

TRAFFIC IMPACT STUDY

FOR

SEA PALMS MIXED-USE DEVELOPMENT

GLYNN COUNTY, GEORGIA

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EXECUTIVE SUMMARY

The proposed Sea Palms Mixed-Use development will redevelop a 3-acre site located north of Fendig Road and west of Frederica Road in Glynn County, Georgia. The project will replace an existing abandoned clubhouse and golf driving range with a mixed-use facility comprising approximately 4,435 square feet of retail space, 16,630 square feet of restaurant space, and 20,420 square feet of recreational amenities, including an amphitheater and a new 10-tee driving range. Site access will be provided via a primary driveway on Frederica Road and two additional driveways on Fendig Road. The development is planned for construction as a single phase, with completion anticipated in 2028.

This study evaluates the traffic impacts associated with the proposed development and assesses the need for roadway improvements. Trip generation estimates were developed using the ITE Trip Generation Manual, 12th Edition. This study analyzed the impacts the additional development's generated trips are expected to have on the surrounding roadway network and study intersections. The study intersections are listed below:

1. Frederica Road at Sea Island Road
2. Frederica Road at Palm Drive
3. Frederica Road at Fendig Road/Windward Drive
4. Frederica Road at Driveway #1 (*New Intersection*)
5. Frederica Road at Lawrence Road
6. Fendig Road at Driveway #2 (*New Intersection*)
7. Fendig Road at Driveway #3 (*New Intersection*)

Under existing conditions, the majority of study intersections operate at acceptable levels of service during peak periods. Notable exceptions include the intersection of Frederica Road at Sea Island Road, where the southbound approach operates at LOS E during both AM and PM peak hours and the northbound approach and overall intersection operate at LOS E during the PM peak, and Frederica Road at Palm Drive, which operates at LOS E during weekday peak hours. All study intersections maintain acceptable LOS during the weekend peak period. No-build conditions are expected to mirror existing performance with only marginal increases in delay.

The proposed development is anticipated to have minimal impact on the surrounding roadway network. Under build conditions, the westbound approach and overall intersection at Frederica Road and Sea Island Road are projected to decline from LOS D to LOS E during peak hours. However, as this intersection is programmed for conversion to a roundabout in the near term, acceptable operations are expected to be restored upon completion of that improvement, and no mitigation is warranted at this location through this development project. The intersection of Frederica Road at Palm Drive is a pre-existing system deficiency that will remain unchanged with the new development, as the project has minimal impact at this location. Therefore, system improvements need to be identified and implemented. All driveway intersections serving the proposed development are projected to operate at LOS A-C during both weekday and weekend peak periods, and all study intersections are expected to maintain acceptable operations during the weekend peak under build conditions.

Based on the analysis, the following driveway configuration and control type is recommended at the study intersections listed below:

Fendig Road at Driveway #2

- Driveway #2 should be minor street stop controlled.
- Driveway #2 should have two lanes, one entry and one exit lane.

Fendig Road at Driveway #3

- Driveway #3 should be minor street stop controlled.
- Driveway #3 should have two lanes, one entry and one exit lane.

At the intersection of Frederica Road with Fendig Road/Windward Drive, the opposing side street approaches are horizontally offset by approximately 40 feet. Additional queue analysis was conducted using SimTraffic microsimulation to evaluate the operational effects of this offset, comparing the existing offset configuration to a hypothetical aligned condition. The analysis confirmed that the 40-foot offset contributes to increased queuing on the side street approaches. Accordingly, realignment of the opposing side street approaches across Frederica Road is recommended, as it is expected to improve operational efficiency and reduce side street queuing.

Given right-of-way constraints and the presence of trees and utility poles near the intersection, two control alternatives were evaluated for the realigned configuration: minor-street stop control and a mini-roundabout. Both options are expected to provide acceptable levels of service.

For the mini-roundabout alternative, the GDOT Roundabout Design Guide would typically call for a design vehicle of WB-40. However, since WB-40 vehicles represent only about 0.6%-0.2% of daily traffic (~106 WB-40 vehicles maximum), the roundabout may instead be designed for a smaller control vehicle, such as SU-30, with WB-40 and larger vehicles accommodated via the truck apron as needed, which allows for a smaller inscribed circle diameter, helping to minimize right-of-way impacts while still accommodating occasional larger vehicles.

The selected intersection control at Frederica Road and Fendig Road/Windward Drive will affect the recommended control type at Frederica Road and Driveway #1. The developer and Glynn County should coordinate to determine the preferred alternative. Recommendations for both alternatives are provided below:

Alternative A – Minor-Street Stop Control**Frederica Road at Fendig Road/Windward Drive**

- Maintain the minor street stop control.
- Realign the side-street approaches across Frederica Road.
- Southbound left turn lane with 75 ft of storage should be provided along Frederica Road.
- Northbound left turn lane with 80 ft of storage should be provided along Frederica Road.

Frederica Road at Driveway #1

- Driveway #1 should be minor street stop controlled.
- Driveway #1 should have two lanes, one entry and one exit lane.
- Southbound right turn lane with 100 ft of storage should be provided along Frederica Road.
- Northbound left turn lane with 75 ft of storage should be provided along Frederica Road.

Alternative B – Mini-Roundabout Control**Frederica Road at Fendig Road/Windward Drive**

- Install a mini-roundabout control.
- Realign the side-street approaches across Frederica Road.

Frederica Road at Driveway #1

- Driveway #1 should be right-in/right-out (RIRO) controlled.
- Driveway #1 should have two lanes, one entry and one exit lane.

- Southbound right turn lane with 100 ft of storage should be provided along Frederica Road.

INTRODUCTION

Southeastern Engineering, Inc. conducted a traffic impact study for the proposed Sea Palms Mixed-Use Development in Glynn County, Georgia. Located north of Fendig Road and west of Frederica Road, the site currently has an abandoned clubhouse with a golf driving range. The development will reopen the range and add retail, restaurant, and recreational facilities on approximately 3 acres of site. Access to the site will be provided via three driveways—one on Frederica Road and two on Fendig Road. Full build-out is expected by 2028. A location map of the area near the site is shown in **Figure 1**.

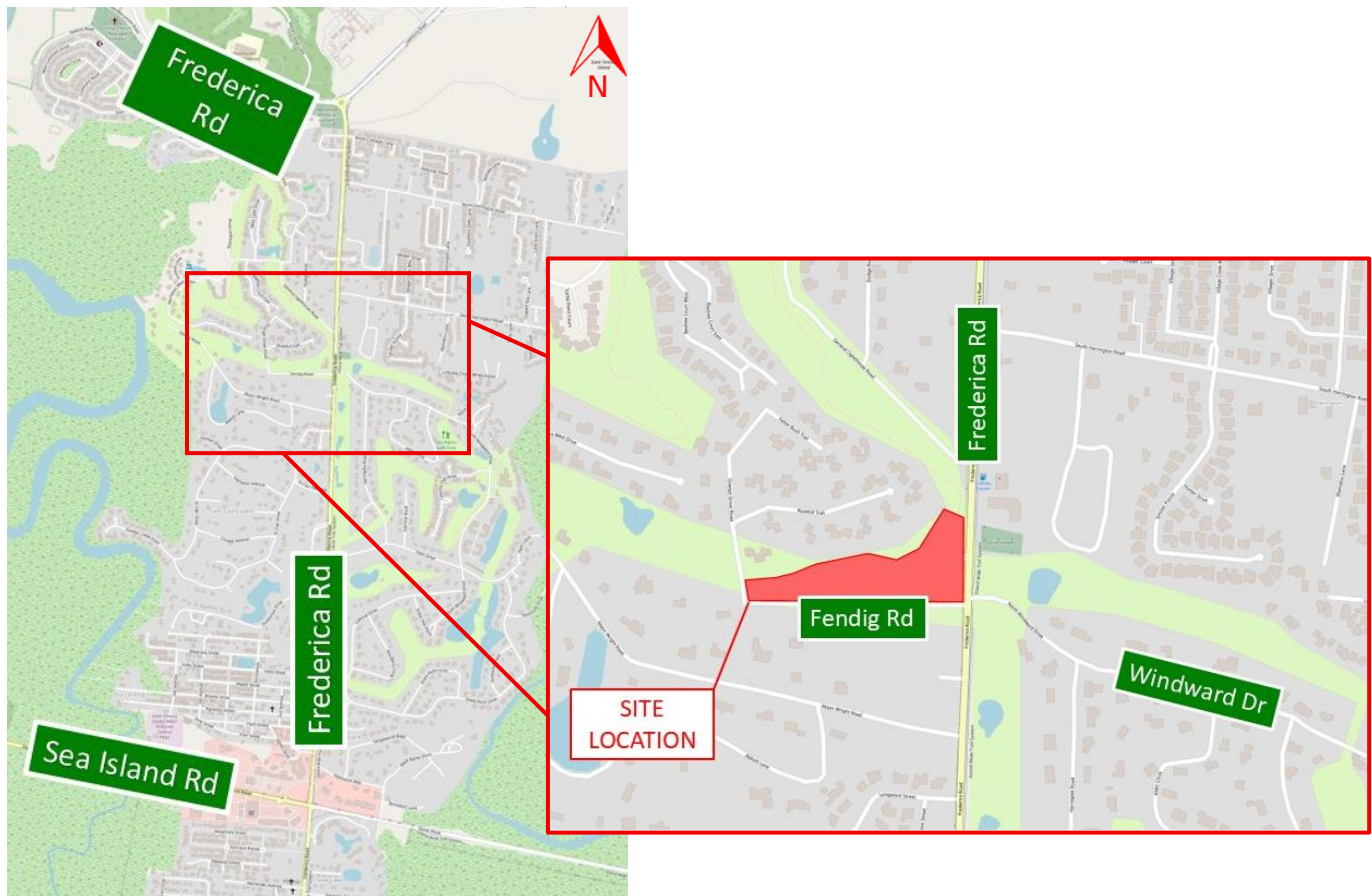


Figure 1 Location Map

This study will identify the potential impacts of the proposed development traffic on the surrounding roadway network. The study includes the existing and future peak hour traffic operations and capacity analysis for the surrounding roadway network and development driveways. As necessary, operational improvements will be identified and analyzed to mitigate the traffic impacts caused by the development. Based on the results of the analysis for the study intersections, recommendations will be made for intersection geometry and control methods.

PROJECT DESCRIPTION

The proposed Sea Palms Mixed-Use development will be constructed on approximately 3 acres in Glynn County, Georgia. The site is located north of Fendig Road and west of Frederica Road. Access will be provided through three driveways: a primary driveway on Frederica Road and two other driveways on Fendig Road. The site currently has an abandoned clubhouse with a golf driving range.

This development will demolish those facilities to construct a mixed-use facility. The new facility will include approximately 4,435 SF of retail space, 16,630 SF of restaurant space, and 20,420 SF of recreational facilities, including an amphitheater. It will also include a golf driving range with 10 tees or driving positions. Construction will be carried out in a single phase and is scheduled for completion by 2028. The site plan for the development is attached in **Appendix A**.

Study Network

The traffic study analyzes traffic operations for the study intersections in the vicinity of the development. Capacity analysis and level of service evaluations of the study intersections were conducted for the existing, no-build and build conditions. An aerial of the study area is shown in **Figure 2**, and the intersections studied for this report are listed below:

1. Frederica Road at Sea Island Road – Traffic Signal
2. Frederica Road at Palm Drive – Minor Street Stop-Control
3. Frederica Road at Fendig Road/Windward Drive – Minor Street Stop-Control
4. Frederica Road at Driveway #1 – Minor Street Stop-Control (*New Intersection*)
5. Frederica Road at Lawrence Road – Single-Lane Roundabout
6. Fendig Road at Driveway #2 – Minor Street Stop-Control (*New Intersection*)
7. Fendig Road at Driveway #3 – Minor Street Stop-Control (*New Intersection*)

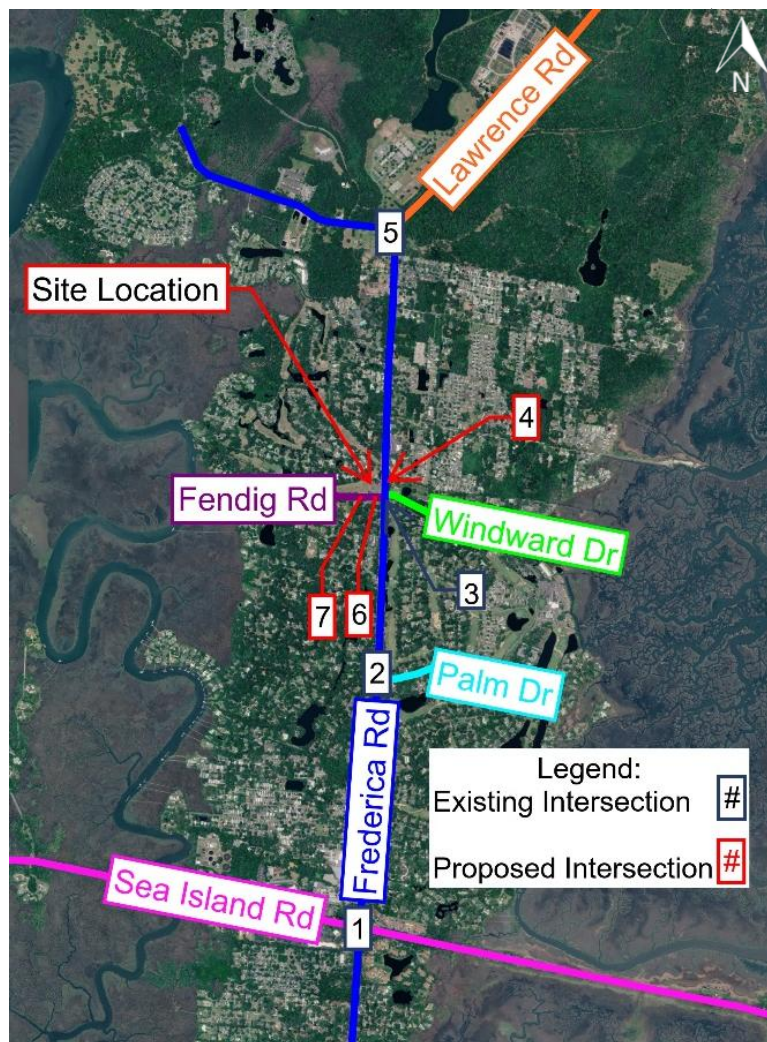


Figure 2 Aerial of Study Area

Roadway Conditions

The roadway network adjacent to the development was examined for the existing roadway characteristics.

Frederica Road

Frederica is a two-lane undivided roadway with a posted speed limit of 35 mph. It is classified by GDOT as a major collector north of Sea Island Road and a minor arterial to the south of it. It connects to Lawrence Road in the north and to Kings Way in the south. There are no curbs or gutters in the study area, but sidewalks are provided along the east side in the study area.

Sea Island Road

Sea Island Road is a two-lane undivided roadway with a posted speed limit of 35 mph. It is classified by GDOT as a major collector east of Frederica Road and a minor arterial to the east of it. It connects to Frederica Road in the east and to Demere Road in the south. There are curbs and gutters in the study area, but no sidewalks are provided along the study area.

Palm Drive

Palm Drive is a two-lane, undivided roadway with a posted speed limit of 25 mph. It is classified by GDOT as a local road. It connects to Frederica Road in the west and is a dead end to the east, primarily connecting the residential area to Frederica Road. There are no curbs, gutters, or sidewalks in the study area.

Lawrence Road

Lawrence Road is a two-lane, undivided roadway with a posted speed limit of 35 mph. It is classified by GDOT as a local road. It connects to Frederica Road in the west and is a dead end to the east, primarily connecting the residential area to Frederica Road. There are no curbs, gutters, or sidewalks in the study area.

Windward Road

Windward Road is a two-lane, undivided roadway with a posted speed limit of 25 mph. It is classified by GDOT as a local road. It connects to Frederica Road in the west and to Palm Drive in the south. There are no curbs, gutters, or sidewalks in the study area.

Fendig Road

Fendig Road is a two-lane, undivided roadway with no posted speed limit. It is classified by GDOT as a local road. It connects to Frederica Road in the east and to Deer Run Villas in the west. There are no curbs, gutters, or sidewalks in the study area.

EXISTING TRAFFIC CONDITIONS

The traffic impact study evaluates current traffic operations within the study network. Capacity and level-of-service analyses were performed at study intersections for both existing and future conditions, with and without the proposed development. Impacts were assessed for both weekdays and weekends, as the site includes land uses that attract significant weekend activity.

Existing Traffic Volumes

Existing traffic volumes for the study roadways and intersections were collected for this study. Bi-directional 24-hour classification counts were collected on Thursday, May 7, 2026, and Saturday, May 9, 2026, along primary roadways adjacent to the proposed development. Peak hour turning movement counts were collected on May 7, 2026, at the study intersections. On the weekend, turning movement counts were collected at the intersection of Frederica Road and Fendig Road/Windward Drive, while volumes for the remaining intersections were estimated using adjustment factors derived from count locations with both weekday and weekend data. A summary of the existing daily traffic volumes within the study area is summarized in **Table 1**. Detailed traffic counts are attached in **Appendix B**. The existing AM and PM peak hour turning movement volumes are shown in **Figure 3**. The weekday AM peak hour was identified as 7:30–8:30 AM, and the PM peak hour as 4:45–5:45 PM. On weekends, a single peak hour was observed from 11:00 AM–12:00 PM, which was used for weekend analysis.

Table 1: Existing Traffic Volume (2026)			
Location	Volume		Total
	Eastbound/ Northbound	Westbound/ Southbound	
Weekday – May 7, 2026			
Windward Drive east of Frederica Road	646	667	1,313
Fendig Road west of Frederica Road	248	240	488
Frederica Road north of Windward Drive	7,338	7,367	14,705
Frederica Road south of Sea Island Road	7,688	7,521	15,209
Weekday – May 9, 2026			
Windward Drive east of Frederica Road	456	495	951
Fendig Road west of Frederica Road	133	130	263
Frederica Road north of Windward Drive	5,481	5,453	10,934
Frederica Road south of Sea Island Road	5,657	6,110	11,767

Growth Rate Determination

The growth rate for the study area was calculated using different sources, including the annual volume statistics from GDOT's Traffic Analysis & Data Application (TADA), employment and population projections for the county from Regional Economic Models, Inc. (REMI), population projections for the county from the Governor's Office of Planning and Budget (OPB), and county census data from the US Census Bureau. Data and calculations from the sources are attached in **Appendix C**. The growth rate calculated using the GDOT's Historical traffic data is summarized in **Table 2**.

Table 2: GDOT Historical Growth Rate				
Station ID	Location	5-Year	10-Year	15-Year
127-0289	Frederica Road north of Harrington Road	-	1.9%	-
127-0294	Sea Island Road east of Frederica Road	-7.3%	-1.8%	-0.9%
127-0347	Sea Island Road north of Arthur J Moore Drive	-	2.8%	2.9%
127-0287	Frederica Road north of Devonwood Drive	-	-0.1%	-0.6%
5-,10- and 15-Year Average		-7.3%	0.7%	0.4%
Average Growth Rate		-2.1%		

Population and employment projections from REMI were utilized in determining growth rates for the county. **Table 3** summarizes the growth rate calculated using REMI's projections.

Table 3: Growth Rate Based on REMI's Projections				
Projection Type	County	2026 Population	2028 Population	2026-2028
Employment Projection	Glynn County	87,774	88,902	0.6%
Population Projection	Glynn County	55,914	56,593	0.6%

Population projection data for the county was obtained from the Georgia Governor's OPB. This data was used to calculate the growth rate. The growth rate calculated using projections from OPB are summarized in **Table 4**.

Table 4: Georgia Governor's Office of Planning and Budget Annual Population Estimates			
County	2026 Population	2028 Population	2026-2028
Glynn County	87,795	88,977	0.7%

Census data from the U.S. Census Bureau was used to calculate a growth rate for the county. The growth rate calculated using the U.S. Census Bureau data is shown **Table 5**.

Table 5: U.S. Census Bureau Annual Estimates of the Resident Population			
Geographic Area	2010 Census	2020 Census	Growth Rate
Glynn County	79, 626	84,499	0.6%

To estimate future traffic volumes for the project, growth rates from multiple sources were averaged, resulting in an overall rate of 0.1%. However, because this rate is below the threshold recommended by the GDOT Design Traffic Forecasting Manual, a minimum growth rate of 0.5% will be used for future year volume calculations, in accordance with GDOT guidelines.

Level of Service Methodology

Intersection capacity analyses were performed using the methodology outlined in the *Highway Capacity Manual, 7th Edition* (HCM). This methodology is the industry standard for the evaluation of intersection capacity and delay. To facilitate the analysis, computer software Synchro 12 and Sidra 9.1 were used, which conform to the HCM methodology.

An analysis of peak hour traffic conditions was performed to determine the level of service (LOS) at the study intersections. LOS for an intersection is based on vehicular delay at the intersection and is a typical measure of effectiveness used to evaluate intersection operations. The HCM provides ranges of delay for each LOS definition, spanning from very minimal delays (LOS A) to high delays (LOS F). LOS F is considered unacceptable for most drivers.

For unsignalized intersections, where a stop sign controls side streets or minor streets, the criterion for evaluating traffic operations is the LOS for the controlled turning movements at the intersection. Methodology from the HCM to determine the delay and LOS for these turning movements is based on the input data including intersection geometry, lane configuration, and turning movement volumes. For the signalized intersections, LOS is based on the input data including intersection geometry, lane configuration, turning movement volumes, traffic signal timing. **Table 6** indicates the relationship between delay and LOS for unsignalized and signalized intersections.

Table 6: Level of Service for Signalized and Unsignalized Intersections		
Level of Service	Control Delay Per Vehicle (sec)	
	Unsignalized Intersection	Signalized Intersection
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

Existing Conditions Levels of Service

The operational analysis of existing conditions utilized the current geometric configurations and intersection control types for all study intersections, considering both weekday and weekend periods. Most intersections are currently operating at acceptable levels of service (LOS) under existing traffic volumes. However, the intersection of Frederica Road at Sea Island Road experiences notable delays: the southbound approach operates at LOS E during both AM and PM peak hours, while the northbound approach and the overall intersection operate at LOS E during the PM peak. Additionally, the intersection of Frederica Road at Palm Drive operates at LOS E during both weekday peak hours. All intersections maintain acceptable LOS during the weekend peak period. The results of the existing intersection operational analysis are summarized in **Table 7** and detailed Synchro reports are attached in **Appendix D**.

Table 7: Level of Service and Delay for Existing Condition (2026)					
Intersection	Control Type	Approach	Delay (LOS)		
			Weekday		Weekend
			AM	PM	Weekend Peak
Frederica Road at Sea Island Road	Traffic Signal	Eastbound	43.4 (D)	32.7 (C)	21.1 (C)
		Westbound	54.1 (D)	48.8 (D)	29.6 (C)
		Northbound	34.6 (C)	58.6 (E)	45.6 (D)
		Southbound	68.7 (E)	74.0 (E)	51.4 (D)
		Overall	53.0 (D)	55.3 (E)	38.0 (D)
Frederica Road at Palm Drive	Minor-Street Stop-Control	Westbound	37.1 (E)	39.4 (E)	26.2 (D)
Frederica Road at Fendig Road/Windward Drive	Minor-Street Stop-Control	Eastbound	22.0 (C)	13.5 (B)	13.6 (B)
		Westbound	25.5 (D)	27.8 (D)	22.2 (C)
Frederica Road at Lawrence Road	Single-lane Roundabout	Eastbound	5.6 (A)	4.7 (A)	4.1 (A)
		Westbound	5.3 (A)	4.7 (A)	4.2 (A)
		Northbound	5.3 (A)	4.1 (A)	4.0 (A)
		Overall	5.4 (A)	4.5 (A)	4.1 (A)

FUTURE CONDITIONS

The impact of the proposed development on the roadway network was analyzed and evaluated in the future year (2028) without the proposed development (No-Build) to compare the future conditions with the proposed fully constructed development (Build).

Adjacent Projects

A major improvement is planned for the intersection of Frederica Road and Sea Island Road, where a multi-lane roundabout will be constructed to resolve existing and future operational deficiencies. Construction is slated to begin in spring 2027 and finish by fall 2029. Since the roundabout will directly address the unacceptable service levels experienced during weekday peak hours, this study does not propose or analyze additional interim improvements. The roundabout is designed to accommodate projected traffic conditions through 2041, including anticipated background growth from new developments in the area. Supporting reports for this analysis are attached in **Appendix E**.

Proposed Development

The Sea Palms Mixed-Use Development is planned for a 3-acre site in Glynn County, Georgia, located north of Fendig Road and west of Frederica Road. Currently, the property contains an abandoned clubhouse and a golf driving range, both of which will be demolished to make way for the new development. The project will be accessed via three driveways—a primary entrance on Frederica Road and two additional driveways on Fendig Road. The project is expected to be completed for 2028.

The planned development will feature approximately 4,435 square feet of retail space, 16,630 square feet of restaurant space, a new golf driving range with 10 tees, and 20,420 square feet of recreational amenities. A key component of the recreational space is an amphitheater.

Trip Generation

The number of trips expected from the development was estimated using the ITE *Trip Generation Manual*, 12th Edition. The land uses other than the amphitheater, have corresponding trip generations in the manual. Amphitheater events are expected to be planned, and attendance would vary significantly based on the type of and details of the event itself, which could generate higher, variable traffic volumes. Traffic management will rely on deploying additional personnel (e.g., police officers) and additional traffic control rather than increasing permanent roadway capacity. Therefore, for the analysis of traffic improvements required, the amphitheater's trip generation was calculated using general community recreational use. Due to the nature of the proposed land uses for this development, both weekday and weekend trips were estimated. Pass-by and internal trip capture reductions are expected and were included as well. The trip generation for the development is summarized in **Table 8** and the trip generation reports are attached in **Appendix F**.

Table 8: Proposed Site Trip Generation

Land Use (ITE Code)	Units	Daily Traffic		Weekday AM/ Weekend Peak Hour		Weekday PM Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
Weekday							
Pickleball Courts (489)	3 Courts	59	59	3	3	8	5
Strip Retail Plaza (<40k) (822)	4,435 SF	208	209	10	7	22	22
Coffee/Donut Shop without Drive-Through Window (936)	1,675 SF	950	950	78	74	26	27
Fast Casual Restaurant (930)	5,070 SF	696	695	5	2	39	34
Drinking Place (975)	6,185 SF	250	250	13	12	26	14
Recreational Community Center (495)	9,070 SF	133	132	38	19	19	22
Multipurpose Recreational Facility (435)	11,350 SF	256	256	13	13	23	18
High-Turnover (Sit-Down) Restaurant (932)	3,700 SF	192	192	18	5	21	13
Golf Driving Range (432)	10 Tees	68	69	2	2	6	7
Unadjusted Total		2,812	2,812	180	147	190	162
Internal Capture Trips		253	253	2	2	29	29
Pass-by Trips						9	9
Adjusted Total		2,559	2,559	178	148	152	124
Weekend							
Pickleball Courts (489)	3 Courts	79	79	10	7		
Strip Retail Plaza (<40k) (822)	4,435 SF	181	181	15	14		
Coffee/Donut Shop without Drive-Through Window (936)	1,675 SF	581	581	46	47		
Fast Casual Restaurant (930)	5,070 SF	1031	1031	91	74		
Drinking Place (975)	6,185 SF	344	344	30	25		
Recreational Community Center (495)	9,070 SF	875	875	70	70		
Multipurpose Recreational Facility (435)	11,350 SF	225	225	23	13		
High-Turnover (Sit-Down) Restaurant (932)	3,700 SF	193	194	21	13		
Golf Driving Range (432)	10 Tees	88	89	7	6		
Unadjusted Total		3,597	3,599	313	269		
Internal Capture Trips		234	234	31	31		
Pass-by Trips				9	9		
Adjusted Total		3,363	3,365	273	229		

Trip Distribution and Assignment

The trips generated from the proposed development were distributed on the roadway network in the vicinity of the development. The distribution is based on historical counts and observed traffic patterns in the area.

FUTURE CONDITIONS – WITHOUT THE PROPOSED DEVELOPMENT (NO-BUILD)

The future 2028 background traffic volumes were calculated by applying the annual exponential growth rate (0.5%) over three years to the existing background traffic volumes. The future 2028 background traffic volumes are shown in **Figure 3** and **Figure 4**.

Future No-Build Level of Service (2029)

The future no-build intersection operational analysis was conducted for the study network, with the existing geometric configuration and intersection controls. The study intersections are expected to operate at the same level of service as in the existing condition with slightly higher delays during

both the weekday and weekend peak hours. The results of the intersection operational analysis are summarized in **Table 9** and detailed Synchro reports are attached in **Appendix D**.

Table 9: Level of Service and Delay for No-Build Condition (2028)					
Intersection	Control Type	Approach	Delay (LOS)		
			Weekday		Weekend
			AM	PM	Weekend Peak
Frederica Road at Sea Island Road	Traffic Signal	Eastbound	43.7 (D)	33.5 (C)	20.9 (C)
		Westbound	54.5 (D)	49.9 (D)	29.1 (C)
		Northbound	34.7 (C)	58.7 (E)	45.6 (D)
		Southbound	70.5 (E)	74.5 (E)	51.4 (D)
		Overall	53.9 (D)	55.9 (E)	37.9 (D)
Frederica Road at Palm Drive	Minor-Street Stop-Control	Westbound	38.1 (E)	40.4 (E)	25.7 (D)
Frederica Road at Fendig Road/Windward Drive	Minor-Street Stop-Control	Eastbound	22.3 (C)	13.6 (B)	13.5 (B)
		Westbound	26.0 (D)	28.3 (D)	21.9 (C)
Frederica Road at Lawrence Road	Single-lane Roundabout	Eastbound	-	-	-
		Westbound	5.6 (A)	4.7 (A)	4.1 (A)
		Northbound	5.3 (A)	4.8 (A)	4.2 (A)
		Overall	5.3 (A)	4.2 (A)	4.0 (A)

Auxiliary Lane Analysis

The need for auxiliary lanes for the intersection of Frederica Road at Fendig Road/Windward Drive and for Frederica Road at Driveway #1 was evaluated based on the guidelines from GDOT's *Regulations for Driveway and Encroachment Control* manual. Auxiliary lanes are recommended on approaches to intersections when the daily turning traffic volume meets or exceeds the volume thresholds defined in the GDOT manual.

Based on the GDOT manual, a left-turn lane is recommended at an intersection if the threshold values as shown in **Table 10** are met or exceeded.

Table 10: Left-Turn Lane Requirements				
Posted Speed	2 Lane Routes		More than 2 Lanes on Main Road	
	ADT		ADT	
	< 6,000	≥ 6,000	< 10,000	≥ 10,000
35 MPH or Less	300 LTV a day	200 LTV a day	400 LTV a day	300 LTV a day
40 to 50 MPH	250 LTV a day	175 LTV a day	325 LTV a day	250 LTV a day
≥ 55 MPH	200 LTV a day	150 LTV a day	250 LTV a day	200 LTV a day

Based on the GDOT manual, a right-turn lane is recommended at an intersection if the threshold values as shown in **Table 11** are met or exceeded.

Table 11: Right-Turn Lane Requirements				
Posted Speed	2 Lane Routes		More than 2 Lanes on Main Road	
	ADT		ADT	
	< 6,000	≥6,000	<10,000	≥10,000
35 MPH or Less	200 RTV a day	100 RTV a day	200 RTV a day	100 RTV a day
40 to 50 MPH	150 RTV a day	75 RTV a day	150 RTV a day	75 RTV a day
55 to 60 MPH	100 RTV a day	50 RTV a day	100 RTV a day	50 RTV a day
≥65 MPH	Always	Always	Always	Always

Frederica Road is a two-lane roadway with a posted speed limit of 35 mph and an average daily traffic (ADT) exceeding 6,000 vehicles per day (vpd). Under these conditions, the applicable thresholds for auxiliary turn lanes are 200 left-turn vehicles (LTV) per day for a left-turn lane and 100 right-turn vehicles (RTV) per day for a right-turn lane. Windward Drive and Fendig Road are two-lane undivided roadways with posted speed limits below 35 mph and ADT volumes below 6,000 vpd. The applicable thresholds for these roadways are 300 LTV per day for a left-turn lane and 200 RTV per day for a right-turn lane.

Based on projected build-condition volumes, left- and right-turn lanes are warranted on all approaches of both study intersections. However, due to constraints related to proximity, utilities and intersection control, it is not feasible to install all turn lanes.

As a result, left- and right-turn lanes will be provided on the north and south legs of Frederica Road at Driveway #1 intersection. At the intersection of Frederica Road and Fendig Road/Windward Drive, left-turn lanes will be included on the north and south legs of Frederica Road, with a right-turn lane provided on the west leg. These improvements will be analyzed in the build conditions.

Table 12: Auxiliary Lane Analysis Results		
Movement	Turning Movement Thresholds (vpd)	Expected Turning Volumes (vpd)
Frederica Road at Fendig Road/Windward Drive		
NBL	200	538
NBR	100	313
SBL	200	206
SBR	100	357
EBL	300	307
EBR	200	534
WBL	300	311
WBR	200	241
Frederica Road at Driveway #1		
NBL	200	622
SBR	100	714
EBL	300	649
EBR	200	564

Future Build Traffic Volumes (2028)

Future build traffic volumes for 2028 were calculated by summing the future 2028 no-build background traffic volumes and site-generated peak hour volumes, assigned to the adjacent study network. The distribution of site-generated peak hour traffic volumes and the future build (2028) traffic volumes are shown in **Figure 3** and **Figure 4**.

Future Build Level of Service (2028)

The future build intersection operational analysis was conducted for the study network, with the existing geometric configuration and intersection controls, along with the warranted auxiliary turn lanes. Site Driveway intersections were analyzed with minor street stop controls. Based on the operational analysis, the intersections are expected to continue operating at the same levels of service as the no-build conditions. The operations at the intersections of Frederica Road at Sea Island Road and Frederica Road at Palm Drive are worse than the no-build condition, but both intersections have been failing in both the existing and no-build conditions, and the development added delay is minimal. All site driveway intersections are expected to operate at acceptable levels of service, LOS A-C. All intersection and site driveways are expected to operate at acceptable levels of service during the weekend peak hour. The results of the intersection operational analysis are summarized in **Table 13** and detailed Synchro reports are attached in **Appendix D**.

Table 13: Level of Service and Delay for Build Condition (2028)					
Intersection	Control Type	Approach	Delay (LOS)		
			Weekday		Weekend
			AM	PM	Weekend Peak
Frederica Road at Sea Island Road	Traffic Signal	Eastbound	44.8 (D)	38.5 (D)	24.3 (C)
		Westbound	58.6 (E)	55.7 (E)	36.2 (D)
		Northbound	35.7 (D)	59.8 (E)	45.7 (D)
		Southbound	78.6 (E)	78.0 (E)	51.5 (D)
		Overall	58.2 (E)	59.7 (E)	40.2 (D)
Frederica Road at Palm Drive	Minor-Street Stop-Control	Westbound	48.8 (E)	50.5 (F)	33.5 (D)
Frederica Road at Fendig Road/Windward Drive	Minor-Street Stop-Control	Eastbound	20.4 (C)	18.5 (C)	18.0 (C)
		Westbound	22.5 (C)	22.2 (C)	23.6 (C)
Frederica Road at Driveway #1	Minor-Street Stop-Control	Eastbound	22.1 (C)	19.8 (C)	22.6 (C)
Frederica Road at Lawrence Road	Single-lane Roundabout	Eastbound	6.4 (A)	5.3 (A)	5.0 (A)
		Westbound	6.0 (A)	5.2 (A)	5.0 (A)
		Northbound	5.8 (A)	4.4 (A)	4.6 (A)
		Overall	6.0 (A)	4.9 (A)	4.8 (A)
Fendig Road at Driveway #2	Minor-Street Stop-Control	Southbound	9.1 (A)	9.1 (A)	9.5 (A)
Fendig Road at Driveway #3	Minor-Street Stop-Control	Southbound	8.7 (A)	8.7 (A)	8.8 (A)

Level of Service Comparison

The results of the intersection capacity analysis for the existing conditions (2026), no-build (2028) and build (2028) conditions are compared and summarized in **Table 14** for weekday analysis and **Table 15** for the weekend analysis. Based on the comparison table, the development is expected to have minimal impact. The westbound approach at the intersection of Frederica Road at Sea Island Road is expected to operate at LOS E during the build peak hours compared to the no-build condition LOS D, and the overall intersection goes from operating at LOS D to LOS E in the build condition. The intersection of Frederica Road and Sea Island Road is expected to be modified to a roundabout in the next few years. The roundabout that is getting constructed is designed for 2041 traffic volumes and is expected to incorporate the background traffic volume growth from the new developments in the area; therefore, no improvements were identified for it. The intersection of Frederica Road at Palm Drive is operating at an unacceptable level of service in the existing year and is expected to continue to operate unacceptably in the build condition. The development is not responsible for the improvements at this intersection, and Glynn County will need to identify system improvements. All driveway intersections are expected to operate at acceptable levels of service, LOS A-C, during the weekday and weekends. All intersections are expected to operate acceptably during the weekend in the build condition.

Table 14: Level of Service Comparison - Weekday

Intersection	Control Type	Approach	Existing Delay (2025) (LOS)		No-Build Delay (2029) (LOS)		Build Delay (2029) (LOS)	
			AM	PM	AM	AM	AM	PM
Frederica Road at Sea Island Road	Traffic Signal	Eastbound	43.4 (D)	32.7 (C)	43.7 (D)	33.5 (C)	44.8 (D)	38.5 (D)
		Westbound	54.1 (D)	48.8 (D)	54.5 (D)	49.9 (D)	58.6 (E)	55.7 (E)
		Northbound	34.6 (C)	58.6 (E)	34.7 (C)	58.7 (E)	35.7 (D)	59.8 (E)
		Southbound	68.7 (E)	74.0 (E)	70.5 (E)	74.5 (E)	78.6 (E)	78.0 (E)
		Overall	53.0 (D)	55.3 (E)	53.9 (D)	55.9 (E)	58.2 (E)	59.7 (E)
Frederica Road at Palm Drive	Minor Street Stop Control	Westbound	37.1 (E)	39.4 (E)	38.1 (E)	40.4 (E)	48.8 (E)	50.5 (F)
Frederica Road at Fendig Road/Windward Drive	Minor Street Stop Control	Eastbound	22.0 (C)	13.5 (B)	22.3 (C)	13.6 (B)	20.4 (C)	18.5 (C)
		Westbound	25.5 (D)	27.8 (D)	26.0 (D)	28.3 (D)	22.5 (C)	22.2 (C)
Frederica Road at Driveway #1	Minor Street Stop Control	Eastbound	-	-	-	-	22.1 (C)	19.8 (C)
Frederica Road at Lawrence Road	Single-Lane Roundabout	Eastbound	5.6 (A)	4.7 (A)	5.6 (A)	4.7 (A)	6.4 (A)	5.3 (A)
		Westbound	5.3 (A)	4.7 (A)	5.3 (A)	4.8 (A)	6.0 (A)	5.2 (A)
		Northbound	5.3 (A)	4.1 (A)	5.3 (A)	4.2 (A)	5.8 (A)	4.4 (A)
		Overall	5.4 (A)	4.5 (A)	5.4 (A)	4.5 (A)	6.0 (A)	4.9 (A)
Fendig Road at Driveway #2	Minor Street Stop Control	Southbound	-	-	-	-	9.1 (A)	9.1 (A)
Fendig Road at Driveway #3	Minor Street Stop Control	Southbound	-	-	-	-	8.7 (A)	8.7 (A)

Table 15: Level of Service Comparison - Weekend

Intersection	Control Type	Approach	Existing (2026) Delay (LOS)	No-Build (2028) Delay (LOS)	Build (2028) Delay (LOS)
			AM	AM	AM
Frederica Road at Sea Island Road	Traffic Signal	Eastbound	21.1 (C)	20.9 (C)	24.3 (C)
		Westbound	29.6 (C)	29.1 (C)	36.2 (D)
		Northbound	45.6 (D)	45.6 (D)	45.7 (D)
		Southbound	51.4 (D)	51.4 (D)	51.5 (D)
		Overall	38.0 (D)	37.9 (D)	40.2 (D)
Frederica Road at Palm Drive	Minor Street Stop Control	Westbound	26.2 (D)	25.7 (D)	33.5 (D)
Frederica Road at Fendig Road/Windward Drive	Minor Street Stop Control	Eastbound	13.6 (B)	13.5 (B)	18.0 (C)
		Westbound	22.2 (C)	21.9 (C)	23.6 (C)
Frederica Road at Driveway #1	Minor Street Stop Control	Eastbound	-	-	22.6 (C)
Frederica Road at Lawrence Road	Single-Lane Roundabout	Eastbound	4.1 (A)	4.1 (A)	5.0 (A)
		Westbound	4.2 (A)	4.2 (A)	5.0 (A)
		Northbound	4.0 (A)	4.0 (A)	4.6 (A)
		Overall	4.1 (A)	4.1 (A)	4.8 (A)
Fendig Road at Driveway #2	Minor Street Stop Control	Southbound	-	-	9.5 (A)
Fendig Road at Driveway #3	Minor Street Stop Control	Southbound	-	-	8.8 (A)

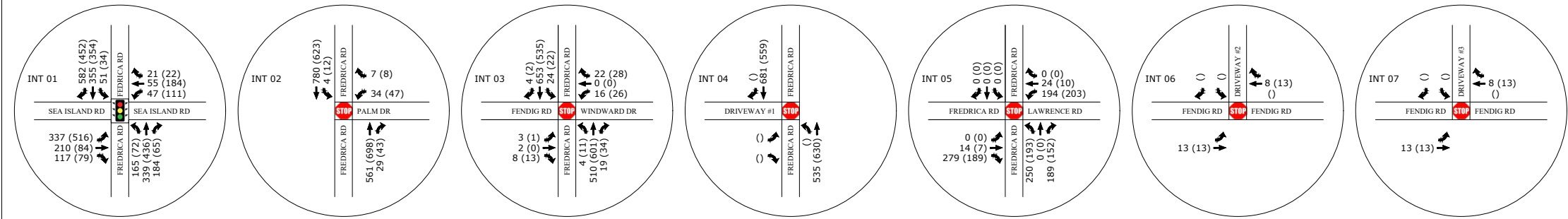
Mitigation Analysis for Frederica Road at Fendig Road/Windward Drive

The intersection of Frederica Road at Fendig Road/Windward Drive has side street approaches offset horizontally by approximately 40 feet, meaning the opposing approaches do not align across the major street. While this geometric condition is not expected to significantly affect overall intersection delay compared to a conventional at-grade intersection, the offset may affect turning movement operations and queuing on the side street approaches. Additionally, a large transmission pole in one of the intersection quadrants prevents the installation of a turn lane, and the intersection is surrounded by trees, which makes it difficult to achieve full storage length for turn lanes. Queue length analysis, auxiliary lane analysis, and an evaluation of intersection control options were therefore conducted to identify improvements that address the operational effects of this offset configuration and these physical constraints.

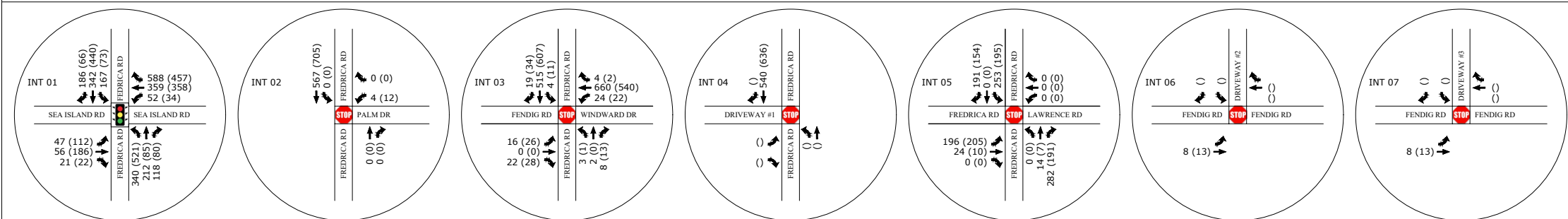
Queue Length Analysis

To evaluate the operational effect of the offset geometry, SimTraffic — a microsimulation tool integrated within the Synchro software suite — was utilized to assess vehicle queuing at the intersection. Two scenarios were developed and compared: a baseline scenario in which the side street approaches were assumed to be aligned, and an offset scenario reflecting the existing approximate 40-foot horizontal offset. A comparison of the two scenarios allows for an assessment of the incremental operational impact attributable to the offset geometry. Queue lengths observed for the two models are summarized in **Table 16** and detail reports are attached in **Appendix G**.

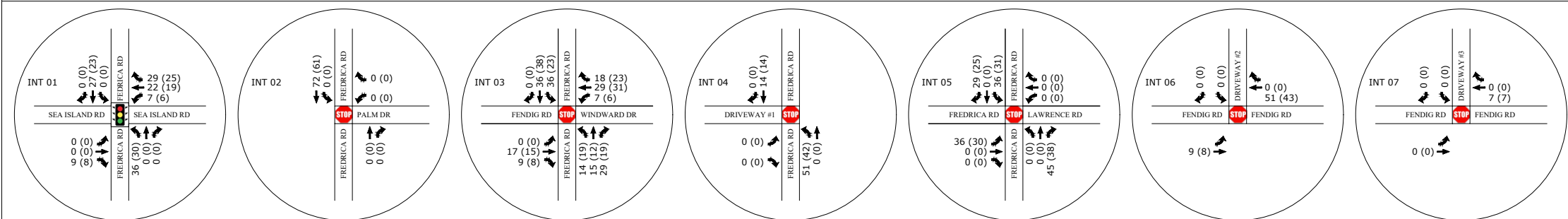
EXISTING YEAR (2026)



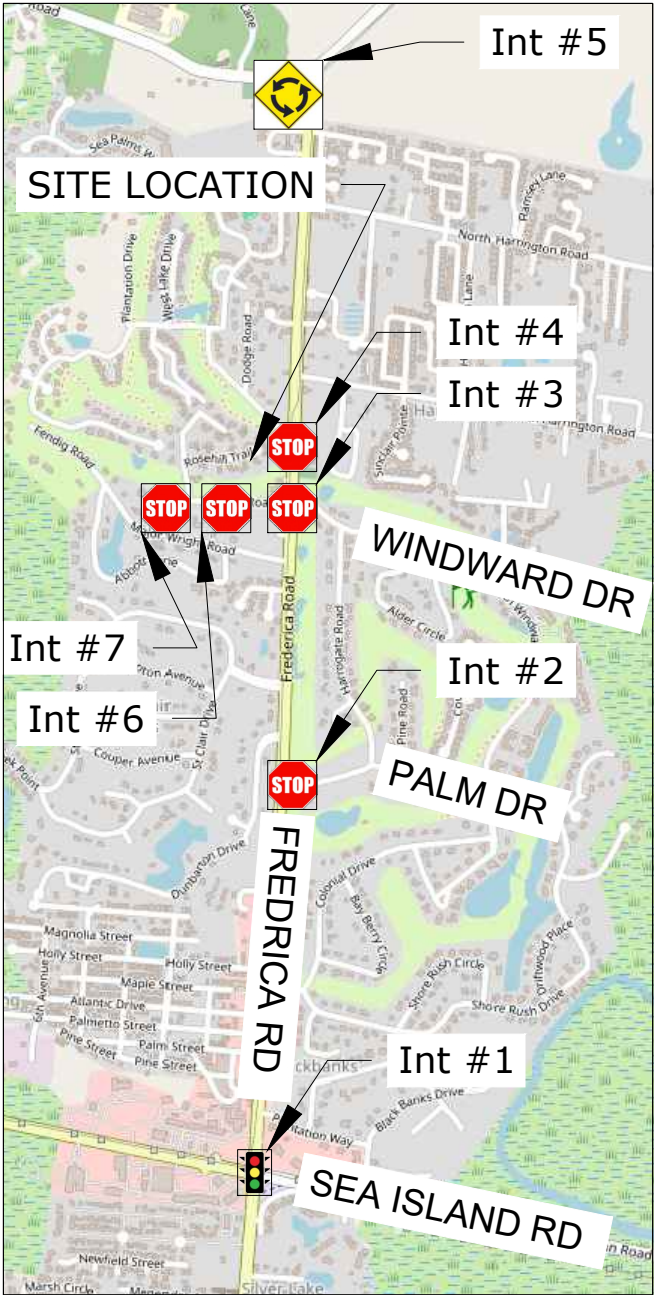
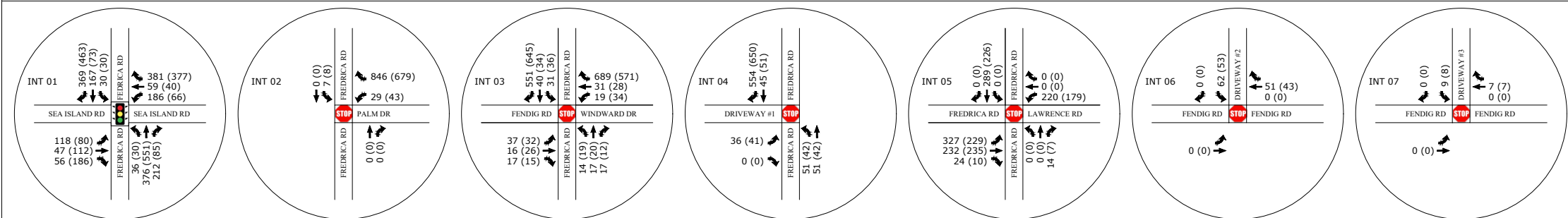
NO BUILD YEAR (2028)



SITE GENERATED TRIPS



BUILD (2034)



LEGEND

00 AM DHV
00 (PM) DHV

FIGURE 3



WEEKDAY PEAK
HOUR VOLUMES

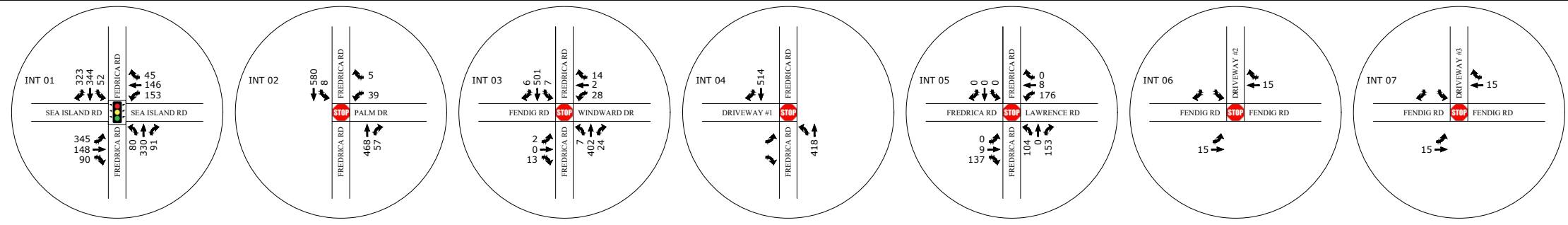
REVISION DATES

DATE:

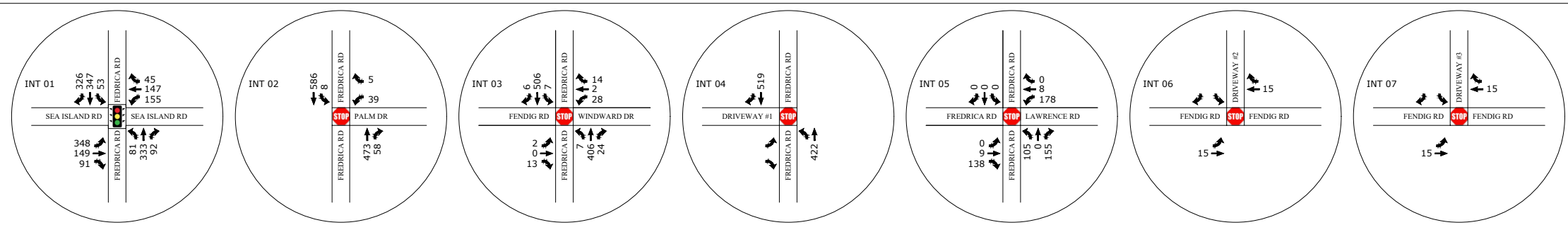
SEA PALMS MIXED-USE
TRAFFIC STUDY



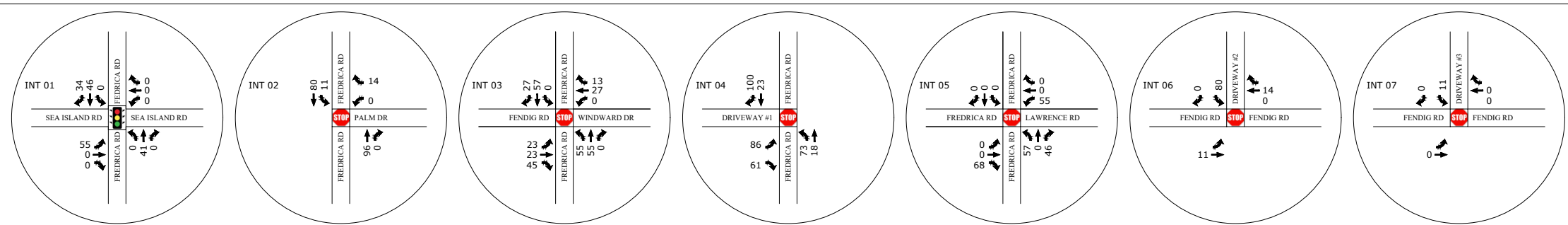
EXISTING YEAR (2026)



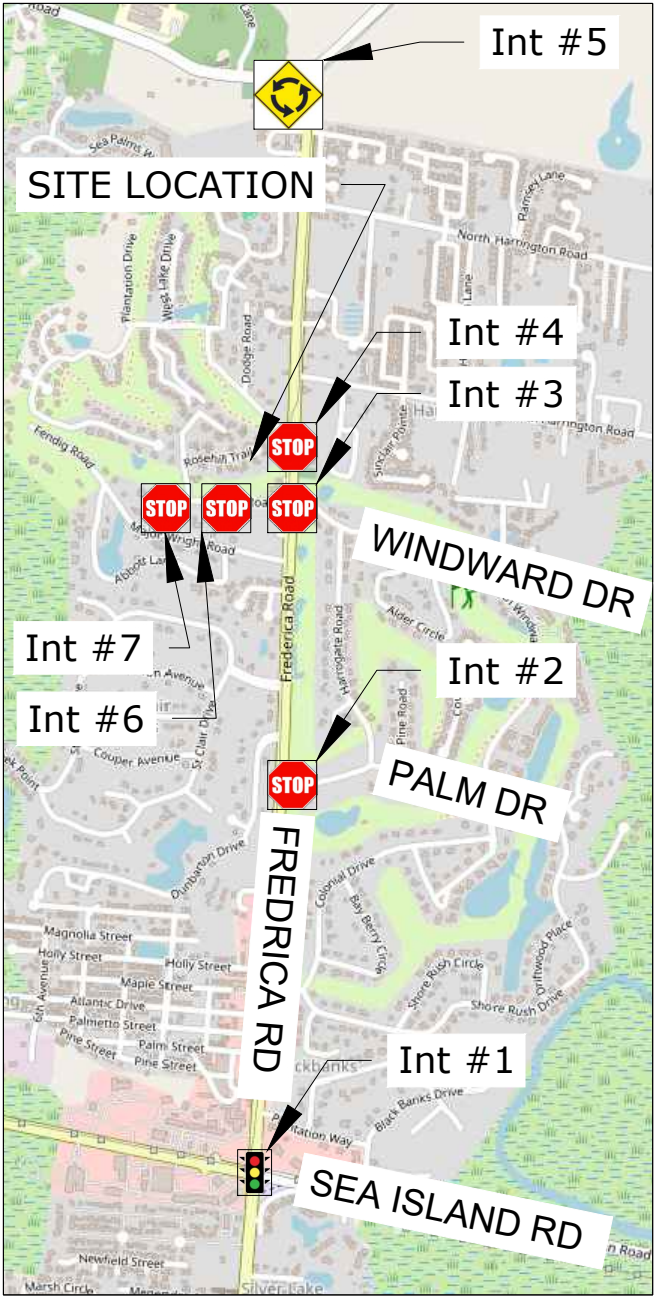
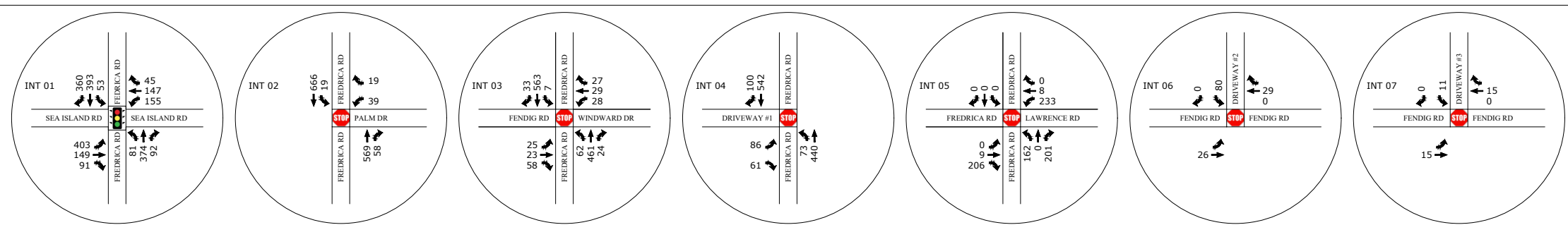
NO BUILD YEAR (2028)



SITE GENERATED TRIPS



BUILD (2034)



LEGEND
00 AM DHV
00 (PM) DHV

FIGURE 4



WEEKEND PEAK
HOUR VOLUMES

REVISION DATES		

DATE:
SEA PALMS MIXED-USE
TRAFFIC STUDY

The SimTraffic results indicate that the offset scenario produces longer queue lengths on the side street approaches relative to the aligned scenario, confirming that the 40-foot horizontal offset contributes to increased queuing. To mitigate this impact, it is recommended that the side street approaches be realigned across Frederica Road to the extent practicable, as alignment of the opposing approaches is expected to improve operational efficiency and reduce side street queuing.

Table 16: Queue Length Analysis		
Movement	95th Percentile Queue Length (ft)	
	With Offset AM (PM)	Without Offset AM (PM)
WBLR	159 (257)	79 (88)
SBL	52 (71)	12 (11)
EBL	109 (117)	50 (64)
EBR	82 (83)	46 (46)
NBL	41 (44)	33 (29)

Auxiliary Analysis

As noted above, a large transmission pole in one of the intersection quadrants prevents installation of the recommended eastbound right-turn auxiliary lane, and nearby trees limit the northbound left-turn lane to less than 160 ft of storage. To evaluate the operational effect of these physical constraints, an additional analysis was conducted excluding the eastbound right-turn lane on Fendig Road and shortening the northbound left-turn lane on Frederica Road by 80 ft. The analysis results are summarized in **Table 17**, and detail reports are attached in **Appendix D**. Based on the analysis, removing the eastbound right-turn lane and reducing storage on the northbound left-turn lane increases delay by a couple of seconds, but the operation still operates acceptably.

Table 17: Level of Service and Delay for Build Condition Without EBR and Shorter NBL Lanes					
Intersection	Control Type	Approach	Delay (LOS)		
			Weekday		Weekend
			AM	PM	Weekend Peak
Frederica Road at Fendig Road/Windward Drive	Minor-Street Stop-Control	Eastbound	23.1 (C)	20.0 (C)	21.0 (C)
		Westbound	22.5 (C)	22.2 (C)	23.6 (C)

Intersection Control Analysis

While the minor-street stop-controlled intersection is expected to operate acceptably with the auxiliary lane configuration described above, a mini-roundabout was also evaluated as an alternative intersection control. The existing intersection control—consisting of minor-street stop control with the turn lane configuration described above—was compared to a mini-roundabout control. A mini-roundabout is used to minimize impacts to utilities and the surrounding environment. This approach is consistent with FHWA guidance, which identifies compact footprint as a key advantage of mini-roundabouts, noting that they can often be developed to fit within existing right-of-way constraints and are well suited to space-constrained locations where a larger roundabout would not fit (FHWA-SA-10-007, Mini-Roundabouts Technical Summary, February 2010). The results of the operation analysis are summarized in **Table 18** and detail reports are attached in **Appendix D**.

Table 18: Level of Service and Delay for Intersection Controls				
Intersection	Approach	Delay (LOS)		
		Weekday		Weekend
		AM	PM	Weekend Peak
Intersection Control – Minor-Street Stop Control				
Frederica Road at Fendig Road/Windward Drive	Eastbound	23.1 (C)	20.0 (C)	21.0 (C)
	Westbound	22.5 (C)	22.2 (C)	23.6 (C)
Intersection Control – Mini-Roundabout				
Frederica Road at Fendig Road/Windward Drive	Eastbound	9.8 (A)	7.3 (A)	9.0 (A)
	Westbound	6.7 (A)	8.0 (A)	6.5 (A)
	Northbound	10.4 (B)	10.3 (B)	9.3 (A)
	Southbound	14.0 (B)	10.3 (B)	12.3 (B)
	Overall	12.0 (B)	10.0 (A)	10.5 (B)

A mini-roundabout provides a better level of service than the existing minor-street stop control at this intersection. However, both control alternatives would require the side streets to be realigned to address anticipated safety and queuing concerns. It is important to note that with the mini-roundabout all approaches experience a delay including the northbound and southbound approaches, but with the minor street stop control, only the eastbound and westbound approaches experience a delay.

Truck volume is a key consideration for the mini-roundabout alternative. The *GDOT Roundabout Design Guide* requires intersections on minor arterials to accommodate a WB-40 or BUS-40 design vehicle. To evaluate this, vehicle classification data were reviewed and are summarized in **Table 19**. The WB-40, classified as FHWA Vehicle Class 8, accounts for approximately 0.6% of the intersection's total traffic during the weekdays and 0.2% during the weekend. Given this low percentage, it is appropriate to base the mini-roundabout's geometric design on a smaller vehicle, such as the SU-30, while providing WB-40 accommodation through the truck apron. This allows the inscribed circle diameter to suit the SU-30, with WB-40 vehicles using the apron as needed.

Table 19: Vehicle Classification at Frederica Road and Fendig Road/Windward Drive														
Location	FHWA Vehicle Class													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Weekday														
Frederica Road	11	10314	3705	57	329	169	0	93	27	0	0	0	0	14,705
Fendig Road	0	337	141	0	8	2	0	0	0	0	0	0	0	488
Windward Drive	3	919	332	6	35	4	0	14	0	0	0	0	0	1,313
Weekend														
Frederica Road	11	8601	2181	28	72	10	1	26	4	0	0	0	0	10,934
Fendig Road	0	199	58	1	3	0	1	1	0	0	0	0	0	263
Windward Drive	0	748	194	1	8	0	0	0	0	0	0	0	0	951

Driveway #1 of the proposed development is located approximately 250 ft north of the Frederica Road at Fendig Road/Windward Drive intersection. Because of its proximity to the mini-roundabout along Frederica Road, providing full access at Driveway #1 could result in queue spillover into the roundabout. Therefore, a Right-In Right-Out (RIRO) control was modeled at this driveway in the mini-roundabout alternative. The results are summarized in **Table 20** and detailed reports are attached in **Appendix D**. Based on the operations analysis the intersection is expected to operate acceptably.

Table 20: Level of Service and Delay for RIRO Control

Intersection	Approach	Delay (LOS)		
		Weekday		Weekend
		AM	PM	Weekend Peak
Frederica Road at Driveway #1	Eastbound	15.4 (C)	13.3 (B)	13.9 (B)

CONCLUSION AND RECOMMENDATIONS

Sea Palms Mixed-Use development is planned for a 3-acre site in Glynn County, Georgia, located north of Fendig Road and west of Frederica Road. This project will transform an abandoned clubhouse and golf driving range into a mixed-use facility featuring approximately 4,435 square feet of retail, 16,630 square feet of restaurant space, and 20,420 square feet of recreational facilities, including an amphitheater and a new driving range with 10 tees. Access will be provided by a main entrance on Frederica Road and two driveways on Fendig Road. The project is scheduled for single-phase construction, with completion targeted for 2028. Accordingly, this study evaluated peak-hour intersection capacity and auxiliary lane requirements to determine whether improvements are needed to accommodate anticipated traffic growth.

The operational analysis indicates that most intersections currently operate at acceptable levels of service (LOS) under existing traffic volumes. Notable exceptions include Frederica Road at Sea Island Road, where the southbound approach operates at LOS E during both morning and evening peaks, and the northbound approach and overall intersection drop to LOS E during the PM peak. Similarly, Frederica Road at Palm Drive experiences LOS E during weekday peak hours. In contrast, weekend peak periods see all intersections maintaining acceptable LOS. Under no-build conditions, these intersections are expected to retain their current LOS, though with marginally increased delays.

The build analysis shows that the proposed development will result in only minor changes to overall traffic operations. For instance, the westbound approach at Frederica Road and Sea Island Road is expected to decline from LOS D to LOS E during peak hours post-development, with the intersection as a whole also shifting from LOS D to LOS E. Importantly, this intersection is slated for a construction of a roundabout in the coming years—a change anticipated to restore acceptable LOS—so no immediate operational improvements are recommended. The intersection at Frederica Road and Palm Drive, already operating at an unacceptable LOS, is projected to remain unchanged after development completion. However, all new driveways are expected to function at acceptable LOS (A–C) throughout the week and on weekends, and weekend operations at all intersections are projected to remain acceptable after project completion.

