | 13 | 4 | 5 | 15 | 12 | 181 |
| **10:30 AM - 10:45 AM** | 11 | 48 | 5 | 9 | 44 | 10 | 0 | 15 | 11 | 4 | 16 | 10 | 183 |
| **10:45 AM - 11:00 AM** | 7 | 34 | 1 | 9 | 54 | 13 | 4 | 15 | 5 | 11 | 18 | 7 | 178 |
| **11:00 AM - 11:15 AM** | 10 | 75 | 2 | 10 | 44 | 16 | 2 | 13 | 9 | 10 | 16 | 11 | 218 |
| **11:15 AM - 11:30 AM** | 8 | 59 | 3 | 6 | 68 | 11 | 0 | 10 | 9 | 13 | 17 | 15 | 219 |
| **11:30 AM - 11:45 AM** | 14 | 60 | 1 | 15 | 51 | 10 | 7 | 19 | 6 | 14 | 23 | 12 | 232 |
| **11:45 AM - 12:00 PM** | 6 | 77 | 5 | 1 | 69 | 15 | 1 | 17 | 9 | 14 | 20 | 6 | 240 |
| **12:00 PM - 12:15 PM** | 7 | 74 | 5 | 10 | 66 | 14 | 0 | 16 | 17 | 15 | 23 | 10 | 257 |
| **12:15 PM - 12:30 PM** | 6 | 86 | 4 | 7 | 60 | 8 | 2 | 21 | 11 | 10 | 23 | 14 | 252 |
| **12:30 PM - 12:45 PM** | 9 | 58 | 6 | 7 | 71 | 9 | 3 | 28 | 11 | 6 | 31 | 17 | 256 |
| **12:45 PM - 01:00 PM** | 15 | 58 | 5 | 17 | 87 | 14 | 0 | 32 | 9 | 9 | 23 | 12 | 281 |
| **01:00 PM - 01:15 PM** | 13 | 68 | 4 | 9 | 66 | 17 | 3 | 28 | 17 | 7 | 25 | 9 | 266 |
| **01:15 PM - 01:30 PM** | 5 | 69 | 2 | 6 | 86 | 9 | 3 | 14 | 13 | 9 | 29 | 10 | 255 |
| **01:30 PM - 01:45 PM** | 6 | 68 | 8 | 7 | 88 | 8 | 2 | 19 | 10 | 5 | 11 | 12 | 244 |
| **01:45 PM - 02:00 PM** | 11 | 61 | 4 | 11 | 69 | 12 | 3 | 20 | 7 | 2 | 21 | 3 | 224 |
| **02:00 PM - 02:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 PM - 02:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 PM - 02:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 PM - 03:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 PM - 03:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 PM - 03:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 PM - 03:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 PM - 04:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 PM - 04:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:15 PM - 04:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:30 PM - 04:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:45 PM - 05:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00 PM - 05:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:15 PM - 05:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:30 PM - 05:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:45 PM - 06:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **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

| Sunday, May 5, 2024 | |
|---|---|
| **Period** | 1000 - 1400 |
| **Peak Hour** | 1230 - 1330 |

* the Peak Hour Diagram does not include Bikes



**All vehicles**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd | | | | | | Glenlake Pkwy NE | | | | | | Abernathy Rd NE (West) | | | | | | Abernathy Rd NE (East) | | | | | | |
| Time | Left 3.1 | Thru 3.2 | Right 3.3 | | U-Turn 3.4 | App Total | Left 3.5 | Thru 3.6 | Right 3.7 | | U-Turn 3.8 | App Total | Left 3.9 | Thru 3.10 | Right 3.11 | | U-Turn 3.12 | App Total | Left 3.13 | Thru 3.14 | Right 3.15 | | U-Turn 3.16 | App Total | Int Total |
| 1230 - 1245 | 26 | 4 | 18 | - | 0 | 48 | 20 | 3 | 7 | - | 0 | 30 | 1 | 280 | 23 | - | 0 | 304 | 15 | 269 | 22 | - | 6 | 312 | 694 |
| 1245 - 1300 | 14 | 2 | 8 | - | 0 | 24 | 13 | 2 | 3 | - | 0 | 18 | 0 | 268 | 24 | - | 1 | 293 | 16 | 341 | 13 | - | 3 | 373 | 708 |
| 1300 - 1315 | 15 | 1 | 17 | - | 0 | 33 | 12 | 4 | 3 | - | 0 | 19 | 1 | 316 | 25 | - | 0 | 342 | 11 | 234 | 22 | - | 5 | 272 | 666 |
| 1315 - 1330 | 19 | 4 | 21 | - | 0 | 44 | 11 | 3 | 6 | - | 0 | 20 | 3 | 305 | 21 | - | 0 | 329 | 8 | 277 | 9 | - | 10 | 304 | 697 |
| Total | 74 | 11 | 64 | 0 | 0 | 149 | 56 | 12 | 19 | 0 | 0 | 87 | 5 | 1169 | 93 | 0 | 1 | 1268 | 50 | 1121 | 66 | 0 | 24 | 1261 | 2765 |
| Approach % | 49.66 | 7.38 | 42.95 | 0.00 | 0.00 | - | 64.37 | 13.79 | 21.84 | 0.00 | 0.00 | - | 0.39 | 92.19 | 7.33 | 0.00 | 0.08 | - | 3.97 | 88.90 | 5.23 | 0.00 | 1.90 | - | |
| PHF | 0.71 | 0.69 | 0.76 | 0.00 | 0.00 | **0.78** | 0.70 | 0.75 | 0.68 | 0.00 | 0.00 | **0.73** | 0.42 | 0.92 | 0.93 | 0.00 | 0.25 | **0.93** | 0.78 | 0.82 | 0.75 | 0.00 | 0.60 | **0.85** | **0.98** |

**Passenger Vehicles (1-3)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd | | | | | | Glenlake Pkwy NE | | | | | | Abernathy Rd NE (West) | | | | | | Abernathy Rd NE (East) | | | | | | |
| Time | Left 3.1 | Thru 3.2 | Right 3.3 | | U-Turn 3.4 | App Total | Left 3.5 | Thru 3.6 | Right 3.7 | | U-Turn 3.8 | App Total | Left 3.9 | Thru 3.10 | Right 3.11 | | U-Turn 3.12 | App Total | Left 3.13 | Thru 3.14 | Right 3.15 | | U-Turn 3.16 | App Total | Int Total |
| 1230 - 1245 | 26 | 4 | 18 | - | 0 | 48 | 20 | 3 | 7 | - | 0 | 30 | 1 | 277 | 23 | - | 0 | 301 | 15 | 269 | 22 | - | 6 | 312 | 691 |
| 1245 - 1300 | 14 | 2 | 8 | - | 0 | 24 | 13 | 2 | 3 | - | 0 | 18 | 0 | 266 | 24 | - | 1 | 291 | 14 | 340 | 13 | - | 3 | 370 | 703 |
| 1300 - 1315 | 15 | 0 | 17 | - | 0 | 32 | 12 | 4 | 3 | - | 0 | 19 | 1 | 315 | 25 | - | 0 | 341 | 11 | 233 | 22 | - | 5 | 271 | 663 |
| 1315 - 1330 | 19 | 4 | 20 | - | 0 | 43 | 11 | 2 | 6 | - | 0 | 19 | 3 | 305 | 21 | - | 0 | 329 | 8 | 276 | 8 | - | 10 | 302 | 693 |
| Total | 74 | 10 | 63 | 0 | 0 | 147 | 56 | 11 | 19 | 0 | 0 | 86 | 5 | 1163 | 93 | 0 | 1 | 1262 | 48 | 1118 | 65 | 0 | 24 | 1255 | 2750 |
| Approach % | 50.34 | 6.80 | 42.86 | 0.00 | 0.00 | - | 65.12 | 12.79 | 22.09 | 0.00 | 0.00 | - | 0.40 | 92.16 | 7.37 | 0.00 | 0.08 | - | 3.82 | 89.08 | 5.18 | 0.00 | 1.91 | - | |
| PHF | 0.71 | 0.63 | 0.79 | 0.00 | 0.00 | **0.77** | 0.70 | 0.69 | 0.68 | 0.00 | 0.00 | **0.72** | 0.42 | 0.92 | 0.93 | 0.00 | 0.25 | **0.93** | 0.80 | 0.82 | 0.74 | 0.00 | 0.60 | **0.85** | **0.98** |

**Single Unit Trucks (4-7)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd | | | | | | Glenlake Pkwy NE | | | | | | Abernathy Rd NE (West) | | | | | | Abernathy Rd NE (East) | | | | | | |
| Time | Left 3.1 | Thru 3.2 | Right 3.3 | | U-Turn 3.4 | App Total | Left 3.5 | Thru 3.6 | Right 3.7 | | U-Turn 3.8 | App Total | Left 3.9 | Thru 3.10 | Right 3.11 | | U-Turn 3.12 | App Total | Left 3.13 | Thru 3.14 | Right 3.15 | | U-Turn 3.16 | App Total | Int Total |
| 1230 - 1245 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 0 | 1 | 0 | 0 | 0 | - | 0 | 0 | 1 |
| 1245 - 1300 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 2 | 1 | 0 | - | 0 | 3 | 3 |
| 1300 - 1315 | 0 | 1 | 0 | - | 0 | 1 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 0 | 1 | 0 | 1 | 0 | - | 0 | 1 | 3 |
| 1315 - 1330 | 0 | 0 | 1 | - | 0 | 1 | 0 | 1 | 0 | - | 0 | 1 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 1 | - | 0 | 2 | 4 |
| Total | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 3 | 1 | 0 | 0 | 6 | 11 |
| Approach % | 0.00 | 50.00 | 50.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | - | 33.33 | 50.00 | 16.67 | 0.00 | 0.00 | - | |
| PHF | 0.00 | 0.25 | 0.25 | 0.00 | 0.00 | **0.50** | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | **0.25** | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | **0.50** | 0.25 | 0.75 | 0.25 | 0.00 | 0.00 | **0.50** | **0.69** |

**Combination Trucks (8-13)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd | | | | | | Glenlake Pkwy NE | | | | | | Abernathy Rd NE (West) | | | | | | Abernathy Rd NE (East) | | | | | | |
| Time | Left 3.1 | Thru 3.2 | Right 3.3 | | U-Turn 3.4 | App Total | Left 3.5 | Thru 3.6 | Right 3.7 | | U-Turn 3.8 | App Total | Left 3.9 | Thru 3.10 | Right 3.11 | | U-Turn 3.12 | App Total | Left 3.13 | Thru 3.14 | Right 3.15 | | U-Turn 3.16 | App Total | Int Total |
| 1230 - 1245 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 2 | 0 | - | 0 | 2 | 0 | 0 | 0 | - | 0 | 0 | 2 |
| 1245 - 1300 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 2 | 0 | - | 0 | 2 | 0 | 0 | 0 | - | 0 | 0 | 2 |
| 1300 - 1315 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 1315 - 1330 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 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 | 0.50 | 0.00 | 0.00 | 0.00 | **0.50** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | **0.50** |

**Bikes**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd | | | | | | Glenlake Pkwy NE | | | | | | Abernathy Rd NE (West) | | | | | | Abernathy Rd NE (East) | | | | | | |
| Time | Left 3.1 | Thru 3.2 | Right 3.3 | | U-Turn 3.4 | App Total | Left 3.5 | Thru 3.6 | Right 3.7 | | U-Turn 3.8 | App Total | Left 3.9 | Thru 3.10 | Right 3.11 | | U-Turn 3.12 | App Total | Left 3.13 | Thru 3.14 | Right 3.15 | | U-Turn 3.16 | App Total | Int Total |
| 1230 - 1245 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 1245 - 1300 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 1300 - 1315 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 1315 - 1330 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 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 3**
Barfield Rd
Glenlake Pkwy NE
Abernathy Rd NE (West)
Abernathy Rd NE (East)

**Date**
Sunday, May 5, 2024

**Lat/Long**
33.933716°, -84.361737°
Click here for Map

**Weather**
Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**
All vehicles

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd | | | | | Glenlake Pkwy NE | | | | | Abernathy Rd NE (West) | | | | | Abernathy Rd NE (East) | | | | | |
| TIME | Left 3.1 | Thru 3.2 | Right 3.3 | U-Turn 3.4 | App Total | Left 3.5 | Thru 3.6 | Right 3.7 | U-Turn 3.8 | App Total | Left 3.9 | Thru 3.10 | Right 3.11 | U-Turn 3.12 | App Total | Left 3.13 | Thru 3.14 | Right 3.15 | U-Turn 3.16 | App Total | Int Total |
| 1000 - 1015 | 11 | 1 | 14 | 0 | 26 | 6 | 0 | 1 | 0 | 7 | 3 | 167 | 14 | 0 | 184 | 3 | 124 | 11 | 0 | 138 | 355 |
| 1015 - 1030 | 6 | 2 | 7 | 0 | 15 | 8 | 0 | 3 | 0 | 11 | 0 | 206 | 9 | 1 | 216 | 3 | 144 | 10 | 1 | 158 | 400 |
| 1030 - 1045 | 12 | 0 | 14 | 0 | 26 | 6 | 2 | 2 | 0 | 10 | 1 | 207 | 15 | 0 | 223 | 9 | 184 | 6 | 1 | 200 | 459 |
| 1045 - 1100 | 17 | 2 | 9 | 0 | 28 | 10 | 1 | 2 | 0 | 13 | 1 | 233 | 12 | 0 | 246 | 11 | 214 | 9 | 3 | 237 | 524 |
| Hourly Total | 46 | 5 | 44 | 0 | **95** | 30 | 3 | 8 | 0 | **41** | 5 | 813 | 50 | 1 | **869** | 26 | 666 | 36 | 5 | **733** | **1738** |
| 1100 - 1115 | 19 | 3 | 26 | 0 | 48 | 7 | 0 | 2 | 0 | 9 | 0 | 232 | 6 | 0 | 238 | 8 | 162 | 13 | 7 | 190 | 485 |
| 1115 - 1130 | 11 | 4 | 16 | 0 | 31 | 8 | 1 | 1 | 0 | 10 | 2 | 235 | 21 | 0 | 258 | 3 | 219 | 14 | 0 | 236 | 535 |
| 1130 - 1145 | 13 | 1 | 7 | 0 | 21 | 10 | 1 | 5 | 0 | 16 | 1 | 246 | 15 | 0 | 262 | 3 | 206 | 10 | 3 | 222 | 521 |
| 1145 - 1200 | 14 | 3 | 12 | 0 | 29 | 11 | 1 | 5 | 0 | 17 | 0 | 296 | 20 | 0 | 316 | 7 | 220 | 9 | 3 | 239 | 601 |
| Hourly Total | 57 | 11 | 61 | 0 | **129** | 36 | 3 | 13 | 0 | **52** | 3 | 1009 | 62 | 0 | **1074** | 21 | 807 | 46 | 13 | **887** | **2142** |
| 1200 - 1215 | 13 | 3 | 17 | 0 | 33 | 8 | 0 | 5 | 0 | 13 | 3 | 273 | 20 | 0 | 296 | 9 | 214 | 19 | 3 | 245 | 587 |
| 1215 - 1230 | 24 | 1 | 24 | 0 | 49 | 12 | 3 | 3 | 0 | 18 | 0 | 297 | 18 | 0 | 315 | 9 | 206 | 14 | 1 | 230 | 612 |
| 1230 - 1245 | 26 | 4 | 18 | 0 | 48 | 20 | 3 | 7 | 0 | 30 | 1 | 280 | 23 | 0 | 304 | 15 | 269 | 22 | 6 | 312 | 694 |
| 1245 - 1300 | 14 | 2 | 8 | 0 | 24 | 13 | 2 | 3 | 0 | 18 | 0 | 268 | 24 | 1 | 293 | 16 | 341 | 13 | 3 | 373 | 708 |
| Hourly Total | 77 | 10 | 67 | 0 | **154** | 53 | 8 | 18 | 0 | **79** | 4 | 1118 | 85 | 1 | **1208** | 49 | 1030 | 68 | 13 | **1160** | **2601** |
| 1300 - 1315 | 15 | 1 | 17 | 0 | 33 | 12 | 4 | 3 | 0 | 19 | 1 | 316 | 25 | 0 | 342 | 11 | 234 | 22 | 5 | 272 | 666 |
| 1315 - 1330 | 19 | 4 | 21 | 0 | 44 | 11 | 3 | 6 | 0 | 20 | 3 | 305 | 21 | 0 | 329 | 8 | 277 | 9 | 10 | 304 | 697 |
| 1330 - 1345 | 11 | 1 | 13 | 0 | 25 | 7 | 2 | 6 | 0 | 15 | 3 | 253 | 11 | 1 | 268 | 9 | 231 | 16 | 5 | 261 | 569 |
| 1345 - 1400 | 20 | 2 | 8 | 0 | 30 | 13 | 1 | 6 | 0 | 20 | 2 | 312 | 15 | 0 | 329 | 9 | 273 | 18 | 1 | 301 | 680 |
| Hourly Total | 65 | 8 | 59 | 0 | **132** | 43 | 10 | 21 | 0 | **74** | 9 | 1186 | 72 | 1 | **1268** | 37 | 1015 | 65 | 21 | **1138** | **2612** |
| Grand Total | 245 | 34 | 231 | 0 | **510** | 162 | 24 | 60 | 0 | **246** | 21 | 4126 | 269 | 3 | **4419** | 133 | 3518 | 215 | 52 | **3918** | **9093** |
| Approach % | 48.04 | 6.67 | 45.29 | 0.00 | - | 65.85 | 9.76 | 24.39 | 0.00 | - | 0.48 | 93.37 | 6.09 | 0.07 | - | 3.39 | 89.79 | 5.49 | 1.18 | - | |
| Intersection % | 2.69 | 0.37 | 2.54 | 0.00 | 5.61 | 1.78 | 0.26 | 0.66 | 0.00 | 2.71 | 0.23 | 45.38 | 2.96 | 0.03 | 48.60 | 1.46 | 38.69 | 2.36 | 0.57 | 43.09 | |
| Heavy Vehicle % | 0 | 3 | 0 | - | **0** | 1 | 4 | 2 | - | **1** | 5 | 0 | 0 | 0 | **0** | 2 | 0 | 1 | 0 | **0** | **0** |
| PHF | 0.71 | 0.69 | 0.76 | 0.00 | **0.78** | 0.70 | 0.75 | 0.68 | 0.00 | **0.73** | 0.42 | 0.92 | 0.93 | 0.25 | **0.93** | 0.78 | 0.82 | 0.75 | 0.60 | **0.85** | **0.98** |

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 3**
Barfield Rd
Glenlake Pkwy NE
Abernathy Rd NE (West)
Abernathy Rd NE (East)

**Date**
Sunday, May 5, 2024

**Lat/Long**
33.933716°, -84.361737°
Click here for Map

**Weather**
Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**
Passenger Vehicles (1-3)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd | | | | | Glenlake Pkwy NE | | | | | Abernathy Rd NE (West) | | | | | Abernathy Rd NE (East) | | | | | |
| TIME | Left 3.1 | Thru 3.2 | Right 3.3 | U-Turn 3.4 | App Total | Left 3.5 | Thru 3.6 | Right 3.7 | U-Turn 3.8 | App Total | Left 3.9 | Thru 3.10 | Right 3.11 | U-Turn 3.12 | App Total | Left 3.13 | Thru 3.14 | Right 3.15 | U-Turn 3.16 | App Total | Int Total |
| 1000 - 1015 | 11 | 1 | 14 | 0 | 26 | 6 | 0 | 1 | 0 | 7 | 3 | 167 | 14 | 0 | 184 | 3 | 123 | 11 | 0 | 137 | 354 |
| 1015 - 1030 | 6 | 2 | 7 | 0 | 15 | 8 | 0 | 3 | 0 | 11 | 0 | 205 | 9 | 1 | 215 | 3 | 144 | 10 | 1 | 158 | 399 |
| 1030 - 1045 | 12 | 0 | 14 | 0 | 26 | 6 | 2 | 2 | 0 | 10 | 1 | 205 | 15 | 0 | 221 | 9 | 183 | 6 | 1 | 199 | 456 |
| 1045 - 1100 | 17 | 2 | 9 | 0 | 28 | 10 | 1 | 2 | 0 | 13 | 1 | 233 | 12 | 0 | 246 | 11 | 213 | 9 | 3 | 236 | 523 |
| Hourly Total | 46 | 5 | 44 | 0 | **95** | 30 | 3 | 8 | 0 | **41** | 5 | 810 | 50 | 1 | **866** | 26 | 663 | 36 | 5 | **730** | **1732** |
| 1100 - 1115 | 19 | 3 | 26 | 0 | 48 | 7 | 0 | 2 | 0 | 9 | 0 | 230 | 6 | 0 | 236 | 8 | 162 | 12 | 7 | 189 | 482 |
| 1115 - 1130 | 11 | 4 | 16 | 0 | 31 | 8 | 1 | 1 | 0 | 10 | 2 | 235 | 21 | 0 | 258 | 3 | 218 | 14 | 0 | 235 | 534 |
| 1130 - 1145 | 13 | 1 | 7 | 0 | 21 | 9 | 1 | 5 | 0 | 15 | 1 | 244 | 15 | 0 | 260 | 3 | 202 | 10 | 3 | 218 | 514 |
| 1145 - 1200 | 14 | 3 | 12 | 0 | 29 | 11 | 1 | 5 | 0 | 17 | 0 | 295 | 20 | 0 | 315 | 7 | 218 | 9 | 3 | 237 | 598 |
| Hourly Total | 57 | 11 | 61 | 0 | **129** | 35 | 3 | 13 | 0 | **51** | 3 | 1004 | 62 | 0 | **1069** | 21 | 800 | 45 | 13 | **879** | **2128** |
| 1200 - 1215 | 13 | 3 | 17 | 0 | 33 | 8 | 0 | 5 | 0 | 13 | 3 | 271 | 20 | 0 | 294 | 9 | 212 | 19 | 3 | 243 | 583 |
| 1215 - 1230 | 24 | 1 | 24 | 0 | 49 | 12 | 3 | 3 | 0 | 18 | 0 | 297 | 17 | 0 | 314 | 9 | 206 | 14 | 1 | 230 | 611 |
| 1230 - 1245 | 26 | 4 | 18 | 0 | 48 | 20 | 3 | 7 | 0 | 30 | 1 | 277 | 23 | 0 | 301 | 15 | 269 | 22 | 6 | 312 | 691 |
| 1245 - 1300 | 14 | 2 | 8 | 0 | 24 | 13 | 2 | 3 | 0 | 18 | 0 | 266 | 24 | 1 | 291 | 14 | 340 | 13 | 3 | 370 | 703 |
| Hourly Total | 77 | 10 | 67 | 0 | **154** | 53 | 8 | 18 | 0 | **79** | 4 | 1111 | 84 | 1 | **1200** | 47 | 1027 | 68 | 13 | **1155** | **2588** |
| 1300 - 1315 | 15 | 0 | 17 | 0 | 32 | 12 | 4 | 3 | 0 | 19 | 1 | 315 | 25 | 0 | 341 | 11 | 233 | 22 | 5 | 271 | 663 |
| 1315 - 1330 | 19 | 4 | 20 | 0 | 43 | 11 | 2 | 6 | 0 | 19 | 3 | 305 | 21 | 0 | 329 | 8 | 276 | 8 | 10 | 302 | 693 |
| 1330 - 1345 | 11 | 1 | 13 | 0 | 25 | 7 | 2 | 5 | 0 | 14 | 2 | 252 | 11 | 1 | 266 | 9 | 231 | 16 | 5 | 261 | 566 |
| 1345 - 1400 | 20 | 2 | 8 | 0 | 30 | 13 | 1 | 6 | 0 | 20 | 2 | 312 | 15 | 0 | 329 | 9 | 273 | 18 | 1 | 301 | 680 |
| Hourly Total | 65 | 7 | 58 | 0 | **130** | 43 | 9 | 20 | 0 | **72** | 8 | 1184 | 72 | 1 | **1265** | 37 | 1013 | 64 | 21 | **1135** | **2602** |
| Grand Total | 245 | 33 | 230 | 0 | **508** | 161 | 23 | 59 | 0 | **243** | 20 | 4109 | 268 | 3 | **4400** | 131 | 3503 | 213 | 52 | **3899** | **9050** |
| Approach % | 48.23 | 6.50 | 45.28 | 0.00 | - | 66.26 | 9.47 | 24.28 | 0.00 | - | 0.45 | 93.39 | 6.09 | 0.07 | - | 3.36 | 89.84 | 5.46 | 1.18 | - | |
| Intersection % | 2.71 | 0.36 | 2.54 | 0.00 | 5.61 | 1.78 | 0.25 | 0.65 | 0.00 | 2.69 | 0.22 | 45.40 | 2.96 | 0.03 | 48.62 | 1.45 | 38.71 | 2.35 | 0.57 | 43.08 | |

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 3**
Barfield Rd
Glenlake Pkwy NE
Abernathy Rd NE (West)
Abernathy Rd NE (East)

**Date**
Sunday, May 5, 2024

**Lat/Long**
33.933716°, -84.361737°
Click here for Map

**Weather**
Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**
Single Unit Trucks (4-7)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd | | | | | Glenlake Pkwy NE | | | | | Abernathy Rd NE (West) | | | | | Abernathy Rd NE (East) | | | | | |
| TIME | Left 3.1 | Thru 3.2 | Right 3.3 | U-Turn 3.4 | App Total | Left 3.5 | Thru 3.6 | Right 3.7 | U-Turn 3.8 | App Total | Left 3.9 | Thru 3.10 | Right 3.11 | U-Turn 3.12 | App Total | Left 3.13 | Thru 3.14 | Right 3.15 | U-Turn 3.16 | App Total | Int Total |
| 1000 - 1015 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 1015 - 1030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1030 - 1045 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 1045 - 1100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 1 | 0 | 0 | **1** | 0 | 3 | 0 | 0 | **3** | **4** |
| 1100 - 1115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 3 |
| 1115 - 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1130 - 1145 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 3 | 6 |
| 1145 - 1200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 3 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 1 | 0 | 0 | 0 | **1** | 0 | 5 | 0 | 0 | **5** | 0 | 5 | 1 | 0 | **6** | **12** |
| 1200 - 1215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 3 |
| 1215 - 1230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1230 - 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1245 - 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 3 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 3 | 1 | 0 | **4** | 2 | 2 | 0 | 0 | **4** | **8** |
| 1300 - 1315 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 3 |
| 1315 - 1330 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 4 |
| 1330 - 1345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1345 - 1400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 1 | 1 | 0 | **2** | 0 | 1 | 1 | 0 | **2** | 1 | 2 | 0 | 0 | **3** | 0 | 2 | 1 | 0 | **3** | **10** |
| Grand Total | 0 | 1 | 1 | 0 | **2** | 1 | 1 | 1 | 0 | **3** | 1 | 11 | 1 | 0 | **13** | 2 | 12 | 2 | 0 | **16** | **34** |
| Approach % | 0.00 | 50.00 | 50.00 | 0.00 | - | 33.33 | 33.33 | 33.33 | 0.00 | - | 7.69 | 84.62 | 7.69 | 0.00 | - | 12.50 | 75.00 | 12.50 | 0.00 | - | |
| Intersection % | 0.00 | 2.94 | 2.94 | 0.00 | 5.88 | 2.94 | 2.94 | 2.94 | 0.00 | 8.82 | 2.94 | 32.35 | 2.94 | 0.00 | 38.24 | 5.88 | 35.29 | 5.88 | 0.00 | 47.06 | |

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 3**

Barfield Rd
Glenlake Pkwy NE
Abernathy Rd NE (West)
Abernathy Rd NE (East)

**Date**

Sunday, May 5, 2024

**Lat/Long**

33.933716°, -84.361737°
Click here for Map

**Weather**

Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**

Combination Trucks (8-13)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd | | | | | Glenlake Pkwy NE | | | | | Abernathy Rd NE (West) | | | | | Abernathy Rd NE (East) | | | | | |
| TIME | Left 3.1 | Thru 3.2 | Right 3.3 | U-Turn 3.4 | App Total | Left 3.5 | Thru 3.6 | Right 3.7 | U-Turn 3.8 | App Total | Left 3.9 | Thru 3.10 | Right 3.11 | U-Turn 3.12 | App Total | Left 3.13 | Thru 3.14 | Right 3.15 | U-Turn 3.16 | App Total | Int Total |
| 1000 - 1015 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1015 - 1030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1030 - 1045 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1045 - 1100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 2 | 0 | 0 | **2** | 0 | 0 | 0 | 0 | **0** | **2** |
| 1100 - 1115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1115 - 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 1130 - 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 1145 - 1200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 2 | 0 | 0 | **2** | **2** |
| 1200 - 1215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 1215 - 1230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1230 - 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1245 - 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 4 | 0 | 0 | **4** | 0 | 1 | 0 | 0 | **1** | **5** |
| 1300 - 1315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1315 - 1330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1330 - 1345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1345 - 1400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 6 | 0 | 0 | **6** | 0 | 3 | 0 | 0 | **3** | **9** |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 66.67 | 0.00 | 0.00 | 66.67 | 0.00 | 33.33 | 0.00 | 0.00 | 33.33 | |

# Classified Turn Movement Count || Bikes

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 3**

Barfield Rd
Glenlake Pkwy NE
Abernathy Rd NE (West)
Abernathy Rd NE (East)

**Date**

Sunday, May 5, 2024

**Lat/Long**

33.933716°, -84.361737°
Click here for Map

**Weather**

Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**

Bikes

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd | | | | | Glenlake Pkwy NE | | | | | Abernathy Rd NE (West) | | | | | Abernathy Rd NE (East) | | | | | |
| TIME | Left 3.1 | Thru 3.2 | Right 3.3 | U-Turn 3.4 | App Total | Left 3.5 | Thru 3.6 | Right 3.7 | U-Turn 3.8 | App Total | Left 3.9 | Thru 3.10 | Right 3.11 | U-Turn 3.12 | App Total | Left 3.13 | Thru 3.14 | Right 3.15 | U-Turn 3.16 | App Total | Int Total |
| 1000 - 1015 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1015 - 1030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1030 - 1045 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1045 - 1100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| 1100 - 1115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1115 - 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1130 - 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1145 - 1200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| 1200 - 1215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1215 - 1230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1230 - 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1245 - 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| 1300 - 1315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1315 - 1330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1330 - 1345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1345 - 1400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 3**
Barfield Rd
Glenlake Pkwy NE
Abernathy Rd NE (West)
Abernathy Rd NE (East)

**Date**
Sunday, May 5, 2024

**Lat/Long**
33.933716°, -84.361737°
Click here for Map

**Weather**
Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**

All Trucks (4-13)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd | | | | | Glenlake Pkwy NE | | | | | Abernathy Rd NE (West) | | | | | Abernathy Rd NE (East) | | | | | |
| TIME | Left 3.1 | Thru 3.2 | Right 3.3 | U-Turn 3.4 | App Total | Left 3.5 | Thru 3.6 | Right 3.7 | U-Turn 3.8 | App Total | Left 3.9 | Thru 3.10 | Right 3.11 | U-Turn 3.12 | App Total | Left 3.13 | Thru 3.14 | Right 3.15 | U-Turn 3.16 | App Total | Int Total |
| 1000 - 1015 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 1015 - 1030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1030 - 1045 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 3 |
| 1045 - 1100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 3 | 0 | 0 | **3** | 0 | 3 | 0 | 0 | **3** | **6** |
| 1100 - 1115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 3 |
| 1115 - 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 1130 - 1145 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 4 | 7 |
| 1145 - 1200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 3 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 1 | 0 | 0 | 0 | **1** | 0 | 5 | 0 | 0 | **5** | 0 | 7 | 1 | 0 | **8** | **14** |
| 1200 - 1215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 4 |
| 1215 - 1230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1230 - 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1245 - 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 3 | 5 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 7 | 1 | 0 | **8** | 2 | 3 | 0 | 0 | **5** | **13** |
| 1300 - 1315 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 3 |
| 1315 - 1330 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 4 |
| 1330 - 1345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1345 - 1400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 1 | 1 | 0 | **2** | 0 | 1 | 1 | 0 | **2** | 1 | 2 | 0 | 0 | **3** | 0 | 2 | 1 | 0 | **3** | **10** |
| Grand Total | 0 | 1 | 1 | 0 | **2** | 1 | 1 | 1 | 0 | **3** | 1 | 17 | 1 | 0 | **19** | 2 | 15 | 2 | 0 | **19** | **43** |
| Approach % | 0.00 | 50.00 | 50.00 | 0.00 | - | 33.33 | 33.33 | 33.33 | 0.00 | - | 5.26 | 89.47 | 5.26 | 0.00 | - | 10.53 | 78.95 | 10.53 | 0.00 | - | |
| Intersection % | 0.00 | 2.33 | 2.33 | 0.00 | 4.65 | 2.33 | 2.33 | 2.33 | 0.00 | 6.98 | 2.33 | 39.53 | 2.33 | 0.00 | 44.19 | 4.65 | 34.88 | 4.65 | 0.00 | 44.19 | |

# Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 3**
Barfield Rd
Glenlake Pkwy NE
Abernathy Rd NE (West)
Abernathy Rd NE (East)

**Date**
Sunday, May 5, 2024

**Lat/Long**
33.933716°, -84.361737°
Click here for Map

**Weather**
Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**
Pedestrians

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | Glenridge Dr (North) | | | Abernathy Rd NE (West) | | | Abernathy Rd NE (East) | | | |
| TIME | EB 3a | WB 3b | App Total | EB 3c | WB 3d | App Total | NB 3e | SB 3f | App Total | NB 3g | SB 3h | App Total | Int Total |
| 1000 - 1015 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1015 - 1030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1030 - 1045 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1045 - 1100 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Hourly Total | 0 | 1 | **1** | 0 | 1 | **1** | 0 | 0 | **0** | 0 | 0 | **0** | **2** |
| 1100 - 1115 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1115 - 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1130 - 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1145 - 1200 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Hourly Total | 0 | 1 | **1** | 1 | 1 | **2** | 0 | 0 | **0** | 0 | 0 | **0** | **3** |
| 1200 - 1215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1215 - 1230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1230 - 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1245 - 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1300 - 1315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1315 - 1330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1330 - 1345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1345 - 1400 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Hourly Total | 0 | 2 | **2** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **2** |
| Grand Total | 0 | 4 | **4** | 1 | 2 | **3** | 0 | 0 | **0** | 0 | 0 | **0** | **7** |
| Approach % | 0.00 | 100.00 | - | 33.33 | 66.67 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 57.14 | 57.14 | 14.29 | 28.57 | 42.86 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

# Crosswalk Counts || Bikes

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 3**

Barfield Rd
Glenlake Pkwy NE
Abernathy Rd NE (West)
Abernathy Rd NE (East)

**Date**

Sunday, May 5, 2024

**Lat/Long**

33.933716°, -84.361737°
Click here for Map

**Weather**

Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**

Bikes

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | Glenridge Dr (North) | | | Abernathy Rd NE (West) | | | Abernathy Rd NE (East) | | | |
| TIME | EB 3a | WB 3b | App Total | EB 3c | WB 3d | App Total | NB 3e | SB 3f | App Total | NB 3g | SB 3h | App Total | Int Total |
| 1000 - 1015 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1015 - 1030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1030 - 1045 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1045 - 1100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1100 - 1115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1115 - 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1130 - 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1145 - 1200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1200 - 1215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1215 - 1230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1230 - 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1245 - 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1300 - 1315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1315 - 1330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1330 - 1345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1345 - 1400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 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 3**
Barfield Rd
Glenlake Pkwy NE
Abernathy Rd NE (West)
Abernathy Rd NE (East)

**Date**
Sunday, May 5, 2024

**Lat/Long**
33.933716°, -84.361737°
Click here for Map

**Weather**
Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**
Motorized Vehicles

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | Glenridge Dr (North) | | | Abernathy Rd NE (West) | | | Abernathy Rd NE (East) | | | |
| TIME | EB 3a | WB 3b | App Total | EB 3c | WB 3d | App Total | NB 3e | SB 3f | App Total | NB 3g | SB 3h | App Total | Int Total |
| 1000 - 1015 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1015 - 1030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1030 - 1045 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1045 - 1100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1100 - 1115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1115 - 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1130 - 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1145 - 1200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1200 - 1215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1215 - 1230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1230 - 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1245 - 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1300 - 1315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1315 - 1330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1330 - 1345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1345 - 1400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

| Start Date: 5/5/2024 | Abernathy Rd NE (West) Eastbound | | | Abernathy Rd NE (East) Westbound | | | Barfield Rd Northbound | | | Glenlake Pkwy NE Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Time** | **EBL** | **EBT** | **EBR** | **WBL** | **WBT** | **WBR** | **NBL** | **NBT** | **NBR** | **SBL** | **SBT** | **SBR** | **Total** |
| **15 Minute Totals** | | | | | | | | | | | | | |
| **12:00 AM - 12:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:15 AM - 12:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:30 AM - 12:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:45 AM - 01:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00 AM - 01:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:15 AM - 01:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:30 AM - 01:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:45 AM - 02:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00 AM - 02:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 AM - 02:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 AM - 02:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 AM - 03:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 AM - 03:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 AM - 03:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 AM - 03:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 AM - 04:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 AM - 04:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:15 AM - 04:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:30 AM - 04:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:45 AM - 05:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00 AM - 05:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:15 AM - 05:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:30 AM - 05:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:45 AM - 06:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00 AM - 06:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 AM - 06:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 AM - 06:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 AM - 07:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 AM - 07:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:15 AM - 07:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:30 AM - 07:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:45 AM - 08:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00 AM - 08:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:15 AM - 08:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:30 AM - 08:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:45 AM - 09:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **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** | 3 | 167 | 14 | 3 | 124 | 11 | 11 | 1 | 14 | 6 | 0 | 1 | 355 |
| **10:15 AM - 10:30 AM** | 0 | 206 | 9 | 3 | 144 | 10 | 6 | 2 | 7 | 8 | 0 | 3 | 398 |
| **10:30 AM - 10:45 AM** | 1 | 207 | 15 | 9 | 184 | 6 | 12 | 0 | 14 | 6 | 2 | 2 | 458 |
| **10:45 AM - 11:00 AM** | 1 | 233 | 12 | 11 | 214 | 9 | 17 | 2 | 9 | 10 | 1 | 2 | 521 |
| **11:00 AM - 11:15 AM** | 0 | 232 | 6 | 8 | 162 | 13 | 19 | 3 | 26 | 7 | 0 | 2 | 478 |
| **11:15 AM - 11:30 AM** | 2 | 235 | 21 | 3 | 219 | 14 | 11 | 4 | 16 | 8 | 1 | 1 | 535 |
| **11:30 AM - 11:45 AM** | 1 | 246 | 15 | 3 | 206 | 10 | 13 | 1 | 7 | 10 | 1 | 5 | 518 |
| **11:45 AM - 12:00 PM** | 0 | 296 | 20 | 7 | 220 | 9 | 14 | 3 | 12 | 11 | 1 | 5 | 598 |
| **12:00 PM - 12:15 PM** | 3 | 273 | 20 | 9 | 214 | 19 | 13 | 3 | 17 | 8 | 0 | 5 | 584 |
| **12:15 PM - 12:30 PM** | 0 | 297 | 18 | 9 | 206 | 14 | 24 | 1 | 24 | 12 | 3 | 3 | 611 |
| **12:30 PM - 12:45 PM** | 1 | 280 | 23 | 15 | 269 | 22 | 26 | 4 | 18 | 20 | 3 | 7 | 688 |
| **12:45 PM - 01:00 PM** | 0 | 268 | 24 | 16 | 341 | 13 | 14 | 2 | 8 | 13 | 2 | 3 | 704 |
| **01:00 PM - 01:15 PM** | 1 | 316 | 25 | 11 | 234 | 22 | 15 | 1 | 17 | 12 | 4 | 3 | 661 |
| **01:15 PM - 01:30 PM** | 3 | 305 | 21 | 8 | 277 | 9 | 19 | 4 | 21 | 11 | 3 | 6 | 687 |
| **01:30 PM - 01:45 PM** | 3 | 253 | 11 | 9 | 231 | 16 | 11 | 1 | 13 | 7 | 2 | 6 | 563 |
| **01:45 PM - 02:00 PM** | 2 | 312 | 15 | 9 | 273 | 18 | 20 | 2 | 8 | 13 | 1 | 6 | 679 |
| **02:00 PM - 02:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 PM - 02:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 PM - 02:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 PM - 03:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 PM - 03:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 PM - 03:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 PM - 03:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 PM - 04:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 PM - 04:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:15 PM - 04:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:30 PM - 04:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:45 PM - 05:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00 PM - 05:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:15 PM - 05:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:30 PM - 05:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:45 PM - 06:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **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

| Sunday, May 5, 2024 | |
|---|---|
| **Period** | 1000 - 1400 |
| **Peak Hour** | 1200 - 1300 |

* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)

**Peak Hour**

**Volume**



**All vehicles**

| Time | Northbound Barfield Rd (South) Left 4.1 | Thru 4.2 | Right 4.3 | | U-Turn 4.4 | App Total | Southbound Barfield Rd (North) Left 4.5 | Thru 4.6 | Right 4.7 | | U-Turn 4.8 | App Total | Eastbound Mt Vernon Hwy (West) Left 4.9 | Thru 4.10 | Right 4.11 | | U-Turn 4.12 | App Total | Westbound Mt Vernon Hwy (East) Left 4.13 | Thru 4.14 | Right 4.15 | | U-Turn 4.16 | App Total | Int Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1200 - 1215 | 1 | 4 | 17 | - | 0 | 22 | 21 | 3 | 8 | - | 0 | 32 | 14 | 124 | 10 | - | 0 | 148 | 11 | 72 | 27 | - | 0 | 110 | 312 |
| 1215 - 1230 | 3 | 9 | 10 | - | 0 | 22 | 28 | 11 | 7 | - | 0 | 46 | 17 | 98 | 2 | - | 0 | 117 | 19 | 58 | 32 | - | 1 | 110 | 295 |
| 1230 - 1245 | 3 | 8 | 14 | - | 0 | 25 | 26 | 8 | 7 | - | 0 | 41 | 14 | 67 | 7 | - | 0 | 88 | 11 | 82 | 25 | - | 0 | 118 | 272 |
| 1245 - 1300 | 4 | 12 | 16 | - | 0 | 32 | 23 | 10 | 6 | - | 0 | 39 | 5 | 56 | 6 | - | 0 | 67 | 15 | 110 | 29 | - | 1 | 155 | 293 |
| Total | 11 | 33 | 57 | 0 | 0 | 101 | 98 | 32 | 28 | 0 | 0 | 158 | 50 | 345 | 25 | 0 | 0 | 420 | 56 | 322 | 113 | 0 | 2 | 493 | 1172 |
| Approach % | 10.89 | 32.67 | 56.44 | 0.00 | 0.00 | - | 62.03 | 20.25 | 17.72 | 0.00 | 0.00 | - | 11.90 | 82.14 | 5.95 | 0.00 | 0.00 | - | 11.36 | 65.31 | 22.92 | 0.00 | 0.41 | - | |
| PHF | 0.69 | 0.69 | 0.84 | 0.00 | 0.00 | **0.79** | 0.88 | 0.73 | 0.88 | 0.00 | 0.00 | **0.86** | 0.74 | 0.70 | 0.63 | 0.00 | 0.00 | **0.71** | 0.74 | 0.73 | 0.88 | 0.00 | 0.50 | **0.80** | **0.94** |

**Passenger Vehicles (1-3)**

| Time | Northbound Barfield Rd (South) Left 4.1 | Thru 4.2 | Right 4.3 | | U-Turn 4.4 | App Total | Southbound Barfield Rd (North) Left 4.5 | Thru 4.6 | Right 4.7 | | U-Turn 4.8 | App Total | Eastbound Mt Vernon Hwy (West) Left 4.9 | Thru 4.10 | Right 4.11 | | U-Turn 4.12 | App Total | Westbound Mt Vernon Hwy (East) Left 4.13 | Thru 4.14 | Right 4.15 | | U-Turn 4.16 | App Total | Int Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1200 - 1215 | 1 | 4 | 17 | - | 0 | 22 | 21 | 3 | 8 | - | 0 | 32 | 14 | 123 | 10 | - | 0 | 147 | 11 | 71 | 27 | - | 0 | 109 | 310 |
| 1215 - 1230 | 3 | 9 | 10 | - | 0 | 22 | 28 | 10 | 7 | - | 0 | 45 | 17 | 97 | 2 | - | 0 | 116 | 19 | 58 | 32 | - | 1 | 110 | 293 |
| 1230 - 1245 | 3 | 8 | 14 | - | 0 | 25 | 26 | 8 | 7 | - | 0 | 41 | 14 | 67 | 7 | - | 0 | 88 | 11 | 81 | 25 | - | 0 | 117 | 271 |
| 1245 - 1300 | 4 | 12 | 16 | - | 0 | 32 | 21 | 10 | 6 | - | 0 | 37 | 5 | 55 | 6 | - | 0 | 66 | 15 | 110 | 28 | - | 1 | 154 | 289 |
| Total | 11 | 33 | 57 | 0 | 0 | 101 | 96 | 31 | 28 | 0 | 0 | 155 | 50 | 342 | 25 | 0 | 0 | 417 | 56 | 320 | 112 | 0 | 2 | 490 | 1163 |
| Approach % | 10.89 | 32.67 | 56.44 | 0.00 | 0.00 | - | 61.94 | 20.00 | 18.06 | 0.00 | 0.00 | - | 11.99 | 82.01 | 6.00 | 0.00 | 0.00 | - | 11.43 | 65.31 | 22.86 | 0.00 | 0.41 | - | |
| PHF | 0.69 | 0.69 | 0.84 | 0.00 | 0.00 | **0.79** | 0.86 | 0.78 | 0.88 | 0.00 | 0.00 | **0.86** | 0.74 | 0.70 | 0.63 | 0.00 | 0.00 | **0.71** | 0.74 | 0.73 | 0.88 | 0.00 | 0.50 | **0.80** | **0.94** |

