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MEMORANDUM

Date: April 14, 2025

To: City of Fayetteville

From: RK&K

Subject: Market Square Repurposing Study
Traffic Operations and Safety Analysis Report

1. INTRODUCTION

The City of Fayetteville has tasked Rummel, Klepper & Kahl, LLP (RK&K) to provide planning and design services for Market Square Repurposing Study, which includes repurposing the Market Square roundabout in downtown Fayetteville. The service includes conducting a traffic operational and safety analysis for the intersections within the study area.

This memorandum presents the traffic volume development, safety, and operational analysis results. The scenarios evaluated as part of this memorandum include Existing Conditions (2024) and Design Year (2050) conditions.

1.1 STUDY AREA

The study area includes the following three (3) intersections:

1. Green Street/Gillespie Street at Person Street/Hay Street (also referred to as the Market Square Roundabout)
2. Gillespie Street at Franklin Street/Ottis F. Jones Parkway (Signalized)
3. Green Street at Maiden Lane/Old Street/Bow Street (Signalized)

For the purposes of this study, Green Street/Gillespie Street are assumed to run in the north-south direction while Franklin Street, Person Street/Hay Street, and Maiden Lane/Bow Street are assumed to run in the east-west direction. Based on NCDOT functional classification maps, Green Street and Gillespie Street are classified as an Other Principal Arterial throughout the study area. Hay Street and Person Street are classified as a Minor Arterial, while Franklin Street, Ottis F. Jones Parkway, Old Street, Maiden Lane, and Bow Street are all classified as Local roads. All roads within the study area are maintained by the City of Fayetteville in Cumberland County, North Carolina.

Green Street/Gillespie Street is a two-lane undivided roadway with a posted speed limit of 35 miles per hour (mph) and provides north-south connectivity. Based on NCDOT Traffic Data Publications, the 2023 Annual Average Daily Traffic (AADT) along Gillespie Street was recorded at 5,700 vehicles per day, and along

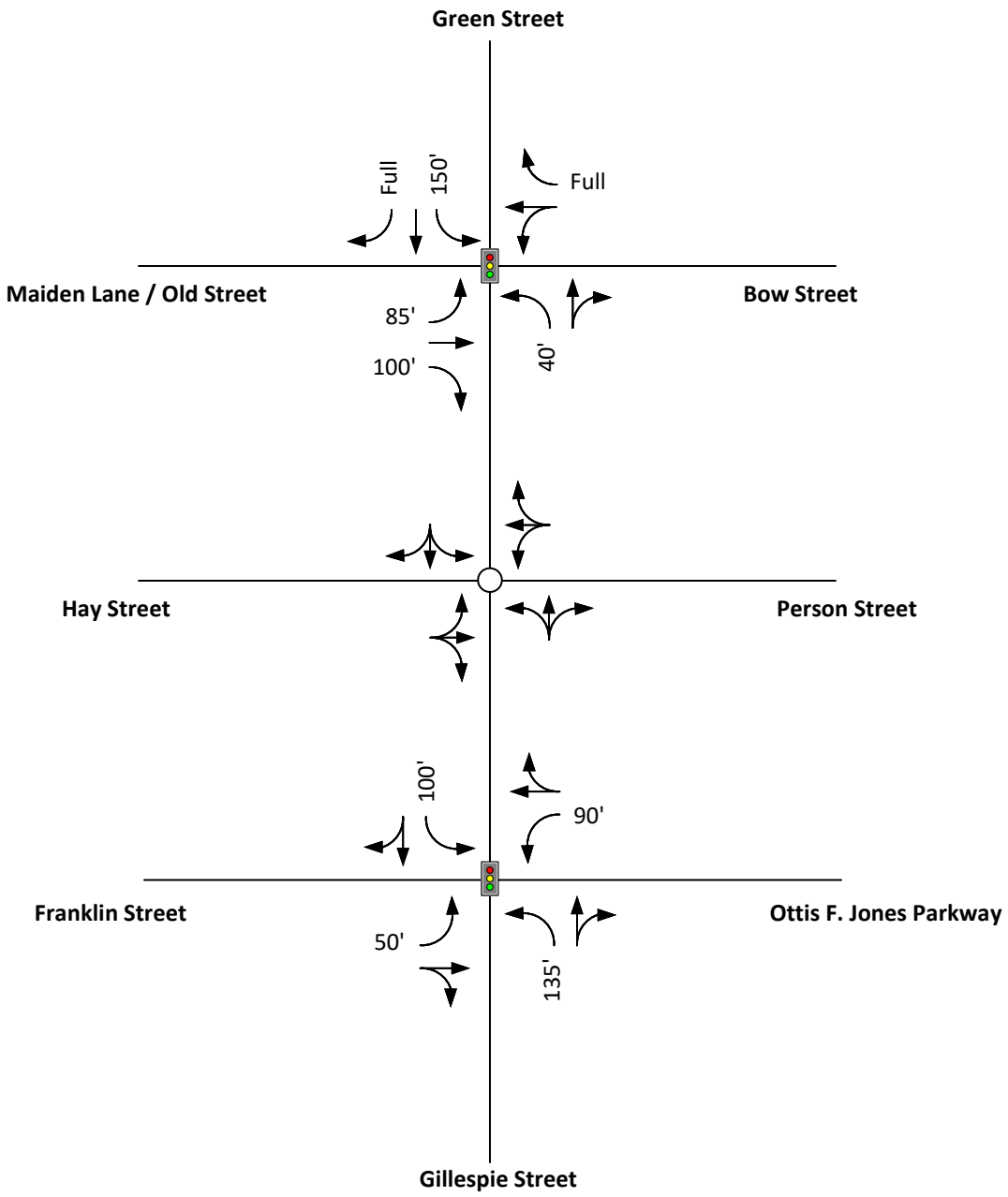
Green Street was recorded at 7,000 vehicles per day.

Franklin Street/Ottis F. Jones Parkway is a two-lane undivided roadway with a posted speed limit of 25 mph and provides east-west connectivity. Person Street/Hay Street is a two-lane undivided roadway with a posted speed limit of 15 mph and provides east-west connectivity. Based on NCDOT Traffic Data Publications, the 2023 Annual Average Daily Traffic (AADT) along Hay Street was recorded at 5,100 vehicles per day, and along Person Street was recorded at 3,500 vehicles per day.

Maiden Lane is a one-way roadway with single lane providing eastbound access with a posted speed limit of 25 miles per hour (mph). Old Street/Bow Street is a two-lane undivided roadway with a posted speed limit of 25 mph and provides east-west connectivity.

The land use in the study area is mostly commercial. The study intersections are presented in **Figure 1** while lane configuration for the Existing Conditions (2024) is presented in **Figure 2**.

Figure 1. Study Intersections



Market Square Roundabout: Green Street/Gillespie Street at Person Street/Hay Street in Cumberland County Traffic Operations and Safety Analysis Report

Existing Lane Configuration

FAYETTEVILLE NC
AMERICA'S CAN DO CITY

DATE: March 2025

RK&K

LEGEND

XX' - Lane with Storage Length (ft)

- Signal

- Roundabout

Figure 2

2. EXISTING SAFETY PERFORMANCE

A crash analysis based on historic crash data was performed to identify any safety deficiencies for the study intersections. Crash data was extracted for:

- A segment, or strip, analysis of Green St/Gillespie St from Franklin St/Otis F. Jones Pkwy to Maiden Ln/Old St/Bow St.
- An intersection analysis of the Market Square roundabout at Green St/Gillespie St at Hay St/Person St.

2.1 Segment/Strip Crash Analysis Results

NCDOT's Traffic Engineering Accident Analysis System (TEAAS) was used to extract historic crash data for a period of five-years between September 1, 2019, and August 31, 2024. The segment analysis report is included in **Appendix A**.

The segment crash data indicated a total of 39 crashes occurring within the five-year study period. The total crash rate for the Green St/Gillespie St corridor is 1543.94 crashes per 100 million VMT, which is higher than the statewide crash rate of 280.06 crashes per 100 million VMT, for two-lane undivided urban secondary routes, based on data published by NCDOT for the 2018-2022 period. It should however be noted that crash rates when computed for small sections of roadway are inflated and might not be statistically significant. A severity index of 2.90 was estimated for this corridor, which is below the statewide index of 4.04 for urban secondary routes. The nighttime crash rate, wet crash rate, and the non-fatal crash rate for the corridor are all higher than the statewide averages for the two-lane undivided urban secondary routes. During the study period, zero fatal crashes were recorded for the project corridor.

The crash data included 10 crashes involving vehicles occupying angled parking spots along Green St or Gillespie St. 6 of these crashes occurred on Gillespie St in the southbound (SB) direction, typically relating to vehicles backing up or attempted passes of vehicles in the process of parking.

The crash data included 2 crashes involving pedestrians, and 2 crashes involving bicyclists. The pedestrian crashes occurred on crosswalks at Franklin St/Otis F. Jones Pkwy while the bicycle crashes occurred at the Market Square roundabout. 2 of the bike / pedestrian crashes occurred at night, dawn, or dusk in dark or darkened conditions.

Most vehicular crashes (74%) were property damage only (PDO) crashes, while non-fatal injury crashes accounted for the remaining 26%. Angle and sideswipe crashes were the most predominant (23% each) crash types, followed by rear end and right turn crashes (8% each).

Figure 3 illustrates the breakdown of crashes by crash severity, crash type, lighting, and road conditions. Crash history statistics are provided in **Table 1**. Heat maps showing all crashes, sideswipe crashes, and angle crashes are displayed in **Figure 4**, **Figure 5**, and **Figure 6** while maps showing crashes involving parked vehicles and pedestrians/bicycles are provided in **Figure 7** and **Figure 8**.

2.2 Intersection Crash Analysis Results

The Traffic Engineering Accident Analysis System (TEAAS) was used to extract crash data for a period of five-years between September 1, 2019, and August 31, 2024. The TEAAS crash intersection analysis report is included in **Appendix B**.

The strip crash data indicated a total of 21 crashes occurring within the five-year study period. The total crash rate for the Market Square roundabout intersection is 109.47 crashes per 100 million VMT, which is lower than the statewide crash rate of 280.06 crashes per 100 million VMT, for two-lane undivided urban secondary routes, based on data published by NCDOT for the 2019-2023 period. A severity index of 1.70 was estimated for this corridor, which is below the statewide index of 4.04 for urban secondary routes. The nighttime crash rate, wet crash rate, and the non-fatal crash rate for the corridor are all lower than the statewide averages for the two-lane undivided urban secondary routes. During the study period, zero fatal crashes were recorded for the project corridor.

The crash data included 8 crashes involving parking spots along Green St, Gillespie St, Hay St, and Person St. 4 of these crashes occurred on Person St, typically caused by vehicles crashing into fixed objects or parked vehicles while attempting to park.

The crash data included two crashes involving bicyclists. One of the crashes occurred inside the Market Square roundabout, and one of the crashes occurred at the crosswalk on the Gillespie St approach. One of the bicyclist crashes occurred at night, dawn, or dusk in dark or darkened conditions.

Most vehicular crashes (90%) were property damage only (PDO) crashes, while non-fatal injury crashes accounted for the remaining 10%. Rear end crashes were the most predominant (24%) crash type, followed by fixed object crashes (19%), parked motor vehicle and sideswipe crashes (14% each), and pedalcyclist crashes (10%).

Figure 9 illustrates the breakdown of crashes by crash severity, crash type, lighting, and road conditions. Crash history statistics are provided in **Table 2**. Heat maps showing all crashes, rear end crashes, and sideswipe crashes are displayed in **Figure 10**, **Figure 11**, and **Figure 12** while maps showing crashes involving parked vehicles and bicycles are provided in **Figure 13** and **Figure 14**.

2.3 Inferences and Conclusions

Within the study limits of the strip analysis, the most common crash types are angle and sideswipe crashes (23% each). Rear end and right turn crashes (8% each) were the next most common crash types. It was observed that most crashes occurring during the day (69%) on dry roads (95%).

Most sideswipe crashes and about half of crashes involving parking spots occurred between Franklin St/Otis F. Jones Pkwy and Russell St in the southbound (SB) direction, see **Figures 5** and **7**. This may be attributed to a wider SB lane of ~14 ft as well as the presence of an additional lane downstream after the angled parking spots. Most of these crashes in this area were due to vehicles traveling through angled parking spots to pass vehicles ahead of them that were attempting to park in the angled parking spots.

Most angle crashes occurred at Franklin St/Otis F. Jones Pkwy, see **Figure 6**. This may be due to the 2-phase signal at the intersection, vehicles turning left have permitted-only phasing at all approaches with no protected green time.

Within the study limits of the intersection analysis, the most common crash type is rear end crashes (24%). Fixed object (19%), parked motor vehicle (14%), sideswipe (14%), and pedalcyclist crashes (10%) were the next most common crash types. It was observed that most crashes occurring during the day (71%) on dry roads (95%).

Half of crashes involving parking spots occurred on Person St east of Market Square, see **Figure 13**. Most of these crashes happened while vehicles were attempting to park in the angled parking spots and inadvertently struck the curb, a fixed object, or a parked vehicle.

As shown in **Figure 14**, both crashes involving bicyclists happened at the Market Square roundabout. This may be attributed to the wide lanes both at the approach to the roundabout and within the roundabout itself. One of the crashes occurred at a crosswalk and may be attributed to the lack of high-visibility crosswalk markings at the roundabout approaches.

Figure 3. Strip Analysis – Five-Year Crash Breakdown

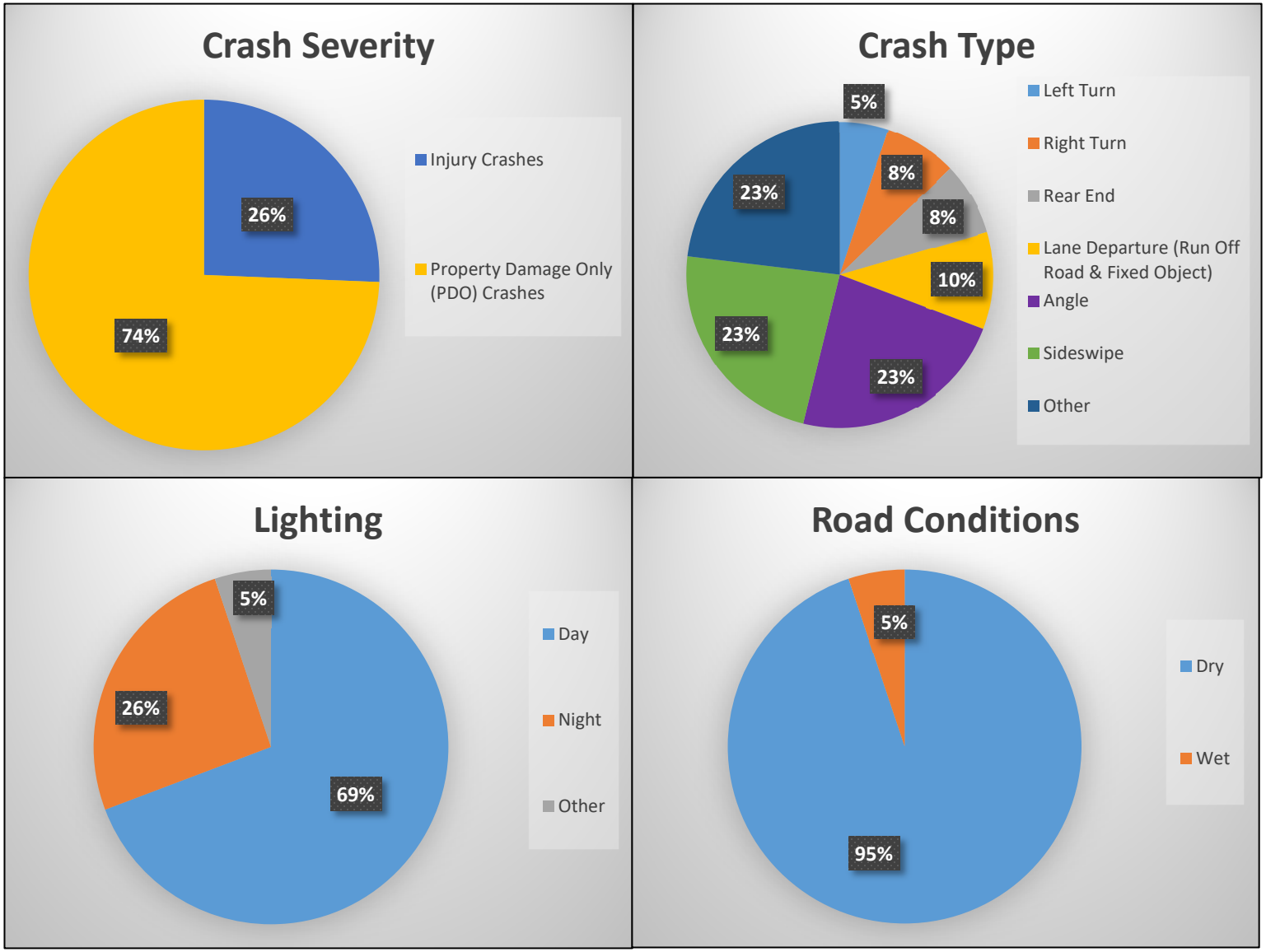


Table 1. Strip Analysis – Crash Statistics

Location: Green St/Gillespie St from 300 ft S of Franklin St/Otis F Jones Pkwy to 300 ft N of Maiden Ln/Old St/Bow St								
Category	**Type**	**Number of Crashes**						
		2019	**2020**	**2021**	**2022**	**2023**	**2024**	**Total**
Crash Severity	Fatal Crashes	0	0	0	0	0	0	**0**
	Injury Crashes	1	3	3	1	2	0	**10**
	Property Damage Only (PDO) Crashes	1	6	7	8	5	2	**29**
	Total	**2**	**9**	**10**	**9**	**7**	**2**	**39**
Crash Type	Left Turn	0	0	0	1	0	1	**2**
	Right Turn	1	0	0	2	0	0	**3**
	Rear End	0	2	1	0	0	0	**3**
	Lane Departure (Run Off Road & Fixed Object)	0	0	2	2	0	0	**4**
	Angle	0	1	4	1	3	0	**9**
	Sideswipe	0	3	3	0	3	0	**9**
	Other	1	3	0	3	1	1	**9**
	Total	**2**	**9**	**10**	**9**	**7**	**2**	**39**
Lighting	Day	27						
	Night	10						
	Other	2						
	Total	**39**						
Road Conditions	Dry	37						
	Wet	2						
	Other	0						
	Total	**39**						
Alcohol/ Drugs Involvement Crashes	Under Influence	1						
	Not Under Influence	38						
	Total	**39**						
Other Statistics	Annual ADT (2022)	6,200						
	Length of Study Area (mi)	0.223						
	Total Vehicle Exposure	2.53						
	Severity Index	2.90						
	Equivalent PDO Crash Index	113.00						
	Estimated Property Damage Total	$143,249						
	Crash Rates	**Segment Crash Rate***			**Statewide Crash Rate****		**Critical Rate**	
	Total	1541.50			280.06		297.57	
	Fatal	0.00			1.28		2.65	
	Non-Fatal Injury	395.26			74.63		83.76	
	Night	395.26			41.98		48.88	
	Wet	79.05			72.73		81.75	

**Per 100 Million Vehicle Miles*

*** Based on 2019-2023 Statewide Crash Rates for Urban Secondary Route, 2 Lanes Undivided*

red text indicates higher than statewide and/or critical rate

Figure 4: Strip Analysis – Heat Map of All Crashes (2019-2024)

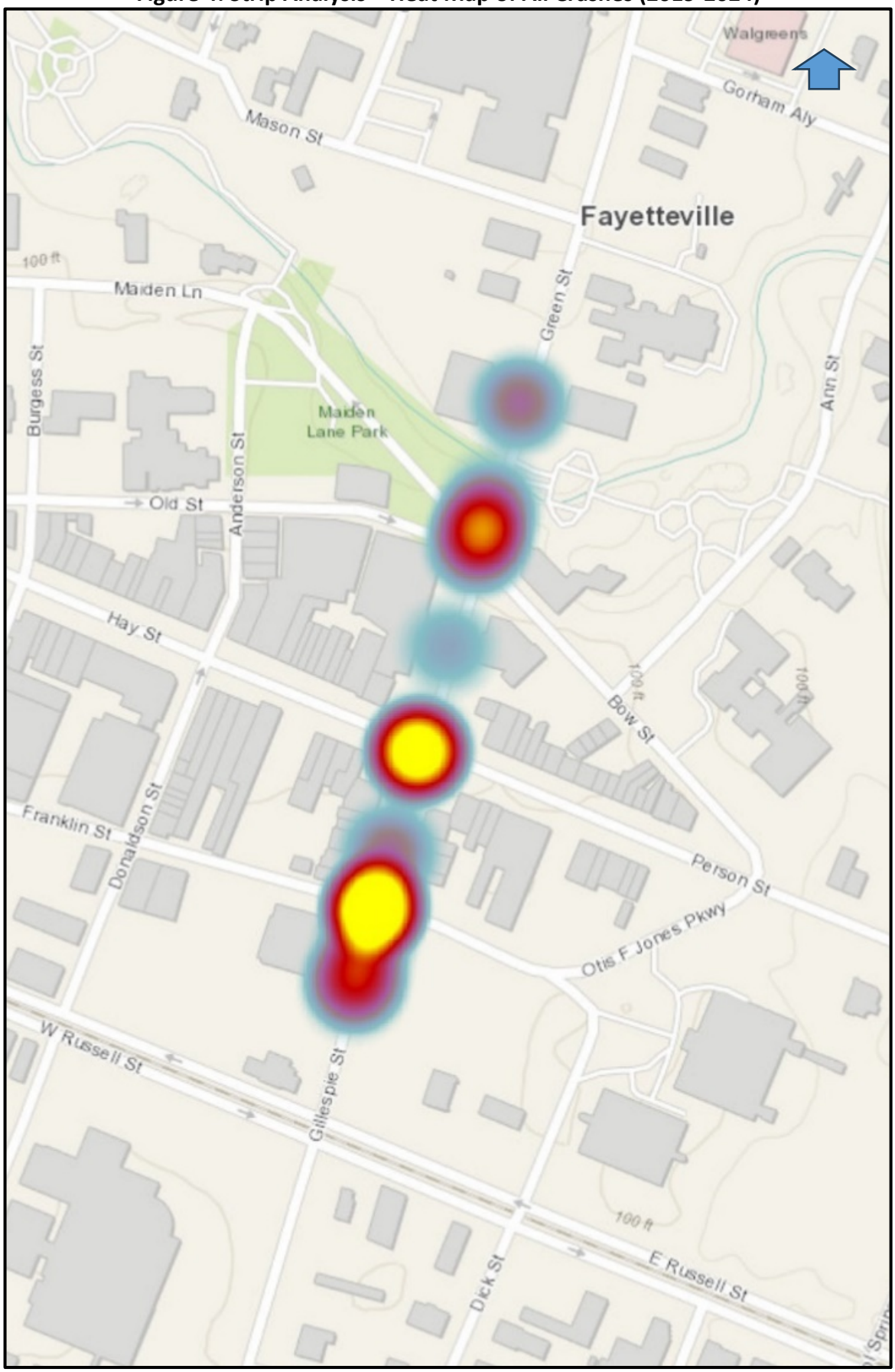


Figure 5: Strip Analysis – Heat Map of Sideswipe Crashes (2019-2024)

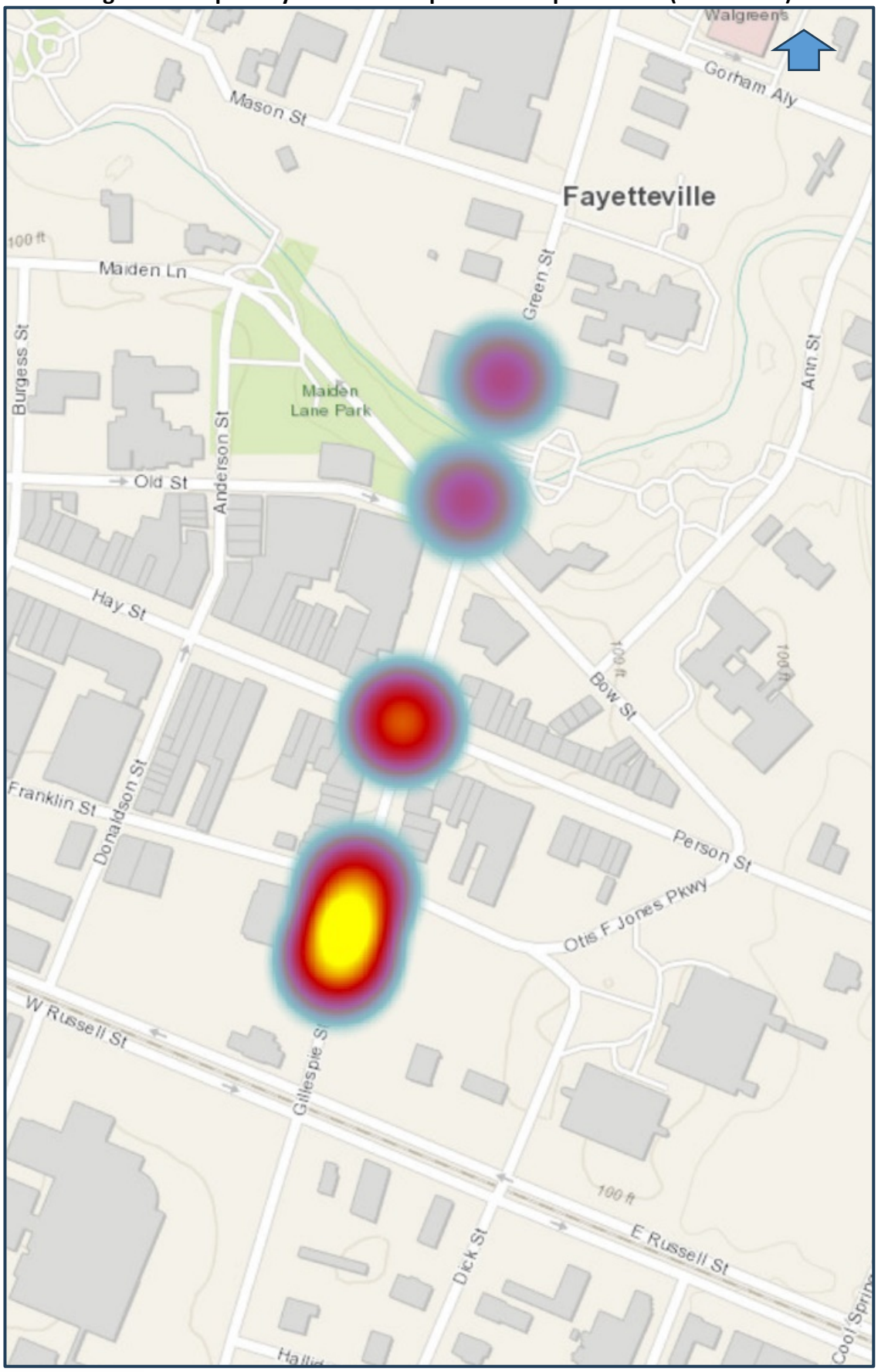


Figure 6: Strip Analysis – Heat Map of Angle Crashes (2019-2024)

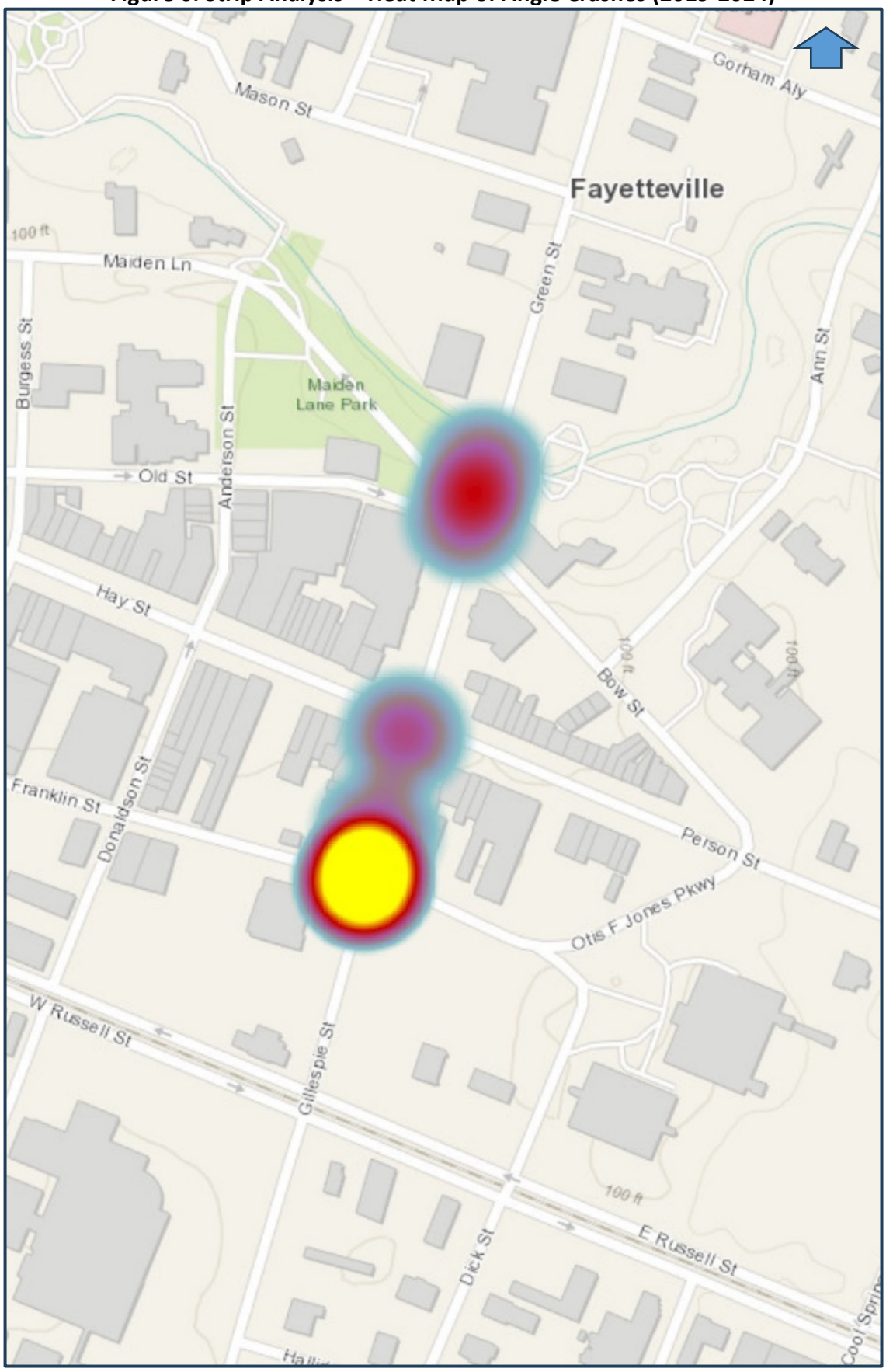


Figure 7: Strip Analysis – Locations of Crashes Involving Parking Spots (2019-2024)

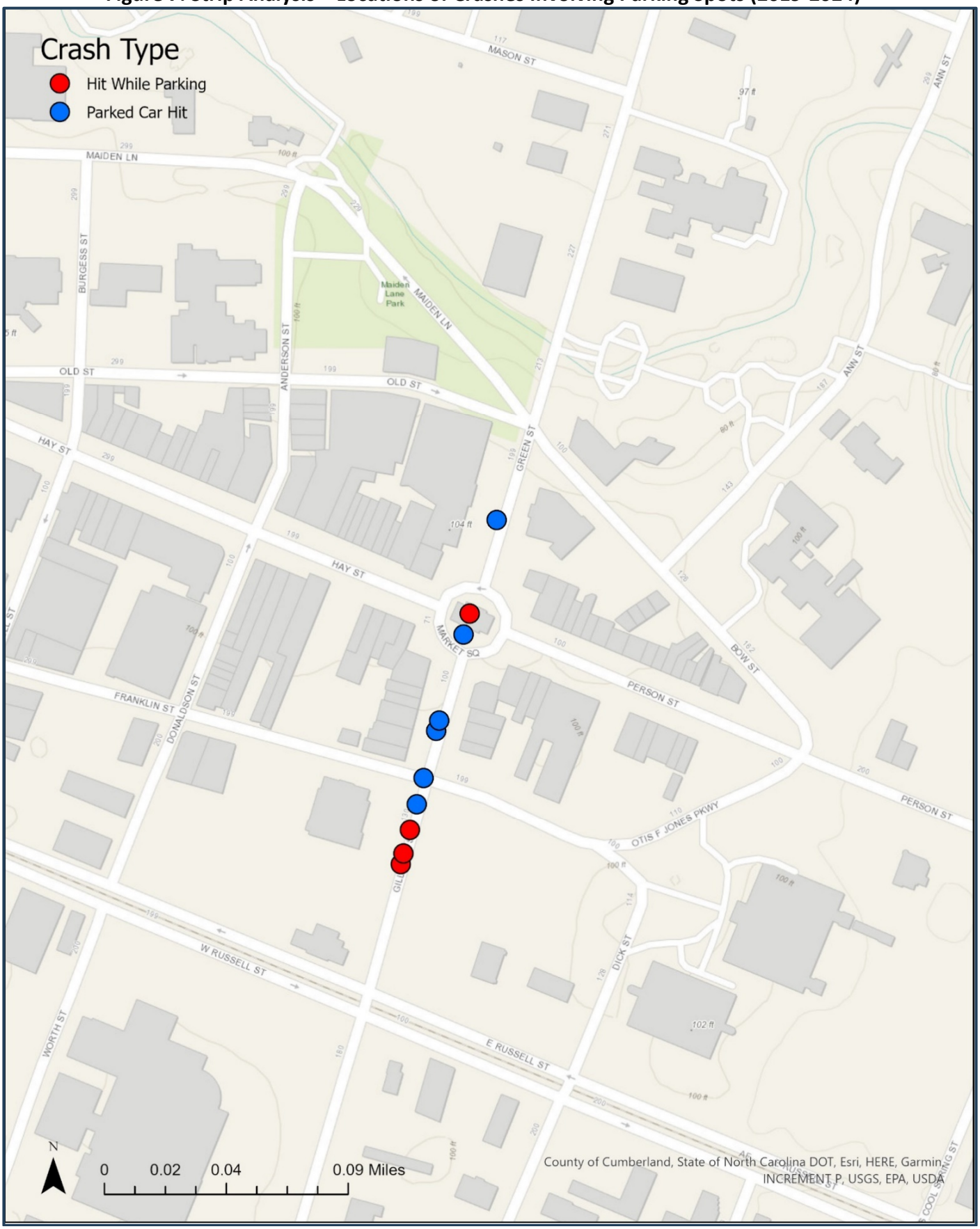


Figure 8: Strip Analysis – Pedestrian and Bicycle Crash Locations (2019-2024)

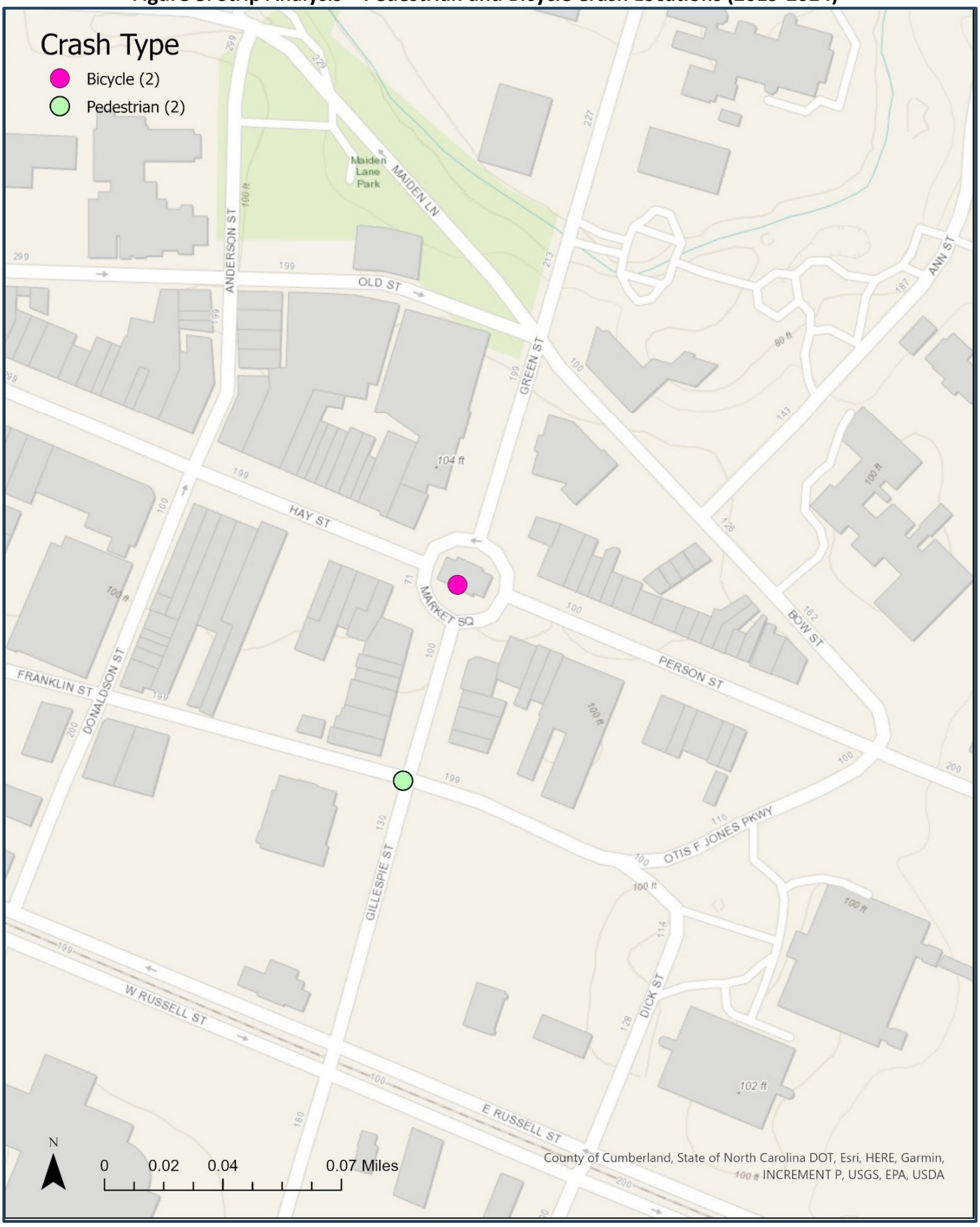


Figure 9. Intersection Analysis – Five-Year Crash Breakdown

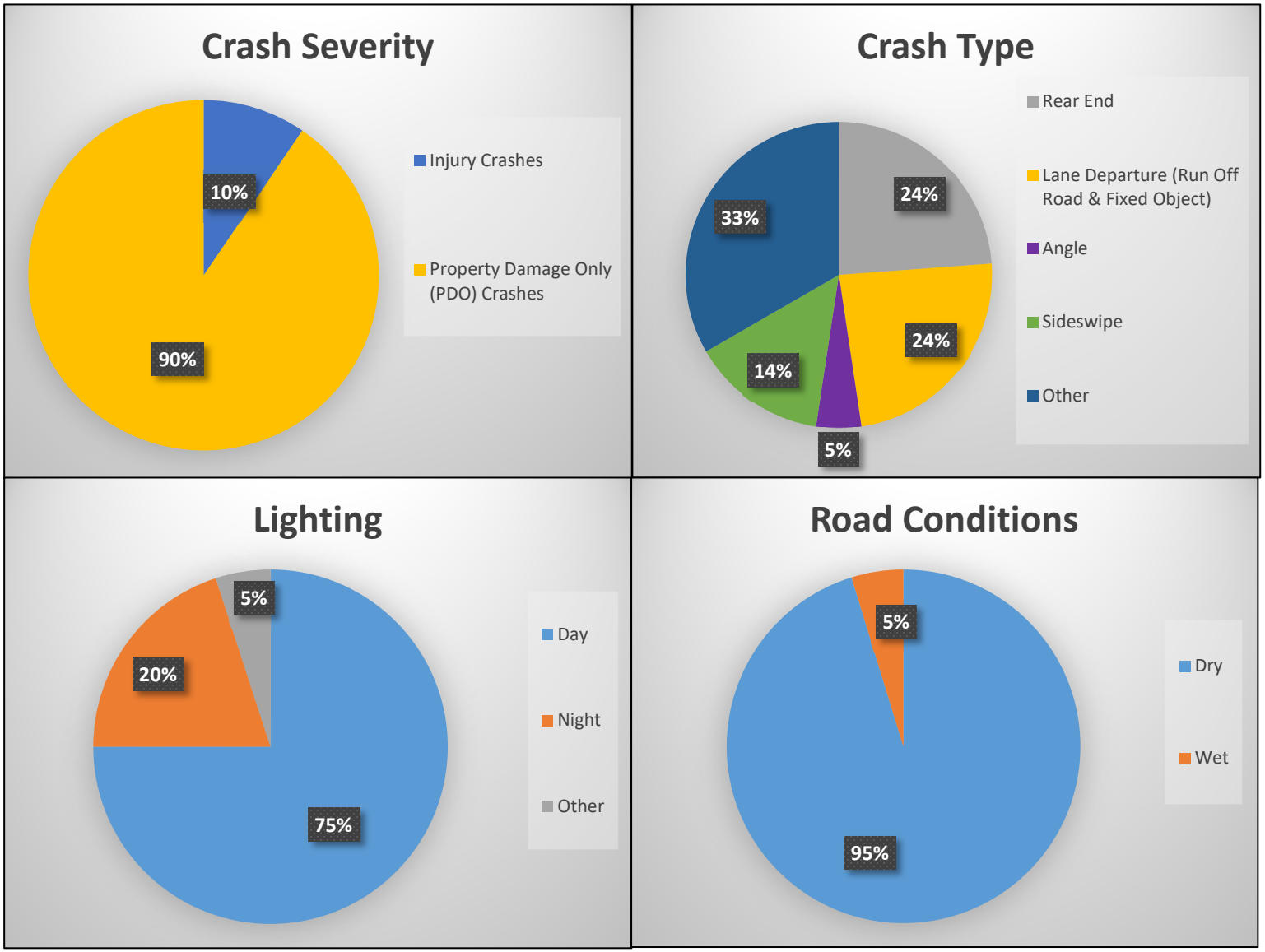


Table 2. Intersection Analysis – Crash Statistics

Location: Green St/Gillespie St at Hay St/Person St								
Category	**Type**	**Number of Crashes**						
		2019	**2020**	**2021**	**2022**	**2023**	**2024**	**Total**
Crash Severity	Fatal Crashes	0	0	0	0	0	0	**0**
	Injury Crashes	0	1	0	1	0	0	**2**
	Property Damage Only (PDO) Crashes	0	4	8	4	1	2	**19**
	Total	**0**	**5**	**8**	**5**	**1**	**2**	**21**
Crash Type	Left Turn	0	0	0	0	0	0	**0**
	Right Turn	0	0	0	0	0	0	**0**
	Rear End	0	1	3	1	0	0	**5**
	Lane Departure (Run Off Road & Fixed Object)	0	0	2	2	0	1	**5**
	Angle	0	0	1	0	0	0	**1**
	Sideswipe	0	2	0	0	1	0	**3**
	Other	0	2	2	2	0	1	**7**
	Total	**0**	**5**	**8**	**5**	**1**	**2**	**21**
Lighting	Day	15						
	Night	4						
	Other	1						
	Total	**20**						
Road Conditions	Dry	20						
	Wet	1						
	Other	0						
	Total	**21**						
Alcohol/ Drugs Involvement Crashes	Under Influence	1						
	Not Under Influence	20						
	Total	**21**						
Other Statistics	Annual ADT (2022)	10,500						
	Length of Study Area (mi)	0.223						
	Total Vehicle Exposure	19.18						
	Severity Index	1.70						
	Equivalent PDO Crash Index	35.80						
	Estimated Property Damage Total	$53,901						
	Crash Rates	**Segment Crash Rate***			**Statewide Crash Rate****		**Critical Rate**	
	Total	109.49			280.06		286.37	
	Fatal	0.00			1.28		1.73	
	Non-Fatal Injury	10.43			74.63		77.90	
	Night	20.86			41.98		44.44	
	Wet	5.21			72.73		75.96	

**Per 100 Million Vehicle Miles*

*** Based on 2019-2023 Statewide Crash Rates for Urban Secondary Route, 2 Lanes Undivided*

red text indicates higher than statewide and/or critical rate

Figure 10: Intersection Analysis – Location of All Crashes (2019-2024)

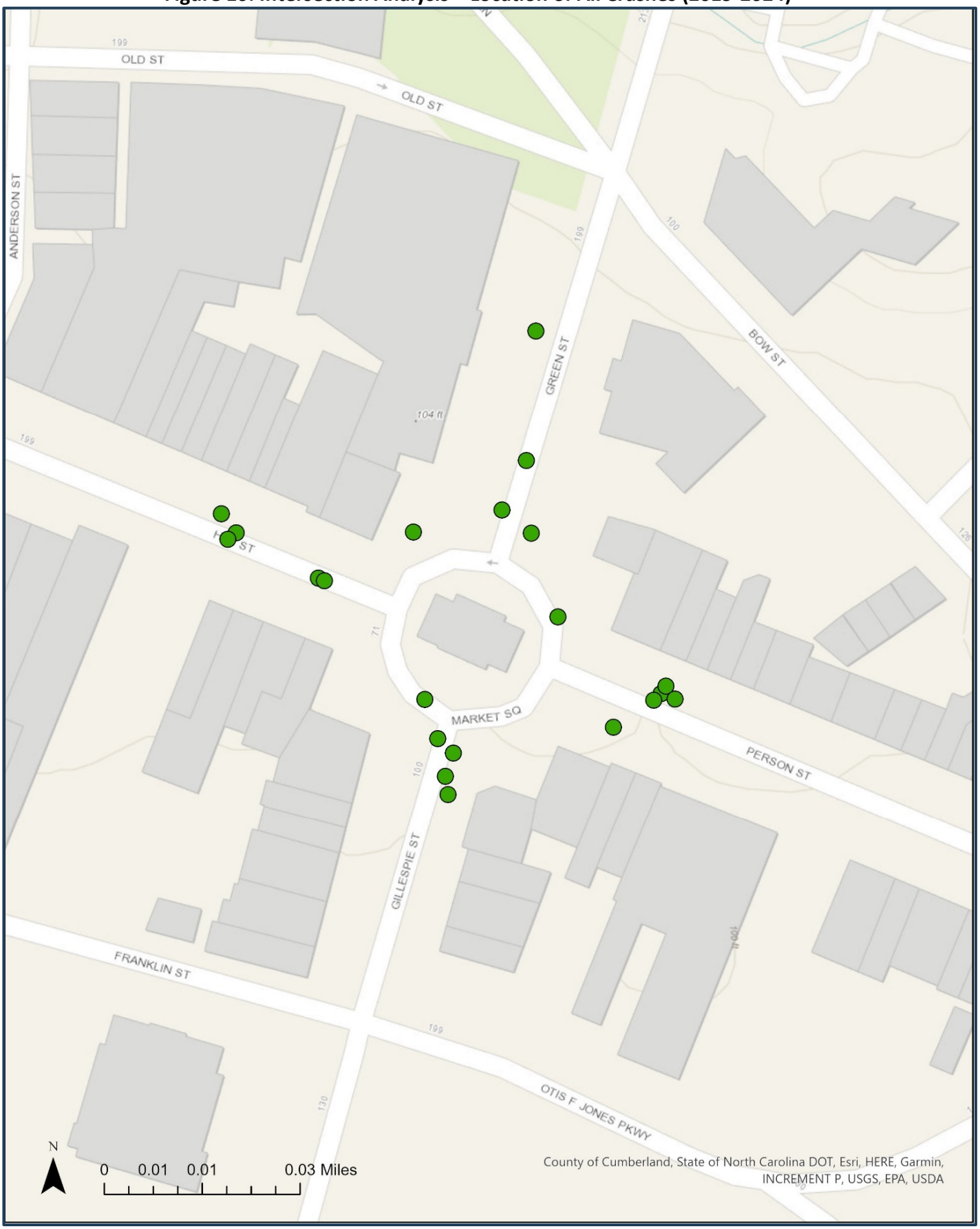


Figure 11: Intersection Analysis – Locations of Rear End Crashes (2019-2024)

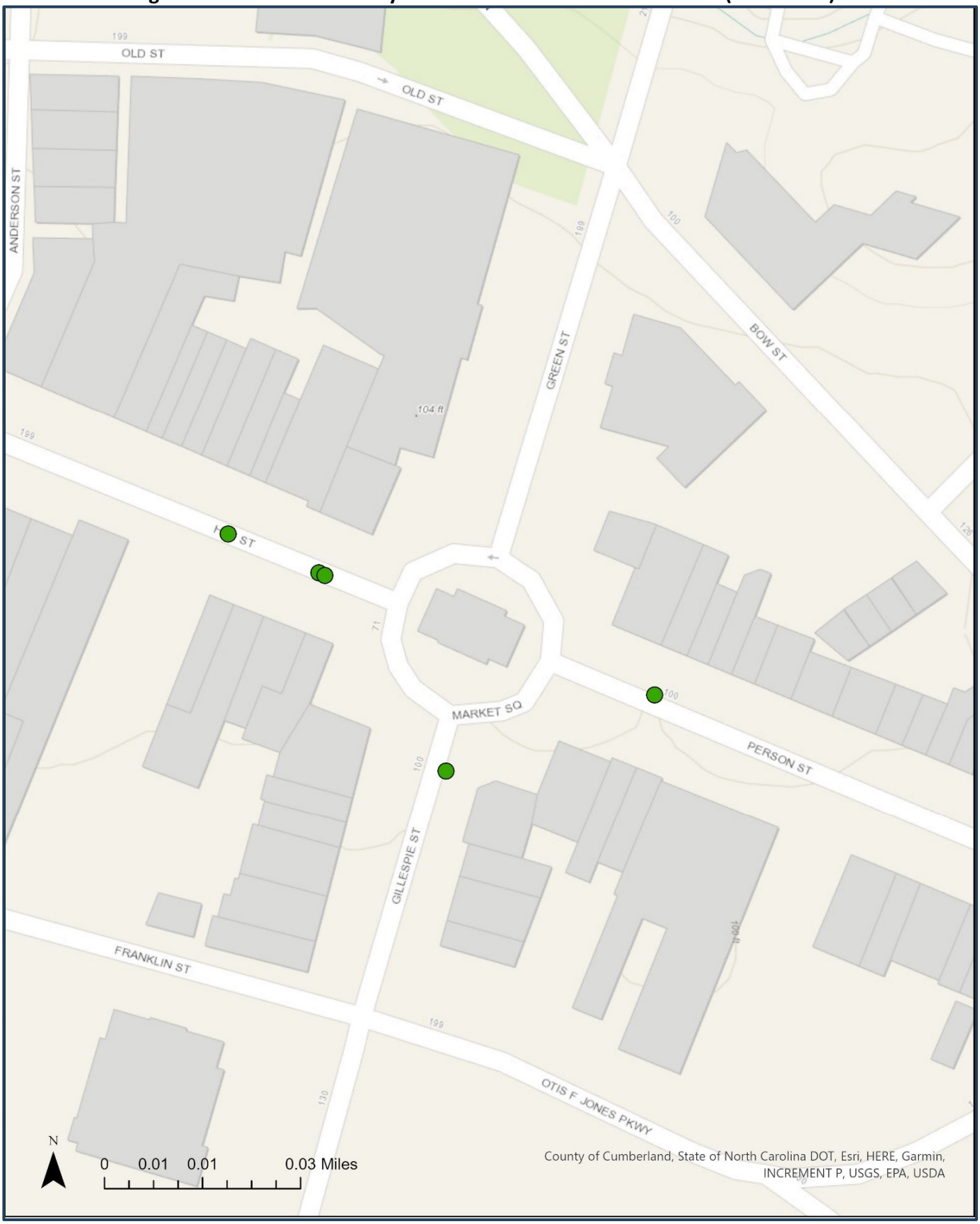


Figure 12: Intersection Analysis – Locations of Sideswipe Crashes (2019-2024)

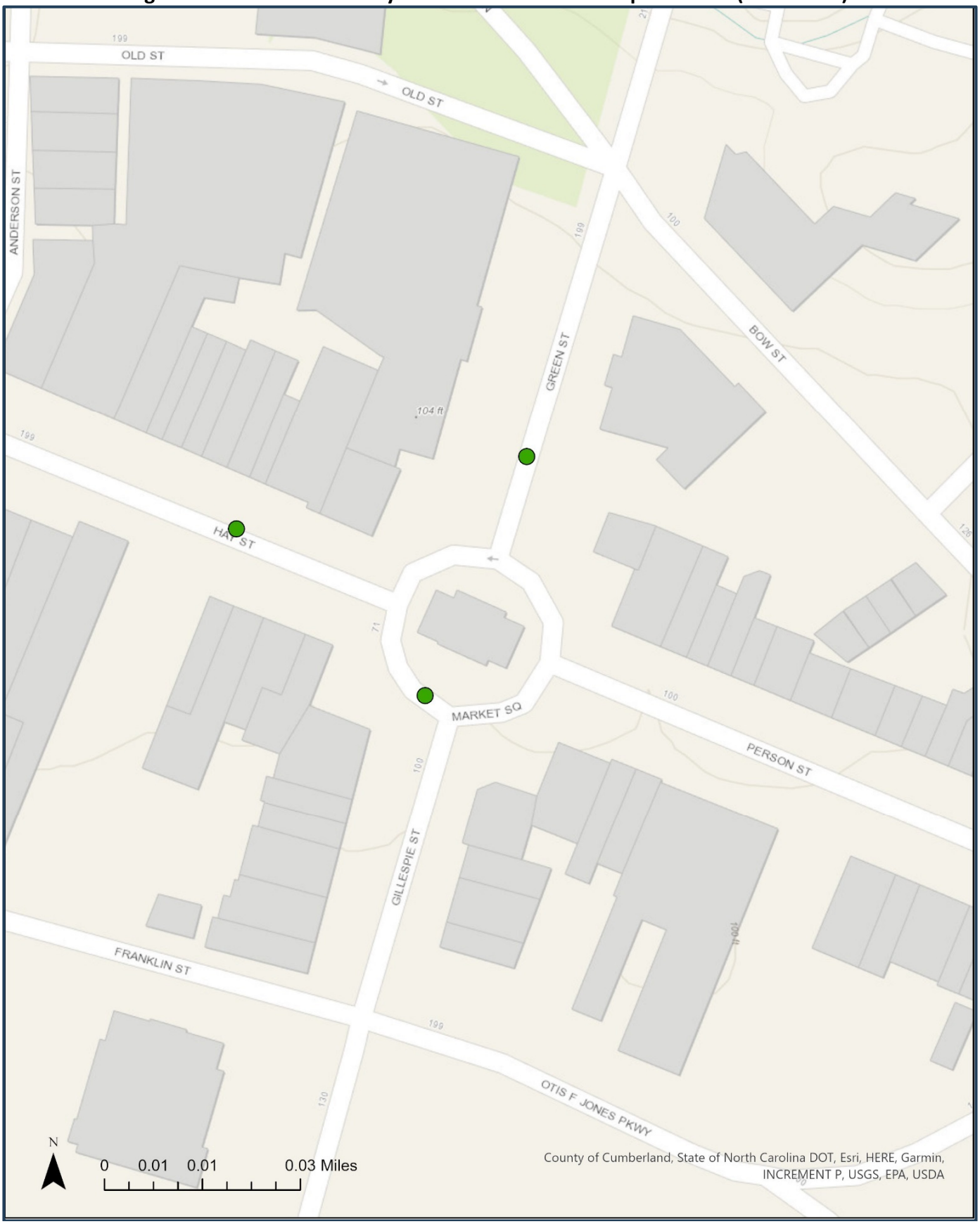


Figure 13: Intersection Analysis – Locations of Crashes Involving Parking Spots (2019-2024)

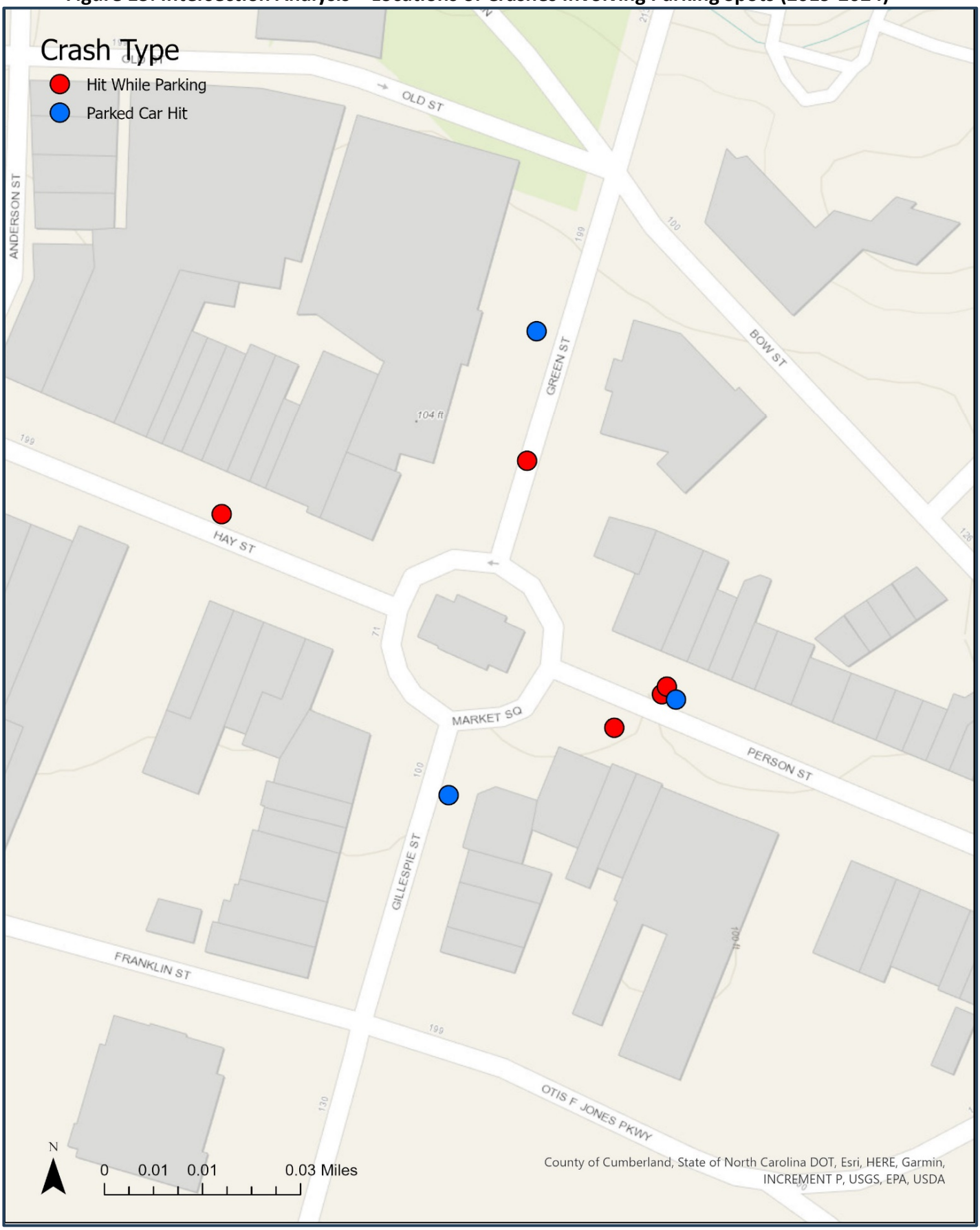
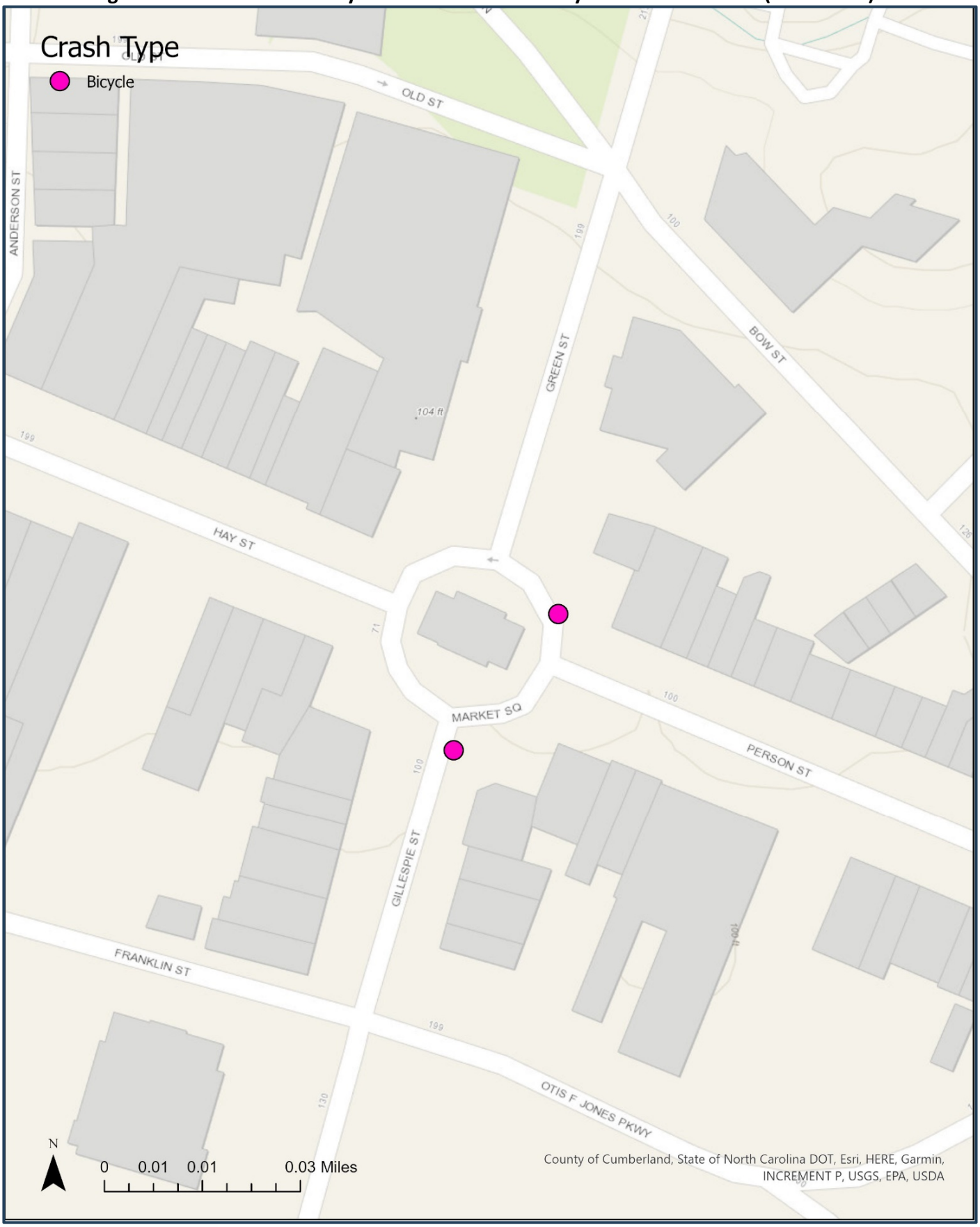


Figure 14: Intersection Analysis – Pedestrian and Bicycle Crash Locations (2019-2024)



3. TRAFFIC VOLUME DEVELOPMENT

3.1 Existing Conditions (2024) Peak Hour Volumes

Turning Movement Counts (TMCs) were collected at the study intersections for three (3) different scenarios: weekdays, weekends, and special event. The special event counts were collected during the Zombie Walk event on October 25, 2024. For the typical weekday scenario, the peak hour traffic volumes for Existing Conditions (2024) were based on turning movement counts collected on October 15, 2024, for the study intersections. Based on the counts, the system wide AM peak hour is between 7:15 AM and 8:15 AM and the PM peak hour is between 3:00 PM and 4:00 PM.

Similarly, for the weekend and special event scenarios, the peak hour traffic volumes for Existing Conditions (2024) were based on turning movement counts collected on October 12 and October 25, 2024, respectively. The system wide peak hour between 12:00 PM and 1:00 PM is observed for weekend scenario.

The 2024 peak hour, weekend, and special event scenario traffic volumes are presented in **Figures 15** and **16**, and the traffic count data sheets are presented in **Appendix C**.

3.2 Weekend, Special Event, and Pedestrian Crosswalk Traffic Patterns

Under the weekend scenario, volumes are generally lower across the board compared to the AM & PM scenarios. However, the volumes along Hay St and Person St and on the Bow St approach are similar to or higher than the AM & PM scenarios. The major movements in the study area with peak hour volumes of 100 or higher are the through movements along Gillespie St/Green St and Hay St/Person St, the Bow St right-turn onto Green St, and the Green St right-turn onto Hay St.

Under the special event scenario, volumes are generally similar to or higher across the board compared to the AM & PM scenarios. Volumes are particularly higher compared to the AM & PM scenarios along Franklin St/Ottis F. Jones Pkwy, Bow St, and along Green St north of Bow St/Old St/Maiden Ln. The major movements in the study area with peak hour volumes of 100 or higher are the through movements along Gillespie St/Green St and Hay St/Person St, the Bow St right-turn onto Green St, the Old St left-turn onto Green St, and the Green St right-turn onto Hay St.

The pedestrian crosswalk volumes are generally low in the AM scenario, with movements of less than 10 pedestrians per hour at all crosswalks. In the PM scenario, movements of more than 10 pedestrians per hour are observed at multiple crosswalks at all three intersections, with the highest pedestrian volumes occurring at the Market Square roundabout. The major crosswalk movements of 20 pedestrians per hour or higher in the PM scenario are along Green St southbound at Old St/Maiden Ln and at Hay St, along Person St westbound at Green St and at Gillespie St, and along Hay St eastbound at Gillespie St.

Under both the weekend and special event scenarios, the highest pedestrian crosswalk volumes are at the Market Square roundabout, with movements of more than 10 pedestrians per hour observed at all crosswalks at the intersection under both peak hours. The major crosswalk movements of 30 pedestrians per hour or higher are along both Hay St and Person St at Green St and Gillespie St in the weekend scenario, and along Person St westbound at Green St in the special event scenario.

The 2024 peak hour, weekend, and special event scenario pedestrian crosswalk volumes are presented as part of **Figures 15** and **16**, and included in the traffic count data sheets presented in **Appendix C**.

3.3 Growth Rates for Design Year (2050)

Traffic volumes for the Design Year (2050) condition were developed by applying growth rates based on the following sources:

- Historical AADT data collected from NCDOT's AADT Stations Online Database (to develop historic growth profile)
- Fayetteville Area Metropolitan Planning Organization (FAMPO) Regional Model outputs

The historical AADT data and FAMPO Regional Model outputs presented in **Table 3** indicate a compounded average growth rate (CAGR) of 0.5% for Gillespie St/Green St compounded annually. The growth rates assumed for the development of Design Year (2050) traffic volumes are presented in **Table 4**.

3.3.1 Future No-Build Peak Hour Volumes

The projected growth rates were applied to the Existing Conditions (2024) peak hour volumes to develop the Design Year (2050) peak hour volumes, which are presented in **Figure 17**.

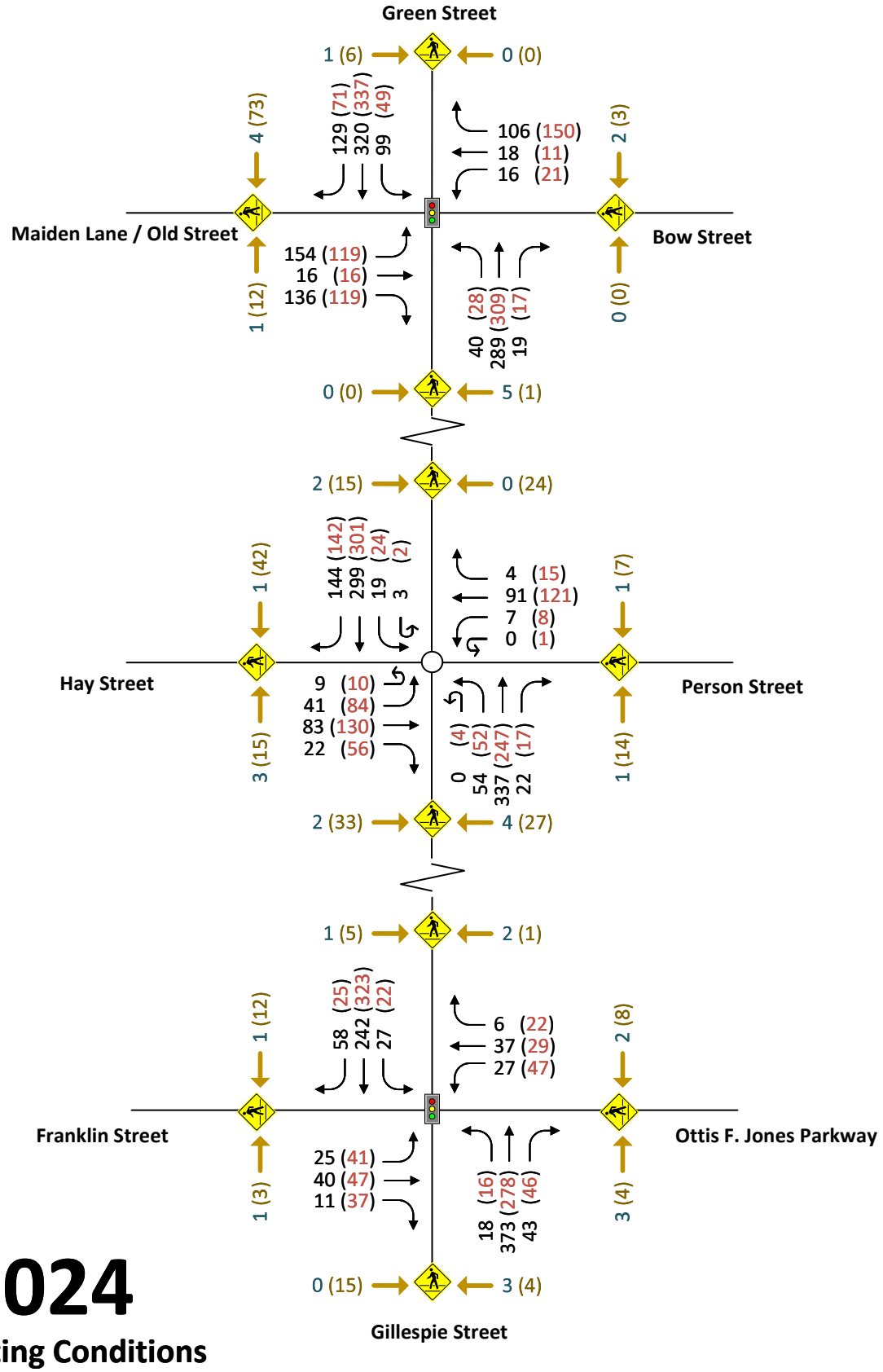
Additionally, projected trips added from the Crown Event Center development were included in the Design Year (2050) traffic volumes from the Crown Event Center Traffic Impact Analysis (TIA) report. The added trips impacted the volumes along Green St/Gillespie St southbound as well as Hay St eastbound and the Gillespie St northbound left onto Franklin St. The Crown Event Center TIA is presented in **Appendix D**.

Table 3. Historical AADT Data and FAMPO Regional Model Outputs

Corridor	Segment Location		FAMPO Regional Model Growth Rates	Historical AADT Growth Rates
	From	To		
Gillespie St/Green St	Russell St	Franklin St / Ottis F. Jones Pkwy	0.5%	0.7%
	Franklin St / Ottis F. Jones Pkwy	Hay St / Person St	0.3%	0.7%
	Hay St / Person St	Old St / Maiden Ln / Bow St	0.5%	0.0%
	Old St / Maiden Ln / Bow St	NC 24 (Rowan St)	0.5%	-0.8%
Franklin St	Donaldson St	Gillespie St	2.1%	N/A
Ottis F. Jones Pkwy	Gillespie St	Person St	0.9%	N/A
Hay St	Anderson St / Donaldson St	Gillespie St	0.9%	-0.1%
Person St	Gillespie St	Bow St / Ottis F. Jones Pkwy	1.9%	-1.0%
Maiden Ln	Anderson St	Gillespie St	1.7%	N/A
Bow St	Gillespie St	Ann St	1.3%	N/A

Table 4. Recommended Growth Rates

Corridor	Segment Location		FAMPO Regional Model Growth Rates
	From	To	
Gillespie St/Green St	Russell St	Franklin St / Ottis F. Jones Pkwy	0.5%
	Franklin St / Ottis F. Jones Pkwy	Hay St / Person St	0.5%
	Hay St / Person St	Old St / Maiden Ln / Bow St	0.5%
	Old St / Maiden Ln / Bow St	NC 24 (Rowan St)	0.5%
Franklin St	Donaldson St	Gillespie St	2.1%
Ottis F. Jones Pkwy	Gillespie St	Person St	0.9%
Hay St	Anderson St / Donaldson St	Gillespie St	0.9%
Person St	Gillespie St	Bow St / Ottis F. Jones Pkwy	1.9%
Maiden Ln	Anderson St	Gillespie St	1.7%
Bow St	Gillespie St	Ann St	1.3%



2024

Existing Conditions

Market Square Roundabout: Green Street/Gillespie Street at Person Street/Hay Street in Cumberland County Traffic Operations and Safety Analysis Report

Peak Hour Traffic Volumes

FAYETTEVILLE NC
AMERICA'S CAN DO CITY

DATE: April 2025

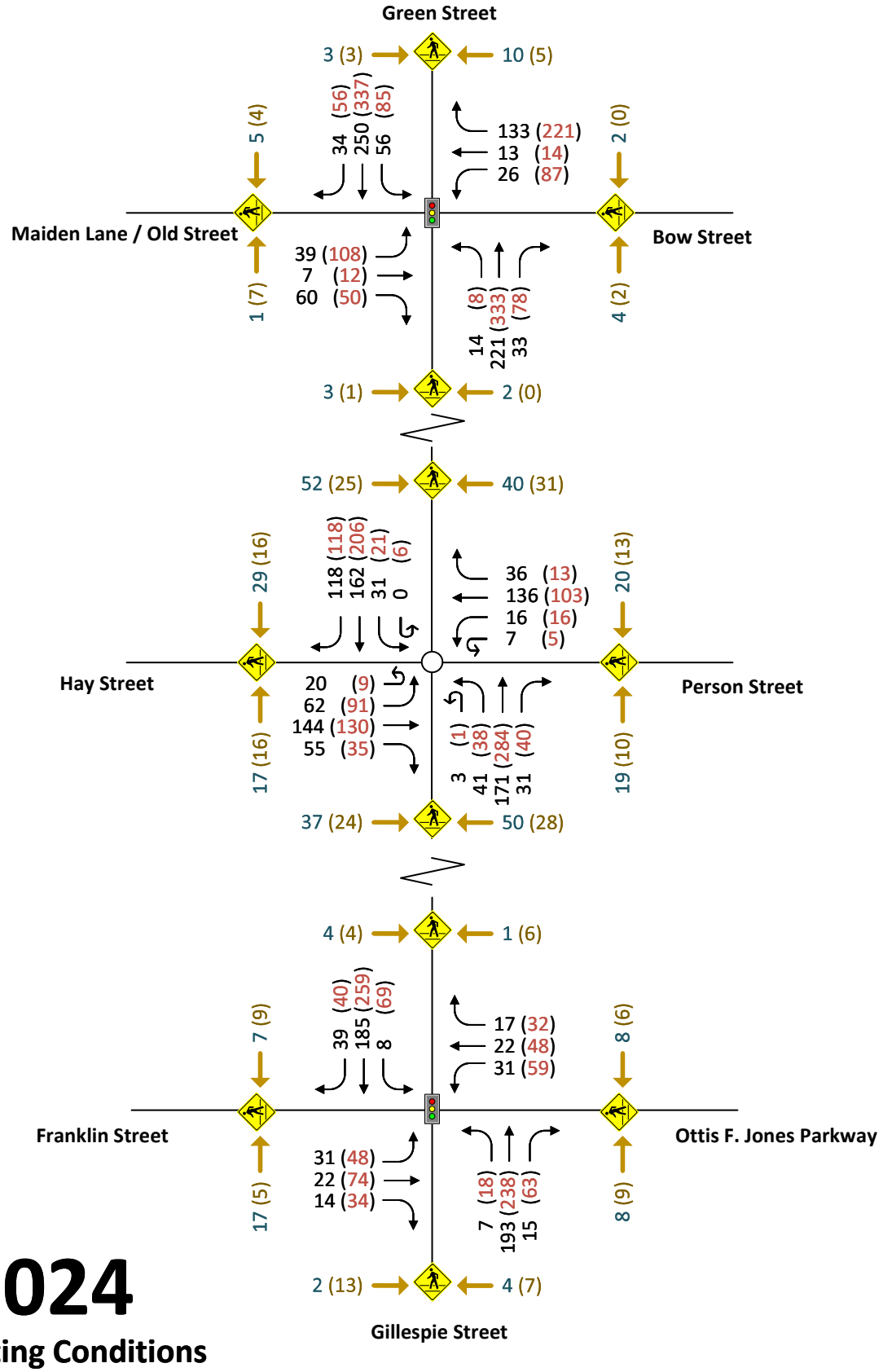
RK&K

LEGEND

(##) - AM (PM) Volumes

(##) - Pedestrian Crossing Direction and Volume

Figure 15



2024

Existing Conditions

Market Square Roundabout: Green Street/Gillespie Street at Person Street/Hay Street in Cumberland County Traffic Operations and Safety Analysis Report

Peak Hour Traffic Volumes (Weekend and Special Events)

FAYETTEVILLE NC
AMERICA'S CAN DO CITY

DATE: April 2025

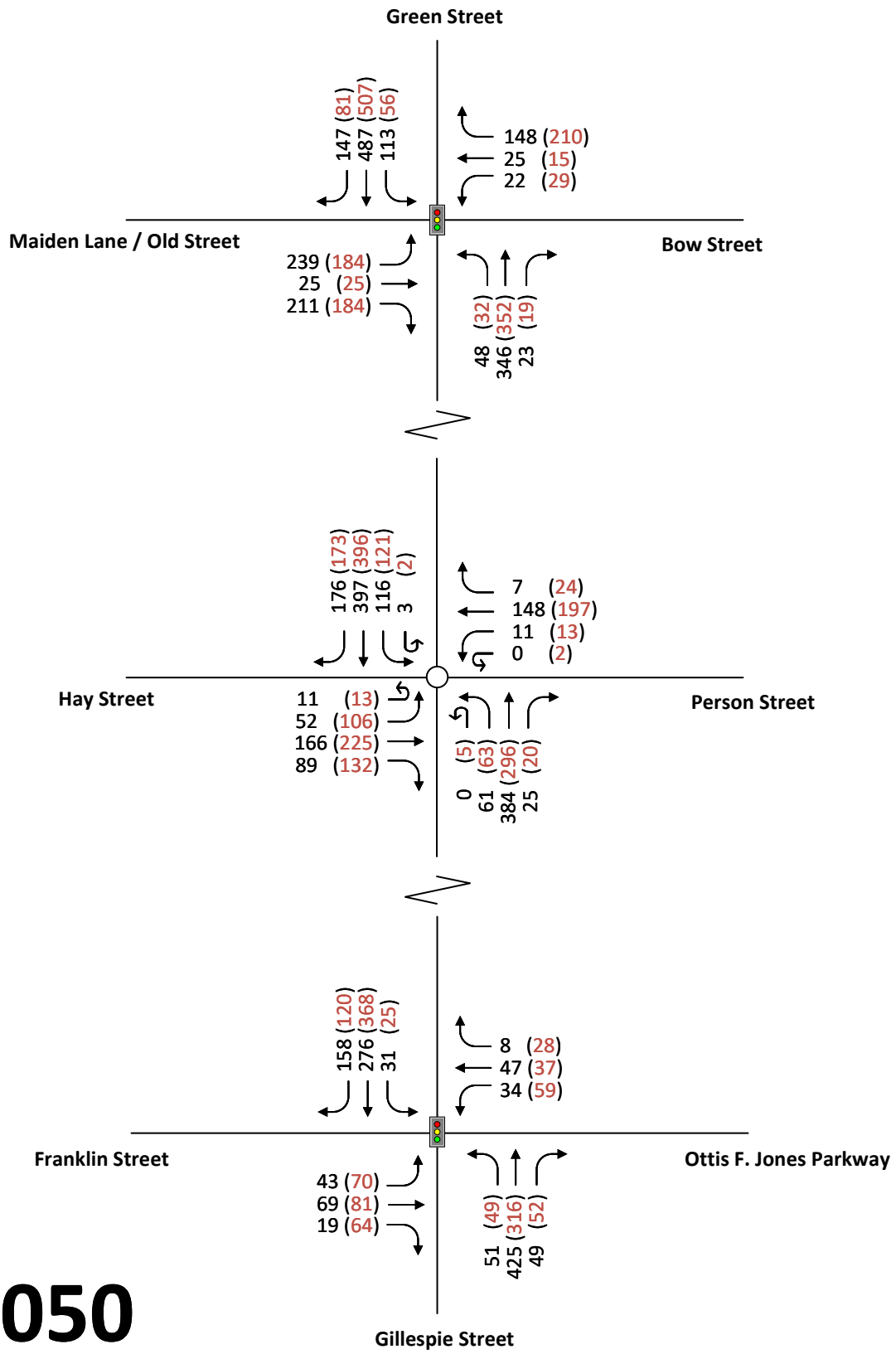
RK&K

LEGEND

(##) - Weekend (Special Event) Volumes

(##) - Pedestrian Crossing Direction and Volume

Figure 16



2050

No-Build / Build Conditions

Market Square Roundabout: Green Street/Gillespie Street at Person Street/Hay Street in Cumberland County Traffic Operations and Safety Analysis Report

Peak Hour Traffic Volumes

LEGEND

(##) - AM (PM) Volumes

FAYETTEVILLE NC
AMERICA'S CAN DO CITY

DATE: April 2025

RK&K

Figure 17

4. NO-BUILD CONDITION ANALYSIS RESULTS

The Peak Hour Factor (PHF) and Heavy Vehicles percentage (HV%) were estimated from the data collected on October 15th, 2024. Roundabout capacity analysis was performed using methodologies consistent with the Highway Capacity Manual (HCM) guidelines and the software program *Sidra* (Version 9.1) for the roundabout intersection, and *Sidra* was utilized to perform queueing analysis. Intersection capacity analyses were performed using methodologies consistent with the Highway Capacity Manual (HCM) guidelines and the software program *Synchro* (Version 11.1, Build 2, Revision 9) for the signalized intersections. *SimTraffic* was utilized to perform queuing analysis, and the results were based on an average of 10 simulation runs.

The measures of effectiveness (MOEs) used to evaluate the operational performance of the study intersection includes the average intersection delay per vehicle, 95th percentile and maximum queue length, and Level of Service (LOS). The Movement Summary module within *Sidra* was utilized to report all roundabout MOEs, and the HCM module within *Synchro* was utilized to report intersection delay and LOS. Delay, LOS, queue lengths, and volume to capacity ratio (v/c) were the performance measures utilized to evaluate the study intersections.

4.1 Existing Conditions (2024) Operational Analysis results

The *Sidra* and *Synchro* network geometries were developed based on scaled aerial photography. The Existing Conditions (2024) analysis was performed utilizing the traffic volumes presented in **Figure 17**. The delay and queuing results for the Existing Conditions (2024) are summarized in **Table 5,** and the volume to capacity (v/c) ratio results are summarized in **Table 6**.

The results indicate that the roundabout, Green Street/Gillespie Street at Person Street/Hay Street, is currently operating at LOS A / A with an overall v/c ratio of 0.45 / 0.47 during the AM / PM peak hours. Both signalized intersections, Gillespie Street at Franklin Street/Ottis F. Jones Parkway and Green Street at Maiden Lane/Old Street/Bow Street, are operating at LOS D or better during both peak hours, and all 18 lane groups at both intersections are operating at LOS D or better during both peak hours. Maximum v/c ratios of 0.43 and 0.69 were observed during the AM peak hours at the Gillespie Street at Franklin Street/Ottis F. Jones Parkway and Green Street at Maiden Lane/Old Street/Bow Street intersections, respectively.

The queueing results indicate that queue lengths for all 22 lane groups at all intersections are extending to less than 500 feet in both peak hours. The 95th percentile queue length for the northbound shared through-right approach to the Green Street at Maiden Lane/Old Street/Bow Street intersection is extending beyond the available capacity in both peak hours, spilling back to the roundabout intersection.

The Existing Conditions analysis output results are presented in **Appendix E**.

Table 5. Existing Conditions (2024) Operational Analysis Results

No.	Intersection	Approach	Lane Group	2024 Existing Condition								Provided Storage (ft.)
				Delay (s/veh)		LOS		Sidra/Synchro 95% Queue (ft.)		SimTraffic Max Queue (ft.)		
				AM	PM	AM	PM	AM	PM	AM	PM	
1	Green Street/Gillespie Street at Person Street/Hay Street * (Roundabout)	EB	LTR	5.6	7.7	A	A	25	50	-	-	-
		WB	LTR	5.8	6.1	A	A	25	25	-	-	-
		NB	LTR	7.3	7.5	A	A	75	50	-	-	-
		SB	LTR	7.8	8.4	A	A	75	100	-	-	-
		Intersection Total		7.1	7.7	A	A					
2	Gillespie Street at Franklin Street/Ottis F. Jones Parkway (Signalized)	EB	L	14.0	14.8	B	B	25	25	56	72	50
			TR	14.9	16.2	B	B	50	50	103	145	-
			Total	14.6	15.8	B	B	-	-	-	-	-
		WB	L	14.2	14.2	B	B	25	50	63	89	90
			TR	14.2	13.3	B	B	25	50	71	86	-
			Total	14.2	13.7	B	B	-	-	-	-	-
		NB	L	9.3	10.0	A	A	25	25	83	111	135
			TR	10.8	10.4	B	B	275	200	252	232	-
			Total	10.8	10.4	B	B	-	-	-	-	
		SB	L	9.4	9.8	A	A	25	25	94	93	100
			TR	9.8	10.8	A	B	175	225	189	219	-
			Total	9.8	10.7	A	B	-	-	-	-	
		Intersection Total		11.1	11.9	B	B					
3	Green Street at Maiden Lane/Old Street/Bow Street (Signalized)	EB	L	42.6	39.3	D	D	175	125	109	108	85
			T	31.3	31.5	C	C	50	50	275	265	-
			R	43.3	41.9	D	D	150	150	125	124	100
			Approach	42.3	40.0	D	D	-	-	-	-	
		WB	L	36.2	35.4	D	D	50	50	58	54	-
			R	52.8	50.7	D	D	150	200	214	182	-
			Approach	50.9	48.9	D	D	-	-	-	-	
		NB	L	31.5	29.0	C	C	75	50	64	64	40
			TR	38.8	34.3	D	C	#360	#400	299	292	-
			Approach	37.9	33.9	D	C					
		SB	L	25.4	21.4	C	C	100	75	164	166	150
			T	26.2	24.9	C	C	325	350	399	301	-
			R	4.6	4.5	A	A	50	25	83	57	-
			Approach	21.0	21.3	C	C	-	-	-	-	
		Intersection Total		33.9	32.8	C	C					

- Queue exceeds Available Storage.

- 95th percentile volume exceeds capacity; queue may be longer.

* - Results based on SIDRA analysis

Table 6: Existing Conditions (2024) V/C Ratio Results

No.	Intersection	Approach	Lane Group/ Movement	V/C AM	V/C PM
1	Green Street/Gillespie Street at Person Street/Hay Street (Roundabout)	EB	LTR	0.18	0.34
		WB	LTR	0.14	0.19
		NB	LTR	0.41	0.36
		SB	LTR	0.45	0.47
			Overall	**0.45**	**0.47**
2	Gillespie Street at Franklin Street/Ottis F. Jones Parkway (Signalized)	EB	L	0.12	0.22
			TR	0.19	0.35
		WB	L	0.13	0.17
			TR	0.14	0.12
		NB	L	0.03	0.03
			TR	0.43	0.33
		SB	L	0.07	0.04
			TR	0.34	0.37
			Overall	**0.43**	**0.37**
3	Green Street at Maiden Lane/Old Street/Bow Street (Signalized)	EB	L	0.62	0.51
			T	0.06	0.07
			R	0.61	0.57
		WB	L	0.09	0.08
			R	0.69	0.66
		NB	L	0.16	0.10
			TR	0.65	0.59
		SB	L	0.41	0.19
			T	0.52	0.51
			R	0.22	0.12
			Overall	**0.69**	**0.66**

4.2 Design Year (2050) No-Build Condition Operational Analysis Results

The Design Year (2050) No-Build scenario was analyzed to identify potential deficiencies at the study intersection under 2050 conditions. The delay/LOS and queue analysis results are presented in **Table 7** and **8**.

The analysis results indicate that the roundabout, Green Street/Gillespie Street at Person Street/Hay Street, is expected to operate at LOS A / B with an overall v/c ratio of 0.59 / 0.63 during the AM / PM peak hours. Both signalized intersections, Gillespie Street at Franklin Street/Ottis F. Jones Parkway and Green Street at Maiden Lane/Old Street/Bow Street, are expected to operate at LOS D or better during both peak hours, and 15 / 17 out of 18 lane groups at both intersections are expected to operate at LOS D or better during the AM / PM peak hours. Maximum v/c ratios of 0.57 and 0.86 are expected during the AM or PM peak hour at the Gillespie Street at Franklin Street/Ottis F. Jones Parkway and Green Street at Maiden Lane/Old Street/Bow Street intersections, respectively.

The queueing results indicate that queue lengths for 20 out of 22 lane groups at the intersections are expected to extend to less than 500 feet in both peak hours. Queue lengths for the northbound shared through-right approach to both signalized intersections and the southbound through approach to the Green St at Maiden Lane/Old Steet/Bow Street intersection are expected to extend to more than 500 feet in one or both peak hours. The 95th percentile queue length for the northbound shared through-right approach to the Green Street at Maiden Lane/Old Street/Bow Street intersection is expected to extend beyond the available capacity in both peak hours, spilling back to the roundabout intersection.

The Design Year analysis output results are presented in **Appendix F**.

Table 7: Design Year (2050) No-Build Condition Operational Analysis Results

No.	Intersection	Approach	Lane Group	2024 Existing Condition								Provided Storage (ft.)
				Delay (s/veh)		LOS		Sidra/Synchro 95% Queue (ft.)		SimTraffic Max Queue (ft.)		
				AM	PM	AM	PM	AM	PM	AM	PM	
1	Green Street/Gillespie Street at Person Street/Hay Street * (Roundabout)	EB	LTR	6.8	10.4	A	B	50	100	-	-	-
		WB	LTR	7.4	8.7	A	A	50	50	-	-	-
		NB	LTR	8.8	9.7	A	A	100	100	-	-	-
		SB	LTR	11.0	12.8	B	B	150	200	-	-	-
		Intersection Total		9.2	10.8	A	B					
2	Gillespie Street at Franklin Street/Ottis F. Jones Parkway (Signalized)	EB	L	25.0	23.1	C	C	50	50	74	74	50
			TR	27.4	26.9	C	C	75	100	167	288	-
			Total	26.6	25.6	C	C	-	-	-	-	-
		WB	L	24.4	23.0	C	C	50	75	79	99	90
			TR	23.9	19.1	C	B	50	75	101	110	-
			Total	24.1	21.0	C	C	-	-	-	-	-
		NB	L	7.5	10.6	A	B	25	25	149	116	135
			TR	9.8	12.2	A	B	300	225	665	276	-
			Total	9.7	12.1	A	B	-	-	-	-	
		SB	L	7.8	10.4	A	B	25	25	86	117	100
			TR	8.7	12.8	A	B	200	225	223	237	-
			Total	8.6	12.6	A	B	-	-	-	-	
		Intersection Total		13.2	17.0	B	B					
3	Green Street at Maiden Lane/Old Street/Bow Street (Signalized)	EB	L	51.5	44.0	D	D	250	200	109	109	85
			T	31.8	32.0	C	C	50	50	1006	683	-
			R	52.2	48.7	D	D	225	200	125	125	100
			Approach	50.8	45.4	D	D	-	-	-	-	
		WB	L	38.0	37.2	D	D	50	50	59	66	-
			R	65.4	61.7	E	E	200	275	255	257	-
			Approach	62.3	58.9	E	E	-	-	-	-	
		NB	L	40.9	35.8	D	D	75	75	64	64	40
			TR	57.7	46.7	E	D	#480	#491	315	305	-
			Approach	55.8	45.8	E	D					
		SB	L	58.5	28.5	E	C	#132	75	175	175	150
			T	36.6	34.3	D	C	375	400	462	720	-
			R	4.8	5.8	A	A	50	50	81	485	-
			Approach	33.1	29.2	C	C	-	-	-	-	
		Intersection Total		47.1	42.1	D	D					

- Queue exceeds Available Storage.

- 95th percentile volume exceeds capacity; queue may be longer.

* - Results based on SIDRA analysis

Table 8: Design Year (2050) No-Build Condition V/C Ratio Results

No.	Intersection	Approach	Lane Group	V/C	
			Movement	AM	PM
1	Green Street/Gillespie Street at Person Street/Hay Street* -Roundabout-	EB	LTR	0.25	0.47
		WB	LTR	0.24	0.34
		NB	LTR	0.48	0.47
		SB	LTR	0.59	0.63
			Overall	0.59	0.63
2	Gillespie Street at Franklin Street (Signalized)	EB	L	0.25	0.37
			TR	0.39	0.57
		WB	L	0.21	0.29
			TR	0.22	0.15
		NB	L	0.04	0.05
			TR	0.47	0.40
		SB	L	0.08	0.06
			TR	0.38	0.45
			Overall	0.47	0.57
3	Green Street at Maiden Lane/Bow Street (Signalized)	EB	L	0.79	0.65
			T	0.08	0.08
			R	0.78	0.72
		WB	L	0.10	0.09
			R	0.83	0.80
		NB	L	0.30	0.17
			TR	0.86	0.75
		SB	L	0.79	0.32
			T	0.67	0.65
			R	0.27	0.15
			Overall	0.86	0.80

* - Results based on SIDRA analysis

5. RECOMMENDATIONS

Based on the crash analysis and operational analysis results, multiple improvement options were recommended. While the crash analysis results showed several opportunities for betterments, operational analysis results shows that the capacity of the roundabout is expected to be sufficient through the Design Year, based on the utilized growth rate.

Therefore, the recommendations for improvements are primarily focused on improving safety through improved sight distance, signing and striping enhancements, consolidating parking around the roundabout and better-defined paths for non-motorized users. These recommendations are further detailed in the accompanying ***Conceptual Design and Cost Estimate Report***.

proposed recommendations at the Market Square roundabout are expected to result in vehicular, bicyclist, and pedestrian safety improvements at the intersection. Expected improvements include, but are not limited to:

- The modified crosswalk configuration is expected to improve pedestrian safety at the intersection by reducing the number of conflicts with vehicles.
- The reduced pavement width at the roundabout and larger splitter islands are expected to encourage lower travel speeds at the roundabout and lead to reduced crash severity and improved pedestrian and bicyclist safety at the intersection.
- Improved signing at the roundabout to reduce driver confusion and improve vehicular safety at the roundabout.
- The expanded pedestrian plaza, which is anticipated to enhance the accessibility to and user experience with the historic Market House.