Based on the analysis, the following driveway configuration and control type is recommended at the study intersections listed below:

Fendig Road at Driveway #2

- Driveway #2 should be minor street stop controlled.
- Driveway #2 should have two lanes, one entry and one exit lane.

Fendig Road at Driveway #3

- Driveway #3 should be minor street stop controlled.
- Driveway #3 should have two lanes, one entry and one exit lane.

Additionally, at the intersection of Frederica Road and Fendig Road/Windward Drive, the opposing side street approaches are offset by about 40 feet. SimTraffic microsimulation was used to compare the current offset configuration with a hypothetical aligned condition. The analysis showed that the 40-foot offset increases queuing on the side street approaches. Therefore, realigning the side street approaches across Frederica Road is recommended to improve operational efficiency and reduce queuing.

Due to right-of-way constraints and the presence of trees and utility poles near the intersection, two control alternatives were evaluated for the realigned configuration: minor-street stop control and a mini-roundabout. Both options are expected to provide acceptable levels of service.

For the mini-roundabout alternative, the GDOT Roundabout Design Guide typically requires a WB-40 design vehicle. However, since WB-40 vehicles account for only about 0.6%-0.2% of daily traffic, the roundabout may be designed for a smaller control vehicle, such as SU-30. WB-40 and larger vehicles can use the truck apron as needed. This approach allows for a smaller inscribed circle diameter, minimizing right-of-way impacts while still accommodating larger vehicles when necessary.

The selected intersection control at Frederica Road and Fendig Road/Windward Drive will affect the recommended control type at Frederica Road and Driveway #1. Therefore, two alternatives were reviewed for both intersections and are summarized below. The developer and Glynn County should coordinate to select the preferred option.

Alternative A – Minor-Street Stop Control

Frederica Road at Fendig Road/Windward Drive

- Maintain the minor street stop control.
- Realign the side-street approaches across Frederica Road.
- Southbound left turn lane with 75 ft of storage should be provided along Frederica Road.
- Northbound left turn lane with 80 ft of storage should be provided along Frederica Road

Frederica Road at Driveway #1

- Driveway #1 should be minor street stop controlled.
- Driveway #1 should have two lanes, one entry and one exit lane.
- Southbound right turn lane with 100 ft of storage should be provided along Frederica Road.
- Northbound left turn lane with 75 ft of storage should be provided along Frederica Road.

Alternative B – Mini-Roundabout Control

Frederica Road at Fendig Road/Windward Drive

- Install a mini-roundabout control.
- Realign the side-street approaches across Frederica Road.

Frederica Road at Driveway #1

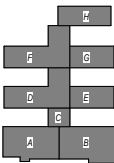
- Driveway #1 should be right-in/right-out (RIRO) controlled.
- Driveway #1 should have two lanes, one entry and one exit lane.
- Southbound right turn lane with 100 ft of storage should be provided along Frederica Road.

APPENDICES

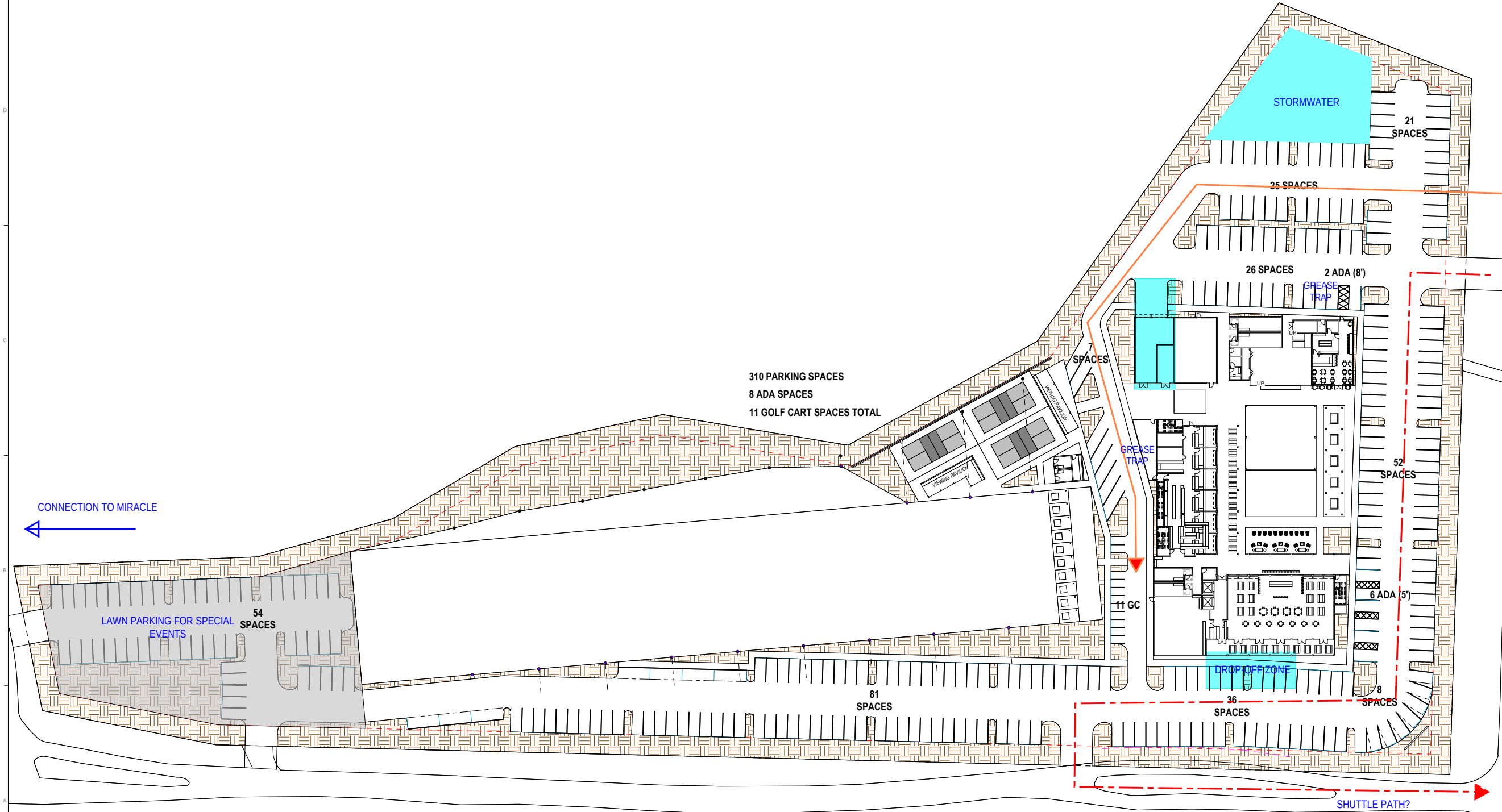
- **Appendix A**
 - Site Plan
- **Appendix B**
 - Background Traffic Data
- **Appendix C**
 - Growth Rate Data
- **Appendix D**
 - Synchro Reports
- **Appendix E**
 - Adjacent Projects
- **Appendix F**
 - Trip Generation Report

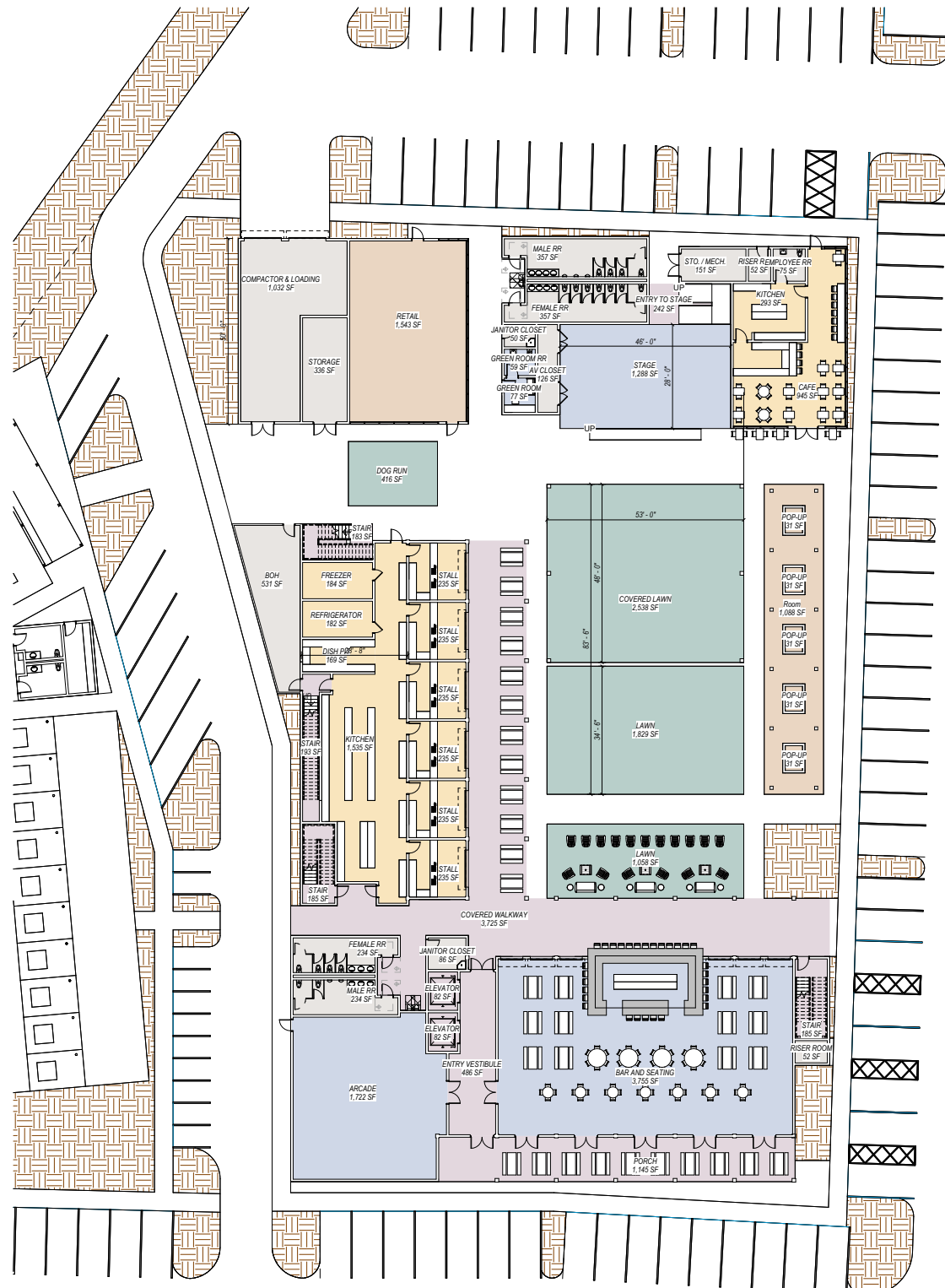
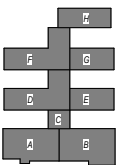
Appendix A

Site Plan

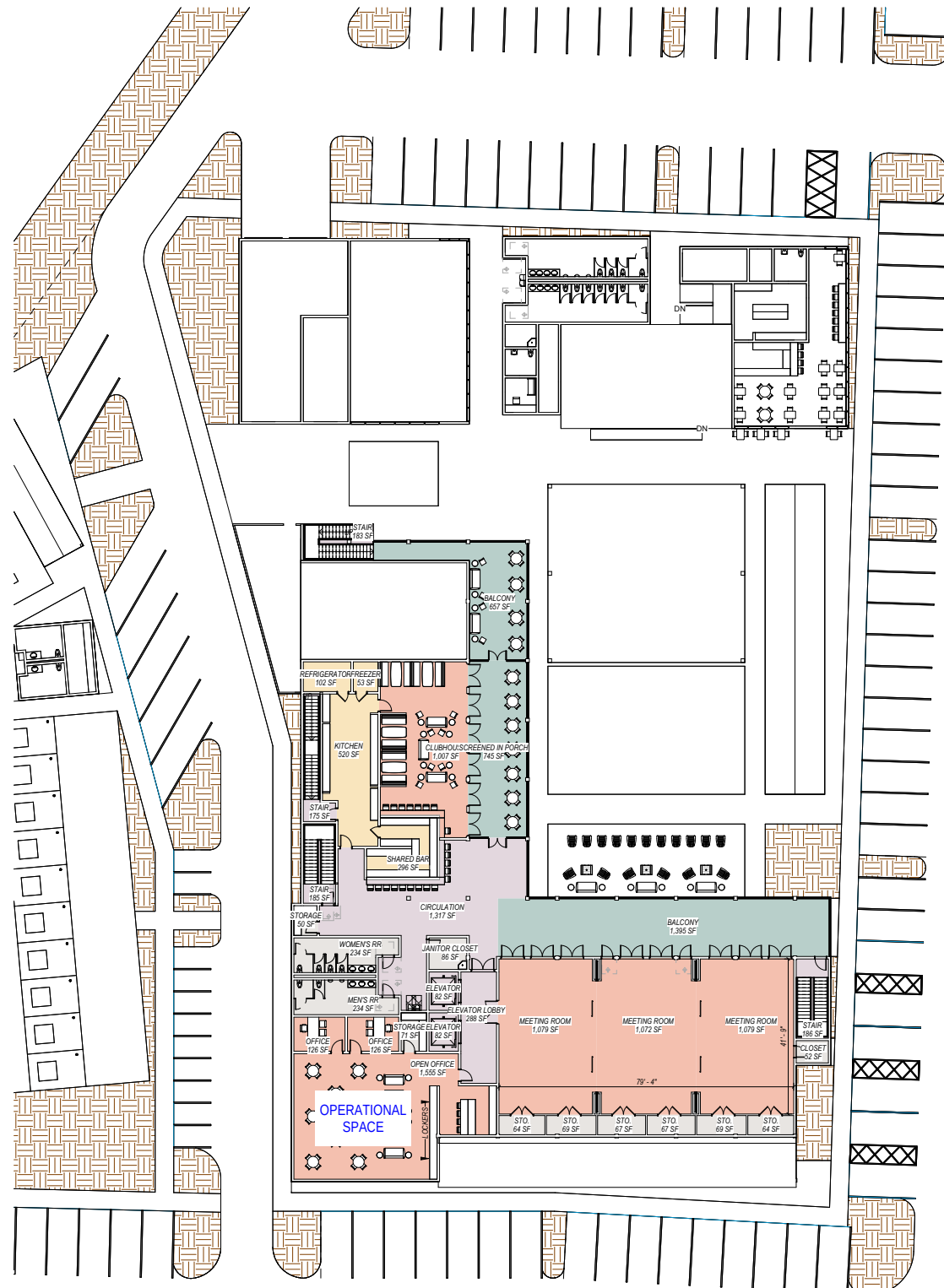


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1 *Level 1 Anno Plan*
SCALE: 1/16" = 1'-0"



2 Level 2 Anno Plan

Appendix B

Background Traffic Data

**24-Hr Bidirectional Classification Weekday
Count**

Windward Dr e/o Frederica Rd

Bi-Directional Class Count || Location Overview

St. Simons Island, GA

Site 1

N Windward Dr,
east of Frederica Rd

Lat/Long

31.203754°, -81.375071°



[Click here for Map](#)

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

Location Overview

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

Daily & Monthly Factors

	
	Thu
	05/07
DF	1.00
MF	1.00
DF*MF	1.00

Bi-Directional Class Count || NB EB 15min

St. Simons Island, GA

Site 1
N Windward Dr,
east of Frederica RdDate
Thursday, May 7, 2026Weather
Fair
77°FLat/Long
31.203754°, -81.375071°[Click here for Detailed Weather](#)[Click here for Map](#)

0000 - 2400 (Weekday 24h Session) (05-07-2026)

NB EB 15min

Time	Eastbound (Movement 1.1)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200 - 0215	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0415 - 0430	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500 - 0515	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
0515 - 0530	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
0615 - 0630	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0630 - 0645	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0645 - 0700	0	2	2	1	0	0	0	0	0	0	0	0	0	5	
0700 - 0715	0	4	0	0	0	0	0	0	0	0	0	0	0	4	38
0715 - 0730	1	7	1	0	0	0	0	0	0	0	0	0	0	9	
0730 - 0745	0	6	1	1	0	0	0	0	0	0	0	0	0	8	
0745 - 0800	0	13	4	0	0	0	0	0	0	0	0	0	0	17	
0800 - 0815	0	7	2	0	0	0	0	2	0	0	0	0	0	11	37
0815 - 0830	0	4	5	0	0	0	0	0	0	0	0	0	0	9	
0830 - 0845	0	8	2	0	0	0	0	0	0	0	0	0	0	10	
0845 - 0900	0	3	2	0	1	1	0	0	0	0	0	0	0	7	
0900 - 0915	0	6	5	0	1	0	0	0	0	0	0	0	0	12	44
0915 - 0930	0	9	2	0	1	0	0	0	0	0	0	0	0	12	
0930 - 0945	0	12	0	0	0	0	0	0	0	0	0	0	0	12	
0945 - 1000	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
1000 - 1015	0	8	4	0	0	0	0	0	0	0	0	0	0	12	42
1015 - 1030	0	11	3	0	0	0	0	0	0	0	0	0	0	14	
1030 - 1045	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
1045 - 1100	0	5	4	0	0	0	0	0	0	0	0	0	0	9	
1100 - 1115	0	8	3	0	0	0	0	0	0	0	0	0	0	11	43
1115 - 1130	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
1130 - 1145	0	11	2	0	0	0	0	0	0	0	0	0	0	13	
1145 - 1200	0	4	6	0	0	0	0	0	0	0	0	0	0	10	
1200 - 1215	0	8	5	0	0	0	0	0	0	0	0	0	0	13	54
1215 - 1230	0	9	0	0	0	0	0	0	0	0	0	0	0	9	
1230 - 1245	0	12	5	0	0	1	0	1	0	0	0	0	0	19	
1245 - 1300	0	4	9	0	0	0	0	0	0	0	0	0	0	13	
1300 - 1315	0	6	5	0	0	0	0	0	0	0	0	0	0	11	39
1315 - 1330	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
1330 - 1345	0	9	5	0	0	0	0	1	0	0	0	0	0	15	
1345 - 1400	0	4	3	0	0	0	0	0	0	0	0	0	0	7	
1400 - 1415	0	7	6	0	0	0	0	2	0	0	0	0	0	15	45
1415 - 1430	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
1430 - 1445	0	7	3	0	0	0	0	0	0	0	0	0	0	10	
1445 - 1500	0	11	2	0	0	0	0	0	0	0	0	0	0	13	
1500 - 1515	0	3	1	0	2	0	0	2	0	0	0	0	0	8	46
1515 - 1530	0	5	4	0	3	0	0	1	0	0	0	0	0	13	
1530 - 1545	0	10	2	0	5	0	0	0	0	0	0	0	0	17	
1545 - 1600	0	5	2	0	1	0	0	0	0	0	0	0	0	8	
1600 - 1615	0	7	0	0	0	0	0	0	0	0	0	0	0	7	60
1615 - 1630	0	13	2	0	0	0	0	0	0	0	0	0	0	15	
1630 - 1645	0	13	3	0	0	0	0	0	0	0	0	0	0	16	
1645 - 1700	0	15	7	0	0	0	0	0	0	0	0	0	0	22	
1700 - 1715	0	9	1	0	0	0	0	0	0	0	0	0	0	10	48
1715 - 1730	0	9	4	0	0	0	0	0	0	0	0	0	0	13	
1730 - 1745	0	10	1	0	0	0	0	0	0	0	0	0	0	11	
1745 - 1800	0	12	2	0	0	0	0	0	0	0	0	0	0	14	
1800 - 1815	0	12	2	1	0	0	0	0	0	0	0	0	0	16	42
1815 - 1830	0	6	4	1	1	0	0	0	0	0	0	0	0	12	
1830 - 1845	0	4	1	1	1	0	0	0	0	0	0	0	0	7	
1845 - 1900	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
1900 - 1915	0	12	1	0	0	0	0	0	0	0	0	0	0	13	33
1915 - 1930	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
1930 - 1945	0	3	3	0	0	0	0	0	0	0	0	0	0	6	
1945 - 2000	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
2000 - 2015	0	9	2	0	0	0	0	0	0	0	0	0	0	11	32
2015 - 2030	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
2030 - 2045	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
2045 - 2100	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
2100 - 2115	0	2	0	0	0	0	0	0	0	0	0	0	0	2	9
2115 - 2130	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
2130 - 2145	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2145 - 2200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2200 - 2215	0	2	1	0	0	0	0	0	0	0	0	0	0	3	10
2215 - 2230	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
2230 - 2245	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2245 - 2300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2300 - 2315	0	2	0	0	0	0	0	0	0	0	0	0	0	2	8
2315 - 2330	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2330 - 2345	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
2345 - 0000	0	1	1	0	0	0	0	0	0	0	0	0	0	2	

Session Total	1	454	158	5	17	2	0	9	0	0	0	0	0	646
Session Average	0.01	4.73	1.65	0.05	0.18	0.02	0.00	0.09	0.00	0.00	0.00	0.00	0.00	6.73
Session Percentage	0.15	70.28	24.46	0.77	2.63	0.31	0.00	1.39	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	0630 - 0730	0930 - 1030	0815 - 0915	0645 - 0745	0830 - 0930	0800 - 0900	-	0715 - 0815	-	-	-	-	-	0745 - 0845
AM Peak Volume	1	37	14	2	3	1	0	2	0	0	0	0	0	47
AM Peak %age	2.13	78.72	29.79	4.26	6.38	2.13	0.00	4.26	0.00	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || SB WB 15min

St. Simons Island, GA

Site 1
N Windward Dr,
east of Frederica RdDate
Thursday, May 7, 2026Weather
Fair
77°FLat/Long
31.203754°, -81.375071°[Click here for Detailed Weather](#)[Click here for Map](#)0000 - 2400 (Weekday 24h Session) (05-07-2026)
SB WB 15min

Time	Westbound (Movement 1,2)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430 - 0445	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
0445 - 0500	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
0500 - 0515	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0
0515 - 0530	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
0530 - 0545	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
0545 - 0600	0	3	0	0	0	0	0	0	0	0	0	0	0	3	9
0600 - 0615	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0
0615 - 0630	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0
0630 - 0645	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0
0645 - 0700	0	5	1	0	0	0	0	0	0	0	0	0	0	6	21
0700 - 0715	0	7	5	0	0	0	0	0	0	0	0	0	0	12	0
0715 - 0730	0	11	2	0	0	0	0	0	0	0	0	0	0	13	0
0730 - 0745	0	12	2	0	0	0	0	0	0	0	0	0	0	14	0
0745 - 0800	0	5	2	0	0	0	0	0	0	0	0	0	0	7	46
0800 - 0815	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0
0815 - 0830	1	4	4	0	0	0	0	0	0	0	0	0	0	9	0
0830 - 0845	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0
0845 - 0900	0	6	6	0	0	0	0	0	0	0	0	0	0	12	35
0900 - 0915	0	12	0	0	0	1	0	1	0	0	0	0	0	14	0
0915 - 0930	0	9	2	0	2	0	0	0	0	0	0	0	0	13	0
0930 - 0945	0	7	2	0	0	0	0	1	0	0	0	0	0	10	0
0945 - 1000	0	9	2	0	0	0	0	0	0	0	0	0	0	11	48
1000 - 1015	0	2	6	0	0	0	0	0	0	0	0	0	0	8	0
1015 - 1030	0	10	2	0	0	0	0	0	0	0	0	0	0	12	0
1030 - 1045	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0
1045 - 1100	0	13	3	0	0	0	0	0	0	0	0	0	0	16	43
1100 - 1115	0	8	0	0	2	0	0	1	0	0	0	0	0	11	0
1115 - 1130	0	7	6	0	0	0	0	0	0	0	0	0	0	13	0
1130 - 1145	0	5	6	0	0	0	0	0	0	0	0	0	0	11	0
1145 - 1200	0	10	7	0	0	0	0	0	0	0	0	0	0	17	52
1200 - 1215	0	7	8	0	0	0	0	0	0	0	0	0	0	15	0
1215 - 1230	0	15	5	0	0	0	0	0	0	0	0	0	0	20	0
1230 - 1245	0	16	2	0	0	0	0	0	0	0	0	0	0	18	0
1245 - 1300	0	12	7	0	0	0	0	0	0	0	0	0	0	19	72
1300 - 1315	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0
1315 - 1330	0	8	3	0	0	0	0	0	0	0	0	0	0	11	0
1330 - 1345	0	7	3	0	2	0	0	0	0	0	0	0	0	12	0
1345 - 1400	0	7	5	0	0	1	0	0	0	0	0	0	0	13	43
1400 - 1415	0	8	3	0	0	0	0	0	0	0	0	0	0	11	0
1415 - 1430	0	12	6	0	0	0	0	0	0	0	0	0	0	18	0
1430 - 1445	0	12	5	0	1	0	0	0	0	0	0	0	0	18	0
1445 - 1500	0	3	4	0	0	0	0	0	0	0	0	0	0	7	54
1500 - 1515	0	4	3	0	0	0	0	0	0	0	0	0	0	7	0
1515 - 1530	0	12	3	0	2	0	0	0	0	0	0	0	0	17	0
1530 - 1545	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0
1545 - 1600	0	9	2	0	0	0	0	0	0	0	0	0	0	11	41
1600 - 1615	0	13	1	1	0	0	0	1	0	0	0	0	0	16	0
1615 - 1630	0	9	4	0	0	0	0	0	0	0	0	0	0	13	0
1630 - 1645	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0
1645 - 1700	0	7	3	0	1	0	0	1	0	0	0	0	0	12	48
1700 - 1715	0	10	3	0	2	0	0	0	0	0	0	0	0	15	0
1715 - 1730	0	11	4	0	1	0	0	0	0	0	0	0	0	16	0
1730 - 1745	0	8	3	0	0	0	0	0	0	0	0	0	0	11	0
1745 - 1800	0	9	0	0	1	0	0	0	0	0	0	0	0	10	52
1800 - 1815	0	3	1	0	0	0	0	0	0	0	0	0	0	5	0
1815 - 1830	0	4	1	0	1	0	0	0	0	0	0	0	0	6	0
1830 - 1845	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0
1845 - 1900	1	3	1	0	2	0	0	0	0	0	0	0	0	7	24
1900 - 1915	0	10	4	0	0	0	0	0	0	0	0	0	0	14	0
1915 - 1930	0	5	6	0	0	0	0	0	0	0	0	0	0	11	0
1930 - 1945	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0
1945 - 2000	0	6	5	0	0	0	0	0	0	0	0	0	0	11	38
2000 - 2015	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0
2015 - 2030	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
2030 - 2045	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0
2045 - 2100	0	5	1	0	0	0	0	0	0	0	0	0	0	6	17
2100 - 2115	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0
2115 - 2130	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0
2130 - 2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2145 - 2200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	10
2200 - 2215	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0
2215 - 2230	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0
2230 - 2245	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330 - 2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345 - 0000	0	3	0	0	0	0	0	0	0	0	0	0	0	3	3

Session Total	2	465	174	1	18	2	0	5	0	0	0	0	0	0	667
Session Average	0.02	4.84	1.81	0.01	0.19	0.02	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00	6.95
Session Percentage	0.30	69.72	26.09	0.15	2.70	0.30	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	0730 - 0830	0900 - 1000	0915 - 1015	-	0830 - 0930	0815 - 0915	-	0845 - 0945	-	-	-	-	-	-	0845 - 0945
AM Peak Volume	1	37	12	0	2	0	0	2	0	0	0	0	0	0	49
AM Peak %age	2.04	75.51	24.49	0.00	4.08	2.04	0.00	4.08	0.00	0.00	0.00	0.00	0.00	0.00	

Noon Peak Hour	-	1200 - 1300	1115 - 1215	-	1430 - 1530	1300 - 1400	-	1015 - 1115	-	-	-	-	-	-	1200 - 1300
Noon Peak Volume	0	50	27	0	3	1	0	1	0	0	0	0	0	0	72
Noon Peak %age	0.00	69.44	37.50	0.00	4.17	1.39	0.00	1.39	0.00	0.00	0.00	0.00	0.00	0.00	

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

St. Simons Island, GA

Site 1
N Windward Dr,
east of Frederica RdDate
Thursday, May 7, 2026Weather
Fair
77°FLat/Long
31.203754°, -81.375071°[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (05-07-2026)

Bi-Directional 15min

Time	Bi-Directional 15min													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200 - 0215	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0315 - 0330	0	1	1	0	0	0	1	0	0	0	0	0	0	2	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0415 - 0430	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0430 - 0445	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0445 - 0500	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0500 - 0515	0	3	1	0	0	0	0	0	0	0	0	0	0	4	3
0515 - 0530	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0530 - 0545	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0545 - 0600	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0600 - 0615	0	3	0	0	0	0	0	0	0	0	0	0	0	3	13
0615 - 0630	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0630 - 0645	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
0645 - 0700	0	7	3	1	0	0	0	0	0	0	0	0	0	11	
0700 - 0715	0	11	5	0	0	0	0	0	0	0	0	0	0	16	29
0715 - 0730	1	18	3	0	0	0	0	0	0	0	0	0	0	22	
0730 - 0745	0	18	3	1	0	0	0	0	0	0	0	0	0	22	
0745 - 0800	0	18	6	0	0	0	0	0	0	0	0	0	0	24	
0800 - 0815	0	14	3	0	0	0	0	2	0	0	0	0	0	19	84
0815 - 0830	1	8	9	0	0	0	0	0	0	0	0	0	0	18	
0830 - 0845	0	14	2	0	0	0	0	0	0	0	0	0	0	16	
0845 - 0900	0	9	8	0	1	1	0	0	0	0	0	0	0	19	
0900 - 0915	0	18	5	0	1	1	0	1	0	0	0	0	0	26	72
0915 - 0930	0	18	4	0	3	0	0	0	0	0	0	0	0	25	
0930 - 0945	0	19	2	0	0	0	0	1	0	0	0	0	0	22	
0945 - 1000	0	15	4	0	0	0	0	0	0	0	0	0	0	19	
1000 - 1015	0	10	10	0	0	0	0	0	0	0	0	0	0	20	92
1015 - 1030	0	21	5	0	0	0	0	0	0	0	0	0	0	26	
1030 - 1045	0	10	4	0	0	0	0	0	0	0	0	0	0	14	
1045 - 1100	0	18	7	0	0	0	0	0	0	0	0	0	0	25	
1100 - 1115	0	16	3	0	2	0	0	1	0	0	0	0	0	22	85
1115 - 1130	0	14	8	0	0	0	0	0	0	0	0	0	0	22	
1130 - 1145	0	16	8	0	0	0	0	0	0	0	0	0	0	24	
1145 - 1200	0	14	13	0	0	0	0	0	0	0	0	0	0	27	
1200 - 1215	0	15	13	0	0	0	0	0	0	0	0	0	0	28	95
1215 - 1230	0	24	5	0	0	0	0	0	0	0	0	0	0	29	
1230 - 1245	0	28	7	0	0	1	0	1	0	0	0	0	0	37	
1245 - 1300	0	16	16	0	0	0	0	0	0	0	0	0	0	32	
1300 - 1315	0	11	7	0	0	0	0	0	0	0	0	0	0	18	126
1315 - 1330	0	14	3	0	0	0	0	0	0	0	0	0	0	17	
1330 - 1345	0	16	8	0	2	0	0	1	0	0	0	0	0	27	
1345 - 1400	0	11	8	0	0	1	0	0	0	0	0	0	0	20	
1400 - 1415	0	15	9	0	0	0	0	2	0	0	0	0	0	26	82
1415 - 1430	0	18	7	0	0	0	0	0	0	0	0	0	0	25	
1430 - 1445	0	19	8	0	1	0	0	0	0	0	0	0	0	28	
1445 - 1500	0	14	6	0	0	0	0	0	0	0	0	0	0	20	
1500 - 1515	0	7	4	0	2	0	0	2	0	0	0	0	0	15	99
1515 - 1530	0	17	7	0	5	0	0	1	0	0	0	0	0	30	
1530 - 1545	0	15	3	0	5	0	0	0	0	0	0	0	0	23	
1545 - 1600	0	14	4	0	1	0	0	0	0	0	0	0	0	19	
1600 - 1615	0	20	1	1	0	0	0	1	0	0	0	0	0	23	87
1615 - 1630	0	22	6	0	0	0	0	0	0	0	0	0	0	28	
1630 - 1645	0	19	4	0	0	0	0	0	0	0	0	0	0	23	
1645 - 1700	0	22	10	0	1	0	0	1	0	0	0	0	0	34	
1700 - 1715	0	19	4	0	2	0	0	0	0	0	0	0	0	25	108
1715 - 1730	0	20	8	0	1	0	0	0	0	0	0	0	0	29	
1730 - 1745	0	18	4	0	0	0	0	0	0	0	0	0	0	22	
1745 - 1800	0	21	2	0	1	0	0	0	0	0	0	0	0	24	
1800 - 1815	0	15	3	1	2	0	0	0	0	0	0	0	0	21	100
1815 - 1830	0	10	5	1	2	0	0	0	0	0	0	0	0	18	
1830 - 1845	0	8	3	1	1	0	0	0	0	0	0	0	0	13	
1845 - 1900	1	9	2	0	2	0	0	0	0	0	0	0	0	14	
1900 - 1915	0	22	5	0	0	0	0	0	0	0	0	0	0	27	66
1915 - 1930	0	12	7	0	0	0	0	0	0	0	0	0	0	19	
1930 - 1945	0	4	4	0	0	0	0	0	0	0	0	0	0	8	
1945 - 2000	0	10	7	0	0	0	0	0	0	0	0	0	0	17	
2000 - 2015	0	12	3	0	0	0	0	0	0	0	0	0	0	15	71
2015 - 2030	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
2030 - 2045	0	8	4	0	0	0	0	0	0	0	0	0	0	12	
2045 - 2100	0	11	3	0	0	0	0	0	0	0	0	0	0	14	
2100 - 2115	0	7	1	0	0	0	0	0	0	0	0	0	0	8	49
2115 - 2130	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
2130 - 2145	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2145 - 2200	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2200 - 2215	0	5	1	0	0	0	0	0	0	0	0	0	0	6	19
2215 - 2230	0	3	3	0	0	0	0	0	0	0	0	0	0	6	
2230 - 2245	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2245 - 2300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2300 - 2315	0	2	0	0	0	0	0	0	0	0	0	0	0	2	17
2315 - 2330	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2330 - 2345	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
2345 - 0000	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
Session Total	3	919	332	6	35	4	0	14	0	0	0	0	0	1313	
Session Average	0.03	9.57	3.46	0.06	0.36	0.04	0.00	0.15	0.00	0.00	0.00	0.00	0.00	13.68	
Session Percentage	0.23	69.99	25.29	0.46	2.67	0.30	0.00	1.07	0.00	0.00	0.00	0.00	0.00		
AM Peak Hour	0630 - 0730	0900 - 1000	0815 - 0915	0645 - 0745	0830 - 0930	0815 - 0915	-	0715 - 0815	-	-	-	-	-	0845 - 0945	
AM Peak Volume	1	74	24	2	5	2	0	2	0	0	0	0	0	92	
AM Peak %age	1.09	76.09	26.09	2.17	5.43	2.17	0.00	2.17	0.00	0.00	0.00	0.00	0.00		
Noon Peak Hour	-	1200 - 1300													

Bi-Directional Class Count || Volume Summary 15min

St. Simons Island, GA

Site 1

N Windward Dr,
east of Frederica Rd

Date

Thursday, May 7, 2026

Lat/Long

31.203754°, -81.375071°

Weather

Fair
77°F



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0000 - 2400 (Weekday 24h Session) (05-07-2026)

Volume Summary 15min

TIME	Volume Summary 15min		15min	60min
	EB	WB	Total	Total
0000 - 0015	0	0	0	0
0015 - 0030	0	0	0	
0030 - 0045	0	0	0	
0045 - 0100	0	0	0	
0100 - 0115	0	0	0	1
0115 - 0130	0	0	0	
0130 - 0145	1	0	1	
0145 - 0200	0	0	0	
0200 - 0215	1	0	1	2
0215 - 0230	0	0	0	
0230 - 0245	0	0	0	
0245 - 0300	1	0	1	
0300 - 0315	0	0	0	2
0315 - 0330	0	2	2	
0330 - 0345	0	0	0	
0345 - 0400	0	0	0	
0400 - 0415	0	0	0	3
0415 - 0430	1	0	1	
0430 - 0445	0	1	1	
0445 - 0500	0	1	1	
0500 - 0515	2	2	4	13
0515 - 0530	2	2	4	
0530 - 0545	0	2	2	
0545 - 0600	0	3	3	
0600 - 0615	0	3	3	29
0615 - 0630	2	5	7	
0630 - 0645	1	7	8	
0645 - 0700	5	6	11	
0700 - 0715	4	12	16	84
0715 - 0730	9	13	22	
0730 - 0745	8	14	22	
0745 - 0800	17	7	24	
0800 - 0815	11	8	19	72
0815 - 0830	9	9	18	
0830 - 0845	10	6	16	
0845 - 0900	7	12	19	
0900 - 0915	12	14	26	92
0915 - 0930	12	13	25	
0930 - 0945	12	10	22	
0945 - 1000	8	11	19	
1000 - 1015	12	8	20	85
1015 - 1030	14	12	26	
1030 - 1045	7	7	14	
1045 - 1100	9	16	25	
1100 - 1115	11	11	22	95
1115 - 1130	9	13	22	
1130 - 1145	13	11	24	
1145 - 1200	10	17	27	

Time	Volume Summary 15min		15min	60min
	EB	WB	Total	Total
1200 - 1215	13	15	28	126
1215 - 1230	9	20	29	
1230 - 1245	19	18	37	
1245 - 1300	13	19	32	
1300 - 1315	11	7	18	82
1315 - 1330	6	11	17	
1330 - 1345	15	12	27	
1345 - 1400	7	13	20	
1400 - 1415	15	11	26	99
1415 - 1430	7	18	25	
1430 - 1445	10	18	28	
1445 - 1500	13	7	20	
1500 - 1515	8	7	15	87
1515 - 1530	13	17	30	
1530 - 1545	17	6	23	
1545 - 1600	8	11	19	
1600 - 1615	7	16	23	108
1615 - 1630	15	13	28	
1630 - 1645	16	7	23	
1645 - 1700	22	12	34	
1700 - 1715	10	15	25	100
1715 - 1730	13	16	29	
1730 - 1745	11	11	22	
1745 - 1800	14	10	24	
1800 - 1815	16	5	21	66
1815 - 1830	12	6	18	
1830 - 1845	7	6	13	
1845 - 1900	7	7	14	
1900 - 1915	13	14	27	71
1915 - 1930	8	11	19	
1930 - 1945	6	2	8	
1945 - 2000	6	11	17	
2000 - 2015	11	4	15	49
2015 - 2030	6	2	8	
2030 - 2045	7	5	12	
2045 - 2100	8	6	14	
2100 - 2115	2	6	8	19
2115 - 2130	2	3	5	
2130 - 2145	4	0	4	
2145 - 2200	1	1	2	
2200 - 2215	3	3	6	17
2215 - 2230	4	2	6	
2230 - 2245	2	2	4	
2245 - 2300	1	0	1	
2300 - 2315	2	0	2	11
2315 - 2330	2	0	2	
2330 - 2345	2	0	2	
2345 - 0000	2	3	5	

Session Total	646	667	1313
Session Average	6.73	6.95	13.68
Session Percentage	49.20	50.80	

**24-Hr Bidirectional Classification Weekend
Count**

Windward Dr e/o Frederica Rd

Bi-Directional Class Count || Location Overview

St. Simons Island, GA

Site 1
N Windward Dr,
east of Frederica Rd

Lat/Long
31.203754°, -81.375071°



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0000 - 2400 (Weekday 24h Session) (All Dates)			
Location Overview			
Description	Time Interval	Visible	Tabs
Bi-Directional Class Count	15min	☒	4
Bi-Directional Class Count	60min	☒	4
Graphical Analysis	-	☒	3
Base Data	15min	☒	2
Base Data	60min	☒	2

Daily & Monthly Factors	
	Sat
	05/09
DF	1.00
MF	1.00
DF*MF	1.00

Bi-Directional Class Count || NB EB 15min

St. Simons Island, GA

Site 1
N Windward Dr,
east of Frederica RdDate
Saturday, May 9, 2026Weather
Mostly Cloudy
72°FLat/Long
31.203754°, -81.375071°[Click here for Detailed Weather](#)[Click here for Map](#)

0000 - 2400 (Weekday 24h Session) (05-09-2026)

NB EB 15min

Time	Eastbound (Movement 1.1)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0115 - 0130	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0515 - 0530	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0530 - 0545	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0615 - 0630	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0630 - 0645	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0645 - 0700	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0715 - 0730	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0730 - 0745	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0745 - 0800	0	4	1	0	0	0	0	0	0	0	0	0	0	5	7
0800 - 0815	0	3	3	0	0	0	0	0	0	0	0	0	0	6	
0815 - 0830	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0830 - 0845	0	3	3	0	0	0	0	0	0	0	0	0	0	6	
0845 - 0900	0	10	0	0	0	0	0	0	0	0	0	0	0	10	27
0900 - 0915	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0915 - 0930	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0930 - 0945	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
0945 - 1000	0	4	2	0	1	0	0	0	0	0	0	0	0	7	27
1000 - 1015	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
1015 - 1030	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
1030 - 1045	0	6	3	0	1	0	0	0	0	0	0	0	0	10	
1045 - 1100	0	6	3	1	0	0	0	0	0	0	0	0	0	10	34
1100 - 1115	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
1115 - 1130	0	4	3	0	0	0	0	0	0	0	0	0	0	7	
1130 - 1145	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
1145 - 1200	0	7	2	0	0	0	0	0	0	0	0	0	0	9	31
1200 - 1215	0	5	3	0	0	0	0	0	0	0	0	0	0	8	
1215 - 1230	0	5	3	0	0	0	0	0	0	0	0	0	0	8	
1230 - 1245	0	9	0	0	0	0	0	0	0	0	0	0	0	9	
1245 - 1300	0	5	3	0	0	0	0	0	0	0	0	0	0	8	33
1300 - 1315	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
1315 - 1330	0	11	3	0	0	0	0	0	0	0	0	0	0	14	
1330 - 1345	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
1345 - 1400	0	4	1	0	0	0	0	0	0	0	0	0	0	5	35
1400 - 1415	0	12	1	0	0	0	0	0	0	0	0	0	0	13	
1415 - 1430	0	10	1	0	0	0	0	0	0	0	0	0	0	11	
1430 - 1445	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
1445 - 1500	0	8	2	0	0	0	0	0	0	0	0	0	0	10	43
1500 - 1515	0	10	2	0	0	0	0	0	0	0	0	0	0	12	
1515 - 1530	0	7	3	0	0	0	0	0	0	0	0	0	0	11	
1530 - 1545	0	11	1	0	0	0	0	0	0	0	0	0	0	12	
1545 - 1600	0	8	2	0	0	0	0	0	0	0	0	0	0	10	45
1600 - 1615	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
1615 - 1630	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
1630 - 1645	0	9	0	0	0	0	0	0	0	0	0	0	0	9	
1645 - 1700	0	12	0	0	0	0	0	0	0	0	0	0	0	12	33
1700 - 1715	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
1715 - 1730	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
1730 - 1745	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
1745 - 1800	0	4	2	0	0	0	0	0	0	0	0	0	0	6	22
1800 - 1815	0	7	5	0	0	0	0	0	0	0	0	0	0	12	
1815 - 1830	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
1830 - 1845	0	9	2	0	0	0	0	0	0	0	0	0	0	11	
1845 - 1900	0	7	2	0	0	0	0	0	0	0	0	0	0	9	38
1900 - 1915	0	4	3	0	0	0	0	0	0	0	0	0	0	7	
1915 - 1930	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
1930 - 1945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1945 - 2000	0	6	2	0	0	0	0	0	0	0	0	0	0	8	23
2000 - 2015	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
2015 - 2030	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
2030 - 2045	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
2045 - 2100	0	5	1	0	0	0	0	0	0	0	0	0	0	6	17
2100 - 2115	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
2115 - 2130	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
2130 - 2145	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
2145 - 2200	0	3	0	0	0	0	0	0	0	0	0	0	0	3	16
2200 - 2215	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2215 - 2230	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
2230 - 2245	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
2245 - 2300	0	2	0	0	0	0	0	0	0	0	0	0	0	2	9
2300 - 2315	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
2315 - 2330	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2330 - 2345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2345 - 0000	0	3	0	0	0	0	0	0	0	0	0	0	0	3	8

Session Total	0	363	89	1	3	0	0	0	0	0	0	0	0	456
Session Average	0.00	3.78	0.93	0.01	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.75
Session Percentage	0.00	79.61	19.52	0.22	0.66	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0845 - 0945	0745 - 0845	-	0945 - 1045	-	-	-	-	-	-	-	-	0930 - 1030
AM Peak Volume	0	28	8	0	2	0	0	0	0	0	0	0	0	31
AM Peak %age	0.00	90.32	25.81	0.00	6.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Noon Peak Hour	-	1400 - 1500	1030 - 1130	1000 - 1100	1000 - 1100	-	-	-	-	-	-	-	-	1445 - 1545
Noon Peak Volume	0	37	10	1	1	0	0	0	0	0	0	0	0	45
Noon Peak %age	0.00	82.22	22.22	2.22	2.22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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Bi-Directional Class Count || SB WB 15min

St. Simons Island, GA

Site 1
N Windward Dr,
east of Frederica RdDate
Saturday, May 9, 2026Weather
Mostly Cloudy
72°FLat/Long
31.203754°, -81.375071°[Click here for Detailed Weather](#)[Click here for Map](#)

0000 - 2400 (Weekday 24h Session) (05-09-2026)

SB WB 15min

Time	Westbound (Movement 1,2)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	1	1	0	0	0	0	0	0	0	0	0	0	2	2
0400 - 0415	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430 - 0445	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0445 - 0500	0	2	1	0	0	0	0	0	0	0	0	0	0	3	6
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0615	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0615 - 0630	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0630 - 0645	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
0700 - 0715	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0715 - 0730	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0730 - 0745	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0745 - 0800	0	5	0	0	0	0	0	0	0	0	0	0	0	5	14
0800 - 0815	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
0815 - 0830	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
0830 - 0845	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
0845 - 0900	0	10	1	0	0	0	0	0	0	0	0	0	0	11	34
0900 - 0915	0	9	0	0	0	0	0	0	0	0	0	0	0	9	
0915 - 0930	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
0930 - 0945	0	13	2	0	0	0	0	0	0	0	0	0	0	15	
0945 - 1000	0	7	4	0	1	0	0	0	0	0	0	0	0	12	45
1000 - 1015	0	7	2	0	1	0	0	0	0	0	0	0	0	10	
1015 - 1030	0	2	3	0	0	0	0	0	0	0	0	0	0	5	
1030 - 1045	0	3	3	0	1	0	0	0	0	0	0	0	0	7	
1045 - 1100	0	4	1	0	0	0	0	0	0	0	0	0	0	5	27
1100 - 1115	0	10	3	0	0	0	0	0	0	0	0	0	0	13	
1115 - 1130	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
1130 - 1145	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
1145 - 1200	0	11	3	0	0	0	0	0	0	0	0	0	0	14	44
1200 - 1215	0	10	3	0	0	0	0	0	0	0	0	0	0	13	
1215 - 1230	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
1230 - 1245	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
1245 - 1300	0	8	1	0	0	0	0	0	0	0	0	0	0	9	36
1300 - 1315	0	12	2	0	0	0	0	0	0	0	0	0	0	14	
1315 - 1330	0	8	5	0	0	0	0	0	0	0	0	0	0	13	
1330 - 1345	0	11	2	0	0	0	0	0	0	0	0	0	0	13	
1345 - 1400	0	7	1	0	0	0	0	0	0	0	0	0	0	8	48
1400 - 1415	0	9	4	0	0	0	0	0	0	0	0	0	0	13	
1415 - 1430	0	10	3	0	0	0	0	0	0	0	0	0	0	13	
1430 - 1445	0	8	3	0	0	0	0	0	0	0	0	0	0	11	
1445 - 1500	0	8	2	0	0	0	0	0	0	0	0	0	0	10	47
1500 - 1515	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
1515 - 1530	0	8	3	0	0	0	0	0	0	0	0	0	0	11	
1530 - 1545	0	12	1	0	0	0	0	0	0	0	0	0	0	13	
1545 - 1600	0	3	2	0	1	0	0	0	0	0	0	0	0	6	39
1600 - 1615	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
1615 - 1630	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
1630 - 1645	0	12	1	0	0	0	0	0	0	0	0	0	0	13	
1645 - 1700	0	8	1	0	0	0	0	0	0	0	0	0	0	9	38
1700 - 1715	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
1715 - 1730	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
1730 - 1745	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
1745 - 1800	0	5	4	0	0	0	0	0	0	0	0	0	0	9	28
1800 - 1815	0	6	5	0	0	0	0	0	0	0	0	0	0	11	
1815 - 1830	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
1830 - 1845	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
1845 - 1900	0	4	0	0	0	0	0	0	0	0	0	0	0	4	31
1900 - 1915	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
1915 - 1930	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
1930 - 1945	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
1945 - 2000	0	3	3	0	0	0	0	0	0	0	0	0	0	6	18
2000 - 2015	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2015 - 2030	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
2030 - 2045	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2045 - 2100	0	4	2	0	0	0	0	0	0	0	0	0	0	6	14
2100 - 2115	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
2115 - 2130	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
2130 - 2145	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
2145 - 2200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	12
2200 - 2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2215 - 2230	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
2230 - 2245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2245 - 2300	0	2	0	0	0	0	0	0	0	0	0	0	0	2	4
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2330 - 2345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2345 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Session Total	0	385	105	0	5	0	0	0	0	0	0	0	0	495
Session Average	0.00	4.01	1.09	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.16
Session Percentage	0.00	77.78	21.21	0.00	1.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0845 - 0945	0945 - 1045	-	0945 - 1045	-	-	-	-	-	-	-	-	0915 - 1015
AM Peak Volume	0	40	12	0	3	0	0	0	0	0	0	0	0	46
AM Peak %age	0.00	86.96	26.09	0.00	6.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Noon Peak Hour	-	1245 - 1345	1315 - 1415	-	1000 - 1100	-	-	-	-	-	-	-	-	1245 - 1345
Noon Peak Volume	0	39	12	0	2	0	0	0	0	0	0	0	0	49
Noon Peak %age	0.00	79.59	24.49	0.00	4.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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Marr Traffic
DATA COLLECTION

www.marrtraffic.com

Weather
Mostly Cloudy
72°F

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Bi-Directional Class Count || Volume Summary 15min

St. Simons Island, GA

Site 1

N Windward Dr,
east of Frederica Rd

Date

Saturday, May 9, 2026

Lat/Long

31.203754°, -81.375071°

Weather

Mostly Cloudy
72°F



[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (05-09-2026)

Volume Summary 15min

TIME	Volume Summary 15min		15min	60min
	EB	WB	Total	Total
0000 - 0015	1	1	2	
0015 - 0030	0	0	0	
0030 - 0045	0	0	0	
0045 - 0100	0	0	0	2
0100 - 0115	0	0	0	
0115 - 0130	1	0	1	
0130 - 0145	0	0	0	
0145 - 0200	0	0	0	1
0200 - 0215	0	0	0	
0215 - 0230	0	0	0	
0230 - 0245	0	0	0	
0245 - 0300	0	0	0	0
0300 - 0315	0	0	0	
0315 - 0330	0	0	0	
0330 - 0345	0	0	0	
0345 - 0400	1	2	3	3
0400 - 0415	0	1	1	
0415 - 0430	0	0	0	
0430 - 0445	0	2	2	
0445 - 0500	0	3	3	6
0500 - 0515	0	0	0	
0515 - 0530	1	0	1	
0530 - 0545	1	0	1	
0545 - 0600	0	0	0	2
0600 - 0615	0	2	2	
0615 - 0630	1	3	4	
0630 - 0645	1	1	2	
0645 - 0700	1	0	1	9
0700 - 0715	0	3	3	
0715 - 0730	1	2	3	
0730 - 0745	1	4	5	
0745 - 0800	5	5	10	21
0800 - 0815	6	9	15	
0815 - 0830	5	7	12	
0830 - 0845	6	7	13	
0845 - 0900	10	11	21	61
0900 - 0915	5	9	14	
0915 - 0930	5	9	14	
0930 - 0945	10	15	25	
0945 - 1000	7	12	19	72
1000 - 1015	8	10	18	
1015 - 1030	6	5	11	
1030 - 1045	10	7	17	
1045 - 1100	10	5	15	61
1100 - 1115	6	13	19	
1115 - 1130	7	9	16	
1130 - 1145	9	8	17	
1145 - 1200	9	14	23	75

Time	Volume Summary 15min		15min	60min
	EB	WB	Total	Total
1200 - 1215	8	13	21	
1215 - 1230	8	5	13	
1230 - 1245	9	9	18	
1245 - 1300	8	9	17	69
1300 - 1315	7	14	21	
1315 - 1330	14	13	27	
1330 - 1345	9	13	22	
1345 - 1400	5	8	13	83
1400 - 1415	13	13	26	
1415 - 1430	11	13	24	
1430 - 1445	9	11	20	
1445 - 1500	10	10	20	90
1500 - 1515	12	8	20	
1515 - 1530	11	12	23	
1530 - 1545	12	13	25	
1545 - 1600	10	6	16	84
1600 - 1615	4	7	11	
1615 - 1630	8	9	17	
1630 - 1645	9	13	22	
1645 - 1700	12	9	21	71
1700 - 1715	4	3	7	
1715 - 1730	9	8	17	
1730 - 1745	3	8	11	
1745 - 1800	6	9	15	50
1800 - 1815	12	11	23	
1815 - 1830	6	9	15	
1830 - 1845	11	7	18	
1845 - 1900	9	4	13	69
1900 - 1915	7	2	9	
1915 - 1930	8	7	15	
1930 - 1945	0	3	3	
1945 - 2000	8	6	14	41
2000 - 2015	3	2	5	
2015 - 2030	5	4	9	
2030 - 2045	3	2	5	
2045 - 2100	6	6	12	31
2100 - 2115	5	3	8	
2115 - 2130	5	5	10	
2130 - 2145	3	3	6	
2145 - 2200	3	1	4	28
2200 - 2215	2	0	2	
2215 - 2230	2	1	3	
2230 - 2245	3	1	4	
2245 - 2300	2	2	4	13
2300 - 2315	3	0	3	
2315 - 2330	1	0	1	
2330 - 2345	1	1	2	
2345 - 0000	3	0	3	9

Session Total	456	495	951
Session Average	4.75	5.16	9.91
Session Percentage	47.95	52.05	

**24-Hr Bidirectional Classification Weekday
Count**

Fendig Rd w/o Frederica Rd

Bi-Directional Class Count || Location Overview

St. Simons Island, GA

Site 2

Fendig Rd,
west of Frederica Rd

Lat/Long

31.203845°, -81.376579°



[Click here for Map](#)

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

Location Overview

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

Daily & Monthly Factors

	
	Thu
	05/07
DF	1.00
MF	1.00
DF*MF	1.00

Bi-Directional Class Count || NB EB 15min

St. Simons Island, GA



Site 2
Fendig Rd,
west of Frederica Rd

Date
Thursday, May 7, 2026

Weather
Fair
77°F

Lat/Long
31.203845°N, -81.376579°W

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[Click here for Map](#)

0000 - 2400 (Weekday 24h Session) (05-07-2026)

NB EB 15min

Time	Eastbound (Movement 2.1)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545 - 0600	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
0600 - 0615	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
0645 - 0700	0	3	0	0	0	0	0	0	0	0	0	0	0	3	5
0700 - 0715	0	2	1	0	0	0	0	0	0	0	0	0	0	3	3
0715 - 0730	0	2	1	0	0	1	0	0	0	0	0	0	0	4	4
0730 - 0745	0	3	1	0	0	0	0	0	0	0	0	0	0	4	4
0745 - 0800	0	4	1	0	0	0	0	0	0	0	0	0	0	5	16
0800 - 0815	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
0815 - 0830	0	2	1	0	0	0	0	0	0	0	0	0	0	3	3
0830 - 0845	0	2	2	0	0	0	0	0	0	0	0	0	0	4	4
0845 - 0900	0	4	1	0	0	0	0	0	0	0	0	0	0	5	13
0900 - 0915	0	3	0	0	0	0	0	0	0	0	0	0	0	3	3
0915 - 0930	0	3	0	0	0	0	0	0	0	0	0	0	0	3	3
0930 - 0945	0	5	2	0	0	0	0	0	0	0	0	0	0	7	7
0945 - 1000	0	6	1	0	0	0	0	0	0	0	0	0	0	7	20
1000 - 1015	0	7	4	0	0	0	0	0	0	0	0	0	0	11	11
1015 - 1030	0	4	1	0	0	0	0	0	0	0	0	0	0	5	5
1030 - 1045	0	2	2	0	1	0	0	0	0	0	0	0	0	5	5
1045 - 1100	0	5	0	0	0	0	0	0	0	0	0	0	0	5	26
1100 - 1115	0	5	4	0	1	0	0	0	0	0	0	0	0	10	10
1115 - 1130	0	1	1	0	0	0	0	0	0	0	0	0	0	2	2
1130 - 1145	0	2	1	0	0	0	0	0	0	0	0	0	0	3	3
1145 - 1200	0	3	1	0	0	0	0	0	0	0	0	0	0	4	19
1200 - 1215	0	8	1	0	0	0	0	0	0	0	0	0	0	9	9
1215 - 1230	0	6	1	0	0	0	0	0	0	0	0	0	0	7	7
1230 - 1245	0	4	1	0	0	0	0	0	0	0	0	0	0	5	5
1245 - 1300	0	5	5	0	0	0	0	0	0	0	0	0	0	10	31
1300 - 1315	0	2	4	0	1	0	0	0	0	0	0	0	0	7	7
1315 - 1330	0	6	1	0	0	0	0	0	0	0	0	0	0	7	7
1330 - 1345	0	3	1	0	0	0	0	0	0	0	0	0	0	4	4
1345 - 1400	0	3	5	0	0	0	0	0	0	0	0	0	0	8	26
1400 - 1415	0	4	0	0	0	0	0	0	0	0	0	0	0	4	4
1415 - 1430	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
1430 - 1445	0	4	2	0	0	0	0	0	0	0	0	0	0	6	6
1445 - 1500	0	2	0	0	0	0	0	0	0	0	0	0	0	2	13
1500 - 1515	0	7	1	0	0	0	0	0	0	0	0	0	0	8	8
1515 - 1530	0	2	1	0	0	0	0	0	0	0	0	0	0	3	3
1530 - 1545	0	2	2	0	0	0	0	0	0	0	0	0	0	4	4
1545 - 1600	0	2	1	0	1	0	0	0	0	0	0	0	0	4	19
1600 - 1615	0	2	2	0	0	0	0	0	0	0	0	0	0	4	4
1615 - 1630	0	3	2	0	0	0	0	0	0	0	0	0	0	5	5
1630 - 1645	0	3	1	0	0	0	0	0	0	0	0	0	0	5	5
1645 - 1700	0	3	1	3	0	0	0	0	0	0	0	0	0	4	4
1700 - 1715	0	3	1	0	0	0	0	0	0	0	0	0	0	4	4
1715 - 1730	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
1730 - 1745	0	4	1	0	0	0	0	0	0	0	0	0	0	5	5
1745 - 1800	0	4	1	0	0	0	0	0	0	0	0	0	0	5	15
1800 - 1815	0	4	1	0	0	0	0	0	0	0	0	0	0	5	5
1815 - 1830	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
1830 - 1845	0	3	0	0	0	0	0	0	0	0	0	0	0	3	3
1845 - 1900	0	1	1	0	0	0	0	0	0	0	0	0	0	2	12
1900 - 1915	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
1915 - 1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1930 - 1945	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
1945 - 2000	0	2	1	0	0	0	0	0	0	0	0	0	0	3	5
2000 - 2015	0	2	2	0	0	0	0	0	0	0	0	0	0	4	4
2015 - 2030	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
2030 - 2045	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
2045 - 2100	0	1	0	0	0	0	0	0	0	0	0	0	0	1	7
2100 - 2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115 - 2130	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
2130 - 2145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
2145 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2200 - 2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2215 - 2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230 - 2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330 - 2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Session Total	0	172	70	0	5	1	0	0	0	0	0	0	0	0	248
Session Average	0.00	1.79	0.73	0.00	0.05	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.58
Session Percentage	0.00	69.35	28.23	0.00	2.02	0.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0930 - 1030	0930 - 1030	-	0945 - 1045	0630 - 0730	-	-	-	-	-	-	-	-	0930 - 1030
AM Peak Volume	0	22	8	0	1	0	0	0	0	0	0	0	0	0	30
AM Peak %age	0.00	73.33	26.67	0.00	3.33	3.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Noon Peak Hour	-	1200 - 1300	1215 - 1315	-	1015 - 1115	-	-	-	-	-	-	-	-	1200 - 1300
Noon Peak Volume	0	23	11	0	2	0	0	0	0	0	0	0	0	31
Noon Peak %age	0.00	74.19	35.48	0.00	6.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || SB WB 15min

St. Simons Island, GA

Site 2
Fendig Rd,
west of Frederica RdDate
Thursday, May 7, 2026Weather
Fair
77°FLat/Long
31.203845°N, -81.376579°W[Click here for Detailed Weather](#)[Click here for Map](#)0000 - 2400 (Weekday 24h Session) (05-07-2026)
SB WB 15min

Time	Westbound (Movement 2,2)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545 - 0600	0	1	1	0	0	0	0	0	0	0	0	0	0	2	2
0600 - 0615	0	3	1	0	0	0	0	0	0	0	0	0	0	4	4
0615 - 0630	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
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0700 - 0715	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
0715 - 0730	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
0730 - 0745	0	0	2	0	0	0	0	0	0	0	0	0	0	2	2
0745 - 0800	0	4	1	0	0	0	0	0	0	0	0	0	0	5	9
0800 - 0815	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	5	0	0	0	0	0	0	0	0	0	0	0	5	5
0845 - 0900	0	3	1	0	0	0	0	0	0	0	0	0	0	4	10
0900 - 0915	0	5	2	0	0	0	0	0	0	0	0	0	0	7	7
0915 - 0930	0	2	1	0	0	0	0	0	0	0	0	0	0	3	3
0930 - 0945	0	5	0	0	0	0	0	0	0	0	0	0	0	5	5
0945 - 1000	0	1	1	0	1	0	0	0	0	0	0	0	0	3	18
1000 - 1015	0	4	4	0	0	0	0	0	0	0	0	0	0	8	8
1015 - 1030	0	3	4	0	0	0	0	0	0	0	0	0	0	7	7
1030 - 1045	0	3	1	0	0	0	0	0	0	0	0	0	0	4	4
1045 - 1100	0	6	1	0	0	0	0	0	0	0	0	0	0	7	26
1100 - 1115	0	3	3	0	1	0	0	0	0	0	0	0	0	7	7
1115 - 1130	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
1130 - 1145	0	4	2	0	0	0	0	0	0	0	0	0	0	6	6
1145 - 1200	0	6	2	0	0	0	0	0	0	0	0	0	0	8	22
1200 - 1215	0	5	2	0	0	0	0	0	0	0	0	0	0	7	7
1215 - 1230	0	4	3	0	0	0	0	0	0	0	0	0	0	7	7
1230 - 1245	0	6	3	0	0	0	0	0	0	0	0	0	0	9	9
1245 - 1300	0	6	2	0	0	0	0	0	0	0	0	0	0	8	31
1300 - 1315	0	4	2	0	0	0	0	0	0	0	0	0	0	6	6
1315 - 1330	0	3	2	0	0	0	0	0	0	0	0	0	0	5	5
1330 - 1345	0	1	3	0	0	0	0	0	0	0	0	0	0	4	4
1345 - 1400	0	4	2	0	0	0	0	0	0	0	0	0	0	6	21
1400 - 1415	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
1415 - 1430	0	2	1	0	0	0	0	0	0	0	0	0	0	3	3
1430 - 1445	0	4	0	0	0	0	0	0	0	0	0	0	0	4	4
1445 - 1500	0	4	1	0	0	0	0	0	0	0	0	0	0	5	14
1500 - 1515	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
1515 - 1530	0	5	2	0	0	0	0	0	0	0	0	0	0	7	7
1530 - 1545	0	6	3	0	0	0	0	0	0	0	0	0	0	9	9
1545 - 1600	0	1	1	0	0	0	0	0	0	0	0	0	0	2	20
1600 - 1615	0	2	2	0	0	0	0	0	0	0	0	0	0	4	4
1615 - 1630	0	2	2	0	0	0	0	0	0	0	0	0	0	4	4
1630 - 1645	0	4	0	0	0	0	0	0	0	0	0	0	0	4	4
1645 - 1700	0	1	2	0	0	0	0	0	0	0	0	0	0	3	3
1700 - 1715	0	2	2	0	0	0	0	0	0	0	0	0	0	4	15
1715 - 1730	0	3	0	0	0	0	0	0	0	0	0	0	0	3	3
1730 - 1745	0	3	0	0	0	0	0	0	0	0	0	0	0	3	3
1745 - 1800	0	5	1	0	0	0	0	0	0	0	0	0	0	6	16
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
1815 - 1830	0	1	1	0	0	0	0	0	0	0	0	0	0	2	2
1830 - 1845	0	3	0	0	0	0	0	0	0	0	0	0	0	3	3
1845 - 1900	0	2	1	0	0	0	0	0	0	0	0	0	0	3	9
1900 - 1915	0	4	0	0	0	0	0	0	0	0	0	0	0	4	4
1915 - 1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1930 - 1945	0	2	1	0	0	0	0	0	0	0	0	0	0	3	3
1945 - 2000	0	5	2	0	0	0	0	0	0	0	0	0	0	7	14
2000 - 2015	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
2030 - 2045	0	1	1	0	0	0	0	0	0	0	0	0	0	2	2
2045 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2115	0	3	0	0	0	0	0	0	0	0	0	0	0	3	3
2115 - 2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2130 - 2145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
2145 - 2200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5
2200 - 2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2215 - 2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230 - 2245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
2245 - 2300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330 - 2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Session Total	0	165	71	0	3	1	0	0	0	0	0	0	0	0	240
Session Average	0.00	1.72	0.74	0.00	0.03	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.50
Session Percentage	0.00	68.75	29.58	0.00	1.25	0.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0830 - 0930	0945 - 1045	-	0900 - 1000	0615 - 0715	-	-	-	-	-	-	-	-	0930 - 1030
AM Peak Volume	0	15	10	0	1	2	0	0	0	0	0	0	0	0	23
AM Peak %age	0.00	65.22	43.48	0.00	4.35	4.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Noon Peak Hour	-	1145 - 1245	1000 - 1100	-	1015 - 1115	-	-	-	-	-	-	-	-	1145 - 1245
Noon Peak Volume	0	21	10	0	1	0	0	0	0	0	0	0	0	31
Noon Peak %age	0.00	67.74	32.26	0.00	3.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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Bi-Directional 15min