**Single Unit Trucks (4-7)**

| Time | Northbound Barfield Rd (South) Left 4.1 | Thru 4.2 | Right 4.3 | | U-Turn 4.4 | App Total | Southbound Barfield Rd (North) Left 4.5 | Thru 4.6 | Right 4.7 | | U-Turn 4.8 | App Total | Eastbound Mt Vernon Hwy (West) Left 4.9 | Thru 4.10 | Right 4.11 | | U-Turn 4.12 | App Total | Westbound Mt Vernon Hwy (East) Left 4.13 | Thru 4.14 | Right 4.15 | | U-Turn 4.16 | App Total | Int Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1200 - 1215 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 0 | 1 | 0 | 0 | 0 | - | 0 | 0 | 1 |
| 1215 - 1230 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 0 | 1 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 1 |
| 1230 - 1245 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 1245 - 1300 | 0 | 0 | 0 | - | 0 | 0 | 2 | 0 | 0 | - | 0 | 2 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 0 | 1 | 3 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 5 |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 66.67 | 33.33 | 0.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 100.00 | 0.00 | 0.00 | - | |
| PHF | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.25 | 0.25 | 0.00 | 0.00 | 0.00 | **0.38** | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | **0.25** | 0.00 | 0.00 | 0.25 | 0.00 | 0.00 | **0.25** | **0.42** |

**Combination Trucks (8-13)**

| Time | Northbound Barfield Rd (South) Left 4.1 | Thru 4.2 | Right 4.3 | | U-Turn 4.4 | App Total | Southbound Barfield Rd (North) Left 4.5 | Thru 4.6 | Right 4.7 | | U-Turn 4.8 | App Total | Eastbound Mt Vernon Hwy (West) Left 4.9 | Thru 4.10 | Right 4.11 | | U-Turn 4.12 | App Total | Westbound Mt Vernon Hwy (East) Left 4.13 | Thru 4.14 | Right 4.15 | | U-Turn 4.16 | App Total | Int Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1200 - 1215 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 1215 - 1230 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 1230 - 1245 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 1245 - 1300 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| PHF | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | **0.00** |

**Bikes**

| Time | Northbound Barfield Rd (South) Left 4.1 | Thru 4.2 | Right 4.3 | | U-Turn 4.4 | App Total | Southbound Barfield Rd (North) Left 4.5 | Thru 4.6 | Right 4.7 | | U-Turn 4.8 | App Total | Eastbound Mt Vernon Hwy (West) Left 4.9 | Thru 4.10 | Right 4.11 | | U-Turn 4.12 | App Total | Westbound Mt Vernon Hwy (East) Left 4.13 | Thru 4.14 | Right 4.15 | | U-Turn 4.16 | App Total | Int Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1200 - 1215 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 0 | 1 | 1 |
| 1215 - 1230 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 0 | 1 | 0 | 0 | 0 | - | 0 | 0 | 1 |
| 1230 - 1245 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 0 | 1 | 1 |
| 1245 - 1300 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 0 | 1 | 0 | 0 | 0 | - | 0 | 0 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 4 |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | - | |
| PHF | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | **0.50** | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | **0.50** | **1.00** |

# Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

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Atlanta, GA

**Site 4**

Barfield Rd (South)
Barfield Rd (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

**Date**

Sunday, May 5, 2024

**Lat/Long**

33.929190°, -84.359860°
Click here for Map

**Weather**

Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**

All vehicles

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | | Barfield Rd (North) | | | | | Mt Vernon Hwy (West) | | | | | Mt Vernon Hwy (East) | | | | | |
| TIME | Left 4.1 | Thru 4.2 | Right 4.3 | U-Turn 4.4 | App Total | Left 4.5 | Thru 4.6 | Right 4.7 | U-Turn 4.8 | App Total | Left 4.9 | Thru 4.10 | Right 4.11 | U-Turn 4.12 | App Total | Left 4.13 | Thru 4.14 | Right 4.15 | U-Turn 4.16 | App Total | Int Total |
| 1000 - 1015 | 0 | 8 | 16 | 0 | 24 | 17 | 2 | 4 | 0 | 23 | 4 | 65 | 2 | 0 | 71 | 6 | 55 | 17 | 0 | 78 | 196 |
| 1015 - 1030 | 3 | 3 | 14 | 0 | 20 | 12 | 3 | 3 | 0 | 18 | 2 | 60 | 0 | 0 | 62 | 4 | 74 | 10 | 0 | 88 | 188 |
| 1030 - 1045 | 3 | 5 | 8 | 0 | 16 | 17 | 6 | 4 | 0 | 27 | 4 | 52 | 3 | 0 | 59 | 7 | 59 | 17 | 0 | 83 | 185 |
| 1045 - 1100 | 2 | 7 | 17 | 0 | 26 | 11 | 7 | 9 | 0 | 27 | 4 | 50 | 1 | 0 | 55 | 8 | 70 | 22 | 0 | 100 | 208 |
| Hourly Total | 8 | 23 | 55 | 0 | **86** | 57 | 18 | 20 | 0 | **95** | 14 | 227 | 6 | 0 | **247** | 25 | 258 | 66 | 0 | **349** | **777** |
| 1100 - 1115 | 1 | 5 | 19 | 0 | 25 | 10 | 5 | 5 | 0 | 20 | 15 | 75 | 1 | 0 | 91 | 12 | 68 | 23 | 0 | 103 | 239 |
| 1115 - 1130 | 5 | 10 | 18 | 0 | 33 | 17 | 9 | 7 | 0 | 33 | 11 | 77 | 3 | 0 | 91 | 10 | 96 | 21 | 0 | 127 | 284 |
| 1130 - 1145 | 1 | 6 | 8 | 0 | 15 | 14 | 10 | 3 | 0 | 27 | 9 | 75 | 5 | 0 | 89 | 11 | 68 | 15 | 0 | 94 | 225 |
| 1145 - 1200 | 3 | 8 | 11 | 0 | 22 | 28 | 6 | 4 | 0 | 38 | 10 | 83 | 2 | 0 | 95 | 12 | 87 | 25 | 1 | 125 | 280 |
| Hourly Total | 10 | 29 | 56 | 0 | **95** | 69 | 30 | 19 | 0 | **118** | 45 | 310 | 11 | 0 | **366** | 45 | 319 | 84 | 1 | **449** | **1028** |
| 1200 - 1215 | 1 | 4 | 17 | 0 | 22 | 21 | 3 | 8 | 0 | 32 | 14 | 124 | 10 | 0 | 148 | 11 | 72 | 27 | 0 | 110 | 312 |
| 1215 - 1230 | 3 | 9 | 10 | 0 | 22 | 28 | 11 | 7 | 0 | 46 | 17 | 98 | 2 | 0 | 117 | 19 | 58 | 32 | 1 | 110 | 295 |
| 1230 - 1245 | 3 | 8 | 14 | 0 | 25 | 26 | 8 | 7 | 0 | 41 | 14 | 67 | 7 | 0 | 88 | 11 | 82 | 25 | 0 | 118 | 272 |
| 1245 - 1300 | 4 | 12 | 16 | 0 | 32 | 23 | 10 | 6 | 0 | 39 | 5 | 56 | 6 | 0 | 67 | 15 | 110 | 29 | 1 | 155 | 293 |
| Hourly Total | 11 | 33 | 57 | 0 | **101** | 98 | 32 | 28 | 0 | **158** | 50 | 345 | 25 | 0 | **420** | 56 | 322 | 113 | 2 | **493** | **1172** |
| 1300 - 1315 | 3 | 6 | 10 | 0 | 19 | 20 | 11 | 14 | 0 | 45 | 11 | 77 | 3 | 0 | 91 | 9 | 90 | 25 | 1 | 125 | 280 |
| 1315 - 1330 | 1 | 13 | 12 | 0 | 26 | 16 | 11 | 8 | 0 | 35 | 9 | 76 | 0 | 0 | 85 | 21 | 93 | 31 | 0 | 145 | 291 |
| 1330 - 1345 | 1 | 11 | 16 | 0 | 28 | 15 | 7 | 8 | 0 | 30 | 5 | 81 | 2 | 0 | 88 | 9 | 94 | 19 | 0 | 122 | 268 |
| 1345 - 1400 | 2 | 11 | 11 | 0 | 24 | 13 | 9 | 3 | 0 | 25 | 6 | 62 | 2 | 0 | 70 | 8 | 78 | 24 | 0 | 110 | 229 |
| Hourly Total | 7 | 41 | 49 | 0 | **97** | 64 | 38 | 33 | 0 | **135** | 31 | 296 | 7 | 0 | **334** | 47 | 355 | 99 | 1 | **502** | **1068** |
| Grand Total | 36 | 126 | 217 | 0 | **379** | 288 | 118 | 100 | 0 | **506** | 140 | 1178 | 49 | 0 | **1367** | 173 | 1254 | 362 | 4 | **1793** | **4045** |
| Approach % | 9.50 | 33.25 | 57.26 | 0.00 | - | 56.92 | 23.32 | 19.76 | 0.00 | - | 10.24 | 86.17 | 3.58 | 0.00 | - | 9.65 | 69.94 | 20.19 | 0.29 | - | |
| Intersection % | 0.89 | 3.11 | 5.36 | 0.00 | 9.37 | 7.12 | 2.92 | 2.47 | 0.00 | 12.51 | 3.46 | 29.12 | 1.21 | 0.00 | 33.79 | 4.28 | 31.00 | 8.95 | 0.10 | 44.33 | |
| Heavy Vehicle % | 0 | 0 | 0 | - | **0** | 1 | 2 | 0 | - | **1** | 0 | 0 | 0 | - | **0** | 0 | 0 | 2 | 0 | **1** | **0** |
| PHF | 0.69 | 0.69 | 0.84 | 0.00 | **0.79** | 0.88 | 0.73 | 0.88 | 0.00 | **0.86** | 0.74 | 0.70 | 0.63 | 0.00 | **0.71** | 0.74 | 0.73 | 0.88 | 0.50 | **0.80** | **0.94** |

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 4**

Barfield Rd (South)
Barfield Rd (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

**Date**

Sunday, May 5, 2024

**Lat/Long**

33.929190°, -84.359860°
Click here for Map

**Weather**

Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**

Passenger Vehicles (1-3)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | | Barfield Rd (North) | | | | | Mt Vernon Hwy (West) | | | | | Mt Vernon Hwy (East) | | | | | |
| TIME | Left 4.1 | Thru 4.2 | Right 4.3 | U-Turn 4.4 | App Total | Left 4.5 | Thru 4.6 | Right 4.7 | U-Turn 4.8 | App Total | Left 4.9 | Thru 4.10 | Right 4.11 | U-Turn 4.12 | App Total | Left 4.13 | Thru 4.14 | Right 4.15 | U-Turn 4.16 | App Total | Int Total |
| 1000 - 1015 | 0 | 8 | 16 | 0 | 24 | 17 | 2 | 4 | 0 | 23 | 4 | 59 | 2 | 0 | 65 | 6 | 54 | 17 | 0 | 77 | 189 |
| 1015 - 1030 | 3 | 3 | 14 | 0 | 20 | 12 | 3 | 3 | 0 | 18 | 2 | 57 | 0 | 0 | 59 | 4 | 73 | 10 | 0 | 87 | 184 |
| 1030 - 1045 | 3 | 5 | 8 | 0 | 16 | 17 | 6 | 4 | 0 | 27 | 4 | 49 | 3 | 0 | 56 | 7 | 58 | 17 | 0 | 82 | 181 |
| 1045 - 1100 | 2 | 7 | 17 | 0 | 26 | 11 | 7 | 9 | 0 | 27 | 4 | 50 | 1 | 0 | 55 | 8 | 70 | 21 | 0 | 99 | 207 |
| Hourly Total | 8 | 23 | 55 | 0 | **86** | 57 | 18 | 20 | 0 | **95** | 14 | 215 | 6 | 0 | **235** | 25 | 255 | 65 | 0 | **345** | **761** |
| 1100 - 1115 | 1 | 5 | 19 | 0 | 25 | 10 | 5 | 5 | 0 | 20 | 15 | 69 | 1 | 0 | 85 | 12 | 66 | 23 | 0 | 101 | 231 |
| 1115 - 1130 | 5 | 10 | 18 | 0 | 33 | 17 | 9 | 7 | 0 | 33 | 11 | 77 | 3 | 0 | 91 | 10 | 94 | 21 | 0 | 125 | 282 |
| 1130 - 1145 | 1 | 6 | 8 | 0 | 15 | 14 | 10 | 3 | 0 | 27 | 9 | 75 | 5 | 0 | 89 | 11 | 68 | 15 | 0 | 94 | 225 |
| 1145 - 1200 | 3 | 8 | 11 | 0 | 22 | 28 | 6 | 4 | 0 | 38 | 10 | 81 | 2 | 0 | 93 | 12 | 87 | 24 | 1 | 124 | 277 |
| Hourly Total | 10 | 29 | 56 | 0 | **95** | 69 | 30 | 19 | 0 | **118** | 45 | 302 | 11 | 0 | **358** | 45 | 315 | 83 | 1 | **444** | **1015** |
| 1200 - 1215 | 1 | 4 | 17 | 0 | 22 | 21 | 3 | 8 | 0 | 32 | 14 | 123 | 10 | 0 | 147 | 11 | 71 | 27 | 0 | 109 | 310 |
| 1215 - 1230 | 3 | 9 | 10 | 0 | 22 | 28 | 10 | 7 | 0 | 45 | 17 | 97 | 2 | 0 | 116 | 19 | 58 | 32 | 1 | 110 | 293 |
| 1230 - 1245 | 3 | 8 | 14 | 0 | 25 | 26 | 8 | 7 | 0 | 41 | 14 | 67 | 7 | 0 | 88 | 11 | 81 | 25 | 0 | 117 | 271 |
| 1245 - 1300 | 4 | 12 | 16 | 0 | 32 | 21 | 10 | 6 | 0 | 37 | 5 | 55 | 6 | 0 | 66 | 15 | 110 | 28 | 1 | 154 | 289 |
| Hourly Total | 11 | 33 | 57 | 0 | **101** | 96 | 31 | 28 | 0 | **155** | 50 | 342 | 25 | 0 | **417** | 56 | 320 | 112 | 2 | **490** | **1163** |
| 1300 - 1315 | 3 | 6 | 10 | 0 | 19 | 19 | 11 | 14 | 0 | 44 | 11 | 77 | 3 | 0 | 91 | 9 | 89 | 23 | 1 | 122 | 276 |
| 1315 - 1330 | 1 | 13 | 12 | 0 | 26 | 16 | 10 | 8 | 0 | 34 | 9 | 76 | 0 | 0 | 85 | 21 | 93 | 30 | 0 | 144 | 289 |
| 1330 - 1345 | 1 | 11 | 16 | 0 | 28 | 15 | 7 | 8 | 0 | 30 | 5 | 81 | 2 | 0 | 88 | 9 | 93 | 19 | 0 | 121 | 267 |
| 1345 - 1400 | 2 | 11 | 11 | 0 | 24 | 13 | 9 | 3 | 0 | 25 | 6 | 62 | 2 | 0 | 70 | 8 | 78 | 24 | 0 | 110 | 229 |
| Hourly Total | 7 | 41 | 49 | 0 | **97** | 63 | 37 | 33 | 0 | **133** | 31 | 296 | 7 | 0 | **334** | 47 | 353 | 96 | 1 | **497** | **1061** |
| Grand Total | 36 | 126 | 217 | 0 | **379** | 285 | 116 | 100 | 0 | **501** | 140 | 1155 | 49 | 0 | **1344** | 173 | 1243 | 356 | 4 | **1776** | **4000** |
| Approach % | 9.50 | 33.25 | 57.26 | 0.00 | - | 56.89 | 23.15 | 19.96 | 0.00 | - | 10.42 | 85.94 | 3.65 | 0.00 | - | 9.74 | 69.99 | 20.05 | 0.30 | - | |
| Intersection % | 0.90 | 3.15 | 5.43 | 0.00 | 9.48 | 7.13 | 2.90 | 2.50 | 0.00 | 12.53 | 3.50 | 28.88 | 1.23 | 0.00 | 33.60 | 4.33 | 31.08 | 8.90 | 0.10 | 44.40 | |

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 4**

Barfield Rd (South)
Barfield Rd (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

**Date**

Sunday, May 5, 2024

**Lat/Long**

33.929190°, -84.359860°
Click here for Map

**Weather**

Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**

Single Unit Trucks (4-7)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | | Barfield Rd (North) | | | | | Mt Vernon Hwy (West) | | | | | Mt Vernon Hwy (East) | | | | | |
| TIME | Left 4.1 | Thru 4.2 | Right 4.3 | U-Turn 4.4 | App Total | Left 4.5 | Thru 4.6 | Right 4.7 | U-Turn 4.8 | App Total | Left 4.9 | Thru 4.10 | Right 4.11 | U-Turn 4.12 | App Total | Left 4.13 | Thru 4.14 | Right 4.15 | U-Turn 4.16 | App Total | Int Total |
| 1000 - 1015 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1015 - 1030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1030 - 1045 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1045 - 1100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 2 | 0 | 0 | **2** | 0 | 0 | 1 | 0 | **1** | **3** |
| 1100 - 1115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 2 |
| 1115 - 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 1130 - 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1145 - 1200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 2 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 2 | 0 | 0 | **2** | 0 | 2 | 1 | 0 | **3** | **5** |
| 1200 - 1215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1215 - 1230 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1230 - 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1245 - 1300 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 2 | 1 | 0 | 0 | **3** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 1 | 0 | **1** | **5** |
| 1300 - 1315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 3 |
| 1315 - 1330 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 1330 - 1345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 1345 - 1400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | **0** | 0 | 2 | 3 | 0 | **5** | **6** |
| Grand Total | 0 | 0 | 0 | 0 | **0** | 2 | 2 | 0 | 0 | **4** | 0 | 5 | 0 | 0 | **5** | 0 | 4 | 6 | 0 | **10** | **19** |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | - | 50.00 | 50.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | - | 0.00 | 40.00 | 60.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 10.53 | 10.53 | 0.00 | 0.00 | 21.05 | 0.00 | 26.32 | 0.00 | 0.00 | 26.32 | 0.00 | 21.05 | 31.58 | 0.00 | 52.63 | |

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 4**

Barfield Rd (South)
Barfield Rd (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

**Date**

Sunday, May 5, 2024

**Lat/Long**

33.929190°, -84.359860°
Click here for Map

**Weather**

Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**

Combination Trucks (8-13)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | | Barfield Rd (North) | | | | | Mt Vernon Hwy (West) | | | | | Mt Vernon Hwy (East) | | | | | |
| TIME | Left 4.1 | Thru 4.2 | Right 4.3 | U-Turn 4.4 | App Total | Left 4.5 | Thru 4.6 | Right 4.7 | U-Turn 4.8 | App Total | Left 4.9 | Thru 4.10 | Right 4.11 | U-Turn 4.12 | App Total | Left 4.13 | Thru 4.14 | Right 4.15 | U-Turn 4.16 | App Total | Int Total |
| 1000 - 1015 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1015 - 1030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1030 - 1045 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1045 - 1100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| 1100 - 1115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1115 - 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1130 - 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1145 - 1200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| 1200 - 1215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1215 - 1230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1230 - 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1245 - 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| 1300 - 1315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1315 - 1330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1330 - 1345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1345 - 1400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

# Classified Turn Movement Count || Bikes

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 4**

Barfield Rd (South)
Barfield Rd (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

**Date**

Sunday, May 5, 2024

**Lat/Long**

33.929190°, -84.359860°
Click here for Map

**Weather**

Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**

Bikes

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | | Barfield Rd (North) | | | | | Mt Vernon Hwy (West) | | | | | Mt Vernon Hwy (East) | | | | | |
| TIME | Left 4.1 | Thru 4.2 | Right 4.3 | U-Turn 4.4 | App Total | Left 4.5 | Thru 4.6 | Right 4.7 | U-Turn 4.8 | App Total | Left 4.9 | Thru 4.10 | Right 4.11 | U-Turn 4.12 | App Total | Left 4.13 | Thru 4.14 | Right 4.15 | U-Turn 4.16 | App Total | Int Total |
| 1000 - 1015 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 1 | 7 |
| 1015 - 1030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 3 |
| 1030 - 1045 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 3 |
| 1045 - 1100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 10 | 0 | 0 | **10** | 0 | 3 | 0 | 0 | **3** | **13** |
| 1100 - 1115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 1 | 6 |
| 1115 - 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 1130 - 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1145 - 1200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 6 | 0 | 0 | **6** | 0 | 2 | 0 | 0 | **2** | **8** |
| 1200 - 1215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 1215 - 1230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1230 - 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 1245 - 1300 | 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 | 2 | 0 | 0 | **2** | 0 | 2 | 0 | 0 | **2** | **4** |
| 1300 - 1315 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1315 - 1330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1330 - 1345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1345 - 1400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 1 | 0 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **1** |
| Grand Total | 0 | 0 | 0 | 0 | **0** | 1 | 0 | 0 | 0 | **1** | 0 | 18 | 0 | 0 | **18** | 0 | 7 | 0 | 0 | **7** | **26** |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | - | 100.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.85 | 0.00 | 0.00 | 0.00 | 3.85 | 0.00 | 69.23 | 0.00 | 0.00 | 69.23 | 0.00 | 26.92 | 0.00 | 0.00 | 26.92 | |

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 4**

Barfield Rd (South)
Barfield Rd (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

**Date**

Sunday, May 5, 2024

**Lat/Long**

33.929190°, -84.359860°
Click here for Map

**Weather**

Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**

All Trucks (4-13)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | | Barfield Rd (North) | | | | | Mt Vernon Hwy (West) | | | | | Mt Vernon Hwy (East) | | | | | |
| TIME | Left 4.1 | Thru 4.2 | Right 4.3 | U-Turn 4.4 | App Total | Left 4.5 | Thru 4.6 | Right 4.7 | U-Turn 4.8 | App Total | Left 4.9 | Thru 4.10 | Right 4.11 | U-Turn 4.12 | App Total | Left 4.13 | Thru 4.14 | Right 4.15 | U-Turn 4.16 | App Total | Int Total |
| 1000 - 1015 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1015 - 1030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1030 - 1045 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1045 - 1100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 2 | 0 | 0 | **2** | 0 | 0 | 1 | 0 | **1** | **3** |
| 1100 - 1115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 2 |
| 1115 - 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 1130 - 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1145 - 1200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 2 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 2 | 0 | 0 | **2** | 0 | 2 | 1 | 0 | **3** | **5** |
| 1200 - 1215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1215 - 1230 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1230 - 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1245 - 1300 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 2 | 1 | 0 | 0 | **3** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 1 | 0 | **1** | **5** |
| 1300 - 1315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 3 |
| 1315 - 1330 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 1330 - 1345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 1345 - 1400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | **0** | 0 | 2 | 3 | 0 | **5** | **6** |
| Grand Total | 0 | 0 | 0 | 0 | **0** | 2 | 2 | 0 | 0 | **4** | 0 | 5 | 0 | 0 | **5** | 0 | 4 | 6 | 0 | **10** | **19** |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | - | 50.00 | 50.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | - | 0.00 | 40.00 | 60.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 10.53 | 10.53 | 0.00 | 0.00 | 21.05 | 0.00 | 26.32 | 0.00 | 0.00 | 26.32 | 0.00 | 21.05 | 31.58 | 0.00 | 52.63 | |

# Crosswalk Counts || Pedestrians

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 4**
Barfield Rd (South)
Barfield Rd (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

**Date**
Sunday, May 5, 2024

**Lat/Long**
33.929190°, -84.359860°
Click here for Map

**Weather**
Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**
Pedestrians

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | Barfield Rd (North) | | | Mt Vernon Hwy (West) | | | Mt Vernon Hwy (East) | | | |
| TIME | EB 4a | WB 4b | App Total | EB 4c | WB 4d | App Total | NB 4e | SB 4f | App Total | NB 4g | SB 4h | App Total | Int Total |
| 1000 - 1015 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 3 |
| 1015 - 1030 | 0 | 2 | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 4 |
| 1030 - 1045 | 2 | 0 | 2 | 1 | 2 | 3 | 1 | 1 | 2 | 0 | 0 | 0 | 7 |
| 1045 - 1100 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Hourly Total | 4 | 3 | **7** | 1 | 3 | **4** | 3 | 2 | **5** | 0 | 0 | **0** | **16** |
| 1100 - 1115 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 3 |
| 1115 - 1130 | 1 | 1 | 2 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 4 |
| 1130 - 1145 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1145 - 1200 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| Hourly Total | 3 | 2 | **5** | 0 | 0 | **0** | 3 | 2 | **5** | 0 | 0 | **0** | **10** |
| 1200 - 1215 | 1 | 1 | 2 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 4 |
| 1215 - 1230 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1230 - 1245 | 3 | 1 | 4 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 6 |
| 1245 - 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 4 | 3 | **7** | 0 | 0 | **0** | 2 | 2 | **4** | 0 | 0 | **0** | **11** |
| 1300 - 1315 | 1 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 3 |
| 1315 - 1330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1330 - 1345 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1345 - 1400 | 0 | 2 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 3 |
| Hourly Total | 1 | 4 | **5** | 0 | 0 | **0** | 2 | 0 | **2** | 0 | 0 | **0** | **7** |
| Grand Total | 12 | 12 | **24** | 1 | 3 | **4** | 10 | 6 | **16** | 0 | 0 | **0** | **44** |
| Approach % | 50.00 | 50.00 | - | 25.00 | 75.00 | - | 62.50 | 37.50 | - | 0.00 | 0.00 | - | |
| Intersection % | 27.27 | 27.27 | 54.55 | 2.27 | 6.82 | 9.09 | 22.73 | 13.64 | 36.36 | 0.00 | 0.00 | 0.00 | |

# Crosswalk Counts || Bikes

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 4**
Barfield Rd (South)
Barfield Rd (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

**Date**
Sunday, May 5, 2024

**Lat/Long**
33.929190°, -84.359860°
Click here for Map

**Weather**
Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**
Bikes

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | Barfield Rd (North) | | | Mt Vernon Hwy (West) | | | Mt Vernon Hwy (East) | | | |
| TIME | EB 4a | WB 4b | App Total | EB 4c | WB 4d | App Total | NB 4e | SB 4f | App Total | NB 4g | SB 4h | App Total | Int Total |
| 1000 - 1015 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1015 - 1030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1030 - 1045 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1045 - 1100 | 1 | 0 | 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** |
| 1100 - 1115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1115 - 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1130 - 1145 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1145 - 1200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 1 | 0 | **1** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **1** |
| 1200 - 1215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1215 - 1230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1230 - 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1245 - 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1300 - 1315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1315 - 1330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1330 - 1345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1345 - 1400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 2 | 1 | **3** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **3** |
| Approach % | 66.67 | 33.33 | - | 0.00 | 0.00 | - | 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 | 0.00 | 0.00 | 0.00 | |

# Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 4**
Barfield Rd (South)
Barfield Rd (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

**Date**
Sunday, May 5, 2024

**Lat/Long**
33.929190°, -84.359860°
Click here for Map

**Weather**
Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**
Motorized Vehicles

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | Barfield Rd (North) | | | Mt Vernon Hwy (West) | | | Mt Vernon Hwy (East) | | | |
| TIME | EB 4a | WB 4b | App Total | EB 4c | WB 4d | App Total | NB 4e | SB 4f | App Total | NB 4g | SB 4h | App Total | Int Total |
| 1000 - 1015 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1015 - 1030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1030 - 1045 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1045 - 1100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1100 - 1115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1115 - 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1130 - 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1145 - 1200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1200 - 1215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1215 - 1230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1230 - 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1245 - 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1300 - 1315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1315 - 1330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1330 - 1345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1345 - 1400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

| Start Date: 5/5/2024 | Mt Vernon Hwy (West) Eastbound | | | Mt Vernon Hwy (East) Westbound | | | Barfield Rd (South) Northbound | | | Barfield Rd (North) Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Time** | **EBL** | **EBT** | **EBR** | **WBL** | **WBT** | **WBR** | **NBL** | **NBT** | **NBR** | **SBL** | **SBT** | **SBR** | **Total** |
| **15 Minute Totals** | | | | | | | | | | | | | |
| **12:00 AM - 12:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:15 AM - 12:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:30 AM - 12:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:45 AM - 01:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00 AM - 01:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:15 AM - 01:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:30 AM - 01:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:45 AM - 02:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00 AM - 02:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 AM - 02:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 AM - 02:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 AM - 03:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 AM - 03:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 AM - 03:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 AM - 03:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 AM - 04:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 AM - 04:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:15 AM - 04:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:30 AM - 04:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:45 AM - 05:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00 AM - 05:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:15 AM - 05:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:30 AM - 05:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:45 AM - 06:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00 AM - 06:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 AM - 06:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 AM - 06:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 AM - 07:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 AM - 07:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:15 AM - 07:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:30 AM - 07:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:45 AM - 08:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00 AM - 08:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:15 AM - 08:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:30 AM - 08:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:45 AM - 09:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **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** | 4 | 65 | 2 | 6 | 55 | 17 | 0 | 8 | 16 | 17 | 2 | 4 | 196 |
| **10:15 AM - 10:30 AM** | 2 | 60 | 0 | 4 | 74 | 10 | 3 | 3 | 14 | 12 | 3 | 3 | 188 |
| **10:30 AM - 10:45 AM** | 4 | 52 | 3 | 7 | 59 | 17 | 3 | 5 | 8 | 17 | 6 | 4 | 185 |
| **10:45 AM - 11:00 AM** | 4 | 50 | 1 | 8 | 70 | 22 | 2 | 7 | 17 | 11 | 7 | 9 | 208 |
| **11:00 AM - 11:15 AM** | 15 | 75 | 1 | 12 | 68 | 23 | 1 | 5 | 19 | 10 | 5 | 5 | 239 |
| **11:15 AM - 11:30 AM** | 11 | 77 | 3 | 10 | 96 | 21 | 5 | 10 | 18 | 17 | 9 | 7 | 284 |
| **11:30 AM - 11:45 AM** | 9 | 75 | 5 | 11 | 68 | 15 | 1 | 6 | 8 | 14 | 10 | 3 | 225 |
| **11:45 AM - 12:00 PM** | 10 | 83 | 2 | 12 | 87 | 25 | 3 | 8 | 11 | 28 | 6 | 4 | 279 |
| **12:00 PM - 12:15 PM** | 14 | 124 | 10 | 11 | 72 | 27 | 1 | 4 | 17 | 21 | 3 | 8 | 312 |
| **12:15 PM - 12:30 PM** | 17 | 98 | 2 | 19 | 58 | 32 | 3 | 9 | 10 | 28 | 11 | 7 | 294 |
| **12:30 PM - 12:45 PM** | 14 | 67 | 7 | 11 | 82 | 25 | 3 | 8 | 14 | 26 | 8 | 7 | 272 |
| **12:45 PM - 01:00 PM** | 5 | 56 | 6 | 15 | 110 | 29 | 4 | 12 | 16 | 23 | 10 | 6 | 292 |
| **01:00 PM - 01:15 PM** | 11 | 77 | 3 | 9 | 90 | 25 | 3 | 6 | 10 | 20 | 11 | 14 | 279 |
| **01:15 PM - 01:30 PM** | 9 | 76 | 0 | 21 | 93 | 31 | 1 | 13 | 12 | 16 | 11 | 8 | 291 |
| **01:30 PM - 01:45 PM** | 5 | 81 | 2 | 9 | 94 | 19 | 1 | 11 | 16 | 15 | 7 | 8 | 268 |
| **01:45 PM - 02:00 PM** | 6 | 62 | 2 | 8 | 78 | 24 | 2 | 11 | 11 | 13 | 9 | 3 | 229 |
| **02:00 PM - 02:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 PM - 02:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 PM - 02:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 PM - 03:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 PM - 03:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 PM - 03:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 PM - 03:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 PM - 04:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 PM - 04:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:15 PM - 04:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:30 PM - 04:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:45 PM - 05:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00 PM - 05:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:15 PM - 05:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:30 PM - 05:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:45 PM - 06:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **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

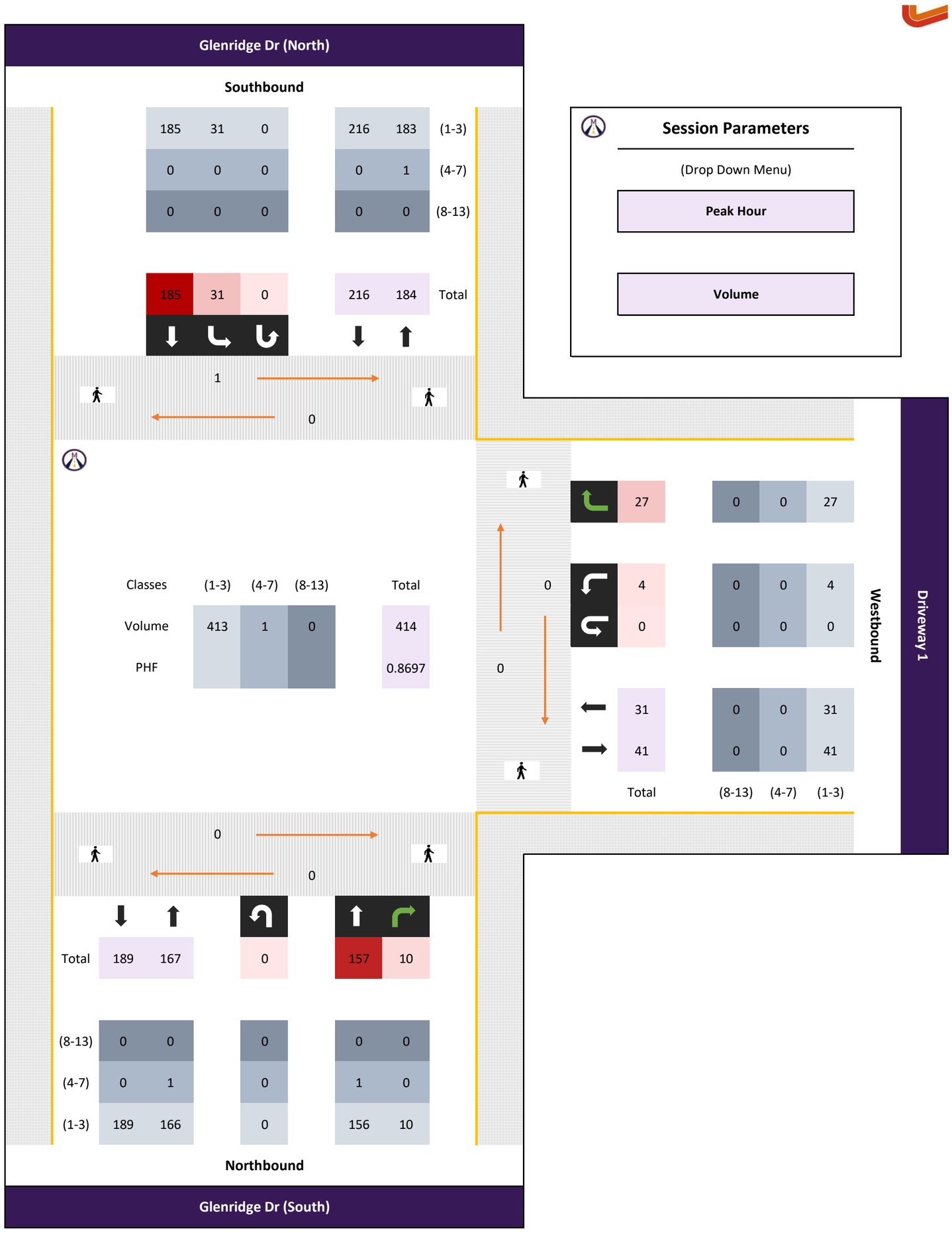
Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

| Sunday, May 5, 2024 | |
|---|---|
| **Period** | 1000 - 1400 |
| **Peak Hour** | 1230 - 1330 |

* the Peak Hour Diagram does not include Bikes



**All vehicles**

| | Northbound | | | | | | Southbound | | | | | | | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | | | | | | | Driveway 1 | | | | | | |
| Time | | Thru 5.1 | Right 5.2 | | U-Turn 5.3 | App Total | Left 5.4 | Thru 5.5 | | | U-Turn 5.6 | App Total | | | | | | App Total | Left 5.7 | | Right 5.8 | | U-Turn 5.9 | App Total | Int Total |
| 1230 - 1245 | - | 35 | 1 | - | 0 | 36 | 3 | 58 | - | - | 0 | 61 | - | - | - | - | - | 0 | 0 | - | 2 | - | 0 | 2 | 99 |
| 1245 - 1300 | - | 41 | 4 | - | 0 | 45 | 16 | 55 | - | - | 0 | 71 | - | - | - | - | - | 0 | 1 | - | 2 | - | 0 | 3 | 119 |
| 1300 - 1315 | - | 44 | 5 | - | 0 | 49 | 11 | 31 | - | - | 0 | 42 | - | - | - | - | - | 0 | 3 | - | 17 | - | 0 | 20 | 111 |
| 1315 - 1330 | - | 37 | 0 | - | 0 | 37 | 1 | 41 | - | - | 0 | 42 | - | - | - | - | - | 0 | 0 | - | 6 | - | 0 | 6 | 85 |
| Total | 0 | 157 | 10 | 0 | 0 | 167 | 31 | 185 | 0 | 0 | 0 | 216 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 27 | 0 | 0 | 31 | 414 |
| Approach % | 0.00 | 94.01 | 5.99 | 0.00 | 0.00 | - | 14.35 | 85.65 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 12.90 | 0.00 | 87.10 | 0.00 | 0.00 | - | |
| PHF | 0.00 | 0.89 | 0.50 | 0.00 | 0.00 | **0.85** | 0.48 | 0.80 | 0.00 | 0.00 | 0.00 | **0.76** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.33 | 0.00 | 0.40 | 0.00 | 0.00 | **0.39** | **0.87** |

**Passenger Vehicles (1-3)**

| | Northbound | | | | | | Southbound | | | | | | | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | | | | | | | Driveway 1 | | | | | | |
| Time | | Thru 5.1 | Right 5.2 | | U-Turn 5.3 | App Total | Left 5.4 | Thru 5.5 | | | U-Turn 5.6 | App Total | | | | | | App Total | Left 5.7 | | Right 5.8 | | U-Turn 5.9 | App Total | Int Total |
| 1230 - 1245 | - | 35 | 1 | - | 0 | 36 | 3 | 58 | - | - | 0 | 61 | - | - | - | - | - | 0 | 0 | - | 2 | - | 0 | 2 | 99 |
| 1245 - 1300 | - | 41 | 4 | - | 0 | 45 | 16 | 55 | - | - | 0 | 71 | - | - | - | - | - | 0 | 1 | - | 2 | - | 0 | 3 | 119 |
| 1300 - 1315 | - | 43 | 5 | - | 0 | 48 | 11 | 31 | - | - | 0 | 42 | - | - | - | - | - | 0 | 3 | - | 17 | - | 0 | 20 | 110 |
| 1315 - 1330 | - | 37 | 0 | - | 0 | 37 | 1 | 41 | - | - | 0 | 42 | - | - | - | - | - | 0 | 0 | - | 6 | - | 0 | 6 | 85 |
| Total | 0 | 156 | 10 | 0 | 0 | 166 | 31 | 185 | 0 | 0 | 0 | 216 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 27 | 0 | 0 | 31 | 413 |
| Approach % | 0.00 | 93.98 | 6.02 | 0.00 | 0.00 | - | 14.35 | 85.65 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 12.90 | 0.00 | 87.10 | 0.00 | 0.00 | - | |
| PHF | 0.00 | 0.91 | 0.50 | 0.00 | 0.00 | **0.86** | 0.48 | 0.80 | 0.00 | 0.00 | 0.00 | **0.76** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.33 | 0.00 | 0.40 | 0.00 | 0.00 | **0.39** | **0.87** |

**Single Unit Trucks (4-7)**

| | Northbound | | | | | | Southbound | | | | | | | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | | | | | | | Driveway 1 | | | | | | |
| Time | | Thru 5.1 | Right 5.2 | | U-Turn 5.3 | App Total | Left 5.4 | Thru 5.5 | | | U-Turn 5.6 | App Total | | | | | | App Total | Left 5.7 | | Right 5.8 | | U-Turn 5.9 | App Total | Int Total |
| 1230 - 1245 | - | 0 | 0 | - | 0 | 0 | 0 | 0 | - | - | 0 | 0 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 0 |
| 1245 - 1300 | - | 0 | 0 | - | 0 | 0 | 0 | 0 | - | - | 0 | 0 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 0 |
| 1300 - 1315 | - | 1 | 0 | - | 0 | 1 | 0 | 0 | - | - | 0 | 0 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 1 |
| 1315 - 1330 | - | 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** |

**Combination Trucks (8-13)**

| | Northbound | | | | | | Southbound | | | | | | | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | | | | | | | Driveway 1 | | | | | | |
| Time | | Thru 5.1 | Right 5.2 | | U-Turn 5.3 | App Total | Left 5.4 | Thru 5.5 | | | U-Turn 5.6 | App Total | | | | | | App Total | Left 5.7 | | Right 5.8 | | U-Turn 5.9 | App Total | Int Total |
| 1230 - 1245 | - | 0 | 0 | - | 0 | 0 | 0 | 0 | - | - | 0 | 0 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 0 |
| 1245 - 1300 | - | 0 | 0 | - | 0 | 0 | 0 | 0 | - | - | 0 | 0 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 0 |
| 1300 - 1315 | - | 0 | 0 | - | 0 | 0 | 0 | 0 | - | - | 0 | 0 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 0 |
| 1315 - 1330 | - | 0 | 0 | - | 0 | 0 | 0 | 0 | - | - | 0 | 0 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| PHF | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | **0.00** |

**Bikes**

| | Northbound | | | | | | Southbound | | | | | | | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | | | | | | | Driveway 1 | | | | | | |
| Time | | Thru 5.1 | Right 5.2 | | U-Turn 5.3 | App Total | Left 5.4 | Thru 5.5 | | | U-Turn 5.6 | App Total | | | | | | App Total | Left 5.7 | | Right 5.8 | | U-Turn 5.9 | App Total | Int Total |
| 1230 - 1245 | - | 0 | 0 | - | 0 | 0 | 0 | 0 | - | - | 0 | 0 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 0 |
| 1245 - 1300 | - | 0 | 0 | - | 0 | 0 | 0 | 0 | - | - | 0 | 0 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 0 |
| 1300 - 1315 | - | 0 | 0 | - | 0 | 0 | 0 | 0 | - | - | 0 | 0 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 0 |
| 1315 - 1330 | - | 0 | 0 | - | 0 | 0 | 0 | 0 | - | - | 0 | 0 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 0 |
| 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

www.marrtraffic.com

**Site 5**

Glenridge Dr (South)
Glenridge Dr (North)