APPENDIX A: SEGMENT/STRIP SAFETY ANALYSIS CRASH REPORT

North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report

Study Criteria Summary

County: CUMBERLAND **City:** All and Rural
Date: 09/01/2019 **to** 08/31/2024 **Study:** MARKETHOUSESTUDY
Location: On Green St/Gillespie St from 300 ft S of Franklin St/Otis F Jones Pkwy to 300 ft N of Maiden Ln/Old St/Bow St

Report Details

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
1	**106172661**	0.024	01/13/2020 14:09	SIDESWIPE, SAME DIRECTION	$ 2500	0	0	0	1	2	1	3	1	0	0	
Unit 1 : 3	**Alchl/Drgs:** 0	**Speed:** 15 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 6	**Obj Strk:**											
Unit 2 : 2	**Alchl/Drgs:** 0	**Speed:** 10 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 7	**Obj Strk:**											
2	**107779833**	0.028	04/15/2021 12:30	SIDESWIPE, SAME DIRECTION	$ 3500	0	0	0	0	1	1	2	1	0	0	
Unit 1 : 2	**Alchl/Drgs:** 0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 6	**Obj Strk:**											
Unit 2 : 2	**Alchl/Drgs:** 0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 13	**Obj Strk:**											
3	**107045233**	0.028	07/31/2022 16:30	RIGHT TURN, SAME ROADWAY	$ 400	0	0	0	0	1	1	1	1	0		
Unit 1 : 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 7	**Obj Strk:**											
Unit 2 : 1	**Alchl/Drgs:** 0	**Speed:** 15 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
4	**107186330**	0.029	11/30/2022 15:46	LEFT TURN, SAME ROADWAY	$ 1300	0	0	0	0	1	1	1	1	0		
Unit 1 : 10	**Alchl/Drgs:** 0	**Speed:** 10 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:** 8	**Obj Strk:**											
Unit 2 : 1	**Alchl/Drgs:** 0	**Speed:** 25 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
5	**106344044**	0.037	08/17/2020 09:09	SIDESWIPE, SAME DIRECTION	$ 2200	0	0	0	0	1	1	1	1	0	0	
Unit 1 : 1	**Alchl/Drgs:** 0	**Speed:** 10 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 6	**Obj Strk:**											
Unit 2 : 1	**Alchl/Drgs:** 0	**Speed:** 5 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 13	**Obj Strk:**											
6	**106230980**	0.047	03/18/2020 16:45	PARKED MOTOR VEHICLE	$ 9500	0	0	0	0	1	1	1	1	0	0	
Unit 1 : 1	**Alchl/Drgs:** 0	**Speed:** 25 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:** 20											
Unit 2 : 2	**Alchl/Drgs:** 7	**Speed:** 0 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:** 2	**Obj Strk:** 20											
7	**106856892**	0.051	12/02/2021 17:33	SIDESWIPE, OPPOSITE DIRECTION	$ 15200	0	0	0	1	1	2	1		0		
Unit 1 : 5	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
Unit 2 : 2	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
Unit 3 : 4	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											

All data presented in this report comes explicitly from the Traffic Engineering Accident Analysis System based upon va criteria provided by the report's creator. The onus is strictly upon the user of this report to exercise due diligence in in and further representing this data.

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
8	**106061488**	0.056	09/17/2019 16:23	PEDESTRIAN	$ 100	0	0	0	1	1	1	1	1	0	3	1
Unit 1 : 9	**Alchl/Drgs:** 0	**Speed:** 10 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 8	**Obj Strk:** 14											
Unit 2 : 24	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:**	**Veh Mnvr/Ped Actn:**	**Obj Strk:** 14											
9	**106350959**	0.056	08/22/2020 10:46	ANGLE	$ 10000	0	0	0	1	1	1	1	1	0	3	1
Unit 1 : 4	**Alchl/Drgs:** 0	**Speed:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
Unit 2 : 2	**Alchl/Drgs:** 0	**Speed:** 20 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
10	**107798724**	0.056	05/21/2021 20:50	ANGLE	$ 5000	0	0	0	1	1	4	1	1	0	3	1
Unit 1 : 1	**Alchl/Drgs:** 0	**Speed:** 20 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:** 8	**Obj Strk:**											
Unit 2 : 1	**Alchl/Drgs:** 0	**Speed:** 25 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
11	**106792293**	0.056	10/11/2021 11:36	ANGLE	$ 7000	0	0	0	1	1	1	1	1	0	3	1
Unit 1 : 1	**Alchl/Drgs:** 0	**Speed:** 15 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
Unit 2 : 1	**Alchl/Drgs:** 0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
12	**106906995**	0.056	02/04/2022 19:12	PEDESTRIAN	$ 0	0	0	0	0	1	4	1	1	0	3	1
Unit 1 : 24	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:**	**Veh Mnvr/Ped Actn:**	**Obj Strk:** 14											
Unit 2 : 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:** 14											
13	**107765610**	0.056	01/11/2023 14:49	SIDESWIPE, SAME DIRECTION	$ 3000	0	0	0	0	1	1	1	1	0	3	1
Unit 1 : 1	**Alchl/Drgs:** 0	**Speed:** 15 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
Unit 2 : 1	**Alchl/Drgs:** 0	**Speed:** 15 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:** 8	**Obj Strk:**											
14	**107380131**	0.056	05/23/2023 14:28	ANGLE	$ 14000	0	0	0	0	1	1	2	1	0	3	1
Unit 1 : 5	**Alchl/Drgs:** 0	**Speed:** 25 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
Unit 2 : 4	**Alchl/Drgs:** 0	**Speed:** 15 MPH	**Dir:** SE	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
15	**107441051**	0.056	08/30/2023 11:08	ANGLE	$ 10000	0	0	1	0	1	1	1	1	0	3	1
Unit 1 : 1	**Alchl/Drgs:** 0	**Speed:** 10 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
Unit 2 : 1	**Alchl/Drgs:** 0	**Speed:** 15 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
16	**107599175**	0.057	01/20/2024 21:25	BACKING UP	$ 5000	0	0	0	0	1	4	1	1	0	0	
Unit 1 : 2	**Alchl/Drgs:** 0	**Speed:** 10 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 10	**Obj Strk:**											
Unit 2 : 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
17	**106450560**	0.058	11/27/2020 18:25	REAR END, SLOW OR STOP	$ 700	0	0	0	0	1	4	1	1	0	3	1
Unit 1 : 32	**Alchl/Drgs:** 7	**Speed:** 10 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
Unit 2 : 4	**Alchl/Drgs:** 0	**Speed:** 10 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 7	**Obj Strk:**											
18	**106965544**	0.075	04/30/2022 23:59	ANGLE	$ 200	0	0	0	0	1	4	1	1	0	3	1
Unit 1 : 32	**Alchl/Drgs:** 7	**Speed:** 5 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 14	**Obj Strk:**											
Unit 2 : 1	**Alchl/Drgs:** 0	**Speed:** 15 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
19	**106206846**	0.079	02/13/2020 09:01	REAR END, SLOW OR STOP	$ 1500	0	0	0	0	1	1	1	1	0	0	
Unit 1 : 1	**Alchl/Drgs:** 0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
Unit 2 : 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:** 1	**Obj Strk:**											
20	**106785963**	0.113	10/14/2021 18:00	ANGLE	$ 4000	0	0	0	0	1	1	1	1	0		
Unit 1 : 32	**Alchl/Drgs:** 7	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
Unit 2 : 4	**Alchl/Drgs:** 7	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:** 2	**Obj Strk:**											
Unit 3 : 1	**Alchl/Drgs:** 7	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:** 2	**Obj Strk:**											
21	**106772864**	0.115	09/23/2021 15:14	REAR END, SLOW OR STOP	$ 1700	0	0	0	0	1	1	1		0		
Unit 1 : 1	**Alchl/Drgs:** 7	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
Unit 2 : 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:** 11	**Obj Strk:**											
22	**106374770**	0.117	09/22/2020 18:37	MOVABLE OBJECT	$ 101	0	0	0	0	1	1	1	1	12	2	1
Unit 1 : 1	**Alchl/Drgs:** 7	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:** 18											
23	**106449373**	0.117	12/01/2020 12:05	SIDESWIPE, SAME DIRECTION	$ 500	0	0	0	0	1	1	1	1	0		2
Unit 1 : 4	**Alchl/Drgs:** 0	**Speed:** 10 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
Unit 2 : 32	**Alchl/Drgs:** 7	**Speed:** 10 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:** 12	**Obj Strk:**											
24	**106496926**	0.117	01/12/2021 07:04	FIXED OBJECT	$ 0	0	0	0	0	2	6	3	1	0	0	2
Unit 1 : 1	**Alchl/Drgs:** 0	**Speed:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:** 7	**Obj Strk:** 64											
25	**106907030**	0.117	02/04/2022 08:04	PEDALCYCLIST	$ 0	0	0	0	0	1	3	1	1	0	0	
Unit 1 : 4	**Alchl/Drgs:** 0	**Speed:** 10 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:** 15											
Unit 2 : 23	**Alchl/Drgs:** 7	**Speed:** 0 MPH	**Dir:**	**Veh Mnvr/Ped Actn:**	**Obj Strk:** 15											

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
26	**107026277**	0.117	07/08/2022 23:24	RAN OFF ROAD - RIGHT	$ 2000	0	0	0	0	1	4	1	5	0	2	1
Unit	**1 :** 2	**Alchl/Drgs:** 7	**Speed:** 15 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:** 64										
27	**107807187**	0.117	07/26/2022 04:53	FIXED OBJECT	$ 2100	0	0	0	1	1	6	1	9	0	2	
Unit	**1 :** 5	**Alchl/Drgs:** 1	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 16	**Obj Strk:** 64										
28	**107829819**	0.117	10/09/2022 09:26	PEDALCYCLIST	$ 250	0	0	0	0	1	1	1	5	0	2	1
Unit	**1 :** 23	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:**	**Veh Mnvr/Ped Actn:**	**Obj Strk:**										
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 10 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**										
29	**107570601**	0.121	12/18/2023 10:37	SIDESWIPE, SAME DIRECTION	$ 8500	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 15 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**										
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 5 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:** 13	**Obj Strk:**										
30	**106442677**	0.142	11/09/2020 21:17	PARKED MOTOR VEHICLE	$ 5000	0	0	1	0	1	4	1	1	0		2
Unit	**1 :** 12	**Alchl/Drgs:** 0	**Speed:** 10 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 16	**Obj Strk:** 20										
Unit	**2 :** 2	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:** 13	**Obj Strk:** 20										
31	**106151632**	0.167	12/20/2019 19:13	RIGHT TURN, DIFFERENT ROADWAYS	$ 2000	0	0	0	0	1	4	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 15 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:** 7	**Obj Strk:**										
Unit	**2 :** 4	**Alchl/Drgs:** 0	**Speed:** 15 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:** 8	**Obj Strk:**										
32	**107802120**	0.167	06/15/2021 08:48	RAN OFF ROAD - RIGHT	$ 3500	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 15 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:** 64										
33	**107501066**	0.167	10/19/2023 17:24	ANGLE	$ 4500	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 25 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**										
Unit	**2 :** 5	**Alchl/Drgs:** 0	**Speed:** 25 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**										
34	**107759174**	0.175	04/19/2022 08:44	RIGHT TURN, DIFFERENT ROADWAYS	$ 4000	0	0	0	0	1	1	2	3	0	0	
Unit	**1 :** 4	**Alchl/Drgs:** 0	**Speed:** 15 MPH	**Dir:** NW	**Veh Mnvr/Ped Actn:** 7	**Obj Strk:**										
Unit	**2 :** 3	**Alchl/Drgs:** 0	**Speed:** 15 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**										
35	**107813180**	0.176	07/03/2021 12:01	SIDESWIPE, SAME DIRECTION	$ 1500	0	0	0	0	1	1	1	1	0	3	2
Unit	**1 :** 2	**Alchl/Drgs:** 0	**Speed:** 35 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**										
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 35 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**										

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North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
36	**107293210**	0.176	04/04/2023 12:30	BACKING UP	$ 500	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 32	**Alchl/Drgs:**	7	**Speed:**	5 MPH	**Dir:**	N	**Veh Mnvr/Ped Actn:**	10	**Obj Strk:**						
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:**	0 MPH	**Dir:**	N	**Veh Mnvr/Ped Actn:**	1	**Obj Strk:**						
37	**107778745**	0.186	04/13/2021 14:09	ANGLE	$ 3000	0	0	0	0	1	1	1	1	0	0	2
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:**	35 MPH	**Dir:**	S	**Veh Mnvr/Ped Actn:**	9	**Obj Strk:**						
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:**	35 MPH	**Dir:**	S	**Veh Mnvr/Ped Actn:**	4	**Obj Strk:**						
38	**107830766**	0.221	08/22/2024 16:54	LEFT TURN, SAME ROADWAY	$ 8998	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:**	18 MPH	**Dir:**	S	**Veh Mnvr/Ped Actn:**	12	**Obj Strk:**						
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:**	30 MPH	**Dir:**	S	**Veh Mnvr/Ped Actn:**	4	**Obj Strk:**						
39	**107518806**	0.223	11/07/2023 16:31	SIDESWIPE, SAME DIRECTION	$ 0	0	0	1	0	1	1	1	1	0	0	2
Unit	**1 :** 2	**Alchl/Drgs:**	7	**Speed:**	25 MPH	**Dir:**	S	**Veh Mnvr/Ped Actn:**	4	**Obj Strk:**						
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:**	25 MPH	**Dir:**	S	**Veh Mnvr/Ped Actn:**	4	**Obj Strk:**						

Legend for Report Details:

Acc No - Accident Number
Injuries: F - Fatal, A - Class A, B - Class B, C - Class C
Condition: R - Road Surface, L - Ambient Light, W - Weather
Rd Ch - Road Character
Rd Ci - Roadway Contributing Circumstances
Trfc Ctl - Traffic Control: Dv - Device, Op - Operating
Alchl/Drgs - Alcohol Drugs Suspected
Veh Mnvr/Ped Actn - Vehicle Maneuver/Pedestrian Action
Obj Strk - Object Struck

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Summary Statistics

High Level Crash Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	39	100.00
Fatal Crashes	0	0.00
Non-Fatal Injury Crashes	10	25.64
Total Injury Crashes	10	25.64
Property Damage Only Crashes	29	74.36
Night Crashes	10	25.64
Wet Crashes	2	5.13
Alcohol/Drugs Involvement Crashes	1	2.56

Crash Severity Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	39	100.00
Fatal Crashes	0	0.00
Class A Crashes	0	0.00
Class B Crashes	3	7.69
Class C Crashes	7	17.95
Property Damage Only Crashes	29	74.36

Vehicle Exposure Statistics

Annual ADT = 6200

Total Length = 0.223 (Miles) **0.359 (Kilometers)**

Total Vehicle Exposure = 2.53 (MVMT) **4.07 (MVKMT)**

Crash Rate	Crashes Per 100 Million Vehicle Miles	Crashes Per 100 Million Vehicle Kilometers
Total Crash Rate	1543.94	959.36
Fatal Crash Rate	0.00	0.00
Non Fatal Crash Rate	395.88	245.99
Night Crash Rate	395.88	245.99
Wet Crash Rate	79.18	49.20
EPDO Rate	4473.46	2779.68

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Miscellaneous Statistics

Severity Index =	2.90
EPDO Crash Index =	113.00
Estimated Property Damage Total = $	143249.00

Accident Type Summary

Accident Type	Number of Crashes	Percent of Total
ANGLE	9	23.08
BACKING UP	2	5.13
FIXED OBJECT	2	5.13
LEFT TURN, SAME ROADWAY	2	5.13
MOVABLE OBJECT	1	2.56
PARKED MOTOR VEHICLE	2	5.13
PEDALCYCLIST	2	5.13
PEDESTRIAN	2	5.13
RAN OFF ROAD - RIGHT	2	5.13
REAR END, SLOW OR STOP	3	7.69
RIGHT TURN, DIFFERENT ROADWAYS	2	5.13
RIGHT TURN, SAME ROADWAY	1	2.56
SIDESWIPE, OPPOSITE DIRECTION	1	2.56
SIDESWIPE, SAME DIRECTION	8	20.51

Injury Summary

Injury Type	Number of Injuries	Percent of Total
Fatal Injuries	0	0.00
Class A Injuries	0	0.00
Class B Injuries	3	30.00
Class C Injuries	7	70.00
Total Non-Fatal Injuries	10	100.00
Total Injuries	10	100.00

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criteria provided by the report's creator. The onus is strictly upon the user of this report to exercise due diligence in in
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Monthly Summary

Month	Number of Crashes	Percent of Total
Jan	4	10.26
Feb	3	7.69
Mar	1	2.56
Apr	5	12.82
May	2	5.13
Jun	1	2.56
Jul	4	10.26
Aug	4	10.26
Sep	3	7.69
Oct	4	10.26
Nov	4	10.26
Dec	4	10.26

Daily Summary

Day	Number of Crashes	Percent of Total
Mon	5	12.82
Tue	11	28.21
Wed	4	10.26
Thu	7	17.95
Fri	6	15.38
Sat	4	10.26
Sun	2	5.13

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Hourly Summary

Hour	Number of Crashes	Percent of Total
0000-0059	0	0.00
0100-0159	0	0.00
0200-0259	0	0.00
0300-0359	0	0.00
0400-0459	1	2.56
0500-0559	0	0.00
0600-0659	0	0.00
0700-0759	1	2.56
0800-0859	3	7.69
0900-0959	3	7.69
1000-1059	2	5.13
1100-1159	2	5.13
1200-1259	4	10.26
1300-1359	0	0.00
1400-1459	4	10.26
1500-1559	2	5.13
1600-1659	5	12.82
1700-1759	2	5.13
1800-1859	3	7.69
1900-1959	2	5.13
2000-2059	1	2.56
2100-2159	2	5.13
2200-2259	0	0.00
2300-2359	2	5.13

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Light and Road Conditions Summary

Condition	Dry	Wet	Other	Total
Day	26	1	0	27
Dark	9	1	0	10
Other	2	0	0	2
Total	37	2	0	39

Object Struck Summary

Object Type	Times Struck	Percent of Total
MOVABLE OBJECT	1	6.67
OTHER FIXED OBJECT	4	26.67
PARKED MOTOR VEHICLE	4	26.67
PEDALCYCLIST	2	13.33
PEDESTRIAN	4	26.67

Vehicle Type Summary

Vehicle Type	Number Involved	Percent of Total
LIGHT TRUCK (MINI-VAN, PANEL)	2	2.67
OTHER BUS	1	1.33
PASSENGER CAR	36	48.00
PEDALCYCLE	2	2.67
PEDESTRIAN	2	2.67
PICKUP	11	14.67
SINGLE UNIT TRUCK (2-AXLE, 6-TIRE)	1	1.33
SPORT UTILITY	10	13.33
TRUCK/TRAILER	1	1.33
UNKNOWN	5	6.67
VAN	4	5.33

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Yearly Totals Summary

Accident Totals

Year	Total Accidents	Fatal Accidents	Injury Accidents	Property Damage Only Accidents
2019	2	0	1	1
2020	9	0	3	6
2021	10	0	3	7
2022	9	0	1	8
2023	7	0	2	5
2024	2	0	0	2
Total	39	0	10	29

Injury Totals

Year	Fatal Injuries	Class A, B, or C Injuries
2019	0	1
2020	0	3
2021	0	3
2022	0	1
2023	0	2
2024	0	0
Total	0	10

Miscellaneous Totals

Year	Property Damage	EPDO Index
2019	$ 2100	9.40
2020	$ 32001	31.20
2021	$ 44400	32.20
2022	$ 10250	16.40
2023	$ 40500	21.80
2024	$ 13998	2.00
Total	$ 143249	113.00

Type of Accident Totals

Year	Left Turn	Right Turn	Rear End	Run Off Road & Fixed Object	Angle	Side Swipe	Other
2019	0	1	0	0	0	0	1
2020	0	0	2	0	1	3	3

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criteria provided by the report's creator. The onus is strictly upon the user of this report to exercise due diligence in in
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Year	Left Turn	Right Turn	Rear End	Run Off Road & Fixed Object	Angle	Side Swipe	Other
2021	0	0	1	2	4	3	0
2022	1	2	0	2	1	0	3
2023	0	0	0	0	3	3	1
2024	1	0	0	0	0	0	1
Total	2	3	3	4	9	9	9

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criteria provided by the report's creator. The onus is strictly upon the user of this report to exercise due diligence in in
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Strip Diagram

Features	Milepost	Crash IDs
	0.00	
	0.01	
	0.02	106172661
	0.03	107779833 | 107045233 | 107186330
	0.04	106344044
	0.05	106230980 | 106856892
	0.06	106061488 | 106350959 | 107798724 | 106792293 | 106906995 | 107765610 | 107380131 | 107441051 | 107599175 | 106450560
	0.07	
	0.08	106965544 | 106206846
	0.09	
	0.10	
	0.11	106785963
	0.12	106772864 | 106374770 | 106449373 | 106496926 | 106907030 | 107026277 | 107807187 | 107829819 | 107570601
	0.13	
	0.14	106442677
	0.15	
	0.16	
	0.17	106151632 | 107802120 | 107501066 | 107759174
	0.18	107813180 | 107293210
	0.19	107778745
	0.20	
	0.21	
	0.22	107830766 | 107518806

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Study Criteria

Study Name	Log No.	PH No.	TIP No.	K/A Cf.	B/C Cf.	ADT	ADT Route
MARKETHOUSESTUDY				76.8	8.4	6200	10000001

Request Date	Courier Service	Phone No.	Ext.	Fax No.

County			Municipality					
Name	Code	Div.	Name	Code	Y-Line Ft.	Begin Date	End Date	Years
CUMBERLAND	26	6	All and Rural		0	09/01/2019	08/31/2024	5.00

Location Text

On Green St/Gillespie St from 300 ft S of Franklin St/Otis F Jones Pkwy to 300 ft N of Maiden Ln/Old St/Bow St

Requestor

Included Accidents	Old MP	New MP	Type
107830766	0.104	0.221	I
107829819	999.999	0.117	I
107813180	0.059	0.176	I
107807187	999.999	0.117	I
107802120	0.05	0.167	I
107798724	4.14	0.056	I
107779833	4.112	0.028	I
107778745	0.031	0.186	I
107765610	4.14	0.056	I
107759174	0.058	0.175	I
107599175	4.141	0.057	I
107570601	0.004	0.121	I
107518806	0.05	0.223	I
107501066	0.05	0.167	I
107441051	4.14	0.056	I
107380131	4.14	0.056	I
107293210	0.059	0.176	I
107186330	4.113	0.029	I
107045233	4.069	0.028	I
107026277	0	0.117	I
106965544	4.159	0.075	I
106907030	999.999	0.117	I
106906995	4.14	0.056	I
106856892	4.135	0.051	I
106792293	4.14	0.056	I
106785963	4.197	0.113	I

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106772864	4.138	0.115	I
106496926	0.019	0.117	I
106450560	4.142	0.058	I
106449373	0	0.117	I
106442677	0.11	0.142	I
106374770	0.085	0.117	I
106350959	4.14	0.056	I
106344044	4.121	0.037	I
106230980	4.131	0.047	I
106206846	4.163	0.079	I
106172661	4.108	0.024	I
106151632	0.05	0.167	I
106061488	4.14	0.056	I

Fiche Roads

Name	Code
I 1	10000001
SR 4006	40004006
GREEN	50012434
GILLESPIE	50011789
RAMSEY	50025299
SR 3950	40003950
SR 2311	40002311
MARKET SQUARE	50018946

Strip Road

Name	Code	Begin MP	End MP	Miles	Kilometers
I 1	10000001	0.000	0.223	0.223	0.359

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APPENDIX B: INTERSECTION SAFETY ANALYSIS CRASH REPORT

Study Criteria Summary

County: CUMBERLAND **City:** All and Rural
Date: 09/01/2019 **to** 08/31/2024 **Study:** MARKETHOUSESTUDYINTERSECTION
Location: Green St/Gillespie St at Hay St/Person St

Report Details

Acc No	Crash ID	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
1	**106355247**	09/01/2020 15:09	REAR END, SLOW OR STOP	$ 1200	0	0	0	0	1	1	1	1	0	2	1
Unit 1 : 5	**Alchl/Drgs:** 0	**Speed:** 15 MPH	**Dir:** E	**Veh Mnvr / Ped Actn:** 11	**Obj Strk:**										
Unit 2 : 4	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** E	**Veh Mnvr / Ped Actn:** 1	**Obj Strk:**										
2	**106374770**	09/22/2020 18:37	MOVABLE OBJECT	$ 101	0	0	0	0	1	1	1	1	12	2	1
Unit 1 : 1	**Alchl/Drgs:** 7	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr / Ped Actn:** 4	**Obj Strk:** 18										
3	**106442677**	11/09/2020 21:17	PARKED MOTOR VEHICLE	$ 5000	0	0	1	0	1	4	1	1	0		2
Unit 1 : 12	**Alchl/Drgs:** 0	**Speed:** 10 MPH	**Dir:** S	**Veh Mnvr / Ped Actn:** 16	**Obj Strk:** 20										
Unit 2 : 2	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** W	**Veh Mnvr / Ped Actn:** 13	**Obj Strk:** 20										
4	**106449373**	12/01/2020 12:05	SIDESWIPE, SAME DIRECTION	$ 500	0	0	0	0	1	1	1	1	0		2
Unit 1 : 4	**Alchl/Drgs:** 0	**Speed:** 10 MPH	**Dir:** E	**Veh Mnvr / Ped Actn:** 4	**Obj Strk:**										
Unit 2 : 32	**Alchl/Drgs:** 7	**Speed:** 10 MPH	**Dir:** E	**Veh Mnvr / Ped Actn:** 12	**Obj Strk:**										
5	**106449272**	12/02/2020 08:37	SIDESWIPE, OPPOSITE DIRECTION	$ 750	0	0	0	0	1	1	1	3	0		
Unit 1 : 1	**Alchl/Drgs:** 0	**Speed:** 15 MPH	**Dir:** E	**Veh Mnvr / Ped Actn:** 4	**Obj Strk:**										
Unit 2 : 5	**Alchl/Drgs:** 0	**Speed:** 15 MPH	**Dir:** W	**Veh Mnvr / Ped Actn:** 4	**Obj Strk:**										
6	**106496926**	01/12/2021 07:04	FIXED OBJECT	$ 0	0	0	0	0	2	6	3	1	0	0	2
Unit 1 : 1	**Alchl/Drgs:** 0	**Speed:** 20 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 7	**Obj Strk:** 64										
7	**107779128**	05/06/2021 11:16	FIXED OBJECT	$ 5000	0	0	0	0	1	1	2	1	0	0	
Unit 1 : 1	**Alchl/Drgs:** 0	**Speed:** 10 MPH	**Dir:** S	**Veh Mnvr / Ped Actn:** 11	**Obj Strk:** 35										
8	**106711233**	07/31/2021 12:30	PARKED MOTOR VEHICLE	$ 0	0	0	0	0	1	1	1	1	0		
Unit 1 : 5	**Alchl/Drgs:** 0	**Speed:** 3 MPH	**Dir:** E	**Veh Mnvr / Ped Actn:** 10	**Obj Strk:** 20										
Unit 2 : 1	**Alchl/Drgs:** 7	**Speed:** 0 MPH	**Dir:** W	**Veh Mnvr / Ped Actn:** 2	**Obj Strk:** 20										

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Acc No	Crash ID	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
9	**106720022**	08/19/2021 08:54	REAR END, SLOW OR STOP	$ 1200	0	0	0	0	1	1	1	1	0	2	2
Unit 1 : 2	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** NW	**Veh Mnvr / Ped Actn:** 4	**Obj Strk:**										
Unit 2 : 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** NW	**Veh Mnvr / Ped Actn:** 11	**Obj Strk:**										
10	**106772864**	09/23/2021 15:14	REAR END, SLOW OR STOP	$ 1700	0	0	0	0	1	1	1		0		
Unit 1 : 1	**Alchl/Drgs:** 7	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 4	**Obj Strk:**										
Unit 2 : 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 11	**Obj Strk:**										
11	**107804515**	09/23/2021 20:22	BACKING UP	$ 2000	0	0	0	0	1	4	1	1	0	0	2
Unit 1 : 4	**Alchl/Drgs:** 0	**Speed:** 10 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 10	**Obj Strk:**										
Unit 2 : 1	**Alchl/Drgs:** 7	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 2	**Obj Strk:**										
12	**106766015**	09/29/2021 08:38	REAR END, SLOW OR STOP	$ 2000	0	0	0	0	1	1	1	1	0	0	
Unit 1 : 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** SE	**Veh Mnvr / Ped Actn:** 11	**Obj Strk:**										
Unit 2 : 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** SE	**Veh Mnvr / Ped Actn:** 1	**Obj Strk:**										
13	**106785963**	10/14/2021 18:00	ANGLE	$ 4000	0	0	0	0	1	1	1	1	0		
Unit 1 : 32	**Alchl/Drgs:** 7	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 4	**Obj Strk:**										
Unit 2 : 4	**Alchl/Drgs:** 7	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 2	**Obj Strk:**										
Unit 3 : 1	**Alchl/Drgs:** 7	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 2	**Obj Strk:**										
14	**106907030**	02/04/2022 08:04	PEDALCYCLIST	$ 0	0	0	0	0	1	3	1	1	0	0	
Unit 1 : 4	**Alchl/Drgs:** 0	**Speed:** 10 MPH	**Dir:** S	**Veh Mnvr / Ped Actn:** 4	**Obj Strk:** 15										
Unit 2 : 23	**Alchl/Drgs:** 7	**Speed:** 0 MPH	**Dir:**	**Veh Mnvr / Ped Actn:**	**Obj Strk:** 15										
15	**107803941**	07/07/2022 13:44	REAR END, SLOW OR STOP	$ 3000	0	0	0	0	1	1	2	1	0	2	1
Unit 1 : 2	**Alchl/Drgs:** 0	**Speed:** 5 MPH	**Dir:** SE	**Veh Mnvr / Ped Actn:** 4	**Obj Strk:**										
Unit 2 : 4	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** SE	**Veh Mnvr / Ped Actn:** 1	**Obj Strk:**										
16	**107026277**	07/08/2022 23:24	RAN OFF ROAD - RIGHT	$ 2000	0	0	0	0	1	4	1	5	0	2	1
Unit 1 : 2	**Alchl/Drgs:** 7	**Speed:** 15 MPH	**Dir:** S	**Veh Mnvr / Ped Actn:** 4	**Obj Strk:** 64										
17	**107807187**	07/26/2022 04:53	FIXED OBJECT	$ 2100	0	0	0	1	1	6	1	9	0	2	
Unit 1 : 5	**Alchl/Drgs:** 1	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr / Ped Actn:** 16	**Obj Strk:** 64										

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North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Intersection Analysis Report

Acc No	Crash ID	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
18	**107829819**	10/09/2022 09:26	PEDALCYCLIST	$ 250	0	0	0	0	1	1	1	5	0	2	1
Unit	**1 :** 23	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:**	**Veh Mnvr / Ped Actn:**				**Obj Strk:**						
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 10 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 4				**Obj Strk:**						
19	**107570601**	12/18/2023 10:37	SIDESWIPE, SAME DIRECTION	$ 8500	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 15 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 4				**Obj Strk:**						
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 5 MPH	**Dir:** NE	**Veh Mnvr / Ped Actn:** 13				**Obj Strk:**						
20	**107738657**	06/02/2024 16:27	FIXED OBJECT	$ 13000	0	0	0	0	1	1	1	1	0	0	2
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 25 MPH	**Dir:** W	**Veh Mnvr / Ped Actn:** 4				**Obj Strk:** 64						
21	**107810066**	07/24/2024 16:42	PARKED MOTOR VEHICLE	$ 1600	0	0	0	0	1	1	2	1	0	0	
Unit	**1 :** 4	**Alchl/Drgs:** 0	**Speed:** 2 MPH	**Dir:** SE	**Veh Mnvr / Ped Actn:** 10				**Obj Strk:** 20						
Unit	**2 :** 1	**Alchl/Drgs:** 7	**Speed:** 0 MPH	**Dir:** NW	**Veh Mnvr / Ped Actn:** 2				**Obj Strk:** 20						

Legend for Report Details:

Acc No - Accident Number
Injuries: F - Fatal, A - Class A, B - Class B, C - Class C
Condition: R - Road Surface, L - Ambient Light, W - Weather
Rd Ch - Road Character
Rd Ci - Roadway Contributing Circumstances
Trfc Ctl - Traffic Control: Dv - Device, Op - Operating
Alchl/Drgs - Alcohol Drugs Suspected
Veh Mnvr/Ped Actn - Vehicle Maneuver/Pedestrian Action
Obj Strk - Object Struck

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Summary Statistics

High Level Crash Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	21	100.00
Fatal Crashes	0	0.00
Non-Fatal Injury Crashes	2	9.52
Total Injury Crashes	2	9.52
Property Damage Only Crashes	19	90.48
Night Crashes	5	23.81
Wet Crashes	1	4.76
Alcohol/Drugs Involvement Crashes	1	4.76

Crash Severity Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	21	100.00
Fatal Crashes	0	0.00
Class A Crashes	0	0.00
Class B Crashes	1	4.76
Class C Crashes	1	4.76
Property Damage Only Crashes	19	90.48

Vehicle Exposure Statistics

Annual ADT = 10500

Total Vehicle Exposure = 19.18 (MEV)

Crash Rate	Crashes Per 100 Million Vehicles Entered
Total Crash Rate	109.47
Fatal Crash Rate	0.00
Non Fatal Crash Rate	10.43
Night Crash Rate	26.06
Wet Crash Rate	5.21
EPDO Rate	186.62

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Miscellaneous Statistics

Severity Index =	1.70
EPDO Crash Index =	35.80
Estimated Property Damage Total = $	53901.00

Accident Type Summary

Accident Type	Number of Crashes	Percent of Total
ANGLE	1	4.76
BACKING UP	1	4.76
FIXED OBJECT	4	19.05
MOVABLE OBJECT	1	4.76
PARKED MOTOR VEHICLE	3	14.29
PEDALCYCLIST	2	9.52
RAN OFF ROAD - RIGHT	1	4.76
REAR END, SLOW OR STOP	5	23.81
SIDESWIPE, OPPOSITE DIRECTION	1	4.76
SIDESWIPE, SAME DIRECTION	2	9.52

Injury Summary

Injury Type	Number of Injuries	Percent of Total
Fatal Injuries	0	0.00
Class A Injuries	0	0.00
Class B Injuries	1	50.00
Class C Injuries	1	50.00
Total Non-Fatal Injuries	2	100.00
Total Injuries	2	100.00

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Monthly Summary

Month	Number of Crashes	Percent of Total
Jan	1	4.76
Feb	1	4.76
Mar	0	0.00
Apr	0	0.00
May	1	4.76
Jun	1	4.76
Jul	5	23.81
Aug	1	4.76
Sep	5	23.81
Oct	2	9.52
Nov	1	4.76
Dec	3	14.29

Daily Summary

Day	Number of Crashes	Percent of Total
Mon	2	9.52
Tue	5	23.81
Wed	3	14.29
Thu	6	28.57
Fri	2	9.52
Sat	1	4.76
Sun	2	9.52

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Hourly Summary

Hour	Number of Crashes	Percent of Total
0000-0059	0	0.00
0100-0159	0	0.00
0200-0259	0	0.00
0300-0359	0	0.00
0400-0459	1	4.76
0500-0559	0	0.00
0600-0659	0	0.00
0700-0759	1	4.76
0800-0859	4	19.05
0900-0959	1	4.76
1000-1059	1	4.76
1100-1159	1	4.76
1200-1259	2	9.52
1300-1359	1	4.76
1400-1459	0	0.00
1500-1559	2	9.52
1600-1659	2	9.52
1700-1759	0	0.00
1800-1859	2	9.52
1900-1959	0	0.00
2000-2059	1	4.76
2100-2159	1	4.76
2200-2259	0	0.00
2300-2359	1	4.76

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Light and Road Conditions Summary

Condition	Dry	Wet	Other	Total
Day	15	0	0	15
Dark	4	1	0	5
Other	1	0	0	1
Total	20	1	0	21

Object Struck Summary

Object Type	Times Struck	Percent of Total
LUMINAIRE POLE NON-BREAKAWAY	1	7.14
MOVABLE OBJECT	1	7.14
OTHER FIXED OBJECT	4	28.57
PARKED MOTOR VEHICLE	6	42.86
PEDALCYCLIST	2	14.29

Vehicle Type Summary

Vehicle Type	Number Involved	Percent of Total
PASSENGER CAR	17	45.95
PEDALCYCLE	2	5.41
PICKUP	4	10.81
SPORT UTILITY	7	18.92
TRUCK/TRAILER	1	2.70
UNKNOWN	2	5.41
VAN	4	10.81

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Yearly Totals Summary

Accident Totals

Year	Total Accidents	Fatal Accidents	Injury Accidents	Property Damage Only Accidents
2019	0	0	0	0
2020	5	0	1	4
2021	8	0	0	8
2022	5	0	1	4
2023	1	0	0	1
2024	2	0	0	2
Total	21	0	2	19

Injury Totals

Year	Fatal Injuries	Class A, B, or C Injuries
2019	0	0
2020	0	1
2021	0	0
2022	0	1
2023	0	0
2024	0	0
Total	0	2

Miscellaneous Totals

Year	Property Damage	EPDO Index
2019	$ 0	0.00
2020	$ 7551	12.40
2021	$ 15900	8.00
2022	$ 7350	12.40
2023	$ 8500	1.00
2024	$ 14600	2.00
Total	$ 53901	35.80

Type of Accident Totals

Year	Left Turn	Right Turn	Rear End	Run Off Road & Fixed Object	Angle	Side Swipe	Other
2019	0	0	0	0	0	0	0
2020	0	0	1	0	0	2	2

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Year	Left Turn	Right Turn	Rear End	Run Off Road & Fixed Object	Angle	Side Swipe	Other
2021	0	0	3	2	1	0	2
2022	0	0	1	2	0	0	2
2023	0	0	0	0	0	1	0
2024	0	0	0	1	0	0	1
Total	0	0	5	5	1	3	7

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Study Criteria

Study Name	Log No.	PH No.	TIP No.	K/A Cf.	B/C Cf.	ADT	ADT Route
MARKETHOUSESTUDYINTERSECTION				76.8	8.4	10500	10000001

Request Date	Courier Service	Phone No.	Ext.	Fax No.

County			Municipality					
Name	Code	Div.	Name	Code	Y-Line Ft.	Begin Date	End Date	Years
CUMBERLAND	26	6	All and Rural		150	09/01/2019	08/31/2024	5.00

Location Text

Green St/Gillespie St at Hay St/Person St

Requestor

Included Accidents

106374770
106442677
106772864
106785963
107807187
107810066
107829819

Excluded Accidents

106755741
106740243

Fiche Roads

Name	Code
GREEN	50012434
SR 4006	40004006
GILLESPIE	50011789
MARKET SQUARE	50018946
SR 2311	40002311
HAY	50013449
SR 1404	40001404
PERSON	50023902
SR 1006	40001006
SR 2312	40002312
SR 2319	40002319

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Intersection Road Combinations

Name	Code	Code	Name
SR 2311	40002311	40001006	SR 1006
SR 2311	40002311	40001404	SR 1404
SR 2311	40002311	40002312	SR 2312
SR 2311	40002311	40002319	SR 2319
SR 2311	40002311	50013449	HAY
SR 2311	40002311	50018946	MARKET SQUARE
SR 2311	40002311	50023902	PERSON
SR 4006	40004006	40001006	SR 1006
SR 4006	40004006	40001404	SR 1404
SR 4006	40004006	40002312	SR 2312
SR 4006	40004006	40002319	SR 2319
SR 4006	40004006	50013449	HAY
SR 4006	40004006	50018946	MARKET SQUARE
SR 4006	40004006	50023902	PERSON
GILLESPIE	50011789	40001006	SR 1006
GILLESPIE	50011789	40001404	SR 1404
GILLESPIE	50011789	40002312	SR 2312
GILLESPIE	50011789	40002319	SR 2319
GILLESPIE	50011789	50013449	HAY
GILLESPIE	50011789	50018946	MARKET SQUARE
GILLESPIE	50011789	50023902	PERSON
GREEN	50012434	40001006	SR 1006
GREEN	50012434	40001404	SR 1404
GREEN	50012434	40002312	SR 2312
GREEN	50012434	40002319	SR 2319
GREEN	50012434	50013449	HAY
GREEN	50012434	50018946	MARKET SQUARE
GREEN	50012434	50023902	PERSON
MARKET SQUARE	50018946	40001006	SR 1006
MARKET SQUARE	50018946	40001404	SR 1404
MARKET SQUARE	50018946	40002312	SR 2312
MARKET SQUARE	50018946	40002319	SR 2319
MARKET SQUARE	50018946	50013449	HAY
MARKET SQUARE	50018946	50023902	PERSON

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APPENDIX C: TRAFFIC COUNT DATA SHEETS

Peak Hour Turning Movement Count

Click here for Map

Fayetteville NC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, October 15, 2024	
Period	0600 - 1900
Peak Hour	1430 - 1530

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St						Green St						Hay St						Person St						
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
1430 - 1445	7	73	5	-	3	88	4	56	29	-	0	89	14	28	14	-	2	58	2	34	4	-	0	40	275
1445 - 1500	15	48	9	-	1	73	3	61	38	-	1	103	25	30	11	-	5	71	2	35	1	-	1	39	286
1500 - 1515	13	69	1	-	0	83	7	92	43	-	1	143	29	35	19	-	2	85	3	30	5	-	0	38	349
1515 - 1530	17	57	2	-	0	76	10	92	32	-	0	134	16	37	12	-	1	66	1	22	5	-	0	28	304
Total	52	247	17	0	4	320	24	301	142	0	2	469	84	130	56	0	10	280	8	121	15	0	1	145	1214
Approach %	16.25	77.19	5.31	0.00	1.25	-	5.12	64.18	30.28	0.00	0.43	-	30.00	46.43	20.00	0.00	3.57	-	5.52	83.45	10.34	0.00	0.69	-	
PHF	0.76	0.85	0.47	0.00	0.33	**0.91**	0.60	0.82	0.83	0.00	0.50	**0.82**	0.72	0.88	0.74	0.00	0.50	**0.82**	0.67	0.86	0.75	0.00	0.25	**0.91**	**0.87**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St						Green St						Hay St						Person St						
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
1430 - 1445	7	70	4	-	3	84	4	56	29	-	0	89	13	27	12	-	2	54	2	33	4	-	0	39	266
1445 - 1500	15	45	9	-	1	70	3	61	36	-	1	101	24	29	11	-	5	69	2	35	1	-	1	39	279
1500 - 1515	13	66	1	-	0	80	7	92	43	-	1	143	29	35	19	-	2	85	3	30	5	-	0	38	346
1515 - 1530	17	51	2	-	0	70	10	89	32	-	0	131	15	37	11	-	1	64	1	20	5	-	0	26	291
Total	52	232	16	0	4	304	24	298	140	0	2	464	81	128	53	0	10	272	8	118	15	0	1	142	1182
Approach %	17.11	76.32	5.26	0.00	1.32	-	5.17	64.22	30.17	0.00	0.43	-	29.78	47.06	19.49	0.00	3.68	-	5.63	83.10	10.56	0.00	0.70	-	
PHF	0.76	0.83	0.44	0.00	0.33	**0.90**	0.60	0.81	0.81	0.00	0.50	**0.81**	0.70	0.86	0.70	0.00	0.50	**0.80**	0.67	0.84	0.75	0.00	0.25	**0.91**	**0.85**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St						Green St						Hay St						Person St						
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
1430 - 1445	0	2	0	-	0	2	0	0	0	-	0	0	1	1	1	-	0	3	0	1	0	-	0	1	6
1445 - 1500	0	2	0	-	0	2	0	0	1	-	0	1	1	1	0	-	0	2	0	0	0	-	0	0	5
1500 - 1515	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	3
1515 - 1530	0	2	0	-	0	2	0	0	0	-	0	0	1	0	1	-	0	2	0	2	0	-	0	2	6
Total	0	9	0	0	0	9	0	0	1	0	0	1	3	2	2	0	0	7	0	3	0	0	0	3	20
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	42.86	28.57	28.57	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.75	0.00	0.00	0.00	**0.75**	0.00	0.00	0.25	0.00	0.00	**0.25**	0.75	0.50	0.50	0.00	0.00	**0.58**	0.00	0.38	0.00	0.00	0.00	**0.38**	**0.83**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St						Green St						Hay St						Person St						
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
1430 - 1445	0	1	1	-	0	2	0	0	0	-	0	0	0	0	1	-	0	1	0	0	0	-	0	0	3
1445 - 1500	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
1500 - 1515	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1515 - 1530	0	4	0	-	0	4	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	7
Total	0	6	1	0	0	7	0	3	0	0	0	3	0	0	1	0	0	1	0	0	0	0	0	0	11
Approach %	0.00	85.71	14.29	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.38	0.25	0.00	0.00	**0.44**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.39**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St						Green St						Hay St						Person St						
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
1430 - 1445	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1445 - 1500	0	0	0	-	0	0	0	0	1	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
1500 - 1515	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1515 - 1530	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	1	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	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	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	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

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Fayetteville NC

Marr Traffic DATA COLLECTION

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Tuesday, October 15, 2024	
Period	0600 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St						Green St						Hay St						Person St						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
0715 - 0730	9	82	4	-	0	95	2	62	18	-	0	82	7	17	5	-	0	29	2	18	2	-	0	22	228
0730 - 0745	24	96	7	-	0	127	5	83	59	-	1	148	10	15	1	-	5	31	2	22	1	-	0	25	331
0745 - 0800	17	91	6	-	0	114	8	95	46	-	1	150	15	28	10	-	4	57	0	21	0	-	0	21	342
0800 - 0815	4	68	5	-	0	77	4	59	21	-	1	85	9	23	6	-	0	38	3	30	1	-	0	34	234
Total	54	337	22	0	0	413	19	299	144	0	3	465	41	83	22	0	9	155	7	91	4	0	0	102	1135
Approach %	13.08	81.60	5.33	0.00	0.00	-	4.09	64.30	30.97	0.00	0.65	-	26.45	53.55	14.19	0.00	5.81	-	6.86	89.22	3.92	0.00	0.00	-	
PHF	0.56	0.88	0.79	0.00	0.00	**0.81**	0.59	0.79	0.61	0.00	0.75	**0.78**	0.68	0.74	0.55	0.00	0.45	**0.68**	0.58	0.76	0.50	0.00	0.00	**0.75**	**0.83**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St						Green St						Hay St						Person St						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
0715 - 0730	9	81	3	-	0	93	2	62	18	-	0	82	7	17	5	-	0	29	2	18	2	-	0	22	226
0730 - 0745	24	94	7	-	0	125	5	82	59	-	1	147	10	14	1	-	5	30	2	22	1	-	0	25	327
0745 - 0800	17	85	5	-	0	107	8	92	46	-	1	147	15	28	10	-	4	57	0	20	0	-	0	20	331
0800 - 0815	4	62	5	-	0	71	4	57	21	-	1	83	9	22	6	-	0	37	3	30	1	-	0	34	225
Total	54	322	20	0	0	396	19	293	144	0	3	459	41	81	22	0	9	153	7	90	4	0	0	101	1109
Approach %	13.64	81.31	5.05	0.00	0.00	-	4.14	63.83	31.37	0.00	0.65	-	26.80	52.94	14.38	0.00	5.88	-	6.93	89.11	3.96	0.00	0.00	-	
PHF	0.56	0.86	0.71	0.00	0.00	**0.79**	0.59	0.80	0.61	0.00	0.75	**0.78**	0.68	0.72	0.55	0.00	0.45	**0.67**	0.58	0.75	0.50	0.00	0.00	**0.74**	**0.84**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St						Green St						Hay St						Person St						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
0715 - 0730	0	1	1	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	2
0730 - 0745	0	2	0	-	0	2	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	3
0745 - 0800	0	4	1	-	0	5	0	2	0	-	0	2	0	0	0	-	0	0	0	1	0	-	0	1	8
0800 - 0815	0	5	0	-	0	5	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	5
Total	0	12	2	0	0	14	0	2	0	0	0	2	0	1	0	0	0	1	0	1	0	0	0	1	18
Approach %	0.00	85.71	14.29	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.60	0.50	0.00	0.00	**0.70**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.25	0.00	0.00	0.00	**0.25**	**0.56**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St						Green St						Hay St						Person St						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0730 - 0745	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
0745 - 0800	0	2	0	-	0	2	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	3
0800 - 0815	0	1	0	-	0	1	0	2	0	-	0	2	0	1	0	-	0	1	0	0	0	-	0	0	4
Total	0	3	0	0	0	3	0	4	0	0	0	4	0	1	0	0	0	1	0	0	0	0	0	0	8
Approach %	0.00	100.00	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	-	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	0.50	0.00	0.00	0.00	**0.50**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.50**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St						Green St						Hay St						Person St						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Fayetteville NC

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Tuesday, October 15, 2024	
Period	1100 - 1300
Peak Hour	1130 - 1230

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St						Green St						Hay St						Person St						
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
1130 - 1145	11	58	5	-	0	74	5	73	26	-	3	107	14	35	7	-	2	58	1	34	3	-	0	38	277
1145 - 1200	9	56	5	-	0	70	8	61	27	-	1	97	20	27	12	-	3	62	7	33	7	-	0	47	276
1200 - 1215	5	64	10	-	1	80	8	65	27	-	5	105	9	35	8	-	4	56	3	23	1	-	0	27	268
1215 - 1230	5	62	3	-	0	70	11	57	31	-	2	101	18	38	10	-	5	71	3	25	2	-	0	30	272
Total	30	240	23	0	1	294	32	256	111	0	11	410	61	135	37	0	14	247	14	115	13	0	0	142	1093
Approach %	10.20	81.63	7.82	0.00	0.34	-	7.80	62.44	27.07	0.00	2.68	-	24.70	54.66	14.98	0.00	5.67	-	9.86	80.99	9.15	0.00	0.00	-	
PHF	0.68	0.94	0.58	0.00	0.25	**0.92**	0.73	0.88	0.90	0.00	0.55	**0.96**	0.76	0.89	0.77	0.00	0.70	**0.87**	0.50	0.85	0.46	0.00	0.00	**0.76**	**0.99**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St						Green St						Hay St						Person St						
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
1130 - 1145	11	54	5	-	0	70	5	72	26	-	3	106	14	35	7	-	2	58	1	33	3	-	0	37	271
1145 - 1200	9	54	5	-	0	68	8	55	26	-	1	90	19	27	12	-	3	61	5	33	7	-	0	45	264
1200 - 1215	5	60	10	-	1	76	8	61	27	-	5	101	9	35	8	-	4	56	3	23	1	-	0	27	260
1215 - 1230	5	56	3	-	0	64	11	53	28	-	2	94	18	36	10	-	5	69	3	25	2	-	0	30	257
Total	30	224	23	0	1	278	32	241	107	0	11	391	60	133	37	0	14	244	12	114	13	0	0	139	1052
Approach %	10.79	80.58	8.27	0.00	0.36	-	8.18	61.64	27.37	0.00	2.81	-	24.59	54.51	15.16	0.00	5.74	-	8.63	82.01	9.35	0.00	0.00	-	
PHF	0.68	0.93	0.58	0.00	0.25	**0.91**	0.73	0.84	0.96	0.00	0.55	**0.92**	0.79	0.92	0.77	0.00	0.70	**0.88**	0.60	0.86	0.46	0.00	0.00	**0.77**	**0.97**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St						Green St						Hay St						Person St						
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
1130 - 1145	0	4	0	-	0	4	0	1	0	-	0	1	0	0	0	-	0	0	0	1	0	-	0	1	6
1145 - 1200	0	1	0	-	0	1	0	5	1	-	0	6	1	0	0	-	0	1	2	0	0	-	0	2	10
1200 - 1215	0	3	0	-	0	3	0	4	0	-	0	4	0	0	0	-	0	0	0	0	0	-	0	0	7
1215 - 1230	0	5	0	-	0	5	0	4	2	-	0	6	0	2	0	-	0	2	0	0	0	-	0	0	13
Total	0	13	0	0	0	13	0	14	3	0	0	17	1	2	0	0	0	3	2	1	0	0	0	3	36
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	82.35	17.65	0.00	0.00	-	33.33	66.67	0.00	0.00	0.00	-	66.67	33.33	0.00	0.00	0.00	-	
PHF	0.00	0.65	0.00	0.00	0.00	**0.65**	0.00	0.70	0.38	0.00	0.00	**0.71**	0.25	0.25	0.00	0.00	0.00	**0.38**	0.25	0.25	0.00	0.00	0.00	**0.38**	**0.69**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St						Green St						Hay St						Person St						
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
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	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	2
1200 - 1215	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
1215 - 1230	0	1	0	-	0	1	0	0	1	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	2
Total	0	3	0	0	0	3	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	5
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	50.00	50.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.75	0.00	0.00	0.00	**0.75**	0.00	0.25	0.25	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.63**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St						Green St						Hay St						Person St						
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
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
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
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

Fayetteville NC

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Marr Traffic DATA COLLECTION

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Tuesday, October 15, 2024	
Period	1500 - 1800
Peak Hour	1500 - 1600

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St						Green St						Hay St						Person St						
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
1500 - 1515	13	69	1	-	0	83	7	92	43	-	1	143	29	35	19	-	2	85	3	30	5	-	0	38	349
1515 - 1530	17	57	2	-	0	76	10	92	32	-	0	134	16	37	12	-	1	66	1	22	5	-	0	28	304
1530 - 1545	10	85	2	-	1	98	3	63	31	-	1	98	12	23	6	-	1	42	4	24	3	-	0	31	269
1545 - 1600	22	54	9	-	0	85	12	68	21	-	0	101	13	25	7	-	0	45	4	25	2	-	0	31	262
Total	62	265	14	0	1	342	32	315	127	0	2	476	70	120	44	0	4	238	12	101	15	0	0	128	1184
Approach %	18.13	77.49	4.09	0.00	0.29	-	6.72	66.18	26.68	0.00	0.42	-	29.41	50.42	18.49	0.00	1.68	-	9.38	78.91	11.72	0.00	0.00	-	
PHF	0.70	0.78	0.39	0.00	0.25	**0.87**	0.67	0.86	0.74	0.00	0.50	**0.83**	0.60	0.81	0.58	0.00	0.50	**0.70**	0.75	0.84	0.75	0.00	0.00	**0.84**	**0.85**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St						Green St						Hay St						Person St						
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
1500 - 1515	13	66	1	-	0	80	7	92	43	-	1	143	29	35	19	-	2	85	3	30	5	-	0	38	346
1515 - 1530	17	51	2	-	0	70	10	89	32	-	0	131	15	37	11	-	1	64	1	20	5	-	0	26	291
1530 - 1545	10	80	2	-	1	93	3	62	31	-	1	97	11	20	6	-	1	38	4	24	3	-	0	31	259
1545 - 1600	22	52	9	-	0	83	12	68	21	-	0	101	13	25	7	-	0	45	4	25	2	-	0	31	260
Total	62	249	14	0	1	326	32	311	127	0	2	472	68	117	43	0	4	232	12	99	15	0	0	126	1156
Approach %	19.02	76.38	4.29	0.00	0.31	-	6.78	65.89	26.91	0.00	0.42	-	29.31	50.43	18.53	0.00	1.72	-	9.52	78.57	11.90	0.00	0.00	-	
PHF	0.70	0.78	0.39	0.00	0.25	**0.88**	0.67	0.85	0.74	0.00	0.50	**0.83**	0.59	0.79	0.57	0.00	0.50	**0.68**	0.75	0.83	0.75	0.00	0.00	**0.83**	**0.84**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St						Green St						Hay St						Person St						
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
1500 - 1515	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	3
1515 - 1530	0	2	0	-	0	2	0	0	0	-	0	0	1	0	1	-	0	2	0	2	0	-	0	2	6
1530 - 1545	0	3	0	-	0	3	0	1	0	-	0	1	1	3	0	-	0	4	0	0	0	-	0	0	8
1545 - 1600	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	2
Total	0	10	0	0	0	10	0	1	0	0	0	1	2	3	1	0	0	6	0	2	0	0	0	2	19
Approach %	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	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.83	0.00	0.00	0.00	**0.83**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.50	0.25	0.25	0.00	0.00	**0.38**	0.00	0.25	0.00	0.00	0.00	**0.25**	**0.59**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St						Green St						Hay St						Person St						
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
1500 - 1515	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1515 - 1530	0	4	0	-	0	4	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	7
1530 - 1545	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	2
1545 - 1600	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	6	0	0	0	6	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	9
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	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	0.25	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**	**0.32**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St						Green St						Hay St						Person St						
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
1500 - 1515	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1515 - 1530	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1530 - 1545	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1545 - 1600	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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Fayetteville NC

Site 1

Gillespie St
Green St
Hay St
Person St

Date

Tuesday, October 15, 2024

Lat/Long

35.052568°, -78.878310°
Click here for Map

Weather

Fair
57°F
Click here for Detailed Weather

0600 - 1900 (Tuesday 13h Session) (10-15-2024)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Gillespie St					Green St					Hay St					Person St					
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
0600 - 0615	2	20	0	0	22	0	9	2	0	11	2	4	1	1	8	1	9	0	0	10	51
0615 - 0630	0	26	0	0	26	0	25	2	0	27	3	6	0	0	9	0	9	0	0	9	71
0630 - 0645	1	31	3	0	35	1	24	6	1	32	2	9	0	0	11	3	9	0	0	12	90
0645 - 0700	5	27	2	0	34	1	32	9	0	42	2	8	1	0	11	1	11	0	0	12	99
Hourly Total	8	104	5	0	**117**	2	90	19	1	**112**	9	27	2	1	**39**	5	38	0	0	**43**	**311**
0700 - 0715	6	32	2	0	40	0	33	12	0	45	2	11	4	0	17	0	12	1	0	13	115
0715 - 0730	9	82	4	0	95	2	62	18	0	82	7	17	5	0	29	2	18	2	0	22	228
0730 - 0745	24	96	7	0	127	5	83	59	1	148	10	15	1	5	31	2	22	1	0	25	331
0745 - 0800	17	91	6	0	114	8	95	46	1	150	15	28	10	4	57	0	21	0	0	21	342
Hourly Total	56	301	19	0	**376**	15	273	135	2	**425**	34	71	20	9	**134**	4	73	4	0	**81**	**1016**
0800 - 0815	4	68	5	0	77	4	59	21	1	85	9	23	6	0	38	3	30	1	0	34	234
0815 - 0830	6	50	3	0	59	3	35	17	0	55	15	32	6	0	53	3	20	1	0	24	191
0830 - 0845	5	52	7	0	64	3	62	14	1	80	19	21	5	2	47	1	27	4	0	32	223
0845 - 0900	6	73	5	0	84	1	54	19	2	76	17	20	7	1	45	2	28	3	0	33	238
Hourly Total	21	243	20	0	**284**	11	210	71	4	**296**	60	96	24	3	**183**	9	105	9	0	**123**	**886**
0900 - 0915	1	56	4	0	61	4	50	16	1	71	14	20	6	0	40	0	24	3	0	27	199
0915 - 0930	2	61	6	0	69	5	70	21	2	98	17	3	3	0	23	4	21	5	0	30	220
0930 - 0945	3	77	8	0	88	8	71	26	2	107	21	3	4	0	28	4	14	1	0	19	242
0945 - 1000	2	74	10	0	86	3	49	22	1	75	15	17	5	0	37	1	22	2	0	25	223
Hourly Total	8	268	28	0	**304**	20	240	85	6	**351**	67	43	18	0	**128**	9	81	11	0	**101**	**884**
1000 - 1015	4	54	3	0	61	5	48	14	4	71	11	18	6	1	36	2	22	3	0	27	195
1015 - 1030	1	52	3	0	56	2	63	15	0	80	14	15	5	2	36	4	29	3	0	36	208
1030 - 1045	2	77	6	0	85	6	50	18	1	75	13	24	9	1	47	4	21	1	0	26	233
1045 - 1100	3	49	6	0	58	7	53	23	2	85	14	26	6	2	48	2	18	6	0	26	217
Hourly Total	10	232	18	0	**260**	20	214	70	7	**311**	52	83	26	6	**167**	12	90	13	0	**115**	**853**
1100 - 1115	6	64	8	0	78	1	57	30	3	91	11	37	9	1	58	1	17	5	0	23	250
1115 - 1130	12	66	12	0	90	7	54	24	1	86	17	28	12	2	59	1	20	1	0	22	257
1130 - 1145	11	58	5	0	74	5	73	26	3	107	14	35	7	2	58	1	34	3	0	38	277
1145 - 1200	9	56	5	0	70	8	61	27	1	97	20	27	12	3	62	7	33	7	0	47	276
Hourly Total	38	244	30	0	**312**	21	245	107	8	**381**	62	127	40	8	**237**	10	104	16	0	**130**	**1060**
1200 - 1215	5	64	10	1	80	8	65	27	5	105	9	35	8	4	56	3	23	1	0	27	268
1215 - 1230	5	62	3	0	70	11	57	31	2	101	18	38	10	5	71	3	25	2	0	30	272
1230 - 1245	6	60	13	0	79	10	53	28	1	92	17	30	12	0	59	3	23	4	0	30	260
1245 - 1300	5	70	12	0	87	5	74	21	4	104	22	34	9	2	67	6	22	7	0	35	293
Hourly Total	21	256	38	1	**316**	34	249	107	12	**402**	66	137	39	11	**253**	15	93	14	0	**122**	**1093**
1300 - 1315	10	56	6	0	72	8	80	32	0	120	18	39	4	1	62	4	30	4	0	38	292
1315 - 1330	10	57	7	2	76	3	57	26	0	86	11	39	9	0	59	4	29	5	1	39	260
1330 - 1345	5	51	5	0	61	1	69	18	1	89	16	37	6	3	62	2	33	3	0	38	250
1345 - 1400	16	54	2	1	73	2	59	20	3	84	8	39	14	2	63	7	24	7	1	39	259
Hourly Total	41	218	20	3	**282**	14	265	96	4	**379**	53	154	33	6	**246**	17	116	19	2	**154**	**1061**
1400 - 1415	8	71	5	0	84	6	55	24	1	86	12	38	10	5	65	6	39	4	1	50	285
1415 - 1430	6	54	7	0	67	6	51	24	1	82	18	36	12	2	68	1	22	2	0	25	242
1430 - 1445	7	73	5	3	88	4	56	29	0	89	14	28	14	2	58	2	34	4	0	40	275
1445 - 1500	15	48	9	1	73	3	61	38	1	103	25	30	11	5	71	2	35	1	1	39	286
Hourly Total	36	246	26	4	**312**	19	223	115	3	**360**	69	132	47	14	**262**	11	130	11	2	**154**	**1088**
1500 - 1515	13	69	1	0	83	7	92	43	1	143	29	35	19	2	85	3	30	5	0	38	349
1515 - 1530	17	57	2	0	76	10	92	32	0	134	16	37	12	1	66	1	22	5	0	28	304
1530 - 1545	10	85	2	1	98	3	63	31	1	98	12	23	6	1	42	4	24	3	0	31	269
1545 - 1600	22	54	9	0	85	12	68	21	0	101	13	25	7	0	45	4	25	2	0	31	262
Hourly Total	62	265	14	1	**342**	32	315	127	2	**476**	70	120	44	4	**238**	12	101	15	0	**128**	**1184**
1600 - 1615	6	62	10	0	78	4	75	18	0	97	12	37	13	2	64	3	29	3	0	35	274
1615 - 1630	13	64	4	2	83	2	62	22	1	87	14	40	11	0	65	2	22	3	1	28	263
1630 - 1645	9	70	6	1	86	4	68	33	1	106	23	28	7	4	62	3	27	4	0	34	288
1645 - 1700	7	62	8	0	77	2	50	29	1	82	11	40	12	4	67	0	26	2	1	29	255
Hourly Total	35	258	28	3	**324**	12	255	102	3	**372**	60	145	43	10	**258**	8	104	12	2	**126**	**1080**
1700 - 1715	10	68	8	0	86	9	95	25	1	130	15	37	8	3	63	0	41	2	1	44	323
1715 - 1730	8	66	8	0	82	9	75	15	0	99	13	48	13	2	76	1	22	2	0	25	282
1730 - 1745	9	58	10	0	77	7	60	20	1	88	15	35	8	1	59	3	32	3	0	38	262
1745 - 1800	7	44	4	2	57	3	52	13	0	68	13	33	4	2	52	2	17	5	0	24	201
Hourly Total	34	236	30	2	**302**	28	282	73	2	**385**	56	153	33	8	**250**	6	112	12	1	**131**	**1068**
1800 - 1815	5	52	2	1	60	5	33	14	1	53	19	26	4	4	53	0	16	0	1	17	183
1815 - 1830	3	54	10	2	69	1	29	14	0	44	7	34	2	1	44	3	29	1	0	33	190
1830 - 1845	8	32	10	0	50	2	35	16	0	53	5	33	8	1	47	2	26	0	0	28	178
1845 - 1900	8	31	4	0	43	3	31	17	0	51	12	30	5	0	47	1	23	2	0	26	167
Hourly Total	24	169	26	3	**222**	11	128	61	1	**201**	43	123	19	6	**191**	6	94	3	1	**104**	**718**
Grand Total	394	3040	302	17	**3753**	239	2989	1168	55	**4451**	701	1411	388	86	**2586**	124	1241	139	8	**1512**	**12302**
Approach %	10.50	81.00	8.05	0.45	-	5.37	67.15	26.24	1.24	-	27.11	54.56	15.00	3.33	-	8.20	82.08	9.19	0.31	-	
Intersection %	3.20	24.71	2.45	0.14	30.51	1.94	24.30	9.49	0.45	36.18	5.70	11.47	3.15	0.70	21.02	1.01	10.09	1.13	0.07	12.29	
Heavy Vehicle %	2	5	3	0	**4**	0	3	1	0	**2**	2	2	2	1	**2**	3	1	0	0	**1**	**3**
PHF	0.76	0.85	0.47	0.33	**0.91**	0.60	0.82	0.83	0.50	**0.82**	0.72	0.88	0.74	0.50	**0.82**	0.67	0.86	0.75	0.25	**0.91**	**0.87**

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

Marr Traffic DATA COLLECTION

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Fayetteville NC

Site 1
Gillespie St
Green St
Hay St
Person St

Date
Tuesday, October 15, 2024

Lat/Long
35.052568°, -78.878310°
Click here for Map

Weather
Fair
57°F
Click here for Detailed Weather

0600 - 1900 (Tuesday 13h Session) (10-15-2024)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Gillespie St					Green St					Hay St					Person St					
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
0600 - 0615	2	16	0	0	18	0	9	2	0	11	2	4	1	1	8	1	8	0	0	9	46
0615 - 0630	0	23	0	0	23	0	25	2	0	27	2	6	0	0	8	0	9	0	0	9	67
0630 - 0645	1	28	3	0	32	1	24	6	1	32	2	9	0	0	11	3	9	0	0	12	87
0645 - 0700	5	25	2	0	32	0	31	9	0	40	2	8	1	0	11	1	11	0	0	12	95
Hourly Total	8	92	5	0	**105**	1	89	19	1	**110**	8	27	2	1	**38**	5	37	0	0	**42**	**295**
0700 - 0715	6	31	2	0	39	0	28	12	0	40	2	11	4	0	17	0	12	1	0	13	109
0715 - 0730	9	81	3	0	93	2	62	18	0	82	7	17	5	0	29	2	18	2	0	22	226
0730 - 0745	24	94	7	0	125	5	82	59	1	147	10	14	1	5	30	2	22	1	0	25	327
0745 - 0800	17	85	5	0	107	8	92	46	1	147	15	28	10	4	57	0	20	0	0	20	331
Hourly Total	56	291	17	0	**364**	15	264	135	2	**416**	34	70	20	9	**133**	4	72	4	0	**80**	**993**
0800 - 0815	4	62	5	0	71	4	57	21	1	83	9	22	6	0	37	3	30	1	0	34	225
0815 - 0830	6	47	3	0	56	3	32	16	0	51	15	32	6	0	53	3	20	1	0	24	184
0830 - 0845	5	48	7	0	60	3	61	14	1	79	19	21	5	2	47	0	26	4	0	30	216
0845 - 0900	6	69	4	0	79	1	50	19	2	72	17	20	7	1	45	2	28	3	0	33	229
Hourly Total	21	226	19	0	**266**	11	200	70	4	**285**	60	95	24	3	**182**	8	104	9	0	**121**	**854**
0900 - 0915	1	53	4	0	58	4	47	16	1	68	13	17	6	0	36	0	22	3	0	25	187
0915 - 0930	2	57	6	0	65	5	70	21	2	98	15	3	3	0	21	4	21	5	0	30	214
0930 - 0945	3	72	8	0	83	8	67	26	2	103	21	3	4	0	28	4	14	1	0	19	233
0945 - 1000	2	69	10	0	81	3	49	22	1	75	14	16	5	0	35	1	21	2	0	24	215
Hourly Total	8	251	28	0	**287**	20	233	85	6	**344**	63	39	18	0	**120**	9	78	11	0	**98**	**849**
1000 - 1015	3	52	3	0	58	5	45	14	4	68	11	17	6	0	34	2	22	3	0	27	187
1015 - 1030	1	51	3	0	55	2	61	15	0	78	14	14	5	2	35	4	29	3	0	36	204
1030 - 1045	1	75	6	0	82	6	47	18	1	72	13	24	9	1	47	4	20	1	0	25	226
1045 - 1100	3	49	6	0	58	7	52	22	2	83	13	26	6	2	47	2	18	6	0	26	214
Hourly Total	8	227	18	0	**253**	20	205	69	7	**301**	51	81	26	5	**163**	12	89	13	0	**114**	**831**
1100 - 1115	6	62	7	0	75	1	55	30	3	89	11	37	9	1	58	1	17	5	0	23	245
1115 - 1130	11	62	12	0	85	7	53	23	1	84	17	28	12	2	59	1	19	1	0	21	249
1130 - 1145	11	54	5	0	70	5	72	26	3	106	14	35	7	2	58	1	33	3	0	37	271
1145 - 1200	9	54	5	0	68	8	55	26	1	90	19	27	12	3	61	5	33	7	0	45	264
Hourly Total	37	232	29	0	**298**	21	235	105	8	**369**	61	127	40	8	**236**	8	102	16	0	**126**	**1029**
1200 - 1215	5	60	10	1	76	8	61	27	5	101	9	35	8	4	56	3	23	1	0	27	260
1215 - 1230	5	56	3	0	64	11	53	28	2	94	18	36	10	5	69	3	25	2	0	30	257
1230 - 1245	5	56	13	0	74	10	53	28	1	92	17	30	12	0	59	3	23	4	0	30	255
1245 - 1300	5	70	12	0	87	5	71	21	4	101	22	34	8	2	66	6	22	7	0	35	289
Hourly Total	20	242	38	1	**301**	34	238	104	12	**388**	66	135	38	11	**250**	15	93	14	0	**122**	**1061**
1300 - 1315	10	53	6	0	69	8	76	31	0	115	17	38	4	1	60	4	30	4	0	38	282
1315 - 1330	10	52	7	2	71	3	55	26	0	84	11	35	8	0	54	4	29	5	1	39	248
1330 - 1345	5	48	5	0	58	1	66	18	1	86	15	36	5	3	59	2	33	3	0	38	241
1345 - 1400	15	54	1	1	71	2	56	19	3	80	8	35	13	2	58	7	24	7	1	39	248
Hourly Total	40	207	19	3	**269**	14	253	94	4	**365**	51	144	30	6	**231**	17	116	19	2	**154**	**1019**
1400 - 1415	8	68	5	0	81	6	53	23	1	83	12	37	10	5	64	6	38	4	1	49	277
1415 - 1430	6	53	6	0	65	6	48	24	1	79	14	34	12	2	62	1	22	2	0	25	231
1430 - 1445	7	70	4	3	84	4	56	29	0	89	13	27	12	2	54	2	33	4	0	39	266
1445 - 1500	15	45	9	1	70	3	61	36	1	101	24	29	11	5	69	2	35	1	1	39	279
Hourly Total	36	236	24	4	**300**	19	218	112	3	**352**	63	127	45	14	**249**	11	128	11	2	**152**	**1053**
1500 - 1515	13	66	1	0	80	7	92	43	1	143	29	35	19	2	85	3	30	5	0	38	346
1515 - 1530	17	51	2	0	70	10	89	32	0	131	15	37	11	1	64	1	20	5	0	26	291
1530 - 1545	10	80	2	1	93	3	62	31	1	97	11	20	6	1	38	4	24	3	0	31	259
1545 - 1600	22	52	9	0	83	12	68	21	0	101	13	25	7	0	45	4	25	2	0	31	260
Hourly Total	62	249	14	1	**326**	32	311	127	2	**472**	68	117	43	4	**232**	12	99	15	0	**126**	**1156**
1600 - 1615	6	59	10	0	75	4	74	18	0	96	12	37	13	2	64	3	29	3	0	35	270
1615 - 1630	13	63	4	2	82	2	60	22	1	85	14	38	11	0	63	2	22	3	1	28	258
1630 - 1645	9	70	6	1	86	4	68	33	1	106	23	28	6	4	61	3	27	4	0	34	287
1645 - 1700	7	61	8	0	76	2	50	29	1	82	11	40	12	4	67	0	26	2	1	29	254
Hourly Total	35	253	28	3	**319**	12	252	102	3	**369**	60	143	42	10	**255**	8	104	12	2	**126**	**1069**
1700 - 1715	9	64	8	0	81	9	95	25	1	130	15	36	8	3	62	0	41	2	1	44	317
1715 - 1730	8	65	8	0	81	9	75	15	0	99	13	48	13	2	76	1	22	2	0	25	281
1730 - 1745	9	54	9	0	72	7	60	20	1	88	15	35	8	1	59	2	32	3	0	37	256
1745 - 1800	7	41	3	2	53	3	49	13	0	65	13	32	4	2	51	2	17	5	0	24	193
Hourly Total	33	224	28	2	**287**	28	279	73	2	**382**	56	151	33	8	**248**	5	112	12	1	**130**	**1047**
1800 - 1815	5	52	2	1	60	5	32	14	1	52	19	26	4	4	53	0	16	0	1	17	182
1815 - 1830	3	49	10	2	64	1	29	13	0	43	7	34	2	1	44	3	28	1	0	32	183
1830 - 1845	8	32	9	0	49	2	31	16	0	49	5	32	8	1	46	2	26	0	0	28	172
1845 - 1900	8	29	4	0	41	3	30	17	0	50	12	29	5	0	46	1	23	2	0	26	163
Hourly Total	24	162	25	3	**214**	11	122	60	1	**194**	43	121	19	6	**189**	6	93	3	1	**103**	**700**
Grand Total	388	2892	292	17	**3589**	238	2899	1155	55	**4347**	684	1377	380	85	**2526**	120	1227	139	8	**1494**	**11956**
Approach %	10.81	80.58	8.14	0.47	-	5.48	66.69	26.57	1.27	-	27.08	54.51	15.04	3.37	-	8.03	82.13	9.30	0.32	-	
Intersection %	3.25	24.19	2.44	0.14	30.02	1.99	24.25	9.66	0.46	36.36	5.72	11.52	3.18	0.71	21.13	1.00	10.26	1.16	0.07	12.50	

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

Fayetteville NC

Marr Traffic DATA COLLECTION

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Site 1

Gillespie St
Green St
Hay St
Person St

Date

Tuesday, October 15, 2024

Lat/Long

35.052568°, -78.878310°
Click here for Map

Weather

Fair
57°F
Click here for Detailed Weather

0600 - 1900 (Tuesday 13h Session) (10-15-2024)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Gillespie St					Green St					Hay St					Person St					
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
0600 - 0615	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4
0615 - 0630	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
0630 - 0645	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0645 - 0700	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	7	0	0	**7**	1	1	0	0	**2**	1	0	0	0	**1**	0	1	0	0	**1**	**11**
0700 - 0715	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
0715 - 0730	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0730 - 0745	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
0745 - 0800	0	4	1	0	5	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	8
Hourly Total	0	8	2	0	**10**	0	6	0	0	**6**	0	1	0	0	**1**	0	1	0	0	**1**	**18**
0800 - 0815	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
0815 - 0830	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
0830 - 0845	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	6
0845 - 0900	0	3	1	0	4	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	0	14	1	0	**15**	0	8	0	0	**8**	0	0	0	0	**0**	0	1	1	0	**2**	**25**
0900 - 0915	0	1	0	0	1	0	3	0	0	3	1	3	0	0	4	0	2	0	0	2	10
0915 - 0930	0	3	0	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4
0930 - 0945	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	8
0945 - 1000	0	5	0	0	5	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	7
Hourly Total	0	13	0	0	**13**	0	7	0	0	**7**	3	3	0	0	**6**	0	3	0	0	**3**	**29**
1000 - 1015	0	2	0	0	2	0	3	0	0	3	0	0	0	1	1	0	0	0	0	0	6
1015 - 1030	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	3
1030 - 1045	1	2	0	0	3	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	6
1045 - 1100	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
Hourly Total	1	4	0	0	**5**	0	7	1	0	**8**	1	1	0	1	**3**	0	1	0	0	**1**	**17**
1100 - 1115	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1115 - 1130	0	3	0	0	3	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	5
1130 - 1145	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	6
1145 - 1200	0	1	0	0	1	0	5	1	0	6	1	0	0	0	1	0	2	0	0	2	10
Hourly Total	0	9	0	0	**9**	0	8	2	0	**10**	1	0	0	0	**1**	0	2	1	0	**3**	**23**
1200 - 1215	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	7
1215 - 1230	0	5	0	0	5	0	4	2	0	6	0	2	0	0	2	0	0	0	0	0	13
1230 - 1245	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
1245 - 1300	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	3
Hourly Total	1	11	0	0	**12**	0	10	2	0	**12**	0	2	1	0	**3**	0	0	0	0	**0**	**27**
1300 - 1315	0	2	0	0	2	0	1	1	0	2	1	1	0	0	2	0	0	0	0	0	6
1315 - 1330	0	4	0	0	4	0	2	0	0	2	0	4	1	0	5	0	0	0	0	0	11
1330 - 1345	0	2	0	0	2	0	3	0	0	3	1	0	1	0	2	0	0	0	0	0	7
1345 - 1400	1	0	0	0	1	0	2	1	0	3	0	2	1	0	3	0	0	0	0	0	7
Hourly Total	1	8	0	0	**9**	0	8	2	0	**10**	2	7	3	0	**12**	0	0	0	0	**0**	**31**
1400 - 1415	0	2	0	0	2	0	2	1	0	3	0	1	0	0	1	0	0	0	0	0	6
1415 - 1430	0	1	1	0	2	0	2	0	0	2	2	2	0	0	4	0	0	0	0	0	8
1430 - 1445	0	2	0	0	2	0	0	0	0	0	1	1	1	0	3	0	1	0	0	1	6
1445 - 1500	0	2	0	0	2	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	5
Hourly Total	0	7	1	0	**8**	0	4	2	0	**6**	4	5	1	0	**10**	0	1	0	0	**1**	**25**
1500 - 1515	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1515 - 1530	0	2	0	0	2	0	0	0	0	0	1	0	1	0	2	0	2	0	0	2	6
1530 - 1545	0	3	0	0	3	0	1	0	0	1	1	3	0	0	4	0	0	0	0	0	8
1545 - 1600	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	10	0	0	**10**	0	1	0	0	**1**	2	3	1	0	**6**	0	2	0	0	**2**	**19**
1600 - 1615	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
1615 - 1630	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
1645 - 1700	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	5	0	0	**5**	0	1	0	0	**1**	0	1	1	0	**2**	0	0	0	0	**0**	**8**
1700 - 1715	1	4	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
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	4	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	6
1745 - 1800	0	3	1	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	1	11	2	0	**14**	0	2	0	0	**2**	0	1	0	0	**1**	1	0	0	0	**1**	**18**
1800 - 1815	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1815 - 1830	0	3	0	0	3	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	5
1830 - 1845	0	0	1	0	1	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	6
1845 - 1900	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	3
Hourly Total	0	4	1	0	**5**	0	6	1	0	**7**	0	2	0	0	**2**	0	1	0	0	**1**	**15**
Grand Total	4	111	7	0	**122**	1	69	10	0	**80**	14	26	7	1	**48**	4	12	0	0	**16**	**266**
Approach %	3.28	90.98	5.74	0.00	-	1.25	86.25	12.50	0.00	-	29.17	54.17	14.58	2.08	-	25.00	75.00	0.00	0.00	-	
Intersection %	1.50	41.73	2.63	0.00	45.86	0.38	25.94	3.76	0.00	30.08	5.26	9.77	2.63	0.38	18.05	1.50	4.51	0.00	0.00	6.02	

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

Marr Traffic DATA COLLECTION
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Fayetteville NC

Site 1
Gillespie St
Green St
Hay St
Person St

Date
Tuesday, October 15, 2024

Lat/Long
35.052568°, -78.878310°
Click here for Map

Weather
Fair
57°F
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0600 - 1900 (Tuesday 13h Session) (10-15-2024)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Gillespie St					Green St					Hay St					Person St					
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
0600 - 0615	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0615 - 0630	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0630 - 0645	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0645 - 0700	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	5	0	0	**5**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**5**
0700 - 0715	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0745 - 0800	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	2	0	0	**2**	0	3	0	0	**3**	0	0	0	0	**0**	0	0	0	0	**0**	**5**
0800 - 0815	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	4
0815 - 0830	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
0830 - 0845	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0845 - 0900	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	3	0	0	**3**	0	2	1	0	**3**	0	1	0	0	**1**	0	0	0	0	**0**	**7**
0900 - 0915	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0915 - 0930	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
0930 - 0945	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Hourly Total	0	4	0	0	**4**	0	0	0	0	**0**	1	1	0	0	**2**	0	0	0	0	**0**	**6**
1000 - 1015	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
1015 - 1030	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1030 - 1045	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1045 - 1100	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	1	1	0	0	**2**	0	2	0	0	**2**	0	1	0	0	**1**	0	0	0	0	**0**	**5**
1100 - 1115	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1115 - 1130	1	0	0	0	1	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
1145 - 1200	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	1	2	0	0	**3**	0	2	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**5**
1200 - 1215	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1215 - 1230	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
1230 - 1245	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1245 - 1300	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	3	0	0	**3**	0	1	1	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**5**
1300 - 1315	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
1315 - 1330	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1330 - 1345	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
1345 - 1400	0	0	1	0	1	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	4
Hourly Total	0	3	1	0	**4**	0	4	0	0	**4**	0	3	0	0	**3**	0	0	0	0	**0**	**11**
1400 - 1415	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
1415 - 1430	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	0	0	0	0	0	3
1430 - 1445	0	1	1	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3
1445 - 1500	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	3	1	0	**4**	0	1	0	0	**1**	2	0	1	0	**3**	0	1	0	0	**1**	**9**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	4	0	0	4	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	7
1530 - 1545	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	6	0	0	**6**	0	3	0	0	**3**	0	0	0	0	**0**	0	0	0	0	**0**	**9**
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	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	2	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**2**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
Hourly Total	0	1	0	0	**1**	0	1	0	0	**1**	0	1	0	0	**1**	0	0	0	0	**0**	**3**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	3	0	0	**3**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**3**
Grand Total	2	36	2	0	**40**	0	21	2	0	**23**	3	7	1	0	**11**	0	1	0	0	**1**	**75**
Approach %	5.00	90.00	5.00	0.00	-	0.00	91.30	8.70	0.00	-	27.27	63.64	9.09	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	2.67	48.00	2.67	0.00	53.33	0.00	28.00	2.67	0.00	30.67	4.00	9.33	1.33	0.00	14.67	0.00	1.33	0.00	0.00	1.33	

Classified Turn Movement Count || Bikes

Fayetteville NC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 1

Gillespie St
Green St
Hay St
Person St

Date

Tuesday, October 15, 2024

Lat/Long

35.052568°, -78.878310°
Click here for Map

Weather

Fair
57°F
Click here for Detailed Weather

0600 - 1900 (Tuesday 13h Session) (10-15-2024)

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Gillespie St					Green St					Hay St					Person St					
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
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	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**
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**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	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**
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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1115 - 1130	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
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	1	1	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	**3**
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**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	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	0	1	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	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**
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	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	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	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**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	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	1	0	**2**	0	0	1	0	**1**	0	1	0	0	**1**	0	1	0	0	**1**	**5**
Approach %	0.00	50.00	50.00	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	20.00	20.00	0.00	40.00	0.00	0.00	20.00	0.00	20.00	0.00	20.00	0.00	0.00	20.00	0.00	20.00	0.00	0.00	20.00	

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

Marr Traffic DATA COLLECTION

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Fayetteville NC

Site 1
Gillespie St
Green St
Hay St
Person St

Date
Tuesday, October 15, 2024

Lat/Long
35.052568°, -78.878310°
Click here for Map

Weather
Fair
57°F
Click here for Detailed Weather

0600 - 1900 (Tuesday 13h Session) (10-15-2024)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Gillespie St					Green St					Hay St					Person St					
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
0600 - 0615	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	5
0615 - 0630	0	3	0	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4
0630 - 0645	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0645 - 0700	0	2	0	0	2	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	12	0	0	**12**	1	1	0	0	**2**	1	0	0	0	**1**	0	1	0	0	**1**	**16**
0700 - 0715	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	6
0715 - 0730	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0730 - 0745	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	4
0745 - 0800	0	6	1	0	7	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	11
Hourly Total	0	10	2	0	**12**	0	9	0	0	**9**	0	1	0	0	**1**	0	1	0	0	**1**	**23**
0800 - 0815	0	6	0	0	6	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	9
0815 - 0830	0	3	0	0	3	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	7
0830 - 0845	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	7
0845 - 0900	0	4	1	0	5	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	9
Hourly Total	0	17	1	0	**18**	0	10	1	0	**11**	0	1	0	0	**1**	1	1	0	0	**2**	**32**
0900 - 0915	0	3	0	0	3	0	3	0	0	3	1	3	0	0	4	0	2	0	0	2	12
0915 - 0930	0	4	0	0	4	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	6
0930 - 0945	0	5	0	0	5	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	9
0945 - 1000	0	5	0	0	5	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	8
Hourly Total	0	17	0	0	**17**	0	7	0	0	**7**	4	4	0	0	**8**	0	3	0	0	**3**	**35**
1000 - 1015	1	2	0	0	3	0	3	0	0	3	0	1	0	1	2	0	0	0	0	0	8
1015 - 1030	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	4
1030 - 1045	1	2	0	0	3	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	7
1045 - 1100	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	0	0	0	0	0	3
Hourly Total	2	5	0	0	**7**	0	9	1	0	**10**	1	2	0	1	**4**	0	1	0	0	**1**	**22**
1100 - 1115	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
1115 - 1130	1	3	0	0	4	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	6
1130 - 1145	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	6
1145 - 1200	0	2	0	0	2	0	6	1	0	7	1	0	0	0	1	0	2	0	0	2	12
Hourly Total	1	11	0	0	**12**	0	10	2	0	**12**	1	0	0	0	**1**	0	2	1	0	**3**	**28**
1200 - 1215	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	8
1215 - 1230	0	6	0	0	6	0	4	3	0	7	0	2	0	0	2	0	0	0	0	0	15
1230 - 1245	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
1245 - 1300	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	0	0	0	0	4
Hourly Total	1	14	0	0	**15**	0	11	3	0	**14**	0	2	1	0	**3**	0	0	0	0	**0**	**32**
1300 - 1315	0	3	0	0	3	0	4	1	0	5	1	1	0	0	2	0	0	0	0	0	10
1315 - 1330	0	5	0	0	5	0	2	0	0	2	0	4	1	0	5	0	0	0	0	0	12
1330 - 1345	0	3	0	0	3	0	3	0	0	3	1	1	1	0	3	0	0	0	0	0	9
1345 - 1400	1	0	1	0	2	0	3	1	0	4	0	4	1	0	5	0	0	0	0	0	11
Hourly Total	1	11	1	0	**13**	0	12	2	0	**14**	2	10	3	0	**15**	0	0	0	0	**0**	**42**
1400 - 1415	0	3	0	0	3	0	2	1	0	3	0	1	0	0	1	0	1	0	0	1	8
1415 - 1430	0	1	1	0	2	0	3	0	0	3	4	2	0	0	6	0	0	0	0	0	11
1430 - 1445	0	3	1	0	4	0	0	0	0	0	1	1	2	0	4	0	1	0	0	1	9
1445 - 1500	0	3	0	0	3	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	6
Hourly Total	0	10	2	0	**12**	0	5	2	0	**7**	6	5	2	0	**13**	0	2	0	0	**2**	**34**
1500 - 1515	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1515 - 1530	0	6	0	0	6	0	3	0	0	3	1	0	1	0	2	0	2	0	0	2	13
1530 - 1545	0	5	0	0	5	0	1	0	0	1	1	3	0	0	4	0	0	0	0	0	10
1545 - 1600	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	16	0	0	**16**	0	4	0	0	**4**	2	3	1	0	**6**	0	2	0	0	**2**	**28**
1600 - 1615	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
1615 - 1630	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	4
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
1645 - 1700	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	5	0	0	**5**	0	3	0	0	**3**	0	1	1	0	**2**	0	0	0	0	**0**	**10**
1700 - 1715	1	4	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
1715 - 1730	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1730 - 1745	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	6
1745 - 1800	0	3	1	0	4	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	8
Hourly Total	1	12	2	0	**15**	0	3	0	0	**3**	0	2	0	0	**2**	1	0	0	0	**1**	**21**
1800 - 1815	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1815 - 1830	0	5	0	0	5	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	7
1830 - 1845	0	0	1	0	1	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	6
1845 - 1900	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	4
Hourly Total	0	7	1	0	**8**	0	6	1	0	**7**	0	2	0	0	**2**	0	1	0	0	**1**	**18**
Grand Total	6	147	9	0	**162**	1	90	12	0	**103**	17	33	8	1	**59**	4	13	0	0	**17**	**341**
Approach %	3.70	90.74	5.56	0.00	-	0.97	87.38	11.65	0.00	-	28.81	55.93	13.56	1.69	-	23.53	76.47	0.00	0.00	-	
Intersection %	1.76	43.11	2.64	0.00	47.51	0.29	26.39	3.52	0.00	30.21	4.99	9.68	2.35	0.29	17.30	1.17	3.81	0.00	0.00	4.99	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

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Fayetteville NC

Site 1
Gillespie St
Green St
Hay St
Person St

Date
Tuesday, October 15, 2024

Lat/Long
35.052568°, -78.878310°
Click here for Map

Weather
Fair
57°F
Click here for Detailed Weather

0600 - 1900 (Tuesday 13h Session) (10-15-2024)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Gillespie St			Green St			Hay St			Person St			
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
0600 - 0615	0	1	1	0	0	0	0	0	0	0	0	0	1
0615 - 0630	2	0	2	0	1	1	0	0	0	0	0	0	3
0630 - 0645	1	0	1	0	0	0	0	0	0	1	0	1	2
0645 - 0700	1	0	1	0	1	1	0	0	0	0	0	0	2
Hourly Total	4	1	**5**	0	2	**2**	0	0	**0**	1	0	**1**	**8**
0700 - 0715	0	1	1	0	0	0	0	0	0	0	0	0	1
0715 - 0730	1	1	2	0	0	0	1	0	1	0	0	0	3
0730 - 0745	0	2	2	1	0	1	1	1	2	0	0	0	5
0745 - 0800	1	1	2	0	0	0	0	0	0	0	1	1	3
Hourly Total	2	5	**7**	1	0	**1**	2	1	**3**	0	1	**1**	**12**
0800 - 0815	0	0	0	1	0	1	1	0	1	1	0	1	3
0815 - 0830	0	0	0	0	1	1	0	0	0	0	0	0	1
0830 - 0845	0	2	2	2	2	4	2	0	2	0	0	0	8
0845 - 0900	0	2	2	0	0	0	1	1	2	1	0	1	5
Hourly Total	0	4	**4**	3	3	**6**	4	1	**5**	2	0	**2**	**17**
0900 - 0915	1	2	3	0	0	0	1	0	1	4	0	4	8
0915 - 0930	3	2	5	4	3	7	4	4	8	0	2	2	22
0930 - 0945	0	0	0	1	0	1	1	0	1	0	3	3	5
0945 - 1000	0	1	1	3	8	11	3	3	6	3	0	3	21
Hourly Total	4	5	**9**	8	11	**19**	9	7	**16**	7	5	**12**	**56**
1000 - 1015	4	0	4	5	4	9	4	6	10	3	0	3	26
1015 - 1030	1	0	1	2	4	6	5	3	8	1	0	1	16
1030 - 1045	1	2	3	5	5	10	3	2	5	2	0	2	20
1045 - 1100	4	0	4	5	5	10	3	5	8	0	0	0	22
Hourly Total	10	2	**12**	17	18	**35**	15	16	**31**	6	0	**6**	**84**
1100 - 1115	1	0	1	1	3	4	1	0	1	0	0	0	6
1115 - 1130	3	3	6	4	4	8	6	0	6	1	0	1	21
1130 - 1145	3	0	3	16	4	20	1	2	3	4	1	5	31
1145 - 1200	3	2	5	8	25	33	3	1	4	2	0	2	44
Hourly Total	10	5	**15**	29	36	**65**	11	3	**14**	7	1	**8**	**102**
1200 - 1215	4	6	10	3	4	7	4	7	11	5	1	6	34
1215 - 1230	4	10	14	6	3	9	7	1	8	1	2	3	34
1230 - 1245	6	11	17	2	5	7	3	6	9	2	4	6	39
1245 - 1300	8	3	11	5	6	11	2	2	4	3	1	4	30
Hourly Total	22	30	**52**	16	18	**34**	16	16	**32**	11	8	**19**	**137**
1300 - 1315	4	8	12	3	9	12	1	8	9	0	1	1	34
1315 - 1330	7	6	13	10	9	19	5	5	10	5	5	10	52
1330 - 1345	12	1	13	7	8	15	4	2	6	9	2	11	45
1345 - 1400	3	2	5	2	5	7	1	5	6	3	1	4	22
Hourly Total	26	17	**43**	22	31	**53**	11	20	**31**	17	9	**26**	**153**
1400 - 1415	5	5	10	9	6	15	4	2	6	6	0	6	37
1415 - 1430	1	1	2	3	5	8	6	3	9	4	12	16	35
1430 - 1445	1	13	14	5	5	10	4	4	8	3	0	3	35
1445 - 1500	2	7	9	4	5	9	7	4	11	0	5	5	34
Hourly Total	9	26	**35**	21	21	**42**	21	13	**34**	13	17	**30**	**141**
1500 - 1515	17	3	20	6	9	15	4	17	21	8	0	8	64
1515 - 1530	13	4	17	0	5	5	0	17	17	3	2	5	44
1530 - 1545	8	1	9	11	9	20	7	3	10	1	0	1	40
1545 - 1600	0	2	2	7	4	11	1	0	1	2	5	7	21
Hourly Total	38	10	**48**	24	27	**51**	12	37	**49**	14	7	**21**	**169**
1600 - 1615	1	0	1	1	3	4	1	2	3	0	2	2	10
1615 - 1630	6	2	8	0	0	0	2	1	3	0	0	0	11
1630 - 1645	1	2	3	0	1	1	0	1	1	0	1	1	6
1645 - 1700	1	1	2	0	1	1	4	2	6	2	0	2	11
Hourly Total	9	5	**14**	1	5	**6**	7	6	**13**	2	3	**5**	**38**
1700 - 1715	0	0	0	3	2	5	2	5	7	2	4	6	18
1715 - 1730	2	3	5	1	0	1	0	1	1	1	3	4	11
1730 - 1745	1	1	2	1	2	3	0	2	2	2	0	2	9
1745 - 1800	2	0	2	0	3	3	0	0	0	1	0	1	6
Hourly Total	5	4	**9**	5	7	**12**	2	8	**10**	6	7	**13**	**44**
1800 - 1815	5	9	14	2	3	5	3	1	4	6	4	10	33
1815 - 1830	2	1	3	5	3	8	0	0	0	2	3	5	16
1830 - 1845	2	3	5	2	4	6	0	2	2	2	1	3	16
1845 - 1900	0	5	5	0	5	5	0	1	1	0	0	0	11
Hourly Total	9	18	**27**	9	15	**24**	3	4	**7**	10	8	**18**	**76**
Grand Total	148	132	**280**	156	194	**350**	113	132	**245**	96	66	**162**	**1037**
Approach %	52.86	47.14	-	44.57	55.43	-	46.12	53.88	-	59.26	40.74	-	
Intersection %	14.27	12.73	27.00	15.04	18.71	33.75	10.90	12.73	23.63	9.26	6.36	15.62	

Crosswalk Counts || Bikes

Marr Traffic DATA COLLECTION

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Fayetteville NC

Site 1
Gillespie St
Green St
Hay St
Person St

Date
Tuesday, October 15, 2024

Lat/Long
35.052568°, -78.878310°
Click here for Map

Weather
Fair
57°F
Click here for Detailed Weather

0600 - 1900 (Tuesday 13h Session) (10-15-2024)
Bikes

	Northbound			Southbound			Eastbound			Westbound			
	Gillespie St			Green St			Hay St			Person St			
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
0600 - 0615	0	0	0	0	0	0	1	0	1	0	0	0	1
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	1	0	**1**	0	0	**0**	**1**
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**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
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	1	0	1	0	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	**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	1	1	0	0	0	1
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	1	**1**	0	0	**0**	**1**
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	1	1	1
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	1	**1**	**1**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	1	0	1	0	0	0	0	0	0	0	1	1	2
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	**1**	0	0	**0**	0	0	**0**	0	1	**1**	**2**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	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**	1	1	**2**	1	1	**2**	**6**
Approach %	100.00	0.00	-	0.00	0.00	-	50.00	50.00	-	50.00	50.00	-	
Intersection %	33.33	0.00	33.33	0.00	0.00	0.00	16.67	16.67	33.33	16.67	16.67	33.33	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Fayetteville NC