Time	Bi-Directional 15min													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0545 - 0600	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
0600 - 0615	0	4	1	0	0	0	0	0	0	0	0	0	0	5	3
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0630 - 0645	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0645 - 0700	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0700 - 0715	0	2	1	0	0	1	0	0	0	0	0	0	0	4	9
0715 - 0730	0	2	2	0	0	1	0	0	0	0	0	0	0	5	
0730 - 0745	0	3	3	0	0	0	0	0	0	0	0	0	0	6	
0745 - 0800	0	8	2	2	0	8	0	0	0	0	0	0	0	10	
0800 - 0815	0	0	2	0	0	0	0	0	0	0	0	0	0	2	25
0815 - 0830	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0830 - 0845	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
0845 - 0900	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
0900 - 0915	0	8	2	0	0	0	0	0	0	0	0	0	0	10	23
0915 - 0930	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0930 - 0945	0	10	2	0	0	0	0	0	0	0	0	0	0	12	
0945 - 1000	0	7	2	0	1	0	0	0	0	0	0	0	0	10	
1000 - 1015	0	11	8	0	0	0	0	0	0	0	0	0	0	19	38
1015 - 1030	0	7	5	0	0	0	0	0	0	0	0	0	0	12	
1030 - 1045	0	5	3	0	1	0	0	0	0	0	0	0	0	9	
1045 - 1100	0	1	1	0	0	0	0	0	0	0	0	0	0	13	
1100 - 1115	0	8	7	0	2	0	0	0	0	0	0	0	0	17	52
1115 - 1130	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
1130 - 1145	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
1145 - 1200	0	9	3	0	0	0	0	0	0	0	0	0	0	12	
1200 - 1215	0	13	3	0	0	0	0	0	0	0	0	0	0	16	62
1215 - 1230	0	10	4	0	0	0	0	0	0	0	0	0	0	14	
1230 - 1245	0	10	4	0	0	0	0	0	0	0	0	0	0	14	
1245 - 1300	0	11	7	0	0	0	0	0	0	0	0	0	0	18	
1300 - 1315	0	6	6	0	1	0	0	0	0	0	0	0	0	13	47
1315 - 1330	0	9	3	0	0	0	0	0	0	0	0	0	0	12	
1330 - 1345	0	4	4	0	0	0	0	0	0	0	0	0	0	8	
1345 - 1400	0	7	7	0	0	0	0	0	0	0	0	0	0	14	
1400 - 1415	0	6	0	0	0	0	0	0	0	0	0	0	0	6	27
1415 - 1430	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
1430 - 1445	0	8	2	0	0	0	0	0	0	0	0	0	0	10	
1445 - 1500	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
1500 - 1515	0	9	1	0	0	0	0	0	0	0	0	0	0	10	39
1515 - 1530	0	7	3	3	0	7	0	0	0	0	0	3	0	10	
1530 - 1545	0	8	5	0	0	0	0	0	0	0	0	0	0	13	
1545 - 1600	0	3	2	0	1	0	0	0	0	0	0	0	0	6	
1600 - 1615	0	4	4	0	0	0	0	0	0	0	0	0	0	8	33
1615 - 1630	0	5	4	0	0	0	0	0	0	0	0	0	0	9	
1630 - 1645	0	7	1	0	1	0	0	0	0	0	0	0	0	9	
1645 - 1700	0	2	5	5	0	0	0	0	0	0	0	5	0	7	
1700 - 1715	0	5	3	0	0	0	0	0	0	0	0	0	0	8	31
1715 - 1730	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
1730 - 1745	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
1745 - 1800	0	9	2	0	0	0	0	0	0	0	0	0	0	11	
1800 - 1815	0	4	1	0	0	0	0	0	0	0	0	0	0	6	21
1815 - 1830	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
1830 - 1845	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
1845 - 1900	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
1900 - 1915	0	5	0	0	0	0	0	0	0	0	0	0	0	5	19
1915 - 1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1930 - 1945	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
1945 - 2000	0	7	0	0	0	0	0	0	0	0	0	3	0	10	
2000 - 2015	0	2	2	0	0	0	0	0	0	0	0	0	0	4	9
2015 - 2030	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2030 - 2045	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
2045 - 2100	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2100 - 2115	0	3	0	0	0	0	0	0	0	0	0	0	0	3	7
2115 - 2130	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2130 - 2145	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2145 - 2200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2200 - 2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2215 - 2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2230 - 2245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2245 - 2300	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2330 - 2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2345 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Session Total	0	337	141	0	0	8	2	0	0	0	0	0	0	488	
Session Average	0.00	3.51	1.47	0.00	0.08	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.08	
Session Percentage	0.00	69.06	28.89	0.00	1.64	0.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
AM Peak Hour	-	0930 - 1030	0945 - 1045	-	0945 - 1045	0630 - 0730	-	-	-	-	-	-	-	0930 - 1030	
PM Peak Volume	0	18	15	0	2	0	18	0	2	15	2	18	0	2	53
AM Peak %age	0.00	66.04	33.96	0.00	3.77	3.77	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Noon Peak Hour	-	1200 - 1300	1215 - 1315	-	1015 - 1115	-	-	-	-	-	-	-	-	1200 - 1300	
Noon Peak Volume	0	44	21	0	3	0	0	0	0	0	0	0	0	62	
Noon Peak %age	0.00	70.97	33.87	0.00	4.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
PM Peak Hour	-	1500 - 1600	1530 - 1630	-	1545 - 1645	-	-	-	-	-	-	-	-	1500 - 1600	
PM Peak Volume	0	27	15	0	2	0	0	0	0	0	0	0	0	39	
PM Peak %age	0.00	69.23	38.46	0.00	5.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
User Peak Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
User Peak %age	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || Volume Summary 15min

St. Simons Island, GA

Site 2

Fendig Rd,
west of Frederica Rd

Date

Thursday, May 7, 2026

Lat/Long

31.203845°, -81.376579°

Weather

Fair
77°F



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0000 - 2400 (Weekday 24h Session) (05-07-2026)

Volume Summary 15min

TIME	Volume Summary 15min		15min	60min
	EB	WB	Total	Total
0000 - 0015	0	0	0	
0015 - 0030	0	0	0	
0030 - 0045	0	0	0	
0045 - 0100	0	0	0	0
0100 - 0115	0	0	0	
0115 - 0130	0	0	0	
0130 - 0145	0	0	0	
0145 - 0200	0	0	0	0
0200 - 0215	0	0	0	
0215 - 0230	0	0	0	
0230 - 0245	0	0	0	
0245 - 0300	0	0	0	0
0300 - 0315	0	0	0	
0315 - 0330	0	0	0	
0330 - 0345	0	0	0	
0345 - 0400	0	0	0	0
0400 - 0415	0	0	0	
0415 - 0430	0	0	0	
0430 - 0445	0	0	0	
0445 - 0500	0	0	0	0
0500 - 0515	0	0	0	
0515 - 0530	0	0	0	
0530 - 0545	0	0	0	
0545 - 0600	1	2	3	3
0600 - 0615	1	4	5	
0615 - 0630	0	0	0	
0630 - 0645	1	0	1	
0645 - 0700	3	0	3	9
0700 - 0715	3	1	4	
0715 - 0730	4	1	5	
0730 - 0745	4	2	6	
0745 - 0800	5	5	10	25
0800 - 0815	1	1	2	
0815 - 0830	3	0	3	
0830 - 0845	4	5	9	
0845 - 0900	5	4	9	23
0900 - 0915	3	7	10	
0915 - 0930	3	3	6	
0930 - 0945	7	5	12	
0945 - 1000	7	3	10	38
1000 - 1015	11	8	19	
1015 - 1030	5	7	12	
1030 - 1045	5	4	9	
1045 - 1100	5	7	12	52
1100 - 1115	10	7	17	
1115 - 1130	2	1	3	
1130 - 1145	3	6	9	
1145 - 1200	4	8	12	41

Time	Volume Summary 15min		15min	60min
	EB	WB	Total	Total
1200 - 1215	9	7	16	
1215 - 1230	7	7	14	
1230 - 1245	5	9	14	
1245 - 1300	10	8	18	62
1300 - 1315	7	6	13	
1315 - 1330	7	5	12	
1330 - 1345	4	4	8	
1345 - 1400	8	6	14	47
1400 - 1415	4	2	6	
1415 - 1430	1	3	4	
1430 - 1445	6	4	10	
1445 - 1500	2	5	7	27
1500 - 1515	8	2	10	
1515 - 1530	3	7	10	
1530 - 1545	4	9	13	
1545 - 1600	4	2	6	39
1600 - 1615	4	4	8	
1615 - 1630	5	4	9	
1630 - 1645	5	4	9	
1645 - 1700	4	3	7	33
1700 - 1715	4	4	8	
1715 - 1730	1	3	4	
1730 - 1745	5	3	8	
1745 - 1800	5	6	11	31
1800 - 1815	5	1	6	
1815 - 1830	2	2	4	
1830 - 1845	3	3	6	
1845 - 1900	2	3	5	21
1900 - 1915	1	4	5	
1915 - 1930	0	0	0	
1930 - 1945	1	3	4	
1945 - 2000	3	7	10	19
2000 - 2015	4	0	4	
2015 - 2030	1	0	1	
2030 - 2045	1	2	3	
2045 - 2100	1	0	1	9
2100 - 2115	0	3	3	
2115 - 2130	1	0	1	
2130 - 2145	1	1	2	
2145 - 2200	0	1	1	7
2200 - 2215	0	0	0	
2215 - 2230	0	0	0	
2230 - 2245	0	1	1	
2245 - 2300	0	1	1	2
2300 - 2315	0	0	0	
2315 - 2330	0	0	0	
2330 - 2345	0	0	0	
2345 - 0000	0	0	0	0

Session Total	248	240	488
Session Average	2.58	2.50	5.08
Session Percentage	50.82	49.18	

**24-Hr Bidirectional Classification Weekend
Count**

Fendig Rd w/o Frederica Rd

Bi-Directional Class Count || Location Overview

St. Simons Island, GA

Site 2

Fendig Rd,
west of Frederica Rd

Lat/Long

31.203845°, -81.376579°



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

Location Overview

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

Daily & Monthly Factors

	
	Sat
	05/09
DF	1.00
MF	1.00
DF*MF	1.00

Bi-Directional Class Count || NB EB 15min

St. Simons Island, GA

Site 2
Fendig Rd.
west of Frederica RdDate
Saturday, May 9, 2026Weather
Mostly Cloudy
72°FLat/Long
31.203845°N, -81.376579°W[Click here for Detailed Weather](#)[Click here for Map](#)

0000 - 2400 (Weekday 24h Session) (05-09-2026)

NB EB 15min

Time	Eastbound (Movement 2.1)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0530 - 0545	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600 - 0615	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
0615 - 0630	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	
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700 - 0715	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730 - 0745	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0745 - 0800	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0800 - 0815	0	5	0	0	0	0	0	0	0	0	0	0	0	5	7
0815 - 0830	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0830 - 0845	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0845 - 0900	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0900 - 0915	0	1	1	0	0	0	0	0	0	0	0	0	0	2	9
0915 - 0930	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0930 - 0945	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0945 - 1000	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1000 - 1015	0	1	1	0	0	0	0	0	0	0	0	0	0	2	8
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1030 - 1045	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
1045 - 1100	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
1100 - 1115	0	2	1	0	0	0	0	0	0	0	0	0	0	3	11
1115 - 1130	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1130 - 1145	0	2	3	0	0	0	0	0	0	0	0	0	0	5	
1145 - 1200	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
1200 - 1215	0	4	0	0	0	0	0	0	0	0	0	0	0	4	15
1215 - 1230	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
1230 - 1245	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
1245 - 1300	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
1300 - 1315	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14
1315 - 1330	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
1330 - 1345	0	2	3	0	0	0	0	0	0	0	0	0	0	5	
1345 - 1400	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1400 - 1415	0	4	2	0	0	0	0	0	0	0	0	0	0	6	11
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1430 - 1445	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1445 - 1500	0	1	0	0	0	0	0	1	0	0	0	0	0	2	
1500 - 1515	0	6	1	0	0	0	0	0	0	0	0	0	0	7	10
1515 - 1530	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
1530 - 1545	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
1545 - 1600	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1600 - 1615	0	5	0	0	0	0	0	0	0	0	0	0	0	5	13
1615 - 1630	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1630 - 1645	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1645 - 1700	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1700 - 1715	0	1	2	0	0	0	0	0	0	0	0	0	0	3	9
1715 - 1730	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
1730 - 1745	0	1	1	0	0	1	0	0	0	0	0	0	0	3	
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800 - 1815	0	2	0	0	0	0	0	0	0	0	0	0	0	2	10
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1830 - 1845	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1845 - 1900	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	3
1915 - 1930	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1930 - 1945	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1945 - 2000	0	1	0	0	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	0	4
2015 - 2030	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2030 - 2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2045 - 2100	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2100 - 2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2115 - 2130	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2130 - 2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2145 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200 - 2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2215 - 2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2230 - 2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300 - 2315	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2330 - 2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2345 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Session Total	0	102	27	1	2	0	0	1	0	0	0	0	0	133	
Session Average	0.00	1.06	0.28	0.01	0.02	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	1.39	
Session Percentage	0.00	76.69	20.30	0.75	1.50	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00		
AM Peak Hour	-	0745 - 0845	0700 - 0800	-	0830 - 0930	-	-	-	-	-	-	-	-	0730 - 0830	
AM Peak Volume	0	2	1	0	2	0	0	1	0	1	0	2	0	12	
AM Peak %age	0.00	91.67	16.67	0.00	8.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
Noon Peak Hour	-	1030 - 1130	1100 - 1200	1000 - 1100	-	-	-	-	1400 - 1500	-	-	-	-	1130 - 1230	
Noon Peak Volume	0	12	6	1	0	0	0	0	1	0	0	0	0	17	
Noon Peak %age	0.00	70.59	35.												

Marr Traffic
DATA COLLECTION

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Weather
Mostly Cloudy
72°F

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SB WB 15min

Time	Westbound (Movement 2,2)													15min	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600 - 0615	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	
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0645 - 0700	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0745 - 0800	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0800 - 0815	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
0815 - 0830	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0830 - 0845	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0845 - 0900	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0900 - 0915	0	1	1	0	0	0	0	0	0	0	0	0	0	2	5
0915 - 0930	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0930 - 0945	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
0945 - 1000	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1000 - 1015	0	1	0	0	0	0	0	0	0	0	0	0	0	1	8
1015 - 1030	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
1030 - 1045	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1045 - 1100	0	1	0	1	0	0	0	0	0	0	0	0	0	1	
1100 - 1115	0	1	1	0	0	0	0	0	0	0	0	0	0	2	15
1115 - 1130	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
1130 - 1145	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
1145 - 1200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1200 - 1215	0	2	0	0	0	0	0	0	0	0	0	0	0	2	12
1215 - 1230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1230 - 1245	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
1245 - 1300	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
1300 - 1315	0	5	2	0	0	0	0	0	0	0	0	0	0	7	14
1315 - 1330	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
1330 - 1345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1345 - 1400	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
1400 - 1415	0	3	3	0	0	0	0	0	0	0	0	0	0	6	14
1415 - 1430	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
1430 - 1445	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1445 - 1500	0	2	0	0	0	0	1	0	0	0	0	0	0	3	
1500 - 1515	0	4	0	0	0	0	0	0	0	0	0	0	0	4	10
1515 - 1530	0	0	1	0	0	0	0	0	0	0	0	0	1	0	
1530 - 1545	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
1545 - 1600	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1600 - 1615	0	5	2	0	0	0	0	0	0	0	0	0	0	7	14
1615 - 1630	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
1630 - 1645	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700 - 1715	0	1	1	0	0	0	0	0	0	0	0	0	0	2	8
1715 - 1730	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1730 - 1745	0	3	0	0	1	0	0	0	0	0	0	0	0	4	
1745 - 1800	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1800 - 1815	0	1	1	0	0	0	0	0	0	0	0	0	0	2	7
1815 - 1830	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1830 - 1845	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1845 - 1900	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
1900 - 1915	0	1	0	0	0	0	0	0	0	0	0	0	0	1	7
1915 - 1930	0	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	0	2	
1945 - 2000	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2000 - 2015	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3
2015 - 2030	0	1	0	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	
2045 - 2100	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2100 - 2115	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3
2115 - 2130	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2130 - 2145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2145 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200 - 2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2215 - 2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2230 - 2245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300 - 2315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2330 - 2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2345 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Session Total	0	97	31	0	1	0	1	0	0	0	0	0	0	130	
Session Average	0.00	1.01	0.32	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	1.35	
Session Percentage	0.00	74.62	23.85	0.00	0.77	0.00	0.77	0.00	0.00	0.00	0.00	0.00	0.00		
AM Peak Hour	-	0945 - 1045	0900 - 1000	-	-	-	-	-	-	-	-	-	-	0945 - 1045	8
AM Peak Volume	0	3	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak %age	0.00	75.00	37.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Noon Peak Hour	-	1230 - 1330	1045 - 1145	-	-	-	1400 - 1500	-	-	-	-	-	-	1230 - 1330	19
Noon Peak Volume	0	14	6	0	0	0	1	0	0	0	0	0	0	0	
Noon Peak %age	0.00	73.68	31.58	0.00	0.00	0.00	5.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
PM Peak Hour	-	1530 - 1630	1515 - 1615	-	1645 - 1745	-	-	-	-	-	-	-	-	1530 - 1630	15
PM Peak Volume	0	13	3	0	1	0	0	0	0	0	0	0	0	0	
PM Peak %age	0.00	86.67	20.00	0.00	6.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
User Peak Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
User Peak %age	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

St. Simons Island, GA

Site 2
Fendig Rd.
west of Frederica RdDate
Saturday, May 9, 2026Weather
Mostly Cloudy
72°FLat/Long
31.203845° - 81.376579°[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (05-09-2026)

Bi-Directional 15min

Time	Bi-Directional 15min													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0530 - 0545	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600 - 0615	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
0615 - 0630	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	
0645 - 0700	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0700 - 0715	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730 - 0745	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0745 - 0800	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0800 - 0815	0	6	0	0	0	0	0	0	0	0	0	0	0	6	8
0815 - 0830	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0830 - 0845	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0845 - 0900	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0900 - 0915	0	2	2	0	0	0	0	0	0	0	0	0	0	4	14
0915 - 0930	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0930 - 0945	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0945 - 1000	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
1000 - 1015	0	2	1	0	0	0	0	0	0	0	0	0	0	3	13
1015 - 1030	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
1030 - 1045	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
1045 - 1100	0	5	1	1	0	0	0	0	0	0	0	0	0	7	
1100 - 1115	0	3	2	0	0	0	0	0	0	0	0	0	0	5	19
1115 - 1130	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
1130 - 1145	0	7	5	0	0	0	0	0	0	0	0	0	0	12	
1145 - 1200	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
1200 - 1215	0	6	0	0	0	0	0	0	0	0	0	0	0	6	30
1215 - 1230	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
1230 - 1245	0	5	3	0	0	0	0	0	0	0	0	0	0	8	
1245 - 1300	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
1300 - 1315	0	7	2	0	0	0	0	0	0	0	0	0	0	9	26
1315 - 1330	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
1330 - 1345	0	3	3	0	0	0	0	0	0	0	0	0	0	6	
1345 - 1400	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
1400 - 1415	0	7	5	0	0	0	0	0	0	0	0	0	0	12	25
1415 - 1430	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
1430 - 1445	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
1445 - 1500	0	3	0	0	0	0	1	1	0	0	0	0	0	5	
1500 - 1515	0	10	1	0	0	0	0	0	0	0	0	0	0	11	24
1515 - 1530	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
1530 - 1545	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
1545 - 1600	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1600 - 1615	0	10	2	0	0	0	0	0	0	0	0	0	0	12	23
1615 - 1630	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
1630 - 1645	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
1645 - 1700	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1700 - 1715	0	2	3	0	0	0	0	0	0	0	0	0	0	5	18
1715 - 1730	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
1730 - 1745	0	4	1	0	2	0	0	0	0	0	0	0	0	7	
1745 - 1800	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1800 - 1815	0	3	1	0	0	0	0	0	0	0	0	0	0	4	10
1815 - 1830	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1830 - 1845	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
1845 - 1900	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
1900 - 1915	0	1	0	0	0	0	0	0	0	0	0	0	0	1	11
1915 - 1930	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1930 - 1945	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
1945 - 2000	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
2000 - 2015	0	1	0	0	0	0	0	0	0	0	0	0	0	1	6
2015 - 2030	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
2030 - 2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2045 - 2100	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2100 - 2115	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4
2115 - 2130	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2130 - 2145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2145 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200 - 2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2215 - 2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2230 - 2245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300 - 2315	0	3	0	0	0	0	0	0	0	0	0	0	0	3	3
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2330 - 2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2345 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Session Total	0	199	58	1	3	0	1	1	0	0	0	0	0	263	
Session Average	0.00	2.07	0.60	0.01	0.03	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	2.74	
Session Percentage	0.00	75.67	22.05	0.38	1.14	0.00	0.38	0.38	0.00	0.00	0.00	0.00	0.00		
AM Peak Hour	-	0745 - 0845	0900 - 1000	-	0830 - 0930	-	-	-	-	-	-	-	-	0745 - 0845	
AM Peak Volume	0	4	1	0	1	0	0	0	0	0	0	0	0	17	
AM Peak %age	0.00	88.24	23.53	0.00	5.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
Noon Peak Hour	-	1215 - 1315	1100 - 1200	1000 - 1100	-	-	1400 - 1500	1400 - 1500	-	-	-	-	-	1045 - 1145	
Noon Peak Volume	0	23	11	1	0	0									

Bi-Directional Class Count || Volume Summary 15min

St. Simons Island, GA

Site 2

Fendig Rd,
west of Frederica Rd

Date

Saturday, May 9, 2026

Lat/Long

31.203845°, -81.376579°

Weather

Mostly Cloudy
72°F



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0000 - 2400 (Weekday 24h Session) (05-09-2026)

Volume Summary 15min

TIME	Volume Summary 15min		15min	60min
	EB	WB	Total	Total
0000 - 0015	0	0	0	0
0015 - 0030	0	0	0	
0030 - 0045	0	0	0	
0045 - 0100	0	0	0	
0100 - 0115	0	0	0	0
0115 - 0130	0	0	0	
0130 - 0145	0	0	0	
0145 - 0200	0	0	0	
0200 - 0215	0	0	0	0
0215 - 0230	0	0	0	
0230 - 0245	0	0	0	
0245 - 0300	0	0	0	
0300 - 0315	0	0	0	0
0315 - 0330	0	0	0	
0330 - 0345	0	0	0	
0345 - 0400	0	0	0	
0400 - 0415	0	0	0	0
0415 - 0430	0	0	0	
0430 - 0445	0	0	0	
0445 - 0500	0	0	0	
0500 - 0515	0	0	0	2
0515 - 0530	0	0	0	
0530 - 0545	2	0	2	
0545 - 0600	0	0	0	
0600 - 0615	1	0	1	3
0615 - 0630	0	0	0	
0630 - 0645	0	0	0	
0645 - 0700	0	2	2	
0700 - 0715	1	0	1	8
0715 - 0730	0	0	0	
0730 - 0745	2	0	2	
0745 - 0800	4	1	5	
0800 - 0815	5	1	6	14
0815 - 0830	1	2	3	
0830 - 0845	2	1	3	
0845 - 0900	1	1	2	
0900 - 0915	2	2	4	13
0915 - 0930	3	2	5	
0930 - 0945	2	0	2	
0945 - 1000	1	1	2	
1000 - 1015	2	1	3	19
1015 - 1030	0	4	4	
1030 - 1045	3	2	5	
1045 - 1100	6	1	7	
1100 - 1115	3	2	5	
1115 - 1130	2	5	7	
1130 - 1145	5	7	12	
1145 - 1200	5	1	6	

Time	Volume Summary 15min		15min	60min
	EB	WB	Total	Total
1200 - 1215	4	2	6	26
1215 - 1230	3	1	4	
1230 - 1245	3	5	8	
1245 - 1300	4	4	8	
1300 - 1315	2	7	9	25
1315 - 1330	3	3	6	
1330 - 1345	5	1	6	
1345 - 1400	1	3	4	
1400 - 1415	6	6	12	24
1415 - 1430	0	3	3	
1430 - 1445	2	2	4	
1445 - 1500	2	3	5	
1500 - 1515	7	4	11	23
1515 - 1530	2	1	3	
1530 - 1545	3	4	7	
1545 - 1600	1	1	2	
1600 - 1615	5	7	12	23
1615 - 1630	1	3	4	
1630 - 1645	2	4	6	
1645 - 1700	1	0	1	
1700 - 1715	3	2	5	18
1715 - 1730	4	1	5	
1730 - 1745	3	4	7	
1745 - 1800	0	1	1	
1800 - 1815	2	2	4	10
1815 - 1830	0	2	2	
1830 - 1845	1	1	2	
1845 - 1900	0	2	2	
1900 - 1915	0	1	1	11
1915 - 1930	2	0	2	
1930 - 1945	1	2	3	
1945 - 2000	1	4	5	
2000 - 2015	0	1	1	6
2015 - 2030	2	1	3	
2030 - 2045	0	0	0	
2045 - 2100	1	1	2	
2100 - 2115	0	1	1	4
2115 - 2130	1	1	2	
2130 - 2145	0	1	1	
2145 - 2200	0	0	0	
2200 - 2215	0	0	0	1
2215 - 2230	0	0	0	
2230 - 2245	0	1	1	
2245 - 2300	0	0	0	
2300 - 2315	2	1	3	3
2315 - 2330	0	0	0	
2330 - 2345	0	0	0	
2345 - 0000	0	0	0	

Session Total	133	130	263
Session Average	1.39	1.35	2.74
Session Percentage	50.57	49.43	

**24-Hr Bidirectional Classification Weekday
Count**

Frederica Rd n/o Windward Dr

Bi-Directional Class Count || Location Overview

St. Simons Island, GA

Site 3

Frederica Rd,
north of N Windward Dr

Lat/Long

31.204759°, -81.375854°



[Click here for Map](#)

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

Location Overview

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

Daily & Monthly Factors

	
	Thu
	05/07
DF	1.00
MF	1.00
DF*MF	1.00

Bi-Directional Class Count || NB EB 15min

St. Simons Island, GA



Site 3
Frederica Rd,
north of N Windward Dr

Date
Thursday, May 7, 2026

Weather
Fair
77°F

Lat/Long
31.204759°, -81.375854°

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0000 - 2400 (Weekday 24h Session) (05-07-2026)

NB EB 15min

Time	Northbound (Movement 3.1)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0015 - 0030	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0030 - 0045	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0045 - 0100	0	1	0	0	0	0	0	0	0	0	0	0	0	1	12
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0145 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4
0200 - 0215	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0230 - 0245	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0245 - 0300	0	4	0	0	0	0	0	0	0	0	0	0	0	4	8
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0315 - 0330	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	2	
0345 - 0400	0	1	1	0	0	0	0	0	0	0	0	0	0	2	5
0400 - 0415	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0415 - 0430	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
0430 - 0445	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0445 - 0500	0	3	2	0	0	0	0	0	0	0	0	0	0	5	10
0500 - 0515	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0515 - 0530	0	5	4	0	0	0	0	0	0	0	0	0	0	9	
0530 - 0545	0	11	3	0	1	0	0	0	0	0	0	0	0	15	
0545 - 0600	0	4	4	0	1	0	0	0	0	0	0	0	0	9	39
0600 - 0615	0	15	1	1	0	0	0	0	0	0	0	0	0	17	
0615 - 0630	0	18	5	0	1	0	0	0	0	0	0	0	0	24	
0630 - 0645	0	22	8	2	1	0	0	0	1	1	0	0	0	34	
0645 - 0700	0	42	30	1	2	4	0	0	1	0	0	0	0	80	155
0700 - 0715	0	45	17	1	4	3	0	1	1	0	0	0	0	72	
0715 - 0730	0	72	20	2	2	0	0	1	1	0	0	0	0	98	
0730 - 0745	0	96	45	2	2	1	0	1	0	0	0	0	0	147	
0745 - 0800	0	63	34	0	4	0	0	0	0	0	0	0	0	101	418
0800 - 0815	0	77	57	1	5	5	0	3	0	5	0	0	0	148	
0815 - 0830	1	75	57	0	4	1	0	0	1	0	0	0	0	139	
0830 - 0845	0	76	34	1	3	1	0	2	0	0	0	0	0	117	
0845 - 0900	0	76	59	0	11	2	0	1	1	0	0	0	0	150	554
0900 - 0915	0	74	52	0	6	4	0	3	0	0	0	0	0	139	
0915 - 0930	0	59	31	0	5	1	0	2	1	0	0	0	0	100	
0930 - 0945	0	74	44	0	3	2	0	2	0	0	0	0	0	125	
0945 - 1000	1	83	54	0	5	2	0	1	0	0	0	0	0	146	510
1000 - 1015	0	63	33	0	8	4	0	1	1	0	0	0	0	110	
1015 - 1030	0	76	39	1	4	5	0	2	0	0	0	0	0	127	
1030 - 1045	0	79	37	0	4	2	0	3	0	0	0	0	0	125	
1045 - 1100	0	82	30	0	2	3	0	1	1	0	0	0	0	119	481
1100 - 1115	0	76	32	1	6	1	0	2	0	0	0	0	0	118	
1115 - 1130	0	67	34	1	4	3	0	1	2	0	0	0	0	112	
1130 - 1145	0	86	28	0	6	2	0	1	1	0	0	0	0	124	
1145 - 1200	0	86	23	0	4	1	0	1	0	0	0	0	0	115	469
1200 - 1215	0	83	37	0	4	2	0	1	0	0	0	0	0	127	
1215 - 1230	0	86	43	0	0	3	0	0	1	0	0	0	0	133	
1230 - 1245	0	87	39	0	3	2	0	1	2	0	0	0	0	134	
1245 - 1300	0	83	48	0	3	3	0	2	0	0	0	0	0	139	533
1300 - 1315	0	99	31	0	4	4	0	0	1	0	0	0	0	139	
1315 - 1330	0	82	33	3	2	1	0	0	1	0	0	0	0	122	
1330 - 1345	0	107	39	1	3	4	0	0	1	0	0	0	0	155	
1345 - 1400	0	90	43	3	5	2	0	5	2	0	0	0	0	144	560
1400 - 1415	0	107	35	1	6	2	0	2	0	0	0	0	0	153	
1415 - 1430	0	91	25	1	4	1	0	1	0	0	0	0	0	123	
1430 - 1445	0	91	38	1	4	3	0	1	0	0	0	0	0	138	
1445 - 1500	1	78	29	0	4	1	0	2	0	0	0	0	0	115	529
1500 - 1515	0	70	36	0	4	2	0	2	0	0	0	0	0	114	
1515 - 1530	0	103	103	0	1	1	0	1	27	0	0	0	0	133	
1530 - 1545	0	114	26	0	4	1	0	1	0	0	0	0	0	146	
1545 - 1600	0	121	21	0	2	1	0	1	0	0	0	0	0	146	539
1600 - 1615	0	110	32	2	1	2	0	0	0	0	0	0	0	147	
1615 - 1630	0	112	23	3	0	0	0	0	0	0	0	0	0	138	
1630 - 1645	0	129	33	1	2	0	0	1	0	0	0	0	0	166	
1645 - 1700	0	145	29	0	0	0	0	2	0	0	0	0	0	178	629
1700 - 1715	0	108	27	0	3	0	0	0	0	0	0	0	0	138	
1715 - 1730	0	127	26	0	2	0	0	1	0	0	0	0	0	156	
1730 - 1745	0	127	31	0	0	0	0	0	0	0	0	0	0	158	
1745 - 1800	1	111	27	0	1	1	0	0	0	0	0	0	0	141	593
1800 - 1815	0	87	11	0	0	0	0	0	0	0	0	0	0	100	
1815 - 1830	0	77	22	0	1	0	0	0	0	0	0	0	0	100	
1830 - 1845	0	88	18	0	1	0	0	0	0	0	0	0	0	107	
1845 - 1900	1	59	19	0	2	0	0	0	0	0	0	0	0	81	388
1900 - 1915	0	84	10	0	0	0	0	0	0	0	0	0	0	94	
1915 - 1930	0	85	8	0	0	0	0	0	0	0	0	0	0	93	
1930 - 1945	1	84	19	0	1	0	0	0	0	0	0	0	0	105	
1945 - 2000	0	66	19	0	0	0	0	0	0	0	0	0	0	85	377
2000 - 2015	0	66	10	0	0	0	0	0	0	0	0	0	0	76	
2015 - 2030	0	60	16	0	0	0	0	0	0	0	0	0	0	76	
2030 - 2045	0	38	8	0	0	0	0	0	0	0	0	0	0	46	
2045 - 2100	0	53	12	0	0	0	0	0	0	0	0	0	0	65	263
2100 - 2115	0	43	13	0	0	0	0	0	0	0	0	0	0	57	
2115 - 2130	0	42	11	0	0	0	0	0	0	0	0	0	0	53	
2130 - 2145	0	21	4	0	0	0	0	0	0	0	0	0	0	25	
2145 - 2200	0	19	2	0	0	0	0	0	0	0	0	0	0	21	156
2200 - 2215	0	19	6	0	0	0	0	0	1	0	0	0	0	26	
2215 - 2230	0	18	5	0	0	0	0	0	0	0	0	0	0	23	
2230 - 2245	0	11	3	0	0	0	0	0	0	0	0	0	0	14	
2245 - 2300	0	10	0	0	0	0	0	0	0	0	0	0	0	10	73
2300 - 2315	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
2315 - 2330	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
2330 - 2345	0	8	3	0	0	0	0	0	0	0	0	0	0	11	
2345 - 0000	0	5	2	0	0	0	0	0	0	0	0	0	0	7	33

Session Total	6	5155	1824	30	171	84	0	49	19	0	0	0	0	7338
Session Average	0.06	53.70	19.00	0.31	1.78	0.88	0.00	0.51	0.20	0.00	0.00	0.00	0.00	76.44
Session Percentage	0.08	70.25	24.86	0.41	2.33	1.14	0.00	0.67	0.26	0.00	0.00	0.00	0.00	

AM Peak Hour	0730 - 0830	0730 - 0830	0800 - 0900	0630 - 0730	0830 - 0930	0930 - 1030	-	0830 - 0930	0630 - 0730	-	-	-	-	0800 - 0900
AM Peak Volume	1	311	207	6	26	13	0	6	4	0	0	0	0	554
AM Peak %age	0.18	56.14	37.36	1.08	4.69	2.35	0.00	1.44	0.72	0.00	0.00	0.00	0.00	

Noon Peak Hour	1400 - 1500	1330 - 1430	12
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Bi-Directional Class Count || SB WB 15min

St. Simons Island, GA

Site 3
Frederica Rd,
north of N Windward DrDate
Thursday, May 7, 2026Weather
Fair
77°FLat/Long
31.204759°, -81.375854°[Click here for Detailed Weather](#)[Click here for Map](#)0000 - 2400 (Weekday 24h Session) (05-07-2026)
SB WB 15min

Time	Southbound (Movement 3, 2)													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	3	0	0	0	0	0	0	0	0	0	0	0	3	6
0015 - 0030	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0030 - 0045	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0330 - 0345	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0345 - 0400	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0400 - 0415	0	2	0	0	0	0	0	0	0	0	0	0	0	2	4
0415 - 0430	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0430 - 0445	0	3	0	0	1	0	0	0	0	0	0	0	0	4	
0445 - 0500	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
0500 - 0515	0	14	3	0	0	0	0	0	0	0	0	0	0	17	17
0515 - 0530	0	12	4	0	0	0	0	0	0	0	0	0	0	16	
0530 - 0545	0	12	4	0	0	0	0	0	0	0	0	0	0	16	
0545 - 0600	0	18	5	0	0	0	0	0	0	0	0	0	0	23	
0600 - 0615	0	27	9	0	1	0	0	0	0	0	0	0	0	37	72
0615 - 0630	0	32	10	1	0	0	0	0	0	0	0	0	0	43	
0630 - 0645	0	39	10	1	1	0	0	0	0	0	0	0	0	51	
0645 - 0700	0	61	24	0	1	1	0	0	0	0	0	0	0	87	
0700 - 0715	0	95	22	2	0	3	0	0	0	0	0	0	0	122	218
0715 - 0730	1	135	34	3	0	1	0	1	0	0	0	0	0	175	
0730 - 0745	0	166	47	1	1	1	0	0	0	0	0	0	0	216	
0745 - 0800	0	152	47	2	1	0	0	1	0	2	1	0	0	205	
0800 - 0815	1	91	29	0	2	5	0	0	1	0	0	0	0	129	537
0815 - 0830	0	86	36	1	6	2	0	0	0	0	0	0	0	131	
0830 - 0845	0	111	32	0	2	1	0	1	0	0	0	0	0	147	
0845 - 0900	0	99	30	0	1	0	0	0	0	0	0	0	0	130	
0900 - 0915	0	88	32	0	3	4	0	2	0	0	0	0	0	129	556
0915 - 0930	0	121	45	0	5	1	0	5	1	0	0	0	0	173	
0930 - 0945	0	98	36	0	3	2	0	0	0	0	0	0	0	139	
0945 - 1000	0	88	22	0	5	0	0	0	0	0	0	0	0	115	
1000 - 1015	0	86	41	0	3	4	0	1	0	0	0	0	0	135	514
1015 - 1030	0	81	36	0	4	2	0	1	0	0	0	0	0	124	
1030 - 1045	2	75	34	0	5	5	0	3	0	0	0	0	0	124	
1045 - 1100	0	86	37	0	4	3	0	1	0	4	3	0	0	131	
1100 - 1115	0	94	39	0	6	1	0	1	1	0	0	0	0	142	583
1115 - 1130	0	102	30	0	5	3	0	1	1	0	0	0	0	142	
1130 - 1145	0	104	31	0	4	5	0	3	0	0	0	0	0	147	
1145 - 1200	0	88	56	1	3	4	0	0	0	0	0	0	0	152	
1200 - 1215	0	87	42	0	5	0	0	1	0	0	0	0	0	135	554
1215 - 1230	0	101	38	0	6	0	0	1	0	6	0	0	0	146	
1230 - 1245	0	88	45	0	2	4	0	1	0	0	0	0	0	140	
1245 - 1300	0	84	45	0	3	1	0	0	0	0	0	0	0	133	
1300 - 1315	0	81	45	0	2	1	0	1	0	0	0	0	0	130	516
1315 - 1330	0	74	42	0	3	6	0	1	0	0	0	0	0	126	
1330 - 1345	0	83	40	0	2	2	0	0	0	0	0	0	0	127	
1345 - 1400	0	90	33	0	4	4	0	1	1	0	4	3	0	133	
1400 - 1415	0	85	42	2	3	1	0	3	0	0	0	0	0	136	564
1415 - 1430	0	71	36	4	3	1	0	2	0	0	0	0	0	117	
1430 - 1445	0	107	52	1	2	3	0	1	0	0	0	0	0	166	
1445 - 1500	0	82	54	2	3	2	0	1	1	0	0	0	0	145	
1500 - 1515	0	86	46	0	3	3	0	3	1	0	0	0	0	142	531
1515 - 1530	0	90	49	1	8	3	0	1	1	0	0	0	0	152	
1530 - 1545	0	91	42	1	5	0	0	2	0	0	0	0	0	141	
1545 - 1600	0	68	22	0	3	1	0	2	0	0	0	0	0	96	
1600 - 1615	0	84	28	0	5	0	0	0	0	0	0	0	0	117	504
1615 - 1630	0	108	32	1	5	3	0	0	0	0	0	0	0	149	
1630 - 1645	0	85	30	0	0	1	0	1	0	0	0	0	0	117	
1645 - 1700	0	74	45	0	2	0	0	0	0	2	0	0	0	121	
1700 - 1715	0	119	40	0	2	0	0	1	0	0	0	0	0	162	552
1715 - 1730	0	109	32	0	7	0	0	2	0	0	0	0	0	150	
1730 - 1745	0	95	29	0	2	0	0	0	0	0	0	0	0	126	
1745 - 1800	0	90	19	0	3	0	0	2	0	0	0	0	0	114	
1800 - 1815	0	60	25	1	2	0	0	0	0	0	0	0	0	88	333
1815 - 1830	0	67	18	1	1	0	0	0	0	1	0	0	0	87	
1830 - 1845	0	61	14	1	1	0	0	0	0	0	0	0	0	77	
1845 - 1900	0	68	12	0	1	0	0	0	0	0	0	0	0	81	
1900 - 1915	0	65	11	0	0	0	0	0	0	0	0	0	0	76	268
1915 - 1930	0	60	11	0	0	0	0	0	0	0	0	0	0	71	
1930 - 1945	0	63	10	0	0	0	0	0	0	0	0	0	0	73	
1945 - 2000	0	41	6	0	0	0	0	1	0	0	0	0	0	48	
2000 - 2015	1	49	9	0	0	0	0	0	0	0	0	0	0	59	178
2015 - 2030	0	37	8	0	0	0	0	0	0	0	0	0	0	45	
2030 - 2045	0	31	5	0	1	0	0	0	0	0	0	0	0	37	
2045 - 2100	0	30	7	0	0	0	0	0	0	0	0	0	0	37	
2100 - 2115	0	28	4	0	1	0	0	0	0	1	0	0	0	33	79
2115 - 2130	0	18	3	0	0	0	0	0	0	0	0	0	0	21	
2130 - 2145	0	14	2	0	0	0	0	0	0	0	0	0	0	16	
2145 - 2200	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
2200 - 2215	0	7	3	0	0	0	0	0	0	0	0	0	0	10	39
2215 - 2230	0	9	4	0	0	0	0	0	0	0	0	0	0	13	
2230 - 2245	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
2245 - 2300	0	4	2	0	0	0	0	0	1	0	0	0	0	7	
2300 - 2315	0	5	2	0	0	0	0	0	0	0	0	0	0	7	24
2315 - 2330	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
2330 - 2345	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
2345 - 0000	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
Session Total	5	5159	1881	27	158	85	0	44	8	0	0	0	0	7367	
Session Average	0.05	53.74	19.59	0.28	1.65	0.89	0.00	0.46	0.08	0.00	0.00	0.00	0.00	76.74	
Session Percentage	0.07	70.03	25.53	0.37	2.14	1.15	0.00	0.60	0.11	0.00	0.00	0.00	0.00		
AM Peak Hour	0715 - 0815	0700 - 0800	0730 - 0830	0700 - 0800	0945 - 1045	0945 - 1045	-	0945 - 1045	0700 - 0800	-	-	-	-	0715 - 0815	
AM Peak Volume	2	545	159	8	17	11	0	5	1	0	0	0	0	725	
AM Peak %age	0.28	75.59	21.93	1.1											

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

St. Simons Island, GA

Site 3
Frederica Rd,
north of N Windward DrDate
Thursday, May 7, 2026Weather
Fair
77°FLat/Long
31.204759°, -81.375854°[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (05-07-2026)

Bi-Directional 15min

Time	Bi-Directional 15min													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	9	1	0	0	0	0	0	0	0	0	0	0	10	18
0015 - 0030	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0030 - 0045	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0045 - 0100	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0145 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0200 - 0215	0	1	0	0	0	0	0	0	0	0	0	0	0	1	8
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0230 - 0245	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0245 - 0300	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
0315 - 0330	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0330 - 0345	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0345 - 0400	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0400 - 0415	0	4	1	0	0	0	0	0	0	0	0	0	0	5	27
0415 - 0430	0	3	0	0	0	1	0	0	0	0	0	0	0	4	
0430 - 0445	0	4	0	0	1	0	0	0	0	0	0	0	0	5	
0445 - 0500	0	9	4	0	0	0	0	0	0	0	0	0	0	13	
0500 - 0515	0	20	3	0	0	0	0	0	0	0	0	0	0	23	25
0515 - 0530	0	17	8	0	0	0	0	0	0	0	0	0	0	25	
0530 - 0545	0	23	7	0	1	0	0	0	0	0	0	0	0	31	
0545 - 0600	0	22	9	0	1	0	0	0	0	0	0	0	0	32	
0600 - 0615	0	42	10	1	1	0	0	0	0	0	0	0	0	54	373
0615 - 0630	0	50	15	1	1	0	0	0	0	0	0	0	0	67	
0630 - 0645	0	61	18	3	2	0	0	0	1	0	0	0	0	85	
0645 - 0700	0	103	54	1	3	5	0	0	1	0	0	0	0	167	
0700 - 0715	0	140	39	3	4	6	0	1	1	0	0	0	0	194	1136
0715 - 0730	1	207	54	5	2	1	0	2	1	0	0	0	0	273	
0730 - 0745	0	262	92	3	3	2	0	1	0	0	0	0	0	363	
0745 - 0800	0	215	81	2	6	1	0	0	1	0	0	0	0	306	
0800 - 0815	1	168	86	1	7	10	0	4	0	0	0	0	0	277	1091
0815 - 0830	1	161	93	1	10	3	0	0	1	0	0	0	0	270	
0830 - 0845	0	187	66	1	5	2	0	3	0	0	0	0	0	264	
0845 - 0900	0	175	89	0	12	2	0	1	1	0	0	0	0	280	
0900 - 0915	0	162	84	0	9	8	0	5	0	0	0	0	0	268	1066
0915 - 0930	0	180	76	0	11	2	0	2	2	0	0	0	0	273	
0930 - 0945	0	172	80	0	6	4	0	2	0	0	0	0	0	264	
0945 - 1000	1	171	76	0	10	2	0	1	0	0	0	0	0	261	
1000 - 1015	0	149	74	0	11	8	0	2	1	0	0	0	0	245	995
1015 - 1030	0	157	75	1	8	7	0	3	0	0	0	0	0	251	
1030 - 1045	2	154	71	0	9	7	0	6	0	0	0	0	0	249	
1045 - 1100	0	168	67	0	6	6	0	2	1	0	0	0	0	250	
1100 - 1115	0	170	71	1	12	2	0	3	1	0	0	0	0	260	1052
1115 - 1130	0	169	64	1	9	6	0	2	3	0	0	0	0	254	
1130 - 1145	0	190	59	0	10	7	0	4	1	0	0	0	0	271	
1145 - 1200	0	174	79	1	7	5	0	1	0	0	0	0	0	267	
1200 - 1215	0	170	79	0	9	2	0	2	0	0	0	0	0	262	1087
1215 - 1230	0	187	81	0	6	3	0	1	1	0	0	0	0	279	
1230 - 1245	0	175	84	0	5	6	0	2	2	0	0	0	0	274	
1245 - 1300	0	167	93	0	6	4	0	2	0	0	0	0	0	272	
1300 - 1315	0	180	76	0	6	5	0	1	1	0	0	0	0	269	1076
1315 - 1330	0	156	75	3	5	7	0	1	1	0	0	0	0	248	
1330 - 1345	0	190	79	1	5	6	0	0	1	0	0	0	0	282	
1345 - 1400	0	180	76	3	9	6	0	5	1	0	0	0	0	277	
1400 - 1415	0	192	77	3	9	3	0	5	0	0	0	0	0	289	1093
1415 - 1430	0	162	61	5	7	2	0	3	0	0	0	0	0	240	
1430 - 1445	0	198	90	2	6	6	0	2	0	0	0	0	0	304	
1445 - 1500	1	160	83	2	7	3	0	3	1	0	0	0	0	260	
1500 - 1515	0	156	82	0	7	5	0	5	1	0	0	0	0	256	1133
1515 - 1530	0	193	93	1	9	4	0	2	0	0	0	0	0	285	
1530 - 1545	0	205	68	1	9	1	0	3	0	0	0	0	0	287	
1545 - 1600	0	189	43	0	5	2	0	3	0	0	0	0	0	242	
1600 - 1615	0	194	60	2	6	2	0	0	0	0	0	0	0	264	1145
1615 - 1630	0	220	55	4	5	3	0	0	0	0	0	0	0	287	
1630 - 1645	0	214	63	1	2	1	0	2	0	0	0	0	0	283	
1645 - 1700	0	219	74	0	0	0	0	4	0	0	0	0	0	299	
1700 - 1715	0	227	67	0	5	0	0	1	0	0	0	0	0	300	1145
1715 - 1730	0	236	58	0	9	0	0	3	0	0	0	0	0	306	
1730 - 1745	0	222	60	0	2	0	0	0	0	0	0	0	0	284	
1745 - 1800	1	201	46	0	4	1	0	2	0	0	0	0	0	255	
1800 - 1815	0	147	36	1	0	0	0	0	0	0	0	0	0	188	721
1815 - 1830	0	144	40	1	2	0	0	0	0	0	0	0	0	187	
1830 - 1845	0	149	32	1	2	0	0	0	0	0	0	0	0	184	
1845 - 1900	1	127	31	0	3	0	0	0	0	0	0	0	0	162	
1900 - 1915	0	149	21	0	0	0	0	0	0	0	0	0	0	170	645
1915 - 1930	0	145	19	0	0	0	0	0	0	0	0	0	0	164	
1930 - 1945	1	147	29	0	1	0	0	0	0	0	0	0	0	178	
1945 - 2000	0	107	25	0	0	0	0	1	0	0	0	0	0	133	
2000 - 2015	1	115	19	0	0	0	0	0	0	0	0	0	0	135	441
2015 - 2030	0	97	24	0	0	0	0	0	0	0	0	0	0	121	
2030 - 2045	0	69	13	0	1	0	0	0	0	0	0	0	0	83	
2045 - 2100	0	83	19	0	0	0	0	0	0	0	0	0	0	102	
2100 - 2115	0	71	17	0	2	0	0	0	0	0	0	0	0	90	235
2115 - 2130	0	60	14	0	0	0	0	0	0	0	0	0	0	74	
2130 - 2145	0	35	6	0	0	0	0	0	0	0	0	0	0	41	
2145 - 2200	0	26	4	0	0	0	0	0	0	0	0	0	0	30	
2200 - 2215	0	26	9	0	0	0	0	0	1	0	0	0	0	36	112
2215 - 2230	0	27	9	0	0	0	0	0	0	0	0	0	0	36	
2230 - 2245	0	17	6	0	0	0	0	0	0	0	0	0	0	23	
2245 - 2300	0	14	2	0	0	0	0	0	1	0	0	0	0	17	
2300 - 2315	0	10	4	0	0	0	0	0	0	0	0	0	0	14	57
2315 - 2330	0	12	3	0	0	0	0	0	0	0	0	0	0	15	
2330 - 2345	0	12	5	0	0	0	0	0	0	0	0	0	0	17	
2345 - 0000	0	8	3	0	0	0	0	0	0	0	0	0	0	11	

Session Total	11	10314	3705	57	329	169	0	93	27	0	0	0	0	14705
Session Average	0.11	107.44	38.59	0.59	3.43	1.76	0.00	0.97	0.28	0.00	0.00	0.00	0.00	153.18
Session Percentage	0.07	70.14	25.20	0.39	2.24	1.15	0.00	0.63	0.18	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || Volume Summary 15min

St. Simons Island, GA

Site 3

Frederica Rd,
north of N Windward Dr

Date

Thursday, May 7, 2026

Lat/Long

31.204759°, -81.375854°

Weather

Fair
77°F



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0000 - 2400 (Weekday 24h Session) (05-07-2026)

Volume Summary 15min

TIME	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
0000 - 0015	7	3	10	18
0015 - 0030	3	1	4	
0030 - 0045	1	2	3	
0045 - 0100	1	0	1	
0100 - 0115	0	0	0	4
0115 - 0130	0	0	0	
0130 - 0145	3	0	3	
0145 - 0200	1	0	1	
0200 - 0215	1	0	1	8
0215 - 0230	1	0	1	
0230 - 0245	2	0	2	
0245 - 0300	4	0	4	
0300 - 0315	0	0	0	9
0315 - 0330	1	1	2	
0330 - 0345	2	2	4	
0345 - 0400	2	1	3	
0400 - 0415	3	2	5	27
0415 - 0430	1	3	4	
0430 - 0445	1	4	5	
0445 - 0500	5	8	13	
0500 - 0515	6	17	23	111
0515 - 0530	9	16	25	
0530 - 0545	15	16	31	
0545 - 0600	9	23	32	
0600 - 0615	17	37	54	373
0615 - 0630	24	43	67	
0630 - 0645	34	51	85	
0645 - 0700	80	87	167	
0700 - 0715	72	122	194	1136
0715 - 0730	98	175	273	
0730 - 0745	147	216	363	
0745 - 0800	101	205	306	
0800 - 0815	148	129	277	1091
0815 - 0830	139	131	270	
0830 - 0845	117	147	264	
0845 - 0900	150	130	280	
0900 - 0915	139	129	268	1066
0915 - 0930	100	173	273	
0930 - 0945	125	139	264	
0945 - 1000	146	115	261	
1000 - 1015	110	135	245	995
1015 - 1030	127	124	251	
1030 - 1045	125	124	249	
1045 - 1100	119	131	250	
1100 - 1115	118	142	260	1052
1115 - 1130	112	142	254	
1130 - 1145	124	147	271	
1145 - 1200	115	152	267	

Time	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
1200 - 1215	127	135	262	1087
1215 - 1230	133	146	279	
1230 - 1245	134	140	274	
1245 - 1300	139	133	272	
1300 - 1315	139	130	269	1076
1315 - 1330	122	126	248	
1330 - 1345	155	127	282	
1345 - 1400	144	133	277	
1400 - 1415	153	136	289	1093
1415 - 1430	123	117	240	
1430 - 1445	138	166	304	
1445 - 1500	115	145	260	
1500 - 1515	114	142	256	1070
1515 - 1530	133	152	285	
1530 - 1545	146	141	287	
1545 - 1600	146	96	242	
1600 - 1615	147	117	264	1133
1615 - 1630	138	149	287	
1630 - 1645	166	117	283	
1645 - 1700	178	121	299	
1700 - 1715	138	162	300	1145
1715 - 1730	156	150	306	
1730 - 1745	158	126	284	
1745 - 1800	141	114	255	
1800 - 1815	100	88	188	721
1815 - 1830	100	87	187	
1830 - 1845	107	77	184	
1845 - 1900	81	81	162	
1900 - 1915	94	76	170	645
1915 - 1930	93	71	164	
1930 - 1945	105	73	178	
1945 - 2000	85	48	133	
2000 - 2015	76	59	135	441
2015 - 2030	76	45	121	
2030 - 2045	46	37	83	
2045 - 2100	65	37	102	
2100 - 2115	57	33	90	235
2115 - 2130	53	21	74	
2130 - 2145	25	16	41	
2145 - 2200	21	9	30	
2200 - 2215	26	10	36	112
2215 - 2230	23	13	36	
2230 - 2245	14	9	23	
2245 - 2300	10	7	17	
2300 - 2315	7	7	14	57
2315 - 2330	8	7	15	
2330 - 2345	11	6	17	
2345 - 0000	7	4	11	

Session Total	7338	7367	14705
Session Average	76.44	76.74	153.18
Session Percentage	49.90	50.10	

**24-Hr Bidirectional Classification Weekend
Count**

Frederica Rd n/o Windward Dr

Bi-Directional Class Count || Location Overview

St. Simons Island, GA

Site 3

Frederica Rd,
north of N Windward Dr

Lat/Long

31.204759°, -81.375854°



[Click here for Map](#)

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

Location Overview

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

Daily & Monthly Factors

	
	Sat
	05/09
DF	1.00
MF	1.00
DF*MF	1.00

Bi-Directional Class Count || NB EB 15min

St. Simons Island, GA

Site 3
Frederica Rd,
north of N Windward DrDate
Saturday, May 9, 2026Weather
Mostly Cloudy
72°FLat/Long
31.204759°, -81.375854°[Click here for Detailed Weather](#)[Click here for Map](#)

0000 - 2400 (Weekday 24h Session) (05-09-2026)

NB EB 15min

Time	Northbound (Movement 3.1)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	5	2	0	0	0	0	0	0	0	0	0	0	7	26
0015 - 0030	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0030 - 0045	0	9	0	0	0	0	0	0	0	0	0	0	0	9	
0045 - 0100	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0100 - 0115	0	7	0	0	0	0	0	0	0	0	0	0	0	7	12
0115 - 0130	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0130 - 0145	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0145 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0200 - 0215	0	2	0	0	0	0	0	0	0	0	0	0	0	2	5
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0245 - 0300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0315 - 0330	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0400 - 0415	0	2	1	0	0	0	0	0	0	0	0	0	0	3	9
0415 - 0430	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0430 - 0445	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0445 - 0500	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0500 - 0515	0	3	0	0	0	0	0	0	0	0	0	0	0	3	15
0515 - 0530	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0530 - 0545	0	14	1	0	0	0	0	0	0	0	0	0	0	15	
0545 - 0600	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
0600 - 0615	0	6	3	0	0	0	0	0	0	0	0	0	0	9	62
0615 - 0630	0	14	0	0	0	0	0	0	0	0	0	0	0	14	
0630 - 0645	1	17	7	0	0	0	0	0	0	0	7	0	0	25	
0645 - 0700	0	11	2	0	1	0	0	0	0	0	0	0	0	14	
0700 - 0715	0	16	9	0	0	0	0	0	0	0	0	0	0	25	151
0715 - 0730	0	23	12	0	1	1	0	0	0	0	0	0	0	37	
0730 - 0745	0	29	14	0	0	0	0	1	0	0	0	0	0	44	
0745 - 0800	0	20	24	0	0	0	0	1	0	0	0	0	0	45	
0800 - 0815	0	32	16	0	0	0	0	0	0	0	0	0	0	48	227
0815 - 0830	0	38	23	0	2	1	0	0	0	0	0	0	0	64	
0830 - 0845	0	48	21	0	2	0	0	0	0	0	0	0	0	71	
0845 - 0900	0	29	13	0	2	0	0	0	0	0	0	0	0	44	
0900 - 0915	0	37	17	0	0	0	0	0	0	0	0	0	0	54	266
0915 - 0930	0	44	19	0	1	0	0	1	0	0	0	0	0	65	
0930 - 0945	0	53	13	0	2	0	0	0	1	0	0	0	0	69	
0945 - 1000	0	53	23	0	1	1	0	0	0	0	0	0	0	78	
1000 - 1015	0	62	20	0	0	0	0	0	0	0	0	0	0	82	347
1015 - 1030	0	49	27	0	1	0	0	0	0	0	0	0	0	77	
1030 - 1045	1	70	23	0	2	0	0	0	0	0	0	0	0	96	
1045 - 1100	0	66	24	0	0	0	0	0	0	0	0	0	0	92	
1100 - 1115	0	89	20	0	1	0	0	0	0	0	0	0	0	110	418
1115 - 1130	0	78	12	0	1	0	0	1	0	0	0	0	0	92	
1130 - 1145	0	76	25	0	1	0	0	1	1	0	0	0	0	104	
1145 - 1200	0	85	22	0	2	1	0	2	0	0	0	0	0	112	
1200 - 1215	0	78	25	1	0	0	0	1	0	0	0	0	0	105	434
1215 - 1230	0	65	24	0	1	0	0	1	0	0	0	0	0	90	
1230 - 1245	0	86	23	0	3	0	0	0	0	0	0	0	0	112	
1245 - 1300	0	106	20	0	1	0	0	0	0	0	0	0	0	127	
1300 - 1315	1	104	25	0	1	0	0	0	0	0	0	0	0	131	479
1315 - 1330	0	81	22	0	1	0	0	0	0	0	0	0	0	104	
1330 - 1345	0	88	24	0	1	0	0	1	0	0	0	0	0	114	
1345 - 1400	2	110	16	0	2	0	0	2	0	0	0	0	0	130	
1400 - 1415	0	104	30	0	3	0	0	0	0	0	0	0	0	137	511
1415 - 1430	0	107	35	0	0	0	0	1	0	0	0	0	0	143	
1430 - 1445	0	88	31	0	1	0	0	0	0	0	0	0	0	120	
1445 - 1500	0	95	16	0	0	0	0	0	0	0	0	0	0	111	
1500 - 1515	1	105	22	0	0	0	0	1	0	0	0	0	0	129	450
1515 - 1530	0	82	20	0	0	0	0	0	0	0	0	0	0	102	
1530 - 1545	0	88	16	0	0	0	0	0	0	0	0	0	0	104	
1545 - 1600	0	77	21	0	1	0	0	0	0	0	0	0	0	99	
1600 - 1615	0	102	16	3	0	1	0	0	0	0	0	0	0	122	361
1615 - 1630	0	89	25	1	0	0	0	0	0	0	0	0	0	115	
1630 - 1645	0	97	15	2	1	0	0	0	0	0	0	0	0	114	
1645 - 1700	0	81	17	1	0	0	0	0	0	0	0	0	0	99	
1700 - 1715	0	73	20	0	0	0	0	0	0	0	0	0	0	93	369
1715 - 1730	0	75	14	0	0	0	0	0	0	0	0	0	0	89	
1730 - 1745	0	77	13	0	0	0	0	0	0	0	0	0	0	90	
1745 - 1800	0	75	14	0	0	0	0	0	0	0	0	0	0	89	
1800 - 1815	0	86	20	0	0	0	0	0	0	0	0	0	0	106	273
1815 - 1830	0	66	21	0	0	0	0	0	0	0	0	0	0	87	
1830 - 1845	0	72	14	0	0	0	0	0	0	0	0	0	0	86	
1845 - 1900	0	78	12	0	0	0	0	0	0	0	0	0	0	90	
1900 - 1915	0	45	9	0	0	0	0	0	0	0	0	0	0	54	234
1915 - 1930	0	68	9	0	0	0	0	0	0	0	0	0	0	77	
1930 - 1945	0	61	10	1	0	0	0	0	0	0	0	0	0	72	
1945 - 2000	0	58	11	1	0	0	0	0	0	0	0	0	0	70	
2000 - 2015	0	43	9	0	0	0	0	0	0	0	0	0	0	52	210
2015 - 2030	0	50	6	0	0	0	0	0	0	0	0	0	0	56	
2030 - 2045	0	51	8	0	0	0	0	0	0	0	0	0	0	59	
2045 - 2100	0	57	10	0	0	0	0	0	0	0	0	0	0	67	
2100 - 2115	0	71	7	0	0	0	0	0	0	0	0	0	0	78	106
2115 - 2130	0	44	6	0	0	0	0	0	0	0	0	0	0	50	
2130 - 2145	0	40	3	1	0	0	0	0	0	0	0	0	0	44	
2145 - 2200	0	30	6	2	0	0	0	0	0	0	0	0	0	38	
2200 - 2215	0	25	5	1	0	0	0	0	0	0	0	0	0	31	62
2215 - 2230	0	22	2	0	0	0	0	0	0	0	0	0	0	24	
2230 - 2245	0	17	5	0	0	0	0	0	0	0	0	0	0	22	
2245 - 2300	0	24	5	0	0	0	0	0	0	0	0	0	0	29	
2300 - 2315	0	17	1	1	0	0	0	0	0	0	0	0	0	19	7
2315 - 2330	0	18	1	0	0	0	0	0	0	0	0	0	0	19	
2330 - 2345	0	14	3	0	0	0	0	0	0	0	0	0	0	17	
2345 - 0000	0	6	1	0	0	0	0	0	0	0	0	0	0	7	

Session Total	6	4320	1085	15	36	5	0	12	2	0	0	0	0	5481
Session Average	0.06	45.00	11.30	0.16	0.38	0.05	0.00	0.13	0.02	0.00	0.00	0.00	0.00	57.09
Session Percentage	0.11	78.82	19.80	0.27	0.66	0.09	0.00	0.22	0.04	0.00	0.00	0.00	0.00	