Driveway 1

**Date**

Sunday, May 5, 2024

**Lat/Long**

33.931957°, -84.365962°
Click here for Map

**Weather**

Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**

All vehicles

| | Northbound | | | | Southbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | Glenridge Dr (North) | | | | Driveway 1 | | | | |
| TIME | Thru 5.1 | Right 5.2 | U-Turn 5.3 | App Total | Left 5.4 | Thru 5.5 | U-Turn 5.6 | App Total | Left 5.7 | Right 5.8 | U-Turn 5.9 | App Total | Int Total |
| 1000 - 1015 | 15 | 0 | 0 | 15 | 0 | 26 | 0 | 26 | 1 | 0 | 0 | 1 | 42 |
| 1015 - 1030 | 18 | 0 | 0 | 18 | 0 | 42 | 0 | 42 | 0 | 1 | 0 | 1 | 61 |
| 1030 - 1045 | 26 | 1 | 0 | 27 | 11 | 34 | 0 | 45 | 0 | 0 | 0 | 0 | 72 |
| 1045 - 1100 | 16 | 2 | 0 | 18 | 13 | 36 | 0 | 49 | 0 | 0 | 0 | 0 | 67 |
| Hourly Total | 75 | 3 | 0 | **78** | 24 | 138 | 0 | **162** | 1 | 1 | 0 | **2** | **242** |
| 1100 - 1115 | 24 | 0 | 0 | 24 | 9 | 35 | 0 | 44 | 0 | 3 | 0 | 3 | 71 |
| 1115 - 1130 | 26 | 0 | 0 | 26 | 1 | 37 | 0 | 38 | 1 | 4 | 0 | 5 | 69 |
| 1130 - 1145 | 47 | 1 | 0 | 48 | 0 | 39 | 0 | 39 | 1 | 0 | 0 | 1 | 88 |
| 1145 - 1200 | 27 | 1 | 0 | 28 | 2 | 34 | 0 | 36 | 0 | 2 | 0 | 2 | 66 |
| Hourly Total | 124 | 2 | 0 | **126** | 12 | 145 | 0 | **157** | 2 | 9 | 0 | **11** | **294** |
| 1200 - 1215 | 39 | 0 | 0 | 39 | 0 | 37 | 0 | 37 | 1 | 3 | 0 | 4 | 80 |
| 1215 - 1230 | 32 | 1 | 0 | 33 | 0 | 43 | 0 | 43 | 2 | 0 | 0 | 2 | 78 |
| 1230 - 1245 | 35 | 1 | 0 | 36 | 3 | 58 | 0 | 61 | 0 | 2 | 0 | 2 | 99 |
| 1245 - 1300 | 41 | 4 | 0 | 45 | 16 | 55 | 0 | 71 | 1 | 2 | 0 | 3 | 119 |
| Hourly Total | 147 | 6 | 0 | **153** | 19 | 193 | 0 | **212** | 4 | 7 | 0 | **11** | **376** |
| 1300 - 1315 | 44 | 5 | 0 | 49 | 11 | 31 | 0 | 42 | 3 | 17 | 0 | 20 | 111 |
| 1315 - 1330 | 37 | 0 | 0 | 37 | 1 | 41 | 0 | 42 | 0 | 6 | 0 | 6 | 85 |
| 1330 - 1345 | 32 | 0 | 0 | 32 | 0 | 29 | 1 | 30 | 0 | 1 | 0 | 1 | 63 |
| 1345 - 1400 | 36 | 0 | 0 | 36 | 1 | 30 | 0 | 31 | 0 | 0 | 0 | 0 | 67 |
| Hourly Total | 149 | 5 | 0 | **154** | 13 | 131 | 1 | **145** | 3 | 24 | 0 | **27** | **326** |
| Grand Total | 495 | 16 | 0 | **511** | 68 | 607 | 1 | **676** | 10 | 41 | 0 | **51** | **1238** |
| Approach % | 96.87 | 3.13 | 0.00 | - | 10.06 | 89.79 | 0.15 | - | 19.61 | 80.39 | 0.00 | - | |
| Intersection % | 39.98 | 1.29 | 0.00 | 41.28 | 5.49 | 49.03 | 0.08 | 54.60 | 0.81 | 3.31 | 0.00 | 4.12 | |
| Heavy Vehicle % | 1 | 0 | - | **1** | 0 | 0 | 0 | **0** | 0 | 0 | - | **0** | **0** |
| PHF | 0.89 | 0.50 | 0.00 | **0.85** | 0.48 | 0.80 | 0.00 | **0.76** | 0.33 | 0.40 | 0.00 | **0.39** | **0.87** |

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 5**

Glenridge Dr (South)
Glenridge Dr (North)

Driveway 1

**Date**

Sunday, May 5, 2024

**Lat/Long**

33.931957°, -84.365962°
Click here for Map

**Weather**

Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**

Passenger Vehicles (1-3)

| | Northbound | | | | Southbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | Glenridge Dr (North) | | | | Driveway 1 | | | | |
| TIME | Thru 5.1 | Right 5.2 | U-Turn 5.3 | App Total | Left 5.4 | Thru 5.5 | U-Turn 5.6 | App Total | Left 5.7 | Right 5.8 | U-Turn 5.9 | App Total | Int Total |
| 1000 - 1015 | 14 | 0 | 0 | 14 | 0 | 26 | 0 | 26 | 1 | 0 | 0 | 1 | 41 |
| 1015 - 1030 | 18 | 0 | 0 | 18 | 0 | 42 | 0 | 42 | 0 | 1 | 0 | 1 | 61 |
| 1030 - 1045 | 26 | 1 | 0 | 27 | 11 | 34 | 0 | 45 | 0 | 0 | 0 | 0 | 72 |
| 1045 - 1100 | 16 | 2 | 0 | 18 | 13 | 36 | 0 | 49 | 0 | 0 | 0 | 0 | 67 |
| Hourly Total | 74 | 3 | 0 | **77** | 24 | 138 | 0 | **162** | 1 | 1 | 0 | **2** | **241** |
| 1100 - 1115 | 24 | 0 | 0 | 24 | 9 | 35 | 0 | 44 | 0 | 3 | 0 | 3 | 71 |
| 1115 - 1130 | 25 | 0 | 0 | 25 | 1 | 37 | 0 | 38 | 1 | 4 | 0 | 5 | 68 |
| 1130 - 1145 | 47 | 1 | 0 | 48 | 0 | 39 | 0 | 39 | 1 | 0 | 0 | 1 | 88 |
| 1145 - 1200 | 26 | 1 | 0 | 27 | 2 | 34 | 0 | 36 | 0 | 2 | 0 | 2 | 65 |
| Hourly Total | 122 | 2 | 0 | **124** | 12 | 145 | 0 | **157** | 2 | 9 | 0 | **11** | **292** |
| 1200 - 1215 | 39 | 0 | 0 | 39 | 0 | 36 | 0 | 36 | 1 | 3 | 0 | 4 | 79 |
| 1215 - 1230 | 31 | 1 | 0 | 32 | 0 | 43 | 0 | 43 | 2 | 0 | 0 | 2 | 77 |
| 1230 - 1245 | 35 | 1 | 0 | 36 | 3 | 58 | 0 | 61 | 0 | 2 | 0 | 2 | 99 |
| 1245 - 1300 | 41 | 4 | 0 | 45 | 16 | 55 | 0 | 71 | 1 | 2 | 0 | 3 | 119 |
| Hourly Total | 146 | 6 | 0 | **152** | 19 | 192 | 0 | **211** | 4 | 7 | 0 | **11** | **374** |
| 1300 - 1315 | 43 | 5 | 0 | 48 | 11 | 31 | 0 | 42 | 3 | 17 | 0 | 20 | 110 |
| 1315 - 1330 | 37 | 0 | 0 | 37 | 1 | 41 | 0 | 42 | 0 | 6 | 0 | 6 | 85 |
| 1330 - 1345 | 32 | 0 | 0 | 32 | 0 | 29 | 1 | 30 | 0 | 1 | 0 | 1 | 63 |
| 1345 - 1400 | 36 | 0 | 0 | 36 | 1 | 30 | 0 | 31 | 0 | 0 | 0 | 0 | 67 |
| Hourly Total | 148 | 5 | 0 | **153** | 13 | 131 | 1 | **145** | 3 | 24 | 0 | **27** | **325** |
| Grand Total | 490 | 16 | 0 | **506** | 68 | 606 | 1 | **675** | 10 | 41 | 0 | **51** | **1232** |
| Approach % | 96.84 | 3.16 | 0.00 | - | 10.07 | 89.78 | 0.15 | - | 19.61 | 80.39 | 0.00 | - | |
| Intersection % | 39.77 | 1.30 | 0.00 | 41.07 | 5.52 | 49.19 | 0.08 | 54.79 | 0.81 | 3.33 | 0.00 | 4.14 | |

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

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 5**

Glenridge Dr (South)
Glenridge Dr (North)

Driveway 1

**Date**

Sunday, May 5, 2024

**Lat/Long**

33.931957°, -84.365962°
Click here for Map

**Weather**

Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**

Single Unit Trucks (4-7)

| | Northbound | | | | Southbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | Glenridge Dr (North) | | | | Driveway 1 | | | | |
| TIME | Thru 5.1 | Right 5.2 | U-Turn 5.3 | App Total | Left 5.4 | Thru 5.5 | U-Turn 5.6 | App Total | Left 5.7 | Right 5.8 | U-Turn 5.9 | App Total | Int Total |
| 1000 - 1015 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1015 - 1030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1030 - 1045 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1045 - 1100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| 1100 - 1115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1115 - 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1130 - 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1145 - 1200 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Hourly Total | 1 | 0 | 0 | **1** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **1** |
| 1200 - 1215 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 1215 - 1230 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1230 - 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1245 - 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 1 | 0 | 0 | **1** | 0 | 1 | 0 | **1** | 0 | 0 | 0 | **0** | **2** |
| 1300 - 1315 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1315 - 1330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1330 - 1345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1345 - 1400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 1 | 0 | 0 | **1** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **1** |
| Grand Total | 3 | 0 | 0 | **3** | 0 | 1 | 0 | **1** | 0 | 0 | 0 | **0** | **4** |
| Approach % | 100.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 75.00 | 0.00 | 0.00 | 75.00 | 0.00 | 25.00 | 0.00 | 25.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 5**

Glenridge Dr (South)
Glenridge Dr (North)

Driveway 1

**Date**

Sunday, May 5, 2024

**Lat/Long**

33.931957°, -84.365962°
Click here for Map

**Weather**

Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**

Combination Trucks (8-13)

| | Northbound | | | | Southbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | Glenridge Dr (North) | | | | Driveway 1 | | | | |
| TIME | Thru 5.1 | Right 5.2 | U-Turn 5.3 | App Total | Left 5.4 | Thru 5.5 | U-Turn 5.6 | App Total | Left 5.7 | Right 5.8 | U-Turn 5.9 | App Total | Int Total |
| 1000 - 1015 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1015 - 1030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1030 - 1045 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1045 - 1100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| 1100 - 1115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1115 - 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1130 - 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1145 - 1200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| 1200 - 1215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1215 - 1230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1230 - 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1245 - 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| 1300 - 1315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1315 - 1330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1330 - 1345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1345 - 1400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| 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 || Bikes

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 5**

Glenridge Dr (South)
Glenridge Dr (North)

Driveway 1

**Date**

Sunday, May 5, 2024

**Lat/Long**

33.931957°, -84.365962°
Click here for Map

**Weather**

Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**

Bikes

| | Northbound | | | | Southbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | Glenridge Dr (North) | | | | Driveway 1 | | | | |
| TIME | Thru 5.1 | Right 5.2 | U-Turn 5.3 | App Total | Left 5.4 | Thru 5.5 | U-Turn 5.6 | App Total | Left 5.7 | Right 5.8 | U-Turn 5.9 | App Total | Int Total |
| 1000 - 1015 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1015 - 1030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1030 - 1045 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1045 - 1100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 1 | 0 | 0 | **1** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **1** |
| 1100 - 1115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1115 - 1130 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1130 - 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1145 - 1200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 1 | 0 | 0 | **1** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **1** |
| 1200 - 1215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1215 - 1230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1230 - 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1245 - 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| 1300 - 1315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1315 - 1330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1330 - 1345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1345 - 1400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| Grand Total | 2 | 0 | 0 | **2** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **2** |
| Approach % | 100.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 100.00 | 0.00 | 0.00 | 100.00 | 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

www.marrtraffic.com

**Site 5**

Glenridge Dr (South)
Glenridge Dr (North)

Driveway 1

**Date**

Sunday, May 5, 2024

**Lat/Long**

33.931957°, -84.365962°
Click here for Map

**Weather**

Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**

All Trucks (4-13)

| | Northbound | | | | Southbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | Glenridge Dr (North) | | | | Driveway 1 | | | | |
| TIME | Thru 5.1 | Right 5.2 | U-Turn 5.3 | App Total | Left 5.4 | Thru 5.5 | U-Turn 5.6 | App Total | Left 5.7 | Right 5.8 | U-Turn 5.9 | App Total | Int Total |
| 1000 - 1015 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1015 - 1030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1030 - 1045 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1045 - 1100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| 1100 - 1115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1115 - 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1130 - 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1145 - 1200 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Hourly Total | 1 | 0 | 0 | **1** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **1** |
| 1200 - 1215 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 1215 - 1230 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1230 - 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1245 - 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 1 | 0 | 0 | **1** | 0 | 1 | 0 | **1** | 0 | 0 | 0 | **0** | **2** |
| 1300 - 1315 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1315 - 1330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1330 - 1345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1345 - 1400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 1 | 0 | 0 | **1** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **1** |
| Grand Total | 3 | 0 | 0 | **3** | 0 | 1 | 0 | **1** | 0 | 0 | 0 | **0** | **4** |
| Approach % | 100.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 75.00 | 0.00 | 0.00 | 75.00 | 0.00 | 25.00 | 0.00 | 25.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

# Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 5**

Glenridge Dr (South)
Glenridge Dr (North)

Driveway 1

**Date**

Sunday, May 5, 2024

**Lat/Long**

33.931957°, -84.365962°
Click here for Map

**Weather**

Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**

Pedestrians

| | Northbound | | | Southbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | Glenridge Dr (North) | | | Driveway 1 | | | |
| TIME | EB 5a | WB 5b | App Total | EB 5c | WB 5d | App Total | NB 5g | SB 5h | App Total | Int Total |
| 1000 - 1015 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1015 - 1030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1030 - 1045 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 |
| 1045 - 1100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 1 | 0 | **1** | 0 | 0 | **0** | **1** |
| 1100 - 1115 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 |
| 1115 - 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1130 - 1145 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 2 |
| 1145 - 1200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 3 | 0 | **3** | 0 | 0 | **0** | **3** |
| 1200 - 1215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1215 - 1230 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 1230 - 1245 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 |
| 1245 - 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 1 | 0 | **1** | 1 | 0 | **1** | 1 | 0 | **1** | **3** |
| 1300 - 1315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1315 - 1330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1330 - 1345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| 1345 - 1400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 1 | **1** | **1** |
| Grand Total | 1 | 0 | **1** | 5 | 0 | **5** | 1 | 1 | **2** | **8** |
| Approach % | 100.00 | 0.00 | - | 100.00 | 0.00 | - | 50.00 | 50.00 | - | |
| Intersection % | 12.50 | 0.00 | 12.50 | 62.50 | 0.00 | 62.50 | 12.50 | 12.50 | 25.00 | |

# Crosswalk Counts || Bikes

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 5**

Glenridge Dr (South)
Glenridge Dr (North)

Driveway 1

**Date**

Sunday, May 5, 2024

**Lat/Long**

33.931957°, -84.365962°
Click here for Map

**Weather**

Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**

Bikes

| | Northbound | | | Southbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | Glenridge Dr (North) | | | Driveway 1 | | | |
| TIME | EB 5a | WB 5b | App Total | EB 5c | WB 5d | App Total | NB 5g | SB 5h | App Total | Int Total |
| 1000 - 1015 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1015 - 1030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1030 - 1045 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1045 - 1100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1100 - 1115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1115 - 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1130 - 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1145 - 1200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1200 - 1215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1215 - 1230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1230 - 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1245 - 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1300 - 1315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1315 - 1330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1330 - 1345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1345 - 1400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 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 5**
Glenridge Dr (South)
Glenridge Dr (North)

Driveway 1

**Date**
Sunday, May 5, 2024

**Lat/Long**
33.931957°, -84.365962°
Click here for Map

**Weather**
Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**
Motorized Vehicles

| | Northbound | | | Southbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | Glenridge Dr (North) | | | Driveway 1 | | | |
| TIME | EB 5a | WB 5b | App Total | EB 5c | WB 5d | App Total | NB 5g | SB 5h | App Total | Int Total |
| 1000 - 1015 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1015 - 1030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1030 - 1045 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1045 - 1100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1100 - 1115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1115 - 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1130 - 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1145 - 1200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1200 - 1215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1215 - 1230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1230 - 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1245 - 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1300 - 1315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1315 - 1330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1330 - 1345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1345 - 1400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

| Start Date: 5/5/2024 | Eastbound | | | Driveway 1 Westbound | | | Glenridge Dr (South) Northbound | | | Glenridge Dr (North) Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Time** | **EBL** | **EBT** | **EBR** | **WBL** | **WBT** | **WBR** | **NBL** | **NBT** | **NBR** | **SBL** | **SBT** | **SBR** | **Total** |
| **15 Minute Totals** | | | | | | | | | | | | | |
| **12:00 AM - 12:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:15 AM - 12:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:30 AM - 12:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:45 AM - 01:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00 AM - 01:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:15 AM - 01:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:30 AM - 01:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:45 AM - 02:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00 AM - 02:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 AM - 02:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 AM - 02:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 AM - 03:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 AM - 03:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 AM - 03:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 AM - 03:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 AM - 04:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 AM - 04:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:15 AM - 04:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:30 AM - 04:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:45 AM - 05:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00 AM - 05:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:15 AM - 05:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:30 AM - 05:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:45 AM - 06:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00 AM - 06:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 AM - 06:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 AM - 06:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 AM - 07:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 AM - 07:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:15 AM - 07:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:30 AM - 07:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:45 AM - 08:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00 AM - 08:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:15 AM - 08:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:30 AM - 08:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:45 AM - 09:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **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 | 1 | 0 | 0 | 0 | 15 | 0 | 0 | 26 | 0 | 42 |
| **10:15 AM - 10:30 AM** | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 18 | 0 | 0 | 42 | 0 | 61 |
| **10:30 AM - 10:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 1 | 11 | 34 | 0 | 72 |
| **10:45 AM - 11:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 2 | 13 | 36 | 0 | 67 |
| **11:00 AM - 11:15 AM** | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 24 | 0 | 9 | 35 | 0 | 71 |
| **11:15 AM - 11:30 AM** | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 26 | 0 | 1 | 37 | 0 | 69 |
| **11:30 AM - 11:45 AM** | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 47 | 1 | 0 | 39 | 0 | 88 |
| **11:45 AM - 12:00 PM** | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 27 | 1 | 2 | 34 | 0 | 66 |
| **12:00 PM - 12:15 PM** | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 39 | 0 | 0 | 37 | 0 | 80 |
| **12:15 PM - 12:30 PM** | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 32 | 1 | 0 | 43 | 0 | 78 |
| **12:30 PM - 12:45 PM** | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 35 | 1 | 3 | 58 | 0 | 99 |
| **12:45 PM - 01:00 PM** | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 41 | 4 | 16 | 55 | 0 | 119 |
| **01:00 PM - 01:15 PM** | 0 | 0 | 0 | 3 | 0 | 17 | 0 | 44 | 5 | 11 | 31 | 0 | 111 |
| **01:15 PM - 01:30 PM** | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 37 | 0 | 1 | 41 | 0 | 85 |
| **01:30 PM - 01:45 PM** | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 32 | 0 | 0 | 29 | 0 | 62 |
| **01:45 PM - 02:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 1 | 30 | 0 | 67 |
| **02:00 PM - 02:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 PM - 02:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 PM - 02:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 PM - 03:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 PM - 03:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 PM - 03:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 PM - 03:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 PM - 04:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 PM - 04:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:15 PM - 04:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:30 PM - 04:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:45 PM - 05:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00 PM - 05:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:15 PM - 05:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:30 PM - 05:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:45 PM - 06:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **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

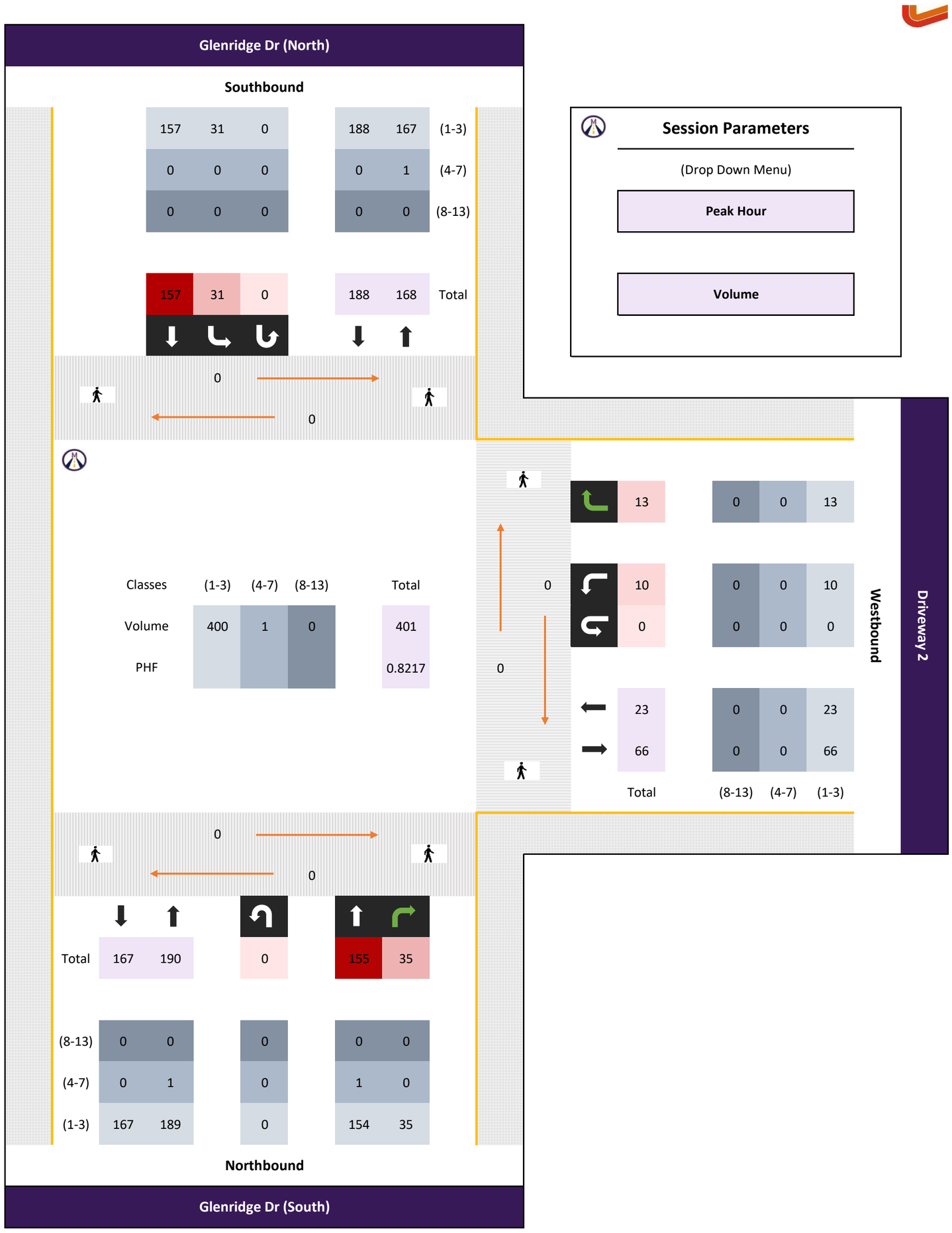
Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

| Sunday, May 5, 2024 | |
|---|---|
| **Period** | 1000 - 1400 |
| **Peak Hour** | 1230 - 1330 |

* the Peak Hour Diagram does not include Bikes



**All vehicles**

| | Northbound | | | | | | Southbound | | | | | | | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | | | | | | | Driveway 2 | | | | | | |
| Time | | Thru 6.1 | Right 6.2 | | U-Turn 6.3 | App Total | Left 6.4 | Thru 6.5 | | | U-Turn 6.6 | App Total | | | | | | App Total | Left 6.7 | | Right 6.8 | | U-Turn 6.9 | App Total | Int Total |
| 1230 - 1245 | - | 36 | 5 | - | 0 | 41 | 9 | 49 | - | - | 0 | 58 | - | - | - | - | - | 0 | 1 | - | 1 | - | 0 | 2 | 101 |
| 1245 - 1300 | - | 44 | 20 | - | 0 | 64 | 15 | 41 | - | - | 0 | 56 | - | - | - | - | - | 0 | 0 | - | 2 | - | 0 | 2 | 122 |
| 1300 - 1315 | - | 41 | 9 | - | 0 | 50 | 7 | 26 | - | - | 0 | 33 | - | - | - | - | - | 0 | 7 | - | 7 | - | 0 | 14 | 97 |
| 1315 - 1330 | - | 34 | 1 | - | 0 | 35 | 0 | 41 | - | - | 0 | 41 | - | - | - | - | - | 0 | 2 | - | 3 | - | 0 | 5 | 81 |
| Total | 0 | 155 | 35 | 0 | 0 | 190 | 31 | 157 | 0 | 0 | 0 | 188 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 13 | 0 | 0 | 23 | 401 |
| Approach % | 0.00 | 81.58 | 18.42 | 0.00 | 0.00 | - | 16.49 | 83.51 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 43.48 | 0.00 | 56.52 | 0.00 | 0.00 | - | |
| PHF | 0.00 | 0.88 | 0.44 | 0.00 | 0.00 | **0.74** | 0.52 | 0.80 | 0.00 | 0.00 | 0.00 | **0.81** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.36 | 0.00 | 0.46 | 0.00 | 0.00 | **0.41** | **0.82** |

**Passenger Vehicles (1-3)**

| | Northbound | | | | | | Southbound | | | | | | | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | | | | | | | Driveway 2 | | | | | | |
| Time | | Thru 6.1 | Right 6.2 | | U-Turn 6.3 | App Total | Left 6.4 | Thru 6.5 | | | U-Turn 6.6 | App Total | | | | | | App Total | Left 6.7 | | Right 6.8 | | U-Turn 6.9 | App Total | Int Total |
| 1230 - 1245 | - | 36 | 5 | - | 0 | 41 | 9 | 49 | - | - | 0 | 58 | - | - | - | - | - | 0 | 1 | - | 1 | - | 0 | 2 | 101 |
| 1245 - 1300 | - | 44 | 20 | - | 0 | 64 | 15 | 41 | - | - | 0 | 56 | - | - | - | - | - | 0 | 0 | - | 2 | - | 0 | 2 | 122 |
| 1300 - 1315 | - | 40 | 9 | - | 0 | 49 | 7 | 26 | - | - | 0 | 33 | - | - | - | - | - | 0 | 7 | - | 7 | - | 0 | 14 | 96 |
| 1315 - 1330 | - | 34 | 1 | - | 0 | 35 | 0 | 41 | - | - | 0 | 41 | - | - | - | - | - | 0 | 2 | - | 3 | - | 0 | 5 | 81 |
| Total | 0 | 154 | 35 | 0 | 0 | 189 | 31 | 157 | 0 | 0 | 0 | 188 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 13 | 0 | 0 | 23 | 400 |
| Approach % | 0.00 | 81.48 | 18.52 | 0.00 | 0.00 | - | 16.49 | 83.51 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 43.48 | 0.00 | 56.52 | 0.00 | 0.00 | - | |
| PHF | 0.00 | 0.88 | 0.44 | 0.00 | 0.00 | **0.74** | 0.52 | 0.80 | 0.00 | 0.00 | 0.00 | **0.81** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.36 | 0.00 | 0.46 | 0.00 | 0.00 | **0.41** | **0.82** |

**Single Unit Trucks (4-7)**

| | Northbound | | | | | | Southbound | | | | | | | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | | | | | | | Driveway 2 | | | | | | |
| Time | | Thru 6.1 | Right 6.2 | | U-Turn 6.3 | App Total | Left 6.4 | Thru 6.5 | | | U-Turn 6.6 | App Total | | | | | | App Total | Left 6.7 | | Right 6.8 | | U-Turn 6.9 | App Total | Int Total |
| 1230 - 1245 | - | 0 | 0 | - | 0 | 0 | 0 | 0 | - | - | 0 | 0 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 0 |
| 1245 - 1300 | - | 0 | 0 | - | 0 | 0 | 0 | 0 | - | - | 0 | 0 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 0 |
| 1300 - 1315 | - | 1 | 0 | - | 0 | 1 | 0 | 0 | - | - | 0 | 0 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 1 |
| 1315 - 1330 | - | 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** |

**Combination Trucks (8-13)**

| | Northbound | | | | | | Southbound | | | | | | | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | | | | | | | Driveway 2 | | | | | | |
| Time | | Thru 6.1 | Right 6.2 | | U-Turn 6.3 | App Total | Left 6.4 | Thru 6.5 | | | U-Turn 6.6 | App Total | | | | | | App Total | Left 6.7 | | Right 6.8 | | U-Turn 6.9 | App Total | Int Total |
| 1230 - 1245 | - | 0 | 0 | - | 0 | 0 | 0 | 0 | - | - | 0 | 0 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 0 |
| 1245 - 1300 | - | 0 | 0 | - | 0 | 0 | 0 | 0 | - | - | 0 | 0 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 0 |
| 1300 - 1315 | - | 0 | 0 | - | 0 | 0 | 0 | 0 | - | - | 0 | 0 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 0 |
| 1315 - 1330 | - | 0 | 0 | - | 0 | 0 | 0 | 0 | - | - | 0 | 0 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| PHF | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | **0.00** |

**Bikes**

| | Northbound | | | | | | Southbound | | | | | | | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | | | Glenridge Dr (North) | | | | | | | | | | | | Driveway 2 | | | | | | |
| Time | | Thru 6.1 | Right 6.2 | | U-Turn 6.3 | App Total | Left 6.4 | Thru 6.5 | | | U-Turn 6.6 | App Total | | | | | | App Total | Left 6.7 | | Right 6.8 | | U-Turn 6.9 | App Total | Int Total |
| 1230 - 1245 | - | 0 | 0 | - | 0 | 0 | 0 | 0 | - | - | 0 | 0 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 0 |
| 1245 - 1300 | - | 0 | 0 | - | 0 | 0 | 0 | 0 | - | - | 0 | 0 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 0 |
| 1300 - 1315 | - | 0 | 0 | - | 0 | 0 | 0 | 0 | - | - | 0 | 0 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 0 |
| 1315 - 1330 | - | 0 | 0 | - | 0 | 0 | 0 | 0 | - | - | 0 | 0 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 0 |
| 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

www.marrtraffic.com

**Site 6**

Glenridge Dr (South)
Glenridge Dr (North)

Driveway 2

**Date**

Sunday, May 5, 2024

**Lat/Long**

33.921377°, -84.365925°
Click here for Map

**Weather**

Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**

All vehicles

| | Northbound | | | | Southbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | Glenridge Dr (North) | | | | Driveway 2 | | | | |
| TIME | Thru 6.1 | Right 6.2 | U-Turn 6.3 | App Total | Left 6.4 | Thru 6.5 | U-Turn 6.6 | App Total | Left 6.7 | Right 6.8 | U-Turn 6.9 | App Total | Int Total |
| 1000 - 1015 | 15 | 1 | 0 | 16 | 1 | 26 | 0 | 27 | 2 | 0 | 0 | 2 | 45 |
| 1015 - 1030 | 19 | 1 | 0 | 20 | 1 | 41 | 0 | 42 | 0 | 0 | 0 | 0 | 62 |
| 1030 - 1045 | 26 | 1 | 0 | 27 | 2 | 32 | 0 | 34 | 0 | 0 | 0 | 0 | 61 |
| 1045 - 1100 | 17 | 9 | 0 | 26 | 5 | 32 | 0 | 37 | 0 | 1 | 0 | 1 | 64 |
| Hourly Total | 77 | 12 | 0 | **89** | 9 | 131 | 0 | **140** | 2 | 1 | 0 | **3** | **232** |
| 1100 - 1115 | 24 | 7 | 0 | 31 | 6 | 29 | 0 | 35 | 5 | 1 | 0 | 6 | 72 |
| 1115 - 1130 | 24 | 0 | 0 | 24 | 0 | 38 | 0 | 38 | 7 | 3 | 0 | 10 | 72 |
| 1130 - 1145 | 48 | 1 | 0 | 49 | 0 | 40 | 0 | 40 | 2 | 1 | 0 | 3 | 92 |
| 1145 - 1200 | 25 | 0 | 0 | 25 | 0 | 35 | 0 | 35 | 3 | 1 | 0 | 4 | 64 |
| Hourly Total | 121 | 8 | 0 | **129** | 6 | 142 | 0 | **148** | 17 | 6 | 0 | **23** | **300** |
| 1200 - 1215 | 32 | 1 | 0 | 33 | 0 | 37 | 0 | 37 | 2 | 8 | 0 | 10 | 80 |
| 1215 - 1230 | 30 | 1 | 0 | 31 | 2 | 43 | 0 | 45 | 0 | 1 | 0 | 1 | 77 |
| 1230 - 1245 | 36 | 5 | 0 | 41 | 9 | 49 | 0 | 58 | 1 | 1 | 0 | 2 | 101 |
| 1245 - 1300 | 44 | 20 | 0 | 64 | 15 | 41 | 0 | 56 | 0 | 2 | 0 | 2 | 122 |
| Hourly Total | 142 | 27 | 0 | **169** | 26 | 170 | 0 | **196** | 3 | 12 | 0 | **15** | **380** |
| 1300 - 1315 | 41 | 9 | 0 | 50 | 7 | 26 | 0 | 33 | 7 | 7 | 0 | 14 | 97 |
| 1315 - 1330 | 34 | 1 | 0 | 35 | 0 | 41 | 0 | 41 | 2 | 3 | 0 | 5 | 81 |
| 1330 - 1345 | 31 | 1 | 0 | 32 | 0 | 29 | 0 | 29 | 2 | 1 | 0 | 3 | 64 |
| 1345 - 1400 | 34 | 1 | 0 | 35 | 0 | 30 | 0 | 30 | 0 | 1 | 0 | 1 | 66 |
| Hourly Total | 140 | 12 | 0 | **152** | 7 | 126 | 0 | **133** | 11 | 12 | 0 | **23** | **308** |
| Grand Total | 480 | 59 | 0 | **539** | 48 | 569 | 0 | **617** | 33 | 31 | 0 | **64** | **1220** |
| Approach % | 89.05 | 10.95 | 0.00 | - | 7.78 | 92.22 | 0.00 | - | 51.56 | 48.44 | 0.00 | - | |
| Intersection % | 39.34 | 4.84 | 0.00 | 44.18 | 3.93 | 46.64 | 0.00 | 50.57 | 2.70 | 2.54 | 0.00 | 5.25 | |
| Heavy Vehicle % | 1 | 0 | - | **1** | 0 | 0 | - | **0** | 0 | 0 | - | **0** | **0** |
| PHF | 0.88 | 0.44 | 0.00 | **0.74** | 0.52 | 0.80 | 0.00 | **0.81** | 0.36 | 0.46 | 0.00 | **0.41** | **0.82** |

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 6**

Glenridge Dr (South)
Glenridge Dr (North)

Driveway 2

**Date**

Sunday, May 5, 2024

**Lat/Long**

33.921377°, -84.365925°
Click here for Map

**Weather**

Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**

Passenger Vehicles (1-3)

| | Northbound | | | | Southbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | Glenridge Dr (North) | | | | Driveway 2 | | | | |
| TIME | Thru 6.1 | Right 6.2 | U-Turn 6.3 | App Total | Left 6.4 | Thru 6.5 | U-Turn 6.6 | App Total | Left 6.7 | Right 6.8 | U-Turn 6.9 | App Total | Int Total |
| 1000 - 1015 | 14 | 1 | 0 | 15 | 1 | 26 | 0 | 27 | 2 | 0 | 0 | 2 | 44 |
| 1015 - 1030 | 19 | 1 | 0 | 20 | 1 | 41 | 0 | 42 | 0 | 0 | 0 | 0 | 62 |
| 1030 - 1045 | 26 | 1 | 0 | 27 | 2 | 32 | 0 | 34 | 0 | 0 | 0 | 0 | 61 |
| 1045 - 1100 | 17 | 9 | 0 | 26 | 5 | 32 | 0 | 37 | 0 | 1 | 0 | 1 | 64 |
| Hourly Total | 76 | 12 | 0 | **88** | 9 | 131 | 0 | **140** | 2 | 1 | 0 | **3** | **231** |
| 1100 - 1115 | 23 | 7 | 0 | 30 | 6 | 29 | 0 | 35 | 5 | 1 | 0 | 6 | 71 |
| 1115 - 1130 | 24 | 0 | 0 | 24 | 0 | 38 | 0 | 38 | 7 | 3 | 0 | 10 | 72 |
| 1130 - 1145 | 48 | 1 | 0 | 49 | 0 | 40 | 0 | 40 | 2 | 1 | 0 | 3 | 92 |
| 1145 - 1200 | 24 | 0 | 0 | 24 | 0 | 35 | 0 | 35 | 3 | 1 | 0 | 4 | 63 |
| Hourly Total | 119 | 8 | 0 | **127** | 6 | 142 | 0 | **148** | 17 | 6 | 0 | **23** | **298** |
| 1200 - 1215 | 32 | 1 | 0 | 33 | 0 | 36 | 0 | 36 | 2 | 8 | 0 | 10 | 79 |
| 1215 - 1230 | 29 | 1 | 0 | 30 | 2 | 43 | 0 | 45 | 0 | 1 | 0 | 1 | 76 |
| 1230 - 1245 | 36 | 5 | 0 | 41 | 9 | 49 | 0 | 58 | 1 | 1 | 0 | 2 | 101 |
| 1245 - 1300 | 44 | 20 | 0 | 64 | 15 | 41 | 0 | 56 | 0 | 2 | 0 | 2 | 122 |
| Hourly Total | 141 | 27 | 0 | **168** | 26 | 169 | 0 | **195** | 3 | 12 | 0 | **15** | **378** |
| 1300 - 1315 | 40 | 9 | 0 | 49 | 7 | 26 | 0 | 33 | 7 | 7 | 0 | 14 | 96 |
| 1315 - 1330 | 34 | 1 | 0 | 35 | 0 | 41 | 0 | 41 | 2 | 3 | 0 | 5 | 81 |
| 1330 - 1345 | 31 | 1 | 0 | 32 | 0 | 29 | 0 | 29 | 2 | 1 | 0 | 3 | 64 |
| 1345 - 1400 | 34 | 1 | 0 | 35 | 0 | 30 | 0 | 30 | 0 | 1 | 0 | 1 | 66 |
| Hourly Total | 139 | 12 | 0 | **151** | 7 | 126 | 0 | **133** | 11 | 12 | 0 | **23** | **307** |
| Grand Total | 475 | 59 | 0 | **534** | 48 | 568 | 0 | **616** | 33 | 31 | 0 | **64** | **1214** |
| Approach % | 88.95 | 11.05 | 0.00 | - | 7.79 | 92.21 | 0.00 | - | 51.56 | 48.44 | 0.00 | - | |
| Intersection % | 39.13 | 4.86 | 0.00 | 43.99 | 3.95 | 46.79 | 0.00 | 50.74 | 2.72 | 2.55 | 0.00 | 5.27 | |

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

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 6**
Glenridge Dr (South)
Glenridge Dr (North)

Driveway 2

**Date**
Sunday, May 5, 2024

**Lat/Long**
33.921377°, -84.365925°
Click here for Map

**Weather**
Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**
Single Unit Trucks (4-7)

| | Northbound | | | | Southbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | Glenridge Dr (North) | | | | Driveway 2 | | | | |
| TIME | Thru 6.1 | Right 6.2 | U-Turn 6.3 | App Total | Left 6.4 | Thru 6.5 | U-Turn 6.6 | App Total | Left 6.7 | Right 6.8 | U-Turn 6.9 | App Total | Int Total |
| 1000 - 1015 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1015 - 1030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1030 - 1045 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1045 - 1100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| 1100 - 1115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1115 - 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1130 - 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1145 - 1200 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Hourly Total | 1 | 0 | 0 | **1** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **1** |
| 1200 - 1215 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 1215 - 1230 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1230 - 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1245 - 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 1 | 0 | 0 | **1** | 0 | 1 | 0 | **1** | 0 | 0 | 0 | **0** | **2** |
| 1300 - 1315 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1315 - 1330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1330 - 1345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1345 - 1400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 1 | 0 | 0 | **1** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **1** |
| Grand Total | 3 | 0 | 0 | **3** | 0 | 1 | 0 | **1** | 0 | 0 | 0 | **0** | **4** |
| Approach % | 100.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 75.00 | 0.00 | 0.00 | 75.00 | 0.00 | 25.00 | 0.00 | 25.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 6**

Glenridge Dr (South)
Glenridge Dr (North)

Driveway 2

**Date**

Sunday, May 5, 2024

**Lat/Long**

33.921377°, -84.365925°
Click here for Map

**Weather**

Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**

Combination Trucks (8-13)

| | Northbound | | | | Southbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | Glenridge Dr (North) | | | | Driveway 2 | | | | |
| TIME | Thru 6.1 | Right 6.2 | U-Turn 6.3 | App Total | Left 6.4 | Thru 6.5 | U-Turn 6.6 | App Total | Left 6.7 | Right 6.8 | U-Turn 6.9 | App Total | Int Total |
| 1000 - 1015 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1015 - 1030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1030 - 1045 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1045 - 1100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| 1100 - 1115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1115 - 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1130 - 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1145 - 1200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| 1200 - 1215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1215 - 1230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1230 - 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1245 - 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| 1300 - 1315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1315 - 1330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1330 - 1345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1345 - 1400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| 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 || Bikes

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 6**

Glenridge Dr (South)
Glenridge Dr (North)

Driveway 2

**Date**

Sunday, May 5, 2024

**Lat/Long**

33.921377°, -84.365925°
Click here for Map

**Weather**

Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**

Bikes

| | Northbound | | | | Southbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | Glenridge Dr (North) | | | | Driveway 2 | | | | |
| TIME | Thru 6.1 | Right 6.2 | U-Turn 6.3 | App Total | Left 6.4 | Thru 6.5 | U-Turn 6.6 | App Total | Left 6.7 | Right 6.8 | U-Turn 6.9 | App Total | Int Total |
| 1000 - 1015 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1015 - 1030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1030 - 1045 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1045 - 1100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 1 | 0 | 0 | **1** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **1** |
| 1100 - 1115 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1115 - 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1130 - 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1145 - 1200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 1 | 0 | 0 | **1** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **1** |
| 1200 - 1215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1215 - 1230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1230 - 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1245 - 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| 1300 - 1315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1315 - 1330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1330 - 1345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1345 - 1400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| Grand Total | 2 | 0 | 0 | **2** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **2** |
| Approach % | 100.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 100.00 | 0.00 | 0.00 | 100.00 | 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

www.marrtraffic.com

**Site 6**

Glenridge Dr (South)
Glenridge Dr (North)

Driveway 2

**Date**

Sunday, May 5, 2024

**Lat/Long**

33.921377°, -84.365925°
Click here for Map

**Weather**

Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**

All Trucks (4-13)

| | Northbound | | | | Southbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | | Glenridge Dr (North) | | | | Driveway 2 | | | | |
| TIME | Thru 6.1 | Right 6.2 | U-Turn 6.3 | App Total | Left 6.4 | Thru 6.5 | U-Turn 6.6 | App Total | Left 6.7 | Right 6.8 | U-Turn 6.9 | App Total | Int Total |
| 1000 - 1015 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1015 - 1030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1030 - 1045 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1045 - 1100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| 1100 - 1115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1115 - 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1130 - 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1145 - 1200 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Hourly Total | 1 | 0 | 0 | **1** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **1** |
| 1200 - 1215 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 1215 - 1230 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1230 - 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1245 - 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 1 | 0 | 0 | **1** | 0 | 1 | 0 | **1** | 0 | 0 | 0 | **0** | **2** |
| 1300 - 1315 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1315 - 1330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1330 - 1345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1345 - 1400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 1 | 0 | 0 | **1** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **1** |
| Grand Total | 3 | 0 | 0 | **3** | 0 | 1 | 0 | **1** | 0 | 0 | 0 | **0** | **4** |
| Approach % | 100.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 75.00 | 0.00 | 0.00 | 75.00 | 0.00 | 25.00 | 0.00 | 25.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

# Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 6**

Glenridge Dr (South)
Glenridge Dr (North)

Driveway 2

**Date**

Sunday, May 5, 2024

**Lat/Long**

33.921377°, -84.365925°
Click here for Map

**Weather**

Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**

Pedestrians

| | Northbound | | | Southbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | Glenridge Dr (North) | | | Driveway 2 | | | |
| TIME | EB 6a | WB 6b | App Total | EB 6c | WB 6d | App Total | NB 6g | SB 6h | App Total | Int Total |
| 1000 - 1015 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1015 - 1030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1030 - 1045 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1045 - 1100 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Hourly Total | 1 | 1 | **2** | 0 | 0 | **0** | 0 | 0 | **0** | **2** |
| 1100 - 1115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1115 - 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| 1130 - 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1145 - 1200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 1 | **1** | **1** |
| 1200 - 1215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1215 - 1230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1230 - 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1245 - 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1300 - 1315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1315 - 1330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1330 - 1345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| 1345 - 1400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 1 | **1** | **1** |
| | | | | | | | | | | |
| Grand Total | 1 | 1 | **2** | 0 | 0 | **0** | 0 | 2 | **2** | **4** |
| Approach % | 50.00 | 50.00 | - | 0.00 | 0.00 | - | 0.00 | 100.00 | - | |
| Intersection % | 25.00 | 25.00 | 50.00 | 0.00 | 0.00 | 0.00 | 0.00 | 50.00 | 50.00 | |

# Crosswalk Counts || Bikes

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 6**

Glenridge Dr (South)
Glenridge Dr (North)

Driveway 2

**Date**

Sunday, May 5, 2024

**Lat/Long**

33.921377°, -84.365925°
Click here for Map

**Weather**

Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**

Bikes

| | Northbound | | | Southbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | Glenridge Dr (North) | | | Driveway 2 | | | |
| TIME | EB 6a | WB 6b | App Total | EB 6c | WB 6d | App Total | NB 6g | SB 6h | App Total | Int Total |
| 1000 - 1015 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1015 - 1030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1030 - 1045 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1045 - 1100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1100 - 1115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1115 - 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1130 - 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1145 - 1200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1200 - 1215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1215 - 1230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1230 - 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1245 - 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1300 - 1315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1315 - 1330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1330 - 1345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1345 - 1400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 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 6**
Glenridge Dr (South)
Glenridge Dr (North)