Site 1
Gillespie St
Green St
Hay St
Person St

Date
Tuesday, October 15, 2024

Lat/Long
35.052568°, -78.878310°
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Fair
57°F
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0600 - 1900 (Tuesday 13h Session) (10-15-2024)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Gillespie St			Green St			Hay St			Person St			
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
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
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**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
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**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	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: 10/15/2024	Hay St Eastbound			Person St Westbound			Gillespie St Northbound			Green St 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	2	4	1	1	9	0	2	20	0	0	9	2	50
06:15 AM - 06:30 AM	3	6	0	0	9	0	0	26	0	0	25	2	71
06:30 AM - 06:45 AM	2	9	0	3	9	0	1	31	3	1	24	6	89
06:45 AM - 07:00 AM	2	8	1	1	11	0	5	27	2	1	32	9	99
07:00 AM - 07:15 AM	2	11	4	0	12	1	6	32	2	0	33	12	115
07:15 AM - 07:30 AM	7	17	5	2	18	2	9	82	4	2	62	18	228
07:30 AM - 07:45 AM	10	15	1	2	22	1	24	96	7	5	83	59	325
07:45 AM - 08:00 AM	15	28	10	0	21	0	17	91	6	8	95	46	337
08:00 AM - 08:15 AM	9	23	6	3	30	1	4	68	5	4	59	21	233
08:15 AM - 08:30 AM	15	32	6	3	20	1	6	50	3	3	35	17	191
08:30 AM - 08:45 AM	19	21	5	1	27	4	5	52	7	3	62	14	220
08:45 AM - 09:00 AM	17	20	7	2	28	3	6	73	5	1	54	19	235
09:00 AM - 09:15 AM	14	20	6	0	24	3	1	56	4	4	50	16	198
09:15 AM - 09:30 AM	17	3	3	4	21	5	2	61	6	5	70	21	218
09:30 AM - 09:45 AM	21	3	4	4	14	1	3	77	8	8	71	26	240
09:45 AM - 10:00 AM	15	17	5	1	22	2	2	74	10	3	49	22	222
10:00 AM - 10:15 AM	11	18	6	2	22	3	4	54	3	5	48	14	190
10:15 AM - 10:30 AM	14	15	5	4	29	3	1	52	3	2	63	15	206
10:30 AM - 10:45 AM	13	24	9	4	21	1	2	77	6	6	50	18	231
10:45 AM - 11:00 AM	14	26	6	2	18	6	3	49	6	7	53	23	213
11:00 AM - 11:15 AM	11	37	9	1	17	5	6	64	8	1	57	30	246
11:15 AM - 11:30 AM	17	28	12	1	20	1	12	66	12	7	54	24	254
11:30 AM - 11:45 AM	14	35	7	1	34	3	11	58	5	5	73	26	272
11:45 AM - 12:00 PM	20	27	12	7	33	7	9	56	5	8	61	27	272
12:00 PM - 12:15 PM	9	35	8	3	23	1	5	64	10	8	65	27	258
12:15 PM - 12:30 PM	18	38	10	3	25	2	5	62	3	11	57	31	265
12:30 PM - 12:45 PM	17	30	12	3	23	4	6	60	13	10	53	28	259
12:45 PM - 01:00 PM	22	34	9	6	22	7	5	70	12	5	74	21	287
01:00 PM - 01:15 PM	18	39	4	4	30	4	10	56	6	8	80	32	291
01:15 PM - 01:30 PM	11	39	9	4	29	5	10	57	7	3	57	26	257
01:30 PM - 01:45 PM	16	37	6	2	33	3	5	51	5	1	69	18	246
01:45 PM - 02:00 PM	8	39	14	7	24	7	16	54	2	2	59	20	252
02:00 PM - 02:15 PM	12	38	10	6	39	4	8	71	5	6	55	24	278
02:15 PM - 02:30 PM	18	36	12	1	22	2	6	54	7	6	51	24	239
02:30 PM - 02:45 PM	14	28	14	2	34	4	7	73	5	4	56	29	270
02:45 PM - 03:00 PM	25	30	11	2	35	1	15	48	9	3	61	38	278
03:00 PM - 03:15 PM	29	35	19	3	30	5	13	69	1	7	92	43	346
03:15 PM - 03:30 PM	16	37	12	1	22	5	17	57	2	10	92	32	303
03:30 PM - 03:45 PM	12	23	6	4	24	3	10	85	2	3	63	31	266
03:45 PM - 04:00 PM	13	25	7	4	25	2	22	54	9	12	68	21	262
04:00 PM - 04:15 PM	12	37	13	3	29	3	6	62	10	4	75	18	272
04:15 PM - 04:30 PM	14	40	11	2	22	3	13	64	4	2	62	22	259
04:30 PM - 04:45 PM	23	28	7	3	27	4	9	70	6	4	68	33	282
04:45 PM - 05:00 PM	11	40	12	0	26	2	7	62	8	2	50	29	249
05:00 PM - 05:15 PM	15	37	8	0	41	2	10	68	8	9	95	25	318
05:15 PM - 05:30 PM	13	48	13	1	22	2	8	66	8	9	75	15	280
05:30 PM - 05:45 PM	15	35	8	3	32	3	9	58	10	7	60	20	260
05:45 PM - 06:00 PM	13	33	4	2	17	5	7	44	4	3	52	13	197
06:00 PM - 06:15 PM	19	26	4	0	16	0	5	52	2	5	33	14	176
06:15 PM - 06:30 PM	7	34	2	3	29	1	3	54	10	1	29	14	187
06:30 PM - 06:45 PM	5	33	8	2	26	0	8	32	10	2	35	16	177
06:45 PM - 07:00 PM	12	30	5	1	23	2	8	31	4	3	31	17	167
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

Fayetteville NC

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, October 15, 2024	
Period	0600 - 1900
Peak Hour	1500 - 1600

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St (South)						Gillespie St (North)						Franklin St						Otis F. Jones Pkwy						
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
1500 - 1515	5	63	15	-	0	83	8	92	7	-	0	107	20	25	16	-	0	61	12	9	6	-	0	27	278
1515 - 1530	3	65	9	-	0	77	7	91	12	-	0	110	6	6	3	-	0	15	12	5	4	-	0	21	223
1530 - 1545	2	78	7	-	0	87	2	66	2	-	0	70	9	7	7	-	0	23	14	7	7	-	0	28	208
1545 - 1600	6	72	15	-	0	93	5	74	4	-	0	83	6	9	11	-	0	26	9	8	5	-	0	22	224
Total	16	278	46	0	0	340	22	323	25	0	0	370	41	47	37	0	0	125	47	29	22	0	0	98	933
Approach %	4.71	81.76	13.53	0.00	0.00	-	5.95	87.30	6.76	0.00	0.00	-	32.80	37.60	29.60	0.00	0.00	-	47.96	29.59	22.45	0.00	0.00	-	
PHF	0.67	0.89	0.77	0.00	0.00	**0.91**	0.69	0.88	0.52	0.00	0.00	**0.84**	0.51	0.47	0.58	0.00	0.00	**0.51**	0.84	0.81	0.79	0.00	0.00	**0.88**	**0.84**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St (South)						Gillespie St (North)						Franklin St						Otis F. Jones Pkwy						
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
1500 - 1515	4	60	14	-	0	78	8	92	7	-	0	107	19	24	14	-	0	57	10	8	6	-	0	24	266
1515 - 1530	3	60	9	-	0	72	7	87	12	-	0	106	5	6	2	-	0	13	12	5	4	-	0	21	212
1530 - 1545	2	74	7	-	0	83	2	65	2	-	0	69	9	7	6	-	0	22	13	7	7	-	0	27	201
1545 - 1600	6	70	15	-	0	91	5	74	4	-	0	83	6	9	11	-	0	26	8	8	5	-	0	21	221
Total	15	264	45	0	0	324	22	318	25	0	0	365	39	46	33	0	0	118	43	28	22	0	0	93	900
Approach %	4.63	81.48	13.89	0.00	0.00	-	6.03	87.12	6.85	0.00	0.00	-	33.05	38.98	27.97	0.00	0.00	-	46.24	30.11	23.66	0.00	0.00	-	
PHF	0.63	0.89	0.75	0.00	0.00	**0.89**	0.69	0.86	0.52	0.00	0.00	**0.85**	0.51	0.48	0.59	0.00	0.00	**0.52**	0.83	0.88	0.79	0.00	0.00	**0.86**	**0.85**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St (South)						Gillespie St (North)						Franklin St						Otis F. Jones Pkwy						
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
1500 - 1515	1	3	1	-	0	5	0	0	0	-	0	0	1	1	2	-	0	4	2	1	0	-	0	3	12
1515 - 1530	0	2	0	-	0	2	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	3
1530 - 1545	0	2	0	-	0	2	0	1	0	-	0	1	0	0	1	-	0	1	1	0	0	-	0	1	5
1545 - 1600	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	0	1	3
Total	1	9	1	0	0	11	0	2	0	0	0	2	1	1	3	0	0	5	4	1	0	0	0	5	23
Approach %	9.09	81.82	9.09	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	20.00	20.00	60.00	0.00	0.00	-	80.00	20.00	0.00	0.00	0.00	-	
PHF	0.25	0.75	0.25	0.00	0.00	**0.55**	0.00	0.50	0.00	0.00	0.00	**0.50**	0.25	0.25	0.38	0.00	0.00	**0.31**	0.50	0.25	0.00	0.00	0.00	**0.42**	**0.48**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St (South)						Gillespie St (North)						Franklin St						Otis F. Jones Pkwy						
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
1500 - 1515	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1515 - 1530	0	3	0	-	0	3	0	3	0	-	0	3	1	0	0	-	0	1	0	0	0	-	0	0	7
1530 - 1545	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	2
1545 - 1600	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	5	0	0	0	5	0	3	0	0	0	3	1	0	0	0	0	1	0	0	0	0	0	0	9
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.42	0.00	0.00	0.00	**0.42**	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**	**0.32**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St (South)						Gillespie St (North)						Franklin St						Otis F. Jones Pkwy						
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
1500 - 1515	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1515 - 1530	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	0	1	0	0	0	-	0	0	1
1530 - 1545	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1545 - 1600	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	1	0	0	1	0	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Peak Hour Turning Movement Count

Fayetteville NC

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Marr Traffic DATA COLLECTION

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Tuesday, October 15, 2024	
Period	0600 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St (South)						Gillespie St (North)						Franklin St						Otis F. Jones Pkwy						
Time	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
0715 - 0730	2	87	9	-	0	98	3	50	13	-	0	66	5	5	2	-	0	12	4	3	0	-	0	7	183
0730 - 0745	7	114	6	-	0	127	6	70	10	-	0	86	11	15	4	-	0	30	8	10	0	-	0	18	261
0745 - 0800	7	101	12	-	0	120	10	77	20	-	0	107	7	10	3	-	0	20	7	15	4	-	0	26	273
0800 - 0815	2	71	16	-	0	89	8	45	15	-	0	68	2	10	2	-	0	14	8	9	2	-	0	19	190
Total	18	373	43	0	0	434	27	242	58	0	0	327	25	40	11	0	0	76	27	37	6	0	0	70	907
Approach %	4.15	85.94	9.91	0.00	0.00	-	8.26	74.01	17.74	0.00	0.00	-	32.89	52.63	14.47	0.00	0.00	-	38.57	52.86	8.57	0.00	0.00	-	
PHF	0.64	0.82	0.67	0.00	0.00	**0.85**	0.68	0.79	0.73	0.00	0.00	**0.76**	0.57	0.67	0.69	0.00	0.00	**0.63**	0.84	0.62	0.38	0.00	0.00	**0.67**	**0.83**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St (South)						Gillespie St (North)						Franklin St						Otis F. Jones Pkwy						
Time	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
0715 - 0730	2	85	9	-	0	96	3	50	13	-	0	66	5	5	2	-	0	12	4	3	0	-	0	7	181
0730 - 0745	7	112	6	-	0	125	6	69	10	-	0	85	11	15	3	-	0	29	7	10	0	-	0	17	256
0745 - 0800	7	94	12	-	0	113	10	74	20	-	0	104	7	10	3	-	0	20	6	15	4	-	0	25	262
0800 - 0815	2	66	14	-	0	82	8	43	15	-	0	66	2	9	1	-	0	12	8	9	2	-	0	19	179
Total	18	357	41	0	0	416	27	236	58	0	0	321	25	39	9	0	0	73	25	37	6	0	0	68	878
Approach %	4.33	85.82	9.86	0.00	0.00	-	8.41	73.52	18.07	0.00	0.00	-	34.25	53.42	12.33	0.00	0.00	-	36.76	54.41	8.82	0.00	0.00	-	
PHF	0.64	0.80	0.73	0.00	0.00	**0.83**	0.68	0.80	0.73	0.00	0.00	**0.77**	0.57	0.65	0.75	0.00	0.00	**0.63**	0.78	0.62	0.38	0.00	0.00	**0.68**	**0.84**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St (South)						Gillespie St (North)						Franklin St						Otis F. Jones Pkwy						
Time	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
0715 - 0730	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	2
0730 - 0745	0	2	0	-	0	2	0	0	0	-	0	0	0	0	1	-	0	1	1	0	0	-	0	1	4
0745 - 0800	0	5	0	-	0	5	0	2	0	-	0	2	0	0	0	-	0	0	1	0	0	-	0	1	8
0800 - 0815	0	4	2	-	0	6	0	0	0	-	0	0	0	1	1	-	0	2	0	0	0	-	0	0	8
Total	0	13	2	0	0	15	0	2	0	0	0	2	0	1	2	0	0	3	2	0	0	0	0	2	22
Approach %	0.00	86.67	13.33	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	33.33	66.67	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.65	0.25	0.00	0.00	**0.63**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.25	0.50	0.00	0.00	**0.38**	0.50	0.00	0.00	0.00	0.00	**0.50**	**0.69**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St (South)						Gillespie St (North)						Franklin St						Otis F. Jones Pkwy						
Time	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0730 - 0745	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
0745 - 0800	0	2	0	-	0	2	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	3
0800 - 0815	0	1	0	-	0	1	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	3
Total	0	3	0	0	0	3	0	4	0	0	0	4	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	0.38	0.00	0.00	0.00	**0.38**	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.58**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St (South)						Gillespie St (North)						Franklin St						Otis F. Jones Pkwy						
Time	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Fayetteville NC

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Tuesday, October 15, 2024	
Period	1100 - 1300
Peak Hour	1200 - 1300

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St (South)						Gillespie St (North)						Franklin St						Otis F. Jones Pkwy						
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
1200 - 1215	2	59	10	-	0	71	14	55	9	-	0	78	11	12	8	-	0	31	13	4	9	-	0	26	206
1215 - 1230	2	56	11	-	0	69	6	57	8	-	0	71	9	13	2	-	0	24	6	6	6	-	0	18	182
1230 - 1245	1	55	10	-	0	66	3	54	17	-	0	74	11	13	4	-	0	28	8	4	11	-	0	23	191
1245 - 1300	12	70	14	-	0	96	6	74	10	-	0	90	11	16	6	-	0	33	8	12	7	-	0	27	246
Total	17	240	45	0	0	302	29	240	44	0	0	313	42	54	20	0	0	116	35	26	33	0	0	94	825
Approach %	5.63	79.47	14.90	0.00	0.00	-	9.27	76.68	14.06	0.00	0.00	-	36.21	46.55	17.24	0.00	0.00	-	37.23	27.66	35.11	0.00	0.00	-	
PHF	0.35	0.86	0.80	0.00	0.00	**0.79**	0.52	0.81	0.65	0.00	0.00	**0.87**	0.95	0.84	0.63	0.00	0.00	**0.88**	0.67	0.54	0.75	0.00	0.00	**0.87**	**0.84**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St (South)						Gillespie St (North)						Franklin St						Otis F. Jones Pkwy						
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
1200 - 1215	2	56	10	-	0	68	12	53	9	-	0	74	10	10	6	-	0	26	12	4	9	-	0	25	193
1215 - 1230	2	51	11	-	0	64	5	54	8	-	0	67	9	12	1	-	0	22	6	6	5	-	0	17	170
1230 - 1245	1	50	9	-	0	60	3	54	17	-	0	74	11	13	3	-	0	27	8	4	11	-	0	23	184
1245 - 1300	11	70	14	-	0	95	6	70	10	-	0	86	11	15	5	-	0	31	6	12	7	-	0	25	237
Total	16	227	44	0	0	287	26	231	44	0	0	301	41	50	15	0	0	106	32	26	32	0	0	90	784
Approach %	5.57	79.09	15.33	0.00	0.00	-	8.64	76.74	14.62	0.00	0.00	-	38.68	47.17	14.15	0.00	0.00	-	35.56	28.89	35.56	0.00	0.00	-	
PHF	0.36	0.81	0.79	0.00	0.00	**0.76**	0.54	0.83	0.65	0.00	0.00	**0.88**	0.93	0.83	0.63	0.00	0.00	**0.85**	0.67	0.54	0.73	0.00	0.00	**0.90**	**0.83**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St (South)						Gillespie St (North)						Franklin St						Otis F. Jones Pkwy						
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
1200 - 1215	0	3	0	-	0	3	2	2	0	-	0	4	0	2	2	-	0	4	1	0	0	-	0	1	12
1215 - 1230	0	4	0	-	0	4	1	3	0	-	0	4	0	1	1	-	0	2	0	0	1	-	0	1	11
1230 - 1245	0	4	1	-	0	5	0	0	0	-	0	0	0	0	1	-	0	1	0	0	0	-	0	0	6
1245 - 1300	1	0	0	-	0	1	0	3	0	-	0	3	0	1	0	-	0	1	2	0	0	-	0	2	7
Total	1	11	1	0	0	13	3	8	0	0	0	11	0	4	4	0	0	8	3	0	1	0	0	4	36
Approach %	7.69	84.62	7.69	0.00	0.00	-	27.27	72.73	0.00	0.00	0.00	-	0.00	50.00	50.00	0.00	0.00	-	75.00	0.00	25.00	0.00	0.00	-	
PHF	0.25	0.69	0.25	0.00	0.00	**0.65**	0.38	0.67	0.00	0.00	0.00	**0.69**	0.00	0.50	0.50	0.00	0.00	**0.50**	0.38	0.00	0.25	0.00	0.00	**0.50**	**0.75**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St (South)						Gillespie St (North)						Franklin St						Otis F. Jones Pkwy						
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
1200 - 1215	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	0	1	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	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
1245 - 1300	0	0	0	-	0	0	0	1	0	-	0	1	0	0	1	-	0	1	0	0	0	-	0	0	2
Total	0	2	0	0	0	2	0	1	0	0	0	1	1	0	1	0	0	2	0	0	0	0	0	0	5
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	50.00	0.00	50.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.25	0.00	0.25	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.63**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St (South)						Gillespie St (North)						Franklin St						Otis F. Jones Pkwy						
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
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**

Peak Hour Turning Movement Count

Fayetteville NC

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, October 15, 2024	
Period	1500 - 1800
Peak Hour	1500 - 1600

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St (South)						Gillespie St (North)						Franklin St						Otis F. Jones Pkwy						
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
1500 - 1515	5	63	15	-	0	83	8	92	7	-	0	107	20	25	16	-	0	61	12	9	6	-	0	27	278
1515 - 1530	3	65	9	-	0	77	7	91	12	-	0	110	6	6	3	-	0	15	12	5	4	-	0	21	223
1530 - 1545	2	78	7	-	0	87	2	66	2	-	0	70	9	7	7	-	0	23	14	7	7	-	0	28	208
1545 - 1600	6	72	15	-	0	93	5	74	4	-	0	83	6	9	11	-	0	26	9	8	5	-	0	22	224
Total	16	278	46	0	0	340	22	323	25	0	0	370	41	47	37	0	0	125	47	29	22	0	0	98	933
Approach %	4.71	81.76	13.53	0.00	0.00	-	5.95	87.30	6.76	0.00	0.00	-	32.80	37.60	29.60	0.00	0.00	-	47.96	29.59	22.45	0.00	0.00	-	
PHF	0.67	0.89	0.77	0.00	0.00	**0.91**	0.69	0.88	0.52	0.00	0.00	**0.84**	0.51	0.47	0.58	0.00	0.00	**0.51**	0.84	0.81	0.79	0.00	0.00	**0.88**	**0.84**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St (South)						Gillespie St (North)						Franklin St						Otis F. Jones Pkwy						
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
1500 - 1515	4	60	14	-	0	78	8	92	7	-	0	107	19	24	14	-	0	57	10	8	6	-	0	24	266
1515 - 1530	3	60	9	-	0	72	7	87	12	-	0	106	5	6	2	-	0	13	12	5	4	-	0	21	212
1530 - 1545	2	74	7	-	0	83	2	65	2	-	0	69	9	7	6	-	0	22	13	7	7	-	0	27	201
1545 - 1600	6	70	15	-	0	91	5	74	4	-	0	83	6	9	11	-	0	26	8	8	5	-	0	21	221
Total	15	264	45	0	0	324	22	318	25	0	0	365	39	46	33	0	0	118	43	28	22	0	0	93	900
Approach %	4.63	81.48	13.89	0.00	0.00	-	6.03	87.12	6.85	0.00	0.00	-	33.05	38.98	27.97	0.00	0.00	-	46.24	30.11	23.66	0.00	0.00	-	
PHF	0.63	0.89	0.75	0.00	0.00	**0.89**	0.69	0.86	0.52	0.00	0.00	**0.85**	0.51	0.48	0.59	0.00	0.00	**0.52**	0.83	0.88	0.79	0.00	0.00	**0.86**	**0.85**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St (South)						Gillespie St (North)						Franklin St						Otis F. Jones Pkwy						
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
1500 - 1515	1	3	1	-	0	5	0	0	0	-	0	0	1	1	2	-	0	4	2	1	0	-	0	3	12
1515 - 1530	0	2	0	-	0	2	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	3
1530 - 1545	0	2	0	-	0	2	0	1	0	-	0	1	0	0	1	-	0	1	1	0	0	-	0	1	5
1545 - 1600	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	0	1	3
Total	1	9	1	0	0	11	0	2	0	0	0	2	1	1	3	0	0	5	4	1	0	0	0	5	23
Approach %	9.09	81.82	9.09	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	20.00	20.00	60.00	0.00	0.00	-	80.00	20.00	0.00	0.00	0.00	-	
PHF	0.25	0.75	0.25	0.00	0.00	**0.55**	0.00	0.50	0.00	0.00	0.00	**0.50**	0.25	0.25	0.38	0.00	0.00	**0.31**	0.50	0.25	0.00	0.00	0.00	**0.42**	**0.48**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St (South)						Gillespie St (North)						Franklin St						Otis F. Jones Pkwy						
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
1500 - 1515	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1515 - 1530	0	3	0	-	0	3	0	3	0	-	0	3	1	0	0	-	0	1	0	0	0	-	0	0	7
1530 - 1545	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	2
1545 - 1600	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	5	0	0	0	5	0	3	0	0	0	3	1	0	0	0	0	1	0	0	0	0	0	0	9
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.42	0.00	0.00	0.00	**0.42**	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**	**0.32**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St (South)						Gillespie St (North)						Franklin St						Otis F. Jones Pkwy						
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
1500 - 1515	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1515 - 1530	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	0	1	0	0	0	-	0	0	1
1530 - 1545	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1545 - 1600	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	1	0	0	1	0	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Classified Turn Movement Count || All vehicles

Fayetteville NC

Marr Traffic DATA COLLECTION

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Site 2

Gillespie St (South)
Gillespie St (North)
Franklin St
Otis F. Jones Pkwy

Date

Tuesday, October 15, 2024

Lat/Long

35.051696°, -78.878599°
Click here for Map

Weather

Fair
57°F
Click here for Detailed Weather

0600 - 1900 (Tuesday 13h Session) (10-15-2024)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Gillespie St (South)					Gillespie St (North)					Franklin St					Otis F. Jones Pkwy					
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
0600 - 0615	1	21	2	0	24	1	9	1	0	11	0	3	2	0	5	1	1	0	0	2	42
0615 - 0630	1	22	3	0	26	2	21	2	0	25	4	2	1	0	7	0	1	0	0	1	59
0630 - 0645	0	35	2	0	37	3	19	5	0	27	1	3	1	0	5	3	0	0	0	3	72
0645 - 0700	1	32	7	0	40	1	26	5	0	32	1	2	0	0	3	2	4	0	0	6	81
Hourly Total	3	110	14	0	**127**	7	75	13	0	**95**	6	10	4	0	**20**	6	6	0	0	**12**	**254**
0700 - 0715	2	39	2	0	43	0	34	3	0	37	1	4	2	0	7	5	1	0	0	6	93
0715 - 0730	2	87	9	0	98	3	50	13	0	66	5	5	2	0	12	4	3	0	0	7	183
0730 - 0745	7	114	6	0	127	6	70	10	0	86	11	15	4	0	30	8	10	0	0	18	261
0745 - 0800	7	101	12	0	120	10	77	20	0	107	7	10	3	0	20	7	15	4	0	26	273
Hourly Total	18	341	29	0	**388**	19	231	46	0	**296**	24	34	11	0	**69**	24	29	4	0	**57**	**810**
0800 - 0815	2	71	16	0	89	8	45	15	0	68	2	10	2	0	14	8	9	2	0	19	190
0815 - 0830	1	57	15	0	73	5	32	6	0	43	0	5	2	0	7	4	6	4	0	14	137
0830 - 0845	3	56	9	0	68	13	50	4	0	67	4	6	2	0	12	4	4	3	0	11	158
0845 - 0900	6	70	19	0	95	5	45	11	0	61	7	9	0	0	16	10	5	6	0	21	193
Hourly Total	12	254	59	0	**325**	31	172	36	0	**239**	13	30	6	0	**49**	26	24	15	0	**65**	**678**
0900 - 0915	2	58	10	0	70	3	42	8	0	53	1	8	6	0	15	7	8	1	0	16	154
0915 - 0930	3	55	6	0	64	4	65	9	0	78	10	4	2	0	16	6	4	5	0	15	173
0930 - 0945	2	65	8	0	75	10	57	14	0	81	13	5	1	0	19	5	3	8	0	16	191
0945 - 1000	4	72	8	0	84	3	43	7	0	53	7	10	9	0	26	3	5	6	0	14	177
Hourly Total	11	250	32	0	**293**	20	207	38	0	**265**	31	27	18	0	**76**	21	20	20	0	**61**	**695**
1000 - 1015	2	47	17	0	66	5	41	9	0	55	5	9	5	0	19	6	5	8	0	19	159
1015 - 1030	4	39	7	0	50	7	55	9	0	71	6	4	2	0	12	6	7	10	0	23	156
1030 - 1045	3	70	10	0	83	7	44	12	0	63	6	12	5	0	23	8	2	7	0	17	186
1045 - 1100	3	45	10	0	58	2	54	4	0	60	6	12	3	0	21	13	4	6	0	23	162
Hourly Total	12	201	44	0	**257**	21	194	34	0	**249**	23	37	15	0	**75**	33	18	31	0	**82**	**663**
1100 - 1115	2	61	10	0	73	6	58	3	0	67	10	13	7	0	30	6	11	6	0	23	193
1115 - 1130	1	72	11	0	84	8	54	5	0	67	10	9	9	0	28	6	9	5	0	20	199
1130 - 1145	1	58	9	0	68	7	63	10	0	80	6	9	6	0	21	7	10	9	0	26	195
1145 - 1200	2	63	10	0	75	11	63	11	0	85	2	12	1	0	15	12	11	5	0	28	203
Hourly Total	6	254	40	0	**300**	32	238	29	0	**299**	28	43	23	0	**94**	31	41	25	0	**97**	**790**
1200 - 1215	2	59	10	0	71	14	55	9	0	78	11	12	8	0	31	13	4	9	0	26	206
1215 - 1230	2	56	11	0	69	6	57	8	0	71	9	13	2	0	24	6	6	6	0	18	182
1230 - 1245	1	55	10	0	66	3	54	17	0	74	11	13	4	0	28	8	4	11	0	23	191
1245 - 1300	12	70	14	0	96	6	74	10	0	90	11	16	6	0	33	8	12	7	0	27	246
Hourly Total	17	240	45	0	**302**	29	240	44	0	**313**	42	54	20	0	**116**	35	26	33	0	**94**	**825**
1300 - 1315	1	61	5	0	67	10	72	6	0	88	8	10	5	0	23	11	12	3	0	26	204
1315 - 1330	2	61	13	0	76	5	57	7	0	69	10	8	2	0	20	6	5	6	0	17	182
1330 - 1345	3	48	14	0	65	9	62	10	0	81	5	13	3	0	21	6	11	9	0	26	193
1345 - 1400	4	58	8	0	70	12	58	9	0	79	8	17	8	0	33	8	9	5	0	22	204
Hourly Total	10	228	40	0	**278**	36	249	32	0	**317**	31	48	18	0	**97**	31	37	23	0	**91**	**783**
1400 - 1415	2	65	14	0	81	5	62	6	0	73	9	12	4	0	25	16	5	9	0	30	209
1415 - 1430	2	59	16	0	77	4	56	8	0	68	3	12	3	0	18	7	6	3	0	16	179
1430 - 1445	4	75	5	0	84	4	68	5	0	77	7	11	4	0	22	6	12	5	0	23	206
1445 - 1500	6	60	10	0	76	5	54	13	0	72	4	8	5	0	17	11	6	8	0	25	190
Hourly Total	14	259	45	0	**318**	18	240	32	0	**290**	23	43	16	0	**82**	40	29	25	0	**94**	**784**
1500 - 1515	5	63	15	0	83	8	92	7	0	107	20	25	16	0	61	12	9	6	0	27	278
1515 - 1530	3	65	9	0	77	7	91	12	0	110	6	6	3	0	15	12	5	4	0	21	223
1530 - 1545	2	78	7	0	87	2	66	2	0	70	9	7	7	0	23	14	7	7	0	28	208
1545 - 1600	6	72	15	0	93	5	74	4	0	83	6	9	11	0	26	9	8	5	0	22	224
Hourly Total	16	278	46	0	**340**	22	323	25	0	**370**	41	47	37	0	**125**	47	29	22	0	**98**	**933**
1600 - 1615	1	63	6	0	70	4	79	6	0	89	12	12	7	0	31	12	6	6	0	24	214
1615 - 1630	2	66	8	0	76	4	64	5	0	73	9	6	6	0	21	11	4	9	0	24	194
1630 - 1645	2	67	10	0	79	6	68	4	0	78	13	14	15	0	42	5	8	8	0	21	220
1645 - 1700	2	61	16	0	79	3	50	6	0	59	8	12	7	0	27	9	5	4	0	18	183
Hourly Total	7	257	40	0	**304**	17	261	21	0	**299**	42	44	35	0	**121**	37	23	27	0	**87**	**811**
1700 - 1715	2	65	11	0	78	6	88	7	0	101	18	27	16	0	61	10	6	1	0	17	257
1715 - 1730	2	72	10	0	84	1	77	10	0	88	7	10	2	0	19	17	7	7	0	31	222
1730 - 1745	1	67	6	0	74	1	68	3	0	72	6	8	7	0	21	11	5	4	0	20	187
1745 - 1800	0	51	5	0	56	0	53	8	0	61	3	10	5	0	18	7	2	2	0	11	146
Hourly Total	5	255	32	0	**292**	8	286	28	0	**322**	34	55	30	0	**119**	45	20	14	0	**79**	**812**
1800 - 1815	0	54	7	0	61	2	30	5	0	37	6	9	5	0	20	12	5	1	0	18	136
1815 - 1830	2	67	4	0	73	0	28	8	0	36	3	4	3	0	10	4	3	0	0	7	126
1830 - 1845	0	43	4	0	47	1	34	5	0	40	7	9	6	0	22	5	3	2	0	10	119
1845 - 1900	1	30	3	0	34	3	30	3	0	36	11	3	3	0	17	4	5	3	0	12	99
Hourly Total	3	194	18	0	**215**	6	122	21	0	**149**	27	25	17	0	**69**	25	16	6	0	**47**	**480**
Grand Total	134	3121	484	0	**3739**	266	2838	399	0	**3503**	365	497	250	0	**1112**	401	318	245	0	**964**	**9318**
Approach %	3.58	83.47	12.94	0.00	-	7.59	81.02	11.39	0.00	-	32.82	44.69	22.48	0.00	-	41.60	32.99	25.41	0.00	-	
Intersection %	1.44	33.49	5.19	0.00	40.13	2.85	30.46	4.28	0.00	37.59	3.92	5.33	2.68	0.00	11.93	4.30	3.41	2.63	0.00	10.35	
Heavy Vehicle %	1	5	4	-	**5**	1	3	1	-	**3**	1	5	14	-	**6**	9	1	1	-	**4**	**4**
PHF	0.67	0.89	0.77	0.00	**0.91**	0.69	0.88	0.52	0.00	**0.84**	0.51	0.47	0.58	0.00	**0.51**	0.84	0.81	0.79	0.00	**0.88**	**0.84**

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

Marr Traffic DATA COLLECTION

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Fayetteville NC

Site 2

Gillespie St (South)
Gillespie St (North)
Franklin St
Otis F. Jones Pkwy

Date

Tuesday, October 15, 2024

Lat/Long

35.051696°, -78.878599°
Click here for Map

Weather

Fair
57°F
Click here for Detailed Weather

0600 - 1900 (Tuesday 13h Session) (10-15-2024)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Gillespie St (South)					Gillespie St (North)					Franklin St					Otis F. Jones Pkwy					
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
0600 - 0615	1	17	2	0	20	1	9	1	0	11	0	3	1	0	4	1	1	0	0	2	37
0615 - 0630	1	19	3	0	23	2	21	2	0	25	4	1	1	0	6	0	1	0	0	1	55
0630 - 0645	0	32	2	0	34	3	19	5	0	27	1	3	0	0	4	1	0	0	0	1	66
0645 - 0700	1	30	6	0	37	1	25	5	0	31	1	2	0	0	3	1	4	0	0	5	76
Hourly Total	3	98	13	0	**114**	7	74	13	0	**94**	6	9	2	0	**17**	3	6	0	0	**9**	**234**
0700 - 0715	2	38	2	0	42	0	29	3	0	32	1	2	1	0	4	4	1	0	0	5	83
0715 - 0730	2	85	9	0	96	3	50	13	0	66	5	5	2	0	12	4	3	0	0	7	181
0730 - 0745	7	112	6	0	125	6	69	10	0	85	11	15	3	0	29	7	10	0	0	17	256
0745 - 0800	7	94	12	0	113	10	74	20	0	104	7	10	3	0	20	6	15	4	0	25	262
Hourly Total	18	329	29	0	**376**	19	222	46	0	**287**	24	32	9	0	**65**	21	29	4	0	**54**	**782**
0800 - 0815	2	66	14	0	82	8	43	15	0	66	2	9	1	0	12	8	9	2	0	19	179
0815 - 0830	1	53	15	0	69	5	29	6	0	40	0	5	2	0	7	4	6	4	0	14	130
0830 - 0845	3	52	9	0	64	13	48	4	0	65	4	6	1	0	11	3	3	3	0	9	149
0845 - 0900	6	65	18	0	89	5	42	10	0	57	7	9	0	0	16	8	5	6	0	19	181
Hourly Total	12	236	56	0	**304**	31	162	35	0	**228**	13	29	4	0	**46**	23	23	15	0	**61**	**639**
0900 - 0915	2	55	9	0	66	3	39	8	0	50	1	7	5	0	13	7	8	1	0	16	145
0915 - 0930	3	51	6	0	60	4	65	9	0	78	9	3	2	0	14	6	4	5	0	15	167
0930 - 0945	2	61	8	0	71	10	53	14	0	77	13	4	1	0	18	3	3	8	0	14	180
0945 - 1000	4	67	7	0	78	3	43	7	0	53	7	9	9	0	25	2	5	6	0	13	169
Hourly Total	11	234	30	0	**275**	20	200	38	0	**258**	30	23	17	0	**70**	18	20	20	0	**58**	**661**
1000 - 1015	2	44	17	0	63	5	38	9	0	52	5	8	4	0	17	6	5	8	0	19	151
1015 - 1030	4	38	6	0	48	7	53	9	0	69	6	4	2	0	12	6	7	10	0	23	152
1030 - 1045	3	67	9	0	79	7	41	12	0	60	6	12	3	0	21	7	2	7	0	16	176
1045 - 1100	3	45	9	0	57	2	53	4	0	59	6	12	3	0	21	11	4	6	0	21	158
Hourly Total	12	194	41	0	**247**	21	185	34	0	**240**	23	36	12	0	**71**	30	18	31	0	**79**	**637**
1100 - 1115	2	59	10	0	71	6	56	3	0	65	9	12	6	0	27	5	11	6	0	22	185
1115 - 1130	1	67	9	0	77	8	53	5	0	66	10	9	9	0	28	6	9	5	0	20	191
1130 - 1145	1	54	9	0	64	7	63	9	0	79	6	7	5	0	18	7	8	9	0	24	185
1145 - 1200	2	61	10	0	73	11	55	11	0	77	2	12	1	0	15	10	11	5	0	26	191
Hourly Total	6	241	38	0	**285**	32	227	28	0	**287**	27	40	21	0	**88**	28	39	25	0	**92**	**752**
1200 - 1215	2	56	10	0	68	12	53	9	0	74	10	10	6	0	26	12	4	9	0	25	193
1215 - 1230	2	51	11	0	64	5	54	8	0	67	9	12	1	0	22	6	6	5	0	17	170
1230 - 1245	1	50	9	0	60	3	54	17	0	74	11	13	3	0	27	8	4	11	0	23	184
1245 - 1300	11	70	14	0	95	6	70	10	0	86	11	15	5	0	31	6	12	7	0	25	237
Hourly Total	16	227	44	0	**287**	26	231	44	0	**301**	41	50	15	0	**106**	32	26	32	0	**90**	**784**
1300 - 1315	1	58	5	0	64	10	68	6	0	84	8	9	4	0	21	11	12	3	0	26	195
1315 - 1330	2	56	11	0	69	5	54	7	0	66	10	8	2	0	20	6	5	6	0	17	172
1330 - 1345	3	45	14	0	62	9	58	10	0	77	5	13	2	0	20	6	10	9	0	25	184
1345 - 1400	4	56	8	0	68	12	54	9	0	75	8	17	8	0	33	6	9	5	0	20	196
Hourly Total	10	215	38	0	**263**	36	234	32	0	**302**	31	47	16	0	**94**	29	36	23	0	**88**	**747**
1400 - 1415	2	62	14	0	78	5	60	6	0	71	9	11	3	0	23	15	5	9	0	29	201
1415 - 1430	2	57	14	0	73	4	53	8	0	65	3	12	2	0	17	6	6	3	0	15	170
1430 - 1445	4	72	5	0	81	4	67	4	0	75	7	11	3	0	21	5	12	4	0	21	198
1445 - 1500	6	57	9	0	72	5	54	13	0	72	4	8	4	0	16	10	6	8	0	24	184
Hourly Total	14	248	42	0	**304**	18	234	31	0	**283**	23	42	12	0	**77**	36	29	24	0	**89**	**753**
1500 - 1515	4	60	14	0	78	8	92	7	0	107	19	24	14	0	57	10	8	6	0	24	266
1515 - 1530	3	60	9	0	72	7	87	12	0	106	5	6	2	0	13	12	5	4	0	21	212
1530 - 1545	2	74	7	0	83	2	65	2	0	69	9	7	6	0	22	13	7	7	0	27	201
1545 - 1600	6	70	15	0	91	5	74	4	0	83	6	9	11	0	26	8	8	5	0	21	221
Hourly Total	15	264	45	0	**324**	22	318	25	0	**365**	39	46	33	0	**118**	43	28	22	0	**93**	**900**
1600 - 1615	1	61	6	0	68	4	78	6	0	88	12	12	5	0	29	11	6	6	0	23	208
1615 - 1630	2	64	8	0	74	4	62	5	0	71	9	5	6	0	20	11	4	9	0	24	189
1630 - 1645	2	67	10	0	79	6	67	4	0	77	13	14	13	0	40	5	8	8	0	21	217
1645 - 1700	2	60	16	0	78	3	50	6	0	59	8	12	7	0	27	8	5	4	0	17	181
Hourly Total	7	252	40	0	**299**	17	257	21	0	**295**	42	43	31	0	**116**	35	23	27	0	**85**	**795**
1700 - 1715	2	61	11	0	74	6	88	7	0	101	17	26	15	0	58	9	6	1	0	16	249
1715 - 1730	2	71	10	0	83	1	77	10	0	88	7	10	2	0	19	17	7	7	0	31	221
1730 - 1745	1	62	6	0	69	1	68	3	0	72	6	7	6	0	19	9	5	4	0	18	178
1745 - 1800	0	47	5	0	52	0	49	8	0	57	3	9	5	0	17	7	2	2	0	11	137
Hourly Total	5	241	32	0	**278**	8	282	28	0	**318**	33	52	28	0	**113**	42	20	14	0	**76**	**785**
1800 - 1815	0	54	7	0	61	2	29	5	0	36	6	8	4	0	18	12	5	1	0	18	133
1815 - 1830	2	62	4	0	68	0	28	8	0	36	3	4	3	0	10	4	3	0	0	7	121
1830 - 1845	0	42	4	0	46	1	30	5	0	36	7	9	5	0	21	4	3	2	0	9	112
1845 - 1900	1	28	3	0	32	3	29	3	0	35	11	3	3	0	17	3	5	3	0	11	95
Hourly Total	3	186	18	0	**207**	6	116	21	0	**143**	27	24	15	0	**66**	23	16	6	0	**45**	**461**
Grand Total	132	2965	466	0	**3563**	263	2742	396	0	**3401**	359	473	215	0	**1047**	363	313	243	0	**919**	**8930**
Approach %	3.70	83.22	13.08	0.00	-	7.73	80.62	11.64	0.00	-	34.29	45.18	20.53	0.00	-	39.50	34.06	26.44	0.00	-	
Intersection %	1.48	33.20	5.22	0.00	39.90	2.95	30.71	4.43	0.00	38.09	4.02	5.30	2.41	0.00	11.72	4.06	3.51	2.72	0.00	10.29	

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

Fayetteville NC

Marr Traffic DATA COLLECTION

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Site 2

Gillespie St (South)
Gillespie St (North)
Franklin St
Otis F. Jones Pkwy

Date

Tuesday, October 15, 2024

Lat/Long

35.051696°, -78.878599°
Click here for Map

Weather

Fair
57°F
Click here for Detailed Weather

0600 - 1900 (Tuesday 13h Session) (10-15-2024)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Gillespie St (South)					Gillespie St (North)					Franklin St					Otis F. Jones Pkwy					
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
0600 - 0615	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	4
0615 - 0630	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0630 - 0645	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	4
0645 - 0700	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	4
Hourly Total	0	7	1	0	**8**	0	1	0	0	**1**	0	0	2	0	**2**	3	0	0	0	**3**	**14**
0700 - 0715	0	1	0	0	1	0	4	0	0	4	0	2	1	0	3	1	0	0	0	1	9
0715 - 0730	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0730 - 0745	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	4
0745 - 0800	0	5	0	0	5	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	8
Hourly Total	0	10	0	0	**10**	0	6	0	0	**6**	0	2	2	0	**4**	3	0	0	0	**3**	**23**
0800 - 0815	0	4	2	0	6	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	8
0815 - 0830	0	4	0	0	4	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	7
0830 - 0845	0	3	0	0	3	0	2	0	0	2	0	0	1	0	1	1	1	0	0	2	8
0845 - 0900	0	4	1	0	5	0	3	1	0	4	0	0	0	0	0	2	0	0	0	2	11
Hourly Total	0	15	3	0	**18**	0	8	1	0	**9**	0	1	2	0	**3**	3	1	0	0	**4**	**34**
0900 - 0915	0	1	1	0	2	0	3	0	0	3	0	1	1	0	2	0	0	0	0	0	7
0915 - 0930	0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	5
0930 - 0945	0	3	0	0	3	0	4	0	0	4	0	1	0	0	1	2	0	0	0	2	10
0945 - 1000	0	5	1	0	6	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	8
Hourly Total	0	12	2	0	**14**	0	7	0	0	**7**	1	4	1	0	**6**	3	0	0	0	**3**	**30**
1000 - 1015	0	2	0	0	2	0	3	0	0	3	0	1	1	0	2	0	0	0	0	0	7
1015 - 1030	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
1030 - 1045	0	3	1	0	4	0	2	0	0	2	0	0	2	0	2	1	0	0	0	1	9
1045 - 1100	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3
Hourly Total	0	5	3	0	**8**	0	7	0	0	**7**	0	1	3	0	**4**	3	0	0	0	**3**	**22**
1100 - 1115	0	1	0	0	1	0	1	0	0	1	0	1	1	0	2	1	0	0	0	1	5
1115 - 1130	0	3	2	0	5	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	6
1130 - 1145	0	4	0	0	4	0	0	1	0	1	0	2	1	0	3	0	0	0	0	0	8
1145 - 1200	0	1	0	0	1	0	7	0	0	7	0	0	0	0	0	2	0	0	0	2	10
Hourly Total	0	9	2	0	**11**	0	9	1	0	**10**	0	3	2	0	**5**	3	0	0	0	**3**	**29**
1200 - 1215	0	3	0	0	3	2	2	0	0	4	0	2	2	0	4	1	0	0	0	1	12
1215 - 1230	0	4	0	0	4	1	3	0	0	4	0	1	1	0	2	0	0	1	0	1	11
1230 - 1245	0	4	1	0	5	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	6
1245 - 1300	1	0	0	0	1	0	3	0	0	3	0	1	0	0	1	2	0	0	0	2	7
Hourly Total	1	11	1	0	**13**	3	8	0	0	**11**	0	4	4	0	**8**	3	0	1	0	**4**	**36**
1300 - 1315	0	2	0	0	2	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	5
1315 - 1330	0	4	2	0	6	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	9
1330 - 1345	0	2	0	0	2	0	4	0	0	4	0	0	1	0	1	0	1	0	0	1	8
1345 - 1400	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	2	0	0	0	2	6
Hourly Total	0	9	2	0	**11**	0	11	0	0	**11**	0	1	2	0	**3**	2	1	0	0	**3**	**28**
1400 - 1415	0	2	0	0	2	0	2	0	0	2	0	1	1	0	2	1	0	0	0	1	7
1415 - 1430	0	2	1	0	3	0	2	0	0	2	0	0	1	0	1	1	0	0	0	1	7
1430 - 1445	0	2	0	0	2	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	4
1445 - 1500	0	2	1	0	3	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	5
Hourly Total	0	8	2	0	**10**	0	5	0	0	**5**	0	1	4	0	**5**	3	0	0	0	**3**	**23**
1500 - 1515	1	3	1	0	5	0	0	0	0	0	1	1	2	0	4	2	1	0	0	3	12
1515 - 1530	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
1530 - 1545	0	2	0	0	2	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	5
1545 - 1600	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
Hourly Total	1	9	1	0	**11**	0	2	0	0	**2**	1	1	3	0	**5**	4	1	0	0	**5**	**23**
1600 - 1615	0	2	0	0	2	0	1	0	0	1	0	0	2	0	2	1	0	0	0	1	6
1615 - 1630	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
1630 - 1645	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	3
1645 - 1700	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Hourly Total	0	5	0	0	**5**	0	2	0	0	**2**	0	1	4	0	**5**	2	0	0	0	**2**	**14**
1700 - 1715	0	4	0	0	4	0	0	0	0	0	1	1	1	0	3	1	0	0	0	1	8
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	5	0	0	5	0	0	0	0	0	0	1	1	0	2	2	0	0	0	2	9
1745 - 1800	0	4	0	0	4	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	8
Hourly Total	0	13	0	0	**13**	0	3	0	0	**3**	1	3	2	0	**6**	3	0	0	0	**3**	**25**
1800 - 1815	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	3
1815 - 1830	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1830 - 1845	0	1	0	0	1	0	4	0	0	4	0	0	1	0	1	1	0	0	0	1	7
1845 - 1900	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	3
Hourly Total	0	5	0	0	**5**	0	6	0	0	**6**	0	1	2	0	**3**	2	0	0	0	**2**	**16**
Grand Total	2	118	17	0	**137**	3	75	2	0	**80**	3	23	33	0	**59**	37	3	1	0	**41**	**317**
Approach %	1.46	86.13	12.41	0.00	-	3.75	93.75	2.50	0.00	-	5.08	38.98	55.93	0.00	-	90.24	7.32	2.44	0.00	-	
Intersection %	0.63	37.22	5.36	0.00	43.22	0.95	23.66	0.63	0.00	25.24	0.95	7.26	10.41	0.00	18.61	11.67	0.95	0.32	0.00	12.93	

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

Marr Traffic DATA COLLECTION

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Fayetteville NC

Site 2

Gillespie St (South)
Gillespie St (North)
Franklin St
Otis F. Jones Pkwy

Date

Tuesday, October 15, 2024

Lat/Long

35.051696°, -78.878599°
Click here for Map

Weather

Fair
57°F
Click here for Detailed Weather

0600 - 1900 (Tuesday 13h Session) (10-15-2024)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Gillespie St (South)					Gillespie St (North)					Franklin St					Otis F. Jones Pkwy					
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
0600 - 0615	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0615 - 0630	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0630 - 0645	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0645 - 0700	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	5	0	0	**5**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**5**
0700 - 0715	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0745 - 0800	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	2	0	0	**2**	0	3	0	0	**3**	0	0	0	0	**0**	0	0	0	0	**0**	**5**
0800 - 0815	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0845 - 0900	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	3	0	0	**3**	0	2	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**5**
0900 - 0915	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0915 - 0930	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0930 - 0945	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	4	0	0	**4**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**4**
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1030 - 1045	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1045 - 1100	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	2	0	0	**2**	0	2	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**4**
1100 - 1115	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1115 - 1130	0	1	0	0	1	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
1145 - 1200	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	3	0	0	**3**	0	2	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**5**
1200 - 1215	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1245 - 1300	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
Hourly Total	0	2	0	0	**2**	0	1	0	0	**1**	1	0	1	0	**2**	0	0	0	0	**0**	**5**
1300 - 1315	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
1315 - 1330	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1330 - 1345	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1345 - 1400	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	4	0	0	**4**	0	4	0	0	**4**	0	0	0	0	**0**	0	0	0	0	**0**	**8**
1400 - 1415	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1415 - 1430	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1430 - 1445	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	4
1445 - 1500	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	3	1	0	**4**	0	1	1	0	**2**	0	0	0	0	**0**	1	0	1	0	**2**	**8**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	3	0	0	3	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	7
1530 - 1545	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	5	0	0	**5**	0	3	0	0	**3**	1	0	0	0	**1**	0	0	0	0	**0**	**9**
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	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	2	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**2**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	1	0	0	**1**	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**2**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	3	0	0	**3**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**3**
Grand Total	0	37	1	0	**38**	0	21	1	0	**22**	2	0	1	0	**3**	1	0	1	0	**2**	**65**
Approach %	0.00	97.37	2.63	0.00	-	0.00	95.45	4.55	0.00	-	66.67	0.00	33.33	0.00	-	50.00	0.00	50.00	0.00	-	
Intersection %	0.00	56.92	1.54	0.00	58.46	0.00	32.31	1.54	0.00	33.85	3.08	0.00	1.54	0.00	4.62	1.54	0.00	1.54	0.00	3.08	

Classified Turn Movement Count || Bikes

Marr Traffic DATA COLLECTION

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Fayetteville NC

Site 2

Gillespie St (South)
Gillespie St (North)
Franklin St
Otis F. Jones Pkwy

Date

Tuesday, October 15, 2024

Lat/Long

35.051696°, -78.878599°
Click here for Map

Weather

Fair
57°F
Click here for Detailed Weather

0600 - 1900 (Tuesday 13h Session) (10-15-2024)

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Gillespie St (South)					Gillespie St (North)					Franklin St					Otis F. Jones Pkwy					
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
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	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**
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**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	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**
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	1	0	0	0	1	0	0	0	0	0	1
1115 - 1130	0	1	0	0	1	0	0	0	0	0	0	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	0	0	0	2	0	0	2	2
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	1	0	0	**1**	0	0	0	0	**0**	1	0	0	0	**1**	0	2	0	0	**2**	**4**
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**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	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**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	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**
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**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	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**	1	1	1	0	**3**	0	2	0	0	**2**	**6**
Approach %	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	33.33	33.33	33.33	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	16.67	0.00	0.00	16.67	0.00	0.00	0.00	0.00	0.00	16.67	16.67	16.67	0.00	50.00	0.00	33.33	0.00	0.00	33.33	

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

Marr Traffic DATA COLLECTION

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Fayetteville NC

Site 2

Gillespie St (South)
Gillespie St (North)
Franklin St
Otis F. Jones Pkwy

Date

Tuesday, October 15, 2024

Lat/Long

35.051696°, -78.878599°
Click here for Map

Weather

Fair
57°F
Click here for Detailed Weather

0600 - 1900 (Tuesday 13h Session) (10-15-2024)

All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Gillespie St (South)					Gillespie St (North)					Franklin St					Otis F. Jones Pkwy					
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
0600 - 0615	0	4	0	0	4	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	5
0615 - 0630	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0630 - 0645	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	6
0645 - 0700	0	2	1	0	3	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	5
Hourly Total	0	12	1	0	**13**	0	1	0	0	**1**	0	0	2	0	**2**	3	0	0	0	**3**	**19**
0700 - 0715	0	1	0	0	1	0	5	0	0	5	0	2	1	0	3	1	0	0	0	1	10
0715 - 0730	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0730 - 0745	0	2	0	0	2	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	5
0745 - 0800	0	7	0	0	7	0	3	0	0	3	0	0	0	0	0	1	0	0	0	1	11
Hourly Total	0	12	0	0	**12**	0	9	0	0	**9**	0	2	2	0	**4**	3	0	0	0	**3**	**28**
0800 - 0815	0	5	2	0	7	0	2	0	0	2	0	1	1	0	2	0	0	0	0	0	11
0815 - 0830	0	4	0	0	4	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	7
0830 - 0845	0	4	0	0	4	0	2	0	0	2	0	0	1	0	1	1	1	0	0	2	9
0845 - 0900	0	5	1	0	6	0	3	1	0	4	0	0	0	0	0	2	0	0	0	2	12
Hourly Total	0	18	3	0	**21**	0	10	1	0	**11**	0	1	2	0	**3**	3	1	0	0	**4**	**39**
0900 - 0915	0	3	1	0	4	0	3	0	0	3	0	1	1	0	2	0	0	0	0	0	9
0915 - 0930	0	4	0	0	4	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	6
0930 - 0945	0	4	0	0	4	0	4	0	0	4	0	1	0	0	1	2	0	0	0	2	11
0945 - 1000	0	5	1	0	6	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	8
Hourly Total	0	16	2	0	**18**	0	7	0	0	**7**	1	4	1	0	**6**	3	0	0	0	**3**	**34**
1000 - 1015	0	3	0	0	3	0	3	0	0	3	0	1	1	0	2	0	0	0	0	0	8
1015 - 1030	0	1	1	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
1030 - 1045	0	3	1	0	4	0	3	0	0	3	0	0	2	0	2	1	0	0	0	1	10
1045 - 1100	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	4
Hourly Total	0	7	3	0	**10**	0	9	0	0	**9**	0	1	3	0	**4**	3	0	0	0	**3**	**26**
1100 - 1115	0	2	0	0	2	0	2	0	0	2	0	1	1	0	2	1	0	0	0	1	7
1115 - 1130	0	4	2	0	6	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	7
1130 - 1145	0	4	0	0	4	0	0	1	0	1	0	2	1	0	3	0	0	0	0	0	8
1145 - 1200	0	2	0	0	2	0	8	0	0	8	0	0	0	0	0	2	0	0	0	2	12
Hourly Total	0	12	2	0	**14**	0	11	1	0	**12**	0	3	2	0	**5**	3	0	0	0	**3**	**34**
1200 - 1215	0	3	0	0	3	2	2	0	0	4	1	2	2	0	5	1	0	0	0	1	13
1215 - 1230	0	5	0	0	5	1	3	0	0	4	0	1	1	0	2	0	0	1	0	1	12
1230 - 1245	0	5	1	0	6	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	7
1245 - 1300	1	0	0	0	1	0	4	0	0	4	0	1	1	0	2	2	0	0	0	2	9
Hourly Total	1	13	1	0	**15**	3	9	0	0	**12**	1	4	5	0	**10**	3	0	1	0	**4**	**41**
1300 - 1315	0	3	0	0	3	0	4	0	0	4	0	1	1	0	2	0	0	0	0	0	9
1315 - 1330	0	5	2	0	7	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	10
1330 - 1345	0	3	0	0	3	0	4	0	0	4	0	0	1	0	1	0	1	0	0	1	9
1345 - 1400	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	2	0	0	0	2	8
Hourly Total	0	13	2	0	**15**	0	15	0	0	**15**	0	1	2	0	**3**	2	1	0	0	**3**	**36**
1400 - 1415	0	3	0	0	3	0	2	0	0	2	0	1	1	0	2	1	0	0	0	1	8
1415 - 1430	0	2	2	0	4	0	3	0	0	3	0	0	1	0	1	1	0	0	0	1	9
1430 - 1445	0	3	0	0	3	0	1	1	0	2	0	0	1	0	1	1	0	1	0	2	8
1445 - 1500	0	3	1	0	4	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	6
Hourly Total	0	11	3	0	**14**	0	6	1	0	**7**	0	1	4	0	**5**	4	0	1	0	**5**	**31**
1500 - 1515	1	3	1	0	5	0	0	0	0	0	1	1	2	0	4	2	1	0	0	3	12
1515 - 1530	0	5	0	0	5	0	4	0	0	4	1	0	0	0	1	0	0	0	0	0	10
1530 - 1545	0	4	0	0	4	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	7
1545 - 1600	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
Hourly Total	1	14	1	0	**16**	0	5	0	0	**5**	2	1	3	0	**6**	4	1	0	0	**5**	**32**
1600 - 1615	0	2	0	0	2	0	1	0	0	1	0	0	2	0	2	1	0	0	0	1	6
1615 - 1630	0	2	0	0	2	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	5
1630 - 1645	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	3
1645 - 1700	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Hourly Total	0	5	0	0	**5**	0	4	0	0	**4**	0	1	4	0	**5**	2	0	0	0	**2**	**16**
1700 - 1715	0	4	0	0	4	0	0	0	0	0	1	1	1	0	3	1	0	0	0	1	8
1715 - 1730	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1730 - 1745	0	5	0	0	5	0	0	0	0	0	0	1	1	0	2	2	0	0	0	2	9
1745 - 1800	0	4	0	0	4	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	9
Hourly Total	0	14	0	0	**14**	0	4	0	0	**4**	1	3	2	0	**6**	3	0	0	0	**3**	**27**
1800 - 1815	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	3
1815 - 1830	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
1830 - 1845	0	1	0	0	1	0	4	0	0	4	0	0	1	0	1	1	0	0	0	1	7
1845 - 1900	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	4
Hourly Total	0	8	0	0	**8**	0	6	0	0	**6**	0	1	2	0	**3**	2	0	0	0	**2**	**19**
Grand Total	2	155	18	0	**175**	3	96	3	0	**102**	5	23	34	0	**62**	38	3	2	0	**43**	**382**
Approach %	1.14	88.57	10.29	0.00	-	2.94	94.12	2.94	0.00	-	8.06	37.10	54.84	0.00	-	88.37	6.98	4.65	0.00	-	
Intersection %	0.52	40.58	4.71	0.00	45.81	0.79	25.13	0.79	0.00	26.70	1.31	6.02	8.90	0.00	16.23	9.95	0.79	0.52	0.00	11.26	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

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Fayetteville NC

Site 2
Gillespie St (South)
Gillespie St (North)
Franklin St
Otis F. Jones Pkwy

Date
Tuesday, October 15, 2024

Lat/Long
35.051696°, -78.878599°
Click here for Map

Weather
Fair
57°F
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0600 - 1900 (Tuesday 13h Session) (10-15-2024)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Gillespie St (South)			Gillespie St (North)			Franklin St			Otis F. Jones Pkwy			
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
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	1	1	0	0	0	0	0	0	0	0	0	1
0630 - 0645	0	0	0	1	1	2	1	0	1	0	0	0	3
0645 - 0700	0	0	0	0	0	0	0	0	0	1	0	1	1
Hourly Total	0	1	**1**	1	1	**2**	1	0	**1**	1	0	**1**	**5**
0700 - 0715	0	0	0	0	0	0	0	0	0	1	0	1	1
0715 - 0730	0	0	0	0	1	1	1	0	1	1	0	1	3
0730 - 0745	0	0	0	0	0	0	0	1	1	0	0	0	1
0745 - 0800	0	1	1	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	1	**1**	0	1	**1**	1	1	**2**	2	0	**2**	**6**
0800 - 0815	0	2	2	1	1	2	0	0	0	2	2	4	8
0815 - 0830	1	0	1	0	0	0	0	0	0	0	0	0	1
0830 - 0845	0	1	1	0	0	0	0	0	0	2	0	2	3
0845 - 0900	0	0	0	0	0	0	0	1	1	1	0	1	2
Hourly Total	1	3	**4**	1	1	**2**	1	0	**1**	5	2	**7**	**14**
0900 - 0915	1	1	2	1	0	1	2	0	2	3	0	3	8
0915 - 0930	0	0	0	0	0	0	1	0	1	0	1	1	2
0930 - 0945	0	1	1	0	0	0	2	4	6	0	3	3	10
0945 - 1000	1	1	2	1	3	4	1	0	1	1	1	2	9
Hourly Total	2	3	**5**	2	3	**5**	6	4	**10**	4	5	**9**	**29**
1000 - 1015	1	0	1	0	1	1	1	0	1	1	1	2	5
1015 - 1030	0	0	0	0	1	1	0	0	0	2	0	2	3
1030 - 1045	0	0	0	3	1	4	2	2	4	2	0	2	10
1045 - 1100	0	1	1	1	0	1	2	0	2	2	1	3	7
Hourly Total	1	1	**2**	4	3	**7**	5	2	**7**	7	2	**9**	**25**
1100 - 1115	0	1	1	1	1	2	0	0	0	0	1	1	4
1115 - 1130	1	1	2	0	1	1	2	2	4	0	1	1	8
1130 - 1145	0	0	0	0	0	0	2	3	5	0	2	2	7
1145 - 1200	2	0	2	1	0	1	2	4	6	1	1	2	11
Hourly Total	3	2	**5**	2	2	**4**	6	9	**15**	1	5	**6**	**30**
1200 - 1215	2	0	2	1	2	3	0	3	3	1	0	1	9
1215 - 1230	0	1	1	0	0	0	1	0	1	0	0	0	2
1230 - 1245	0	1	1	6	1	7	1	2	3	0	0	0	11
1245 - 1300	0	0	0	0	3	3	2	0	2	0	0	0	5
Hourly Total	2	2	**4**	7	6	**13**	4	5	**9**	1	0	**1**	**27**
1300 - 1315	3	0	3	0	3	3	0	1	1	2	0	2	9
1315 - 1330	1	0	1	3	1	4	0	0	0	0	1	1	6
1330 - 1345	0	1	1	0	2	2	0	1	1	9	0	9	13
1345 - 1400	1	0	1	0	0	0	0	1	1	2	0	2	4
Hourly Total	5	1	**6**	3	6	**9**	0	3	**3**	13	1	**14**	**32**
1400 - 1415	0	1	1	1	0	1	1	0	1	2	0	2	5
1415 - 1430	0	1	1	0	1	1	1	0	1	2	9	11	14
1430 - 1445	0	1	1	0	0	0	1	1	2	0	0	0	3
1445 - 1500	0	0	0	2	2	4	3	3	6	0	1	1	11
Hourly Total	0	3	**3**	3	3	**6**	6	4	**10**	4	10	**14**	**33**
1500 - 1515	5	1	6	3	0	3	1	7	8	1	5	6	23
1515 - 1530	1	1	2	2	0	2	0	4	4	0	0	0	8
1530 - 1545	9	2	11	0	0	0	1	1	2	3	3	6	19
1545 - 1600	0	0	0	0	1	1	1	0	1	0	0	0	2
Hourly Total	15	4	**19**	5	1	**6**	3	12	**15**	4	8	**12**	**52**
1600 - 1615	2	2	4	0	0	0	1	1	2	0	0	0	6
1615 - 1630	0	0	0	0	0	0	0	0	0	0	2	2	2
1630 - 1645	0	2	2	1	1	2	0	3	3	0	0	0	7
1645 - 1700	0	1	1	0	0	0	1	0	1	0	1	1	3
Hourly Total	2	5	**7**	1	1	**2**	2	4	**6**	0	3	**3**	**18**
1700 - 1715	1	0	1	1	0	1	0	0	0	1	0	1	3
1715 - 1730	0	1	1	0	1	1	0	0	0	0	2	2	4
1730 - 1745	0	0	0	0	0	0	0	0	0	0	1	1	1
1745 - 1800	0	0	0	0	0	0	0	1	1	0	0	0	1
Hourly Total	1	1	**2**	1	1	**2**	0	1	**1**	1	3	**4**	**9**
1800 - 1815	0	0	0	2	0	2	0	0	0	4	2	6	8
1815 - 1830	1	1	2	0	1	1	1	0	1	0	0	0	4
1830 - 1845	0	1	1	0	0	0	1	0	1	0	0	0	2
1845 - 1900	3	0	3	0	0	0	1	1	2	5	0	5	10
Hourly Total	4	2	**6**	2	1	**3**	3	1	**4**	9	2	**11**	**24**
Grand Total	36	29	**65**	32	30	**62**	38	46	**84**	52	41	**93**	**304**
Approach %	55.38	44.62	-	51.61	48.39	-	45.24	54.76	-	55.91	44.09	-	
Intersection %	11.84	9.54	21.38	10.53	9.87	20.39	12.50	15.13	27.63	17.11	13.49	30.59	

Crosswalk Counts || Bikes

Marr Traffic DATA COLLECTION

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Fayetteville NC

Site 2

Gillespie St (South)
Gillespie St (North)
Franklin St
Otis F. Jones Pkwy

Date

Tuesday, October 15, 2024

Lat/Long

35.051696°, -78.878599°
Click here for Map

Weather

Fair
57°F
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0600 - 1900 (Tuesday 13h Session) (10-15-2024)

Bikes

	Northbound			Southbound			Eastbound			Westbound			
	Gillespie St (South)			Gillespie St (North)			Franklin St			Otis F. Jones Pkwy			
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
0600 - 0615	0	0	0	0	0	0	1	0	1	0	0	0	1
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	1	0	**1**	0	0	**0**	**1**
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**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
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	1	1	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	0	0	**0**	0	0	**0**	0	1	**1**	0	0	**0**	**1**
1200 - 1215	0	0	0	1	0	1	0	0	0	0	0	0	1
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	1	0	1	0	0	0	0	0	0	1
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	2	0	**2**	0	0	**0**	0	0	**0**	**2**
1300 - 1315	1	0	1	0	0	0	1	1	2	0	0	0	3
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	1	1	1
Hourly Total	1	0	**1**	0	0	**0**	1	1	**2**	0	1	**1**	**4**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	1	0	1	0	0	0	0	0	0	1
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	1	0	**1**	0	0	**0**	0	0	**0**	**1**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
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**
1800 - 1815	1	0	1	0	0	0	0	0	0	0	0	0	1
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	**1**	0	0	**0**	0	0	**0**	0	0	**0**	**1**
Grand Total	2	0	**2**	3	0	**3**	3	1	**4**	0	1	**1**	**10**
Approach %	100.00	0.00	-	100.00	0.00	-	75.00	25.00	-	0.00	100.00	-	
Intersection %	20.00	0.00	20.00	30.00	0.00	30.00	30.00	10.00	40.00	0.00	10.00	10.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

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Fayetteville NC

Site 2

Gillespie St (South)
Gillespie St (North)
Franklin St
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0600 - 1900 (Tuesday 13h Session) (10-15-2024)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Gillespie St (South)			Gillespie St (North)			Franklin St			Otis F. Jones Pkwy			
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
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
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**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
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**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	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: 10/15/2024	Franklin St Eastbound			Otis F. Jones Pkwy Westbound			Gillespie St (South) Northbound			Gillespie St (North) Southbound			
Time	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	3	2	1	1	0	1	21	2	1	9	1	42
06:15 AM - 06:30 AM	4	2	1	0	1	0	1	22	3	2	21	2	59
06:30 AM - 06:45 AM	1	3	1	3	0	0	0	35	2	3	19	5	72
06:45 AM - 07:00 AM	1	2	0	2	4	0	1	32	7	1	26	5	81
07:00 AM - 07:15 AM	1	4	2	5	1	0	2	39	2	0	34	3	93
07:15 AM - 07:30 AM	5	5	2	4	3	0	2	87	9	3	50	13	183
07:30 AM - 07:45 AM	11	15	4	8	10	0	7	114	6	6	70	10	261
07:45 AM - 08:00 AM	7	10	3	7	15	4	7	101	12	10	77	20	273
08:00 AM - 08:15 AM	2	10	2	8	9	2	2	71	16	8	45	15	190
08:15 AM - 08:30 AM	0	5	2	4	6	4	1	57	15	5	32	6	137
08:30 AM - 08:45 AM	4	6	2	4	4	3	3	56	9	13	50	4	158
08:45 AM - 09:00 AM	7	9	0	10	5	6	6	70	19	5	45	11	193
09:00 AM - 09:15 AM	1	8	6	7	8	1	2	58	10	3	42	8	154
09:15 AM - 09:30 AM	10	4	2	6	4	5	3	55	6	4	65	9	173
09:30 AM - 09:45 AM	13	5	1	5	3	8	2	65	8	10	57	14	191
09:45 AM - 10:00 AM	7	10	9	3	5	6	4	72	8	3	43	7	177
10:00 AM - 10:15 AM	5	9	5	6	5	8	2	47	17	5	41	9	159
10:15 AM - 10:30 AM	6	4	2	6	7	10	4	39	7	7	55	9	156
10:30 AM - 10:45 AM	6	12	5	8	2	7	3	70	10	7	44	12	186
10:45 AM - 11:00 AM	6	12	3	13	4	6	3	45	10	2	54	4	162
11:00 AM - 11:15 AM	10	13	7	6	11	6	2	61	10	6	58	3	193
11:15 AM - 11:30 AM	10	9	9	6	9	5	1	72	11	8	54	5	199
11:30 AM - 11:45 AM	6	9	6	7	10	9	1	58	9	7	63	10	195
11:45 AM - 12:00 PM	2	12	1	12	11	5	2	63	10	11	63	11	203
12:00 PM - 12:15 PM	11	12	8	13	4	9	2	59	10	14	55	9	206
12:15 PM - 12:30 PM	9	13	2	6	6	6	2	56	11	6	57	8	182
12:30 PM - 12:45 PM	11	13	4	8	4	11	1	55	10	3	54	17	191
12:45 PM - 01:00 PM	11	16	6	8	12	7	12	70	14	6	74	10	246
01:00 PM - 01:15 PM	8	10	5	11	12	3	1	61	5	10	72	6	204
01:15 PM - 01:30 PM	10	8	2	6	5	6	2	61	13	5	57	7	182
01:30 PM - 01:45 PM	5	13	3	6	11	9	3	48	14	9	62	10	193
01:45 PM - 02:00 PM	8	17	8	8	9	5	4	58	8	12	58	9	204
02:00 PM - 02:15 PM	9	12	4	16	5	9	2	65	14	5	62	6	209
02:15 PM - 02:30 PM	3	12	3	7	6	3	2	59	16	4	56	8	179
02:30 PM - 02:45 PM	7	11	4	6	12	5	4	75	5	4	68	5	206
02:45 PM - 03:00 PM	4	8	5	11	6	8	6	60	10	5	54	13	190
03:00 PM - 03:15 PM	20	25	16	12	9	6	5	63	15	8	92	7	278
03:15 PM - 03:30 PM	6	6	3	12	5	4	3	65	9	7	91	12	223
03:30 PM - 03:45 PM	9	7	7	14	7	7	2	78	7	2	66	2	208
03:45 PM - 04:00 PM	6	9	11	9	8	5	6	72	15	5	74	4	224
04:00 PM - 04:15 PM	12	12	7	12	6	6	1	63	6	4	79	6	214
04:15 PM - 04:30 PM	9	6	6	11	4	9	2	66	8	4	64	5	194
04:30 PM - 04:45 PM	13	14	15	5	8	8	2	67	10	6	68	4	220
04:45 PM - 05:00 PM	8	12	7	9	5	4	2	61	16	3	50	6	183
05:00 PM - 05:15 PM	18	27	16	10	6	1	2	65	11	6	88	7	257
05:15 PM - 05:30 PM	7	10	2	17	7	7	2	72	10	1	77	10	222
05:30 PM - 05:45 PM	6	8	7	11	5	4	1	67	6	1	68	3	187
05:45 PM - 06:00 PM	3	10	5	7	2	2	0	51	5	0	53	8	146
06:00 PM - 06:15 PM	6	9	5	12	5	1	0	54	7	2	30	5	136
06:15 PM - 06:30 PM	3	4	3	4	3	0	2	67	4	0	28	8	126
06:30 PM - 06:45 PM	7	9	6	5	3	2	0	43	4	1	34	5	119
06:45 PM - 07:00 PM	11	3	3	4	5	3	1	30	3	3	30	3	99
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

Fayetteville NC

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, October 15, 2024	
Period	0600 - 1900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Green St (South)						Green St (North)						Maiden Ln						Bow St						
Time	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
0715 - 0730	9	66	4	-	0	79	14	69	25	-	0	108	21	2	19	-	0	42	2	4	12	-	0	18	247
0730 - 0745	14	78	1	-	0	93	31	98	50	-	0	179	56	10	53	-	0	119	7	8	13	-	0	28	419
0745 - 0800	13	84	4	-	0	101	36	87	37	-	0	160	61	4	49	-	1	115	3	4	45	-	0	52	428
0800 - 0815	4	61	10	-	0	75	18	66	17	-	0	101	15	0	15	-	0	30	4	2	36	-	0	42	248
Total	40	289	19	0	0	348	99	320	129	0	0	548	153	16	136	0	1	306	16	18	106	0	0	140	1342
Approach %	11.49	83.05	5.46	0.00	0.00	-	18.07	58.39	23.54	0.00	0.00	-	50.00	5.23	44.44	0.00	0.33	-	11.43	12.86	75.71	0.00	0.00	-	
PHF	0.71	0.86	0.48	0.00	0.00	**0.86**	0.69	0.82	0.65	0.00	0.00	**0.77**	0.63	0.40	0.64	0.00	0.25	**0.64**	0.57	0.56	0.59	0.00	0.00	**0.67**	**0.78**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Green St (South)						Green St (North)						Maiden Ln						Bow St						
Time	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
0715 - 0730	9	65	4	-	0	78	13	69	25	-	0	107	21	2	19	-	0	42	2	4	12	-	0	18	245
0730 - 0745	14	76	1	-	0	91	28	97	50	-	0	175	56	10	53	-	0	119	7	8	12	-	0	27	412
0745 - 0800	13	79	4	-	0	96	36	85	36	-	0	157	61	4	48	-	1	114	3	4	45	-	0	52	419
0800 - 0815	4	55	10	-	0	69	18	66	17	-	0	101	15	0	15	-	0	30	2	2	33	-	0	37	237
Total	40	275	19	0	0	334	95	317	128	0	0	540	153	16	135	0	1	305	14	18	102	0	0	134	1313
Approach %	11.98	82.34	5.69	0.00	0.00	-	17.59	58.70	23.70	0.00	0.00	-	50.16	5.25	44.26	0.00	0.33	-	10.45	13.43	76.12	0.00	0.00	-	
PHF	0.71	0.87	0.48	0.00	0.00	**0.87**	0.66	0.82	0.64	0.00	0.00	**0.77**	0.63	0.40	0.64	0.00	0.25	**0.64**	0.50	0.56	0.57	0.00	0.00	**0.64**	**0.78**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Green St (South)						Green St (North)						Maiden Ln						Bow St						
Time	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
0715 - 0730	0	1	0	-	0	1	1	0	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	2
0730 - 0745	0	2	0	-	0	2	3	0	0	-	0	3	0	0	0	-	0	0	0	0	1	-	0	1	6
0745 - 0800	0	3	0	-	0	3	0	1	1	-	0	2	0	0	1	-	0	1	0	0	0	-	0	0	6
0800 - 0815	0	5	0	-	0	5	0	0	0	-	0	0	0	0	0	-	0	0	0	0	2	-	0	2	7
Total	0	11	0	0	0	11	4	1	1	0	0	6	0	0	1	0	0	1	0	0	3	0	0	3	21
Approach %	0.00	100.00	0.00	0.00	0.00	-	66.67	16.67	16.67	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.55	0.00	0.00	0.00	**0.55**	0.33	0.25	0.25	0.00	0.00	**0.50**	0.00	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.38	0.00	0.00	**0.38**	**0.75**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Green St (South)						Green St (North)						Maiden Ln						Bow St						
Time	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0730 - 0745	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
0745 - 0800	0	2	0	-	0	2	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	3
0800 - 0815	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	2	0	1	-	0	3	4
Total	0	3	0	0	0	3	0	2	0	0	0	2	0	0	0	0	0	0	2	0	1	0	0	3	8
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	-	66.67	0.00	33.33	0.00	0.00	-	
PHF	0.00	0.38	0.00	0.00	0.00	**0.38**	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.25	0.00	0.25	0.00	0.00	**0.25**	**0.50**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	Green St (South)						Green St (North)						Maiden Ln						Bow St						
Time	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Fayetteville NC

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Marr Traffic DATA COLLECTION

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Tuesday, October 15, 2024	
Period	0600 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Green St (South)						Green St (North)						Maiden Ln						Bow St						
Time	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
0715 - 0730	9	66	4	-	0	79	14	69	25	-	0	108	21	2	19	-	0	42	2	4	12	-	0	18	247
0730 - 0745	14	78	1	-	0	93	31	98	50	-	0	179	56	10	53	-	0	119	7	8	13	-	0	28	419
0745 - 0800	13	84	4	-	0	101	36	87	37	-	0	160	61	4	49	-	1	115	3	4	45	-	0	52	428
0800 - 0815	4	61	10	-	0	75	18	66	17	-	0	101	15	0	15	-	0	30	4	2	36	-	0	42	248
Total	40	289	19	0	0	348	99	320	129	0	0	548	153	16	136	0	1	306	16	18	106	0	0	140	1342
Approach %	11.49	83.05	5.46	0.00	0.00	-	18.07	58.39	23.54	0.00	0.00	-	50.00	5.23	44.44	0.00	0.33	-	11.43	12.86	75.71	0.00	0.00	-	
PHF	0.71	0.86	0.48	0.00	0.00	**0.86**	0.69	0.82	0.65	0.00	0.00	**0.77**	0.63	0.40	0.64	0.00	0.25	**0.64**	0.57	0.56	0.59	0.00	0.00	**0.67**	**0.78**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Green St (South)						Green St (North)						Maiden Ln						Bow St						
Time	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
0715 - 0730	9	65	4	-	0	78	13	69	25	-	0	107	21	2	19	-	0	42	2	4	12	-	0	18	245
0730 - 0745	14	76	1	-	0	91	28	97	50	-	0	175	56	10	53	-	0	119	7	8	12	-	0	27	412
0745 - 0800	13	79	4	-	0	96	36	85	36	-	0	157	61	4	48	-	1	114	3	4	45	-	0	52	419
0800 - 0815	4	55	10	-	0	69	18	66	17	-	0	101	15	0	15	-	0	30	2	2	33	-	0	37	237
Total	40	275	19	0	0	334	95	317	128	0	0	540	153	16	135	0	1	305	14	18	102	0	0	134	1313
Approach %	11.98	82.34	5.69	0.00	0.00	-	17.59	58.70	23.70	0.00	0.00	-	50.16	5.25	44.26	0.00	0.33	-	10.45	13.43	76.12	0.00	0.00	-	
PHF	0.71	0.87	0.48	0.00	0.00	**0.87**	0.66	0.82	0.64	0.00	0.00	**0.77**	0.63	0.40	0.64	0.00	0.25	**0.64**	0.50	0.56	0.57	0.00	0.00	**0.64**	**0.78**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Green St (South)						Green St (North)						Maiden Ln						Bow St						
Time	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
0715 - 0730	0	1	0	-	0	1	1	0	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	2
0730 - 0745	0	2	0	-	0	2	3	0	0	-	0	3	0	0	0	-	0	0	0	0	1	-	0	1	6
0745 - 0800	0	3	0	-	0	3	0	1	1	-	0	2	0	0	1	-	0	1	0	0	0	-	0	0	6
0800 - 0815	0	5	0	-	0	5	0	0	0	-	0	0	0	0	0	-	0	0	0	0	2	-	0	2	7
Total	0	11	0	0	0	11	4	1	1	0	0	6	0	0	1	0	0	1	0	0	3	0	0	3	21
Approach %	0.00	100.00	0.00	0.00	0.00	-	66.67	16.67	16.67	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.55	0.00	0.00	0.00	**0.55**	0.33	0.25	0.25	0.00	0.00	**0.50**	0.00	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.38	0.00	0.00	**0.38**	**0.75**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Green St (South)						Green St (North)						Maiden Ln						Bow St						
Time	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0730 - 0745	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
0745 - 0800	0	2	0	-	0	2	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	3
0800 - 0815	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	2	0	1	-	0	3	4
Total	0	3	0	0	0	3	0	2	0	0	0	2	0	0	0	0	0	0	2	0	1	0	0	3	8
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	-	66.67	0.00	33.33	0.00	0.00	-	
PHF	0.00	0.38	0.00	0.00	0.00	**0.38**	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.25	0.00	0.25	0.00	0.00	**0.25**	**0.50**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	Green St (South)						Green St (North)						Maiden Ln						Bow St						
Time	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Fayetteville NC

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Tuesday, October 15, 2024	
Period	1100 - 1300
Peak Hour	1130 - 1230

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Green St (South)						Green St (North)						Maiden Ln						Bow St						
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
1130 - 1145	6	77	6	-	0	89	14	85	6	-	0	105	9	4	16	-	0	29	7	5	32	-	0	44	267
1145 - 1200	1	69	9	-	0	79	17	81	11	-	0	109	14	6	11	-	0	31	5	4	49	-	0	58	277
1200 - 1215	0	70	7	-	0	77	21	86	12	-	0	119	26	1	6	-	0	33	8	4	47	-	0	59	288
1215 - 1230	3	76	7	-	0	86	14	75	16	-	0	105	19	0	12	-	0	31	10	4	37	-	0	51	273
Total	10	292	29	0	0	331	66	327	45	0	0	438	68	11	45	0	0	124	30	17	165	0	0	212	1105
Approach %	3.02	88.22	8.76	0.00	0.00	-	15.07	74.66	10.27	0.00	0.00	-	54.84	8.87	36.29	0.00	0.00	-	14.15	8.02	77.83	0.00	0.00	-	
PHF	0.42	0.95	0.81	0.00	0.00	**0.93**	0.79	0.95	0.70	0.00	0.00	**0.92**	0.65	0.46	0.70	0.00	0.00	**0.94**	0.75	0.85	0.84	0.00	0.00	**0.90**	**0.96**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Green St (South)						Green St (North)						Maiden Ln						Bow St						
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
1130 - 1145	6	73	6	-	0	85	12	85	6	-	0	103	9	4	16	-	0	29	6	5	31	-	0	42	259
1145 - 1200	1	66	9	-	0	76	15	74	11	-	0	100	14	5	11	-	0	30	5	4	49	-	0	58	264
1200 - 1215	0	66	7	-	0	73	21	82	11	-	0	114	25	1	6	-	0	32	8	4	44	-	0	56	275
1215 - 1230	3	71	7	-	0	81	14	70	14	-	0	98	19	0	10	-	0	29	10	4	37	-	0	51	259
Total	10	276	29	0	0	315	62	311	42	0	0	415	67	10	43	0	0	120	29	17	161	0	0	207	1057
Approach %	3.17	87.62	9.21	0.00	0.00	-	14.94	74.94	10.12	0.00	0.00	-	55.83	8.33	35.83	0.00	0.00	-	14.01	8.21	77.78	0.00	0.00	-	
PHF	0.42	0.95	0.81	0.00	0.00	**0.93**	0.74	0.91	0.75	0.00	0.00	**0.91**	0.67	0.50	0.67	0.00	0.00	**0.94**	0.73	0.85	0.82	0.00	0.00	**0.89**	**0.96**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Green St (South)						Green St (North)						Maiden Ln						Bow St						
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
1130 - 1145	0	4	0	-	0	4	2	0	0	-	0	2	0	0	0	-	0	0	1	0	1	-	0	2	8
1145 - 1200	0	2	0	-	0	2	2	6	0	-	0	8	0	1	0	-	0	1	0	0	0	-	0	0	11
1200 - 1215	0	3	0	-	0	3	0	4	1	-	0	5	1	0	0	-	0	1	0	0	3	-	0	3	12
1215 - 1230	0	4	0	-	0	4	0	4	2	-	0	6	0	0	2	-	0	2	0	0	0	-	0	0	12
Total	0	13	0	0	0	13	4	14	3	0	0	21	1	1	2	0	0	4	1	0	4	0	0	5	43
Approach %	0.00	100.00	0.00	0.00	0.00	-	19.05	66.67	14.29	0.00	0.00	-	25.00	25.00	50.00	0.00	0.00	-	20.00	0.00	80.00	0.00	0.00	-	
PHF	0.00	0.81	0.00	0.00	0.00	**0.81**	0.50	0.58	0.38	0.00	0.00	**0.66**	0.25	0.25	0.25	0.00	0.00	**0.50**	0.25	0.00	0.33	0.00	0.00	**0.42**	**0.90**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Green St (South)						Green St (North)						Maiden Ln						Bow St						
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
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	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	2
1200 - 1215	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
1215 - 1230	0	1	0	-	0	1	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	2
Total	0	3	0	0	0	3	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	5
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.75	0.00	0.00	0.00	**0.75**	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.63**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	Green St (South)						Green St (North)						Maiden Ln						Bow St						
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
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
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
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

Fayetteville NC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, October 15, 2024	
Period	1500 - 1800
Peak Hour	1500 - 1600

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Green St (South)						Green St (North)						Maiden Ln						Bow St						
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
1500 - 1515	13	85	2	-	1	101	17	99	27	-	0	143	49	5	43	-	1	98	3	3	44	-	0	50	392
1515 - 1530	5	70	7	-	0	82	11	84	13	-	0	108	38	9	38	-	3	88	6	4	29	-	0	39	317
1530 - 1545	1	91	5	-	0	97	9	60	9	-	0	78	20	0	29	-	2	51	9	3	36	-	0	48	274
1545 - 1600	3	74	6	-	0	83	17	82	8	-	0	107	8	1	15	-	0	24	4	2	30	-	0	36	250
Total	22	320	20	0	1	363	54	325	57	0	0	436	115	15	125	0	6	261	22	12	139	0	0	173	1233
Approach %	6.06	88.15	5.51	0.00	0.28	-	12.39	74.54	13.07	0.00	0.00	-	44.06	5.75	47.89	0.00	2.30	-	12.72	6.94	80.35	0.00	0.00	-	
PHF	0.42	0.88	0.71	0.00	0.25	**0.90**	0.79	0.82	0.53	0.00	0.00	**0.76**	0.59	0.42	0.73	0.00	0.50	**0.67**	0.61	0.75	0.79	0.00	0.00	**0.87**	**0.79**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Green St (South)						Green St (North)						Maiden Ln						Bow St						
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
1500 - 1515	13	82	2	-	1	98	17	99	27	-	0	143	49	5	43	-	1	98	3	3	42	-	0	48	387
1515 - 1530	5	64	5	-	0	74	10	81	13	-	0	104	37	9	38	-	3	87	6	4	28	-	0	38	303
1530 - 1545	1	86	4	-	0	91	8	59	9	-	0	76	20	0	29	-	2	51	9	3	34	-	0	46	264
1545 - 1600	3	73	5	-	0	81	14	82	8	-	0	104	8	1	15	-	0	24	4	2	29	-	0	35	244
Total	22	305	16	0	1	344	49	321	57	0	0	427	114	15	125	0	6	260	22	12	133	0	0	167	1198
Approach %	6.40	88.66	4.65	0.00	0.29	-	11.48	75.18	13.35	0.00	0.00	-	43.85	5.77	48.08	0.00	2.31	-	13.17	7.19	79.64	0.00	0.00	-	
PHF	0.42	0.89	0.80	0.00	0.25	**0.88**	0.72	0.81	0.53	0.00	0.00	**0.75**	0.58	0.42	0.73	0.00	0.50	**0.66**	0.61	0.75	0.79	0.00	0.00	**0.87**	**0.77**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Green St (South)						Green St (North)						Maiden Ln						Bow St						
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
1500 - 1515	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	0	0	2	-	0	2	5
1515 - 1530	0	2	2	-	0	4	1	0	0	-	0	1	1	0	0	-	0	1	0	0	0	-	0	0	6
1530 - 1545	0	2	1	-	0	3	1	1	0	-	0	2	0	0	0	-	0	0	0	0	2	-	0	2	7
1545 - 1600	0	1	1	-	0	2	2	0	0	-	0	2	0	0	0	-	0	0	0	0	1	-	0	1	5
Total	0	8	4	0	0	12	4	1	0	0	0	5	1	0	0	0	0	1	0	0	5	0	0	5	23
Approach %	0.00	66.67	33.33	0.00	0.00	-	80.00	20.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.67	0.50	0.00	0.00	**0.75**	0.50	0.25	0.00	0.00	0.00	**0.63**	0.25	0.00	0.00	0.00	0.00	**0.25**	0.00	0.00	0.63	0.00	0.00	**0.63**	**0.82**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Green St (South)						Green St (North)						Maiden Ln						Bow St						
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
1500 - 1515	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1515 - 1530	0	4	0	-	0	4	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	7
1530 - 1545	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	2
1545 - 1600	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	6	0	0	0	6	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	9
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	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	0.25	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**	**0.32**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	Green St (South)						Green St (North)						Maiden Ln						Bow St						
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
1500 - 1515	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1515 - 1530	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	0	1	1
1530 - 1545	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
1545 - 1600	0	0	0	-	0	0	1	0	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
Total	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	3
Approach %	0.00	100.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	
PHF	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**	0.00	0.00	0.25	0.00	0.00	**0.25**	**0.75**

Classified Turn Movement Count || All vehicles

Fayetteville NC

Marr Traffic DATA COLLECTION

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Site 3

Green St (South)
Green St (North)
Maiden Ln
Bow St

Date

Tuesday, October 15, 2024

Lat/Long

35.053561°, -78.877902°
Click here for Map

Weather

Fair
57°F
Click here for Detailed Weather

0600 - 1900 (Tuesday 13h Session) (10-15-2024)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Green St (South)					Green St (North)					Maiden Ln					Bow St					
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
0600 - 0615	0	18	1	0	19	2	12	0	0	14	2	0	0	0	2	0	0	5	0	5	40
0615 - 0630	3	28	0	0	31	4	22	1	0	27	0	0	1	0	1	2	0	4	0	6	65
0630 - 0645	3	30	0	0	33	7	26	8	0	41	5	0	7	0	12	0	0	10	0	10	96
0645 - 0700	1	24	1	0	26	11	32	6	0	49	5	0	9	0	14	2	1	10	0	13	102
Hourly Total	7	100	2	0	**109**	24	92	15	0	**131**	12	0	17	0	**29**	4	1	29	0	**34**	**303**
0700 - 0715	5	32	0	0	37	4	37	8	0	49	7	1	5	0	13	3	1	17	0	21	120
0715 - 0730	9	66	4	0	79	14	69	25	0	108	21	2	19	0	42	2	4	12	0	18	247
0730 - 0745	14	78	1	0	93	31	98	50	0	179	56	10	53	0	119	7	8	13	0	28	419
0745 - 0800	13	84	4	0	101	36	87	37	0	160	61	4	49	1	115	3	4	45	0	52	428
Hourly Total	41	260	9	0	**310**	85	291	120	0	**496**	145	17	126	1	**289**	15	17	87	0	**119**	**1214**
0800 - 0815	4	61	10	0	75	18	66	17	0	101	15	0	15	0	30	4	2	36	0	42	248
0815 - 0830	3	60	3	0	66	9	49	7	0	65	3	2	7	0	12	2	2	22	0	26	169
0830 - 0845	1	73	6	0	80	13	67	7	0	87	7	4	6	0	17	10	2	30	0	42	226
0845 - 0900	3	79	7	0	89	25	63	6	0	94	7	2	4	0	13	6	2	22	0	30	226
Hourly Total	11	273	26	0	**310**	65	245	37	0	**347**	32	8	32	0	**72**	22	8	110	0	**140**	**869**
0900 - 0915	2	71	6	0	79	15	62	3	0	80	9	2	3	0	14	6	3	25	0	34	207
0915 - 0930	0	72	3	0	75	20	89	14	0	123	21	1	7	0	29	5	3	32	0	40	267
0930 - 0945	1	89	4	0	94	27	94	19	1	141	20	2	9	0	31	5	3	28	0	36	302
0945 - 1000	4	79	5	0	88	19	66	9	0	94	10	2	3	0	15	5	0	36	0	41	238
Hourly Total	7	311	18	0	**336**	81	311	45	1	**438**	60	7	22	0	**89**	21	9	121	0	**151**	**1014**
1000 - 1015	2	65	2	0	69	16	56	9	0	81	10	4	6	0	20	8	1	32	0	41	211
1015 - 1030	2	68	4	0	74	10	67	6	0	83	5	0	11	0	16	2	2	30	0	34	207
1030 - 1045	0	81	7	0	88	21	68	5	0	94	9	2	1	0	12	6	1	33	0	40	234
1045 - 1100	5	60	6	1	72	22	74	7	0	103	7	2	11	0	20	7	4	40	0	51	246
Hourly Total	9	274	19	1	**303**	69	265	27	0	**361**	31	8	29	0	**68**	23	8	135	0	**166**	**898**
1100 - 1115	5	71	9	0	85	7	70	12	0	89	14	5	10	0	29	7	2	30	0	39	242
1115 - 1130	0	70	6	0	76	14	65	10	0	89	8	0	12	1	21	8	1	29	0	38	224
1130 - 1145	6	77	6	0	89	14	85	6	0	105	9	4	16	0	29	7	5	32	0	44	267
1145 - 1200	1	69	9	0	79	17	81	11	0	109	14	6	11	0	31	5	4	49	0	58	277
Hourly Total	12	287	30	0	**329**	52	301	39	0	**392**	45	15	49	1	**110**	27	12	140	0	**179**	**1010**
1200 - 1215	0	70	7	0	77	21	86	12	0	119	26	1	6	0	33	8	4	47	0	59	288
1215 - 1230	3	76	7	0	86	14	75	16	0	105	19	0	12	0	31	10	4	37	0	51	273
1230 - 1245	1	77	4	0	82	20	73	11	0	104	10	4	13	0	27	6	4	30	0	40	253
1245 - 1300	3	83	10	0	96	11	81	11	0	103	18	5	15	0	38	6	3	37	0	46	283
Hourly Total	7	306	28	0	**341**	66	315	50	0	**431**	73	10	46	0	**129**	30	15	151	0	**196**	**1097**
1300 - 1315	4	64	13	0	81	15	88	5	0	108	14	2	14	1	31	14	3	49	0	66	286
1315 - 1330	4	68	2	0	74	8	65	6	0	79	9	2	8	3	22	8	2	32	0	42	217
1330 - 1345	2	67	2	0	71	22	72	4	0	98	11	0	13	0	24	7	2	30	0	39	232
1345 - 1400	5	72	4	0	81	22	64	9	0	95	14	1	13	3	31	4	2	51	0	57	264
Hourly Total	15	271	21	0	**307**	67	289	24	0	**380**	48	5	48	7	**108**	33	9	162	0	**204**	**999**
1400 - 1415	3	80	1	0	84	15	66	13	0	94	9	1	9	3	22	9	3	53	0	65	265
1415 - 1430	5	70	4	0	79	10	72	14	0	96	17	1	15	3	36	2	4	37	0	43	254
1430 - 1445	8	71	5	0	84	12	69	12	0	93	6	3	9	0	18	6	3	37	0	46	241
1445 - 1500	8	63	3	0	74	12	94	22	0	128	5	2	9	1	17	3	1	41	0	45	264
Hourly Total	24	284	13	0	**321**	49	301	61	0	**411**	37	7	42	7	**93**	20	11	168	0	**199**	**1024**
1500 - 1515	13	85	2	1	101	17	99	27	0	143	49	5	43	1	98	3	3	44	0	50	392
1515 - 1530	5	70	7	0	82	11	84	13	0	108	38	9	38	3	88	6	4	29	0	39	317
1530 - 1545	1	91	5	0	97	9	60	9	0	78	20	0	29	2	51	9	3	36	0	48	274
1545 - 1600	3	74	6	0	83	17	82	8	0	107	8	1	15	0	24	4	2	30	0	36	250
Hourly Total	22	320	20	1	**363**	54	325	57	0	**436**	115	15	125	6	**261**	22	12	139	0	**173**	**1233**
1600 - 1615	4	68	5	0	77	8	80	9	0	97	10	4	9	2	25	5	5	24	0	34	233
1615 - 1630	6	78	5	0	89	13	67	16	0	96	19	0	19	3	41	6	4	42	0	52	278
1630 - 1645	2	88	8	0	98	16	79	8	0	103	19	3	19	1	42	5	0	45	0	50	293
1645 - 1700	4	72	4	0	80	10	68	8	0	86	15	4	12	1	32	5	1	36	0	42	240
Hourly Total	16	306	22	0	**344**	47	294	41	0	**382**	63	11	59	7	**140**	21	10	147	0	**178**	**1044**
1700 - 1715	1	84	1	0	86	12	95	10	0	117	19	3	22	2	46	9	4	52	0	65	314
1715 - 1730	3	77	2	0	82	15	79	20	0	114	19	3	22	4	48	1	1	43	0	45	289
1730 - 1745	5	69	3	0	77	9	63	8	0	80	20	3	18	1	42	2	3	36	0	41	240
1745 - 1800	1	54	3	0	58	11	48	6	0	65	7	0	14	2	23	3	1	19	0	23	169
Hourly Total	10	284	9	0	**303**	47	285	44	0	**376**	65	9	76	9	**159**	15	9	150	0	**174**	**1012**
1800 - 1815	3	73	1	0	77	9	43	3	0	55	7	0	7	0	14	1	0	35	0	36	182
1815 - 1830	3	61	2	0	66	6	36	5	0	47	3	1	5	0	9	5	0	26	0	31	153
1830 - 1845	0	33	1	0	34	8	41	2	0	51	8	1	7	0	16	5	0	20	0	25	126
1845 - 1900	1	43	2	1	47	4	38	1	0	43	12	0	9	0	21	0	2	18	0	20	131
Hourly Total	7	210	6	1	**224**	27	158	11	0	**196**	30	2	28	0	**60**	11	2	99	0	**112**	**592**
Grand Total	188	3486	223	3	**3900**	733	3472	571	1	**4777**	756	114	699	38	**1607**	264	123	1638	0	**2025**	**12309**
Approach %	4.82	89.38	5.72	0.08	-	15.34	72.68	11.95	0.02	-	47.04	7.09	43.50	2.36	-	13.04	6.07	80.89	0.00	-	
Intersection %	1.53	28.32	1.81	0.02	31.68	5.95	28.21	4.64	0.01	38.81	6.14	0.93	5.68	0.31	13.06	2.14	1.00	13.31	0.00	16.45	
Heavy Vehicle %	0	4	5	0	**4**	8	2	1	0	**3**	1	3	0	0	**1**	6	1	3	-	**3**	**3**
PHF	0.71	0.86	0.48	0.00	**0.86**	0.69	0.82	0.65	0.00	**0.77**	0.63	0.40	0.64	0.25	**0.64**	0.57	0.56	0.59	0.00	**0.67**	**0.78**