AM Peak Hour	0545 - 0645	0945
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Bi-Directional Class Count || SB WB 15min

St. Simons Island, GA

Site 3
Frederica Rd,
north of N Windward DrDate
Saturday, May 9, 2026Weather
Mostly Cloudy
72°FLat/Long
31.204759°, -81.375854°[Click here for Detailed Weather](#)[Click here for Map](#)

0000 - 2400 (Weekday 24h Session) (05-09-2026)

SB WB 15min

Time	Southbound (Movement 3.2)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	7	4	0	0	0	0	0	0	0	0	0	0	11	25
0015 - 0030	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0030 - 0045	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0045 - 0100	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0100 - 0115	0	5	1	0	0	0	0	0	0	0	0	0	0	6	8
0115 - 0130	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
0215 - 0230	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0230 - 0245	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0245 - 0300	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0315 - 0330	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400 - 0415	0	2	0	0	0	0	0	0	0	0	0	0	0	2	10
0415 - 0430	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0430 - 0445	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0445 - 0500	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0500 - 0515	0	4	2	0	0	0	0	0	0	0	0	0	0	6	9
0515 - 0530	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
0530 - 0545	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0545 - 0600	0	11	2	0	0	0	0	0	0	0	0	0	0	13	
0600 - 0615	0	13	2	0	0	0	0	0	0	0	0	0	0	15	83
0615 - 0630	0	13	2	0	0	0	0	0	0	0	0	0	0	15	
0630 - 0645	0	14	5	0	0	0	0	0	0	0	0	0	0	19	
0645 - 0700	0	26	8	0	0	0	0	0	0	0	0	0	0	34	
0700 - 0715	0	21	7	0	1	0	0	0	0	0	0	0	0	29	159
0715 - 0730	0	31	7	0	0	0	0	0	0	0	0	0	0	38	
0730 - 0745	0	36	6	0	0	1	0	0	0	0	0	0	0	43	
0745 - 0800	0	36	13	0	0	0	0	0	0	0	0	0	0	49	
0800 - 0815	0	48	25	0	0	0	0	0	0	0	0	0	0	73	355
0815 - 0830	0	70	23	0	0	0	0	0	0	0	0	0	0	93	
0830 - 0845	0	65	21	0	2	1	0	0	0	0	0	0	0	89	
0845 - 0900	0	81	19	0	0	0	0	0	0	0	0	0	0	100	
0900 - 0915	0	81	15	0	0	0	0	0	0	0	0	0	0	96	448
0915 - 0930	0	85	25	0	0	0	0	0	0	0	0	0	0	110	
0930 - 0945	0	102	20	0	0	0	0	0	0	0	0	0	0	122	
0945 - 1000	0	93	27	0	0	0	0	0	0	0	0	0	0	120	
1000 - 1015	0	83	24	0	1	1	0	0	1	0	0	0	0	110	466
1015 - 1030	0	87	29	0	2	0	0	0	0	0	0	0	0	118	
1030 - 1045	0	97	24	0	1	0	0	1	0	0	0	0	0	123	
1045 - 1100	0	94	20	0	1	0	0	0	0	0	0	0	0	115	
1100 - 1115	0	98	33	0	2	0	0	0	0	0	0	0	0	133	514
1115 - 1130	0	88	35	0	2	0	0	0	0	0	0	0	0	125	
1130 - 1145	0	94	24	0	0	0	0	0	0	0	0	0	0	118	
1145 - 1200	0	102	34	0	1	0	0	1	0	0	0	0	0	138	
1200 - 1215	0	97	22	0	0	0	0	0	0	0	0	0	0	119	468
1215 - 1230	0	103	25	0	1	1	0	1	0	0	0	0	0	131	
1230 - 1245	0	80	25	1	3	0	0	0	0	0	0	0	0	109	
1245 - 1300	0	89	17	0	1	0	0	2	0	0	0	0	0	109	
1300 - 1315	1	81	21	0	1	0	0	2	0	0	0	0	0	106	411
1315 - 1330	1	85	29	0	1	0	0	1	0	0	0	0	0	117	
1330 - 1345	0	65	15	0	1	0	0	1	0	0	0	0	0	82	
1345 - 1400	0	75	28	0	1	0	0	0	0	0	0	0	0	106	
1400 - 1415	0	71	27	0	1	0	0	0	0	0	0	0	0	99	334
1415 - 1430	0	60	24	0	2	0	0	1	0	0	0	0	0	87	
1430 - 1445	0	47	15	0	2	0	0	0	1	0	0	0	0	65	
1445 - 1500	0	62	19	0	1	0	0	1	0	0	0	0	0	83	
1500 - 1515	0	67	13	0	0	0	0	0	0	0	0	0	0	80	361
1515 - 1530	0	77	22	0	1	0	0	1	0	0	0	0	0	101	
1530 - 1545	0	82	13	0	1	0	0	1	0	0	0	0	0	97	
1545 - 1600	0	61	21	0	1	0	0	0	0	0	0	0	0	83	
1600 - 1615	0	63	16	0	1	0	0	1	0	0	0	0	0	81	336
1615 - 1630	0	62	9	2	0	1	0	0	0	0	0	0	0	74	
1630 - 1645	0	74	15	1	1	0	0	0	0	0	0	0	0	91	
1645 - 1700	0	76	13	2	0	0	0	0	0	0	0	0	0	91	
1700 - 1715	1	81	24	1	0	0	0	0	0	0	0	0	0	107	405
1715 - 1730	0	82	25	0	0	0	0	0	0	0	0	0	0	107	
1730 - 1745	0	89	13	0	1	0	0	0	0	0	0	0	0	103	
1745 - 1800	0	74	14	0	0	0	0	0	0	0	0	0	0	88	
1800 - 1815	0	81	13	0	0	0	0	0	0	0	0	0	0	94	310
1815 - 1830	0	62	17	0	0	0	0	0	0	0	0	0	0	79	
1830 - 1845	0	42	12	0	0	0	0	0	0	0	0	0	0	54	
1845 - 1900	0	68	14	0	1	0	0	0	0	0	0	0	0	83	
1900 - 1915	0	56	10	0	0	0	0	0	0	0	0	0	0	66	252
1915 - 1930	0	63	14	0	1	0	0	0	0	0	0	0	0	78	
1930 - 1945	0	43	9	0	0	0	0	0	0	0	0	0	0	52	
1945 - 2000	0	39	17	0	0	0	0	0	0	0	0	0	0	56	
2000 - 2015	0	40	8	0	0	0	0	0	0	0	0	0	0	48	176
2015 - 2030	0	43	6	0	0	0	0	0	0	0	0	0	0	49	
2030 - 2045	0	31	5	0	0	0	0	0	0	0	0	0	0	36	
2045 - 2100	0	34	8	1	0	0	0	0	0	0	0	0	0	43	
2100 - 2115	0	34	6	0	1	0	0	0	0	0	0	0	0	41	138
2115 - 2130	0	26	3	0	0	0	0	0	0	0	0	0	0	29	
2130 - 2145	0	30	4	0	0	0	0	0	0	0	0	0	0	34	
2145 - 2200	0	29	4	1	0	0	0	0	0	0	0	0	0	34	
2200 - 2215	0	20	3	0	0	0	0	0	0	0	0	0	0	23	83
2215 - 2230	0	22	2	0	0	0	0	0	0	0	0	0	0	24	
2230 - 2245	0	14	1	0	0	0	0	0	0	0	0	0	0	15	
2245 - 2300	0	17	1	3	0	0	0	0	0	0	0	0	0	21	
2300 - 2315	0	20	3	0	0	0	0	0	0	0	0	0	0	23	68
2315 - 2330	0	15	1	1	0	0	0	0	0	0	0	0	0	17	
2330 - 2345	0	12	2	0	0	0	0	1	0	0	0	0	0	15	
2345 - 0000	0	11	2	0	0	0	0	0	0	0	0	0	0	13	

Session Total	5	4281	1096	13	36	5	1	14	2	0	0	0	0	5453
Session Average	0.05	44.59	11.42	0.14	0.38	0.05	0.01	0.15	0.02	0.00	0.00	0.00	0.00	56.80
Session Percentage	0.09	78.51	20.10	0.24	0.66	0.09	0.02	0.26	0.04	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0930 - 1030
--------------	---	-------------

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

St. Simons Island, GA

Site 3
Frederica Rd,
north of N Windward DrDate
Saturday, May 9, 2026Weather
Mostly Cloudy
72°FLat/Long
31.204759°, -81.375854°[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (05-09-2026)

Bi-Directional 15min

Time	Bi-Directional 15min													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	18	9
0000 - 0015	0	12	6	0	0	0	0	0	0	0	0	0	0		
0015 - 0030	0	8	1	0	0	0	0	0	0	0	0	0	0	9	13
0030 - 0045	0	12	1	0	0	0	0	0	0	0	0	0	0	11	11
0045 - 0100	0	10	1	0	0	0	0	0	0	0	0	0	0	13	51
0100 - 0115	0	12	1	0	0	0	0	0	0	0	0	0	0	4	2
0115 - 0130	0	4	0	0	0	0	0	0	0	0	0	0	0	1	20
0130 - 0145	0	2	0	0	0	0	0	0	0	0	0	0	0	3	12
0145 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0
0200 - 0215	0	2	0	0	0	0	0	0	0	0	0	0	0	2	3
0215 - 0230	0	3	0	0	0	0	0	0	0	0	0	0	0	3	3
0230 - 0245	0	2	1	0	0	0	0	0	0	0	0	0	0	4	12
0245 - 0300	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	1	2	0	0	0	0	0	0	0	0	0	0	3	3
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
0345 - 0400	0	1	1	0	0	0	0	0	0	0	0	0	0	2	6
0400 - 0415	0	4	1	0	0	0	0	0	0	0	0	0	0	5	4
0415 - 0430	0	3	1	0	0	0	0	0	0	0	0	0	0	4	3
0430 - 0445	0	2	1	0	0	0	0	0	0	0	0	0	0	7	19
0445 - 0500	0	6	1	0	0	0	0	0	0	0	0	0	0	9	15
0500 - 0515	0	7	2	0	0	0	0	0	0	0	0	0	0	15	20
0515 - 0530	0	14	1	0	0	0	0	0	0	0	0	0	0	21	65
0530 - 0545	0	18	2	0	0	0	0	0	0	0	0	0	0	24	29
0545 - 0600	0	18	3	0	0	0	0	0	0	0	0	0	0	44	44
0600 - 0615	0	19	5	0	0	0	0	0	0	0	0	0	0	48	145
0615 - 0630	0	27	2	0	0	0	0	0	0	0	0	0	0	54	75
0630 - 0645	1	31	12	0	0	0	0	0	0	0	0	0	0	87	310
0645 - 0700	0	37	10	0	1	0	0	0	0	0	0	0	0	94	80
0700 - 0715	0	37	16	0	1	0	0	0	0	0	0	0	0	121	157
0715 - 0730	0	54	19	0	1	1	0	0	0	0	0	0	0	160	160
0730 - 0745	0	65	20	0	0	1	0	1	0	0	0	0	0	144	582
0745 - 0800	0	56	37	0	0	0	0	1	0	0	0	0	0	150	175
0800 - 0815	0	80	41	0	0	0	0	0	0	0	0	0	0	175	191
0815 - 0830	0	108	46	0	2	1	0	0	0	0	0	0	0	198	714
0830 - 0845	0	113	42	0	4	1	0	0	0	0	0	0	0	224	221
0845 - 0900	0	110	32	0	2	0	0	0	0	0	0	0	0	221	932
0900 - 0915	0	118	32	0	0	0	0	0	0	0	0	0	0	224	221
0915 - 0930	0	129	44	0	1	0	0	1	0	0	0	0	0	221	902
0930 - 0945	0	155	33	0	2	0	0	0	1	0	0	0	0	237	221
0945 - 1000	0	146	50	0	1	1	0	0	0	0	0	0	0	221	890
1000 - 1015	0	145	44	0	1	1	0	0	1	0	0	0	0	230	185
1015 - 1030	0	136	56	0	3	0	0	0	0	0	0	0	0	194	845
1030 - 1045	1	167	47	0	3	0	0	1	0	0	0	0	0	209	203
1045 - 1100	0	160	44	0	2	0	0	0	0	0	0	0	0	201	182
1100 - 1115	0	187	53	0	3	0	0	0	0	0	0	0	0	203	795
1115 - 1130	0	166	47	0	3	0	0	1	0	0	0	0	0	203	786
1130 - 1145	0	170	49	0	1	0	0	1	1	0	0	0	0	201	182
1145 - 1200	0	187	56	0	3	1	0	3	0	0	0	0	0	203	786
1200 - 1215	0	175	47	1	0	0	0	1	0	0	0	0	0	203	786
1215 - 1230	0	168	49	0	2	1	0	1	0	0	0	0	0	201	182
1230 - 1245	0	166	48	1	6	0	0	0	0	0	0	0	0	203	786
1245 - 1300	0	195	37	0	2	0	0	2	0	0	0	0	0	203	786
1300 - 1315	2	185	46	0	2	0	0	2	0	0	0	0	0	203	786
1315 - 1330	1	166	51	0	2	0	0	1	0	0	0	0	0	203	786
1330 - 1345	0	153	39	0	2	0	0	2	0	0	0	0	0	203	786
1345 - 1400	0	185	44	0	4	0	0	0	0	0	0	0	0	203	786
1400 - 1415	0	175	57	0	4	0	0	0	0	0	0	0	0	203	786
1415 - 1430	0	167	59	0	2	0	0	2	0	0	0	0	0	203	786
1430 - 1445	0	135	46	0	3	0	0	0	1	0	0	0	0	203	786
1445 - 1500	0	157	35	0	1	0	0	1	0	0	0	0	0	203	786
1500 - 1515	1	172	35	0	0	0	0	1	0	0	0	0	0	203	786
1515 - 1530	0	159	42	0	1	0	0	1	0	0	0	0	0	203	786
1530 - 1545	0	170	29	0	1	0	0	1	0	0	0	0	0	203	786
1545 - 1600	0	138	42	0	2	0	0	0	0	0	0	0	0	203	786
1600 - 1615	0	165	32	3	1	1	0	1	0	0	0	0	0	203	786
1615 - 1630	0	151	34	3	0	1	0	0	0	0	0	0	0	203	786
1630 - 1645	0	171	30	3	0	0	0	0	0	0	0	0	0	203	786
1645 - 1700	0	157	30	3	0	0	0	0	0	0	0	0	0	203	786
1700 - 1715	1	154	44	1	0	0	0	0	0	0	0	0	0	203	786
1715 - 1730	0	157	39	0	0	0	0	0	0	0	0	0	0	203	786
1730 - 1745	0	166	26	0	1	0	0	0	0	0	0	0	0	203	786
1745 - 1800	0	149	28	0	0	0	0	0	0	0	0	0	0	203	786
1800 - 1815	0	167	33	0	0	0	0	0	0	0	0	0	0	203	786
1815 - 1830	0	128	38	0	0	0	0	0	0	0	0	0	0	203	786
1830 - 1845	0	114	26	0	0	0	0	0	0	0	0	0	0	203	786
1845 - 1900	0	146	26	0	1	0	0	0	0	0	0	0	0	203	786
1900 - 1915	0	101	19	0	0	0	0	0	0	0	0	0	0	203	786
1915 - 1930	0	131	23	0	1	0	0	0	0	0	0	0	0	203	786
1930 - 1945	0	104	19	1	0	0	0	0	0	0	0	0	0	203	786
1945 - 2000	0	97	28	1	0	0	0	0	0	0	0	0	0	203	786
2000 - 2015	0	83	17	0	0	0	0	0	0	0	0	0	0	203	786
2015 - 2030	0	93	12	0	0	0	0	0	0	0	0	0	0	203	786
2030 - 2045	0	82	13	0	0	0	0	0	0	0	0	0	0	203	786
2045 - 2100	0	91	18	1	0	0	0	0	0	0	0	0	0	203	786
2100 - 2115	0	105	13	0	1	0	0	0	0	0	0	0	0	203	786
2115 - 2130	0	70	9	0	0	0	0	0	0	0	0	0	0	203	786
2130 - 2145	0	70	7	1	0	0	0	0	0	0	0	0	0	203	786
2145 - 2200	0	59	10	3	0	0	0	0	0	0	0	0	0	203	786
2200 - 2215	0	45	8	1	0	0	0	0	0	0	0	0	0	203	786
2215 - 2230	0	44	4	0	0	0	0	0	0	0	0	0	0	203	786
2230 - 2245	0	31	6	0	0	0	0	0	0	0	0	0	0	203	786
2245 - 2300	0	41	6	3	0	0	0	0	0	0	0	0	0	203	786
2300 - 2315	0	37	4	1	0	0	0	0	0	0	0	0	0	203	786
2315 - 2330	0	33	2	1	0	0	0	0	0	0	0	0	0	203	786
2330 - 2345	0	26	5	0	0	0	0	1	0	0	0	0	0	203	786
2345 - 0000	0	17	3	0	0	0	0	0	0	0	0	0	0	203	786

Session Total	11	8601	2181	28	72	10	1	26	4	0	0	0	0	10934
Session Average	0.11	89.59	22.72	0.29	0.75	0.10	0.01	0.27	0.04	0.00	0.00	0.00	0.00	113.90
Session Percentage	0.10	78.66	19.95	0.26	0.66	0.09	0.01	0.24	0.04	0.00	0.00	0.00	0.00	

AM Peak Hour	0545 - 0645	0945 - 1045	0945 - 1045	-	0800 - 0900	0645 - 0745	-	0700 - 0800	0915 - 1015	-	-	-	-	0945 - 1045
AM Peak Volume	1	594	197	0	8	2	0	2	2	0	0	0	0	804
AM Peak %age	0.12	73.88	24.50	0.00	1.00	0.25	0.00	0.25	0.25	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || Volume Summary 15min

St. Simons Island, GA

Site 3

Frederica Rd,
north of N Windward Dr

Date

Saturday, May 9, 2026

Lat/Long

31.204759°, -81.375854°

Weather

Mostly Cloudy
72°F



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0000 - 2400 (Weekday 24h Session) (05-09-2026)

Volume Summary 15min

TIME	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
0000 - 0015	7	11	18	51
0015 - 0030	5	4	9	
0030 - 0045	9	4	13	
0045 - 0100	5	6	11	
0100 - 0115	7	6	13	20
0115 - 0130	2	2	4	
0130 - 0145	2	0	2	
0145 - 0200	1	0	1	
0200 - 0215	2	0	2	12
0215 - 0230	0	3	3	
0230 - 0245	2	1	3	
0245 - 0300	1	3	4	
0300 - 0315	0	0	0	6
0315 - 0330	1	2	3	
0330 - 0345	0	1	1	
0345 - 0400	2	0	2	
0400 - 0415	3	2	5	19
0415 - 0430	1	3	4	
0430 - 0445	1	2	3	
0445 - 0500	4	3	7	
0500 - 0515	3	6	9	65
0515 - 0530	6	9	15	
0530 - 0545	15	5	20	
0545 - 0600	8	13	21	
0600 - 0615	9	15	24	145
0615 - 0630	14	15	29	
0630 - 0645	25	19	44	
0645 - 0700	14	34	48	
0700 - 0715	25	29	54	310
0715 - 0730	37	38	75	
0730 - 0745	44	43	87	
0745 - 0800	45	49	94	
0800 - 0815	48	73	121	582
0815 - 0830	64	93	157	
0830 - 0845	71	89	160	
0845 - 0900	44	100	144	
0900 - 0915	54	96	150	714
0915 - 0930	65	110	175	
0930 - 0945	69	122	191	
0945 - 1000	78	120	198	
1000 - 1015	82	110	192	813
1015 - 1030	77	118	195	
1030 - 1045	96	123	219	
1045 - 1100	92	115	207	
1100 - 1115	110	133	243	
1115 - 1130	92	125	217	
1130 - 1145	104	118	222	
1145 - 1200	112	138	250	

Time	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
1200 - 1215	105	119	224	902
1215 - 1230	90	131	221	
1230 - 1245	112	109	221	
1245 - 1300	127	109	236	
1300 - 1315	131	106	237	890
1315 - 1330	104	117	221	
1330 - 1345	114	82	196	
1345 - 1400	130	106	236	
1400 - 1415	137	99	236	845
1415 - 1430	143	87	230	
1430 - 1445	120	65	185	
1445 - 1500	111	83	194	
1500 - 1515	129	80	209	795
1515 - 1530	102	101	203	
1530 - 1545	104	97	201	
1545 - 1600	99	83	182	
1600 - 1615	122	81	203	786
1615 - 1630	115	74	189	
1630 - 1645	114	90	204	
1645 - 1700	99	91	190	
1700 - 1715	93	107	200	766
1715 - 1730	89	107	196	
1730 - 1745	90	103	193	
1745 - 1800	89	88	177	
1800 - 1815	106	94	200	679
1815 - 1830	87	79	166	
1830 - 1845	86	54	140	
1845 - 1900	90	83	173	
1900 - 1915	54	66	120	525
1915 - 1930	77	78	155	
1930 - 1945	72	52	124	
1945 - 2000	70	56	126	
2000 - 2015	52	48	100	410
2015 - 2030	56	49	105	
2030 - 2045	59	36	95	
2045 - 2100	67	43	110	
2100 - 2115	78	41	119	348
2115 - 2130	50	29	79	
2130 - 2145	44	34	78	
2145 - 2200	38	34	72	
2200 - 2215	31	23	54	189
2215 - 2230	24	24	48	
2230 - 2245	22	15	37	
2245 - 2300	29	21	50	
2300 - 2315	19	23	42	130
2315 - 2330	19	17	36	
2330 - 2345	17	15	32	
2345 - 0000	7	13	20	

Session Total	5481	5453	10934
Session Average	57.09	56.80	113.90
Session Percentage	50.13	49.87	

**24-Hr Bidirectional Classification Weekday
Count**

Frederica Rd s/o Sea Island Rd

Bi-Directional Class Count || Location Overview

St. Simons Island, GA

Site 4

Frederica Rd,
south of Sea Island Rd

Lat/Long

31.182808°, -81.377312°



[Click here for Map](#)

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

Location Overview

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

Daily & Monthly Factors

	
	Thu
	05/07
DF	1.00
MF	1.00
DF*MF	1.00

Bi-Directional Class Count || NB EB 15min

St. Simons Island, GA

Site 4
Frederica Rd,
south of Sea Island RdDate
Thursday, May 7, 2026Weather
Fair
77°FLat/Long
31.182808°N, -81.377312°W[Click here for Detailed Weather](#)[Click here for Map](#)

0000 - 2400 (Weekday 24h Session) (05-07-2026)

NB EB 15min

Time	Northbound (Movement 4.1)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	2	1	1	0	0	0	0	0	0	0	0	0	4	
0015 - 0030	0	2	2	1	0	0	0	0	0	0	0	0	0	5	
0030 - 0045	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0045 - 0100	0	0	1	0	1	0	0	0	0	0	0	0	0	2	15
0100 - 0115	0	1	0	1	0	0	0	0	0	0	0	0	0	2	
0115 - 0130	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0130 - 0145	0	1	0	1	0	0	0	0	0	0	0	0	0	2	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
0200 - 0215	0	3	1	1	0	0	0	0	0	0	0	0	0	5	
0215 - 0230	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0230 - 0245	0	1	0	1	0	0	0	0	0	0	0	0	0	2	
0245 - 0300	0	2	0	0	0	0	0	0	0	0	0	0	0	2	11
0300 - 0315	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0315 - 0330	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0330 - 0345	0	2	0	0	1	0	0	0	0	0	0	0	0	3	
0345 - 0400	0	1	0	0	0	0	0	0	0	0	0	0	0	1	7
0400 - 0415	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430 - 0445	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
0445 - 0500	0	3	0	0	0	0	0	0	0	0	0	0	0	3	7
0500 - 0515	0	6	1	1	1	0	0	0	0	0	0	0	0	9	
0515 - 0530	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0530 - 0545	0	9	4	0	0	0	0	0	0	0	0	0	0	13	
0545 - 0600	0	6	2	0	0	0	0	0	0	0	0	0	0	8	34
0600 - 0615	0	13	5	1	0	0	0	0	0	0	0	0	0	19	
0615 - 0630	0	4	4	0	1	0	0	0	0	0	0	0	0	9	
0630 - 0645	0	8	11	1	0	0	0	0	1	0	0	0	0	21	
0645 - 0700	0	21	22	0	1	0	0	0	1	0	0	0	0	45	94
0700 - 0715	0	38	17	1	1	1	0	0	0	0	0	0	0	58	
0715 - 0730	0	57	36	0	0	0	0	0	0	0	0	0	0	93	
0730 - 0745	0	91	41	1	3	0	0	0	0	0	0	0	0	136	
0745 - 0800	0	118	52	0	3	1	0	1	0	0	0	0	0	175	462
0800 - 0815	0	130	64	1	4	1	0	1	0	0	0	0	0	201	
0815 - 0830	0	116	56	0	4	0	0	0	0	0	0	0	0	176	
0830 - 0845	0	86	51	0	4	0	0	1	0	0	0	0	0	142	
0845 - 0900	0	92	46	0	3	1	0	2	1	0	0	0	0	145	664
0900 - 0915	0	117	54	1	2	0	0	0	1	0	0	0	0	175	
0915 - 0930	0	57	41	0	4	0	0	2	1	0	0	0	0	105	
0930 - 0945	0	81	44	0	2	0	0	1	0	0	0	0	0	128	
0945 - 1000	1	88	43	0	4	1	0	0	0	0	0	0	0	137	545
1000 - 1015	0	80	42	1	6	1	0	0	0	0	0	0	0	130	
1015 - 1030	0	74	34	0	8	0	0	1	0	0	0	0	0	117	
1030 - 1045	0	89	46	0	4	0	0	2	1	0	0	0	0	142	
1045 - 1100	0	102	35	0	2	0	0	1	0	0	0	0	0	140	529
1100 - 1115	1	76	45	2	1	2	0	0	0	0	0	0	0	127	
1115 - 1130	0	101	48	0	2	0	0	1	0	0	0	0	0	152	
1130 - 1145	1	105	38	0	5	0	0	2	0	0	0	0	0	151	
1145 - 1200	1	95	45	0	2	2	0	0	0	0	0	0	0	145	575
1200 - 1215	0	94	40	1	3	0	0	0	0	0	0	0	0	138	
1215 - 1230	0	88	40	0	2	0	0	0	0	0	0	0	0	130	
1230 - 1245	0	85	44	0	4	0	0	1	0	0	0	0	0	134	
1245 - 1300	0	120	45	0	4	0	0	0	0	0	0	0	0	169	571
1300 - 1315	0	110	40	1	3	1	0	0	0	0	0	0	0	155	
1315 - 1330	0	96	41	1	5	0	0	3	0	0	0	0	0	146	
1330 - 1345	0	113	45	0	3	0	0	0	0	0	0	0	0	161	
1345 - 1400	0	107	37	0	2	0	0	0	0	0	0	0	0	146	608
1400 - 1415	0	119	52	2	4	0	0	2	0	0	0	0	0	179	
1415 - 1430	0	97	40	0	1	0	0	0	0	0	0	0	0	138	
1430 - 1445	0	90	40	1	2	0	0	0	1	0	0	0	0	134	
1445 - 1500	0	100	31	0	2	0	0	0	0	0	0	0	0	133	584
1500 - 1515	0	88	35	1	2	0	0	0	0	0	0	0	0	126	
1515 - 1530	0	88	31	1	1	0	0	2	1	0	0	0	0	124	
1530 - 1545	0	112	30	0	5	0	0	0	1	0	0	0	0	148	
1545 - 1600	0	111	29	0	3	0	0	2	0	0	0	0	0	145	543
1600 - 1615	0	123	28	3	1	0	0	0	0	0	0	0	0	155	
1615 - 1630	0	102	31	1	0	0	0	0	0	0	0	0	0	134	
1630 - 1645	0	130	25	0	0	0	0	0	0	0	0	0	0	155	
1645 - 1700	0	126	25	0	5	0	0	1	0	0	0	0	0	157	601
1700 - 1715	0	113	27	1	0	0	0	0	0	0	0	0	0	141	
1715 - 1730	0	109	19	0	0	0	0	0	0	0	0	0	0	128	
1730 - 1745	0	109	36	0	2	0	0	0	0	0	0	0	0	147	
1745 - 1800	1	88	19	0	2	0	0	0	0	0	0	0	0	110	526
1800 - 1815	0	81	18	1	0	0	0	0	0	0	0	0	0	100	
1815 - 1830	0	71	19	0	0	0	0	0	0	0	0	0	0	92	
1830 - 1845	0	71	17	0	0	0	0	0	0	0	0	0	0	88	
1845 - 1900	0	67	17	2	0	0	0	0	0	0	0	0	0	86	366
1900 - 1915	0	71	21	1	0	0	0	0	0	0	0	0	0	93	
1915 - 1930	0	75	23	0	0	0	0	1	0	0	0	0	0	99	
1930 - 1945	1	93	15	0	0	0	0	1	0	0	0	0	0	110	
1945 - 2000	0	68	11	0	0	0	0	0	0	0	0	0	0	79	381
2000 - 2015	0	60	6	1	0	0	0	0	0	0	0	0	0	67	
2015 - 2030	0	61	11	0	0	0	0	0	0	0	0	0	0	72	
2030 - 2045	0	49	6	0	0	0	0	0	0	0	0	0	0	55	
2045 - 2100	0	58	6	0	0	0	0	0	0	0	0	0	0	64	258
2100 - 2115	0	51	13	1	0	0	0	0	0	0	0	0	0	65	
2115 - 2130	0	46	5	0	0	0	0	0	0	0	0	0	0	51	
2130 - 2145	0	30	1	0	0	0	0	0	0	0	0	0	0	31	
2145 - 2200	0	34	8	0	1	0	0	0	0	0	0	0	0	43	190
2200 - 2215	0	26	1	1	0	0	0	0	0	0	0	0	0	28	
2215 - 2230	0	23	2	0	0	0	0	0	0	0	0	0	0	25	
2230 - 2245	0	15	3	0	0	0	0	0	0	0	0	0	0	18	
2245 - 2300	0	8	2	0	0	0	0	0	0	0	0	0	0	10	81
2300 - 2315	0	4	0	1	0	0	0	0	0	0	0	0	0	5	
2315 - 2330	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
2330 - 2345	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
2345 - 0000	0	9	1	1	0	0	0	0	0	0	0	0	0	11	31

Session Total	6	5496	1973	39	126	11	0	28	9	0	0	0	0	7688
Session Average	0.06	57.25	20.55	0.41	1.31	0.11	0.00	0.29	0.09	0.00	0.00	0.00	0.00	80.08
Session Percentage	0.08	71.49	25.66	0.51	1.64	0.14	0.00	0.36	0.12	0.00	0.00	0.00	0.00	

AM Peak Hour	0900 - 1000	0730 - 0830	0745 - 0845	0545 - 0645	0945 - 1045	0700 - 0800	-	0830 - 0930	0830 - 0930	-	-	-	-	0745 - 0845
AM Peak Volume	1	455	223	2	22	0	0	5	3	0	0	0	0	694
AM Peak %age	0.14	65.56	32.13	0.29	3.17	0.29	0.00	0.72	0.43	0.00	0.00	0.00	0.00	

Noon Peak Hour	1100 - 1200	1245 - 1345	1100 - 1200	1315 - 1415	1000 -
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Bi-Directional Class Count || SB WB 15min

St. Simons Island, GA

Site 4
Frederica Rd,
south of Sea Island RdDate
Thursday, May 7, 2026Weather
Fair
77°FLat/Long
31.182808°N, -81.377312°W[Click here for Detailed Weather](#)[Click here for Map](#)0000 - 2400 (Weekday 24h Session) (05-07-2026)
SB WB 15min

Time	Southbound (Movement 4.2)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	1	1	1	0	0	0	0	0	0	0	0	0	3	13
0015 - 0030	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0030 - 0045	0	2	2	1	0	0	0	0	0	0	0	0	0	5	
0045 - 0100	0	1	1	1	0	0	0	0	0	0	0	0	0	3	
0100 - 0115	0	2	1	0	0	0	0	0	0	0	0	0	0	3	7
0115 - 0130	0	2	0	1	0	0	0	0	0	0	0	0	0	3	
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200 - 0215	0	0	0	0	1	0	0	0	0	0	0	0	0	1	3
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0300 - 0315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	8
0315 - 0330	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0345 - 0400	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0400 - 0415	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15
0415 - 0430	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0430 - 0445	0	0	1	0	1	1	0	0	0	0	0	0	0	3	
0445 - 0500	0	5	1	1	0	0	0	0	0	0	0	0	0	7	
0500 - 0515	0	9	1	0	0	0	0	0	0	0	0	0	0	10	41
0515 - 0530	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
0530 - 0545	0	6	3	0	0	0	0	1	0	0	0	0	0	10	
0545 - 0600	0	10	3	0	0	0	0	0	0	0	0	0	0	13	
0600 - 0615	0	11	3	0	0	0	0	0	0	0	0	0	0	14	130
0615 - 0630	0	17	9	2	1	0	0	0	0	0	0	0	0	29	
0630 - 0645	0	29	8	0	0	0	0	0	0	0	0	0	0	37	
0645 - 0700	0	36	14	0	0	0	0	0	0	0	0	0	0	50	
0700 - 0715	0	62	24	1	1	0	0	0	1	0	0	0	0	89	496
0715 - 0730	0	68	28	1	0	0	0	0	0	0	0	0	0	97	
0730 - 0745	0	108	34	1	0	1	0	0	0	0	0	0	0	144	
0745 - 0800	0	123	39	0	2	0	0	1	1	0	0	0	0	166	
0800 - 0815	0	67	30	0	3	0	0	1	0	3	0	0	0	101	484
0815 - 0830	0	75	30	0	2	1	0	0	0	0	0	0	0	108	
0830 - 0845	0	78	33	1	6	0	0	0	0	0	0	0	0	118	
0845 - 0900	0	107	45	0	5	0	0	0	0	0	0	0	0	157	
0900 - 0915	0	92	35	0	2	0	0	0	0	0	0	0	0	129	561
0915 - 0930	0	97	42	0	4	0	1	0	0	0	0	0	0	144	
0930 - 0945	0	87	40	0	7	0	0	1	0	0	0	0	0	135	
0945 - 1000	0	114	34	0	5	0	0	0	0	0	0	0	0	153	
1000 - 1015	0	112	43	0	2	1	0	1	0	0	0	0	0	159	570
1015 - 1030	0	83	49	0	3	1	0	1	0	0	0	0	0	137	
1030 - 1045	0	99	39	0	3	0	0	0	0	0	0	0	0	141	
1045 - 1100	0	86	42	0	4	0	0	0	0	0	0	0	0	133	
1100 - 1115	1	103	46	0	3	0	0	0	1	0	0	0	0	154	674
1115 - 1130	0	118	38	0	5	1	0	0	0	0	0	0	0	162	
1130 - 1145	0	129	48	0	5	0	0	0	0	0	0	0	0	182	
1145 - 1200	0	113	58	0	4	1	0	0	0	0	0	0	0	176	
1200 - 1215	0	101	62	0	4	1	0	0	0	0	0	0	0	168	628
1215 - 1230	0	112	44	0	3	0	0	0	3	0	0	0	0	159	
1230 - 1245	0	111	34	0	2	0	0	0	0	0	0	0	0	147	
1245 - 1300	0	112	41	0	1	0	0	0	0	0	0	0	0	154	
1300 - 1315	0	101	30	1	1	0	0	1	0	0	0	0	0	134	606
1315 - 1330	0	113	43	0	1	0	0	0	0	0	0	0	0	157	
1330 - 1345	0	100	42	0	5	0	0	0	0	0	0	0	0	147	
1345 - 1400	0	120	46	0	3	0	0	0	2	0	0	0	0	168	
1400 - 1415	0	101	37	0	4	0	0	0	0	0	0	0	0	142	537
1415 - 1430	0	94	37	0	2	0	0	0	0	0	0	0	0	133	
1430 - 1445	0	89	35	2	1	0	0	0	1	0	0	0	0	128	
1445 - 1500	0	90	43	0	1	0	0	0	0	0	0	0	0	134	
1500 - 1515	0	99	37	0	4	0	0	0	0	0	0	0	0	140	562
1515 - 1530	0	94	42	1	4	0	0	1	0	0	0	0	0	142	
1530 - 1545	0	98	40	1	5	0	0	1	0	0	0	0	0	145	
1545 - 1600	0	91	42	0	1	0	0	1	0	0	0	0	0	135	
1600 - 1615	0	90	29	0	0	0	0	1	0	0	0	0	0	120	499
1615 - 1630	0	102	26	1	1	0	0	1	0	0	0	0	0	131	
1630 - 1645	0	90	36	0	3	0	0	0	0	0	0	0	0	129	
1645 - 1700	0	84	33	0	2	0	0	0	0	0	0	0	0	119	
1700 - 1715	0	113	30	0	3	0	0	0	0	0	0	0	0	146	558
1715 - 1730	0	108	33	0	1	0	0	0	0	0	0	0	0	142	
1730 - 1745	0	105	31	0	0	0	0	1	0	0	0	0	0	137	
1745 - 1800	0	100	32	0	1	0	0	0	0	0	0	0	0	133	
1800 - 1815	0	85	23	0	0	0	0	0	0	0	0	0	0	108	410
1815 - 1830	0	93	21	0	0	0	0	0	0	0	0	0	0	114	
1830 - 1845	0	71	10	1	0	0	0	0	0	0	0	0	0	82	
1845 - 1900	0	88	16	2	0	0	0	0	0	0	0	0	0	106	
1900 - 1915	0	74	19	0	2	0	0	0	0	0	0	0	0	95	300
1915 - 1930	0	56	13	1	0	0	0	0	0	0	0	0	0	70	
1930 - 1945	0	68	9	0	0	0	0	0	0	0	0	0	0	77	
1945 - 2000	0	53	5	0	0	0	0	0	0	0	0	0	0	58	
2000 - 2015	1	49	4	0	0	0	0	0	0	0	0	0	0	54	202
2015 - 2030	0	54	10	0	0	0	0	0	0	0	0	0	0	64	
2030 - 2045	0	38	5	1	0	0	0	0	0	0	0	0	0	44	
2045 - 2100	0	36	4	0	0	0	0	0	0	0	0	0	0	40	
2100 - 2115	0	25	6	0	0	0	0	0	0	0	0	0	0	31	125
2115 - 2130	0	36	3	0	1	0	0	0	0	0	0	0	0	40	
2130 - 2145	0	18	5	1	0	0	0	0	0	0	0	0	0	24	
2145 - 2200	0	25	5	0	0	0	0	0	0	0	0	0	0	30	
2200 - 2215	0	8	1	0	0	0	0	0	0	0	0	0	0	9	53
2215 - 2230	0	15	3	0	0	0	0	0	0	0	0	0	0	18	
2230 - 2245	0	16	1	1	0	0	0	0	0	0	0	0	0	18	
2245 - 2300	0	7	0	0	0	0	0	0	1	0	0	0	0	8	
2300 - 2315	0	4	3	0	0	0	0	0	0	0	0	0	0	7	39
2315 - 2330	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
2330 - 2345	0	11	0	1	0	0	0	0	0	0	0	0	0	12	
2345 - 0000	0	8	0	1	1	0	0	0	0	0	0	0	0	10	

Session Total	2	5440	1899	27	125	9	0	14	5	0	0	0	0	7521
Session Average	0.02	56.67	19.78	0.28	1.30	0.09	0.00	0.15	0.05	0.00	0.00	0.00	0.00	78.34
Session Percentage	0.03	72.33	25.25	0.36	1.66	0.12	0.00	0.19	0.07	0.00	0.00	0.00	0.00	

AM Peak Hour	-
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Bi-Directional Class Count || Bi-Directional 15min

St. Simons Island, GA

Site 4
Frederica Rd,
south of Sea Island RdDate
Thursday, May 7, 2026Weather
Fair
77°FLat/Long
31.182808° - 81.377312°[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (05-07-2026)

Bi-Directional 15min

Time	Bi-Directional 15min													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	3	2	2	0	0	0	0	0	0	0	0	0	7	28
0015 - 0030	0	4	2	1	0	0	0	0	0	0	0	0	0	7	
0030 - 0045	0	5	3	1	0	0	0	0	0	0	0	0	0	9	
0045 - 0100	0	1	2	1	1	0	0	0	0	0	0	0	0	5	
0100 - 0115	0	3	1	1	0	0	0	0	0	0	0	0	0	5	12
0115 - 0130	0	3	0	1	0	0	0	0	0	0	0	0	0	4	
0130 - 0145	0	2	0	1	0	0	0	0	0	0	0	0	0	3	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200 - 0215	0	3	1	1	1	0	0	0	0	0	0	0	0	6	14
0215 - 0230	0	2	0	1	0	0	0	0	0	0	0	0	0	3	
0230 - 0245	0	1	0	1	0	0	0	0	0	0	0	0	0	2	
0245 - 0300	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0300 - 0315	0	3	0	0	0	0	0	0	0	0	0	0	0	3	15
0315 - 0330	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0330 - 0345	0	3	0	0	1	0	0	0	0	0	0	0	0	4	
0345 - 0400	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0400 - 0415	0	4	1	0	0	0	0	0	0	0	0	0	0	5	22
0415 - 0430	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0430 - 0445	0	0	1	1	1	1	0	0	0	0	0	0	0	4	
0445 - 0500	0	8	1	1	0	0	0	0	0	0	0	0	0	10	
0500 - 0515	0	15	2	1	1	0	0	0	0	0	0	0	0	19	75
0515 - 0530	0	9	3	0	0	0	0	0	0	0	0	0	0	12	
0530 - 0545	0	15	7	0	0	0	0	1	0	0	0	0	0	23	
0545 - 0600	0	16	5	0	0	0	0	0	0	0	0	0	0	21	
0600 - 0615	0	24	8	1	0	0	0	0	0	0	0	0	0	33	224
0615 - 0630	0	21	13	2	2	0	0	0	0	0	0	0	0	38	
0630 - 0645	0	37	19	1	0	0	0	0	1	0	0	0	0	58	
0645 - 0700	0	57	36	0	1	0	0	0	1	0	0	0	0	95	
0700 - 0715	0	100	41	2	2	1	0	0	1	0	0	0	0	147	958
0715 - 0730	0	125	64	1	0	0	0	0	0	0	0	0	0	190	
0730 - 0745	0	199	75	2	3	1	0	0	0	0	0	0	0	280	
0745 - 0800	0	241	91	0	5	1	0	2	1	0	0	0	0	341	
0800 - 0815	0	197	94	1	7	1	0	2	0	0	0	0	0	302	1148
0815 - 0830	0	191	86	0	6	1	0	0	0	0	0	0	0	284	
0830 - 0845	0	164	84	1	10	0	0	1	0	0	0	0	0	260	
0845 - 0900	0	199	91	0	8	1	0	2	1	0	0	0	0	302	
0900 - 0915	0	209	89	1	4	0	0	0	1	0	0	0	0	304	1106
0915 - 0930	0	154	83	0	1	0	0	2	1	0	0	0	0	249	
0930 - 0945	0	168	84	0	9	0	0	2	0	0	0	0	0	263	
0945 - 1000	1	202	77	0	9	1	0	0	0	0	0	0	0	290	
1000 - 1015	0	192	85	1	8	2	0	1	0	0	0	0	0	289	1099
1015 - 1030	0	157	83	0	11	1	0	2	0	0	0	0	0	254	
1030 - 1045	0	188	85	0	7	0	0	2	1	0	0	0	0	283	
1045 - 1100	0	188	77	0	6	0	0	2	0	0	0	0	0	273	
1100 - 1115	2	179	91	2	4	2	1	0	0	0	0	0	0	281	1249
1115 - 1130	0	219	86	0	7	1	0	1	0	0	0	0	0	314	
1130 - 1145	1	234	86	0	10	0	0	2	0	0	0	0	0	333	
1145 - 1200	1	208	103	0	6	3	0	0	0	0	0	0	0	321	
1200 - 1215	0	195	102	1	7	1	0	0	0	0	0	0	0	306	1199
1215 - 1230	0	200	84	0	5	0	0	5	0	0	0	0	0	289	
1230 - 1245	0	196	78	0	6	0	0	1	0	0	0	0	0	281	
1245 - 1300	0	232	86	0	5	0	0	0	0	0	0	0	0	323	
1300 - 1315	0	211	70	2	4	1	0	1	0	0	0	0	0	289	1214
1315 - 1330	0	209	84	1	6	0	0	3	0	0	0	0	0	303	
1330 - 1345	0	213	87	0	8	0	0	0	0	0	0	0	0	308	
1345 - 1400	0	227	83	0	9	0	0	4	0	0	0	0	0	314	
1400 - 1415	0	220	89	2	8	0	0	2	0	0	0	0	0	321	1121
1415 - 1430	0	191	77	0	3	0	0	0	0	0	0	0	0	271	
1430 - 1445	0	179	75	3	3	0	0	0	2	0	0	0	0	262	
1445 - 1500	0	190	74	0	3	0	0	0	0	0	0	0	0	267	
1500 - 1515	0	187	72	1	6	0	0	0	0	0	0	0	0	266	1105
1515 - 1530	0	182	73	2	5	0	0	3	1	0	0	0	0	266	
1530 - 1545	0	210	70	1	10	0	0	1	1	0	0	0	0	293	
1545 - 1600	0	202	71	0	4	0	0	3	0	0	0	0	0	280	
1600 - 1615	0	213	57	3	1	0	0	1	0	0	0	0	0	275	1100
1615 - 1630	0	204	57	2	1	0	0	1	0	0	0	0	0	265	
1630 - 1645	0	220	61	0	3	0	0	0	0	0	0	0	0	284	
1645 - 1700	0	210	58	0	7	0	0	1	0	0	0	0	0	276	
1700 - 1715	0	226	57	1	3	0	0	0	0	0	0	0	0	287	1084
1715 - 1730	0	217	52	0	1	0	0	0	0	0	0	0	0	270	
1730 - 1745	0	214	67	0	2	0	0	1	0	0	0	0	0	284	
1745 - 1800	1	188	51	0	3	0	0	0	0	0	0	0	0	243	
1800 - 1815	0	166	41	1	0	0	0	0	0	0	0	0	0	208	776
1815 - 1830	0	166	40	0	0	0	0	0	0	0	0	0	0	206	
1830 - 1845	0	142	27	1	0	0	0	0	0	0	0	0	0	170	
1845 - 1900	0	155	33	4	0	0	0	0	0	0	0	0	0	192	
1900 - 1915	0	145	40	1	2	0	0	0	0	0	0	0	0	188	681
1915 - 1930	0	131	36	1	0	0	0	1	0	0	0	0	0	169	
1930 - 1945	1	161	24	0	1	0	0	1	0	0	0	0	0	187	
1945 - 2000	0	121	16	0	0	0	0	0	0	0	0	0	0	137	
2000 - 2015	1	109	10	1	0	0	0	0	0	0	0	0	0	121	460
2015 - 2030	0	115	21	0	0	0	0	0	0	0	0	0	0	136	
2030 - 2045	0	87	11	1	0	0	0	0	0	0	0	0	0	99	
2045 - 2100	0	94	10	0	0	0	0	0	0	0	0	0	0	104	
2100 - 2115	0	76	19	1	0	0	0	0	0	0	0	0	0	96	315
2115 - 2130	0	82	8	0	1	0	0	0	0	0	0	0	0	91	
2130 - 2145	0	48	6	1	0	0	0	0	0	0	0	0	0	55	
2145 - 2200	0	59	13	0	1	0	0	0	0	0	0	0	0	73	
2200 - 2215	0	34	2	1	0	0	0	0	0	0	0	0	0	37	134
2215 - 2230	0	38	5	0	0	0	0	0	0	0	0	0	0	43	
2230 - 2245	0	31	4	1	0	0	0	0	0	0	0	0	0	36	
2245 - 2300	0	15	2	0	0	0	0	0	1	0	0	0	0	18	
2300 - 2315	0	8	3	1	0	0	0	0	0	0	0	0	0	12	70
2315 - 2330	0	15	1	0	0	0	0	0	0	0	0	0	0	16	
2330 - 2345	0	18	2	1	0	0	0	0	0	0	0	0	0	21	
2345 - 0000	0	17	1	2	1	0	0	0	0	0	0	0	0	21	

Session Total	8	10936	3872	66	251	20	0	42	14	0	0	0	0	15209
Session Average	0.08	13.92	40.33	0.69	2.61	0.21	0.00	0.44	0.15	0.00	0.00	0.00	0.00	158.43
Session Percentage	0.05	71.90	25.46	0.43	1.65	0.13	0.00	0.28	0.09	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || Volume Summary 15min

St. Simons Island, GA

Site 4

Frederica Rd,
south of Sea Island Rd

Date

Thursday, May 7, 2026

Lat/Long

31.182808°, -81.377312°

Weather

Fair
77°F



[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (05-07-2026)

Volume Summary 15min

TIME	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
0000 - 0015	4	3	7	28
0015 - 0030	5	2	7	
0030 - 0045	4	5	9	
0045 - 0100	2	3	5	
0100 - 0115	2	3	5	12
0115 - 0130	1	3	4	
0130 - 0145	2	1	3	
0145 - 0200	0	0	0	
0200 - 0215	5	1	6	14
0215 - 0230	2	1	3	
0230 - 0245	2	0	2	
0245 - 0300	2	1	3	
0300 - 0315	2	1	3	15
0315 - 0330	1	2	3	
0330 - 0345	3	1	4	
0345 - 0400	1	4	5	
0400 - 0415	3	2	5	22
0415 - 0430	0	3	3	
0430 - 0445	1	3	4	
0445 - 0500	3	7	10	
0500 - 0515	9	10	19	75
0515 - 0530	4	8	12	
0530 - 0545	13	10	23	
0545 - 0600	8	13	21	
0600 - 0615	19	14	33	224
0615 - 0630	9	29	38	
0630 - 0645	21	37	58	
0645 - 0700	45	50	95	
0700 - 0715	58	89	147	958
0715 - 0730	93	97	190	
0730 - 0745	136	144	280	
0745 - 0800	175	166	341	
0800 - 0815	201	101	302	1148
0815 - 0830	176	108	284	
0830 - 0845	142	118	260	
0845 - 0900	145	157	302	
0900 - 0915	175	129	304	1106
0915 - 0930	105	144	249	
0930 - 0945	128	135	263	
0945 - 1000	137	153	290	
1000 - 1015	130	159	289	1099
1015 - 1030	117	137	254	
1030 - 1045	142	141	283	
1045 - 1100	140	133	273	
1100 - 1115	127	154	281	
1115 - 1130	152	162	314	
1130 - 1145	151	182	333	
1145 - 1200	145	176	321	

Time	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
1200 - 1215	138	168	306	1199
1215 - 1230	130	159	289	
1230 - 1245	134	147	281	
1245 - 1300	169	154	323	
1300 - 1315	155	134	289	1214
1315 - 1330	146	157	303	
1330 - 1345	161	147	308	
1345 - 1400	146	168	314	
1400 - 1415	179	142	321	1121
1415 - 1430	138	133	271	
1430 - 1445	134	128	262	
1445 - 1500	133	134	267	
1500 - 1515	126	140	266	1105
1515 - 1530	124	142	266	
1530 - 1545	148	145	293	
1545 - 1600	145	135	280	
1600 - 1615	155	120	275	1100
1615 - 1630	134	131	265	
1630 - 1645	155	129	284	
1645 - 1700	157	119	276	
1700 - 1715	141	146	287	1084
1715 - 1730	128	142	270	
1730 - 1745	147	137	284	
1745 - 1800	110	133	243	
1800 - 1815	100	108	208	776
1815 - 1830	92	114	206	
1830 - 1845	88	82	170	
1845 - 1900	86	106	192	
1900 - 1915	93	95	188	681
1915 - 1930	99	70	169	
1930 - 1945	110	77	187	
1945 - 2000	79	58	137	
2000 - 2015	67	54	121	460
2015 - 2030	72	64	136	
2030 - 2045	55	44	99	
2045 - 2100	64	40	104	
2100 - 2115	65	31	96	315
2115 - 2130	51	40	91	
2130 - 2145	31	24	55	
2145 - 2200	43	30	73	
2200 - 2215	28	9	37	134
2215 - 2230	25	18	43	
2230 - 2245	18	18	36	
2245 - 2300	10	8	18	
2300 - 2315	5	7	12	70
2315 - 2330	6	10	16	
2330 - 2345	9	12	21	
2345 - 0000	11	10	21	

Session Total	7688	7521	15209
Session Average	80.08	78.34	158.43
Session Percentage	50.55	49.45	

**24-Hr Bidirectional Classification Weekend
Count**

Frederica Rd s/o Sea Island Rd

Bi-Directional Class Count || Location Overview

St. Simons Island, GA

Site 4

Frederica Rd,
south of Sea Island Rd

Lat/Long

31.182808°, -81.377312°



[Click here for Map](#)

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

Location Overview

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

Daily & Monthly Factors

	
	Sat
	05/09
DF	1.00
MF	1.00
DF*MF	1.00

Bi-Directional Class Count || NB EB 15min

St. Simons Island, GA

Site 4
Frederica Rd,
south of Sea Island RdDate
Saturday, May 9, 2026Weather
Mostly Cloudy
72°FLat/Long
31.182808°N, -81.377312°W[Click here for Detailed Weather](#)[Click here for Map](#)

0000 - 2400 (Weekday 24h Session) (05-09-2026)

NB EB 15min

Time	Northbound (Movement 4.1)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	3	2	0	0	0	0	0	0	0	0	0	0	5	36
0015 - 0030	0	11	2	0	0	0	0	0	0	0	0	0	0	13	
0030 - 0045	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
0045 - 0100	0	8	2	0	0	0	0	0	0	0	0	0	0	10	
0100 - 0115	0	7	1	1	0	0	0	0	0	0	0	0	0	9	22
0115 - 0130	0	2	1	0	1	0	0	0	0	0	0	0	0	4	
0130 - 0145	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0145 - 0200	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0200 - 0215	0	8	2	1	0	0	0	0	0	0	0	0	0	11	24
0215 - 0230	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0230 - 0245	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0245 - 0300	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0300 - 0315	0	0	1	0	0	0	0	0	0	0	0	0	0	1	8
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0345 - 0400	1	0	2	0	0	0	0	0	0	0	0	0	0	3	
0400 - 0415	0	1	2	0	0	0	0	0	0	0	0	0	0	3	10
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430 - 0445	0	2	1	1	1	0	0	0	0	0	0	0	0	5	
0445 - 0500	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0500 - 0515	0	4	1	1	0	0	0	0	0	0	0	0	0	6	17
0515 - 0530	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0530 - 0545	0	1	3	0	0	0	0	0	0	0	0	0	0	4	
0545 - 0600	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
0600 - 0615	0	7	2	1	0	0	0	0	0	0	0	0	0	10	39
0615 - 0630	0	2	3	0	0	0	0	0	0	0	0	0	0	5	
0630 - 0645	0	12	2	0	0	0	0	0	0	0	0	0	0	14	
0645 - 0700	0	7	2	0	1	0	0	0	0	0	0	0	0	10	
0700 - 0715	0	16	5	1	0	0	0	0	0	0	0	0	0	22	128
0715 - 0730	0	12	6	0	0	0	0	0	0	0	0	0	0	18	
0730 - 0745	0	34	11	0	0	0	0	0	0	0	0	0	0	45	
0745 - 0800	0	27	15	0	1	0	0	0	0	0	0	0	0	43	
0800 - 0815	0	30	11	1	1	0	0	0	1	0	0	0	0	43	236
0815 - 0830	0	44	15	0	0	0	0	1	0	0	0	0	0	60	
0830 - 0845	0	52	14	0	0	0	0	0	0	0	0	0	0	66	
0845 - 0900	0	55	11	0	1	0	0	0	0	0	0	0	0	67	
0900 - 0915	0	43	15	1	0	0	0	0	0	0	0	0	0	59	324
0915 - 0930	0	67	17	0	0	0	0	0	0	0	0	0	0	84	
0930 - 0945	0	71	18	2	1	0	0	0	0	0	0	0	0	92	
0945 - 1000	0	68	21	0	0	0	0	0	0	0	0	0	0	89	
1000 - 1015	0	79	20	1	0	0	0	0	0	0	0	0	0	100	421
1015 - 1030	0	67	24	0	3	0	0	0	0	0	0	0	0	94	
1030 - 1045	0	72	29	0	2	0	0	0	0	0	0	0	0	103	
1045 - 1100	0	94	29	0	0	0	0	0	0	0	0	0	0	124	
1100 - 1115	0	104	27	1	2	0	0	1	0	0	0	0	0	135	509
1115 - 1130	0	92	14	0	1	0	0	0	0	0	0	0	0	107	
1130 - 1145	0	98	24	0	0	0	0	1	1	0	0	0	0	124	
1145 - 1200	0	109	34	0	0	0	0	0	0	0	0	0	0	143	
1200 - 1215	0	91	19	2	2	0	0	1	0	0	0	0	0	115	497
1215 - 1230	0	88	15	0	1	0	0	0	0	0	0	0	0	104	
1230 - 1245	0	109	25	0	4	0	0	0	0	0	0	0	0	138	
1245 - 1300	0	110	30	0	0	0	0	0	0	0	0	0	0	140	
1300 - 1315	0	97	28	1	3	0	0	0	0	0	0	0	0	129	496
1315 - 1330	0	99	27	0	1	0	0	0	0	0	0	0	0	127	
1330 - 1345	0	115	17	0	0	0	0	1	0	0	0	0	0	133	
1345 - 1400	0	91	14	0	0	0	0	0	0	0	0	0	0	107	
1400 - 1415	1	100	26	1	1	0	0	0	0	0	0	0	0	129	497
1415 - 1430	1	126	26	0	1	0	0	0	0	0	0	0	0	154	
1430 - 1445	0	97	16	0	0	0	0	0	0	0	0	0	0	113	
1445 - 1500	0	84	16	0	1	0	0	0	0	0	0	0	0	101	
1500 - 1515	0	84	23	2	0	0	0	1	0	0	0	0	0	110	397
1515 - 1530	0	82	17	0	0	0	0	0	0	0	0	0	0	100	
1530 - 1545	0	78	19	0	0	0	0	0	0	0	0	0	0	97	
1545 - 1600	0	63	27	0	0	0	0	0	0	0	0	0	0	90	
1600 - 1615	0	94	14	1	1	0	0	0	0	0	0	0	0	110	408
1615 - 1630	0	82	14	0	1	0	0	0	0	0	0	0	0	97	
1630 - 1645	0	85	23	0	0	0	0	0	0	0	0	0	0	109	
1645 - 1700	0	81	11	0	0	0	0	0	0	0	0	0	0	92	
1700 - 1715	0	85	19	1	1	0	0	0	0	0	0	0	0	106	358
1715 - 1730	0	76	5	1	0	0	0	0	0	0	0	0	0	82	
1730 - 1745	0	76	11	0	1	0	0	0	0	0	0	0	0	88	
1745 - 1800	0	72	10	0	0	0	0	0	0	0	0	0	0	82	
1800 - 1815	0	42	13	0	0	0	0	0	0	0	0	0	0	55	342
1815 - 1830	0	62	17	0	0	0	0	1	0	0	0	0	0	80	
1830 - 1845	0	90	14	1	0	0	0	0	0	0	0	0	0	105	
1845 - 1900	0	89	12	1	0	0	0	0	0	0	0	0	0	102	
1900 - 1915	0	59	9	1	1	0	0	0	0	0	0	0	0	70	310
1915 - 1930	0	66	8	0	0	0	0	0	0	0	0	0	0	74	
1930 - 1945	0	75	5	0	0	0	0	0	0	0	0	0	0	80	
1945 - 2000	0	76	7	1	2	0	0	0	0	0	0	0	0	86	
2000 - 2015	0	51	7	0	1	0	0	0	0	0	0	0	0	59	221
2015 - 2030	0	46	5	0	0	0	0	0	0	0	0	0	0	51	
2030 - 2045	0	54	3	0	0	0	0	0	0	0	0	0	0	57	
2045 - 2100	0	47	7	0	0	0	0	0	0	0	0	0	0	54	
2100 - 2115	0	53	2	0	0	0	0	0	0	0	0	0	0	55	175
2115 - 2130	0	43	3	0	0	0	0	0	0	0	0	0	0	46	
2130 - 2145	0	39	6	0	0	0	0	0	0	0	0	0	0	45	
2145 - 2200	0	26	3	0	0	0	0	0	0	0	0	0	0	29	
2200 - 2215	0	35	5	0	0	0	0	0	0	0	0	0	0	40	105
2215 - 2230	0	18	3	0	1	0	0	0	0	0	0	0	0	22	
2230 - 2245	0	15	4	0	0	0	0	0	0	0	0	0	0	19	
2245 - 2300	0	22	2	0	0	0	0	0	0	0	0	0	0	24	
2300 - 2315	0	21	3	1	0	0	0	0	0	0	0	0	0	25	77
2315 - 2330	0	16	1	0	0	0	0	0	0	0	0	0	0	17	
2330 - 2345	0	15	3	1	1	0	0	0	0	0	0	0	0	20	
2345 - 0000	0	9	5	1	0	0	0	0	0	0	0	0	0	15	

Session Total	3	4580	994	28	42	1	0	8	1	0	0	0	0	5657
Session Average	0.03	47.71	10.35	0.29	0.44	0.01	0.00	0.08	0.01	0.00	0.00	0.00	0.00	58.93
Session Percentage	0.05	80.96	17.57	0.49	0.74	0.02	0.00	0.14	0.02	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0945 - 104
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Bi-Directional Class Count || SB WB 15min

St. Simons Island, GA

Site 4
Frederica Rd,
south of Sea Island RdDate
Saturday, May 9, 2026Weather
Mostly Cloudy
72°FLat/Long
31.182808°N, -81.377312°W[Click here for Detailed Weather](#)[Click here for Map](#)

0000 - 2400 (Weekday 24h Session) (05-09-2026)