Driveway 2

**Date**
Sunday, May 5, 2024

**Lat/Long**
33.921377°, -84.365925°
Click here for Map

**Weather**
Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**
Motorized Vehicles

| | Northbound | | | Southbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Glenridge Dr (South) | | | Glenridge Dr (North) | | | Driveway 2 | | | |
| TIME | EB 6a | WB 6b | App Total | EB 6c | WB 6d | App Total | NB 6g | SB 6h | App Total | Int Total |
| 1000 - 1015 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1015 - 1030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1030 - 1045 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1045 - 1100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1100 - 1115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1115 - 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1130 - 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1145 - 1200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1200 - 1215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1215 - 1230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1230 - 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1245 - 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1300 - 1315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1315 - 1330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1330 - 1345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1345 - 1400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

| Start Date: 5/5/2024 | Eastbound | | | Driveway 2 Westbound | | | Glenridge Dr (South) Northbound | | | Glenridge Dr (North) Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Time** | **EBL** | **EBT** | **EBR** | **WBL** | **WBT** | **WBR** | **NBL** | **NBT** | **NBR** | **SBL** | **SBT** | **SBR** | **Total** |
| **15 Minute Totals** | | | | | | | | | | | | | |
| **12:00 AM - 12:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:15 AM - 12:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:30 AM - 12:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:45 AM - 01:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00 AM - 01:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:15 AM - 01:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:30 AM - 01:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:45 AM - 02:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00 AM - 02:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 AM - 02:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 AM - 02:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 AM - 03:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 AM - 03:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 AM - 03:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 AM - 03:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 AM - 04:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 AM - 04:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:15 AM - 04:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:30 AM - 04:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:45 AM - 05:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00 AM - 05:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:15 AM - 05:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:30 AM - 05:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:45 AM - 06:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00 AM - 06:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 AM - 06:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 AM - 06:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 AM - 07:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 AM - 07:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:15 AM - 07:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:30 AM - 07:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:45 AM - 08:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00 AM - 08:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:15 AM - 08:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:30 AM - 08:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:45 AM - 09:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **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 | 2 | 0 | 0 | 0 | 15 | 1 | 1 | 26 | 0 | 45 |
| **10:15 AM - 10:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 1 | 1 | 41 | 0 | 62 |
| **10:30 AM - 10:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 1 | 2 | 32 | 0 | 61 |
| **10:45 AM - 11:00 AM** | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 17 | 9 | 5 | 32 | 0 | 64 |
| **11:00 AM - 11:15 AM** | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 24 | 7 | 6 | 29 | 0 | 72 |
| **11:15 AM - 11:30 AM** | 0 | 0 | 0 | 7 | 0 | 3 | 0 | 24 | 0 | 0 | 38 | 0 | 72 |
| **11:30 AM - 11:45 AM** | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 48 | 1 | 0 | 40 | 0 | 92 |
| **11:45 AM - 12:00 PM** | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 25 | 0 | 0 | 35 | 0 | 64 |
| **12:00 PM - 12:15 PM** | 0 | 0 | 0 | 2 | 0 | 8 | 0 | 32 | 1 | 0 | 37 | 0 | 80 |
| **12:15 PM - 12:30 PM** | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 30 | 1 | 2 | 43 | 0 | 77 |
| **12:30 PM - 12:45 PM** | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 36 | 5 | 9 | 49 | 0 | 101 |
| **12:45 PM - 01:00 PM** | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 44 | 20 | 15 | 41 | 0 | 122 |
| **01:00 PM - 01:15 PM** | 0 | 0 | 0 | 7 | 0 | 7 | 0 | 41 | 9 | 7 | 26 | 0 | 97 |
| **01:15 PM - 01:30 PM** | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 34 | 1 | 0 | 41 | 0 | 81 |
| **01:30 PM - 01:45 PM** | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 31 | 1 | 0 | 29 | 0 | 64 |
| **01:45 PM - 02:00 PM** | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 34 | 1 | 0 | 30 | 0 | 66 |
| **02:00 PM - 02:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 PM - 02:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 PM - 02:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 PM - 03:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 PM - 03:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 PM - 03:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 PM - 03:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 PM - 04:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 PM - 04:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:15 PM - 04:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:30 PM - 04:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:45 PM - 05:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00 PM - 05:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:15 PM - 05:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:30 PM - 05:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:45 PM - 06:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **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

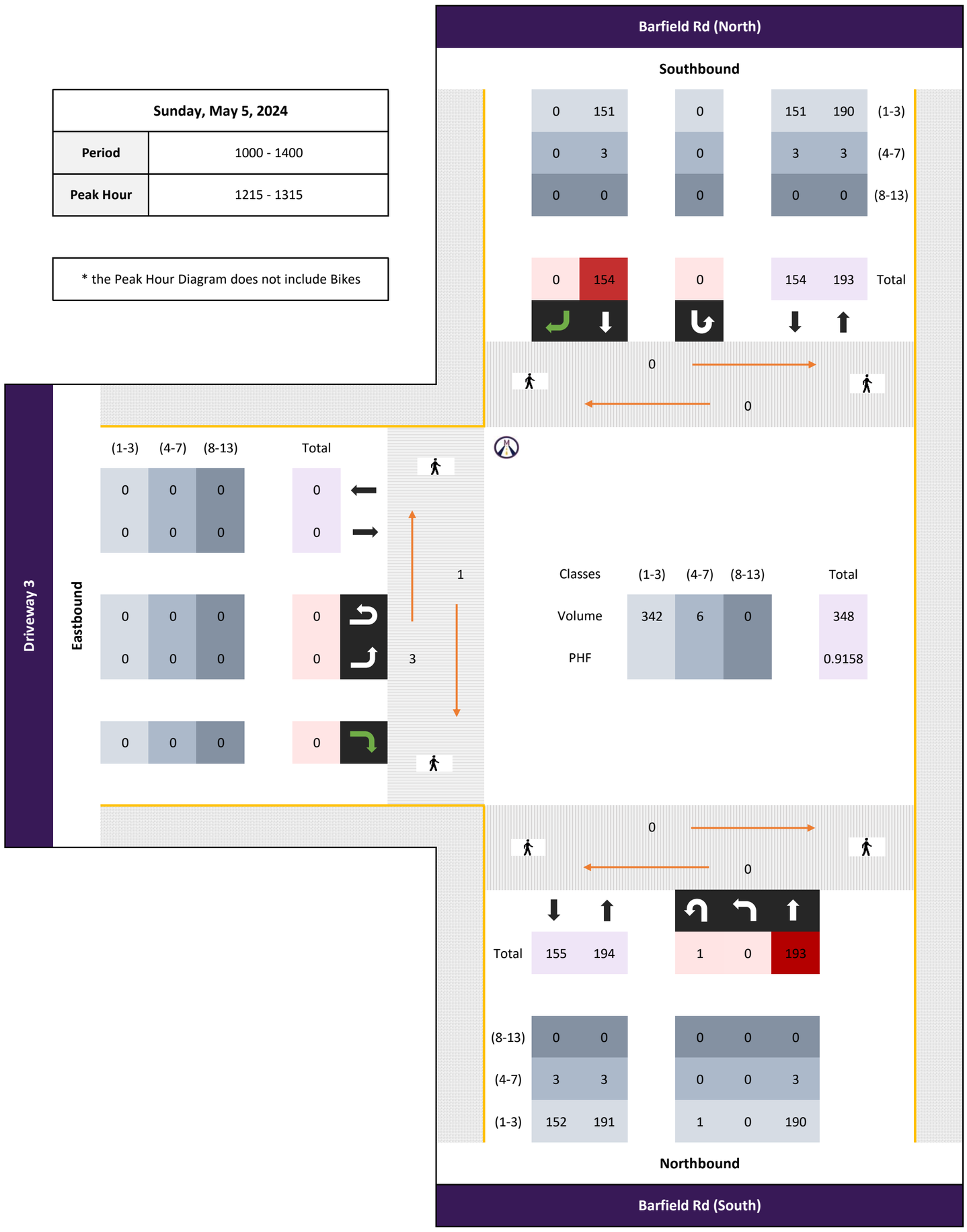
Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

| Sunday, May 5, 2024 | |
|---|---|
| **Period** | 1000 - 1400 |
| **Peak Hour** | 1215 - 1315 |

* the Peak Hour Diagram does not include Bikes




**Session Parameters**

(Drop Down Menu)

**Peak Hour**

**Volume**

**All vehicles**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | | | Barfield Rd (North) | | | | | | Driveway 3 | | | | | | | | | | | | |
| Time | Left 7.1 | Thru 7.2 | | | U-Turn 7.3 | App Total | | Thru 7.4 | Right 7.5 | | U-Turn 7.6 | App Total | Left 7.7 | | Right 7.8 | | U-Turn 7.9 | App Total | | | | | | App Total | Int Total |
| 1215 - 1230 | 0 | 59 | - | - | 1 | 60 | - | 35 | 0 | - | 0 | 35 | 0 | - | 0 | - | 0 | 0 | - | - | - | - | - | 0 | 95 |
| 1230 - 1245 | 0 | 52 | - | - | 0 | 52 | - | 38 | 0 | - | 0 | 38 | 0 | - | 0 | - | 0 | 0 | - | - | - | - | - | 0 | 90 |
| 1245 - 1300 | 0 | 43 | - | - | 0 | 43 | - | 38 | 0 | - | 0 | 38 | 0 | - | 0 | - | 0 | 0 | - | - | - | - | - | 0 | 81 |
| 1300 - 1315 | 0 | 39 | - | - | 0 | 39 | - | 43 | 0 | - | 0 | 43 | 0 | - | 0 | - | 0 | 0 | - | - | - | - | - | 0 | 82 |
| Total | 0 | 193 | 0 | 0 | 1 | 194 | 0 | 154 | 0 | 0 | 0 | 154 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 348 |
| Approach % | 0.00 | 99.48 | 0.00 | 0.00 | 0.52 | - | 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 | 0.82 | 0.00 | 0.00 | 0.25 | **0.81** | 0.00 | 0.90 | 0.00 | 0.00 | 0.00 | **0.90** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | **0.92** |

**Passenger Vehicles (1-3)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | | | Barfield Rd (North) | | | | | | Driveway 3 | | | | | | | | | | | | |
| Time | Left 7.1 | Thru 7.2 | | | U-Turn 7.3 | App Total | | Thru 7.4 | Right 7.5 | | U-Turn 7.6 | App Total | Left 7.7 | | Right 7.8 | | U-Turn 7.9 | App Total | | | | | | App Total | Int Total |
| 1215 - 1230 | 0 | 59 | - | - | 1 | 60 | - | 34 | 0 | - | 0 | 34 | 0 | - | 0 | - | 0 | 0 | - | - | - | - | - | 0 | 94 |
| 1230 - 1245 | 0 | 52 | - | - | 0 | 52 | - | 38 | 0 | - | 0 | 38 | 0 | - | 0 | - | 0 | 0 | - | - | - | - | - | 0 | 90 |
| 1245 - 1300 | 0 | 42 | - | - | 0 | 42 | - | 36 | 0 | - | 0 | 36 | 0 | - | 0 | - | 0 | 0 | - | - | - | - | - | 0 | 78 |
| 1300 - 1315 | 0 | 37 | - | - | 0 | 37 | - | 43 | 0 | - | 0 | 43 | 0 | - | 0 | - | 0 | 0 | - | - | - | - | - | 0 | 80 |
| Total | 0 | 190 | 0 | 0 | 1 | 191 | 0 | 151 | 0 | 0 | 0 | 151 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 342 |
| Approach % | 0.00 | 99.48 | 0.00 | 0.00 | 0.52 | - | 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 | 0.81 | 0.00 | 0.00 | 0.25 | **0.80** | 0.00 | 0.88 | 0.00 | 0.00 | 0.00 | **0.88** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | **0.91** |

**Single Unit Trucks (4-7)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | | | Barfield Rd (North) | | | | | | Driveway 3 | | | | | | | | | | | | |
| Time | Left 7.1 | Thru 7.2 | | | U-Turn 7.3 | App Total | | Thru 7.4 | Right 7.5 | | U-Turn 7.6 | App Total | Left 7.7 | | Right 7.8 | | U-Turn 7.9 | App Total | | | | | | App Total | Int Total |
| 1215 - 1230 | 0 | 0 | - | - | 0 | 0 | - | 1 | 0 | - | 0 | 1 | 0 | - | 0 | - | 0 | 0 | - | - | - | - | - | 0 | 1 |
| 1230 - 1245 | 0 | 0 | - | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | 0 | - | 0 | - | 0 | 0 | - | - | - | - | - | 0 | 0 |
| 1245 - 1300 | 0 | 1 | - | - | 0 | 1 | - | 2 | 0 | - | 0 | 2 | 0 | - | 0 | - | 0 | 0 | - | - | - | - | - | 0 | 3 |
| 1300 - 1315 | 0 | 2 | - | - | 0 | 2 | - | 0 | 0 | - | 0 | 0 | 0 | - | 0 | - | 0 | 0 | - | - | - | - | - | 0 | 2 |
| Total | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Approach % | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| PHF | 0.00 | 0.38 | 0.00 | 0.00 | 0.00 | **0.38** | 0.00 | 0.38 | 0.00 | 0.00 | 0.00 | **0.38** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | **0.50** |

**Combination Trucks (8-13)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | | | Barfield Rd (North) | | | | | | Driveway 3 | | | | | | | | | | | | |
| Time | Left 7.1 | Thru 7.2 | | | U-Turn 7.3 | App Total | | Thru 7.4 | Right 7.5 | | U-Turn 7.6 | App Total | Left 7.7 | | Right 7.8 | | U-Turn 7.9 | App Total | | | | | | App Total | Int Total |
| 1215 - 1230 | 0 | 0 | - | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | 0 | - | 0 | - | 0 | 0 | - | - | - | - | - | 0 | 0 |
| 1230 - 1245 | 0 | 0 | - | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | 0 | - | 0 | - | 0 | 0 | - | - | - | - | - | 0 | 0 |
| 1245 - 1300 | 0 | 0 | - | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | 0 | - | 0 | - | 0 | 0 | - | - | - | - | - | 0 | 0 |
| 1300 - 1315 | 0 | 0 | - | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | 0 | - | 0 | - | 0 | 0 | - | - | - | - | - | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| PHF | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | **0.00** |

**Bikes**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | | | Barfield Rd (North) | | | | | | Driveway 3 | | | | | | | | | | | | |
| Time | Left 7.1 | Thru 7.2 | | | U-Turn 7.3 | App Total | | Thru 7.4 | Right 7.5 | | U-Turn 7.6 | App Total | Left 7.7 | | Right 7.8 | | U-Turn 7.9 | App Total | | | | | | App Total | Int Total |
| 1215 - 1230 | 0 | 0 | - | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | 0 | - | 0 | - | 0 | 0 | - | - | - | - | - | 0 | 0 |
| 1230 - 1245 | 0 | 0 | - | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | 0 | - | 0 | - | 0 | 0 | - | - | - | - | - | 0 | 0 |
| 1245 - 1300 | 0 | 0 | - | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | 0 | - | 0 | - | 0 | 0 | - | - | - | - | - | 0 | 0 |
| 1300 - 1315 | 0 | 0 | - | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | 0 | - | 0 | - | 0 | 0 | - | - | - | - | - | 0 | 0 |
| 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 7**
Barfield Rd (South)
Barfield Rd (North)
Driveway 3

**Date**
Sunday, May 5, 2024

**Lat/Long**
33.931371°, -84.361061°
Click here for Map

**Weather**
Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**
All vehicles

| | Northbound | | | | Southbound | | | | Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | Barfield Rd (North) | | | | Driveway 3 | | | | |
| TIME | Left 7.1 | Thru 7.2 | U-Turn 7.3 | App Total | Thru 7.4 | Right 7.5 | U-Turn 7.6 | App Total | Left 7.7 | Right 7.8 | U-Turn 7.9 | App Total | Int Total |
| 1000 - 1015 | 0 | 30 | 0 | 30 | 19 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 49 |
| 1015 - 1030 | 0 | 18 | 0 | 18 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 31 |
| 1030 - 1045 | 0 | 31 | 0 | 31 | 29 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 60 |
| 1045 - 1100 | 0 | 42 | 0 | 42 | 23 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 65 |
| Hourly Total | 0 | 121 | 0 | **121** | 84 | 0 | 0 | **84** | 0 | 0 | 0 | **0** | **205** |
| 1100 - 1115 | 0 | 49 | 0 | 49 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 63 |
| 1115 - 1130 | 0 | 43 | 0 | 43 | 30 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 73 |
| 1130 - 1145 | 0 | 31 | 0 | 31 | 25 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 56 |
| 1145 - 1200 | 0 | 44 | 0 | 44 | 31 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 75 |
| Hourly Total | 0 | 167 | 0 | **167** | 100 | 0 | 0 | **100** | 0 | 0 | 0 | **0** | **267** |
| 1200 - 1215 | 0 | 48 | 0 | 48 | 27 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 75 |
| 1215 - 1230 | 0 | 59 | 1 | 60 | 35 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 95 |
| 1230 - 1245 | 0 | 52 | 0 | 52 | 38 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 90 |
| 1245 - 1300 | 0 | 43 | 0 | 43 | 38 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 81 |
| Hourly Total | 0 | 202 | 1 | **203** | 138 | 0 | 0 | **138** | 0 | 0 | 0 | **0** | **341** |
| 1300 - 1315 | 0 | 39 | 0 | 39 | 43 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 82 |
| 1315 - 1330 | 0 | 50 | 0 | 50 | 32 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 82 |
| 1330 - 1345 | 0 | 34 | 0 | 34 | 24 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 58 |
| 1345 - 1400 | 0 | 43 | 0 | 43 | 29 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 72 |
| Hourly Total | 0 | 166 | 0 | **166** | 128 | 0 | 0 | **128** | 0 | 0 | 0 | **0** | **294** |
| Grand Total | 0 | 656 | 1 | **657** | 450 | 0 | 0 | **450** | 0 | 0 | 0 | **0** | **1107** |
| Approach % | 0.00 | 99.85 | 0.15 | - | 100.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 59.26 | 0.09 | 59.35 | 40.65 | 0.00 | 0.00 | 40.65 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Heavy Vehicle % | - | 1 | 0 | **1** | 1 | - | - | **1** | - | - | - | **-** | **1** |
| PHF | 0.00 | 0.82 | 0.25 | **0.81** | 0.90 | 0.00 | 0.00 | **0.90** | 0.00 | 0.00 | 0.00 | **0.00** | **0.92** |

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 7**
Barfield Rd (South)
Barfield Rd (North)
Driveway 3

**Date**
Sunday, May 5, 2024

**Lat/Long**
33.931371°, -84.361061°
Click here for Map

**Weather**
Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**
Passenger Vehicles (1-3)

| | Northbound | | | | Southbound | | | | Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | Barfield Rd (North) | | | | Driveway 3 | | | | |
| TIME | Left 7.1 | Thru 7.2 | U-Turn 7.3 | App Total | Thru 7.4 | Right 7.5 | U-Turn 7.6 | App Total | Left 7.7 | Right 7.8 | U-Turn 7.9 | App Total | Int Total |
| 1000 - 1015 | 0 | 30 | 0 | 30 | 19 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 49 |
| 1015 - 1030 | 0 | 18 | 0 | 18 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 31 |
| 1030 - 1045 | 0 | 31 | 0 | 31 | 29 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 60 |
| 1045 - 1100 | 0 | 41 | 0 | 41 | 23 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 64 |
| Hourly Total | 0 | 120 | 0 | **120** | 84 | 0 | 0 | **84** | 0 | 0 | 0 | **0** | **204** |
| 1100 - 1115 | 0 | 49 | 0 | 49 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 63 |
| 1115 - 1130 | 0 | 43 | 0 | 43 | 30 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 73 |
| 1130 - 1145 | 0 | 31 | 0 | 31 | 25 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 56 |
| 1145 - 1200 | 0 | 43 | 0 | 43 | 31 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 74 |
| Hourly Total | 0 | 166 | 0 | **166** | 100 | 0 | 0 | **100** | 0 | 0 | 0 | **0** | **266** |
| 1200 - 1215 | 0 | 48 | 0 | 48 | 27 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 75 |
| 1215 - 1230 | 0 | 59 | 1 | 60 | 34 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 94 |
| 1230 - 1245 | 0 | 52 | 0 | 52 | 38 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 90 |
| 1245 - 1300 | 0 | 42 | 0 | 42 | 36 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 78 |
| Hourly Total | 0 | 201 | 1 | **202** | 135 | 0 | 0 | **135** | 0 | 0 | 0 | **0** | **337** |
| 1300 - 1315 | 0 | 37 | 0 | 37 | 43 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 80 |
| 1315 - 1330 | 0 | 49 | 0 | 49 | 31 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 80 |
| 1330 - 1345 | 0 | 34 | 0 | 34 | 24 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 58 |
| 1345 - 1400 | 0 | 43 | 0 | 43 | 29 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 72 |
| Hourly Total | 0 | 163 | 0 | **163** | 127 | 0 | 0 | **127** | 0 | 0 | 0 | **0** | **290** |
| Grand Total | 0 | 650 | 1 | **651** | 446 | 0 | 0 | **446** | 0 | 0 | 0 | **0** | **1097** |
| Approach % | 0.00 | 99.85 | 0.15 | - | 100.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 59.25 | 0.09 | 59.34 | 40.66 | 0.00 | 0.00 | 40.66 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 7**
Barfield Rd (South)
Barfield Rd (North)
Driveway 3

**Date**
Sunday, May 5, 2024

**Lat/Long**
33.931371°, -84.361061°
Click here for Map

**Weather**
Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**

Single Unit Trucks (4-7)

| | Northbound | | | | Southbound | | | | Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | Barfield Rd (North) | | | | Driveway 3 | | | | |
| TIME | Left 7.1 | Thru 7.2 | U-Turn 7.3 | App Total | Thru 7.4 | Right 7.5 | U-Turn 7.6 | App Total | Left 7.7 | Right 7.8 | U-Turn 7.9 | App Total | Int Total |
| 1000 - 1015 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1015 - 1030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1030 - 1045 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1045 - 1100 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Hourly Total | 0 | 1 | 0 | **1** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **1** |
| 1100 - 1115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1115 - 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1130 - 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1145 - 1200 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Hourly Total | 0 | 1 | 0 | **1** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **1** |
| 1200 - 1215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1215 - 1230 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 1230 - 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1245 - 1300 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| Hourly Total | 0 | 1 | 0 | **1** | 3 | 0 | 0 | **3** | 0 | 0 | 0 | **0** | **4** |
| 1300 - 1315 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1315 - 1330 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 1330 - 1345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1345 - 1400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 3 | 0 | **3** | 1 | 0 | 0 | **1** | 0 | 0 | 0 | **0** | **4** |
| Grand Total | 0 | 6 | 0 | **6** | 4 | 0 | 0 | **4** | 0 | 0 | 0 | **0** | **10** |
| Approach % | 0.00 | 100.00 | 0.00 | - | 100.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 60.00 | 0.00 | 60.00 | 40.00 | 0.00 | 0.00 | 40.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 7**
Barfield Rd (South)
Barfield Rd (North)
Driveway 3

**Date**
Sunday, May 5, 2024

**Lat/Long**
33.931371°, -84.361061°
Click here for Map

**Weather**
Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**
Combination Trucks (8-13)

| | Northbound | | | | Southbound | | | | Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | Barfield Rd (North) | | | | Driveway 3 | | | | |
| TIME | Left 7.1 | Thru 7.2 | U-Turn 7.3 | App Total | Thru 7.4 | Right 7.5 | U-Turn 7.6 | App Total | Left 7.7 | Right 7.8 | U-Turn 7.9 | App Total | Int Total |
| 1000 - 1015 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1015 - 1030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1030 - 1045 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1045 - 1100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| 1100 - 1115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1115 - 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1130 - 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1145 - 1200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| 1200 - 1215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1215 - 1230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1230 - 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1245 - 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| 1300 - 1315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1315 - 1330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1330 - 1345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1345 - 1400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| 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 || Bikes

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 7**

Barfield Rd (South)
Barfield Rd (North)
Driveway 3

**Date**

Sunday, May 5, 2024

**Lat/Long**

33.931371°, -84.361061°
Click here for Map

**Weather**

Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**

Bikes

| | Northbound | | | | Southbound | | | | Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | Barfield Rd (North) | | | | Driveway 3 | | | | |
| TIME | Left 7.1 | Thru 7.2 | U-Turn 7.3 | App Total | Thru 7.4 | Right 7.5 | U-Turn 7.6 | App Total | Left 7.7 | Right 7.8 | U-Turn 7.9 | App Total | Int Total |
| 1000 - 1015 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1015 - 1030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1030 - 1045 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1045 - 1100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| 1100 - 1115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1115 - 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1130 - 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1145 - 1200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| 1200 - 1215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1215 - 1230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1230 - 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1245 - 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| 1300 - 1315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1315 - 1330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1330 - 1345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1345 - 1400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| 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)

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 7**
Barfield Rd (South)
Barfield Rd (North)
Driveway 3

**Date**
Sunday, May 5, 2024

**Lat/Long**
33.931371°, -84.361061°
Click here for Map

**Weather**
Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**

All Trucks (4-13)

| | Northbound | | | | Southbound | | | | Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | | Barfield Rd (North) | | | | Driveway 3 | | | | |
| TIME | Left 7.1 | Thru 7.2 | U-Turn 7.3 | App Total | Thru 7.4 | Right 7.5 | U-Turn 7.6 | App Total | Left 7.7 | Right 7.8 | U-Turn 7.9 | App Total | Int Total |
| 1000 - 1015 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1015 - 1030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1030 - 1045 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1045 - 1100 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Hourly Total | 0 | 1 | 0 | **1** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **1** |
| 1100 - 1115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1115 - 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1130 - 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1145 - 1200 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Hourly Total | 0 | 1 | 0 | **1** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **1** |
| 1200 - 1215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1215 - 1230 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 1230 - 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1245 - 1300 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| Hourly Total | 0 | 1 | 0 | **1** | 3 | 0 | 0 | **3** | 0 | 0 | 0 | **0** | **4** |
| 1300 - 1315 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1315 - 1330 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 1330 - 1345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1345 - 1400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 3 | 0 | **3** | 1 | 0 | 0 | **1** | 0 | 0 | 0 | **0** | **4** |
| Grand Total | 0 | 6 | 0 | **6** | 4 | 0 | 0 | **4** | 0 | 0 | 0 | **0** | **10** |
| Approach % | 0.00 | 100.00 | 0.00 | - | 100.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 60.00 | 0.00 | 60.00 | 40.00 | 0.00 | 0.00 | 40.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

# Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Atlanta, GA

**Site 7**
Barfield Rd (South)
Barfield Rd (North)
Driveway 3

**Date**
Sunday, May 5, 2024

**Lat/Long**
33.931371°, -84.361061°
Click here for Map

**Weather**
Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**

Pedestrians

| | Northbound | | | Southbound | | | Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | Barfield Rd (North) | | | Driveway 3 | | | |
| TIME | EB 7a | WB 7b | App Total | EB 7c | WB 7d | App Total | NB 7e | SB 7f | App Total | Int Total |
| 1000 - 1015 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 4 |
| 1015 - 1030 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 |
| 1030 - 1045 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 3 |
| 1045 - 1100 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 4 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 5 | 8 | **13** | **13** |
| 1100 - 1115 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 7 |
| 1115 - 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| 1130 - 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 1145 - 1200 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 3 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 11 | 1 | **12** | **12** |
| 1200 - 1215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1215 - 1230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1230 - 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| 1245 - 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 1 | **1** | **1** |
| 1300 - 1315 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 3 |
| 1315 - 1330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1330 - 1345 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 |
| 1345 - 1400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 4 | 2 | **6** | **6** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 20 | 12 | **32** | **32** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 62.50 | 37.50 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 62.50 | 37.50 | 100.00 | |

# Crosswalk Counts || Bikes

Atlanta, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 7**
Barfield Rd (South)
Barfield Rd (North)
Driveway 3

**Date**
Sunday, May 5, 2024

**Lat/Long**
33.931371°, -84.361061°
Click here for Map

**Weather**
Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**
Bikes

| | Northbound | | | Southbound | | | Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | Barfield Rd (North) | | | Driveway 3 | | | |
| TIME | EB 7a | WB 7b | App Total | EB 7c | WB 7d | App Total | NB 7e | SB 7f | App Total | Int Total |
| 1000 - 1015 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1015 - 1030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1030 - 1045 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1045 - 1100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1100 - 1115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1115 - 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1130 - 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1145 - 1200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1200 - 1215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1215 - 1230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1230 - 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1245 - 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1300 - 1315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1315 - 1330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1330 - 1345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1345 - 1400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 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 7**
Barfield Rd (South)
Barfield Rd (North)
Driveway 3

**Date**
Sunday, May 5, 2024

**Lat/Long**
33.931371°, -84.361061°
Click here for Map

**Weather**
Mostly Cloudy
74°F
Click here for Detailed Weather

**1000 - 1400 (Sunday 4h Session) (05-05-2024)**
Motorized Vehicles

| | Northbound | | | Southbound | | | Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Barfield Rd (South) | | | Barfield Rd (North) | | | Driveway 3 | | | |
| TIME | EB 7a | WB 7b | App Total | EB 7c | WB 7d | App Total | NB 7e | SB 7f | App Total | Int Total |
| 1000 - 1015 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1015 - 1030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1030 - 1045 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1045 - 1100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1100 - 1115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1115 - 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1130 - 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1145 - 1200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1200 - 1215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1215 - 1230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1230 - 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1245 - 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1300 - 1315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1315 - 1330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1330 - 1345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1345 - 1400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

| Start Date: 5/5/2024 | Driveway 3 Eastbound | | | Westbound | | | Barfield Rd (South) Northbound | | | Barfield Rd (North) Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Time** | **EBL** | **EBT** | **EBR** | **WBL** | **WBT** | **WBR** | **NBL** | **NBT** | **NBR** | **SBL** | **SBT** | **SBR** | **Total** |
| **15 Minute Totals** | | | | | | | | | | | | | |
| **12:00 AM - 12:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:15 AM - 12:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:30 AM - 12:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:45 AM - 01:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00 AM - 01:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:15 AM - 01:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:30 AM - 01:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:45 AM - 02:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00 AM - 02:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 AM - 02:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 AM - 02:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 AM - 03:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 AM - 03:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 AM - 03:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 AM - 03:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 AM - 04:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 AM - 04:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:15 AM - 04:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:30 AM - 04:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:45 AM - 05:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00 AM - 05:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:15 AM - 05:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:30 AM - 05:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:45 AM - 06:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00 AM - 06:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 AM - 06:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 AM - 06:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 AM - 07:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 AM - 07:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:15 AM - 07:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:30 AM - 07:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:45 AM - 08:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00 AM - 08:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:15 AM - 08:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:30 AM - 08:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:45 AM - 09:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **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 | 30 | 0 | 0 | 19 | 0 | 49 |
| **10:15 AM - 10:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 13 | 0 | 31 |
| **10:30 AM - 10:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 29 | 0 | 60 |
| **10:45 AM - 11:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 23 | 0 | 65 |
| **11:00 AM - 11:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 0 | 0 | 14 | 0 | 63 |
| **11:15 AM - 11:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 0 | 30 | 0 | 73 |
| **11:30 AM - 11:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 25 | 0 | 56 |
| **11:45 AM - 12:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 0 | 31 | 0 | 75 |
| **12:00 PM - 12:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 27 | 0 | 75 |
| **12:15 PM - 12:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 0 | 0 | 35 | 0 | 94 |
| **12:30 PM - 12:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 0 | 38 | 0 | 90 |
| **12:45 PM - 01:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 0 | 38 | 0 | 81 |
| **01:00 PM - 01:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 0 | 43 | 0 | 82 |
| **01:15 PM - 01:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 32 | 0 | 82 |
| **01:30 PM - 01:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 24 | 0 | 58 |
| **01:45 PM - 02:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 0 | 29 | 0 | 72 |
| **02:00 PM - 02:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 PM - 02:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 PM - 02:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 PM - 03:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 PM - 03:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 PM - 03:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 PM - 03:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 PM - 04:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 PM - 04:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:15 PM - 04:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:30 PM - 04:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:45 PM - 05:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00 PM - 05:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:15 PM - 05:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:30 PM - 05:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:45 PM - 06:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00 PM - 06:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 PM - 06:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 PM - 06:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 PM - 07:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 PM - 07:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:15 PM - 07:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:30 PM - 07:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:45 PM - 08:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00 PM - 08:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:15 PM - 08:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:30 PM - 08:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:45 PM - 09:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00 PM - 09:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:15 PM - 09:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:30 PM - 09:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:45 PM - 10:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00 PM - 10:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:15 PM - 10:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:30 PM - 10:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:45 PM - 11:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00 PM - 11:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:15 PM - 11:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:30 PM - 11:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:45 PM - 12:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# Appendix C: Existing Conditions Analysis

LOWE ENGINEERS



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 125 | 1585 | 209 | 25 | 634 | 23 | 90 | 40 | 45 | 74 | 74 | 36 |
| Future Volume (veh/h) | 125 | 1585 | 209 | 25 | 634 | 23 | 90 | 40 | 45 | 74 | 74 | 36 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 136 | 1723 | 173 | 27 | 689 | 25 | 98 | 43 | 0 | 80 | 80 | 17 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 495 | 1770 | 175 | 151 | 1769 | 64 | 259 | 194 | | 312 | 187 | 159 |
| Arrive On Green | 0.08 | 0.54 | 0.54 | 0.04 | 0.51 | 0.51 | 0.07 | 0.10 | 0.00 | 0.07 | 0.10 | 0.10 |
| Sat Flow, veh/h | 1781 | 3266 | 323 | 1781 | 3498 | 127 | 3456 | 1870 | 1585 | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h | 136 | 925 | 971 | 27 | 350 | 364 | 98 | 43 | 0 | 80 | 80 | 17 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1812 | 1781 | 1777 | 1848 | 1728 | 1870 | 1585 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s | 3.4 | 49.6 | 52.7 | 0.7 | 12.1 | 12.1 | 2.7 | 2.1 | 0.0 | 3.9 | 4.0 | 1.0 |
| Cycle Q Clear(g_c), s | 3.4 | 49.6 | 52.7 | 0.7 | 12.1 | 12.1 | 2.7 | 2.1 | 0.0 | 3.9 | 4.0 | 1.0 |
| Prop In Lane | 1.00 | | 0.18 | 1.00 | | 0.07 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 495 | 963 | 982 | 151 | 899 | 934 | 259 | 194 | | 312 | 187 | 159 |
| V/C Ratio(X) | 0.27 | 0.96 | 0.99 | 0.18 | 0.39 | 0.39 | 0.38 | 0.22 | | 0.26 | 0.43 | 0.11 |
| Avail Cap(c_a), veh/h | 516 | 963 | 982 | 236 | 963 | 1001 | 485 | 357 | | 435 | 357 | 302 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 10.2 | 21.8 | 22.5 | 23.0 | 15.2 | 15.2 | 43.9 | 41.0 | 0.0 | 35.8 | 42.2 | 40.8 |
| Incr Delay (d2), s/veh | 0.3 | 21.0 | 26.1 | 0.6 | 0.3 | 0.3 | 0.9 | 0.6 | 0.0 | 0.4 | 1.5 | 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(95%),veh/ln | 2.2 | 31.1 | 34.6 | 0.5 | 7.9 | 8.2 | 2.1 | 1.8 | 0.0 | 3.1 | 3.4 | 0.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 10.5 | 42.8 | 48.6 | 23.6 | 15.4 | 15.4 | 44.8 | 41.6 | 0.0 | 36.2 | 43.7 | 41.1 |
| LnGrp LOS | B | D | D | C | B | B | D | D | | D | D | D |
| Approach Vol, veh/h | | 2032 | | | 741 | | | 141 | | | 177 | |
| Approach Delay, s/veh | | 43.4 | | | 15.7 | | | 43.8 | | | 40.1 | |
| Approach LOS | | D | | | B | | | D | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 10.2 | 60.0 | 13.1 | 16.3 | 13.8 | 56.4 | 13.5 | 16.0 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 9.0 | 54.0 | 14.0 | 19.0 | 9.0 | 54.0 | 14.0 | 19.0 |
| Max Q Clear Time (g_c+I1), s | 2.7 | 54.7 | 5.9 | 4.1 | 5.4 | 14.1 | 4.7 | 6.0 |
| Green Ext Time (p_c), s | 0.0 | 0.0 | 0.1 | 0.1 | 0.1 | 4.4 | 0.2 | 0.3 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 36.6 |
| HCM 7th LOS | D |

**Notes**

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 135 | 1393 | 161 | 207 | 624 | 1020 | 62 | 141 | 112 | 148 | 43 | 60 |
| Future Volume (veh/h) | 135 | 1393 | 161 | 207 | 624 | 1020 | 62 | 141 | 112 | 148 | 43 | 60 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 147 | 1514 | 88 | 225 | 678 | 0 | 67 | 153 | 0 | 161 | 47 | 0 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 181 | 1639 | 731 | 306 | 1593 | | 126 | 201 | | 293 | 227 | |
| Arrive On Green | 0.10 | 0.46 | 0.46 | 0.09 | 0.45 | 0.00 | 0.07 | 0.11 | 0.00 | 0.08 | 0.12 | 0.00 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 3456 | 3554 | 1585 | 1781 | 1870 | 2790 | 3456 | 1870 | 1585 |
| Grp Volume(v), veh/h | 147 | 1514 | 88 | 225 | 678 | 0 | 67 | 153 | 0 | 161 | 47 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1728 | 1777 | 1585 | 1781 | 1870 | 1395 | 1728 | 1870 | 1585 |
| Q Serve(g_s), s | 7.5 | 37.2 | 2.9 | 5.9 | 12.1 | 0.0 | 3.4 | 7.4 | 0.0 | 4.2 | 2.1 | 0.0 |
| Cycle Q Clear(g_c), s | 7.5 | 37.2 | 2.9 | 5.9 | 12.1 | 0.0 | 3.4 | 7.4 | 0.0 | 4.2 | 2.1 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 181 | 1639 | 731 | 306 | 1593 | | 126 | 201 | | 293 | 227 | |
| V/C Ratio(X) | 0.81 | 0.92 | 0.12 | 0.74 | 0.43 | | 0.53 | 0.76 | | 0.55 | 0.21 | |
| Avail Cap(c_a), veh/h | 268 | 1682 | 750 | 520 | 1682 | | 364 | 382 | | 706 | 382 | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 40.9 | 23.5 | 14.3 | 41.3 | 17.5 | 0.0 | 41.7 | 40.3 | 0.0 | 40.8 | 36.8 | 0.0 |
| Incr Delay (d2), s/veh | 11.2 | 8.9 | 0.1 | 3.4 | 0.2 | 0.0 | 3.4 | 5.8 | 0.0 | 1.6 | 0.4 | 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(95%),veh/ln | 6.7 | 22.1 | 1.8 | 4.6 | 8.0 | 0.0 | 2.8 | 6.6 | 0.0 | 3.2 | 1.7 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 52.1 | 32.5 | 14.4 | 44.7 | 17.7 | 0.0 | 45.1 | 46.2 | 0.0 | 42.4 | 37.3 | 0.0 |
| LnGrp LOS | D | C | B | D | B | | D | D | | D | D | |
| Approach Vol, veh/h | | 1749 | | | 903 | | | 220 | | | 208 | |
| Approach Delay, s/veh | | 33.2 | | | 24.4 | | | 45.9 | | | 41.3 | |
| Approach LOS | | C | | | C | | | D | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 14.2 | 48.9 | 13.9 | 16.0 | 15.4 | 47.7 | 12.6 | 17.3 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 14.0 | 44.0 | 19.0 | 19.0 | 14.0 | 44.0 | 19.0 | 19.0 |
| Max Q Clear Time (g_c+I1), s | 7.9 | 39.2 | 6.2 | 9.4 | 9.5 | 14.1 | 5.4 | 4.1 |
| Green Ext Time (p_c), s | 0.4 | 3.7 | 0.4 | 0.5 | 0.1 | 4.5 | 0.1 | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 32.1 |
| HCM 7th LOS | C |

**Notes**

Unsignalized Delay for [NBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 59 | 347 | 40 | 108 | 324 | 39 | 61 | 99 | 85 | 54 | 199 | 74 |
| Future Volume (veh/h) | 59 | 347 | 40 | 108 | 324 | 39 | 61 | 99 | 85 | 54 | 199 | 74 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 64 | 377 | 43 | 117 | 352 | 0 | 66 | 108 | 92 | 59 | 216 | 80 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 500 | 748 | 85 | 446 | 849 | | 157 | 186 | 127 | 167 | 419 | 434 |
| Arrive On Green | 0.45 | 0.45 | 0.45 | 0.45 | 0.45 | 0.00 | 0.27 | 0.27 | 0.27 | 0.27 | 0.27 | 0.27 |
| Sat Flow, veh/h | 1029 | 1648 | 188 | 967 | 1870 | 1585 | 200 | 680 | 465 | 249 | 1532 | 1585 |
| Grp Volume(v), veh/h | 64 | 0 | 420 | 117 | 352 | 0 | 266 | 0 | 0 | 275 | 0 | 80 |
| Grp Sat Flow(s),veh/h/ln | 1029 | 0 | 1837 | 967 | 1870 | 1585 | 1346 | 0 | 0 | 1781 | 0 | 1585 |
| Q Serve(g_s), s | 2.0 | 0.0 | 7.1 | 4.3 | 5.6 | 0.0 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 |
| Cycle Q Clear(g_c), s | 7.5 | 0.0 | 7.1 | 11.4 | 5.6 | 0.0 | 8.4 | 0.0 | 0.0 | 5.6 | 0.0 | 1.7 |
| Prop In Lane | 1.00 | | 0.10 | 1.00 | | 1.00 | 0.25 | | 0.35 | 0.21 | | 1.00 |
| Lane Grp Cap(c), veh/h | 500 | 0 | 834 | 446 | 849 | | 470 | 0 | 0 | 587 | 0 | 434 |
| V/C Ratio(X) | 0.13 | 0.00 | 0.50 | 0.26 | 0.41 | | 0.57 | 0.00 | 0.00 | 0.47 | 0.00 | 0.18 |
| Avail Cap(c_a), veh/h | 1061 | 0 | 1834 | 972 | 1868 | | 1220 | 0 | 0 | 1415 | 0 | 1223 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 10.6 | 0.0 | 8.5 | 12.6 | 8.1 | 0.0 | 14.4 | 0.0 | 0.0 | 13.6 | 0.0 | 12.2 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 0.5 | 0.3 | 0.3 | 0.0 | 1.1 | 0.0 | 0.0 | 0.6 | 0.0 | 0.2 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 0.6 | 0.0 | 3.5 | 1.3 | 2.8 | 0.0 | 3.8 | 0.0 | 0.0 | 3.5 | 0.0 | 0.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 10.7 | 0.0 | 9.0 | 12.9 | 8.4 | 0.0 | 15.5 | 0.0 | 0.0 | 14.2 | 0.0 | 12.4 |
| LnGrp LOS | B | | A | B | A | | B | | | B | | B |
| Approach Vol, veh/h | | 484 | | | 469 | | | 266 | | | 355 | |
| Approach Delay, s/veh | | 9.2 | | | 9.5 | | | 15.5 | | | 13.8 | |
| Approach LOS | | A | | | A | | | B | | | B | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 26.0 | 18.1 | 26.0 | 18.1 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 44.0 | 34.0 | 44.0 | 34.0 |
| Max Q Clear Time (g_c+I1), s | 9.5 | 10.4 | 13.4 | 7.6 |
| Green Ext Time (p_c), s | 2.9 | 1.6 | 2.7 | 1.9 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 11.4 |
| HCM 7th LOS | B |

**Notes**

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 108 | 342 | 25 | 132 | 462 | 117 | 33 | 124 | 61 | 103 | 135 | 67 |
| Future Volume (veh/h) | 108 | 342 | 25 | 132 | 462 | 117 | 33 | 124 | 61 | 103 | 135 | 67 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 117 | 372 | 27 | 143 | 502 | 0 | 36 | 135 | 66 | 112 | 147 | 40 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 341 | 543 | 39 | 411 | 597 | | 347 | 177 | 86 | 323 | 357 | 303 |
| Arrive On Green | 0.10 | 0.32 | 0.32 | 0.10 | 0.32 | 0.00 | 0.06 | 0.15 | 0.15 | 0.10 | 0.19 | 0.19 |
| Sat Flow, veh/h | 1781 | 1723 | 125 | 1781 | 1870 | 1585 | 1781 | 1186 | 580 | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h | 117 | 0 | 399 | 143 | 502 | 0 | 36 | 0 | 201 | 112 | 147 | 40 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1848 | 1781 | 1870 | 1585 | 1781 | 0 | 1766 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s | 3.0 | 0.0 | 13.6 | 3.7 | 18.0 | 0.0 | 1.2 | 0.0 | 7.9 | 3.6 | 5.0 | 1.5 |
| Cycle Q Clear(g_c), s | 3.0 | 0.0 | 13.6 | 3.7 | 18.0 | 0.0 | 1.2 | 0.0 | 7.9 | 3.6 | 5.0 | 1.5 |
| Prop In Lane | 1.00 | | 0.07 | 1.00 | | 1.00 | 1.00 | | 0.33 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 341 | 0 | 582 | 411 | 597 | | 347 | 0 | 263 | 323 | 357 | 303 |
| V/C Ratio(X) | 0.34 | 0.00 | 0.69 | 0.35 | 0.84 | | 0.10 | 0.00 | 0.76 | 0.35 | 0.41 | 0.13 |
| Avail Cap(c_a), veh/h | 508 | 0 | 1126 | 570 | 1139 | | 591 | 0 | 587 | 492 | 622 | 527 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 15.7 | 0.0 | 21.6 | 14.7 | 22.9 | 0.0 | 23.3 | 0.0 | 29.5 | 22.3 | 25.6 | 24.2 |
| Incr Delay (d2), s/veh | 0.6 | 0.0 | 1.4 | 0.5 | 3.3 | 0.0 | 0.1 | 0.0 | 4.6 | 0.6 | 0.8 | 0.2 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 2.0 | 0.0 | 9.4 | 2.4 | 12.1 | 0.0 | 0.9 | 0.0 | 6.3 | 2.7 | 3.9 | 1.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 16.3 | 0.0 | 23.0 | 15.2 | 26.1 | 0.0 | 23.4 | 0.0 | 34.1 | 22.9 | 26.4 | 24.4 |
| LnGrp LOS | B | | C | B | C | | C | | C | C | C | C |
| Approach Vol, veh/h | | 516 | | | 645 | | | 237 | | | 299 | |
| Approach Delay, s/veh | | 21.5 | | | 23.7 | | | 32.5 | | | 24.8 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 13.5 | 28.8 | 13.2 | 16.8 | 13.2 | 29.1 | 10.1 | 19.8 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 14.0 | 44.0 | 14.0 | 24.0 | 14.0 | 44.0 | 14.0 | 24.0 |
| Max Q Clear Time (g_c+I1), s | 5.7 | 15.6 | 5.6 | 9.9 | 5.0 | 20.0 | 3.2 | 7.0 |
| Green Ext Time (p_c), s | 0.2 | 2.4 | 0.1 | 0.9 | 0.2 | 3.0 | 0.0 | 0.7 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 24.5 |
| HCM 7th LOS | C |