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

Marr Traffic DATA COLLECTION

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Fayetteville NC

Site 3

Green St (South)
Green St (North)
Maiden Ln
Bow St

Date

Tuesday, October 15, 2024

Lat/Long

35.053561°, -78.877902°
Click here for Map

Weather

Fair
57°F
Click here for Detailed Weather

0600 - 1900 (Tuesday 13h Session) (10-15-2024)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Green St (South)					Green St (North)					Maiden Ln					Bow St					
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
0600 - 0615	0	15	0	0	15	2	12	0	0	14	2	0	0	0	2	0	0	5	0	5	36
0615 - 0630	3	24	0	0	27	3	22	1	0	26	0	0	1	0	1	2	0	4	0	6	60
0630 - 0645	3	27	0	0	30	4	26	8	0	38	5	0	7	0	12	0	0	10	0	10	90
0645 - 0700	1	22	1	0	24	10	31	6	0	47	5	0	9	0	14	1	1	10	0	12	97
Hourly Total	7	88	1	0	**96**	19	91	15	0	**125**	12	0	17	0	**29**	3	1	29	0	**33**	**283**
0700 - 0715	5	31	0	0	36	4	33	8	0	45	7	1	5	0	13	2	1	15	0	18	112
0715 - 0730	9	65	4	0	78	13	69	25	0	107	21	2	19	0	42	2	4	12	0	18	245
0730 - 0745	14	76	1	0	91	28	97	50	0	175	56	10	53	0	119	7	8	12	0	27	412
0745 - 0800	13	79	4	0	96	36	85	36	0	157	61	4	48	1	114	3	4	45	0	52	419
Hourly Total	41	251	9	0	**301**	81	284	119	0	**484**	145	17	125	1	**288**	14	17	84	0	**115**	**1188**
0800 - 0815	4	55	10	0	69	18	66	17	0	101	15	0	15	0	30	2	2	33	0	37	237
0815 - 0830	3	58	2	0	63	9	46	7	0	62	3	2	7	0	12	1	2	20	0	23	160
0830 - 0845	1	69	6	0	76	12	65	7	0	84	7	4	6	0	17	10	2	27	0	39	216
0845 - 0900	3	75	7	0	85	23	61	6	0	90	7	2	4	0	13	5	2	21	0	28	216
Hourly Total	11	257	25	0	**293**	62	238	37	0	**337**	32	8	32	0	**72**	18	8	101	0	**127**	**829**
0900 - 0915	2	66	6	0	74	15	59	3	0	77	9	2	3	0	14	6	3	23	0	32	197
0915 - 0930	0	68	2	0	70	20	89	14	0	123	20	1	7	0	28	5	3	31	0	39	260
0930 - 0945	1	85	3	0	89	25	91	19	1	136	20	2	9	0	31	4	3	28	0	35	291
0945 - 1000	4	73	5	0	82	17	66	9	0	92	10	2	3	0	15	5	0	36	0	41	230
Hourly Total	7	292	16	0	**315**	77	305	45	1	**428**	59	7	22	0	**88**	20	9	118	0	**147**	**978**
1000 - 1015	2	62	2	0	66	15	54	9	0	78	10	3	6	0	19	7	1	30	0	38	201
1015 - 1030	2	67	4	0	73	10	65	6	0	81	5	0	11	0	16	2	2	28	0	32	202
1030 - 1045	0	79	7	0	86	19	66	4	0	89	9	2	1	0	12	5	1	33	0	39	226
1045 - 1100	5	60	6	1	72	22	72	7	0	101	7	2	11	0	20	7	4	40	0	51	244
Hourly Total	9	268	19	1	**297**	66	257	26	0	**349**	31	7	29	0	**67**	21	8	131	0	**160**	**873**
1100 - 1115	5	69	8	0	82	7	69	12	0	88	14	3	10	0	27	6	2	29	0	37	234
1115 - 1130	0	66	6	0	72	14	64	10	0	88	8	0	12	1	21	7	1	27	0	35	216
1130 - 1145	6	73	6	0	85	12	85	6	0	103	9	4	16	0	29	6	5	31	0	42	259
1145 - 1200	1	66	9	0	76	15	74	11	0	100	14	5	11	0	30	5	4	49	0	58	264
Hourly Total	12	274	29	0	**315**	48	292	39	0	**379**	45	12	49	1	**107**	24	12	136	0	**172**	**973**
1200 - 1215	0	66	7	0	73	21	82	11	0	114	25	1	6	0	32	8	4	44	0	56	275
1215 - 1230	3	71	7	0	81	14	70	14	0	98	19	0	10	0	29	10	4	37	0	51	259
1230 - 1245	1	73	3	0	77	19	73	11	0	103	10	4	13	0	27	6	4	30	0	40	247
1245 - 1300	3	83	10	0	96	9	78	11	0	98	17	5	15	0	37	6	3	37	0	46	277
Hourly Total	7	293	27	0	**327**	63	303	47	0	**413**	71	10	44	0	**125**	30	15	148	0	**193**	**1058**
1300 - 1315	4	63	11	0	78	15	85	4	0	104	14	2	14	1	31	12	3	47	0	62	275
1315 - 1330	4	62	2	0	68	8	63	6	0	77	9	1	8	3	21	8	2	31	0	41	207
1330 - 1345	2	63	2	0	67	20	70	4	0	94	11	0	13	0	24	6	2	27	0	35	220
1345 - 1400	5	72	4	0	81	21	60	9	0	90	14	1	13	3	31	4	2	51	0	57	259
Hourly Total	15	260	19	0	**294**	64	278	23	0	**365**	48	4	48	7	**107**	30	9	156	0	**195**	**961**
1400 - 1415	3	77	1	0	81	15	63	13	0	91	9	1	9	3	22	9	3	52	0	64	258
1415 - 1430	5	65	4	0	74	9	70	14	0	93	17	1	15	3	36	1	4	37	0	42	245
1430 - 1445	8	67	5	0	80	11	69	12	0	92	5	3	9	0	17	6	2	36	0	44	233
1445 - 1500	8	59	3	0	70	10	93	22	0	125	5	2	9	1	17	3	1	40	0	44	256
Hourly Total	24	268	13	0	**305**	45	295	61	0	**401**	36	7	42	7	**92**	19	10	165	0	**194**	**992**
1500 - 1515	13	82	2	1	98	17	99	27	0	143	49	5	43	1	98	3	3	42	0	48	387
1515 - 1530	5	64	5	0	74	10	81	13	0	104	37	9	38	3	87	6	4	28	0	38	303
1530 - 1545	1	86	4	0	91	8	59	9	0	76	20	0	29	2	51	9	3	34	0	46	264
1545 - 1600	3	73	5	0	81	14	82	8	0	104	8	1	15	0	24	4	2	29	0	35	244
Hourly Total	22	305	16	1	**344**	49	321	57	0	**427**	114	15	125	6	**260**	22	12	133	0	**167**	**1198**
1600 - 1615	4	65	5	0	74	7	79	9	0	95	10	4	9	2	25	5	5	24	0	34	228
1615 - 1630	6	77	5	0	88	12	65	16	0	93	19	0	19	3	41	6	4	41	0	51	273
1630 - 1645	2	88	8	0	98	14	79	8	0	101	19	3	19	1	42	5	0	45	0	50	291
1645 - 1700	4	71	4	0	79	9	68	8	0	85	15	4	12	1	32	5	1	35	0	41	237
Hourly Total	16	301	22	0	**339**	42	291	41	0	**374**	63	11	59	7	**140**	21	10	145	0	**176**	**1029**
1700 - 1715	1	80	1	0	82	11	95	10	0	116	19	3	22	2	46	9	4	51	0	64	308
1715 - 1730	3	76	2	0	81	12	79	20	0	111	19	3	22	4	48	1	1	43	0	45	285
1730 - 1745	5	65	3	0	73	6	62	8	0	76	20	3	18	1	42	2	3	36	0	41	232
1745 - 1800	1	51	3	0	55	10	46	6	0	62	7	0	14	2	23	3	1	19	0	23	163
Hourly Total	10	272	9	0	**291**	39	282	44	0	**365**	65	9	76	9	**159**	15	9	149	0	**173**	**988**
1800 - 1815	3	73	1	0	77	7	42	3	0	52	7	0	7	0	14	1	0	32	0	33	176
1815 - 1830	3	56	2	0	61	6	35	5	0	46	3	1	5	0	9	5	0	25	0	30	146
1830 - 1845	0	33	1	0	34	5	37	2	0	44	8	1	7	0	16	5	0	19	0	24	118
1845 - 1900	1	41	2	1	45	4	37	1	0	42	12	0	9	0	21	0	2	18	0	20	128
Hourly Total	7	203	6	1	**217**	22	151	11	0	**184**	30	2	28	0	**60**	11	2	94	0	**107**	**568**
Grand Total	188	3332	211	3	**3734**	677	3388	565	1	**4631**	751	109	696	38	**1594**	248	122	1589	0	**1959**	**11918**
Approach %	5.03	89.23	5.65	0.08	-	14.62	73.16	12.20	0.02	-	47.11	6.84	43.66	2.38	-	12.66	6.23	81.11	0.00	-	
Intersection %	1.58	27.96	1.77	0.03	31.33	5.68	28.43	4.74	0.01	38.86	6.30	0.91	5.84	0.32	13.37	2.08	1.02	13.33	0.00	16.44	

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

Marr Traffic DATA COLLECTION
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Fayetteville NC

Site 3
Green St (South)
Green St (North)
Maiden Ln
Bow St

Date
Tuesday, October 15, 2024

Lat/Long
35.053561°, -78.877902°
Click here for Map

Weather
Fair
57°F
Click here for Detailed Weather

0600 - 1900 (Tuesday 13h Session) (10-15-2024)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Green St (South)					Green St (North)					Maiden Ln					Bow St					
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
0600 - 0615	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0615 - 0630	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
0630 - 0645	0	1	0	0	1	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
0645 - 0700	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	1	0	0	0	1	4
Hourly Total	0	7	1	0	**8**	5	1	0	0	**6**	0	0	0	0	**0**	1	0	0	0	**1**	**15**
0700 - 0715	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	1	0	2	0	3	7
0715 - 0730	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
0730 - 0745	0	2	0	0	2	3	0	0	0	3	0	0	0	0	0	0	0	1	0	1	6
0745 - 0800	0	3	0	0	3	0	1	1	0	2	0	0	1	0	1	0	0	0	0	0	6
Hourly Total	0	7	0	0	**7**	4	4	1	0	**9**	0	0	1	0	**1**	1	0	3	0	**4**	**21**
0800 - 0815	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	7
0815 - 0830	0	2	1	0	3	0	2	0	0	2	0	0	0	0	0	1	0	2	0	3	8
0830 - 0845	0	3	0	0	3	1	2	0	0	3	0	0	0	0	0	0	0	3	0	3	9
0845 - 0900	0	3	0	0	3	2	2	0	0	4	0	0	0	0	0	1	0	1	0	2	9
Hourly Total	0	13	1	0	**14**	3	6	0	0	**9**	0	0	0	0	**0**	2	0	8	0	**10**	**33**
0900 - 0915	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	2	0	2	8
0915 - 0930	0	3	1	0	4	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	6
0930 - 0945	0	3	1	0	4	2	3	0	0	5	0	0	0	0	0	1	0	0	0	1	10
0945 - 1000	0	5	0	0	5	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	0	14	2	0	**16**	4	6	0	0	**10**	1	0	0	0	**1**	1	0	3	0	**4**	**31**
1000 - 1015	0	3	0	0	3	1	2	0	0	3	0	1	0	0	1	1	0	2	0	3	10
1015 - 1030	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2	0	2	4
1030 - 1045	0	2	0	0	2	2	1	1	0	4	0	0	0	0	0	1	0	0	0	1	7
1045 - 1100	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	5	0	0	**5**	3	6	1	0	**10**	0	1	0	0	**1**	2	0	4	0	**6**	**22**
1100 - 1115	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	3
1115 - 1130	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	1	0	2	0	3	7
1130 - 1145	0	4	0	0	4	2	0	0	0	2	0	0	0	0	0	1	0	1	0	2	8
1145 - 1200	0	2	0	0	2	2	6	0	0	8	0	1	0	0	1	0	0	0	0	0	11
Hourly Total	0	10	0	0	**10**	4	7	0	0	**11**	0	1	0	0	**1**	3	0	4	0	**7**	**29**
1200 - 1215	0	3	0	0	3	0	4	1	0	5	1	0	0	0	1	0	0	3	0	3	12
1215 - 1230	0	4	0	0	4	0	4	2	0	6	0	0	2	0	2	0	0	0	0	0	12
1230 - 1245	0	3	1	0	4	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5
1245 - 1300	0	0	0	0	0	2	2	0	0	4	1	0	0	0	1	0	0	0	0	0	5
Hourly Total	0	10	1	0	**11**	3	10	3	0	**16**	2	0	2	0	**4**	0	0	3	0	**3**	**34**
1300 - 1315	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2	0	2	0	4	6
1315 - 1330	0	5	0	0	5	0	2	0	0	2	0	1	0	0	1	0	0	1	0	1	9
1330 - 1345	0	3	0	0	3	2	2	0	0	4	0	0	0	0	0	1	0	3	0	4	11
1345 - 1400	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	8	2	0	**10**	3	7	0	0	**10**	0	1	0	0	**1**	3	0	6	0	**9**	**30**
1400 - 1415	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	6
1415 - 1430	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	5
1430 - 1445	0	3	0	0	3	1	0	0	0	1	1	0	0	0	1	0	1	1	0	2	7
1445 - 1500	0	3	0	0	3	2	1	0	0	3	0	0	0	0	0	0	0	1	0	1	7
Hourly Total	0	11	0	0	**11**	3	5	0	0	**8**	1	0	0	0	**1**	1	1	3	0	**5**	**25**
1500 - 1515	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	5
1515 - 1530	0	2	2	0	4	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	6
1530 - 1545	0	2	1	0	3	1	1	0	0	2	0	0	0	0	0	0	0	2	0	2	7
1545 - 1600	0	1	1	0	2	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1	5
Hourly Total	0	8	4	0	**12**	4	1	0	0	**5**	1	0	0	0	**1**	0	0	5	0	**5**	**23**
1600 - 1615	0	3	0	0	3	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	5
1615 - 1630	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	3
1630 - 1645	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
1645 - 1700	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	3
Hourly Total	0	5	0	0	**5**	5	1	0	0	**6**	0	0	0	0	**0**	0	0	2	0	**2**	**13**
1700 - 1715	0	4	0	0	4	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	6
1715 - 1730	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
1730 - 1745	0	4	0	0	4	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	7
1745 - 1800	0	3	0	0	3	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	0	11	0	0	**11**	8	2	0	0	**10**	0	0	0	0	**0**	0	0	1	0	**1**	**22**
1800 - 1815	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	0	3	0	3	6
1815 - 1830	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
1830 - 1845	0	0	0	0	0	3	4	0	0	7	0	0	0	0	0	0	0	1	0	1	8
1845 - 1900	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	4	0	0	**4**	5	7	0	0	**12**	0	0	0	0	**0**	0	0	4	0	**4**	**20**
Grand Total	0	113	11	0	**124**	54	63	5	0	**122**	5	3	3	0	**11**	14	1	46	0	**61**	**318**
Approach %	0.00	91.13	8.87	0.00	-	44.26	51.64	4.10	0.00	-	45.45	27.27	27.27	0.00	-	22.95	1.64	75.41	0.00	-	
Intersection %	0.00	35.53	3.46	0.00	38.99	16.98	19.81	1.57	0.00	38.36	1.57	0.94	0.94	0.00	3.46	4.40	0.31	14.47	0.00	19.18	

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

Marr Traffic DATA COLLECTION

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Fayetteville NC

Site 3

Green St (South)
Green St (North)
Maiden Ln
Bow St

Date

Tuesday, October 15, 2024

Lat/Long

35.053561°, -78.877902°
Click here for Map

Weather

Fair
57°F
Click here for Detailed Weather

0600 - 1900 (Tuesday 13h Session) (10-15-2024)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Green St (South)					Green St (North)					Maiden Ln					Bow St					
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
0600 - 0615	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0615 - 0630	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0630 - 0645	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0645 - 0700	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	5	0	0	**5**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**5**
0700 - 0715	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0745 - 0800	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	2	0	0	**2**	0	3	0	0	**3**	0	0	0	0	**0**	0	0	0	0	**0**	**5**
0800 - 0815	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3	4
0815 - 0830	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0830 - 0845	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0845 - 0900	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	3	0	0	**3**	0	1	0	0	**1**	0	0	0	0	**0**	2	0	1	0	**3**	**7**
0900 - 0915	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0915 - 0930	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0930 - 0945	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0945 - 1000	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	5	0	0	**5**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**5**
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1030 - 1045	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1045 - 1100	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	1	0	0	**1**	0	2	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**3**
1100 - 1115	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	2	0	0	**2**	0	2	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**4**
1200 - 1215	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1215 - 1230	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1230 - 1245	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1245 - 1300	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	3	0	0	**3**	0	2	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**5**
1300 - 1315	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
1315 - 1330	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1330 - 1345	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1345 - 1400	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	3	0	0	**3**	0	4	0	0	**4**	0	0	0	0	**0**	0	0	0	0	**0**	**7**
1400 - 1415	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1415 - 1430	0	2	0	0	2	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	4
1430 - 1445	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1445 - 1500	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	5	0	0	**5**	1	1	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**7**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	4	0	0	4	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	7
1530 - 1545	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	6	0	0	**6**	0	3	0	0	**3**	0	0	0	0	**0**	0	0	0	0	**0**	**9**
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	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	2	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**2**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1730 - 1745	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	**1**	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**2**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	3	0	0	**3**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	1	0	**1**	**4**
Grand Total	0	39	0	0	**39**	1	21	0	0	**22**	0	0	0	0	**0**	2	0	2	0	**4**	**65**
Approach %	0.00	100.00	0.00	0.00	-	4.55	95.45	0.00	0.00	-	0.00	0.00	0.00	0.00	-	50.00	0.00	50.00	0.00	-	
Intersection %	0.00	60.00	0.00	0.00	60.00	1.54	32.31	0.00	0.00	33.85	0.00	0.00	0.00	0.00	0.00	3.08	0.00	3.08	0.00	6.15	

Classified Turn Movement Count || Bikes

Marr Traffic DATA COLLECTION

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Fayetteville NC

Site 3

Green St (South)
Green St (North)
Maiden Ln
Bow St

Date

Tuesday, October 15, 2024

Lat/Long

35.053561°, -78.877902°
Click here for Map

Weather

Fair
57°F
Click here for Detailed Weather

0600 - 1900 (Tuesday 13h Session) (10-15-2024)

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Green St (South)					Green St (North)					Maiden Ln					Bow St					
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
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	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**
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**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	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**
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	1	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
1115 - 1130	0	1	0	0	1	0	0	0	0	0	0	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	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	1	1	0	**2**	0	0	0	0	**0**	0	2	0	0	**2**	0	0	0	0	**0**	**4**
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	1	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**	0	0	1	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	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**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1530 - 1545	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1545 - 1600	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	1	0	0	**1**	1	0	0	0	**1**	0	0	0	0	**0**	0	0	1	0	**1**	**3**
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**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	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	2	1	0	**3**	1	0	1	0	**2**	0	2	0	0	**2**	0	0	1	0	**1**	**8**
Approach %	0.00	66.67	33.33	0.00	-	50.00	0.00	50.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	0.00	25.00	12.50	0.00	37.50	12.50	0.00	12.50	0.00	25.00	0.00	25.00	0.00	0.00	25.00	0.00	0.00	12.50	0.00	12.50	

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

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Fayetteville NC

Site 3
Green St (South)
Green St (North)
Maiden Ln
Bow St

Date
Tuesday, October 15, 2024

Lat/Long
35.053561°, -78.877902°
Click here for Map

Weather
Fair
57°F
Click here for Detailed Weather

0600 - 1900 (Tuesday 13h Session) (10-15-2024)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Green St (South)					Green St (North)					Maiden Ln					Bow St					
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
0600 - 0615	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0615 - 0630	0	4	0	0	4	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5
0630 - 0645	0	3	0	0	3	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6
0645 - 0700	0	2	0	0	2	1	1	0	0	2	0	0	0	0	0	1	0	0	0	1	5
Hourly Total	0	12	1	0	**13**	5	1	0	0	**6**	0	0	0	0	**0**	1	0	0	0	**1**	**20**
0700 - 0715	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	1	0	2	0	3	8
0715 - 0730	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
0730 - 0745	0	2	0	0	2	3	1	0	0	4	0	0	0	0	0	0	0	1	0	1	7
0745 - 0800	0	5	0	0	5	0	2	1	0	3	0	0	1	0	1	0	0	0	0	0	9
Hourly Total	0	9	0	0	**9**	4	7	1	0	**12**	0	0	1	0	**1**	1	0	3	0	**4**	**26**
0800 - 0815	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	2	0	3	0	5	11
0815 - 0830	0	2	1	0	3	0	3	0	0	3	0	0	0	0	0	1	0	2	0	3	9
0830 - 0845	0	4	0	0	4	1	2	0	0	3	0	0	0	0	0	0	0	3	0	3	10
0845 - 0900	0	4	0	0	4	2	2	0	0	4	0	0	0	0	0	1	0	1	0	2	10
Hourly Total	0	16	1	0	**17**	3	7	0	0	**10**	0	0	0	0	**0**	4	0	9	0	**13**	**40**
0900 - 0915	0	5	0	0	5	0	3	0	0	3	0	0	0	0	0	0	0	2	0	2	10
0915 - 0930	0	4	1	0	5	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	7
0930 - 0945	0	4	1	0	5	2	3	0	0	5	0	0	0	0	0	1	0	0	0	1	11
0945 - 1000	0	6	0	0	6	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	0	19	2	0	**21**	4	6	0	0	**10**	1	0	0	0	**1**	1	0	3	0	**4**	**36**
1000 - 1015	0	3	0	0	3	1	2	0	0	3	0	1	0	0	1	1	0	2	0	3	10
1015 - 1030	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	2	0	2	5
1030 - 1045	0	2	0	0	2	2	2	1	0	5	0	0	0	0	0	1	0	0	0	1	8
1045 - 1100	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	6	0	0	**6**	3	8	1	0	**12**	0	1	0	0	**1**	2	0	4	0	**6**	**25**
1100 - 1115	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	1	0	1	0	2	5
1115 - 1130	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	1	0	2	0	3	7
1130 - 1145	0	4	0	0	4	2	0	0	0	2	0	0	0	0	0	1	0	1	0	2	8
1145 - 1200	0	3	0	0	3	2	7	0	0	9	0	1	0	0	1	0	0	0	0	0	13
Hourly Total	0	12	0	0	**12**	4	9	0	0	**13**	0	1	0	0	**1**	3	0	4	0	**7**	**33**
1200 - 1215	0	4	0	0	4	0	4	1	0	5	1	0	0	0	1	0	0	3	0	3	13
1215 - 1230	0	5	0	0	5	0	5	2	0	7	0	0	2	0	2	0	0	0	0	0	14
1230 - 1245	0	4	1	0	5	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6
1245 - 1300	0	0	0	0	0	2	3	0	0	5	1	0	0	0	1	0	0	0	0	0	6
Hourly Total	0	13	1	0	**14**	3	12	3	0	**18**	2	0	2	0	**4**	0	0	3	0	**3**	**39**
1300 - 1315	0	1	2	0	3	0	3	0	0	3	0	0	0	0	0	2	0	2	0	4	10
1315 - 1330	0	6	0	0	6	0	2	0	0	2	0	1	0	0	1	0	0	1	0	1	10
1330 - 1345	0	4	0	0	4	2	2	0	0	4	0	0	0	0	0	1	0	3	0	4	12
1345 - 1400	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	11	2	0	**13**	3	11	0	0	**14**	0	1	0	0	**1**	3	0	6	0	**9**	**37**
1400 - 1415	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	7
1415 - 1430	0	5	0	0	5	1	2	0	0	3	0	0	0	0	0	1	0	0	0	1	9
1430 - 1445	0	4	0	0	4	1	0	0	0	1	1	0	0	0	1	0	1	1	0	2	8
1445 - 1500	0	4	0	0	4	2	1	0	0	3	0	0	0	0	0	0	0	1	0	1	8
Hourly Total	0	16	0	0	**16**	4	6	0	0	**10**	1	0	0	0	**1**	1	1	3	0	**5**	**32**
1500 - 1515	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	5
1515 - 1530	0	6	2	0	8	1	3	0	0	4	1	0	0	0	1	0	0	0	0	0	13
1530 - 1545	0	4	1	0	5	1	1	0	0	2	0	0	0	0	0	0	0	2	0	2	9
1545 - 1600	0	1	1	0	2	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1	5
Hourly Total	0	14	4	0	**18**	4	4	0	0	**8**	1	0	0	0	**1**	0	0	5	0	**5**	**32**
1600 - 1615	0	3	0	0	3	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	5
1615 - 1630	0	1	0	0	1	1	2	0	0	3	0	0	0	0	0	0	0	1	0	1	5
1630 - 1645	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
1645 - 1700	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	3
Hourly Total	0	5	0	0	**5**	5	3	0	0	**8**	0	0	0	0	**0**	0	0	2	0	**2**	**15**
1700 - 1715	0	4	0	0	4	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	6
1715 - 1730	0	1	0	0	1	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
1730 - 1745	0	4	0	0	4	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	8
1745 - 1800	0	3	0	0	3	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	0	12	0	0	**12**	8	3	0	0	**11**	0	0	0	0	**0**	0	0	1	0	**1**	**24**
1800 - 1815	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	0	3	0	3	6
1815 - 1830	0	5	0	0	5	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	7
1830 - 1845	0	0	0	0	0	3	4	0	0	7	0	0	0	0	0	0	0	1	0	1	8
1845 - 1900	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	7	0	0	**7**	5	7	0	0	**12**	0	0	0	0	**0**	0	0	5	0	**5**	**24**
Grand Total	0	152	11	0	**163**	55	84	5	0	**144**	5	3	3	0	**11**	16	1	48	0	**65**	**383**
Approach %	0.00	93.25	6.75	0.00	-	38.19	58.33	3.47	0.00	-	45.45	27.27	27.27	0.00	-	24.62	1.54	73.85	0.00	-	
Intersection %	0.00	39.69	2.87	0.00	42.56	14.36	21.93	1.31	0.00	37.60	1.31	0.78	0.78	0.00	2.87	4.18	0.26	12.53	0.00	16.97	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

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Fayetteville NC

Site 3

Green St (South)
Green St (North)
Maiden Ln
Bow St

Date

Tuesday, October 15, 2024

Lat/Long

35.053561°, -78.877902°
Click here for Map

Weather

Fair
57°F
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0600 - 1900 (Tuesday 13h Session) (10-15-2024)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Green St (South)			Green St (North)			Maiden Ln			Bow St			
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
0600 - 0615	0	1	1	0	2	2	0	2	2	0	0	0	5
0615 - 0630	0	0	0	0	2	2	0	0	0	2	0	2	4
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	1	0	1	0	0	0	0	0	0	0	0	0	1
Hourly Total	1	1	**2**	0	4	**4**	0	2	**2**	2	0	**2**	**10**
0700 - 0715	0	0	0	0	0	0	0	0	0	0	1	1	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0	1	1	1
0730 - 0745	0	5	5	1	0	1	1	1	2	0	1	1	9
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	5	**5**	1	0	**1**	1	1	**2**	0	3	**3**	**11**
0800 - 0815	0	0	0	0	0	0	0	3	3	0	0	0	3
0815 - 0830	0	0	0	0	0	0	0	0	0	2	0	2	2
0830 - 0845	0	0	0	0	0	0	2	0	2	0	0	0	2
0845 - 0900	0	0	0	3	0	3	0	0	0	1	0	1	4
Hourly Total	0	0	**0**	3	0	**3**	2	3	**5**	3	0	**3**	**11**
0900 - 0915	0	2	2	0	0	0	0	3	3	0	2	2	7
0915 - 0930	0	0	0	0	0	0	0	1	1	0	0	0	1
0930 - 0945	0	0	0	0	2	2	0	0	0	1	0	1	3
0945 - 1000	0	0	0	1	3	4	2	1	3	1	0	1	8
Hourly Total	0	2	**2**	1	5	**6**	2	5	**7**	2	2	**4**	**19**
1000 - 1015	0	0	0	0	1	1	0	2	2	2	0	2	5
1015 - 1030	0	0	0	0	2	2	0	0	0	2	0	2	4
1030 - 1045	0	1	1	2	0	2	2	0	2	0	1	1	6
1045 - 1100	2	0	2	23	1	24	24	6	30	0	0	0	56
Hourly Total	2	1	**3**	25	4	**29**	26	8	**34**	4	1	**5**	**71**
1100 - 1115	0	0	0	50	0	50	48	1	49	0	0	0	99
1115 - 1130	0	0	0	3	73	76	0	25	25	2	0	2	103
1130 - 1145	0	0	0	0	0	0	0	50	50	3	0	3	53
1145 - 1200	0	0	0	0	1	1	0	1	1	0	0	0	2
Hourly Total	0	0	**0**	53	74	**127**	48	77	**125**	5	0	**5**	**257**
1200 - 1215	0	0	0	1	0	1	0	2	2	0	1	1	4
1215 - 1230	0	0	0	1	1	2	2	1	3	0	0	0	5
1230 - 1245	0	0	0	0	4	4	0	2	2	0	0	0	6
1245 - 1300	0	0	0	41	0	41	22	2	24	3	1	4	69
Hourly Total	0	0	**0**	43	5	**48**	24	7	**31**	3	2	**5**	**84**
1300 - 1315	0	0	0	21	1	22	13	2	15	0	0	0	37
1315 - 1330	0	0	0	3	2	5	4	1	5	0	2	2	12
1330 - 1345	0	0	0	0	57	57	2	62	64	0	0	0	121
1345 - 1400	0	0	0	2	0	2	2	0	2	2	0	2	6
Hourly Total	0	0	**0**	26	60	**86**	21	65	**86**	2	2	**4**	**176**
1400 - 1415	1	1	2	0	0	0	0	1	1	0	0	0	3
1415 - 1430	0	1	1	0	1	1	0	1	1	0	0	0	3
1430 - 1445	0	0	0	0	0	0	0	1	1	0	0	0	1
1445 - 1500	0	1	1	1	0	1	2	14	16	0	0	0	18
Hourly Total	1	3	**4**	1	1	**2**	2	17	**19**	0	0	**0**	**25**
1500 - 1515	0	0	0	3	0	3	4	58	62	0	2	2	67
1515 - 1530	0	0	0	0	0	0	6	1	7	0	1	1	8
1530 - 1545	0	0	0	2	0	2	0	0	0	0	0	0	2
1545 - 1600	0	0	0	0	1	1	0	1	1	1	0	1	3
Hourly Total	0	0	**0**	5	1	**6**	10	60	**70**	1	3	**4**	**80**
1600 - 1615	1	0	1	1	0	1	1	1	2	0	0	0	4
1615 - 1630	0	0	0	0	1	1	1	1	2	0	0	0	3
1630 - 1645	0	0	0	2	0	2	0	1	1	0	0	0	3
1645 - 1700	1	0	1	0	0	0	0	1	1	0	0	0	2
Hourly Total	2	0	**2**	3	1	**4**	2	4	**6**	0	0	**0**	**12**
1700 - 1715	0	0	0	3	1	4	0	0	0	0	2	2	6
1715 - 1730	0	0	0	1	4	5	1	1	2	2	0	2	9
1730 - 1745	0	0	0	0	1	1	0	0	0	0	0	0	1
1745 - 1800	0	0	0	0	1	1	0	0	0	0	1	1	2
Hourly Total	0	0	**0**	4	7	**11**	1	1	**2**	2	3	**5**	**18**
1800 - 1815	0	0	0	1	1	2	3	0	3	0	1	1	6
1815 - 1830	1	0	1	0	0	0	0	0	0	0	1	1	2
1830 - 1845	0	0	0	0	1	1	0	1	1	1	0	1	3
1845 - 1900	2	0	2	0	1	1	2	1	3	1	0	1	7
Hourly Total	3	0	**3**	1	3	**4**	5	2	**7**	2	2	**4**	**18**
Grand Total	9	12	**21**	166	165	**331**	144	252	**396**	26	18	**44**	**792**
Approach %	42.86	57.14	-	50.15	49.85	-	36.36	63.64	-	59.09	40.91	-	
Intersection %	1.14	1.52	2.65	20.96	20.83	41.79	18.18	31.82	50.00	3.28	2.27	5.56	

Crosswalk Counts || Bikes

Marr Traffic DATA COLLECTION

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Fayetteville NC

Site 3

Green St (South)
Green St (North)
Maiden Ln
Bow St

Date

Tuesday, October 15, 2024

Lat/Long

35.053561°, -78.877902°
Click here for Map

Weather

Fair
57°F
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0600 - 1900 (Tuesday 13h Session) (10-15-2024)

Bikes

	Northbound			Southbound			Eastbound			Westbound			
	Green St (South)			Green St (North)			Maiden Ln			Bow St			
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
0600 - 0615	0	0	0	0	0	0	1	0	1	0	0	0	1
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	1	0	**1**	0	0	**0**	**1**
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	1	0	1	0	0	0	1
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	1	0	**1**	0	0	**0**	**1**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
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	1	1	0	0	0	1
Hourly Total	0	0	**0**	0	0	**0**	0	1	**1**	0	0	**0**	**1**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	1	1	0	0	0	1
Hourly Total	0	0	**0**	0	0	**0**	0	1	**1**	0	0	**0**	**1**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
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**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	1	1	0	0	0	1
Hourly Total	0	0	**0**	0	0	**0**	0	1	**1**	0	0	**0**	**1**
Grand Total	0	0	**0**	0	0	**0**	2	3	**5**	0	0	**0**	**5**
Approach %	0.00	0.00	-	0.00	0.00	-	40.00	60.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	40.00	60.00	100.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

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Fayetteville NC

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Maiden Ln
Bow St

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0600 - 1900 (Tuesday 13h Session) (10-15-2024)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Green St (South)			Green St (North)			Maiden Ln			Bow St			
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
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
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**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
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**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	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: 10/15/2024	Maiden Ln Eastbound			Bow St Westbound			Green St (South) Northbound			Green St (North) Southbound			
Time	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	2	0	0	0	0	5	0	18	1	2	12	0	40
06:15 AM - 06:30 AM	0	0	1	2	0	4	3	28	0	4	22	1	65
06:30 AM - 06:45 AM	5	0	7	0	0	10	3	30	0	7	26	8	96
06:45 AM - 07:00 AM	5	0	9	2	1	10	1	24	1	11	32	6	102
07:00 AM - 07:15 AM	7	1	5	3	1	17	5	32	0	4	37	8	120
07:15 AM - 07:30 AM	21	2	19	2	4	12	9	66	4	14	69	25	247
07:30 AM - 07:45 AM	56	10	53	7	8	13	14	78	1	31	98	50	419
07:45 AM - 08:00 AM	61	4	49	3	4	45	13	84	4	36	87	37	427
08:00 AM - 08:15 AM	15	0	15	4	2	36	4	61	10	18	66	17	248
08:15 AM - 08:30 AM	3	2	7	2	2	22	3	60	3	9	49	7	169
08:30 AM - 08:45 AM	7	4	6	10	2	30	1	73	6	13	67	7	226
08:45 AM - 09:00 AM	7	2	4	6	2	22	3	79	7	25	63	6	226
09:00 AM - 09:15 AM	9	2	3	6	3	25	2	71	6	15	62	3	207
09:15 AM - 09:30 AM	21	1	7	5	3	32	0	72	3	20	89	14	267
09:30 AM - 09:45 AM	20	2	9	5	3	28	1	89	4	27	94	19	301
09:45 AM - 10:00 AM	10	2	3	5	0	36	4	79	5	19	66	9	238
10:00 AM - 10:15 AM	10	4	6	8	1	32	2	65	2	16	56	9	211
10:15 AM - 10:30 AM	5	0	11	2	2	30	2	68	4	10	67	6	207
10:30 AM - 10:45 AM	9	2	1	6	1	33	0	81	7	21	68	5	234
10:45 AM - 11:00 AM	7	2	11	7	4	40	5	60	6	22	74	7	245
11:00 AM - 11:15 AM	14	5	10	7	2	30	5	71	9	7	70	12	242
11:15 AM - 11:30 AM	8	0	12	8	1	29	0	70	6	14	65	10	223
11:30 AM - 11:45 AM	9	4	16	7	5	32	6	77	6	14	85	6	267
11:45 AM - 12:00 PM	14	6	11	5	4	49	1	69	9	17	81	11	277
12:00 PM - 12:15 PM	26	1	6	8	4	47	0	70	7	21	86	12	288
12:15 PM - 12:30 PM	19	0	12	10	4	37	3	76	7	14	75	16	273
12:30 PM - 12:45 PM	10	4	13	6	4	30	1	77	4	20	73	11	253
12:45 PM - 01:00 PM	18	5	15	6	3	37	3	83	10	11	81	11	283
01:00 PM - 01:15 PM	14	2	14	14	3	49	4	64	13	15	88	5	285
01:15 PM - 01:30 PM	9	2	8	8	2	32	4	68	2	8	65	6	214
01:30 PM - 01:45 PM	11	0	13	7	2	30	2	67	2	22	72	4	232
01:45 PM - 02:00 PM	14	1	13	4	2	51	5	72	4	22	64	9	261
02:00 PM - 02:15 PM	9	1	9	9	3	53	3	80	1	15	66	13	262
02:15 PM - 02:30 PM	17	1	15	2	4	37	5	70	4	10	72	14	251
02:30 PM - 02:45 PM	6	3	9	6	3	37	8	71	5	12	69	12	241
02:45 PM - 03:00 PM	5	2	9	3	1	41	8	63	3	12	94	22	263
03:00 PM - 03:15 PM	49	5	43	3	3	44	13	85	2	17	99	27	390
03:15 PM - 03:30 PM	38	9	38	6	4	29	5	70	7	11	84	13	314
03:30 PM - 03:45 PM	20	0	29	9	3	36	1	91	5	9	60	9	272
03:45 PM - 04:00 PM	8	1	15	4	2	30	3	74	6	17	82	8	250
04:00 PM - 04:15 PM	10	4	9	5	5	24	4	68	5	8	80	9	231
04:15 PM - 04:30 PM	19	0	19	6	4	42	6	78	5	13	67	16	275
04:30 PM - 04:45 PM	19	3	19	5	0	45	2	88	8	16	79	8	292
04:45 PM - 05:00 PM	15	4	12	5	1	36	4	72	4	10	68	8	239
05:00 PM - 05:15 PM	19	3	22	9	4	52	1	84	1	12	95	10	312
05:15 PM - 05:30 PM	19	3	22	1	1	43	3	77	2	15	79	20	285
05:30 PM - 05:45 PM	20	3	18	2	3	36	5	69	3	9	63	8	239
05:45 PM - 06:00 PM	7	0	14	3	1	19	1	54	3	11	48	6	167
06:00 PM - 06:15 PM	7	0	7	1	0	35	3	73	1	9	43	3	182
06:15 PM - 06:30 PM	3	1	5	5	0	26	3	61	2	6	36	5	153
06:30 PM - 06:45 PM	8	1	7	5	0	20	0	33	1	8	41	2	126
06:45 PM - 07:00 PM	12	0	9	0	2	18	1	43	2	4	38	1	130
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

Fayetteville NC

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Friday, October 25, 2024	
Period	0600 - 2100
Peak Hour	1130 - 1230

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St						Green St						Hay St						Person St						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1130 - 1145	9	62	11	-	0	82	9	48	23	-	0	80	24	29	6	-	1	60	2	30	2	-	0	34	256
1145 - 1200	12	60	9	-	1	82	0	48	25	-	2	75	18	42	7	-	1	68	5	23	4	-	1	33	258
1200 - 1215	9	73	12	-	0	94	6	60	33	-	2	101	19	34	12	-	5	70	5	31	4	-	3	43	308
1215 - 1230	8	89	8	-	0	105	6	50	37	-	2	95	30	25	10	-	2	67	4	19	3	-	1	27	294
Total	38	284	40	0	1	363	21	206	118	0	6	351	91	130	35	0	9	265	16	103	13	0	5	137	1116
Approach %	10.47	78.24	11.02	0.00	0.28	-	5.98	58.69	33.62	0.00	1.71	-	34.34	49.06	13.21	0.00	3.40	-	11.68	75.18	9.49	0.00	3.65	-	
PHF	0.79	0.80	0.83	0.00	0.25	**0.86**	0.58	0.86	0.80	0.00	0.75	**0.87**	0.76	0.77	0.73	0.00	0.45	**0.95**	0.80	0.83	0.81	0.00	0.42	**0.80**	**0.91**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St						Green St						Hay St						Person St						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1130 - 1145	9	59	10	-	0	78	9	45	22	-	0	76	23	28	6	-	1	58	2	29	2	-	0	33	245
1145 - 1200	12	58	9	-	1	80	0	43	24	-	1	68	15	42	7	-	1	65	5	22	4	-	1	32	245
1200 - 1215	9	67	12	-	0	88	6	54	33	-	2	95	19	33	12	-	5	69	5	30	4	-	3	42	294
1215 - 1230	8	83	8	-	0	99	6	48	37	-	1	92	29	25	10	-	2	66	3	18	3	-	1	25	282
Total	38	267	39	0	1	345	21	190	116	0	4	331	86	128	35	0	9	258	15	99	13	0	5	132	1066
Approach %	11.01	77.39	11.30	0.00	0.29	-	6.34	57.40	35.05	0.00	1.21	-	33.33	49.61	13.57	0.00	3.49	-	11.36	75.00	9.85	0.00	3.79	-	
PHF	0.79	0.80	0.81	0.00	0.25	**0.87**	0.58	0.88	0.78	0.00	0.50	**0.87**	0.74	0.76	0.73	0.00	0.45	**0.93**	0.75	0.83	0.81	0.00	0.42	**0.79**	**0.91**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St						Green St						Hay St						Person St						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1130 - 1145	0	3	1	-	0	4	0	3	0	-	0	3	0	0	0	-	0	0	0	1	0	-	0	1	8
1145 - 1200	0	2	0	-	0	2	0	4	1	-	1	6	2	0	0	-	0	2	0	1	0	-	0	1	11
1200 - 1215	0	2	0	-	0	2	0	6	0	-	0	6	0	1	0	-	0	1	0	1	0	-	0	1	10
1215 - 1230	0	5	0	-	0	5	0	2	0	-	1	3	1	0	0	-	0	1	1	1	0	-	0	2	11
Total	0	12	1	0	0	13	0	15	1	0	2	18	3	1	0	0	0	4	1	4	0	0	0	5	40
Approach %	0.00	92.31	7.69	0.00	0.00	-	0.00	83.33	5.56	0.00	11.11	-	75.00	25.00	0.00	0.00	0.00	-	20.00	80.00	0.00	0.00	0.00	-	
PHF	0.00	0.60	0.25	0.00	0.00	**0.65**	0.00	0.63	0.25	0.00	0.50	**0.75**	0.38	0.25	0.00	0.00	0.00	**0.50**	0.25	1.00	0.00	0.00	0.00	**0.63**	**0.91**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St						Green St						Hay St						Person St						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1130 - 1145	0	0	0	-	0	0	0	0	1	-	0	1	1	1	0	-	0	2	0	0	0	-	0	0	3
1145 - 1200	0	0	0	-	0	0	0	1	0	-	0	1	1	0	0	-	0	1	0	0	0	-	0	0	2
1200 - 1215	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	3
1215 - 1230	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
Total	0	4	0	0	0	4	0	1	1	0	0	2	2	1	0	0	0	3	0	0	0	0	0	0	9
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	50.00	50.00	0.00	0.00	-	66.67	33.33	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.33	0.00	0.00	0.00	**0.33**	0.00	0.25	0.25	0.00	0.00	**0.50**	0.50	0.25	0.00	0.00	0.00	**0.38**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.75**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St						Green St						Hay St						Person St						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
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
1200 - 1215	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
1215 - 1230	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Peak Hour Turning Movement Count

Fayetteville NC

Click here for Map

Marr Traffic DATA COLLECTION

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Friday, October 25, 2024	
Period	0600 - 0900
Peak Hour	0745 - 0845

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St						Green St						Hay St						Person St						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0745 - 0800	1	73	6	-	0	80	6	66	20	-	0	92	10	20	7	-	1	38	2	31	2	-	0	35	245
0800 - 0815	10	63	3	-	1	77	5	45	16	-	2	68	12	22	4	-	0	38	2	30	3	-	0	35	218
0815 - 0830	5	48	8	-	2	63	5	52	13	-	1	71	9	20	5	-	0	34	7	21	4	-	0	32	200
0830 - 0845	7	78	4	-	1	90	5	38	20	-	1	64	13	26	3	-	0	42	3	33	4	-	0	40	236
Total	23	262	21	0	4	310	21	201	69	0	4	295	44	88	19	0	1	152	14	115	13	0	0	142	899
Approach %	7.42	84.52	6.77	0.00	1.29	-	7.12	68.14	23.39	0.00	1.36	-	28.95	57.89	12.50	0.00	0.66	-	9.86	80.99	9.15	0.00	0.00	-	
PHF	0.58	0.84	0.66	0.00	0.50	**0.86**	0.88	0.76	0.86	0.00	0.50	**0.80**	0.85	0.85	0.68	0.00	0.25	**0.90**	0.50	0.87	0.81	0.00	0.00	**0.89**	**0.92**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St						Green St						Hay St						Person St						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0745 - 0800	1	68	6	-	0	75	6	60	19	-	0	85	10	20	7	-	1	38	2	30	2	-	0	34	232
0800 - 0815	10	58	3	-	1	72	5	44	16	-	1	66	12	21	4	-	0	37	2	28	3	-	0	33	208
0815 - 0830	5	46	7	-	2	60	5	45	13	-	1	64	9	20	5	-	0	34	7	21	4	-	0	32	190
0830 - 0845	7	74	4	-	1	86	5	37	20	-	1	63	12	26	3	-	0	41	3	32	4	-	0	39	229
Total	23	246	20	0	4	293	21	186	68	0	3	278	43	87	19	0	1	150	14	111	13	0	0	138	859
Approach %	7.85	83.96	6.83	0.00	1.37	-	7.55	66.91	24.46	0.00	1.08	-	28.67	58.00	12.67	0.00	0.67	-	10.14	80.43	9.42	0.00	0.00	-	
PHF	0.58	0.83	0.71	0.00	0.50	**0.85**	0.88	0.78	0.85	0.00	0.75	**0.82**	0.90	0.84	0.68	0.00	0.25	**0.91**	0.50	0.87	0.81	0.00	0.00	**0.88**	**0.93**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St						Green St						Hay St						Person St						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0745 - 0800	0	3	0	-	0	3	0	5	1	-	0	6	0	0	0	-	0	0	0	1	0	-	0	1	10
0800 - 0815	0	4	0	-	0	4	0	1	0	-	1	2	0	1	0	-	0	1	0	1	0	-	0	1	8
0815 - 0830	0	0	1	-	0	1	0	7	0	-	0	7	0	0	0	-	0	0	0	0	0	-	0	0	8
0830 - 0845	0	4	0	-	0	4	0	1	0	-	0	1	1	0	0	-	0	1	0	1	0	-	0	1	7
Total	0	11	1	0	0	12	0	14	1	0	1	16	1	1	0	0	0	2	0	3	0	0	0	3	33
Approach %	0.00	91.67	8.33	0.00	0.00	-	0.00	87.50	6.25	0.00	6.25	-	50.00	50.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.69	0.25	0.00	0.00	**0.75**	0.00	0.50	0.25	0.00	0.25	**0.57**	0.25	0.25	0.00	0.00	0.00	**0.50**	0.00	0.75	0.00	0.00	0.00	**0.75**	**0.83**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St						Green St						Hay St						Person St						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0745 - 0800	0	2	0	-	0	2	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	3
0800 - 0815	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	2
0815 - 0830	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	2
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	5	0	0	0	5	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	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	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.63	0.00	0.00	0.00	**0.63**	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	0.25	0.00	0.00	0.00	**0.25**	**0.58**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St						Green St						Hay St						Person St						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	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

Fayetteville NC

Click here for Map

Marr Traffic DATA COLLECTION

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Friday, October 25, 2024	
Period	1100 - 1300
Peak Hour	1130 - 1230

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St						Green St						Hay St						Person St						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1130 - 1145	9	62	11	-	0	82	9	48	23	-	0	80	24	29	6	-	1	60	2	30	2	-	0	34	256
1145 - 1200	12	60	9	-	1	82	0	48	25	-	2	75	18	42	7	-	1	68	5	23	4	-	1	33	258
1200 - 1215	9	73	12	-	0	94	6	60	33	-	2	101	19	34	12	-	5	70	5	31	4	-	3	43	308
1215 - 1230	8	89	8	-	0	105	6	50	37	-	2	95	30	25	10	-	2	67	4	19	3	-	1	27	294
Total	38	284	40	0	1	363	21	206	118	0	6	351	91	130	35	0	9	265	16	103	13	0	5	137	1116
Approach %	10.47	78.24	11.02	0.00	0.28	-	5.98	58.69	33.62	0.00	1.71	-	34.34	49.06	13.21	0.00	3.40	-	11.68	75.18	9.49	0.00	3.65	-	
PHF	0.79	0.80	0.83	0.00	0.25	**0.86**	0.58	0.86	0.80	0.00	0.75	**0.87**	0.76	0.77	0.73	0.00	0.45	**0.95**	0.80	0.83	0.81	0.00	0.42	**0.80**	**0.91**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St						Green St						Hay St						Person St						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1130 - 1145	9	59	10	-	0	78	9	45	22	-	0	76	23	28	6	-	1	58	2	29	2	-	0	33	245
1145 - 1200	12	58	9	-	1	80	0	43	24	-	1	68	15	42	7	-	1	65	5	22	4	-	1	32	245
1200 - 1215	9	67	12	-	0	88	6	54	33	-	2	95	19	33	12	-	5	69	5	30	4	-	3	42	294
1215 - 1230	8	83	8	-	0	99	6	48	37	-	1	92	29	25	10	-	2	66	3	18	3	-	1	25	282
Total	38	267	39	0	1	345	21	190	116	0	4	331	86	128	35	0	9	258	15	99	13	0	5	132	1066
Approach %	11.01	77.39	11.30	0.00	0.29	-	6.34	57.40	35.05	0.00	1.21	-	33.33	49.61	13.57	0.00	3.49	-	11.36	75.00	9.85	0.00	3.79	-	
PHF	0.79	0.80	0.81	0.00	0.25	**0.87**	0.58	0.88	0.78	0.00	0.50	**0.87**	0.74	0.76	0.73	0.00	0.45	**0.93**	0.75	0.83	0.81	0.00	0.42	**0.79**	**0.91**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St						Green St						Hay St						Person St						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1130 - 1145	0	3	1	-	0	4	0	3	0	-	0	3	0	0	0	-	0	0	0	1	0	-	0	1	8
1145 - 1200	0	2	0	-	0	2	0	4	1	-	1	6	2	0	0	-	0	2	0	1	0	-	0	1	11
1200 - 1215	0	2	0	-	0	2	0	6	0	-	0	6	0	1	0	-	0	1	0	1	0	-	0	1	10
1215 - 1230	0	5	0	-	0	5	0	2	0	-	1	3	1	0	0	-	0	1	1	1	0	-	0	2	11
Total	0	12	1	0	0	13	0	15	1	0	2	18	3	1	0	0	0	4	1	4	0	0	0	5	40
Approach %	0.00	92.31	7.69	0.00	0.00	-	0.00	83.33	5.56	0.00	11.11	-	75.00	25.00	0.00	0.00	0.00	-	20.00	80.00	0.00	0.00	0.00	-	
PHF	0.00	0.60	0.25	0.00	0.00	**0.65**	0.00	0.63	0.25	0.00	0.50	**0.75**	0.38	0.25	0.00	0.00	0.00	**0.50**	0.25	1.00	0.00	0.00	0.00	**0.63**	**0.91**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St						Green St						Hay St						Person St						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1130 - 1145	0	0	0	-	0	0	0	0	1	-	0	1	1	1	0	-	0	2	0	0	0	-	0	0	3
1145 - 1200	0	0	0	-	0	0	0	1	0	-	0	1	1	0	0	-	0	1	0	0	0	-	0	0	2
1200 - 1215	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	3
1215 - 1230	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
Total	0	4	0	0	0	4	0	1	1	0	0	2	2	1	0	0	0	3	0	0	0	0	0	0	9
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	50.00	50.00	0.00	0.00	-	66.67	33.33	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.33	0.00	0.00	0.00	**0.33**	0.00	0.25	0.25	0.00	0.00	**0.50**	0.50	0.25	0.00	0.00	0.00	**0.38**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.75**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St						Green St						Hay St						Person St						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
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
1200 - 1215	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
1215 - 1230	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Peak Hour Turning Movement Count

Fayetteville NC

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Friday, October 25, 2024	
Period	1500 - 1800
Peak Hour	1500 - 1600

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St						Green St						Hay St						Person St						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1500 - 1515	16	75	0	-	0	91	2	70	44	-	5	121	51	0	18	-	0	69	0	0	0	-	0	0	281
1515 - 1530	7	78	0	-	0	85	0	64	37	-	4	105	57	0	16	-	0	73	0	0	0	-	0	0	263
1530 - 1545	13	75	0	-	0	88	0	67	42	-	3	112	34	0	10	-	0	44	0	0	0	-	0	0	244
1545 - 1600	14	89	0	-	0	103	0	70	43	-	2	115	33	0	11	-	2	46	0	1	0	-	0	1	265
Total	50	317	0	0	0	367	2	271	166	0	14	453	175	0	55	0	2	232	0	1	0	0	0	1	1053
Approach %	13.62	86.38	0.00	0.00	0.00	-	0.44	59.82	36.64	0.00	3.09	-	75.43	0.00	23.71	0.00	0.86	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.78	0.89	0.00	0.00	0.00	**0.89**	0.25	0.97	0.94	0.00	0.70	**0.94**	0.77	0.00	0.76	0.00	0.25	**0.79**	0.00	0.25	0.00	0.00	0.00	**0.25**	**0.94**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St						Green St						Hay St						Person St						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1500 - 1515	16	74	0	-	0	90	2	69	44	-	5	120	50	0	18	-	0	68	0	0	0	-	0	0	278
1515 - 1530	7	74	0	-	0	81	0	63	37	-	4	104	57	0	16	-	0	73	0	0	0	-	0	0	258
1530 - 1545	13	71	0	-	0	84	0	66	42	-	3	111	34	0	10	-	0	44	0	0	0	-	0	0	239
1545 - 1600	14	82	0	-	0	96	0	68	43	-	2	113	32	0	10	-	1	43	0	1	0	-	0	1	253
Total	50	301	0	0	0	351	2	266	166	0	14	448	173	0	54	0	1	228	0	1	0	0	0	1	1028
Approach %	14.25	85.75	0.00	0.00	0.00	-	0.45	59.38	37.05	0.00	3.13	-	75.88	0.00	23.68	0.00	0.44	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.78	0.92	0.00	0.00	0.00	**0.91**	0.25	0.96	0.94	0.00	0.70	**0.93**	0.76	0.00	0.75	0.00	0.25	**0.78**	0.00	0.25	0.00	0.00	0.00	**0.25**	**0.92**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St						Green St						Hay St						Person St						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1500 - 1515	0	1	0	-	0	1	0	1	0	-	0	1	1	0	0	-	0	1	0	0	0	-	0	0	3
1515 - 1530	0	4	0	-	0	4	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	5
1530 - 1545	0	2	0	-	0	2	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	3
1545 - 1600	0	6	0	-	0	6	0	2	0	-	0	2	1	0	1	-	1	3	0	0	0	-	0	0	11
Total	0	13	0	0	0	13	0	5	0	0	0	5	2	0	1	0	1	4	0	0	0	0	0	0	22
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	50.00	0.00	25.00	0.00	25.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.54	0.00	0.00	0.00	**0.54**	0.00	0.63	0.00	0.00	0.00	**0.63**	0.50	0.00	0.25	0.00	0.25	**0.33**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.50**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St						Green St						Hay St						Person St						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1500 - 1515	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1515 - 1530	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1530 - 1545	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	2
1545 - 1600	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
Total	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	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	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.38**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St						Green St						Hay St						Person St						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1500 - 1515	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1515 - 1530	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1530 - 1545	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1545 - 1600	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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Fayetteville NC

Site 1
Gillespie St
Green St
Hay St
Person St

Date
Friday, October 25, 2024

Lat/Long
35.052568°, -78.878310°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0600 - 2100 (Weekday 15h Session) (10-25-2024)
All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Gillespie St					Green St					Hay St					Person St					
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
0600 - 0615	2	12	0	0	14	3	7	1	0	11	0	3	0	0	3	0	5	0	0	5	33
0615 - 0630	3	13	2	0	18	1	14	3	0	18	0	11	0	0	11	2	5	1	0	8	55
0630 - 0645	0	21	3	0	24	1	19	3	0	23	1	11	1	0	13	1	9	0	0	10	70
0645 - 0700	3	32	2	0	37	2	30	4	1	37	3	15	2	0	20	1	8	0	0	9	103
Hourly Total	8	78	7	0	**93**	7	70	11	1	**89**	4	40	3	0	**47**	4	27	1	0	**32**	**261**
0700 - 0715	5	41	1	0	47	3	38	7	0	48	3	7	0	2	12	1	10	0	0	11	118
0715 - 0730	0	53	4	0	57	5	41	7	0	53	1	22	2	0	25	1	9	0	0	10	145
0730 - 0745	9	52	6	1	68	6	56	4	1	67	4	26	5	0	35	2	20	0	0	22	192
0745 - 0800	1	73	6	0	80	6	66	20	0	92	10	20	7	1	38	2	31	2	0	35	245
Hourly Total	15	219	17	1	**252**	20	201	38	1	**260**	18	75	14	3	**110**	6	70	2	0	**78**	**700**
0800 - 0815	10	63	3	1	77	5	45	16	2	68	12	22	4	0	38	2	30	3	0	35	218
0815 - 0830	5	48	8	2	63	5	52	13	1	71	9	20	5	0	34	7	21	4	0	32	200
0830 - 0845	7	78	4	1	90	5	38	20	1	64	13	26	3	0	42	3	33	4	0	40	236
0845 - 0900	6	69	3	0	78	8	46	17	2	73	15	9	4	0	28	4	16	6	1	27	206
Hourly Total	28	258	18	4	**308**	23	181	66	6	**276**	49	77	16	0	**142**	16	100	17	1	**134**	**860**
0900 - 0915	10	64	6	1	81	7	52	22	0	81	11	24	7	0	42	4	29	3	0	36	240
0915 - 0930	5	59	7	1	72	5	40	19	0	64	11	20	5	0	36	7	27	2	0	36	208
0930 - 0945	10	46	6	1	63	2	42	25	0	69	14	26	4	0	44	7	20	3	0	30	206
0945 - 1000	4	55	4	0	63	3	56	20	0	79	7	11	2	0	20	2	25	1	0	28	190
Hourly Total	29	224	23	3	**279**	17	190	86	0	**293**	43	81	18	0	**142**	20	101	9	0	**130**	**844**
1000 - 1015	13	50	2	0	65	7	38	12	1	58	12	18	7	1	38	4	18	0	0	22	183
1015 - 1030	6	62	3	1	72	3	50	22	1	76	14	25	5	0	44	0	22	1	0	23	215
1030 - 1045	4	51	5	2	62	1	39	22	2	64	13	34	6	2	55	4	27	3	2	36	217
1045 - 1100	6	59	3	0	68	4	63	26	0	93	12	26	15	1	54	3	20	2	2	27	242
Hourly Total	29	222	13	3	**267**	15	190	82	4	**291**	51	103	33	4	**191**	11	87	6	4	**108**	**857**
1100 - 1115	3	68	11	2	84	8	46	20	1	75	10	26	9	2	47	4	27	4	0	35	241
1115 - 1130	6	90	8	2	106	3	56	20	2	81	14	40	7	2	63	6	24	2	0	32	282
1130 - 1145	9	62	11	0	82	9	48	23	0	80	24	29	6	1	60	2	30	2	0	34	256
1145 - 1200	12	60	9	1	82	0	48	25	2	75	18	42	7	1	68	5	23	4	1	33	258
Hourly Total	30	280	39	5	**354**	20	198	88	5	**311**	66	137	29	6	**238**	17	104	12	1	**134**	**1037**
1200 - 1215	9	73	12	0	94	6	60	33	2	101	19	34	12	5	70	5	31	4	3	43	308
1215 - 1230	8	89	8	0	105	6	50	37	2	95	30	25	10	2	67	4	19	3	1	27	294
1230 - 1245	19	75	0	0	94	1	51	51	6	109	22	0	15	1	38	0	0	3	0	3	244
1245 - 1300	11	64	0	0	75	0	68	47	5	120	30	0	11	1	42	0	5	2	0	7	244
Hourly Total	47	301	20	0	**368**	13	229	168	15	**425**	101	59	48	9	**217**	9	55	12	4	**80**	**1090**
1300 - 1315	4	65	0	0	69	0	69	41	10	120	23	0	14	1	38	0	0	0	0	0	227
1315 - 1330	8	69	0	1	78	0	68	31	9	108	38	0	27	5	70	0	1	2	0	3	259
1330 - 1345	12	63	0	1	76	1	73	43	10	127	33	0	23	2	58	0	0	1	0	1	262
1345 - 1400	19	70	0	1	90	0	69	41	4	114	35	1	29	5	70	0	1	0	0	1	275
Hourly Total	43	267	0	3	**313**	1	279	156	33	**469**	129	1	93	13	**236**	0	2	3	0	**5**	**1023**
1400 - 1415	22	75	0	0	97	0	57	33	1	91	31	0	15	0	46	0	1	0	1	2	236
1415 - 1430	15	58	0	0	73	0	78	46	3	127	50	1	13	1	65	0	0	0	0	0	265
1430 - 1445	15	68	0	1	84	0	82	37	1	120	50	0	11	0	61	1	0	0	0	1	266
1445 - 1500	17	67	0	0	84	1	74	38	2	115	49	0	21	0	70	1	0	2	0	3	272
Hourly Total	69	268	0	1	**338**	1	291	154	7	**453**	180	1	60	1	**242**	2	1	2	1	**6**	**1039**
1500 - 1515	16	75	0	0	91	2	70	44	5	121	51	0	18	0	69	0	0	0	0	0	281
1515 - 1530	7	78	0	0	85	0	64	37	4	105	57	0	16	0	73	0	0	0	0	0	263
1530 - 1545	13	75	0	0	88	0	67	42	3	112	34	0	10	0	44	0	0	0	0	0	244
1545 - 1600	14	89	0	0	103	0	70	43	2	115	33	0	11	2	46	0	1	0	0	1	265
Hourly Total	50	317	0	0	**367**	2	271	166	14	**453**	175	0	55	2	**232**	0	1	0	0	**1**	**1053**
1600 - 1615	8	42	0	0	50	0	1	3	1	5	9	1	6	0	16	0	0	0	0	0	71
1615 - 1630	1	2	0	0	3	1	1	3	0	5	1	0	0	2	3	0	0	0	0	0	11
1630 - 1645	1	1	0	1	3	0	1	0	0	1	3	0	1	0	4	0	0	1	0	1	9
1645 - 1700	1	2	0	1	4	0	0	1	0	1	3	0	1	5	9	0	1	0	0	1	15
Hourly Total	11	47	0	2	**60**	1	3	7	1	**12**	16	1	8	7	**32**	0	1	1	0	**2**	**106**
1700 - 1715	1	1	4	1	7	0	1	1	0	2	0	0	4	0	4	0	0	0	0	0	13
1715 - 1730	0	0	0	1	1	0	0	1	0	1	1	0	1	3	5	0	0	0	0	0	7
1730 - 1745	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	3
1745 - 1800	0	0	1	0	1	0	0	1	0	1	0	1	1	0	2	0	2	1	0	3	7
Hourly Total	1	1	6	2	**10**	0	1	4	0	**5**	1	1	7	3	**12**	0	2	1	0	**3**	**30**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	1	**1**	0	3	1	0	**4**	**5**
1900 - 1915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1915 - 1930	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1930 - 1945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1945 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Hourly Total	0	0	0	0	**0**	0	1	0	0	**1**	0	0	1	0	**1**	0	0	0	0	**0**	**2**
2000 - 2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015 - 2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030 - 2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045 - 2100	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	360	2482	143	24	**3009**	120	2105	1026	87	**3338**	833	576	385	49	**1843**	85	554	67	11	**717**	**8907**
Approach %	11.96	82.49	4.75	0.80	-	3.59	63.06	30.74	2.61	-	45.20	31.25	20.89	2.66	-	11.85	77.27	9.34	0.60	-	
Intersection %	4.04	27.87	1.61	0.27	33.78	1.35	23.63	11.52	0.98	37.48	9.35	6.47	4.32	0.55	20.69	0.95	6.22	0.75	0.12	8.05	
Heavy Vehicle %	1	6	3	4	**5**	2	4	1	3	**3**	2	2	1	6	**2**	1	4	1	9	**3**	**4**
PHF	0.79	0.80	0.83	0.25	**0.86**	0.58	0.86	0.80	0.75	**0.87**	0.76	0.77	0.73	0.45	**0.95**	0.80	0.83	0.81	0.42	**0.80**	**0.91**

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

Marr Traffic DATA COLLECTION
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Fayetteville NC

Site 1
Gillespie St
Green St
Hay St
Person St

Date
Friday, October 25, 2024

Lat/Long
35.052568°, -78.878310°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0600 - 2100 (Weekday 15h Session) (10-25-2024)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Gillespie St					Green St					Hay St					Person St					
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
0600 - 0615	2	12	0	0	14	3	7	1	0	11	0	2	0	0	2	0	4	0	0	4	31
0615 - 0630	3	12	2	0	17	1	12	3	0	16	0	10	0	0	10	2	5	1	0	8	51
0630 - 0645	0	18	3	0	21	1	18	2	0	21	1	11	1	0	13	1	9	0	0	10	65
0645 - 0700	3	27	1	0	31	2	30	4	1	37	3	15	2	0	20	1	8	0	0	9	97
Hourly Total	8	69	6	0	**83**	7	67	10	1	**85**	4	38	3	0	**45**	4	26	1	0	**31**	**244**
0700 - 0715	4	36	0	0	40	3	36	7	0	46	3	7	0	2	12	1	10	0	0	11	109
0715 - 0730	0	50	4	0	54	4	39	7	0	50	1	20	2	0	23	1	9	0	0	10	137
0730 - 0745	8	43	6	1	58	6	53	4	1	64	4	26	5	0	35	2	19	0	0	21	178
0745 - 0800	1	68	6	0	75	6	60	19	0	85	10	20	7	1	38	2	30	2	0	34	232
Hourly Total	13	197	16	1	**227**	19	188	37	1	**245**	18	73	14	3	**108**	6	68	2	0	**76**	**656**
0800 - 0815	10	58	3	1	72	5	44	16	1	66	12	21	4	0	37	2	28	3	0	33	208
0815 - 0830	5	46	7	2	60	5	45	13	1	64	9	20	5	0	34	7	21	4	0	32	190
0830 - 0845	7	74	4	1	86	5	37	20	1	63	12	26	3	0	41	3	32	4	0	39	229
0845 - 0900	6	65	3	0	74	8	45	17	2	72	15	8	4	0	27	4	16	6	1	27	200
Hourly Total	28	243	17	4	**292**	23	171	66	5	**265**	48	75	16	0	**139**	16	97	17	1	**131**	**827**
0900 - 0915	10	60	6	1	77	7	50	22	0	79	11	24	7	0	42	4	28	3	0	35	233
0915 - 0930	5	55	7	1	68	5	37	18	0	60	11	20	5	0	36	7	25	2	0	34	198
0930 - 0945	9	42	5	1	57	2	41	25	0	68	14	26	4	0	44	7	20	3	0	30	199
0945 - 1000	4	48	4	0	56	3	54	20	0	77	7	11	2	0	20	2	24	1	0	27	180
Hourly Total	28	205	22	3	**258**	17	182	85	0	**284**	43	81	18	0	**142**	20	97	9	0	**126**	**810**
1000 - 1015	13	46	2	0	61	7	36	11	1	55	11	17	7	1	36	4	16	0	0	20	172
1015 - 1030	6	59	3	1	69	3	50	22	1	76	13	23	5	0	41	0	21	1	0	22	208
1030 - 1045	4	49	5	2	60	1	36	22	2	61	12	34	6	1	53	4	26	3	2	35	209
1045 - 1100	6	53	3	0	62	4	61	26	0	91	12	26	15	1	54	3	20	2	2	27	234
Hourly Total	29	207	13	3	**252**	15	183	81	4	**283**	48	100	33	3	**184**	11	83	6	4	**104**	**823**
1100 - 1115	3	66	11	2	82	8	46	19	1	74	10	26	9	2	47	4	25	4	0	33	236
1115 - 1130	6	81	8	2	97	3	56	20	2	81	13	37	7	1	58	6	22	2	0	30	266
1130 - 1145	9	59	10	0	78	9	45	22	0	76	23	28	6	1	58	2	29	2	0	33	245
1145 - 1200	12	58	9	1	80	0	43	24	1	68	15	42	7	1	65	5	22	4	1	32	245
Hourly Total	30	264	38	5	**337**	20	190	85	4	**299**	61	133	29	5	**228**	17	98	12	1	**128**	**992**
1200 - 1215	9	67	12	0	88	6	54	33	2	95	19	33	12	5	69	5	30	4	3	42	294
1215 - 1230	8	83	8	0	99	6	48	37	1	92	29	25	10	2	66	3	18	3	1	25	282
1230 - 1245	19	72	0	0	91	1	51	51	6	109	22	0	15	1	38	0	0	3	0	3	241
1245 - 1300	11	62	0	0	73	0	65	47	5	117	30	0	11	1	42	0	5	2	0	7	239
Hourly Total	47	284	20	0	**351**	13	218	168	14	**413**	100	58	48	9	**215**	8	53	12	4	**77**	**1056**
1300 - 1315	4	64	0	0	68	0	62	41	10	113	22	0	14	1	37	0	0	0	0	0	218
1315 - 1330	8	68	0	1	77	0	67	31	9	107	38	0	27	5	70	0	1	2	0	3	257
1330 - 1345	12	61	0	1	74	0	71	43	10	124	33	0	22	2	57	0	0	1	0	1	256
1345 - 1400	19	67	0	1	87	0	68	41	4	113	33	1	28	5	67	0	1	0	0	1	268
Hourly Total	43	260	0	3	**306**	0	268	156	33	**457**	126	1	91	13	**231**	0	2	3	0	**5**	**999**
1400 - 1415	22	72	0	0	94	0	53	33	1	87	31	0	15	0	46	0	1	0	0	1	228
1415 - 1430	15	57	0	0	72	0	77	46	3	126	49	0	11	1	61	0	0	0	0	0	259
1430 - 1445	15	66	0	1	82	0	79	37	1	117	50	0	11	0	61	1	0	0	0	1	261
1445 - 1500	17	63	0	0	80	1	73	38	2	114	48	0	21	0	69	1	0	1	0	2	265
Hourly Total	69	258	0	1	**328**	1	282	154	7	**444**	178	0	58	1	**237**	2	1	1	0	**4**	**1013**
1500 - 1515	16	74	0	0	90	2	69	44	5	120	50	0	18	0	68	0	0	0	0	0	278
1515 - 1530	7	74	0	0	81	0	63	37	4	104	57	0	16	0	73	0	0	0	0	0	258
1530 - 1545	13	71	0	0	84	0	66	42	3	111	34	0	10	0	44	0	0	0	0	0	239
1545 - 1600	14	82	0	0	96	0	68	43	2	113	32	0	10	1	43	0	1	0	0	1	253
Hourly Total	50	301	0	0	**351**	2	266	166	14	**448**	173	0	54	1	**228**	0	1	0	0	**1**	**1028**
1600 - 1615	8	40	0	0	48	0	1	3	1	5	9	1	6	0	16	0	0	0	0	0	69
1615 - 1630	1	2	0	0	3	1	1	2	0	4	1	0	0	2	3	0	0	0	0	0	10
1630 - 1645	1	1	0	1	3	0	1	0	0	1	3	0	1	0	4	0	0	1	0	1	9
1645 - 1700	1	2	0	1	4	0	0	1	0	1	2	0	1	1	4	0	1	0	0	1	10
Hourly Total	11	45	0	2	**58**	1	3	6	1	**11**	15	1	8	3	**27**	0	1	1	0	**2**	**98**
1700 - 1715	1	0	1	1	3	0	1	1	0	2	0	0	1	0	1	0	0	0	0	0	6
1715 - 1730	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	2
1730 - 1745	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	3
1745 - 1800	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	2	1	0	3	5
Hourly Total	1	0	2	1	**4**	0	1	3	0	**4**	1	1	3	0	**5**	0	2	1	0	**3**	**16**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	1	**1**	0	3	1	0	**4**	**5**
1900 - 1915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1915 - 1930	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1930 - 1945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1945 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Hourly Total	0	0	0	0	**0**	0	1	0	0	**1**	0	0	1	0	**1**	0	0	0	0	**0**	**2**
2000 - 2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015 - 2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030 - 2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045 - 2100	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	357	2333	134	23	**2847**	118	2020	1017	84	**3239**	815	561	376	39	**1791**	84	532	66	10	**692**	**8569**
Approach %	12.54	81.95	4.71	0.81	-	3.64	62.36	31.40	2.59	-	45.51	31.32	20.99	2.18	-	12.14	76.88	9.54	0.56	-	
Intersection %	4.17	27.23	1.56	0.27	33.22	1.38	23.57	11.87	0.98	37.80	9.51	6.55	4.39	0.46	20.90	0.98	6.21	0.77	0.12	8.08	

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

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Fayetteville NC

Site 1
Gillespie St
Green St
Hay St
Person St

Date
Friday, October 25, 2024

Lat/Long
35.052568°, -78.878310°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0600 - 2100 (Weekday 15h Session) (10-25-2024)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Gillespie St					Green St					Hay St					Person St					
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
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
0615 - 0630	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	4
0630 - 0645	0	3	0	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4
0645 - 0700	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	5	1	0	**6**	0	2	1	0	**3**	0	2	0	0	**2**	0	1	0	0	**1**	**12**
0700 - 0715	0	4	1	0	5	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	7
0715 - 0730	0	3	0	0	3	1	1	0	0	2	0	2	0	0	2	0	0	0	0	0	7
0730 - 0745	0	8	0	0	8	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	10
0745 - 0800	0	3	0	0	3	0	5	1	0	6	0	0	0	0	0	0	1	0	0	1	10
Hourly Total	0	18	1	0	**19**	1	10	1	0	**12**	0	2	0	0	**2**	0	1	0	0	**1**	**34**
0800 - 0815	0	4	0	0	4	0	1	0	1	2	0	1	0	0	1	0	1	0	0	1	8
0815 - 0830	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	8
0830 - 0845	0	4	0	0	4	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	7
0845 - 0900	0	3	0	0	3	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	5
Hourly Total	0	11	1	0	**12**	0	10	0	1	**11**	1	2	0	0	**3**	0	2	0	0	**2**	**28**
0900 - 0915	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	5
0915 - 0930	0	3	0	0	3	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	8
0930 - 0945	0	3	1	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
0945 - 1000	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	7
Hourly Total	0	13	1	0	**14**	0	6	1	0	**7**	0	0	0	0	**0**	0	4	0	0	**4**	**25**
1000 - 1015	0	3	0	0	3	0	2	1	0	3	1	1	0	0	2	0	2	0	0	2	10
1015 - 1030	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	4
1030 - 1045	0	1	0	0	1	0	3	0	0	3	0	0	0	1	1	0	0	0	0	0	5
1045 - 1100	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	9	0	0	**9**	0	7	1	0	**8**	2	1	0	1	**4**	0	3	0	0	**3**	**24**
1100 - 1115	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	5
1115 - 1130	0	8	0	0	8	0	0	0	0	0	1	2	0	1	4	0	2	0	0	2	14
1130 - 1145	0	3	1	0	4	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	8
1145 - 1200	0	2	0	0	2	0	4	1	1	6	2	0	0	0	2	0	1	0	0	1	11
Hourly Total	0	15	1	0	**16**	0	7	2	1	**10**	3	2	0	1	**6**	0	6	0	0	**6**	**38**
1200 - 1215	0	2	0	0	2	0	6	0	0	6	0	1	0	0	1	0	1	0	0	1	10
1215 - 1230	0	5	0	0	5	0	2	0	1	3	1	0	0	0	1	1	1	0	0	2	11
1230 - 1245	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1245 - 1300	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	10	0	0	**10**	0	11	0	1	**12**	1	1	0	0	**2**	1	2	0	0	**3**	**27**
1300 - 1315	0	1	0	0	1	0	5	0	0	5	1	0	0	0	1	0	0	0	0	0	7
1315 - 1330	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1330 - 1345	0	2	0	0	2	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	5
1345 - 1400	0	3	0	0	3	0	1	0	0	1	2	0	1	0	3	0	0	0	0	0	7
Hourly Total	0	7	0	0	**7**	0	9	0	0	**9**	3	0	2	0	**5**	0	0	0	0	**0**	**21**
1400 - 1415	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
1415 - 1430	0	1	0	0	1	0	1	0	0	1	1	0	2	0	3	0	0	0	0	0	5
1430 - 1445	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1445 - 1500	0	4	0	0	4	0	1	0	0	1	1	0	0	0	1	0	0	1	0	1	7
Hourly Total	0	7	0	0	**7**	0	7	0	0	**7**	2	0	2	0	**4**	0	0	1	0	**1**	**19**
1500 - 1515	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	3
1515 - 1530	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
1530 - 1545	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
1545 - 1600	0	6	0	0	6	0	2	0	0	2	1	0	1	1	3	0	0	0	0	0	11
Hourly Total	0	13	0	0	**13**	0	5	0	0	**5**	2	0	1	1	**4**	0	0	0	0	**0**	**22**
1600 - 1615	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	0	0	1	0	0	0	0	0	1
Hourly Total	0	2	0	0	**2**	0	0	0	0	**0**	1	0	0	0	**1**	0	0	0	0	**0**	**3**
1700 - 1715	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1715 - 1730	0	0	0	1	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	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	1	**2**	0	0	1	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**3**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	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**
1900 - 1915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1915 - 1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1930 - 1945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1945 - 2000	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**
2000 - 2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015 - 2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030 - 2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045 - 2100	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	111	5	1	**117**	1	74	7	3	**85**	15	10	5	3	**33**	1	19	1	0	**21**	**256**
Approach %	0.00	94.87	4.27	0.85	-	1.18	87.06	8.24	3.53	-	45.45	30.30	15.15	9.09	-	4.76	90.48	4.76	0.00	-	
Intersection %	0.00	43.36	1.95	0.39	45.70	0.39	28.91	2.73	1.17	33.20	5.86	3.91	1.95	1.17	12.89	0.39	7.42	0.39	0.00	8.20	

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

Marr Traffic DATA COLLECTION
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Fayetteville NC

Site 1
Gillespie St
Green St
Hay St
Person St

Date
Friday, October 25, 2024

Lat/Long
35.052568°, -78.878310°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0600 - 2100 (Weekday 15h Session) (10-25-2024)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Gillespie St					Green St					Hay St					Person St					
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
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0645 - 0700	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	4	0	0	**4**	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**5**
0700 - 0715	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
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	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	4
0745 - 0800	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	2	4	0	0	**6**	0	3	0	0	**3**	0	0	0	0	**0**	0	1	0	0	**1**	**10**
0800 - 0815	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
0815 - 0830	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	4	0	0	**4**	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	**5**
0900 - 0915	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
0915 - 0930	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
0930 - 0945	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0945 - 1000	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	1	6	0	0	**7**	0	2	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**9**
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	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
1030 - 1045	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
1045 - 1100	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	6	0	0	**6**	0	0	0	0	**0**	0	1	0	0	**1**	0	1	0	0	**1**	**8**
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	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
1130 - 1145	0	0	0	0	0	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	3
1145 - 1200	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
Hourly Total	0	1	0	0	**1**	0	1	1	0	**2**	2	2	0	0	**4**	0	0	0	0	**0**	**7**
1200 - 1215	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1245 - 1300	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	6	0	0	**6**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**6**
1300 - 1315	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	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**	1	2	0	0	**3**	0	0	0	0	**0**	0	0	0	0	**0**	**3**
1400 - 1415	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
1445 - 1500	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	0	0	**3**	0	2	0	0	**2**	0	0	0	0	**0**	0	0	0	1	**1**	**6**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1545 - 1600	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	3	0	0	**3**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**3**
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**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	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**
1900 - 1915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1915 - 1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1930 - 1945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1945 - 2000	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**
2000 - 2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015 - 2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030 - 2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045 - 2100	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	3	37	0	0	**40**	1	11	1	0	**13**	2	3	0	0	**5**	0	3	0	1	**4**	**62**
Approach %	7.50	92.50	0.00	0.00	-	7.69	84.62	7.69	0.00	-	40.00	60.00	0.00	0.00	-	0.00	75.00	0.00	20.00	-	
Intersection %	4.84	59.68	0.00	0.00	64.52	1.61	17.74	1.61	0.00	20.97	3.23	4.84	0.00	0.00	8.06	0.00	4.84	0.00	1.61	6.45	

Classified Turn Movement Count || Bikes

Fayetteville NC

Marr Traffic DATA COLLECTION
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Site 1
Gillespie St
Green St
Hay St
Person St

Date
Friday, October 25, 2024

Lat/Long
35.052568°, -78.878310°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0600 - 2100 (Weekday 15h Session) (10-25-2024)
Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Gillespie St					Green St					Hay St					Person St					
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
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	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**
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**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	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**
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	1	0	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	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	1	1	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	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	0	0	**0**	0	0	0	0	**0**	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	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**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	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**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	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**
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	1	0	1	0	0	0	0	0	0	0	0	0	0	1
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	4
Hourly Total	0	0	0	0	**0**	0	0	1	0	**1**	0	0	0	4	**4**	0	0	0	0	**0**	**5**
1700 - 1715	0	0	3	0	3	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	6
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	3
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	1	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
Hourly Total	0	0	4	0	**4**	0	0	0	0	**0**	0	0	4	3	**7**	0	0	0	0	**0**	**11**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	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**
1900 - 1915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1915 - 1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1930 - 1945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1945 - 2000	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**
2000 - 2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015 - 2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030 - 2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045 - 2100	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	4	0	**5**	0	0	1	0	**1**	1	2	4	7	**14**	0	0	0	0	**0**	**20**
Approach %	0.00	20.00	80.00	0.00	-	0.00	0.00	100.00	0.00	-	7.14	14.29	28.57	50.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	5.00	20.00	0.00	25.00	0.00	0.00	5.00	0.00	5.00	5.00	10.00	20.00	35.00	70.00	0.00	0.00	0.00	0.00	0.00	

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

Marr Traffic DATA COLLECTION
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Fayetteville NC

Site 1
Gillespie St
Green St
Hay St
Person St

Date
Friday, October 25, 2024

Lat/Long
35.052568°, -78.878310°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0600 - 2100 (Weekday 15h Session) (10-25-2024)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Gillespie St					Green St					Hay St					Person St					
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
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
0615 - 0630	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	4
0630 - 0645	0	3	0	0	3	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	5
0645 - 0700	0	5	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	0	9	1	0	**10**	0	3	1	0	**4**	0	2	0	0	**2**	0	1	0	0	**1**	**17**
0700 - 0715	1	5	1	0	7	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	9
0715 - 0730	0	3	0	0	3	1	2	0	0	3	0	2	0	0	2	0	0	0	0	0	8
0730 - 0745	1	9	0	0	10	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	14
0745 - 0800	0	5	0	0	5	0	6	1	0	7	0	0	0	0	0	0	1	0	0	1	13
Hourly Total	2	22	1	0	**25**	1	13	1	0	**15**	0	2	0	0	**2**	0	2	0	0	**2**	**44**
0800 - 0815	0	5	0	0	5	0	1	0	1	2	0	1	0	0	1	0	2	0	0	2	10
0815 - 0830	0	2	1	0	3	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	10
0830 - 0845	0	4	0	0	4	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	7
0845 - 0900	0	4	0	0	4	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	6
Hourly Total	0	15	1	0	**16**	0	10	0	1	**11**	1	2	0	0	**3**	0	3	0	0	**3**	**33**
0900 - 0915	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	7
0915 - 0930	0	4	0	0	4	0	3	1	0	4	0	0	0	0	0	0	2	0	0	2	10
0930 - 0945	1	4	1	0	6	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	7
0945 - 1000	0	7	0	0	7	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	10
Hourly Total	1	19	1	0	**21**	0	8	1	0	**9**	0	0	0	0	**0**	0	4	0	0	**4**	**34**
1000 - 1015	0	4	0	0	4	0	2	1	0	3	1	1	0	0	2	0	2	0	0	2	11
1015 - 1030	0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	6
1030 - 1045	0	2	0	0	2	0	3	0	0	3	0	0	0	1	1	0	1	0	0	1	7
1045 - 1100	0	6	0	0	6	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	0	15	0	0	**15**	0	7	1	0	**8**	2	2	0	1	**5**	0	4	0	0	**4**	**32**
1100 - 1115	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	5
1115 - 1130	0	9	0	0	9	0	0	0	0	0	1	3	0	1	5	0	2	0	0	2	16
1130 - 1145	0	3	1	0	4	0	3	1	0	4	1	1	0	0	2	0	1	0	0	1	11
1145 - 1200	0	2	0	0	2	0	5	1	1	7	3	0	0	0	3	0	1	0	0	1	13
Hourly Total	0	16	1	0	**17**	0	8	3	1	**12**	5	4	0	1	**10**	0	6	0	0	**6**	**45**
1200 - 1215	0	5	0	0	5	0	6	0	0	6	0	1	0	0	1	0	1	0	0	1	13
1215 - 1230	0	6	0	0	6	0	2	0	1	3	1	0	0	0	1	1	1	0	0	2	12
1230 - 1245	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1245 - 1300	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	16	0	0	**16**	0	11	0	1	**12**	1	1	0	0	**2**	1	2	0	0	**3**	**33**
1300 - 1315	0	1	0	0	1	0	7	0	0	7	1	0	0	0	1	0	0	0	0	0	9
1315 - 1330	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1330 - 1345	0	2	0	0	2	1	2	0	0	3	0	0	1	0	1	0	0	0	0	0	6
1345 - 1400	0	3	0	0	3	0	1	0	0	1	2	0	1	0	3	0	0	0	0	0	7
Hourly Total	0	7	0	0	**7**	1	11	0	0	**12**	3	0	2	0	**5**	0	0	0	0	**0**	**24**
1400 - 1415	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	0	0	0	1	1	8
1415 - 1430	0	1	0	0	1	0	1	0	0	1	1	0	2	0	3	0	0	0	0	0	5
1430 - 1445	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
1445 - 1500	0	4	0	0	4	0	1	0	0	1	1	0	0	0	1	0	0	1	0	1	7
Hourly Total	0	10	0	0	**10**	0	9	0	0	**9**	2	0	2	0	**4**	0	0	1	1	**2**	**25**
1500 - 1515	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	3
1515 - 1530	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
1530 - 1545	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
1545 - 1600	0	7	0	0	7	0	2	0	0	2	1	0	1	1	3	0	0	0	0	0	12
Hourly Total	0	16	0	0	**16**	0	5	0	0	**5**	2	0	1	1	**4**	0	0	0	0	**0**	**25**
1600 - 1615	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	0	0	1	0	0	0	0	0	1
Hourly Total	0	2	0	0	**2**	0	0	0	0	**0**	1	0	0	0	**1**	0	0	0	0	**0**	**3**
1700 - 1715	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1715 - 1730	0	0	0	1	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	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	1	**2**	0	0	1	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**3**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	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**
1900 - 1915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1915 - 1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1930 - 1945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1945 - 2000	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**
2000 - 2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015 - 2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030 - 2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045 - 2100	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	3	148	5	1	**157**	2	85	8	3	**98**	17	13	5	3	**38**	1	22	1	1	**25**	**318**
Approach %	1.91	94.27	3.18	0.64	-	2.04	86.73	8.16	3.06	-	44.74	34.21	13.16	7.89	-	4.00	88.00	4.00	2.63	-	
Intersection %	0.94	46.54	1.57	0.31	49.37	0.63	26.73	2.52	0.94	30.82	5.35	4.09	1.57	0.94	11.95	0.31	6.92	0.31	0.31	7.86	

Crosswalk Counts || Pedestrians

Fayetteville NC

Marr Traffic DATA COLLECTION
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Site 1
Gillespie St
Green St
Hay St
Person St

Date
Friday, October 25, 2024

Lat/Long
35.052568°, -78.878310°
Click here for Map

Weather
Fair
61°F
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0600 - 2100 (Weekday 15h Session) (10-25-2024)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Gillespie St			Green St			Hay St			Person St			
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
0600 - 0615	0	0	0	1	0	1	1	0	1	0	0	0	2
0615 - 0630	0	1	1	1	0	1	0	0	0	0	1	1	3
0630 - 0645	0	0	0	0	0	0	0	1	1	0	0	0	1
0645 - 0700	0	0	0	0	0	0	1	0	1	0	0	0	1
Hourly Total	0	1	1	2	0	2	2	1	3	0	1	1	7
0700 - 0715	0	1	1	0	0	0	0	0	0	0	0	0	1
0715 - 0730	0	0	0	2	0	2	1	0	1	0	0	0	3
0730 - 0745	0	0	0	2	0	2	1	0	1	1	0	1	4
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	1	4	0	4	2	0	2	1	0	1	8
0800 - 0815	1	0	1	0	0	0	1	0	1	0	0	0	2
0815 - 0830	0	0	0	0	1	1	2	0	2	0	0	0	3
0830 - 0845	1	1	2	1	0	1	2	2	4	0	0	0	7
0845 - 0900	1	0	1	2	2	4	3	0	3	1	0	1	9
Hourly Total	3	1	4	3	3	6	8	2	10	1	0	1	21
0900 - 0915	0	0	0	2	0	2	2	0	2	0	1	1	5
0915 - 0930	0	0	0	2	1	3	0	0	0	0	0	0	3
0930 - 0945	1	1	2	0	1	1	0	5	5	0	0	0	8
0945 - 1000	2	3	5	1	1	2	5	2	7	0	0	0	14
Hourly Total	3	4	7	5	3	8	7	7	14	0	1	1	30
1000 - 1015	1	3	4	5	4	9	1	2	3	0	0	0	16
1015 - 1030	4	4	8	0	1	1	6	5	11	1	1	2	22
1030 - 1045	1	5	6	3	1	4	1	1	2	0	0	0	12
1045 - 1100	3	1	4	1	3	4	1	3	4	2	0	2	14
Hourly Total	9	13	22	9	9	18	9	11	20	3	1	4	64
1100 - 1115	1	3	4	4	2	6	5	8	13	1	3	4	27
1115 - 1130	1	4	5	4	3	7	7	4	11	1	4	5	28
1130 - 1145	4	2	6	13	6	19	5	4	9	0	2	2	36
1145 - 1200	8	7	15	2	5	7	2	1	3	1	3	4	29
Hourly Total	14	16	30	23	16	39	19	17	36	3	12	15	120
1200 - 1215	8	5	13	4	10	14	5	2	7	4	3	7	41
1215 - 1230	4	14	18	6	10	16	4	9	13	5	5	10	57
1230 - 1245	7	8	15	5	3	8	3	4	7	3	1	4	34
1245 - 1300	3	3	6	4	5	9	7	3	10	2	2	4	29
Hourly Total	22	30	52	19	28	47	19	18	37	14	11	25	161
1300 - 1315	9	11	20	9	4	13	4	2	6	0	6	6	45
1315 - 1330	6	5	11	3	4	7	0	1	1	4	1	5	24
1330 - 1345	10	5	15	10	13	23	6	3	9	6	2	8	55
1345 - 1400	28	2	30	8	1	9	10	5	15	1	1	2	56
Hourly Total	53	23	76	30	22	52	20	11	31	11	10	21	180
1400 - 1415	1	1	2	3	5	8	1	8	9	0	0	0	19
1415 - 1430	8	4	12	2	8	10	2	0	2	3	6	9	33
1430 - 1445	7	8	15	3	6	9	4	3	7	4	1	5	36
1445 - 1500	1	9	10	4	2	6	2	5	7	2	1	3	26
Hourly Total	17	22	39	12	21	33	9	16	25	9	8	17	114
1500 - 1515	11	2	13	5	6	11	1	0	1	4	1	5	30
1515 - 1530	6	4	10	2	4	6	0	1	1	2	4	6	23
1530 - 1545	4	4	8	8	2	10	4	6	10	0	2	2	30
1545 - 1600	5	3	8	1	8	9	1	3	4	2	0	2	23
Hourly Total	26	13	39	16	20	36	6	10	16	8	7	15	106
1600 - 1615	3	10	13	1	3	4	2	2	4	5	2	7	28
1615 - 1630	8	6	14	2	6	8	11	9	20	8	5	13	55
1630 - 1645	5	4	9	5	23	28	3	8	11	5	3	8	56
1645 - 1700	4	5	9	13	12	25	2	2	4	5	6	11	49
Hourly Total	20	25	45	21	44	65	18	21	39	23	16	39	188
1700 - 1715	9	7	16	8	2	10	3	7	10	2	6	8	44
1715 - 1730	13	18	31	6	17	23	6	4	10	5	10	15	79
1730 - 1745	10	29	39	11	21	32	6	8	14	17	10	27	112
1745 - 1800	61	23	84	15	61	76	16	18	34	28	5	33	227
Hourly Total	93	77	170	40	101	141	31	37	68	52	31	83	462
1800 - 1815	81	59	140	28	56	84	42	15	57	58	35	93	374
1815 - 1830	160	66	226	34	64	98	41	32	73	109	55	164	561
1830 - 1845	255	229	484	33	59	92	57	75	132	164	87	251	959
1845 - 1900	367	169	536	66	108	174	83	71	154	186	235	421	1285
Hourly Total	863	523	1386	161	287	448	223	193	416	517	412	929	3179
1900 - 1915	231	122	353	56	105	161	97	122	219	289	213	502	1235
1915 - 1930	334	162	496	82	126	208	152	144	296	319	223	542	1542
1930 - 1945	465	244	709	82	126	208	176	194	370	477	312	789	2076
1945 - 2000	411	243	654	104	178	282	239	215	454	490	380	870	2260
Hourly Total	1441	771	2212	324	535	859	664	675	1339	1575	1128	2703	7113
2000 - 2015	336	268	604	115	129	244	167	158	325	353	261	614	1787
2015 - 2030	404	215	619	126	194	320	228	183	411	480	280	760	2110
2030 - 2045	658	354	1012	234	287	521	165	159	324	590	330	920	2777
2045 - 2100	410	307	717	239	296	535	142	136	278	529	303	832	2362
Hourly Total	1808	1144	2952	714	906	1620	702	636	1338	1952	1174	3126	9036
Grand Total	4372	2664	7036	1383	1995	3378	1739	1655	3394	4169	2812	6981	20789
Approach %	62.14	37.86	-	40.94	59.06	-	51.24	48.76	-	59.72	40.28	-	
Intersection %	21.03	12.81	33.84	6.65	9.60	16.25	8.37	7.96	16.33	20.05	13.53	33.58	