SB WB 15min

Time	Southbound (Movement 4.2)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	7	2	0	0	0	0	0	0	0	0	0	0	9	33
0015 - 0030	0	9	2	0	1	0	0	0	0	0	0	0	0	12	
0030 - 0045	0	4	3	0	0	0	0	0	0	0	0	0	0	7	
0045 - 0100	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0100 - 0115	0	10	2	0	0	0	0	0	0	0	0	0	0	12	21
0115 - 0130	0	4	1	0	1	0	0	0	0	0	0	0	0	6	
0130 - 0145	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0145 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0200 - 0215	0	3	0	1	0	0	0	0	0	0	0	0	0	4	15
0215 - 0230	0	5	1	1	0	0	0	0	0	0	0	0	0	7	
0230 - 0245	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0245 - 0300	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0300 - 0315	0	5	0	0	0	0	0	0	0	0	0	0	0	5	12
0315 - 0330	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0330 - 0345	0	1	0	0	2	0	0	0	0	0	0	0	0	1	
0345 - 0400	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0400 - 0415	0	2	0	0	0	0	0	0	0	0	0	0	0	2	12
0415 - 0430	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0430 - 0445	1	3	0	0	0	0	0	0	0	0	0	0	0	4	
0445 - 0500	0	1	1	1	0	0	0	0	0	0	0	0	0	3	
0500 - 0515	0	3	1	0	0	0	0	0	0	0	0	0	0	4	27
0515 - 0530	0	9	3	0	0	0	0	0	0	0	0	0	0	12	
0530 - 0545	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0545 - 0600	0	6	2	0	1	0	0	0	0	0	0	0	0	9	
0600 - 0615	0	7	2	0	0	0	0	0	0	0	0	0	0	9	66
0615 - 0630	0	9	5	0	0	0	0	0	0	0	0	0	0	14	
0630 - 0645	0	7	2	0	0	1	0	0	0	0	0	0	0	10	
0645 - 0700	0	28	5	0	0	0	0	0	0	0	0	0	0	33	
0700 - 0715	0	26	4	0	0	0	0	0	0	0	0	0	0	30	153
0715 - 0730	0	22	8	0	0	0	0	0	0	0	0	0	0	30	
0730 - 0745	0	27	7	0	0	0	0	0	0	0	0	0	0	34	
0745 - 0800	0	50	8	1	0	0	0	0	0	0	0	0	0	59	
0800 - 0815	0	39	11	0	0	0	0	0	0	0	0	0	0	50	299
0815 - 0830	0	49	12	1	0	0	0	0	0	0	0	0	0	62	
0830 - 0845	0	69	16	0	1	0	0	0	0	0	0	0	0	86	
0845 - 0900	0	80	21	0	0	0	0	0	0	0	0	0	0	101	
0900 - 0915	0	71	20	0	0	0	0	0	0	0	0	0	0	91	460
0915 - 0930	0	74	17	0	1	0	0	0	1	0	0	0	0	93	
0930 - 0945	0	115	17	0	3	0	0	0	0	0	0	0	0	135	
0945 - 1000	0	114	24	0	3	0	0	0	0	0	0	0	0	141	
1000 - 1015	0	104	24	0	1	0	0	0	0	0	0	0	0	129	482
1015 - 1030	0	93	32	0	3	0	0	0	0	0	0	0	0	128	
1030 - 1045	0	71	23	0	1	0	0	0	0	0	0	0	0	95	
1045 - 1100	0	109	21	0	10	0	0	0	0	0	0	0	0	130	
1100 - 1115	0	106	22	0	2	0	0	0	1	0	0	0	0	131	559
1115 - 1130	1	108	27	0	1	0	0	0	0	0	0	0	0	137	
1130 - 1145	0	110	30	0	0	0	0	0	0	0	0	0	0	140	
1145 - 1200	0	124	26	0	1	0	0	0	0	0	0	0	0	151	
1200 - 1215	0	115	24	0	0	0	0	0	0	0	0	0	0	139	549
1215 - 1230	0	123	27	0	1	0	0	0	0	0	0	0	0	151	
1230 - 1245	0	110	15	0	2	0	0	0	0	0	0	0	0	127	
1245 - 1300	1	106	24	0	0	0	0	1	0	0	0	0	0	132	
1300 - 1315	0	90	21	1	1	0	0	1	0	0	0	0	0	114	496
1315 - 1330	1	106	35	0	2	0	0	0	0	0	0	0	0	144	
1330 - 1345	0	113	15	0	1	0	0	1	0	0	0	0	0	130	
1345 - 1400	0	88	19	0	0	0	0	0	0	0	0	0	0	106	
1400 - 1415	2	89	32	0	0	0	0	0	0	0	0	0	0	123	394
1415 - 1430	0	87	18	0	0	0	0	1	0	0	0	0	0	106	
1430 - 1445	0	69	13	0	2	0	0	0	0	0	0	0	0	84	
1445 - 1500	0	70	11	0	0	0	0	0	0	0	0	0	0	81	
1500 - 1515	0	93	17	0	0	0	0	0	0	0	0	0	0	110	435
1515 - 1530	0	91	20	0	1	0	0	0	0	0	0	0	0	112	
1530 - 1545	0	86	21	1	1	0	0	1	0	0	0	0	0	110	
1545 - 1600	0	79	23	0	0	0	0	1	0	0	0	0	0	103	
1600 - 1615	0	85	17	0	1	0	0	0	0	0	0	0	0	103	381
1615 - 1630	0	59	11	0	2	0	0	0	0	0	0	0	0	72	
1630 - 1645	0	95	17	0	1	0	0	0	0	0	0	0	0	113	
1645 - 1700	0	79	12	0	0	0	0	0	0	0	0	0	0	93	
1700 - 1715	0	99	21	0	0	0	0	0	0	0	0	0	0	120	489
1715 - 1730	0	113	16	0	1	0	0	0	0	0	0	0	0	130	
1730 - 1745	0	100	19	2	1	0	0	0	0	0	0	0	0	122	
1745 - 1800	0	99	18	0	0	0	0	0	0	0	0	0	0	117	
1800 - 1815	0	80	12	0	0	0	0	0	0	0	0	0	0	92	342
1815 - 1830	0	66	21	0	1	0	0	0	0	0	0	0	0	88	
1830 - 1845	0	78	10	1	0	0	0	0	0	0	0	0	0	89	
1845 - 1900	0	68	5	0	0	0	0	0	0	0	0	0	0	73	
1900 - 1915	0	75	7	0	0	0	0	0	0	0	0	0	0	82	291
1915 - 1930	0	58	10	1	0	0	0	0	0	0	0	0	0	69	
1930 - 1945	0	62	7	0	2	0	0	0	0	0	0	0	0	71	
1945 - 2000	0	55	14	0	0	0	0	0	0	0	0	0	0	69	
2000 - 2015	0	49	10	0	0	0	0	0	0	0	0	0	0	59	228
2015 - 2030	0	58	15	0	1	0	0	0	0	0	0	0	0	74	
2030 - 2045	0	36	9	0	0	0	0	0	0	0	0	0	0	45	
2045 - 2100	0	44	6	0	0	0	0	0	0	0	0	0	0	50	
2100 - 2115	0	51	10	0	0	0	0	0	0	0	0	0	0	61	181
2115 - 2130	0	39	3	0	0	0	0	0	0	0	0	0	0	42	
2130 - 2145	0	37	6	0	0	0	0	0	0	0	0	0	0	43	
2145 - 2200	0	30	4	0	1	0	0	0	0	0	0	0	0	35	
2200 - 2215	0	21	1	0	0	0	0	0	0	0	0	0	0	22	100
2215 - 2230	0	25	7	0	0	0	0	0	0	0	0	0	0	32	
2230 - 2245	0	24	3	0	0	0	0	0	0	0	0	0	0	27	
2245 - 2300	0	15	2	1	1	0	0	0	0	0	0	0	0	19	
2300 - 2315	0	25	4	1	1	0	0	0	0	0	0	0	0	31	85
2315 - 2330	0	21	2	0	0	0	0	0	0	0	0	0	0	23	
2330 - 2345	0	11	3	1	0	0	0	0	0	0	0	0	0	15	
2345 - 0000	0	14	2	0	0	0	0	0	0	0	0	0	0	16	

Session Total	6	4988	1046	14	47	1	0	7	1	0	0	0	0	6110
Session Average	0.06	51.96	10.90	0.15	0.49	0.01	0.00	0.07	0.01	0.00	0.00	0.00	0.00	63.65
Session Percentage	0.10	81.64	17.12	0.23	0.77	0.02	0.00	0.11	0.02	0.00	0.00	0.00	0.00	

AM Peak

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

St. Simons Island, GA

Site 4
Frederica Rd,
south of Sea Island RdDate
Saturday, May 9, 2026Weather
Mostly Cloudy
72°FLat/Long
31.182808° - 81.377312°[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (05-09-2026)

Bi-Directional 15min

Time	Bi-Directional 15min													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	10	4	0	0	0	0	0	0	0	0	0	0	14	69
0015 - 0030	0	20	4	0	0	0	0	0	0	0	0	0	0	25	
0030 - 0045	0	11	4	0	0	0	0	0	0	0	0	0	0	15	
0045 - 0100	0	12	3	0	0	0	0	0	0	0	0	0	0	15	
0100 - 0115	0	17	3	1	0	0	0	0	0	0	0	0	0	21	43
0115 - 0130	0	6	2	0	2	0	0	0	0	0	0	0	0	10	
0130 - 0145	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
0145 - 0200	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0200 - 0215	0	11	2	2	0	0	0	0	0	0	2	0	0	15	39
0215 - 0230	0	8	1	1	0	0	0	0	0	0	0	0	0	10	
0230 - 0245	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
0245 - 0300	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
0300 - 0315	0	5	1	0	0	0	0	0	0	0	0	0	0	6	20
0315 - 0330	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0330 - 0345	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0345 - 0400	1	2	2	0	0	0	0	0	0	0	0	0	0	5	
0400 - 0415	0	3	2	0	0	0	0	0	0	0	0	0	0	5	22
0415 - 0430	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0430 - 0445	1	5	1	1	1	0	0	0	0	0	0	0	0	9	
0445 - 0500	0	3	1	1	0	0	0	0	0	0	0	0	0	5	
0500 - 0515	0	7	2	1	0	0	0	0	0	0	0	0	0	10	15
0515 - 0530	0	12	3	0	0	0	0	0	0	0	0	0	0	15	
0530 - 0545	0	3	3	0	0	0	0	0	0	0	0	0	0	6	
0545 - 0600	0	8	4	0	1	0	0	0	0	0	0	0	0	13	
0600 - 0615	0	14	4	1	0	0	0	0	0	0	0	0	0	19	105
0615 - 0630	0	11	8	0	0	0	0	0	0	0	0	0	0	19	
0630 - 0645	0	19	4	0	0	1	0	0	0	0	0	0	0	24	
0645 - 0700	0	35	7	0	1	0	0	0	0	0	0	0	0	43	
0700 - 0715	0	42	9	1	0	0	0	0	0	0	0	0	0	52	281
0715 - 0730	0	34	14	0	0	0	0	0	0	0	0	0	0	48	
0730 - 0745	0	61	18	0	0	0	0	0	0	0	0	0	0	79	
0745 - 0800	0	77	23	1	1	0	0	0	0	0	0	0	0	102	
0800 - 0815	0	69	22	1	1	0	0	0	0	0	0	0	0	93	535
0815 - 0830	0	93	27	1	0	0	0	1	0	0	0	0	0	122	
0830 - 0845	0	121	30	0	1	0	0	0	0	0	0	0	0	152	
0845 - 0900	0	135	32	0	1	0	0	0	0	0	0	0	0	168	
0900 - 0915	0	114	35	1	0	0	0	0	0	0	0	0	0	150	784
0915 - 0930	0	141	34	0	0	0	0	0	0	0	0	0	0	177	
0930 - 0945	0	186	35	2	4	0	0	0	0	0	0	0	0	227	
0945 - 1000	0	182	45	0	3	0	0	0	0	0	0	0	0	230	
1000 - 1015	0	183	44	1	1	0	0	0	0	0	0	0	0	229	903
1015 - 1030	0	160	56	0	6	0	0	0	0	0	0	0	0	222	
1030 - 1045	0	143	52	0	3	0	0	0	0	0	0	0	0	198	
1045 - 1100	0	203	50	0	0	0	0	0	1	0	0	0	0	254	
1100 - 1115	0	210	49	1	4	0	0	0	2	0	0	0	0	266	1068
1115 - 1130	1	200	41	0	2	0	0	0	0	0	0	0	0	244	
1130 - 1145	0	208	54	0	0	0	0	1	1	0	0	0	0	264	
1145 - 1200	0	233	60	0	1	0	0	0	0	0	0	0	0	294	
1200 - 1215	0	206	43	2	2	0	0	0	1	0	0	0	0	254	1046
1215 - 1230	0	211	42	0	2	0	0	0	0	0	0	0	0	255	
1230 - 1245	0	219	40	0	6	0	0	0	0	0	0	0	0	265	
1245 - 1300	1	216	54	0	0	0	0	1	0	0	0	0	0	272	
1300 - 1315	0	187	49	2	4	0	0	1	0	0	0	0	0	243	992
1315 - 1330	1	205	62	0	3	0	0	0	0	0	0	0	0	271	
1330 - 1345	0	228	32	0	1	0	0	2	0	0	0	0	0	263	
1345 - 1400	0	179	33	0	1	0	0	0	0	3	0	0	0	215	
1400 - 1415	3	189	58	1	1	0	0	0	0	0	0	0	0	252	891
1415 - 1430	1	213	44	0	1	0	0	1	0	0	0	0	0	260	
1430 - 1445	0	166	29	0	2	0	0	0	0	0	0	0	0	197	
1445 - 1500	0	154	27	0	1	0	0	0	0	0	0	0	0	182	
1500 - 1515	0	177	40	2	0	0	0	0	1	0	0	0	0	220	832
1515 - 1530	0	173	37	0	1	1	0	0	0	0	1	0	0	212	
1530 - 1545	0	164	40	1	1	0	0	0	1	0	0	0	0	207	
1545 - 1600	0	142	50	0	0	0	0	0	1	0	0	0	0	193	
1600 - 1615	0	179	31	1	2	0	0	0	0	0	0	0	0	213	789
1615 - 1630	0	141	25	0	3	0	0	0	0	0	0	0	0	169	
1630 - 1645	0	180	40	0	2	0	0	0	0	0	0	0	0	222	
1645 - 1700	0	160	23	0	0	0	0	0	0	0	0	0	0	185	
1700 - 1715	0	184	40	1	1	0	0	0	0	0	0	0	0	226	847
1715 - 1730	0	189	21	1	1	0	0	0	0	0	0	0	0	212	
1730 - 1745	0	176	30	2	2	0	0	0	0	0	0	0	0	210	
1745 - 1800	0	171	28	0	0	0	0	0	0	0	0	0	0	199	
1800 - 1815	0	122	25	0	0	0	0	0	0	0	0	0	0	147	684
1815 - 1830	0	128	38	0	1	0	0	0	1	0	0	0	0	168	
1830 - 1845	0	168	24	2	0	0	0	0	0	0	0	0	0	194	
1845 - 1900	0	157	17	1	0	0	0	0	0	0	0	0	0	175	
1900 - 1915	0	134	16	1	1	0	0	0	0	0	0	0	0	152	601
1915 - 1930	0	124	18	1	0	0	0	0	0	0	0	0	0	143	
1930 - 1945	0	137	12	0	2	0	0	0	0	0	0	0	0	151	
1945 - 2000	0	131	21	1	2	0	0	0	0	0	0	0	0	155	
2000 - 2015	0	100	17	0	1	0	0	0	0	0	0	0	0	118	449
2015 - 2030	0	104	20	0	1	0	0	0	0	0	0	0	0	125	
2030 - 2045	0	90	12	0	0	0	0	0	0	0	0	0	0	102	
2045 - 2100	0	91	13	0	0	0	0	0	0	0	0	0	0	104	
2100 - 2115	0	104	12	0	0	0	0	0	0	0	0	0	0	116	356
2115 - 2130	0	82	6	0	0	0	0	0	0	0	0	0	0	88	
2130 - 2145	0	76	12	0	0	0	0	0	0	0	0	0	0	88	
2145 - 2200	0	56	7	0	1	0	0	0	0	0	0	0	0	64	
2200 - 2215	0	56	6	0	0	0	0	0	0	0	0	0	0	62	205
2215 - 2230	0	43	10	0	1	0	0	0	0	0	0	0	0	54	
2230 - 2245	0	39	7	0	0	0	0	0	0	0	0	0	0	46	
2245 - 2300	0	37	4	1	1	0	0	0	0	0	0	0	0	43	
2300 - 2315	0	46	7	2	1	0	0	0	0	0	0	0	0	56	162
2315 - 2330	0	37	3	0	0	0	0	0	0	0	0	0	0	40	
2330 - 2345	0	26	6	2	1	0	0	0	0	0	0	0	0	35	
2345 - 0000	0	23	7	1	0	0	0	0	0	0	0	0	0	31	
Session Total	9	9568	2040	42	89	2	0	15	2	0	0	0	0	11767	
Session Average	0.09	99.67	21.25	0.44	0.93	0.02	0.00	0.16	0.02	0.00	0.00	0.00	0.00	122.57	
Session Percentage	0.08	81.31	17.34	0.36	0.76	0.02	0.00	0.13	0.02	0.00	0.00	0.00	0.00		
AM Peak Hour	-	0930 - 1030	0945 - 1045	0730 - 0830	0930 - 1030	0545 - 0645	-	0730 - 0830	0830 - 0930	-	-	-	-	0930 - 1030	
AM Peak Volume	0	197	711	127	34	12	-	34	11	5	99	0	-	908	
AM Peak %age	0.00	78.30	21.70	0.33	1.54	0.11	0.00	0.11	0.11	0.00	0.00	0.00	0.00		
Noon Peak Hour	1315 - 1415	1445 - 1245	1015 - 1115	1445 - 1545	1015 - 1115	1430 - 1530	-	1045 - 1145	1045 - 1145	-	-	-	-	1100 - 1200	
Noon Peak Volume	4	869	207	3	13	1	0	4	1	0	0	0	0	1068	
Noon Peak %age	0.37	81.37	19.38	0.28	1.12	0.09	0.00	0.37	0.09	0.00	0.00	0.00	0.00		
PM Peak Hour	-	1700 - 1800	1500 - 1600	1830 - 1930	1600 - 1700	1500 - 1600	-	1500 - 1							

Bi-Directional Class Count || Volume Summary 15min

St. Simons Island, GA

Site 4

Frederica Rd,
south of Sea Island Rd

Date

Saturday, May 9, 2026

Lat/Long

31.182808°, -81.377312°

Weather

Mostly Cloudy
72°F



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0000 - 2400 (Weekday 24h Session) (05-09-2026)

Volume Summary 15min

TIME	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
0000 - 0015	5	9	14	69
0015 - 0030	13	12	25	
0030 - 0045	8	7	15	
0045 - 0100	10	5	15	
0100 - 0115	9	12	21	43
0115 - 0130	4	6	10	
0130 - 0145	5	2	7	
0145 - 0200	4	1	5	
0200 - 0215	11	4	15	39
0215 - 0230	3	7	10	
0230 - 0245	5	3	8	
0245 - 0300	5	1	6	
0300 - 0315	1	5	6	20
0315 - 0330	0	4	4	
0330 - 0345	4	1	5	
0345 - 0400	3	2	5	
0400 - 0415	3	2	5	22
0415 - 0430	0	3	3	
0430 - 0445	5	4	9	
0445 - 0500	2	3	5	
0500 - 0515	6	4	10	44
0515 - 0530	3	12	15	
0530 - 0545	4	2	6	
0545 - 0600	4	9	13	
0600 - 0615	10	9	19	105
0615 - 0630	5	14	19	
0630 - 0645	14	10	24	
0645 - 0700	10	33	43	
0700 - 0715	22	30	52	281
0715 - 0730	18	30	48	
0730 - 0745	45	34	79	
0745 - 0800	43	59	102	
0800 - 0815	43	50	93	535
0815 - 0830	60	62	122	
0830 - 0845	66	86	152	
0845 - 0900	67	101	168	
0900 - 0915	59	91	150	784
0915 - 0930	84	93	177	
0930 - 0945	92	135	227	
0945 - 1000	89	141	230	
1000 - 1015	100	129	229	903
1015 - 1030	94	128	222	
1030 - 1045	103	95	198	
1045 - 1100	124	130	254	
1100 - 1115	135	131	266	1068
1115 - 1130	107	137	244	
1130 - 1145	124	140	264	
1145 - 1200	143	151	294	

Time	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
1200 - 1215	115	139	254	1046
1215 - 1230	104	151	255	
1230 - 1245	138	127	265	
1245 - 1300	140	132	272	
1300 - 1315	129	114	243	992
1315 - 1330	127	144	271	
1330 - 1345	133	130	263	
1345 - 1400	107	108	215	
1400 - 1415	129	123	252	891
1415 - 1430	154	106	260	
1430 - 1445	113	84	197	
1445 - 1500	101	81	182	
1500 - 1515	110	110	220	832
1515 - 1530	100	112	212	
1530 - 1545	97	110	207	
1545 - 1600	90	103	193	
1600 - 1615	110	103	213	789
1615 - 1630	97	72	169	
1630 - 1645	109	113	222	
1645 - 1700	92	93	185	
1700 - 1715	106	120	226	847
1715 - 1730	82	130	212	
1730 - 1745	88	122	210	
1745 - 1800	82	117	199	
1800 - 1815	55	92	147	684
1815 - 1830	80	88	168	
1830 - 1845	105	89	194	
1845 - 1900	102	73	175	
1900 - 1915	70	82	152	601
1915 - 1930	74	69	143	
1930 - 1945	80	71	151	
1945 - 2000	86	69	155	
2000 - 2015	59	59	118	449
2015 - 2030	51	74	125	
2030 - 2045	57	45	102	
2045 - 2100	54	50	104	
2100 - 2115	55	61	116	356
2115 - 2130	46	42	88	
2130 - 2145	45	43	88	
2145 - 2200	29	35	64	
2200 - 2215	40	22	62	205
2215 - 2230	22	32	54	
2230 - 2245	19	27	46	
2245 - 2300	24	19	43	
2300 - 2315	25	31	56	162
2315 - 2330	17	23	40	
2330 - 2345	20	15	35	
2345 - 0000	15	16	31	

Session Total	5657	6110	11767
Session Average	58.93	63.65	122.57
Session Percentage	48.08	51.92	

**13-Hr Weekday TMC – Frederica Rd @ Fendig
Rd/Windward Dr**

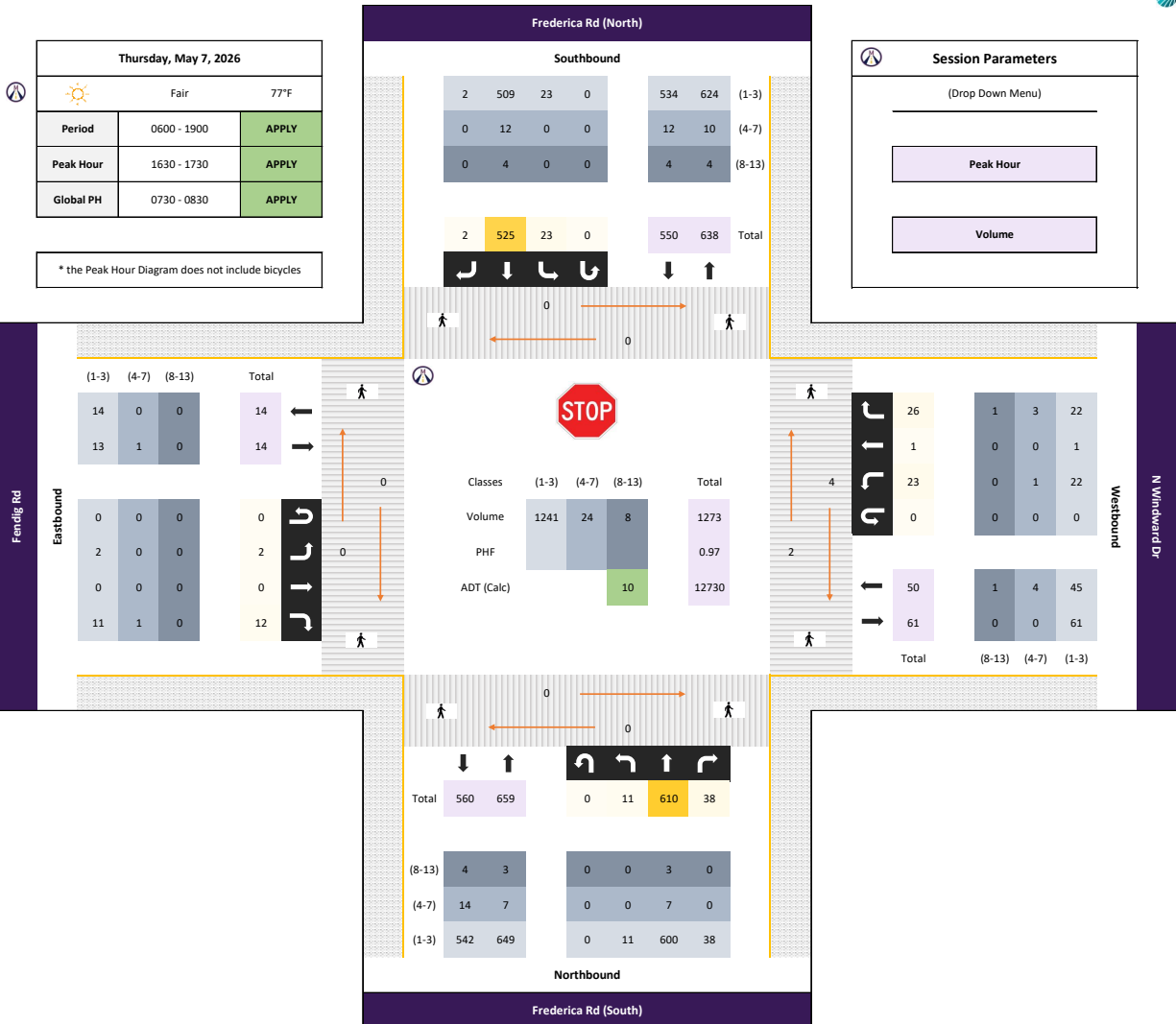


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Peak Hour Turning Movement Count

St. Simons Island, GA

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All vehicles		Northbound										Southbound					Eastbound					Westbound					Int Total
		Frederica Rd (South)					Frederica Rd (North)					Fendig Rd					N Windward Dr										
		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						
Time																											
1630 - 1645		2	160	13	-	0	175	3	113	1	-	0	117	2	0	3	-	0	5	2	1	4	-	0	7	304	
1645 - 1700		3	172	9	-	0	184	13	108	0	-	0	121	0	0	3	-	0	4	6	0	6	-	0	12	321	
1700 - 1715		3	129	6	-	0	138	4	157	1	-	0	162	0	0	4	-	0	4	6	0	9	-	0	15	319	
1715 - 1730		3	149	10	-	0	162	3	147	0	-	0	150	0	0	1	-	0	1	9	0	7	-	0	16	329	
Total		11	610	38	0	0	659	23	525	2	0	0	550	2	0	12	0	0	14	23	1	26	0	0	50	1273	
Approach %		1.67	92.56	5.77	0.00	0.00	-	4.18	95.45	0.36	0.00	0.00	-	14.29	0.00	85.71	0.00	0.00	-	46.00	2.00	52.00	0.00	0.00	-		
PHF		0.92	0.89	0.73	0.00	0.00	0.90	0.44	0.84	0.50	0.00	0.00	0.85	0.25	0.00	0.75	0.00	0.00	0.70	0.64	0.25	0.72	0.00	0.00	0.78	0.97	

Time	Northbound					Southbound					Eastbound					Westbound					Total				
	Frederica Rd (South)					Frederica Rd (North)					Fendrig Rd					N Windward Dr									
	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					
1630 - 1645	2	156	13	-	0	171	3	111	1	-	0	115	2	0	2	-	0	4	2	1	4	-	0	7	297
1645 - 1700	3	169	9	-	0	181	13	106	0	-	0	119	0	0	4	-	0	4	5	0	5	-	0	10	314
1700 - 1715	3	128	6	-	0	137	4	154	1	-	0	159	0	0	4	-	0	4	6	0	7	-	0	13	313
1715 - 1730	3	147	10	-	0	167	3	138	0	-	0	141	0	0	1	-	0	1	9	0	6	-	0	15	317
Total	11	600	38	0	0	649	23	509	2	0	0	534	2	0	11	0	0	13	22	1	22	0	0	45	1241
Approach %	1.69	92.45	5.86	0.00	0.00	-	4.31	95.32	0.37	0.00	0.00	-	15.38	0.00	84.62	0.00	0.00	-	48.89	2.22	48.89	0.00	0.00	-	-
PHF	0.92	0.89	0.73	0.00	0.00	0.90	0.44	0.83	0.50	0.00	0.00	0.84	0.25	0.00	0.69	0.00	0.00	0.81	0.61	0.25	0.79	0.00	0.00	0.75	0.98

Time	Northbound Frederica Rd (South)					Southbound Frederica Rd (North)					Eastbound Fendig Rd					Westbound N Windward Dr					Int. Total		
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total			
	1630 - 1645	0	3	0	-	0	3	0	1	0	-	0	1	0	0	1	0	0	0	-		0	0
1645 - 1700	0	2	0	-	0	2	0	2	0	-	0	2	0	0	-	0	0	0	-	0	1	5	
1700 - 1715	0	1	0	-	0	1	0	2	0	-	0	2	0	0	-	0	0	0	2	-	0	5	
1715 - 1730	0	1	0	-	0	1	0	7	0	-	0	7	0	0	-	0	0	0	1	-	0	9	
Total	0	7	0	0	0	7	0	12	0	0	0	12	0	0	1	0	0	3	0	0	4	24	
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	75.00	0.00	0.00	0.00	0.00	
PHF	0.00	0.58	0.00	0.00	0.00	0.58	0.00	0.43	0.00	0.00	0.00	0.43	0.00	0.00	0.25	0.00	0.25	0.25	0.00	0.38	0.00	0.50	0.67

Time	Northbound Frederica Rd (South)						Southbound Frederica Rd (North)					Eastbound Fendig Rd					Westbound N Windward Dr								
	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	
1630 - 1645	0	1	0	-	0	1	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	2
1645 - 1700	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	0	1	2
1700 - 1715	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
1715 - 1730	0	1	0	-	0	1	0	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	1	0	0	1	8
Apprch %	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	0.75	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	0.25	0.00	0.00	0.25	0.67

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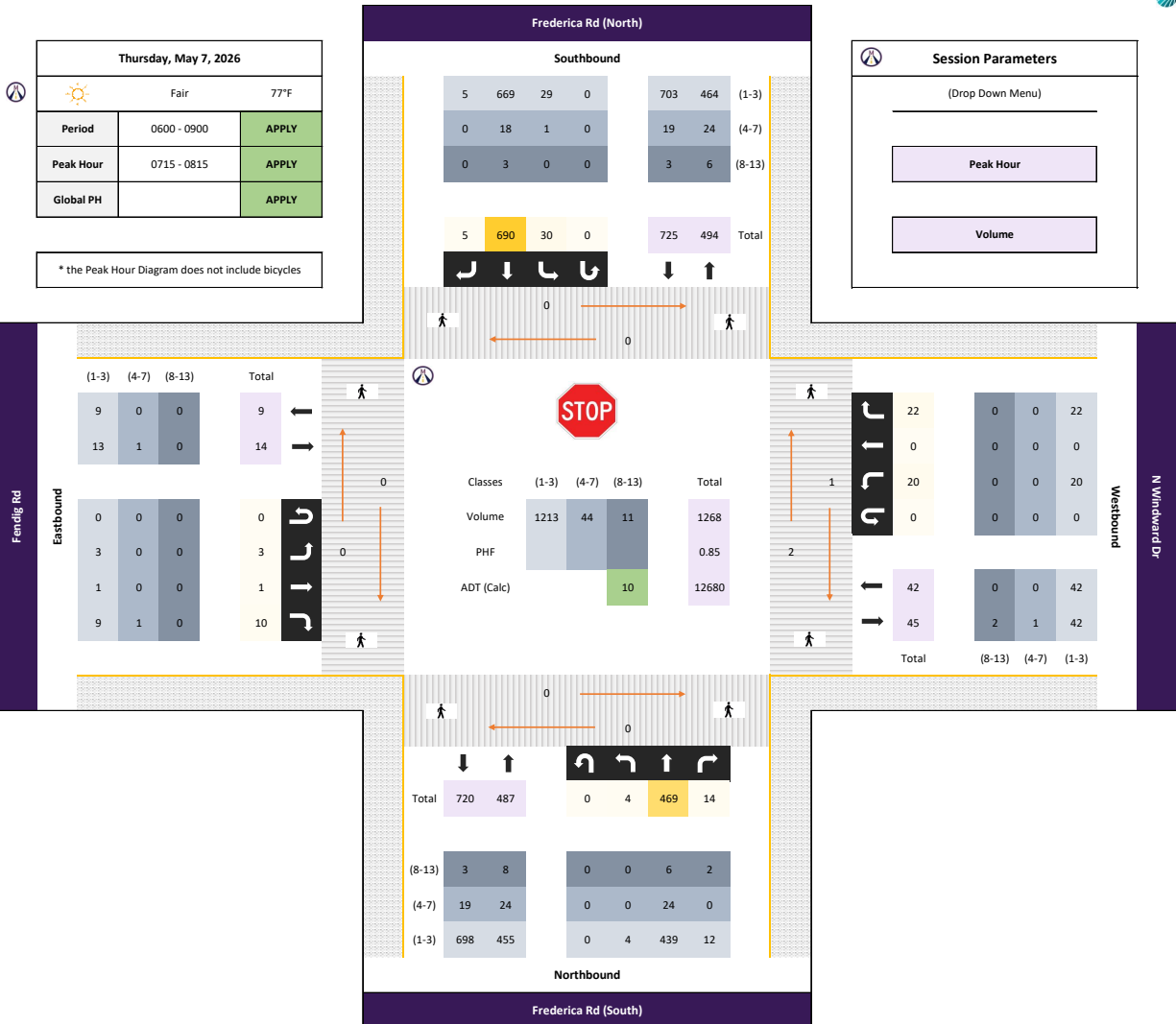
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Peak Hour Turning Movement Count

St. Simons Island, GA



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All vehicles	Northbound												Southbound				Eastbound				Westbound				Int Total
	Frederica Rd (South)						Frederica Rd (North)						Fendig Rd				N Windward Dr								
	Left	Thru	Right	U-Turn	App		Left	Thru	Right	U-Turn	App		Left	Thru	Right	U-Turn	App		Left	Thru	Right	U-Turn	App		
	1.1	1.2	1.3	1.4	1.5		1.6	1.7	1.8	1.9	2.0		2.1	2.2	2.3	2.4	2.5		2.6	2.7	2.8	2.9	3.0		
Time																									
0715 - 0730	0	91	1	-	0	92	8	166	1	-	0	175	0	0	4	-	0	4	6	0	7	-	0	13	284
0730 - 0745	0	138	2	-	0	140	5	209	2	-	0	216	1	1	2	-	0	4	6	0	8	-	0	14	374
0745 - 0800	3	97	5	-	0	105	12	191	2	-	0	205	1	0	4	-	0	5	4	0	3	-	0	7	322
0800 - 0815	1	143	6	-	0	150	5	124	0	-	0	129	1	0	0	-	0	1	4	0	4	-	0	8	288
Total	4	469	14	0	0	487	30	690	5	0	0	725	3	1	10	0	0	14	20	0	22	0	0	42	1268
Approach %	0.82	96.30	2.87	0.00	0.00	-	4.14	95.17	0.69	0.00	0.00	-	21.43	7.14	71.43	0.00	0.00	-	47.62	0.00	52.38	0.00	0.00	-	
PHF	0.33	0.82	0.58	0.00	0.00	0.81	0.63	0.83	0.63	0.00	0.00	0.84	0.75	0.25	0.63	0.00	0.00	0.70	0.83	0.00	0.69	0.00	0.00	0.75	0.85

Time	Northbound					Southbound					Eastbound					Westbound					Int. Total				
	Frederica Rd (South)					Frederica Rd (North)					Fendig Rd					N Windward Dr									
	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					
0715 - 0730	0	85	1	-	0	86	8	161	1	-	0	170	0	0	3	-	0	3	6	0	7	-	0	13	272
0730 - 0745	0	132	2	-	0	134	4	207	2	-	0	213	1	1	2	-	0	4	6	0	8	-	0	14	365
0745 - 0800	3	93	5	-	0	101	12	185	2	-	0	199	1	0	4	-	0	5	4	0	3	-	0	7	312
0800 - 0815	1	129	4	-	0	134	5	116	0	-	0	121	1	0	4	-	0	1	4	0	4	-	0	8	264
Total	4	439	12	0	0	455	29	669	5	0	0	703	3	1	9	0	0	13	20	0	22	0	0	42	1213
Approach %	0.88	96.48	2.64	0.00	0.00	-	4.13	95.16	0.71	0.00	0.00	-	23.08	7.69	69.23	0.00	0.00	-	47.62	0.00	52.38	0.00	0.00	-	-
PHF	0.33	0.83	0.60	0.00	0.00	0.85	0.60	0.81	0.63	0.00	0.00	0.83	0.75	0.25	0.56	0.00	0.00	0.65	0.83	0.00	0.69	0.00	0.00	0.75	0.83

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Peak Hour Turning Movement Count

St. Simons Island, GA



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	Northbound					Southbound					Eastbound					Westbound							
	Frederica Rd (South)					Frederica Rd (North)					Fendig Rd					N Windward Dr							
Time	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Int Total		
	1.1	1.2	1.3	1.4		1.5	1.6	1.7	1.8		1.9	2.0	1.11	1.12		1.13	1.14	1.15	1.16				
1200 - 1215	2	117	7	-	0	126	4	127	4	-	0	135	2	2	5	-	0	9	6	1	285		
1215 - 1230	2	125	5	-	0	132	4	139	3	-	0	146	0	0	7	-	7	10	2	0	20	305	
1230 - 1245	9	124	12	-	0	145	7	133	0	-	0	140	1	0	4	-	0	5	9	0	18	308	
1245 - 1300	5	129	7	-	0	141	5	127	1	-	0	133	2	1	7	-	0	10	9	2	19	303	
Total	18	495	31	0	0	544	20	526	8	0	0	554	5	3	23	0	0	31	34	5	72	1201	
Approach %	3.31	90.99	5.70	0.00	0.00	-	3.61	94.95	1.44	0.00	0.00	-	16.13	9.68	74.19	0.00	0.00	-	47.22	6.94	45.83	0.00	-
PHF	0.50	0.96	0.65	0.00	0.00	0.94	0.71	0.95	0.50	0.00	0.00	0.95	0.63	0.38	0.82	0.00	0.00	0.78	0.85	0.63	0.92	0.00	0.90

	Northbound					Southbound					Eastbound					Westbound									
	Frederica Rd (South)					Frederica Rd (North)					Fendig Rd					N Windward Dr									
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				
1200 - 1215	2	110	7	-	0	119	4	121	4	-	0	129	2	2	5	-	0	9	6	1	8	-	0	15	272
1215 - 1230	2	121	5	-	0	128	4	132	3	-	0	139	0	0	7	-	0	7	10	2	8	-	0	20	394
1230 - 1245	9	116	12	-	0	137	5	128	0	-	0	133	1	0	4	-	0	5	9	0	9	-	0	18	383
1245 - 1300	5	121	7	-	0	133	5	123	1	-	0	129	2	1	7	-	0	10	9	2	8	-	0	19	291
Total	18	468	31	0	0	517	18	504	8	0	0	530	5	3	23	0	0	31	34	5	33	0	0	72	1150
Approach %	3.48	90.52	6.00	0.00	0.00	-	3.40	95.09	1.51	0.00	0.00	-	16.13	9.68	73.19	0.00	0.00	-	47.22	6.94	45.83	0.00	0.00	-	-
PHF	0.50	0.97	0.65	0.00	0.00	-	0.90	0.95	0.50	0.00	0.00	0.95	0.63	0.38	0.82	0.00	0.00	0.78	0.85	0.63	0.92	0.00	0.00	0.90	0.98

[illegible][illegible]

Time	Northbound					Southbound					Eastbound					Westbound					Int Total			
	Frederica Rd (South)					Frederica Rd (North)					Fendig Rd					N Windward Dr								
	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				
1200 - 1215	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
1230 - 1245	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
Total	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



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All vehicles		Northbound										Southbound					Eastbound					Westbound					Int Total
		Frederica Rd (South)					Frederica Rd (North)					Fendig Rd					N Windward Dr										
		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						
Time																											
1630 - 1645		2	160	13	-	0	175	3	113	1	-	0	117	2	0	3	-	0	5	2	1	4	-	0	7	304	
1645 - 1700		3	172	9	-	0	184	13	108	0	-	0	121	0	0	4	-	0	4	6	0	6	-	0	12	321	
1700 - 1715		3	129	6	-	0	138	4	157	1	-	0	162	0	0	4	-	0	4	6	0	9	-	0	15	319	
1715 - 1730		3	149	10	-	0	162	3	147	0	-	0	150	0	0	1	-	0	1	9	0	7	-	0	16	329	
Total		11	610	38	0	0	659	23	525	2	0	0	550	2	0	12	0	0	14	23	1	26	0	0	50	1273	
Approach %		1.67	92.56	5.77	0.00	0.00	-	4.18	95.45	0.36	0.00	0.00	-	14.29	0.00	85.71	0.00	0.00	-	46.00	2.00	52.00	0.00	0.00	-		
PHF		0.92	0.89	0.73	0.00	0.00	0.90	0.44	0.84	0.50	0.00	0.00	0.85	0.25	0.00	0.75	0.00	0.00	0.70	0.64	0.25	0.72	0.00	0.00	0.78	0.97	

Time	Northbound					Southbound					Eastbound					Westbound					Int				
	Frederica Rd (South)					Frederica Rd (North)					Fendrig Rd					N Windward Dr									
	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					
1630 - 1645	2	156	13	-	0	171	3	111	1	-	0	115	2	0	2	-	0	4	2	1	4	-	0	7	297
1645 - 1700	3	169	9	-	0	181	13	106	0	-	0	119	0	0	4	-	0	4	5	0	5	-	0	10	314
1700 - 1715	3	128	6	-	0	137	4	154	1	-	0	159	0	0	4	-	0	4	6	0	7	-	0	13	313
1715 - 1730	3	147	10	-	0	160	3	138	0	-	0	141	0	0	1	-	0	1	9	0	6	-	0	15	317
Total	11	600	38	0	0	649	23	509	2	0	0	534	2	0	11	0	0	13	22	1	22	0	0	45	1241
Approach %	1.69	92.45	5.86	0.00	0.00	-	4.31	95.32	0.37	0.00	0.00	-	15.38	0.00	84.62	0.00	0.00	-	48.89	2.22	48.89	0.00	0.00	-	-
PHF	0.92	0.89	0.73	0.00	0.00	0.90	0.44	0.83	0.50	0.00	0.00	0.84	0.25	0.00	0.69	0.00	0.00	0.81	0.61	0.25	0.79	0.00	0.00	0.75	0.98

Time	Northbound Frederica Rd (South)						Southbound Frederica Rd (North)						Eastbound Fendrig Rd						Westbound N Windward Dr						Total
	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	
	1630 - 1645	0	3	0	-	0	3	0	1	0	-	0	1	0	0	1	-	0	1	0	0	0	-	0	
1645 - 1700	0	2	0	-	0	2	0	2	0	-	0	2	0	0	0	-	0	0	1	0	0	-	0	1	5
1700 - 1715	0	1	0	-	0	1	0	2	0	-	0	2	0	0	0	-	0	0	0	2	-	0	0	2	5
1715 - 1730	0	1	0	-	0	1	0	7	0	-	0	7	0	0	0	-	0	0	0	0	1	-	0	1	9
Total	0	7	0	0	0	7	0	12	0	0	0	12	0	0	1	0	0	1	1	0	3	0	0	4	24
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	25.00	0.00	75.00	0.00	0.00	-	
PHF	0.00	0.58	0.00	0.00	0.00	0.58	0.00	0.43	0.00	0.00	0.00	0.43	0.00	0.00	0.25	0.00	0.00	0.25	0.25	0.00	0.38	0.00	0.00	0.50	0.67

Time	Northbound Frederica Rd (South)						Southbound Frederica Rd (North)					Eastbound Fendig Rd					Westbound N Windward Dr						Int Total	
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total				
	1630 - 1645	0	1	0	-	0	1	0	1	0	-	0	1	0	0	0	-	0	0	0	0	-		0
1645 - 1700	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	1	-	0	1	2
1700 - 1715	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	0	0	-	0	0	1
1715 - 1730	0	1	0	-	0	1	0	2	0	-	0	2	0	0	0	-	0	0	0	0	-	0	0	3
Total	0	3	0	0	0	3	0	4	0	0	4	0	0	0	0	0	0	0	1	0	0	1	8	
Apprch %	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	100.00	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	0.25	0.00	0.00	0.25	0.67	

[illegible]

Marr Traffic
DATA COLLECTION
www.marrtraffic.com

Weather

lat/long
31.203891°, -81.37589°

[Click here for Detailed Weather](#)

0600 - 0900 (internal session 1) (05-07-2026)1100 - 1300 (internal session 2) (05-07-2026)1500 - 1900 (internal session 3) (05-07-2026)[illegible]

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Weather

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Passenger Vehicles (1-3)

0600 - 0900 (internal session 1) (05-07-2026)1100 - 1300 (internal session 2) (05-07-2026)1500 - 1900 (internal session 3) (05-07-2026)[illegible]

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

St. Simons Island, GA



Site 1
Frederica Rd (South)
Frederica Rd (North)
Fording Rd
N Westward Dr

Date
Thursday, May 7, 2026

Weather
Fair
77°F

Lat/Long
31.530891° - 81.376896°
[Click here for Map](#)

[Click here for Detailed Weather](#)

0500 - 0900 (Weather 1th Session) (05-07-2026)
Single Unit Trucks (4-7)

TIME	Northbound Frederica Rd (South)								Southbound Frederica Rd (North)								Eastbound Fording Rd								Westbound N Westward Dr								HT	Total
	From 100m to 500m				From 500m to 1000m				From 100m to 500m				From 500m to 1000m				From 100m to 500m				From 500m to 1000m				From 100m to 500m				From 500m to 1000m					
	Left 1, 2	Thru 1, 3	Right 1, 3	U-Turn 1, 3	Left 1, 4	Thru 1, 4	Right 1, 4	U-Turn 1, 4	Left 1, 5	Thru 1, 5	Right 1, 5	U-Turn 1, 5	Left 1, 6	Thru 1, 6	Right 1, 6	U-Turn 1, 6	Left 1, 7	Thru 1, 7	Right 1, 7	U-Turn 1, 7	Left 1, 8	Thru 1, 8	Right 1, 8	U-Turn 1, 8	Left 1, 9	Thru 1, 9	Right 1, 9	U-Turn 1, 9	Left 1, 10	Thru 1, 10	Right 1, 10	U-Turn 1, 10		
0500-0515	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	0	0	0	0	0	0	0	0	0
0515-0530	0	1	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	0	0	0	0	0	0	
0530-0545	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	0	0	0	0	0	0	0	0	
0545-0600	0	7	1	0	0	8	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	8	1	0	0	8	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0600-0615	0	1	0	0	0	1	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	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	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	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	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly 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	0	0	0	0	0	0	0	0	0	
0700-0715	1	8	0	0	0	9	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	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	0	0	0	0	0	0	0	0	0	0	0	0	
0730-0745	0	1	0	0	0	1	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	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	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	9	0	0	0	9	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	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	0	0	0	0	0	0	0	0	0	0	0	0	
0815-0830	0	11	0	0	0	11	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	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	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	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	11	0	0	0	11	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	0	0	
0900-0915	0	18	2	0	0	20	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	0	0	
0915-0930	0	8	1	0	0	9	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	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	0	0	0	0	0	0	0	0	0	0	0	0	
0945-1000	0	7	0	0	0	7	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	0	0	
Hourly Total	0	25	2	0	0	27	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	0	0	
1000-1015	0	12	0	0	0	12	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	0	0	
1015-1030	0	10	0	0	0	10	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	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	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	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	22	0	0	0	22	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	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	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	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	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	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	
1200-1215	0	27	0	0	0	27	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	0	0	
Hourly Total	0	27	0	0	0	27	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	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	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	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	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	
1300-1315	0	20	0	0	0	20	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	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	0												

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

St. Simons Island, GA



Site 1
Frederica Rd (South)
Frederica Rd (North)
Fending Rd
N Westward Dr

Date
Thursday, May 7, 2026

Weather
Fair
77°F

Lat/Long
31.430891° N, 81.376896° W
[Click here for Map](#)

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0600 - 0900 (Wednesday 13th Session) (05-07-2026)
Combination Trucks (8-13)

TIME	Northbound Frederica Rd (South)				Southbound Frederica Rd (North)				Eastbound Fending Rd				Westbound N Westward Dr				HT	Total
	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn		
	1,4	1,5	1,6	1,7	1,4	1,5	1,6	1,7	1,8	1,9	1,10	1,11	1,12	1,13	1,14	1,15		
0600-0615	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
0630-0645	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645-0659	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0659-0715	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0715-0730	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0730-0745	0	1	0	0	0	1	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
0800-0815	0	3	2	0	0	3	1	0	0	1	0	0	0	0	0	0	0	0
0815-0830	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0830-0845	0	2	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0
0845-0900	0	2	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	0	8	2	0	0	10	1	0	0	2	0	0	0	0	0	0	0	12
0900-0915	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
0915-0930	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
0930-0945	0	2	0	0	0	2	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
Hourly Total	0	3	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	3
1000-1015	0	2	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0
1015-1030	0	2	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0
1030-1045	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
1045-1100	0	2	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	0	7	0	0	0	7	0	0	0	4	0	0	0	0	0	0	0	4
1100-1115	0	1	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0
1115-1130	0	3	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0
1130-1145	0	3	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0
1145-1200	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	8	0	0	0	8	0	0	0	4	0	0	0	0	0	0	0	4
1200-1215	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
1215-1230	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
1230-1245	0	3	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0
1245-1300	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
Hourly Total	0	7	0	0	0	7	0	0	0	5	0	0	0	0	0	0	0	0
1300-1315	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
1315-1330	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
1330-1345	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
1345-1400	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	0	4	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0
1400-1415	0	1	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0
1415-1430	0	1	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0
1430-1445	0	1	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0
1445-1500	0	2	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0
Hourly Total	0	6	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0
1500-1515	0	2	0	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0
1515-1530	0	2	0	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0
1530-1545	0	1	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0
1545-1600	0	1	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0
Hourly Total	0	6	0	0	0	6	0	0	0	10	0	0	0	0	0	0	0	0
1600-1615	0	1	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0
1615-1630	0	1	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0
1630-1645	0	1	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0
1645-1700	0	1	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0
Hourly Total	0	4	0	0	0	4	0	0	0	12	0	0	0	0	0	0	0	0
1700-1715	0	1	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0
1715-1730	0	1	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0
1730-1745	0	1	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0
1745-1800	0	1	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0
Hourly Total	0	4	0	0	0	4	0	0	0	8	0	0	0	0	0	0	0	0
Grand Total	0	64	4	0	0	68	5	0	0	62	0	0	0	0	0	0	5	324
Approach %	0.00	94.21	6.88	0.00	0.00	99.00	90.00	0.00	0.00	0.00	0.00	0.00	0.00	40.00	0.00	60.00	0.00	0.00
Intersection %	0.00	91.00	4.00	0.00	0.00	91.25	4.00	0.00	0.00	40.00	0.00	0.00	0.00	0.00	0.00	1.44	0.00	4.00

0900 - 0900 (Interval session 1) (05-07-2026)
Combination Trucks (8-13)

TIME	Northbound Frederica Rd (South)					Southbound Frederica Rd (North)					Eastbound Fending Rd					Westbound N Westward Dr					HT	Total
	Left	Thru	Right	U-Turn	Age	Left	Thru	Right	U-Turn	Age	Left	Thru	Right	U-Turn	Age	Left	Thru	Right	U-Turn	Age		
	1, 2	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		
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	
0945-0959	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	
0959-1015	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
1015-1030	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
1030-1045	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1045-1100	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
Hourly Total	0	6	0	0	6	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	6	
1100-1115	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1115-1130	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1130-1145	0	1	0	0	1	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	1	
Hourly Total	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4	
1200-1215	0	1	0	0	1	0	1	0	0	1	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	1	
1230-1245	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1245-1300	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
Hourly Total	0	3	0	0	3	0	3	0	0	5	0	0	0	0	0	0	0	0	0	0	5	
1300-1315	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1315-1330	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1330-1345	0	1	0	0	1	0	1	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	2	0	0	0	0	0	0	0	0	0	0	2	
Hourly Total	0	3	0	0	3	0	3	0	0	5	0	0	0	0	0	0	0	0	0	0	5	
1400-1415	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1415-1430	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1430-1445	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1445-1500	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
Hourly Total	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4	
1500-1515	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1515-1530	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1530-1545	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1545-1600	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
Hourly Total	0	3	0	0	3	0	3	0	0	5	0	0	0	0	0	0	0	0	0	0	5	
1600-1615	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1615-1630	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1630-1645	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1645-1700	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
Hourly Total	0	3	0	0	3	0	3	0	0	5	0	0	0	0	0	0	0	0	0	0	5	
1700-1715	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1715-1730	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1730-1745	0	1	0	0	1	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	2	0	0	0	0	0	0	0	0	0	0	2	
Hourly Total	0	3	0	0	3	0	3	0	0	5	0	0	0	0	0	0	0	0	0	0	5	
1800-1815	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1815-1830	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1830-1845	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1845-1900	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
Hourly Total	0	3	0	0	3	0	3	0	0	5	0	0	0	0	0	0	0	0	0	0	5	
1900-1915	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1915-1930	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1930-1945	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1945-2000	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
Hourly Total	0	3	0	0	3	0	3	0	0	5	0	0	0	0	0	0	0	0	0	0	5	
2000-2015	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
2015-2030	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
2030-2045	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
2045-2100	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
Hourly Total	0	3	0	0	3	0	3	0	0	5	0	0	0	0	0	0	0	0	0	0	5	
2100-2115	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
2115-2130	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
2130-2145	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
2145-2200	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
Hourly Total	0	3	0	0	3	0	3	0	0	5	0	0	0	0	0	0	0	0	0	0	5	
2200-2215	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
2215-2230	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
2230-2245	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
2245-2300	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
Hourly Total	0	3	0	0	3	0	3	0	0	5	0	0	0	0	0	0	0	0	0	0	5	
2300-2315	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
2315-2330	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
2330-2345	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
2345-2400	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
Hourly Total	0	3	0	0	3	0	3	0	0	5	0	0	0	0	0	0	0	0	0	0	5	
2400-2415	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
2415-2430	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
2430-2445	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
2445-2500	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
Hourly Total	0	3	0	0	3	0	3	0	0	5	0	0	0	0	0	0	0	0	0	0	5	
2500-2515	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
2515-2530	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
2530-2545	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
2545-2600	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0					

**13-Hr Weekend TMC – Frederica Rd @ Fendig
Rd/Windward Dr**



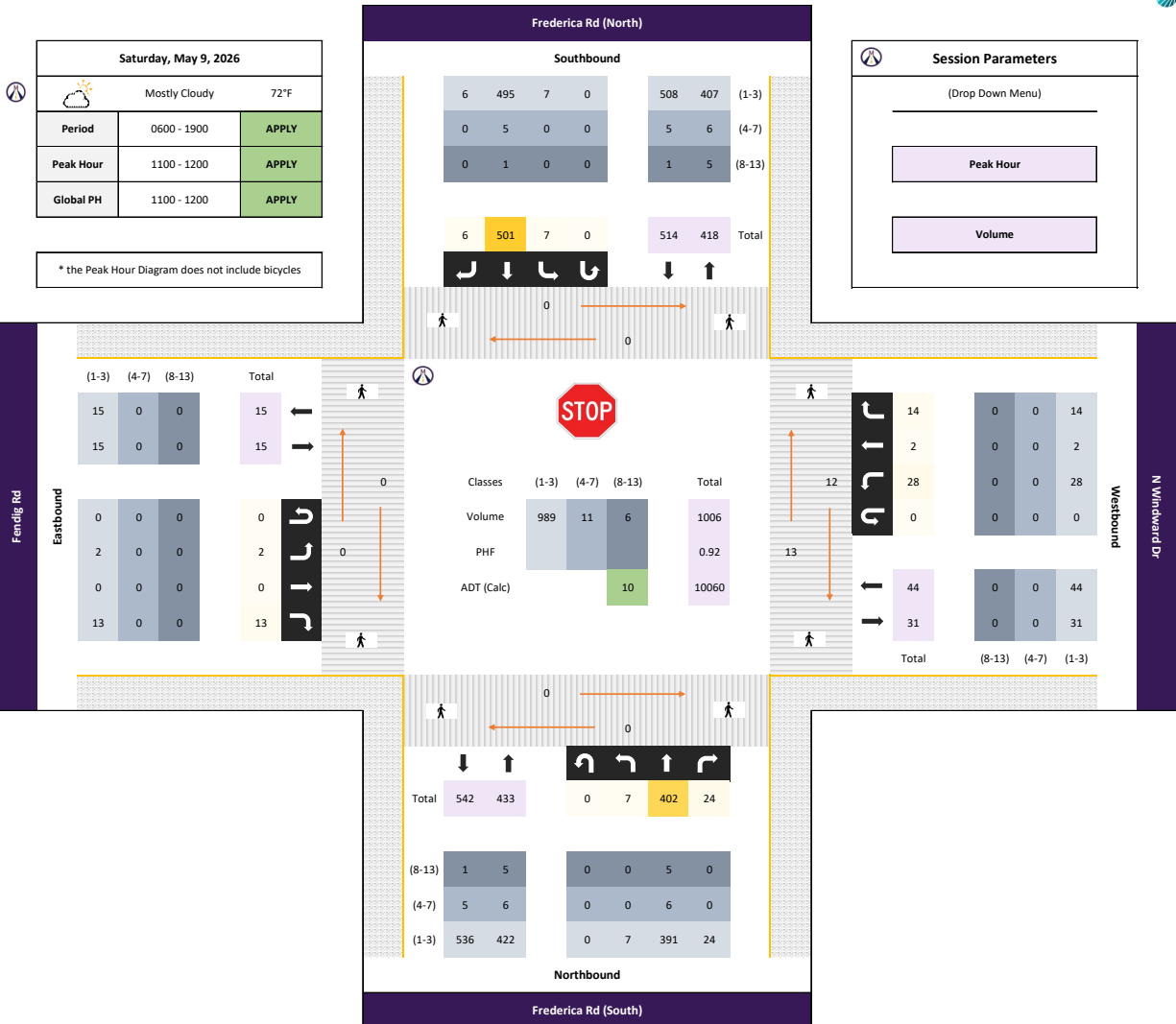
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Peak Hour Turning Movement Count

St. Simons Island, GA



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All vehicles		Northbound Frederica Rd (South)					Southbound Frederica Rd (North)					Eastbound Fendig Rd					Westbound N Windward Dr					Int Total				
		Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total					
Time																										
1100 - 1115		1	103	4	-	0	108	2	130	1	-	0	133	0	0	3	-	0	3	6	0	7	-	0	13	257
1115 - 1130		2	90	6	-	0	98	1	122	2	-	0	125	1	0	3	-	0	2	7	1	1	-	0	9	234
1130 - 1145		4	101	7	-	0	112	2	114	2	-	0	118	1	0	4	-	0	5	5	1	2	-	0	8	243
1145 - 1200		0	108	7	-	0	115	2	135	1	-	0	138	0	0	5	-	0	5	10	0	4	-	0	14	272
Total		7	402	24	0	0	433	7	501	6	0	0	514	2	0	13	0	0	15	28	2	14	0	0	44	1006
Approach %		1.62	92.84	5.54	0.00	0.00	-	1.36	97.47	1.17	0.00	0.00	-	13.33	0.00	86.67	0.00	0.00	-	63.64	4.55	31.82	0.00	0.00	-	-
PHF		0.44	0.93	0.86	0.00	0.00	0.94	0.88	0.93	0.75	0.00	0.00	0.93	0.50	0.00	0.65	0.00	0.00	0.75	0.70	0.50	0.50	0.00	0.00	0.79	0.92

Time	Northbound						Southbound					Eastbound					Westbound					Int			
	Frederica Rd (South)						Frederica Rd (North)					Fendrig Rd					N Windward Dr								
	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	
1100 - 1115	1	102	4	-	0	107	2	128	1	-	0	131	0	0	3	-	0	3	6	0	7	-	0	13	254
1115 - 1130	2	88	6	-	0	96	1	120	2	-	0	123	1	0	1	-	0	2	7	1	1	-	0	9	230
1130 - 1145	4	98	7	-	0	109	2	114	2	-	0	118	1	0	4	-	0	5	5	1	2	-	0	8	240
1145 - 1200	0	103	7	-	0	110	2	133	1	-	0	136	0	0	5	-	0	5	10	0	4	-	0	14	265
Total	7	391	24	0	0	422	7	495	6	0	0	508	13	0	13	0	0	15	28	2	14	0	0	44	989
Approach %	1.66	92.65	5.69	0.00	0.00		1.38	97.44	1.18	0.00	0.00		13.33	0.00	86.67	0.00	0.00	-	63.64	4.55	31.82	0.00	0.00	-	
PHF	0.44	0.95	0.86	0.00	0.00	0.96	0.88	0.93	0.75	0.00	0.00	0.93	0.50	0.00	0.65	0.00	0.00	0.75	0.70	0.50	0.50	0.00	0.00	0.79	0.93

Time	Northbound Frederica Rd (South)						Southbound Frederica Rd (North)						Eastbound Fendrig Rd						Westbound N Windward Dr						Total							
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total									
	1100 - 1115	0	1	0	-	0	1	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0		0	0	0	0	-	0	0
1115 - 1130	0	1	0	-	0	1	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	3	
1130 - 1145	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	
1145 - 1200	0	3	0	-	0	3	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	4	
Total	0	6	0	0	0	6	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	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	0.63	0.00	0.00	0.00	0.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.69	

[illegible]

	Northbound						Southbound						Eastbound						Westbound								
	Fredrica Rd (South)						Fredrica Rd (North)						Fendrig Rd						N Windward Dr								
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	Total	
1100 - 1115	0	0	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	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	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	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	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	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	0.00	0.00

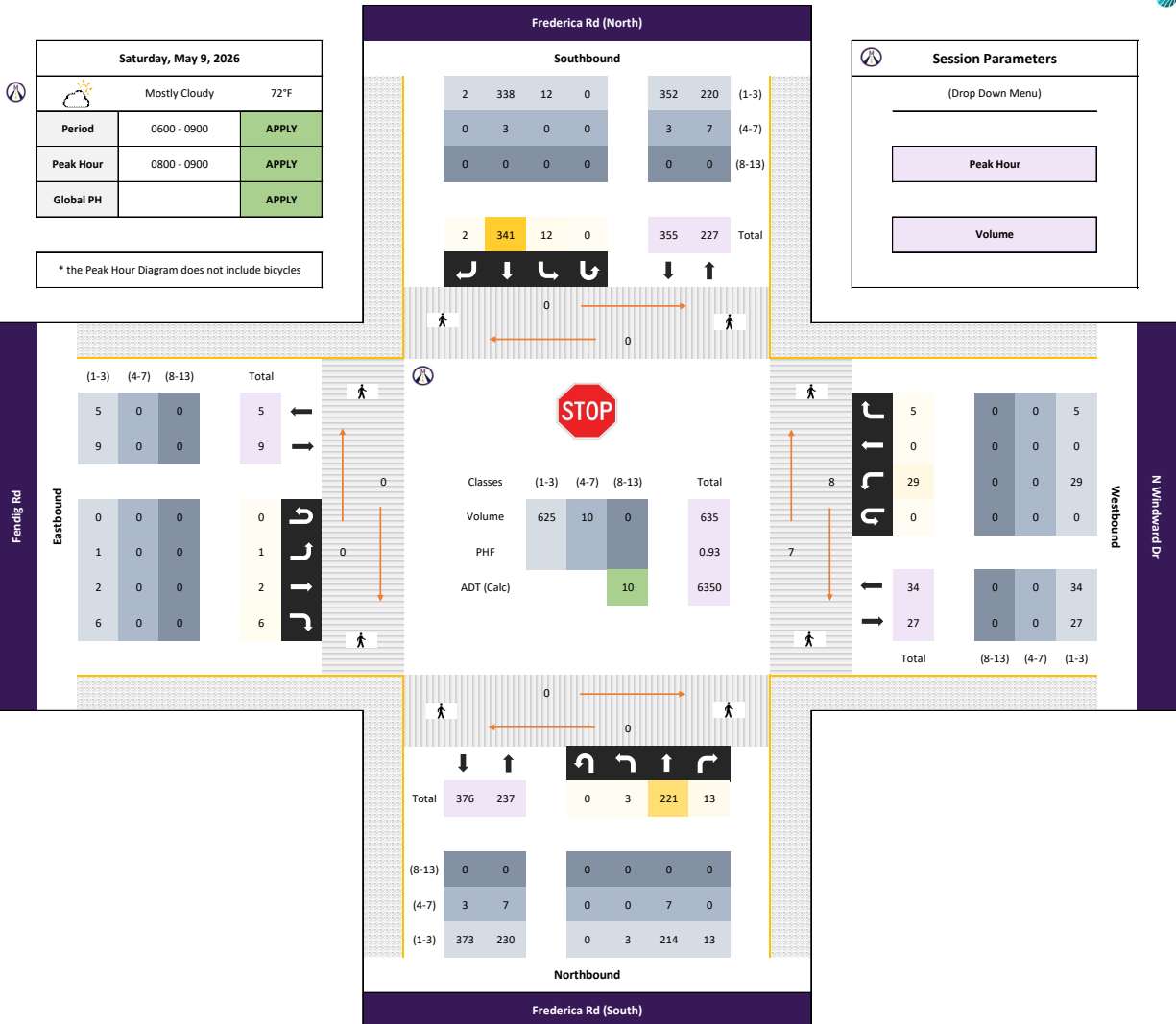


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Peak Hour Turning Movement Count

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All Vehicles	Northbound										Southbound					Eastbound					Westbound				
	Frederica Rd (South)					Frederica Rd (North)					Fendig Rd					N Windward Dr.									
	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	Total				
0800 - 0815	1	46	3	-	0	50	1	72	0	-	0	73	1	2	2	-	0	5	8	0	1	-	0	9	
0815 - 0830	1	63	2	-	0	66	3	89	1	-	0	93	0	0	1	-	0	1	6	0	1	-	0	7	
0830 - 0845	0	70	3	-	0	73	3	85	1	-	0	89	0	0	2	-	0	2	6	0	1	-	0	7	
0845 - 0900	1	42	5	-	0	48	5	95	0	-	0	100	0	0	1	-	0	1	9	0	2	-	0	11	
Total	3	221	13	0	0	237	12	341	2	0	0	355	1	2	6	0	0	9	29	0	5	0	0	34	
Approach %	1.27	93.25	5.49	0.00	0.00	-	3.38	96.06	0.56	0.00	0.00	-	11.11	22.22	66.67	0.00	0.00	-	85.29	0.00	14.71	0.00	0.00	-	
PHF	0.75	0.79	0.65	0.00	0.00	0.81	0.60	0.90	0.50	0.00	0.00	0.89	0.25	0.25	0.75	0.00	0.00	0.45	0.81	0.00	0.63	0.00	0.00	0.77	

Time	Northbound Frederica Rd (South)						Southbound Frederica Rd (North)						Eastbound Fendig Rd						Westbound N Windward Dr						Int Total
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total					
	0800 - 0815	1	46	3	-	0	50	1	72	0	-	0	73	1	2	2	-	0	5	8	0	1	-	0	
0815 - 0830	1	60	2	-	0	63	3	89	1	-	0	93	0	0	1	-	0	1	6	0	1	-	0	7	164
0830 - 0845	0	68	3	-	0	71	3	82	1	-	0	86	0	0	2	-	0	2	6	0	1	-	0	7	166
0845 - 0900	1	40	5	-	0	46	5	95	0	-	0	100	0	0	1	-	0	1	9	0	2	-	0	11	158
Total	3	214	13	0	0	230	12	338	2	0	0	352	1	2	6	0	0	9	29	0	5	0	0	34	625
Approach %	1.30	93.00	5.65	0.00	0.00	-	3.41	96.02	0.57	0.00	0.00	-	11.11	22.22	66.67	0.00	0.00	-	85.29	0.00	14.71	0.00	0.00	-	-
PHF	0.75	0.79	0.65	0.00	0.00	0.81	0.60	0.89	0.50	0.00	0.00	0.88	0.25	0.25	0.75	0.00	0.00	0.45	0.81	0.00	0.63	0.00	0.00	0.77	0.94