**Notes**

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 1 | 197 | 1 | 2 | 305 |
| Future Vol, veh/h | 1 | 1 | 197 | 1 | 2 | 305 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 1 | 214 | 1 | 2 | 332 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 550 | 214 | 0 | 0 | 215 | 0 |
| Stage 1 | 214 | - | - | - | - | - |
| Stage 2 | 336 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 496 | 826 | - | - | 1355 | - |
| Stage 1 | 822 | - | - | - | - | - |
| Stage 2 | 724 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 495 | 826 | - | - | 1355 | - |
| Mov Cap-2 Maneuver | 495 | - | - | - | - | - |
| Stage 1 | 822 | - | - | - | - | - |
| Stage 2 | 723 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 10.84 | 0 | 0.05 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 619 | 12 | - |
| HCM Lane V/C Ratio | - | - | 0.004 | 0.002 | - |
| HCM Control Delay (s/veh) | - | - | 10.8 | 7.7 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 197 | 0 | 9 | 307 |
| Future Vol, veh/h | 0 | 0 | 197 | 0 | 9 | 307 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | 170 | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 214 | 0 | 10 | 334 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 567 | 214 | 0 | 0 | 214 | 0 |
| Stage 1 | 214 | - | - | - | - | - |
| Stage 2 | 353 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 485 | 826 | - | - | 1356 | - |
| Stage 1 | 822 | - | - | - | - | - |
| Stage 2 | 711 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 480 | 826 | - | - | 1356 | - |
| Mov Cap-2 Maneuver | 480 | - | - | - | - | - |
| Stage 1 | 822 | - | - | - | - | - |
| Stage 2 | 705 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 0 | 0 | 0.22 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 51 | - |
| HCM Lane V/C Ratio | - | - | - | 0.007 | - |
| HCM Control Delay (s/veh) | - | - | 0 | 7.7 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 0 | 7 | 390 | 312 | 19 |
| Future Vol, veh/h | 3 | 0 | 7 | 390 | 312 | 19 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 60 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 3 | 0 | 8 | 424 | 339 | 21 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 577 | 180 | 360 | 0 | - | 0 |
| Stage 1 | 349 | - | - | - | - | - |
| Stage 2 | 227 | - | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | 4.14 | - | - | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | 2.22 | - | - | - |
| Pot Cap-1 Maneuver | 447 | 832 | 1195 | - | - | - |
| Stage 1 | 685 | - | - | - | - | - |
| Stage 2 | 789 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 444 | 832 | 1195 | - | - | - |
| Mov Cap-2 Maneuver | 444 | - | - | - | - | - |
| Stage 1 | 681 | - | - | - | - | - |
| Stage 2 | 789 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 13.16 | 0.14 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1195 | - | 444 | - | - |
| HCM Lane V/C Ratio | 0.006 | - | 0.007 | - | - |
| HCM Control Delay (s/veh) | 8 | - | 13.2 | - | - |
| HCM Lane LOS | A | - | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 40 | 932 | 154 | 41 | 1476 | 38 | 225 | 69 | 50 | 206 | 134 | 183 |
| Future Volume (veh/h) | 40 | 932 | 154 | 41 | 1476 | 38 | 225 | 69 | 50 | 206 | 134 | 183 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 43 | 1013 | 113 | 45 | 1604 | 41 | 245 | 75 | 0 | 224 | 146 | 177 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 188 | 1609 | 179 | 299 | 1772 | 45 | 314 | 177 | | 372 | 249 | 211 |
| Arrive On Green | 0.05 | 0.50 | 0.50 | 0.05 | 0.50 | 0.50 | 0.09 | 0.09 | 0.00 | 0.13 | 0.13 | 0.13 |
| Sat Flow, veh/h | 1781 | 3223 | 359 | 1781 | 3541 | 90 | 3456 | 1870 | 1585 | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h | 43 | 558 | 568 | 45 | 803 | 842 | 245 | 75 | 0 | 224 | 146 | 177 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1806 | 1781 | 1777 | 1854 | 1728 | 1870 | 1585 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s | 1.2 | 24.8 | 24.8 | 1.3 | 44.6 | 44.9 | 7.5 | 4.1 | 0.0 | 12.0 | 7.9 | 11.8 |
| Cycle Q Clear(g_c), s | 1.2 | 24.8 | 24.8 | 1.3 | 44.6 | 44.9 | 7.5 | 4.1 | 0.0 | 12.0 | 7.9 | 11.8 |
| Prop In Lane | 1.00 | | 0.20 | 1.00 | | 0.05 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 188 | 887 | 901 | 299 | 889 | 928 | 314 | 177 | | 372 | 249 | 211 |
| V/C Ratio(X) | 0.23 | 0.63 | 0.63 | 0.15 | 0.90 | 0.91 | 0.78 | 0.42 | | 0.60 | 0.59 | 0.84 |
| Avail Cap(c_a), veh/h | 241 | 887 | 901 | 350 | 889 | 928 | 447 | 329 | | 372 | 329 | 278 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 21.9 | 19.8 | 19.8 | 14.2 | 24.6 | 24.7 | 48.1 | 46.2 | 0.0 | 37.2 | 44.1 | 45.7 |
| Incr Delay (d2), s/veh | 0.6 | 3.4 | 3.3 | 0.2 | 12.5 | 12.5 | 5.6 | 1.6 | 0.0 | 2.7 | 2.2 | 15.6 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 0.9 | 15.4 | 15.6 | 0.8 | 27.2 | 28.4 | 6.2 | 3.5 | 0.0 | 9.3 | 6.8 | 9.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 22.5 | 23.2 | 23.1 | 14.4 | 37.1 | 37.2 | 53.7 | 47.8 | 0.0 | 39.9 | 46.3 | 61.3 |
| LnGrp LOS | C | C | C | B | D | D | D | D | | D | D | E |
| Approach Vol, veh/h | | 1169 | | | 1690 | | | 320 | | | 547 | |
| Approach Delay, s/veh | | 23.1 | | | 36.5 | | | 52.3 | | | 48.5 | |
| Approach LOS | | C | | | D | | | D | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 11.9 | 60.0 | 20.0 | 16.2 | 11.8 | 60.1 | 15.8 | 20.4 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 9.0 | 54.0 | 14.0 | 19.0 | 9.0 | 54.0 | 14.0 | 19.0 |
| Max Q Clear Time (g_c+I1), s | 3.3 | 26.8 | 14.0 | 6.1 | 3.2 | 46.9 | 9.5 | 13.8 |
| Green Ext Time (p_c), s | 0.0 | 7.6 | 0.0 | 0.2 | 0.0 | 5.2 | 0.3 | 0.6 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 35.4 |
| HCM 7th LOS | D |

**Notes**

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 11 | 1111 | 95 | 144 | 1390 | 179 | 165 | 46 | 153 | 516 | 127 | 55 |
| Future Volume (veh/h) | 11 | 1111 | 95 | 144 | 1390 | 179 | 165 | 46 | 153 | 516 | 127 | 55 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 12 | 1208 | 38 | 157 | 1511 | 0 | 179 | 50 | 0 | 561 | 138 | 0 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 40 | 1397 | 623 | 276 | 1600 | | 214 | 190 | | 630 | 306 | |
| Arrive On Green | 0.02 | 0.39 | 0.39 | 0.08 | 0.45 | 0.00 | 0.12 | 0.10 | 0.00 | 0.18 | 0.16 | 0.00 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 3456 | 3554 | 1585 | 1781 | 1870 | 2790 | 3456 | 1870 | 1585 |
| Grp Volume(v), veh/h | 12 | 1208 | 38 | 157 | 1511 | 0 | 179 | 50 | 0 | 561 | 138 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1728 | 1777 | 1585 | 1781 | 1870 | 1395 | 1728 | 1870 | 1585 |
| Q Serve(g_s), s | 0.7 | 30.8 | 1.5 | 4.3 | 40.1 | 0.0 | 9.7 | 2.4 | 0.0 | 15.6 | 6.6 | 0.0 |
| Cycle Q Clear(g_c), s | 0.7 | 30.8 | 1.5 | 4.3 | 40.1 | 0.0 | 9.7 | 2.4 | 0.0 | 15.6 | 6.6 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 40 | 1397 | 623 | 276 | 1600 | | 214 | 190 | | 630 | 306 | |
| V/C Ratio(X) | 0.30 | 0.86 | 0.06 | 0.57 | 0.94 | | 0.84 | 0.26 | | 0.89 | 0.45 | |
| Avail Cap(c_a), veh/h | 253 | 1585 | 707 | 491 | 1600 | | 343 | 360 | | 666 | 360 | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 47.4 | 27.5 | 18.6 | 43.7 | 25.9 | 0.0 | 42.4 | 40.9 | 0.0 | 39.4 | 37.3 | 0.0 |
| Incr Delay (d2), s/veh | 4.0 | 4.8 | 0.0 | 1.8 | 11.8 | 0.0 | 9.4 | 0.7 | 0.0 | 13.7 | 1.0 | 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(95%),veh/ln | 0.6 | 18.8 | 1.0 | 3.3 | 24.6 | 0.0 | 8.3 | 2.1 | 0.0 | 12.2 | 5.5 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 51.4 | 32.3 | 18.7 | 45.6 | 37.8 | 0.0 | 51.9 | 41.7 | 0.0 | 53.1 | 38.3 | 0.0 |
| LnGrp LOS | D | C | B | D | D | | D | D | | D | D | |
| Approach Vol, veh/h | | 1258 | | | 1668 | | | 229 | | | 699 | |
| Approach Delay, s/veh | | 32.1 | | | 38.5 | | | 49.6 | | | 50.2 | |
| Approach LOS | | C | | | D | | | D | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 18.9 | 44.8 | 24.0 | 16.0 | 8.2 | 50.4 | 17.9 | 22.1 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 14.0 | 44.0 | 19.0 | 19.0 | 14.0 | 44.0 | 19.0 | 19.0 |
| Max Q Clear Time (g_c+I1), s | 6.3 | 32.8 | 17.6 | 4.4 | 2.7 | 42.1 | 11.7 | 8.6 |
| Green Ext Time (p_c), s | 0.3 | 5.9 | 0.3 | 0.1 | 0.0 | 1.5 | 0.3 | 0.4 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 39.2 |
| HCM 7th LOS | D |

**Notes**

Unsignalized Delay for [NBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 66 | 326 | 55 | 336 | 440 | 109 | 42 | 204 | 62 | 32 | 251 | 87 |
| Future Volume (veh/h) | 66 | 326 | 55 | 336 | 440 | 109 | 42 | 204 | 62 | 32 | 251 | 87 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 72 | 354 | 60 | 365 | 478 | 0 | 46 | 222 | 67 | 35 | 273 | 95 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 469 | 876 | 148 | 513 | 1051 | | 83 | 286 | 79 | 83 | 461 | 451 |
| Arrive On Green | 0.56 | 0.56 | 0.56 | 0.56 | 0.56 | 0.00 | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 |
| Sat Flow, veh/h | 916 | 1559 | 264 | 972 | 1870 | 1585 | 108 | 1003 | 278 | 113 | 1620 | 1585 |
| Grp Volume(v), veh/h | 72 | 0 | 414 | 365 | 478 | 0 | 335 | 0 | 0 | 308 | 0 | 95 |
| Grp Sat Flow(s),veh/h/ln | 916 | 0 | 1823 | 972 | 1870 | 1585 | 1389 | 0 | 0 | 1733 | 0 | 1585 |
| Q Serve(g_s), s | 3.9 | 0.0 | 10.1 | 26.7 | 11.8 | 0.0 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 |
| Cycle Q Clear(g_c), s | 15.7 | 0.0 | 10.1 | 36.7 | 11.8 | 0.0 | 18.6 | 0.0 | 0.0 | 11.5 | 0.0 | 3.6 |
| Prop In Lane | 1.00 | | 0.14 | 1.00 | | 1.00 | 0.14 | | 0.20 | 0.11 | | 1.00 |
| Lane Grp Cap(c), veh/h | 469 | 0 | 1024 | 513 | 1051 | | 448 | 0 | 0 | 545 | 0 | 451 |
| V/C Ratio(X) | 0.15 | 0.00 | 0.40 | 0.71 | 0.45 | | 0.75 | 0.00 | 0.00 | 0.57 | 0.00 | 0.21 |
| Avail Cap(c_a), veh/h | 469 | 0 | 1024 | 513 | 1051 | | 691 | 0 | 0 | 803 | 0 | 688 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 14.7 | 0.0 | 9.7 | 20.1 | 10.1 | 0.0 | 26.4 | 0.0 | 0.0 | 24.0 | 0.0 | 21.3 |
| Incr Delay (d2), s/veh | 0.7 | 0.0 | 1.2 | 4.6 | 0.3 | 0.0 | 2.5 | 0.0 | 0.0 | 0.9 | 0.0 | 0.2 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 1.5 | 0.0 | 6.6 | 9.9 | 7.3 | 0.0 | 9.9 | 0.0 | 0.0 | 8.3 | 0.0 | 2.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 15.4 | 0.0 | 10.9 | 24.7 | 10.4 | 0.0 | 28.9 | 0.0 | 0.0 | 24.9 | 0.0 | 21.5 |
| LnGrp LOS | B | | B | C | B | | C | | | C | | C |
| Approach Vol, veh/h | | 486 | | | 843 | | | 335 | | | 403 | |
| Approach Delay, s/veh | | 11.6 | | | 16.6 | | | 28.9 | | | 24.1 | |
| Approach LOS | | B | | | B | | | C | | | C | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 50.0 | 28.3 | 50.0 | 28.3 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 44.0 | 34.0 | 44.0 | 34.0 |
| Max Q Clear Time (g_c+I1), s | 17.7 | 20.6 | 38.7 | 13.5 |
| Green Ext Time (p_c), s | 2.9 | 1.7 | 2.2 | 2.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 18.9 |
| HCM 7th LOS | B |

**Notes**

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 92 | 396 | 20 | 79 | 609 | 214 | 98 | 176 | 108 | 180 | 87 | 104 |
| Future Volume (veh/h) | 92 | 396 | 20 | 79 | 609 | 214 | 98 | 176 | 108 | 180 | 87 | 104 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 100 | 430 | 22 | 86 | 662 | 0 | 107 | 191 | 117 | 196 | 95 | 80 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 239 | 563 | 29 | 411 | 717 | | 433 | 215 | 132 | 291 | 430 | 364 |
| Arrive On Green | 0.07 | 0.32 | 0.32 | 0.14 | 0.38 | 0.00 | 0.08 | 0.20 | 0.20 | 0.11 | 0.23 | 0.23 |
| Sat Flow, veh/h | 1781 | 1764 | 90 | 1781 | 1870 | 1585 | 1781 | 1086 | 665 | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h | 100 | 0 | 452 | 86 | 662 | 0 | 107 | 0 | 308 | 196 | 95 | 80 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1854 | 1781 | 1870 | 1585 | 1781 | 0 | 1751 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s | 3.6 | 0.0 | 22.2 | 2.7 | 34.2 | 0.0 | 4.7 | 0.0 | 17.3 | 8.7 | 4.2 | 4.1 |
| Cycle Q Clear(g_c), s | 3.6 | 0.0 | 22.2 | 2.7 | 34.2 | 0.0 | 4.7 | 0.0 | 17.3 | 8.7 | 4.2 | 4.1 |
| Prop In Lane | 1.00 | | 0.05 | 1.00 | | 1.00 | 1.00 | | 0.38 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 239 | 0 | 591 | 411 | 717 | | 433 | 0 | 347 | 291 | 430 | 364 |
| V/C Ratio(X) | 0.42 | 0.00 | 0.76 | 0.21 | 0.92 | | 0.25 | 0.00 | 0.89 | 0.67 | 0.22 | 0.22 |
| Avail Cap(c_a), veh/h | 353 | 0 | 807 | 411 | 814 | | 546 | 0 | 416 | 347 | 444 | 376 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 24.1 | 0.0 | 31.0 | 17.7 | 29.8 | 0.0 | 28.4 | 0.0 | 39.4 | 29.2 | 31.6 | 31.6 |
| Incr Delay (d2), s/veh | 1.2 | 0.0 | 3.0 | 1.2 | 15.0 | 0.0 | 0.3 | 0.0 | 18.0 | 4.0 | 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(95%),veh/ln | 2.7 | 0.0 | 15.1 | 2.1 | 24.1 | 0.0 | 3.6 | 0.0 | 13.9 | 7.1 | 3.4 | 2.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 25.2 | 0.0 | 34.0 | 18.8 | 44.8 | 0.0 | 28.7 | 0.0 | 57.4 | 33.2 | 31.8 | 31.9 |
| LnGrp LOS | C | | C | B | D | | C | | E | C | C | C |
| Approach Vol, veh/h | | 552 | | | 748 | | | 415 | | | 371 | |
| Approach Delay, s/veh | | 32.4 | | | 41.8 | | | 50.0 | | | 32.6 | |
| Approach LOS | | C | | | D | | | D | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 20.0 | 38.2 | 16.8 | 26.0 | 13.5 | 44.7 | 13.6 | 29.2 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 14.0 | 44.0 | 14.0 | 24.0 | 14.0 | 44.0 | 14.0 | 24.0 |
| Max Q Clear Time (g_c+I1), s | 4.7 | 24.2 | 10.7 | 19.3 | 5.6 | 36.2 | 6.7 | 6.2 |
| Green Ext Time (p_c), s | 0.1 | 2.5 | 0.2 | 0.7 | 0.1 | 2.6 | 0.1 | 0.6 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 39.3 |
| HCM 7th LOS | D |

**Notes**

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 2 | 348 | 3 | 5 | 386 |
| Future Vol, veh/h | 0 | 2 | 348 | 3 | 5 | 386 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 2 | 378 | 3 | 5 | 420 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 809 | 378 | 0 | 0 | 382 | 0 |
| Stage 1 | 378 | - | - | - | - | - |
| Stage 2 | 430 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 350 | 668 | - | - | 1177 | - |
| Stage 1 | 693 | - | - | - | - | - |
| Stage 2 | 656 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 348 | 668 | - | - | 1177 | - |
| Mov Cap-2 Maneuver | 348 | - | - | - | - | - |
| Stage 1 | 693 | - | - | - | - | - |
| Stage 2 | 652 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 10.4 | 0 | 0.1 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 668 | 23 | - |
| HCM Lane V/C Ratio | - | - | 0.003 | 0.005 | - |
| HCM Control Delay (s/veh) | - | - | 10.4 | 8.1 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 2 | 349 | 1 | 3 | 392 |
| Future Vol, veh/h | 0 | 2 | 349 | 1 | 3 | 392 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | 170 | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 2 | 379 | 1 | 3 | 426 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 812 | 379 | 0 | 0 | 380 | 0 |
| Stage 1 | 379 | - | - | - | - | - |
| Stage 2 | 433 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 348 | 668 | - | - | 1178 | - |
| Stage 1 | 692 | - | - | - | - | - |
| Stage 2 | 654 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 347 | 668 | - | - | 1178 | - |
| Mov Cap-2 Maneuver | 347 | - | - | - | - | - |
| Stage 1 | 692 | - | - | - | - | - |
| Stage 2 | 652 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 10.41 | 0 | 0.06 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 668 | 14 | - |
| HCM Lane V/C Ratio | - | - | 0.003 | 0.003 | - |
| HCM Control Delay (s/veh) | - | - | 10.4 | 8.1 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 3 | 10 | 424 | 335 | 12 |
| Future Vol, veh/h | 0 | 3 | 10 | 424 | 335 | 12 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 60 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 3 | 11 | 461 | 364 | 13 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 623 | 189 | 377 | 0 | - | 0 |
| Stage 1 | 371 | - | - | - | - | - |
| Stage 2 | 252 | - | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | 4.14 | - | - | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | 2.22 | - | - | - |
| Pot Cap-1 Maneuver | 418 | 821 | 1178 | - | - | - |
| Stage 1 | 668 | - | - | - | - | - |
| Stage 2 | 767 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 414 | 821 | 1178 | - | - | - |
| Mov Cap-2 Maneuver | 414 | - | - | - | - | - |
| Stage 1 | 662 | - | - | - | - | - |
| Stage 2 | 767 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 9.4 | 0.19 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1178 | - | 821 | - | - |
| HCM Lane V/C Ratio | 0.009 | - | 0.004 | - | - |
| HCM Control Delay (s/veh) | 8.1 | - | 9.4 | - | - |
| HCM Lane LOS | A | - | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 30 | 1140 | 100 | 91 | 1073 | 22 | 78 | 23 | 54 | 34 | 20 | 32 |
| Future Volume (veh/h) | 30 | 1140 | 100 | 91 | 1073 | 22 | 78 | 23 | 54 | 34 | 20 | 32 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 33 | 1239 | 55 | 99 | 1166 | 24 | 85 | 25 | 0 | 37 | 22 | 13 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 314 | 1832 | 81 | 315 | 1975 | 41 | 246 | 210 | | 288 | 171 | 145 |
| Arrive On Green | 0.05 | 0.53 | 0.53 | 0.07 | 0.55 | 0.55 | 0.07 | 0.11 | 0.00 | 0.05 | 0.09 | 0.09 |
| Sat Flow, veh/h | 1781 | 3466 | 154 | 1781 | 3561 | 73 | 3456 | 1870 | 1585 | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h | 33 | 635 | 659 | 99 | 582 | 608 | 85 | 25 | 0 | 37 | 22 | 13 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1843 | 1781 | 1777 | 1857 | 1728 | 1870 | 1585 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s | 0.8 | 26.8 | 26.8 | 2.4 | 22.2 | 22.2 | 2.4 | 1.2 | 0.0 | 1.9 | 1.1 | 0.8 |
| Cycle Q Clear(g_c), s | 0.8 | 26.8 | 26.8 | 2.4 | 22.2 | 22.2 | 2.4 | 1.2 | 0.0 | 1.9 | 1.1 | 0.8 |
| Prop In Lane | 1.00 | | 0.08 | 1.00 | | 0.04 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 314 | 939 | 974 | 315 | 985 | 1030 | 246 | 210 | | 288 | 171 | 145 |
| V/C Ratio(X) | 0.11 | 0.68 | 0.68 | 0.31 | 0.59 | 0.59 | 0.35 | 0.12 | | 0.13 | 0.13 | 0.09 |
| Avail Cap(c_a), veh/h | 386 | 939 | 974 | 341 | 985 | 1030 | 474 | 348 | | 442 | 348 | 295 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 11.4 | 17.7 | 17.7 | 13.2 | 15.1 | 15.1 | 45.2 | 40.8 | 0.0 | 38.4 | 42.7 | 42.5 |
| Incr Delay (d2), s/veh | 0.1 | 3.9 | 3.8 | 0.6 | 0.9 | 0.9 | 0.8 | 0.3 | 0.0 | 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(95%),veh/ln | 0.5 | 16.1 | 16.6 | 1.5 | 12.8 | 13.2 | 1.9 | 1.0 | 0.0 | 1.5 | 0.9 | 0.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 11.5 | 21.6 | 21.5 | 13.7 | 16.0 | 16.0 | 46.0 | 41.1 | 0.0 | 38.6 | 43.0 | 42.8 |
| LnGrp LOS | B | C | C | B | B | B | D | D | | D | D | D |
| Approach Vol, veh/h | | 1327 | | | 1289 | | | 110 | | | 72 | |
| Approach Delay, s/veh | | 21.3 | | | 15.8 | | | 44.9 | | | 40.7 | |
| Approach LOS | | C | | | B | | | D | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 13.5 | 60.0 | 11.2 | 17.4 | 10.9 | 62.7 | 13.3 | 15.4 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 9.0 | 54.0 | 14.0 | 19.0 | 9.0 | 54.0 | 14.0 | 19.0 |
| Max Q Clear Time (g_c+I1), s | 4.4 | 28.8 | 3.9 | 3.2 | 2.8 | 24.2 | 4.4 | 3.1 |
| Green Ext Time (p_c), s | 0.1 | 9.0 | 0.0 | 0.0 | 0.0 | 8.4 | 0.1 | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 20.2 |
| HCM 7th LOS | C |

**Notes**

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 6 | 1169 | 93 | 74 | 1121 | 66 | 74 | 11 | 64 | 56 | 12 | 19 |
| Future Volume (veh/h) | 6 | 1169 | 93 | 74 | 1121 | 66 | 74 | 11 | 64 | 56 | 12 | 19 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 7 | 1271 | 36 | 80 | 1218 | 0 | 80 | 12 | 0 | 61 | 13 | 0 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 26 | 1550 | 691 | 284 | 1790 | | 146 | 213 | | 254 | 197 | |
| Arrive On Green | 0.01 | 0.44 | 0.44 | 0.08 | 0.50 | 0.00 | 0.08 | 0.11 | 0.00 | 0.07 | 0.11 | 0.00 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 3456 | 3554 | 1585 | 1781 | 1870 | 2790 | 3456 | 1870 | 1585 |
| Grp Volume(v), veh/h | 7 | 1271 | 36 | 80 | 1218 | 0 | 80 | 12 | 0 | 61 | 13 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1728 | 1777 | 1585 | 1781 | 1870 | 1395 | 1728 | 1870 | 1585 |
| Q Serve(g_s), s | 0.3 | 25.6 | 1.1 | 1.8 | 21.1 | 0.0 | 3.5 | 0.5 | 0.0 | 1.4 | 0.5 | 0.0 |
| Cycle Q Clear(g_c), s | 0.3 | 25.6 | 1.1 | 1.8 | 21.1 | 0.0 | 3.5 | 0.5 | 0.0 | 1.4 | 0.5 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 26 | 1550 | 691 | 284 | 1790 | | 146 | 213 | | 254 | 197 | |
| V/C Ratio(X) | 0.27 | 0.82 | 0.05 | 0.28 | 0.68 | | 0.55 | 0.06 | | 0.24 | 0.07 | |
| Avail Cap(c_a), veh/h | 306 | 1919 | 856 | 594 | 1919 | | 415 | 436 | | 806 | 436 | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 39.7 | 20.2 | 13.3 | 35.1 | 15.3 | 0.0 | 35.9 | 32.2 | 0.0 | 35.6 | 32.9 | 0.0 |
| Incr Delay (d2), s/veh | 5.6 | 2.4 | 0.0 | 0.5 | 0.9 | 0.0 | 3.2 | 0.1 | 0.0 | 0.5 | 0.1 | 0.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 0.3 | 14.7 | 0.6 | 1.3 | 11.8 | 0.0 | 2.9 | 0.4 | 0.0 | 1.0 | 0.4 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 45.3 | 22.6 | 13.3 | 35.7 | 16.2 | 0.0 | 39.1 | 32.3 | 0.0 | 36.1 | 33.0 | 0.0 |
| LnGrp LOS | D | C | B | D | B | | D | C | | D | C | |
| Approach Vol, veh/h | | 1314 | | | 1298 | | | 92 | | | 74 | |
| Approach Delay, s/veh | | 22.5 | | | 17.4 | | | 38.2 | | | 35.5 | |
| Approach LOS | | C | | | B | | | D | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 8.7 | 41.5 | 12.0 | 15.3 | 7.2 | 47.1 | 12.7 | 14.6 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 14.0 | 44.0 | 19.0 | 19.0 | 14.0 | 44.0 | 19.0 | 19.0 |
| Max Q Clear Time (g_c+I1), s | 3.8 | 27.6 | 3.4 | 2.5 | 2.3 | 23.1 | 5.5 | 2.5 |
| Green Ext Time (p_c), s | 0.1 | 8.0 | 0.1 | 0.0 | 0.0 | 8.5 | 0.1 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 21.0 |
| HCM 7th LOS | C |

**Notes**

Unsignalized Delay for [NBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 42 | 252 | 17 | 39 | 309 | 49 | 8 | 102 | 50 | 31 | 108 | 48 |
| Future Volume (veh/h) | 42 | 252 | 17 | 39 | 309 | 49 | 8 | 102 | 50 | 31 | 108 | 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 46 | 274 | 18 | 42 | 336 | 0 | 9 | 111 | 54 | 34 | 117 | 52 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 729 | 1157 | 76 | 766 | 1247 | | 63 | 177 | 82 | 107 | 231 | 240 |
| Arrive On Green | 0.67 | 0.67 | 0.67 | 0.67 | 0.67 | 0.00 | 0.15 | 0.15 | 0.15 | 0.15 | 0.15 | 0.15 |
| Sat Flow, veh/h | 1044 | 1736 | 114 | 1087 | 1870 | 1585 | 39 | 1168 | 544 | 262 | 1525 | 1585 |
| Grp Volume(v), veh/h | 46 | 0 | 292 | 42 | 336 | 0 | 174 | 0 | 0 | 151 | 0 | 52 |
| Grp Sat Flow(s),veh/h/ln | 1044 | 0 | 1850 | 1087 | 1870 | 1585 | 1751 | 0 | 0 | 1787 | 0 | 1585 |
| Q Serve(g_s), s | 1.2 | 0.0 | 4.1 | 1.0 | 4.8 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 1.9 |
| Cycle Q Clear(g_c), s | 6.1 | 0.0 | 4.1 | 5.2 | 4.8 | 0.0 | 6.1 | 0.0 | 0.0 | 4.9 | 0.0 | 1.9 |
| Prop In Lane | 1.00 | | 0.06 | 1.00 | | 1.00 | 0.05 | | 0.31 | 0.23 | | 1.00 |
| Lane Grp Cap(c), veh/h | 729 | 0 | 1233 | 766 | 1247 | | 323 | 0 | 0 | 337 | 0 | 240 |
| V/C Ratio(X) | 0.06 | 0.00 | 0.24 | 0.05 | 0.27 | | 0.54 | 0.00 | 0.00 | 0.45 | 0.00 | 0.22 |
| Avail Cap(c_a), veh/h | 729 | 0 | 1233 | 766 | 1247 | | 950 | 0 | 0 | 945 | 0 | 817 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 5.7 | 0.0 | 4.4 | 5.4 | 4.5 | 0.0 | 26.3 | 0.0 | 0.0 | 25.9 | 0.0 | 24.6 |
| Incr Delay (d2), s/veh | 0.2 | 0.0 | 0.5 | 0.0 | 0.1 | 0.0 | 1.4 | 0.0 | 0.0 | 0.9 | 0.0 | 0.4 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 0.4 | 0.0 | 2.0 | 0.3 | 2.1 | 0.0 | 4.5 | 0.0 | 0.0 | 3.8 | 0.0 | 1.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 5.9 | 0.0 | 4.8 | 5.4 | 4.6 | 0.0 | 27.8 | 0.0 | 0.0 | 26.8 | 0.0 | 25.0 |
| LnGrp LOS | A | | A | A | A | | C | | | C | | C |
| Approach Vol, veh/h | | 338 | | | 378 | | | 174 | | | 203 | |
| Approach Delay, s/veh | | 4.9 | | | 4.7 | | | 27.8 | | | 26.3 | |
| Approach LOS | | A | | | A | | | C | | | C | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 50.0 | 16.0 | 50.0 | 16.0 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 44.0 | 34.0 | 44.0 | 34.0 |
| Max Q Clear Time (g_c+I1), s | 8.1 | 8.1 | 7.2 | 6.9 |
| Green Ext Time (p_c), s | 1.9 | 0.9 | 2.2 | 1.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 12.5 |
| HCM 7th LOS | B |

**Notes**

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 50 | 343 | 25 | 58 | 320 | 113 | 11 | 33 | 57 | 98 | 32 | 28 |
| Future Volume (veh/h) | 50 | 343 | 25 | 58 | 320 | 113 | 11 | 33 | 57 | 98 | 32 | 28 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 54 | 373 | 27 | 63 | 348 | 0 | 12 | 36 | 62 | 107 | 35 | 15 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 474 | 461 | 33 | 494 | 716 | | 313 | 80 | 137 | 363 | 375 | 318 |
| Arrive On Green | 0.07 | 0.27 | 0.27 | 0.19 | 0.38 | 0.00 | 0.02 | 0.13 | 0.13 | 0.10 | 0.20 | 0.20 |
| Sat Flow, veh/h | 1781 | 1723 | 125 | 1781 | 1870 | 1585 | 1781 | 617 | 1062 | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h | 54 | 0 | 400 | 63 | 348 | 0 | 12 | 0 | 98 | 107 | 35 | 15 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1848 | 1781 | 1870 | 1585 | 1781 | 0 | 1679 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s | 1.5 | 0.0 | 15.1 | 1.4 | 10.6 | 0.0 | 0.4 | 0.0 | 4.0 | 3.6 | 1.1 | 0.6 |
| Cycle Q Clear(g_c), s | 1.5 | 0.0 | 15.1 | 1.4 | 10.6 | 0.0 | 0.4 | 0.0 | 4.0 | 3.6 | 1.1 | 0.6 |
| Prop In Lane | 1.00 | | 0.07 | 1.00 | | 1.00 | 1.00 | | 0.63 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 474 | 0 | 494 | 494 | 716 | | 313 | 0 | 216 | 363 | 375 | 318 |
| V/C Ratio(X) | 0.11 | 0.00 | 0.81 | 0.13 | 0.49 | | 0.04 | 0.00 | 0.45 | 0.29 | 0.09 | 0.05 |
| Avail Cap(c_a), veh/h | 679 | 0 | 1087 | 494 | 1101 | | 604 | 0 | 539 | 527 | 600 | 509 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 16.8 | 0.0 | 25.6 | 12.5 | 17.5 | 0.0 | 27.0 | 0.0 | 30.1 | 23.0 | 24.3 | 24.1 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 3.2 | 0.5 | 0.5 | 0.0 | 0.0 | 0.0 | 1.5 | 0.4 | 0.1 | 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(95%),veh/ln | 1.1 | 0.0 | 10.7 | 1.0 | 7.5 | 0.0 | 0.3 | 0.0 | 3.0 | 2.7 | 0.9 | 0.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 16.9 | 0.0 | 28.8 | 13.1 | 18.0 | 0.0 | 27.1 | 0.0 | 31.6 | 23.5 | 24.4 | 24.2 |
| LnGrp LOS | B | | C | B | B | | C | | C | C | C | C |
| Approach Vol, veh/h | | 454 | | | 411 | | | 110 | | | 157 | |
| Approach Delay, s/veh | | 27.4 | | | 17.3 | | | 31.1 | | | 23.8 | |
| Approach LOS | | C | | | B | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 28.0 | 26.0 | 13.1 | 15.6 | 11.4 | 34.6 | 7.8 | 21.0 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 14.0 | 44.0 | 14.0 | 24.0 | 14.0 | 44.0 | 14.0 | 24.0 |
| Max Q Clear Time (g_c+I1), s | 3.4 | 17.1 | 5.6 | 6.0 | 3.5 | 12.6 | 2.4 | 3.1 |
| Green Ext Time (p_c), s | 0.1 | 2.4 | 0.1 | 0.4 | 0.1 | 2.0 | 0.0 | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 23.6 |
| HCM 7th LOS | C |

**Notes**

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 10 | 13 | 155 | 35 | 31 | 157 |
| Future Vol, veh/h | 10 | 13 | 155 | 35 | 31 | 157 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 11 | 14 | 168 | 38 | 34 | 171 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 407 | 168 | 0 | 0 | 207 | 0 |
| Stage 1 | 168 | - | - | - | - | - |
| Stage 2 | 238 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 601 | 876 | - | - | 1365 | - |
| Stage 1 | 861 | - | - | - | - | - |
| Stage 2 | 801 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 584 | 876 | - | - | 1365 | - |
| Mov Cap-2 Maneuver | 584 | - | - | - | - | - |
| Stage 1 | 861 | - | - | - | - | - |
| Stage 2 | 780 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 10.18 | 0 | 1.27 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 720 | 297 | - |
| HCM Lane V/C Ratio | - | - | 0.035 | 0.025 | - |
| HCM Control Delay (s/veh) | - | - | 10.2 | 7.7 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.3 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 4 | 27 | 157 | 10 | 31 | 185 |
| Future Vol, veh/h | 4 | 27 | 157 | 10 | 31 | 185 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | 170 | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 4 | 29 | 171 | 11 | 34 | 201 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 439 | 171 | 0 | 0 | 182 | 0 |
| Stage 1 | 171 | - | - | - | - | - |
| Stage 2 | 268 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 575 | 873 | - | - | 1394 | - |
| Stage 1 | 859 | - | - | - | - | - |
| Stage 2 | 777 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 559 | 873 | - | - | 1394 | - |
| Mov Cap-2 Maneuver | 559 | - | - | - | - | - |
| Stage 1 | 859 | - | - | - | - | - |
| Stage 2 | 755 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 9.61 | 0 | 1.1 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 814 | 258 | - |
| HCM Lane V/C Ratio | - | - | 0.041 | 0.024 | - |
| HCM Control Delay (s/veh) | - | - | 9.6 | 7.6 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 193 | 154 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 193 | 154 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 60 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 0 | 210 | 167 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 272 | 84 | 167 | 0 | - | 0 |
| Stage 1 | 167 | - | - | - | - | - |
| Stage 2 | 105 | - | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | 4.14 | - | - | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | 2.22 | - | - | - |
| Pot Cap-1 Maneuver | 694 | 959 | 1408 | - | - | - |
| Stage 1 | 845 | - | - | - | - | - |
| Stage 2 | 908 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 694 | 959 | 1408 | - | - | - |
| Mov Cap-2 Maneuver | 694 | - | - | - | - | - |
| Stage 1 | 845 | - | - | - | - | - |
| Stage 2 | 908 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1408 | - | - | - | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Control Delay (s/veh) | 0 | - | 0 | - | - |
| HCM Lane LOS | A | - | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | - | - |

# Appendix D: Growth Rate Analysis

LOWE ENGINEERS

# Site 0000121_5668

**0000121_5668 - 121-5668** - Abernathy Rd E of Roswell Rd
**County:** Fulton
**Route number:** 00700023
**LRS section:** 1213700023
**Functional class:** 3U - Principal Arterial - Other (Urban)
**Coordinates:** 33.93694, -84.368693

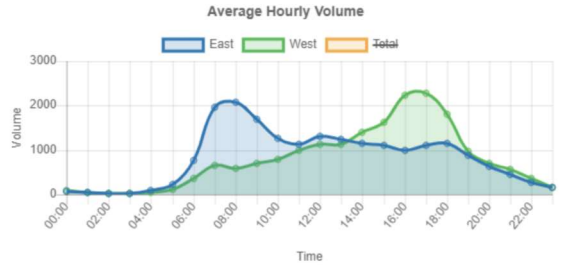
Site Data

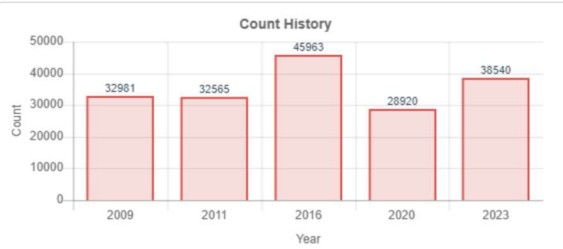
## Count History

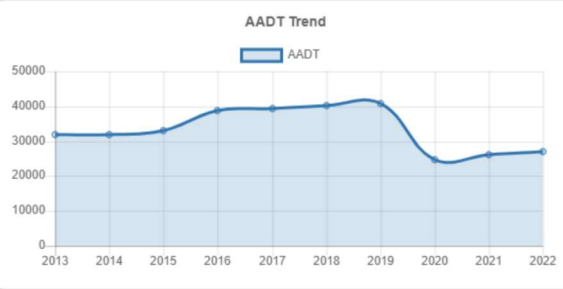
| Year | Month | Count type | Duration | Count |
|---|---|---|---|---|
| 2023 | December | Volume | 48 hours | 38,540 |
| 2020 | July | Volume | 48 hours | 28,920 |
| 2016 | March | Volume | 48 hours | 45,963 |
| 2011 | May | Class | 48 hours | 32,565 |
| 2009 | March | Volume | 48 hours | 32,981 |

## Annual Statistics

| Data Item | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 |
|---|---|---|---|---|---|---|---|---|---|---|
| Statistics type | - | - | Estimated | Actual | Estimated | Estimated | Estimated | Actual | Estimated | **Estimated** |
| AADT | 31,780 | 31,800 | 33,100 | 38,700 | 39,500 | 40,100 | 40,900 | 24,600 | 26,100 | **27,100** |
| K-Factor | - | - | - | 0.096 | - | - | - | 0.099 | 0.099 | **0.099** |
| D-Factor | - | - | - | 0.700 | - | - | - | 0.690 | 0.690 | **0.690** |
| Future AADT | - | - | - | 49,400 | 63,000 | 66,300 | 67,700 | 67,700 | 76,900 | **35,700** |



# Site 0000121_5658

**0000121_5658 - 121-5658** - CST 026323 R
**County:** Fulton
**Route number:** 00131823
**LRS section:** 1213131823
**Functional class:** 5U - Major Collector (Urban)
**Coordinates:** 33.92501428, -84.37119159

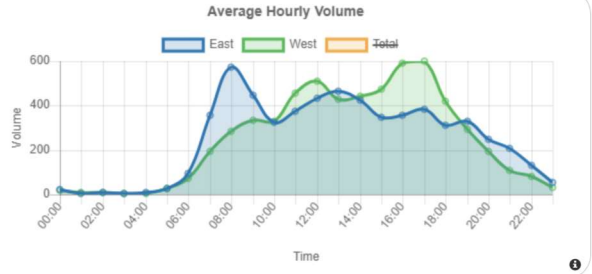
Site Data

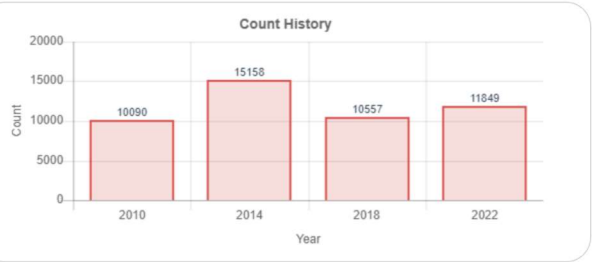
## Count History

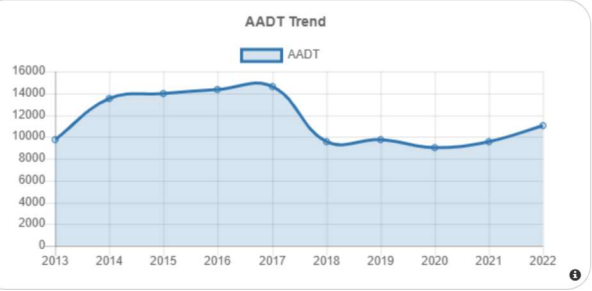
| Year | Month | Count type | Duration | Count |
|---|---|---|---|---|
| 2022 | June | Volume | 48 hours | 11,849 |
| 2018 | August | Volume | 48 hours | 10,557 |
| 2014 | April | Volume | 48 hours | 15,158 |
| 2010 | January | Volume | 48 hours | 10,090 |

## Annual Statistics

| Data Item | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 |
|---|---|---|---|---|---|---|---|---|---|---|
| Statistics type | - | - | Estimated | Estimated | Estimated | Actual | Estimated | Estimated | Estimated | **Actual** |
| AADT | 9,760 | 13,500 | 14,000 | 14,300 | 14,600 | 9,530 | 9,720 | 9,030 | 9,590 | **11,000** |
| K-Factor | - | 0.125 | 0.125 | 0.125 | - | 0.105 | 0.105 | 0.105 | 0.105 | **0.092** |
| D-Factor | - | 0.500 | 0.500 | 0.500 | - | 0.510 | 0.510 | 0.510 | 0.510 | **0.600** |
| Future AADT | - | - | - | 23,900 | 31,900 | 23,900 | 17,200 | 17,200 | 13,000 | **13,900** |