Crosswalk Counts || Bikes

Fayetteville NC

Marr Traffic DATA COLLECTION
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Site 1
Gillespie St
Green St
Hay St
Person St

Date
Friday, October 25, 2024

Lat/Long
35.052568°, -78.878310°
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61°F
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0600 - 2100 (Weekday 15h Session) (10-25-2024)
Bikes

	Northbound			Southbound			Eastbound			Westbound			
	Gillespie St			Green St			Hay St			Person St			
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
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	1	0	1	0	0	0	0	0	0	1
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	1	0	1	1
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	1	0	**1**	0	0	**0**	1	0	**1**	**2**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1000 - 1015	0	1	1	0	0	0	0	0	0	0	1	1	2
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	1	**1**	0	0	**0**	0	0	**0**	0	1	**1**	**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	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**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	1	1	0	0	0	0	0	0	1
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	1	**1**	0	0	**0**	0	0	**0**	**1**
1500 - 1515	0	0	0	0	0	0	1	0	1	0	0	0	1
1515 - 1530	0	0	0	0	1	1	0	0	0	0	0	0	1
1530 - 1545	0	0	0	0	0	0	0	0	0	1	0	1	1
1545 - 1600	0	0	0	0	0	0	0	0	0	0	1	1	1
Hourly Total	0	0	**0**	0	1	**1**	1	0	**1**	1	1	**2**	**4**
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	1	0	1	0	0	1
1645 - 1700	0	0	0	0	0	0	7	4	0	11	0	0	11
Hourly Total	0	0	**0**	0	0	**0**	7	5	**0**	12	0	**0**	**12**
1700 - 1715	4	3	7	0	0	0	3	2	0	5	2	3	5	17
1715 - 1730	0	0	0	0	0	0	0	3	0	3	0	0	0	3
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
Hourly Total	4	3	**7**	0	0	**0**	3	5	**0**	8	2	3	**5**	**20**
1800 - 1815	0	0	0	0	0	0	2	1	0	3	0	0	0	3
1815 - 1830	1	0	1	0	0	0	1	0	0	1	0	1	1	3
1830 - 1845	0	0	0	0	0	0	1	0	0	1	0	0	0	1
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	**1**	0	0	**0**	4	1	**0**	5	0	1	**1**	**7**
1900 - 1915	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1915 - 1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1930 - 1945	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1945 - 2000	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**
2000 - 2015	1	0	1	0	0	0	0	0	0	0	0	0	0	1
2015 - 2030	1	0	1	0	0	0	0	0	0	0	0	0	0	1
2030 - 2045	0	2	2	0	0	0	0	0	0	0	0	0	0	2
2045 - 2100	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Hourly Total	2	2	**4**	0	0	**0**	0	0	**0**	0	1	0	**1**	**5**
Grand Total	7	6	**13**	1	2	**3**	15	11	**26**	5	6	**11**	**53**
Approach %	53.85	46.15	-	33.33	66.67	-	57.69	42.31	-	45.45	54.55	-	
Intersection %	13.21	11.32	24.53	1.89	3.77	5.66	28.30	20.75	49.06	9.43	11.32	20.75	

Crosswalk Counts || Motorized Vehicles

Fayetteville NC

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Gillespie St
Green St
Hay St
Person St

Date
Friday, October 25, 2024

Lat/Long
35.052568°, -78.878310°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0600 - 2100 (Weekday 15h Session) (10-25-2024)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Gillespie St			Green St			Hay St			Person St			
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
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
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**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
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**
1800 - 1815	0	0	0	0	0	0	0	0	0	1	0	1	1
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	1	0	**1**	**1**
1900 - 1915	0	0	0	0	0	0	0	0	0	0	0	0	0
1915 - 1930	0	0	0	0	0	0	0	0	0	0	0	0	0
1930 - 1945	0	1	1	0	0	0	0	0	0	0	0	0	1
1945 - 2000	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**
2000 - 2015	0	0	0	0	0	0	0	0	0	0	0	0	0
2015 - 2030	0	1	1	0	0	0	0	0	0	0	0	0	1
2030 - 2045	0	1	1	0	0	0	0	0	0	0	0	0	1
2045 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	2	**2**	0	0	**0**	0	0	**0**	0	0	**0**	**2**
Grand Total	0	3	**3**	0	0	**0**	0	0	**0**	1	0	**1**	**4**
Approach %	0.00	100.00	-	0.00	0.00	-	0.00	0.00	-	100.00	0.00	-	
Intersection %	0.00	75.00	75.00	0.00	0.00	0.00	0.00	0.00	0.00	25.00	0.00	25.00	

Start Date: 10/25/2024	Hay St Eastbound			Person St Westbound			Gillespie St Northbound			Green St 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	3	0	0	5	0	2	12	0	3	7	1	33
06:15 AM - 06:30 AM	0	11	0	2	5	1	3	13	2	1	14	3	55
06:30 AM - 06:45 AM	1	11	1	1	9	0	0	21	3	1	19	3	70
06:45 AM - 07:00 AM	3	15	2	1	8	0	3	32	2	2	30	4	102
07:00 AM - 07:15 AM	3	7	0	1	10	0	5	41	1	3	38	7	116
07:15 AM - 07:30 AM	1	22	2	1	9	0	0	53	4	5	41	7	145
07:30 AM - 07:45 AM	4	26	5	2	20	0	9	52	6	6	56	4	190
07:45 AM - 08:00 AM	10	20	7	2	31	2	1	73	6	6	66	20	244
08:00 AM - 08:15 AM	12	22	4	2	30	3	10	63	3	5	45	16	215
08:15 AM - 08:30 AM	9	20	5	7	21	4	5	48	8	5	52	13	197
08:30 AM - 08:45 AM	13	26	3	3	33	4	7	78	4	5	38	20	234
08:45 AM - 09:00 AM	15	9	4	4	16	6	6	69	3	8	46	17	203
09:00 AM - 09:15 AM	11	24	7	4	29	3	10	64	6	7	52	22	239
09:15 AM - 09:30 AM	11	20	5	7	27	2	5	59	7	5	40	19	207
09:30 AM - 09:45 AM	14	26	4	7	20	3	10	46	6	2	42	25	205
09:45 AM - 10:00 AM	7	11	2	2	25	1	4	55	4	3	56	20	190
10:00 AM - 10:15 AM	12	18	7	4	18	0	13	50	2	7	38	12	181
10:15 AM - 10:30 AM	14	25	5	0	22	1	6	62	3	3	50	22	213
10:30 AM - 10:45 AM	13	34	6	4	27	3	4	51	5	1	39	22	209
10:45 AM - 11:00 AM	12	26	15	3	20	2	6	59	3	4	63	26	239
11:00 AM - 11:15 AM	10	26	9	4	27	4	3	68	11	8	46	20	236
11:15 AM - 11:30 AM	14	40	7	6	24	2	6	90	8	3	56	20	276
11:30 AM - 11:45 AM	24	29	6	2	30	2	9	62	11	9	48	23	255
11:45 AM - 12:00 PM	18	42	7	5	23	4	12	60	9	0	48	25	253
12:00 PM - 12:15 PM	19	34	12	5	31	4	9	73	12	6	60	33	298
12:15 PM - 12:30 PM	30	25	10	4	19	3	8	89	8	6	50	37	289
12:30 PM - 12:45 PM	22	0	15	0	0	3	19	75	0	1	51	51	237
12:45 PM - 01:00 PM	30	0	11	0	5	2	11	64	0	0	68	47	238
01:00 PM - 01:15 PM	23	0	14	0	0	0	4	65	0	0	69	41	216
01:15 PM - 01:30 PM	38	0	27	0	1	2	8	69	0	0	68	31	244
01:30 PM - 01:45 PM	33	0	23	0	0	1	12	63	0	1	73	43	249
01:45 PM - 02:00 PM	35	1	29	0	1	0	19	70	0	0	69	41	265
02:00 PM - 02:15 PM	31	0	15	0	1	0	22	75	0	0	57	33	234
02:15 PM - 02:30 PM	50	1	13	0	0	0	15	58	0	0	78	46	261
02:30 PM - 02:45 PM	50	0	11	1	0	0	15	68	0	0	82	37	264
02:45 PM - 03:00 PM	49	0	21	1	0	2	17	67	0	1	74	38	270
03:00 PM - 03:15 PM	51	0	18	0	0	0	16	75	0	2	70	44	276
03:15 PM - 03:30 PM	57	0	16	0	0	0	7	78	0	0	64	37	259
03:30 PM - 03:45 PM	34	0	10	0	0	0	13	75	0	0	67	42	241
03:45 PM - 04:00 PM	33	0	11	0	1	0	14	89	0	0	70	43	261
04:00 PM - 04:15 PM	9	1	6	0	0	0	8	42	0	0	1	3	70
04:15 PM - 04:30 PM	1	0	0	0	0	0	1	2	0	1	1	3	9
04:30 PM - 04:45 PM	3	0	1	0	0	1	1	1	0	0	1	0	8
04:45 PM - 05:00 PM	3	0	1	0	1	0	1	2	0	0	0	1	9
05:00 PM - 05:15 PM	0	0	4	0	0	0	1	1	4	0	1	1	12
05:15 PM - 05:30 PM	1	0	1	0	0	0	0	0	0	0	0	1	3
05:30 PM - 05:45 PM	0	0	1	0	0	0	0	0	1	0	0	1	3
05:45 PM - 06:00 PM	0	1	1	0	2	1	0	0	1	0	0	1	7
06:00 PM - 06:15 PM	0	0	0	0	1	1	0	0	0	0	0	0	2
06:15 PM - 06:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
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	1	0	1
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	1	0	0	0	0	0	0	0	0	0	1
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

Fayetteville NC

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Marr Traffic DATA COLLECTION

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Friday, October 25, 2024	
Period	0600 - 2100
Peak Hour	1300 - 1400

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St (South)						Gillespie St (North)						Franklin St						Otis F. Jones Pkwy						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1300 - 1315	8	48	21	-	0	77	23	63	13	-	0	99	20	38	13	-	0	71	14	19	7	-	0	40	287
1315 - 1330	1	59	18	-	0	78	13	67	6	-	0	86	13	17	9	-	0	39	17	7	7	-	0	31	234
1330 - 1345	3	55	15	-	0	73	17	63	12	-	0	92	9	12	9	-	0	30	15	9	11	-	0	35	230
1345 - 1400	6	76	9	-	0	91	16	66	9	-	0	91	6	7	3	-	0	16	13	13	7	-	0	33	231
Total	18	238	63	0	0	319	69	259	40	0	0	368	48	74	34	0	0	156	59	48	32	0	0	139	982
Approach %	5.64	74.61	19.75	0.00	0.00	-	18.75	70.38	10.87	0.00	0.00	-	30.77	47.44	21.79	0.00	0.00	-	42.45	34.53	23.02	0.00	0.00	-	
PHF	0.56	0.78	0.75	0.00	0.00	**0.88**	0.75	0.97	0.77	0.00	0.00	**0.93**	0.60	0.49	0.65	0.00	0.00	**0.55**	0.87	0.63	0.73	0.00	0.00	**0.87**	**0.86**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St (South)						Gillespie St (North)						Franklin St						Otis F. Jones Pkwy						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1300 - 1315	8	47	21	-	0	76	22	59	11	-	0	92	20	34	12	-	0	66	12	19	7	-	0	38	272
1315 - 1330	1	58	18	-	0	77	13	66	6	-	0	85	13	15	8	-	0	36	16	6	7	-	0	29	227
1330 - 1345	3	53	15	-	0	71	17	60	12	-	0	89	9	12	9	-	0	30	13	9	11	-	0	33	223
1345 - 1400	6	74	9	-	0	89	16	64	9	-	0	89	5	7	3	-	0	15	11	13	7	-	0	31	224
Total	18	232	63	0	0	313	68	249	38	0	0	355	47	68	32	0	0	147	52	47	32	0	0	131	946
Approach %	5.75	74.12	20.13	0.00	0.00	-	19.15	70.14	10.70	0.00	0.00	-	31.97	46.26	21.77	0.00	0.00	-	39.69	35.88	24.43	0.00	0.00	-	
PHF	0.56	0.78	0.75	0.00	0.00	**0.88**	0.77	0.94	0.79	0.00	0.00	**0.96**	0.59	0.50	0.67	0.00	0.00	**0.56**	0.81	0.62	0.73	0.00	0.00	**0.86**	**0.87**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St (South)						Gillespie St (North)						Franklin St						Otis F. Jones Pkwy						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1300 - 1315	0	1	0	-	0	1	0	4	1	-	0	5	0	4	1	-	0	5	2	0	0	-	0	2	13
1315 - 1330	0	1	0	-	0	1	0	1	0	-	0	1	0	2	1	-	0	3	0	1	0	-	0	1	6
1330 - 1345	0	2	0	-	0	2	0	3	0	-	0	3	0	0	0	-	0	0	2	0	0	-	0	2	7
1345 - 1400	0	2	0	-	0	2	0	2	0	-	0	2	1	0	0	-	0	1	2	0	0	-	0	2	7
Total	0	6	0	0	0	6	0	10	1	0	0	11	1	6	2	0	0	9	6	1	0	0	0	7	33
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	90.91	9.09	0.00	0.00	-	11.11	66.67	22.22	0.00	0.00	-	85.71	14.29	0.00	0.00	0.00	-	
PHF	0.00	0.75	0.00	0.00	0.00	**0.75**	0.00	0.63	0.25	0.00	0.00	**0.55**	0.25	0.38	0.50	0.00	0.00	**0.45**	0.75	0.25	0.00	0.00	0.00	**0.88**	**0.63**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St (South)						Gillespie St (North)						Franklin St						Otis F. Jones Pkwy						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1300 - 1315	0	0	0	-	0	0	1	0	1	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	2
1315 - 1330	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	0	1	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
Total	0	0	0	0	0	0	1	0	1	0	0	2	0	0	0	0	0	0	1	0	0	0	0	1	3
Approach %	0.00	0.00	0.00	0.00	0.00	-	50.00	0.00	50.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.25	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.25	0.00	0.00	0.00	0.00	**0.25**	**0.38**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St (South)						Gillespie St (North)						Franklin St						Otis F. Jones Pkwy						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
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
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

Fayetteville NC

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Marr Traffic DATA COLLECTION

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Friday, October 25, 2024	
Period	0600 - 0900
Peak Hour	0730 - 0830

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St (South)						Gillespie St (North)						Franklin St						Otis F. Jones Pkwy						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
0730 - 0745	4	67	12	-	0	83	6	48	10	-	0	64	0	9	3	-	0	12	9	6	0	-	0	15	174
0745 - 0800	17	76	10	-	0	103	9	53	9	-	0	71	2	8	2	-	0	12	5	15	0	-	0	20	206
0800 - 0815	4	69	14	-	0	87	9	35	11	-	0	55	4	12	5	-	0	21	14	8	2	-	0	24	187
0815 - 0830	1	68	12	-	0	81	5	53	6	-	0	64	0	3	3	-	0	6	15	4	2	-	0	21	172
Total	26	280	48	0	0	354	29	189	36	0	0	254	6	32	13	0	0	51	43	33	4	0	0	80	739
Approach %	7.34	79.10	13.56	0.00	0.00	-	11.42	74.41	14.17	0.00	0.00	-	11.76	62.75	25.49	0.00	0.00	-	53.75	41.25	5.00	0.00	0.00	-	
PHF	0.38	0.92	0.86	0.00	0.00	**0.86**	0.81	0.89	0.82	0.00	0.00	**0.89**	0.38	0.67	0.65	0.00	0.00	**0.61**	0.72	0.55	0.50	0.00	0.00	**0.83**	**0.90**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St (South)						Gillespie St (North)						Franklin St						Otis F. Jones Pkwy						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
0730 - 0745	4	57	12	-	0	73	6	44	10	-	0	60	0	8	2	-	0	10	8	6	0	-	0	14	157
0745 - 0800	15	71	10	-	0	96	9	48	9	-	0	66	2	8	2	-	0	12	4	15	0	-	0	19	193
0800 - 0815	4	64	13	-	0	81	8	34	11	-	0	53	4	12	4	-	0	20	14	8	2	-	0	24	178
0815 - 0830	1	65	12	-	0	78	5	48	6	-	0	59	0	3	3	-	0	6	10	4	2	-	0	16	159
Total	24	257	47	0	0	328	28	174	36	0	0	238	6	31	11	0	0	48	36	33	4	0	0	73	687
Approach %	7.32	78.35	14.33	0.00	0.00	-	11.76	73.11	15.13	0.00	0.00	-	12.50	64.58	22.92	0.00	0.00	-	49.32	45.21	5.48	0.00	0.00	-	
PHF	0.40	0.90	0.90	0.00	0.00	**0.85**	0.78	0.91	0.82	0.00	0.00	**0.90**	0.38	0.65	0.69	0.00	0.00	**0.60**	0.64	0.55	0.50	0.00	0.00	**0.76**	**0.89**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St (South)						Gillespie St (North)						Franklin St						Otis F. Jones Pkwy						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
0730 - 0745	0	8	0	-	0	8	0	3	0	-	0	3	0	1	1	-	0	2	1	0	0	-	0	1	14
0745 - 0800	1	3	0	-	0	4	0	4	0	-	0	4	0	0	0	-	0	0	1	0	0	-	0	1	9
0800 - 0815	0	4	1	-	0	5	1	1	0	-	0	2	0	0	1	-	0	1	0	0	0	-	0	0	8
0815 - 0830	0	1	0	-	0	1	0	5	0	-	0	5	0	0	0	-	0	0	1	0	0	-	0	1	7
Total	1	16	1	0	0	18	1	13	0	0	0	14	0	1	2	0	0	3	3	0	0	0	0	3	38
Approach %	5.56	88.89	5.56	0.00	0.00	-	7.14	92.86	0.00	0.00	0.00	-	0.00	33.33	66.67	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.50	0.25	0.00	0.00	**0.56**	0.25	0.65	0.00	0.00	0.00	**0.70**	0.00	0.25	0.50	0.00	0.00	**0.38**	0.75	0.00	0.00	0.00	0.00	**0.75**	**0.68**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St (South)						Gillespie St (North)						Franklin St						Otis F. Jones Pkwy						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
0730 - 0745	0	2	0	-	0	2	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	3
0745 - 0800	1	2	0	-	0	3	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	4
0800 - 0815	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
0815 - 0830	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	4	0	0	-	0	4	6
Total	1	7	0	0	0	8	0	2	0	0	0	2	0	0	0	0	0	0	4	0	0	0	0	4	14
Approach %	12.50	87.50	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.88	0.00	0.00	0.00	**0.67**	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.25	0.00	0.00	0.00	0.00	**0.25**	**0.58**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St (South)						Gillespie St (North)						Franklin St						Otis F. Jones Pkwy						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	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

Fayetteville NC

Click here for Map

Marr Traffic DATA COLLECTION

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Friday, October 25, 2024	
Period	1100 - 1300
Peak Hour	1200 - 1300

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St (South)						Gillespie St (North)						Franklin St						Otis F. Jones Pkwy						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1200 - 1215	6	84	17	-	0	107	3	72	5	-	0	80	7	12	7	-	0	26	12	8	4	-	0	24	237
1215 - 1230	2	89	10	-	0	101	3	48	9	-	0	60	7	6	7	-	0	20	16	12	6	-	0	34	215
1230 - 1245	1	68	16	-	0	85	7	44	10	-	1	62	9	15	9	-	0	33	19	9	14	-	0	42	222
1245 - 1300	3	38	11	-	0	52	11	62	9	-	0	82	27	12	4	-	0	43	6	20	8	-	0	34	211
Total	12	279	54	0	0	345	24	226	33	0	1	284	50	45	27	0	0	122	53	49	32	0	0	134	885
Approach %	3.48	80.87	15.65	0.00	0.00	-	8.45	79.58	11.62	0.00	0.35	-	40.98	36.89	22.13	0.00	0.00	-	39.55	36.57	23.88	0.00	0.00	-	
PHF	0.50	0.78	0.79	0.00	0.00	**0.81**	0.55	0.78	0.83	0.00	0.25	**0.87**	0.46	0.75	0.75	0.00	0.00	**0.71**	0.70	0.61	0.57	0.00	0.00	**0.80**	**0.93**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St (South)						Gillespie St (North)						Franklin St						Otis F. Jones Pkwy						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1200 - 1215	6	80	17	-	0	103	3	66	5	-	0	74	6	10	6	-	0	22	12	8	4	-	0	24	223
1215 - 1230	2	83	10	-	0	95	3	45	9	-	0	57	7	6	7	-	0	20	16	12	6	-	0	34	206
1230 - 1245	1	65	16	-	0	82	7	44	10	-	1	62	9	15	8	-	0	32	19	9	14	-	0	42	218
1245 - 1300	3	36	10	-	0	49	11	59	9	-	0	79	27	12	4	-	0	43	6	20	8	-	0	34	205
Total	12	264	53	0	0	329	24	214	33	0	1	272	49	43	25	0	0	117	53	49	32	0	0	134	852
Approach %	3.65	80.24	16.11	0.00	0.00	-	8.82	78.68	12.13	0.00	0.37	-	41.88	36.75	21.37	0.00	0.00	-	39.55	36.57	23.88	0.00	0.00	-	
PHF	0.50	0.80	0.78	0.00	0.00	**0.80**	0.55	0.81	0.83	0.00	0.25	**0.86**	0.45	0.72	0.78	0.00	0.00	**0.68**	0.70	0.61	0.57	0.00	0.00	**0.80**	**0.96**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St (South)						Gillespie St (North)						Franklin St						Otis F. Jones Pkwy						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1200 - 1215	0	1	0	-	0	1	0	6	0	-	0	6	1	1	1	-	0	3	0	0	0	-	0	0	10
1215 - 1230	0	5	0	-	0	5	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	8
1230 - 1245	0	2	0	-	0	2	0	0	0	-	0	0	0	0	1	-	0	1	0	0	0	-	0	0	3
1245 - 1300	0	1	0	-	0	1	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	4
Total	0	9	0	0	0	9	0	12	0	0	0	12	1	1	2	0	0	4	0	0	0	0	0	0	25
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	25.00	25.00	50.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.45	0.00	0.00	0.00	**0.45**	0.00	0.50	0.00	0.00	0.00	**0.50**	0.25	0.25	0.50	0.00	0.00	**0.33**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.63**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St (South)						Gillespie St (North)						Franklin St						Otis F. Jones Pkwy						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1200 - 1215	0	3	0	-	0	3	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	4
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	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
1245 - 1300	0	1	1	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	2
Total	0	6	1	0	0	7	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	8
Approach %	0.00	85.71	14.29	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	0.50	0.25	0.00	0.00	**0.58**	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**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St (South)						Gillespie St (North)						Franklin St						Otis F. Jones Pkwy						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	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**

Peak Hour Turning Movement Count

Fayetteville NC

Click here for Map

Marr Traffic DATA COLLECTION

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Friday, October 25, 2024	
Period	1500 - 1800
Peak Hour	1500 - 1600

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St (South)						Gillespie St (North)						Franklin St						Otis F. Jones Pkwy						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1500 - 1515	2	65	14	-	0	81	13	76	9	-	0	98	10	12	4	-	0	26	15	8	10	-	0	33	238
1515 - 1530	3	69	9	-	0	81	15	66	10	-	0	91	10	14	6	-	0	30	16	12	7	-	0	35	237
1530 - 1545	2	71	14	-	0	87	15	55	6	-	0	76	4	13	5	-	0	22	16	12	10	-	0	38	223
1545 - 1600	4	86	8	-	0	98	15	60	12	-	0	87	7	10	13	-	0	30	14	15	7	-	0	36	251
Total	11	291	45	0	0	347	58	257	37	0	0	352	31	49	28	0	0	108	61	47	34	0	0	142	949
Approach %	3.17	83.86	12.97	0.00	0.00	-	16.48	73.01	10.51	0.00	0.00	-	28.70	45.37	25.93	0.00	0.00	-	42.96	33.10	23.94	0.00	0.00	-	
PHF	0.69	0.85	0.80	0.00	0.00	**0.89**	0.97	0.85	0.77	0.00	0.00	**0.90**	0.78	0.88	0.54	0.00	0.00	**0.90**	0.95	0.78	0.85	0.00	0.00	**0.93**	**0.95**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St (South)						Gillespie St (North)						Franklin St						Otis F. Jones Pkwy						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1500 - 1515	2	64	14	-	0	80	13	75	9	-	0	97	10	11	3	-	0	24	15	8	10	-	0	33	234
1515 - 1530	3	65	8	-	0	76	15	65	10	-	0	90	10	14	6	-	0	30	16	11	7	-	0	34	230
1530 - 1545	2	68	14	-	0	84	15	53	6	-	0	74	4	13	4	-	0	21	15	12	10	-	0	37	216
1545 - 1600	3	78	8	-	0	89	15	58	11	-	0	84	7	10	13	-	0	30	14	14	7	-	0	35	238
Total	10	275	44	0	0	329	58	251	36	0	0	345	31	48	26	0	0	105	60	45	34	0	0	139	918
Approach %	3.04	83.59	13.37	0.00	0.00	-	16.81	72.75	10.43	0.00	0.00	-	29.52	45.71	24.76	0.00	0.00	-	43.17	32.37	24.46	0.00	0.00	-	
PHF	0.83	0.88	0.79	0.00	0.00	**0.92**	0.97	0.84	0.82	0.00	0.00	**0.89**	0.78	0.86	0.50	0.00	0.00	**0.88**	0.94	0.80	0.85	0.00	0.00	**0.94**	**0.96**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St (South)						Gillespie St (North)						Franklin St						Otis F. Jones Pkwy						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1500 - 1515	0	1	0	-	0	1	0	1	0	-	0	1	0	1	1	-	0	2	0	0	0	-	0	0	4
1515 - 1530	0	4	1	-	0	5	0	1	0	-	0	1	0	0	0	-	0	0	0	1	0	-	0	1	7
1530 - 1545	0	2	0	-	0	2	0	2	0	-	0	2	0	0	1	-	0	1	1	0	0	-	0	1	6
1545 - 1600	1	6	0	-	0	7	0	2	1	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	10
Total	1	13	1	0	0	15	0	6	1	0	0	7	0	1	2	0	0	3	1	1	0	0	0	2	27
Approach %	6.67	86.67	6.67	0.00	0.00	-	0.00	85.71	14.29	0.00	0.00	-	0.00	33.33	66.67	0.00	0.00	-	50.00	50.00	0.00	0.00	0.00	-	
PHF	0.25	0.54	0.25	0.00	0.00	**0.54**	0.00	0.75	0.25	0.00	0.00	**0.58**	0.00	0.25	0.50	0.00	0.00	**0.38**	0.25	0.25	0.00	0.00	0.00	**0.50**	**0.68**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St (South)						Gillespie St (North)						Franklin St						Otis F. Jones Pkwy						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1500 - 1515	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1515 - 1530	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1530 - 1545	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
1545 - 1600	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	2
Total	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	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	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.38**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	Gillespie St (South)						Gillespie St (North)						Franklin St						Otis F. Jones Pkwy						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1500 - 1515	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1515 - 1530	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1530 - 1545	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1545 - 1600	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.00	0.00	0.00	**0.25**	**0.25**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION
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Fayetteville NC

Site 2
Gillespie St (South)
Gillespie St (North)
Franklin St
Otis F. Jones Pkwy

Date
Friday, October 25, 2024

Lat/Long
35.051696°, -78.878599°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0600 - 2100 (Weekday 15h Session) (10-25-2024)
All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Gillespie St (South)					Gillespie St (North)					Franklin St					Otis F. Jones Pkwy					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
0600 - 0615	0	12	0	0	12	1	5	0	0	6	1	2	1	0	4	0	0	1	0	1	23
0615 - 0630	0	18	2	0	20	2	11	1	0	14	0	0	1	0	1	1	1	0	0	2	37
0630 - 0645	1	25	3	0	29	1	19	1	0	21	0	2	4	0	6	1	2	0	0	3	59
0645 - 0700	1	33	2	0	36	6	27	0	0	33	2	0	5	0	7	4	1	0	0	5	81
Hourly Total	2	88	7	0	**97**	10	62	2	0	**74**	3	4	11	0	**18**	6	4	1	0	**11**	**200**
0700 - 0715	1	43	1	0	45	4	30	0	0	34	4	1	3	0	8	1	2	0	0	3	90
0715 - 0730	2	56	5	0	63	3	36	6	0	45	2	9	1	0	12	5	6	0	0	11	131
0730 - 0745	4	67	12	0	83	6	48	10	0	64	0	9	3	0	12	9	6	0	0	15	174
0745 - 0800	17	76	10	0	103	9	53	9	0	71	2	8	2	0	12	5	15	0	0	20	206
Hourly Total	24	242	28	0	**294**	22	167	25	0	**214**	8	27	9	0	**44**	20	29	0	0	**49**	**601**
0800 - 0815	4	69	14	0	87	9	35	11	0	55	4	12	5	0	21	14	8	2	0	24	187
0815 - 0830	1	68	12	0	81	5	53	6	0	64	0	3	3	0	6	15	4	2	0	21	172
0830 - 0845	2	82	5	0	89	8	39	3	0	50	2	7	3	0	12	13	4	5	0	22	173
0845 - 0900	5	71	16	0	92	14	37	5	0	56	4	9	6	0	19	20	7	6	0	33	200
Hourly Total	12	290	47	0	**349**	36	164	25	0	**225**	10	31	17	0	**58**	62	23	15	0	**100**	**732**
0900 - 0915	5	63	8	0	76	7	44	5	0	56	8	4	5	0	17	14	7	7	0	28	177
0915 - 0930	2	69	9	0	80	7	46	3	0	56	2	8	5	0	15	9	4	5	0	18	169
0930 - 0945	11	54	9	0	74	8	34	8	0	50	5	9	7	0	21	4	3	2	0	9	154
0945 - 1000	5	54	5	0	64	9	42	10	0	61	3	3	6	0	12	9	9	2	0	20	157
Hourly Total	23	240	31	0	**294**	31	166	26	0	**223**	18	24	23	0	**65**	36	23	16	0	**75**	**657**
1000 - 1015	5	54	12	0	71	12	36	3	0	51	7	6	6	0	19	12	3	7	0	22	163
1015 - 1030	6	64	4	0	74	3	47	5	0	55	4	7	3	0	14	8	6	4	0	18	161
1030 - 1045	8	54	4	0	66	1	41	6	0	48	3	13	6	0	22	13	4	4	0	21	157
1045 - 1100	3	64	6	0	73	10	60	7	0	77	3	16	6	0	25	15	9	4	0	28	203
Hourly Total	22	236	26	0	**284**	26	184	21	0	**231**	17	42	21	0	**80**	48	22	19	0	**89**	**684**
1100 - 1115	4	75	8	0	87	8	48	1	0	57	4	9	3	0	16	8	3	4	0	15	175
1115 - 1130	9	91	6	0	106	3	52	13	0	68	9	6	7	0	22	7	5	5	0	17	213
1130 - 1145	2	71	14	0	87	3	49	6	0	58	7	10	2	0	19	11	4	5	0	20	184
1145 - 1200	4	68	14	0	86	6	43	10	0	59	9	12	5	0	26	12	7	4	0	23	194
Hourly Total	19	305	42	0	**366**	20	192	30	0	**242**	29	37	17	0	**83**	38	19	18	0	**75**	**766**
1200 - 1215	6	84	17	0	107	3	72	5	0	80	7	12	7	0	26	12	8	4	0	24	237
1215 - 1230	2	89	10	0	101	3	48	9	0	60	7	6	7	0	20	16	12	6	0	34	215
1230 - 1245	1	68	16	0	85	7	44	10	1	62	9	15	9	0	33	19	9	14	0	42	222
1245 - 1300	3	38	11	0	52	11	62	9	0	82	27	12	4	0	43	6	20	8	0	34	211
Hourly Total	12	279	54	0	**345**	24	226	33	1	**284**	50	45	27	0	**122**	53	49	32	0	**134**	**885**
1300 - 1315	8	48	21	0	77	23	63	13	0	99	20	38	13	0	71	14	19	7	0	40	287
1315 - 1330	1	59	18	0	78	13	67	6	0	86	13	17	9	0	39	17	7	7	0	31	234
1330 - 1345	3	55	15	0	73	17	63	12	0	92	9	12	9	0	30	15	9	11	0	35	230
1345 - 1400	6	76	9	0	91	16	66	9	0	91	6	7	3	0	16	13	13	7	0	33	231
Hourly Total	18	238	63	0	**319**	69	259	40	0	**368**	48	74	34	0	**156**	59	48	32	0	**139**	**982**
1400 - 1415	5	91	5	0	101	8	63	7	0	78	7	11	6	0	24	12	15	11	0	38	241
1415 - 1430	1	55	9	0	65	21	68	6	0	95	8	6	9	0	23	16	15	8	0	39	222
1430 - 1445	2	60	9	0	71	10	71	6	0	87	12	14	6	0	32	9	11	6	0	26	216
1445 - 1500	2	56	8	0	66	15	73	7	0	95	13	12	3	0	28	16	13	10	0	39	228
Hourly Total	10	262	31	0	**303**	54	275	26	0	**355**	40	43	24	0	**107**	53	54	35	0	**142**	**907**
1500 - 1515	2	65	14	0	81	13	76	9	0	98	10	12	4	0	26	15	8	10	0	33	238
1515 - 1530	3	69	9	0	81	15	66	10	0	91	10	14	6	0	30	16	12	7	0	35	237
1530 - 1545	2	71	14	0	87	15	55	6	0	76	4	13	5	0	22	16	12	10	0	38	223
1545 - 1600	4	86	8	0	98	15	60	12	0	87	7	10	13	0	30	14	15	7	0	36	251
Hourly Total	11	291	45	0	**347**	58	257	37	0	**352**	31	49	28	0	**108**	61	47	34	0	**142**	**949**
1600 - 1615	5	23	39	0	67	1	3	1	0	5	18	34	9	0	61	38	42	4	0	84	217
1615 - 1630	12	0	71	0	83	0	1	0	0	1	0	46	11	1	58	42	26	3	0	71	213
1630 - 1645	11	3	52	0	66	0	0	0	0	0	1	69	19	0	89	31	27	1	0	59	214
1645 - 1700	14	2	56	0	72	0	1	1	0	2	0	53	17	0	70	45	41	3	0	89	233
Hourly Total	42	28	218	0	**288**	1	5	2	0	**8**	19	202	56	1	**278**	156	136	11	0	**303**	**877**
1700 - 1715	17	3	63	0	83	0	1	3	0	4	0	56	16	1	73	45	29	0	0	74	234
1715 - 1730	23	0	61	0	84	0	1	0	0	1	1	48	13	0	62	40	41	0	0	81	228
1730 - 1745	21	0	60	0	81	0	0	0	0	0	0	47	20	0	67	38	45	1	0	84	232
1745 - 1800	21	0	42	0	63	0	0	0	0	0	0	45	16	1	62	43	33	0	0	76	201
Hourly Total	82	3	226	0	**311**	0	2	3	0	**5**	1	196	65	2	**264**	166	148	1	0	**315**	**895**
1800 - 1815	26	0	64	0	90	0	0	0	0	0	0	37	17	0	54	32	36	0	1	69	213
1815 - 1830	25	0	48	0	73	0	0	0	0	0	0	44	16	0	60	33	39	0	1	73	206
1830 - 1845	18	0	48	0	66	0	0	0	0	0	0	46	17	0	63	33	46	0	0	79	208
1845 - 1900	29	0	61	0	90	0	0	0	0	0	0	33	17	0	50	40	43	0	0	83	223
Hourly Total	98	0	221	0	**319**	0	0	0	0	**0**	0	160	67	0	**227**	138	164	0	2	**304**	**850**
1900 - 1915	28	0	58	0	86	0	0	0	0	0	0	31	12	0	43	26	45	0	0	71	200
1915 - 1930	26	0	56	0	82	0	0	0	0	0	0	49	20	0	69	26	31	0	0	57	208
1930 - 1945	26	0	60	0	86	0	0	0	0	0	0	36	20	0	56	36	47	0	0	83	225
1945 - 2000	14	0	54	0	68	0	0	1	0	1	0	48	21	0	69	32	13	0	0	45	183
Hourly Total	94	0	228	0	**322**	0	0	1	0	**1**	0	164	73	0	**237**	120	136	0	0	**256**	**816**
2000 - 2015	17	0	43	1	61	0	0	0	0	0	0	35	23	1	59	41	28	0	0	69	189
2015 - 2030	9	0	49	0	58	0	0	0	0	0	0	47	28	0	75	24	27	0	0	51	184
2030 - 2045	13	0	41	1	55	0	0	0	0	0	0	48	20	0	68	21	22	0	0	43	166
2045 - 2100	11	0	25	0	36	0	0	0	0	0	0	37	23	0	60	19	12	0	0	31	127
Hourly Total	50	0	158	2	**210**	0	0	0	0	**0**	0	167	94	1	**262**	105	89	0	0	**194**	**666**
Grand Total	519	2502	1425	2	**4448**	351	1959	271	1	**2582**	274	1265	566	4	**2109**	1121	991	214	2	**2328**	**11467**
Approach %	11.67	56.25	32.04	0.04	-	13.59	75.87	10.50	0.04	-	12.99	59.98	26.84	0.19	-	48.15	42.57	9.19	0.09	-	
Intersection %	4.53	21.82	12.43	0.02	38.79	3.06	17.08	2.36	0.01	22.52	2.39	11.03	4.94	0.03	18.39	9.78	8.64	1.87	0.02	20.30	
Heavy Vehicle %	2	6	2	0	**4**	1	4	1	0	**4**	2	2	6	0	**3**	5	1	0	0	**3**	**4**
PHF	0.56	0.78	0.75	0.00	**0.88**	0.75	0.97	0.77	0.00	**0.93**	0.60	0.49	0.65	0.00	**0.55**	0.87	0.63	0.73	0.00	**0.87**	**0.86**

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

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Fayetteville NC

Site 2
Gillespie St (South)
Gillespie St (North)
Franklin St
Otis F. Jones Pkwy

Date
Friday, October 25, 2024

Lat/Long
35.051696°, -78.878599°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0600 - 2100 (Weekday 15h Session) (10-25-2024)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Gillespie St (South)					Gillespie St (North)					Franklin St					Otis F. Jones Pkwy					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
0600 - 0615	0	12	0	0	12	1	5	0	0	6	1	2	0	0	3	0	0	1	0	1	22
0615 - 0630	0	17	2	0	19	2	10	1	0	13	0	0	1	0	1	1	0	0	0	1	34
0630 - 0645	1	21	3	0	25	1	17	1	0	19	0	2	3	0	5	1	2	0	0	3	52
0645 - 0700	1	28	2	0	31	6	27	0	0	33	2	0	5	0	7	2	1	0	0	3	74
Hourly Total	2	78	7	0	**87**	10	59	2	0	**71**	3	4	9	0	**16**	4	3	1	0	**8**	**182**
0700 - 0715	1	36	1	0	38	4	28	0	0	32	4	0	2	0	6	1	2	0	0	3	79
0715 - 0730	2	53	5	0	60	3	34	6	0	43	2	9	1	0	12	4	6	0	0	10	125
0730 - 0745	4	57	12	0	73	6	44	10	0	60	0	8	2	0	10	8	6	0	0	14	157
0745 - 0800	15	71	10	0	96	9	48	9	0	66	2	8	2	0	12	4	15	0	0	19	193
Hourly Total	22	217	28	0	**267**	22	154	25	0	**201**	8	25	7	0	**40**	17	29	0	0	**46**	**554**
0800 - 0815	4	64	13	0	81	8	34	11	0	53	4	12	4	0	20	14	8	2	0	24	178
0815 - 0830	1	65	12	0	78	5	48	6	0	59	0	3	3	0	6	10	4	2	0	16	159
0830 - 0845	2	79	5	0	86	7	38	3	0	48	1	7	2	0	10	13	4	5	0	22	166
0845 - 0900	5	67	16	0	88	14	36	5	0	55	4	9	5	0	18	18	7	6	0	31	192
Hourly Total	12	275	46	0	**333**	34	156	25	0	**215**	9	31	14	0	**54**	55	23	15	0	**93**	**695**
0900 - 0915	5	59	8	0	72	7	41	5	0	53	8	3	4	0	15	14	7	7	0	28	168
0915 - 0930	2	64	9	0	75	7	43	3	0	53	2	6	5	0	13	9	4	5	0	18	159
0930 - 0945	11	49	8	0	68	8	33	8	0	49	5	9	6	0	20	4	3	2	0	9	146
0945 - 1000	4	48	5	0	57	9	41	10	0	60	2	3	5	0	10	7	9	2	0	18	145
Hourly Total	22	220	30	0	**272**	31	158	26	0	**215**	17	21	20	0	**58**	34	23	16	0	**73**	**618**
1000 - 1015	5	50	11	0	66	12	34	3	0	49	7	5	5	0	17	10	3	7	0	20	152
1015 - 1030	6	61	4	0	71	3	47	5	0	55	4	7	3	0	14	6	6	4	0	16	156
1030 - 1045	8	52	4	0	64	1	38	6	0	45	3	12	5	0	20	13	4	4	0	21	150
1045 - 1100	3	58	6	0	67	10	58	7	0	75	3	16	6	0	25	13	9	4	0	26	193
Hourly Total	22	221	25	0	**268**	26	177	21	0	**224**	17	40	19	0	**76**	42	22	19	0	**83**	**651**
1100 - 1115	4	73	8	0	85	8	48	1	0	57	4	8	1	0	13	8	2	4	0	14	169
1115 - 1130	8	82	6	0	96	3	52	13	0	68	9	6	7	0	22	7	5	5	0	17	203
1130 - 1145	1	68	14	0	83	3	46	6	0	55	6	10	1	0	17	11	4	5	0	20	175
1145 - 1200	4	66	14	0	84	6	38	10	0	54	9	10	5	0	24	10	6	4	0	20	182
Hourly Total	17	289	42	0	**348**	20	184	30	0	**234**	28	34	14	0	**76**	36	17	18	0	**71**	**729**
1200 - 1215	6	80	17	0	103	3	66	5	0	74	6	10	6	0	22	12	8	4	0	24	223
1215 - 1230	2	83	10	0	95	3	45	9	0	57	7	6	7	0	20	16	12	6	0	34	206
1230 - 1245	1	65	16	0	82	7	44	10	1	62	9	15	8	0	32	19	9	14	0	42	218
1245 - 1300	3	36	10	0	49	11	59	9	0	79	27	12	4	0	43	6	20	8	0	34	205
Hourly Total	12	264	53	0	**329**	24	214	33	1	**272**	49	43	25	0	**117**	53	49	32	0	**134**	**852**
1300 - 1315	8	47	21	0	76	22	59	11	0	92	20	34	12	0	66	12	19	7	0	38	272
1315 - 1330	1	58	18	0	77	13	66	6	0	85	13	15	8	0	36	16	6	7	0	29	227
1330 - 1345	3	53	15	0	71	17	60	12	0	89	9	12	9	0	30	13	9	11	0	33	223
1345 - 1400	6	74	9	0	89	16	64	9	0	89	5	7	3	0	15	11	13	7	0	31	224
Hourly Total	18	232	63	0	**313**	68	249	38	0	**355**	47	68	32	0	**147**	52	47	32	0	**131**	**946**
1400 - 1415	5	87	5	0	97	8	61	6	0	75	7	10	5	0	22	10	15	11	0	36	230
1415 - 1430	1	54	9	0	64	20	66	6	0	92	8	6	8	0	22	16	15	8	0	39	217
1430 - 1445	2	58	9	0	69	10	67	6	0	83	12	14	5	0	31	9	11	6	0	26	209
1445 - 1500	2	53	7	0	62	15	72	7	0	94	13	12	3	0	28	14	13	10	0	37	221
Hourly Total	10	252	30	0	**292**	53	266	25	0	**344**	40	42	21	0	**103**	49	54	35	0	**138**	**877**
1500 - 1515	2	64	14	0	80	13	75	9	0	97	10	11	3	0	24	15	8	10	0	33	234
1515 - 1530	3	65	8	0	76	15	65	10	0	90	10	14	6	0	30	16	11	7	0	34	230
1530 - 1545	2	68	14	0	84	15	53	6	0	74	4	13	4	0	21	15	12	10	0	37	216
1545 - 1600	3	78	8	0	89	15	58	11	0	84	7	10	13	0	30	14	14	7	0	35	238
Hourly Total	10	275	44	0	**329**	58	251	36	0	**345**	31	48	26	0	**105**	60	45	34	0	**139**	**918**
1600 - 1615	5	21	39	0	65	1	3	1	0	5	18	34	8	0	60	37	41	4	0	82	212
1615 - 1630	12	0	69	0	81	0	1	0	0	1	0	46	11	1	58	41	26	3	0	70	210
1630 - 1645	11	3	52	0	66	0	0	0	0	0	1	67	17	0	85	31	26	1	0	58	209
1645 - 1700	14	2	53	0	69	0	1	1	0	2	0	53	17	0	70	42	39	3	0	84	225
Hourly Total	42	26	213	0	**281**	1	5	2	0	**8**	19	200	53	1	**273**	151	132	11	0	**294**	**856**
1700 - 1715	17	2	63	0	82	0	1	3	0	4	0	53	15	1	69	45	29	0	0	74	229
1715 - 1730	23	0	59	0	82	0	0	0	0	0	0	47	13	0	60	40	41	0	0	81	223
1730 - 1745	21	0	56	0	77	0	0	0	0	0	0	47	19	0	66	35	43	1	0	79	222
1745 - 1800	21	0	41	0	62	0	0	0	0	0	0	45	16	1	62	42	32	0	0	74	198
Hourly Total	82	2	219	0	**303**	0	1	3	0	**4**	0	192	63	2	**257**	162	145	1	0	**308**	**872**
1800 - 1815	26	0	62	0	88	0	0	0	0	0	0	36	16	0	52	31	36	0	1	68	208
1815 - 1830	25	0	47	0	72	0	0	0	0	0	0	44	16	0	60	32	39	0	1	72	204
1830 - 1845	17	0	47	0	64	0	0	0	0	0	0	46	16	0	62	31	46	0	0	77	203
1845 - 1900	29	0	61	0	90	0	0	0	0	0	0	33	16	0	49	37	43	0	0	80	219
Hourly Total	97	0	217	0	**314**	0	0	0	0	**0**	0	159	64	0	**223**	131	164	0	2	**297**	**834**
1900 - 1915	28	0	57	0	85	0	0	0	0	0	0	31	11	0	42	26	45	0	0	71	198
1915 - 1930	26	0	56	0	82	0	0	0	0	0	0	49	20	0	69	26	30	0	0	56	207
1930 - 1945	26	0	55	0	81	0	0	0	0	0	0	36	20	0	56	36	47	0	0	83	220
1945 - 2000	13	0	52	0	65	0	0	1	0	1	0	48	21	0	69	32	13	0	0	45	180
Hourly Total	93	0	220	0	**313**	0	0	1	0	**1**	0	164	72	0	**236**	120	135	0	0	**255**	**805**
2000 - 2015	17	0	42	1	60	0	0	0	0	0	0	35	23	1	59	39	28	0	0	67	186
2015 - 2030	9	0	49	0	58	0	0	0	0	0	0	47	28	0	75	23	27	0	0	50	183
2030 - 2045	12	0	39	1	52	0	0	0	0	0	0	48	20	0	68	21	22	0	0	43	163
2045 - 2100	11	0	24	0	35	0	0	0	0	0	0	37	23	0	60	19	12	0	0	31	126
Hourly Total	49	0	154	2	**205**	0	0	0	0	**0**	0	167	94	1	**262**	102	89	0	0	**191**	**658**
Grand Total	510	2351	1391	2	**4254**	347	1874	267	1	**2489**	268	1238	533	4	**2043**	1068	977	214	2	**2261**	**11047**
Approach %	11.99	55.27	32.70	0.05	-	13.94	75.29	10.73	0.04	-	13.12	60.60	26.09	0.20	-	47.24	43.21	9.46	0.10	-	
Intersection %	4.62	21.28	12.59	0.02	38.51	3.14	16.96	2.42	0.01	22.53	2.43	11.21	4.82	0.04	18.49	9.67	8.84	1.94	0.02	20.47	

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

Marr Traffic DATA COLLECTION
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Fayetteville NC

Site 2
Gillespie St (South)
Gillespie St (North)
Franklin St
Otis F. Jones Pkwy

Date
Friday, October 25, 2024

Lat/Long
35.051696°, -78.878599°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0600 - 2100 (Weekday 15h Session) (10-25-2024)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Gillespie St (South)					Gillespie St (North)					Franklin St					Otis F. Jones Pkwy					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
0615 - 0630	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
0630 - 0645	0	3	0	0	3	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	5
0645 - 0700	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4
Hourly Total	0	6	0	0	**6**	0	2	0	0	**2**	0	0	2	0	**2**	2	1	0	0	**3**	**13**
0700 - 0715	0	5	0	0	5	0	2	0	0	2	0	1	1	0	2	0	0	0	0	0	9
0715 - 0730	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
0730 - 0745	0	8	0	0	8	0	3	0	0	3	0	1	1	0	2	1	0	0	0	1	14
0745 - 0800	1	3	0	0	4	0	4	0	0	4	0	0	0	0	0	1	0	0	0	1	9
Hourly Total	1	19	0	0	**20**	0	10	0	0	**10**	0	2	2	0	**4**	2	0	0	0	**2**	**36**
0800 - 0815	0	4	1	0	5	1	1	0	0	2	0	0	1	0	1	0	0	0	0	0	8
0815 - 0830	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	1	0	0	0	1	7
0830 - 0845	0	3	0	0	3	1	1	0	0	2	1	0	1	0	2	0	0	0	0	0	7
0845 - 0900	0	3	0	0	3	0	1	0	0	1	0	0	1	0	1	2	0	0	0	2	7
Hourly Total	0	11	1	0	**12**	2	8	0	0	**10**	1	0	3	0	**4**	3	0	0	0	**3**	**29**
0900 - 0915	0	3	0	0	3	0	2	0	0	2	0	1	1	0	2	0	0	0	0	0	7
0915 - 0930	0	3	0	0	3	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	6
0930 - 0945	0	4	0	0	4	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	6
0945 - 1000	1	3	0	0	4	0	1	0	0	1	1	0	0	0	1	2	0	0	0	2	8
Hourly Total	1	13	0	0	**14**	0	6	0	0	**6**	1	2	2	0	**5**	2	0	0	0	**2**	**27**
1000 - 1015	0	3	1	0	4	0	2	0	0	2	0	1	1	0	2	1	0	0	0	1	9
1015 - 1030	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
1030 - 1045	0	1	0	0	1	0	3	0	0	3	0	1	1	0	2	0	0	0	0	0	6
1045 - 1100	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	2	0	0	0	2	7
Hourly Total	0	9	1	0	**10**	0	7	0	0	**7**	0	2	2	0	**4**	4	0	0	0	**4**	**25**
1100 - 1115	0	2	0	0	2	0	0	0	0	0	0	1	2	0	3	0	1	0	0	1	6
1115 - 1130	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
1130 - 1145	1	3	0	0	4	0	3	0	0	3	1	0	1	0	2	0	0	0	0	0	9
1145 - 1200	0	2	0	0	2	0	4	0	0	4	0	2	0	0	2	2	1	0	0	3	11
Hourly Total	1	15	0	0	**16**	0	7	0	0	**7**	1	3	3	0	**7**	2	2	0	0	**4**	**34**
1200 - 1215	0	1	0	0	1	0	6	0	0	6	1	1	1	0	3	0	0	0	0	0	10
1215 - 1230	0	5	0	0	5	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	8
1230 - 1245	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3
1245 - 1300	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	9	0	0	**9**	0	12	0	0	**12**	1	1	2	0	**4**	0	0	0	0	**0**	**25**
1300 - 1315	0	1	0	0	1	0	4	1	0	5	0	4	1	0	5	2	0	0	0	2	13
1315 - 1330	0	1	0	0	1	0	1	0	0	1	0	2	1	0	3	0	1	0	0	1	6
1330 - 1345	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	2	0	0	0	2	7
1345 - 1400	0	2	0	0	2	0	2	0	0	2	1	0	0	0	1	2	0	0	0	2	7
Hourly Total	0	6	0	0	**6**	0	10	1	0	**11**	1	6	2	0	**9**	6	1	0	0	**7**	**33**
1400 - 1415	0	2	0	0	2	0	2	1	0	3	0	1	1	0	2	2	0	0	0	2	9
1415 - 1430	0	1	0	0	1	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	4
1430 - 1445	0	1	0	0	1	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	4
1445 - 1500	0	3	1	0	4	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	7
Hourly Total	0	7	1	0	**8**	1	7	1	0	**9**	0	1	2	0	**3**	4	0	0	0	**4**	**24**
1500 - 1515	0	1	0	0	1	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	4
1515 - 1530	0	4	1	0	5	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	7
1530 - 1545	0	2	0	0	2	0	2	0	0	2	0	0	1	0	1	1	0	0	0	1	6
1545 - 1600	1	6	0	0	7	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	10
Hourly Total	1	13	1	0	**15**	0	6	1	0	**7**	0	1	2	0	**3**	1	1	0	0	**2**	**27**
1600 - 1615	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	4
1615 - 1630	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	1	0	0	1	4
1645 - 1700	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	3	2	0	0	5	8
Hourly Total	0	2	5	0	**7**	0	0	0	0	**0**	0	1	3	0	**4**	5	3	0	0	**8**	**19**
1700 - 1715	0	1	0	0	1	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	5
1715 - 1730	0	0	2	0	2	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	5
1730 - 1745	0	0	3	0	3	0	0	0	0	0	0	0	1	0	1	3	2	0	0	5	9
1745 - 1800	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	3
Hourly Total	0	1	6	0	**7**	0	1	0	0	**1**	1	4	2	0	**7**	4	3	0	0	**7**	**22**
1800 - 1815	0	0	2	0	2	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	5
1815 - 1830	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
1830 - 1845	1	0	1	0	2	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	5
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3	0	0	0	3	4
Hourly Total	1	0	4	0	**5**	0	0	0	0	**0**	0	1	3	0	**4**	7	0	0	0	**7**	**16**
1900 - 1915	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
1915 - 1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1930 - 1945	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1945 - 2000	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	1	0	6	0	**7**	0	0	0	0	**0**	0	0	1	0	**1**	0	0	0	0	**0**	**8**
2000 - 2015	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3
2015 - 2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
2030 - 2045	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2045 - 2100	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	3	0	**3**	0	0	0	0	**0**	0	0	0	0	**0**	3	0	0	0	**3**	**6**
Grand Total	6	111	28	0	**145**	3	76	3	0	**82**	6	24	31	0	**61**	45	11	0	0	**56**	**344**
Approach %	4.14	76.55	19.31	0.00	-	3.66	92.68	3.66	0.00	-	9.84	39.34	50.82	0.00	-	80.36	19.64	0.00	0.00	-	
Intersection %	1.74	32.27	8.14	0.00	42.15	0.87	22.09	0.87	0.00	23.84	1.74	6.98	9.01	0.00	17.73	13.08	3.20	0.00	0.00	16.28	

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

Marr Traffic DATA COLLECTION
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Fayetteville NC

Site 2
Gillespie St (South)
Gillespie St (North)
Franklin St
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Date
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0600 - 2100 (Weekday 15h Session) (10-25-2024)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Gillespie St (South)					Gillespie St (North)					Franklin St					Otis F. Jones Pkwy					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
0645 - 0700	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	4	0	0	**4**	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**5**
0700 - 0715	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0715 - 0730	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
0730 - 0745	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
0745 - 0800	1	2	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	1	6	0	0	**7**	0	3	0	0	**3**	0	0	0	0	**0**	1	0	0	0	**1**	**11**
0800 - 0815	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0815 - 0830	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	6
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	4	0	0	**4**	0	0	0	0	**0**	0	0	0	0	**0**	4	0	0	0	**4**	**8**
0900 - 0915	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
0915 - 0930	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	4
0930 - 0945	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0945 - 1000	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	4
Hourly Total	0	7	1	0	**8**	0	2	0	0	**2**	0	1	1	0	**2**	0	0	0	0	**0**	**12**
1000 - 1015	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
1015 - 1030	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
1030 - 1045	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1045 - 1100	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	6	0	0	**6**	0	0	0	0	**0**	0	0	0	0	**0**	2	0	0	0	**2**	**8**
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	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	1	1	0	0	**2**	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**3**
1200 - 1215	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1245 - 1300	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	6	1	0	**7**	0	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	**8**
1300 - 1315	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	2
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	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	0	0	0	0	**0**	1	0	1	0	**2**	0	0	0	0	**0**	1	0	0	0	**1**	**3**
1400 - 1415	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
1430 - 1445	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
1445 - 1500	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	0	0	**3**	0	2	0	0	**2**	0	0	1	0	**1**	0	0	0	0	**0**	**6**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1545 - 1600	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	3	0	0	**3**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**3**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	0	1	0	0	**1**	**2**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	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**
1900 - 1915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1915 - 1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1930 - 1945	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1945 - 2000	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	2	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**2**
2000 - 2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015 - 2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030 - 2045	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2045 - 2100	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	1	0	1	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**2**
Grand Total	3	40	6	0	**49**	1	9	1	0	**11**	0	3	2	0	**5**	8	1	0	0	**9**	**74**
Approach %	6.12	81.63	12.24	0.00	-	9.09	81.82	9.09	0.00	-	0.00	60.00	40.00	0.00	-	88.89	11.11	0.00	0.00	-	
Intersection %	4.05	54.05	8.11	0.00	66.22	1.35	12.16	1.35	0.00	14.86	0.00	4.05	2.70	0.00	6.76	10.81	1.35	0.00	0.00	12.16	

Classified Turn Movement Count || Bikes

Fayetteville NC

Marr Traffic DATA COLLECTION
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Site 2
Gillespie St (South)
Gillespie St (North)
Franklin St
Otis F. Jones Pkwy

Date
Friday, October 25, 2024

Lat/Long
35.051696°, -78.878599°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0600 - 2100 (Weekday 15h Session) (10-25-2024)
Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Gillespie St (South)					Gillespie St (North)					Franklin St					Otis F. Jones Pkwy					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	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**
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**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	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**
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**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	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**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	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	0	0	0	**0**	0	1	0	0	**1**	**1**
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**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	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**
1900 - 1915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1915 - 1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1930 - 1945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1945 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	**1**
2000 - 2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015 - 2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030 - 2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045 - 2100	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	2	0	0	**2**	**2**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	

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

Fayetteville NC

Marr Traffic DATA COLLECTION
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Site 2
Gillespie St (South)
Gillespie St (North)
Franklin St
Otis F. Jones Pkwy

Date
Friday, October 25, 2024

Lat/Long
35.051696°, -78.878599°
Click here for Map

Weather
Fair
61°F
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0600 - 2100 (Weekday 15h Session) (10-25-2024)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Gillespie St (South)					Gillespie St (North)					Franklin St					Otis F. Jones Pkwy					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
0615 - 0630	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
0630 - 0645	0	4	0	0	4	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	7
0645 - 0700	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	7
Hourly Total	0	10	0	0	**10**	0	3	0	0	**3**	0	0	2	0	**2**	2	1	0	0	**3**	**18**
0700 - 0715	0	7	0	0	7	0	2	0	0	2	0	1	1	0	2	0	0	0	0	0	11
0715 - 0730	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	6
0730 - 0745	0	10	0	0	10	0	4	0	0	4	0	1	1	0	2	1	0	0	0	1	17
0745 - 0800	2	5	0	0	7	0	5	0	0	5	0	0	0	0	0	1	0	0	0	1	13
Hourly Total	2	25	0	0	**27**	0	13	0	0	**13**	0	2	2	0	**4**	3	0	0	0	**3**	**47**
0800 - 0815	0	5	1	0	6	1	1	0	0	2	0	0	1	0	1	0	0	0	0	0	9
0815 - 0830	0	3	0	0	3	0	5	0	0	5	0	0	0	0	0	5	0	0	0	5	13
0830 - 0845	0	3	0	0	3	1	1	0	0	2	1	0	1	0	2	0	0	0	0	0	7
0845 - 0900	0	4	0	0	4	0	1	0	0	1	0	0	1	0	1	2	0	0	0	2	8
Hourly Total	0	15	1	0	**16**	2	8	0	0	**10**	1	0	3	0	**4**	7	0	0	0	**7**	**37**
0900 - 0915	0	4	0	0	4	0	3	0	0	3	0	1	1	0	2	0	0	0	0	0	9
0915 - 0930	0	5	0	0	5	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	10
0930 - 0945	0	5	1	0	6	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	8
0945 - 1000	1	6	0	0	7	0	1	0	0	1	1	0	1	0	2	2	0	0	0	2	12
Hourly Total	1	20	1	0	**22**	0	8	0	0	**8**	1	3	3	0	**7**	2	0	0	0	**2**	**39**
1000 - 1015	0	4	1	0	5	0	2	0	0	2	0	1	1	0	2	2	0	0	0	2	11
1015 - 1030	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	5
1030 - 1045	0	2	0	0	2	0	3	0	0	3	0	1	1	0	2	0	0	0	0	0	7
1045 - 1100	0	6	0	0	6	0	2	0	0	2	0	0	0	0	0	2	0	0	0	2	10
Hourly Total	0	15	1	0	**16**	0	7	0	0	**7**	0	2	2	0	**4**	6	0	0	0	**6**	**33**
1100 - 1115	0	2	0	0	2	0	0	0	0	0	0	1	2	0	3	0	1	0	0	1	6
1115 - 1130	1	9	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
1130 - 1145	1	3	0	0	4	0	3	0	0	3	1	0	1	0	2	0	0	0	0	0	9
1145 - 1200	0	2	0	0	2	0	5	0	0	5	0	2	0	0	2	2	1	0	0	3	12
Hourly Total	2	16	0	0	**18**	0	8	0	0	**8**	1	3	3	0	**7**	2	2	0	0	**4**	**37**
1200 - 1215	0	4	0	0	4	0	6	0	0	6	1	2	1	0	4	0	0	0	0	0	14
1215 - 1230	0	6	0	0	6	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	9
1230 - 1245	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	4
1245 - 1300	0	2	1	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	0	15	1	0	**16**	0	12	0	0	**12**	1	2	2	0	**5**	0	0	0	0	**0**	**33**
1300 - 1315	0	1	0	0	1	1	4	2	0	7	0	4	1	0	5	2	0	0	0	2	15
1315 - 1330	0	1	0	0	1	0	1	0	0	1	0	2	1	0	3	1	1	0	0	2	7
1330 - 1345	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	2	0	0	0	2	7
1345 - 1400	0	2	0	0	2	0	2	0	0	2	1	0	0	0	1	2	0	0	0	2	7
Hourly Total	0	6	0	0	**6**	1	10	2	0	**13**	1	6	2	0	**9**	7	1	0	0	**8**	**36**
1400 - 1415	0	4	0	0	4	0	2	1	0	3	0	1	1	0	2	2	0	0	0	2	11
1415 - 1430	0	1	0	0	1	1	2	0	0	3	0	0	1	0	1	0	0	0	0	0	5
1430 - 1445	0	2	0	0	2	0	4	0	0	4	0	0	1	0	1	0	0	0	0	0	7
1445 - 1500	0	3	1	0	4	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	7
Hourly Total	0	10	1	0	**11**	1	9	1	0	**11**	0	1	3	0	**4**	4	0	0	0	**4**	**30**
1500 - 1515	0	1	0	0	1	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	4
1515 - 1530	0	4	1	0	5	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	7
1530 - 1545	0	3	0	0	3	0	2	0	0	2	0	0	1	0	1	1	0	0	0	1	7
1545 - 1600	1	8	0	0	9	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	12
Hourly Total	1	16	1	0	**18**	0	6	1	0	**7**	0	1	2	0	**3**	1	1	0	0	**2**	**30**
1600 - 1615	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	1	1	0	0	2	5
1615 - 1630	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	2	2	0	4	0	1	0	0	1	5
1645 - 1700	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	3	2	0	0	5	8
Hourly Total	0	2	5	0	**7**	0	0	0	0	**0**	0	2	3	0	**5**	5	4	0	0	**9**	**21**
1700 - 1715	0	1	0	0	1	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	5
1715 - 1730	0	0	2	0	2	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	5
1730 - 1745	0	0	4	0	4	0	0	0	0	0	0	0	1	0	1	3	2	0	0	5	10
1745 - 1800	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	3
Hourly Total	0	1	7	0	**8**	0	1	0	0	**1**	1	4	2	0	**7**	4	3	0	0	**7**	**23**
1800 - 1815	0	0	2	0	2	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	5
1815 - 1830	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
1830 - 1845	1	0	1	0	2	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	5
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3	0	0	0	3	4
Hourly Total	1	0	4	0	**5**	0	0	0	0	**0**	0	1	3	0	**4**	7	0	0	0	**7**	**16**
1900 - 1915	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
1915 - 1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1930 - 1945	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
1945 - 2000	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	1	0	8	0	**9**	0	0	0	0	**0**	0	0	1	0	**1**	0	0	0	0	**0**	**10**
2000 - 2015	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3
2015 - 2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
2030 - 2045	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2045 - 2100	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	1	0	4	0	**5**	0	0	0	0	**0**	0	0	0	0	**0**	3	0	0	0	**3**	**8**
Grand Total	9	151	34	0	**194**	4	85	4	0	**93**	6	27	33	0	**66**	53	12	0	0	**65**	**418**
Approach %	4.64	77.84	17.53	0.00	-	4.30	91.40	4.30	0.00	-	9.09	40.91	50.00	0.00	-	81.54	18.46	0.00	0.00	-	
Intersection %	2.15	36.12	8.13	0.00	46.41	0.96	20.33	0.96	0.00	22.25	1.44	6.46	7.89	0.00	15.79	12.68	2.87	0.00	0.00	15.55	

Crosswalk Counts || Pedestrians

Fayetteville NC

Marr Traffic DATA COLLECTION
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Site 2
Gillespie St (South)
Gillespie St (North)
Franklin St
Otis F. Jones Pkwy

Date
Friday, October 25, 2024

Lat/Long
35.051696°, -78.878599°
Click here for Map

Weather
Fair
61°F
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0600 - 2100 (Weekday 15h Session) (10-25-2024)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Gillespie St (South)			Gillespie St (North)			Franklin St			Otis F. Jones Pkwy			
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
0600 - 0615	0	2	2	3	0	3	1	0	1	0	0	0	6
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	2	**2**	3	0	**3**	1	0	**1**	0	0	**0**	**6**
0700 - 0715	0	1	1	0	0	0	0	0	0	0	0	0	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	1	0	1	0	0	0	0	0	0	0	1	1	2
0745 - 0800	0	2	2	1	0	1	2	0	2	0	0	0	5
Hourly Total	1	3	**4**	1	0	**1**	2	0	**2**	0	1	**1**	**8**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	2	0	2	0	0	0	1	0	1	0	0	0	3
0830 - 0845	0	2	2	0	0	0	0	1	1	1	0	1	4
0845 - 0900	0	1	1	0	0	0	1	0	1	1	0	1	3
Hourly Total	2	3	**5**	0	0	**0**	2	1	**3**	2	0	**2**	**10**
0900 - 0915	1	0	1	2	0	2	0	0	0	0	1	1	4
0915 - 0930	1	2	3	1	0	1	1	0	1	0	1	1	6
0930 - 0945	1	1	2	2	3	5	2	0	2	0	0	0	9
0945 - 1000	0	2	2	0	0	0	1	1	2	2	2	4	8
Hourly Total	3	5	**8**	5	3	**8**	4	1	**5**	2	4	**6**	**27**
1000 - 1015	0	0	0	0	2	2	0	0	0	0	0	0	2
1015 - 1030	2	1	3	0	1	1	0	2	2	0	3	3	9
1030 - 1045	0	2	2	0	1	1	0	1	1	0	2	2	6
1045 - 1100	4	0	4	0	1	1	1	5	6	3	0	3	14
Hourly Total	6	3	**9**	0	5	**5**	1	8	**9**	3	5	**8**	**31**
1100 - 1115	2	1	3	3	1	4	1	2	3	1	0	1	11
1115 - 1130	0	3	3	4	4	8	3	0	3	0	0	0	14
1130 - 1145	0	1	1	2	3	5	0	0	0	1	2	3	9
1145 - 1200	2	1	3	1	0	1	0	0	0	1	0	1	5
Hourly Total	4	6	**10**	10	8	**18**	4	2	**6**	3	2	**5**	**39**
1200 - 1215	0	4	4	3	2	5	3	5	8	0	1	1	18
1215 - 1230	3	0	3	0	2	2	4	2	6	0	1	1	12
1230 - 1245	2	0	2	1	1	2	1	0	1	3	0	3	8
1245 - 1300	2	3	5	0	0	0	2	3	5	0	2	2	12
Hourly Total	7	7	**14**	4	5	**9**	10	10	**20**	3	4	**7**	**50**
1300 - 1315	1	2	3	0	1	1	0	0	0	2	0	2	6
1315 - 1330	4	2	6	2	0	2	3	4	7	2	2	4	19
1330 - 1345	3	2	5	2	3	5	2	1	3	3	3	6	19
1345 - 1400	5	1	6	0	2	2	0	4	4	2	1	3	15
Hourly Total	13	7	**20**	4	6	**10**	5	9	**14**	9	6	**15**	**59**
1400 - 1415	3	1	4	0	0	0	0	2	2	0	2	2	8
1415 - 1430	2	3	5	0	2	2	3	2	5	0	0	0	12
1430 - 1445	0	3	3	1	1	2	4	2	6	1	0	1	12
1445 - 1500	2	8	10	0	0	0	3	2	5	1	5	6	21
Hourly Total	7	15	**22**	1	3	**4**	10	8	**18**	2	7	**9**	**53**
1500 - 1515	4	0	4	0	9	9	4	1	5	2	14	16	34
1515 - 1530	1	0	1	1	0	1	9	3	12	1	9	10	24
1530 - 1545	0	0	0	1	6	7	3	1	4	4	2	6	17
1545 - 1600	2	5	7	0	0	0	6	4	10	8	1	9	26
Hourly Total	7	5	**12**	2	15	**17**	22	9	**31**	15	26	**41**	**101**
1600 - 1615	0	2	2	1	1	2	4	2	6	8	3	11	21
1615 - 1630	0	0	0	2	2	4	10	8	18	7	0	7	29
1630 - 1645	0	5	5	1	1	2	14	8	22	3	1	4	33
1645 - 1700	2	4	6	4	0	4	17	8	25	7	3	10	45
Hourly Total	2	11	**13**	8	4	**12**	45	26	**71**	25	7	**32**	**128**
1700 - 1715	1	0	1	2	0	2	18	9	27	4	9	13	43
1715 - 1730	0	3	3	0	0	0	7	4	11	5	3	8	22
1730 - 1745	3	0	3	0	0	0	15	14	29	7	5	12	44
1745 - 1800	0	1	1	0	0	0	23	7	30	2	2	4	35
Hourly Total	4	4	**8**	2	0	**2**	63	34	**97**	18	19	**37**	**144**
1800 - 1815	0	0	0	2	3	5	20	7	27	10	0	10	42
1815 - 1830	0	2	2	5	6	11	16	8	24	2	0	2	39
1830 - 1845	0	0	0	3	13	16	40	13	53	5	6	11	80
1845 - 1900	2	0	2	6	0	6	37	7	44	8	3	11	63
Hourly Total	2	2	**4**	16	22	**38**	113	35	**148**	25	9	**34**	**224**
1900 - 1915	0	0	0	15	4	19	71	13	84	17	5	22	125
1915 - 1930	2	0	2	24	10	34	44	18	62	35	4	39	137
1930 - 1945	0	1	1	32	36	68	58	35	93	17	15	32	194
1945 - 2000	0	4	4	19	34	53	54	26	80	18	9	27	164
Hourly Total	2	5	**7**	90	84	**174**	227	92	**319**	87	33	**120**	**620**
2000 - 2015	1	3	4	11	25	36	45	20	65	48	18	66	171
2015 - 2030	0	2	2	13	19	32	33	30	63	59	14	73	170
2030 - 2045	0	3	3	13	50	63	13	53	66	49	33	82	214
2045 - 2100	2	5	7	4	40	44	11	37	48	35	36	71	170
Hourly Total	3	13	**16**	41	134	**175**	102	140	**242**	191	101	**292**	**725**
Grand Total	63	91	**154**	187	289	**476**	611	375	**986**	385	224	**609**	**2225**
Approach %	40.91	59.09	-	39.29	60.71	-	61.97	38.03	-	63.22	36.78	-	
Intersection %	2.83	4.09	6.92	8.40	12.99	21.39	27.46	16.85	44.31	17.30	10.07	27.37	

Crosswalk Counts || Bikes

Fayetteville NC

Marr Traffic DATA COLLECTION
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Site 2
Gillespie St (South)
Gillespie St (North)
Franklin St
Otis F. Jones Pkwy

Date
Friday, October 25, 2024

Lat/Long
35.051696°, -78.878599°
Click here for Map

Weather
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0600 - 2100 (Weekday 15h Session) (10-25-2024)
Bikes

	Northbound			Southbound			Eastbound			Westbound			
	Gillespie St (South)			Gillespie St (North)			Franklin St			Otis F. Jones Pkwy			
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
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
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	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	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	1	0	**1**	0	0	**0**	**1**
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**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
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	1	0	1	1
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**	1	0	**1**	**1**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	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**
1900 - 1915	0	0	0	0	0	0	0	0	0	0	0	0	0
1915 - 1930	0	0	0	0	0	0	0	0	0	0	0	0	0
1930 - 1945	0	0	0	0	0	0	0	0	0	0	0	0	0
1945 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
2000 - 2015	0	0	0	0	0	0	0	0	0	0	0	0	0
2015 - 2030	0	0	0	0	0	0	0	0	0	0	0	0	0
2030 - 2045	0	0	0	0	0	0	0	0	0	0	0	0	0
2045 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	1	0	**1**	0	0	**0**	1	0	**1**	1	0	**1**	**3**
Approach %	100.00	0.00	-	0.00	0.00	-	100.00	0.00	-	100.00	0.00	-	
Intersection %	33.33	0.00	33.33	0.00	0.00	0.00	33.33	0.00	33.33	33.33	0.00	33.33	

Crosswalk Counts || Motorized Vehicles

Fayetteville NC

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Gillespie St (North)
Franklin St
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0600 - 2100 (Weekday 15h Session) (10-25-2024)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Gillespie St (South)			Gillespie St (North)			Franklin St			Otis F. Jones Pkwy			
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
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
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**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	1	1	0	0	0	1	0	1	0	0	0	2
Hourly Total	0	1	**1**	0	0	**0**	1	0	**1**	0	0	**0**	**2**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	1	0	1	0	0	0	0	1	1	0	0	0	2
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	**1**	0	0	**0**	0	1	**1**	0	0	**0**	**2**
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**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1900 - 1915	0	0	0	0	0	0	0	0	0	0	0	0	0
1915 - 1930	0	0	0	0	0	0	0	0	0	0	0	0	0
1930 - 1945	0	0	0	0	0	0	0	0	0	0	0	0	0
1945 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
2000 - 2015	0	0	0	0	0	0	0	0	0	0	0	0	0
2015 - 2030	0	0	0	0	0	0	0	0	0	0	0	0	0
2030 - 2045	0	0	0	0	0	0	0	0	0	0	0	0	0
2045 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	1	1	**2**	0	0	**0**	1	1	**2**	0	0	**0**	**4**
Approach %	50.00	50.00	-	0.00	0.00	-	50.00	50.00	-	0.00	0.00	-	
Intersection %	25.00	25.00	50.00	0.00	0.00	0.00	25.00	25.00	50.00	0.00	0.00	0.00	

Start Date: 10/25/2024	Franklin St Eastbound			Otis F. Jones Pkwy Westbound			Gillespie St (South) Northbound			Gillespie St (North) Southbound			
Time	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	1	2	1	0	0	1	0	12	0	1	5	0	23
06:15 AM - 06:30 AM	0	0	1	1	1	0	0	18	2	2	11	1	37
06:30 AM - 06:45 AM	0	2	4	1	2	0	1	25	3	1	19	1	59
06:45 AM - 07:00 AM	2	0	5	4	1	0	1	33	2	6	27	0	81
07:00 AM - 07:15 AM	4	1	3	1	2	0	1	43	1	4	30	0	90
07:15 AM - 07:30 AM	2	9	1	5	6	0	2	56	5	3	36	6	131
07:30 AM - 07:45 AM	0	9	3	9	6	0	4	67	12	6	48	10	174
07:45 AM - 08:00 AM	2	8	2	5	15	0	17	76	10	9	53	9	206
08:00 AM - 08:15 AM	4	12	5	14	8	2	4	69	14	9	35	11	187
08:15 AM - 08:30 AM	0	3	3	15	4	2	1	68	12	5	53	6	172
08:30 AM - 08:45 AM	2	7	3	13	4	5	2	82	5	8	39	3	173
08:45 AM - 09:00 AM	4	9	6	20	7	6	5	71	16	14	37	5	200
09:00 AM - 09:15 AM	8	4	5	14	7	7	5	63	8	7	44	5	177
09:15 AM - 09:30 AM	2	8	5	9	4	5	2	69	9	7	46	3	169
09:30 AM - 09:45 AM	5	9	7	4	3	2	11	54	9	8	34	8	154
09:45 AM - 10:00 AM	3	3	6	9	9	2	5	54	5	9	42	10	157
10:00 AM - 10:15 AM	7	6	6	12	3	7	5	54	12	12	36	3	163
10:15 AM - 10:30 AM	4	7	3	8	6	4	6	64	4	3	47	5	161
10:30 AM - 10:45 AM	3	13	6	13	4	4	8	54	4	1	41	6	157
10:45 AM - 11:00 AM	3	16	6	15	9	4	3	64	6	10	60	7	203
11:00 AM - 11:15 AM	4	9	3	8	3	4	4	75	8	8	48	1	175
11:15 AM - 11:30 AM	9	6	7	7	5	5	9	91	6	3	52	13	213
11:30 AM - 11:45 AM	7	10	2	11	4	5	2	71	14	3	49	6	184
11:45 AM - 12:00 PM	9	12	5	12	7	4	4	68	14	6	43	10	194
12:00 PM - 12:15 PM	7	12	7	12	8	4	6	84	17	3	72	5	237
12:15 PM - 12:30 PM	7	6	7	16	12	6	2	89	10	3	48	9	215
12:30 PM - 12:45 PM	9	15	9	19	9	14	1	68	16	7	44	10	221
12:45 PM - 01:00 PM	27	12	4	6	20	8	3	38	11	11	62	9	211
01:00 PM - 01:15 PM	20	38	13	14	19	7	8	48	21	23	63	13	287
01:15 PM - 01:30 PM	13	17	9	17	7	7	1	59	18	13	67	6	234
01:30 PM - 01:45 PM	9	12	9	15	9	11	3	55	15	17	63	12	230
01:45 PM - 02:00 PM	6	7	3	13	13	7	6	76	9	16	66	9	231
02:00 PM - 02:15 PM	7	11	6	12	15	11	5	91	5	8	63	7	241
02:15 PM - 02:30 PM	8	6	9	16	15	8	1	55	9	21	68	6	222
02:30 PM - 02:45 PM	12	14	6	9	11	6	2	60	9	10	71	6	216
02:45 PM - 03:00 PM	13	12	3	16	13	10	2	56	8	15	73	7	228
03:00 PM - 03:15 PM	10	12	4	15	8	10	2	65	14	13	76	9	238
03:15 PM - 03:30 PM	10	14	6	16	12	7	3	69	9	15	66	10	237
03:30 PM - 03:45 PM	4	13	5	16	12	10	2	71	14	15	55	6	223
03:45 PM - 04:00 PM	7	10	13	14	15	7	4	86	8	15	60	12	251
04:00 PM - 04:15 PM	18	34	9	38	42	4	5	23	39	1	3	1	217
04:15 PM - 04:30 PM	0	46	11	42	26	3	12	0	71	0	1	0	212
04:30 PM - 04:45 PM	1	69	19	31	27	1	11	3	52	0	0	0	214
04:45 PM - 05:00 PM	0	53	17	45	41	3	14	2	56	0	1	1	233
05:00 PM - 05:15 PM	0	56	16	45	29	0	17	3	63	0	1	3	233
05:15 PM - 05:30 PM	1	48	13	40	41	0	23	0	61	0	1	0	228
05:30 PM - 05:45 PM	0	47	20	38	45	1	21	0	60	0	0	0	232
05:45 PM - 06:00 PM	0	45	16	43	33	0	21	0	42	0	0	0	200
06:00 PM - 06:15 PM	0	37	17	32	36	0	26	0	64	0	0	0	212
06:15 PM - 06:30 PM	0	44	16	33	39	0	25	0	48	0	0	0	205
06:30 PM - 06:45 PM	0	46	17	33	46	0	18	0	48	0	0	0	208
06:45 PM - 07:00 PM	0	33	17	40	43	0	29	0	61	0	0	0	223
07:00 PM - 07:15 PM	0	31	12	26	45	0	28	0	58	0	0	0	200
07:15 PM - 07:30 PM	0	49	20	26	31	0	26	0	56	0	0	0	208
07:30 PM - 07:45 PM	0	36	20	36	47	0	26	0	60	0	0	0	225
07:45 PM - 08:00 PM	0	48	21	32	13	0	14	0	54	0	0	1	183
08:00 PM - 08:15 PM	0	35	23	41	28	0	17	0	43	0	0	0	187
08:15 PM - 08:30 PM	0	47	28	24	27	0	9	0	49	0	0	0	184
08:30 PM - 08:45 PM	0	48	20	21	22	0	13	0	41	0	0	0	165
08:45 PM - 09:00 PM	0	37	23	19	12	0	11	0	25	0	0	0	127
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

Fayetteville NC

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Friday, October 25, 2024	
Period	0600 - 2100
Peak Hour	1245 - 1345

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Green St (South)						Green St (North)						Maiden Ln						Bow St						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
1245 - 1300	1	78	23	-	0	102	25	93	18	-	0	136	23	4	15	-	0	42	23	2	48	-	0	73	353
1300 - 1315	2	83	12	-	0	97	25	81	26	-	0	132	46	4	15	-	0	65	22	2	81	-	0	105	399
1315 - 1330	4	91	21	-	0	116	20	75	9	-	0	104	22	2	10	-	1	35	21	5	45	-	0	71	326
1330 - 1345	1	81	22	-	0	104	15	88	3	-	0	106	15	2	10	-	1	28	21	5	47	-	0	73	311
Total	8	333	78	0	0	419	85	337	56	0	0	478	106	12	50	0	2	170	87	14	221	0	0	322	1389
Approach %	1.91	79.47	18.62	0.00	0.00	-	17.78	70.50	11.72	0.00	0.00	-	62.35	7.06	29.41	0.00	1.18	-	27.02	4.35	68.63	0.00	0.00	-	
PHF	0.50	0.91	0.85	0.00	0.00	**0.90**	0.85	0.91	0.54	0.00	0.00	**0.88**	0.58	0.75	0.83	0.00	0.50	**0.65**	0.95	0.70	0.68	0.00	0.00	**0.77**	**0.87**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Green St (South)						Green St (North)						Maiden Ln						Bow St						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
1245 - 1300	1	76	23	-	0	100	22	91	18	-	0	131	23	4	15	-	0	42	22	2	47	-	0	71	344
1300 - 1315	2	83	12	-	0	97	25	74	26	-	0	125	46	4	15	-	0	65	22	2	80	-	0	104	391
1315 - 1330	4	91	18	-	0	113	20	74	9	-	0	103	22	2	10	-	1	35	21	5	43	-	0	69	320
1330 - 1345	1	79	22	-	0	102	14	87	3	-	0	104	15	2	10	-	1	28	19	5	45	-	0	69	303
Total	8	329	75	0	0	412	81	326	56	0	0	463	106	12	50	0	2	170	84	14	215	0	0	313	1358
Approach %	1.94	79.85	18.20	0.00	0.00	-	17.49	70.41	12.10	0.00	0.00	-	62.35	7.06	29.41	0.00	1.18	-	26.84	4.47	68.69	0.00	0.00	-	
PHF	0.50	0.90	0.82	0.00	0.00	**0.91**	0.81	0.90	0.54	0.00	0.00	**0.88**	0.58	0.75	0.83	0.00	0.50	**0.65**	0.95	0.70	0.67	0.00	0.00	**0.75**	**0.87**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Green St (South)						Green St (North)						Maiden Ln						Bow St						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
1245 - 1300	0	1	0	-	0	1	3	2	0	-	0	5	0	0	0	-	0	0	1	0	1	-	0	2	8
1300 - 1315	0	0	0	-	0	0	0	5	0	-	0	5	0	0	0	-	0	0	0	0	1	-	0	1	6
1315 - 1330	0	0	3	-	0	3	0	1	0	-	0	1	0	0	0	-	0	0	0	0	2	-	0	2	6
1330 - 1345	0	2	0	-	0	2	1	1	0	-	0	2	0	0	0	-	0	0	1	0	2	-	0	3	7
Total	0	3	3	0	0	6	4	9	0	0	0	13	0	0	0	0	0	0	2	0	6	0	0	8	27
Approach %	0.00	50.00	50.00	0.00	0.00	-	30.77	69.23	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	25.00	0.00	75.00	0.00	0.00	-	
PHF	0.00	0.38	0.25	0.00	0.00	**0.50**	0.33	0.45	0.00	0.00	0.00	**0.65**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.50	0.00	0.75	0.00	0.00	**0.67**	**0.84**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Green St (South)						Green St (North)						Maiden Ln						Bow St						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
1245 - 1300	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
1300 - 1315	0	0	0	-	0	0	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	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	1	0	0	-	0	1	1
Total	0	1	0	0	0	1	0	2	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	1	4
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.25	0.00	0.00	0.00	0.00	**0.25**	**0.50**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	Green St (South)						Green St (North)						Maiden Ln						Bow St						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
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
1330 - 1345	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

Fayetteville NC

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Friday, October 25, 2024	
Period	0600 - 0900
Peak Hour	0745 - 0845

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Green St (South)						Green St (North)						Maiden Ln						Bow St						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
0745 - 0800	9	71	3	-	0	83	27	83	4	-	0	114	4	1	5	-	1	11	4	2	38	-	0	44	252
0800 - 0815	4	64	12	-	0	80	14	65	3	-	0	82	6	0	1	-	2	9	4	3	33	-	0	40	211
0815 - 0830	5	51	6	-	0	62	16	57	4	-	0	77	4	1	7	-	1	13	4	0	25	-	0	29	181
0830 - 0845	2	78	14	-	0	94	11	46	7	-	0	64	5	3	5	-	0	13	9	1	37	-	0	47	218
Total	20	264	35	0	0	319	68	251	18	0	0	337	19	5	18	0	4	46	21	6	133	0	0	160	862
Approach %	6.27	82.76	10.97	0.00	0.00	-	20.18	74.48	5.34	0.00	0.00	-	41.30	10.87	39.13	0.00	8.70	-	13.13	3.75	83.13	0.00	0.00	-	
PHF	0.56	0.85	0.63	0.00	0.00	**0.85**	0.63	0.76	0.64	0.00	0.00	**0.74**	0.79	0.42	0.64	0.00	0.50	**0.88**	0.58	0.50	0.88	0.00	0.00	**0.85**	**0.86**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Green St (South)						Green St (North)						Maiden Ln						Bow St						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
0745 - 0800	9	66	3	-	0	78	26	77	4	-	0	107	3	1	5	-	1	10	3	2	34	-	0	39	234
0800 - 0815	4	59	12	-	0	75	13	63	3	-	0	79	6	0	1	-	2	9	4	3	32	-	0	39	202
0815 - 0830	5	48	6	-	0	59	15	51	4	-	0	70	4	1	7	-	1	13	4	0	23	-	0	27	169
0830 - 0845	2	73	13	-	0	88	10	44	7	-	0	61	5	3	5	-	0	13	9	1	35	-	0	45	207
Total	20	246	34	0	0	300	64	235	18	0	0	317	18	5	18	0	4	45	20	6	124	0	0	150	812
Approach %	6.67	82.00	11.33	0.00	0.00	-	20.19	74.13	5.68	0.00	0.00	-	40.00	11.11	40.00	0.00	8.89	-	13.33	4.00	82.67	0.00	0.00	-	
PHF	0.56	0.84	0.65	0.00	0.00	**0.85**	0.62	0.76	0.64	0.00	0.00	**0.74**	0.75	0.42	0.64	0.00	0.50	**0.87**	0.56	0.50	0.89	0.00	0.00	**0.83**	**0.87**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Green St (South)						Green St (North)						Maiden Ln						Bow St						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
0745 - 0800	0	3	0	-	0	3	1	5	0	-	0	6	1	0	0	-	0	1	1	0	3	-	0	4	14
0800 - 0815	0	4	0	-	0	4	1	2	0	-	0	3	0	0	0	-	0	0	0	0	1	-	0	1	8
0815 - 0830	0	1	0	-	0	1	1	6	0	-	0	7	0	0	0	-	0	0	0	0	2	-	0	2	10
0830 - 0845	0	5	1	-	0	6	1	2	0	-	0	3	0	0	0	-	0	0	0	0	2	-	0	2	11
Total	0	13	1	0	0	14	4	15	0	0	0	19	1	0	0	0	0	1	1	0	8	0	0	9	43
Approach %	0.00	92.86	7.14	0.00	0.00	-	21.05	78.95	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	11.11	0.00	88.89	0.00	0.00	-	
PHF	0.00	0.65	0.25	0.00	0.00	**0.58**	1.00	0.63	0.00	0.00	0.00	**0.68**	0.25	0.00	0.00	0.00	0.00	**0.25**	0.25	0.00	0.67	0.00	0.00	**0.56**	**0.77**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Green St (South)						Green St (North)						Maiden Ln						Bow St						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
0745 - 0800	0	2	0	-	0	2	0	1	0	-	0	1	0	0	0	-	0	0	0	0	1	-	0	1	4
0800 - 0815	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
0815 - 0830	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	2
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	5	0	0	0	5	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	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	100.00	0.00	0.00	-	
PHF	0.00	0.63	0.00	0.00	0.00	**0.63**	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	0.25	0.00	0.00	**0.25**	**0.44**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	Green St (South)						Green St (North)						Maiden Ln						Bow St						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	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

Fayetteville NC

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Friday, October 25, 2024	
Period	1100 - 1300
Peak Hour	1200 - 1300

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Green St (South)						Green St (North)						Maiden Ln						Bow St						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
1200 - 1215	0	92	7	-	0	99	13	68	9	-	0	90	5	0	8	-	0	13	15	3	49	-	0	67	269
1215 - 1230	3	92	23	-	0	118	11	78	12	-	0	101	12	6	12	-	1	31	8	3	37	-	0	48	298
1230 - 1245	1	82	19	-	0	102	10	68	15	-	0	93	12	2	8	-	1	23	25	3	34	-	0	62	280
1245 - 1300	1	78	23	-	0	102	25	93	18	-	0	136	23	4	15	-	0	42	23	2	48	-	0	73	353
Total	5	344	72	0	0	421	59	307	54	0	0	420	52	12	43	0	2	109	71	11	168	0	0	250	1200
Approach %	1.19	81.71	17.10	0.00	0.00	-	14.05	73.10	12.86	0.00	0.00	-	47.71	11.01	39.45	0.00	1.83	-	28.40	4.40	67.20	0.00	0.00	-	
PHF	0.42	0.93	0.78	0.00	0.00	**0.89**	0.59	0.83	0.75	0.00	0.00	**0.77**	0.57	0.50	0.72	0.00	0.50	**0.65**	0.71	0.92	0.86	0.00	0.00	**0.86**	**0.85**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Green St (South)						Green St (North)						Maiden Ln						Bow St						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
1200 - 1215	0	86	7	-	0	93	11	63	9	-	0	83	5	0	8	-	0	13	14	3	48	-	0	65	254
1215 - 1230	3	86	21	-	0	110	11	76	12	-	0	99	12	6	12	-	1	31	7	3	36	-	0	46	286
1230 - 1245	1	79	19	-	0	99	9	68	15	-	0	92	12	2	8	-	1	23	25	3	34	-	0	62	276
1245 - 1300	1	76	23	-	0	100	22	91	18	-	0	131	23	4	15	-	0	42	22	2	47	-	0	71	344
Total	5	327	70	0	0	402	53	298	54	0	0	405	52	12	43	0	2	109	68	11	165	0	0	244	1160
Approach %	1.24	81.34	17.41	0.00	0.00	-	13.09	73.58	13.33	0.00	0.00	-	47.71	11.01	39.45	0.00	1.83	-	27.87	4.51	67.62	0.00	0.00	-	
PHF	0.42	0.95	0.76	0.00	0.00	**0.91**	0.60	0.82	0.75	0.00	0.00	**0.77**	0.57	0.50	0.72	0.00	0.50	**0.65**	0.68	0.92	0.86	0.00	0.00	**0.86**	**0.84**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Green St (South)						Green St (North)						Maiden Ln						Bow St						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
1200 - 1215	0	2	0	-	0	2	2	5	0	-	0	7	0	0	0	-	0	0	1	0	1	-	0	2	11
1215 - 1230	0	5	2	-	0	7	0	2	0	-	0	2	0	0	0	-	0	0	1	0	1	-	0	2	11
1230 - 1245	0	2	0	-	0	2	1	0	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	3
1245 - 1300	0	1	0	-	0	1	3	2	0	-	0	5	0	0	0	-	0	0	1	0	1	-	0	2	8
Total	0	10	2	0	0	12	6	9	0	0	0	15	0	0	0	0	0	0	3	0	3	0	0	6	33
Approach %	0.00	83.33	16.67	0.00	0.00	-	40.00	60.00	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	0.50	0.25	0.00	0.00	**0.43**	0.50	0.45	0.00	0.00	0.00	**0.54**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.75	0.00	0.75	0.00	0.00	**0.75**	**0.75**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Green St (South)						Green St (North)						Maiden Ln						Bow St						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
1200 - 1215	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	3
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	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
1245 - 1300	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
Total	0	6	0	0	0	6	0	0	0	0	0	0	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	0.00	0.00	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	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.50**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	Green St (South)						Green St (North)						Maiden Ln						Bow St						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
1200 - 1215	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	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	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	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

Fayetteville NC

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Marr Traffic DATA COLLECTION

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Friday, October 25, 2024	
Period	1500 - 1800
Peak Hour	1500 - 1600