	Northbound						Southbound						Eastbound						Westbound							
	Frederica Rd (South)						Frederica Rd (North)						Fendrig Rd						N Windward Dr							
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		Total	
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0
0815 - 0830	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	3	3
0830 - 0845	0	2	0	-	0	2	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	5	5
0845 - 0900	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	2	2
Total	0	7	0	0	0	7	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	10	10
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	0.58	0.00	0.00	0.00	0.58	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	

[illegible][illegible]



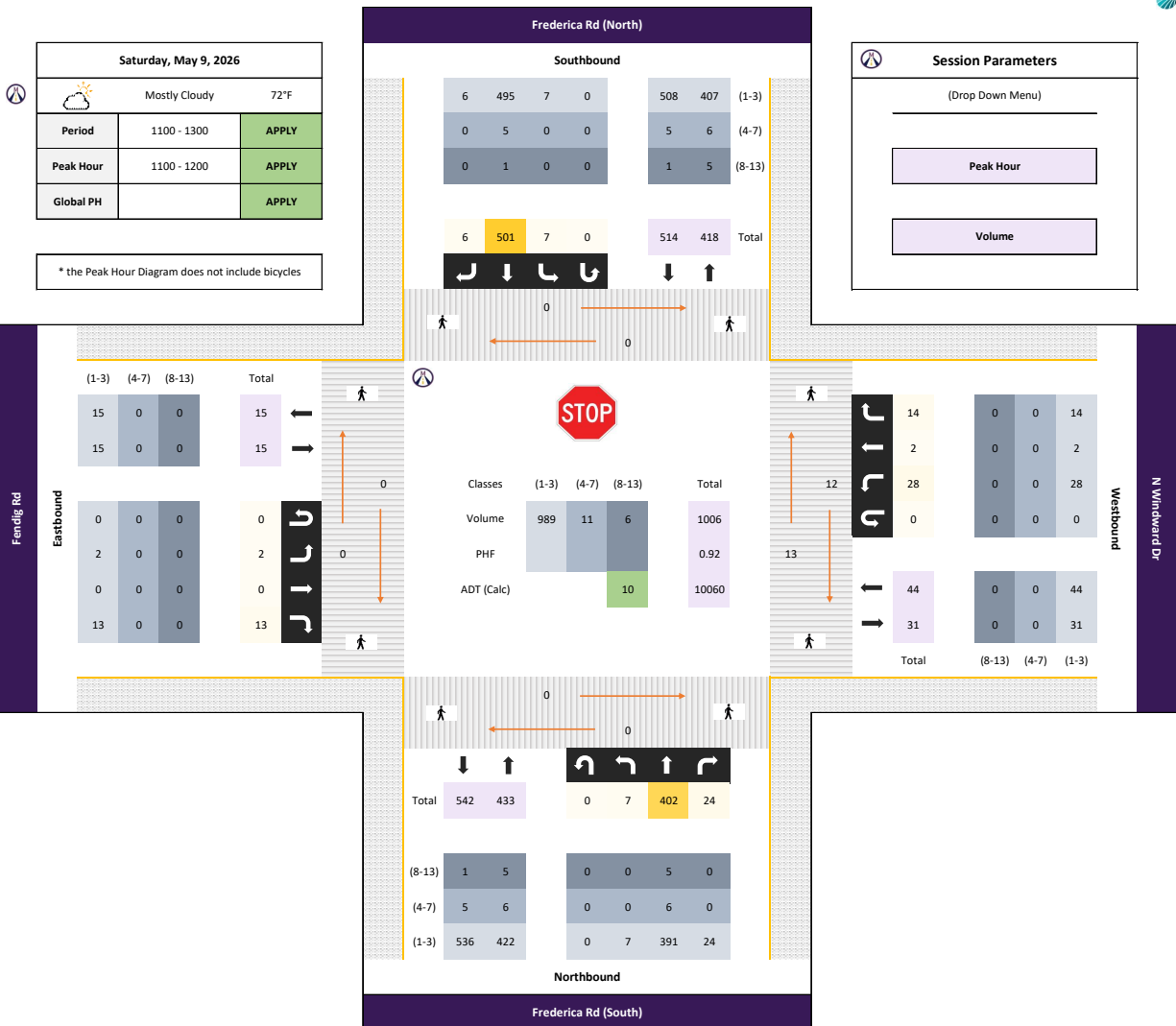
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Peak Hour Turning Movement Count

St. Simons Island, GA



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All vehicles		Northbound										Southbound										Eastbound										Westbound										Int. Total
		Frederica Rd (South)					Frederica Rd (North)					Fendig Rd					N Windward Dr																									
		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																					
		Time																																								
	1100 - 1115	1	103	4	-	0	108	2	130	1	-	0	133	0	0	3	-	0	3	6	10	7	-	0	13	257																
	1115 - 1130	2	90	6	-	0	98	1	122	2	-	0	125	1	0	1	-	0	2	7	1	1	-	0	9	234																
	1130 - 1145	4	101	7	-	0	112	2	114	2	-	0	118	1	0	4	-	0	5	5	1	2	-	0	8	243																
	1145 - 1200	0	108	7	-	0	115	2	135	1	-	0	138	0	0	5	-	0	5	10	0	4	-	0	14	272																
	Total	7	402	24	0	0	433	7	501	6	0	0	514	2	0	13	0	0	15	28	2	14	0	0	44	1006																
	Approach %	1.62	92.84	5.54	0.00	0.00	-	1.36	97.47	1.17	0.00	0.00	-	13.33	0.00	86.67	0.00	0.00	-	63.64	4.55	31.82	0.00	0.00	-																	
	PHF	0.44	0.93	0.86	0.00	0.00	0.94	0.88	0.93	0.75	0.00	0.00	0.93	0.50	0.00	0.65	0.00	0.00	0.75	0.70	0.50	0.50	0.00	0.00	0.79	0.92																

	Northbound					Southbound					Eastbound					Westbound									
	Fredrica Rd (South)					Fredrica Rd (North)					Fendig Rd					N Windward Dr									
Time	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Int Total				
	1.1	1.2	1.3	1.4		1.5	1.6	1.7	1.8		1.9	2.0	1.11	1.12		1.13	1.14	1.15	1.16						
1100 - 1115	1	102	4	-	0	107	2	128	1	-	0	131	0	0	3	-	0	3	6	0	7	-	0	13	254
1115 - 1130	2	88	6	-	0	96	1	120	2	-	0	123	1	0	1	-	0	2	7	1	1	-	0	9	230
1130 - 1145	4	98	7	-	0	109	2	114	2	-	0	118	1	0	4	-	0	5	5	1	2	-	0	8	240
1145 - 1200	0	103	7	-	0	110	2	133	1	-	0	136	0	0	5	-	0	5	10	0	4	-	0	14	265
Total	7	391	24	0	0	422	7	495	6	0	0	508	3	0	13	0	0	15	28	2	14	0	0	44	989
Approach %	1.66	92.65	5.69	0.00	0.00	-	1.38	97.44	1.18	0.00	0.00	-	13.23	0.00	86.67	0.00	0.00	-	63.64	4.55	31.82	0.00	0.00	-	-
PHF	0.44	0.95	0.86	0.00	0.00	0.96	0.88	0.93	0.75	0.00	0.00	0.93	0.50	0.00	0.65	0.00	0.00	0.75	0.70	0.50	0.50	0.00	0.00	0.79	0.93

Time	Northbound Frederica Rd (South)						Southbound Frederica Rd (North)						Eastbound Fendrig Rd						Westbound N Windward Dr						Total							
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total									
	1100 - 1115	0	1	0	-	0	1	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0		0	0	0	0	-	0	0
1115 - 1130	0	1	0	-	0	1	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	3	
1130 - 1145	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	
1145 - 1200	0	3	0	-	0	3	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	4	
Total	0	6	0	0	0	6	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	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	0.63	0.00	0.00	0.00	0.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.69	

[illegible]

	Northbound						Southbound					Eastbound							Westbound						
	Fredrica Rd (South)						Fredrica Rd (North)					Fendrig Rd							N Windward Dr						
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	Total
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
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	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

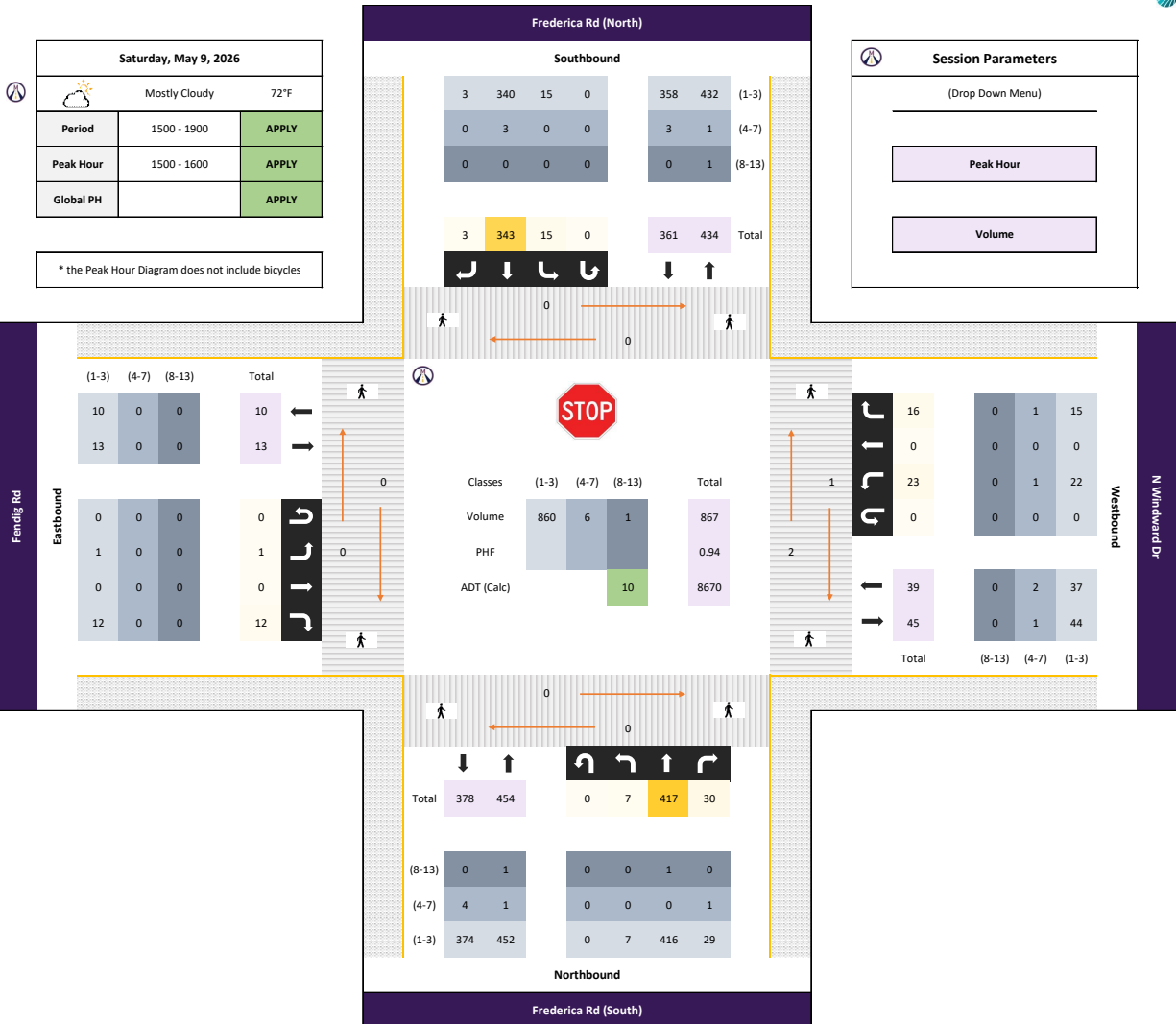


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Peak Hour Turning Movement Count

St. Simons Island, GA

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All vehicles	Northbound																Southbound																Eastbound																Westbound															
	Frederica Rd (South)								Frederica Rd (North)								Fendig Rd								N Windward Dr																																							
	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	Total																																										
	1.1	1.2	1.3	1.4		1.5	1.6	1.7	1.8		1.9	1.10	1.11	1.12		1.13	1.14	1.15	1.16																																													
Time	1500 - 1515	3	124	8	-	0	135	4	75	1	-	0	80	0	0	7	-	0	7	3	0	5	-	0	8	230																																						
	1515 - 1530	0	100	7	-	0	107	4	96	1	-	0	101	1	0	1	-	0	2	11	0	1	-	0	12	222																																						
	1530 - 1545	3	96	7	-	0	106	5	91	1	-	0	97	0	0	3	-	0	3	5	0	8	-	0	13	219																																						
	1545 - 1600	1	97	8	-	0	106	2	81	0	-	0	83	0	0	1	-	0	1	4	0	2	-	0	6	196																																						
Total		7	417	30	0	0	454	15	343	3	0	0	361	1	0	0	12	0	0	13	23	0	16	0	0	39	867																																					
Approach %		1.54	91.85	6.61	0.00	0.00	-	4.16	95.01	0.83	0.00	0.00	-	7.69	0.00	92.31	0.00	0.00	-	58.97	0.00	41.03	0.00	0.00	-	-																																						
PHF		0.58	0.84	0.94	0.00	0.00	0.84	0.75	0.89	0.75	0.00	0.00	0.89	0.25	0.00	0.43	0.00	0.00	0.46	0.52	0.00	0.50	0.00	0.00	0.75	0.94																																						

Time	Northbound					Southbound					Eastbound					Westbound					Int. Total				
	Frederica Rd (South)					Frederica Rd (North)					Fendig Rd					N Windward Dr									
	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					
1500 - 1515	3	123	8	-	0	134	4	75	1	-	0	80	0	0	7	-	0	7	3	0	5	-	0	8	229
1515 - 1530	0	100	6	-	0	106	4	95	1	-	0	100	1	0	1	-	0	2	10	0	1	-	0	11	219
1530 - 1545	3	96	7	-	0	106	5	90	1	-	0	96	0	0	3	-	0	3	5	0	8	-	0	13	218
1545 - 1600	1	97	8	-	0	106	2	80	0	-	0	82	0	0	1	-	0	1	4	0	1	-	0	5	194
Total	7	416	29	0	0	452	15	340	3	0	0	358	1	0	12	0	0	13	22	0	15	0	0	37	860
Approach %	1.55	92.04	6.42	0.00	0.00	-	4.19	94.97	0.84	0.00	0.00	-	7.69	0.00	92.31	0.00	0.00	-	59.46	0.00	40.54	0.00	0.00	-	-
PHF	0.58	0.85	0.91	0.00	0.00	0.84	0.75	0.89	0.75	0.00	0.00	0.90	0.25	0.00	0.43	0.00	0.00	0.46	0.55	0.00	0.47	0.00	0.00	0.71	0.94

Time	Northbound Frederica Rd (South)						Southbound Frederica Rd (North)					Eastbound Fendrig Rd					Westbound N Windward Dr						Int
	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	Total		
1500 - 1515	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	
1515 - 1530	0	0	1	-	0	1	0	1	0	0	1	0	0	-	0	0	1	0	0	-	0	1	3
1530 - 1545	0	0	0	-	0	0	1	0	-	0	1	0	0	-	0	0	0	0	-	0	0	1	
1545 - 1600	0	0	0	-	0	0	1	0	-	0	1	0	0	-	0	0	0	1	-	0	0	2	
Total	0	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	1	0	1	0	0	6	
Approach %	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	-	50.00	0.00	50.00	0.00	0.00	-	
PHF	0.00	0.00	0.25	0.00	0.00	0.25	0.00	0.75	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.50	

[illegible][illegible]

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0600 - 0900 (internal session 1) (05-09-2026)1100 - 1300 (internal session 2) (05-09-2026)1500 - 1900 (internal session 3) (05-09-2026)

TIME	Northbound				Southbound				Eastbound				Westbound			
	Frederick Rd (South)				Frederick Rd (North)				Fondak Rd				W. Mainwood Dr			
	Left	Thru	Right	Turn	Left	Thru	Right	Turn	Left	Thru	Right	Turn	Left	Thru	Right	Turn
1500-1515	0	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
1515-1530	0	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
1530-1545	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
1545-1600	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
1600-1615	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
1615-1630	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
1630-1645	0	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
1645-1700	0	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
1700-1715	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
1715-1730	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
1730-1745	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
1745-1800	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
1800-1815	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
1815-1830	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
1830-1845	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
1845-1900	2	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
1900-1915	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
1915-1930	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
1930-1945	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
1945-2000	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
2000-2015	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
2015-2030	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
2030-2045	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
2045-2100	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
2100-2115	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
2115-2130	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
2130-2145	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
2145-2200	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
2200-2215	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
2215-2230	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
2230-2245	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
2245-2300	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
2300-2315	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
2315-2330	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
2330-2345	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
2345-2400	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
2400-2415	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
2415-2430	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
2430-2445	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
2445-2500	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
2500-2515	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
2515-2530	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
2530-2545	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
2545-2600	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
2600-2615	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
2615-2630	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
2630-2645	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
2645-2700	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
2700-2715	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
2715-2730	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
2730-2745	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
2745-2800	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
2800-2815	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
2815-2830	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
2830-2845	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
2845-2900	2	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
2900-2915	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
2915-2930	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
2930-2945	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
2945-3000	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
3000-3015	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
3015-3030	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
3030-3045	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
3045-3100	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
3100-3115	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
3115-3130	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
3130-3145	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
3145-3200	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
3200-3215	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
3215-3230	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
3230-3245	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
3245-3300	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
3300-3315	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
3315-3330	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
3330-3345	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
3345-3400	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
3400-3415	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
3415-3430	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
3430-3445	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
3445-3500	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
3500-3515	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
3515-3530	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
3530-3545	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
3545-3600	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
3600-3615	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
3615-3630	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
3630-3645	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
3645-3700	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
3700-3715	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
3715-3730	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
3730-3745	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
3745-3800	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
3800-3815	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
3815-3830	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
3830-3845	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
3845-3900	2	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
3900-3915	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
3915-3930	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
3930-3945	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
3945-4000	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
4000-4015	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
4015-4030	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
4030-4045	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
4045-4100	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
4100-4115	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
4115-4130	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
4130-4145	1	1	1	1	0	1	1	1	0	1	1</					

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

St. Simons Island, GA



Site 1
Frederica Rd (South)
Frederica Rd (North)
Fording Rd
N Westward Dr

Date
Saturday, May 9, 2025

Weather
Mostly Cloudy
72°F

Lat/Long
31.03089° N, 81.37689° W
[Click here for Map](#)

[Click here for Detailed Weather](#)

0000 - 0900 (Weekend) (10-09-2024)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound				Eastbound				Westbound				HT
	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	
0000-0015	0	8	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0
0015-0030	0	14	0	0	0	14	1	0	0	15	0	0	0	0	0	0	0
0030-0045	0	24	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0
0045-0060	1	13	1	0	0	125	0	33	1	0	24	0	0	0	0	0	0
0060-0075	0	28	0	0	0	81	0	28	0	0	8	0	0	0	0	0	0
0075-0090	0	34	0	0	0	35	1	37	0	0	18	0	0	0	0	0	0
0090-0105	0	53	0	0	0	43	1	43	0	0	42	0	0	0	0	0	0
0105-0120	0	45	4	0	0	154	1	133	1	0	197	0	0	0	0	0	0
0120-0135	1	46	3	0	0	150	1	72	0	0	73	1	2	2	0	0	0
0135-0150	1	50	0	0	0	130	0	152	0	0	19	0	0	0	0	0	0
0150-0165	0	63	1	0	0	71	1	82	1	0	86	0	0	0	0	0	0
0165-0180	0	49	1	0	0	79	0	71	0	0	100	0	0	0	0	0	0
0180-0195	1	314	13	0	0	230	132	338	2	0	342	13	2	0	0	0	0
0195-0210	1	61	1	0	0	148	1	156	0	0	150	0	0	0	0	0	0
0210-0225	0	60	6	0	0	146	4	114	0	0	122	0	0	0	0	0	0
0225-0240	1	79	4	0	0	179	2	118	0	0	130	0	0	0	0	0	0
0240-0255	4	349	15	0	0	248	110	483	1	0	448	0	1	0	0	0	0
0255-0270	1	79	4	0	0	184	3	118	0	0	130	0	0	0	0	0	0
0270-0285	2	72	1	0	0	180	0	112	0	0	136	0	0	0	0	0	0
0285-0300	1	71	1	0	0	100	0	112	0	0	120	0	0	0	0	0	0
0300-0315	1	87	4	0	0	92	5	100	0	0	114	2	0	0	0	0	0
0315-0330	1	80	4	0	0	226	10	420	0	0	426	0	0	0	0	0	0
0330-0345	1	102	4	0	0	182	2	128	1	0	131	0	0	0	0	0	0
0345-0360	4	88	7	0	0	186	1	114	2	0	111	0	1	2	0	0	0
0360-0375	2	129	0	0	0	113	2	89	0	0	122	0	0	0	0	0	0
0375-0390	0	103	0	0	0	110	2	113	0	0	120	0	0	0	0	0	0
0390-0405	2	159	24	0	0	401	1	269	1	0	508	0	0	0	0	0	0
0405-0420	0	89	5	0	0	104	3	114	1	0	120	0	0	0	0	0	0
0420-0435	1	121	0	0	0	81	2	100	0	0	120	0	0	0	0	0	0
0435-0450	4	103	8	0	0	113	1	103	0	0	105	1	0	0	0	0	0
0450-0465	1	100	1	0	0	130	0	103	0	0	130	0	0	0	0	0	0
0465-0480	8	414	22	0	0	444	13	444	3	0	458	1	0	13	0	0	0
0480-0495	2	114	1	0	0	114	0	100	0	0	100	0	0	0	0	0	0
0495-0510	2	84	8	0	0	102	6	100	1	0	110	0	0	0	0	0	0
0510-0525	1	114	0	0	0	114	2	103	0	0	105	0	0	0	0	0	0
0525-0540	3	125	1	0	0	111	2	103	0	0	105	0	0	0	0	0	0
0540-0555	10	446	23	0	0	479	12	382	1	0	490	1	0	28	0	0	0
0555-0610	2	100	0	0	0	133	1	89	0	0	133	0	0	0	0	0	0
0610-0625	2	119	0	0	0	150	2	83	1	0	84	0	0	0	0	0	0
0625-0640	2	112	0	0	0	125	2	86	0	0	84	0	0	0	0	0	0
0640-0655	2	105	8	0	0	110	2	79	0	0	85	0	0	0	0	0	0
0655-0710	8	527	13	0	0	527	13	328	0	0	536	0	0	0	0	0	0
0710-0725	3	123	8	0	0	134	4	75	1	0	80	0	0	0	0	0	0
0725-0740	1	100	0	0	0	100	0	80	0	0	80	0	0	0	0	0	0
0740-0755	3	90	7	0	0	100	5	60	1	0	96	0	0	0	0	0	0
0755-0810	1	97	6	0	0	108	8	80	5	0	84	0	0	0	0	0	0
0810-0825	1	49	18	0	0	49	18	189	0	0	108	0	0	0	0	0	0
0825-0840	0	116	0	0	0	113	0	78	0	0	81	0	0	0	0	0	0
0840-0855	2	131	1	0	0	119	1	79	0	0	79	0	0	0	0	0	0
0855-0910	0	107	6	0	0	118	3	86	0	0	89	0	0	0	0	0	0
0910-0925	0	96	4	0	0	96	4	82	0	0	102	0	0	0	0	0	0
0925-0940	11	428	17	0	0	444	13	273	0	0	458	1	0	13	0	0	0
0940-0955	2	90	4	0	0	90	4	100	0	0	100	0	0	0	0	0	0
0955-1010	1	84	5	0	0	90	4	103	0	0	107	0	0	0	0	0	0
1010-1025	1	84	0	0	0	90	4	100	0	0	107	0	0	0	0	0	0
1025-1040	1	86	1	0	0	90	1	85	0	0	88	0	0	0	0	0	0
1040-1055	1	86	1	0	0	90	1	85	0	0	88	0	0	0	0	0	0
1055-1110	0	106	14	0	0	96	6	209	1	0	96	6	0	0	0	0	0
1110-1125	1	86	4	0	0	108	6	87	1	0	108	6	0	0	0	0	0
1125-1140	1	81	5	0	0	88	1	78	0	0	79	0	0	0	0	0	0
1140-1155	1	86	4	0	0	90	1	85	0	0	88	0	0	0	0	0	0
1155-1210	2	89	5	0	0	93	3	79	0	0	82	0	0	0	0	0	0
1210-1225	1	86	4	0	0	90	1	85	0	0	88	0	0	0	0	0	0
1225-1240	2	89	5	0	0	93	3	79	0	0	82	0	0	0	0	0	0
1240-1255	1	86	4	0	0	90	1	85	0	0	88	0	0	0	0	0	0
1255-0100	1	86	4	0	0	90	1	85	0	0	88	0	0	0	0	0	0
0100-0115	4	420	16	0	0	444	13	273	0	0	458	1	0	13	0	0	0
0115-0130	1	86	4	0	0	90	1	85	0	0	88	0	0	0	0	0	0
0130-0145	1	86	4	0	0	90	1	85	0	0	88	0	0	0	0	0	0
0145-0160	1	86	4	0	0	90	1	85	0	0	88	0	0	0	0	0	0
0160-0175	1	86	4	0	0	90	1	85	0	0	88	0	0	0	0	0	0
0175-0190	1	86	4	0	0	90	1	85	0	0	88	0	0	0	0	0	0
0190-0205	1	86	4	0	0	90	1	85	0	0	88	0	0	0	0	0	0
0205-0220	1	86	4	0	0	90	1	85	0	0	88	0	0	0	0	0	0
0220-0235	1	86	4	0	0	90	1	85	0	0	88	0	0	0	0	0	0
0235-0250	1	86	4	0	0	90	1	85	0	0	88	0	0	0	0	0	0
0250-0265	1	86	4	0	0	90	1	85	0	0	88	0	0	0	0	0	0
0265-0280	1	86	4	0	0	90	1	85	0	0	88	0	0	0	0	0	0
0280-0295	1	86	4	0	0	90	1	85	0	0	88	0	0	0	0	0	0
0295-0310	1	86	4	0	0	90	1	85	0	0	88	0	0	0	0	0	0
0310-0325	1	86	4	0	0	90	1	85	0	0	88	0	0	0	0	0	0
0325-0340	1	86	4	0	0	90	1	85	0	0	88	0	0	0	0	0	0
0340-0355	1	86	4	0	0	90	1	85	0	0	88	0	0	0	0	0	0
0355-0410	1	86	4	0	0	90	1	85	0	0	88	0	0	0	0	0	0
0410-0425	1	86	4	0	0	90	1	85	0	0	88	0	0	0	0	0	0
0425-0440	1	86	4	0	0	90	1	85	0	0	88	0	0	0	0	0	0
0440-0455	1	86	4	0	0	90	1	85	0	0	88	0	0	0	0	0	0
0455-0470	1	86	4	0	0	90	1	85	0	0	88	0	0	0	0	0	0
0470-0485	1	86	4	0	0	90	1	85	0	0	88	0	0	0	0	0	0
0485-0500	1	86	4	0	0	90	1	85	0	0	88	0	0	0	0	0	0
0500-0515	1	86	4	0	0	90	1	85	0	0	88	0	0	0	0	0	0
0515-0530	1	86	4	0	0	90	1	85	0	0	88	0	0	0	0	0	0
0530-0545	1	86	4	0	0	90	1	85	0	0	88	0	0	0	0	0	0
0545-0560	2	89	6	0	0	93	3	79	0	0	82	0	0	0	0	0	0
0560-0575	1	86	4	0	0	90	1	85	0	0	88	0	0	0	0	0	0
0575-0590	1	86	4	0	0	90	1	85	0	0	88	0	0	0	0	0	0
0590-0605	1	86	4	0													

Marr Traffic
DATA COLLECTION
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Weather

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Single Unit Trucks (4-7)

0600 - 0900 (internal session 1) (05-09-2026)1100 - 1300 (internal session 2) (05-09-2026)1500 - 1900 (internal session 3) (05-09-2026)

Marr Traffic
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Weather
Mostly Cloudy
72°F
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North America

0600 - 0900 (internal session 1) (05-09-2026)1100 - 1300 (internal session 2) (05-09-2026)1500 - 1900 (internal session 3) (05-09-2026)[illegible]

13-Hr TMC – Frederica Rd @ Palm Dr



[Click here for Map](#)

Peak Hour Turning Movement Count

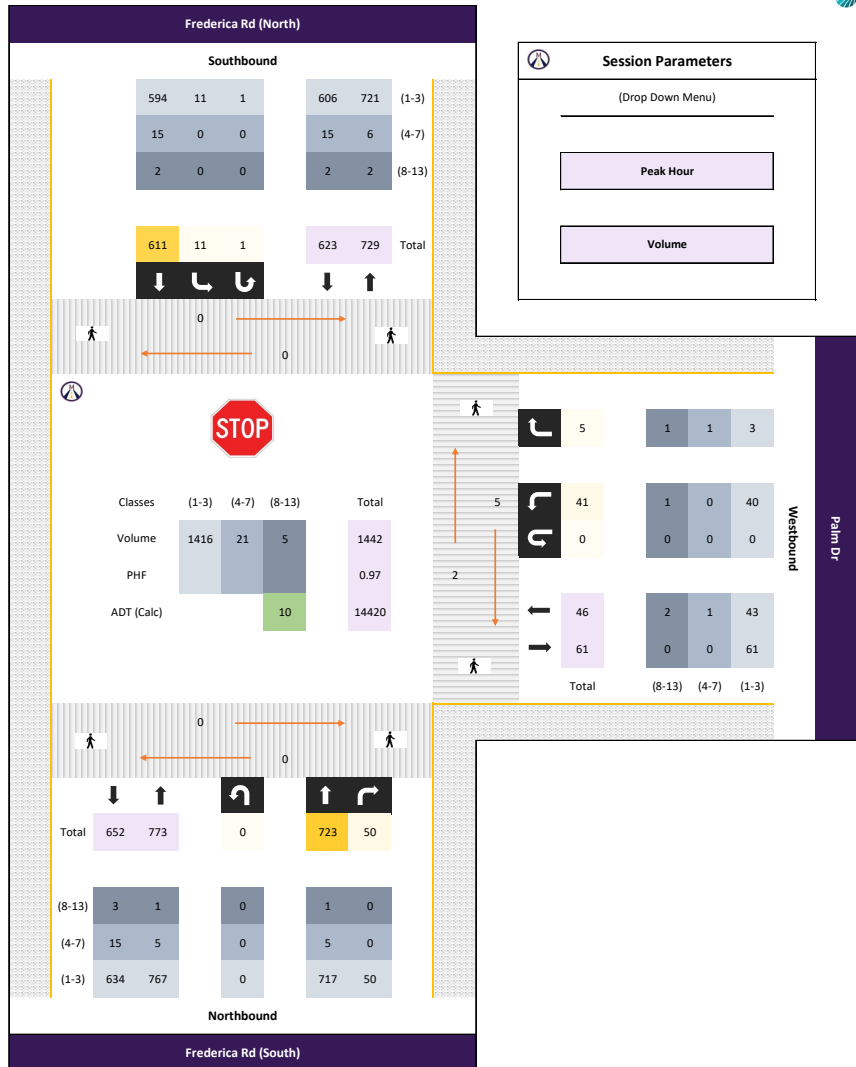
St. Simons Island, GA

www.marrtraffic.com



Thursday, May 7, 2026		
	Fair	77°F
Period	0600 - 1900	APPLY
Peak Hour	1630 - 1730	APPLY
Global PH	0730 - 0830	APPLY

* the Peak Hour Diagram does not include bicycles



Time	Northbound						Southbound				Westbound													
	Frederica Rd (South)						Frederica Rd (North)				Palm Dr													
	Thru 2.1	Right 2.2		U-Turn 2.3	App Total		Left 2.4	Thru 2.5		U-Turn 2.6	App Total				App Total	Left 2.7	Right 2.8		U-Turn 2.9	App Total	Int Total			
1630 - 1645	-	190	14	-	0	204	0	137	-	-	1	138	-	-	-	-	0	13	-	0	-	13	355	
1645 - 1700	-	196	14	-	0	210	2	129	-	-	0	131	-	-	-	-	0	8	-	1	-	9	350	
1700 - 1715	-	161	13	-	0	174	6	173	-	-	0	179	-	-	-	-	0	8	-	4	-	0	12	365
1715 - 1730	-	176	9	-	0	185	3	172	-	-	0	175	-	-	-	-	0	12	-	0	-	0	12	372
Total	0	723	50	0	0	773	11	611	0	0	1	623	0	0	0	0	0	41	0	5	0	0	46	1442
Approach %	0.00	93.53	6.47	0.00	0.00	-	1.77	98.07	0.00	0.00	0.16	-	0.00	0.00	0.00	0.00	0.00	-	89.13	0.00	10.87	0.00	0.00	-
PHF	0.00	0.92	0.89	0.00	0.00	0.92	0.46	0.88	0.00	0.00	0.25	0.87	0.00	0.00	0.00	0.00	0.00	0.79	0.00	0.31	0.00	0.00	0.88	0.97

Time	Northbound					Southbound					Westbound					Int Total								
	Frederica Rd (South)					Frederica Rd (North)					Palm Dr													
	Thru 2.1	Right 2.2	U-Turn 2.3	App Total		Left 2.4	Thru 2.5	U-Turn 2.6	App Total				App Total	Left 2.7	Right 2.8		U-Turn 2.9	App Total						
1630 - 1645	-	188	14	-	0	202	0	133	-	-	1	134	-	-	-	-	0	13	-	0	-	0	13	349
1645 - 1700	-	193	14	-	0	207	2	126	-	-	0	128	-	-	-	-	0	8	-	1	-	0	9	344
1700 - 1715	-	161	13	-	0	174	6	169	-	-	0	175	-	-	-	-	0	7	-	2	-	0	9	358
1715 - 1730	-	175	9	-	0	184	3	166	-	-	0	169	-	-	-	-	0	12	-	0	-	0	12	365
Total	0.0	717	50	0.0	0.0	767	11	594	0.0	0.0	1	606	0.0	0.0	0.0	0.0	0.0	40	0.0	3	0.0	0.0	43	1416
Approach %	0.00	93.48	6.52	0.00	0.00	-	1.82	98.02	0.00	0.00	0.17	-	0.00	0.00	0.00	0.00	0.00	-	93.02	0.00	6.98	0.00	0.00	-
PHF	0.00	0.93	0.89	0.00	0.00	0.93	0.46	0.88	0.00	0.00	0.25	0.87	0.00	0.00	0.00	0.00	0.00	0.77	0.00	0.38	0.00	0.00	0.83	0.97

Time		Northbound						Southbound						Westbound						Int Total				
		Frederica Rd (South)						Frederica Rd (North)						Palm Dr										
		Thru 2.1	Right 2.2		U-Turn 2.3	App Total	Left 2.4	Thru 2.5		U-Turn 2.6	App Total					App Total	Left 2.7	Right 2.8	U-Turn 2.9		App Total			
1630 - 1645	-	2	0	-	0	2	0	4	-	-	0	4	-	-	-	-	0	0	-	0	-	0	0	6
1645 - 1700	-	2	0	-	0	2	0	3	-	-	0	3	-	-	-	-	0	0	-	0	-	0	0	5
1700 - 1715	-	0	0	-	0	0	0	3	-	-	0	3	-	-	-	-	0	0	-	1	-	0	1	4
1715 - 1730	-	1	0	-	0	1	0	5	-	-	0	5	-	-	-	-	0	0	-	0	-	0	0	6
Total		0	5	0	0	5	0	15	0	0	0	15	0	0	0	0	0	0	0	1	0	0	1	21
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	-
PHF		0.00	0.63	0.00	0.00	0.00	0.63	0.00	0.75	0.00	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.88

Time	Northbound						Southbound						Westbound						Int Total				
	Frederica Rd (South)						Frederica Rd (North)						Palm Dr										
	Thru 2.1	Right 2.2		U-Turn 2.3	App Total		Left 2.4	Thru 2.5		U-Turn 2.6	App Total				App Total	Left 2.7		Right 2.8			U-Turn 2.9	App Total	
1630 - 1645	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	0	0	-	0	-	0	0	0
1645 - 1700	-	1	0	-	0	1	0	0	-	0	0	-	-	-	0	0	0	-	0	-	0	0	1
1700 - 1715	-	0	0	-	0	0	0	1	-	0	1	-	-	-	-	0	1	-	1	-	0	2	3
1715 - 1730	-	0	0	-	0	0	0	1	-	0	1	-	-	-	-	0	0	-	0	-	0	0	1
Total	0	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	1	0	1	0	0	2	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	50.00	0.00	50.00	0.00	0.00	-	-
PHF	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.50	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.25	0.42

[illegible]



[Click here for Map](#)

Peak Hour Turning Movement Count

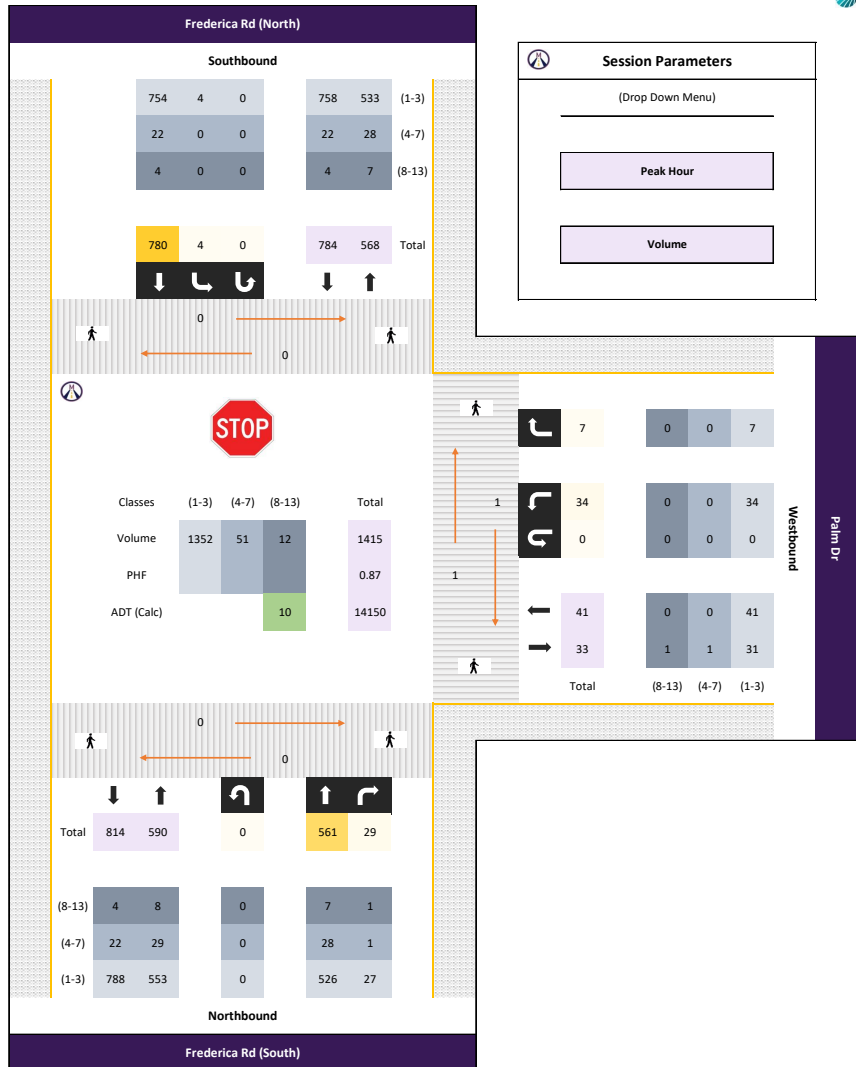
St. Simons Island, GA

www.marrtraffic.com



Thursday, May 7, 2026		
	Fair	77°F
Period	0600 - 0900	APPLY
Peak Hour	0730 - 0830	APPLY
Global PH		APPLY

* the Peak Hour Diagram does not include bicycles



All Vehicles	Northbound										Southbound										Westbound									
	Frederica Rd (South)					Frederica Rd (North)					Palm Dr																			
	Time	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total					App Total	Left 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total											
0730 - 0745	-	143	4	-	0	147	2	241	-	-	0	243	-	-	-	-	0	13	-	3	-	0	16	406						
0745 - 0800	-	113	7	-	0	120	2	238	-	-	0	240	-	-	-	-	0	9	-	4	-	0	13	373						
0800 - 0815	-	156	11	-	0	167	0	154	-	-	0	154	-	-	-	-	0	6	-	0	-	0	6	327						
0815 - 0830	-	149	7	-	0	156	0	147	-	-	0	147	-	-	-	-	0	6	-	0	-	0	6	309						
Total	0	561	29	0	0	590	4	780	0	0	0	784	0	0	0	0	0	34	0	7	0	0	41	1415						
Approach %	0.00	95.08	4.92	0.00	0.00	-	0.51	99.49	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	82.93	0.00	17.07	0.00	0.00	-						
PHF	0.00	0.90	0.66	0.00	0.00	0.88	0.50	0.81	0.00	0.00	0.00	0.81	0.00	0.00	0.00	0.00	0.00	0.00	0.65	0.00	0.44	0.00	0.00	0.64	0.87					

Time	Northbound						Southbound				Westbound										Int Total				
	Frederica Rd (South)						Frederica Rd (North)				Palm Dr														
	Thru 2.1	Right 2.2		U-Turn 2.3	App Total		Left 2.4	Thru 2.5		U-Turn 2.6	App Total					App Total		Left 2.7	Right 2.8			U-Turn 2.9	App Total		
0730 - 0745	-	137	4	-	0	141		2	237	-	-	0	239	-	-	-	-	0	13	-	3	-	0	16	396
0745 - 0800	-	107	5	-	0	112		2	231	-	-	0	233	-	-	-	-	0	9	-	4	-	0	13	358
0800 - 0815	-	141	11	-	0	152		0	146	-	-	0	146	-	-	-	-	0	6	-	0	-	0	6	304
0815 - 0830	-	141	7	-	0	148		0	140	-	-	0	140	-	-	-	-	0	6	-	0	-	0	6	294
Total	0.0	526	27	0.0	0.0	553		4	754	0.0	0.0	0.0	758	0.0	0.0	0.0	0.0	0.0	34	0.0	7	0.0	0.0	41	1352
Approach %	0.00	95.12	4.88	0.00	0.00	-	0.53	99.47	0.00	0.00	0.00	-	-	0.00	0.00	0.00	0.00	-	82.93	0.00	17.07	0.00	0.00	-	-
PHF	0.00	0.93	0.61	0.00	0.00	0.91	0.50	0.80	0.00	0.00	0.00	0.79	0.00	0.00	0.00	0.00	0.00	0.00	0.65	0.00	0.44	0.00	0.00	0.64	0.85

[illegible][illegible][illegible]



[Click here for Map](#)

Peak Hour Turning Movement Count

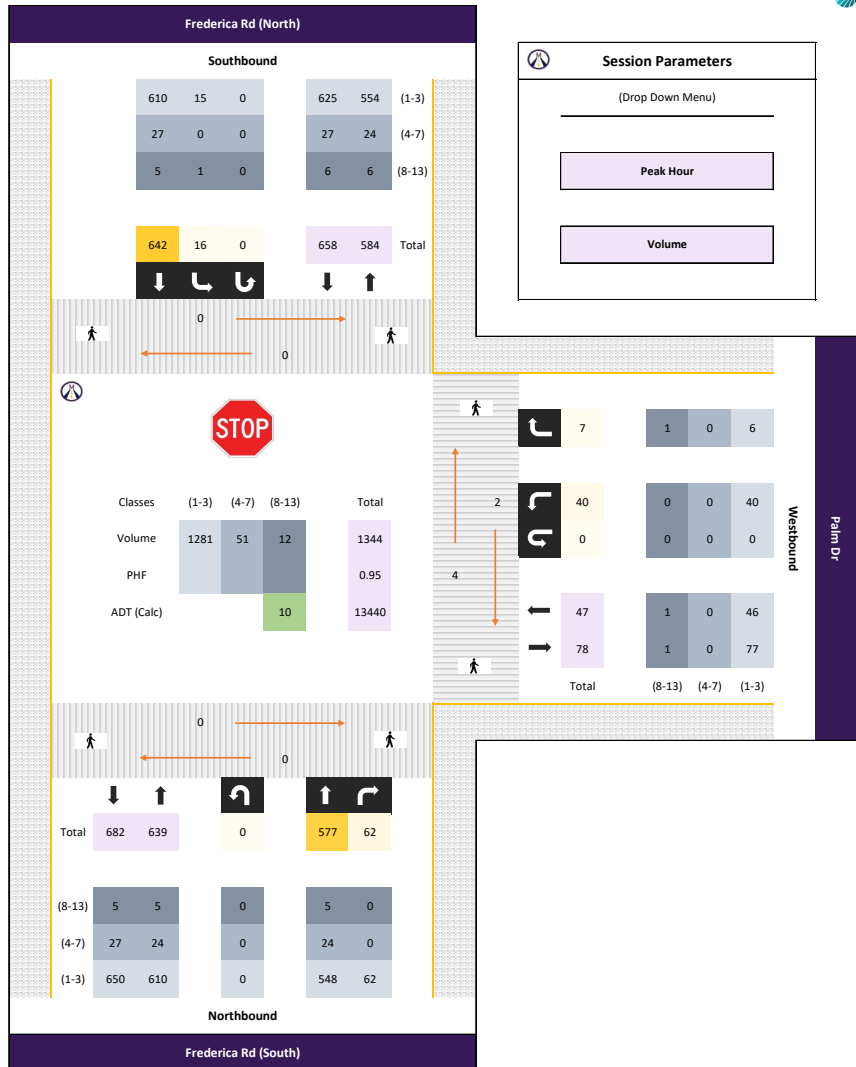
St. Simons Island, GA

www.marrtraffic.com



Thursday, May 7, 2026		
	Fair	77°F
Period	1100 - 1300	APPLY
Peak Hour	1130 - 1230	APPLY
Global PH		APPLY

* the Peak Hour Diagram does not include bicycles



All vehicles	Northbound Frederica Rd (South)							Southbound Frederica Rd (North)							Westbound Palm Dr								
Time	Thru 1.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total							Left 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total				
1130 - 1145	-	152	-	0	169	4	167	-	0	171	-	-	-	-	0	14	-	1	15	355			
1145 - 1200	-	130	19	-	0	149	2	172	-	0	174	-	-	-	0	14	-	1	15	338			
1200 - 1215	-	142	14	-	0	156	6	153	-	0	159	-	-	-	0	4	-	3	7	322			
1215 - 1230	-	153	12	-	0	165	4	150	-	0	154	-	-	-	0	8	-	2	10	329			
Total	0	577	62	0	0	639	16	642	0	0	0	658	0	0	0	0	0	0	47	1344			
Approach %	0.00	90.30	9.70	0.00	0.00	-	2.43	97.57	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	-	-			
PHF	0.00	0.94	0.82	0.00	0.00	0.95	0.67	0.93	0.00	0.00	0.00	0.95	0.00	0.00	0.00	0.00	0.00	0.78	0.95	0.95			

	Northbound					Southbound					Westbound					
	Frederica Rd (South)					Frederica Rd (North)					Palm Dr					
Time	Thru 2.1	Right 2.2	U-Turn 2.3	App Total		Left 2.4	Thru 2.5	U-Turn 2.6	App Total					App Total		Int Total
1130 - 1145	-	141	17	-	0	158	3	156	-	-	0	159	-	-	-	332
1145 - 1200	-	122	19	-	0	141	2	164	-	-	0	166	-	-	-	322
1200 - 1215	-	136	14	-	0	150	6	147	-	-	0	153	-	-	-	309
1215 - 1230	-	149	12	-	0	161	4	143	-	-	0	147	-	-	-	318
Total	0	548	62	0	0	610	15	610	0	0	0	625	0	0	0	1281
Approach %	0.00	89.84	10.16	0.00	0.00	0.00	2.40	97.50	0.00	0.00	0.00	-	0.00	0.00	0.00	-
PHF	0.00	0.92	0.82	0.00	0.00	0.95	0.63	0.93	0.00	0.00	0.00	0.94	0.00	0.00	0.00	0.96

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Time	Northbound						Southbound						Westbound						Int Total				
	Frederica Rd (South)						Frederica Rd (North)						Palm Dr										
	Thru 2.1	Right 2.2		U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	App Total	Left 2.7	Right 2.8	U-Turn 2.9	App Total									
1130 - 1145	-	2	0	-	0	2	1	1	-	-	0	2	-	-	-	-	0	0	-	0	-	0	4
1145 - 1200	-	2	0	-	0	2	0	2	-	-	0	2	-	-	-	-	0	0	-	0	-	0	4
1200 - 1215	-	0	0	-	0	0	0	1	-	-	0	1	-	-	-	-	0	0	-	1	-	0	1
1215 - 1230	-	1	0	-	0	1	0	1	-	-	0	1	-	-	-	-	0	0	-	0	-	0	2
Total	0	5	0	0	0	5	1	5	0	0	0	6	0	0	0	0	0	0	1	0	0	1	12
Approach %	0.00	100.00	0.00	0.00	0.00	-	16.67	83.33	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	0.25	0.63	0.00	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.75

[illegible]



[Click here for Map](#)

Peak Hour Turning Movement Count

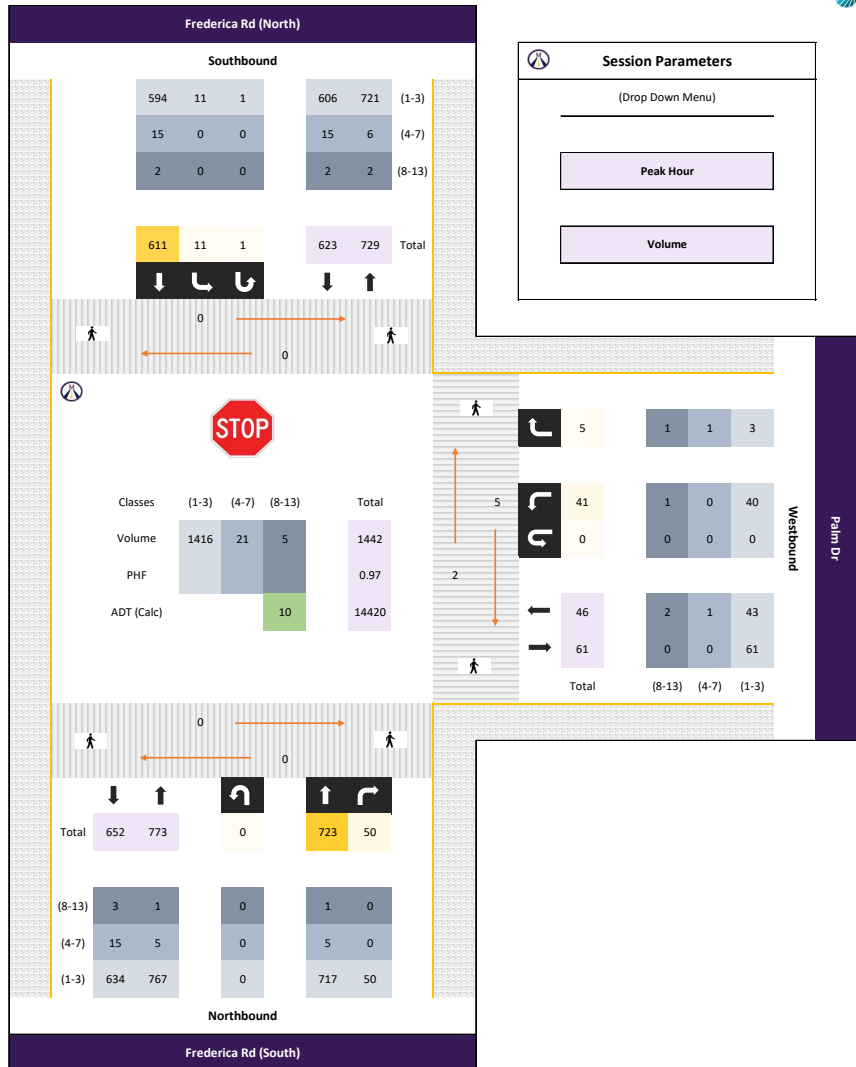
St. Simons Island, GA

www.marrtraffic.com



Thursday, May 7, 2026		
	Fair	77°F
Period	1500 - 1900	APPLY
Peak Hour	1630 - 1730	APPLY
Global PH		APPLY

* the Peak Hour Diagram does not include bicycles



Time	Northbound						Southbound				Westbound													
	Frederica Rd (South)						Frederica Rd (North)				Palm Dr													
	Thru 2.1	Right 2.2		U-Turn 2.3	App Total		Left 2.4	Thru 2.5		U-Turn 2.6	App Total				App Total	Left 2.7	Right 2.8		U-Turn 2.9	App Total	Int Total			
1630 - 1645	-	190	14	-	0	204	0	137	-	-	1	138	-	-	-	-	0	13	-	0	-	13	355	
1645 - 1700	-	196	14	-	0	210	2	129	-	-	0	131	-	-	-	-	0	8	-	1	-	9	350	
1700 - 1715	-	161	13	-	0	174	6	173	-	-	0	179	-	-	-	-	0	8	-	4	-	0	12	365
1715 - 1730	-	176	9	-	0	185	3	172	-	-	0	175	-	-	-	-	0	12	-	0	-	0	12	372
Total	0	723	50	0	0	773	11	611	0	0	1	623	0	0	0	0	0	41	0	5	0	0	46	1442
Approach %	0.00	93.53	6.47	0.00	0.00	-	1.77	98.07	0.00	0.00	0.16	-	0.00	0.00	0.00	0.00	0.00	-	89.13	0.00	10.87	0.00	0.00	-
PHF	0.00	0.92	0.89	0.00	0.00	0.92	0.46	0.88	0.00	0.00	0.25	0.87	0.00	0.00	0.00	0.00	0.00	0.79	0.00	0.31	0.00	0.00	0.88	0.97

Time	Northbound					Southbound					Westbound					Int Total								
	Frederica Rd (South)					Frederica Rd (North)					Palm Dr													
	Thru 2.1	Right 2.2	U-Turn 2.3	App Total		Left 2.4	Thru 2.5	U-Turn 2.6	App Total				App Total	Left 2.7	Right 2.8		U-Turn 2.9	App Total						
1630 - 1645	-	188	14	-	0	202	0	133	-	-	1	134	-	-	-	-	0	13	-	0	-	0	13	349
1645 - 1700	-	193	14	-	0	207	2	126	-	-	0	128	-	-	-	-	0	8	-	1	-	0	9	344
1700 - 1715	-	161	13	-	0	174	6	169	-	-	0	175	-	-	-	-	0	7	-	2	-	0	9	358
1715 - 1730	-	175	9	-	0	184	3	166	-	-	0	169	-	-	-	-	0	12	-	0	-	0	12	365
Total	0.0	717	50	0.0	0.0	767	11	594	0.0	0.0	1	606	0.0	0.0	0.0	0.0	0.0	40	0.0	3	0.0	0.0	43	1416
Approach %	0.00	93.48	6.52	0.00	0.00	-	1.82	98.02	0.00	0.00	0.17	-	0.00	0.00	0.00	0.00	0.00	-	93.02	0.00	6.98	0.00	0.00	-
PHF	0.00	0.93	0.89	0.00	0.00	0.93	0.46	0.88	0.00	0.00	0.25	0.87	0.00	0.00	0.00	0.00	0.00	0.77	0.00	0.38	0.00	0.00	0.83	0.97

Time		Northbound						Southbound						Westbound						Int Total				
		Frederica Rd (South)						Frederica Rd (North)						Palm Dr										
		Thru 2.1	Right 2.2		U-Turn 2.3	App Total	Left 2.4	Thru 2.5		U-Turn 2.6	App Total					App Total	Left 2.7	Right 2.8	U-Turn 2.9		App Total			
1630 - 1645	-	2	0	-	0	2	0	4	-	-	0	4	-	-	-	-	0	0	-	0	-	0	0	6
1645 - 1700	-	2	0	-	0	2	0	3	-	-	0	3	-	-	-	-	0	0	-	0	-	0	0	5
1700 - 1715	-	0	0	-	0	0	0	3	-	-	0	3	-	-	-	-	0	0	-	1	-	0	1	4
1715 - 1730	-	1	0	-	0	1	0	5	-	-	0	5	-	-	-	-	0	0	-	0	-	0	0	6
Total		0	5	0	0	5	0	15	0	0	0	15	0	0	0	0	0	0	0	1	0	0	1	21
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	-
PHF		0.00	0.63	0.00	0.00	0.00	0.63	0.00	0.75	0.00	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.88

Time	Northbound						Southbound						Westbound						Int Total				
	Frederica Rd (South)						Frederica Rd (North)						Palm Dr										
	Thru 2.1	Right 2.2		U-Turn 2.3	App Total		Left 2.4	Thru 2.5		U-Turn 2.6	App Total				App Total	Left 2.7		Right 2.8			U-Turn 2.9	App Total	
1630 - 1645	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	0	0	-	0	-	0	0	0
1645 - 1700	-	1	0	-	0	1	0	0	-	0	0	-	-	-	0	0	-	0	-	0	0	1	
1700 - 1715	-	0	0	-	0	0	0	1	-	0	1	-	-	-	-	1	-	1	-	0	2	3	
1715 - 1730	-	0	0	-	0	0	0	1	-	0	1	-	-	-	-	0	0	-	0	-	0	0	1
Total	0	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	1	0	1	0	0	2	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	50.00	0.00	50.00	0.00	0.00	-	-
PHF	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.50	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.25	0.42

[illegible]

Classified Turn Movement Count | All vehicles

St. Simons Island, GA



Site 2
Frederica Rd (South)
Frederica Rd (North)
Palm Dr

Date
Thursday, May 7, 2026
Lat/Long
31.594437, -81.376251
[Click here for Map](#)

Weather
Fair
77°F
[Click here for Detailed Weather](#)

0600 - 0900 (Weekday 1st Session 05-07-2026)

All vehicles

TIME	Northbound Frederica Rd (South)				Southbound Frederica Rd (North)			
	Thru	Right	U-Turn	App	Thru	Right	U-Turn	App
0600-0615	20	0	0	0	20	0	0	0
0615-0630	21	0	0	0	23	0	0	0
0630-0645	20	0	0	0	20	0	0	0
0645-0700	84	2	0	0	82	1	0	0
Hourly Total	145	2	0	0	145	1	0	0
0700-0715	85	1	0	0	88	1	0	0
0715-0730	85	1	0	0	88	1	0	0
0730-0745	151	2	0	0	149	2	0	0
0745-0800	111	2	0	0	120	2	0	0
Hourly Total	416	6	0	0	445	6	0	0
0800-0815	108	11	0	0	103	0	0	0
0815-0830	149	7	0	0	139	0	0	0
0830-0845	120	12	0	0	142	1	0	0
0845-0900	129	11	0	0	129	11	0	0
Hourly Total	386	35	0	0	442	22	0	0
0900-0915	110	4	0	0	109	1	0	0
0915-0930	110	4	0	0	107	1	0	0
0930-0945	135	13	0	0	146	3	0	0
0945-1000	144	15	0	0	150	1	0	0
Hourly Total	399	46	0	0	394	12	0	0
1000-1015	139	9	0	0	139	4	0	0
1015-1030	143	8	0	0	148	3	0	0
1030-1045	141	11	0	0	152	1	0	0
1045-1100	121	11	0	0	143	0	0	0
Hourly Total	444	49	0	0	443	9	0	0
1100-1115	135	15	0	0	135	2	0	0
1115-1130	135	15	0	0	138	1	0	0
1130-1145	135	15	0	0	138	1	0	0
1145-1200	130	19	0	0	148	2	0	0
Hourly Total	435	64	0	0	460	6	0	0
1200-1215	147	14	0	0	146	6	0	0
1215-1230	151	12	0	0	150	1	0	0
1230-1245	151	15	0	0	168	0	0	0
1245-1300	150	6	0	0	150	6	0	0
Hourly Total	499	47	0	0	444	13	0	0
1300-1315	149	15	0	0	149	1	0	0
1315-1330	132	12	0	0	144	2	0	0
1330-1345	134	13	0	0	140	1	0	0
1345-1400	134	13	0	0	140	1	0	0
Hourly Total	429	40	0	0	429	6	0	0
1400-1415	135	14	0	0	135	1	0	0
1415-1430	130	14	0	0	140	3	0	0
1430-1445	131	19	0	0	141	1	0	0
1445-1500	143	8	0	0	148	1	0	0
Hourly Total	439	55	0	0	464	6	0	0
1500-1515	127	5	0	0	133	1	0	0
1515-1530	129	12	0	0	130	1	0	0
1530-1545	132	14	0	0	130	1	0	0
1545-1600	137	14	0	0	138	1	0	0
Hourly Total	426	35	0	0	431	3	0	0
1600-1615	129	11	0	0	129	1	0	0
1615-1630	129	11	0	0	129	1	0	0
1630-1645	129	11	0	0	129	1	0	0
1645-1700	129	11	0	0	129	1	0	0
Hourly Total	426	44	0	0	426	4	0	0
Grand Total	3701	530	0	0	3621	97	0	0
Approach %	47.31	17.88	0.00	0.00	47.31	17.88	0.00	0.00
Intersection %	47.31	17.88	0.00	0.00	47.31	17.88	0.00	0.00
Inter-Vehicle %	5.3	2.3	0.00	0.00	5.3	2.3	0.00	0.00
PMF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Peak Hour Total	773	100	0	0	773	111	0	0
Peak Hour PM %	1	0	0	0	1	0	0	0

TIME	Westbound Palm Dr				Eastbound Frederica Rd (South)			
	LtR	Right	U-Turn	App	LtR	Right	U-Turn	App
0600-0615	0	0	0	0	0	0	0	0
0615-0630	0	0	0	0	0	0	0	0
0630-0645	0	0	0	0	0	0	0	0
0645-0700	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
0700-0715	0	0	0	0	0	0	0	0
0715-0730	0	0	0	0	0	0	0	0
0730-0745	0	0	0	0	0	0	0	0
0745-0800	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
0800-0815	0	0	0	0	0	0	0	0
0815-0830	0	0	0	0	0	0	0	0
0830-0845	0	0	0	0	0	0	0	0
0845-0900	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
0900-0915	0	0	0	0	0	0	0	0
0915-0930	0	0	0	0	0	0	0	0
0930-0945	0	0	0	0	0	0	0	0
0945-1000	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1000-1015	0	0	0	0	0	0	0	0
1015-1030	0	0	0	0	0	0	0	0
1030-1045	0	0	0	0	0	0	0	0
1045-1100	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1100-1115	0	0	0	0	0	0	0	0
1115-1130	0	0	0	0	0	0	0	0
1130-1145	0	0	0	0	0	0	0	0
1145-1200	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1200-1215	0	0	0	0	0	0	0	0
1215-1230	0	0	0	0	0	0	0	0
1230-1245	0	0	0	0	0	0	0	0
1245-1300	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1300-1315	0	0	0	0	0	0	0	0
1315-1330	0	0	0	0	0	0	0	0
1330-1345	0	0	0	0	0	0	0	0
1345-1400	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1400-1415	0	0	0	0	0	0	0	0
1415-1430	0	0	0	0	0	0	0	0
1430-1445	0	0	0	0	0	0	0	0
1445-1500	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1500-1515	0	0	0	0	0	0	0	0
1515-1530	0	0	0	0	0	0	0	0
1530-1545	0	0	0	0	0	0	0	0
1545-1600	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1600-1615	0	0	0	0	0	0	0	0
1615-1630	0	0	0	0	0	0	0	0
1630-1645	0	0	0	0	0	0	0	0
1645-1700	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
Grand Total	0	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
Inter-Vehicle %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PMF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Peak Hour Total	0	0	0	0	0	0	0	0
Peak Hour PM %	0	0	0	0	0	0	0	0

0900 - 0900 (Internal session 11 05-07-2026)

All vehicles

TIME	Northbound				Southbound			
	Thru	Right	U-Turn	App	Thru	Right	U-Turn	App
0900-0915	20	0	0	0	20	0	0	0
0915-0930	21	0	0	0	23	0	0	0
0930-0945	20	0	0	0	20	0	0	0
0945-1000	84	2	0	0	82	1	0	0
Hourly Total	145	2	0	0	145	1	0	0
1000-1015	85	1	0	0	88	1	0	0
1015-1030	85	1	0	0	88	1	0	0
1030-1045	151	2	0	0	149	2	0	0
1045-1100	111	2	0	0	120	2	0	0
Hourly Total	416	6	0	0	445	6	0	0
1100-1115	108	11	0	0	103	0	0	0
1115-1130	149	7	0	0	139	0	0	0
1130-1145	120	12	0	0	142	1	0	0
1145-1200	129	11	0	0	129	11	0	0
Hourly Total	386	35	0	0	442	22	0	0
1200-1215	110	4	0	0	109	1	0	0
1215-1230	110	4	0	0	107	1	0	0
1230-1245	135	13	0	0	146	3	0	0
1245-1300	144	15	0	0	150	1	0	0
Hourly Total	399	46	0	0	394	12	0	0
1300-1315	139	9	0	0	139	4	0	0
1315-1330	143	8	0	0	148	3	0	0
1330-1345	141	11	0	0	152	1	0	0
1345-1400	121	11	0	0	143	0	0	0
Hourly Total	444	49	0	0	443	9	0	0
1400-1415	135	15	0	0	135	2	0	0
1415-1430	135	15	0	0	138	1	0	0
1430-1445	130	19	0	0	140	1	0	0
1445-1500	131	19	0	0	141	1	0	0
Hourly Total	426	57	0	0	426	5	0	0
Grand Total	3701	530	0	0	3621	97	0	0
Approach %	47.31	17.88	0.00	0.00	47.31	17.88	0.00	0.00
Intersection %	47.31	17.88	0.00	0.00	47.31	17.88	0.00	0.00
Inter-Vehicle %	5.3	2.3	0.00	0.00	5.3	2.3	0.00	0.00