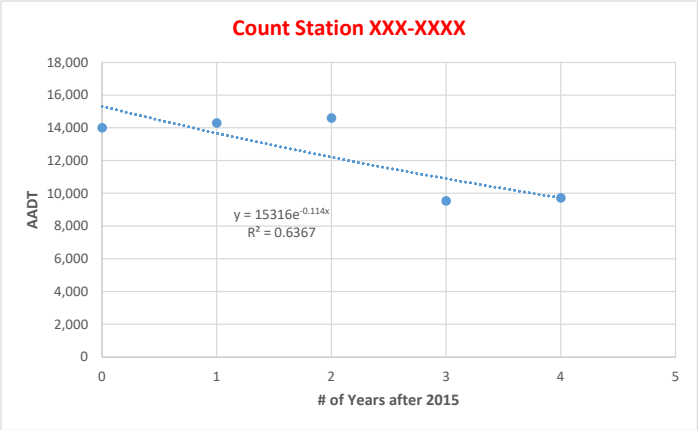


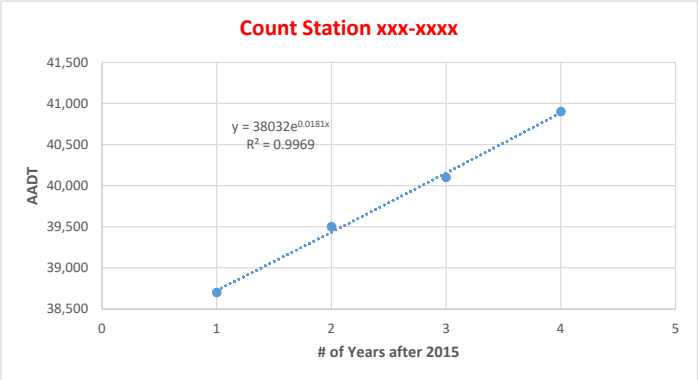
## Historic AADT

| Roadway | Mt Vernon Hwy | | |
|---|---|---|---|
| Source | GDOT TADA | | |
| Link | https://gdottrafficdata.drakewell.com/sited | | |
| Count Station | 121-5658 | | |
| Functional Class | Major Collector (Urban) | | |
| **Year** | **A/E** | **AADT** | **Change %** |
| 2021 | | | |
| 2020 | | | |
| 2019 | | 9,720 | 2.0% |
| 2018 | | 9,530 | -34.7% |
| 2017 | | 14,600 | 2.1% |
| 2016 | | 14,300 | 2.1% |
| 2015 | | 14,000 | Base |
| **Historic Exponential Growth Rate** | | | |
| **From** 2015 | **To** 2019 | **0.50%** | |



## Historic AADT

| Roadway | Abernathy Rd | | |
|---|---|---|---|
| Source | GDOT TADA | | |
| Link | https://gdottrafficdata.drakewell.com/sited | | |
| Count Station | 121-5668 | | |
| Functional Class | Principal Arterial (Urban) | | |
| **Year** | **A/E** | **AADT** | **Change %** |
| 2019 | | 40,900 | 2.0% |
| 2018 | | 40,100 | 1.5% |
| 2017 | | 39,500 | 2.1% |
| 2016 | | 38,700 | 16.9% |
| 2015 | | 33,100 | Base |
| **Historic Exponential Growth Rate** | | | |
| **From** 2016 | **To** 2019 | **1.80%** | |



# Appendix E: Future No-Build Conditions Analysis Reports

LOWE ENGINEERS



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 125 | 1585 | 209 | 25 | 634 | 23 | 90 | 40 | 45 | 74 | 74 | 36 |
| Future Volume (veh/h) | 125 | 1585 | 209 | 25 | 634 | 23 | 90 | 40 | 45 | 74 | 74 | 36 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 139 | 1757 | 177 | 28 | 703 | 26 | 100 | 44 | 0 | 82 | 82 | 18 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 489 | 1767 | 175 | 149 | 1768 | 65 | 260 | 193 | | 311 | 187 | 159 |
| Arrive On Green | 0.08 | 0.54 | 0.54 | 0.04 | 0.51 | 0.51 | 0.08 | 0.10 | 0.00 | 0.07 | 0.10 | 0.10 |
| Sat Flow, veh/h | 1781 | 3265 | 324 | 1781 | 3495 | 129 | 3456 | 1870 | 1585 | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h | 139 | 943 | 991 | 28 | 357 | 372 | 100 | 44 | 0 | 82 | 82 | 18 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1812 | 1781 | 1777 | 1847 | 1728 | 1870 | 1585 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s | 3.5 | 51.7 | 54.0 | 0.7 | 12.4 | 12.4 | 2.8 | 2.2 | 0.0 | 4.0 | 4.1 | 1.0 |
| Cycle Q Clear(g_c), s | 3.5 | 51.7 | 54.0 | 0.7 | 12.4 | 12.4 | 2.8 | 2.2 | 0.0 | 4.0 | 4.1 | 1.0 |
| Prop In Lane | 1.00 | | 0.18 | 1.00 | | 0.07 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 489 | 961 | 981 | 149 | 899 | 934 | 260 | 193 | | 311 | 187 | 159 |
| V/C Ratio(X) | 0.28 | 0.98 | 1.01 | 0.19 | 0.40 | 0.40 | 0.39 | 0.23 | | 0.26 | 0.44 | 0.11 |
| Avail Cap(c_a), veh/h | 510 | 961 | 981 | 233 | 961 | 999 | 485 | 356 | | 433 | 356 | 302 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 10.3 | 22.4 | 22.9 | 23.1 | 15.2 | 15.3 | 44.0 | 41.1 | 0.0 | 35.9 | 42.3 | 40.9 |
| Incr Delay (d2), s/veh | 0.3 | 24.7 | 31.5 | 0.6 | 0.3 | 0.3 | 0.9 | 0.6 | 0.0 | 0.4 | 1.6 | 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(95%),veh/ln | 2.2 | 33.1 | 37.2 | 0.6 | 8.1 | 8.4 | 2.1 | 1.8 | 0.0 | 3.1 | 3.5 | 0.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 10.6 | 47.1 | 54.4 | 23.7 | 15.5 | 15.5 | 44.9 | 41.7 | 0.0 | 36.3 | 43.9 | 41.2 |
| LnGrp LOS | B | D | F | C | B | B | D | D | | D | D | D |
| Approach Vol, veh/h | | 2073 | | | 757 | | | 144 | | | 182 | |
| Approach Delay, s/veh | | 48.1 | | | 15.8 | | | 43.9 | | | 40.2 | |
| Approach LOS | | D | | | B | | | D | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 10.3 | 60.0 | 13.2 | 16.3 | 13.8 | 56.5 | 13.5 | 16.0 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 9.0 | 54.0 | 14.0 | 19.0 | 9.0 | 54.0 | 14.0 | 19.0 |
| Max Q Clear Time (g_c+I1), s | 2.7 | 56.0 | 6.0 | 4.2 | 5.5 | 14.4 | 4.8 | 6.1 |
| Green Ext Time (p_c), s | 0.0 | 0.0 | 0.1 | 0.1 | 0.1 | 4.5 | 0.2 | 0.3 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 39.7 |
| HCM 7th LOS | D |

**Notes**

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 135 | 1393 | 161 | 207 | 624 | 1020 | 62 | 141 | 112 | 148 | 43 | 60 |
| Future Volume (veh/h) | 135 | 1393 | 161 | 207 | 624 | 1020 | 62 | 141 | 112 | 148 | 43 | 60 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 150 | 1544 | 89 | 230 | 692 | 0 | 69 | 156 | 0 | 164 | 48 | 0 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 184 | 1643 | 733 | 310 | 1596 | | 127 | 201 | | 291 | 225 | |
| Arrive On Green | 0.10 | 0.46 | 0.46 | 0.09 | 0.45 | 0.00 | 0.07 | 0.11 | 0.00 | 0.08 | 0.12 | 0.00 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 3456 | 3554 | 1585 | 1781 | 1870 | 2790 | 3456 | 1870 | 1585 |
| Grp Volume(v), veh/h | 150 | 1544 | 89 | 230 | 692 | 0 | 69 | 156 | 0 | 164 | 48 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1728 | 1777 | 1585 | 1781 | 1870 | 1395 | 1728 | 1870 | 1585 |
| Q Serve(g_s), s | 7.7 | 38.7 | 3.0 | 6.1 | 12.5 | 0.0 | 3.5 | 7.6 | 0.0 | 4.3 | 2.2 | 0.0 |
| Cycle Q Clear(g_c), s | 7.7 | 38.7 | 3.0 | 6.1 | 12.5 | 0.0 | 3.5 | 7.6 | 0.0 | 4.3 | 2.2 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 184 | 1643 | 733 | 310 | 1596 | | 127 | 201 | | 291 | 225 | |
| V/C Ratio(X) | 0.82 | 0.94 | 0.12 | 0.74 | 0.43 | | 0.54 | 0.78 | | 0.56 | 0.21 | |
| Avail Cap(c_a), veh/h | 266 | 1669 | 744 | 516 | 1669 | | 361 | 379 | | 701 | 379 | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 41.2 | 23.9 | 14.3 | 41.6 | 17.7 | 0.0 | 42.0 | 40.7 | 0.0 | 41.3 | 37.2 | 0.0 |
| Incr Delay (d2), s/veh | 12.1 | 10.8 | 0.1 | 3.5 | 0.2 | 0.0 | 3.6 | 6.3 | 0.0 | 1.7 | 0.5 | 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(95%),veh/ln | 6.9 | 23.4 | 1.9 | 4.7 | 8.2 | 0.0 | 3.0 | 6.8 | 0.0 | 3.3 | 1.8 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 53.2 | 34.7 | 14.4 | 45.1 | 17.8 | 0.0 | 45.6 | 47.0 | 0.0 | 43.0 | 37.7 | 0.0 |
| LnGrp LOS | D | C | B | D | B | | D | D | | D | D | |
| Approach Vol, veh/h | | 1783 | | | 922 | | | 225 | | | 212 | |
| Approach Delay, s/veh | | 35.3 | | | 24.6 | | | 46.6 | | | 41.8 | |
| Approach LOS | | D | | | C | | | D | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 14.4 | 49.3 | 13.9 | 16.1 | 15.7 | 48.1 | 12.7 | 17.3 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 14.0 | 44.0 | 19.0 | 19.0 | 14.0 | 44.0 | 19.0 | 19.0 |
| Max Q Clear Time (g_c+I1), s | 8.1 | 40.7 | 6.3 | 9.6 | 9.7 | 14.5 | 5.5 | 4.2 |
| Green Ext Time (p_c), s | 0.4 | 2.6 | 0.4 | 0.5 | 0.1 | 4.7 | 0.1 | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 33.4 |
| HCM 7th LOS | C |

**Notes**

Unsignalized Delay for [NBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 59 | 347 | 40 | 108 | 324 | 39 | 61 | 99 | 85 | 54 | 199 | 74 |
| Future Volume (veh/h) | 59 | 347 | 40 | 108 | 324 | 39 | 61 | 99 | 85 | 54 | 199 | 74 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 65 | 385 | 44 | 120 | 359 | 0 | 68 | 110 | 94 | 60 | 221 | 82 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 489 | 742 | 85 | 433 | 842 | | 158 | 188 | 129 | 167 | 427 | 443 |
| Arrive On Green | 0.45 | 0.45 | 0.45 | 0.45 | 0.45 | 0.00 | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 |
| Sat Flow, veh/h | 1022 | 1648 | 188 | 959 | 1870 | 1585 | 201 | 674 | 462 | 247 | 1528 | 1585 |
| Grp Volume(v), veh/h | 65 | 0 | 429 | 120 | 359 | 0 | 272 | 0 | 0 | 281 | 0 | 82 |
| Grp Sat Flow(s),veh/h/ln | 1022 | 0 | 1836 | 959 | 1870 | 1585 | 1337 | 0 | 0 | 1775 | 0 | 1585 |
| Q Serve(g_s), s | 2.1 | 0.0 | 7.4 | 4.6 | 5.8 | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 |
| Cycle Q Clear(g_c), s | 7.9 | 0.0 | 7.4 | 12.0 | 5.8 | 0.0 | 8.7 | 0.0 | 0.0 | 5.8 | 0.0 | 1.7 |
| Prop In Lane | 1.00 | | 0.10 | 1.00 | | 1.00 | 0.25 | | 0.35 | 0.21 | | 1.00 |
| Lane Grp Cap(c), veh/h | 489 | 0 | 827 | 433 | 842 | | 475 | 0 | 0 | 595 | 0 | 443 |
| V/C Ratio(X) | 0.13 | 0.00 | 0.52 | 0.28 | 0.43 | | 0.57 | 0.00 | 0.00 | 0.47 | 0.00 | 0.19 |
| Avail Cap(c_a), veh/h | 1041 | 0 | 1819 | 951 | 1853 | | 1204 | 0 | 0 | 1402 | 0 | 1213 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 11.0 | 0.0 | 8.8 | 13.1 | 8.3 | 0.0 | 14.4 | 0.0 | 0.0 | 13.6 | 0.0 | 12.2 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 0.5 | 0.3 | 0.3 | 0.0 | 1.1 | 0.0 | 0.0 | 0.6 | 0.0 | 0.2 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 0.7 | 0.0 | 3.7 | 1.4 | 2.9 | 0.0 | 3.9 | 0.0 | 0.0 | 3.6 | 0.0 | 0.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 11.1 | 0.0 | 9.3 | 13.4 | 8.6 | 0.0 | 15.5 | 0.0 | 0.0 | 14.2 | 0.0 | 12.4 |
| LnGrp LOS | B | | A | B | A | | B | | | B | | B |
| Approach Vol, veh/h | | 494 | | | 479 | | | 272 | | | 363 | |
| Approach Delay, s/veh | | 9.5 | | | 9.8 | | | 15.5 | | | 13.8 | |
| Approach LOS | | A | | | A | | | B | | | B | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 26.0 | 18.4 | 26.0 | 18.4 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 44.0 | 34.0 | 44.0 | 34.0 |
| Max Q Clear Time (g_c+I1), s | 9.9 | 10.7 | 14.0 | 7.8 |
| Green Ext Time (p_c), s | 3.0 | 1.7 | 2.8 | 1.9 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 11.6 |
| HCM 7th LOS | B |

**Notes**

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 108 | 342 | 25 | 132 | 462 | 117 | 33 | 124 | 61 | 103 | 135 | 67 |
| Future Volume (veh/h) | 108 | 342 | 25 | 132 | 462 | 117 | 33 | 124 | 61 | 103 | 135 | 67 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 120 | 379 | 28 | 146 | 512 | 0 | 37 | 137 | 68 | 114 | 150 | 41 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 337 | 551 | 41 | 408 | 606 | | 345 | 178 | 88 | 320 | 358 | 303 |
| Arrive On Green | 0.10 | 0.32 | 0.32 | 0.10 | 0.32 | 0.00 | 0.06 | 0.15 | 0.15 | 0.10 | 0.19 | 0.19 |
| Sat Flow, veh/h | 1781 | 1720 | 127 | 1781 | 1870 | 1585 | 1781 | 1180 | 585 | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h | 120 | 0 | 407 | 146 | 512 | 0 | 37 | 0 | 205 | 114 | 150 | 41 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1847 | 1781 | 1870 | 1585 | 1781 | 0 | 1765 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s | 3.1 | 0.0 | 14.1 | 3.8 | 18.7 | 0.0 | 1.2 | 0.0 | 8.2 | 3.8 | 5.2 | 1.6 |
| Cycle Q Clear(g_c), s | 3.1 | 0.0 | 14.1 | 3.8 | 18.7 | 0.0 | 1.2 | 0.0 | 8.2 | 3.8 | 5.2 | 1.6 |
| Prop In Lane | 1.00 | | 0.07 | 1.00 | | 1.00 | 1.00 | | 0.33 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 337 | 0 | 592 | 408 | 606 | | 345 | 0 | 266 | 320 | 358 | 303 |
| V/C Ratio(X) | 0.36 | 0.00 | 0.69 | 0.36 | 0.84 | | 0.11 | 0.00 | 0.77 | 0.36 | 0.42 | 0.14 |
| Avail Cap(c_a), veh/h | 500 | 0 | 1108 | 563 | 1121 | | 582 | 0 | 577 | 484 | 612 | 518 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 15.9 | 0.0 | 21.7 | 14.9 | 23.1 | 0.0 | 23.5 | 0.0 | 29.9 | 22.6 | 26.1 | 24.6 |
| Incr Delay (d2), s/veh | 0.6 | 0.0 | 1.4 | 0.5 | 3.3 | 0.0 | 0.1 | 0.0 | 4.7 | 0.7 | 0.8 | 0.2 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 2.1 | 0.0 | 9.7 | 2.5 | 12.5 | 0.0 | 0.9 | 0.0 | 6.6 | 2.8 | 4.1 | 1.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 16.5 | 0.0 | 23.2 | 15.4 | 26.4 | 0.0 | 23.6 | 0.0 | 34.6 | 23.3 | 26.9 | 24.8 |
| LnGrp LOS | B | | C | B | C | | C | | C | C | C | C |
| Approach Vol, veh/h | | 527 | | | 658 | | | 242 | | | 305 | |
| Approach Delay, s/veh | | 21.7 | | | 24.0 | | | 32.9 | | | 25.2 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 13.6 | 29.5 | 13.2 | 17.1 | 13.3 | 29.8 | 10.2 | 20.1 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 14.0 | 44.0 | 14.0 | 24.0 | 14.0 | 44.0 | 14.0 | 24.0 |
| Max Q Clear Time (g_c+I1), s | 5.8 | 16.1 | 5.8 | 10.2 | 5.1 | 20.7 | 3.2 | 7.2 |
| Green Ext Time (p_c), s | 0.2 | 2.4 | 0.1 | 0.9 | 0.2 | 3.1 | 0.0 | 0.8 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 24.7 |
| HCM 7th LOS | C |

**Notes**

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 1 | 197 | 1 | 2 | 305 |
| Future Vol, veh/h | 1 | 1 | 197 | 1 | 2 | 305 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 1 | 218 | 1 | 2 | 338 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 561 | 218 | 0 | 0 | 220 | 0 |
| Stage 1 | 218 | - | - | - | - | - |
| Stage 2 | 343 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 489 | 821 | - | - | 1350 | - |
| Stage 1 | 818 | - | - | - | - | - |
| Stage 2 | 719 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 488 | 821 | - | - | 1350 | - |
| Mov Cap-2 Maneuver | 488 | - | - | - | - | - |
| Stage 1 | 818 | - | - | - | - | - |
| Stage 2 | 717 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 10.9 | 0 | 0.05 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 612 | 12 | - |
| HCM Lane V/C Ratio | - | - | 0.004 | 0.002 | - |
| HCM Control Delay (s/veh) | - | - | 10.9 | 7.7 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 197 | 0 | 9 | 307 |
| Future Vol, veh/h | 0 | 0 | 197 | 0 | 9 | 307 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | 170 | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 218 | 0 | 10 | 340 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 579 | 218 | 0 | 0 | 218 | 0 |
| Stage 1 | 218 | - | - | - | - | - |
| Stage 2 | 360 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 477 | 821 | - | - | 1351 | - |
| Stage 1 | 818 | - | - | - | - | - |
| Stage 2 | 706 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 473 | 821 | - | - | 1351 | - |
| Mov Cap-2 Maneuver | 473 | - | - | - | - | - |
| Stage 1 | 818 | - | - | - | - | - |
| Stage 2 | 699 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 0 | 0 | 0.22 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 51 | - |
| HCM Lane V/C Ratio | - | - | - | 0.007 | - |
| HCM Control Delay (s/veh) | - | - | 0 | 7.7 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 0 | 7 | 390 | 312 | 19 |
| Future Vol, veh/h | 3 | 0 | 7 | 390 | 312 | 19 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 60 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 3 | 0 | 8 | 432 | 346 | 21 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 588 | 183 | 367 | 0 | - | 0 |
| Stage 1 | 356 | - | - | - | - | - |
| Stage 2 | 232 | - | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | 4.14 | - | - | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | 2.22 | - | - | - |
| Pot Cap-1 Maneuver | 440 | 828 | 1188 | - | - | - |
| Stage 1 | 679 | - | - | - | - | - |
| Stage 2 | 785 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 437 | 828 | 1188 | - | - | - |
| Mov Cap-2 Maneuver | 437 | - | - | - | - | - |
| Stage 1 | 675 | - | - | - | - | - |
| Stage 2 | 785 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 13.3 | 0.14 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1188 | - | 437 | - | - |
| HCM Lane V/C Ratio | 0.007 | - | 0.008 | - | - |
| HCM Control Delay (s/veh) | 8 | - | 13.3 | - | - |
| HCM Lane LOS | A | - | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 40 | 932 | 154 | 41 | 1476 | 38 | 225 | 69 | 50 | 206 | 134 | 183 |
| Future Volume (veh/h) | 40 | 932 | 154 | 41 | 1476 | 38 | 225 | 69 | 50 | 206 | 134 | 183 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 44 | 1033 | 116 | 45 | 1636 | 42 | 249 | 76 | 0 | 228 | 149 | 181 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 182 | 1601 | 180 | 291 | 1762 | 45 | 317 | 184 | | 376 | 253 | 215 |
| Arrive On Green | 0.05 | 0.50 | 0.50 | 0.05 | 0.50 | 0.50 | 0.09 | 0.10 | 0.00 | 0.13 | 0.14 | 0.14 |
| Sat Flow, veh/h | 1781 | 3221 | 361 | 1781 | 3540 | 91 | 3456 | 1870 | 1585 | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h | 44 | 570 | 579 | 45 | 819 | 859 | 249 | 76 | 0 | 228 | 149 | 181 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1805 | 1781 | 1777 | 1854 | 1728 | 1870 | 1585 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s | 1.2 | 25.8 | 25.8 | 1.3 | 46.7 | 47.1 | 7.7 | 4.1 | 0.0 | 12.3 | 8.1 | 12.1 |
| Cycle Q Clear(g_c), s | 1.2 | 25.8 | 25.8 | 1.3 | 46.7 | 47.1 | 7.7 | 4.1 | 0.0 | 12.3 | 8.1 | 12.1 |
| Prop In Lane | 1.00 | | 0.20 | 1.00 | | 0.05 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 182 | 883 | 897 | 291 | 884 | 923 | 317 | 184 | | 376 | 253 | 215 |
| V/C Ratio(X) | 0.24 | 0.64 | 0.65 | 0.15 | 0.93 | 0.93 | 0.78 | 0.41 | | 0.61 | 0.59 | 0.84 |
| Avail Cap(c_a), veh/h | 233 | 883 | 897 | 341 | 884 | 923 | 445 | 327 | | 376 | 327 | 277 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 23.1 | 20.2 | 20.2 | 14.6 | 25.4 | 25.5 | 48.3 | 46.0 | 0.0 | 37.3 | 44.1 | 45.8 |
| Incr Delay (d2), s/veh | 0.7 | 3.6 | 3.6 | 0.2 | 15.5 | 15.6 | 6.0 | 1.5 | 0.0 | 2.8 | 2.2 | 16.6 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 0.9 | 16.0 | 16.2 | 0.9 | 29.0 | 30.3 | 6.3 | 3.6 | 0.0 | 9.4 | 7.0 | 9.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 23.8 | 23.8 | 23.8 | 14.8 | 40.9 | 41.1 | 54.3 | 47.5 | 0.0 | 40.1 | 46.3 | 62.4 |
| LnGrp LOS | C | C | C | B | D | D | D | D | | D | D | E |
| Approach Vol, veh/h | | 1193 | | | 1723 | | | 325 | | | 558 | |
| Approach Delay, s/veh | | 23.8 | | | 40.3 | | | 52.7 | | | 49.0 | |
| Approach LOS | | C | | | D | | | D | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 11.9 | 60.0 | 20.0 | 16.7 | 11.9 | 60.1 | 16.0 | 20.7 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 9.0 | 54.0 | 14.0 | 19.0 | 9.0 | 54.0 | 14.0 | 19.0 |
| Max Q Clear Time (g_c+I1), s | 3.3 | 27.8 | 14.3 | 6.1 | 3.2 | 49.1 | 9.7 | 14.1 |
| Green Ext Time (p_c), s | 0.0 | 7.8 | 0.0 | 0.2 | 0.0 | 3.8 | 0.3 | 0.6 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 37.5 |
| HCM 7th LOS | D |

**Notes**

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 11 | 1111 | 95 | 144 | 1390 | 179 | 165 | 46 | 153 | 516 | 127 | 55 |
| Future Volume (veh/h) | 11 | 1111 | 95 | 144 | 1390 | 179 | 165 | 46 | 153 | 516 | 127 | 55 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 12 | 1232 | 38 | 160 | 1541 | 0 | 183 | 51 | 0 | 572 | 141 | 0 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 40 | 1409 | 628 | 273 | 1609 | | 218 | 187 | | 636 | 303 | |
| Arrive On Green | 0.02 | 0.40 | 0.40 | 0.08 | 0.45 | 0.00 | 0.12 | 0.10 | 0.00 | 0.18 | 0.16 | 0.00 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 3456 | 3554 | 1585 | 1781 | 1870 | 2790 | 3456 | 1870 | 1585 |
| Grp Volume(v), veh/h | 12 | 1232 | 38 | 160 | 1541 | 0 | 183 | 51 | 0 | 572 | 141 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1728 | 1777 | 1585 | 1781 | 1870 | 1395 | 1728 | 1870 | 1585 |
| Q Serve(g_s), s | 0.7 | 32.0 | 1.5 | 4.5 | 41.8 | 0.0 | 10.0 | 2.5 | 0.0 | 16.2 | 6.8 | 0.0 |
| Cycle Q Clear(g_c), s | 0.7 | 32.0 | 1.5 | 4.5 | 41.8 | 0.0 | 10.0 | 2.5 | 0.0 | 16.2 | 6.8 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 40 | 1409 | 628 | 273 | 1609 | | 218 | 187 | | 636 | 303 | |
| V/C Ratio(X) | 0.30 | 0.87 | 0.06 | 0.59 | 0.96 | | 0.84 | 0.27 | | 0.90 | 0.47 | |
| Avail Cap(c_a), veh/h | 250 | 1565 | 698 | 484 | 1609 | | 339 | 356 | | 657 | 356 | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 48.0 | 27.9 | 18.6 | 44.4 | 26.4 | 0.0 | 42.9 | 41.6 | 0.0 | 39.8 | 37.9 | 0.0 |
| Incr Delay (d2), s/veh | 4.0 | 5.4 | 0.0 | 2.0 | 13.7 | 0.0 | 10.5 | 0.8 | 0.0 | 15.1 | 1.1 | 0.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 0.6 | 19.5 | 1.0 | 3.5 | 26.0 | 0.0 | 8.6 | 2.1 | 0.0 | 12.7 | 5.7 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 52.0 | 33.3 | 18.7 | 46.4 | 40.1 | 0.0 | 53.4 | 42.4 | 0.0 | 54.9 | 39.1 | 0.0 |
| LnGrp LOS | D | C | B | D | D | | D | D | | D | D | |
| Approach Vol, veh/h | | 1282 | | | 1701 | | | 234 | | | 713 | |
| Approach Delay, s/veh | | 33.0 | | | 40.7 | | | 51.0 | | | 51.8 | |
| Approach LOS | | C | | | D | | | D | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 13.9 | 45.6 | 24.4 | 16.0 | 8.3 | 51.2 | 18.2 | 22.2 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 14.0 | 44.0 | 19.0 | 19.0 | 14.0 | 44.0 | 19.0 | 19.0 |
| Max Q Clear Time (g_c+I1), s | 6.5 | 34.0 | 18.2 | 4.5 | 2.7 | 43.8 | 12.0 | 8.8 |
| Green Ext Time (p_c), s | 0.3 | 5.6 | 0.2 | 0.1 | 0.0 | 0.1 | 0.3 | 0.4 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 40.8 |
| HCM 7th LOS | D |

**Notes**

Unsignalized Delay for [NBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 66 | 326 | 55 | 336 | 440 | 109 | 42 | 204 | 62 | 32 | 251 | 87 |
| Future Volume (veh/h) | 66 | 326 | 55 | 336 | 440 | 109 | 42 | 204 | 62 | 32 | 251 | 87 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 73 | 361 | 61 | 373 | 488 | 0 | 47 | 226 | 69 | 35 | 278 | 96 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 456 | 870 | 147 | 501 | 1043 | | 83 | 289 | 81 | 83 | 469 | 460 |
| Arrive On Green | 0.56 | 0.56 | 0.56 | 0.56 | 0.56 | 0.00 | 0.29 | 0.29 | 0.29 | 0.29 | 0.29 | 0.29 |
| Sat Flow, veh/h | 908 | 1559 | 264 | 965 | 1870 | 1585 | 109 | 997 | 279 | 111 | 1619 | 1585 |
| Grp Volume(v), veh/h | 73 | 0 | 422 | 373 | 488 | 0 | 342 | 0 | 0 | 313 | 0 | 96 |
| Grp Sat Flow(s),veh/h/ln | 908 | 0 | 1823 | 965 | 1870 | 1585 | 1385 | 0 | 0 | 1730 | 0 | 1585 |
| Q Serve(g_s), s | 4.1 | 0.0 | 10.5 | 28.6 | 12.3 | 0.0 | 7.5 | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 |
| Cycle Q Clear(g_c), s | 16.4 | 0.0 | 10.5 | 39.1 | 12.3 | 0.0 | 19.2 | 0.0 | 0.0 | 11.7 | 0.0 | 3.6 |
| Prop In Lane | 1.00 | | 0.14 | 1.00 | | 1.00 | 0.14 | | 0.20 | 0.11 | | 1.00 |
| Lane Grp Cap(c), veh/h | 456 | 0 | 1017 | 501 | 1043 | | 454 | 0 | 0 | 552 | 0 | 460 |
| V/C Ratio(X) | 0.16 | 0.00 | 0.41 | 0.74 | 0.47 | | 0.75 | 0.00 | 0.00 | 0.57 | 0.00 | 0.21 |
| Avail Cap(c_a), veh/h | 456 | 0 | 1017 | 501 | 1043 | | 682 | 0 | 0 | 796 | 0 | 683 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 15.3 | 0.0 | 10.0 | 21.3 | 10.4 | 0.0 | 26.4 | 0.0 | 0.0 | 23.9 | 0.0 | 21.2 |
| Incr Delay (d2), s/veh | 0.8 | 0.0 | 1.2 | 6.0 | 0.3 | 0.0 | 2.6 | 0.0 | 0.0 | 0.9 | 0.0 | 0.2 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 1.6 | 0.0 | 6.9 | 10.6 | 7.7 | 0.0 | 10.2 | 0.0 | 0.0 | 8.4 | 0.0 | 2.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 16.1 | 0.0 | 11.3 | 27.2 | 10.8 | 0.0 | 29.0 | 0.0 | 0.0 | 24.8 | 0.0 | 21.4 |
| LnGrp LOS | B | | B | C | B | | C | | | C | | C |
| Approach Vol, veh/h | | 495 | | | 861 | | | 342 | | | 409 | |
| Approach Delay, s/veh | | 12.0 | | | 17.9 | | | 29.0 | | | 24.0 | |
| Approach LOS | | B | | | B | | | C | | | C | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 50.0 | 28.9 | 50.0 | 28.9 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 44.0 | 34.0 | 44.0 | 34.0 |
| Max Q Clear Time (g_c+I1), s | 18.4 | 21.2 | 41.1 | 13.7 |
| Green Ext Time (p_c), s | 3.0 | 1.7 | 1.4 | 2.1 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 19.5 |
| HCM 7th LOS | B |

**Notes**

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 92 | 396 | 20 | 79 | 609 | 214 | 98 | 176 | 108 | 180 | 87 | 104 |
| Future Volume (veh/h) | 92 | 396 | 20 | 79 | 609 | 214 | 98 | 176 | 108 | 180 | 87 | 104 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 102 | 439 | 22 | 88 | 675 | 0 | 109 | 195 | 120 | 200 | 96 | 82 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 231 | 574 | 29 | 404 | 723 | | 434 | 218 | 134 | 289 | 439 | 372 |
| Arrive On Green | 0.07 | 0.32 | 0.32 | 0.14 | 0.39 | 0.00 | 0.07 | 0.20 | 0.20 | 0.11 | 0.23 | 0.23 |
| Sat Flow, veh/h | 1781 | 1766 | 88 | 1781 | 1870 | 1585 | 1781 | 1084 | 667 | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h | 102 | 0 | 461 | 88 | 675 | 0 | 109 | 0 | 315 | 200 | 96 | 82 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1854 | 1781 | 1870 | 1585 | 1781 | 0 | 1750 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s | 3.8 | 0.0 | 23.2 | 2.8 | 35.9 | 0.0 | 4.9 | 0.0 | 18.2 | 9.1 | 4.3 | 4.3 |
| Cycle Q Clear(g_c), s | 3.8 | 0.0 | 23.2 | 2.8 | 35.9 | 0.0 | 4.9 | 0.0 | 18.2 | 9.1 | 4.3 | 4.3 |
| Prop In Lane | 1.00 | | 0.05 | 1.00 | | 1.00 | 1.00 | | 0.38 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 231 | 0 | 602 | 404 | 723 | | 434 | 0 | 351 | 289 | 439 | 372 |
| V/C Ratio(X) | 0.44 | 0.00 | 0.77 | 0.22 | 0.93 | | 0.25 | 0.00 | 0.90 | 0.69 | 0.22 | 0.22 |
| Avail Cap(c_a), veh/h | 341 | 0 | 787 | 404 | 794 | | 543 | 0 | 405 | 337 | 439 | 372 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 24.8 | 0.0 | 31.4 | 18.2 | 30.5 | 0.0 | 29.1 | 0.0 | 40.4 | 29.8 | 32.0 | 32.0 |
| Incr Delay (d2), s/veh | 1.3 | 0.0 | 3.3 | 1.2 | 17.0 | 0.0 | 0.3 | 0.0 | 20.1 | 4.9 | 0.2 | 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(95%),veh/ln | 2.9 | 0.0 | 15.7 | 2.2 | 25.6 | 0.0 | 3.8 | 0.0 | 14.7 | 7.5 | 3.5 | 3.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 26.1 | 0.0 | 34.8 | 19.4 | 47.5 | 0.0 | 29.4 | 0.0 | 60.5 | 34.7 | 32.2 | 32.3 |
| LnGrp LOS | C | | C | B | D | | C | | E | C | C | C |
| Approach Vol, veh/h | | 563 | | | 763 | | | 424 | | | 378 | |
| Approach Delay, s/veh | | 33.2 | | | 44.2 | | | 52.5 | | | 33.6 | |
| Approach LOS | | C | | | D | | | D | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 8.0 | 39.7 | 17.2 | 26.8 | 13.6 | 46.1 | 13.7 | 30.3 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 14.0 | 44.0 | 14.0 | 24.0 | 14.0 | 44.0 | 14.0 | 24.0 |
| Max Q Clear Time (g_c+I1), s | 4.8 | 25.2 | 11.1 | 20.2 | 5.8 | 37.9 | 6.9 | 6.3 |
| Green Ext Time (p_c), s | 0.1 | 2.6 | 0.2 | 0.6 | 0.1 | 2.2 | 0.1 | 0.6 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 41.1 |
| HCM 7th LOS | D |

**Notes**

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 2 | 348 | 3 | 5 | 386 |
| Future Vol, veh/h | 0 | 2 | 348 | 3 | 5 | 386 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 2 | 386 | 3 | 6 | 428 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 825 | 386 | 0 | 0 | 389 | 0 |
| Stage 1 | 386 | - | - | - | - | - |
| Stage 2 | 439 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 342 | 662 | - | - | 1169 | - |
| Stage 1 | 687 | - | - | - | - | - |
| Stage 2 | 650 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 340 | 662 | - | - | 1169 | - |
| Mov Cap-2 Maneuver | 340 | - | - | - | - | - |
| Stage 1 | 687 | - | - | - | - | - |
| Stage 2 | 646 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 10.46 | 0 | 0.1 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 662 | 23 | - |
| HCM Lane V/C Ratio | - | - | 0.003 | 0.005 | - |
| HCM Control Delay (s/veh) | - | - | 10.5 | 8.1 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 2 | 349 | 1 | 3 | 392 |
| Future Vol, veh/h | 0 | 2 | 349 | 1 | 3 | 392 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | 170 | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 2 | 387 | 1 | 3 | 435 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 828 | 387 | 0 | 0 | 388 | 0 |
| Stage 1 | 387 | - | - | - | - | - |
| Stage 2 | 441 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 341 | 661 | - | - | 1170 | - |
| Stage 1 | 686 | - | - | - | - | - |
| Stage 2 | 648 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 340 | 661 | - | - | 1170 | - |
| Mov Cap-2 Maneuver | 340 | - | - | - | - | - |
| Stage 1 | 686 | - | - | - | - | - |
| Stage 2 | 646 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 10.46 | 0 | 0.06 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 661 | 14 | - |
| HCM Lane V/C Ratio | - | - | 0.003 | 0.003 | - |
| HCM Control Delay (s/veh) | - | - | 10.5 | 8.1 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 3 | 10 | 424 | 335 | 12 |
| Future Vol, veh/h | 0 | 3 | 10 | 424 | 335 | 12 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 60 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 3 | 11 | 470 | 371 | 13 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 635 | 192 | 385 | 0 | - | 0 |
| Stage 1 | 378 | - | - | - | - | - |
| Stage 2 | 257 | - | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | 4.14 | - | - | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | 2.22 | - | - | - |
| Pot Cap-1 Maneuver | 411 | 817 | 1170 | - | - | - |
| Stage 1 | 663 | - | - | - | - | - |
| Stage 2 | 762 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 407 | 817 | 1170 | - | - | - |
| Mov Cap-2 Maneuver | 407 | - | - | - | - | - |
| Stage 1 | 656 | - | - | - | - | - |
| Stage 2 | 762 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 9.43 | 0.19 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1170 | - | 817 | - | - |
| HCM Lane V/C Ratio | 0.009 | - | 0.004 | - | - |
| HCM Control Delay (s/veh) | 8.1 | - | 9.4 | - | - |
| HCM Lane LOS | A | - | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 30 | 1140 | 100 | 91 | 1073 | 22 | 78 | 23 | 54 | 34 | 20 | 32 |
| Future Volume (veh/h) | 30 | 1140 | 100 | 91 | 1073 | 22 | 78 | 23 | 54 | 34 | 20 | 32 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 33 | 1264 | 56 | 101 | 1190 | 24 | 86 | 26 | 0 | 38 | 22 | 13 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 307 | 1831 | 81 | 309 | 1975 | 40 | 247 | 209 | | 290 | 172 | 146 |
| Arrive On Green | 0.05 | 0.53 | 0.53 | 0.07 | 0.55 | 0.55 | 0.07 | 0.11 | 0.00 | 0.05 | 0.09 | 0.09 |
| Sat Flow, veh/h | 1781 | 3466 | 153 | 1781 | 3562 | 72 | 3456 | 1870 | 1585 | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h | 33 | 647 | 673 | 101 | 593 | 621 | 86 | 26 | 0 | 38 | 22 | 13 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1843 | 1781 | 1777 | 1857 | 1728 | 1870 | 1585 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s | 0.8 | 27.7 | 27.7 | 2.4 | 22.9 | 22.9 | 2.4 | 1.3 | 0.0 | 1.9 | 1.1 | 0.8 |
| Cycle Q Clear(g_c), s | 0.8 | 27.7 | 27.7 | 2.4 | 22.9 | 22.9 | 2.4 | 1.3 | 0.0 | 1.9 | 1.1 | 0.8 |
| Prop In Lane | 1.00 | | 0.08 | 1.00 | | 0.04 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 307 | 938 | 973 | 309 | 985 | 1030 | 247 | 209 | | 290 | 172 | 146 |
| V/C Ratio(X) | 0.11 | 0.69 | 0.69 | 0.33 | 0.60 | 0.60 | 0.35 | 0.12 | | 0.13 | 0.13 | 0.09 |
| Avail Cap(c_a), veh/h | 379 | 938 | 973 | 334 | 985 | 1030 | 473 | 348 | | 442 | 348 | 295 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 11.5 | 17.9 | 17.9 | 13.6 | 15.2 | 15.2 | 45.2 | 40.9 | 0.0 | 38.3 | 42.7 | 42.5 |
| Incr Delay (d2), s/veh | 0.2 | 4.1 | 4.0 | 0.6 | 1.0 | 1.0 | 0.8 | 0.3 | 0.0 | 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(95%),veh/ln | 0.5 | 16.6 | 17.1 | 1.6 | 13.1 | 13.6 | 1.9 | 1.1 | 0.0 | 1.5 | 0.9 | 0.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 11.7 | 22.1 | 22.0 | 14.2 | 16.3 | 16.2 | 46.0 | 41.2 | 0.0 | 38.5 | 43.0 | 42.8 |
| LnGrp LOS | B | C | C | B | B | B | D | D | | D | D | D |
| Approach Vol, veh/h | | 1353 | | | 1315 | | | 112 | | | 73 | |
| Approach Delay, s/veh | | 21.7 | | | 16.1 | | | 44.9 | | | 40.6 | |
| Approach LOS | | C | | | B | | | D | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 13.5 | 60.0 | 11.3 | 17.4 | 10.9 | 62.7 | 13.3 | 15.4 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 9.0 | 54.0 | 14.0 | 19.0 | 9.0 | 54.0 | 14.0 | 19.0 |
| Max Q Clear Time (g_c+I1), s | 4.4 | 29.7 | 3.9 | 3.3 | 2.8 | 24.9 | 4.4 | 3.1 |
| Green Ext Time (p_c), s | 0.1 | 9.2 | 0.0 | 0.0 | 0.0 | 8.6 | 0.1 | 0.1 |

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

**Notes**

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 6 | 1169 | 93 | 74 | 1121 | 66 | 74 | 11 | 64 | 56 | 12 | 19 |
| Future Volume (veh/h) | 6 | 1169 | 93 | 74 | 1121 | 66 | 74 | 11 | 64 | 56 | 12 | 19 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 7 | 1296 | 36 | 82 | 1243 | 0 | 82 | 12 | 0 | 62 | 13 | 0 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 26 | 1565 | 698 | 284 | 1806 | | 146 | 212 | | 254 | 196 | |
| Arrive On Green | 0.01 | 0.44 | 0.44 | 0.08 | 0.51 | 0.00 | 0.08 | 0.11 | 0.00 | 0.07 | 0.10 | 0.00 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 3456 | 3554 | 1585 | 1781 | 1870 | 2790 | 3456 | 1870 | 1585 |
| Grp Volume(v), veh/h | 7 | 1296 | 36 | 82 | 1243 | 0 | 82 | 12 | 0 | 62 | 13 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1728 | 1777 | 1585 | 1781 | 1870 | 1395 | 1728 | 1870 | 1585 |
| Q Serve(g_s), s | 0.3 | 26.5 | 1.1 | 1.8 | 21.8 | 0.0 | 3.7 | 0.5 | 0.0 | 1.4 | 0.5 | 0.0 |
| Cycle Q Clear(g_c), s | 0.3 | 26.5 | 1.1 | 1.8 | 21.8 | 0.0 | 3.7 | 0.5 | 0.0 | 1.4 | 0.5 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 26 | 1565 | 698 | 284 | 1806 | | 146 | 212 | | 254 | 196 | |
| V/C Ratio(X) | 0.27 | 0.83 | 0.05 | 0.29 | 0.69 | | 0.56 | 0.06 | | 0.24 | 0.07 | |
| Avail Cap(c_a), veh/h | 302 | 1894 | 845 | 586 | 1894 | | 410 | 430 | | 795 | 430 | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 40.3 | 20.3 | 13.2 | 35.6 | 15.4 | 0.0 | 36.5 | 32.7 | 0.0 | 36.1 | 33.3 | 0.0 |
| Incr Delay (d2), s/veh | 5.6 | 2.7 | 0.0 | 0.6 | 1.0 | 0.0 | 3.3 | 0.1 | 0.0 | 0.5 | 0.1 | 0.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 0.3 | 15.3 | 0.7 | 1.4 | 12.2 | 0.0 | 3.0 | 0.4 | 0.0 | 1.1 | 0.4 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 45.9 | 23.0 | 13.3 | 36.2 | 16.4 | 0.0 | 39.8 | 32.8 | 0.0 | 36.6 | 33.5 | 0.0 |
| LnGrp LOS | D | C | B | D | B | | D | C | | D | C | |
| Approach Vol, veh/h | | 1339 | | | 1325 | | | 94 | | | 75 | |
| Approach Delay, s/veh | | 22.9 | | | 17.6 | | | 38.9 | | | 36.0 | |
| Approach LOS | | C | | | B | | | D | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 12.8 | 42.4 | 12.1 | 15.4 | 7.2 | 48.0 | 12.8 | 14.6 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 14.0 | 44.0 | 19.0 | 19.0 | 14.0 | 44.0 | 19.0 | 19.0 |
| Max Q Clear Time (g_c+I1), s | 3.8 | 28.5 | 3.4 | 2.5 | 2.3 | 23.8 | 5.7 | 2.5 |
| Green Ext Time (p_c), s | 0.1 | 7.8 | 0.1 | 0.0 | 0.0 | 8.5 | 0.1 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 21.3 |
| HCM 7th LOS | C |