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Green St (South)						Green St (North)						Maiden Ln						Bow St						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
1500 - 1515	5	98	26	-	0	129	20	85	4	-	0	109	8	1	12	-	0	21	18	2	68	-	0	88	347
1515 - 1530	2	104	26	-	0	132	14	74	3	-	0	91	15	0	10	-	0	25	17	2	50	-	0	69	317
1530 - 1545	4	84	19	-	0	107	17	82	7	-	0	106	16	2	11	-	0	29	18	7	50	-	0	75	317
1545 - 1600	6	90	20	-	0	116	27	81	16	-	0	124	11	5	21	-	0	37	11	7	44	-	0	62	339
Total	17	376	91	0	0	484	78	322	30	0	0	430	50	8	54	0	0	112	64	18	212	0	0	294	1320
Approach %	3.51	77.69	18.80	0.00	0.00	-	18.14	74.88	6.98	0.00	0.00	-	44.64	7.14	48.21	0.00	0.00	-	21.77	6.12	72.11	0.00	0.00	-	
PHF	0.71	0.90	0.88	0.00	0.00	**0.92**	0.72	0.95	0.47	0.00	0.00	**0.87**	0.78	0.40	0.64	0.00	0.00	**0.76**	0.89	0.64	0.78	0.00	0.00	**0.84**	**0.95**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Green St (South)						Green St (North)						Maiden Ln						Bow St						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
1500 - 1515	5	95	26	-	0	126	19	85	4	-	0	108	8	1	12	-	0	21	17	2	66	-	0	85	340
1515 - 1530	2	102	24	-	0	128	13	74	3	-	0	90	15	0	10	-	0	25	16	2	50	-	0	68	311
1530 - 1545	4	80	18	-	0	102	17	81	7	-	0	105	16	2	11	-	0	29	18	7	48	-	0	73	309
1545 - 1600	6	83	19	-	0	108	26	79	16	-	0	121	11	5	21	-	0	37	11	7	44	-	0	62	328
Total	17	360	87	0	0	464	75	319	30	0	0	424	50	8	54	0	0	112	62	18	208	0	0	288	1288
Approach %	3.66	77.59	18.75	0.00	0.00	-	17.69	75.24	7.08	0.00	0.00	-	44.64	7.14	48.21	0.00	0.00	-	21.53	6.25	72.22	0.00	0.00	-	
PHF	0.71	0.88	0.84	0.00	0.00	**0.91**	0.72	0.94	0.47	0.00	0.00	**0.88**	0.78	0.40	0.64	0.00	0.00	**0.76**	0.86	0.64	0.79	0.00	0.00	**0.85**	**0.95**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Green St (South)						Green St (North)						Maiden Ln						Bow St						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
1500 - 1515	0	2	0	-	0	2	1	0	0	-	0	1	0	0	0	-	0	0	1	0	2	-	0	3	6
1515 - 1530	0	2	2	-	0	4	1	0	0	-	0	1	0	0	0	-	0	0	1	0	0	-	0	1	6
1530 - 1545	0	2	0	-	0	2	0	1	0	-	0	1	0	0	0	-	0	0	0	0	1	-	0	1	4
1545 - 1600	0	6	1	-	0	7	1	2	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	10
Total	0	12	3	0	0	15	3	3	0	0	0	6	0	0	0	0	0	0	2	0	3	0	0	5	26
Approach %	0.00	80.00	20.00	0.00	0.00	-	50.00	50.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	40.00	0.00	60.00	0.00	0.00	-	
PHF	0.00	0.50	0.38	0.00	0.00	**0.54**	0.75	0.38	0.00	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.50	0.00	0.38	0.00	0.00	**0.42**	**0.65**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Green St (South)						Green St (North)						Maiden Ln						Bow St						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
1500 - 1515	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1515 - 1530	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1530 - 1545	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	2
1545 - 1600	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
Total	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	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	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.38**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	Green St (South)						Green St (North)						Maiden Ln						Bow St						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
1500 - 1515	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
1515 - 1530	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1530 - 1545	0	0	1	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	0	1	2
1545 - 1600	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
Approach %	0.00	50.00	50.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.25	0.25	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.25	0.00	0.00	**0.25**	**0.38**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION
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Fayetteville NC

Site 3
Green St (South)
Green St (North)
Maiden Ln
Bow St

Date
Friday, October 25, 2024

Lat/Long
35.053561°, -78.877902°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0600 - 2100 (Weekday 15h Session) (10-25-2024)
All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Green St (South)					Green St (North)					Maiden Ln					Bow St					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
0600 - 0615	0	14	0	0	14	1	12	1	0	14	0	1	0	0	1	0	0	7	0	7	36
0615 - 0630	0	14	0	0	14	2	16	1	0	19	0	0	0	0	0	2	0	8	0	10	43
0630 - 0645	0	19	2	0	21	11	22	0	0	33	1	0	0	0	1	1	0	6	0	7	62
0645 - 0700	0	34	1	0	35	12	35	1	0	48	0	1	0	0	1	0	0	3	0	3	87
Hourly Total	0	81	3	0	**84**	26	85	3	0	**114**	1	2	0	0	**3**	3	0	24	0	**27**	**228**
0700 - 0715	0	42	0	0	42	15	49	1	0	65	3	0	0	0	3	1	0	11	0	12	122
0715 - 0730	0	50	3	0	53	19	51	1	0	71	0	0	1	1	2	2	0	7	0	9	135
0730 - 0745	1	55	2	0	58	25	65	3	0	93	0	0	2	0	2	0	2	21	0	23	176
0745 - 0800	9	71	3	0	83	27	83	4	0	114	4	1	5	1	11	4	2	38	0	44	252
Hourly Total	10	218	8	0	**236**	86	248	9	0	**343**	7	1	8	2	**18**	7	4	77	0	**88**	**685**
0800 - 0815	4	64	12	0	80	14	65	3	0	82	6	0	1	2	9	4	3	33	0	40	211
0815 - 0830	5	51	6	0	62	16	57	4	0	77	4	1	7	1	13	4	0	25	0	29	181
0830 - 0845	2	78	14	0	94	11	46	7	0	64	5	3	5	0	13	9	1	37	0	47	218
0845 - 0900	5	77	7	0	89	15	62	6	0	83	7	0	4	0	11	9	1	20	0	30	213
Hourly Total	16	270	39	0	**325**	56	230	20	0	**306**	22	4	17	3	**46**	26	5	115	0	**146**	**823**
0900 - 0915	1	68	9	0	78	14	61	6	0	81	4	2	4	0	10	6	3	22	0	31	200
0915 - 0930	2	63	2	0	67	9	56	10	0	75	8	1	5	1	15	3	1	29	0	33	190
0930 - 0945	2	55	6	0	63	20	54	4	0	78	7	0	7	0	14	4	2	25	0	31	186
0945 - 1000	2	57	3	0	62	16	68	10	0	94	10	0	5	1	16	9	0	27	0	36	208
Hourly Total	7	243	20	0	**270**	59	239	30	0	**328**	29	3	21	2	**55**	22	6	103	0	**131**	**784**
1000 - 1015	3	56	6	0	65	7	48	7	0	62	4	3	6	1	14	6	2	39	0	47	188
1015 - 1030	3	67	7	0	77	16	60	11	0	87	12	3	4	1	20	6	2	28	0	36	220
1030 - 1045	2	63	3	0	68	12	52	9	0	73	4	1	11	0	16	2	1	31	0	34	191
1045 - 1100	4	64	6	0	74	17	80	10	0	107	7	1	7	1	16	6	3	33	0	42	239
Hourly Total	12	250	22	0	**284**	52	240	37	0	**329**	27	8	28	3	**66**	20	8	131	0	**159**	**838**
1100 - 1115	1	70	6	0	77	16	65	6	0	87	12	2	6	3	23	2	1	28	0	31	218
1115 - 1130	1	100	8	0	109	11	67	4	0	82	12	2	6	2	22	6	0	45	0	51	264
1130 - 1145	3	70	8	0	81	16	58	9	0	83	4	0	8	0	12	10	1	40	0	51	227
1145 - 1200	2	72	11	0	85	8	58	8	0	74	12	0	7	0	19	5	2	49	0	56	234
Hourly Total	7	312	33	0	**352**	51	248	27	0	**326**	40	4	27	5	**76**	23	4	162	0	**189**	**943**
1200 - 1215	0	92	7	0	99	13	68	9	0	90	5	0	8	0	13	15	3	49	0	67	269
1215 - 1230	3	92	23	0	118	11	78	12	0	101	12	6	12	1	31	8	3	37	0	48	298
1230 - 1245	1	82	19	0	102	10	68	15	0	93	12	2	8	1	23	25	3	34	0	62	280
1245 - 1300	1	78	23	0	102	25	93	18	0	136	23	4	15	0	42	23	2	48	0	73	353
Hourly Total	5	344	72	0	**421**	59	307	54	0	**420**	52	12	43	2	**109**	71	11	168	0	**250**	**1200**
1300 - 1315	2	83	12	0	97	25	81	26	0	132	46	4	15	0	65	22	2	81	0	105	399
1315 - 1330	4	91	21	0	116	20	75	9	0	104	22	2	10	1	35	21	5	45	0	71	326
1330 - 1345	1	81	22	0	104	15	88	3	0	106	15	2	10	1	28	21	5	47	0	73	311
1345 - 1400	0	89	24	0	113	16	72	8	0	96	4	2	12	0	18	26	2	63	0	91	318
Hourly Total	7	344	79	0	**430**	76	316	46	0	**438**	87	10	47	2	**146**	90	14	236	0	**340**	**1354**
1400 - 1415	1	95	24	0	120	16	71	10	0	97	18	0	10	0	28	23	4	53	0	80	325
1415 - 1430	3	91	18	0	112	21	87	5	0	113	16	0	12	1	29	20	3	31	0	54	308
1430 - 1445	4	89	29	0	122	10	81	8	0	99	15	2	15	1	33	17	3	45	0	65	319
1445 - 1500	2	77	39	0	118	14	77	7	0	98	13	2	9	1	25	27	1	39	0	67	308
Hourly Total	10	352	110	0	**472**	61	316	30	0	**407**	62	4	46	3	**115**	87	11	168	0	**266**	**1260**
1500 - 1515	5	98	26	0	129	20	85	4	0	109	8	1	12	0	21	18	2	68	0	88	347
1515 - 1530	2	104	26	0	132	14	74	3	0	91	15	0	10	0	25	17	2	50	0	69	317
1530 - 1545	4	84	19	0	107	17	82	7	0	106	16	2	11	0	29	18	7	50	0	75	317
1545 - 1600	6	90	20	0	116	27	81	16	0	124	11	5	21	0	37	11	7	44	0	62	339
Hourly Total	17	376	91	0	**484**	78	322	30	0	**430**	50	8	54	0	**112**	64	18	212	0	**294**	**1320**
1600 - 1615	2	36	14	0	52	78	11	24	0	113	22	23	3	0	48	1	6	81	0	88	301
1615 - 1630	0	0	0	1	1	47	3	46	0	96	16	35	0	5	56	1	16	116	1	134	287
1630 - 1645	0	2	0	0	2	58	0	43	0	101	21	23	0	2	46	0	13	116	2	131	280
1645 - 1700	0	3	2	0	5	62	2	43	0	107	29	17	0	1	47	0	19	81	1	101	260
Hourly Total	2	41	16	1	**60**	245	16	156	0	**417**	88	98	3	8	**197**	2	54	394	4	**454**	**1128**
1700 - 1715	0	0	0	0	0	78	0	39	0	117	18	9	0	3	30	0	11	141	0	152	299
1715 - 1730	0	1	0	0	1	80	3	21	0	104	22	11	0	1	34	0	11	104	0	115	254
1730 - 1745	0	1	0	0	1	68	2	25	0	95	13	10	0	5	28	0	16	76	0	92	216
1745 - 1800	0	1	0	0	1	62	0	31	0	93	13	14	0	1	28	1	8	78	0	87	209
Hourly Total	0	3	0	0	**3**	288	5	116	0	**409**	66	44	0	10	**120**	1	46	399	0	**446**	**978**
1800 - 1815	0	0	0	0	0	50	0	61	0	111	13	11	0	4	28	0	14	61	0	75	214
1815 - 1830	0	0	0	0	0	54	1	42	0	97	17	17	0	2	36	0	5	59	1	65	198
1830 - 1845	0	0	0	0	0	51	0	62	0	113	25	33	0	3	61	0	19	59	1	79	253
1845 - 1900	0	0	0	0	0	60	0	46	0	106	14	40	0	2	56	0	26	53	1	80	242
Hourly Total	0	0	0	0	**0**	215	1	211	0	**427**	69	101	0	11	**181**	0	64	232	3	**299**	**907**
1900 - 1915	0	0	0	0	0	65	1	74	0	140	27	35	0	2	64	1	10	60	0	71	275
1915 - 1930	0	0	0	0	0	56	0	61	0	117	34	34	0	5	73	0	12	69	0	81	271
1930 - 1945	0	0	0	0	0	41	0	74	0	115	28	37	0	4	69	0	14	65	0	79	263
1945 - 2000	0	0	0	0	0	30	0	58	0	88	30	40	0	3	73	0	13	56	1	70	231
Hourly Total	0	0	0	0	**0**	192	1	267	0	**460**	119	146	0	14	**279**	1	49	250	1	**301**	**1040**
2000 - 2015	0	0	0	0	0	31	0	47	0	78	28	25	0	2	55	0	14	55	0	69	202
2015 - 2030	0	0	0	0	0	25	0	45	0	70	45	25	0	2	72	0	6	52	0	58	200
2030 - 2045	0	0	0	0	0	22	0	40	0	62	40	33	0	4	77	0	8	61	1	70	209
2045 - 2100	0	0	0	0	0	27	0	25	0	52	37	18	0	1	56	0	5	59	0	64	172
Hourly Total	0	0	0	0	**0**	105	0	157	0	**262**	150	101	0	9	**260**	0	33	227	1	**261**	**783**
Grand Total	93	2834	493	1	**3421**	1649	2574	1193	0	**5416**	869	546	294	74	**1783**	417	327	2898	9	**3651**	**14271**
Approach %	2.72	82.84	14.41	0.03	-	30.45	47.53	22.03	0.00	-	48.74	30.62	16.49	4.15	-	11.42	8.96	79.38	0.50	-	
Intersection %	0.65	19.86	3.45	0.01	23.97	11.55	18.04	8.36	0.00	37.95	6.09	3.83	2.06	0.52	12.49	2.92	2.29	20.31	0.06	25.58	
Heavy Vehicle %	0	5	5	0	**5**	5	3	1	-	**3**	0	0	0	0	**0**	5	1	3	0	**3**	**3**
PHF	0.50	0.91	0.85	0.00	**0.90**	0.85	0.91	0.54	0.00	**0.88**	0.58	0.75	0.83	0.50	**0.65**	0.95	0.70	0.68	0.00	**0.77**	**0.87**

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

Fayetteville NC

Marr Traffic DATA COLLECTION
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Site 3
Green St (South)
Green St (North)
Maiden Ln
Bow St

Date
Friday, October 25, 2024

Lat/Long
35.053561°, -78.877902°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0600 - 2100 (Weekday 15h Session) (10-25-2024)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Green St (South)					Green St (North)					Maiden Ln					Bow St					
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
0600 - 0615	0	14	0	0	14	1	12	1	0	14	0	1	0	0	1	0	0	6	0	6	35
0615 - 0630	0	13	0	0	13	1	15	1	0	17	0	0	0	0	0	1	0	8	0	9	39
0630 - 0645	0	17	1	0	18	8	20	0	0	28	1	0	0	0	1	1	0	6	0	7	54
0645 - 0700	0	29	1	0	30	10	35	1	0	46	0	1	0	0	1	0	0	3	0	3	80
Hourly Total	0	73	2	0	**75**	20	82	3	0	**105**	1	2	0	0	**3**	2	0	23	0	**25**	**208**
0700 - 0715	0	37	0	0	37	15	47	1	0	63	3	0	0	0	3	0	0	9	0	9	112
0715 - 0730	0	47	3	0	50	18	49	1	0	68	0	0	1	1	2	2	0	6	0	8	128
0730 - 0745	1	47	1	0	49	20	62	3	0	85	0	0	2	0	2	0	2	18	0	20	156
0745 - 0800	9	66	3	0	78	26	77	4	0	107	3	1	5	1	10	3	2	34	0	39	234
Hourly Total	10	197	7	0	**214**	79	235	9	0	**323**	6	1	8	2	**17**	5	4	67	0	**76**	**630**
0800 - 0815	4	59	12	0	75	13	63	3	0	79	6	0	1	2	9	4	3	32	0	39	202
0815 - 0830	5	48	6	0	59	15	51	4	0	70	4	1	7	1	13	4	0	23	0	27	169
0830 - 0845	2	73	13	0	88	10	44	7	0	61	5	3	5	0	13	9	1	35	0	45	207
0845 - 0900	5	74	7	0	86	13	61	6	0	80	7	0	4	0	11	9	1	20	0	30	207
Hourly Total	16	254	38	0	**308**	51	219	20	0	**290**	22	4	17	3	**46**	26	5	110	0	**141**	**785**
0900 - 0915	1	64	9	0	74	14	60	6	0	80	4	2	4	0	10	5	3	20	0	28	192
0915 - 0930	2	59	2	0	63	9	52	10	0	71	8	1	5	1	15	3	1	29	0	33	182
0930 - 0945	2	52	5	0	59	18	53	4	0	75	6	0	7	0	13	4	2	25	0	31	178
0945 - 1000	2	51	2	0	55	14	67	10	0	91	10	0	5	1	16	8	0	25	0	33	195
Hourly Total	7	226	18	0	**251**	55	232	30	0	**317**	28	3	21	2	**54**	20	6	99	0	**125**	**747**
1000 - 1015	3	52	5	0	60	7	47	7	0	61	4	3	6	1	14	4	2	37	0	43	178
1015 - 1030	3	63	7	0	73	16	60	11	0	87	12	3	4	1	20	6	2	27	0	35	215
1030 - 1045	1	61	3	0	65	11	49	8	0	68	4	0	11	0	15	2	1	29	0	32	180
1045 - 1100	4	59	5	0	68	13	78	10	0	101	7	1	7	1	16	6	3	33	0	42	227
Hourly Total	11	235	20	0	**266**	47	234	36	0	**317**	27	7	28	3	**65**	18	8	126	0	**152**	**800**
1100 - 1115	1	67	6	0	74	16	64	6	0	86	12	2	6	3	23	2	1	27	0	30	213
1115 - 1130	1	93	5	0	99	11	67	4	0	82	12	2	6	2	22	6	0	43	0	49	252
1130 - 1145	3	67	8	0	78	15	56	9	0	80	4	0	8	0	12	8	1	37	0	46	216
1145 - 1200	2	66	11	0	79	8	53	8	0	69	12	0	7	0	19	3	2	48	0	53	220
Hourly Total	7	293	30	0	**330**	50	240	27	0	**317**	40	4	27	5	**76**	19	4	155	0	**178**	**901**
1200 - 1215	0	86	7	0	93	11	63	9	0	83	5	0	8	0	13	14	3	48	0	65	254
1215 - 1230	3	86	21	0	110	11	76	12	0	99	12	6	12	1	31	7	3	36	0	46	286
1230 - 1245	1	79	19	0	99	9	68	15	0	92	12	2	8	1	23	25	3	34	0	62	276
1245 - 1300	1	76	23	0	100	22	91	18	0	131	23	4	15	0	42	22	2	47	0	71	344
Hourly Total	5	327	70	0	**402**	53	298	54	0	**405**	52	12	43	2	**109**	68	11	165	0	**244**	**1160**
1300 - 1315	2	83	12	0	97	25	74	26	0	125	46	4	15	0	65	22	2	80	0	104	391
1315 - 1330	4	91	18	0	113	20	74	9	0	103	22	2	10	1	35	21	5	43	0	69	320
1330 - 1345	1	79	22	0	102	14	87	3	0	104	15	2	10	1	28	19	5	45	0	69	303
1345 - 1400	0	85	23	0	108	13	71	8	0	92	4	2	12	0	18	26	2	62	0	90	308
Hourly Total	7	338	75	0	**420**	72	306	46	0	**424**	87	10	47	2	**146**	88	14	230	0	**332**	**1322**
1400 - 1415	1	92	24	0	117	15	68	10	0	93	18	0	10	0	28	22	4	52	0	78	316
1415 - 1430	3	90	17	0	110	19	87	5	0	111	16	0	12	1	29	20	3	31	0	54	304
1430 - 1445	4	87	29	0	120	8	78	8	0	94	15	2	15	1	33	17	3	44	0	64	311
1445 - 1500	2	74	36	0	112	14	75	7	0	96	13	2	9	1	25	27	1	37	0	65	298
Hourly Total	10	343	106	0	**459**	56	308	30	0	**394**	62	4	46	3	**115**	86	11	164	0	**261**	**1229**
1500 - 1515	5	95	26	0	126	19	85	4	0	108	8	1	12	0	21	17	2	66	0	85	340
1515 - 1530	2	102	24	0	128	13	74	3	0	90	15	0	10	0	25	16	2	50	0	68	311
1530 - 1545	4	80	18	0	102	17	81	7	0	105	16	2	11	0	29	18	7	48	0	73	309
1545 - 1600	6	83	19	0	108	26	79	16	0	121	11	5	21	0	37	11	7	44	0	62	328
Hourly Total	17	360	87	0	**464**	75	319	30	0	**424**	50	8	54	0	**112**	62	18	208	0	**288**	**1288**
1600 - 1615	2	35	13	0	50	77	11	22	0	110	21	23	3	0	47	1	6	80	0	87	294
1615 - 1630	0	0	0	1	1	46	1	44	0	91	16	35	0	5	56	0	16	116	1	133	281
1630 - 1645	0	2	0	0	2	57	0	43	0	100	20	22	0	2	44	0	12	116	2	130	276
1645 - 1700	0	2	2	0	4	59	2	43	0	104	29	17	0	1	47	0	19	76	1	96	251
Hourly Total	2	39	15	1	**57**	239	14	152	0	**405**	86	97	3	8	**194**	1	53	388	4	**446**	**1102**
1700 - 1715	0	0	0	0	0	75	0	39	0	114	18	9	0	3	30	0	11	139	0	150	294
1715 - 1730	0	0	0	0	0	77	2	21	0	100	22	11	0	1	34	0	10	100	0	110	244
1730 - 1745	0	1	0	0	1	66	2	25	0	93	13	10	0	5	28	0	16	70	0	86	208
1745 - 1800	0	1	0	0	1	61	0	31	0	92	13	14	0	1	28	1	8	77	0	86	207
Hourly Total	0	2	0	0	**2**	279	4	116	0	**399**	66	44	0	10	**120**	1	45	386	0	**432**	**953**
1800 - 1815	0	0	0	0	0	48	0	61	0	109	13	11	0	4	28	0	14	59	0	73	210
1815 - 1830	0	0	0	0	0	52	1	42	0	95	17	17	0	2	36	0	5	56	1	62	193
1830 - 1845	0	0	0	0	0	47	0	62	0	109	25	33	0	3	61	0	19	59	1	79	249
1845 - 1900	0	0	0	0	0	58	0	46	0	104	14	40	0	2	56	0	26	51	1	78	238
Hourly Total	0	0	0	0	**0**	205	1	211	0	**417**	69	101	0	11	**181**	0	64	225	3	**292**	**890**
1900 - 1915	0	0	0	0	0	57	1	72	0	130	27	34	0	2	63	1	10	59	0	70	263
1915 - 1930	0	0	0	0	0	49	0	61	0	110	34	34	0	5	73	0	12	69	0	81	264
1930 - 1945	0	0	0	0	0	40	0	74	0	114	28	37	0	4	69	0	14	59	0	73	256
1945 - 2000	0	0	0	0	0	30	0	58	0	88	30	40	0	3	73	0	13	54	1	68	229
Hourly Total	0	0	0	0	**0**	176	1	265	0	**442**	119	145	0	14	**278**	1	49	241	1	**292**	**1012**
2000 - 2015	0	0	0	0	0	30	0	47	0	77	28	25	0	2	55	0	14	54	0	68	200
2015 - 2030	0	0	0	0	0	23	0	45	0	68	45	25	0	2	72	0	6	51	0	57	197
2030 - 2045	0	0	0	0	0	22	0	40	0	62	40	33	0	4	77	0	8	59	1	68	207
2045 - 2100	0	0	0	0	0	26	0	24	0	50	37	18	0	1	56	0	5	58	0	63	169
Hourly Total	0	0	0	0	**0**	101	0	156	0	**257**	150	101	0	9	**260**	0	33	222	1	**256**	**773**
Grand Total	92	2687	468	1	**3248**	1558	2493	1185	0	**5236**	865	543	294	74	**1776**	397	325	2809	9	**3540**	**13800**
Approach %	2.83	82.73	14.41	0.03	-	29.76	47.61	22.63	0.00	-	48.70	30.57	16.55	4.17	-	11.21	9.18	79.35	0.51	-	
Intersection %	0.67	19.47	3.39	0.01	23.54	11.29	18.07	8.59	0.00	37.94	6.27	3.93	2.13	0.54	12.87	2.88	2.36	20.36	0.07	25.65	

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

Marr Traffic DATA COLLECTION
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Fayetteville NC

Site 3
Green St (South)
Green St (North)
Maiden Ln
Bow St

Date
Friday, October 25, 2024

Lat/Long
35.053561°, -78.877902°
Click here for Map

Weather
Fair
61°F
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0600 - 2100 (Weekday 15h Session) (10-25-2024)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Green St (South)					Green St (North)					Maiden Ln					Bow St					
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
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
0615 - 0630	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	1	0	0	0	1	4
0630 - 0645	0	2	1	0	3	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	7
0645 - 0700	0	1	0	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	4	1	0	**5**	6	2	0	0	**8**	0	0	0	0	**0**	1	0	1	0	**2**	**15**
0700 - 0715	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	1	0	2	0	3	9
0715 - 0730	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	5
0730 - 0745	0	7	1	0	8	3	2	0	0	5	0	0	0	0	0	0	0	3	0	3	16
0745 - 0800	0	3	0	0	3	1	5	0	0	6	1	0	0	0	1	1	0	3	0	4	14
Hourly Total	0	17	1	0	**18**	4	10	0	0	**14**	1	0	0	0	**1**	2	0	9	0	**11**	**44**
0800 - 0815	0	4	0	0	4	1	2	0	0	3	0	0	0	0	0	0	0	1	0	1	8
0815 - 0830	0	1	0	0	1	1	6	0	0	7	0	0	0	0	0	0	0	2	0	2	10
0830 - 0845	0	5	1	0	6	1	2	0	0	3	0	0	0	0	0	0	0	2	0	2	11
0845 - 0900	0	2	0	0	2	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	12	1	0	**13**	5	11	0	0	**16**	0	0	0	0	**0**	0	0	5	0	**5**	**34**
0900 - 0915	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3	6
0915 - 0930	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
0930 - 0945	0	2	1	0	3	2	1	0	0	3	1	0	0	0	1	0	0	0	0	0	7
0945 - 1000	0	3	1	0	4	2	1	0	0	3	0	0	0	0	0	1	0	2	0	3	10
Hourly Total	0	11	2	0	**13**	4	5	0	0	**9**	1	0	0	0	**1**	2	0	4	0	**6**	**29**
1000 - 1015	0	3	1	0	4	0	1	0	0	1	0	0	0	0	0	2	0	2	0	4	9
1015 - 1030	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
1030 - 1045	0	1	0	0	1	1	3	1	0	5	0	1	0	0	1	0	0	2	0	2	9
1045 - 1100	0	2	1	0	3	4	2	0	0	6	0	0	0	0	0	0	0	0	0	0	9
Hourly Total	0	9	2	0	**11**	5	6	1	0	**12**	0	1	0	0	**1**	2	0	5	0	**7**	**31**
1100 - 1115	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	4
1115 - 1130	0	6	3	0	9	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	11
1130 - 1145	0	3	0	0	3	1	1	0	0	2	0	0	0	0	0	2	0	3	0	5	10
1145 - 1200	0	5	0	0	5	0	4	0	0	4	0	0	0	0	0	2	0	1	0	3	12
Hourly Total	0	16	3	0	**19**	1	6	0	0	**7**	0	0	0	0	**0**	4	0	7	0	**11**	**37**
1200 - 1215	0	2	0	0	2	2	5	0	0	7	0	0	0	0	0	1	0	1	0	2	11
1215 - 1230	0	5	2	0	7	0	2	0	0	2	0	0	0	0	0	1	0	1	0	2	11
1230 - 1245	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
1245 - 1300	0	1	0	0	1	3	2	0	0	5	0	0	0	0	0	1	0	1	0	2	8
Hourly Total	0	10	2	0	**12**	6	9	0	0	**15**	0	0	0	0	**0**	3	0	3	0	**6**	**33**
1300 - 1315	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	1	0	1	6
1315 - 1330	0	0	3	0	3	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	6
1330 - 1345	0	2	0	0	2	1	1	0	0	2	0	0	0	0	0	1	0	2	0	3	7
1345 - 1400	0	4	1	0	5	3	1	0	0	4	0	0	0	0	0	0	0	1	0	1	10
Hourly Total	0	6	4	0	**10**	4	8	0	0	**12**	0	0	0	0	**0**	1	0	6	0	**7**	**29**
1400 - 1415	0	1	0	0	1	1	3	0	0	4	0	0	0	0	0	1	0	1	0	2	7
1415 - 1430	0	1	1	0	2	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
1430 - 1445	0	1	0	0	1	2	1	0	0	3	0	0	0	0	0	0	0	1	0	1	5
1445 - 1500	0	3	3	0	6	0	2	0	0	2	0	0	0	0	0	0	0	2	0	2	10
Hourly Total	0	6	4	0	**10**	5	6	0	0	**11**	0	0	0	0	**0**	1	0	4	0	**5**	**26**
1500 - 1515	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	1	0	2	0	3	6
1515 - 1530	0	2	2	0	4	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	6
1530 - 1545	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	4
1545 - 1600	0	6	1	0	7	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	10
Hourly Total	0	12	3	0	**15**	3	3	0	0	**6**	0	0	0	0	**0**	2	0	3	0	**5**	**26**
1600 - 1615	0	1	1	0	2	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	4
1615 - 1630	0	0	0	0	0	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	3
1630 - 1645	0	0	0	0	0	1	0	0	0	1	1	1	0	0	2	0	1	0	0	1	4
1645 - 1700	0	1	0	0	1	3	0	0	0	3	0	0	0	0	0	0	0	5	0	5	9
Hourly Total	0	2	1	0	**3**	6	0	2	0	**8**	1	1	0	0	**2**	0	1	6	0	**7**	**20**
1700 - 1715	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	2	0	2	4
1715 - 1730	0	1	0	0	1	2	1	0	0	3	0	0	0	0	0	0	1	4	0	5	9
1730 - 1745	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	5	0	5	7
1745 - 1800	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2
Hourly Total	0	1	0	0	**1**	7	1	0	0	**8**	0	0	0	0	**0**	0	1	12	0	**13**	**22**
1800 - 1815	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	2	0	2	4
1815 - 1830	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	3	0	3	5
1830 - 1845	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
1845 - 1900	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	2	0	2	4
Hourly Total	0	0	0	0	**0**	10	0	0	0	**10**	0	0	0	0	**0**	0	0	7	0	**7**	**17**
1900 - 1915	0	0	0	0	0	8	0	2	0	10	0	0	0	0	0	0	0	1	0	1	11
1915 - 1930	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	7
1930 - 1945	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	5	0	5	6
1945 - 2000	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**	16	0	2	0	**18**	0	0	0	0	**0**	0	0	7	0	**7**	**25**
2000 - 2015	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2
2015 - 2030	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2
2030 - 2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
2045 - 2100	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	1	0	1	3
Hourly Total	0	0	0	0	**0**	3	0	1	0	**4**	0	0	0	0	**0**	0	0	5	0	**5**	**9**
Grand Total	0	106	24	0	**130**	85	67	6	0	**158**	3	2	0	0	**5**	18	2	84	0	**104**	**397**
Approach %	0.00	81.54	18.46	0.00	-	53.80	42.41	3.80	0.00	-	60.00	40.00	0.00	0.00	-	17.31	1.92	80.77	0.00	-	
Intersection %	0.00	26.70	6.05	0.00	32.75	21.41	16.88	1.51	0.00	39.80	0.76	0.50	0.00	0.00	1.26	4.53	0.50	21.16	0.00	26.20	

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

Fayetteville NC

Marr Traffic DATA COLLECTION
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Site 3
Green St (South)
Green St (North)
Maiden Ln
Bow St

Date
Friday, October 25, 2024

Lat/Long
35.053561°, -78.877902°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0600 - 2100 (Weekday 15h Session) (10-25-2024)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Green St (South)					Green St (North)					Maiden Ln					Bow St					
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
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0645 - 0700	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	4	0	0	**4**	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**5**
0700 - 0715	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0715 - 0730	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
0730 - 0745	0	1	0	0	1	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	4
0745 - 0800	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	4
Hourly Total	0	4	0	0	**4**	3	3	0	0	**6**	0	0	0	0	**0**	0	0	1	0	**1**	**11**
0800 - 0815	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0815 - 0830	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	4	0	0	**4**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**4**
0900 - 0915	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
0915 - 0930	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
0930 - 0945	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0945 - 1000	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	6	0	0	**6**	0	2	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**8**
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1030 - 1045	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1045 - 1100	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	6	0	0	**6**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**6**
1100 - 1115	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1115 - 1130	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1130 - 1145	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1145 - 1200	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	3	0	0	**3**	0	2	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**5**
1200 - 1215	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1245 - 1300	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	6	0	0	**6**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**6**
1300 - 1315	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	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	1	0	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	2	0	0	**2**	0	0	0	0	**0**	1	0	0	0	**1**	**3**
1400 - 1415	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
1445 - 1500	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	0	0	**3**	0	2	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**5**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1545 - 1600	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	3	0	0	**3**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**3**
1600 - 1615	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	3
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	2	0	**2**	1	0	0	0	**1**	0	0	0	0	**0**	**3**
1700 - 1715	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1715 - 1730	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	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**	2	0	0	0	**2**	0	0	0	0	**0**	0	0	1	0	**1**	**3**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	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**
1900 - 1915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1915 - 1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1930 - 1945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1945 - 2000	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	0	0	0	**0**	0	0	2	0	**2**	**2**
2000 - 2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015 - 2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030 - 2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045 - 2100	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	39	0	0	**39**	5	12	2	0	**19**	1	0	0	0	**1**	1	0	4	0	**5**	**64**
Approach %	0.00	100.00	0.00	0.00	-	26.32	63.16	10.53	0.00	-	100.00	0.00	0.00	0.00	-	20.00	0.00	80.00	0.00	-	
Intersection %	0.00	60.94	0.00	0.00	60.94	7.81	18.75	3.13	0.00	29.69	1.56	0.00	0.00	0.00	1.56	1.56	0.00	6.25	0.00	7.81	

Classified Turn Movement Count || Bikes

Fayetteville NC

Marr Traffic DATA COLLECTION
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Site 3
Green St (South)
Green St (North)
Maiden Ln
Bow St

Date
Friday, October 25, 2024

Lat/Long
35.053561°, -78.877902°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0600 - 2100 (Weekday 15h Session) (10-25-2024)
Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Green St (South)					Green St (North)					Maiden Ln					Bow St					
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
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	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**
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**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	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**
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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	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	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**
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	0	0	**0**	0	0	0	0	**0**	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	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**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	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**
1500 - 1515	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
1545 - 1600	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	0	0	0	**0**	0	0	0	0	**0**	0	0	1	0	**1**	**3**
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	2	0	0	2	0	0	0	0	0	1	0	0	0	1	3
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	2	0	0	**2**	0	0	0	0	**0**	1	0	0	0	**1**	**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	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**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	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**
1900 - 1915	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1915 - 1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1930 - 1945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1945 - 2000	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**
2000 - 2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015 - 2030	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2030 - 2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045 - 2100	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	1	2	1	0	**4**	1	2	0	0	**3**	0	1	0	0	**1**	1	0	1	0	**2**	**10**
Approach %	25.00	50.00	25.00	0.00	-	33.33	66.67	0.00	0.00	-	0.00	100.00	0.00	0.00	-	50.00	0.00	50.00	0.00	-	
Intersection %	10.00	20.00	10.00	0.00	40.00	10.00	20.00	0.00	0.00	30.00	0.00	10.00	0.00	0.00	10.00	10.00	0.00	10.00	0.00	20.00	

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

Marr Traffic DATA COLLECTION
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Fayetteville NC

Site 3
Green St (South)
Green St (North)
Maiden Ln
Bow St

Date
Friday, October 25, 2024

Lat/Long
35.053561°, -78.877902°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0600 - 2100 (Weekday 15h Session) (10-25-2024)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Green St (South)					Green St (North)					Maiden Ln					Bow St					
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
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
0615 - 0630	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	1	0	0	0	1	4
0630 - 0645	0	2	1	0	3	3	2	0	0	5	0	0	0	0	0	0	0	0	0	0	8
0645 - 0700	0	5	0	0	5	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	0	8	1	0	**9**	6	3	0	0	**9**	0	0	0	0	**0**	1	0	1	0	**2**	**20**
0700 - 0715	0	5	0	0	5	0	2	0	0	2	0	0	0	0	0	1	0	2	0	3	10
0715 - 0730	0	3	0	0	3	1	2	0	0	3	0	0	0	0	0	0	0	1	0	1	7
0730 - 0745	0	8	1	0	9	5	3	0	0	8	0	0	0	0	0	0	0	3	0	3	20
0745 - 0800	0	5	0	0	5	1	6	0	0	7	1	0	0	0	1	1	0	4	0	5	18
Hourly Total	0	21	1	0	**22**	7	13	0	0	**20**	1	0	0	0	**1**	2	0	10	0	**12**	**55**
0800 - 0815	0	5	0	0	5	1	2	0	0	3	0	0	0	0	0	0	0	1	0	1	9
0815 - 0830	0	3	0	0	3	1	6	0	0	7	0	0	0	0	0	0	0	2	0	2	12
0830 - 0845	0	5	1	0	6	1	2	0	0	3	0	0	0	0	0	0	0	2	0	2	11
0845 - 0900	0	3	0	0	3	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	0	16	1	0	**17**	5	11	0	0	**16**	0	0	0	0	**0**	0	0	5	0	**5**	**38**
0900 - 0915	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	1	0	2	0	3	8
0915 - 0930	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	8
0930 - 0945	0	3	1	0	4	2	1	0	0	3	1	0	0	0	1	0	0	0	0	0	8
0945 - 1000	0	6	1	0	7	2	1	0	0	3	0	0	0	0	0	1	0	2	0	3	13
Hourly Total	0	17	2	0	**19**	4	7	0	0	**11**	1	0	0	0	**1**	2	0	4	0	**6**	**37**
1000 - 1015	0	4	1	0	5	0	1	0	0	1	0	0	0	0	0	2	0	2	0	4	10
1015 - 1030	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
1030 - 1045	0	2	0	0	2	1	3	1	0	5	0	1	0	0	1	0	0	2	0	2	10
1045 - 1100	0	5	1	0	6	4	2	0	0	6	0	0	0	0	0	0	0	0	0	0	12
Hourly Total	0	15	2	0	**17**	5	6	1	0	**12**	0	1	0	0	**1**	2	0	5	0	**7**	**37**
1100 - 1115	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	5
1115 - 1130	0	7	3	0	10	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	12
1130 - 1145	0	3	0	0	3	1	2	0	0	3	0	0	0	0	0	2	0	3	0	5	11
1145 - 1200	0	6	0	0	6	0	5	0	0	5	0	0	0	0	0	2	0	1	0	3	14
Hourly Total	0	19	3	0	**22**	1	8	0	0	**9**	0	0	0	0	**0**	4	0	7	0	**11**	**42**
1200 - 1215	0	5	0	0	5	2	5	0	0	7	0	0	0	0	0	1	0	1	0	2	14
1215 - 1230	0	6	2	0	8	0	2	0	0	2	0	0	0	0	0	1	0	1	0	2	12
1230 - 1245	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
1245 - 1300	0	2	0	0	2	3	2	0	0	5	0	0	0	0	0	1	0	1	0	2	9
Hourly Total	0	16	2	0	**18**	6	9	0	0	**15**	0	0	0	0	**0**	3	0	3	0	**6**	**39**
1300 - 1315	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	1	0	1	8
1315 - 1330	0	0	3	0	3	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	6
1330 - 1345	0	2	0	0	2	1	1	0	0	2	0	0	0	0	0	2	0	2	0	4	8
1345 - 1400	0	4	1	0	5	3	1	0	0	4	0	0	0	0	0	0	0	1	0	1	10
Hourly Total	0	6	4	0	**10**	4	10	0	0	**14**	0	0	0	0	**0**	2	0	6	0	**8**	**32**
1400 - 1415	0	3	0	0	3	1	3	0	0	4	0	0	0	0	0	1	0	1	0	2	9
1415 - 1430	0	1	1	0	2	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
1430 - 1445	0	2	0	0	2	2	3	0	0	5	0	0	0	0	0	0	0	1	0	1	8
1445 - 1500	0	3	3	0	6	0	2	0	0	2	0	0	0	0	0	0	0	2	0	2	10
Hourly Total	0	9	4	0	**13**	5	8	0	0	**13**	0	0	0	0	**0**	1	0	4	0	**5**	**31**
1500 - 1515	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	1	0	2	0	3	6
1515 - 1530	0	2	2	0	4	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	6
1530 - 1545	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	6
1545 - 1600	0	7	1	0	8	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	0	15	3	0	**18**	3	3	0	0	**6**	0	0	0	0	**0**	2	0	3	0	**5**	**29**
1600 - 1615	0	1	1	0	2	1	0	2	0	3	1	0	0	0	1	0	0	1	0	1	7
1615 - 1630	0	0	0	0	0	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	3
1630 - 1645	0	0	0	0	0	1	0	0	0	1	1	1	0	0	2	0	1	0	0	1	4
1645 - 1700	0	1	0	0	1	3	0	0	0	3	0	0	0	0	0	0	0	5	0	5	9
Hourly Total	0	2	1	0	**3**	6	0	4	0	**10**	2	1	0	0	**3**	0	1	6	0	**7**	**23**
1700 - 1715	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	2	0	2	5
1715 - 1730	0	1	0	0	1	3	1	0	0	4	0	0	0	0	0	0	1	4	0	5	10
1730 - 1745	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	6	0	6	8
1745 - 1800	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2
Hourly Total	0	1	0	0	**1**	9	1	0	0	**10**	0	0	0	0	**0**	0	1	13	0	**14**	**25**
1800 - 1815	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	2	0	2	4
1815 - 1830	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	3	0	3	5
1830 - 1845	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
1845 - 1900	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	2	0	2	4
Hourly Total	0	0	0	0	**0**	10	0	0	0	**10**	0	0	0	0	**0**	0	0	7	0	**7**	**17**
1900 - 1915	0	0	0	0	0	8	0	2	0	10	0	0	0	0	0	0	0	1	0	1	11
1915 - 1930	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	7
1930 - 1945	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	6	0	6	7
1945 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Hourly Total	0	0	0	0	**0**	16	0	2	0	**18**	0	0	0	0	**0**	0	0	9	0	**9**	**27**
2000 - 2015	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2
2015 - 2030	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2
2030 - 2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
2045 - 2100	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	1	0	1	3
Hourly Total	0	0	0	0	**0**	3	0	1	0	**4**	0	0	0	0	**0**	0	0	5	0	**5**	**9**
Grand Total	0	145	24	0	**169**	90	79	8	0	**177**	4	2	0	0	**6**	19	2	88	0	**109**	**461**
Approach %	0.00	85.80	14.20	0.00	-	50.85	44.63	4.52	0.00	-	66.67	33.33	0.00	0.00	-	17.43	1.83	80.73	0.00	-	
Intersection %	0.00	31.45	5.21	0.00	36.66	19.52	17.14	1.74	0.00	38.39	0.87	0.43	0.00	0.00	1.30	4.12	0.43	19.09	0.00	23.64	

Crosswalk Counts || Pedestrians

Fayetteville NC

Marr Traffic DATA COLLECTION
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Site 3
Green St (South)
Green St (North)
Maiden Ln
Bow St

Date
Friday, October 25, 2024

Lat/Long
35.053561°, -78.877902°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0600 - 2100 (Weekday 15h Session) (10-25-2024)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Green St (South)			Green St (North)			Maiden Ln			Bow St			
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
0600 - 0615	0	1	1	0	0	0	0	0	0	0	1	1	2
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	1	1	0	0	0	1
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	**1**	0	0	**0**	0	1	**1**	0	1	**1**	**3**
0700 - 0715	0	0	0	0	0	0	0	0	0	0	1	1	1
0715 - 0730	0	0	0	0	1	1	1	0	1	0	0	0	2
0730 - 0745	0	0	0	0	0	0	0	0	0	1	0	1	1
0745 - 0800	0	0	0	1	0	1	0	0	0	0	0	0	1
Hourly Total	0	0	**0**	1	1	**2**	1	0	**1**	1	1	**2**	**5**
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	1	1	2	0	0	0	2
0845 - 0900	0	0	0	0	0	0	1	0	1	0	0	0	1
Hourly Total	0	0	**0**	0	0	**0**	2	1	**3**	0	0	**0**	**3**
0900 - 0915	0	0	0	1	4	5	0	0	0	0	0	0	5
0915 - 0930	0	0	0	1	3	4	0	0	0	0	0	0	4
0930 - 0945	0	0	0	1	3	4	0	0	0	0	0	0	4
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	3	10	**13**	0	0	**0**	0	0	**0**	**13**
1000 - 1015	0	0	0	1	0	1	0	0	0	0	1	1	2
1015 - 1030	0	0	0	0	1	1	0	0	0	0	0	0	1
1030 - 1045	0	0	0	1	0	1	0	0	0	0	0	0	1
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	2	1	**3**	0	0	**0**	0	1	**1**	**4**
1100 - 1115	0	0	0	1	0	1	0	2	2	0	0	0	3
1115 - 1130	0	0	0	0	0	0	1	0	1	0	0	0	1
1130 - 1145	0	0	0	0	0	0	0	0	0	0	5	5	5
1145 - 1200	0	0	0	0	0	0	0	1	1	0	0	0	1
Hourly Total	0	0	**0**	1	0	**1**	1	3	**4**	0	5	**5**	**10**
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	8	8	8
1230 - 1245	0	0	0	1	0	1	0	0	0	0	1	1	2
1245 - 1300	0	0	0	1	0	1	2	1	3	1	0	1	5
Hourly Total	0	0	**0**	2	0	**2**	3	1	**4**	1	9	**10**	**16**
1300 - 1315	0	0	0	0	1	1	3	1	4	0	0	0	5
1315 - 1330	0	0	0	2	4	6	0	0	0	1	0	1	7
1330 - 1345	0	0	0	0	0	0	1	2	3	0	0	0	3
1345 - 1400	0	0	0	0	0	0	1	0	1	6	1	7	8
Hourly Total	0	0	**0**	2	5	**7**	5	3	**8**	7	1	**8**	**23**
1400 - 1415	0	0	0	0	2	2	0	1	1	0	0	0	3
1415 - 1430	0	0	0	0	1	1	0	1	1	0	0	0	2
1430 - 1445	0	0	0	5	2	7	3	0	3	2	0	2	12
1445 - 1500	0	0	0	0	0	0	0	2	2	0	1	1	3
Hourly Total	0	0	**0**	5	5	**10**	3	4	**7**	2	1	**3**	**20**
1500 - 1515	0	0	0	3	0	3	1	0	1	0	0	0	4
1515 - 1530	0	0	0	1	0	1	1	0	1	1	0	1	3
1530 - 1545	0	0	0	2	0	2	0	1	1	1	1	2	5
1545 - 1600	0	0	0	2	0	2	0	1	1	0	0	0	3
Hourly Total	0	0	**0**	8	0	**8**	2	2	**4**	2	1	**3**	**15**
1600 - 1615	2	2	4	1	0	1	0	1	1	0	0	0	6
1615 - 1630	0	1	1	0	1	1	1	0	1	1	0	1	4
1630 - 1645	0	1	1	2	2	4	0	1	1	2	4	6	12
1645 - 1700	1	2	3	2	3	5	1	0	1	1	1	2	11
Hourly Total	3	6	**9**	5	6	**11**	2	2	**4**	4	5	**9**	**33**
1700 - 1715	0	0	0	1	0	1	0	0	0	0	2	2	3
1715 - 1730	0	0	0	0	2	2	0	0	0	2	3	5	7
1730 - 1745	0	2	2	2	0	2	0	5	5	1	8	9	18
1745 - 1800	1	4	5	4	2	6	3	3	6	0	7	7	24
Hourly Total	1	6	**7**	7	4	**11**	3	8	**11**	3	20	**23**	**52**
1800 - 1815	0	1	1	0	4	4	4	9	13	2	11	13	31
1815 - 1830	3	7	10	1	5	6	3	21	24	2	18	20	60
1830 - 1845	3	0	3	2	1	3	2	9	11	4	16	20	37
1845 - 1900	1	2	3	1	0	1	2	5	7	2	14	16	27
Hourly Total	7	10	**17**	4	10	**14**	11	44	**55**	10	59	**69**	**155**
1900 - 1915	19	21	40	1	4	5	2	18	20	8	14	22	87
1915 - 1930	9	11	20	3	0	3	13	31	44	6	35	41	108
1930 - 1945	14	25	39	6	0	6	16	24	40	10	39	49	134
1945 - 2000	15	28	43	2	5	7	21	32	53	18	62	80	183
Hourly Total	57	85	**142**	12	9	**21**	52	105	**157**	42	150	**192**	**512**
2000 - 2015	10	29	39	5	0	5	17	16	33	14	48	62	139
2015 - 2030	18	30	48	6	5	11	28	16	44	32	18	50	153
2030 - 2045	23	18	41	2	5	7	14	24	38	28	15	43	129
2045 - 2100	13	27	40	0	0	0	38	8	46	26	3	29	115
Hourly Total	64	104	**168**	13	10	**23**	97	64	**161**	100	84	**184**	**536**
Grand Total	132	212	**344**	65	61	**126**	182	238	**420**	172	338	**510**	**1400**
Approach %	38.37	61.63	-	51.59	48.41	-	43.33	56.67	-	33.73	66.27	-	
Intersection %	9.43	15.14	24.57	4.64	4.36	9.00	13.00	17.00	30.00	12.29	24.14	36.43	

Crosswalk Counts || Bikes

Fayetteville NC

Marr Traffic DATA COLLECTION
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Site 3
Green St (South)
Green St (North)
Maiden Ln
Bow St

Date
Friday, October 25, 2024

Lat/Long
35.053561°, -78.877902°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0600 - 2100 (Weekday 15h Session) (10-25-2024)
Bikes

	Northbound			Southbound			Eastbound			Westbound			
	Green St (South)			Green St (North)			Maiden Ln			Bow St			
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
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	1	1	2	0	0	0	2
0815 - 0830	0	0	0	1	0	1	0	0	0	0	0	0	1
0830 - 0845	1	0	1	0	0	0	0	0	0	1	0	1	2
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	**1**	1	0	**1**	1	1	**2**	1	0	**1**	**5**
0900 - 0915	0	0	0	1	0	1	0	0	0	0	0	0	1
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	1	0	1	1
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	1	0	**1**	0	0	**0**	1	0	**1**	**2**
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	1	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
1330 - 1345	0	0	0	0	0	0	1	0	1	0	0	0	1
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	**1**	0	0	**0**	1	0	**1**	0	0	**0**	**2**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	1	0	1	0	0	0	0	0	0	0	0	0	1
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	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**
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	3	3	0	0	0	0	0	0	3
Hourly Total	0	1	**1**	0	3	**3**	0	0	**0**	0	0	**0**	**4**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	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**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1900 - 1915	0	0	0	1	0	1	0	0	0	0	0	0	1
1915 - 1930	0	0	0	0	0	0	0	0	0	0	0	0	0
1930 - 1945	0	0	0	0	0	0	0	0	0	0	0	0	0
1945 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	1	0	**1**	0	0	**0**	0	0	**0**	**1**
2000 - 2015	0	0	0	0	0	0	0	0	0	0	0	0	0
2015 - 2030	0	0	0	0	0	0	0	0	0	0	0	0	0
2030 - 2045	0	0	0	0	0	0	0	0	0	0	0	0	0
2045 - 2100	0	1	1	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	1	**1**	0	0	**0**	0	0	**0**	0	0	**0**	**1**
Grand Total	4	2	**6**	3	3	**6**	2	1	**3**	2	0	**2**	**17**
Approach %	66.67	33.33	-	50.00	50.00	-	66.67	33.33	-	100.00	0.00	-	
Intersection %	23.53	11.76	35.29	17.65	17.65	35.29	11.76	5.88	17.65	11.76	0.00	11.76	

Crosswalk Counts || Motorized Vehicles

Fayetteville NC

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Site 3
Green St (South)
Green St (North)
Maiden Ln
Bow St

Date
Friday, October 25, 2024

Lat/Long
35.053561°, -78.877902°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0600 - 2100 (Weekday 15h Session) (10-25-2024)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Green St (South)			Green St (North)			Maiden Ln			Bow St			
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
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
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**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
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**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1900 - 1915	0	0	0	0	0	0	0	0	0	0	0	0	0
1915 - 1930	0	0	0	0	0	0	0	0	0	0	0	0	0
1930 - 1945	0	0	0	0	0	0	0	0	0	0	0	0	0
1945 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
2000 - 2015	0	0	0	0	0	0	0	0	0	0	0	0	0
2015 - 2030	0	0	0	0	0	0	0	0	0	0	0	0	0
2030 - 2045	0	0	0	0	0	0	0	0	0	0	0	0	0
2045 - 2100	0	0	0	0	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: 10/25/2024	Maiden Ln Eastbound			Bow St Westbound			Green St (South) Northbound			Green St (North) Southbound			
Time	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	1	0	0	0	7	0	14	0	1	12	1	36
06:15 AM - 06:30 AM	0	0	0	2	0	8	0	14	0	2	16	1	43
06:30 AM - 06:45 AM	1	0	0	1	0	6	0	19	2	11	22	0	62
06:45 AM - 07:00 AM	0	1	0	0	0	3	0	34	1	12	35	1	87
07:00 AM - 07:15 AM	3	0	0	1	0	11	0	42	0	15	49	1	122
07:15 AM - 07:30 AM	0	0	1	2	0	7	0	50	3	19	51	1	134
07:30 AM - 07:45 AM	0	0	2	0	2	21	1	55	2	25	65	3	176
07:45 AM - 08:00 AM	4	1	5	4	2	38	9	71	3	27	83	4	251
08:00 AM - 08:15 AM	6	0	1	4	3	33	4	64	12	14	65	3	209
08:15 AM - 08:30 AM	4	1	7	4	0	25	5	51	6	16	57	4	180
08:30 AM - 08:45 AM	5	3	5	9	1	37	2	78	14	11	46	7	218
08:45 AM - 09:00 AM	7	0	4	9	1	20	5	77	7	15	62	6	213
09:00 AM - 09:15 AM	4	2	4	6	3	22	1	68	9	14	61	6	200
09:15 AM - 09:30 AM	8	1	5	3	1	29	2	63	2	9	56	10	189
09:30 AM - 09:45 AM	7	0	7	4	2	25	2	55	6	20	54	4	186
09:45 AM - 10:00 AM	10	0	5	9	0	27	2	57	3	16	68	10	207
10:00 AM - 10:15 AM	4	3	6	6	2	39	3	56	6	7	48	7	187
10:15 AM - 10:30 AM	12	3	4	6	2	28	3	67	7	16	60	11	219
10:30 AM - 10:45 AM	4	1	11	2	1	31	2	63	3	12	52	9	191
10:45 AM - 11:00 AM	7	1	7	6	3	33	4	64	6	17	80	10	238
11:00 AM - 11:15 AM	12	2	6	2	1	28	1	70	6	16	65	6	215
11:15 AM - 11:30 AM	12	2	6	6	0	45	1	100	8	11	67	4	262
11:30 AM - 11:45 AM	4	0	8	10	1	40	3	70	8	16	58	9	227
11:45 AM - 12:00 PM	12	0	7	5	2	49	2	72	11	8	58	8	234
12:00 PM - 12:15 PM	5	0	8	15	3	49	0	92	7	13	68	9	269
12:15 PM - 12:30 PM	12	6	12	8	3	37	3	92	23	11	78	12	297
12:30 PM - 12:45 PM	12	2	8	25	3	34	1	82	19	10	68	15	279
12:45 PM - 01:00 PM	23	4	15	23	2	48	1	78	23	25	93	18	353
01:00 PM - 01:15 PM	46	4	15	22	2	81	2	83	12	25	81	26	399
01:15 PM - 01:30 PM	22	2	10	21	5	45	4	91	21	20	75	9	325
01:30 PM - 01:45 PM	15	2	10	21	5	47	1	81	22	15	88	3	310
01:45 PM - 02:00 PM	4	2	12	26	2	63	0	89	24	16	72	8	318
02:00 PM - 02:15 PM	18	0	10	23	4	53	1	95	24	16	71	10	325
02:15 PM - 02:30 PM	16	0	12	20	3	31	3	91	18	21	87	5	307
02:30 PM - 02:45 PM	15	2	15	17	3	45	4	89	29	10	81	8	318
02:45 PM - 03:00 PM	13	2	9	27	1	39	2	77	39	14	77	7	307
03:00 PM - 03:15 PM	8	1	12	18	2	68	5	98	26	20	85	4	347
03:15 PM - 03:30 PM	15	0	10	17	2	50	2	104	26	14	74	3	317
03:30 PM - 03:45 PM	16	2	11	18	7	50	4	84	19	17	82	7	317
03:45 PM - 04:00 PM	11	5	21	11	7	44	6	90	20	27	81	16	339
04:00 PM - 04:15 PM	22	23	3	1	6	81	2	36	14	78	11	24	301
04:15 PM - 04:30 PM	16	35	0	1	16	116	0	0	0	47	3	46	280
04:30 PM - 04:45 PM	21	23	0	0	13	116	0	2	0	58	0	43	276
04:45 PM - 05:00 PM	29	17	0	0	19	81	0	3	2	62	2	43	258
05:00 PM - 05:15 PM	18	9	0	0	11	141	0	0	0	78	0	39	296
05:15 PM - 05:30 PM	22	11	0	0	11	104	0	1	0	80	3	21	253
05:30 PM - 05:45 PM	13	10	0	0	16	76	0	1	0	68	2	25	211
05:45 PM - 06:00 PM	13	14	0	1	8	78	0	1	0	62	0	31	208
06:00 PM - 06:15 PM	13	11	0	0	14	61	0	0	0	50	0	61	210
06:15 PM - 06:30 PM	17	17	0	0	5	59	0	0	0	54	1	42	195
06:30 PM - 06:45 PM	25	33	0	0	19	59	0	0	0	51	0	62	249
06:45 PM - 07:00 PM	14	40	0	0	26	53	0	0	0	60	0	46	239
07:00 PM - 07:15 PM	27	35	0	1	10	60	0	0	0	65	1	74	273
07:15 PM - 07:30 PM	34	34	0	0	12	69	0	0	0	56	0	61	266
07:30 PM - 07:45 PM	28	37	0	0	14	65	0	0	0	41	0	74	259
07:45 PM - 08:00 PM	30	40	0	0	13	56	0	0	0	30	0	58	227
08:00 PM - 08:15 PM	28	25	0	0	14	55	0	0	0	31	0	47	200
08:15 PM - 08:30 PM	45	25	0	0	6	52	0	0	0	25	0	45	198
08:30 PM - 08:45 PM	40	33	0	0	8	61	0	0	0	22	0	40	204
08:45 PM - 09:00 PM	37	18	0	0	5	59	0	0	0	27	0	25	171
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 D: CROWN EVENT CENTER TRAFFIC IMPACT ANALYSIS (TIA) REPORT

CROWN EVENT CENTER

Traffic Impact Analysis, Fayetteville, NC / September, 2023

Prepared by:
McAdams

CROWN EVENT CENTER

FAYETTEVILLE, NORTH CAROLINA

TRAFFIC IMPACT ANALYSIS

PROJECT NUMBER:	CLM22001
PREPARED BY:	TUCKER FULLE, EI
REVIEWED BY:	NATE BOUQUIN, PE, PTOE

DATE: SEPTEMBER 2023

MCADAMS

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NC LIC. # C-0293

EXECUTIVE SUMMARY

The proposed event center development will be located in the southeast quadrant of Gillespie Street and Ottis F. Jones Parkway in Fayetteville, NC. Site access will be served via two (2) full movement driveways on Dick Street and one (1) right-in-right-out (RIRO) driveway on Russell Street. These driveways were not studied in this report as they are expected to serve delivery / truck traffic, and handicap parking only and thus are not expected to provide general parking for the public. Due to the unique nature of the site, on-site parking is not expected to be provided, however, due to the downtown nature of the development, existing City and County parking facilities will be utilized for event parking. The site is currently a surface parking lot with 203 spaces and is expected to be replaced by a 3,000-seat event center. The proposed site is expected to be built-out by the year 2025. The purpose of this Traffic Impact Analysis (TIA) is to determine the potential traffic impacts of this development and to identify transportation improvements that may be required to mitigate the impacts on the roadway network.

A TIA Scoping Checklist was reviewed and approved by the North Carolina Department of Transportation (NCDOT) and the City of Fayetteville (City), reviewing the TIA scope and assumptions. The scoping checklist and approval correspondence is provided in the appendix of this study. Based on the approved scoping, the following intersections are included in this TIA study area:

- Russell Street and Gillespie Street
- Russell Street and Dick Street
- Gillespie Street and Franklin Street / Ottis F. Jones Parkway
- Green Street and Bow Street / Old Street / Maiden Lane
- Ottis F. Jones Parkway and Dick Street
- Person Street and Ottis F. Jones Parkway / Bow Street
- I-95 BUS/US 301 (Eastern Boulevard) and NC 24-210 (Grove Street)
- NC 24-210 (Rowan Street / Grove Street) and Ramsey Street / Green Street

Due to the unique nature of the site, which is not expected to provide on-site parking, the following off-site parking lot driveways were studied:

- Courthouse Lot (Lot A)
  - S. Cool Spring Street Northern Driveway (Access #1)
  - S. Cool Spring Street Southern Driveway (Access #2)
  - Russel Street Driveway (Access #3)
- Donaldson Street Parking Lot (Lot B)
  - Donaldson Street Driveway (Access #1)
  - Franklin Street Driveway (Access #2)
- 113 Hay Street Parking Lot (Lot C)
  - Franklin Street Driveway (Access #1)
  - Hay Street Driveway (Access #2)
- Fayetteville Street Parking Deck (Lot D)
- Bow and Ann Street Parking Lot (Lot E)
- 235 Person Street Parking Lot (Lot F)

To determine the traffic impacts of the proposed development, the following analysis scenarios are included in this study:

- Existing (2023) Traffic Conditions
- No-Build (2025) Traffic Conditions
- Build (2025) Traffic Conditions

Peak hour turning movement counts were conducted during the expected PM peak ingress period for the proposed development (6:00 to 8:00 PM) on a typical weekday (Tuesday June 27th) and weekend (Saturday July 1st) at the existing study intersections. It should be noted that there was a Fayetteville Woodpecker baseball game at the time of data collection on Saturday July 1st which was intentionally done such that the TIA will analyze overlapping events with the proposed event center. It should also be noted that scheduling for overlap of baseball games and Crown Event Center events are not expected to occur during weekdays due to the limitations with parking in the downtown area.

To account for background development growth, a 1% annual growth rate was applied to the existing traffic volumes to determine Projected (2025) traffic volumes. Adjacent development traffic from a nearby residential and retail development, Hay Street Deck, was also applied to determine the No-Build (2025) traffic volumes.

Daily, weekday PM peak hour ingress, and Saturday PM peak hour ingress trips were calculated based on the Scenario A methodology from the Cumberland County Multi-Purpose Event Center Parking Study (completed March 2023 by Timmons Group) assuming 2.5 Average Vehicle Occupancy (AVO) per vehicle for full event attendance and time-of-day distribution data provided by the Institute for Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition for a Professional Baseball Stadium (Land Use Code 462). It should be noted that this land use code (LUC) was identified as the most accurate and applicable LUC based on the intended use for the site. Due to the nature and duration of events expected to be held at the event center, attendees are not expected to enter and exit within the same peak period. It can be expected that primarily entering site trips will occur during the 6:00 PM – 8:00 PM peak hours analyzed, with attendees expected to exit the venue during off-peak hours occurring at around 10:00 PM or later. Refer to Table ES-1 on the following page for the trip generation for the proposed development and the attachments for a breakdown of the trip generation calculations.

TABLE ES-1: TRIP GENERATION

Land Use (ITE Code)	Density	Calculation Methodology	Daily Trips	Weekday PM Peak Hour			Saturday PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
Event Center	3,000 seats	Local Data	1,650	612	--	612	612	--	612

The peak hour site traffic was distributed throughout the network according to the site trip distribution approved by NCDOT and City staff within the scoping checklist. This site traffic was added onto the No-Build (2025) traffic volumes to determine the Build (2025) traffic volumes for the capacity analysis.

Capacity analysis was conducted at all study intersections according to NCDOT and City guidelines utilizing the methodology contained in *Highway Capacity Manual*, 6th Edition, published by the Transportation Research Board. Refer to Table ES-2 for a summary of the capacity analysis results.

TABLE ES-2: CAPACITY ANALYSIS SUMMARY

Intersection	Conditions	APPROACH	Weekday PM Peak Hour		Saturday PM Peak Hour	
			LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)
Russell Street and Gillespie Street	Existing (2023)	EB WB NB SB	B (15) B (10) B (15) B (16)	B (14)	B (14) B (10) B (15) B (16)	B (14)
	No-Build (2025)	EB WB NB SB	B (15) B (11) B (15) B (16)	B (15)	B (14) B (12) B (15) B (16)	B (14)
	Build (2025)	EB WB NB SB	B (18) B (16) B (13) B (20)	B (17)	B (17) B (16) B (13) B (19)	B (16)
Russell Street and Dick Street	Existing (2023)	EB WB NB SB	A (8) A (8) B (11) A (10)	N/A	A (8) A (8) B (10) A (10)	N/A
	No-Build (2025)	EB WB NB SB	A (8) A (8) B (11) A (10)	N/A	A (8) A (8) B (10) B (10)	N/A
	Build (2025)	EB WB NB SB	A (8) A (8) B (11) B (10)	N/A	A (8) A (8) B (11) B (10)	N/A
Gillespie Street and Franklin Street / Ottis F. Jones Parkway	Existing (2023)	EB WB NB SB	A (6) A (6) A (3) A (3)	A (4)	A (8) A (7) A (5) A (5)	A (6)
	No-Build (2025)	EB WB NB SB	A (6) A (6) A (3) A (3)	A (4)	A (8) A (7) A (5) A (5)	A (5)
	Build (2025)	EB WB NB SB	A (8) A (7) A (5) A (5)	A (5)	A (8) A (8) A (5) A (5)	A (6)

TABLE ES-2: CAPACITY ANALYSIS SUMMARY (CONTINUED)

Green Street and Bow Street / Old Street / Maiden Lane	Existing (2023)	EB WB NB SB	B (15) C (21) B (17) A (9)	B (14)	C (21) D (41) D (37) C (25)	C (31)
	No-Build (2025)	EB WB NB SB	B (15) C (22) B (17) A (9)	B (14)	C (22) D (42) D (38) C (26)	C (31)
	Build (2025)	EB WB NB SB	B (16) C (23) B (19) A (9)	B (14)	C (23) D (42) D (39) C (27)	C (31)
Ottis F. Jones Parkway and Dick Street	Existing (2023)	EB WB NB	-- -- A (9)	N/A	-- -- A (9)	N/A
	No-Build (2025)	EB WB NB	-- -- A (9)	N/A	-- -- A (9)	N/A
	Build (2025)	EB WB NB	-- -- A (9)	N/A	-- -- A (9)	N/A
Person Street and Ottis F. Jones Parkway / Bow Street	Existing (2023)	EB WB NB SB	A (7) A (5) B (13) B (12)	A (7)	A (7) A (5) B (13) B (13)	A (7)
	No-Build (2025)	EB WB NB SB	A (9) A (6) B (15) B (14)	A (9)	A (9) A (6) B (15) B (14)	A (8)
	Build (2025)	EB WB NB SB	B (12) A (8) B (18) B (18)	B (12)	A (10) A (6) B (18) B (18)	A (10)
I-95 BUS/US 301 (Eastern Boulevard) and NC 24-210 (Grove Street)	Existing (2023)	EB WB NB SB	C (30) C (28) C (27) D (41)	C (31)	C (31) C (28) C (27) D (40)	C (31)
	No-Build (2025)	EB WB NB SB	C (30) C (29) C (26) D (42)	C (31)	C (30) C (29) C (27) D (41)	C (31)
	Build (2025)	EB WB NB SB	C (30) C (29) C (26) D (41)	C (31)	C (30) C (29) C (27) D (41)	C (31)

TABLE ES-2: CAPACITY ANALYSIS SUMMARY (CONTINUED)

NC 24-210 (Rowan Street / Grove Street) and Ramsey Street / Green Street	Existing (2023)	EB WB NB SB	C (23) B (18) D (38) D (39)	C (25)	B (19) B (14) D (38) C (39)	C (22)
	No-Build (2025)	EB WB NB SB	C (25) B (16) D (39) D (39)	C (26)	C (22) B (15) D (38) D (39)	C (24)
	Build (2025)	EB WB NB SB	C (26) B (17) D (39) D (38)	C (26)	C (23) B (16) D (39) D (39)	C (25)
S. Cool Spring Street and Lot A Access #1	Existing (2023)	EB NB SB	A (9) A (7) --	N/A	A (9) A (7) --	N/A
	No-Build (2025)	EB NB SB	A (9) A (7) --	N/A	A (9) A (7) --	N/A
	Build (2025)	EB NB SB	A (9) A (8) --	N/A	A (9) A (8) --	N/A
S. Cool Spring Street and Lot A Access #2	Existing (2023)	EB NB SB	A (9) A (7) --	N/A	A (9) A (7) --	N/A
	No-Build (2025)	EB NB SB	A (9) A (7) --	N/A	A (9) A (7) --	N/A
	Build (2025)	EB NB SB	A (10) A (7) --	N/A	A (9) A (8) --	N/A
Russell Street and Lot A Access #3	Existing (2023)	EB WB SB	-- -- A (9)	N/A	-- -- A (9)	N/A
	No-Build (2025)	EB WB SB	-- -- A (9)	N/A	-- -- A (9)	N/A
	Build (2025)	EB WB SB	-- -- A (9)	N/A	-- -- A (9)	N/A
Donaldson Street and Lot B Access #1	Existing (2023)	WB NB SB	A (9) -- A (7)	N/A	A (9) -- A (7)	N/A
	No-Build (2025)	WB NB SB	A (9) -- A (7)	N/A	A (9) -- A (7)	N/A
	Build (2025)	WB NB SB	A (9) -- A (7)	N/A	A (9) -- A (7)	N/A

TABLE ES-2: CAPACITY ANALYSIS SUMMARY (CONTINUED)

Franklin Street and Lot B Access #2 / Lot C Access #1	Existing (2023)	EB WB NB SB	A (7) A (7) A (9) A (9)	N/A	A (7) A (7) A (10) A (9)	N/A
	No-Build (2025)	EB WB NB SB	A (7) A (7) A (9) A (9)	N/A	A (7) A (7) A (10) A (10)	N/A
	Build (2025)	EB WB NB SB	A (8) A (7) B (10) B (10)	N/A	A (8) A (7) B (11) B (11)	N/A
Hay Street and Lot C Access #2	Existing (2023)	EB WB NB	-- A (8) B (10)	N/A	-- A (8) B (11)	N/A
	No-Build (2025)	EB WB NB	-- A (8) B (11)	N/A	-- A (8) B (12)	N/A
	Build (2025)	EB WB NB	-- A (8) B (12)	N/A	-- A (8) B (13)	N/A
Franklin Street and Lot D Access	Existing (2023)	EB WB SB	A (7) -- A (9)	N/A	A (7) -- A (9)	N/A
	No-Build (2025)	EB WB SB	A (7) -- A (9)	N/A	A (7) -- A (9)	N/A
	Build (2025)	EB WB SB	A (7) -- A (9)	N/A	A (8) -- A (10)	N/A
Bow Street and Lot E Access	Existing (2023)	WB NB SB	A (9) -- A (7)	N/A	A (9) -- A (7)	N/A
	No-Build (2025)	WB NB SB	A (9) -- A (7)	N/A	A (9) -- A (7)	N/A
	Build (2025)	WB NB SB	A (9) -- A (7)	N/A	A (9) -- A (7)	N/A
Person Street and Lot F Access	Existing (2023)	EB WB SB	A (8) -- B (10)	N/A	A (8) -- B (11)	N/A
	No-Build (2025)	EB WB SB	A (8) -- B (11)	N/A	A (8) -- B (12)	N/A
	Build (2025)	EB WB SB	A (8) -- B (12)	N/A	A (8) -- B (13)	N/A

Based on the findings in the TIA, the improvements below have been recommended to be constructed by the **developer** to mitigate traffic impacts by the proposed development:

Recommended Improvements by Developer

Ottis F. Jones Parkway + Pedestrian Crossing at Dick Street

- Consider installation of a Rectangular Rapid Flashing Beacon (RRFB) to facilitate safer pedestrian crossing of Ottis F. Jones Parkway.
- Consider installation of a Rectangular Rapid Flashing Beacon (RRFB) to facilitate safer pedestrian crossing of Dick Street.

Bow Street + Lot E Access / Ann Street

- Consider installation of a Rectangular Rapid Flashing Beacon (RRFB) to facilitate safer pedestrian crossing of Bow Street.

Person Street + Lot F Access

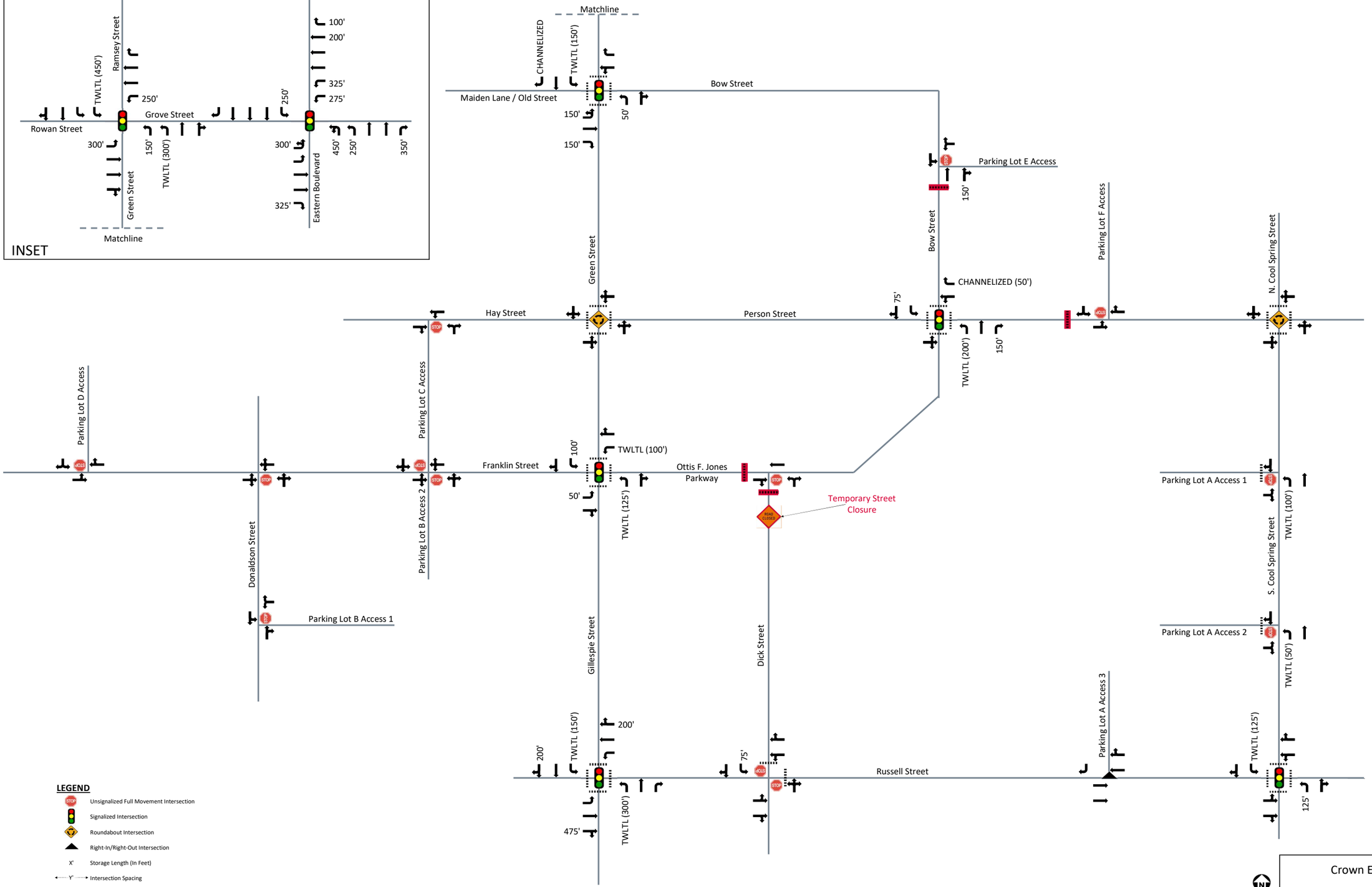
- Consider installation of a Rapid Rectangular Flashing Beacon (RRFB) to facilitate safer pedestrian crossing of Person Street.

Recommended Traffic Operations by Developer

- Provide wayfinding and signage for pedestrians and parking directions.
- Temporarily close off the northern end of Dick Street at the intersection with Ottis F. Jones Parkway during peak demand events in order to reduce vehicle-pedestrian conflicts.

Figure ES-1, on the following page, provides a graphical representation of recommended improvements at the study intersections.

INSET



LEGEND

- Unsignalized Full Movement Intersection
- Signalized Intersection
- Roundabout Intersection
- Right-In/Right-Out Intersection
- X' Storage Length (In Feet)
- Y' Intersection Spacing
- Pedestrian Crosswalk
- Recommended Consideration for RRFB Crossing
- Recommended Temporary Road Closure

Crown Event Center

Fayetteville, NC

Recommended Lane Configrations

Scale: Not to Scale | Figure ES-1

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TRAFFIC IMPACT ANALYSIS
CROWN EVENT CENTER

Fayetteville, NC

INTRODUCTION

The proposed event center development will be located in the southeast quadrant of Gillespie Street and Ottis F. Jones Parkway in Fayetteville, NC. Site access will be served via two (2) full movement driveways on Dick Street and one (1) right-in-right-out (RIRO) driveway on Russell Street. These driveways were not studied in this report as they are expected to serve delivery / truck traffic, and handicap parking only and thus are not expected to provide general parking for the public. Due to the unique nature of the site, on-site parking is not expected to be provided, however, due to the downtown nature of the development, existing City and County parking facilities will be utilized for event parking. The purpose of this Traffic Impact Analysis (TIA) is to determine the potential traffic impacts of this development and to identify transportation improvements that may be required to mitigate the impacts on the roadway network. The site is currently a surface parking lot with 203 spaces and is expected to be replaced by a 3,000-seat event center.

The proposed site is to be built-out by the year 2025. A TIA Scoping Checklist was reviewed and approved by the North Carolina Department of Transportation (NCDOT) and the City of Fayetteville (City), outlining the TIA scope and assumptions. The scoping checklist and approval correspondence is provided in Appendix A. Based on the approved scoping; the following intersections are included in this TIA study area:

- Russell Street and Gillespie Street
- Russell Street and Dick Street
- Gillespie Street and Franklin Street / Ottis F. Jones Parkway
- Green Street and Bow Street / Old Street / Maiden Lane
- Ottis F. Jones Parkway and Dick Street
- Person Street and Ottis F. Jones Parkway / Bow Street
- I-95 BUS/US 301 (Eastern Boulevard) and NC 24-210 (Grove Street)
- NC 24-210 (Rowan Street / Grove Street) and Ramsey Street / Green Street

Due to the unique nature of the site, which is not expected to provide on-site parking, the following off-site parking lot driveways were studied:

- Courthouse Lot (Lot A)
  - S. Cool Spring Street Northern Driveway (Access #1)
  - S. Cool Spring Street Southern Driveway (Access #2)
  - Russel Street Driveway (Access #3)
- Donaldson Street Parking Lot (Lot B)
  - Donaldson Street Driveway (Access #1)
  - Franklin Street Driveway (Access #2)
- 113 Hay Street Parking Lot (Lot C)
  - Franklin Street Driveway (Access #1)
  - Hay Street Driveway (Access #2)
- Fayetteville Street Parking Deck (Lot D)
- Bow and Ann Street Parking Lot (Lot E)
- 235 Person Street Parking Lot (Lot F)

Refer to Figure 1 for a map of the study area. Figure 2 provides the most up to date preliminary site plan available at time of preparation of this study.

To determine the traffic impacts of the proposed development, the following analysis scenarios are included in this study:

- Existing (2023) Traffic Conditions
- No-Build (2025) Traffic Conditions
- Build (2025) Traffic Conditions

LEGEND

- Study Intersection
- Parking Lot Entrance
- Site Location
- Off-Site Parking Lot

Crown Event Center

Fayetteville, NC

Site Location Map

Scale: Not to Scale | Figure 1

McADAMS

OTIS F JONES PKWY
GILLESPIE ST
DICK ST
INGRAM, MARY LIFE ESTATE
CITY OF FAYETTEVILLE
HOT FOOD ELEMENT
700 SF
LOBBY
320
11866 SF
CONCESSION
298
414 SF
BAR
ICE
300
53 SF
FAMILY TLT
301
94 SF
WOMEN
274
420 SF
MEN
276
301 SF
STAIR
285
445 SF
GENERAL STORAGE
314
240 SF
BATHROOM - ELEV
289
89 SF
283
98 SF
DRESSING ROOM - 2+4 PPL
288
208 SF
SECURITY
305
117 SF
FIRE CTRL
311
140 SF
BUSES
WOOD/METAL SHOP
282
416 SF
STOR - RECYCL
281
215 SF
TRASH AND RECYCLING
STOR - TRASH
280
288 SF
BOX TRUCKS
CART STAGING AREA
LOADING DOCK
DOCK RECEIVING AREA
322
2761 SF
STAIR
284
608 SF
GUEST SERVICES / INSIDE B.O.
317
253 SF
BOX OFFICE - SALES
316
214 SF
BOX OFFICE - MGR/SAFE
315
162 SF
GRAB AND GO
300
437 SF
STORAGE - CONCESSIONS
830 SF
STOR - FOH
319
393 SF
CREW LOCKER RM
293
396 SF
STORAGE - TABLES AND CHAIRS
287
728 SF
MEN
291
88 SF
WOMEN
292
90 SF
JC
290
100 SF
AV PROD CTRL
297
142 SF
HOUSE MGMT / FIRST AID
313
398 SF
STORAGE - A/V
294
376 SF
STAIR
283
433 SF
STORAGE RIGGING
295
316 SF
STORAGE - LIGHTING
296
316 SF
OFFICE - PRODUCTION
307
195 SF
OFFICE - PROMOTER
306
290 SF
OFFICE - HOUSE CREW
308
343 SF
STAFF BREAK RM
309
348 SF
STORAGE HOUSEKEEPING
278
214 SF
OFFICE - HOUSEKEEPING
276
224 SF
HOUSEKEEPING CLOSET
277
152 SF
MECH RM
327
1039 SF
WOMEN
273
659 SF
EVENT STAFF LOCKER
154 SF
MEN
65 SF
WOMEN
67 SF
FLEX SPACE
286
1045 SF
FAMILY TLT
302
96 SF
MEN
272
597 SF
COMMERCIAL KITCHEN
270
2132 SF
PRE-FUNCTION
321
2955 SF
MEETING SPACE
267
5040 SF
STORAGE - CATERING
271
429 SF
PROJECTION RM
269
200 SF
ELEC RM
310
145 SF
STORAGE - TABLES AND CHAIRS
268
403 SF
148'-0 7/8"
319.26'
N22°51'59"E
XXX
LLC

EXISTING CONDITIONS

The proposed development is located in downtown Fayetteville in an area primarily consisting of commercial development and surface parking. Figure 3 provides a graphical representation of the existing lane configuration, storage capacity, traffic control type, and intersection spacing within the study area. Roadway characteristics within the study area is shown in Table 1. Average Annual Daily Traffic (AADT) data is provided based on the most recent count data provided by NCDOT. This AADT data provides the average Vehicles Per Day (vpd) for the subject facility based on typical operations. This AADT data is provided for informational purposes only and is not utilized for capacity analysis calculations within this study.

TABLE 1: ROADWAY CHARACTERISTICS

Road Name	Route #	Maintained By	Typical Cross Section	Speed Limit	AADT (year of data)
Eastern Boulevard	I-95 BUS / US 301	NCDOT	6-lane median divided / 4-lane median divided	35 mph	18,000 vpd (2021)
Grove Street	NC 24 / NC 210	NCDOT	6-lane median divided / 5-lane median divided	35 mph	38,500 vpd (2021)
Green Street	SR 3950	NCDOT	4-lane divided w/ center TWLTL / 2-lane undivided	25 mph	10,000 vpd (2021)
Ramsey Street	SR 3950	NCDOT	5-lane divided w/ center TWLTL	35 mph	22,500 vpd (2021)
Russell Street	SR 2299	NCDOT	4-lane median divided	35 mph	9,300 vpd (2021)
Gillespie Street	SR 2311	NCDOT	4-lane divided w/ center TWLTL / 2-lane undivided	35 mph / 25 mph	11,000 vpd (2021)
Dick Street	N/A	City	2-lane undivided	25 mph (assumed)	1,200 vpd (2016)
S. Cool Spring Street	N/A	City	2-lane undivided	35 mph	--*
Franklin Street	N/A	City	2-lane undivided	25 mph (assumed)	2,000 vpd (2016)
Ottis F. Jones Street	N/A	City	2-lane divided w/ center TWLTL	25 mph (assumed)	--*
Hay Street	N/A	City	2-lane undivided	15 mph	9,000 vpd (2021)
Person Street	N/A	City	2-lane undivided	35 mph / 15 mph	6,200 vpd (2021)
Maiden Lane	N/A	City	1-lane	25 mph	--*
Old Street	N/A	City	1-lane	25 mph	--*
Bow Street	N/A	City	2-lane undivided	35 mph	--*
Donaldson Street	N/A	City	2-lane undivided	25 mph (assumed)	220 vpd (2016)

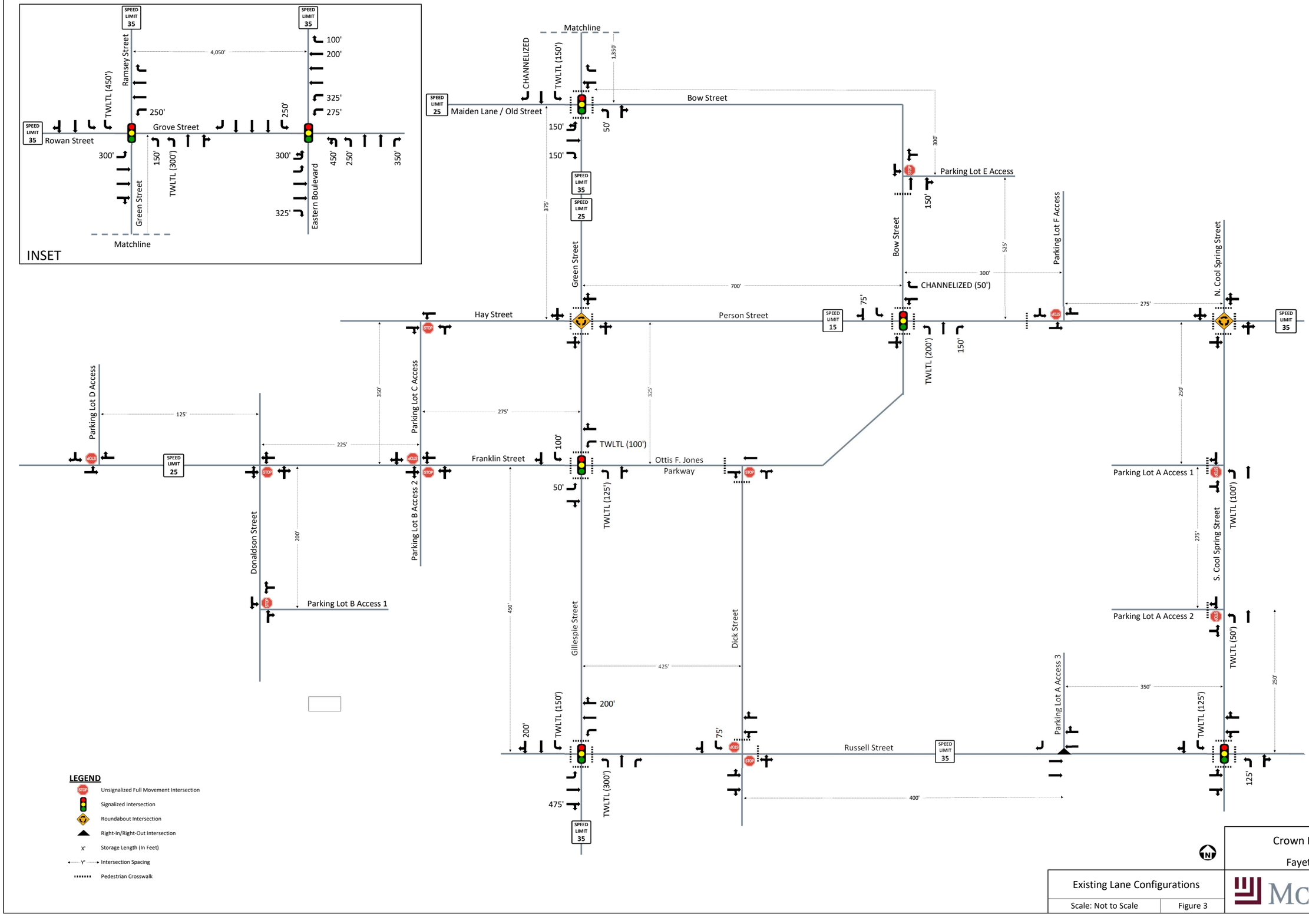
*AADT data not available

Existing peak hour turning movement counts were conducted during the expected PM peak ingress period for the proposed development (6:00 to 8:00 PM) on a typical weekday (Tuesday June 27th) and weekend (Saturday July 1st) at the existing study intersections. It should be noted that there was a Fayetteville Woodpecker baseball game at the time of data collection on Saturday July 1st which was intentionally done such that the TIA will analyze overlapping events with the proposed event center. It should also be noted that scheduling for overlap of baseball games and Crown Event Center events are not expected to occur during weekdays due to the limitations with parking in the downtown area. This data was collected at the following existing study intersections:

- Russell Street and Gillespie Street
- Russell Street and Dick Street
- Gillespie Street and Franklin Street / Ottis F. Jones Parkway
- Green Street and Bow Street / Old Street / Maiden Lane
- Ottis F. Jones Parkway and Dick Street
- Person Street and Ottis F. Jones Parkway / Bow Street
- I-95 BUS/US 301 (Eastern Boulevard) and NC 24-210 (Grove Street)
- NC 24-210 (Rowan Street / Grove Street) and Ramsey Street / Green Street
- Courthouse Lot (Lot A)
    - S. Cool Spring Street Northern Driveway (Access #1)
    - S. Cool Spring Street Southern Driveway (Access #2)
    - Russel Street Driveway (Access #3)
- Donaldson Street Parking Lot (Lot B)
    - Donaldson Street Driveway (Access #1)
    - Franklin Street Driveway (Access #2)
- 113 Hay Street Parking Lot (Lot C)
    - Franklin Street Driveway (Access #1)
    - Hay Street Driveway (Access #2)
- Fayetteville Street Parking Deck (Lot D)
- Bow and Ann Street Parking Lot (Lot E)
- 235 Person Street Parking Lot (Lot F)

Peak hour traffic volumes were determined from these traffic counts and balanced between study intersections, where appropriate. Traffic count data is provided in Appendix B. Refer to Figure 4 for the Existing (2023) peak hour traffic volumes. Current signal plans and timings were obtained from NCDOT and the City and are included in Appendix C.

The Existing (2023) traffic volumes were analyzed utilizing the current lane configurations to determine existing operations for the study area.



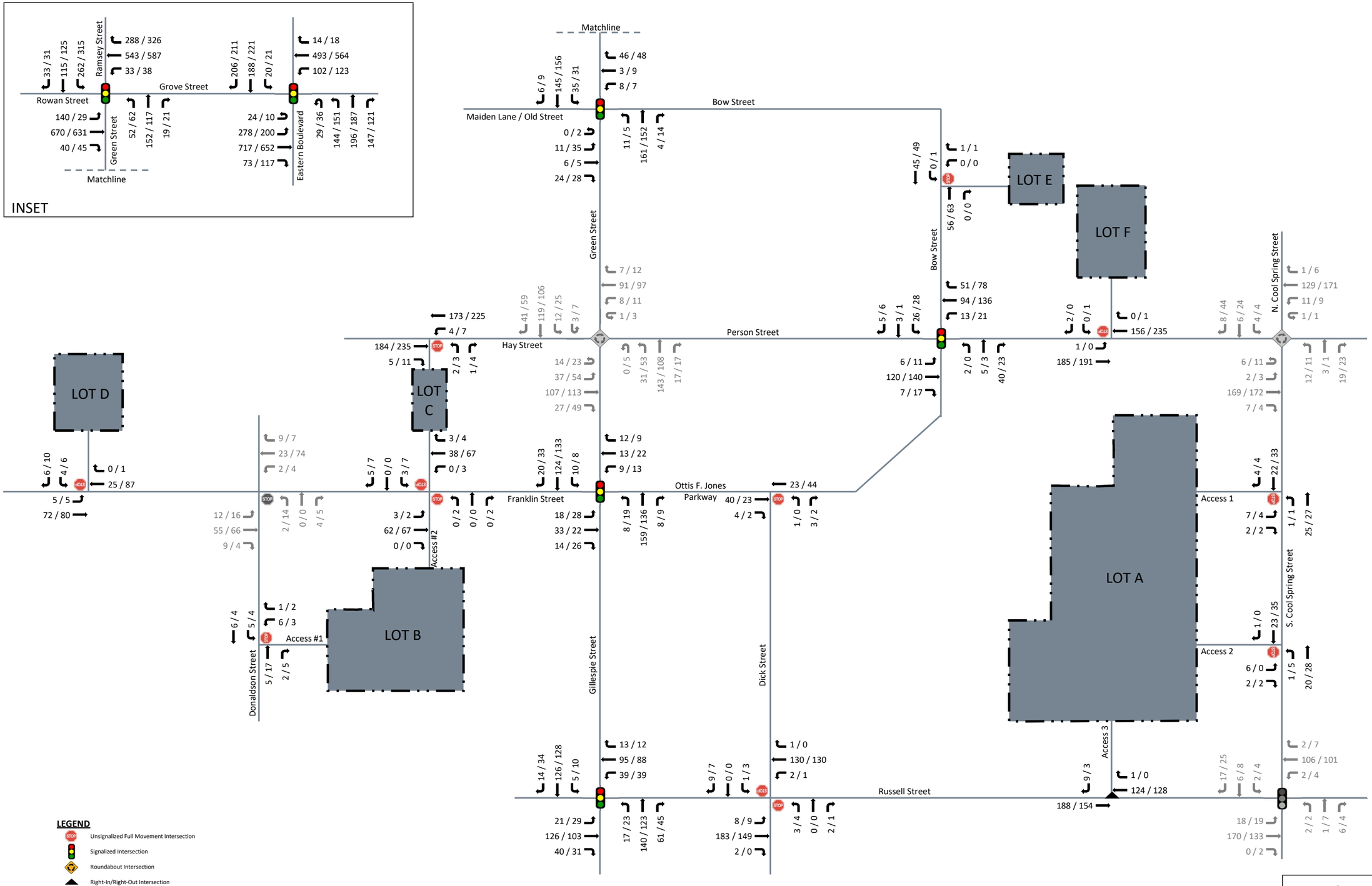
Crown Event Center

Fayetteville, NC

Existing Lane Configurations

Scale: Not to Scale | Figure 3

McAdams


INSET
Ramsey Street
Grove Street
Rowan Street
Green Street
Matchline
Eastern Boulevard
Matchline
Bow Street
Maiden Lane / Old Street
Green Street
Person Street
Hay Street
Bow Street
LOT E
LOT F
N. Cool Spring Street
LOT D
LOT C
LOT B
Access #1
Access #2
Donaldson Street
Franklin Street
Ottis F. Jones Parkway
Gillespie Street
Dick Street
Russell Street
LOT A
Access 1
Access 2
Access 3
S. Cool Spring Street
LEGEND
Unsignalized Full Movement Intersection
Signalized Intersection
Roundabout Intersection
Right-In/Right-Out Intersection
XX / YY PM / SAT Peak Hour Traffic
Crown Event Center
Fayetteville, NC
Existing (2023)
Peak Hour Traffic Volumes
Scale: Not to Scale
Figure 4
McADAMS

NO-BUILD CONDITIONS

In order to account for background growth in the study area prior to the proposed developments buildout year of 2025, the existing traffic count volumes were grown at a set growth rate and nearby approved adjacent development traffic was added to the study area based on their approved TIA's. Per the approved TIA Scoping Checklist, the existing traffic counts were grown at a 1% annual growth rate to determine projected traffic volumes. Refer to Figure 5 for the Projected (2025) traffic volumes.