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

St. Simons Island, GA



Site 2
Frederica Rd (South)
Frederica Rd (North)
Palm Dr

Date
Thursday, May 7, 2026

Weather
Fair
77°F

Lat/Long
31.094347, -81.376251
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0000 - 0900 (Wednesday) 3 (th Session) (05-07-2026)

Passenger Vehicles (1-3)

TIME	Northbound Frederica Rd (South)				Southbound Frederica Rd (North)			
	Thru	Right	U-Turn	App	Thru	Right	U-Turn	App
0000-0015	13	0	0	0	13	0	0	0
0015-0030	22	0	0	0	22	0	0	0
0030-0045	32	0	0	0	32	0	0	0
0045-0100	77	2	0	0	79	1	0	0
0100-0115	85	0	0	0	85	0	0	0
0115-0130	81	3	0	0	84	1	0	0
0130-0145	157	1	0	0	158	2	0	0
0145-0200	307	5	0	0	312	2	0	0
0200-0215	389	18	0	0	407	0	0	0
0215-0230	143	11	0	0	154	0	0	0
0230-0245	161	7	0	0	168	0	0	0
0245-0260	120	11	0	0	131	1	0	0
0260-0275	148	32	0	0	180	2	0	0
0275-0290	107	19	0	0	126	1	0	0
0290-0315	153	15	0	0	168	1	0	0
0315-0330	128	13	0	0	141	0	0	0
0330-0345	151	15	0	0	166	0	0	0
0345-0360	89	6	0	0	95	12	0	0
0360-0375	113	9	0	0	122	0	0	0
0375-0390	154	6	0	0	160	0	0	0
0390-0405	175	9	0	0	184	0	0	0
0405-0420	124	11	0	0	135	0	0	0
0420-0435	142	20	0	0	162	0	0	0
0435-0450	126	15	0	0	141	2	0	0
0450-0515	115	15	0	0	130	1	0	0
0515-0530	149	12	0	0	161	0	0	0
0530-0545	173	14	0	0	187	1	0	0
0545-0600	305	14	0	0	319	1	0	0
0600-0615	169	18	0	0	187	0	0	0
0615-0630	189	14	0	0	203	6	0	0
0630-0645	249	17	0	0	266	1	0	0
0645-0660	164	15	0	0	179	0	0	0
0660-0675	190	6	0	0	196	0	0	0
0675-0690	375	47	0	0	422	13	0	0
0690-0715	129	15	0	0	144	0	0	0
0715-0730	173	12	0	0	185	2	0	0
0730-0745	141	13	0	0	154	1	0	0
0745-0760	140	13	0	0	153	0	0	0
0760-0775	150	10	0	0	160	0	0	0
0775-0790	140	14	0	0	154	0	0	0
0790-0815	145	14	0	0	159	0	0	0
0815-0830	130	14	0	0	144	0	0	0
0830-0845	140	15	0	0	155	0	0	0
0845-0900	156	17	0	0	173	0	0	0
0900-0915	116	5	0	0	121	1	0	0
0915-0930	149	12	0	0	161	0	0	0
0930-0945	173	14	0	0	187	1	0	0
0945-1000	305	14	0	0	319	1	0	0
1000-1015	169	18	0	0	187	0	0	0
1015-1030	159	13	0	0	172	0	0	0
1030-1045	159	7	0	0	166	0	0	0
1045-1060	189	14	0	0	203	0	0	0
1060-1075	193	14	0	0	207	0	0	0
1075-1100	320	30	0	0	350	6	0	0
1100-1115	93	19	0	0	112	6	0	0
1115-1130	173	9	0	0	182	1	0	0
1130-1145	172	10	0	0	182	0	0	0
1145-1160	150	6	0	0	156	0	0	0
1160-1175	141	6	0	0	147	0	0	0
1175-1190	141	6	0	0	147	0	0	0
1190-1215	141	6	0	0	147	0	0	0
1215-1230	141	6	0	0	147	0	0	0
1230-1245	141	6	0	0	147	0	0	0
1245-1300	141	6	0	0	147	0	0	0
1300-1315	141	6	0	0	147	0	0	0
1315-1330	141	6	0	0	147	0	0	0
1330-1345	141	6	0	0	147	0	0	0
1345-1400	141	6	0	0	147	0	0	0
1400-1415	141	6	0	0	147	0	0	0
1415-1430	141	6	0	0	147	0	0	0
1430-1445	141	6	0	0	147	0	0	0
1445-1500	141	6	0	0	147	0	0	0
1500-1515	141	6	0	0	147	0	0	0
1515-1530	141	6	0	0	147	0	0	0
1530-1545	141	6	0	0	147	0	0	0
1545-1560	141	6	0	0	147	0	0	0
1560-1575	141	6	0	0	147	0	0	0
1575-1600	141	6	0	0	147	0	0	0
1600-1615	141	6	0	0	147	0	0	0
1615-1630	141	6	0	0	147	0	0	0
1630-1645	141	6	0	0	147	0	0	0
1645-1660	141	6	0	0	147	0	0	0
1660-1675	141	6	0	0	147	0	0	0
1675-1690	141	6	0	0	147	0	0	0
1690-1715	141	6	0	0	147	0	0	0
1715-1730	141	6	0	0	147	0	0	0
1730-1745	141	6	0	0	147	0	0	0
1745-1800	141	6	0	0	147	0	0	0
1800-1815	141	6	0	0	147	0	0	0
1815-1830	141	6	0	0	147	0	0	0
1830-1845	141	6	0	0	147	0	0	0
1845-1900	141	6	0	0	147	0	0	0
1900-1915	141	6	0	0	147	0	0	0
1915-1930	141	6	0	0	147	0	0	0
1930-1945	141	6	0	0	147	0	0	0
1945-2000	141	6	0	0	147	0	0	0
2000-2015	141	6	0	0	147	0	0	0
2015-2030	141	6	0	0	147	0	0	0
2030-2045	141	6	0	0	147	0	0	0
2045-2100	141	6	0	0	147	0	0	0
2100-2115	141	6	0	0	147	0	0	0
2115-2130	141	6	0	0	147	0	0	0
2130-2145	141	6	0	0	147	0	0	0
2145-2200	141	6	0	0	147	0	0	0
2200-2215	141	6	0	0	147	0	0	0
2215-2230	141	6	0	0	147	0	0	0
2230-2245	141	6	0	0	147	0	0	0
2245-2300	141	6	0	0	147	0	0	0
2300-2315	141	6	0	0	147	0	0	0
2315-2330	141	6	0	0	147	0	0	0
2330-2345	141	6	0	0	147	0	0	0
2345-2400	141	6	0	0	147	0	0	0
2400-2415	141	6	0	0	147	0	0	0
2415-2430	141	6	0	0	147	0	0	0
2430-2445	141	6	0	0	147	0	0	0
2445-2500	141							
Grand Total	8076	521	1	7274	86	1776	1	7942
Average/h	50.47	3.26	0.01	45.01	5.46	108.61	0.01	49.01
Intersection/h	46.40	4.40	0.01	47.81	6.56	67.73	0.01	48.71

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

St. Simons Island, GA



Site 2
Frederica Rd (South)
Frederica Rd (North)
Palm Dr

Date
Thursday, May 7, 2026
777
Lat/Long
31.594427, -81.376251
[Click here for Map](#)

Weather
Fair
77°F
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0900 - 1000 (Wednesday 10:00-10:00)

Single Unit Trucks (4-7)

TIME	Northbound Frederica Rd (South)				Southbound Frederica Rd (North)				Westbound Palm Dr				
	Thru	Right	U-Turn	App	Thru	Right	U-Turn	App	Left	Right	U-Turn	App	HT
0900-0915	1	0	0	0	0	0	0	0	0	0	0	0	0
0915-0930	1	0	0	0	0	0	0	0	0	0	0	0	0
0930-0945	1	0	0	0	0	0	0	0	0	0	0	0	0
0945-0960	6	0	0	0	0	0	0	0	0	0	0	0	0
0960-0975	16	0	0	0	0	0	0	0	0	0	0	0	0
0975-0990	2	0	0	0	0	0	0	0	0	0	0	0	0
0990-1000	4	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	26	0	0	0	0	0	0	0	0	0	0	0	0
1000-1015	11	0	0	0	0	0	0	0	0	0	0	0	0
1015-1030	7	0	0	0	0	0	0	0	0	0	0	0	0
1030-1045	8	0	0	0	0	0	0	0	0	0	0	0	0
1045-1060	11	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	37	0	0	0	0	0	0	0	0	0	0	0	0
1060-1075	8	0	0	0	0	0	0	0	0	0	0	0	0
1075-1090	5	0	0	0	0	0	0	0	0	0	0	0	0
1090-1100	5	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	18	0	0	0	0	0	0	0	0	0	0	0	0
1100-1115	8	0	0	0	0	0	0	0	0	0	0	0	0
1115-1130	9	0	0	0	0	0	0	0	0	0	0	0	0
1130-1145	6	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	23	0	0	0	0	0	0	0	0	0	0	0	0
1145-1160	6	0	0	0	0	0	0	0	0	0	0	0	0
1160-1175	5	0	0	0	0	0	0	0	0	0	0	0	0
1175-1190	5	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	21	0	0	0	0	0	0	0	0	0	0	0	0
1190-1205	8	0	0	0	0	0	0	0	0	0	0	0	0
1205-1220	10	0	0	0	0	0	0	0	0	0	0	0	0
1220-1235	10	0	0	0	0	0	0	0	0	0	0	0	0
1235-1250	10	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	38	0	0	0	0	0	0	0	0	0	0	0	0
1250-1265	11	0	0	0	0	0	0	0	0	0	0	0	0
1265-1280	11	0	0	0	0	0	0	0	0	0	0	0	0
1280-1295	11	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	33	0	0	0	0	0	0	0	0	0	0	0	0
1295-1310	11	0	0	0	0	0	0	0	0	0	0	0	0
1310-1325	11	0	0	0	0	0	0	0	0	0	0	0	0
1325-1340	11	0	0	0	0	0	0	0	0	0	0	0	0
1340-1355	11	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	35	0	0	0	0	0	0	0	0	0	0	0	0
1355-1370	11	0	0	0	0	0	0	0	0	0	0	0	0
1370-1385	11	0	0	0	0	0	0	0	0	0	0	0	0
1385-1400	11	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	34	0	0	0	0	0	0	0	0	0	0	0	0
1400-1415	11	0	0	0	0	0	0	0	0	0	0	0	0
1415-1430	11	0	0	0	0	0	0	0	0	0	0	0	0
1430-1445	11	0	0	0	0	0	0	0	0	0	0	0	0
1445-1460	11	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	35	0	0	0	0	0	0	0	0	0	0	0	0
1460-1475	11	0	0	0	0	0	0	0	0	0	0	0	0
1475-1490	11	0	0	0	0	0	0	0	0	0	0	0	0
1490-1505	11	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	34	0	0	0	0	0	0	0	0	0	0	0	0
1505-1520	11	0	0	0	0	0	0	0	0	0	0	0	0
1520-1535	11	0	0	0	0	0	0	0	0	0	0	0	0
1535-1550	11	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	33	0	0	0	0	0	0	0	0	0	0	0	0
1550-1565	11	0	0	0	0	0	0	0	0	0	0	0	0
1565-1580	11	0	0	0	0	0	0	0	0	0	0	0	0
1580-1595	11	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	33	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	350	0	0	0	350	0	0	0	0	0	0	0	0
Approach %	87.58	0.00	0.00	0.00	87.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Intersection %	46.15	0.00	0.00	0.00	46.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

0900 - 0900 (Wednesday 09:00-09:00)

Single Unit Trucks (4-7)

TIME	Northbound Frederica Rd (South)				Southbound Frederica Rd (North)				Westbound Palm Dr				
	Thru	Right	U-Turn	App	Thru	Right	U-Turn	App	Left	Right	U-Turn	App	HT
0900-0915	1	0	0	0	0	0	0	0	0	0	0	0	0
0915-0930	1	0	0	0	0	0	0	0	0	0	0	0	0
0930-0945	1	0	0	0	0	0	0	0	0	0	0	0	0
0945-0960	1	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	4	0	0	0	0	0	0	0	0	0	0	0	0
0960-0975	11	0	0	0	0	0	0	0	0	0	0	0	0
0975-0990	11	0	0	0	0	0	0	0	0	0	0	0	0
0990-1000	11	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	23	0	0	0	0	0	0	0	0	0	0	0	0
1000-1015	11	0	0	0	0	0	0	0	0	0	0	0	0
1015-1030	11	0	0	0	0	0	0	0	0	0	0	0	0
1030-1045	11	0	0	0	0	0	0	0	0	0	0	0	0
1045-1060	11	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	44	0	0	0	0	0	0	0	0	0	0	0	0
1060-1075	11	0	0	0	0	0	0	0	0	0	0	0	0
1075-1090	11	0	0	0	0	0	0	0	0	0	0	0	0
1090-1100	11	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	33	0	0	0	0	0	0	0	0	0	0	0	0
1100-1115	11	0	0	0	0	0	0	0	0	0	0	0	0
1115-1130	11	0	0	0	0	0	0	0	0	0	0	0	0
1130-1145	11	0	0	0	0	0	0	0	0	0	0	0	0
1145-1160	11	0	0	0	0	0	0	0	0	0	0	0	0
1160-1175	11	0	0	0	0	0	0	0	0	0	0	0	0
1175-1190	11	0	0	0	0	0	0	0	0	0	0	0	0
1190-1205	11	0	0	0	0	0	0	0	0	0	0	0	0
1205-1220	11	0	0	0	0	0	0	0	0	0	0	0	0
1220-1235	11	0	0	0	0	0	0	0	0	0	0	0	0
1235-1250	11	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	110	0	0	0	110	0	0	0	0	0	0	0	0
1250-1265	11	0	0	0	0	0	0	0	0	0	0	0	0
1265-1280	11	0	0	0	0	0	0	0	0	0	0	0	0
1280-1295	11	0	0	0	0	0	0	0	0	0	0	0	0
1295-1310	11	0	0	0	0	0	0	0	0	0	0	0	0
1310-1325	11	0	0	0	0	0	0	0	0	0	0	0	0
1325-1340	11	0	0	0	0	0	0	0	0	0	0	0	0
1340-1355	11	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	110	0	0	0	110	0	0	0	0	0	0	0	0
1355-1370	11	0	0	0	0	0	0	0	0	0	0	0	0
1370-1385	11	0	0	0	0	0	0	0	0	0	0	0	0
1385-1400	11	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	33	0	0	0	33	0	0	0	0	0	0	0	0
1400-1415	11	0	0	0	0	0	0	0	0	0	0	0	0
1415-1430	11	0	0	0	0	0	0	0	0	0	0	0	0
1430-1445	11	0	0	0	0	0	0	0	0	0	0	0	0
1445-1460	11	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	44	0	0	0	44	0	0	0	0	0	0	0	0
1460-1475	11	0	0	0	0	0	0	0	0	0	0	0	0
1475-1490	11	0	0	0	0	0	0	0	0	0	0	0	0
1490-1505	11	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	33	0	0	0	33	0	0	0	0	0	0	0	0
Grand Total	350	0	0	0	350	0	0	0	0	0	0	0	0

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Thursday, 8 Aug 2024

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Site 2

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0600 - 1900 (Weekday 13h Session) (05-07-2026)

[illegible]0600 - 0900 (internal session 1) (05-07-2026)
Combination Track (R 12)

	Northbound						Southbound						Westbound						
	Frederick St. Route						Frederick St. Route						Rt. 20						
	Time	Plat	Q-Term	Age	Left	Thru	Time	Plat	Q-Term	Age	Left	Thru	Time	Plat	Q-Term	Age	Left	Thru	
0600 - 0615	2.3	2-3	2-3	0	2-3	2-3	2.4	2-5	0	2-5	2-6	0	2-6	2-7	2-8	2-9	2-9	0	2-10
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0700 - 0715	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0715 - 0730	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0730 - 0745	2	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
0745 - 0800	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	5	1	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6
0800 - 0815	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
0830 - 0845	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
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	14.6	1	0	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	23
Adoption %	68.49	12.11	0.00	100.00	0.00	100.00	0.00	100.00	0.00	100.00	0.00	100.00	0.00	100.00	0.00	100.00	0.00	100.00	0.00
Interpretation %	69.97	8.70	0.00	70.25	0.00	17.39	0.00	11.39	0.00	11.39	0.00	4.35	0.00	4.35	0.00	4.35	0.00	4.35	0.00

1100 - 1300 (internal session 2) (05-07-2026)

[illegible]

1500 - 1900 [Internal session 3] (05-07-2026)

TIME	Northbound					Southbound					Westbound				
	Frederick Rd (South)					Frederick Rd (North)					Perry Dr				
	Left	Thru	Right	Left	Thru	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	2.1	2.2	2.3	2.4	2.5	2.6	2.7	2.8	2.9	3.0	3.1	3.2	3.3	3.4	
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1515 - 1530	4	0	0	0	0	0	0	0	0	0	0	0	0	0	
1530 - 1545	1	0	0	1	0	1	0	1	0	0	0	0	0	0	
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	4	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600 - 1615	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
1615 - 1630	0	0	0	0	0	1	0	1	0	0	0	0	0	1	
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	2	0	0	0	0	2	0	2	0	0	0	0	0	1	
1700 - 1715	0	0	0	0	0	1	0	1	0	1	0	0	0	4	
1715 - 1730	0	0	0	0	0	1	0	1	0	0	0	0	0	1	
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1745 - 1800	0	0	0	0	0	2	0	2	0	0	0	0	0	2	
Hourly Total	0	0	0	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	
1815 - 1830	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	
1845 - 1900	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	
Grand Total	6	0	0	0	0	4	0	4	0	0	0	0	0	3	
Average %	100.00	0.00	0.00	0.00	0.00	100.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	25.00	
Interaction %	32.00	0.00	0.00	32.00	0.00	50.00	0.00	50.00	0.00	0.00	0.00	0.00	0.00	12.50	

13-Hr TMC – Frederica Rd @ Sea Island Rd



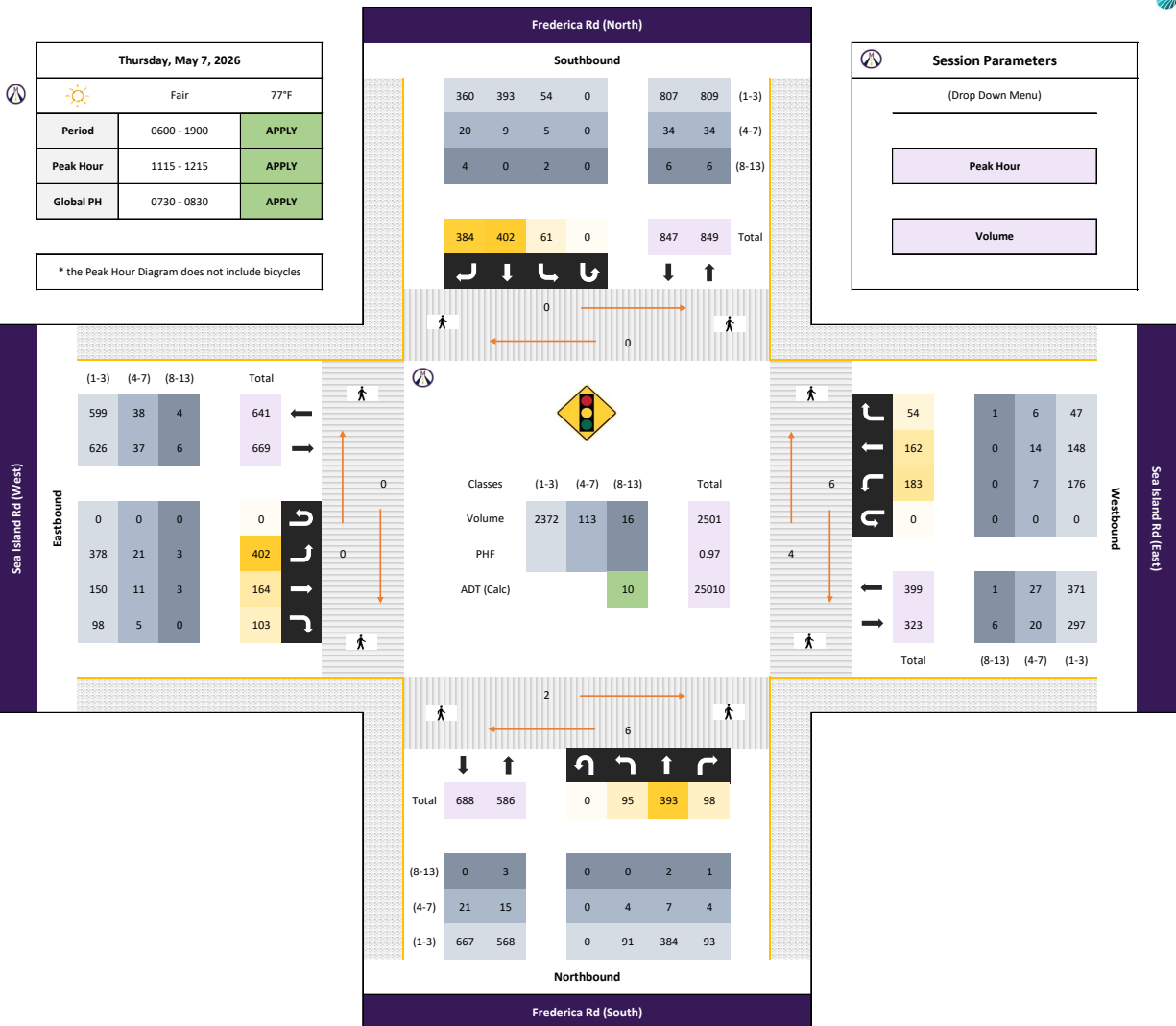
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Peak Hour Turning Movement Count

St. Simons Island, GA



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All vehicles

Aircraft		Aircraft Performance																								
		Northbound										Southbound					Eastbound					Westbound				
		Frederica Rd (South)					Frederica Rd (North)					Sea Island Rd (West)					Sea Island Rd (East)									
Time	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total					
1115 - 1130	28	96	28	-	0	152	13	95	100	-	0	208	102	40	19	-	0	161	48	42	11	-	0	101	622	
1130 - 1145	23	104	24	-	0	151	17	102	94	-	0	213	95	38	37	-	0	170	43	44	12	-	0	99	633	
1145 - 1200	23	102	20	-	0	145	19	110	94	-	0	223	104	49	22	-	0	175	44	40	16	-	0	100	643	
1200 - 1215	21	91	26	-	0	138	12	95	96	-	0	203	101	37	25	-	0	163	48	36	15	-	0	99	603	
Total	95	393	98	0	0	586	61	402	384	0	0	847	402	164	103	0	0	669	183	162	54	0	0	399	2501	
Approach %	16.21	67.06	16.72	0.00	0.00	7.20	47.46	45.34	0.00	0.00	60.09	24.51	15.40	0.00	0.00	0.00	45.86	40.60	13.53	0.00	0.00	0.00	0.00	0.00		
PHF	0.85	0.94	0.88	0.00	0.00	0.96	0.80	0.91	0.96	0.00	0.00	0.95	0.97	0.84	0.70	0.00	0.00	0.96	0.95	0.92	0.84	0.00	0.00	0.99	0.97	

Passenger Vehicles (1-3)

Passenger Vehicles (1-3)		Northbound						Southbound						Eastbound						Westbound						In Total
		Frederica Rd (South)						Frederica Rd (North)						Sea Island Rd (West)						Sea Island Rd (East)						
		Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	
		3.1	3.2	3.3		3.4		3.5	3.6	3.7		3.8		3.9	3.10	3.11		3.12		3.13	3.14	3.15		3.16		
1115 - 1130	27	94	28	-	0	149	11	91	98	-	0	200	94	37	18	-	0	149	47	34	11	-	0	92	590	
1130 - 1145	22	100	22	-	0	144	15	100	84	-	0	199	88	36	35	-	0	159	42	41	9	-	0	92	594	
1145 - 1200	22	100	19	-	0	141	18	109	85	-	0	212	101	45	21	-	0	167	41	38	13	-	0	92	612	
1200 - 1215	20	90	24	-	0	134	10	93	93	-	0	196	95	32	24	-	0	151	46	35	14	-	0	95	576	
Total		91	384	93	0	0	568	54	393	360	0	0	807	378	150	98	0	0	626	176	148	47	0	0	371	2372
Approach %		16.02	67.61	16.37	0.00	0.00		6.69	46.30	44.61	0.00	0.00		60.38	23.96	15.65	0.00	0.00		47.44	39.89	12.67	0.00	0.00		
PHF		0.84	0.96	0.83	0.00	0.00	0.95	0.75	0.90	0.92	0.00	0.00	0.95	0.94	0.83	0.70	0.00	0.00	0.94	0.94	0.90	0.84	0.00	0.00	0.98	0.97

Single Unit Trucks (4-7)

Single Unit Trucks (4-7)		Northbound						Southbound						Eastbound						Westbound						Int. Total
		Frederica Rd (South)						Frederica Rd (North)						Sea Island Rd (West)						Sea Island Rd (East)						
		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					
Time																										
1115 - 1130	1	1	0	-	0	2	1	4	2	-	0	7	7	3	1	-	0	11	1	8	0	-	0	9	29	
1130 - 1145	1	3	1	-	0	5	2	2	8	-	0	12	6	2	2	-	0	10	1	3	2	-	0	6	33	
1145 - 1200	1	2	1	-	0	4	1	1	8	-	0	10	2	3	1	-	0	6	3	2	3	-	0	8	28	
1200 - 1215	1	1	2	-	0	4	1	2	2	-	0	5	6	3	1	-	0	10	2	1	1	-	0	4	23	
Total	4	7	4	0	0	15	5	9	20	0	0	34	21	11	5	0	0	37	7	14	6	0	0	27	113	
Approach %	26.67	46.67	26.67	0.00	0.00	-	14.71	26.47	58.82	0.00	0.00	-	56.76	29.73	13.51	0.00	0.00	-	25.93	51.85	22.22	0.00	0.00	-	-	
PHF	1.00	0.58	0.50	0.00	0.00	0.75	0.63	0.56	0.63	0.00	0.00	0.71	0.75	0.92	0.63	0.00	0.00	0.84	0.58	0.44	0.50	0.00	0.00	0.75	0.86	

Combination Trucks (8-13)

Time	Northbound Frederica Rd (South)						Southbound Frederica Rd (North)					Eastbound Sea Island Rd (West)						Westbound Sea Island Rd (East)						Int Total	
	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		
	1115 - 1130	0	1	0	-	0	1	1	0	0	-	0	1	1	0	0	-	0	1	0	0	0	-		0
1130 - 1145	0	1	1	-	0	2	0	0	2	-	0	2	1	0	0	-	0	1	0	0	1	-	0	1	6
1145 - 1200	0	0	0	-	0	0	0	0	1	-	0	1	1	1	0	-	0	2	0	0	0	-	0	0	3
1200 - 1215	0	0	0	-	0	0	1	0	1	-	0	2	0	2	0	-	0	2	0	0	0	-	0	0	4
Total	0	2	1	0	0	3	2	0	4	0	6	3	3	0	0	0	6	0	0	1	0	0	0	1	16
Approach %	0.00	66.67	33.33	0.00	0.00	-	33.33	0.00	66.67	0.00	0.00	-	50.00	50.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	-
PHF	0.00	0.50	0.25	0.00	0.00	0.38	0.50	0.00	0.50	0.00	0.00	0.75	0.75	0.38	0.00	0.00	0.00	0.75	0.00	0.00	0.25	0.00	0.00	0.25	0.67

Bicycles

[illegible]



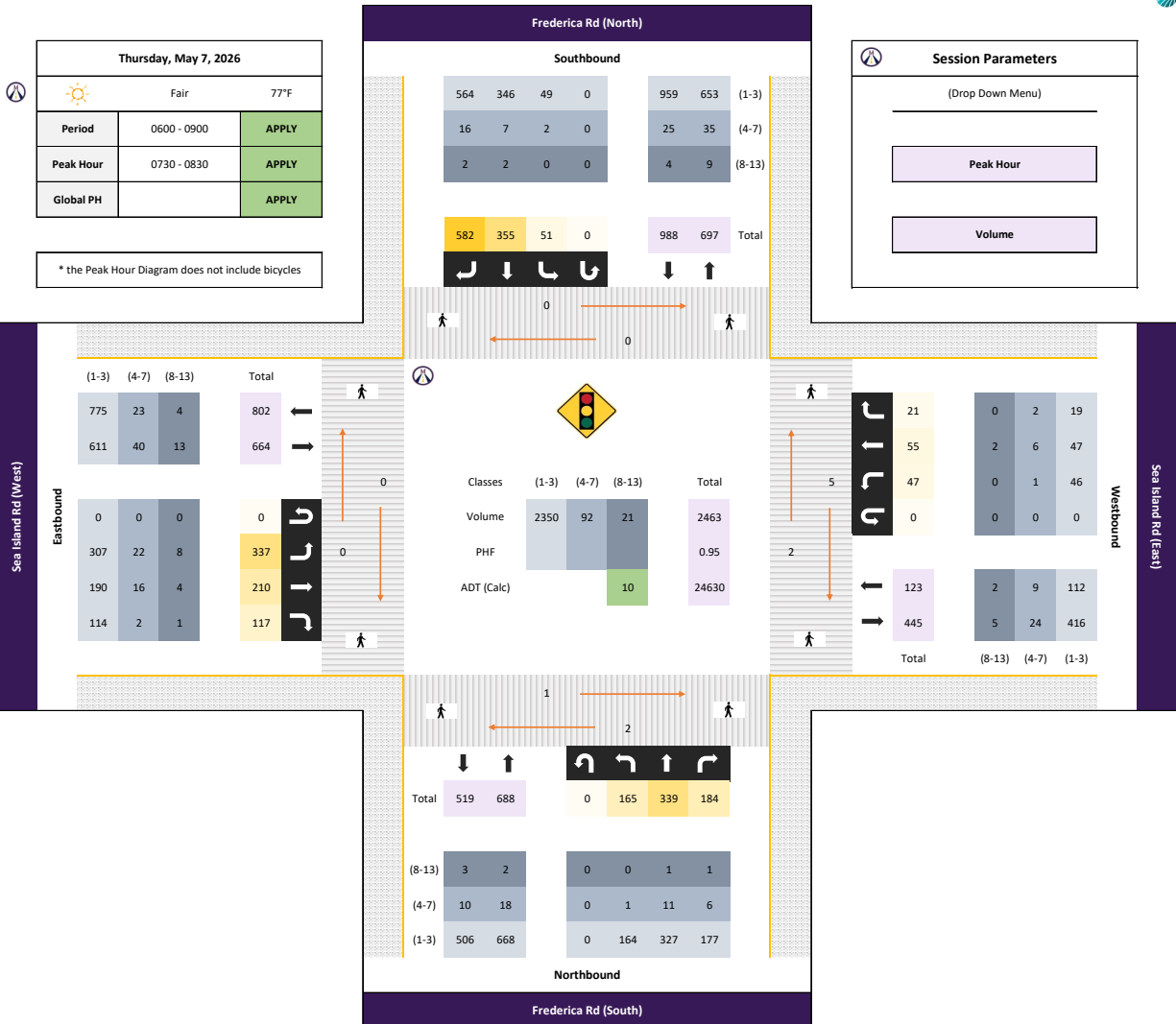
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Peak Hour Turning Movement Count

St. Simons Island, GA



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All vehicles

All Vehicles	Northbound												Southbound						Eastbound						Westbound								
	Frederica Rd (South)						Frederica Rd (North)						Sea Island Rd (West)						Sea Island Rd (East)														
	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Int		
	3.1	3.2	3.3	3.4	3.5	3.6	3.7	3.8	3.9	4.0	4.1	4.2	4.3	4.4	4.5	4.6	4.7	4.8	4.9	5.0	5.1	5.2	5.3	5.4	5.5	5.6	5.7	5.8	5.9	6.0	6.1	6.2	
0730 - 0745	26	76	34	-	0	136	8	85	195	-	0	288	75	45	49	-	0	169	10	10	9	-	0	29	622								
0745 - 0800	44	82	49	-	0	175	16	111	161	-	0	288	65	37	40	-	0	142	15	9	2	-	0	26	631								
0800 - 0815	52	99	50	-	0	201	16	76	134	-	0	226	96	80	11	-	0	187	14	20	3	-	0	37	651								
0815 - 0830	43	82	51	-	0	176	11	83	92	-	0	186	101	48	17	-	0	166	8	16	7	-	0	31	559								
Total	165	339	184	0	0	688	51	355	582	0	0	988	337	210	117	0	0	664	47	55	21	0	0	123	2463								
Approach %	23.98	49.27	26.74	0.00	0.00		5.16	35.33	58.91	0.00	0.00		50.75	31.63	17.62	0.00	0.00		38.21	44.72	17.07	0.00	0.00										
PHF	0.79	0.86	0.90	0.00	0.00	0.86	0.80	0.80	0.75	0.00	0.00	0.86	0.83	0.66	0.60	0.00	0.00	0.89	0.78	0.69	0.58	0.00	0.00	0.83	0.95								

Passenger Vehicles (1-3)

Passenger Vehicles (1-3)		Northbound						Southbound					Eastbound					Westbound					In Total			
		Frederica Rd (South)						Frederica Rd (North)					Sea Island Rd (West)					Sea Island Rd (East)								
		Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right			U-Turn	App Total
		3.1	3.2	3.3		3.4		3.5	3.6	3.7		3.8		3.9	3.10	3.11		3.12		3.13	3.14	3.15			3.16	
Time	0730 - 0745	25	73	34	-	0	132	8	83	190	-	0	281	72	38	49	-	0	159	10	9	8	-	0	27	599
0745 - 0800	44	78	48	-	0	170	16	109	159	-	0	284	58	34	38	-	0	130	15	7	1	-	0	23	607	
0800 - 0815	52	97	45	-	0	194	14	74	128	-	0	216	85	72	10	-	0	167	13	17	3	-	0	33	610	
0815 - 0830	43	79	50	-	0	172	11	80	87	-	0	178	92	46	17	-	0	155	8	14	7	-	0	29	534	
Total	164	327	177	0	0	668	49	346	564	0	0	959	307	190	114	0	0	611	46	47	19	0	0	112	2350	
Approach %	24.55	48.95	26.50	0.00	0.00		5.11	36.08	58.81	0.00	0.00		50.25	31.10	18.66	0.00	0.00		41.07	41.96	16.96	0.00	0.00			
PHF	0.79	0.84	0.89	0.00	0.00	0.86	0.77	0.79	0.74	0.00	0.00	0.84	0.83	0.66	0.58	0.00	0.00	0.91	0.77	0.69	0.59	0.00	0.00	0.85	0.96	

Single Unit Trucks (4-7)

Single Unit Trucks (4+)		Northbound						Southbound					Eastbound						Westbound						In Total	
		Frederica Rd (South)						Frederica Rd (North)					Sea Island Rd (West)						Sea Island Rd (East)							
		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		
Time		1	3	0	-	0	4	0	2	4	-	0	6	2	7	0	-	0	9	0	1	1	-	0	2	17
0730 - 0745		0	3	1	-	0	4	0	1	2	-	0	3	4	2	1	-	0	7	0	2	1	-	0	3	17
0745 - 0800		0	2	4	-	0	6	2	1	6	-	0	9	9	5	1	-	0	15	1	1	0	-	0	2	32
0800 - 0815		0	3	1	-	0	4	0	3	4	-	0	7	7	2	0	-	0	9	0	2	0	-	0	2	22
0815 - 0830																										
Total		1	11	6	0	0	18	2	7	16	0	0	25	22	16	2	0	0	40	1	6	2	0	0	9	92
Approach %		5.56	61.11	33.33	0.00	0.00	-	8.00	28.00	64.00	0.00	0.00	-	55.00	40.00	5.00	0.00	0.00	-	11.11	66.67	22.22	0.00	0.00	-	-
PHF		0.25	0.92	0.38	0.00	0.00	0.75	0.25	0.58	0.67	0.00	0.00	0.69	0.61	0.57	0.50	0.00	0.00	0.67	0.25	0.75	0.50	0.00	0.00	0.75	0.72

Combination Trucks (8-13)

Time	Northbound Frederica Rd (South)						Southbound Frederica Rd (North)					Eastbound Sea Island Rd (West)						Westbound Sea Island Rd (East)						Int Total
	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				
	0730 - 0745	0	0	0	-	0	0	0	1	-	0	1	1	0	0	-	0	1	0	0	-	0	0	
0745 - 0800	0	1	0	-	0	1	0	1	0	-	0	1	3	1	1	-	0	5	0	0	-	0	0	7
0800 - 0815	0	0	1	-	0	1	0	1	0	-	0	1	2	3	0	-	0	5	0	2	0	-	0	2
0815 - 0830	0	0	0	-	0	0	0	1	-	0	1	2	0	0	-	0	2	0	0	-	0	0	3	
Total	0	1	1	0	0	2	0	2	0	0	4	8	4	1	0	0	13	0	2	0	0	0	2	
Approach %	0.00	50.00	50.00	0.00	0.00	-	0.00	50.00	50.00	0.00	0.00	-	61.54	30.47	7.69	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	0.50	0.00	0.00	1.00	0.67	0.33	0.25	0.00	0.00	0.65	0.00	0.25	0.00	0.00	0.00	0.25	0.58

Bicycles

[illegible]

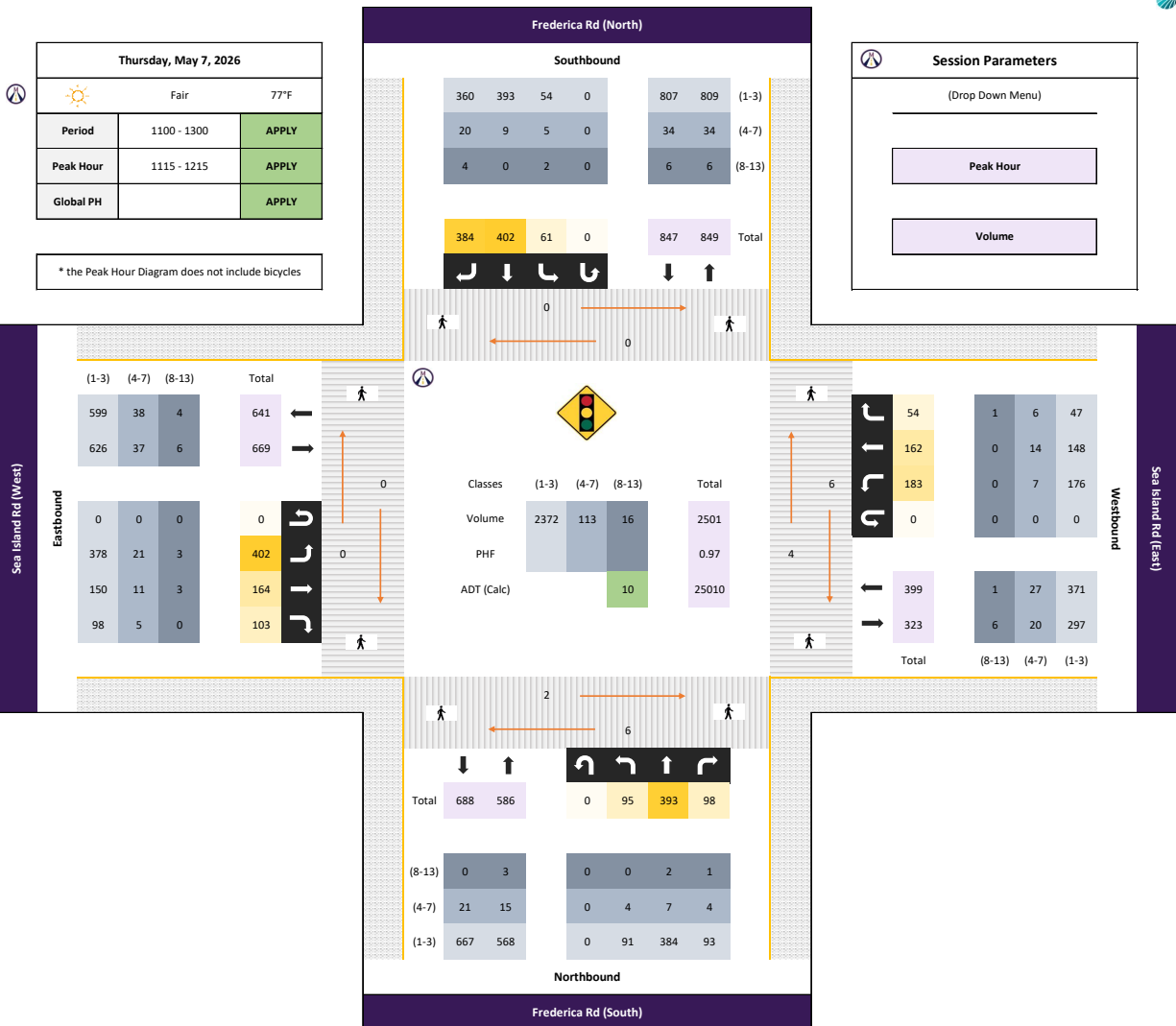


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Peak Hour Turning Movement Count

St. Simons Island, GA

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All vehicles

Aircraft		Aircraft Performance																								
		Northbound										Southbound					Eastbound					Westbound				
		Frederica Rd (South)					Frederica Rd (North)					Sea Island Rd (West)					Sea Island Rd (East)									
Time	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total					
1115 - 1130	28	96	28	-	0	152	13	95	100	-	0	208	102	40	19	-	0	161	48	42	11	-	0	101	622	
1130 - 1145	23	104	24	-	0	151	17	102	94	-	0	213	95	38	37	-	0	170	43	44	12	-	0	99	633	
1145 - 1200	23	102	20	-	0	145	19	110	94	-	0	223	104	49	22	-	0	175	44	40	16	-	0	100	643	
1200 - 1215	21	91	26	-	0	138	12	95	96	-	0	203	101	37	25	-	0	163	48	36	15	-	0	99	603	
Total	95	393	98	0	0	586	61	402	384	0	0	847	402	164	103	0	0	669	183	162	54	0	0	399	2501	
Approach %	16.21	67.06	16.72	0.00	0.00	7.20	47.46	45.34	0.00	0.00	60.09	24.51	15.40	0.00	0.00	0.00	45.86	40.60	13.53	0.00	0.00	0.00	0.00	0.00		
PHF	0.85	0.94	0.88	0.00	0.00	0.96	0.80	0.91	0.96	0.00	0.00	0.95	0.97	0.84	0.70	0.00	0.00	0.96	0.95	0.92	0.84	0.00	0.00	0.99	0.97	

Passenger Vehicles (1-3)

Passenger Vehicles (1-3)		Northbound						Southbound						Eastbound						Westbound						In Total
		Frederica Rd (South)						Frederica Rd (North)						Sea Island Rd (West)						Sea Island Rd (East)						
		Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	
		3.1	3.2	3.3		3.4		3.5	3.6	3.7		3.8		3.9	3.10	3.11		3.12		3.13	3.14	3.15		3.16		
1115 - 1130	27	94	28	-	0	149	11	91	98	-	0	200	94	37	18	-	0	149	47	34	11	-	0	92	590	
1130 - 1145	22	100	22	-	0	144	15	100	84	-	0	199	88	36	35	-	0	159	42	41	9	-	0	92	594	
1145 - 1200	22	100	19	-	0	141	18	109	85	-	0	212	101	45	21	-	0	167	41	38	13	-	0	92	612	
1200 - 1215	20	90	24	-	0	134	10	93	93	-	0	196	95	32	24	-	0	151	46	35	14	-	0	95	576	
Total		91	384	93	0	0	568	54	393	360	0	0	807	378	150	98	0	0	626	176	148	47	0	0	371	2372
Approach %		16.02	67.61	16.37	0.00	0.00		6.69	46.30	44.61	0.00	0.00		60.38	23.96	15.65	0.00	0.00		47.44	39.89	12.67	0.00	0.00		
PHF		0.84	0.96	0.83	0.00	0.00	0.95	0.75	0.90	0.92	0.00	0.00	0.95	0.94	0.83	0.70	0.00	0.00	0.94	0.94	0.90	0.84	0.00	0.00	0.98	0.97

Single Unit Trucks (4-7)

Single Unit Trucks (4-7)		Northbound						Southbound						Eastbound						Westbound						Int. Total
		Frederica Rd (South)						Frederica Rd (North)						Sea Island Rd (West)						Sea Island Rd (East)						
		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					
Time		1	1	0	-	0	2	1	4	2	-	0	7	7	3	1	-	0	11	1	8	0	-	0	9	29
1115 - 1130		1	3	1	-	0	5	2	2	8	-	0	12	6	2	2	-	0	10	1	3	2	-	0	6	33
1130 - 1145		1	2	1	-	0	4	1	1	8	-	0	10	2	3	1	-	0	6	3	2	3	-	0	8	28
1145 - 1200		1	1	2	-	0	4	1	2	2	-	0	5	6	3	1	-	0	10	2	1	1	-	0	4	23
1200 - 1215																										
Total		4	7	4	0	0	15	5	9	20	0	0	34	21	11	5	0	0	37	7	14	6	0	0	27	113
Approach %		26.67	46.67	26.67	0.00	0.00	-	14.71	26.47	58.82	0.00	0.00	-	56.76	29.73	13.51	0.00	0.00	-	25.93	51.85	22.22	0.00	0.00	-	
PHF		1.00	0.58	0.50	0.00	0.00	0.75	0.63	0.56	0.63	0.00	0.00	0.71	0.75	0.92	0.63	0.00	0.00	0.84	0.58	0.44	0.50	0.00	0.00	0.75	0.86

Combination Trucks (8-13)

Time	Northbound Frederica Rd (South)						Southbound Frederica Rd (North)					Eastbound Sea Island Rd (West)					Westbound Sea Island Rd (East)					Int Total			
	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	
	1115 - 1130	0	1	0	-	0	1	1	0	0	-	0	1	1	0	0	-	0	1	0	0		0	-	0
1130 - 1145	0	1	1	-	0	2	0	0	2	-	0	2	1	0	0	-	0	1	0	0	1	-	0	1	6
1145 - 1200	0	0	0	-	0	0	0	0	1	-	0	1	1	1	0	-	0	2	0	0	0	-	0	0	3
1200 - 1215	0	0	0	-	0	0	1	0	1	-	0	2	0	2	0	-	0	2	0	0	0	-	0	0	4
Total	0	2	1	0	0	3	2	0	4	0	6	3	3	0	0	0	6	0	0	1	0	0	0	1	16
Approach %	0.00	66.67	33.33	0.00	0.00	-	33.33	0.00	66.67	0.00	0.00	-	50.00	50.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	-
PHF	0.00	0.50	0.25	0.00	0.00	0.38	0.50	0.00	0.50	0.00	0.00	0.75	0.75	0.38	0.00	0.00	0.00	0.75	0.00	0.00	0.25	0.00	0.00	0.25	0.67

Bicycles

[illegible]



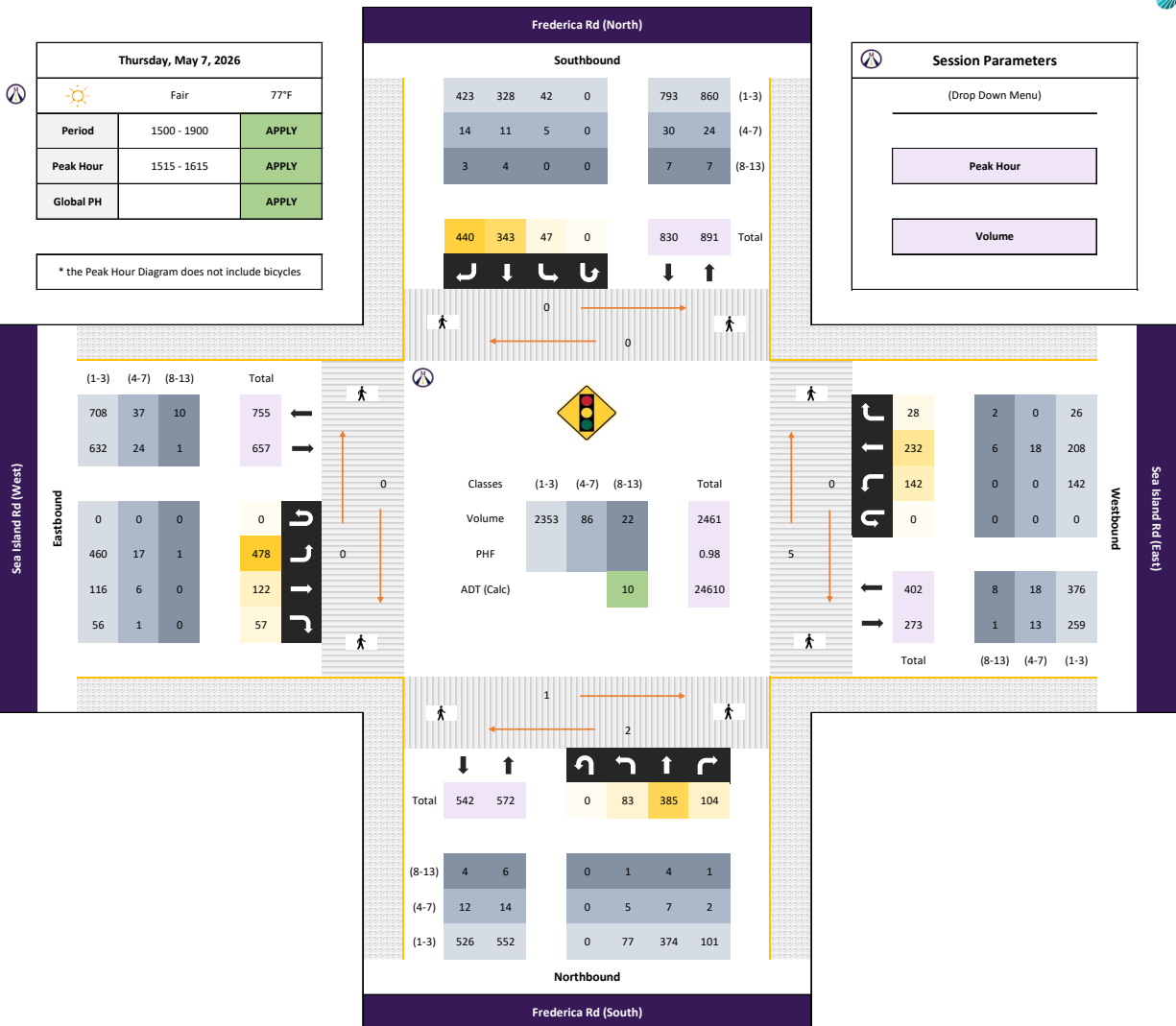
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Peak Hour Turning Movement Count

St. Simons Island, GA



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All vehicles		Northbound												Southbound												Eastbound												Westbound												Int Total
		Frederica Rd (South)						Frederica Rd (North)						Sea Island Rd (West)						Sea Island Rd (East)																														
		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																													
Time																																																		
1515 - 1530		22	77	25	-	0	124	11	95	110	-	0	216	117	39	19	-	0	175	28	53	7	-	0	88	603																								
1530 - 1545		22	100	26	-	0	148	12	90	101	-	0	203	115	31	17	-	0	163	38	53	9	-	0	100	614																								
1545 - 1600		20	101	24	-	0	145	15	83	104	-	0	202	123	24	14	-	0	161	38	69	3	-	0	110	618																								
1600 - 1615		19	107	29	-	0	155	9	75	125	-	0	209	123	28	7	-	0	158	38	57	9	-	0	104	626																								
Total		83	385	104	0	0	572	47	343	440	0	0	830	478	122	57	0	0	657	142	232	28	0	0	402	2461																								
Approach %		14.51	67.31	18.18	0.00	0.00	-	5.66	41.33	53.01	0.00	0.00	-	72.75	18.57	8.68	0.00	0.00	-	35.32	57.71	6.97	0.00	0.00	-																									
PHF		0.94	0.90	0.90	0.00	0.00	0.92	0.78	0.90	0.88	0.00	0.00	0.96	0.97	0.78	0.75	0.00	0.00	0.94	0.93	0.84	0.78	0.00	0.00	0.91	0.98																								

Time	Northbound						Southbound					Eastbound					Westbound					Int		
	Frederica Rd (South)						Frederica Rd (North)					Sea Island Rd (West)					Sea Island Rd (East)							
	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
1515 - 1530	21	73	25	-	0	119	10	89	104	-	0	203	112	36	19	-	0	167	28	46	6	-	0	80
1530 - 1545	18	98	26	-	0	142	11	84	96	-	0	191	109	31	16	-	0	156	38	48	9	-	0	95
1545 - 1600	19	99	22	-	0	140	14	81	102	-	0	197	121	24	14	-	0	159	38	59	3	-	0	100
1600 - 1615	19	104	28	-	0	151	7	74	121	-	0	202	118	25	7	-	0	150	38	55	8	-	0	101
Total	77	374	101	0	0	552	42	328	423	0	0	793	466	116	56	0	0	632	142	208	26	0	0	376
Approach %	13.95	67.75	18.30	0.00	0.00		5.30	41.36	53.34	0.00	0.00		72.78	18.35	8.86	0.00	0.00		37.72	55.32	6.91	0.00	0.00	
PHF	0.92	0.90	0.90	0.00	0.00	0.91	0.75	0.92	0.87	0.00	0.00	0.98	0.95	0.81	0.74	0.00	0.00	0.95	0.93	0.88	0.72	0.00	0.00	0.93

Time	Northbound Frederica Rd (South)						Southbound Frederica Rd (North)						Eastbound Sea Island Rd (West)						Westbound Sea Island Rd (East)						Total
	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		
	1515 - 1530	1	1	0	-	0	2	1	5	5	-	0	11	5	3	0	-	0	8	0	5	0	-	0	
1530 - 1545	3	2	0	-	0	5	1	5	4	-	0	10	6	0	1	-	0	7	0	4	0	-	0	4	26
1545 - 1600	1	1	1	-	0	3	1	1	1	-	0	3	1	0	0	-	0	1	0	8	0	-	0	8	15
1600 - 1615	0	3	1	-	0	4	2	0	4	-	0	6	5	3	0	-	0	8	0	1	0	-	0	1	19
Total	5	7	2	0	0	14	5	11	14	0	0	30	17	6	1	0	0	24	0	18	0	0	0	18	86
Approach %	35.71	50.00	14.29	0.00	0.00	-	16.67	36.67	46.67	0.00	0.00	-	70.83	25.00	4.17	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	-
PHF	0.42	0.58	0.50	0.00	0.00	0.70	0.63	0.55	0.70	0.00	0.00	0.68	0.71	0.50	0.25	0.00	0.75	0.00	0.56	0.00	0.00	0.00	0.56	0.83	

		Northbound					Southbound					Eastbound					Westbound					Int Total					
		Frederica Rd (South)					Frederica Rd (North)					Sea Island Rd (West)					Sea Island Rd (East)										
		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						
Time		0	3	0	-	0	3	0	1	1	-	0	2	0	0	0	-	0	0	0	2	1	-	0	3	8	
1515 - 1530		1	0	0	-	0	1	0	1	1	-	0	2	0	0	0	-	0	0	0	1	0	-	0	1	4	
1530 - 1545		0	1	1	-	0	2	0	1	1	-	0	2	1	0	0	-	0	0	1	0	2	-	0	2	7	
1545 - 1600		0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	1	1	1	-	0	2	3	
1600 - 1615																											
Total		1	4	1	0	0	6	0	4	3	0	7	1	0	0	0	0	0	1	0	6	2	0	0	8	22	
Apprch %		16.67	66.67	16.67	0.00	0.00	-	0.00	57.14	42.86	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	75.00	25.00	0.00	0.00	-	-	
PHF		0.25	0.33	0.25	0.00	0.00	0.50	-	1.00	0.75	0.00	0.00	0.88	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.75	0.50	0.00	0.00	0.67	0.69

[illegible]

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0600 - 1900 (Weekday 13h Session) 05-07-2026
All-Hands-on0600 - 0900 (internal session 1) (05-07-2026)1100 - 1300 (internal session 2) (05-07-2026)1500 - 1900 (internal session 3) (05-07-2026)

	Northbound					Southbound					Eastbound					Westbound				
	Frederick Rd (South)					Frederick Rd (North)					Sea Lane Rd (West)					Sea Lane Rd (East)				
	Lane	Time	Time	Time	Time	Lane	Time	Time	Time	Lane	Time	Time	Time	Lane	Time	Time	Time	Time	Time	
1500-1515	1	3.1	1.7	3.3	3.4	Turn	3.0	3.6	3.7	3.8	Turn	3.0	3.0	3.1	3.2	Turn	3.4	3.4	3.5	
1515-1530	2	1.7	1.7	1.7	1.7	1	1.7	1.7	1.7	1	1.7	1.7	1.7	1	1.7	1.7	1.7	1.7	1.7	
1530-1545	2	17	25	25	25	0	12.4	11	10	0	22.8	17	17	0	17.5	28	53	7	0	
1545-1560	2	105	26	105	26	0	105	26	103	0	115	13	11	0	115	13	11	0	115	
1560-1575	2	145	100	145	100	0	145	100	145	100	0	145	100	145	100	0	145	100	145	
1575-1590	2	84	50	84	50	0	84	46	86	46	0	84	49	83	46	0	84	50	84	
1590-1605	2	155	155	155	155	0	155	155	155	155	0	155	155	155	155	0	155	155	155	
1605-1620	2	155	155	155	155	0	155	155	155	155	0	155	155	155	155	0	155	155	155	
1620-1635	2	155	155	155	155	0	155	155	155	155	0	155	155	155	155	0	155	155	155	
1635-1650	2	14	19	22	22	0	13.8	8	10	12	0	20.1	15	18	5	0	15.8	23	46	
1650-1665	2	19	20	20	20	0	19.7	9	10	12	0	21.7	17	20	11	0	19.7	28	52	
1665-1680	2	19	20	20	20	0	19.7	9	10	12	0	21.7	17	20	11	0	19.7	28	52	
1680-1695	2	13	22	22	22	0	13.7	10	12	8.86	0	13.74	14	20	11	0	13.74	32	52	
1695-1710	2	13	22	22	22	0	13.7	10	12	8.86	0	13.74	14	20	11	0	13.74	32	52	
1710-1725	2	105	11	105	11	0	105	11	105	11	0	105	11	105	11	0	105	11	105	
1725-1740	2	105	11	105	11	0	105	11	105	11	0	105	11	105	11	0	105	11	105	
1740-1755	2	105	11	105	11	0	105	11	105	11	0	105	11	105	11	0	105	11	105	
1755-1770	2	105	11	105	11	0	105	11	105	11	0	105	11	105	11	0	105	11	105	
1770-1785	2	105	11	105	11	0	105	11	105	11	0	105	11	105	11	0	105	11	105	
1785-1800	2	105	11	105	11	0	105	11	105	11	0	105	11	105	11	0	105	11	105	
1800-1815	2	9	82	9	82	9	82	9	82	9	82	9	82	9	82	9	82	9	82	
1815-1830	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
1830-1845	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
1845-1860	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
1860-1875	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
1875-1890	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
1890-1905	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
1905-1920	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
1920-1935	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
1935-1950	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
1950-1965	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
1965-1980	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
1980-1995	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
1995-2010	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
2010-2025	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
2025-2040	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
2040-2055	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
2055-2070	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
2070-2085	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
2085-2100	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
2100-2115	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
2115-2130	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
2130-2145	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
2145-2160	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
2160-2175	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
2175-2190	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
2190-2205	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
2205-2220	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
2220-2235	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
2235-2250	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
2250-2265	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
2265-2280	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
2280-2295	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
2295-2310	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
2310-2325	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
2325-2340	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
2340-2355	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
2355-2370	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
2370-2385	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
2385-2400	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
2400-2415	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
2415-2430	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
2430-2445	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
2445-2460	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
2460-2475	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
2475-2490	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
2490-2505	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
2505-2520	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
2520-2535	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
2535-2550	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
2550-2565	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
2565-2580	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
2580-2595	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
2595-2610	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
2610-2625	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
2625-2640	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
2640-2655	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
2655-2670	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
2670-2685	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
2685-2700	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
2700-2715	2	10	71	10	71	0	10	71	71	71	0	10	71	71	71	0	10	71	71	
2715-2730	2	10	71	10	71	0	10	71</												

Marr Traffic
DATA COLLECTION
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77°F

lat/long
31.183676°, -81.37721°

Passenger Vehicles (2)

0600 - 0900 (internal session 1) (05-07-2026)1100 - 1300 (internal session 2) (05-07-2026)1500 - 1900 (internal session 3) (05-07-2026)

Passenger Vehicles (1-3)																
Year	Northside				Southside				Eastside				Westside			
	LbH	LbV	HgH	HgV	LbH	LbV	HgH	HgV	LbH	LbV	HgH	HgV	LbH	LbV	HgH	HgV
1969-1970	100	3	3	3	100	3	3	3	100	3	3	3	100	3	3	3
1970-1971	100	3	3	3	100	3	3	3	100	3	3	3	100	3	3	3
1971-1972	100	3	3	3	100	3	3	3	100	3	3	3	100	3	3	3
1972-1973	100	3	3	3	100	3	3	3	100	3	3	3	100	3	3	3
1973-1974	100	3	3	3	100	3	3	3	100	3	3	3	100	3	3	3
1974-1975	100	3	3	3	100	3	3	3	100	3	3	3	100	3	3	3
1975-1976	100	3	3	3	100	3	3	3	100	3	3	3	100	3	3	3
1976-1977	100	3	3	3	100	3	3	3	100	3	3	3	100	3	3	3
1977-1978	100	3	3	3	100	3	3	3	100	3	3	3	100	3	3	3
1978-1979	100	3	3	3	100	3	3	3	100	3	3	3	100	3	3	3
1979-1980	100	3	3	3	100	3	3	3	100	3	3	3	100	3	3	3
1980-1981	100	3	3	3	100	3	3	3	100	3	3	3	100	3	3	3
1981-1982	100	3	3	3	100	3	3	3	100	3	3	3	100	3	3	3
1982-1983	100	3	3	3	100	3	3	3	100	3	3	3	100	3	3	3
1983-1984	100	3	3	3	100	3	3	3	100	3	3	3	100	3	3	3
1984-1985	100	3	3	3	100	3	3	3	100	3	3	3	100	3	3	3
1985-1986	100	3	3	3	100	3	3	3	100	3	3	3	100	3	3	3
1986-1987	100	3	3	3	100	3	3	3	100	3	3	3	100	3	3	3
1987-1988	100	3	3	3	100	3	3	3	100	3	3	3	100	3	3	3
1988-1989	100	3	3	3	100	3	3	3	100	3	3	3	100	3	3	3
1989-1990	100	3	3	3	100	3	3	3	100	3	3	3	100	3	3	3
1990-1991	100	3	3	3	100	3	3	3	100	3	3	3	100	3	3	3
1991-1992	100	3	3	3	100	3	3	3	100	3	3	3	100	3	3	3
1992-1993	100	3	3	3	100	3	3	3	100	3	3	3	100	3	3	3
1993-1994	100	3	3	3	100	3	3	3	100	3	3	3	100	3	3	3
1994-1995	100	3	3	3	100	3	3	3	100	3	3	3	100	3	3	3

12	68	4
43	284	36

Grand Total	256	1454	288	0	1998	122	1332	1484	0	2938	1754	335	246	0	2885	454	552	90	0	1156	842
Approach 3	12.81	72.77	14.41	0.00	-	4.15	45.34	50.51	0.00	-	75.12	14.35	10.54	0.00	-	35.81	56.40	7.79	0.00	-	-
Intersection 3	1.04	17.25	3.42	0.00	23.71	145	15.81	17.61	0.00	34.86	20.81	3.98	2.92	0.00	27.71	4.91	7.34	1.07	0.00	13.72	-

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Date _____
Thursday, 8 Aug 2024

Weather

Lat/Long
31.183676°, -81.377238°
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[Click here for Detailed Weather](#)

0600 - 1900 (Weekday 13h Session) (05-07-2026)

[illegible]

0600 - 0900 (internal session 1) (05-07-2026)

[illegible]

1100 - 1300 (internal session 2) (05-07-2026)

[illegible]

1500 - 1900 (Internal session 3) (05-07-2026)

[illegible]

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

St. Simons Island, GA



Site 3
Frederica Rd (South)
Frederica Rd (North)
Sea Island Rd (West)
Sea Island Rd (East)

Date
Thursday, May 7, 2026

Weather
Fair

Lat/Long
31.4300°N, 81.3772°W
[Click here for Map](#)