**Notes**

Unsignalized Delay for [NBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 42 | 252 | 17 | 39 | 309 | 49 | 8 | 102 | 50 | 31 | 108 | 48 |
| Future Volume (veh/h) | 42 | 252 | 17 | 39 | 309 | 49 | 8 | 102 | 50 | 31 | 108 | 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 47 | 279 | 19 | 43 | 343 | 0 | 9 | 113 | 55 | 34 | 120 | 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 723 | 1154 | 79 | 761 | 1247 | | 63 | 177 | 82 | 106 | 232 | 240 |
| Arrive On Green | 0.67 | 0.67 | 0.67 | 0.67 | 0.67 | 0.00 | 0.15 | 0.15 | 0.15 | 0.15 | 0.15 | 0.15 |
| Sat Flow, veh/h | 1038 | 1731 | 118 | 1081 | 1870 | 1585 | 39 | 1168 | 544 | 258 | 1532 | 1585 |
| Grp Volume(v), veh/h | 47 | 0 | 298 | 43 | 343 | 0 | 177 | 0 | 0 | 154 | 0 | 53 |
| Grp Sat Flow(s),veh/h/ln | 1038 | 0 | 1849 | 1081 | 1870 | 1585 | 1751 | 0 | 0 | 1790 | 0 | 1585 |
| Q Serve(g_s), s | 1.3 | 0.0 | 4.2 | 1.1 | 4.9 | 0.0 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 1.9 |
| Cycle Q Clear(g_c), s | 6.2 | 0.0 | 4.2 | 5.3 | 4.9 | 0.0 | 6.2 | 0.0 | 0.0 | 5.0 | 0.0 | 1.9 |
| Prop In Lane | 1.00 | | 0.06 | 1.00 | | 1.00 | 0.05 | | 0.31 | 0.22 | | 1.00 |
| Lane Grp Cap(c), veh/h | 723 | 0 | 1233 | 761 | 1247 | | 322 | 0 | 0 | 338 | 0 | 240 |
| V/C Ratio(X) | 0.06 | 0.00 | 0.24 | 0.06 | 0.28 | | 0.55 | 0.00 | 0.00 | 0.46 | 0.00 | 0.22 |
| Avail Cap(c_a), veh/h | 723 | 0 | 1233 | 761 | 1247 | | 950 | 0 | 0 | 946 | 0 | 817 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 5.8 | 0.0 | 4.4 | 5.4 | 4.5 | 0.0 | 26.4 | 0.0 | 0.0 | 25.9 | 0.0 | 24.6 |
| Incr Delay (d2), s/veh | 0.2 | 0.0 | 0.5 | 0.0 | 0.1 | 0.0 | 1.5 | 0.0 | 0.0 | 1.0 | 0.0 | 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(95%),veh/ln | 0.4 | 0.0 | 2.1 | 0.3 | 2.2 | 0.0 | 4.6 | 0.0 | 0.0 | 3.9 | 0.0 | 1.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 5.9 | 0.0 | 4.8 | 5.5 | 4.6 | 0.0 | 27.9 | 0.0 | 0.0 | 26.9 | 0.0 | 25.0 |
| LnGrp LOS | A | | A | A | A | | C | | | C | | C |
| Approach Vol, veh/h | | 345 | | | 386 | | | 177 | | | 207 | |
| Approach Delay, s/veh | | 5.0 | | | 4.7 | | | 27.9 | | | 26.4 | |
| Approach LOS | | A | | | A | | | C | | | C | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 50.0 | 16.0 | 50.0 | 16.0 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 44.0 | 34.0 | 44.0 | 34.0 |
| Max Q Clear Time (g_c+I1), s | 8.2 | 8.2 | 7.3 | 7.0 |
| Green Ext Time (p_c), s | 2.0 | 1.0 | 2.2 | 1.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 12.5 |
| HCM 7th LOS | B |

**Notes**

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 50 | 343 | 25 | 58 | 320 | 113 | 11 | 33 | 57 | 98 | 32 | 28 |
| Future Volume (veh/h) | 50 | 343 | 25 | 58 | 320 | 113 | 11 | 33 | 57 | 98 | 32 | 28 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 55 | 380 | 28 | 64 | 355 | 0 | 12 | 37 | 63 | 109 | 35 | 15 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 469 | 460 | 34 | 488 | 714 | | 313 | 80 | 137 | 363 | 376 | 319 |
| Arrive On Green | 0.07 | 0.27 | 0.27 | 0.19 | 0.38 | 0.00 | 0.02 | 0.13 | 0.13 | 0.10 | 0.20 | 0.20 |
| Sat Flow, veh/h | 1781 | 1721 | 127 | 1781 | 1870 | 1585 | 1781 | 622 | 1058 | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h | 55 | 0 | 408 | 64 | 355 | 0 | 12 | 0 | 100 | 109 | 35 | 15 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1848 | 1781 | 1870 | 1585 | 1781 | 0 | 1680 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s | 1.6 | 0.0 | 15.5 | 1.4 | 10.8 | 0.0 | 0.4 | 0.0 | 4.1 | 3.7 | 1.1 | 0.6 |
| Cycle Q Clear(g_c), s | 1.6 | 0.0 | 15.5 | 1.4 | 10.8 | 0.0 | 0.4 | 0.0 | 4.1 | 3.7 | 1.1 | 0.6 |
| Prop In Lane | 1.00 | | 0.07 | 1.00 | | 1.00 | 1.00 | | 0.63 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 469 | 0 | 494 | 488 | 714 | | 313 | 0 | 217 | 363 | 376 | 319 |
| V/C Ratio(X) | 0.12 | 0.00 | 0.83 | 0.13 | 0.50 | | 0.04 | 0.00 | 0.46 | 0.30 | 0.09 | 0.05 |
| Avail Cap(c_a), veh/h | 672 | 0 | 1086 | 488 | 1100 | | 604 | 0 | 539 | 525 | 600 | 508 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 16.8 | 0.0 | 25.8 | 12.6 | 17.7 | 0.0 | 27.0 | 0.0 | 30.2 | 23.0 | 24.3 | 24.1 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 3.6 | 0.6 | 0.5 | 0.0 | 0.0 | 0.0 | 1.5 | 0.5 | 0.1 | 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(95%),veh/ln | 1.1 | 0.0 | 11.0 | 1.0 | 7.7 | 0.0 | 0.3 | 0.0 | 3.0 | 2.7 | 0.9 | 0.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 17.0 | 0.0 | 29.4 | 13.2 | 18.2 | 0.0 | 27.1 | 0.0 | 31.7 | 23.5 | 24.4 | 24.2 |
| LnGrp LOS | B | | C | B | B | | C | | C | C | C | C |
| Approach Vol, veh/h | | 463 | | | 419 | | | 112 | | | 159 | |
| Approach Delay, s/veh | | 27.9 | | | 17.4 | | | 31.2 | | | 23.8 | |
| Approach LOS | | C | | | B | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 8.0 | 26.0 | 13.2 | 15.7 | 11.4 | 34.6 | 7.8 | 21.1 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 14.0 | 44.0 | 14.0 | 24.0 | 14.0 | 44.0 | 14.0 | 24.0 |
| Max Q Clear Time (g_c+I1), s | 3.4 | 17.5 | 5.7 | 6.1 | 3.6 | 12.8 | 2.4 | 3.1 |
| Green Ext Time (p_c), s | 0.1 | 2.4 | 0.1 | 0.4 | 0.1 | 2.1 | 0.0 | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 23.8 |
| HCM 7th LOS | C |

**Notes**

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 10 | 13 | 155 | 35 | 31 | 157 |
| Future Vol, veh/h | 10 | 13 | 155 | 35 | 31 | 157 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 11 | 14 | 172 | 39 | 34 | 174 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 415 | 172 | 0 | 0 | 211 | 0 |
| Stage 1 | 172 | - | - | - | - | - |
| Stage 2 | 243 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 594 | 872 | - | - | 1360 | - |
| Stage 1 | 858 | - | - | - | - | - |
| Stage 2 | 798 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 578 | 872 | - | - | 1360 | - |
| Mov Cap-2 Maneuver | 578 | - | - | - | - | - |
| Stage 1 | 858 | - | - | - | - | - |
| Stage 2 | 775 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 10.23 | 0 | 1.27 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 714 | 297 | - |
| HCM Lane V/C Ratio | - | - | 0.036 | 0.025 | - |
| HCM Control Delay (s/veh) | - | - | 10.2 | 7.7 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.3 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 4 | 27 | 157 | 10 | 31 | 185 |
| Future Vol, veh/h | 4 | 27 | 157 | 10 | 31 | 185 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | 170 | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 4 | 30 | 174 | 11 | 34 | 205 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 448 | 174 | 0 | 0 | 185 | 0 |
| Stage 1 | 174 | - | - | - | - | - |
| Stage 2 | 274 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 568 | 869 | - | - | 1389 | - |
| Stage 1 | 856 | - | - | - | - | - |
| Stage 2 | 772 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 553 | 869 | - | - | 1389 | - |
| Mov Cap-2 Maneuver | 553 | - | - | - | - | - |
| Stage 1 | 856 | - | - | - | - | - |
| Stage 2 | 751 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 9.64 | 0 | 1.1 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 809 | 258 | - |
| HCM Lane V/C Ratio | - | - | 0.042 | 0.025 | - |
| HCM Control Delay (s/veh) | - | - | 9.6 | 7.7 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 193 | 154 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 193 | 154 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 60 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 0 | 214 | 171 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 278 | 85 | 171 | 0 | - | 0 |
| Stage 1 | 171 | - | - | - | - | - |
| Stage 2 | 107 | - | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | 4.14 | - | - | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | 2.22 | - | - | - |
| Pot Cap-1 Maneuver | 689 | 956 | 1404 | - | - | - |
| Stage 1 | 842 | - | - | - | - | - |
| Stage 2 | 906 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 689 | 956 | 1404 | - | - | - |
| Mov Cap-2 Maneuver | 689 | - | - | - | - | - |
| Stage 1 | 842 | - | - | - | - | - |
| Stage 2 | 906 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1404 | - | - | - | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Control Delay (s/veh) | 0 | - | 0 | - | - |
| HCM Lane LOS | A | - | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | - | - |

# Appendix F: Build Conditions Analysis Reports

LOWE ENGINEERS



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 128 | 1617 | 214 | 27 | 647 | 23 | 93 | 41 | 46 | 75 | 76 | 37 |
| Future Volume (veh/h) | 128 | 1617 | 214 | 27 | 647 | 23 | 93 | 41 | 46 | 75 | 76 | 37 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 139 | 1758 | 157 | 29 | 703 | 25 | 101 | 45 | 0 | 82 | 83 | 18 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 489 | 1786 | 157 | 151 | 1772 | 63 | 260 | 193 | | 310 | 187 | 158 |
| Arrive On Green | 0.08 | 0.54 | 0.54 | 0.04 | 0.51 | 0.51 | 0.08 | 0.10 | 0.00 | 0.07 | 0.10 | 0.10 |
| Sat Flow, veh/h | 1781 | 3304 | 291 | 1781 | 3500 | 124 | 3456 | 1870 | 1585 | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h | 139 | 934 | 981 | 29 | 357 | 371 | 101 | 45 | 0 | 82 | 83 | 18 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1818 | 1781 | 1777 | 1848 | 1728 | 1870 | 1585 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s | 3.5 | 50.9 | 53.8 | 0.7 | 12.4 | 12.4 | 2.8 | 2.2 | 0.0 | 4.0 | 4.2 | 1.0 |
| Cycle Q Clear(g_c), s | 3.5 | 50.9 | 53.8 | 0.7 | 12.4 | 12.4 | 2.8 | 2.2 | 0.0 | 4.0 | 4.2 | 1.0 |
| Prop In Lane | 1.00 | | 0.16 | 1.00 | | 0.07 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 489 | 960 | 983 | 151 | 900 | 936 | 260 | 193 | | 310 | 187 | 158 |
| V/C Ratio(X) | 0.28 | 0.97 | 1.00 | 0.19 | 0.40 | 0.40 | 0.39 | 0.23 | | 0.26 | 0.44 | 0.11 |
| Avail Cap(c_a), veh/h | 510 | 960 | 983 | 233 | 960 | 999 | 484 | 356 | | 432 | 356 | 301 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 10.3 | 22.2 | 22.9 | 23.1 | 15.2 | 15.2 | 44.0 | 41.2 | 0.0 | 35.9 | 42.4 | 40.9 |
| Incr Delay (d2), s/veh | 0.3 | 23.1 | 28.4 | 0.6 | 0.3 | 0.3 | 0.9 | 0.6 | 0.0 | 0.4 | 1.7 | 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(95%),veh/ln | 2.2 | 32.3 | 36.0 | 0.6 | 8.1 | 8.4 | 2.2 | 1.9 | 0.0 | 3.1 | 3.6 | 0.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 10.6 | 45.3 | 51.3 | 23.7 | 15.5 | 15.5 | 45.0 | 41.8 | 0.0 | 36.4 | 44.0 | 41.3 |
| LnGrp LOS | B | D | D | C | B | B | D | D | | D | D | D |
| Approach Vol, veh/h | | 2054 | | | 757 | | | 146 | | | 183 | |
| Approach Delay, s/veh | | 45.8 | | | 15.8 | | | 44.0 | | | 40.3 | |
| Approach LOS | | D | | | B | | | D | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 10.4 | 60.0 | 13.2 | 16.3 | 13.8 | 56.6 | 13.5 | 16.0 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 9.0 | 54.0 | 14.0 | 19.0 | 9.0 | 54.0 | 14.0 | 19.0 |
| Max Q Clear Time (g_c+I1), s | 2.7 | 55.8 | 6.0 | 4.2 | 5.5 | 14.4 | 4.8 | 6.2 |
| Green Ext Time (p_c), s | 0.0 | 0.0 | 0.1 | 0.1 | 0.1 | 4.5 | 0.2 | 0.3 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 38.2 |
| HCM 7th LOS | D |

**Notes**

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 136 | 1421 | 164 | 212 | 636 | 1040 | 63 | 145 | 115 | 151 | 45 | 61 |
| Future Volume (veh/h) | 136 | 1421 | 164 | 212 | 636 | 1040 | 63 | 145 | 115 | 151 | 45 | 61 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 148 | 1545 | 91 | 230 | 691 | 0 | 68 | 158 | 0 | 164 | 49 | 0 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 181 | 1642 | 732 | 310 | 1599 | | 126 | 203 | | 290 | 228 | |
| Arrive On Green | 0.10 | 0.46 | 0.46 | 0.09 | 0.45 | 0.00 | 0.07 | 0.11 | 0.00 | 0.08 | 0.12 | 0.00 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 3456 | 3554 | 1585 | 1781 | 1870 | 2790 | 3456 | 1870 | 1585 |
| Grp Volume(v), veh/h | 148 | 1545 | 91 | 230 | 691 | 0 | 68 | 158 | 0 | 164 | 49 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1728 | 1777 | 1585 | 1781 | 1870 | 1395 | 1728 | 1870 | 1585 |
| Q Serve(g_s), s | 7.6 | 38.8 | 3.1 | 6.1 | 12.5 | 0.0 | 3.5 | 7.7 | 0.0 | 4.3 | 2.2 | 0.0 |
| Cycle Q Clear(g_c), s | 7.6 | 38.8 | 3.1 | 6.1 | 12.5 | 0.0 | 3.5 | 7.7 | 0.0 | 4.3 | 2.2 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 181 | 1642 | 732 | 310 | 1599 | | 126 | 203 | | 290 | 228 | |
| V/C Ratio(X) | 0.82 | 0.94 | 0.12 | 0.74 | 0.43 | | 0.54 | 0.78 | | 0.56 | 0.22 | |
| Avail Cap(c_a), veh/h | 266 | 1666 | 743 | 515 | 1666 | | 361 | 379 | | 699 | 379 | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 41.3 | 24.0 | 14.4 | 41.7 | 17.6 | 0.0 | 42.1 | 40.7 | 0.0 | 41.3 | 37.2 | 0.0 |
| Incr Delay (d2), s/veh | 11.7 | 11.0 | 0.1 | 3.5 | 0.2 | 0.0 | 3.6 | 6.3 | 0.0 | 1.7 | 0.5 | 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(95%),veh/ln | 6.8 | 23.6 | 1.9 | 4.7 | 8.2 | 0.0 | 2.9 | 6.9 | 0.0 | 3.3 | 1.8 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 53.0 | 35.0 | 14.5 | 45.1 | 17.8 | 0.0 | 45.7 | 47.1 | 0.0 | 43.1 | 37.6 | 0.0 |
| LnGrp LOS | D | C | B | D | B | | D | D | | D | D | |
| Approach Vol, veh/h | | 1784 | | | 921 | | | 226 | | | 213 | |
| Approach Delay, s/veh | | 35.4 | | | 24.6 | | | 46.7 | | | 41.8 | |
| Approach LOS | | D | | | C | | | D | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 14.4 | 49.4 | 13.9 | 16.2 | 15.6 | 48.2 | 12.6 | 17.4 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 14.0 | 44.0 | 19.0 | 19.0 | 14.0 | 44.0 | 19.0 | 19.0 |
| Max Q Clear Time (g_c+I1), s | 8.1 | 40.8 | 6.3 | 9.7 | 9.6 | 14.5 | 5.5 | 4.2 |
| Green Ext Time (p_c), s | 0.4 | 2.5 | 0.4 | 0.5 | 0.1 | 4.6 | 0.1 | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 33.5 |
| HCM 7th LOS | C |

**Notes**

Unsignalized Delay for [NBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 61 | 354 | 41 | 110 | 330 | 40 | 62 | 103 | 87 | 55 | 204 | 76 |
| Future Volume (veh/h) | 61 | 354 | 41 | 110 | 330 | 40 | 62 | 103 | 87 | 55 | 204 | 76 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 66 | 385 | 45 | 120 | 359 | 0 | 67 | 112 | 95 | 60 | 222 | 83 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 489 | 740 | 86 | 432 | 842 | | 156 | 191 | 130 | 167 | 428 | 444 |
| Arrive On Green | 0.45 | 0.45 | 0.45 | 0.45 | 0.45 | 0.00 | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 |
| Sat Flow, veh/h | 1022 | 1644 | 192 | 958 | 1870 | 1585 | 197 | 681 | 466 | 246 | 1528 | 1585 |
| Grp Volume(v), veh/h | 66 | 0 | 430 | 120 | 359 | 0 | 274 | 0 | 0 | 282 | 0 | 83 |
| Grp Sat Flow(s),veh/h/ln | 1022 | 0 | 1836 | 958 | 1870 | 1585 | 1344 | 0 | 0 | 1774 | 0 | 1585 |
| Q Serve(g_s), s | 2.1 | 0.0 | 7.5 | 4.6 | 5.8 | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 |
| Cycle Q Clear(g_c), s | 7.9 | 0.0 | 7.5 | 12.0 | 5.8 | 0.0 | 8.8 | 0.0 | 0.0 | 5.8 | 0.0 | 1.8 |
| Prop In Lane | 1.00 | | 0.10 | 1.00 | | 1.00 | 0.24 | | 0.35 | 0.21 | | 1.00 |
| Lane Grp Cap(c), veh/h | 489 | 0 | 826 | 432 | 842 | | 477 | 0 | 0 | 595 | 0 | 444 |
| V/C Ratio(X) | 0.14 | 0.00 | 0.52 | 0.28 | 0.43 | | 0.57 | 0.00 | 0.00 | 0.47 | 0.00 | 0.19 |
| Avail Cap(c_a), veh/h | 1041 | 0 | 1817 | 949 | 1852 | | 1206 | 0 | 0 | 1401 | 0 | 1213 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 11.0 | 0.0 | 8.8 | 13.1 | 8.3 | 0.0 | 14.4 | 0.0 | 0.0 | 13.6 | 0.0 | 12.2 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 0.5 | 0.3 | 0.3 | 0.0 | 1.1 | 0.0 | 0.0 | 0.6 | 0.0 | 0.2 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 0.7 | 0.0 | 3.7 | 1.4 | 2.9 | 0.0 | 4.0 | 0.0 | 0.0 | 3.6 | 0.0 | 1.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 11.1 | 0.0 | 9.3 | 13.5 | 8.7 | 0.0 | 15.5 | 0.0 | 0.0 | 14.2 | 0.0 | 12.4 |
| LnGrp LOS | B | | A | B | A | | B | | | B | | B |
| Approach Vol, veh/h | | 496 | | | 479 | | | 274 | | | 365 | |
| Approach Delay, s/veh | | 9.5 | | | 9.9 | | | 15.5 | | | 13.8 | |
| Approach LOS | | A | | | A | | | B | | | B | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 26.0 | 18.4 | 26.0 | 18.4 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 44.0 | 34.0 | 44.0 | 34.0 |
| Max Q Clear Time (g_c+I1), s | 9.9 | 10.8 | 14.0 | 7.8 |
| Green Ext Time (p_c), s | 3.0 | 1.7 | 2.8 | 2.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 11.6 |
| HCM 7th LOS | B |

**Notes**

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 110 | 349 | 26 | 134 | 471 | 120 | 34 | 127 | 62 | 106 | 140 | 68 |
| Future Volume (veh/h) | 110 | 349 | 26 | 134 | 471 | 120 | 34 | 127 | 62 | 106 | 140 | 68 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 120 | 379 | 28 | 146 | 512 | 0 | 37 | 138 | 67 | 115 | 152 | 41 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 337 | 551 | 41 | 408 | 606 | | 344 | 179 | 87 | 320 | 358 | 304 |
| Arrive On Green | 0.10 | 0.32 | 0.32 | 0.10 | 0.32 | 0.00 | 0.06 | 0.15 | 0.15 | 0.10 | 0.19 | 0.19 |
| Sat Flow, veh/h | 1781 | 1720 | 127 | 1781 | 1870 | 1585 | 1781 | 1189 | 577 | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h | 120 | 0 | 407 | 146 | 512 | 0 | 37 | 0 | 205 | 115 | 152 | 41 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1847 | 1781 | 1870 | 1585 | 1781 | 0 | 1766 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s | 3.1 | 0.0 | 14.1 | 3.8 | 18.7 | 0.0 | 1.2 | 0.0 | 8.2 | 3.8 | 5.2 | 1.6 |
| Cycle Q Clear(g_c), s | 3.1 | 0.0 | 14.1 | 3.8 | 18.7 | 0.0 | 1.2 | 0.0 | 8.2 | 3.8 | 5.2 | 1.6 |
| Prop In Lane | 1.00 | | 0.07 | 1.00 | | 1.00 | 1.00 | | 0.33 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 337 | 0 | 592 | 408 | 606 | | 344 | 0 | 266 | 320 | 358 | 304 |
| V/C Ratio(X) | 0.36 | 0.00 | 0.69 | 0.36 | 0.84 | | 0.11 | 0.00 | 0.77 | 0.36 | 0.42 | 0.14 |
| Avail Cap(c_a), veh/h | 500 | 0 | 1107 | 563 | 1121 | | 581 | 0 | 578 | 484 | 612 | 518 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 15.9 | 0.0 | 21.7 | 14.9 | 23.1 | 0.0 | 23.5 | 0.0 | 29.9 | 22.6 | 26.1 | 24.6 |
| Incr Delay (d2), s/veh | 0.6 | 0.0 | 1.4 | 0.5 | 3.3 | 0.0 | 0.1 | 0.0 | 4.7 | 0.7 | 0.8 | 0.2 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 2.1 | 0.0 | 9.6 | 2.5 | 12.6 | 0.0 | 0.9 | 0.0 | 6.6 | 2.8 | 4.1 | 1.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 16.6 | 0.0 | 23.2 | 15.4 | 26.4 | 0.0 | 23.7 | 0.0 | 34.6 | 23.3 | 26.9 | 24.8 |
| LnGrp LOS | B | | C | B | C | | C | | C | C | C | C |
| Approach Vol, veh/h | | 527 | | | 658 | | | 242 | | | 308 | |
| Approach Delay, s/veh | | 21.7 | | | 24.0 | | | 32.9 | | | 25.3 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 13.6 | 29.5 | 13.2 | 17.1 | 13.3 | 29.8 | 10.2 | 20.1 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 14.0 | 44.0 | 14.0 | 24.0 | 14.0 | 44.0 | 14.0 | 24.0 |
| Max Q Clear Time (g_c+I1), s | 5.8 | 16.1 | 5.8 | 10.2 | 5.1 | 20.7 | 3.2 | 7.2 |
| Green Ext Time (p_c), s | 0.2 | 2.4 | 0.2 | 0.9 | 0.2 | 3.1 | 0.0 | 0.8 |

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

**Notes**

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 2 | 202 | 2 | 3 | 312 |
| Future Vol, veh/h | 2 | 2 | 202 | 2 | 3 | 312 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 2 | 2 | 220 | 2 | 3 | 339 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 565 | 220 | 0 | 0 | 222 | 0 |
| Stage 1 | 220 | - | - | - | - | - |
| Stage 2 | 346 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 486 | 820 | - | - | 1347 | - |
| Stage 1 | 817 | - | - | - | - | - |
| Stage 2 | 717 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 485 | 820 | - | - | 1347 | - |
| Mov Cap-2 Maneuver | 485 | - | - | - | - | - |
| Stage 1 | 817 | - | - | - | - | - |
| Stage 2 | 714 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 10.95 | 0 | 0.07 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 609 | 17 | - |
| HCM Lane V/C Ratio | - | - | 0.007 | 0.002 | - |
| HCM Control Delay (s/veh) | - | - | 11 | 7.7 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 1 | 202 | 1 | 10 | 314 |
| Future Vol, veh/h | 1 | 1 | 202 | 1 | 10 | 314 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | 170 | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 1 | 220 | 1 | 11 | 341 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 583 | 220 | 0 | 0 | 221 | 0 |
| Stage 1 | 220 | - | - | - | - | - |
| Stage 2 | 363 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 475 | 820 | - | - | 1349 | - |
| Stage 1 | 817 | - | - | - | - | - |
| Stage 2 | 704 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 470 | 820 | - | - | 1349 | - |
| Mov Cap-2 Maneuver | 470 | - | - | - | - | - |
| Stage 1 | 817 | - | - | - | - | - |
| Stage 2 | 697 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 11.05 | 0 | 0.24 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 598 | 56 | - |
| HCM Lane V/C Ratio | - | - | 0.004 | 0.008 | - |
| HCM Control Delay (s/veh) | - | - | 11 | 7.7 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 5 | 2 | 9 | 398 | 318 | 21 |
| Future Vol, veh/h | 5 | 2 | 9 | 398 | 318 | 21 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 60 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 2 | 10 | 433 | 346 | 23 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 593 | 184 | 368 | 0 | - | 0 |
| Stage 1 | 357 | - | - | - | - | - |
| Stage 2 | 236 | - | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | 4.14 | - | - | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | 2.22 | - | - | - |
| Pot Cap-1 Maneuver | 437 | 827 | 1187 | - | - | - |
| Stage 1 | 679 | - | - | - | - | - |
| Stage 2 | 781 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 433 | 827 | 1187 | - | - | - |
| Mov Cap-2 Maneuver | 433 | - | - | - | - | - |
| Stage 1 | 673 | - | - | - | - | - |
| Stage 2 | 781 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 12.29 | 0.18 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1187 | - | 501 | - | - |
| HCM Lane V/C Ratio | 0.008 | - | 0.015 | - | - |
| HCM Control Delay (s/veh) | 8.1 | - | 12.3 | - | - |
| HCM Lane LOS | A | - | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 41 | 951 | 158 | 42 | 1506 | 39 | 231 | 70 | 51 | 210 | 138 | 187 |
| Future Volume (veh/h) | 41 | 951 | 158 | 42 | 1506 | 39 | 231 | 70 | 51 | 210 | 138 | 187 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 45 | 1034 | 118 | 46 | 1637 | 42 | 251 | 76 | 0 | 228 | 150 | 181 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 182 | 1596 | 182 | 290 | 1759 | 45 | 319 | 186 | | 376 | 253 | 215 |
| Arrive On Green | 0.05 | 0.50 | 0.50 | 0.06 | 0.50 | 0.50 | 0.09 | 0.10 | 0.00 | 0.13 | 0.14 | 0.14 |
| Sat Flow, veh/h | 1781 | 3215 | 367 | 1781 | 3540 | 91 | 3456 | 1870 | 1585 | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h | 45 | 571 | 581 | 46 | 820 | 859 | 251 | 76 | 0 | 228 | 150 | 181 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1804 | 1781 | 1777 | 1854 | 1728 | 1870 | 1585 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s | 1.3 | 26.0 | 26.0 | 1.3 | 46.9 | 47.3 | 7.7 | 4.2 | 0.0 | 12.3 | 8.2 | 12.1 |
| Cycle Q Clear(g_c), s | 1.3 | 26.0 | 26.0 | 1.3 | 46.9 | 47.3 | 7.7 | 4.2 | 0.0 | 12.3 | 8.2 | 12.1 |
| Prop In Lane | 1.00 | | 0.20 | 1.00 | | 0.05 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 182 | 882 | 896 | 290 | 883 | 921 | 319 | 186 | | 376 | 253 | 215 |
| V/C Ratio(X) | 0.25 | 0.65 | 0.65 | 0.16 | 0.93 | 0.93 | 0.79 | 0.41 | | 0.61 | 0.59 | 0.84 |
| Avail Cap(c_a), veh/h | 232 | 882 | 896 | 339 | 883 | 921 | 445 | 327 | | 376 | 327 | 277 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 23.3 | 20.3 | 20.4 | 14.7 | 25.6 | 25.7 | 48.3 | 46.0 | 0.0 | 37.3 | 44.2 | 45.9 |
| Incr Delay (d2), s/veh | 0.7 | 3.7 | 3.6 | 0.3 | 15.8 | 15.9 | 6.2 | 1.4 | 0.0 | 2.8 | 2.2 | 16.7 |
| 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(95%),veh/ln | 1.0 | 16.1 | 16.3 | 0.9 | 29.2 | 30.6 | 6.4 | 3.6 | 0.0 | 9.4 | 7.0 | 9.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 24.0 | 24.0 | 24.0 | 14.9 | 41.3 | 41.6 | 54.5 | 47.5 | 0.0 | 40.1 | 46.4 | 62.6 |
| LnGrp LOS | C | C | C | B | D | D | D | D | | D | D | E |
| Approach Vol, veh/h | | 1197 | | | 1725 | | | 327 | | | 559 | |
| Approach Delay, s/veh | | 24.0 | | | 40.7 | | | 52.9 | | | 49.1 | |
| Approach LOS | | C | | | D | | | D | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 12.0 | 60.0 | 20.0 | 16.8 | 11.9 | 60.1 | 16.1 | 20.7 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 9.0 | 54.0 | 14.0 | 19.0 | 9.0 | 54.0 | 14.0 | 19.0 |
| Max Q Clear Time (g_c+I1), s | 3.3 | 28.0 | 14.3 | 6.2 | 3.3 | 49.3 | 9.7 | 14.1 |
| Green Ext Time (p_c), s | 0.0 | 7.8 | 0.0 | 0.2 | 0.0 | 3.7 | 0.3 | 0.6 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 37.7 |
| HCM 7th LOS | D |

**Notes**

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 11 | 1133 | 97 | 148 | 1418 | 183 | 168 | 48 | 157 | 526 | 131 | 56 |
| Future Volume (veh/h) | 11 | 1133 | 97 | 148 | 1418 | 183 | 168 | 48 | 157 | 526 | 131 | 56 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 12 | 1232 | 40 | 161 | 1541 | 0 | 183 | 52 | 0 | 572 | 142 | 0 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 40 | 1409 | 628 | 274 | 1609 | | 218 | 187 | | 636 | 303 | |
| Arrive On Green | 0.02 | 0.40 | 0.40 | 0.08 | 0.45 | 0.00 | 0.12 | 0.10 | 0.00 | 0.18 | 0.16 | 0.00 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 3456 | 3554 | 1585 | 1781 | 1870 | 2790 | 3456 | 1870 | 1585 |
| Grp Volume(v), veh/h | 12 | 1232 | 40 | 161 | 1541 | 0 | 183 | 52 | 0 | 572 | 142 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1728 | 1777 | 1585 | 1781 | 1870 | 1395 | 1728 | 1870 | 1585 |
| Q Serve(g_s), s | 0.7 | 32.0 | 1.6 | 4.5 | 41.8 | 0.0 | 10.0 | 2.6 | 0.0 | 16.2 | 6.9 | 0.0 |
| Cycle Q Clear(g_c), s | 0.7 | 32.0 | 1.6 | 4.5 | 41.8 | 0.0 | 10.0 | 2.6 | 0.0 | 16.2 | 6.9 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 40 | 1409 | 628 | 274 | 1609 | | 218 | 187 | | 636 | 303 | |
| V/C Ratio(X) | 0.30 | 0.87 | 0.06 | 0.59 | 0.96 | | 0.84 | 0.28 | | 0.90 | 0.47 | |
| Avail Cap(c_a), veh/h | 250 | 1565 | 698 | 484 | 1609 | | 339 | 356 | | 657 | 356 | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 48.0 | 27.9 | 18.7 | 44.4 | 26.4 | 0.0 | 42.9 | 41.6 | 0.0 | 39.8 | 38.0 | 0.0 |
| Incr Delay (d2), s/veh | 4.0 | 5.4 | 0.0 | 2.0 | 13.7 | 0.0 | 10.5 | 0.8 | 0.0 | 15.1 | 1.1 | 0.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 0.6 | 19.5 | 1.0 | 3.5 | 26.0 | 0.0 | 8.6 | 2.2 | 0.0 | 12.7 | 5.7 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 52.0 | 33.3 | 18.7 | 46.4 | 40.1 | 0.0 | 53.4 | 42.4 | 0.0 | 54.9 | 39.1 | 0.0 |
| LnGrp LOS | D | C | B | D | D | | D | D | | D | D | |
| Approach Vol, veh/h | | 1284 | | | 1702 | | | 235 | | | 714 | |
| Approach Delay, s/veh | | 33.0 | | | 40.7 | | | 51.0 | | | 51.8 | |
| Approach LOS | | C | | | D | | | D | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 13.9 | 45.6 | 24.4 | 16.0 | 8.3 | 51.2 | 18.2 | 22.2 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 14.0 | 44.0 | 19.0 | 19.0 | 14.0 | 44.0 | 19.0 | 19.0 |
| Max Q Clear Time (g_c+I1), s | 6.5 | 34.0 | 18.2 | 4.6 | 2.7 | 43.8 | 12.0 | 8.9 |
| Green Ext Time (p_c), s | 0.3 | 5.6 | 0.2 | 0.1 | 0.0 | 0.1 | 0.3 | 0.4 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 40.8 |
| HCM 7th LOS | D |

**Notes**

Unsignalized Delay for [NBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 68 | 333 | 56 | 343 | 449 | 111 | 43 | 210 | 63 | 33 | 257 | 90 |
| Future Volume (veh/h) | 68 | 333 | 56 | 343 | 449 | 111 | 43 | 210 | 63 | 33 | 257 | 90 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 74 | 362 | 61 | 373 | 488 | 0 | 47 | 228 | 68 | 36 | 279 | 98 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 455 | 869 | 146 | 499 | 1041 | | 83 | 291 | 80 | 84 | 468 | 462 |
| Arrive On Green | 0.56 | 0.56 | 0.56 | 0.56 | 0.56 | 0.00 | 0.29 | 0.29 | 0.29 | 0.29 | 0.29 | 0.29 |
| Sat Flow, veh/h | 908 | 1560 | 263 | 964 | 1870 | 1585 | 108 | 999 | 274 | 114 | 1607 | 1585 |
| Grp Volume(v), veh/h | 74 | 0 | 423 | 373 | 488 | 0 | 343 | 0 | 0 | 315 | 0 | 98 |
| Grp Sat Flow(s),veh/h/ln | 908 | 0 | 1823 | 964 | 1870 | 1585 | 1380 | 0 | 0 | 1721 | 0 | 1585 |
| Q Serve(g_s), s | 4.2 | 0.0 | 10.6 | 28.8 | 12.4 | 0.0 | 7.5 | 0.0 | 0.0 | 0.0 | 0.0 | 3.7 |
| Cycle Q Clear(g_c), s | 16.6 | 0.0 | 10.6 | 39.4 | 12.4 | 0.0 | 19.4 | 0.0 | 0.0 | 11.9 | 0.0 | 3.7 |
| Prop In Lane | 1.00 | | 0.14 | 1.00 | | 1.00 | 0.14 | | 0.20 | 0.11 | | 1.00 |
| Lane Grp Cap(c), veh/h | 455 | 0 | 1015 | 499 | 1041 | | 454 | 0 | 0 | 552 | 0 | 462 |
| V/C Ratio(X) | 0.16 | 0.00 | 0.42 | 0.75 | 0.47 | | 0.76 | 0.00 | 0.00 | 0.57 | 0.00 | 0.21 |
| Avail Cap(c_a), veh/h | 455 | 0 | 1015 | 499 | 1041 | | 679 | 0 | 0 | 792 | 0 | 682 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 15.5 | 0.0 | 10.1 | 21.5 | 10.5 | 0.0 | 26.4 | 0.0 | 0.0 | 23.9 | 0.0 | 21.1 |
| Incr Delay (d2), s/veh | 0.8 | 0.0 | 1.3 | 6.1 | 0.3 | 0.0 | 2.7 | 0.0 | 0.0 | 0.9 | 0.0 | 0.2 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 1.6 | 0.0 | 7.0 | 10.7 | 7.7 | 0.0 | 10.2 | 0.0 | 0.0 | 8.5 | 0.0 | 2.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 16.2 | 0.0 | 11.4 | 27.6 | 10.8 | 0.0 | 29.1 | 0.0 | 0.0 | 24.8 | 0.0 | 21.4 |
| LnGrp LOS | B | | B | C | B | | C | | | C | | C |
| Approach Vol, veh/h | | 497 | | | 861 | | | 343 | | | 413 | |
| Approach Delay, s/veh | | 12.1 | | | 18.1 | | | 29.1 | | | 24.0 | |
| Approach LOS | | B | | | B | | | C | | | C | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 50.0 | 29.0 | 50.0 | 29.0 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 44.0 | 34.0 | 44.0 | 34.0 |
| Max Q Clear Time (g_c+I1), s | 18.6 | 21.4 | 41.4 | 13.9 |
| Green Ext Time (p_c), s | 3.0 | 1.7 | 1.3 | 2.1 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 19.6 |
| HCM 7th LOS | B |

**Notes**

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 99 | 404 | 20 | 81 | 621 | 219 | 100 | 181 | 110 | 185 | 90 | 106 |
| Future Volume (veh/h) | 99 | 404 | 20 | 81 | 621 | 219 | 100 | 181 | 110 | 185 | 90 | 106 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 108 | 439 | 22 | 88 | 675 | 0 | 109 | 197 | 120 | 201 | 98 | 82 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 230 | 575 | 29 | 404 | 723 | | 434 | 219 | 134 | 288 | 442 | 374 |
| Arrive On Green | 0.07 | 0.33 | 0.33 | 0.13 | 0.39 | 0.00 | 0.07 | 0.20 | 0.20 | 0.11 | 0.24 | 0.24 |
| Sat Flow, veh/h | 1781 | 1766 | 88 | 1781 | 1870 | 1585 | 1781 | 1088 | 663 | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h | 108 | 0 | 461 | 88 | 675 | 0 | 109 | 0 | 317 | 201 | 98 | 82 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1854 | 1781 | 1870 | 1585 | 1781 | 0 | 1751 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s | 4.0 | 0.0 | 23.2 | 2.8 | 36.1 | 0.0 | 4.9 | 0.0 | 18.4 | 9.1 | 4.4 | 4.3 |
| Cycle Q Clear(g_c), s | 4.0 | 0.0 | 23.2 | 2.8 | 36.1 | 0.0 | 4.9 | 0.0 | 18.4 | 9.1 | 4.4 | 4.3 |
| Prop In Lane | 1.00 | | 0.05 | 1.00 | | 1.00 | 1.00 | | 0.38 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 230 | 0 | 603 | 404 | 723 | | 434 | 0 | 353 | 288 | 442 | 374 |
| V/C Ratio(X) | 0.47 | 0.00 | 0.76 | 0.22 | 0.93 | | 0.25 | 0.00 | 0.90 | 0.70 | 0.22 | 0.22 |
| Avail Cap(c_a), veh/h | 339 | 0 | 784 | 404 | 790 | | 542 | 0 | 404 | 335 | 442 | 374 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 25.0 | 0.0 | 31.5 | 18.2 | 30.7 | 0.0 | 29.1 | 0.0 | 40.5 | 29.9 | 32.1 | 32.0 |
| Incr Delay (d2), s/veh | 1.5 | 0.0 | 3.3 | 1.2 | 17.2 | 0.0 | 0.3 | 0.0 | 20.6 | 5.1 | 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(95%),veh/ln | 2.1 | 0.0 | 15.8 | 2.2 | 25.7 | 0.0 | 3.8 | 0.0 | 14.9 | 7.6 | 3.6 | 3.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 26.4 | 0.0 | 34.9 | 19.5 | 47.9 | 0.0 | 29.4 | 0.0 | 61.1 | 35.1 | 32.3 | 32.3 |
| LnGrp LOS | C | | C | B | D | | C | | E | D | C | C |
| Approach Vol, veh/h | | 569 | | | 763 | | | 426 | | | 381 | |
| Approach Delay, s/veh | | 33.3 | | | 44.6 | | | 53.0 | | | 33.8 | |
| Approach LOS | | C | | | D | | | D | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 20.0 | 39.9 | 17.3 | 27.0 | 13.6 | 46.2 | 13.7 | 30.6 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 14.0 | 44.0 | 14.0 | 24.0 | 14.0 | 44.0 | 14.0 | 24.0 |
| Max Q Clear Time (g_c+I1), s | 4.8 | 25.2 | 11.1 | 20.4 | 6.0 | 38.1 | 6.9 | 6.4 |
| Green Ext Time (p_c), s | 0.1 | 2.6 | 0.1 | 0.6 | 0.1 | 2.1 | 0.1 | 0.6 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 41.3 |
| HCM 7th LOS | D |

**Notes**

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 3 | 366 | 4 | 6 | 395 |
| Future Vol, veh/h | 1 | 3 | 366 | 4 | 6 | 395 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 3 | 398 | 4 | 7 | 429 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 840 | 398 | 0 | 0 | 402 | 0 |
| Stage 1 | 398 | - | - | - | - | - |
| Stage 2 | 442 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 335 | 652 | - | - | 1156 | - |
| Stage 1 | 679 | - | - | - | - | - |
| Stage 2 | 648 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 333 | 652 | - | - | 1156 | - |
| Mov Cap-2 Maneuver | 333 | - | - | - | - | - |
| Stage 1 | 679 | - | - | - | - | - |
| Stage 2 | 643 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 11.9 | 0 | 0.12 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 526 | 27 | - |
| HCM Lane V/C Ratio | - | - | 0.008 | 0.006 | - |
| HCM Control Delay (s/veh) | - | - | 11.9 | 8.1 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 3 | 367 | 2 | 4 | 401 |
| Future Vol, veh/h | 1 | 3 | 367 | 2 | 4 | 401 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | 170 | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 3 | 399 | 2 | 4 | 436 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 843 | 399 | 0 | 0 | 401 | 0 |
| Stage 1 | 399 | - | - | - | - | - |
| Stage 2 | 445 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 334 | 651 | - | - | 1158 | - |
| Stage 1 | 678 | - | - | - | - | - |
| Stage 2 | 646 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 332 | 651 | - | - | 1158 | - |
| Mov Cap-2 Maneuver | 332 | - | - | - | - | - |
| Stage 1 | 678 | - | - | - | - | - |
| Stage 2 | 643 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 11.92 | 0 | 0.08 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 525 | 18 | - |
| HCM Lane V/C Ratio | - | - | 0.008 | 0.004 | - |
| HCM Control Delay (s/veh) | - | - | 11.9 | 8.1 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 5 | 12 | 432 | 343 | 14 |
| Future Vol, veh/h | 2 | 5 | 12 | 432 | 343 | 14 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 60 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 2 | 5 | 13 | 470 | 373 | 15 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 641 | 194 | 388 | 0 | - | 0 |
| Stage 1 | 380 | - | - | - | - | - |
| Stage 2 | 261 | - | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | 4.14 | - | - | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | 2.22 | - | - | - |
| Pot Cap-1 Maneuver | 407 | 815 | 1167 | - | - | - |
| Stage 1 | 661 | - | - | - | - | - |
| Stage 2 | 759 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 403 | 815 | 1167 | - | - | - |
| Mov Cap-2 Maneuver | 403 | - | - | - | - | - |
| Stage 1 | 653 | - | - | - | - | - |
| Stage 2 | 759 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 10.78 | 0.22 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1167 | - | 630 | - | - |
| HCM Lane V/C Ratio | 0.011 | - | 0.012 | - | - |
| HCM Control Delay (s/veh) | 8.1 | - | 10.8 | - | - |
| HCM Lane LOS | A | - | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 31 | 1163 | 115 | 109 | 1094 | 22 | 94 | 26 | 72 | 35 | 23 | 33 |
| Future Volume (veh/h) | 31 | 1163 | 115 | 109 | 1094 | 22 | 94 | 26 | 72 | 35 | 23 | 33 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 34 | 1264 | 71 | 118 | 1189 | 24 | 102 | 28 | 0 | 38 | 25 | 14 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 307 | 1797 | 101 | 305 | 1967 | 40 | 254 | 214 | | 290 | 173 | 147 |
| Arrive On Green | 0.05 | 0.53 | 0.53 | 0.08 | 0.55 | 0.55 | 0.07 | 0.11 | 0.00 | 0.05 | 0.09 | 0.09 |
| Sat Flow, veh/h | 1781 | 3421 | 192 | 1781 | 3562 | 72 | 3456 | 1870 | 1585 | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h | 34 | 656 | 679 | 118 | 593 | 620 | 102 | 28 | 0 | 38 | 25 | 14 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1836 | 1781 | 1777 | 1857 | 1728 | 1870 | 1585 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s | 0.9 | 28.5 | 28.7 | 2.9 | 23.1 | 23.1 | 2.9 | 1.4 | 0.0 | 1.9 | 1.3 | 0.8 |
| Cycle Q Clear(g_c), s | 0.9 | 28.5 | 28.7 | 2.9 | 23.1 | 23.1 | 2.9 | 1.4 | 0.0 | 1.9 | 1.3 | 0.8 |
| Prop In Lane | 1.00 | | 0.10 | 1.00 | | 0.04 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 307 | 933 | 964 | 305 | 981 | 1026 | 254 | 214 | | 290 | 173 | 147 |
| V/C Ratio(X) | 0.11 | 0.70 | 0.70 | 0.39 | 0.60 | 0.60 | 0.40 | 0.13 | | 0.13 | 0.14 | 0.10 |
| Avail Cap(c_a), veh/h | 377 | 933 | 964 | 327 | 981 | 1026 | 471 | 346 | | 440 | 346 | 293 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 11.7 | 18.4 | 18.4 | 14.4 | 15.5 | 15.5 | 45.5 | 40.9 | 0.0 | 38.5 | 42.9 | 42.7 |
| Incr Delay (d2), s/veh | 0.2 | 4.4 | 4.3 | 0.8 | 1.1 | 1.0 | 1.0 | 0.3 | 0.0 | 0.2 | 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(95%),veh/ln | 0.6 | 17.1 | 17.6 | 1.9 | 13.3 | 13.8 | 2.3 | 1.2 | 0.0 | 1.5 | 1.1 | 0.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 11.8 | 22.8 | 22.7 | 15.2 | 16.5 | 16.5 | 46.5 | 41.2 | 0.0 | 38.7 | 43.3 | 43.0 |
| LnGrp LOS | B | C | C | B | B | B | D | D | | D | D | D |
| Approach Vol, veh/h | | 1369 | | | 1331 | | | 130 | | | 77 | |
| Approach Delay, s/veh | | 22.5 | | | 16.4 | | | 45.3 | | | 41.0 | |
| Approach LOS | | C | | | B | | | D | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 13.7 | 60.0 | 11.3 | 17.8 | 11.0 | 62.8 | 13.6 | 15.5 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 9.0 | 54.0 | 14.0 | 19.0 | 9.0 | 54.0 | 14.0 | 19.0 |
| Max Q Clear Time (g_c+I1), s | 4.9 | 30.7 | 3.9 | 3.4 | 2.9 | 25.1 | 4.9 | 3.3 |
| Green Ext Time (p_c), s | 0.1 | 9.2 | 0.0 | 0.1 | 0.0 | 8.6 | 0.2 | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 21.2 |
| HCM 7th LOS | C |