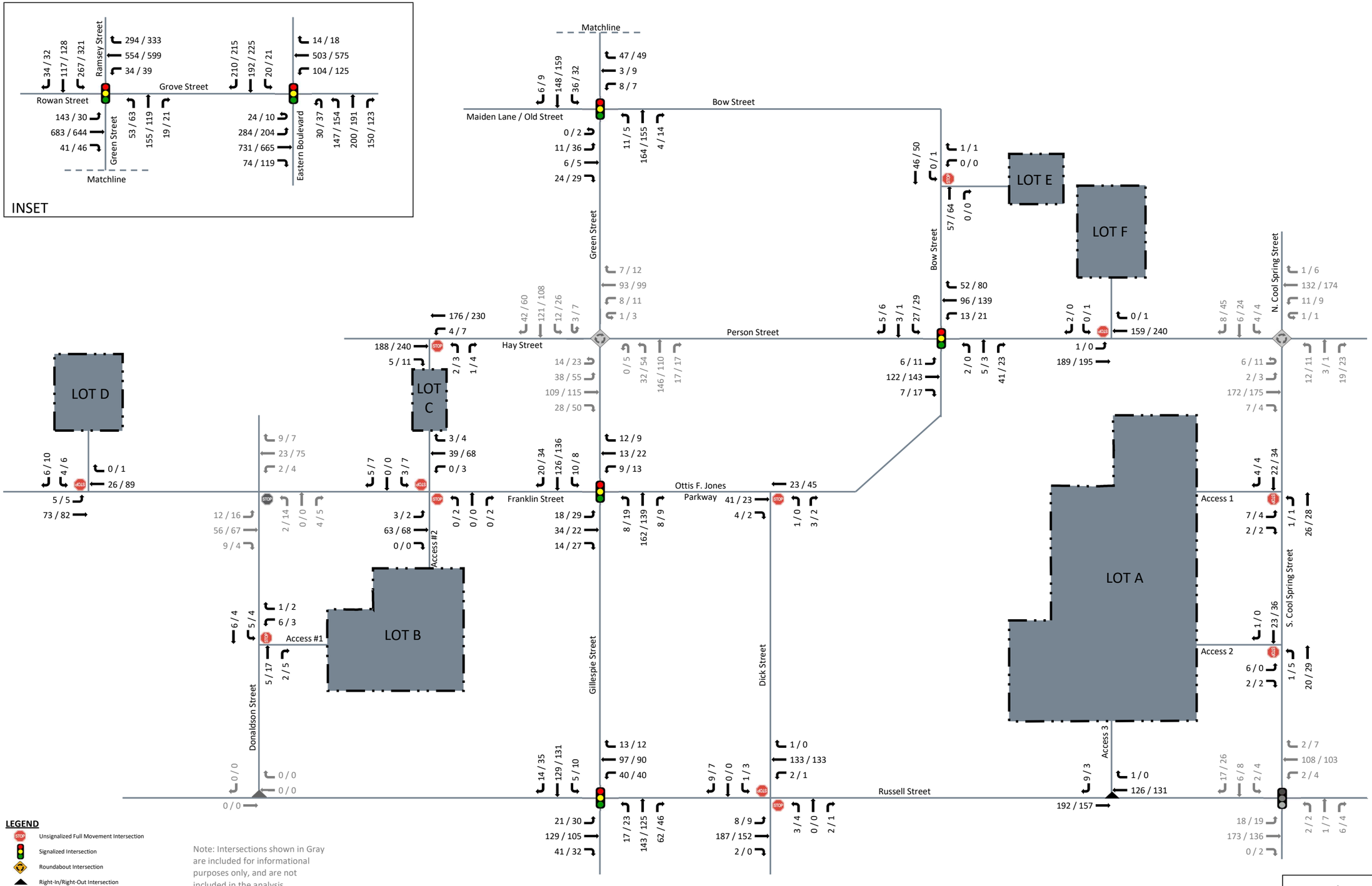
To account for the traffic volumes of the adjacent development approved in the area, the traffic from this development was also compiled and added to the analysis. It should be noted that since a TIA for the development was not available, a trip generation and trip distribution was assumed for this development in order to account for the expected future development traffic. Refer to Appendix C for a copy of the adjacent development information. Table 2 provides a summary of the adjacent development information. The adjacent development traffic volumes are provided on Figure 6. Based on the approved TIA Scoping Checklist, the following development was included:

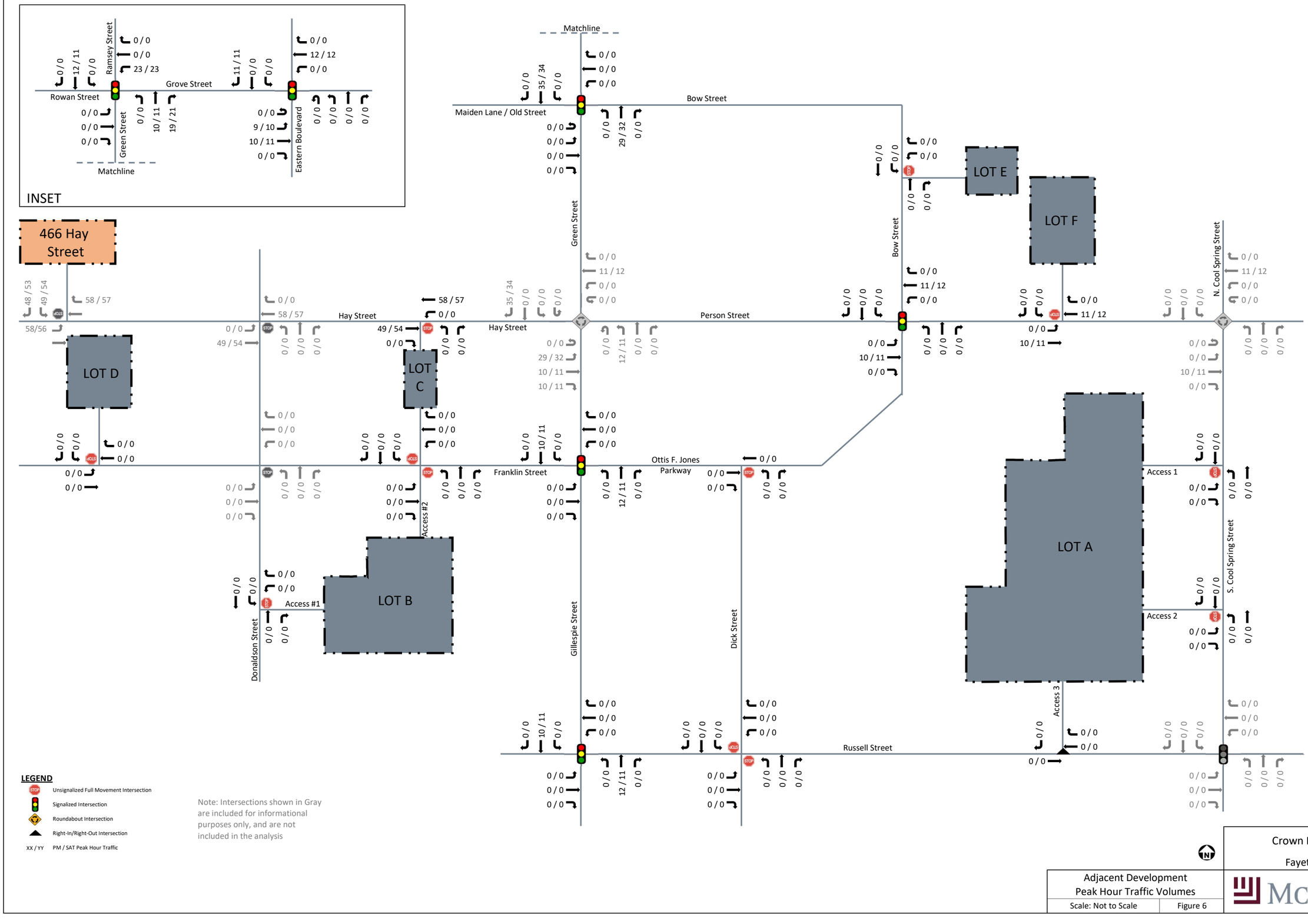
TABLE 2: ADJACENT DEVELOPMENTS

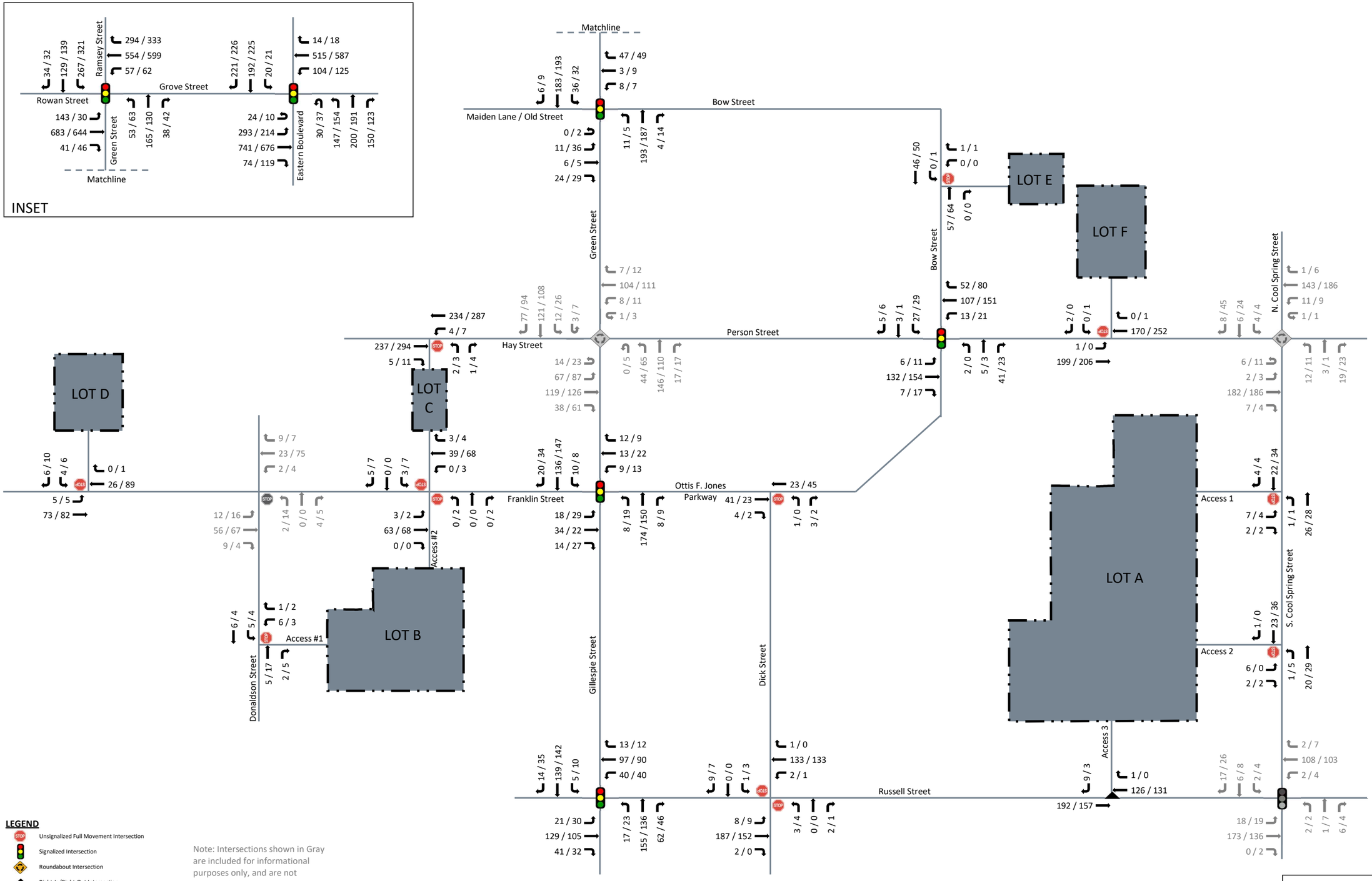
Development Name	Location	Land Use / Density	Build-out Year	Firm Completing TIA
Hay Street Deck Addition	NE quadrant of Hay Street and Winslow Street / Hillsboro Street	212 residential units 20,500 s.f. retail space	2025	N/A

According to the City and NCDOT, no future roadway improvements are expected within the study area by the adjacent development.

Appendix D provides a full summary of the adjacent developments included in this analysis. In order to account for future year analysis without the proposed development, the Projected (2025) traffic volumes were added to the adjacent development trips to determine the No-Build (2025) traffic volumes. Figure 7 provides the No-Build (2025) traffic volumes.


INSET
Ramsey Street
Grove Street
Rowan Street
Green Street
Matchline
Eastern Boulevard
34 / 32
117 / 128
267 / 321
294 / 333
554 / 599
34 / 39
143 / 30
683 / 644
41 / 46
53 / 63
155 / 119
19 / 21
210 / 215
192 / 225
20 / 21
24 / 10
284 / 204
731 / 665
74 / 119
14 / 18
503 / 575
104 / 125
30 / 37
147 / 154
200 / 191
150 / 123
Matchline
Bow Street
Maiden Lane / Old Street
Green Street
Person Street
Hay Street
Bow Street
N. Cool Spring Street
LOT E
LOT F
LOT C
LOT D
LOT B
LOT A
Access #1
Access #2
Access 1
Access 2
Access 3
Donaldson Street
Gillespie Street
Dick Street
Franklin Street
Ottis F. Jones Parkway
S. Cool Spring Street
Russell Street
6 / 9
148 / 159
36 / 32
47 / 49
3 / 9
8 / 7
0 / 2
11 / 36
6 / 5
24 / 29
11 / 5
164 / 155
4 / 14
46 / 50
0 / 1
1 / 1
0 / 0
57 / 64
0 / 0
7 / 12
93 / 99
8 / 11
1 / 3
52 / 80
96 / 139
13 / 21
5 / 6
3 / 1
27 / 29
2 / 0
0 / 1
159 / 240
1 / 0
189 / 195
8 / 45
6 / 24
4 / 4
1 / 6
132 / 174
11 / 9
1 / 1
42 / 60
121 / 108
12 / 26
3 / 7
176 / 230
4 / 7
188 / 240
5 / 11
2 / 3
1 / 4
14 / 23
38 / 55
109 / 115
28 / 50
0 / 5
32 / 54
146 / 110
17 / 17
6 / 11
122 / 143
7 / 17
2 / 0
5 / 3
41 / 23
6 / 11
2 / 3
172 / 175
7 / 4
12 / 11
3 / 1
19 / 23
6 / 10
4 / 6
0 / 1
26 / 89
5 / 5
73 / 82
9 / 7
23 / 75
2 / 4
12 / 16
56 / 67
9 / 4
2 / 14
0 / 0
4 / 5
5 / 7
0 / 0
3 / 7
3 / 4
39 / 68
0 / 3
3 / 2
63 / 68
0 / 0
0 / 2
0 / 0
0 / 2
20 / 34
126 / 136
10 / 8
12 / 9
13 / 22
9 / 13
18 / 29
34 / 22
14 / 27
8 / 19
162 / 139
8 / 9
41 / 23
4 / 2
1 / 0
3 / 2
4 / 4
22 / 34
7 / 4
2 / 2
1 / 1
26 / 28
1 / 0
23 / 36
1 / 5
20 / 29
6 / 0
2 / 2
6 / 4
5 / 4
1 / 2
6 / 3
5 / 17
2 / 5
0 / 0
0 / 0
0 / 0
0 / 0
0 / 0
14 / 35
129 / 131
5 / 10
13 / 12
97 / 90
40 / 40
21 / 30
129 / 105
41 / 32
17 / 23
143 / 125
62 / 46
9 / 7
0 / 0
1 / 3
1 / 0
133 / 133
2 / 1
8 / 9
187 / 152
2 / 0
3 / 4
0 / 0
2 / 1
9 / 3
1 / 0
126 / 131
192 / 157
17 / 26
6 / 8
2 / 4
2 / 7
108 / 103
2 / 4
18 / 19
173 / 136
0 / 2
2 / 2
1 / 7
6 / 4
LEGEND
Unsignalized Full Movement Intersection
Signalized Intersection
Roundabout Intersection
Right-In/Right-Out Intersection
XX / YY PM / SAT Peak Hour Traffic
Note: Intersections shown in Gray are included for informational purposes only, and are not included in the analysis
Crown Event Center
Fayetteville, NC
Projected (2025)
Peak Hour Traffic Volumes
Scale: Not to Scale
Figure 5
McADAMS


INSET
Ramsey Street
Grove Street
Rowan Street
Green Street
Matchline
Eastern Boulevard
466 Hay Street
LOT D
LOT C
LOT B
LOT E
LOT F
LOT A
Hay Street
Person Street
Bow Street
Maiden Lane / Old Street
Green Street
Bow Street
N. Cool Spring Street
Franklin Street
Ottis F. Jones Parkway
Access #2
Access #1
Donaldson Street
Gillespie Street
Dick Street
Russell Street
Access 1
Access 2
Access 3
S. Cool Spring Street
LEGEND
Unsignalized Full Movement Intersection
Signalized Intersection
Roundabout Intersection
Right-In/Right-Out Intersection
XX / YY PM / SAT Peak Hour Traffic
Note: Intersections shown in Gray are included for informational purposes only, and are not included in the analysis
Crown Event Center
Fayetteville, NC
Adjacent Development
Peak Hour Traffic Volumes
Scale: Not to Scale
Figure 6
McAdams



Crown Event Center

Fayetteville, NC

No-Build (2025)
Peak Hour Traffic Volumes

Scale: Not to Scale | Figure 7

McAdams

BUILD CONDITIONS

The proposed development is expected to consist of a 3,000-seat event venue. Daily, weekday PM peak hour ingress, and Saturday PM peak hour ingress trips were calculated based on the Scenario A methodology from the Cumberland County Multi-Purpose Event Center Parking Study (completed March 2023 by Timmons Group) assuming 2.5 Average Vehicle Occupancy (AVO) per vehicle for full event attendance and time-of-day distribution data provided by the Institute for Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition for a Professional Baseball Stadium (Land Use Code 462). It should be noted that this land use code (LUC) was identified as the most accurate and applicable LUC based on the intended use for the site. Due to the nature and duration of events expected to be held at the event center, attendees are not expected to enter and exit within the same peak period. It can be expected that primarily entering site trips will occur during the 6:00 PM – 8:00 PM peak hours analyzed, with attendees expected to exit the venue during off-peak hours occurring at around 10:00 PM or later. The trip generation assumptions were approved in the scoping checklist and are provided in Appendix A. A summary of this trip generation is provided in Table 3.

TABLE 3: TRIP GENERATION

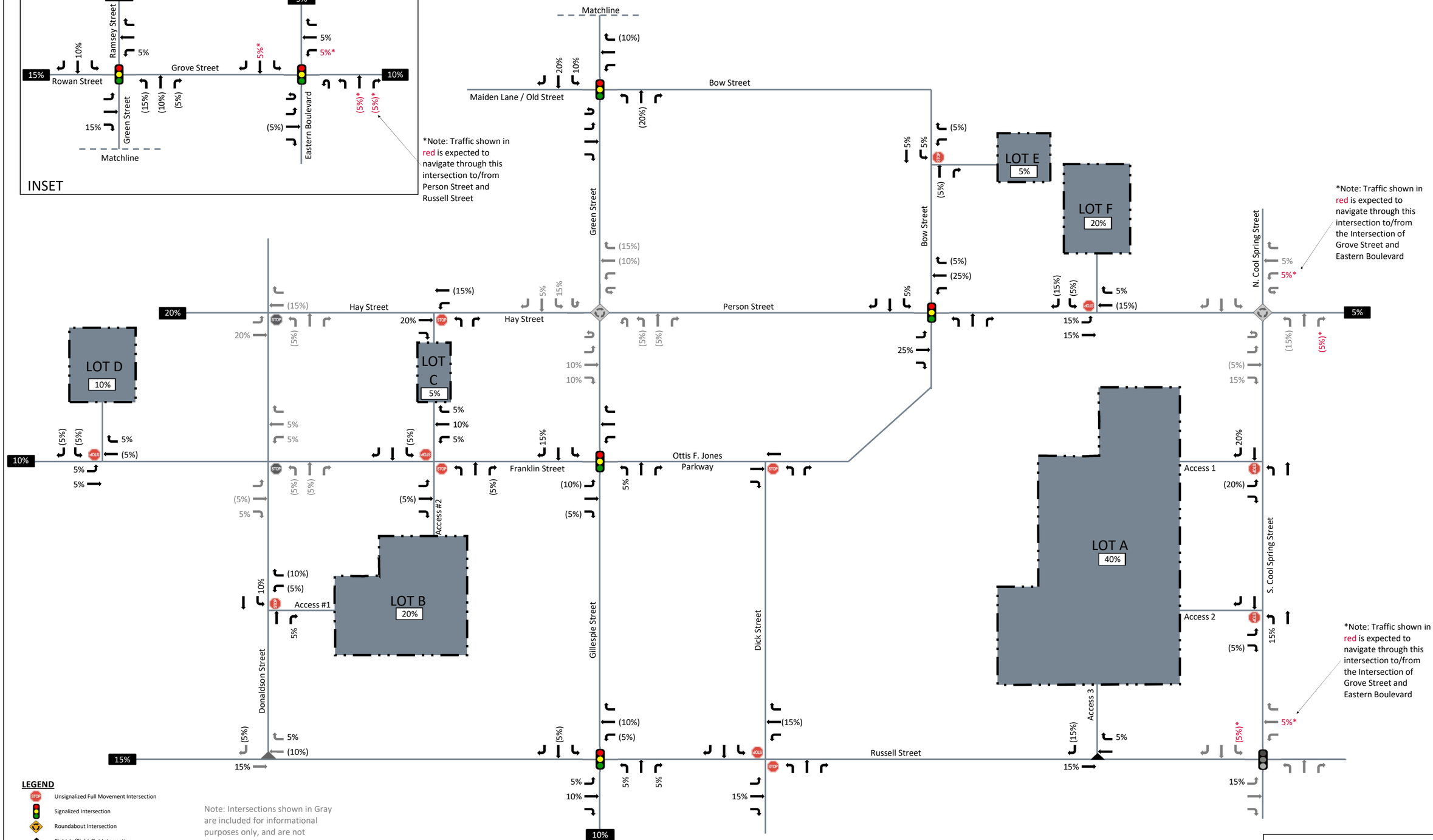
Land Use (ITE Code)	Density	Calculation Methodology	Daily Trips	Weekday PM Peak Hour			Saturday PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
Event Center	3,000 seats	Local Data	1,650	612	--	612	612	--	612

Based on the existing traffic patterns, population centers surrounding the development, and engineering judgment the site trips were distributed according to the regional distributions listed as follows:

- 20% to/from the west via Hay Street
- 15% to/from the west via NC 24-210 (Rowan Street)
- 15% to/from the west via Russell Street
- 10% to/from the north via Ramsey Street
- 10% to/from the south via Gillespie Street
- 10% to/from the east via NC 24-210 (Grove Street)
- 10% to/from the west via Franklin Street
- 5% to/from the north via I-95 BUS/US 301 (Eastern Boulevard)
- 5% to/from the east via Person Street

Refer to Figure 8 for the detailed trip distribution percentages within the study area. The trip generation and distribution were approved by NCDOT and the City within the scoping checklist provided in Appendix A.

The trip distribution was applied to the trip generation to determine the trip assignment for the proposed development site trips at all study intersections. Refer to Figure 9 for the site trip assignment. To determine the future traffic volumes at the study intersections with buildout of the proposed site, the No-Build (2025) traffic volumes were added to the site trip assignment to determine Build (2025) traffic volumes. Refer to Figure 10 for the Build (2025) traffic volumes.



LEGEND

- Unsignalized Full Movement Intersection
- Signalized Intersection
- Roundabout Intersection
- Right-In/Right-Out Intersection
- XX% Entering Trip Distribution
- (YY%) Exiting Trip Distribution
- ZZ% Regional Trip Distribution
- ZZ% Lot Share of Event Traffic

Note: Intersections shown in Gray are included for informational purposes only, and are not included in the analysis

Note: Traffic assumed to route through non-study intersections due to layout of the adjacent roadway network.

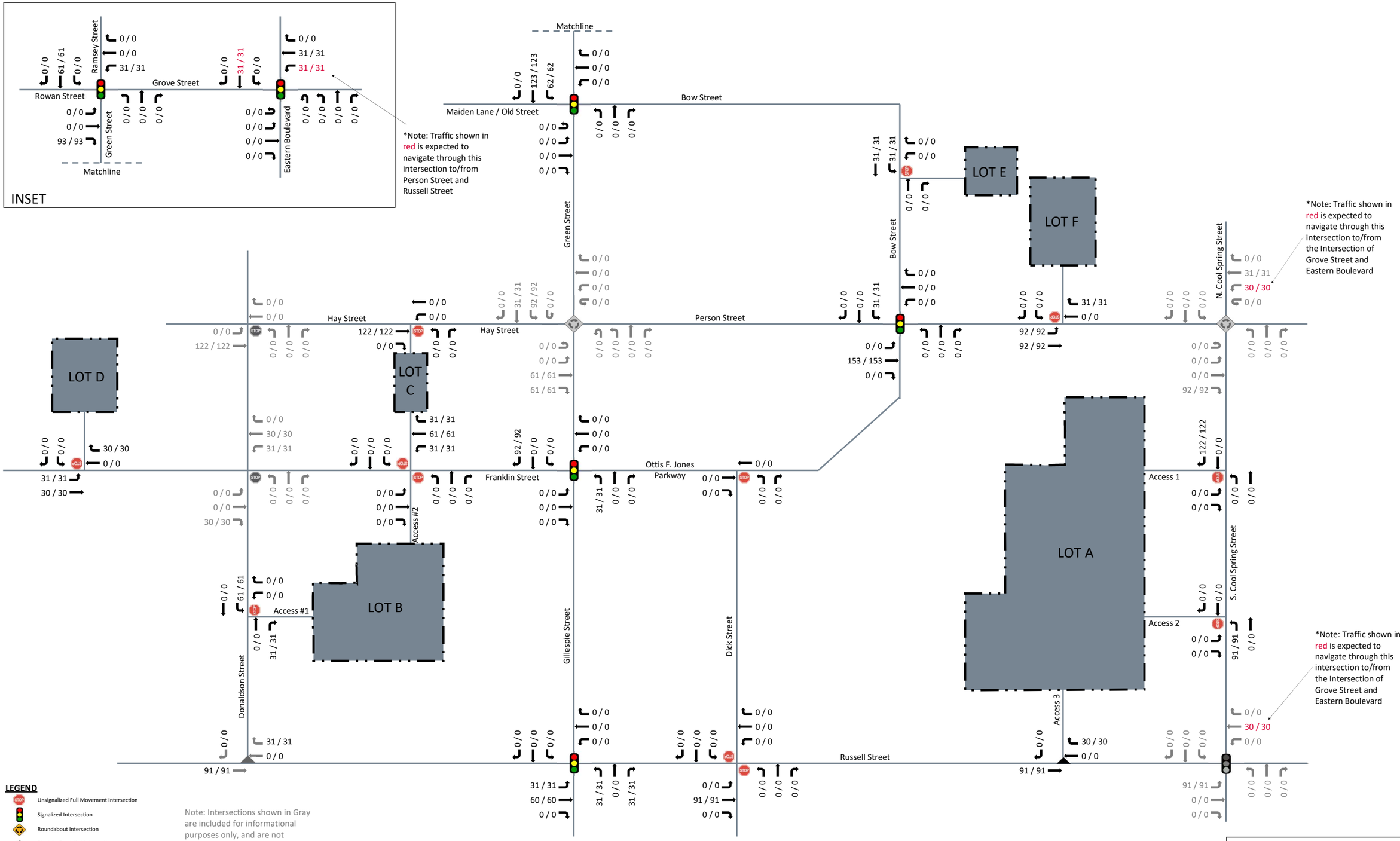
Crown Event Center

Fayetteville, NC

Site Trip Distribution

Scale: Not to Scale | Figure 8

McAdams



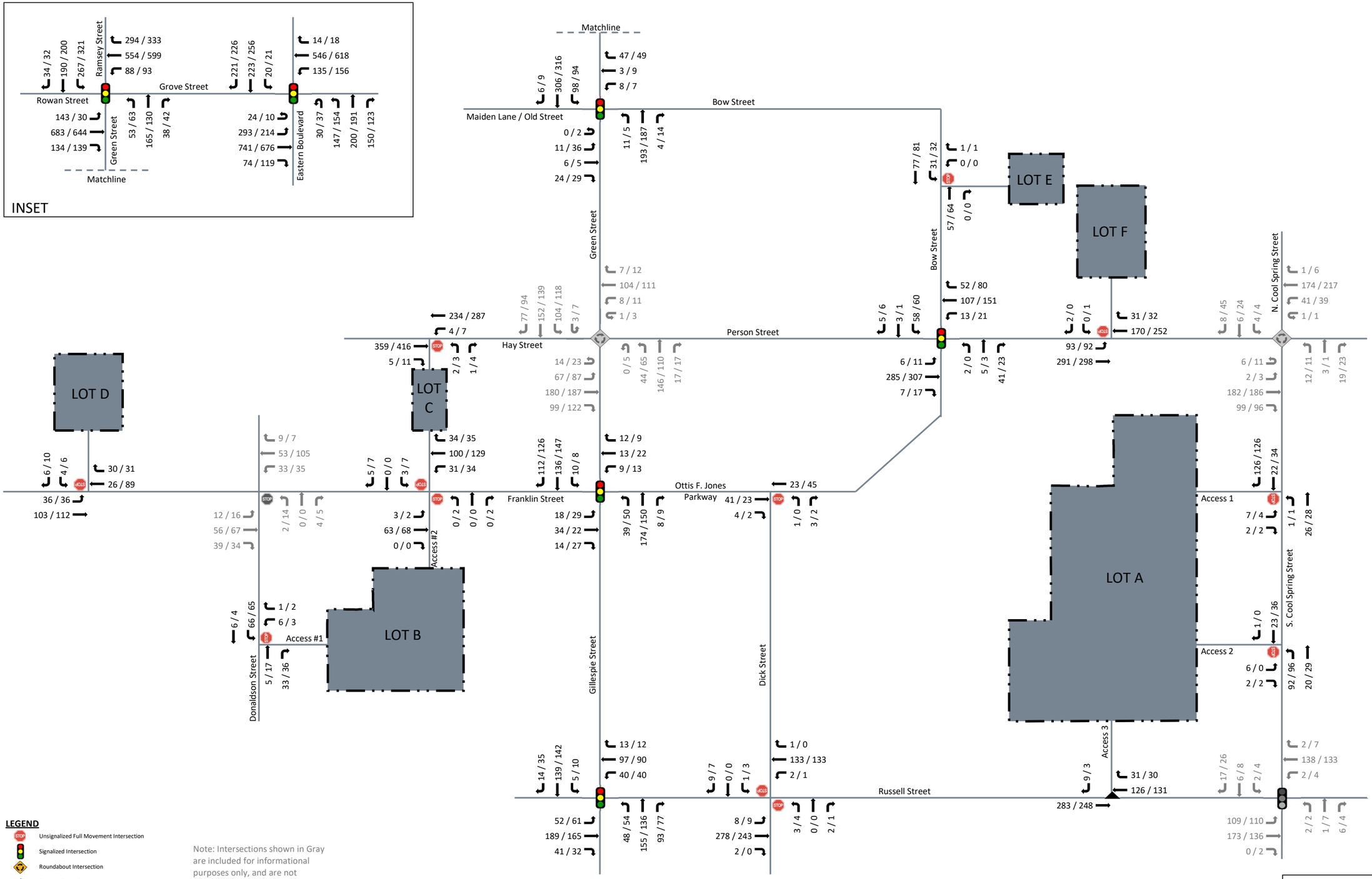
Crown Event Center

Fayetteville, NC

Site Trip Assignment

Scale: Not to Scale | Figure 9

McAdams


INSET
Ramsey Street
Grove Street
Rowan Street
Green Street
Matchline
Eastern Boulevard
Matchline
Bow Street
Maiden Lane / Old Street
Green Street
Person Street
Hay Street
Bow Street
LOT E
LOT F
N. Cool Spring Street
LOT D
LOT C
LOT B
Donaldson Street
Access #1
Access #2
Franklin Street
Ottis F. Jones Parkway
Gillespie Street
Dick Street
LOT A
Access 1
Access 2
Access 3
S. Cool Spring Street
Russell Street
LEGEND
Unsignalized Full Movement Intersection
Signalized Intersection
Roundabout Intersection
Right-In/Right-Out Intersection
XX / YY PM / SAT Peak Hour Traffic
Note: Intersections shown in Gray are included for informational purposes only, and are not included in the analysis
Crown Event Center
Fayetteville, NC
Build (2025)
Peak Hour Traffic Volumes
Scale: Not to Scale
Figure 10
McADAMS

CAPACITY ANALYSIS

The intersections and analysis scenarios included in this study were analyzed to determine the potential impact by the proposed development and to recommend improvements to mitigate any potential impacts. The capacity analysis reviews the level of service (LOS), delay, and vehicle queues expected under each analysis scenario utilizing the methodology contained in the *Highway Capacity Manual* (HCM), 6th Edition, published by the Transportation Research Board.

LOS is a qualitative measurement of traffic operations based on the average total vehicle delay of the movement, approach, or intersection. The HCM includes six levels of service, ranging from level "A" (free flow conditions) to level "F" (where over-saturated conditions are evident). Table 4, provides a summary of the thresholds for each LOS under both unsignalized (stop-control) and signalized operations.

TABLE 4: HIGHWAY CAPACITY MANUAL – LEVELS OF SERVICE + DELAY CRITERIA

Level of Service (LOS)	Unsignalized	Signalized
	Average Control Delay (Seconds per vehicle)	Average Control Delay (Seconds per vehicle)
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

Computer software package Synchro (version 11.1) was utilized for the analysis of operations within this study. Within the Synchro software package, SimTraffic was also used to review queue lengths and the operations of intersections within the context of location and spacing in the study area. The capacity analysis summary table for each study intersection provides the delay and LOS for each approach and overall intersection, when appropriate. More detailed queues and delay information is provided in the appendix.

Per the NCDOT *Congestion Management Capacity Analysis Guidelines*, several assumptions were applied to the full study. A summary of these assumptions is provided below:

- A Peak Hour Factor (PHF) of 0.90 was used for all analysis scenarios and intersections.
- A heavy vehicle percentage of 2% was applied to all analysis scenarios and intersections.
- For allowable movements with volumes less than four (4), a volume of four (4) was applied in the capacity analysis. In order to present accurate information within the traffic volume figures, this was not applied to those conditions.

RUSSELL STREET + GILLESPIE STREET

The intersection of Russell Street and Gillespie Street is currently a signalized, four-leg intersection. This intersection was analyzed under Existing (2023), No-Build (2025), and Build (2025) conditions.

Table 5 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to Appendix E for the Synchro capacity analysis reports. Copies of the SimTraffic queueing and performance reports can be found in Appendix V.

TABLE 5: CAPACITY ANALYSIS SUMMARY OF RUSSELL STREET + GILLESPIE STREET

Conditions	APPROACH	Lane Configurations	Weekday PM Peak Hour		Saturday PM Peak Hour	
			LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)
Existing (2023)	EB WB NB SB	1 LT, 1 TH, 1 TH-RT 1 LT, 1 TH, 1 TH-RT 1 LT, 1 TH, 1 RT 1 LT, 1 TH, 1 TH-RT	B (15) B (10) B (15) B (16)	B (14)	B (14) B (10) B (15) B (16)	B (14)
No-Build (2025)	EB WB NB SB	1 LT, 1 TH, 1 TH-RT 1 LT, 1 TH, 1 TH-RT 1 LT, 1 TH, 1 RT 1 LT, 1 TH, 1 TH-RT	B (15) B (11) B (15) B (16)	B (15)	B (14) B (12) B (15) B (16)	B (14)
Build (2025)	EB WB NB SB	1 LT, 1 TH, 1 TH-RT 1 LT, 1 TH, 1 TH-RT 1 LT, 1 TH, 1 RT 1 LT, 1 TH, 1 TH-RT	B (18) B (16) B (13) B (20)	B (17)	B (17) B (16) B (13) B (19)	B (16)

Capacity analysis of Existing (2023), No-Build (2025), and Build (2025) conditions indicate that the intersection of Russell Street and Gillespie Street is expected to operate at an overall LOS B during the weekday PM and Saturday PM peak hours. The proposed development is expected to add approximately 2 seconds of delay during the weekday PM and Saturday PM peak hours under Build (2025) conditions. Due to the minor impacts at this intersection by the proposed development and expected acceptable future operations, no improvements are recommended.

RUSSELL STREET + DICK STREET

The intersection of Russell Street and Dick Street is currently an unsignalized, four-leg intersection. This intersection was analyzed under Existing (2023), No-Build (2025), and Build (2025) conditions.

Table 6 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to Appendix F for the Synchro capacity analysis reports. Copies of the SimTraffic queueing and performance reports can be found in Appendix V.

TABLE 6: CAPACITY ANALYSIS SUMMARY OF RUSSELL STREET + DICK STREET

Conditions	APPROACH	Lane Configurations	Weekday PM Peak Hour		Saturday PM Peak Hour	
			LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)
Existing (2023)	EB[1] WB[1] NB[2] SB[2]	1 LT-TH, 1 TH-RT 1 LT-TH, 1 TH-RT 1 LT-TH-RT 1 LT, 1 TH-RT	A (8) A (8) B (11) A (10)	N/A	A (8) A (8) B (10) A (10)	N/A
No-Build (2025)	EB[1] WB[1] NB[2] SB[2]	1 LT-TH, 1 TH-RT 1 LT-TH, 1 TH-RT 1 LT-TH-RT 1 LT, 1 TH-RT	A (8) A (8) B (11) A (10)	N/A	A (8) A (8) B (10) B (10)	N/A
Build (2025)	EB[1] WB[1] NB[2] SB[2]	1 LT-TH, 1 TH-RT 1 LT-TH, 1 TH-RT 1 LT-TH-RT 1 LT, 1 TH-RT	A (8) A (8) B (11) B (10)	N/A	A (8) A (8) B (11) B (10)	N/A

1. Level of service for major-street left-turn movement.
2. Level of service for minor-street approach.

Capacity analysis of Existing (2023), No-Build (2025), and Build (2025) conditions of the intersection of Russell Street and Dick Street indicates that the major-street left-turn movements and minor-street approaches are expected to operate at LOS B or better during the weekday PM and Saturday PM peak hours. Due to the minor impacts at this intersection by the proposed development and expected acceptable future operations, no improvements are recommended.

GILLESPIE STREET + FRANKLIN STREET / OTTIS F. JONES PARKWAY

The intersection of Gillespie Street and Franklin Street / Ottis F. Jones Street is currently a signalized, four-leg intersection. This intersection was analyzed under Existing (2023), No-Build (2025), and Build (2025) conditions.

Table 7 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to Appendix G for the Synchro capacity analysis reports. Copies of the SimTraffic queueing and performance reports can be found in Appendix V.

TABLE 7: CAPACITY ANALYSIS SUMMARY OF GILLESPIE STREET + FRANKLIN STREET / OTTIS F. JONES PARKWAY

Conditions	APPROACH	Lane Configurations	Weekday PM Peak Hour		Saturday PM Peak Hour	
			LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)
Existing (2023)	EB WB NB SB	1 LT, 1 TH-RT 1 LT, 1 TH-RT 1 LT, 1 TH-RT 1 LT, 1 TH-RT	A (6) A (6) A (3) A (3)	A (4)	A (8) A (7) A (5) A (5)	A (6)
No-Build (2025)	EB WB NB SB	1 LT, 1 TH-RT 1 LT, 1 TH-RT 1 LT, 1 TH-RT 1 LT, 1 TH-RT	A (6) A (6) A (3) A (3)	A (4)	A (8) A (7) A (5) A (5)	A (5)
Build (2025)	EB WB NB SB	1 LT, 1 TH-RT 1 LT, 1 TH-RT 1 LT, 1 TH-RT 1 LT, 1 TH-RT	A (8) A (7) A (5) A (5)	A (5)	A (8) A (8) A (5) A (5)	A (6)

Capacity analysis of Existing (2023), No-Build (2025), and Build (2025) conditions indicate that the intersection of Gillespie Street and Franklin Street / Ottis F. Jones Street is expected to operate at an overall LOS A during the weekday PM and Saturday PM peak hours. The proposed development is expected to add approximately 1 second of delay during the weekday PM and Saturday PM peak hours under Build (2025) conditions. Due to the minor impacts at this intersection by the proposed development and expected acceptable future operations, no improvements are recommended.

GREEN STREET + BOW STREET / OLD STREET / MAIDEN LANE

The intersection of Green Street [NB-SB] and Bow Street [WB] / Old Street [EB-Approach] / Maiden Lane [EB-Departure] is currently a signalized, five-leg intersection. However, the intersection was modeled as a four-leg intersection in Synchro with Old Street and Maiden Lane modeled as the eastbound approach due to the directional one-way nature of Old Street and Maiden Lane, respectively. It should be noted that the turning movement from Old Street to Maiden Lane is modeled as an eastbound u-turn movement in this analysis. This intersection was analyzed under Existing (2023), No-Build (2025), and Build (2025) conditions.

Table 8 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to Appendix H for the Synchro capacity analysis reports. Copies of the SimTraffic queueing and performance reports can be found in Appendix V.

TABLE 8: CAPACITY ANALYSIS SUMMARY OF GREEN STREET + BOW STREET / OLD STREET / MAIDEN LANE

Conditions	APPROACH	Lane Configurations	Weekday PM Peak Hour		Saturday PM Peak Hour	
			LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)
Existing (2023)	EB WB NB SB	1 UT, 1 LT, 1 TH, 1 RT 1 LT-TH, 1 RT 1 LT, 1 TH-RT 1 LT, 1 TH, 1 RT	B (15) C (21) B (17) A (9)	B (14)	C (21) D (41) D (37) C (25)	C (31)
No-Build (2025)	EB WB NB SB	1 UT, 1 LT, 1 TH, 1 RT 1 LT-TH, 1 RT 1 LT, 1 TH-RT 1 LT, 1 TH, 1 RT	B (15) C (22) B (17) A (9)	B (14)	C (22) D (42) D (38) C (26)	C (31)
Build (2025)	EB WB NB SB	1 UT, 1 LT, 1 TH, 1 RT 1 LT-TH, 1 RT 1 LT, 1 TH-RT 1 LT, 1 TH, 1 RT	B (16) C (23) B (19) A (9)	B (14)	C (23) D (42) D (39) C (27)	C (31)

Capacity analysis of Existing (2023), No-Build (2025), and Build (2025) conditions indicate that the intersection of Green Street and Bow Street / Old Street / Maiden Lane is expected to operate at an overall LOS B during the weekday PM peak hour and at LOS C during the Saturday PM peak hour. Based on comparison of No-Build (2025) and Build (2025) conditions, the proposed development is expected to account for a negligible increase in overall delay to the intersection. Due to the minor impacts at this intersection by the proposed development and expected acceptable future operations, no improvements are recommended.

OTTIS F. JONES PARKWAY + DICK STREET

The intersection of Ottis F. Jones Parkway and Dick Street is currently an unsignalized, three-leg intersection. This intersection was analyzed under Existing (2023), No-Build (2025), and Build (2025) conditions.

Table 9 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to Appendix I for the Synchro capacity analysis reports. Copies of the SimTraffic queueing and performance reports can be found in Appendix V.

TABLE 9: CAPACITY ANALYSIS SUMMARY OF OTTIS F. JONES PARKWAY + DICK STREET

Conditions	APPROACH	Lane Configurations	Weekday PM Peak Hour		Saturday PM Peak Hour	
			LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)
Existing (2023)	EB WB NB[1]	1 TH-RT 1 TH 1 LT-RT	-- -- A (9)	N/A	-- -- A (9)	N/A
No-Build (2025)	EB WB NB[1]	1 TH-RT 1 TH 1 LT-RT	-- -- A (9)	N/A	-- -- A (9)	N/A
Build (2025)	EB WB NB[1]	1 TH-RT 1 TH 1 LT-RT	-- -- A (9)	N/A	-- -- A (9)	N/A

1. Level of service for minor-street approach.

Capacity analysis of Existing (2023), No-Build (2025), and Build (2025) conditions indicate that the minor-street approach of the intersection of Ottis F. Jones Parkway and Dick Street is expected to operate at LOS A during the weekday PM and Saturday PM peak hours. In order to improve traffic operations surrounding the site and reduce potential vehicle-pedestrian conflicts on Dick Street, it is recommended that Dick Street be temporarily closed for large events at the Crown Event Center between Ottis F. Jones Parkway and the northern site driveway of the proposed development to restrict access of Dick Street to/from Ottis F. Jones Parkway.

PERSON STREET + OTTIS F. JONES PARKWAY / BOW STREET

The intersection of Person Street and Ottis F. Jones Parkway / Bow Street is currently a signalized, four-leg intersection. This intersection was analyzed under Existing (2023), No-Build (2025), and Build (2025) conditions.

Table 10 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to Appendix J for the Synchro capacity analysis reports. Copies of the SimTraffic queueing and performance reports can be found in Appendix V.

TABLE 10: CAPACITY ANALYSIS SUMMARY OF PERSON STREET + OTTIS F. JONES PARKWAY / BOW STREET

Conditions	APPROACH	Lane Configurations	Weekday PM Peak Hour		Saturday PM Peak Hour	
			LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)
Existing (2023)	EB WB NB SB	1 LT-TH-RT 1 LT-TH, 1 RT 1 LT, 1 TH, 1 RT 1 LT, 1 TH-RT	A (7) A (5) B (13) B (12)	A (7)	A (7) A (5) B (13) B (13)	A (7)
No-Build (2025)	EB WB NB SB	1 LT-TH-RT 1 LT-TH, 1 RT 1 LT, 1 TH, 1 RT 1 LT, 1 TH-RT	A (9) A (6) B (15) B (14)	A (9)	A (9) A (6) B (15) B (14)	A (8)
Build (2025)	EB WB NB SB	1 LT-TH-RT 1 LT-TH, 1 RT 1 LT, 1 TH, 1 RT 1 LT, 1 TH-RT	B (12) A (8) B (18) B (18)	B (12)	A (10) A (6) B (18) B (18)	A (10)

Capacity analysis of Existing (2023), No-Build (2025), and Build (2025) conditions indicate that the intersection of Person Street and Ottis F. Jones Parkway / Bow Street is expected to operate at an overall LOS B or better during the weekday PM and Saturday PM peak hours. The proposed development is expected to add approximately 3 seconds of delay during the weekday PM peak hour and 2 seconds of delay during the Saturday PM peak hours under Build (2025) conditions. Due to the minor impacts at this intersection by the proposed development and expected acceptable future operations, no improvements are recommended.

I-95 BUS/US 301 (EASTERN BOULEVARD) + NC 24-210 (GROVE STREET)

The intersection of I-95 BUS/US 301 (Eastern Boulevard) and NC 24-210 (Grove Street) is currently a signalized, four-leg intersection. This intersection was analyzed under Existing (2023), No-Build (2025), and Build (2025) conditions.

Table 11 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to Appendix K for the Synchro capacity analysis reports. Copies of the SimTraffic queueing and performance reports can be found in Appendix V.

TABLE 11: CAPACITY ANALYSIS SUMMARY OF I-95 BUS/US 301 (EASTERN BOULEVARD) + NC 24-210 (GROVE STREET)

Conditions	APPROACH	Lane Configurations	Weekday PM Peak Hour		Saturday PM Peak Hour	
			LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)
Existing (2023)	EB WB NB SB	2 LT, 2 TH, 1 RT 2 LT, 3 TH, 1 RT 2 LT, 2 TH, 1 RT 1 LT, 3 TH, 1 RT	C (30) C (28) C (27) D (41)	C (31)	C (31) C (28) C (27) D (40)	C (31)
No-Build (2025)	EB WB NB SB	2 LT, 2 TH, 1 RT 2 LT, 3 TH, 1 RT 2 LT, 2 TH, 1 RT 1 LT, 3 TH, 1 RT	C (30) C (29) C (26) D (42)	C (31)	C (30) C (29) C (27) D (41)	C (31)
Build (2025)	EB WB NB SB	2 LT, 2 TH, 1 RT 2 LT, 3 TH, 1 RT 2 LT, 2 TH, 1 RT 1 LT, 3 TH, 1 RT	C (30) C (29) C (26) D (41)	C (31)	C (30) C (29) C (27) D (41)	C (31)

Capacity analysis of Existing (2023), No-Build (2025), and Build (2025) conditions indicate that the intersection of I-95 BUS/US 301 (Eastern Boulevard) and NC 24-210 (Grove Street) is expected to operate at an overall LOS C during the weekday PM and Saturday PM peak hours. Based on a comparison of No-Build (2025) and Build (2025) conditions, the proposed development is expected to account for a negligible increase in overall delay to the intersection. Due to the minor impacts at this intersection by the proposed development and expected acceptable future operations, no improvements are recommended.

NC 24-210 (ROWAN STREET / GROVE STREET) + RAMSEY STREET / GREEN STREET

The intersection of NC 24-210 (Rowan Street / Grove Street) and Ramsey Street / Green Street is currently a signalized, four-leg intersection. This intersection was analyzed under Existing (2023), No-Build (2025), and Build (2025) conditions.

Table 12 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to Appendix L for the Synchro capacity analysis reports. Copies of the SimTraffic queueing and performance reports can be found in Appendix V.

TABLE 12: CAPACITY ANALYSIS SUMMARY OF NC 24-210 (ROWAN STREET / GROVE STREET) + RAMSEY STREET / GREEN STREET

Conditions	APPROACH	Lane Configurations	Weekday PM Peak Hour		Saturday PM Peak Hour	
			LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)
Existing (2023)	EB WB NB SB	1 LT, 2 TH, 1 TH-RT 1 LT, 2 TH, 1 RT 2 LT, 1 TH, 1 TH-RT 2 LT, 1 TH, 1 TH-RT	C (23) B (18) D (38) D (39)	C (25)	B (19) B (14) D (38) C (39)	C (22)
No-Build (2025)	EB WB NB SB	1 LT, 2 TH, 1 TH-RT 1 LT, 2 TH, 1 RT 2 LT, 1 TH, 1 TH-RT 2 LT, 1 TH, 1 TH-RT	C (25) B (16) D (39) D (39)	C (26)	C (22) B (15) D (38) D (39)	C (24)
Build (2025)	EB WB NB SB	1 LT, 2 TH, 1 TH-RT 1 LT, 2 TH, 1 RT 2 LT, 1 TH, 1 TH-RT 2 LT, 1 TH, 1 TH-RT	C (26) B (17) D (39) D (38)	C (26)	C (23) B (16) D (39) D (39)	C (25)

Capacity analysis of Existing (2023), No-Build (2025), and Build (2025) conditions indicate that the intersection of NC 24-210 (Rowan Street / Grove Street) and Ramsey Street / Green Street is expected to operate at an overall LOS C during the weekday PM and Saturday PM peak hours. Based on comparison of No-Build (2025) and Build (2025) conditions, the proposed development is expected to account for a minor increase in overall delay to the intersection. Due to the minor impacts at this intersection by the proposed development and expected acceptable future operations, no improvements are recommended.

S. COOL SPRING STREET + LOT A ACCESS #1

The intersection of S. Cool Spring Street and Lot A Access #1 is currently an unsignalized, three-leg intersection. This intersection was analyzed under Existing (2023), No-Build (2025), and Build (2025) conditions.

Table 13 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to Appendix M for the Synchro capacity analysis reports. Copies of the SimTraffic queueing and performance reports can be found in Appendix V.

TABLE 13: CAPACITY ANALYSIS SUMMARY OF S. COOL SPRING STREET + LOT A ACCESS #1

Conditions	APPROACH	Lane Configurations	Weekday PM Peak Hour		Saturday PM Peak Hour	
			LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)
Existing (2023)	EB[2] NB[1] SB	1 LT-RT 1 LT, 1 TH 1 TH-RT	A (9) A (7) --	N/A	A (9) A (7) --	N/A
No-Build (2025)	EB[2] NB[1] SB	1 LT-RT 1 LT, 1 TH 1 TH-RT	A (9) A (7) --	N/A	A (9) A (7) --	N/A
Build (2025)	EB[2] NB[1] SB	1 LT-RT 1 LT, 1 TH 1 TH-RT	A (9) A (8) --	N/A	A (9) A (8) --	N/A

1. Level of service for major-street left-turn movement.
2. Level of service for minor-street approach.

Capacity analysis of Existing (2023), No-Build (2025), and Build (2025) conditions indicate that the major-street left-turn movement and minor-street approach at the intersection of S. Cool Spring Street and Lot A Access #1 are expected to operate at LOS A during the weekday PM and Saturday PM peak hours. Based on comparison of No-Build (2025) and Build (2025) conditions, the proposed development is expected to account for a negligible increase in delay to the minor-street approach and major-street left-turn movement. Due to the minor impacts at this intersection by the proposed development and expected acceptable future operations, no improvements are recommended.

S. COOL SPRING STREET + LOT A ACCESS #2

The intersection of S. Cool Spring Street and Lot A Access #2 is currently an unsignalized, three-leg intersection. This intersection was analyzed under Existing (2023), No-Build (2025), and Build (2025) conditions.

Table 14 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to Appendix N for the Synchro capacity analysis reports. Copies of the SimTraffic queueing and performance reports can be found in Appendix V.

TABLE 14: CAPACITY ANALYSIS SUMMARY OF S. COOL SPRING STREET + LOT A ACCESS #2

Conditions	APPROACH	Lane Configurations	Weekday PM Peak Hour		Saturday PM Peak Hour	
			LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)
Existing (2023)	EB[2] NB[1] SB	1 LT-RT 1 LT, 1 TH 1 TH-RT	A (9) A (7) --	N/A	A (9) A (7) --	N/A
No-Build (2025)	EB[2] NB[1] SB	1 LT-RT 1 LT, 1 TH 1 TH-RT	A (9) A (7) --	N/A	A (9) A (7) --	N/A
Build (2025)	EB[2] NB[1] SB	1 LT-RT 1 LT, 1 TH 1 TH-RT	A (10) A (7) --	N/A	A (9) A (8) --	N/A

1. Level of service for major-street left-turn movement.
2. Level of service for minor-street approach.

Capacity analysis of Existing (2023), No-Build (2025), and Build (2025) conditions indicate that the major-street left-turn movement and minor-street approach at the intersection of S. Cool Spring Street and Lot A Access #2 are expected to operate at LOS A during the weekday PM and Saturday PM peak hours. Based on comparison of No-Build (2025) and Build (2025) conditions, the proposed development is expected to account for a negligible increase in delay to the minor-street approach and major-street left-turn movement. Due to the minor impacts at this intersection by the proposed development and expected acceptable future operations, no improvements are recommended.

RUSSELL STREET + LOT A ACCESS #3

The intersection of Russell Street and Lot A Access #3 is currently an unsignalized, three-leg intersection. This intersection was analyzed under Existing (2023), No-Build (2025), and Build (2025) conditions.

Table 15 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to Appendix O for the Synchro capacity analysis reports. Copies of the SimTraffic queueing and performance reports can be found in Appendix V.

TABLE 15: CAPACITY ANALYSIS SUMMARY OF RUSSELL STREET + LOT A ACCESS #3

Conditions	APPROACH	Lane Configurations	Weekday PM Peak Hour		Saturday PM Peak Hour	
			LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)
Existing (2023)	EB WB SB[1]	2 TH 1 TH, 1 TH-RT 1 RT	-- -- A (9)	N/A	-- -- A (9)	N/A
No-Build (2025)	EB WB SB[1]	2 TH 1 TH, 1 TH-RT 1 RT	-- -- A (9)	N/A	-- -- A (9)	N/A
Build (2025)	EB WB SB[1]	2 TH 1 TH, 1 TH-RT 1 RT	-- -- A (9)	N/A	-- -- A (9)	N/A

1. Level of service for minor-street approach.

Capacity analysis of Existing (2023), No-Build (2025), and Build (2025) conditions indicate that the minor-street approach at the intersection of Russell Street and Lot A Access #3 is expected to operate at LOS A during the weekday PM and Saturday PM peak hours. Due to the minor impacts at this intersection by the proposed development and expected acceptable future operations, no improvements are recommended.

DONALDSON STREET + LOT B ACCESS #1

The intersection of Donaldson Street and Lot B Access #1 is currently an unsignalized, three-leg intersection. This intersection was analyzed under Existing (2023), No-Build (2025), and Build (2025) conditions. It should be noted that Lot B has two (2) access points on Donaldson Street, however; due to their close proximity with one another these were modeled as a single access point with the combined traffic from both driveways to provide for a conservative analysis of expected driveway operations.

Table 16 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to Appendix P for the Synchro capacity analysis reports. Copies of the SimTraffic queueing and performance reports can be found in Appendix V.

TABLE 16: CAPACITY ANALYSIS SUMMARY OF DONALDSON STREET + LOT B ACCESS #1

Conditions	APPROACH	Lane Configurations	Weekday PM Peak Hour		Saturday PM Peak Hour	
			LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)
Existing (2023)	WB[2] NB SB[1]	1 LT-RT 1 TH-RT 1 LT-TH	A (9) -- A (7)	N/A	A (9) -- A (7)	N/A
No-Build (2025)	WB[2] NB SB[1]	1 LT-RT 1 TH-RT 1 LT-TH	A (9) -- A (7)	N/A	A (9) -- A (7)	N/A
Build (2025)	WB[2] NB SB[1]	1 LT-RT 1 TH-RT 1 LT-TH	A (9) -- A (7)	N/A	A (9) -- A (7)	N/A

1. Level of service for major-street left-turn movement.
2. Level of service for minor-street approach.

Capacity analysis of Existing (2023), No-Build (2025), and Build (2025) conditions indicate that the major-street left-turn movement and minor-street approach at the intersection of Donaldson Street and Lot B Access #1 are expected to operate at LOS A during the weekday PM and Saturday PM peak hours. Based on comparison of No-Build (2025) and Build (2025) conditions, the proposed development is expected to account for a negligible increase in delay to the minor-street approach and major-street left-turn movement. Due to the minor impacts at this intersection by the proposed development and expected acceptable future operations, no improvements are recommended.

FRANKLIN STREET + LOT B ACCESS #2 / LOT C ACCESS #1

The intersection of Franklin Street and Lot B Access #2 / Lot C Access #1 is currently an unsignalized, four-leg intersection. This intersection was analyzed under Existing (2023), No-Build (2025), and Build (2025) conditions. It should be noted that Lot B has two (2) access points on Franklin Street, however; due to their close proximity with one another these were modeled as a single access point with the combined traffic from both driveways to provide for a conservative analysis of expected driveway operations.

Table 17 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to Appendix Q for the Synchro capacity analysis reports. Copies of the SimTraffic queueing and performance reports can be found in Appendix V.

TABLE 17: CAPACITY ANALYSIS SUMMARY OF FRANKLIN STREET + LOT B ACCESS #2 / LOT C ACCESS # 1

Conditions	APPROACH	Lane Configurations	Weekday PM Peak Hour		Saturday PM Peak Hour	
			LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)
Existing (2023)	EB[1] WB[1] NB[2] SB[2]	1 LT-TH-RT 1 LT-TH-RT 1 LT-TH-RT 1 LT-TH-RT	A (7) A (7) A (9) A (9)	N/A	A (7) A (7) A (10) A (9)	N/A
No-Build (2025)	EB[1] WB[1] NB[2] SB[2]	1 LT-TH-RT 1 LT-TH-RT 1 LT-TH-RT 1 LT-TH-RT	A (7) A (7) A (9) A (9)	N/A	A (7) A (7) A (10) A (10)	N/A
Build (2025)	EB[1] WB[1] NB[2] SB[2]	1 LT-TH-RT 1 LT-TH-RT 1 LT-TH-RT 1 LT-TH-RT	A (8) A (7) B (10) B (10)	N/A	A (8) A (7) B (11) B (11)	N/A

1. Level of service for major-street left-turn movement.
2. Level of service for minor-street approach.

Capacity analysis of Existing (2023), No-Build (2025), and Build (2025) conditions indicate that the major-street left-turn movement and minor-street approach at the intersection of Franklin Street and Lot B Access #2 / Lot C Access #1 are expected to operate at LOS B or better during the weekday PM and Saturday PM peak hours. Based on comparison of No-Build (2025) and Build (2025) conditions, the proposed development is expected to account for a minor increase in delay to the minor-street approaches and major-street left-turn movements. Due to the minor impacts at this intersection by the proposed development and expected acceptable future operations, no improvements are recommended.

HAY STREET + LOT C ACCESS #2

The intersection of Hay Street and Lot C Access #2 is currently an unsignalized, three-leg intersection. This intersection was analyzed under Existing (2023), No-Build (2025), and Build (2025) conditions.

Table 18 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to Appendix R for the Synchro capacity analysis reports. Copies of the SimTraffic queueing and performance reports can be found in Appendix V.

TABLE 18: CAPACITY ANALYSIS SUMMARY OF HAY STREET + LOT C ACCESS #2

Conditions	APPROACH	Lane Configurations	Weekday PM Peak Hour		Saturday PM Peak Hour	
			LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)
Existing (2023)	EB WB[1] NB[2]	1 TH-RT 1 LT-TH 1 LT-RT	-- A (8) B (10)	N/A	-- A (8) B (11)	N/A
No-Build (2025)	EB WB[1] NB[2]	1 TH-RT 1 LT-TH 1 LT-RT	-- A (8) B (11)	N/A	-- A (8) B (12)	N/A
Build (2025)	EB WB[1] NB[2]	1 TH-RT 1 LT-TH 1 LT-RT	-- A (8) B (12)	N/A	-- A (8) B (13)	N/A

1. Level of service for major-street left-turn movement.
2. Level of service for minor-street approach.

Capacity analysis of Existing (2023), No-Build (2025), and Build (2025) conditions indicate that the major-street left-turn movement and minor-street approach at the intersection of Hay Street and Lot C Access #2 are expected to operate at LOS B or better during the weekday PM and Saturday PM peak hours. Based on comparison of No-Build (2025) and Build (2025) conditions, the proposed development is expected to account for a negligible increase in delay to the minor-street approach and major-street left-turn movement. Due to the minor impacts at this intersection by the proposed development and expected acceptable future operations, no improvements are recommended.

FRANKLIN STREET + LOT D ACCESS

The intersection of Franklin Street and Lot D Access is currently an unsignalized, three-leg intersection. This intersection was analyzed under Existing (2023), No-Build (2025), and Build (2025) conditions.

Table 19 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to Appendix S for the Synchro capacity analysis reports. Copies of the SimTraffic queueing and performance reports can be found in Appendix V.

TABLE 19: CAPACITY ANALYSIS SUMMARY OF FRANKLIN STREET + LOT D ACCESS

Conditions	APPROACH	Lane Configurations	Weekday PM Peak Hour		Saturday PM Peak Hour	
			LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)
Existing (2023)	EB[1]	1 LT-TH	A (7)	N/A	A (7)	N/A
	WB	1 TH-RT	--		--	
	SB[2]	1 LT-RT	A (9)		A (9)	
No-Build (2025)	EB[1]	1 LT-TH	A (7)	N/A	A (7)	N/A
	WB	1 TH-RT	--		--	
	SB[2]	1 LT-RT	A (9)		A (9)	
Build (2025)	EB[1]	1 LT-TH	A (7)	N/A	A (8)	N/A
	WB	1 TH-RT	--		--	
	SB[2]	1 LT-RT	A (9)		A (10)	

1. Level of service for major-street left-turn movement.
2. Level of service for minor-street approach.

Capacity analysis of Existing (2023), No-Build (2025), and Build (2025) conditions indicate that the major-street left-turn movement and minor-street approach at the intersection of Franklin Street and Lot D Access are expected to operate at LOS A during the weekday PM and Saturday PM peak hours. Based on comparison of No-Build (2025) and Build (2025) conditions, the proposed development is expected to account for a negligible increase in delay to the minor-street approach and major-street left-turn movement. Due to the minor impacts at this intersection by the proposed development and expected acceptable future operations, no improvements are recommended.

BOW STREET + LOT E ACCESS

The intersection of Bow Street and Lot E Access is currently an unsignalized, three-leg intersection. This intersection was analyzed under Existing (2023), No-Build (2025), and Build (2025) conditions. It should be noted that Lot E has two (2) access points on Bow Street, however; due to their close proximity with one another these were modeled as a single access point with the combined traffic from both driveways to provide for a conservative analysis of expected driveway operations.

Table 20 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to Appendix T for the Synchro capacity analysis reports. Copies of the SimTraffic queueing and performance reports can be found in Appendix V.

TABLE 20: CAPACITY ANALYSIS SUMMARY OF BOW STREET + LOT E ACCESS

Conditions	APPROACH	Lane Configurations	Weekday PM Peak Hour		Saturday PM Peak Hour	
			LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)
Existing (2023)	WB[2] NB SB[1]	1 LT-RT 1 TH, 1 TH-RT 1 LT-TH	A (9) -- A (7)	N/A	A (9) -- A (7)	N/A
No-Build (2025)	WB[2] NB SB[1]	1 LT-RT 1 TH, 1 TH-RT 1 LT-TH	A (9) -- A (7)	N/A	A (9) -- A (7)	N/A
Build (2025)	WB[2] NB SB[1]	1 LT-RT 1 TH, 1 TH-RT 1 LT-TH	A (9) -- A (7)	N/A	A (9) -- A (7)	N/A

1. Level of service for major-street left-turn movement.
2. Level of service for minor-street approach.

Capacity analysis of Existing (2023), No-Build (2025), and Build (2025) conditions indicate that the major-street left-turn movement and minor-street approach at the intersection of Bow Street and Lot E Access are expected to operate at LOS A during the weekday PM and Saturday PM peak hours. Based on comparison of No-Build (2025) and Build (2025) conditions, the proposed development is expected to account for a negligible increase in delay to the minor-street approach and major-street left-turn movement. Due to the minor impacts at this intersection by the proposed development and expected acceptable future operations, no improvements are recommended.

PERSON STREET + LOT F ACCESS

The intersection of Person Street and Lot F Access is currently an unsignalized, three-leg intersection. This intersection was analyzed under Existing (2023), No-Build (2025), and Build (2025) conditions. It should be noted that Lot F has three (3) access points on Person Street, however; due to their close proximity with one another these were modeled as a single access point with the combined traffic from these driveways to provide for a conservative analysis of expected driveway operations.

Table 21 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to Appendix U for the Synchro capacity analysis reports. Copies of the SimTraffic queueing and performance reports can be found in Appendix V.

TABLE 21: CAPACITY ANALYSIS SUMMARY OF PERSON STREET + LOT F ACCESS

Conditions	APPROACH	Lane Configurations	Weekday PM Peak Hour		Saturday PM Peak Hour	
			LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)
Existing (2023)	EB[1] WB SB[2]	1 LT-TH 1 TH-RT 1 LT-RT	A (8) -- B (10)	N/A	A (8) -- B (11)	N/A
No-Build (2025)	EB[1] WB SB[2]	1 LT-TH 1 TH-RT 1 LT-RT	A (8) -- B (11)	N/A	A (8) -- B (12)	N/A
Build (2025)	EB[1] WB SB[2]	1 LT-TH 1 TH-RT 1 LT-RT	A (8) -- B (12)	N/A	A (8) -- B (13)	N/A

1. Level of service for major-street left-turn movement.
2. Level of service for minor-street approach.

Capacity analysis of Existing (2023), No-Build (2025), and Build (2025) conditions indicate that the major-street left-turn movement and minor-street approach at the intersection of Person Street and Lot F Access are expected to operate at LOS B or better during the weekday PM and Saturday PM peak hours. Based on comparison of No-Build (2025) and Build (2025) conditions, the proposed development is expected to account for a minor increase in delay to the minor-street approach and major-street left-turn movement. Due to the minor impacts at this intersection by the proposed development and expected acceptable future operations, no improvements are recommended.

TRAFFIC OPERATIONS

Due to the nature of the event traffic for the proposed site, which typically occurs in specific peaks for both ingress and egress traffic, the potential need for traffic control was also considered. Although parking payment cannot be considered in synchro capacity analysis for the subject parking lots, consideration should be provided for the City owned parking lots which will operate as paid lots during events. Depending on the payment structure, this may create additional delay / queues onsite which could impact off-site traffic operations. If in-person payment or kiosk / gate restricted payment is utilized during events, the payment location should be located internal to the parking lot to ensure queues do not spillover onto the adjacent roadways.

In order to facilitate improved pedestrian safety surrounding the venue, Rectangular Rapid Flashing Beacons (RRFB's) should be considered at the existing mid-block crossings along Dick Street, Ottis F. Jones Parkway, Bow Street, and Person Street. Crossing guards should be considered during large events at these mid-block pedestrian crossings, if RRFB installation is not desired. Temporary closure of Dick Street between Ottis F. Jones Parkway and the proposed development's northern site driveway on Dick Street is recommended to restrict access to/from Ottis F. Jones Parkway to reduce potential vehicle-pedestrian conflicts during large events at the Crown Event Center. Dick Street would serve as a dead-end street with all access served from Russell Street during times of this closure. In order to better facilitate parking and pedestrian routing to the facility, wayfinding / signage is recommended at all available parking facilities as well as for the desired pedestrian paths shown on Figure 11. It is recommended that a map of the available parking facilities be posted on the Crown Event Center website and communicated with attendees. As GPS routing is a vital resource for first time attendees, signage at the front of the venue should be provided for the location of nearby lots for those that are routed directly to the venue. Variable message signs may be appropriate for the corners of Gillespie Street and Russell Street to provide attendees with directions on available lots and drop-off areas. Additional signage should also be provided for the handicap parking facility, located at the venue. These wayfinding signs could be installed along the sidewalks, affixed to light poles, and could also include other nearby destinations, such as the Segra Baseball Stadium, and area museums. Temporary signage along the roadway could also be utilized for improved visibility. A more detailed traffic management plan is recommended for specific wayfinding recommendations and event specific operations.

Based on the preliminary site plan, the option for pedestrian drop-off along Gillespie street adjacent to the Crown Event Center is proposed. This drop-off would function similarly to a carpool with attendees being dropped off in a marked area outside of the flow of traffic and serve as an intermediate stop for vehicles which would then navigate to an off-site parking location or leave the study area depending on the trip type. This drop-off area is approximately 250 feet long and can accommodate up to ten (10) vehicles at a time, assuming an average vehicle length of 25 feet. Entry to the drop-off area would be restricted to northbound traffic along Gillespie so as to limit the disruption to traffic and minimize safety impacts. It should be noted that this drop-off was not included in the capacity analysis, as it would not be expected to generate any additional trips throughout the study.

Bicycle volumes were collected at the time of data collection of the vehicular traffic counts. Based on review of the Existing (2023) traffic volumes, there are currently low volumes of bicycle traffic throughout the study area. Despite the low bicycle usage in the area the developer is committed to providing additional bike parking on-site. While there are not currently bicycle facilities in the immediate study area, additional facilities could be considered in the future as part of a larger city improvement project which could increase bicycle usage and demand for these bicycle parking facilities.

BUS ROUTES

Public bus transportation is provided within downtown Fayetteville via the Fayetteville Area System of Transit (FAST) system. The FAST system currently has 17 bus routes serving downtown Fayetteville with the potential for four (4) of these routes to serve as an alternative means of transportation for event attendees due to the close proximity of a stop along the bus route to the proposed Crown Event Center. A summary of the current schedule of these bus routes and their regional connectivity is provided in Table 22, below.

TABLE 22: FAST BUS ROUTE INFORMATION

Route #	Name	Connectivity	Schedule			Frequency Of Service	Closest Stop
			Mon-Fri	Sat	Sun		
Route 3	Cedar Creek Road / East Fayetteville / Deep Creek Road	Eastern Fayetteville	6:00am – 6:55pm	8:00am – 5:55pm	9:00am – 5:55pm	Approx every 60 minutes	130 Gillespie Street
Route 4	Hillsborough Street / Department of Social Services / Rosehill Road	Northern Fayetteville	6:00am – 7:25pm	8:30am – 5:25pm	N/A	Approx every 30 minutes	Bow Street / Green Street
Route 5	Ramsey Street / Methodist University / Veterans Affairs Medical Center	Northern Fayetteville	7:00am – 8:55pm	8:00am – 8:55pm	9:00am – 6:55pm	Approx every 60 minutes	Cumberland County Court House
Route 8	Southern Avenue / Owen Drive / Cape Fear Valley Medical Center	Southern / Western Fayetteville	6:30am – 6:55pm	8:30am – 6:55pm	9:30am – 6:55pm	Approx every 60 minutes	130 Gillespie Street

These bus routes provide regional connectivity to other parts of downtown Fayetteville in all directions from the proposed Crown Event Center. Additionally, these routes are serviced frequently every half hour to an hour and are in operation throughout most of the day. It is recommended that consideration be made for extension of these route schedules to encompass the anticipated event times for the Crown Event Center for increased transportation options for attendees and employees. The approximate walking distances from the nearest stop for each bus route to the entrance of the proposed Crown Event Center are shown in Table 23, below.

TABLE 23: FAST BUS ROUTE INFORMATION

Route #	Stop Location	Approximate Distance to Crown Event Center Entrance
Route 3	130 Gillespie Street	210 feet
Route 4	Bow Street / Green Street	1,350 feet
Route 5	Cumberland County Court House	130 feet
Route 8	130 Gillespie Street	210 feet

Based on a review of the current schedule of bus routes, routes 3, 5, and 8 currently stop within one-block of the proposed Crown Event Center which puts passengers within 250 feet of the proposed entrance on either Gillespie Street or Ottis F. Jones Parkway. Route 4 currently stops on Bow Street at the location of LOT E approximately 1,350 feet from the entrance of the proposed event center. Multiple street crossings are required to navigate from the site to the nearest bus stop for route 4. It should be noted that of these three (3) bus stops, only one (1) location features any amenities for passengers. The bus stop on Ottis F. Jones Parkway for route 5 features as small bench for waiting passengers with no shelter.

PEDESTRIAN NAVIGATION

Multimodal facilities in the study area surrounding the site were evaluated to determine likely traffic patterns for pedestrians navigating from the off-site parking locations to the proposed event venue. The presence of sidewalks and intersection crossings were considered to provide a recommended safe travel route during event times for each parking area. Potential areas of concern were also identified such as areas without ADA-compliant sidewalks or signalized pedestrian crosswalks. A summary of the findings for each designated parking area is provided below. Refer to Figure 11 for a visualization of the recommended pedestrian navigation routes from each respectively parking lot included in this study.

LOT A – COURTHOUSE LOT

Paved sidewalks exist along the north side of Russell Street and south side of Person Street leading to Dick Street and Ottis F. Jones Parkway. Once these paths converge on the west side of the courthouse, attendees are expected to utilize the designated pedestrian crossing of Dick Street south of Ottis F. Jones Parkway to then travel along the paved sidewalk along the south side of Ottis F. Jones Parkway to reach the site. It is recommended that the developer consider installation of a Rectangular Rapid Flashing Beacons (RRFB) at this unsignalized crosswalk location in order to provide increased visibility for pedestrians crossing Dick Street.

An alternative route between the courthouse buildings exists that attendees could take to shorten the distance from this parking lot to the pedestrian crossing of Dick Street, however; this route involves a series of Stairs and is not ADA-compliant without access to elevators inside the building. While this route is feasible to some it is not a recommended route for this reason.

LOT B – DONALDSON LOT

Paved sidewalks exist along the south side of Franklin Street leading to a signalized pedestrian crosswalk through the intersection of Gillepsie Street and Franklin Street / Ottis F. Jones Parkway.

Another potential route for attendees who park further away from Franklin Street is that of utilizing the paved sidewalks along the eastern side of Donaldson Street and northern side of Russell Street that lead to a signalized pedestrian crosswalk through the intersection of Russell Street and Gillespie Street

LOT C – 113 HAY STREET PARKING

Paved sidewalks exist along the north side of Franklin Street leading to a signalized pedestrian crosswalk through the intersection of Gillepsie Street and Franklin Street / Ottis F. Jones Parkway. Due to the relatively short and direct path there are not expected to be alternative paths used by attendees who park at this location.

LOT D – FAYETTEVILLE STREET PARKING DECK

Paved sidewalks exist along the north side of Franklin Street leading to a signalized pedestrian crosswalk through the intersection of Gillepsie Street and Franklin Street / Ottis F. Jones Parkway. Due to the relatively short and direct path there are not expected to be alternative paths used by attendees who park at this location.

LOT E – BOW AND ANN STREET PARKING LOT

Paved sidewalks exist along the north and south sides of Bow Street leading to signalized pedestrian crosswalks through the intersection of Person Street and Ottis F. Jones Parkway / Bow Street on either side. Paved sidewalks also exist along both sides of Ottis F. Jones Parkway leading to the proposed site. It should be noted that unsignalized pedestrian crossings exist along Bow Street at Ann Street and along Ottis F. Jones Parkway at Dick Street that provide alternative paths for attendees traveling to/from this lot. It is recommended that the developer consider installation of a Rectangular Rapid Flashing Beacons (RRFB) at these unsignalized crosswalk locations in order to provide increased visibility for pedestrians crossing these roadways.

LOT F – 235 PERSON STREET PARKING LOT

Paved sidewalks exist along the north of Person Street leading to a signalized pedestrian crosswalk through the intersection of Person Street and Ottis F. Jones Parkway / Bow Street. Beyond this point this route becomes that of the previously mentioned ideal route for both Lot A and Lot E – traveling along the south side of Ottis F. Jones Parkway and crossing Dick Street. It should be noted that an unsignalized pedestrian crossing exists across Person Street right in front of Person Street that can provide an alternative path for attendees traveling to/from this lot. It is recommended that the developer consider installation of a Rectangular Rapid Flashing Beacons (RRFB) at this unsignalized crosswalk location in order to provide increased visibility for pedestrians crossing these roadways.

MULTIMODAL ANALYSIS

Pedestrian operations at all identified likely pedestrian crossing locations were analyzed to determine if these roadway crossings could accommodate pedestrian traffic navigating to/from the proposed event venue. Pedestrian LOS was determined for signalized and unsignalized operations based on HCM 6th Edition reporting within Synchro. Due to HCM 6th Edition reporting limitations, pedestrian LOS could only be reported for the major-street approaches. Table 24 provides the multimodal analysis results at these intersection under Build (2025) conditions. Refer to Appendix W for a copy of the Synchro multimodal analysis reports.

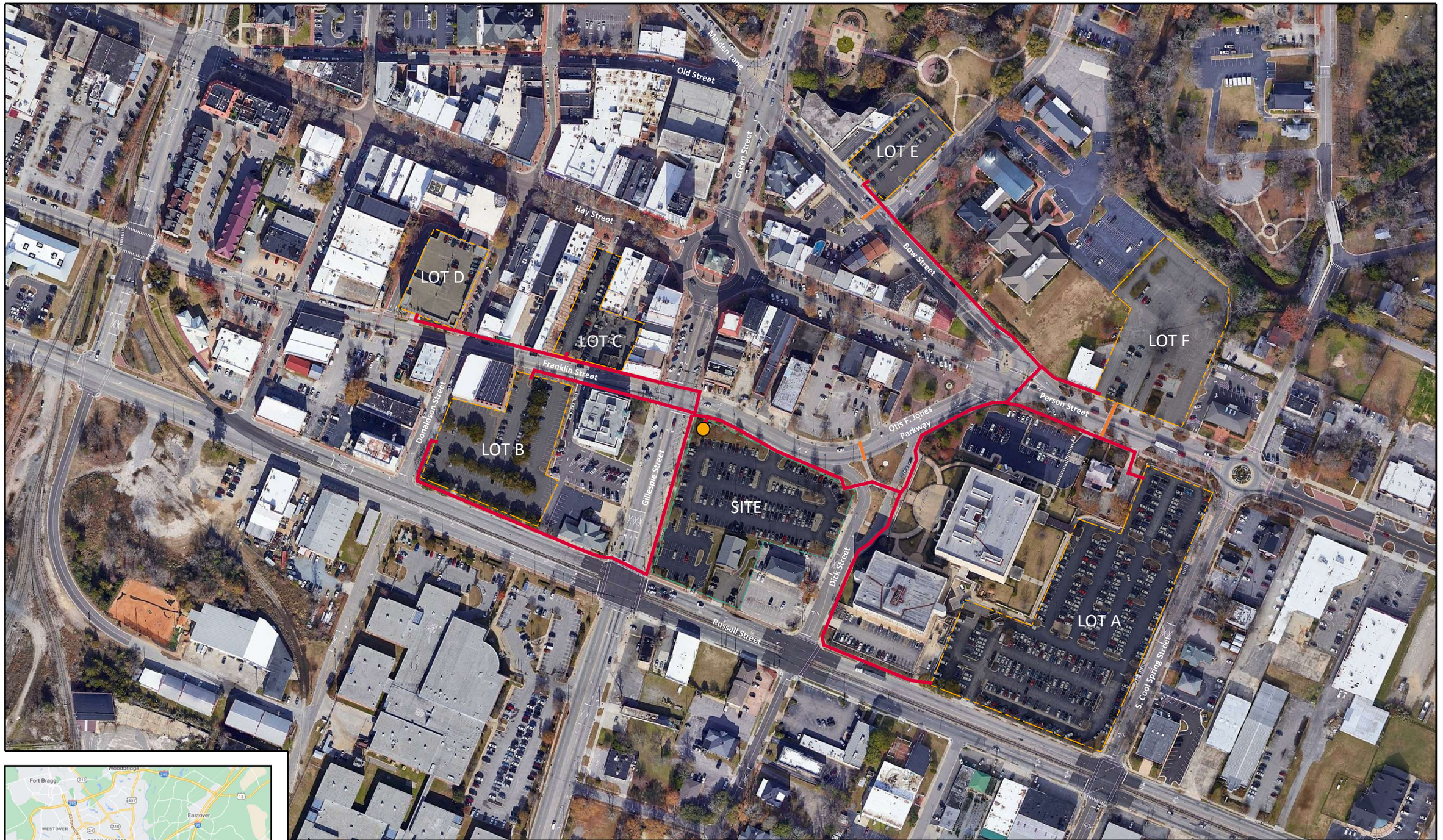
TABLE 24: MULTIMODAL ANALYSIS SUMMARY

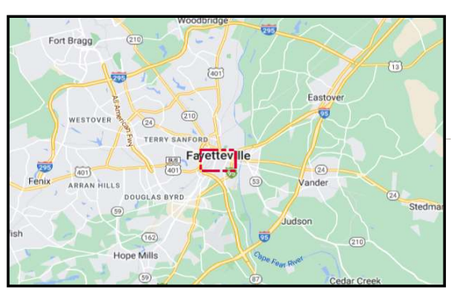
Intersection	Conditions	APPROACH	Weekday PM Peak Hour	Saturday PM Peak Hour
			LOS and Approach Delay (seconds)	LOS and Approach Delay (seconds)
Russell Street + Gillespie Street	Build (2025)	EB	C (2.57)[1]	C (2.57)[1]
		WB	B (2.43)[1]	B (2.42)[1]
		NB	B (2.45)[1]	B (2.44)[1]
		SB	B (2.24)[1]	B (2.24)[1]
Gillespie Street + Franklin Street / Ottis F. Jones Parkway	Build (2025)	EB	B (2.03)[1]	B (2.04)[1]
		WB	B (1.99)[1]	B (1.99)[1]
		NB	B (2.24)[1]	B (2.24)[1]
		SB	B (2.10)[1]	B (2.10)[1]
Person Street + Ottis F. Jones Parkway / Bow Street	Build (2025)	EB	B (1.85)[1]	B (1.87)[1]
		WB	B (2.09)[1]	B (2.14)[1]
		NB	B (2.17)[1]	B (2.17)[1]
		SB	B (2.02)[1]	B (2.03)[1]
Ottis F. Jones Parkway + Dick Street	Build (2025)	EB	A (2.37)[2]	A (2.53)[2]
		WB	A (2.37)[2]	A (2.53)[2]
		NB	--	--
Bow Street + Lot E Access	Build (2025)	WB	--	--
		NB	B (8.63)[2]	B (9.54)[2]
		SB	B (5.75)[2]	B (6.34)[2]
Person Street + Lot F Access	Build (2025)	EB	C (17.02)[2]	D (23.15)[2]
		WB	C (17.02)[2]	D (23.15)[2]
		SB	--	--

1. Pedestrian level-of-service for signalized intersections provided as a crossing score.
2. Pedestrian level-of-service for unsignalized intersections provided as a pedestrian delay in seconds for the major-street crossing only.

Pedestrian analysis of the study intersections indicates that all crossings analyzed are expected to operate at LOS D or better under all analysis scenarios. It should be noted that geometric characteristics such as curb bulb-outs could not be modeled in Synchro but would be expected to reduce delays and improve levels-of-service reported due to the decreased crossing length in the field.

Based on a review of the multimodal analysis in this study, no additional improvements are recommended by the proposed development outside of those previously identified.





LEGEND

- Prefered Pedestrian Route
- Alternative Mid-Block Crossing
- Site Entrance
- Site Location
- Off-Site Parking Lot

Crown Event Center

Fayetteville, NC

Pedestrian Routes

Scale: Not to Scale | Figure 11

McAdams

CONCLUSION / RECOMMENDATIONS

The purpose of this Traffic Impact Analysis is to determine the potential traffic impacts of this development and to identify transportation improvements that may be required to mitigate the impacts on the roadway network. The proposed event center development will be located in the southeast quadrant of Gillespie Street and Ottis F. Jones Parkway in Fayetteville, NC. Site access will be served via two (2) full movement driveways on Dick Street and one (1) right-in-right-out (RIRO) driveway on Russell Street. These driveways were not studied in this report as they are expected to serve delivery / truck traffic, and handicap parking only and thus are not expected to provide general parking for the public. The site is currently a parking lot with 203 spaces and is expected to be replaced by a 3,000-seat event center. The proposed site is expected to be built-out by the year 2025.

Based on the approved scoping, the following intersections were included in this TIA study area:

- Russell Street and Gillespie Street
- Russell Street and Dick Street
- Gillespie Street and Franklin Street / Ottis F. Jones Parkway
- Green Street and Bow Street / Old Street / Maiden Lane
- Ottis F. Jones Parkway and Dick Street
- Person Street and Ottis F. Jones Parkway / Bow Street
- I-95 BUS/US 301 (Eastern Boulevard) and NC 24-210 (Grove Street)
- NC 24-210 (Rowan Street / Grove Street) and Ramsey Street / Green Street

Due to the unique nature of the site, which is not expected to provide on-site parking, the following off-site parking lot driveways were studied:

- Courthouse Lot (Lot A)
  - S. Cool Spring Street Northern Driveway (Access #1)
  - S. Cool Spring Street Southern Driveway (Access #2)
  - Russel Street Driveway (Access #3)
- Donaldson Street Parking Lot (Lot B)
  - Donaldson Street Driveway (Access #1)
  - Franklin Street Driveway (Access #2)
- 113 Hay Street Parking Lot (Lot C)
  - Franklin Street Driveway (Access #1)
  - Hay Street Driveway (Access #2)
- Fayetteville Street Parking Deck (Lot D)
- Bow and Ann Street Parking Lot (Lot E)
- 235 Person Street Parking Lot (Lot F)

Capacity analysis was conducted at all study intersections according to NCDOT and City guidelines utilizing the methodology contained in the *Highway Capacity Manual (HCM),* 6th Edition, published by the Transportation Research Board. Based on review of adjacent development and background information provided by NCDOT and the City, the following improvements have been identified or are recommended to accommodate future traffic conditions. Figure 12, provides a graphical representation of recommended improvements at the study intersections.

Recommended Improvements by Developer

<u>Ottis F. Jones Parkway + Pedestrian Crossing at Dick Street</u>

- Consider installation of a Rectangular Rapid Flashing Beacon (RRFB) to facilitate safer pedestrian crossing of Ottis F. Jones Parkway.
- Consider installation of a Rectangular Rapid Flashing Beacon (RRFB) to facilitate safer pedestrian crossing of Dick Street.

Bow Street + Lot E Access / Ann Street

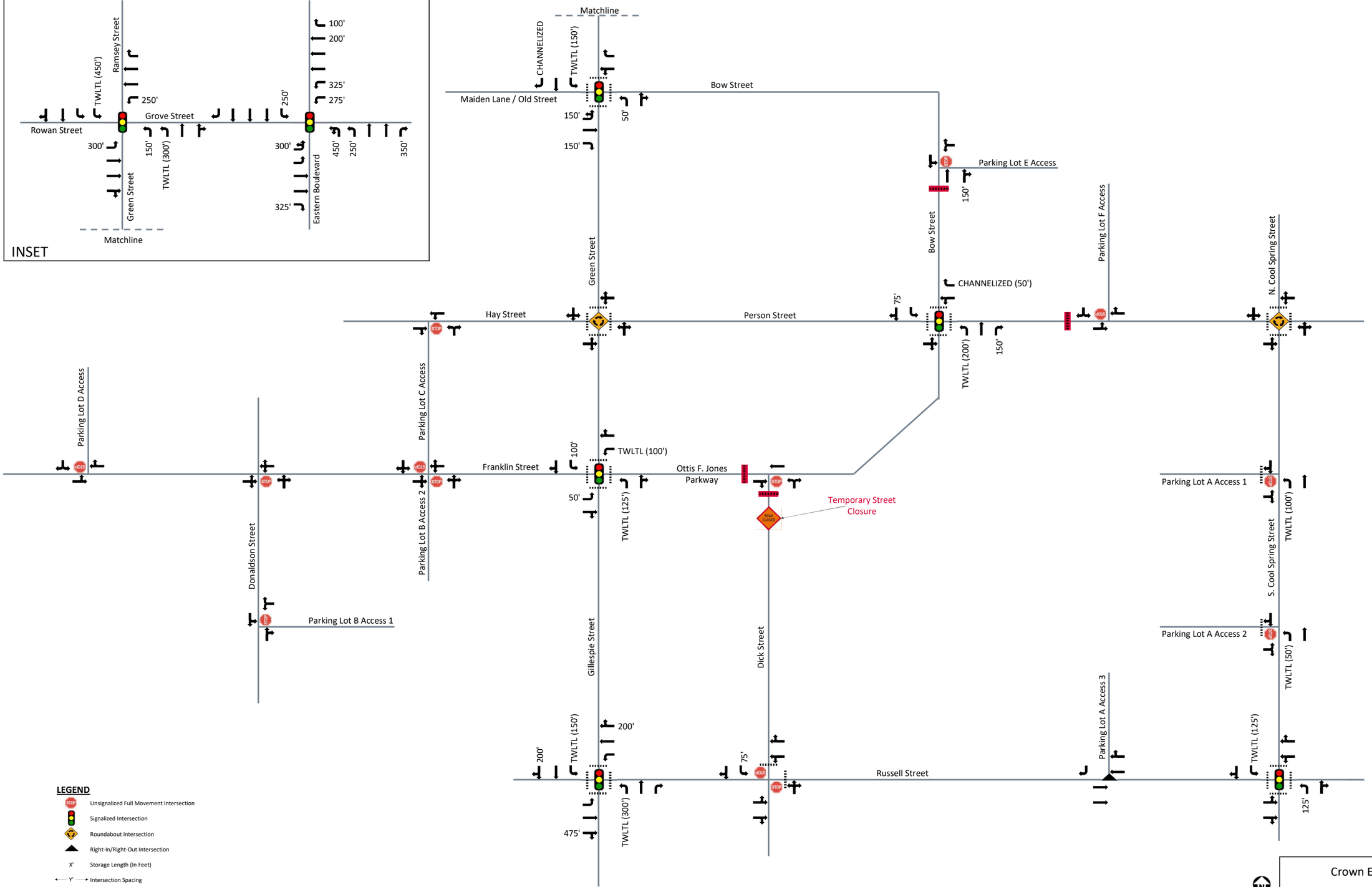
- Consider installation of a Rectangular Rapid Flashing Beacon (RRFB) to facilitate safer pedestrian crossing of Bow Street.

Person Street + Lot F Access

- Consider installation of a Rapid Rectangular Flashing Beacon (RRFB) to facilitate safer pedestrian crossing of Person Street.

Recommended Traffic Operations by Developer

- Provide wayfinding and signage for pedestrians and parking directions.
- Temporarily close off the northern end of Dick Street at the intersection with Ottis F. Jones Parkway during peak demand events in order to reduce vehicle-pedestrian conflicts.



LEGEND

- Unsignalized Full Movement Intersection
- Signalized Intersection
- Roundabout Intersection
- Right-In/Right-Out Intersection
- X' Storage Length (In Feet)
- Y' Intersection Spacing
- Pedestrian Crosswalk
- Recommended Consideration for RRFB Crossing
- Recommended Temporary Road Closure

Crown Event Center

Fayetteville, NC

Recommended Lane Configrations

Scale: Not to Scale | Figure 12

McAdams

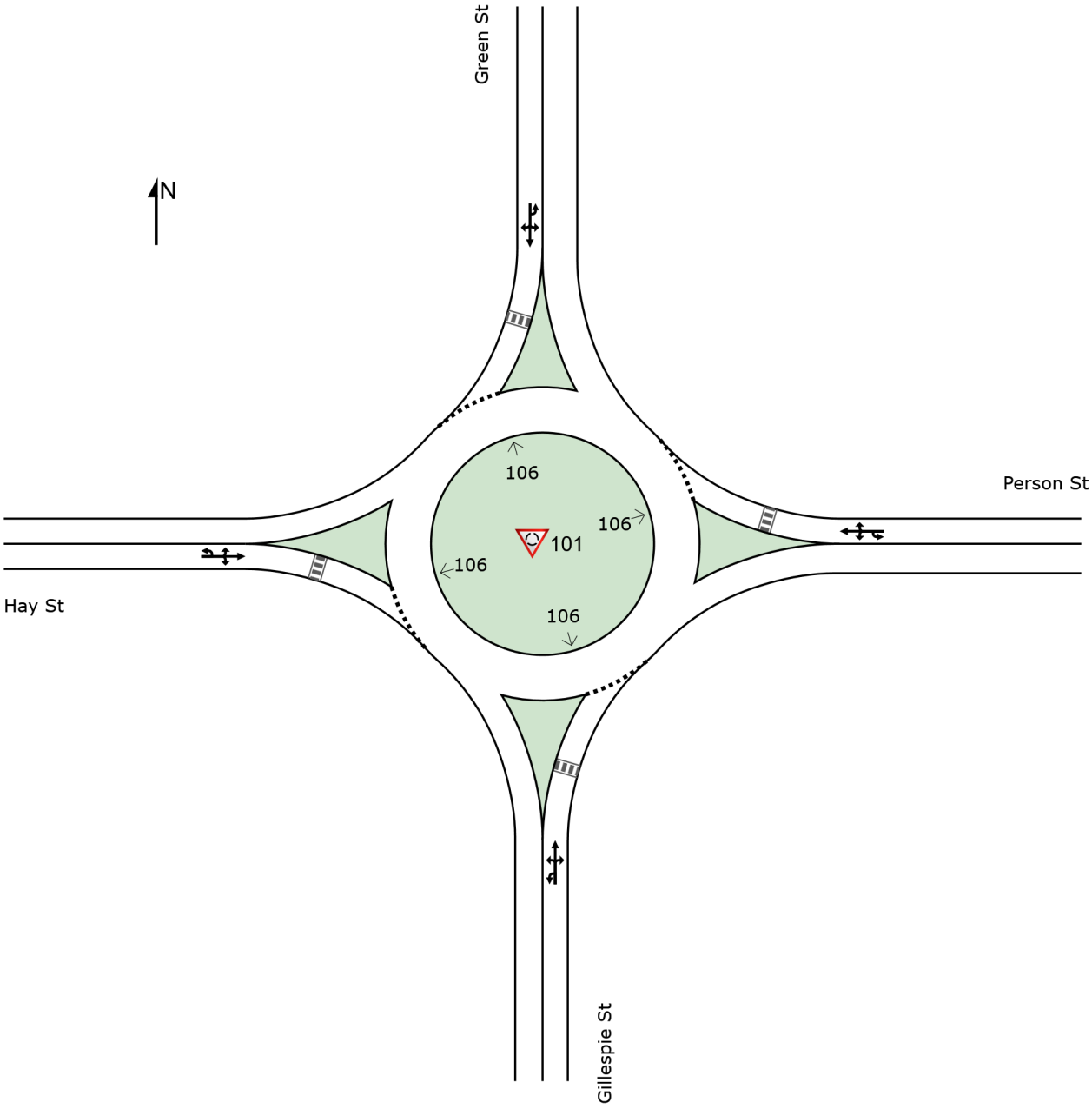
APPENDIX E: EXISTING CONDITIONS (2024) ANALYSIS OUTPUTS

SITE LAYOUT

Site: 101 [AM Peak (Site Folder: General)]

Green St / Gillespie St @ Hay St / Person St
Site Category: Base Year
Roundabout

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



MOVEMENT SUMMARY

Site: 101 [AM Peak (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Green St / Gillespie St @ Hay St / Person St
Site Category: Base Year
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
South: Gillespie St															
3u	U	All MCs	1	0.0	1	0.0	0.405	7.0	LOS A	2.4	61.9	0.45	0.24	0.45	15.4
1	L2	All MCs	59	0.0	59	0.0	0.405	7.0	LOS A	2.4	61.9	0.45	0.24	0.45	13.9
2	T1	All MCs	366	4.0	366	4.0	0.405	7.3	LOS A	2.4	61.9	0.45	0.24	0.45	16.1
3	R2	All MCs	24	9.0	24	9.0	0.405	7.8	LOS A	2.4	61.9	0.45	0.24	0.45	14.1
Approach			450	3.7	450	3.7	0.405	7.3	LOS A	2.4	61.9	0.45	0.24	0.45	15.5
East: Person St															
1u	U	All MCs	1	0.0	1	0.0	0.137	5.6	LOS A	0.6	14.4	0.54	0.43	0.54	13.5
4	L2	All MCs	8	0.0	8	0.0	0.137	5.6	LOS A	0.6	14.4	0.54	0.43	0.54	13.9
5	T1	All MCs	99	1.0	99	1.0	0.137	5.8	LOS A	0.6	14.4	0.54	0.43	0.54	13.2
6	R2	All MCs	4	0.0	4	0.0	0.137	5.6	LOS A	0.6	14.4	0.54	0.43	0.54	14.1
Approach			112	0.9	112	0.9	0.137	5.8	LOS A	0.6	14.4	0.54	0.43	0.54	13.3
North: Green St															
7u	U	All MCs	3	0.0	3	0.0	0.446	7.7	LOS A	2.9	72.1	0.48	0.26	0.48	8.0
7	L2	All MCs	21	0.0	21	0.0	0.446	7.7	LOS A	2.9	72.1	0.48	0.26	0.48	14.0
8	T1	All MCs	325	2.0	325	2.0	0.446	7.9	LOS A	2.9	72.1	0.48	0.26	0.48	15.3
9	R2	All MCs	157	0.0	157	0.0	0.446	7.7	LOS A	2.9	72.1	0.48	0.26	0.48	13.6
Approach			505	1.3	505	1.3	0.446	7.8	LOS A	2.9	72.1	0.48	0.26	0.48	14.5
West: Hay St															
5u	U	All MCs	10	0.0	10	0.0	0.180	5.4	LOS A	0.8	20.2	0.50	0.35	0.50	12.9
10	L2	All MCs	45	0.0	45	0.0	0.180	5.4	LOS A	0.8	20.2	0.50	0.35	0.50	8.3
11	T1	All MCs	90	2.0	90	2.0	0.180	5.7	LOS A	0.8	20.2	0.50	0.35	0.50	13.3
12	R2	All MCs	24	0.0	24	0.0	0.180	5.4	LOS A	0.8	20.2	0.50	0.35	0.50	13.6
Approach			168	1.1	168	1.1	0.180	5.6	LOS A	0.8	20.2	0.50	0.35	0.50	11.8
All Vehicles			1236	2.1	1236	2.1	0.446	7.1	LOS A	2.9	72.1	0.48	0.28	0.48	14.1

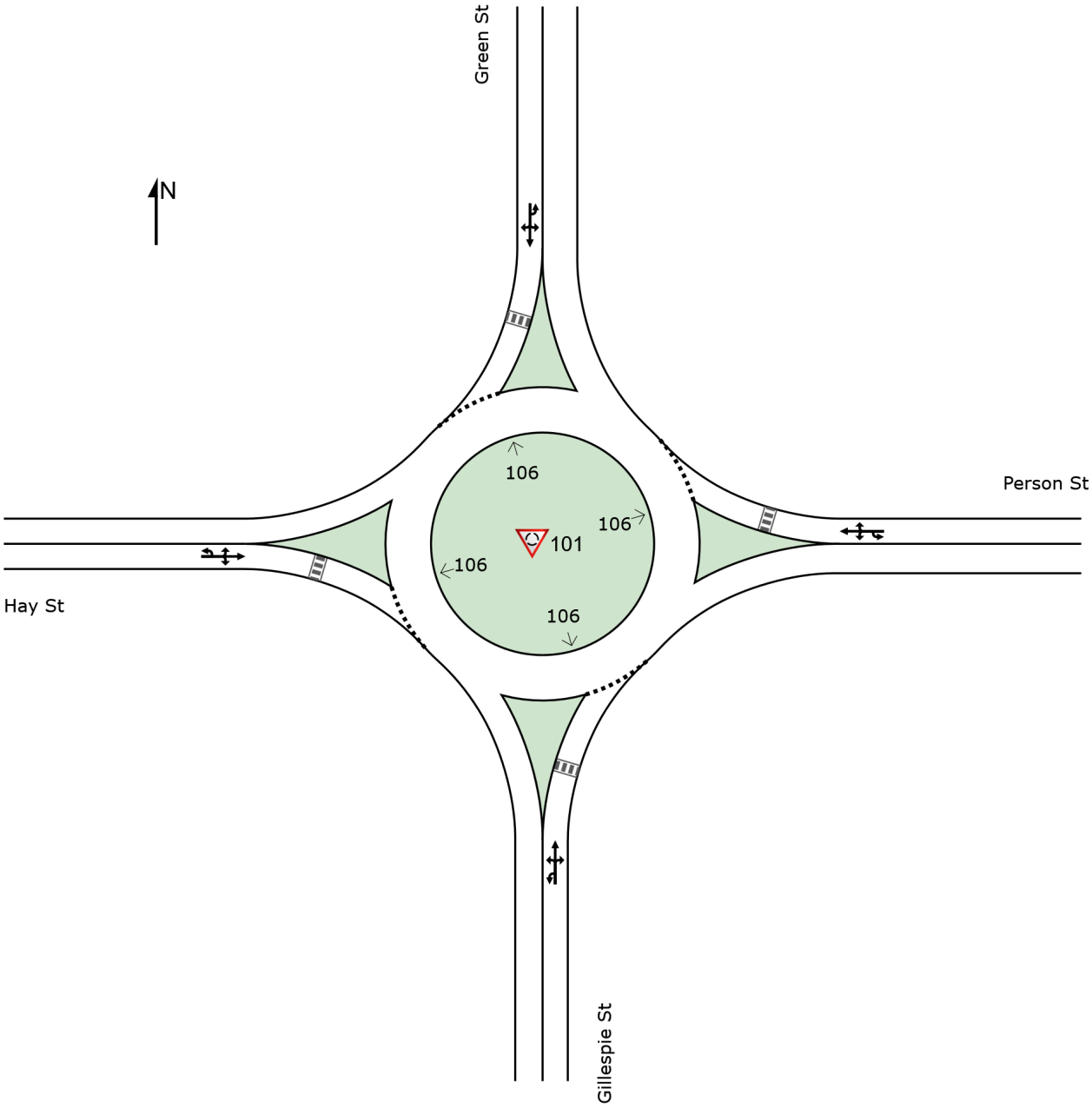
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SITE LAYOUT

Site: 101 [PM Peak (Site Folder: General)]

Green St / Gillespie St @ Hay St / Person St
Site Category: Base Year
Roundabout

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



MOVEMENT SUMMARY

Site: 101 [PM Peak (Site Folder: General)]

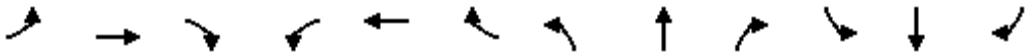
Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Green St / Gillespie St @ Hay St / Person St
Site Category: Base Year
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
South: Gillespie St															
3u	U	All MCs	4	0.0	4	0.0	0.358	7.0	LOS A	1.8	48.0	0.52	0.34	0.52	15.1
1	L2	All MCs	57	0.0	57	0.0	0.358	7.0	LOS A	1.8	48.0	0.52	0.34	0.52	13.7
2	T1	All MCs	268	6.0	268	6.0	0.358	7.6	LOS A	1.8	48.0	0.52	0.34	0.52	15.8
3	R2	All MCs	18	6.0	18	6.0	0.358	7.6	LOS A	1.8	48.0	0.52	0.34	0.52	14.0
Approach			348	5.0	348	5.0	0.358	7.5	LOS A	1.8	48.0	0.52	0.34	0.52	15.2
East: Person St															
1u	U	All MCs	1	0.0	1	0.0	0.186	5.9	LOS A	0.8	20.4	0.54	0.42	0.54	15.7
4	L2	All MCs	9	0.0	9	0.0	0.186	5.9	LOS A	0.8	20.4	0.54	0.42	0.54	13.8
5	T1	All MCs	132	2.0	132	2.0	0.186	6.2	LOS A	0.8	20.4	0.54	0.42	0.54	13.1
6	R2	All MCs	16	0.0	16	0.0	0.186	5.9	LOS A	0.8	20.4	0.54	0.42	0.54	14.0
Approach			158	1.7	158	1.7	0.186	6.1	LOS A	0.8	20.4	0.54	0.42	0.54	13.2
North: Green St															
7u	U	All MCs	2	0.0	2	0.0	0.468	8.3	LOS A	3.0	75.4	0.53	0.32	0.53	7.9
7	L2	All MCs	26	0.0	26	0.0	0.468	8.3	LOS A	3.0	75.4	0.53	0.32	0.53	13.8
8	T1	All MCs	327	1.0	327	1.0	0.468	8.4	LOS A	3.0	75.4	0.53	0.32	0.53	14.9
9	R2	All MCs	154	1.0	154	1.0	0.468	8.4	LOS A	3.0	75.4	0.53	0.32	0.53	13.4
Approach			510	0.9	510	0.9	0.468	8.4	LOS A	3.0	75.4	0.53	0.32	0.53	14.2
West: Hay St															
5u	U	All MCs	11	0.0	11	0.0	0.339	7.3	LOS A	1.7	42.6	0.57	0.41	0.57	8.7
10	L2	All MCs	91	4.0	91	4.0	0.339	7.8	LOS A	1.7	42.6	0.57	0.41	0.57	8.0
11	T1	All MCs	141	2.0	141	2.0	0.339	7.5	LOS A	1.7	42.6	0.57	0.41	0.57	12.8
12	R2	All MCs	61	5.0	61	5.0	0.339	7.9	LOS A	1.7	42.6	0.57	0.41	0.57	12.8
Approach			304	3.1	304	3.1	0.339	7.7	LOS A	1.7	42.6	0.57	0.41	0.57	11.0
All Vehicles			1320	2.6	1320	2.6	0.468	7.7	LOS A	3.0	75.4	0.54	0.36	0.54	13.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.



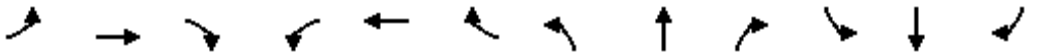
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	83	22	7	91	4	54	337	22	22	299	144
Future Volume (vph)	50	83	22	7	91	4	54	337	22	22	299	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.981			0.995			0.993			0.958	
Flt Protected		0.984			0.997			0.993			0.998	
Satd. Flow (prot)	0	1798	0	0	1848	0	0	1801	0	0	1792	0
Flt Permitted		0.984			0.997			0.993			0.998	
Satd. Flow (perm)	0	1798	0	0	1848	0	0	1801	0	0	1792	0
Link Speed (mph)		15			15			25			25	
Link Distance (ft)		1013			1007			322			389	
Travel Time (s)		46.0			45.8			8.8			10.6	
Peak Hour Factor	0.68	0.68	0.68	0.75	0.75	0.75	0.81	0.81	0.81	0.78	0.78	0.78
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	9%	2%	2%	0%
Adj. Flow (vph)	74	122	32	9	121	5	67	416	27	28	383	185
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	228	0	0	135	0	0	510	0	0	596	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary			
Area Type:	Other		
Control Type: Roundabout			
Intersection Capacity Utilization 61.3%		ICU Level of Service B	
Analysis Period (min) 15			

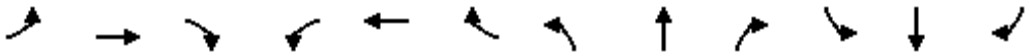
Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	228	135	510	596
Demand Flow Rate, veh/h	232	137	530	605
Vehicles Circulating, veh/h	429	576	228	200
Vehicles Exiting, veh/h	376	182	433	513
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.9	6.7	9.0	9.6
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	232	137	530	605
Cap Entry Lane, veh/h	891	767	1094	1125
Entry HV Adj Factor	0.981	0.982	0.963	0.986
Flow Entry, veh/h	228	135	510	596
Cap Entry, veh/h	874	753	1053	1109
V/C Ratio	0.260	0.179	0.485	0.538
Control Delay, s/veh	6.9	6.7	9.0	9.6
LOS	A	A	A	A
95th %tile Queue, veh	1	1	3	3



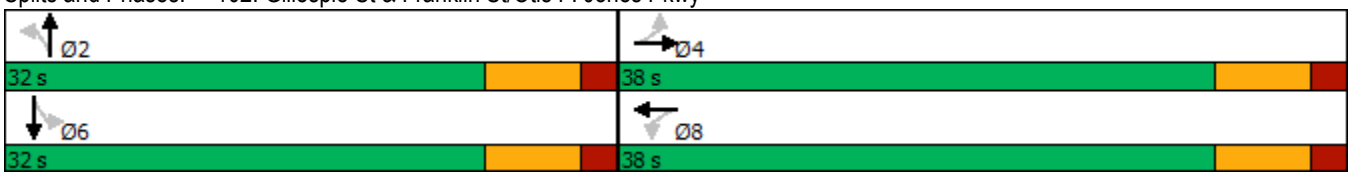
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	40	11	27	37	6	18	373	43	27	242	58
Future Volume (vph)	25	40	11	27	37	6	18	373	43	27	242	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	90		0	135		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.968			0.979			0.984			0.971	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1732	0	1687	1824	0	1770	1796	0	1770	1809	0
Flt Permitted	0.715			0.705			0.512			0.438		
Satd. Flow (perm)	1332	1732	0	1252	1824	0	954	1796	0	816	1809	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1006			550			1038			322	
Travel Time (s)		27.4			15.0			28.3			8.8	
Peak Hour Factor	0.63	0.63	0.63	0.67	0.67	0.67	0.85	0.85	0.85	0.76	0.76	0.76
Heavy Vehicles (%)	2%	3%	18%	7%	2%	2%	2%	4%	5%	2%	2%	2%
Adj. Flow (vph)	40	63	17	40	55	9	21	439	51	36	318	76
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	80	0	40	64	0	21	490	0	36	394	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	38.0	38.0		35.0	35.0		28.0	28.0		28.0	28.0	
Total Split (s)	38.0	38.0		38.0	38.0		32.0	32.0		32.0	32.0	
Total Split (%)	54.3%	54.3%		54.3%	54.3%		45.7%	45.7%		45.7%	45.7%	
Maximum Green (s)	31.0	31.0		31.0	31.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0		-2.0	-2.0		-2.0	-2.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	24.0	24.0		21.0	21.0		14.0	14.0		12.0	12.0	
Pedestrian Calls (#/hr)	3	3		0	0		5	5		2	2	
Act Effct Green (s)	12.8	12.8		12.8	12.8		33.3	33.3		33.3	33.3	
Actuated g/C Ratio	0.24	0.24		0.24	0.24		0.63	0.63		0.63	0.63	
v/c Ratio	0.12	0.19		0.13	0.14		0.03	0.43		0.07	0.34	
Control Delay	14.0	14.9		14.2	14.2		9.3	10.8		9.4	9.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	14.0	14.9		14.2	14.2		9.3	10.8		9.4	9.8	
LOS	B	B		B	B		A	B		A	A	
Approach Delay		14.6			14.2			10.8			9.8	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)	9	18		9	14		2	63		4	47	
Queue Length 95th (ft)	16	27		18	24		18	255		23	167	
Internal Link Dist (ft)		926			470			958			242	
Turn Bay Length (ft)	50			90			135			100		
Base Capacity (vph)	856	1114		805	1173		605	1140		518	1148	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.05	0.07		0.05	0.05		0.03	0.43		0.07	0.34	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 52.5			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.43			
Intersection Signal Delay: 11.1		Intersection LOS: B	
Intersection Capacity Utilization 38.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 102: Gillespie St & Franklin St/Otis F. Jones Pkwy



Lane Group	EBL	EBT	EBR	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR2
Lane Configurations												
Traffic Volume (vph)	154	16	136	16	18	106	40	289	19	99	320	129
Future Volume (vph)	154	16	136	16	18	106	40	289	19	99	320	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	85		100	0	0		40		0	150		
Storage Lanes	1		1	1	1		1		0	1		
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.850			0.991				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1597	1557	0	1770	1796	0	1736	1863	1583
Flt Permitted	0.950			0.950			0.519			0.288		
Satd. Flow (perm)	1770	1863	1583	1597	1557	0	967	1796	0	526	1863	1583
Right Turn on Red			No			No			No			Yes
Satd. Flow (RTOR)												168
Link Speed (mph)		25						25			25	
Link Distance (ft)		1061						389			1020	
Travel Time (s)		28.9						10.6			27.8	
Peak Hour Factor	0.64	0.64	0.64	0.67	0.67	0.67	0.86	0.86	0.86	0.77	0.77	0.77
Heavy Vehicles (%)	2%	2%	2%	13%	2%	4%	2%	5%	2%	4%	2%	2%
Adj. Flow (vph)	241	25	213	24	27	158	47	336	22	129	416	168
Shared Lane Traffic (%)												
Lane Group Flow (vph)	241	25	213	24	185	0	47	358	0	129	416	168
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Right	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12						12			12	
Link Offset(ft)		0						0			0	
Crosswalk Width(ft)		16						16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15	9	9	15		9	15		9
Number of Detectors	1	2	1	1	1		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Right		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	20		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	20		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Split	NA	Prot	Prot	Prot		Perm	NA		pm+pt	NA	Perm
Protected Phases	3	3	3	4	4			2		1	6	

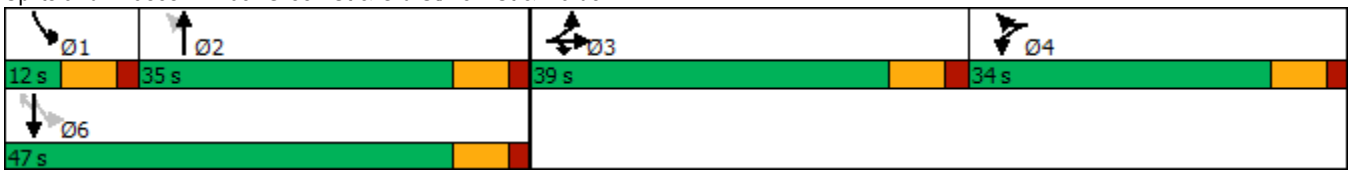
Lane Group	EBL	EBT	EBR	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR2
Permitted Phases							2			6		6
Detector Phase	3	3	3	4	4		2	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	39.0	39.0	39.0	34.0	34.0		32.0	32.0		11.0	43.0	43.0
Total Split (s)	39.0	39.0	39.0	34.0	34.0		35.0	35.0		12.0	47.0	47.0
Total Split (%)	32.5%	32.5%	32.5%	28.3%	28.3%		29.2%	29.2%		10.0%	39.2%	39.2%
Maximum Green (s)	32.0	32.0	32.0	27.0	27.0		28.0	28.0		5.0	40.0	40.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	0.0	0.0		-2.0	-2.0		-2.0	-2.0	-2.0
Total Lost Time (s)	5.0	5.0	5.0	7.0	7.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		Max	Max		None	Max	Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0			7.0	7.0
Flash Dont Walk (s)	25.0	25.0	25.0	20.0	20.0		18.0	18.0			18.0	18.0
Pedestrian Calls (#/hr)	5	5	5	1	1		2	2			5	5
Act Effct Green (s)	21.7	21.7	21.7	17.1	17.1		30.5	30.5		42.7	42.7	42.7
Actuated g/C Ratio	0.22	0.22	0.22	0.17	0.17		0.31	0.31		0.43	0.43	0.43
v/c Ratio	0.62	0.06	0.61	0.09	0.69		0.16	0.65		0.41	0.52	0.22
Control Delay	42.6	31.3	43.3	36.2	52.8		31.5	38.8		25.4	26.2	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	42.6	31.3	43.3	36.2	52.8		31.5	38.8		25.4	26.2	4.6
LOS	D	C	D	D	D		C	D		C	C	A
Approach Delay		42.3						37.9			21.0	
Approach LOS		D						D			C	
Queue Length 50th (ft)	135	12	119	13	108		21	190		48	183	0
Queue Length 95th (ft)	157	26	142	29	143		61	#360		99	307	26
Internal Link Dist (ft)		981						309			940	
Turn Bay Length (ft)	85		100				40			150		
Base Capacity (vph)	619	651	554	444	432		298	554		314	805	779
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.39	0.04	0.38	0.05	0.43		0.16	0.65		0.41	0.52	0.22

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 98.7			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 33.9		Intersection LOS: C	
Intersection Capacity Utilization 54.7%		ICU Level of Service A	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 103: Green St & Old St/Bow St & Maiden Ln



Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	7:05	7:05	7:05	7:05	7:05	7:05	7:05
End Time	8:15	8:15	8:15	8:15	8:15	8:15	8:15
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	1899	1919	1859	1848	1873	1809	1848
Vehs Exited	1906	1917	1850	1843	1876	1810	1861
Starting Vehs	48	41	34	45	39	52	54
Ending Vehs	41	43	43	50	36	51	41
Travel Distance (mi)	834	844	811	808	823	791	814
Travel Time (hr)	52.1	53.8	52.7	51.8	52.6	52.3	52.4
Total Delay (hr)	14.8	16.2	16.4	15.3	15.8	17.1	15.8
Total Stops	1769	1911	1792	1759	1838	1893	1794
Fuel Used (gal)	33.3	33.9	32.9	32.5	33.1	32.7	32.9

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	7:05	7:05	7:05	7:05
End Time	8:15	8:15	8:15	8:15
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	1815	1853	1821	1853
Vehs Exited	1809	1857	1840	1857
Starting Vehs	37	40	48	43
Ending Vehs	43	36	29	38
Travel Distance (mi)	795	816	798	813
Travel Time (hr)	49.8	52.2	50.4	52.0
Total Delay (hr)	14.2	15.5	14.8	15.6
Total Stops	1680	1851	1683	1798
Fuel Used (gal)	32.0	33.0	32.0	32.8

Interval #0 Information Seeding

Start Time	7:05
End Time	7:15
Total Time (min)	10

Volumes adjusted by Growth Factors, Anti PHF.

No data recorded this interval.

Interval #1 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	426	439	407	398	407	392	388
Vehs Exited	428	441	402	402	391	408	402
Starting Vehs	48	41	34	45	39	52	54
Ending Vehs	46	39	39	41	55	36	40
Travel Distance (mi)	188	196	181	179	177	176	176
Travel Time (hr)	11.2	12.1	11.2	10.7	10.6	10.9	10.9
Total Delay (hr)	2.9	3.3	3.1	2.6	2.6	3.1	2.9
Total Stops	385	427	362	340	310	347	362
Fuel Used (gal)	7.4	7.7	7.2	7.1	6.9	7.2	7.1

Interval #1 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	420	407	381	405
Vehs Exited	421	413	398	411
Starting Vehs	37	40	48	43
Ending Vehs	36	34	31	37
Travel Distance (mi)	187	182	169	181
Travel Time (hr)	11.3	11.0	10.0	11.0
Total Delay (hr)	2.8	2.8	2.4	2.8
Total Stops	333	383	309	356
Fuel Used (gal)	7.4	7.2	6.6	7.2

Interval #2 Information Recording

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	645	638	634	623	679	638	649
Vehs Exited	601	616	589	563	649	599	618
Starting Vehs	46	39	39	41	55	36	40
Ending Vehs	90	61	84	101	85	75	71
Travel Distance (mi)	267	269	259	253	287	268	275
Travel Time (hr)	18.2	18.3	18.6	17.4	20.3	20.0	19.3
Total Delay (hr)	6.3	6.3	7.0	5.9	7.5	8.1	7.0
Total Stops	678	689	684	632	834	806	732
Fuel Used (gal)	11.1	11.0	10.9	10.3	12.0	11.5	11.4

Interval #2 Information Recording

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	598	637	612	634
Vehs Exited	565	575	560	592
Starting Vehs	36	34	31	37
Ending Vehs	69	96	83	79
Travel Distance (mi)	250	262	254	264
Travel Time (hr)	16.2	17.9	17.5	18.4
Total Delay (hr)	5.0	6.2	6.2	6.6
Total Stops	599	712	633	702
Fuel Used (gal)	10.0	10.8	10.5	11.0

Interval #3 Information

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	414	415	414	395	396	381	386
Vehs Exited	460	426	464	461	446	419	415
Starting Vehs	90	61	84	101	85	75	71
Ending Vehs	44	50	34	35	35	37	42
Travel Distance (mi)	193	188	194	191	185	174	175
Travel Time (hr)	11.9	12.1	12.3	12.1	11.2	10.9	10.7
Total Delay (hr)	3.1	3.8	3.6	3.5	2.9	3.1	2.8
Total Stops	377	445	413	407	352	381	327
Fuel Used (gal)	7.6	7.7	7.8	7.7	7.4	7.1	6.9

Interval #3 Information

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	381	399	409	395
Vehs Exited	419	456	458	441
Starting Vehs	69	96	83	79
Ending Vehs	31	39	34	36
Travel Distance (mi)	179	191	193	186
Travel Time (hr)	11.3	12.0	11.9	11.6
Total Delay (hr)	3.3	3.4	3.3	3.3
Total Stops	367	376	392	381
Fuel Used (gal)	7.3	7.8	7.7	7.5

Interval #4 Information

Start Time	8:00
End Time	8:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	414	427	404	432	391	398	425
Vehs Exited	417	434	395	417	390	384	426
Starting Vehs	44	50	34	35	35	37	42
Ending Vehs	41	43	43	50	36	51	41
Travel Distance (mi)	186	191	177	185	174	173	188
Travel Time (hr)	10.7	11.3	10.6	11.7	10.6	10.5	11.5
Total Delay (hr)	2.5	2.9	2.7	3.2	2.7	2.8	3.1
Total Stops	329	350	333	380	342	359	373
Fuel Used (gal)	7.2	7.5	7.0	7.3	6.8	6.9	7.5

Interval #4 Information

Start Time	8:00
End Time	8:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	416	410	419	413
Vehs Exited	404	413	424	412
Starting Vehs	31	39	34	36
Ending Vehs	43	36	29	38
Travel Distance (mi)	180	182	183	182
Travel Time (hr)	11.1	11.2	11.0	11.0
Total Delay (hr)	3.0	3.1	2.8	2.9
Total Stops	381	380	349	355
Fuel Used (gal)	7.2	7.3	7.1	7.2

Intersection: 101: Gillespie St/Green St & Hay St/Person St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	81	82	181	175
Average Queue (ft)	27	27	55	56
95th Queue (ft)	68	69	143	138
Link Distance (ft)	921	915	197	239
Upstream Blk Time (%)			0	0
Queuing Penalty (veh)			2	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 102: Gillespie St & Franklin St/Otis F. Jones Pkwy

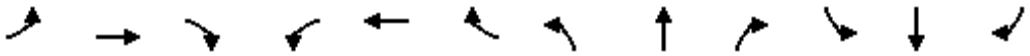
Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	56	103	63	71	83	252	94	189
Average Queue (ft)	17	33	19	25	13	100	18	76
95th Queue (ft)	45	78	49	59	52	196	56	150
Link Distance (ft)		972		487		1003		197
Upstream Blk Time (%)								0
Queuing Penalty (veh)								1
Storage Bay Dist (ft)	50		90		135		100	
Storage Blk Time (%)	1	4	0	0		3		3
Queuing Penalty (veh)	1	1	0	0		1		1

Intersection: 103: Green St & Old St/Bow St & Maiden Ln

Movement	EB	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	R>	L	TR	L	T	>
Maximum Queue (ft)	109	275	125	58	214	64	299	164	399	83
Average Queue (ft)	72	58	59	9	80	26	177	43	134	32
95th Queue (ft)	120	208	119	34	161	66	311	117	291	65
Link Distance (ft)		1009		382	382		239		957	957
Upstream Blk Time (%)							8			
Queuing Penalty (veh)							34			
Storage Bay Dist (ft)	85		100			40		150		
Storage Blk Time (%)	11	0	4			3	43	0	7	
Queuing Penalty (veh)	20	0	10			10	18	2	8	

Network Summary

Network wide Queuing Penalty: 107



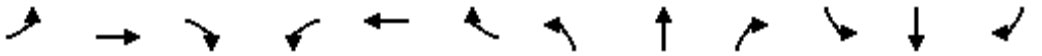
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	94	130	56	9	121	15	56	247	17	26	301	142
Future Volume (vph)	94	130	56	9	121	15	56	247	17	26	301	142
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.973			0.986			0.993			0.959	
Flt Protected		0.983			0.997			0.991			0.997	
Satd. Flow (prot)	0	1760	0	0	1831	0	0	1776	0	0	1781	0
Flt Permitted		0.983			0.997			0.991			0.997	
Satd. Flow (perm)	0	1760	0	0	1831	0	0	1776	0	0	1781	0
Link Speed (mph)		15			15			25			25	
Link Distance (ft)		1013			1007			322			389	
Travel Time (s)		46.0			45.8			8.8			10.6	
Peak Hour Factor	0.82	0.82	0.82	0.91	0.91	0.91	0.91	0.91	0.91	0.82	0.82	0.82
Heavy Vehicles (%)	4%	2%	5%	2%	2%	2%	2%	6%	6%	2%	2%	2%
Adj. Flow (vph)	115	159	68	10	133	16	62	271	19	32	367	173
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	342	0	0	159	0	0	352	0	0	572	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary			
Area Type:	Other		
Control Type: Roundabout			
Intersection Capacity Utilization 67.3%		ICU Level of Service C	
Analysis Period (min) 15			

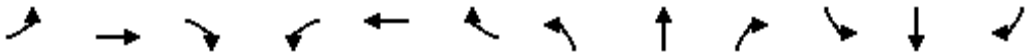
Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	342	159	352	572
Demand Flow Rate, veh/h	353	162	370	583
Vehicles Circulating, veh/h	417	470	315	209
Vehicles Exiting, veh/h	375	215	455	423
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	8.7	6.2	7.8	9.5
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	353	162	370	583
Cap Entry Lane, veh/h	902	854	1001	1115
Entry HV Adj Factor	0.968	0.984	0.951	0.981
Flow Entry, veh/h	342	159	352	572
Cap Entry, veh/h	873	840	951	1093
V/C Ratio	0.391	0.190	0.370	0.523
Control Delay, s/veh	8.7	6.2	7.8	9.5
LOS	A	A	A	A
95th %tile Queue, veh	2	1	2	3



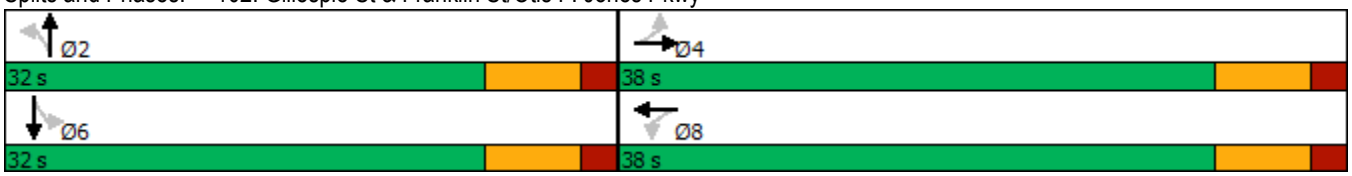
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	47	37	47	29	22	16	278	46	22	323	25
Future Volume (vph)	41	47	37	47	29	22	16	278	46	22	323	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	90		0	135		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.934			0.935			0.979			0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	1696	0	1656	1732	0	1703	1779	0	1770	1842	0
Flt Permitted	0.719			0.653			0.487			0.536		
Satd. Flow (perm)	1301	1696	0	1138	1732	0	873	1779	0	998	1842	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1006			550			1038			322	
Travel Time (s)		27.4			15.0			28.3			8.8	
Peak Hour Factor	0.51	0.51	0.51	0.88	0.88	0.88	0.91	0.91	0.91	0.84	0.84	0.84
Heavy Vehicles (%)	5%	2%	8%	9%	3%	2%	6%	5%	2%	2%	2%	2%
Adj. Flow (vph)	80	92	73	53	33	25	18	305	51	26	385	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	80	165	0	53	58	0	18	356	0	26	415	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	38.0	38.0		35.0	35.0		28.0	28.0		26.0	26.0	
Total Split (s)	38.0	38.0		38.0	38.0		32.0	32.0		32.0	32.0	
Total Split (%)	54.3%	54.3%		54.3%	54.3%		45.7%	45.7%		45.7%	45.7%	
Maximum Green (s)	31.0	31.0		31.0	31.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0		-2.0	-2.0		-2.0	-2.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	24.0	24.0		21.0	21.0		14.0	14.0		12.0	12.0	
Pedestrian Calls (#/hr)	19	19		6	6		12	12		15	15	
Act Effct Green (s)	14.6	14.6		14.4	14.4		32.1	32.1		32.1	32.1	
Actuated g/C Ratio	0.28	0.28		0.27	0.27		0.61	0.61		0.61	0.61	
v/c Ratio	0.22	0.35		0.17	0.12		0.03	0.33		0.04	0.37	
Control Delay	14.8	16.2		14.2	13.3		10.0	10.4		9.8	10.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	14.8	16.2		14.2	13.3		10.0	10.4		9.8	10.8	
LOS	B	B		B	B		A	B		A	B	
Approach Delay		15.8			13.7			10.4			10.7	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	18	39		12	13		2	49		3	59	
Queue Length 95th (ft)	22	39		29	30		17	189		20	202	
Internal Link Dist (ft)		926			470			958			242	
Turn Bay Length (ft)	50			90			135			100		
Base Capacity (vph)	831	1084		727	1107		531	1082		607	1120	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.10	0.15		0.07	0.05		0.03	0.33		0.04	0.37	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 52.8			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.37			
Intersection Signal Delay: 11.9		Intersection LOS: B	
Intersection Capacity Utilization 36.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 102: Gillespie St & Franklin St/Otis F. Jones Pkwy



Lane Group	EBL	EBT	EBR	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR2
Lane Configurations												
Traffic Volume (vph)	119	16	119	21	11	150	28	309	17	49	337	71
Future Volume (vph)	119	16	119	21	11	150	28	309	17	49	337	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	85		100	0	0		40		0	150		
Storage Lanes	1		1	1	1		1		0	1		
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.850			0.992				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1569	0	1770	1779	0	1671	1863	1583
Flt Permitted	0.950			0.950			0.500			0.316		
Satd. Flow (perm)	1770	1863	1583	1770	1569	0	931	1779	0	556	1863	1583
Right Turn on Red			No			No			No			Yes
Satd. Flow (RTOR)												100
Link Speed (mph)		25						25			25	
Link Distance (ft)		1061						389			1020	
Travel Time (s)		28.9						10.6			27.8	
Peak Hour Factor	0.65	0.65	0.65	0.91	0.91	0.91	0.88	0.88	0.88	0.80	0.80	0.80
Heavy Vehicles (%)	2%	2%	2%	2%	2%	3%	2%	5%	24%	8%	2%	2%
Adj. Flow (vph)	183	25	183	23	12	165	32	351	19	61	421	89
Shared Lane Traffic (%)												
Lane Group Flow (vph)	183	25	183	23	177	0	32	370	0	61	421	89
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Right	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12						12			12	
Link Offset(ft)		0						0			0	
Crosswalk Width(ft)		16						16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15	9	9	15		9	15		9
Number of Detectors	1	2	1	1	1		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Right		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	20		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	20		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Split	NA	Prot	Prot	Prot		Perm	NA		pm+pt	NA	Perm
Protected Phases	3	3	3	4	4			2		1	6	

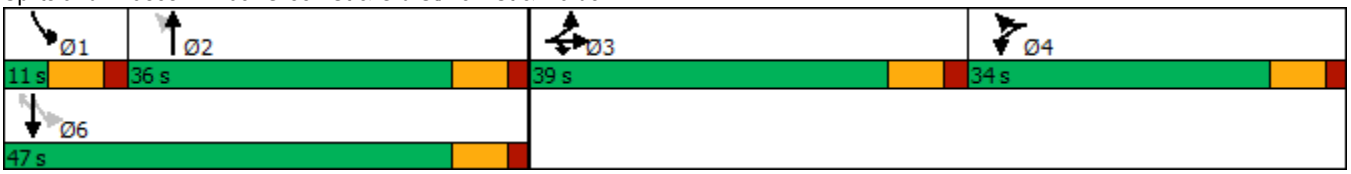
Lane Group	EBL	EBT	EBR	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR2
Permitted Phases							2			6		6
Detector Phase	3	3	3	4	4		2	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	39.0	39.0	39.0	34.0	34.0		32.0	32.0		11.0	30.0	30.0
Total Split (s)	39.0	39.0	39.0	34.0	34.0		36.0	36.0		11.0	47.0	47.0
Total Split (%)	32.5%	32.5%	32.5%	28.3%	28.3%		30.0%	30.0%		9.2%	39.2%	39.2%
Maximum Green (s)	32.0	32.0	32.0	27.0	27.0		29.0	29.0		4.0	40.0	40.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	0.0	0.0		-2.0	-2.0		-2.0	-2.0	-2.0
Total Lost Time (s)	5.0	5.0	5.0	7.0	7.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		Max	Max		None	Max	Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0			5.0	5.0
Flash Dont Walk (s)	25.0	25.0	25.0	20.0	20.0		18.0	18.0			18.0	18.0
Pedestrian Calls (#/hr)	1	1	1	6	6		3	3			85	85
Act Effct Green (s)	19.6	19.6	19.6	16.4	16.4		34.2	34.2		42.8	42.8	42.8
Actuated g/C Ratio	0.20	0.20	0.20	0.17	0.17		0.36	0.36		0.45	0.45	0.45
v/c Ratio	0.51	0.07	0.57	0.08	0.66		0.10	0.59		0.19	0.51	0.12
Control Delay	39.3	31.5	41.9	35.4	50.7		29.0	34.3		21.4	24.9	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	39.3	31.5	41.9	35.4	50.7		29.0	34.3		21.4	24.9	4.5
LOS	D	C	D	D	D		C	C		C	C	A
Approach Delay		40.0						33.9			21.3	
Approach LOS		D						C			C	
Queue Length 50th (ft)	97	12	99	12	99		13	181		20	169	0
Queue Length 95th (ft)	124	26	126	37	194		46	#400		56	328	20
Internal Link Dist (ft)		981						309			940	
Turn Bay Length (ft)	85		100				40			150		
Base Capacity (vph)	637	670	570	506	449		331	632		318	829	760
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.29	0.04	0.32	0.05	0.39		0.10	0.59		0.19	0.51	0.12

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 96.1			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 32.8		Intersection LOS: C	
Intersection Capacity Utilization 56.0%		ICU Level of Service B	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 103: Green St & Old St/Bow St & Maiden Ln



Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	2:50	2:50	2:50	2:50	2:50	2:50	2:50
End Time	4:00	4:00	4:00	4:00	4:00	4:00	4:00
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	1877	1902	1949	1851	1878	1894	1893
Vehs Exited	1891	1925	1957	1844	1902	1889	1899
Starting Vehs	46	51	50	42	63	45	54
Ending Vehs	32	28	42	49	39	50	48
Travel Distance (mi)	827	844	857	805	832	830	840
Travel Time (hr)	55.1	54.9	55.0	51.6	53.2	53.7	54.6
Total Delay (hr)	16.9	15.7	15.1	13.5	14.7	15.5	15.6
Total Stops	1908	1850	1905	1682	1793	1852	1904
Fuel Used (gal)	33.6	34.0	34.3	32.0	33.2	33.5	33.5

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	2:50	2:50	2:50	2:50
End Time	4:00	4:00	4:00	4:00
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	1833	1955	1880	1889
Vehs Exited	1833	1942	1900	1898
Starting Vehs	44	40	60	47
Ending Vehs	44	53	40	38
Travel Distance (mi)	800	853	828	832
Travel Time (hr)	51.3	56.7	53.9	54.0
Total Delay (hr)	14.0	16.9	15.6	15.3
Total Stops	1680	2056	1897	1850
Fuel Used (gal)	31.9	34.7	33.4	33.4

Interval #0 Information Seeding

Start Time	2:50
End Time	3:00
Total Time (min)	10

Volumes adjusted by Growth Factors, Anti PHF.

No data recorded this interval.

Interval #1 Information

Start Time	3:00
End Time	3:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	423	439	462	418	390	441	433
Vehs Exited	407	454	461	408	409	436	448
Starting Vehs	46	51	50	42	63	45	54
Ending Vehs	62	36	51	52	44	50	39
Travel Distance (mi)	183	197	202	182	178	195	197
Travel Time (hr)	11.5	12.5	12.8	11.6	10.9	12.5	12.5
Total Delay (hr)	2.9	3.4	3.4	3.1	2.7	3.5	3.3
Total Stops	379	387	432	375	329	406	393
Fuel Used (gal)	7.2	7.9	8.1	7.3	6.9	7.8	7.8

Interval #1 Information

Start Time	3:00
End Time	3:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	466	469	462	439
Vehs Exited	466	469	468	442
Starting Vehs	44	40	60	47
Ending Vehs	44	40	54	42
Travel Distance (mi)	203	207	203	195
Travel Time (hr)	12.8	13.1	13.0	12.3
Total Delay (hr)	3.1	3.2	3.6	3.2
Total Stops	430	427	461	401
Fuel Used (gal)	8.1	8.2	8.1	7.7

Interval #2 Information Recording

Start Time	3:15
End Time	3:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	600	599	596	577	606	597	582
Vehs Exited	614	566	571	557	590	571	555
Starting Vehs	62	36	51	52	44	50	39
Ending Vehs	48	69	76	72	60	76	66
Travel Distance (mi)	262	252	253	245	257	249	245
Travel Time (hr)	19.5	17.0	16.5	16.3	17.7	16.8	16.5
Total Delay (hr)	7.5	5.4	4.8	4.7	5.8	5.4	5.4
Total Stops	709	628	610	555	653	592	594
Fuel Used (gal)	11.1	10.2	10.2	9.8	10.5	10.2	10.0

Interval #2 Information Recording

Start Time	3:15
End Time	3:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	549	612	576	589
Vehs Exited	544	582	563	571
Starting Vehs	44	40	54	42
Ending Vehs	49	70	67	63
Travel Distance (mi)	237	258	245	250
Travel Time (hr)	15.6	18.6	16.6	17.1
Total Delay (hr)	4.7	6.6	5.2	5.6
Total Stops	548	744	621	625
Fuel Used (gal)	9.4	10.9	10.0	10.2

Interval #3 Information

Start Time	3:30
End Time	3:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	431	433	438	403	448	425	449
Vehs Exited	436	450	460	447	448	449	469
Starting Vehs	48	69	76	72	60	76	66
Ending Vehs	43	52	54	28	60	52	46
Travel Distance (mi)	191	199	200	184	200	195	206
Travel Time (hr)	12.2	12.8	12.9	11.4	12.5	12.5	13.2
Total Delay (hr)	3.3	3.6	3.6	2.8	3.1	3.4	3.6
Total Stops	415	436	447	338	395	448	467
Fuel Used (gal)	7.7	8.1	8.0	7.3	7.9	7.9	8.3

Interval #3 Information

Start Time	3:30
End Time	3:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	409	424	415	425
Vehs Exited	407	445	427	445
Starting Vehs	49	70	67	63
Ending Vehs	51	49	55	44
Travel Distance (mi)	177	192	188	193
Travel Time (hr)	11.2	12.3	11.9	12.3
Total Delay (hr)	2.9	3.3	3.2	3.3
Total Stops	339	434	377	411
Fuel Used (gal)	7.1	7.7	7.6	7.7

Interval #4 Information

Start Time	3:45
End Time	4:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	423	431	453	453	434	431	429
Vehs Exited	434	455	465	432	455	433	427
Starting Vehs	43	52	54	28	60	52	46
Ending Vehs	32	28	42	49	39	50	48
Travel Distance (mi)	191	196	202	195	197	191	191
Travel Time (hr)	11.9	12.6	12.7	12.3	12.2	11.9	12.4
Total Delay (hr)	3.1	3.4	3.3	3.0	3.0	3.2	3.4
Total Stops	405	399	416	414	416	406	450
Fuel Used (gal)	7.6	7.9	8.1	7.7	7.8	7.6	7.5

Interval #4 Information

Start Time	3:45
End Time	4:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	409	450	427	433
Vehs Exited	416	446	442	442
Starting Vehs	51	49	55	44
Ending Vehs	44	53	40	38
Travel Distance (mi)	182	197	193	193
Travel Time (hr)	11.7	12.8	12.4	12.3
Total Delay (hr)	3.2	3.7	3.6	3.3
Total Stops	363	451	438	414
Fuel Used (gal)	7.3	7.9	7.7	7.7

Intersection: 101: Gillespie St/Green St & Hay St/Person St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	155	77	140	210
Average Queue (ft)	50	31	54	70
95th Queue (ft)	111	68	119	158
Link Distance (ft)	921	915	197	239
Upstream Blk Time (%)			0	0
Queuing Penalty (veh)			0	1
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 102: Gillespie St & Franklin St/Otis F. Jones Pkwy

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	72	145	89	86	111	232	93	219
Average Queue (ft)	21	46	31	27	14	100	17	105
95th Queue (ft)	58	106	73	64	58	188	58	190
Link Distance (ft)		972		487		1003		197
Upstream Blk Time (%)								1
Queuing Penalty (veh)								3
Storage Bay Dist (ft)	50		90		135		100	
Storage Blk Time (%)	2	8	0	0		3		8
Queuing Penalty (veh)	3	5	0	0		0		2

Intersection: 103: Green St & Old St/Bow St & Maiden Ln

Movement	EB	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	R>	L	TR	L	T	>
Maximum Queue (ft)	108	265	124	54	182	64	292	166	301	57
Average Queue (ft)	62	35	56	13	86	21	168	26	132	22
95th Queue (ft)	110	158	111	39	153	59	280	91	246	48
Link Distance (ft)		1009		382	382		239		957	957
Upstream Blk Time (%)							4			
Queuing Penalty (veh)							16			
Storage Bay Dist (ft)	85		100			40		150		
Storage Blk Time (%)	7		3			3	40	0	7	
Queuing Penalty (veh)	12		6			10	11	0	4	

Network Summary

Network wide Queuing Penalty: 73

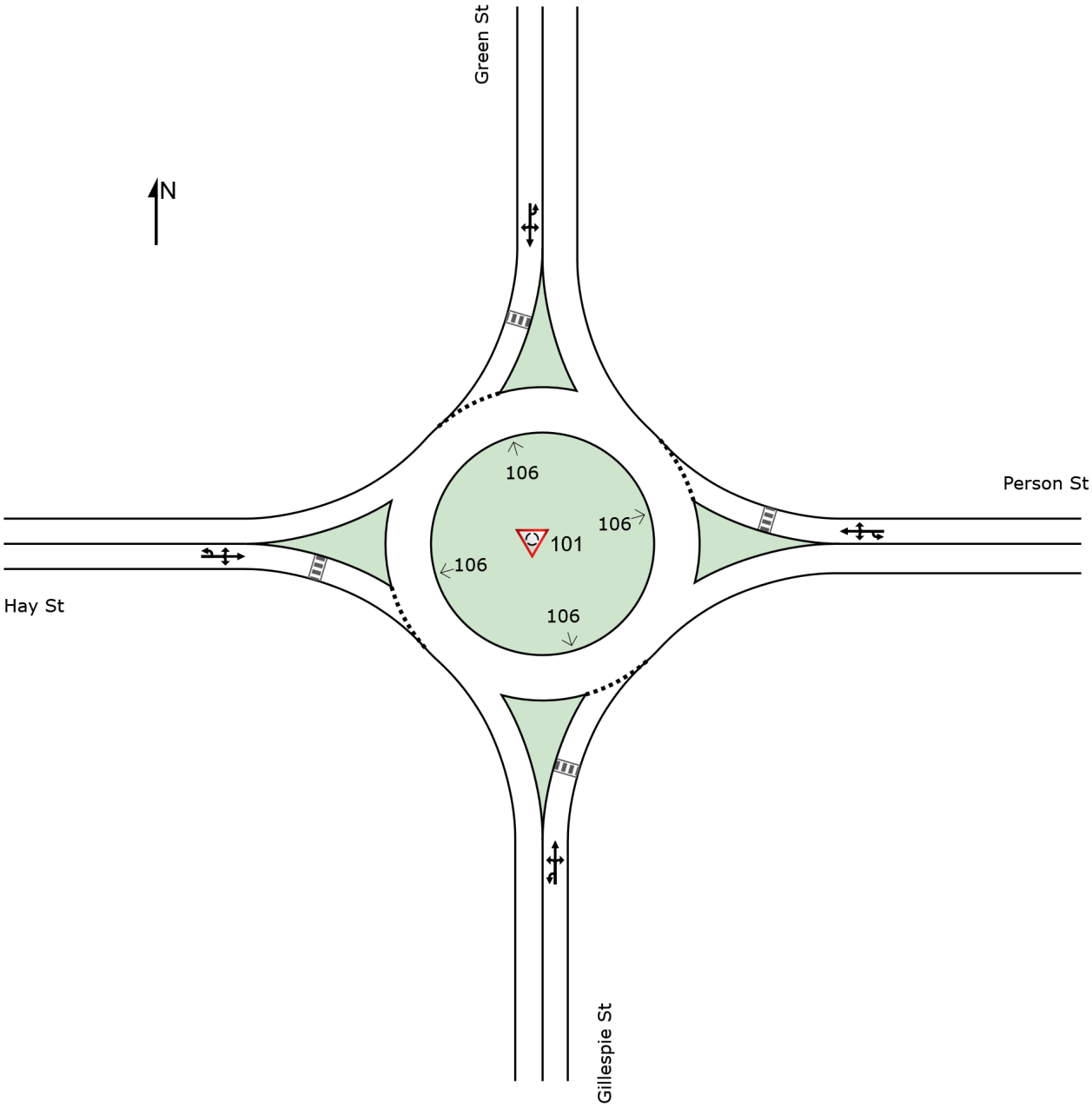
APPENDIX F: DESIGN YEAR (2050) NO-BUILD CONDITION ANALYSIS OUTPUTS

SITE LAYOUT

Site: 101 [AM Peak (Site Folder: General)]

Green St / Gillespie St @ Hay St / Person St
Site Category: Future Year
Roundabout

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



MOVEMENT SUMMARY

Site: 101 [AM Peak (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Green St / Gillespie St @ Hay St / Person St
Site Category: Future Year
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
South: Gillespie St															
3u	U	All MCs	1	0.0	1	0.0	0.576	11.6	LOS B	5.2	134.2	0.73	0.72	1.03	12.7
1	L2	All MCs	66	0.0	66	0.0	0.576	11.6	LOS B	5.2	134.2	0.73	0.72	1.03	12.0
2	T1	All MCs	417	4.0	417	4.0	0.576	12.1	LOS B	5.2	134.2	0.73	0.72	1.03	13.3
3	R2	All MCs	27	9.0	27	9.0	0.576	12.9	LOS B	5.2	134.2	0.73	0.72	1.03	12.6
Approach			512	3.7	512	3.7	0.576	12.1	LOS B	5.2	134.2	0.73	0.72	1.03	13.0
East: Person St															
1u	U	All MCs	1	0.0	1	0.0	0.239	7.3	LOS A	1.0	26.3	0.61	0.51	0.61	13.1
4	L2	All MCs	12	0.0	12	0.0	0.239	7.3	LOS A	1.0	26.3	0.61	0.51	0.61	13.3
5	T1	All MCs	161	1.0	161	1.0	0.239	7.4	LOS A	1.0	26.3	0.61	0.51	0.61	12.8
6	R2	All MCs	8	0.0	8	0.0	0.239	7.3	LOS A	1.0	26.3	0.61	0.51	0.61	13.5
Approach			182	0.9	182	0.9	0.239	7.4	LOS A	1.0	26.3	0.61	0.51	0.61	12.8
North: Green St															
7u	U	All MCs	3	0.0	3	0.0	0.717	14.6	LOS B	11.8	298.4	0.81	0.82	1.25	7.0
7	L2	All MCs	126	0.0	126	0.0	0.717	14.6	LOS B	11.8	298.4	0.81	0.82	1.25	11.9
8	T1	All MCs	432	2.0	432	2.0	0.717	14.8	LOS B	11.8	298.4	0.81	0.82	1.25	11.7
9	R2	All MCs	191	0.0	191	0.0	0.717	14.6	LOS B	11.8	298.4	0.81	0.82	1.25	11.2
Approach			752	1.1	752	1.1	0.717	14.7	LOS B	11.8	298.4	0.81	0.82	1.25	11.6
West: Hay St															
5u	U	All MCs	12	0.0	12	0.0	0.462	10.9	LOS B	2.8	71.2	0.72	0.76	0.92	11.2
10	L2	All MCs	57	0.0	57	0.0	0.462	10.9	LOS B	2.8	71.2	0.72	0.76	0.92	7.4
11	T1	All MCs	180	2.0	180	2.0	0.462	11.3	LOS B	2.8	71.2	0.72	0.76	0.92	11.9
12	R2	All MCs	97	0.0	97	0.0	0.462	10.9	LOS B	2.8	71.2	0.72	0.76	0.92	11.5
Approach			346	1.0	346	1.0	0.462	11.1	LOS B	2.8	71.2	0.72	0.76	0.92	10.9
All Vehicles			1791	1.8	1791	1.8	0.717	12.5	LOS B	11.8	298.4	0.75	0.75	1.06	11.9

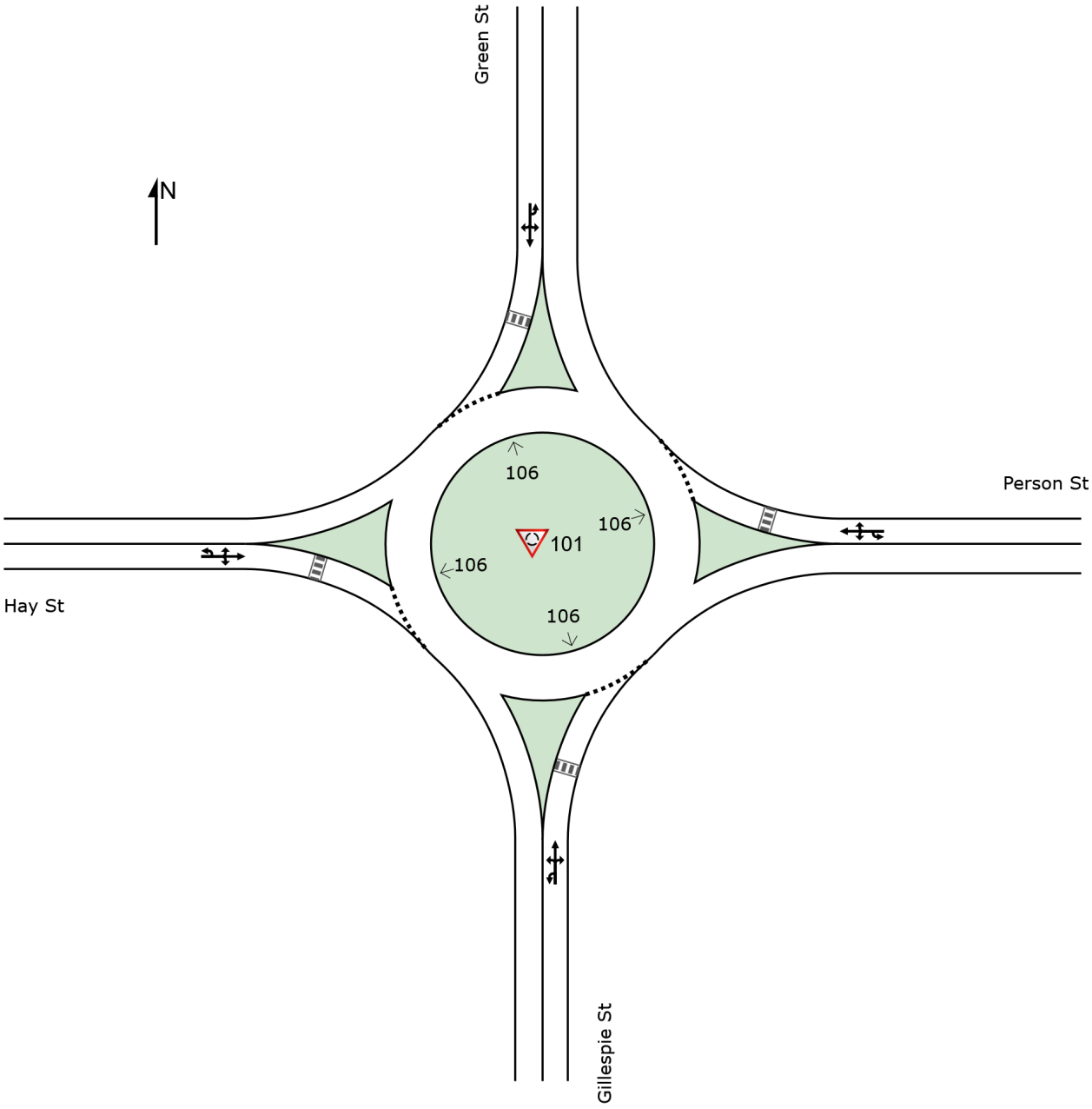
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SITE LAYOUT

Site: 101 [PM Peak (Site Folder: General)]

Green St / Gillespie St @ Hay St / Person St
Site Category: Base Year
Roundabout

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



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MOVEMENT SUMMARY

Site: 101 [PM Peak (Site Folder: General)]

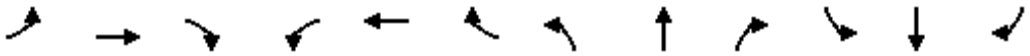
Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Green St / Gillespie St @ Hay St / Person St
Site Category: Base Year
Roundabout

Vehicle Movement Performance

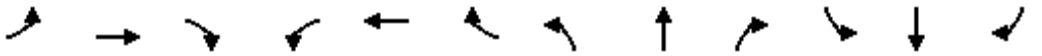
Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
South: Gillespie St															
3u	U	All MCs	5	0.0	5	0.0	0.557	12.5	LOS B	4.2	108.1	0.76	0.80	1.11	12.1
1	L2	All MCs	68	0.0	68	0.0	0.557	12.5	LOS B	4.2	108.1	0.76	0.80	1.11	11.6
2	T1	All MCs	322	6.0	322	6.0	0.557	13.5	LOS B	4.2	108.1	0.76	0.80	1.11	12.7
3	R2	All MCs	22	6.0	22	6.0	0.557	13.5	LOS B	4.2	108.1	0.76	0.80	1.11	12.3
Approach			417	4.9	417	4.9	0.557	13.3	LOS B	4.2	108.1	0.76	0.80	1.11	12.4
East: Person St															
1u	U	All MCs	2	0.0	2	0.0	0.336	8.4	LOS A	1.6	39.4	0.64	0.53	0.64	15.0
4	L2	All MCs	14	0.0	14	0.0	0.336	8.4	LOS A	1.6	39.4	0.64	0.53	0.64	13.0
5	T1	All MCs	214	2.0	214	2.0	0.336	8.7	LOS A	1.6	39.4	0.64	0.53	0.64	12.5
6	R2	All MCs	26	0.0	26	0.0	0.336	8.4	LOS A	1.6	39.4	0.64	0.53	0.64	13.2
Approach			257	1.7	257	1.7	0.336	8.7	LOS A	1.6	39.4	0.64	0.53	0.64	12.6
North: Green St															
7u	U	All MCs	2	0.0	2	0.0	0.770	18.0	LOS C	14.3	359.3	0.92	1.10	1.65	6.6
7	L2	All MCs	132	0.0	132	0.0	0.770	18.0	LOS C	14.3	359.3	0.92	1.10	1.65	11.1
8	T1	All MCs	430	1.0	430	1.0	0.770	18.1	LOS C	14.3	359.3	0.92	1.10	1.65	10.6
9	R2	All MCs	188	1.0	188	1.0	0.770	18.1	LOS C	14.3	359.3	0.92	1.10	1.65	10.3
Approach			752	0.8	752	0.8	0.770	18.1	LOS C	14.3	359.3	0.92	1.10	1.65	10.6
West: Hay St															
5u	U	All MCs	14	0.0	14	0.0	0.726	19.8	LOS C	7.4	191.0	0.89	1.31	1.61	7.1
10	L2	All MCs	115	4.0	115	4.0	0.726	20.6	LOS C	7.4	191.0	0.89	1.31	1.61	6.4
11	T1	All MCs	245	2.0	245	2.0	0.726	20.2	LOS C	7.4	191.0	0.89	1.31	1.61	10.2
12	R2	All MCs	143	5.0	143	5.0	0.726	20.9	LOS C	7.4	191.0	0.89	1.31	1.61	9.2
Approach			517	3.2	517	3.2	0.726	20.5	LOS C	7.4	191.0	0.89	1.31	1.61	8.9
All Vehicles			1943	2.5	1943	2.5	0.770	16.5	LOS C	14.3	359.3	0.84	1.02	1.39	10.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

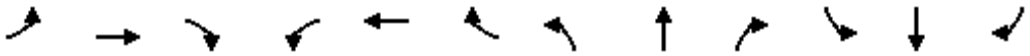


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	166	89	11	148	7	61	384	25	119	397	176
Future Volume (vph)	63	166	89	11	148	7	61	384	25	119	397	176
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.962			0.995			0.993			0.966	
Flt Protected		0.990			0.997			0.994			0.991	
Satd. Flow (prot)	0	1774	0	0	1848	0	0	1803	0	0	1792	0
Flt Permitted		0.990			0.997			0.994			0.991	
Satd. Flow (perm)	0	1774	0	0	1848	0	0	1803	0	0	1792	0
Link Speed (mph)		15			15			25			25	
Link Distance (ft)		1013			1007			322			389	
Travel Time (s)		46.0			45.8			8.8			10.6	
Peak Hour Factor	0.68	0.68	0.68	0.75	0.75	0.75	0.81	0.81	0.81	0.78	0.78	0.78
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	9%	2%	2%	0%
Adj. Flow (vph)	93	244	131	15	197	9	75	474	31	153	509	226
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	468	0	0	221	0	0	580	0	0	888	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary			
Area Type:	Other		
Control Type: Roundabout			
Intersection Capacity Utilization 92.5%		ICU Level of Service F	
Analysis Period (min) 15			



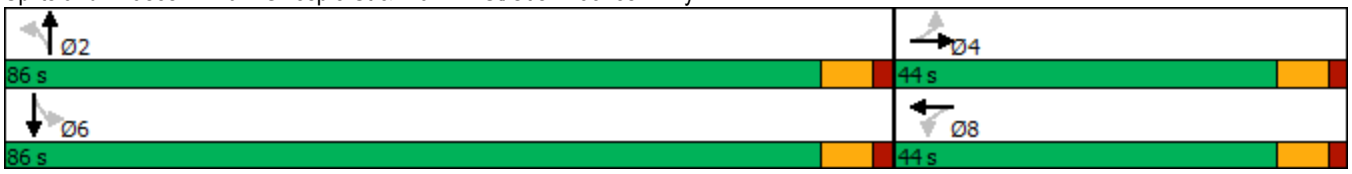
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	69	19	34	47	8	51	425	49	31	276	158
Future Volume (vph)	43	69	19	34	47	8	51	425	49	31	276	158
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	90		0	135		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.968			0.978			0.984			0.945	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1732	0	1687	1822	0	1770	1796	0	1770	1760	0
Flt Permitted	0.704			0.562			0.406			0.414		
Satd. Flow (perm)	1311	1732	0	998	1822	0	756	1796	0	771	1760	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1006			550			1038			322	
Travel Time (s)		27.4			15.0			28.3			8.8	
Peak Hour Factor	0.63	0.63	0.63	0.67	0.67	0.67	0.85	0.85	0.85	0.76	0.76	0.76
Heavy Vehicles (%)	2%	3%	18%	7%	2%	2%	2%	4%	5%	2%	2%	2%
Adj. Flow (vph)	68	110	30	51	70	12	60	500	58	41	363	208
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	140	0	51	82	0	60	558	0	41	571	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	38.0	38.0		35.0	35.0		28.0	28.0		28.0	28.0	
Total Split (s)	44.0	44.0		44.0	44.0		86.0	86.0		86.0	86.0	
Total Split (%)	33.8%	33.8%		33.8%	33.8%		66.2%	66.2%		66.2%	66.2%	
Maximum Green (s)	37.0	37.0		37.0	37.0		79.0	79.0		79.0	79.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0		-2.0	-2.0		-2.0	-2.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	24.0	24.0		21.0	21.0		14.0	14.0		12.0	12.0	
Pedestrian Calls (#/hr)	3	3		0	0		5	5		2	2	
Act Effct Green (s)	18.0	18.0		18.0	18.0		83.1	83.1		83.1	83.1	
Actuated g/C Ratio	0.16	0.16		0.16	0.16		0.75	0.75		0.75	0.75	
v/c Ratio	0.32	0.50		0.32	0.28		0.11	0.42		0.07	0.43	
Control Delay	43.5	47.5		44.5	41.5		5.9	7.3		5.7	7.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	43.5	47.5		44.5	41.5		5.9	7.3		5.7	7.6	
LOS	D	D		D	D		A	A		A	A	
Approach Delay		46.2			42.7			7.2			7.5	
Approach LOS		D			D			A			A	
Queue Length 50th (ft)	42	90		32	51		9	111		6	116	
Queue Length 95th (ft)	56	100		49	68		33	263		21	231	
Internal Link Dist (ft)		926			470			958			242	
Turn Bay Length (ft)	50			90			135			100		
Base Capacity (vph)	461	609		351	641		565	1343		576	1315	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.15	0.23		0.15	0.13		0.11	0.42		0.07	0.43	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 111.2			
Natural Cycle: 70			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay: 15.5		Intersection LOS: B	
Intersection Capacity Utilization 50.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 102: Gillespie St & Franklin St/Otis F. Jones Pkwy

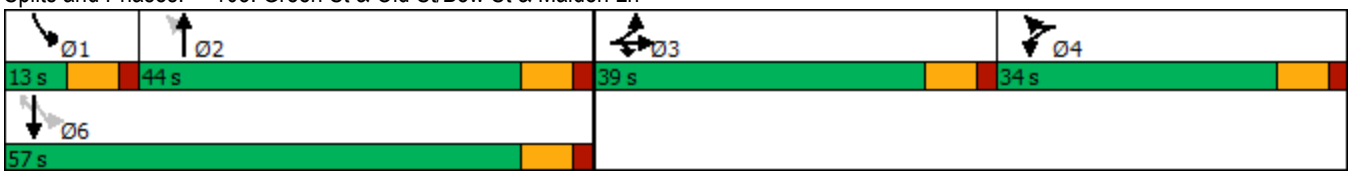


Lane Group	EBL	EBT	EBR	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR2
Lane Configurations												
Traffic Volume (vph)	239	25	211	22	25	148	48	346	23	113	487	147
Future Volume (vph)	239	25	211	22	25	148	48	346	23	113	487	147
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	85		100	0	0		40		0	150		
Storage Lanes	1		1	1	1		1		0	1		
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.850			0.991				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1597	1557	0	1770	1796	0	1736	1863	1583
Flt Permitted	0.950			0.950			0.195			0.203		
Satd. Flow (perm)	1770	1863	1583	1597	1557	0	363	1796	0	371	1863	1583
Right Turn on Red			No			No			No			Yes
Satd. Flow (RTOR)												153
Link Speed (mph)		25						25			25	
Link Distance (ft)		1061						389			1020	
Travel Time (s)		28.9						10.6			27.8	
Peak Hour Factor	0.64	0.64	0.64	0.67	0.67	0.67	0.86	0.86	0.86	0.77	0.77	0.77
Heavy Vehicles (%)	2%	2%	2%	13%	2%	4%	2%	5%	2%	4%	2%	2%
Adj. Flow (vph)	373	39	330	33	37	221	56	402	27	147	632	191
Shared Lane Traffic (%)												
Lane Group Flow (vph)	373	39	330	33	258	0	56	429	0	147	632	191
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Right	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12						12			12	
Link Offset(ft)		0						0			0	
Crosswalk Width(ft)		16						16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15	9	9	15		9	15		9
Number of Detectors	1	2	1	1	1		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Right		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	20		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	20		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Split	NA	Prot	Prot	Prot		Perm	NA		pm+pt	NA	Perm
Protected Phases	3	3	3	4	4			2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR2
Permitted Phases							2			6		6
Detector Phase	3	3	3	4	4		2	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	39.0	39.0	39.0	34.0	34.0		32.0	32.0		11.0	43.0	43.0
Total Split (s)	39.0	39.0	39.0	34.0	34.0		44.0	44.0		13.0	57.0	57.0
Total Split (%)	30.0%	30.0%	30.0%	26.2%	26.2%		33.8%	33.8%		10.0%	43.8%	43.8%
Maximum Green (s)	32.0	32.0	32.0	27.0	27.0		37.0	37.0		6.0	50.0	50.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	0.0	0.0		-2.0	-2.0		-2.0	-2.0	-2.0
Total Lost Time (s)	5.0	5.0	5.0	7.0	7.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		Max	Max		None	Max	Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0			7.0	7.0
Flash Dont Walk (s)	25.0	25.0	25.0	20.0	20.0		18.0	18.0			18.0	18.0
Pedestrian Calls (#/hr)	5	5	5	1	1		2	2			5	5
Act Effct Green (s)	31.4	31.4	31.4	24.0	24.0		39.2	39.2		52.2	52.2	52.2
Actuated g/C Ratio	0.25	0.25	0.25	0.19	0.19		0.31	0.31		0.42	0.42	0.42
v/c Ratio	0.84	0.08	0.83	0.11	0.86		0.50	0.76		0.60	0.81	0.25
Control Delay	62.1	36.8	62.9	42.9	75.8		55.0	49.9		36.7	42.9	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	62.1	36.8	62.9	42.9	75.8		55.0	49.9		36.7	42.9	7.3
LOS	E	D	E	D	E		E	D		D	D	A
Approach Delay		61.1						50.5			34.9	
Approach LOS		E						D			C	
Queue Length 50th (ft)	295	25	261	23	208		39	333		80	478	20
Queue Length 95th (ft)	269	39	243	39	216		86	436		109	505	45
Internal Link Dist (ft)		981						309			940	
Turn Bay Length (ft)	85		100				40			150		
Base Capacity (vph)	484	510	433	347	338		113	564		243	780	752
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.77	0.08	0.76	0.10	0.76		0.50	0.76		0.60	0.81	0.25

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 124.7			
Natural Cycle: 120			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 50.1		Intersection LOS: D	
Intersection Capacity Utilization 71.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 103: Green St & Old St/Bow St & Maiden Ln



Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	6:50	6:50	6:50	6:50	6:50	6:50	6:50
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	2673	2672	2653	2711	2626	2685	2696
Vehs Exited	2660	2659	2656	2669	2638	2672	2662
Starting Vehs	68	70	80	61	72	56	52
Ending Vehs	81	83	77	103	60	69	86
Travel Distance (mi)	1164	1167	1156	1172	1148	1167	1169
Travel Time (hr)	105.6	102.5	104.9	146.0	138.3	107.8	101.2
Total Delay (hr)	52.1	49.1	52.0	91.9	85.7	54.1	47.6
Total Stops	3688	3704	3483	4307	3720	3561	3564
Fuel Used (gal)	54.2	53.5	53.3	63.4	60.8	54.4	53.1

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	6:50	6:50	6:50	6:50
End Time	8:00	8:00	8:00	8:00
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	2658	2638	2701	2670
Vehs Exited	2653	2622	2698	2660
Starting Vehs	58	70	67	65
Ending Vehs	63	86	70	71
Travel Distance (mi)	1158	1143	1180	1162
Travel Time (hr)	101.7	117.7	111.4	113.7
Total Delay (hr)	48.3	65.0	56.9	60.3
Total Stops	3562	3787	3565	3695
Fuel Used (gal)	52.9	56.2	55.3	55.7

Interval #0 Information Seeding

Start Time	6:50
End Time	7:00
Total Time (min)	10

Volumes adjusted by Growth Factors, Anti PHF.
No data recorded this interval.

Interval #1 Information

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	570	633	587	575	536	584	615
Vehs Exited	563	622	616	565	538	570	592
Starting Vehs	68	70	80	61	72	56	52
Ending Vehs	75	81	51	71	70	70	75
Travel Distance (mi)	251	278	265	253	239	253	267
Travel Time (hr)	16.5	21.3	17.8	17.0	15.9	16.7	17.7
Total Delay (hr)	5.1	8.5	5.7	5.4	4.9	5.1	5.5
Total Stops	542	754	601	574	510	545	590
Fuel Used (gal)	10.3	12.1	10.8	10.4	9.6	10.3	10.8

Interval #1 Information

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	610	573	617	588
Vehs Exited	594	561	604	583
Starting Vehs	58	70	67	65
Ending Vehs	74	82	80	68
Travel Distance (mi)	265	244	272	259
Travel Time (hr)	18.5	16.3	18.5	17.6
Total Delay (hr)	6.2	5.1	6.1	5.7
Total Stops	639	533	630	588
Fuel Used (gal)	10.9	9.9	11.1	10.6

Interval #2 Information Recording

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	900	888	873	883	874	925	911
Vehs Exited	782	794	721	742	742	798	802
Starting Vehs	75	81	51	71	70	70	75
Ending Vehs	193	175	203	212	202	197	184
Travel Distance (mi)	352	351	327	333	334	355	353
Travel Time (hr)	37.1	37.2	34.3	41.3	44.9	39.2	36.1
Total Delay (hr)	20.8	20.9	19.2	25.8	29.5	22.6	19.8
Total Stops	1418	1377	1140	1377	1320	1403	1316
Fuel Used (gal)	17.4	17.3	16.0	17.8	18.6	17.8	17.2

Interval #2 Information Recording

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	903	861	857	887
Vehs Exited	785	760	774	771
Starting Vehs	74	82	80	68
Ending Vehs	192	183	163	190
Travel Distance (mi)	351	338	340	343
Travel Time (hr)	35.1	37.2	35.8	37.8
Total Delay (hr)	19.0	21.6	19.8	21.9
Total Stops	1300	1377	1196	1326
Fuel Used (gal)	16.9	17.1	16.5	17.3

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	599	572	595	667	638	571	577
Vehs Exited	717	668	710	725	697	690	691
Starting Vehs	193	175	203	212	202	197	184
Ending Vehs	75	79	88	154	143	78	70
Travel Distance (mi)	296	281	298	307	296	289	291
Travel Time (hr)	33.3	26.1	34.3	54.9	52.3	34.1	30.1
Total Delay (hr)	19.6	13.3	20.7	40.7	38.8	20.9	16.8
Total Stops	1065	931	1079	1348	1133	1021	1057
Fuel Used (gal)	15.4	13.4	15.5	20.6	19.6	15.5	14.5

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	570	613	649	605
Vehs Exited	690	673	706	697
Starting Vehs	192	183	163	190
Ending Vehs	72	123	106	99
Travel Distance (mi)	289	288	300	294
Travel Time (hr)	30.5	40.2	35.6	37.1
Total Delay (hr)	17.2	27.1	21.9	23.7
Total Stops	1014	1052	1037	1077
Fuel Used (gal)	14.7	16.8	15.9	16.2

Interval #4 Information

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	604	579	598	586	578	605	593
Vehs Exited	598	575	609	637	661	614	577
Starting Vehs	75	79	88	154	143	78	70
Ending Vehs	81	83	77	103	60	69	86
Travel Distance (mi)	265	256	266	278	279	270	258
Travel Time (hr)	18.6	18.0	18.5	32.8	25.2	17.8	17.3
Total Delay (hr)	6.6	6.4	6.4	20.1	12.4	5.5	5.5
Total Stops	663	642	663	1008	757	592	601
Fuel Used (gal)	11.1	10.6	11.0	14.7	13.0	10.8	10.5

Interval #4 Information

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	575	591	578	587
Vehs Exited	584	628	614	610
Starting Vehs	72	123	106	99
Ending Vehs	63	86	70	71
Travel Distance (mi)	253	273	268	267
Travel Time (hr)	17.5	24.0	21.4	21.1
Total Delay (hr)	6.0	11.3	9.2	8.9
Total Stops	609	825	702	706
Fuel Used (gal)	10.4	12.5	11.8	11.7

Intersection: 101: Gillespie St/Green St & Hay St/Person St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	253	216	208	265
Average Queue (ft)	84	59	113	172
95th Queue (ft)	192	157	223	297
Link Distance (ft)	921	915	197	239
Upstream Blk Time (%)			6	2
Queuing Penalty (veh)			29	19
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 102: Gillespie St & Franklin St/Otis F. Jones Pkwy

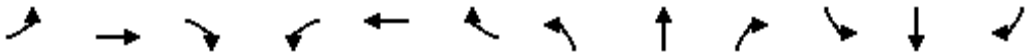
Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	74	180	98	131	159	579	112	234
Average Queue (ft)	32	73	28	41	43	223	22	110
95th Queue (ft)	74	148	71	96	125	689	67	207
Link Distance (ft)		972		487		1003		197
Upstream Blk Time (%)						6		1
Queuing Penalty (veh)						0		6
Storage Bay Dist (ft)	50		90		135		100	
Storage Blk Time (%)	12	26	1	2	0	17	0	8
Queuing Penalty (veh)	11	12	1	1	0	9	1	3

Intersection: 103: Green St & Old St/Bow St & Maiden Ln

Movement	EB	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	R>	L	TR	L	T	>
Maximum Queue (ft)	109	1042	125	67	267	64	303	175	922	850
Average Queue (ft)	90	490	102	15	125	34	239	95	438	168
95th Queue (ft)	127	1165	153	50	242	73	342	209	913	651
Link Distance (ft)		1009		382	382		239		957	957
Upstream Blk Time (%)		19			0		20		4	1
Queuing Penalty (veh)		0			0		95		0	0
Storage Bay Dist (ft)	85		100			40		150		
Storage Blk Time (%)	33	0	34			13	55	0	37	
Queuing Penalty (veh)	81	0	99			49	26	1	44	

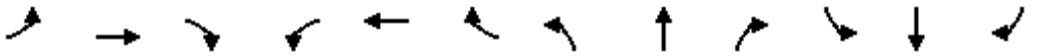
Network Summary

Network wide Queuing Penalty: 487

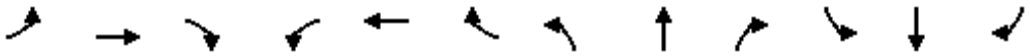


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	119	225	132	15	197	24	68	296	20	123	396	364
Future Volume (vph)	119	225	132	15	197	24	68	296	20	123	396	364
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.963			0.986			0.993			0.944	
Flt Protected		0.988			0.997			0.991			0.993	
Satd. Flow (prot)	0	1749	0	0	1831	0	0	1776	0	0	1746	0
Flt Permitted		0.988			0.997			0.991			0.993	
Satd. Flow (perm)	0	1749	0	0	1831	0	0	1776	0	0	1746	0
Link Speed (mph)		15			15			25			25	
Link Distance (ft)		1013			1007			322			389	
Travel Time (s)		46.0			45.8			8.8			10.6	
Peak Hour Factor	0.82	0.82	0.82	0.91	0.91	0.91	0.91	0.91	0.91	0.82	0.82	0.82
Heavy Vehicles (%)	4%	2%	5%	2%	2%	2%	2%	6%	6%	2%	2%	2%
Adj. Flow (vph)	145	274	161	16	216	26	75	325	22	150	483	444
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	580	0	0	258	0	0	422	0	0	1077	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary			
Area Type:	Other		
Control Type: Roundabout			
Intersection Capacity Utilization	111.6%	ICU Level of Service	H
Analysis Period (min)	15		



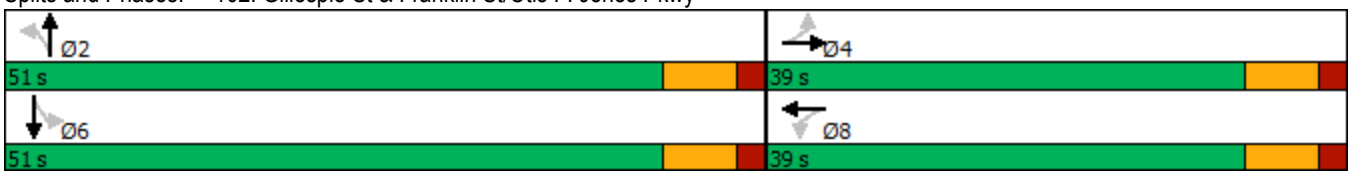
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	81	64	59	37	28	49	316	52	25	368	120
Future Volume (vph)	70	81	64	59	37	28	49	316	52	25	368	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	90		0	135		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.934			0.935			0.979			0.963	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	1696	0	1656	1732	0	1703	1779	0	1770	1794	0
Flt Permitted	0.709			0.440			0.345			0.475		
Satd. Flow (perm)	1283	1696	0	767	1732	0	618	1779	0	885	1794	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1006			550			1038			322	
Travel Time (s)		27.4			15.0			28.3			8.8	
Peak Hour Factor	0.51	0.51	0.51	0.88	0.88	0.88	0.91	0.91	0.91	0.84	0.84	0.84
Heavy Vehicles (%)	5%	2%	8%	9%	3%	2%	6%	5%	2%	2%	2%	2%
Adj. Flow (vph)	137	159	125	67	42	32	54	347	57	30	438	143
Shared Lane Traffic (%)												
Lane Group Flow (vph)	137	284	0	67	74	0	54	404	0	30	581	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	38.0	38.0		35.0	35.0		28.0	28.0		26.0	26.0	
Total Split (s)	39.0	39.0		39.0	39.0		51.0	51.0		51.0	51.0	
Total Split (%)	43.3%	43.3%		43.3%	43.3%		56.7%	56.7%		56.7%	56.7%	
Maximum Green (s)	32.0	32.0		32.0	32.0		44.0	44.0		44.0	44.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0		-2.0	-2.0		-2.0	-2.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	24.0	24.0		21.0	21.0		14.0	14.0		12.0	12.0	
Pedestrian Calls (#/hr)	19	19		6	6		12	12		15	15	
Act Effct Green (s)	22.5	22.5		22.5	22.5		46.5	46.5		46.5	46.5	
Actuated g/C Ratio	0.28	0.28		0.28	0.28		0.59	0.59		0.59	0.59	
v/c Ratio	0.38	0.59		0.31	0.15		0.15	0.39		0.06	0.55	
Control Delay	24.8	28.9		25.0	20.5		11.3	11.8		10.1	14.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	24.8	28.9		25.0	20.5		11.3	11.8		10.1	14.3	
LOS	C	C		C	C		B	B		B	B	
Approach Delay		27.6			22.7			11.7			14.1	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	53	118		26	27		10	86		5	141	
Queue Length 95th (ft)	51	95		57	55		38	206		20	295	
Internal Link Dist (ft)		926			470			958			242	
Turn Bay Length (ft)	50			90			135			100		
Base Capacity (vph)	557	736		333	752		363	1045		520	1054	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.25	0.39		0.20	0.10		0.15	0.39		0.06	0.55	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 79.1			
Natural Cycle: 70			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay: 17.7		Intersection LOS: B	
Intersection Capacity Utilization 58.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 102: Gillespie St & Franklin St/Otis F. Jones Pkwy



Lane Group	EBL	EBT	EBR	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR2
Lane Configurations												
Traffic Volume (vph)	184	25	184	29	15	210	32	352	19	56	507	81
Future Volume (vph)	184	25	184	29	15	210	32	352	19	56	507	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	85		100	0	0		40		0	150		
Storage Lanes	1		1	1	1		1		0	1		
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.850			0.992				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1569	0	1770	1778	0	1671	1863	1583
Flt Permitted	0.950			0.950			0.173			0.213		
Satd. Flow (perm)	1770	1863	1583	1770	1569	0	322	1778	0	375	1863	1583
Right Turn on Red			No			No			No			Yes
Satd. Flow (RTOR)												100
Link Speed (mph)		25						25			25	
Link Distance (ft)		1061						389			1020	
Travel Time (s)		28.9						10.6			27.8	
Peak Hour Factor	0.65	0.65	0.65	0.91	0.91	0.91	0.88	0.88	0.88	0.80	0.80	0.80
Heavy Vehicles (%)	2%	2%	2%	2%	2%	3%	2%	5%	24%	8%	2%	2%
Adj. Flow (vph)	283	38	283	32	16	231	36	400	22	70	634	101
Shared Lane Traffic (%)												
Lane Group Flow (vph)	283	38	283	32	247	0	36	422	0	70	634	101
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Right	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12						12			12	
Link Offset(ft)		0						0			0	
Crosswalk Width(ft)		16						16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15	9	9	15		9	15		9
Number of Detectors	1	2	1	1	1		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Right		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	20		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	20		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Split	NA	Prot	Prot	Prot		Perm	NA		pm+pt	NA	Perm
Protected Phases	3	3	3	4	4			2		1	6	

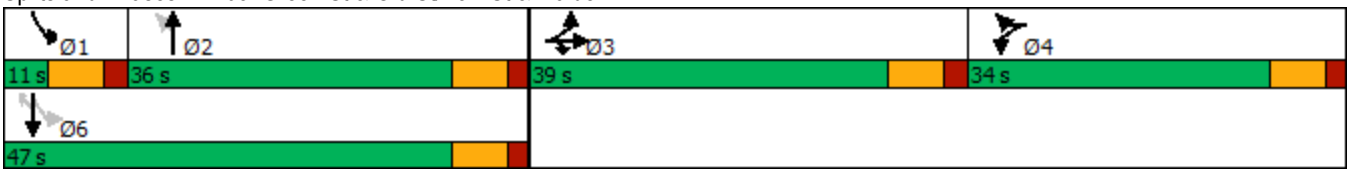
Lane Group	EBL	EBT	EBR	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR2
Permitted Phases							2			6		6
Detector Phase	3	3	3	4	4		2	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	39.0	39.0	39.0	34.0	34.0		32.0	32.0		11.0	30.0	30.0
Total Split (s)	39.0	39.0	39.0	34.0	34.0		36.0	36.0		11.0	47.0	47.0
Total Split (%)	32.5%	32.5%	32.5%	28.3%	28.3%		30.0%	30.0%		9.2%	39.2%	39.2%
Maximum Green (s)	32.0	32.0	32.0	27.0	27.0		29.0	29.0		4.0	40.0	40.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	0.0	0.0		-2.0	-2.0		-2.0	-2.0	-2.0
Total Lost Time (s)	5.0	5.0	5.0	7.0	7.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		Max	Max		None	Max	Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0			5.0	5.0
Flash Dont Walk (s)	25.0	25.0	25.0	20.0	20.0		18.0	18.0			18.0	18.0
Pedestrian Calls (#/hr)	1	1	1	6	6		3	3			85	85
Act Effct Green (s)	26.7	26.7	26.7	21.2	21.2		34.1	34.1		42.6	42.6	42.6
Actuated g/C Ratio	0.25	0.25	0.25	0.20	0.20		0.32	0.32		0.40	0.40	0.40
v/c Ratio	0.65	0.08	0.72	0.09	0.80		0.36	0.75		0.32	0.86	0.15
Control Delay	44.0	32.0	48.7	37.2	61.7		47.9	46.7		28.5	45.8	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	44.0	32.0	48.7	37.2	61.7		47.9	46.7		28.5	45.8	6.0
LOS	D	C	D	D	E		D	D		C	D	A
Approach Delay		45.4						46.8			39.3	
Approach LOS		D						D			D	
Queue Length 50th (ft)	177	20	181	18	166		21	280		31	413	0
Queue Length 95th (ft)	187	35	192	47	272		60	#491		62	#585	28
Internal Link Dist (ft)		981						309			940	
Turn Bay Length (ft)	85		100				40			150		
Base Capacity (vph)	566	595	506	449	398		101	562		221	736	686
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.50	0.06	0.56	0.07	0.62		0.36	0.75		0.32	0.86	0.15

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 107.7			
Natural Cycle: 120			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 45.2		Intersection LOS: D	
Intersection Capacity Utilization 72.5%		ICU Level of Service C	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 103: Green St & Old St/Bow St & Maiden Ln



Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	2:50	2:50	2:50	2:50	2:50	2:50	2:50
End Time	4:00	4:00	4:00	4:00	4:00	4:00	4:00
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	2847	2857	2782	2890	2842	2813	2859
Vehs Exited	2813	2828	2758	2831	2798	2758	2818
Starting Vehs	95	104	110	91	83	69	88
Ending Vehs	129	133	134	150	127	124	129
Travel Distance (mi)	1189	1197	1153	1200	1181	1167	1195
Travel Time (hr)	194.8	137.5	181.0	194.2	150.2	180.5	161.4
Total Delay (hr)	137.5	79.6	125.5	136.5	93.3	124.2	103.8
Total Stops	3614	3422	3350	3793	3466	3361	3811
Fuel Used (gal)	74.5	61.7	70.4	74.4	64.2	70.9	66.9

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	2:50	2:50	2:50	2:50
End Time	4:00	4:00	4:00	4:00
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	2853	2848	2818	2842
Vehs Exited	2804	2784	2776	2797
Starting Vehs	69	73	94	86
Ending Vehs	118	137	136	132
Travel Distance (mi)	1185	1175	1176	1182
Travel Time (hr)	197.0	179.7	169.1	174.5
Total Delay (hr)	139.6	122.5	112.2	117.5
Total Stops	3456	3431	3472	3517
Fuel Used (gal)	74.7	70.4	68.3	69.6

Interval #0 Information Seeding

Start Time	2:50
End Time	3:00
Total Time (min)	10

Volumes adjusted by Growth Factors, Anti PHF.
No data recorded this interval.

Interval #1 Information

Start Time	3:00
End Time	3:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	687	669	668	676	667	648	666
Vehs Exited	672	701	671	656	666	638	669
Starting Vehs	95	104	110	91	83	69	88
Ending Vehs	110	72	107	111	84	79	85
Travel Distance (mi)	283	293	278	281	279	272	283
Travel Time (hr)	26.6	22.0	26.0	29.5	20.3	18.8	20.4
Total Delay (hr)	12.9	7.9	12.6	16.0	6.8	5.7	6.7
Total Stops	853	846	788	815	760	646	759
Fuel Used (gal)	13.2	12.5	12.9	13.8	11.7	11.2	11.7

Interval #1 Information

Start Time	3:00
End Time	3:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	689	686	663	672
Vehs Exited	663	665	675	668
Starting Vehs	69	73	94	86
Ending Vehs	95	94	82	88
Travel Distance (mi)	288	285	281	282
Travel Time (hr)	26.1	22.4	22.3	23.4
Total Delay (hr)	12.2	8.6	8.6	9.8
Total Stops	863	809	777	791
Fuel Used (gal)	13.1	12.2	12.2	12.5

Interval #2 Information Recording

Start Time	3:15
End Time	3:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	856	845	847	852	887	885	911
Vehs Exited	789	773	801	775	789	772	790
Starting Vehs	110	72	107	111	84	79	85
Ending Vehs	177	144	153	188	182	192	206
Travel Distance (mi)	336	330	340	331	344	331	344
Travel Time (hr)	53.5	32.7	48.1	48.6	38.2	40.6	39.5
Total Delay (hr)	37.2	16.7	31.8	32.8	21.9	24.8	23.1
Total Stops	1095	1004	1180	1127	1181	1122	1328
Fuel Used (gal)	20.4	15.8	19.6	19.2	17.4	17.6	17.5

Interval #2 Information Recording

Start Time	3:15
End Time	3:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	861	861	857	864
Vehs Exited	765	768	760	778
Starting Vehs	95	94	82	88
Ending Vehs	191	187	179	181
Travel Distance (mi)	331	329	334	335
Travel Time (hr)	46.9	44.8	42.2	43.5
Total Delay (hr)	31.0	28.7	26.3	27.4
Total Stops	1045	1114	1105	1129
Fuel Used (gal)	18.8	18.5	18.1	18.3

Interval #3 Information

Start Time	3:30
End Time	3:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	634	670	610	678	635	634	663
Vehs Exited	690	690	637	716	685	693	709
Starting Vehs	177	144	153	188	182	192	206
Ending Vehs	121	124	126	150	132	133	160
Travel Distance (mi)	282	291	263	301	284	288	296
Travel Time (hr)	60.1	41.0	48.6	57.9	44.2	59.8	50.2
Total Delay (hr)	46.6	26.9	36.0	43.4	30.7	45.8	36.0
Total Stops	748	809	674	1029	801	831	932
Fuel Used (gal)	21.0	16.7	17.7	20.8	17.4	21.0	19.1

Interval #3 Information

Start Time	3:30
End Time	3:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	620	643	622	640
Vehs Exited	699	685	678	691
Starting Vehs	191	187	179	181
Ending Vehs	112	145	123	129
Travel Distance (mi)	283	280	279	285
Travel Time (hr)	61.1	54.3	52.0	52.9
Total Delay (hr)	47.2	40.5	38.5	39.2
Total Stops	797	727	823	819
Fuel Used (gal)	21.2	19.3	19.0	19.3

Interval #4 Information

Start Time	3:45
End Time	4:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	670	673	657	684	653	646	619
Vehs Exited	662	664	649	684	658	655	650
Starting Vehs	121	124	126	150	132	133	160
Ending Vehs	129	133	134	150	127	124	129
Travel Distance (mi)	288	283	272	288	274	276	272
Travel Time (hr)	54.6	41.8	58.4	58.1	47.4	61.2	51.3
Total Delay (hr)	40.6	28.1	45.1	44.3	34.0	47.9	38.0
Total Stops	918	763	708	822	724	762	792
Fuel Used (gal)	19.9	16.7	20.2	20.6	17.7	21.1	18.6

Interval #4 Information

Start Time	3:45
End Time	4:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	683	658	676	661
Vehs Exited	677	666	663	661
Starting Vehs	112	145	123	129
Ending Vehs	118	137	136	132
Travel Distance (mi)	283	281	282	280
Travel Time (hr)	62.9	58.3	52.6	54.6
Total Delay (hr)	49.2	44.6	38.9	41.1
Total Stops	751	781	767	778
Fuel Used (gal)	21.6	20.4	19.0	19.6

Intersection: 101: Gillespie St/Green St & Hay St/Person St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	318	174	198	268
Average Queue (ft)	117	60	91	238
95th Queue (ft)	274	132	171	282
Link Distance (ft)	921	915	197	239
Upstream Blk Time (%)			1	9
Queuing Penalty (veh)			3	65
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 102: Gillespie St & Franklin St/Otis F. Jones Pkwy

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	74	266	102	119	130	315	124	245
Average Queue (ft)	41	95	43	41	36	125	20	141
95th Queue (ft)	83	208	89	92	98	246	70	230
Link Distance (ft)		972		487		1003		197
Upstream Blk Time (%)								2
Queuing Penalty (veh)								14
Storage Bay Dist (ft)	50		90		135		100	
Storage Blk Time (%)	10	24	2	1	0	7		16
Queuing Penalty (veh)	20	21	1	0	0	3		4

Intersection: 103: Green St & Old St/Bow St & Maiden Ln

Movement	EB	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	R>	L	TR	L	T	>
Maximum Queue (ft)	109	879	125	55	278	64	304	175	1007	987
Average Queue (ft)	76	243	90	16	144	23	222	105	798	668
95th Queue (ft)	125	735	152	45	242	62	336	238	1289	1375
Link Distance (ft)		1009		382	382		239		957	957
Upstream Blk Time (%)		1					14		62	52
Queuing Penalty (veh)		0					63		0	0
Storage Bay Dist (ft)	85		100			40		150		
Storage Blk Time (%)	18	0	30			3	52	0	76	
Queuing Penalty (veh)	39	0	74			11	17	0	43	

Network Summary

Network wide Queuing Penalty: 379