**Notes**

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 9 | 1206 | 95 | 75 | 1156 | 67 | 75 | 11 | 65 | 57 | 12 | 22 |
| Future Volume (veh/h) | 9 | 1206 | 95 | 75 | 1156 | 67 | 75 | 11 | 65 | 57 | 12 | 22 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 10 | 1311 | 38 | 82 | 1257 | 0 | 82 | 12 | 0 | 62 | 13 | 0 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 35 | 1575 | 703 | 283 | 1795 | | 146 | 211 | | 253 | 195 | |
| Arrive On Green | 0.02 | 0.44 | 0.44 | 0.08 | 0.51 | 0.00 | 0.08 | 0.11 | 0.00 | 0.07 | 0.10 | 0.00 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 3456 | 3554 | 1585 | 1781 | 1870 | 2790 | 3456 | 1870 | 1585 |
| Grp Volume(v), veh/h | 10 | 1311 | 38 | 82 | 1257 | 0 | 82 | 12 | 0 | 62 | 13 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1728 | 1777 | 1585 | 1781 | 1870 | 1395 | 1728 | 1870 | 1585 |
| Q Serve(g_s), s | 0.5 | 27.0 | 1.1 | 1.9 | 22.5 | 0.0 | 3.7 | 0.5 | 0.0 | 1.4 | 0.5 | 0.0 |
| Cycle Q Clear(g_c), s | 0.5 | 27.0 | 1.1 | 1.9 | 22.5 | 0.0 | 3.7 | 0.5 | 0.0 | 1.4 | 0.5 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 35 | 1575 | 703 | 283 | 1795 | | 146 | 211 | | 253 | 195 | |
| V/C Ratio(X) | 0.28 | 0.83 | 0.05 | 0.29 | 0.70 | | 0.56 | 0.06 | | 0.24 | 0.07 | |
| Avail Cap(c_a), veh/h | 300 | 1882 | 840 | 582 | 1882 | | 407 | 428 | | 790 | 428 | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 40.1 | 20.4 | 13.2 | 35.9 | 15.7 | 0.0 | 36.7 | 32.9 | 0.0 | 36.3 | 33.6 | 0.0 |
| Incr Delay (d2), s/veh | 4.3 | 2.9 | 0.0 | 0.6 | 1.1 | 0.0 | 3.4 | 0.1 | 0.0 | 0.5 | 0.1 | 0.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 0.4 | 15.5 | 0.7 | 1.4 | 12.5 | 0.0 | 3.0 | 0.4 | 0.0 | 1.1 | 0.4 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 44.4 | 23.3 | 13.2 | 36.4 | 16.8 | 0.0 | 40.1 | 33.0 | 0.0 | 36.8 | 33.7 | 0.0 |
| LnGrp LOS | D | C | B | D | B | | D | C | | D | C | |
| Approach Vol, veh/h | | 1359 | | | 1339 | | | 94 | | | 75 | |
| Approach Delay, s/veh | | 23.1 | | | 18.0 | | | 39.2 | | | 36.3 | |
| Approach LOS | | C | | | B | | | D | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 18.8 | 42.8 | 12.1 | 15.4 | 7.6 | 48.0 | 12.8 | 14.7 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 14.0 | 44.0 | 19.0 | 19.0 | 14.0 | 44.0 | 19.0 | 19.0 |
| Max Q Clear Time (g_c+I1), s | 3.9 | 29.0 | 3.4 | 2.5 | 2.5 | 24.5 | 5.7 | 2.5 |
| Green Ext Time (p_c), s | 0.1 | 7.8 | 0.1 | 0.0 | 0.0 | 8.5 | 0.1 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 21.6 |
| HCM 7th LOS | C |

**Notes**

Unsignalized Delay for [NBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 48 | 257 | 17 | 40 | 315 | 60 | 8 | 109 | 51 | 44 | 116 | 55 |
| Future Volume (veh/h) | 48 | 257 | 17 | 40 | 315 | 60 | 8 | 109 | 51 | 44 | 116 | 55 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 52 | 279 | 18 | 43 | 342 | 0 | 9 | 118 | 55 | 48 | 126 | 60 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 724 | 1159 | 75 | 762 | 1247 | | 62 | 173 | 77 | 123 | 211 | 240 |
| Arrive On Green | 0.67 | 0.67 | 0.67 | 0.67 | 0.67 | 0.00 | 0.15 | 0.15 | 0.15 | 0.15 | 0.15 | 0.15 |
| Sat Flow, veh/h | 1039 | 1738 | 112 | 1082 | 1870 | 1585 | 35 | 1144 | 510 | 355 | 1394 | 1585 |
| Grp Volume(v), veh/h | 52 | 0 | 297 | 43 | 342 | 0 | 182 | 0 | 0 | 174 | 0 | 60 |
| Grp Sat Flow(s),veh/h/ln | 1039 | 0 | 1850 | 1082 | 1870 | 1585 | 1689 | 0 | 0 | 1749 | 0 | 1585 |
| Q Serve(g_s), s | 1.4 | 0.0 | 4.2 | 1.1 | 4.9 | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 2.2 |
| Cycle Q Clear(g_c), s | 6.3 | 0.0 | 4.2 | 5.3 | 4.9 | 0.0 | 6.8 | 0.0 | 0.0 | 6.0 | 0.0 | 2.2 |
| Prop In Lane | 1.00 | | 0.06 | 1.00 | | 1.00 | 0.05 | | 0.30 | 0.28 | | 1.00 |
| Lane Grp Cap(c), veh/h | 724 | 0 | 1234 | 762 | 1247 | | 313 | 0 | 0 | 334 | 0 | 240 |
| V/C Ratio(X) | 0.07 | 0.00 | 0.24 | 0.06 | 0.27 | | 0.58 | 0.00 | 0.00 | 0.52 | 0.00 | 0.25 |
| Avail Cap(c_a), veh/h | 724 | 0 | 1234 | 762 | 1247 | | 942 | 0 | 0 | 926 | 0 | 817 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 5.8 | 0.0 | 4.4 | 5.4 | 4.5 | 0.0 | 26.5 | 0.0 | 0.0 | 26.2 | 0.0 | 24.7 |
| Incr Delay (d2), s/veh | 0.2 | 0.0 | 0.5 | 0.0 | 0.1 | 0.0 | 1.7 | 0.0 | 0.0 | 1.3 | 0.0 | 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(95%),veh/ln | 0.5 | 0.0 | 2.1 | 0.3 | 2.2 | 0.0 | 4.8 | 0.0 | 0.0 | 4.5 | 0.0 | 1.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 6.0 | 0.0 | 4.8 | 5.4 | 4.6 | 0.0 | 28.2 | 0.0 | 0.0 | 27.5 | 0.0 | 25.2 |
| LnGrp LOS | A | | A | A | A | | C | | | C | | C |
| Approach Vol, veh/h | | 349 | | | 385 | | | 182 | | | 234 | |
| Approach Delay, s/veh | | 5.0 | | | 4.7 | | | 28.2 | | | 26.9 | |
| Approach LOS | | A | | | A | | | C | | | C | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 50.0 | 16.0 | 50.0 | 16.0 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 44.0 | 34.0 | 44.0 | 34.0 |
| Max Q Clear Time (g_c+I1), s | 8.3 | 8.8 | 7.3 | 8.0 |
| Green Ext Time (p_c), s | 2.0 | 1.0 | 2.2 | 1.2 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 13.0 |
| HCM 7th LOS | B |

**Notes**

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 51 | 359 | 28 | 59 | 334 | 115 | 13 | 34 | 58 | 100 | 33 | 29 |
| Future Volume (veh/h) | 51 | 359 | 28 | 59 | 334 | 115 | 13 | 34 | 58 | 100 | 33 | 29 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 55 | 390 | 30 | 64 | 363 | 0 | 14 | 37 | 63 | 109 | 36 | 17 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 467 | 469 | 36 | 483 | 722 | | 317 | 80 | 136 | 360 | 368 | 312 |
| Arrive On Green | 0.07 | 0.27 | 0.27 | 0.19 | 0.39 | 0.00 | 0.03 | 0.13 | 0.13 | 0.10 | 0.20 | 0.20 |
| Sat Flow, veh/h | 1781 | 1715 | 132 | 1781 | 1870 | 1585 | 1781 | 622 | 1058 | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h | 55 | 0 | 420 | 64 | 363 | 0 | 14 | 0 | 100 | 109 | 36 | 17 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1847 | 1781 | 1870 | 1585 | 1781 | 0 | 1680 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s | 1.6 | 0.0 | 16.2 | 1.4 | 11.2 | 0.0 | 0.5 | 0.0 | 4.2 | 3.7 | 1.2 | 0.7 |
| Cycle Q Clear(g_c), s | 1.6 | 0.0 | 16.2 | 1.4 | 11.2 | 0.0 | 0.5 | 0.0 | 4.2 | 3.7 | 1.2 | 0.7 |
| Prop In Lane | 1.00 | | 0.07 | 1.00 | | 1.00 | 1.00 | | 0.63 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 467 | 0 | 505 | 483 | 722 | | 317 | 0 | 216 | 360 | 368 | 312 |
| V/C Ratio(X) | 0.12 | 0.00 | 0.83 | 0.13 | 0.50 | | 0.04 | 0.00 | 0.46 | 0.30 | 0.10 | 0.05 |
| Avail Cap(c_a), veh/h | 668 | 0 | 1076 | 483 | 1089 | | 599 | 0 | 534 | 520 | 594 | 504 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 16.7 | 0.0 | 25.8 | 12.7 | 17.7 | 0.0 | 27.2 | 0.0 | 30.5 | 23.5 | 24.9 | 24.6 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 3.6 | 0.6 | 0.5 | 0.0 | 0.1 | 0.0 | 1.5 | 0.5 | 0.1 | 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(95%),veh/ln | 1.1 | 0.0 | 11.3 | 1.0 | 7.8 | 0.0 | 0.4 | 0.0 | 3.1 | 2.8 | 0.9 | 0.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 16.8 | 0.0 | 29.4 | 13.3 | 18.2 | 0.0 | 27.2 | 0.0 | 32.1 | 24.0 | 25.0 | 24.7 |
| LnGrp LOS | B | | C | B | B | | C | | C | C | C | C |
| Approach Vol, veh/h | | 475 | | | 427 | | | 114 | | | 162 | |
| Approach Delay, s/veh | | 28.0 | | | 17.5 | | | 31.5 | | | 24.3 | |
| Approach LOS | | C | | | B | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 8.0 | 26.7 | 13.2 | 15.7 | 11.5 | 35.2 | 8.0 | 20.9 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 14.0 | 44.0 | 14.0 | 24.0 | 14.0 | 44.0 | 14.0 | 24.0 |
| Max Q Clear Time (g_c+I1), s | 3.4 | 18.2 | 5.7 | 6.2 | 3.6 | 13.2 | 2.5 | 3.2 |
| Green Ext Time (p_c), s | 0.1 | 2.5 | 0.1 | 0.4 | 0.1 | 2.1 | 0.0 | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 24.0 |
| HCM 7th LOS | C |

**Notes**

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 27 | 30 | 163 | 40 | 47 | 166 |
| Future Vol, veh/h | 27 | 30 | 163 | 40 | 47 | 166 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 29 | 33 | 177 | 43 | 51 | 180 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 460 | 177 | 0 | 0 | 221 | 0 |
| Stage 1 | 177 | - | - | - | - | - |
| Stage 2 | 283 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 560 | 866 | - | - | 1349 | - |
| Stage 1 | 854 | - | - | - | - | - |
| Stage 2 | 765 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 536 | 866 | - | - | 1349 | - |
| Mov Cap-2 Maneuver | 536 | - | - | - | - | - |
| Stage 1 | 854 | - | - | - | - | - |
| Stage 2 | 733 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 10.92 | 0 | 1.72 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 670 | 397 | - |
| HCM Lane V/C Ratio | - | - | 0.092 | 0.038 | - |
| HCM Control Delay (s/veh) | - | - | 10.9 | 7.8 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.3 | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.8 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 10 | 44 | 177 | 15 | 47 | 205 |
| Future Vol, veh/h | 10 | 44 | 177 | 15 | 47 | 205 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | 170 | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 11 | 48 | 192 | 16 | 51 | 223 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 517 | 192 | 0 | 0 | 209 | 0 |
| Stage 1 | 192 | - | - | - | - | - |
| Stage 2 | 325 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 518 | 849 | - | - | 1362 | - |
| Stage 1 | 840 | - | - | - | - | - |
| Stage 2 | 732 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 496 | 849 | - | - | 1362 | - |
| Mov Cap-2 Maneuver | 496 | - | - | - | - | - |
| Stage 1 | 840 | - | - | - | - | - |
| Stage 2 | 701 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 10.21 | 0 | 1.44 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 750 | 336 | - |
| HCM Lane V/C Ratio | - | - | 0.078 | 0.038 | - |
| HCM Control Delay (s/veh) | - | - | 10.2 | 7.7 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.3 | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 197 | 157 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 197 | 157 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 60 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 0 | 214 | 171 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 278 | 85 | 171 | 0 | - | 0 |
| Stage 1 | 171 | - | - | - | - | - |
| Stage 2 | 107 | - | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | 4.14 | - | - | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | 2.22 | - | - | - |
| Pot Cap-1 Maneuver | 689 | 957 | 1404 | - | - | - |
| Stage 1 | 842 | - | - | - | - | - |
| Stage 2 | 905 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 689 | 957 | 1404 | - | - | - |
| Mov Cap-2 Maneuver | 689 | - | - | - | - | - |
| Stage 1 | 842 | - | - | - | - | - |
| Stage 2 | 905 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1404 | - | - | - | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Control Delay (s/veh) | 0 | - | 0 | - | - |
| HCM Lane LOS | A | - | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | - | - |

# Appendix G: ITE Worksheets

# Church
(560)

**Vehicle Trip Ends vs:** **1000 Sq. Ft. GFA**
**On a:** **Weekday**

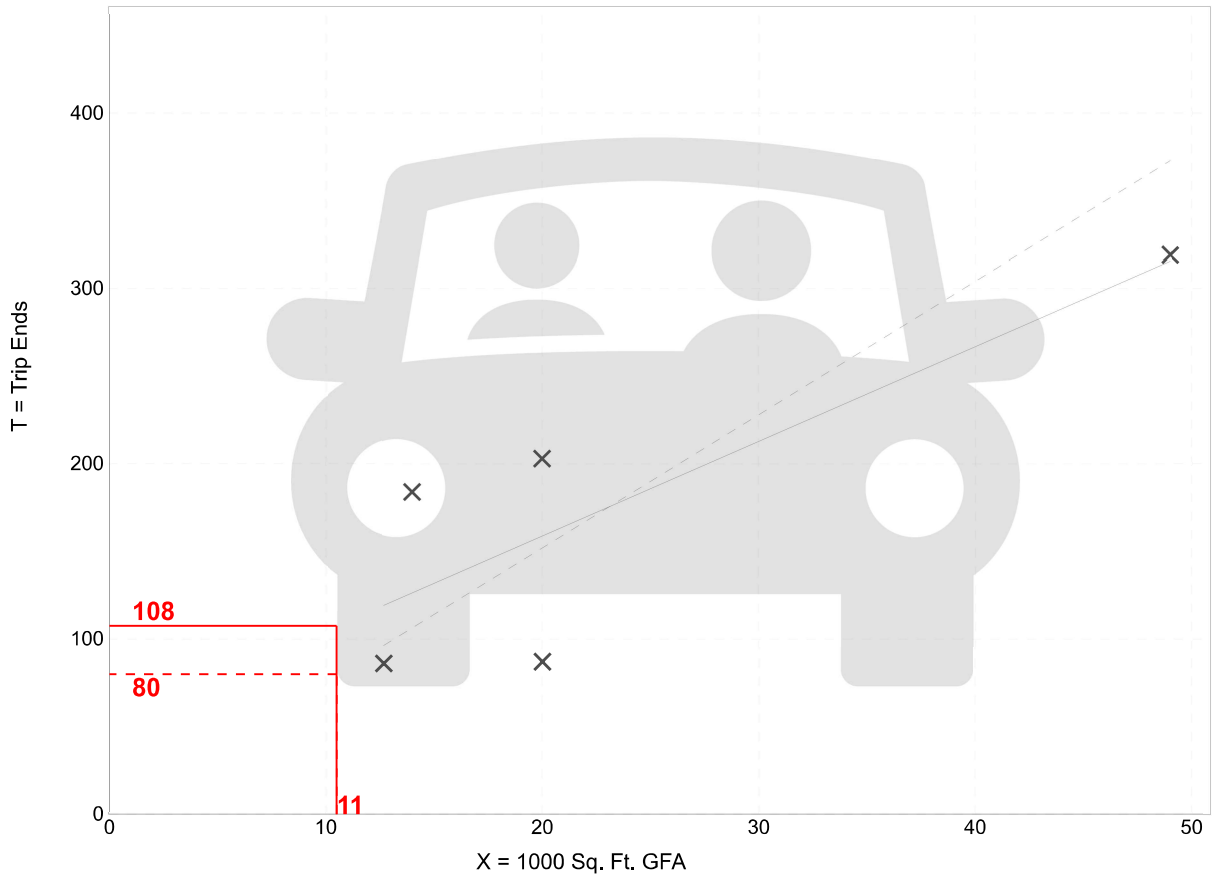
**Setting/Location:** **General Urban/Suburban**
Number of Studies: 5
Avg. 1000 Sq. Ft. GFA: 23
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 7.60 | 4.35 - 13.14 | 3.01 |

## Data Plot and Equation

***Caution – Small Sample Size***




**Fitted Curve Equation: T = 5.40(X) + 50.83**

**$R^2$= 0.69**

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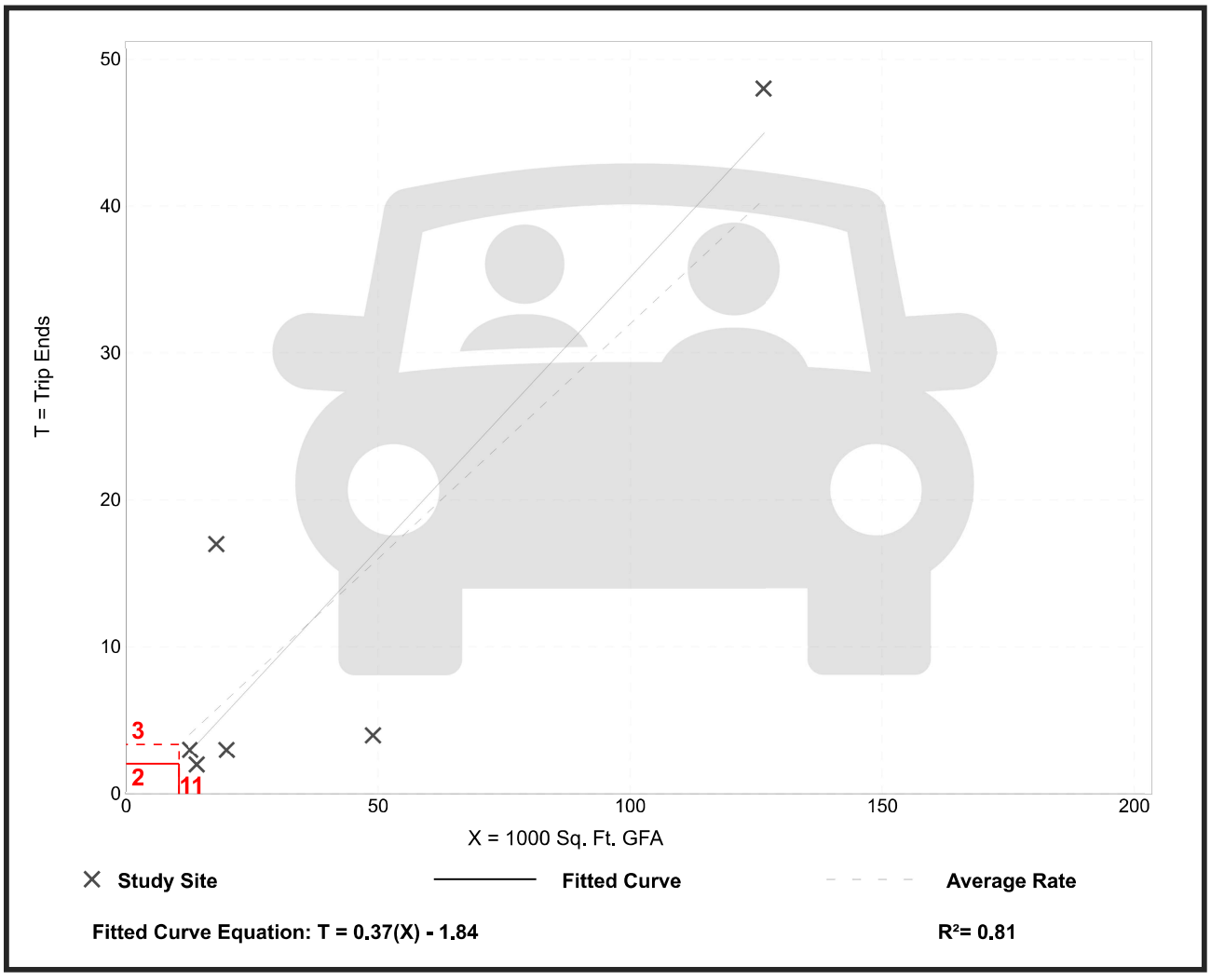
# Church
(560)

**Vehicle Trip Ends vs:** **1000 Sq. Ft. GFA**
**On a:** **Weekday,**
**Peak Hour of Adjacent Street Traffic,**
**One Hour Between 7 and 9 a.m.**
**Setting/Location:** **General Urban/Suburban**
Number of Studies: 6
Avg. 1000 Sq. Ft. GFA: 40
Directional Distribution: 62% entering, 38% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.32 | 0.08 - 0.94 | 0.24 |

## Data Plot and Equation



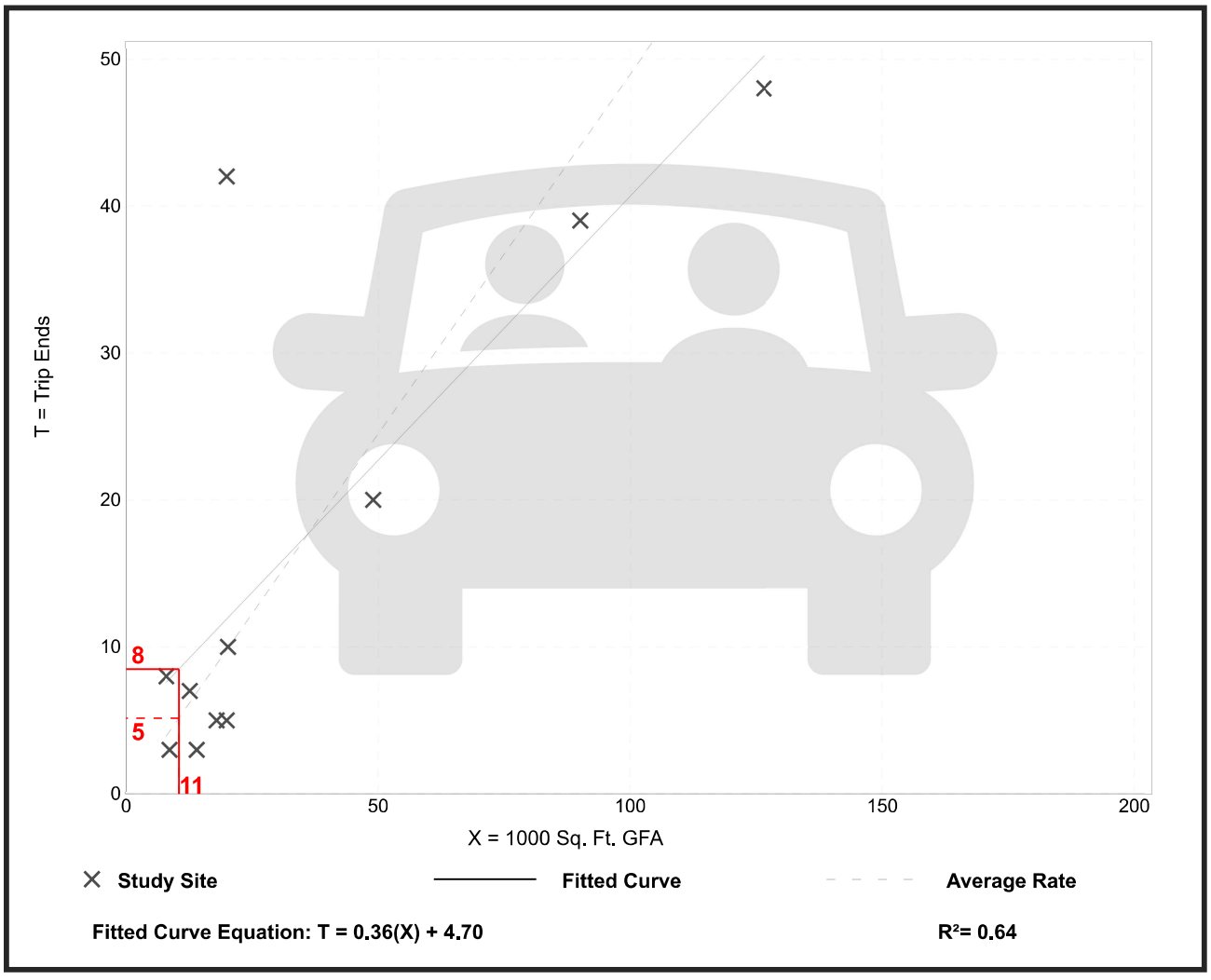
# Church
(560)

**Vehicle Trip Ends vs:** **1000 Sq. Ft. GFA**
**On a:** **Weekday,**
**Peak Hour of Adjacent Street Traffic,**
**One Hour Between 4 and 6 p.m.**
**Setting/Location:** **General Urban/Suburban**
Number of Studies: 11
Avg. 1000 Sq. Ft. GFA: 35
Directional Distribution: 44% entering, 56% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.49 | 0.21 - 2.10 | 0.41 |

## Data Plot and Equation



# Church
(560)

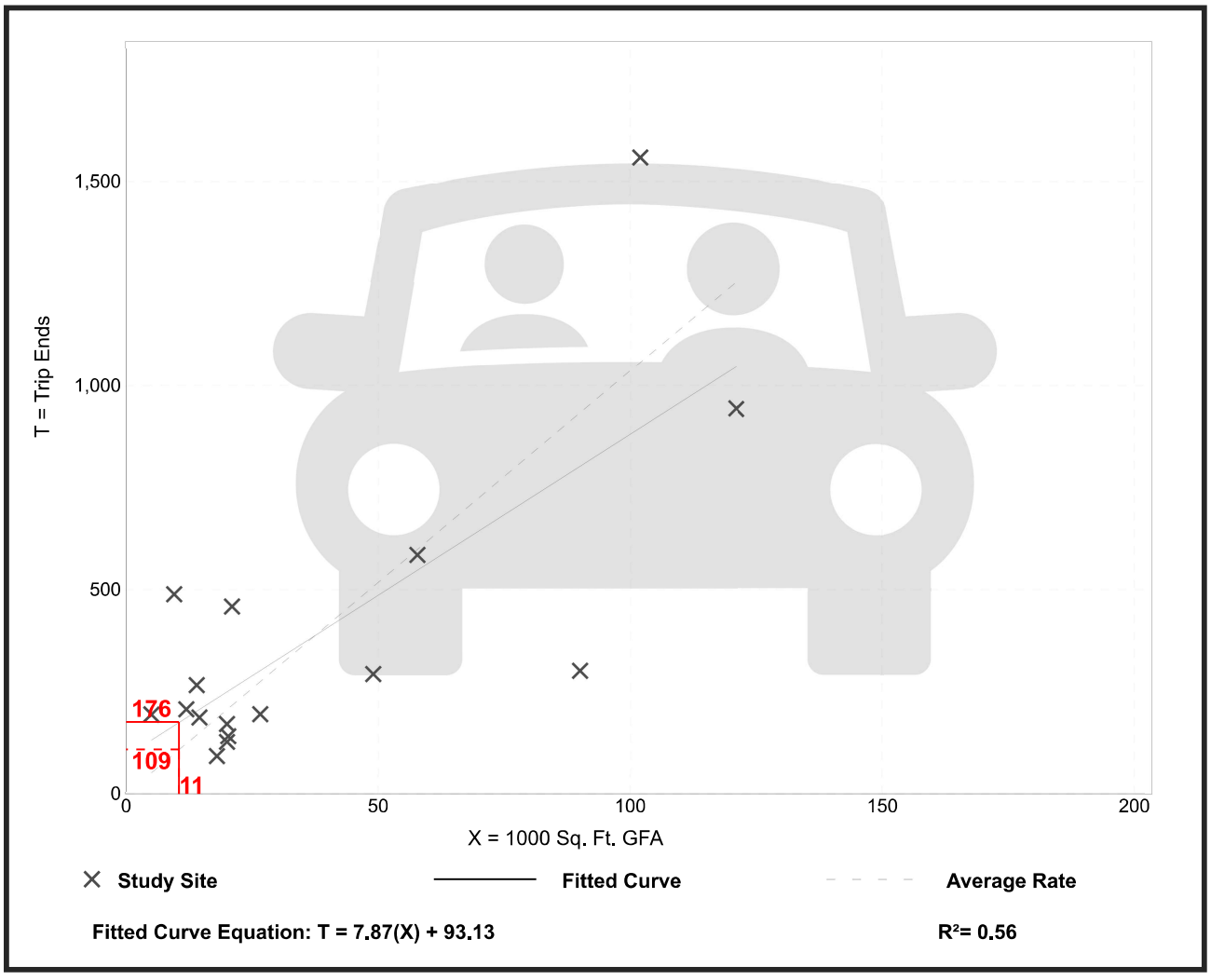
**Vehicle Trip Ends vs:** **1000 Sq. Ft. GFA**
**On a:** **Sunday, Peak Hour of Generator**

**Setting/Location:** **General Urban/Suburban**
Number of Studies: 16
Avg. 1000 Sq. Ft. GFA: 38
Directional Distribution: 48% entering, 52% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 10.36 | 3.36 - 51.31 | 7.83 |

## Data Plot and Equation




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# Appendix H: Excerpts of City of Sandy Springs Technical Manual & 2023 GDOT Regulations for Driveway & Encroachment Control

LOWE ENGINEERS

Development Director.

b. Other factors will also be considered, such as distance to other median openings, adjacent land use, expected traffic volumes, and the resulting volume of U-turns that are likely to occur without the median opening. Meeting the spacing criteria is not, in itself, an indication that median openings will be allowed.

c. All median openings shall include full width storage and taper length in accordance with Tables 3-6 and 3-7 unless otherwise acceptable to community development director based on a traffic study. Increased storage and transition lengths may be required to eliminate disruption of through-traffic flow. Provide a minimum 11-foot pavement width, excluding curb and gutter.

7. *Spacing of signalized intersections.* No signalized intersection shall be spaced at a distance less than 1,000 feet for urban roadways or 1,320 feet for rural roads from any other signalized intersection (measured from centerline to centerline) unless specifically approved by the Community Development Director.

8. *Auxiliary lanes* (turn lanes and deceleration lanes).

   a. *Improvements required.*

      i. When property that abuts upon an existing or proposed city road is to be developed or redeveloped and the city road will provide access to the property, access improvements to the city road (deceleration lanes, turn lanes, etc.) shall be provided by the developer.

      ii. When any auxiliary turn lane that extends beyond the applicant property frontage, the applicant will be responsible for acquiring the necessary rights-of-way and easements in order to accomplish the necessary frontage improvements.

   b. *Deceleration lane.* A deceleration lane shall be constructed at no cost to the city at each project driveway or subdivision street entrance, as applicable, that meets either the average daily traffic (ADT) or right turning volumes shown in the following table. Passing lane sections fall under the criteria for two or more lanes. The Director may require the construction of a deceleration lane even when the conditions in Table 3-3 are not met, if roadway or field conditions indicate that the safety of the general public would be improved.

**Table 3-3. Minimum Volumes Requiring Deceleration Lanes**

EXPAND

| | 2 Lanes on Main Road | | >2 Lanes on Main Road | |
|---|---|---|---|---|
| | 35—40 mph | >40 mph | 35—40 mph | >40 mph |
| Main Roadway ADT | 8,000 | 4,000 | 12,000 | 10,000 |
| Daily Right Turning Volume | 150 | 75 | 150 | 75 |
| Peak Hour Right Turning Volume | 15 | 7 | 15 | 7 |

Deceleration lanes required by this section shall meet the following requirements:

i. Deceleration lanes shall have a pavement width of 12 feet (exclusive of curb and gutter) and shall meet the following standards for storage and taper length:

**Table 3-4. Deceleration Lane Storage and Taper Lengths**

EXPAND

| Posted Speed Limit (mph) | Full Width Storage (ft) | Taper (ft) |
|---|---|---|
| 35 | 100 | 50 |
| 40 | 150 | 50 |
| 45 | 175 | 100 |
| 50 | 225 | 100 |

ii. Additional right-of-way to accommodate the deceleration lane and an 11-foot shoulder shall be dedicated by the developer to the city at no cost. Associated drainage improvements as deemed necessary by the construction of the deceleration lane shall also be required.

iii. Other access improvements may be required by the Community Development Director in order to ensure adequate site access, pedestrian access, convenience and safety to the motoring public.

iv.

The pavement specifications for deceleration lanes must comply with the GDOT standard specifications of roads and bridges, except as approved by the Community Development Director.

c. (3) *Medians.* In the event a street has an existing or proposed median, the opening will be reviewed in accordance with GDOT standards, latest edition.

d. (4) *Left turn lanes.* Left turn lanes must be constructed at no cost to the city if either the ADT or left turning volumes shown in the following table are met. Passing lane sections fall under the criteria for two or more lanes. The Community Development Director may also require the addition of a right turn lane, even when the conditions in the following table are not met, if roadway geometry or field conditions indicate that the safety of the traveling public would be improved.

**Table 3-5. Minimum Volumes Requiring Left Turn Lanes**

EXPAND

| | 2 Lanes on Main Road | | >2 Lanes on Main Road | |
|---|---|---|---|---|
| | 35—40 mph | >40 mph | 35—40 mph | >40 mph |
| Main Roadway ADT | 6,000 | 4,000 | 10,000 | 8,000 |
| Daily Left Turning Volume | 300 | 200 | 300 | 200 |
| Peak Hour Left Turning Volume | 30 | 20 | 30 | 20 |

Left turn lanes required by this section shall meet the following requirements:

a. The design of left turn lanes should consider the intended function and the characteristics of the roadway. In many cases, it is necessary to widen the existing roadway to introduce the left turn lane. Left turn lanes shall be constructed at no cost to the city.

b. When the roadway has a median that is at least 20 feet wide, the left turn lane can be developed out of the median, avoiding the need for transitions. If a proposed driveway aligns across the main street with another driveway, and the proposed driveway must provide a left turn lane and left turn storage, then adequate storage and tapers must also be provided for the driveway across the main street.

c.

## 4.9 Auxiliary Turn Lanes

### 4.9.1 When Deceleration Lanes Are Required

The provisions of this section should generally apply to auxiliary lanes installed on the approach to an intersection that provide for deceleration and storage of vehicles waiting to turn right or left. Such lanes are always beneficial and will be required in conjunction with commercial driveway permits when projected traffic volumes exceed minimum levels as provided in the sections below.

All existing utilities which would be under new pavement or in auxiliary/deceleration lanes should be relocated before final grading and paving, and at no cost to DOT. Existing utilities which are found to be not in conflict with construction may be allowed if a Retention Request is processed by the utility owner and approved by the Department.

#### 4.9.1.1 Minimum Requirements for Right Turn Deceleration Lanes

Right turn deceleration lanes must be constructed at no cost to the Department if the daily site generated Right Turn Volumes (RTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4-6. Passing lane sections fall under the criteria for two or more 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**

In the event the District Traffic Engineer determines that field conditions or other factors indicate that it would be in the best interest of the Department, use the form in **Appendix F** to document a waiver for the deceleration lane requirement, the District Traffic Engineer must document the recommendations using the form in **Appendix F**. The recommendations shall be approved by the District Engineer and be attached to the Permit. The District Traffic Engineer may also require the addition of a Right Turn lane, even when the conditions in Table 4-6 are not met, if roadway geometry or field conditions indicate that the safety of the traveling public would be improved. The recommendation must be documented and approved by the District Traffic Engineer for inclusion with the Permit.

The R/W for auxiliary/deceleration lanes may be dedicated in fee simple to the Department for the Department to maintain or the applicant must sign an agreement with the Department to maintain the lane to the Department's standards and to hold harmless the Department in the event that section of roadway is identified in any liability action. A Limited Warranty Deed is not acceptable when R/W is donated to the Department. See section 2.5 for details regarding RW dedication procedures.

The pavement specifications for auxiliary/deceleration lanes must be Georgia DOT Standard Specifications for Construction of Roads and Bridges, or be as described and approved by the Chief Engineer in cases where a lesser design may be acceptable, or where a proposed project is expected to tie in.

#### 4.9.1.2 Minimum Requirements for Left Turn Lanes

Left turn lanes must be constructed at no cost to the Department if the daily site generated Left Turn Volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4-7a **Condition 1**. If the LTVs are below the requirements for **Condition 1**, the applicant may be required to construct a Right Hand Passing Lane (see **Figure 4-7** if they meet the criteria in Table 4-7b **Condition 2**). The District Traffic Engineer will use engineering judgment to determine if the field conditions would allow construction of the Right Hand Passing Lane. Passing lane sections fall under the criteria for two or more lanes.

**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**

**Condition 2**

| LEFT TURN REQUIREMENTS w/Right Hand Passing Lane Option | | |
|---|---|---|
| Posted Speed | 2 Lane Routes only | |
| | ADT | |
| | <4,000 | >=4,000 |
| 35 MPH or Less | 200 LTV a day | 125 LTV a day |
| 40 to 45 MPH | 100 LTV a day | 75 LTV a day |
| 50 to 55 MPH | 75 LTV a day | 50 LTV a day |

**Table 4-7b Minimum Volumes Requiring Right Hand Passing Lanes**

| 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**

When traffic studies are conducted, the length of full-width lane needed for storage should be determined. If the length of full-width storage is greater than the length of full-width storage shown in Table 4-8, the longer length should be provided.

At signalized intersections, the amount of storage for both right and left turns can be based on the number of vehicles arriving during 1.5 signal cycles.

For unsignalized intersections, left turn storage should accommodate vehicles arriving during a two-minute period. Minimal storage is required for right turn lanes utilizing yield control at unsignalized intersections.

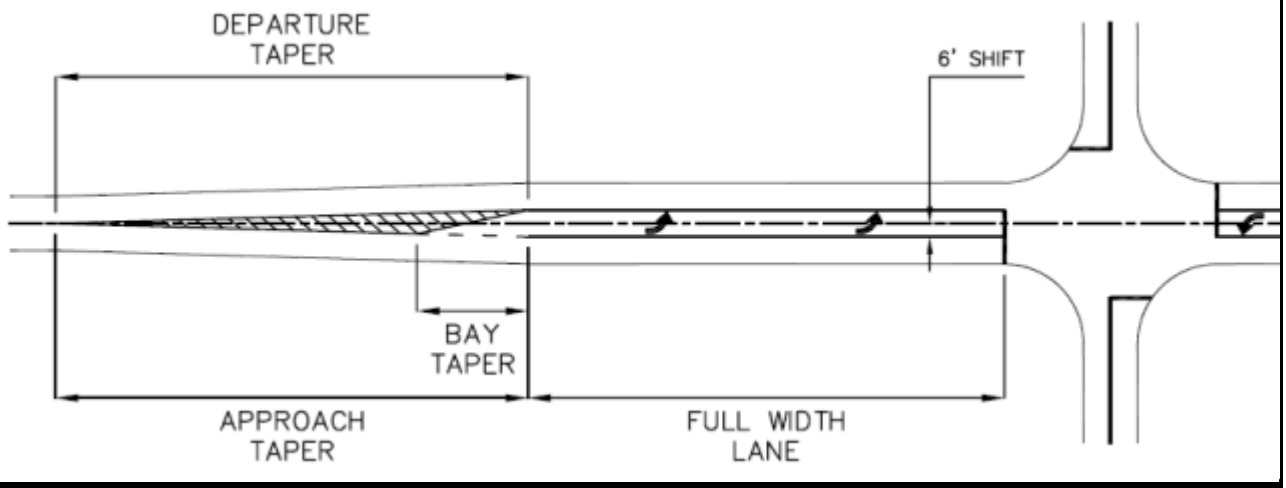
### 4.9.3 Acceleration Lanes

Acceleration lanes are generally not provided on low speed highways. Acceleration lanes may be required at locations where grade, sight distance or traffic is such that the Department determines they are needed. When operating speeds on the highway are 55 MPH and above, full-width acceleration lanes designed to meet the AASHTO minimum length should be considered.

### 4.9.4 Left Turn Lane Design

The design of left turn lanes should consider the intended function and the characteristics of the highway. In many cases, it is necessary to widen the existing roadway to introduce the left turn lane. In most cases vehicles approaching the turn lane are shifted to the right (especially when using symmetrical widening). The left turning traffic is then shifted back into the lane. Through traffic is returned to its original lane beyond the intersection. When the highway has a median that is at least 20 feet wide, the left turn lane can typically be developed out of the median, avoiding the need for transitions.

The basic design elements of left turn lanes are illustrated in Table 4-9. This example shows symmetrical widening, which basically requires the through traffic on each side to shift by one half of the lane width. Some circumstances may dictate that all widening be achieved on one side, which requires a full lane shift for through traffic on the side where the additional width is developed. Table 4-9 provides guidelines for selecting the proper length of approach taper. When shifts are not 6' or 12', use table 4-9 bay taper.




| 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**

The example shown in Table 4-9 has straight-line tapers. These are acceptable but other designs may also be used, including the following: partial tangent tapers, symmetrical reverse curve, and asymmetrical reverse curve. See latest edition of AASHTO Green Book for details.

The required length of full-width storage shall be based on storage length and a deceleration length that allows vehicles to safely decelerate without a possible conflict with another vehicle (Refer to Construction Detail M-3A).This should be determined in the traffic study. The amount of storage is dependent on the type of traffic control in effect. For signalized intersections, the storage should be sufficient to accommodate the number of vehicles arriving during 1.5 signal cycles, using peak hour volumes. At stop-controlled intersections, the storage is typically based on the number of vehicles arriving during a two-minute period within the peak hour.