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0600 - 0900 (Weekday 1st Session 05-07-2026)

Combination Trucks (8-13)

TIME	Northbound Frederica Rd (South)				Southbound Frederica Rd (North)				Eastbound Sea Island Rd (West)				Westbound Sea Island Rd (East)				HT
	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	
0600-0615	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
0630-0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645-0700	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
0700-0715	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
0715-0730	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
0730-0745	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
0745-0800	0	1	0	0	0	1	0	1	0	0	1	1	0	0	0	0	0
0800-0815	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	0
0815-0830	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
0830-0845	0	1	0	0	0	1	0	0	0	0	2	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
Hourly Total	0	2	1	0	0	5	0	2	0	2	2	1	0	0	0	0	0
0900-0915	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0915-0930	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0930-0945	0	1	0	0	0	1	0	0	0	0	1	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
Hourly Total	0	1	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0
1000-1015	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1015-1030	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1030-1045	0	0	0	0	0	1	1	1	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
Hourly Total	0	1	0	0	0	2	1	1	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
1115-1130	0	1	0	0	0	1	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
1145-1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1200-1215	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
1215-1230	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
1230-1245	0	1	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0
1245-1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0
1300-1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315-1330	0	2	1	0	0	1	1	0	0	0	1	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
1345-1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	2	1	0	0	1	1	0	0	0	1	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
1415-1430	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
1445-1500	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
1500-1515	0	0	0	0	0	1	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
1530-1545	1	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0
1545-1600	0	1	1	0	0	2	0	1	1	0	0	0	0	0	0	0	0
Hourly Total	0	1	1	0	0	2	0	2	2	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
1615-1630	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
1645-1700	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
1700-1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715-1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730-1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745-1800	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
Grand Total	1	2	1	0	0	5	2	2	2	2	2	1	0	0	0	0	0
Approach %	6.71	18.17	25.71	0.00	0.00	19.24	28.57	59.18	0.00	18.17	38.33	3.33	0.00	2.86	7.14	25.71	0.00
Intersection %	2.13	5.42	7.85	0.00	0.00	13.31	17.87	35.25	0.00	17.87	37.72	3.33	0.00	13.31	3.33	11.87	0.00

0900 - 0900 (Interval session 1) 05-07-2026

Combination Trucks (8-13)

TIME	Northbound Frederica Rd (South)				Southbound Frederica Rd (North)				Eastbound Sea Island Rd (West)				Westbound Sea Island Rd (East)				HT
	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	
0900-0915	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
0930-0945	0	1	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0
0945-1000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	1	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0
0900-0915	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
0930-0945	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
Hourly Total	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
1015-1030	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
1045-1100	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
1100-1115	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
1130-1145	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
Hourly Total	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
1215-1230	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
1245-1300	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
Grand Total	1	1	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0
Approach %	12.50	50.00	25.00	0.00	0.00	0.00	50.00	50.00	0.00	0.00	50.00	25.00	0.00	0.00	66.67	33.33	0.00
Intersection %	2.56	30.26	7.69	0.00	0.00	20.24	5.12	5.12	0.00	30.26	25.00	2.56	0.00	63.54	5.12	2.56	0.00

1100 - 1300 (Interval session 2) 05-07-2026

Combination Trucks (8-13)

TIME	Northbound Frederica Rd (South)				Southbound Frederica Rd (North)				Eastbound Sea Island
------	------------------------------------	--	--	--	------------------------------------	--	--	--	-------------------------

13-Hr TMC – Frederica Rd @ Lawrence Rd



Thursday, May 7, 2026		
	Fair	77°F
Period	0600 - 1900	APPLY
Peak Hour	0715 - 0815	APPLY
Global PH	0730 - 0830	APPLY

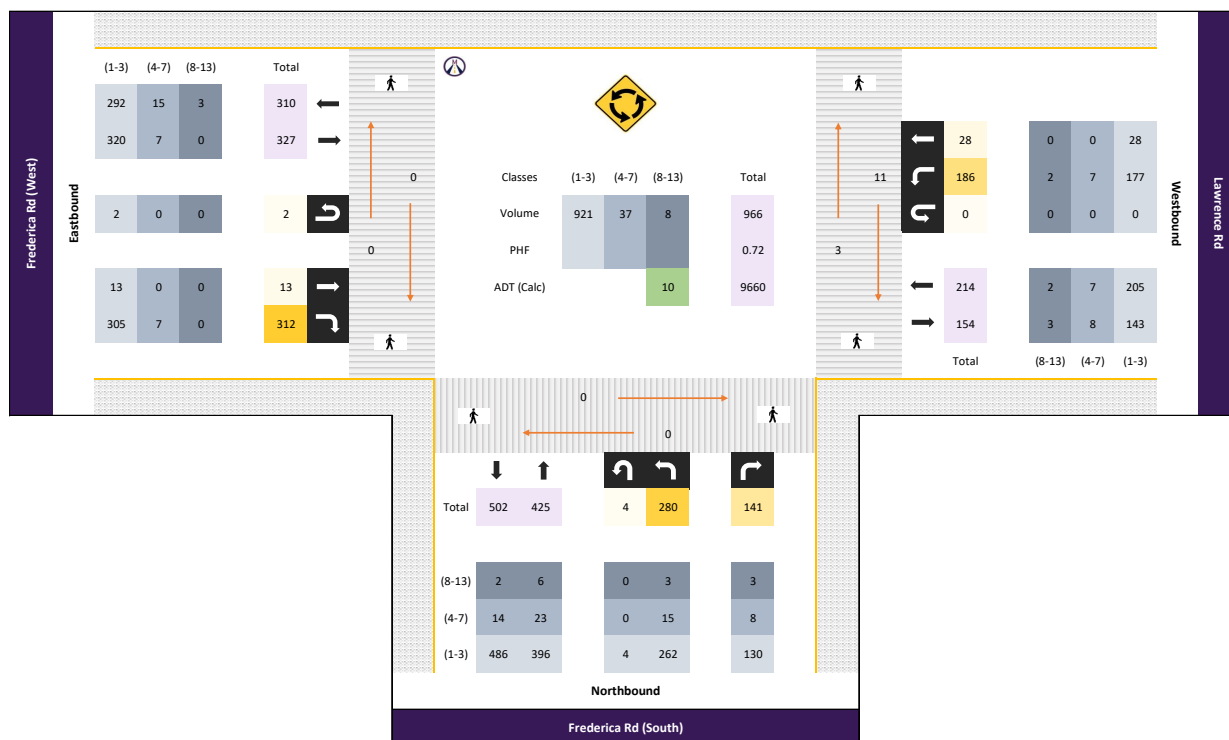
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles		Northbound										Eastbound										Westbound										Int Total
		Frederica Rd (South)										Frederica Rd (West)										Lawrence Rd										
		Left 4.1	Right 4.2	U-Turn 4.3	App Total							Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Thru 4.8	U-Turn 4.9	App Total													
Time		68	-	22	-	0	90	-	-	-	-	-	-	-	-	2	64	-	0	66	41	6	-	-	0	47	203					
0715 - 0730		111	-	36	-	2	149	-	-	-	-	-	-	-	-	6	112	-	2	120	56	12	-	-	0	68	337					
0730 - 0745		62	-	35	-	2	99	-	-	-	-	-	-	-	-	4	98	-	0	102	51	8	-	-	0	59	260					
0745 - 0800		39	-	48	-	0	87	-	-	-	-	-	-	-	-	1	38	-	0	39	38	2	-	-	0	40	166					
0800 - 0815																																
Total		280	0	141	0	4	425	0	0	0	0	0	0	0	0	13	312	0	2	327	186	28	0	0	0	0	214	966				
Approach %		68.88	0.00	33.18	0.00	0.94	-	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00	3.98	95.41	0.00	0.61	-	86.92	13.08	0.00	0.00	0.00	-	-					
PHF		0.63	0.00	0.73	0.00	0.50	0.71	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.54	0.70	0.00	0.25	0.68	0.83	0.58	0.00	0.00	0.00	0.79	0.72					

Time	Northbound						Eastbound						Westbound						Int Total						
	Frederica Rd (South)					Frederica Rd (West)					Lawrence Rd														
	Left 4.1		Right 4.2	U-Turn 4.3	App Total					App Total	Thru 4.4	Right 4.5		U-Turn 4.6	App Total	Left 4.7	Thru 4.8			U-Turn 4.9	App Total				
0715 - 0730	62	-	21	-	0	83	-	-	-	-	0	-	2	60	-	0	62	39	6	-	-	0	45	190	
0730 - 0745	105	-	33	-	2	140	-	-	-	-	0	-	6	112	-	2	120	55	12	-	-	0	67	327	
0745 - 0800	59	-	34	-	2	95	-	-	-	-	0	-	4	96	-	0	100	48	8	-	-	0	56	251	
0800 - 0815	36	-	42	-	0	78	-	-	-	-	0	-	1	37	-	0	38	35	2	-	-	0	37	153	
Total	262	0	130	0	4	396	0	0	0	0	0	0	0	13	305	0	2	320	177	28	0	0	0	205	921
Approach %	66.16	0.00	32.83	0.00	1.01		0.00	0.00	0.00	0.00	0.00		0.00	4.06	95.31	0.00	0.63		86.34	13.66	0.00	0.00	0.00		
PHF	0.62	0.00	0.77	0.00	0.50	0.71	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.54	0.68	0.00	0.25	0.67	0.80	0.58	0.00	0.00	0.00	0.76	0.70

Time	Northbound										Eastbound					Westbound					Int Total	
	Frederica Rd (South)										Frederica Rd (West)					Lawrence Rd						
	Left 4.1		Right 4.2	U-Turn 4.3	App Total					App Total	Thru 4.4	Right 4.5		U-Turn 4.6	App Total	Left 4.7	Thru 4.8		U-Turn 4.9	App Total		
0715 - 0730	4	-	0	-	0	4	-	-	-	-	0	4	-	0	4	1	0	-	-	0	1	9
0730 - 0745	5	-	2	-	0	7	-	-	-	-	0	0	-	0	0	1	0	-	-	0	1	8
0745 - 0800	3	-	1	-	0	4	-	-	-	-	0	2	-	0	2	2	0	-	-	0	2	8
0800 - 0815	3	-	5	-	0	8	-	-	-	-	0	1	-	0	1	3	0	-	-	0	3	12
Total	15	0	8	0	0	23	0	0	0	0	0	7	0	0	7	7	0	0	0	0	7	37
Approach %	65.22	0.00	34.78	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	-
PHF	0.75	0.00	0.40	0.00	0.00	0.72	0.00	0.00	0.00	0.00	0.00	0.44	0.00	0.00	0.44	0.58	0.00	0.00	0.00	0.00	0.58	0.77

Time	Northbound										Eastbound					Westbound					Int Total		
	Frederica Rd (South)										Frederica Rd (West)					Lawrence Rd							
	Left 4.1		Right 4.2	U-Turn 4.3	App Total					App Total	Thru 4.4	Right 4.5		U-Turn 4.6	App Total	Left 4.7	Thru 4.8		U-Turn 4.9	App Total			
0715 - 0730	2	-	1	-	0	3	-	-	-	-	0	-	0	0	-	0	0	1	0	-	0	1	4
0730 - 0745	1	-	1	-	0	2	-	-	-	-	0	-	0	0	-	0	0	0	0	-	0	0	2
0745 - 0800	0	-	0	-	0	0	-	-	-	-	0	-	0	0	-	0	1	0	-	-	0	1	1
0800 - 0815	0	-	1	-	0	1	-	-	-	-	0	-	0	0	-	0	0	0	-	-	0	0	1
Total	3	0	3	0	0	6	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	8
Apprch %	50.00	0.00	50.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	-
PHF	0.38	0.00	0.75	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	0.50	0.00	0.00	0.00	0.00	0.50	0.50

[illegible]



[Click here for Map](#)

Peak Hour Turning Movement Count

St. Simons Island, GA

www.marrtraffic.com



Thursday, May 7, 2026		
	Fair	77°F
Period	0600 - 0900	APPLY
Peak Hour	0715 - 0815	APPLY
Global PH		APPLY

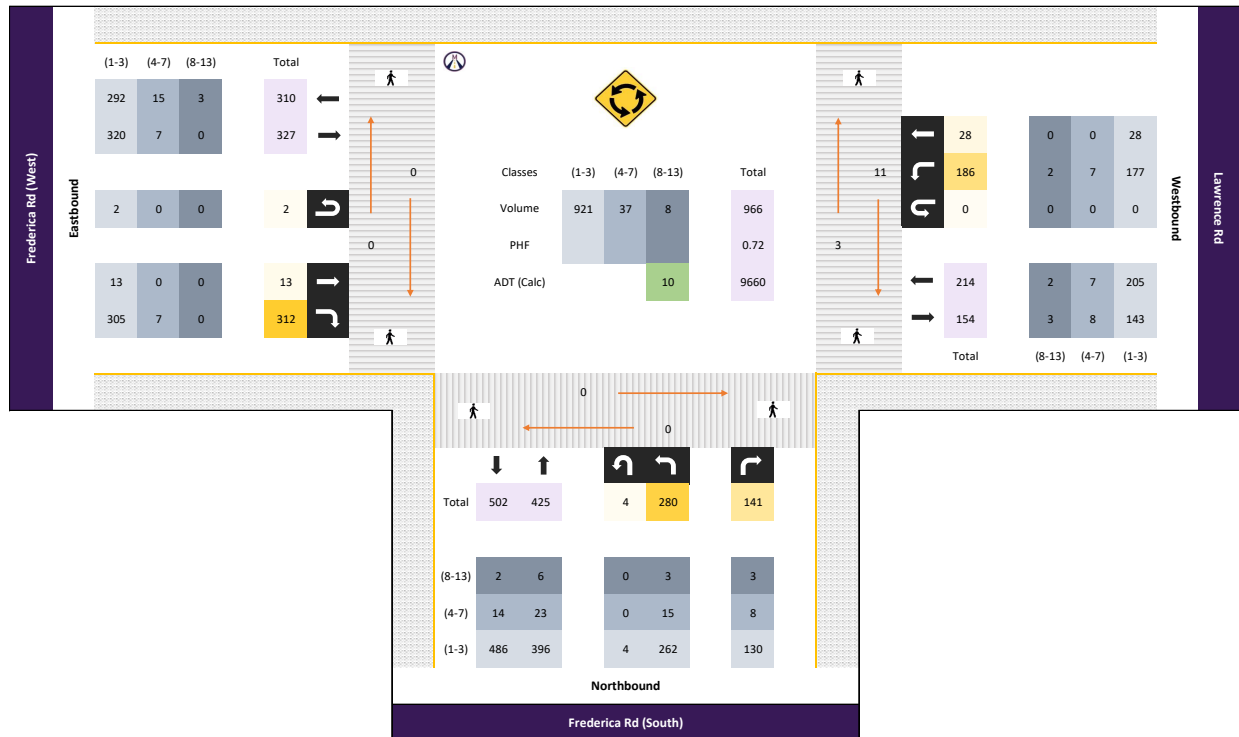
* the Peak Hour Diagram does not include bicycles

 **Session Parameters**

(Drop Down Menu)

Peak Hour

Volume



All vehicles																								
Time	Northbound Frederica Rd (South)						Eastbound Frederica Rd (West)						Westbound Lawrence Rd						Int Total					
	Left 4.1	Right 4.2	U-Turn 4.3	App Total						Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Thru 4.8	U-Turn 4.9	App Total							
	0715 - 0730	68	-	22	-	0	90	-	-	-	-	0	-	2	64	-	0	66		41	6	-	-	0
0730 - 0745	111	-	36	-	2	149	-	-	-	-	0	-	6	112	-	2	120	56	12	-	-	0	68	337
0745 - 0800	62	-	35	-	2	99	-	-	-	-	0	-	4	98	-	0	102	51	8	-	-	0	59	260
0800 - 0815	39	-	48	-	0	87	-	-	-	-	0	-	1	38	-	0	39	38	2	-	-	0	40	166
Total	280	0	141	0	4	425	0	0	0	0	0	0	13	312	0	2	327	186	28	0	0	0	214	966
Approach %	68.88	0.00	33.18	0.00	0.94	-	0.00	0.00	0.00	0.00	0.00	-	0.00	3.98	94.41	0.00	0.61	-	86.92	13.08	0.00	0.00	0.00	-
PHF	0.63	0.00	0.73	0.00	0.50	0.71	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.54	0.70	0.00	0.25	0.68	0.83	0.58	0.00	0.00	0.00	0.79

Time	Northbound						Eastbound						Westbound						Int Total				
	Frederica Rd (South)					Frederica Rd (West)					Lawrence Rd												
	Left 4.1		Right 4.2	U-Turn 4.3	App Total					App Total	Thru 4.4	Right 4.5		U-Turn 4.6	App Total	Left 4.7	Thru 4.8			U-Turn 4.9	App Total		
0715 - 0730	62	-	21	-	0	83	-	-	-	-	0	-	2	60	-	0	62	39	6	-	0	45	
0730 - 0745	105	-	33	-	2	140	-	-	-	-	0	-	6	112	-	2	120	55	12	-	0	67	
0745 - 0800	59	-	34	-	2	95	-	-	-	-	0	-	4	96	-	0	100	48	8	-	0	56	
0800 - 0815	36	-	42	-	0	78	-	-	-	-	0	-	1	37	-	0	38	35	2	-	0	37	
Total	262	0	130	0	4	396	0	0	0	0	0	0	13	305	0	2	320	177	28	0	0	205	
Approach %	66.16	0.00	32.83	0.00	1.01		0.00	0.00	0.00	0.00	0.00		0.00	4.06	95.31	0.00	0.63		86.34	13.66	0.00	0.00	
PHF	0.62	0.00	0.77	0.00	0.50	0.71	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.54	0.68	0.00	0.25	0.67	0.80	0.58	0.00	0.00	0.76

Time	Northbound					Eastbound					Westbound					Int Total						
	Frederica Rd (South)					Frederica Rd (West)					Lawrence Rd											
	Left 4.1		Right 4.2	U-Turn 4.3	App Total					App Total	Thru 4.4	Right 4.5		U-Turn 4.6	App Total		Left 4.7	Thru 4.8		U-Turn 4.9	App Total	
0715 - 0730	4	-	0	-	0	4	-	-	-	-	0	4	-	0	4	1	0	-	-	0	1	9
0730 - 0745	5	-	2	-	0	7	-	-	-	-	0	0	-	0	0	1	0	-	-	0	1	8
0745 - 0800	3	-	1	-	0	4	-	-	-	-	0	2	-	0	2	2	0	-	-	0	2	8
0800 - 0815	3	-	5	-	0	8	-	-	-	-	0	1	-	0	1	3	0	-	-	0	3	12
Total	15	0	8	0	0	23	0	0	0	0	0	7	0	0	7	7	0	0	0	0	7	37
Approach %	65.22	0.00	34.78	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	-
PHF	0.75	0.00	0.40	0.00	0.00	0.72	0.00	0.00	0.00	0.00	0.00	0.44	0.00	0.00	0.44	0.58	0.00	0.00	0.00	0.00	0.58	0.77

Time	Northbound						Eastbound						Westbound						Int Total				
	Frederica Rd (South)						Frederica Rd (West)						Lawrence Rd										
	Left 4.1		Right 4.2		U-Turn 4.3	App Total					App Total	Thru 4.4	Right 4.5		U-Turn 4.6	App Total	Left 4.7	Thru 4.8			U-Turn 4.9	App Total	
0715 - 0730	2	-	1	-	0	3	-	-	-	-	0	-	0	0	-	0	0	1	0	-	0	1	4
0730 - 0745	1	-	1	-	0	2	-	-	-	-	0	-	0	0	-	0	0	0	0	-	0	0	2
0745 - 0800	0	-	0	-	0	0	0	-	-	-	0	0	0	0	-	0	0	1	0	-	0	1	1
0800 - 0815	0	-	1	-	0	1	-	-	-	-	0	-	0	0	-	0	0	0	0	-	0	0	1
Total	3	0	3	0	0	6	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	8
Apprch %	50.00	0.00	50.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	-
PHF	0.38	0.00	0.75	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	0.50	0.00	0.00	0.00	0.00	0.50	0.50

[illegible]



[Click here for Map](#)

Peak Hour Turning Movement Count

St. Simons Island, GA



www.marrtraffic.com



Thursday, May 7, 2026		
	Fair	77°F
Period	1100 - 1300	APPLY
Peak Hour	1200 - 1300	APPLY
Global PH		APPLY

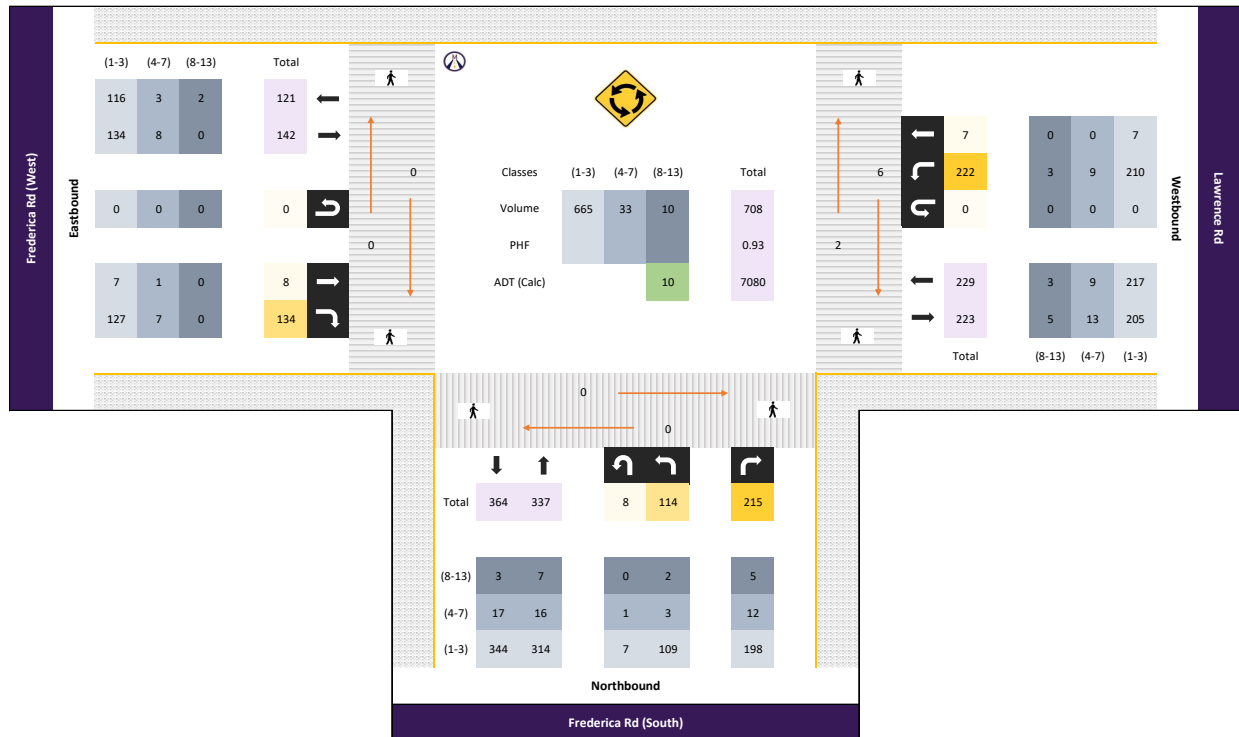
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles																							
Northbound														Eastbound									
Frederica Rd (South)														Frederica Rd (West)									
	Left 4.1	Right 4.2	U-Turn 4.3	App Total										Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Thru 4.8	U-Turn 4.9	App Total	Int Total	
Time	4.1	4.2	4.3											4.4	4.5	4.6		4.7	4.8	4.9			
1200 - 1215	27	-	39	-	1	67	-	-	-	-	-	-	0	-	3	35	-	0	38	69	2	-	71
1215 - 1230	22	-	54	-	4	80	-	-	-	-	-	-	0	-	4	34	-	0	38	51	4	-	55
1230 - 1245	25	-	57	-	2	84	-	-	-	-	-	-	0	-	3	33	-	0	36	50	1	-	51
1245 - 1300	40	-	65	-	1	106	-	-	-	-	-	-	0	-	0	32	-	0	32	52	0	-	52
Total	114	0	215	0	8	337	0	0	0	0	0	0	0	0	10	132	0	0	144	222	7	0	229
Approach %	33.83	0.00	63.80	0.00	2.37	-	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00	6.94	93.06	0.00	0.00	-	96.94	3.06	0.00	0.00
PHF	0.71	0.00	0.83	0.00	0.50	0.79	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.63	0.96	0.00	0.00	0.95	0.80	0.44	0.00	0.81

Passenger Vehicles (1-3)																								
Time	Northbound Frederica Rd (South)										Eastbound Frederica Rd (West)					Westbound Lawrence Rd					Int Total			
	Left 4.1	Right 4.2	U-Turn 4.3	App Total							Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Thru 4.8	U-Turn 4.9	App Total						
	1200 - 1215	27	-	36	-	1	64	-	-	-	-	0	-	3	33	-	0	36	65	2		-	-	0
1215 - 1230	22	-	50	-	3	75	-	-	-	-	0	-	1	32	-	0	33	50	4	-	-	0	54	162
1230 - 1245	23	-	53	-	2	78	-	-	-	-	0	-	3	32	-	0	35	44	1	-	-	0	45	158
1245 - 1300	37	-	59	-	1	97	-	-	-	-	0	-	0	30	-	0	30	51	0	-	-	0	51	178
Total	109	0	198	0	7	314	0	0	0	0	0	0	7	127	0	0	134	210	7	0	0	0	217	665
Approach %	34.71	0.00	63.06	0.00	2.23	-	0.00	0.00	0.00	0.00	0.00	-	0.00	5.22	94.78	0.00	0.00	-	96.77	3.23	0.00	0.00	0.00	-
PHF	0.74	0.00	0.84	0.00	0.58	0.81	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.58	0.96	0.00	0.00	0.93	0.81	0.44	0.00	0.00	0.00	0.93

Single Unit Trucks (4-7)																									
	Northbound Frederica Rd (South)								Eastbound Frederica Rd (West)								Westbound Lawrence Rd								
	Left 4.1		Right 4.2		U-Turn 4.3	App Total							Thru 4.4	Right 4.5		U-Turn 4.6	App Total	Left 4.7	Thru 4.8		U-Turn 4.9	App Total	Int Total		
Time																									
1200 - 1215	0	-	2	-	0	2	-	-	-	-	-	0	-	0	2	-	0	2	4	0	-	-	0	4	8
1215 - 1230	0	-	3	-	1	4	-	-	-	-	-	0	-	1	2	0	3	4	0	-	-	0	4	8	
1230 - 1245	1	-	2	-	0	3	-	-	-	-	-	0	-	0	1	0	1	2	0	-	-	0	4	8	
1245 - 1300	2	-	5	-	0	7	-	-	-	-	-	0	-	0	2	-	0	2	0	0	-	-	0	0	9
Total	3	0	12	0	1	16	0	0	0	0	0	0	0	1	7	0	8	9	0	0	0	0	9	33	
Approach %	18.75	0.00	75.00	0.00	6.25	-	0.00	0.00	0.00	0.00	0.00	-	0.00	12.50	87.50	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	
PHF	0.38	0.00	0.60	0.00	0.25	0.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.88	0.00	0.00	0.67	0.56	0.00	0.00	0.00	0.00	0.92	

Combination Trucks (8-13)		Northbound										Eastbound										Westbound									
		Frederica Rd (South)										Frederica Rd (West)										Lawrence Rd									
		Left 4.1	Right 4.2	U-Turn 4.3	App Total						App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Thru 4.8	U-Turn 4.9	App Total	Int Total											
Time																															
1200 - 1215	0	-	1	-	0	1	-	-	-	-	0	0	-	0	0	0	-	-	0	0	1										
1215 - 1230	0	-	1	-	0	1	-	-	-	-	0	0	-	0	0	0	-	-	0	0	1										
1230 - 1245	1	-	2	-	0	3	-	-	-	-	0	0	-	0	0	2	0	-	0	2	5										
1245 - 1300	1	-	1	-	0	2	-	-	-	-	0	0	-	0	0	1	0	-	0	1	3										
Total	2	0	5	0	0	7	0	0	0	0	0	0	0	0	3	0	0	0	0	3	10										
Approach %	28.57	0.00	71.43	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-											
PHF	0.50	0.00	0.63	0.00	0.00	0.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.00	0.00	0.00	0.38	0.50										

Bicycles	Northbound Frederica Rd (South)								Eastbound Frederica Rd (West)						Westbound Lawrence Rd							
Time	Left 4.1		Right 4.2		U-Turn 4.3	App Total					App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Thru 4.8		U-Turn 4.9	App Total	Int Total	
1200 - 1215	0	-	0	-	0	0	-	-	-	-	0	-	0	-	0	0	0	-	-	0	0	0
1215 - 1230	0	-	0	-	0	0	-	-	-	-	0	-	2	0	0	2	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
Total	0	0	0	0	0	0	-	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Approach %	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	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	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.25



[Click here for Map](#)

Peak Hour Turning Movement Count

St. Simons Island, GA



www.marrtraffic.com



Thursday, May 7, 2026		
	Fair	77°F
Period	1500 - 1900	APPLY
Peak Hour	1645 - 1745	APPLY
Global PH		APPLY

* the Peak Hour Diagram does not include bicycles

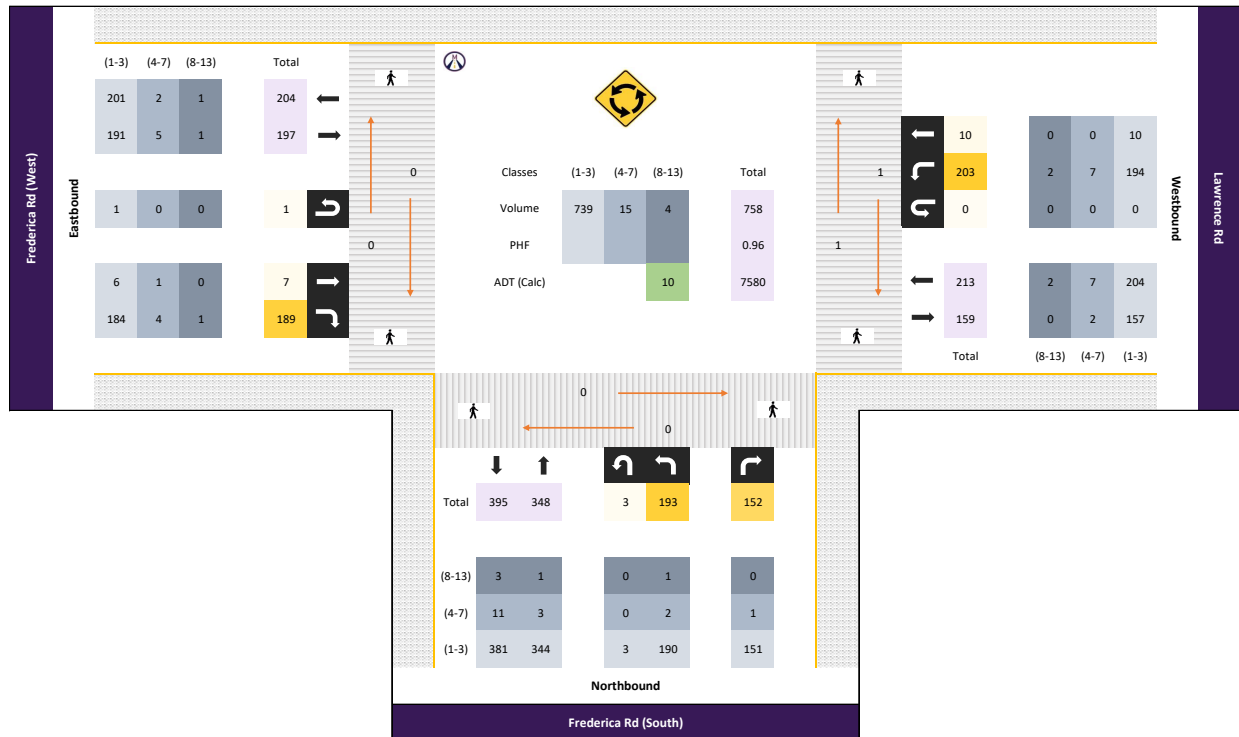


Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All Vehicles		Northbound										Eastbound										Westbound									
		Frederica Rd (South)										Frederica Rd (West)										Lawrence Rd									
		Left 4.1		Right 4.2		U-Turn 4.3	App Total				App Total	Thru 4.4	Right 4.5		U-Turn 4.6	App Total	Left 4.7	Thru 4.8		U-Turn 4.9	App Total	Int Total									
1645 - 1700		45	-	47	-	2	94	-	-	-	-	-	-	-	0	-	0	35	-	1	36	45	3	-	-	0	48	178			
1700 - 1715		42	-	34	-	0	76	-	-	-	-	-	-	-	0	-	3	66	-	0	69	49	2	-	-	0	51	196			
1715 - 1730		56	-	38	-	0	94	-	-	-	-	-	-	-	0	-	2	46	-	0	48	55	1	-	-	0	56	198			
1730 - 1745		50	-	33	-	1	84	-	-	-	-	-	-	-	0	-	2	42	-	0	44	54	4	-	-	0	58	186			
Total		193	0	152	0	3	348	0	0	0	0	0	0	0	0	0	7	189	0	1	197	203	10	0	0	0	0	213	758		
Approach %		55.46	0.00	43.68	0.00	0.86		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.55	95.94	0.00	0.51	-	95.31	4.69	0.00	0.00	0.00				
PHF		0.86	0.00	0.81	0.00	0.38	0.93	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.58	0.72	0.00	0.25	0.71	0.92	0.63	0.00	0.00	0.00	0.92	0.96		

Passenger Volume (P.V.)	Northbound										Eastbound						Westbound						Int. Total		
	Frederica Rd (South)										Frederica Rd (West)						Lawrence Rd								
	Left 4.1		Right 4.2		U-Turn 4.3	App Total				App Total	Thru 4.4	Right 4.5		U-Turn 4.6	App Total	Left 4.7	Thru 4.8		U-Turn 4.9	App Total					
1645 - 1700	44	-	47	-	2	93	-	-	-	-	0	-	0	35	-	1	36	43	3	-	-	0	46	175	
1700 - 1715	41	-	33	-	0	74	-	-	-	-	0	-	3	65	-	0	68	46	2	-	-	0	48	190	
1715 - 1730	55	-	38	-	0	93	-	-	-	-	0	-	1	44	-	0	45	53	1	-	-	0	54	192	
1730 - 1745	50	-	33	-	1	84	-	-	-	-	0	-	2	40	-	0	42	52	4	-	-	0	56	182	
Total	190	0	151	0	3	344	0	0	0	0	0	0	0	6	184	0	1	191	194	10	0	0	204	739	
Approach %	55.23	0.00	43.90	0.00	0.87	-	0.00	0.00	0.00	0.00	0.00	-	0.00	3.14	96.34	0.00	0.52	-	95.10	4.90	0.00	0.00	0.00	-	
PHF	0.86	0.00	0.80	0.00	0.38	0.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.71	0.00	0.25	0.70	0.92	0.63	0.00	0.00	0.00	0.91	0.96

Time	Northbound										Eastbound						Westbound						Total	
	Frederica Rd (South)										Frederica Rd (West)						Lawrence Rd							
	Left 4.1		Right 4.2		U-Turn 4.3	App Total					App Total		Thru 4.4	Right 4.5		U-Turn 4.6	App Total	Left 4.7	Thru 4.8		U-Turn 4.9	App Total		
1645 - 1700	1	-	0	-	0	1	-	-	-	-	0	-	0	0	-	0	0	2	0	-	-	0	2	3
1700 - 1715	1	-	1	-	0	2	-	-	-	-	0	-	0	0	-	0	0	2	0	-	-	0	2	4
1715 - 1730	0	-	0	-	0	0	-	-	-	-	0	-	1	2	-	0	3	2	0	-	-	0	2	5
1730 - 1745	0	-	0	-	0	0	-	-	-	-	0	-	0	2	-	0	2	1	0	-	-	0	1	3
Total	2	0	1	0	0	3	0	0	0	0	0	0	1	4	0	0	5	7	0	0	0	0	7	15
Approach %	66.67	0.00	33.33	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	20.00	80.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-
PHF	0.50	0.00	0.25	0.00	0.00	0.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.50	0.00	0.00	0.42	0.88	0.00	0.00	0.00	0.00	0.75

Time	Northbound										Eastbound						Westbound					
	Frederica Rd (South)										Frederica Rd (West)						Lawrence Rd					
	Left 4.1		Right 4.2	U-Turn 4.3	App Total					App Total	Thru 4.4	Right 4.5		U-Turn 4.6	App Total	Left 4.7	Thru 4.8		U-Turn 4.9	App Total	Int Total	
1645 - 1700	0	-	0	-	0	0	-	-	-	-	0	0	-	0	0	1	0	-	-	0	0	0
1700 - 1715	0	-	0	-	0	0	-	-	-	-	0	1	-	0	1	1	0	-	-	0	1	2
1715 - 1730	1	-	0	-	0	1	-	-	-	-	0	0	-	0	0	0	0	-	-	0	0	1
1730 - 1745	0	-	0	-	0	0	-	-	-	-	0	0	-	0	0	1	0	-	-	0	1	1
Total	1	0	0	0	0	1	0	0	0	0	0	1	0	0	1	2	0	0	0	0	2	4
Approach %	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-
PHF	0.25	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.50	0.00	0.00	0.00	0.00	0.50	0.50

[illegible]

Classified Turn Movement Count || All vehicles

St. Simons Island, GA

Site 4
Frederica Rd (South)Frederica Rd (West)
Lawrence RdDate
Thursday, May 7, 2026Latitude
31.216497°, -81.375543°[Click here for Map](#)

Weather

77°F

[Click here for Detailed Weather](#)0600 - 0900 (Wednesday 10:07-2026)
All vehicles

Northbound Frederica Rd (South)				
TIME	Left	Right	U-Turn	App Total
0600-0615	9	5	0	14
0615-0630	5	18	0	23
0630-0645	5	8	0	13
0645-0700	27	23	0	50
0700-0715	26	25	0	51
0715-0730	68	22	0	90
0730-0745	111	36	0	147
0745-0800	69	15	2	86
0800-0815	39	48	0	87
0815-0830	8	7	0	15
0830-0845	45	41	0	86
0845-0900	8	48	0	56
Hourly Total	158	229	2	389
0900-0915	41	16	0	57
0915-0930	11	11	0	22
0930-0945	36	45	0	81
0945-1000	35	13	0	48
Hourly Total	146	149	0	295
1000-1015	36	17	1	54
1015-1030	31	43	1	75
1030-1045	2	15	0	17
1045-1100	31	37	0	68
Hourly Total	120	152	1	273
1100-1115	33	41	2	76
1115-1130	28	43	0	71
1130-1145	28	43	0	71
1145-1200	22	48	0	70
Hourly Total	120	155	2	277
1200-1215	27	39	1	67
1215-1230	22	24	0	46
1230-1245	25	37	0	62
1245-1300	40	45	0	85
Hourly Total	114	145	1	260
1300-1315	17	10	0	27
1315-1330	22	10	0	32
1330-1345	45	1	0	46
1345-1400	40	1	0	41
Hourly Total	84	12	0	96
1400-1415	40	1	0	41
1415-1430	48	1	0	49
1430-1445	46	1	0	47
1445-1500	39	40	1	80
Hourly Total	153	13	1	167
1500-1515	33	44	1	78
1515-1530	40	41	0	81
1530-1545	43	19	0	62
Hourly Total	116	104	1	221
1600-1615	27	38	0	65
1615-1630	18	17	0	35
1630-1645	47	45	1	93
1645-1700	45	17	0	62
Hourly Total	137	117	1	255
1700-1715	42	14	0	56
1715-1730	36	3	0	39
1730-1745	40	3	0	43
1745-1800	46	38	2	86
Hourly Total	164	58	2	224
1800-1815	32	30	0	62
1815-1830	26	21	1	48
1830-1845	22	22	0	44
1845-1900	22	26	1	49
Hourly Total	102	99	2	203
Grand Total	2007	146	4	4157
Approach %	47.75	31.08	0.17	78.91
Intersection %	25.76	21.74	0.27	47.77
Heavy Vehicle %	7	3	0	2
PMF	0.63	0.73	0.50	0.71
Peak Hour Total	280	141	4	425
Peak Hour PM %	6	3	0	7

Eastbound Frederica Rd (West)				
TIME	Thru	Right	U-Turn	App Total
0600-0615	0	14	0	14
0615-0630	0	13	0	13
0630-0645	0	1	0	1
0645-0700	0	19	0	19
0700-0715	0	36	0	36
0715-0730	2	44	0	46
0730-0745	6	112	0	118
0745-0800	4	38	0	42
0800-0815	1	38	0	39
0815-0830	1	35	0	36
0830-0845	4	31	0	35
0845-0900	1	31	0	32
Hourly Total	11	115	0	126
0900-0915	1	15	0	16
0915-0930	2	13	0	15
0930-0945	0	25	0	25
0945-1000	0	35	0	35
Hourly Total	3	88	0	91
1000-1015	0	14	0	14
1015-1030	2	24	0	26
1030-1045	2	25	0	27
1045-1100	1	19	0	20
Hourly Total	5	81	0	86
1100-1115	2	36	0	38
1115-1130	4	35	0	39
1130-1145	1	38	0	39
1145-1200	1	32	0	33
Hourly Total	8	141	0	149
1200-1215	1	31	0	32
1215-1230	2	22	0	24
1230-1245	1	31	0	32
1245-1300	0	35	0	35
Hourly Total	4	119	0	123
1300-1315	10	114	0	124
1315-1330	0	25	0	25
1330-1345	2	14	0	16
1345-1400	0	25	0	25
Hourly Total	12	178	0	190
1400-1415	0	110	0	110
1415-1430	5	31	0	36
1430-1445	10	25	0	35
1445-1500	1	27	0	28
Hourly Total	16	193	0	209
1500-1515	1	48	0	49
1515-1530	0	41	0	41
1530-1545	4	13	0	17
Hourly Total	5	102	0	107
1600-1615	1	45	0	46
1615-1630	1	37	0	38
1630-1645	1	38	0	39
1645-1700	4	35	0	39
Hourly Total	7	157	0	164
1700-1715	1	34	0	35
1715-1730	0	25	0	25
1730-1745	0	35	0	35
1745-1800	0	38	0	38
Hourly Total	1	103	0	104
Grand Total	105	2009	0	2114
Approach %	64.32	0.19	0.04	64.55
Intersection %	22.11	0.20	0.25	22.56
Heavy Vehicle %	4	3	0	7
PMF	0.54	0.70	0.25	0.68
Peak Hour Total	13	337	0	350
Peak Hour PM %	0	2	0	2

0900 - 1900 (Wednesday 11:05-2026)
All vehicles

Northbound Frederica Rd (South)				
TIME	Left	Right	U-Turn	App Total
0900-0915	9	5	0	14
0915-0930	5	18	0	23
0930-0945	5	8	0	13
0945-1000	27	23	0	50
1000-1015	26	25	0	51
1015-1030	68	22	0	90
1030-1045	111	36	0	147
1045-1100	69	15	2	86
1100-1115	39	48	0	87
1115-1130	8	7	0	15
1130-1145	45	41	0	86
1145-1200	8	48	0	56
Hourly Total	224	229	2	455
1200-1215	41	16	0	57
1215-1230	11	11	0	22
1230-1245	36	45	0	81
1245-1300	35	13	0	48
Hourly Total	146	149	0	295
1300-1315	36	17	1	54
1315-1330	31	43	1	75
1330-1345	2	15	0	17
1345-1400	31	37	0	68
Hourly Total	120	152	1	273
1400-1415	33	41	2	76
1415-1430	28	43	0	71
1430-1445	28	43	0	71
1445-1500	22	48	0	70
Hourly Total	120	155	2	277
1500-1515	27	39	1	67
1515-1530	22	24	0	46
1530-1545	25	37	0	62
1545-1600	40	45	0	85
Hourly Total	114	145	1	260
1600-1615	17	10	0	27
1615-1630	22	10	0	32
1630-1645	45	1	0	46
1645-1700	40	1	0	41
Hourly Total	84	12	0	96
1700-1715	40	1	0	41
1715-1730	48	1	0	49
1730-1745	46	1	0	47
1745-1800	39	40	1	80
Hourly Total	153	13	1	167
1800-1815	33	44	1	78
1815-1830	40	41	0	81
1830-1845	43	19	0	62
Hourly Total	116	104	1	221
1900-1915	27	38	0	65
1915-1930	18	17	0	35
1930-1945	47	45	1	93
1945-2000	45	17	0	62
Hourly Total	137	117	1	255
Grand Total	2007	146	4	4157
Approach %	47.75	31.08	0.17	78.91
Intersection %	25.76	21.74	0.27	47.77
Heavy Vehicle %	7	3	0	2
PMF	0.63	0.73	0.50	0.71
Peak Hour Total	280	141	4	425
Peak Hour PM %	6	3	0	7

Eastbound Frederica Rd (West)				
TIME	Thru	Right	U-Turn	App Total
0900-0915	0	14	0	14
0915-0930	0	13	0	13
0930-0945	0	1	0	1
0945-1000	0	19	0	19
1000-1015	0	36	0	36
1015-1030	2	44	0	46
1030-1045	6	112	0	118
1045-1100	4	38	0	42
1100-1115	1	38	0	39
1115-1130	1	35	0	36
1130-1145	4	31	0	35
1145-1200	1	31	0	32
Hourly Total	11	115	0	126
1200-1215	1	15	0	16
1215-1230	2	13	0	15
1230-1245	0	25	0	25
1245-1300	0	35	0	35
Hourly Total	3	88	0	91
1300-1315	0	14	0	14
1315-1330	2	24	0	26
1330-1345	2	25	0	27
1345-1400	1	19	0	20
Hourly Total	5	81	0	86
1400-1415	2	36	0	38
1415-1430	4	35	0	39
1430-1445	1	38	0	39
1445-1500	1	32	0	33
Hourly Total	8	141	0	149
1500-1515	1	31	0	32
1515-1530	2	22	0	24
1530-1545	1	31	0	32
1545-1600	0	35	0	35
Hourly Total	4	119	0	123
1600-1615	10	114	0	124
1615-1630	0	25	0	25
1630-1645	2	14	0	16
1645-1700	0	25	0	25
Hourly Total	12	178	0	190
1700-1715	1	34	0	35
1715-1730	0	25	0	25
1730-1745	0	35	0	35
1745-1800	0	38	0	38
Hourly Total	1	103	0	104
Grand Total	105	2009	0	2114
Approach %	64.32	0.19	0.04	64.55
Intersection %	22.11	0.20	0.25	22.56
Heavy Vehicle %	4	3	0	7
PMF	0.54	0.70	0.25	0.68
Peak Hour Total	13	337	0	350
Peak Hour PM %	0	2	0	2

1100 - 1300 (Wednesday 21:05-2026)
All vehicles

Northbound Frederica Rd (South)				
TIME	Left	Right	U-Turn	Total
1100-1115	33	41	2	76
1115-1130	28	43	0	71
1130-1145	28	43	0	71
1145-1200	22	48	1	71
Hourly Total	120	155	3	278
1200-1215	27	39	1	67
1215-1230	22	24	0	46
1230-1245	25	37	0	62
1245-1300	40	45	0	85
Hourly Total	114	145	1	260
Grand Total	234	301	4	539
Approach %	29.73	41.82	0.38	
Peak Hour	120	155	3	278
Peak Hour Rate	9	9	0	9
Prfl	0.71	0.81	0.50	0.79
Peak Hour Total	114	145	1	260

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

St. Simons Island, GA



Site 4
Frederica Rd (South)

Date
Thursday, May 7, 2026

Weather
77°F

Frederica Rd (West)
Lawrence Rd

Lat/Long
31.216497°, -81.375543°

[Click here for Detailed Weather.](#)

0600 - 0900 (Wednesday) (05-07-2026)

Passenger Vehicles (1-3)

TIME	Northbound Frederica Rd (South)				U-Turn	App	Total
	Left	Right	Thru	App			
0600-0615	8	5	0	0	0	13	0
0615-0630	5	16	0	0	0	21	0
0630-0645	8	8	0	0	0	16	0
0645-0700	22	20	0	0	0	42	0
0700-0715	36	14	0	0	0	50	0
0715-0730	62	21	0	0	0	83	0
0730-0745	105	11	0	0	0	116	0
0745-0800	109	14	0	0	0	123	0
0800-0815	36	42	0	0	0	78	0
0815-0830	35	44	0	0	0	79	0
0830-0845	41	37	0	0	0	78	0
0845-0900	31	60	0	0	0	91	0
Hourly Total	145	203	0	0	0	348	0
0900-0915	36	41	0	0	0	77	0
0915-0930	46	39	0	0	0	85	0
0930-0945	34	30	0	0	0	64	0
0945-1000	35	46	0	0	0	81	0
Hourly Total	151	162	0	0	0	313	0
1000-1015	12	46	0	0	0	58	0
1015-1030	30	36	0	0	0	66	0
1030-1045	26	17	0	0	0	43	0
1045-1100	31	30	0	0	0	61	0
Hourly Total	119	129	0	0	0	248	0
1100-1115	29	35	0	0	0	64	0
1115-1130	16	45	0	0	0	61	0
1130-1145	16	45	0	0	0	61	0
1145-1200	20	46	0	0	0	66	0
Hourly Total	108	176	0	0	0	284	0
1200-1215	27	36	0	0	0	63	0
1215-1230	22	32	0	0	0	54	0
1230-1245	23	33	0	0	0	56	0
1245-1300	17	19	0	0	0	36	0
Hourly Total	109	124	0	0	0	233	0
1300-1315	17	45	0	0	0	62	0
1315-1330	27	45	0	0	0	72	0
1330-1345	14	14	0	0	0	28	0
1345-1400	34	14	0	0	0	48	0
Hourly Total	104	118	0	0	0	222	0
1400-1415	45	45	0	0	0	90	0
1415-1430	45	35	0	0	0	80	0
1430-1445	44	44	0	0	0	88	0
1445-1500	35	36	0	0	0	71	0
Hourly Total	169	160	0	0	0	329	0
1500-1515	31	42	0	0	0	73	0
1515-1530	44	45	0	0	0	89	0
1530-1545	41	37	0	0	0	78	0
1545-1600	48	37	0	0	0	85	0
Hourly Total	164	161	0	0	0	325	0
1600-1615	44	37	0	0	0	81	0
1615-1630	21	30	0	0	0	51	0
1630-1645	22	22	0	0	0	44	0
1645-1700	21	26	0	0	0	47	0
Hourly Total	108	115	0	0	0	223	0
Grand Total	2127	2318	0	0	0	4445	0
Approach %	48.05	51.95	0.00	0.00	0.00	100.00	0.00
Intersection %	23.14	24.00	0.00	0.00	0.00	47.14	0.00

TIME	Eastbound Frederica Rd (West)				U-Turn	App	Total
	Left	Right	Thru	App			
0600-0615	4	4	0	0	0	8	0
0615-0630	13	13	0	0	0	26	0
0630-0645	1	1	0	0	0	2	0
0645-0700	18	18	0	0	0	36	0
0700-0715	26	26	0	0	0	52	0
0715-0730	40	40	0	0	0	80	0
0730-0745	112	112	0	0	0	224	0
0745-0800	136	136	0	0	0	272	0
0800-0815	37	37	0	0	0	74	0
0815-0830	44	44	0	0	0	88	0
0830-0845	41	41	0	0	0	82	0
0845-0900	31	31	0	0	0	62	0
Hourly Total	143	143	0	0	0	286	0
0900-0915	14	14	0	0	0	28	0
0915-0930	14	14	0	0	0	28	0
0930-0945	11	11	0	0	0	22	0
0945-1000	11	11	0	0	0	22	0
Hourly Total	50	50	0	0	0	100	0
1000-1015	10	10	0	0	0	20	0
1015-1030	10	10	0	0	0	20	0
1030-1045	10	10	0	0	0	20	0
1045-1100	10	10	0	0	0	20	0
Hourly Total	40	40	0	0	0	80	0
1100-1115	11	11	0	0	0	22	0
1115-1130	11	11	0	0	0	22	0
1130-1145	11	11	0	0	0	22	0
1145-1200	11	11	0	0	0	22	0
Hourly Total	44	44	0	0	0	88	0
1200-1215	11	11	0	0	0	22	0
1215-1230	11	11	0	0	0	22	0
1230-1245	11	11	0	0	0	22	0
1245-1300	11	11	0	0	0	22	0
Hourly Total	44	44	0	0	0	88	0
1300-1315	11	11	0	0	0	22	0
1315-1330	11	11	0	0	0	22	0
1330-1345	11	11	0	0	0	22	0
1345-1400	11	11	0	0	0	22	0
Hourly Total	44	44	0	0	0	88	0
1400-1415	11	11	0	0	0	22	0
1415-1430	11	11	0	0	0	22	0
1430-1445	11	11	0	0	0	22	0
1445-1500	11	11	0	0	0	22	0
Hourly Total	44	44	0	0	0	88	0
1500-1515	11	11	0	0	0	22	0
1515-1530	11	11	0	0	0	22	0
1530-1545	11	11	0	0	0	22	0
1545-1600	11	11	0	0	0	22	0
Hourly Total	44	44	0	0	0	88	0
Grand Total	100	100	0	0	0	200	0
Approach %	50.00	50.00	0.00	0.00	0.00	100.00	0.00
Intersection %	25.00	25.00	0.00	0.00	0.00	50.00	0.00

0600 - 0900 (Internal session 1) (05-07-2026)

Passenger Vehicles (1-3)

TIME	Northbound Frederica Rd (South)				U-Turn	App	Total
	Left	Right	Thru	App			
0600-0615	8	5	0	0	0	13	0
0615-0630	5	16	0	0	0	21	0
0630-0645	3	8	0	0	0	11	0
0645-0700	22	20	0	0	0	42	0
0700-0715	36	14	0	0	0	50	0
0715-0730	62	21	0	0	0	83	0
0730-0745	105	11	0	0	0	116	0
0745-0800	109	14	0	0	0	123	0
0800-0815	36	42	0	0	0	78	0
0815-0830	35	44	0	0	0	79	0
0830-0845	41	37	0	0	0	78	0
0845-0900	31	60	0	0	0	91	0
Hourly Total	145	203	0	0	0	348	0
Grand Total	145	203	0	0	0	348	0
Approach %	48.05	51.95	0.00	0.00	0.00	100.00	0.00
Intersection %	23.14	24.00	0.00	0.00	0.00	47.14	0.00

TIME	Eastbound Frederica Rd (West)				U-Turn	App	Total
	Left	Right	Thru	App			
0600-0615	4	4	0	0	0	8	0
0615-0630	13	13	0	0	0	26	0
0630-0645	1	1	0	0	0	2	0
0645-0700	18	18	0	0	0	36	0
0700-0715	26	26	0	0	0	52	0
0715-0730	40	40	0	0	0	80	0
0730-0745	112	112	0	0	0	224	0
0745-0800	136	136	0	0	0	272	0
0800-0815	37	37	0	0	0	74	0
0815-0830	44	44	0	0	0	88	0
0830-0845	41	41	0	0	0	82	0
0845-0900	31	31	0	0	0	62	0
Hourly Total	143	143	0	0	0	286	0
Grand Total	143	143	0	0	0	286	0
Approach %	50.00	50.00	0.00	0.00	0.00	100.00	0.00
Intersection %	25.00	25.00	0.00	0.00	0.00	50.00	0.00

1100 - 1300 (Internal session 2) (05-07-2026)

Passenger Vehicles (1-3)

TIME	Northbound Frederica Rd (South)				U-Turn	App	Total
	Left	Right	Thru	App			
1100-1115	29	35	0	0	0	64	0
1115-1130	16	45	0	0	0	61	0
1130-1145	16	45	0	0	0	61	0
1145-1200	20	46	0	0	0	66	0
Hourly Total	108	176	0	0	0	284	0
Grand Total	108	176	0	0	0	284	0
Approach %	48.05	51.95	0.00	0.00	0.00	100.00	0.00
Intersection %	23.14	24.00	0.00	0.00	0.00	47.14	0.00

TIME	Eastbound Frederica Rd (West)				U-Turn	App	Total
	Left	Right	Thru	App			
1100-1115	11	11	0	0	0	22	0
1115-1130	11	11	0	0	0	22	0
1130-1145	11	11	0	0	0	22	0
1145-1200	11	11	0	0	0	22	0
Hourly Total	44	44	0	0	0	88	0
Grand Total	44	44	0	0	0	88	0
Approach %	50.00	50.00	0.00	0.00	0.00	100.00	0.00
Intersection %	25.00	25.00	0.00	0.00	0.00	50.00	0.00

1500 - 1900 (Internal session 3) (05-07-2026)

Passenger Vehicles (1-3)

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

St. Simons Island, GA



Site 4
Frederica Rd (South)
Frederica Rd (West)
Lawrence Rd

Date
Thursday, May 7, 2026
Lat/Long
31.216497°, -81.375543°
[Click here for Map](#)

Weather
Fair
77°F
[Click here for Detailed Weather](#)

0600 - 0900 (Wednesday 10) Session 05-07-2026

Single Unit Trucks (4-7)

Eastbound Frederica Rd (South)					Westbound Lawrence Rd				
TIME	Left	Right	U-Turn	App Total	TIME	Left	Right	U-Turn	App Total
0600-0615	1	0	0	1	0615-0630	0	0	0	0
0615-0630	0	0	0	0	0630-0645	1	0	0	1
0630-0645	1	0	0	1	0645-0700	4	2	0	6
0645-0700	4	2	0	6	0700-0715	3	0	0	3
0700-0715	3	0	0	3	0715-0730	4	0	0	4
0715-0730	4	0	0	4	0730-0745	5	2	0	7
0730-0745	5	2	0	7	0745-0800	13	1	0	14
0745-0800	13	1	0	14	0800-0815	3	1	0	4
0800-0815	3	1	0	4	0815-0830	1	0	0	1
0815-0830	1	0	0	1	0830-0845	4	4	0	8
0830-0845	4	4	0	8	0845-0900	3	0	0	3
0845-0900	3	0	0	3	Hourly Total	13	18	0	31
Hourly Total	13	18	0	31	0900-0915	1	4	0	5
0900-0915	1	4	0	5	0915-0930	1	0	0	1
0915-0930	1	0	0	1	0930-0945	3	5	0	8
0930-0945	3	5	0	8	0945-1000	2	0	0	2
0945-1000	2	0	0	2	Hourly Total	2	19	0	21
Hourly Total	2	19	0	21	1000-1015	3	4	0	7
1000-1015	3	4	0	7	1015-1030	2	8	0	10
1015-1030	2	8	0	10	1030-1045	1	5	0	6
1030-1045	1	5	0	6	1045-1100	0	3	0	3
1045-1100	0	3	0	3	Hourly Total	0	16	0	16
Hourly Total	0	16	0	16	1100-1115	4	5	0	9
1100-1115	4	5	0	9	1115-1130	3	4	0	7
1115-1130	3	4	0	7	1130-1145	3	4	0	7
1130-1145	3	4	0	7	1145-1200	0	0	0	0
1145-1200	0	0	0	0	Hourly Total	13	13	0	26
Hourly Total	13	13	0	26	1200-1215	0	2	0	2
1200-1215	0	2	0	2	1215-1230	0	2	0	2
1215-1230	0	2	0	2	1230-1245	1	2	0	3
1230-1245	1	2	0	3	Hourly Total	3	12	0	15
Hourly Total	3	12	0	15	1245-1300	2	4	0	6
1245-1300	2	4	0	6	1300-1315	1	5	0	6
1300-1315	1	5	0	6	1315-1330	2	4	0	6
1315-1330	2	4	0	6	1330-1345	3	1	0	4
1330-1345	3	1	0	4	1345-1400	2	0	0	2
1345-1400	2	0	0	2	Hourly Total	14	16	0	30
Hourly Total	14	16	0	30	1400-1415	4	2	0	6
1400-1415	4	2	0	6	1415-1430	3	3	0	6
1415-1430	3	3	0	6	1430-1445	2	0	0	2
1430-1445	2	0	0	2	1445-1500	3	2	0	5
1445-1500	3	2	0	5	Hourly Total	15	12	0	27
Hourly Total	15	12	0	27	1500-1515	2	0	0	2
1500-1515	2	0	0	2	1515-1530	2	2	0	4
1515-1530	2	2	0	4	1530-1545	0	0	0	0
1530-1545	0	0	0	0	Hourly Total	6	2	0	8
Hourly Total	6	2	0	8	1545-1600	0	0	0	0
1545-1600	0	0	0	0	Hourly Total	0	0	0	0
Hourly Total	0	0	0	0	Grand Total	105	125	0	230
Grand Total	105	125	0	230	Approach %	44.07	59.66	0.00	56.82
Approach %	44.07	59.66	0.00	56.82	Intersection %	21.94	27.83	0.00	21.94
Intersection %	21.94	27.83	0.00	21.94					

Eastbound Frederica Rd (West)					Westbound Lawrence Rd				
TIME	Left	Right	U-Turn	App Total	TIME	Left	Right	U-Turn	App Total
0600-0615	0	0	0	0	0615-0630	0	0	0	0
0615-0630	0	0	0	0	0630-0645	0	0	0	0
0630-0645	0	0	0	0	0645-0700	0	1	0	1
0645-0700	0	1	0	1	0700-0715	0	3	0	3
0700-0715	0	3	0	3	0715-0730	0	3	0	3
0715-0730	0	3	0	3	0730-0745	0	4	1	5
0730-0745	0	4	1	5	0745-0800	0	2	2	4
0745-0800	0	2	2	4	0800-0815	0	2	2	4
0800-0815	0	2	2	4	0815-0830	0	1	3	4
0815-0830	0	1	3	4	0830-0845	0	2	1	3
0830-0845	0	2	1	3	0845-0900	0	2	1	3
0845-0900	0	2	1	3	Hourly Total	0	19	10	29
Hourly Total	0	19	10	29	0900-0915	0	2	1	3
0900-0915	0	2	1	3	0915-0930	0	2	1	3
0915-0930	0	2	1	3	0930-0945	0	2	1	3
0930-0945	0	2	1	3	0945-1000	0	2	1	3
0945-1000	0	2	1	3	Hourly Total	0	13	6	19
Hourly Total	0	13	6	19	1000-1015	0	5	13	18
1000-1015	0	5	13	18	1015-1030	0	2	1	3
1015-1030	0	2	1	3	1030-1045	0	1	2	3
1030-1045	0	1	2	3	1045-1100	0	1	2	3
1045-1100	0	1	2	3	Hourly Total	0	11	20	31
Hourly Total	0	11	20	31	1100-1115	0	2	2	4
1100-1115	0	2	2	4	1115-1130	0	2	2	4
1115-1130	0	2	2	4	1130-1145	0	2	2	4
1130-1145	0	2	2	4	1145-1200	0	2	2	4
1145-1200	0	2	2	4	Hourly Total	0	13	13	26
Hourly Total	0	13	13	26	1200-1215	0	2	2	4
1200-1215	0	2	2	4	1215-1230	0	2	2	4
1215-1230	0	2	2	4	1230-1245	0	2	2	4
1230-1245	0	2	2	4	Hourly Total	0	12	12	24
Hourly Total	0	12	12	24	1245-1300	0	2	2	4
1245-1300	0	2	2	4	1300-1315	0	2	2	4
1300-1315	0	2	2	4	1315-1330	0	2	2	4
1315-1330	0	2	2	4	1330-1345	0	2	2	4
1330-1345	0	2	2	4	Hourly Total	0	12	12	24
Hourly Total	0	12	12	24	1345-1400	0	2	2	4
1345-1400	0	2	2	4	1400-1415	0	2	2	4
1400-1415	0	2	2	4	1415-1430	0	2	2	4
1415-1430	0	2	2	4	1430-1445	0	2	2	4
1430-1445	0	2	2	4	1445-1500	0	2	2	4
1445-1500	0	2	2	4	Hourly Total	0	12	12	24
Hourly Total	0	12	12	24	1500-1515	0	2	2	4
1500-1515	0	2	2	4	1515-1530	0	2	2	4
1515-1530	0	2	2	4	1530-1545	0	2	2	4
1530-1545	0	2	2	4	Hourly Total	0	12	12	24
Hourly Total	0	12	12	24	Grand Total	0	42	241	283
Grand Total	0	42	241	283	Approach %	0.00	18.82	1.38	0.00
Approach %	0.00	18.82	1.38	0.00	Intersection %	0.00	17.03	20.89	0.41
Intersection %	0.00	17.03	20.89	0.41					

0900 - 0900 (Wednesday 11) Session 05-07-2026

Single Unit Trucks (4-7)

Eastbound Frederica Rd (South)					Westbound Lawrence Rd				
TIME	Left	Right	U-Turn	App Total	TIME	Left	Right	U-Turn	App Total
0900-0915	1	0	0	1	0915-0930	0	0	0	0
0915-0930	0	0	0	0	0930-0945	2	0	0	2
0930-0945	2	0	0	2	0945-1000	4	1	0	5
0945-1000	4	1	0	5	Hourly Total	7	4	0	11
Hourly Total	7	4	0	11	1000-1015	3	0	0	3
1000-1015	3	0	0	3	1015-1030	4	0	0	4
1015-1030	4	0	0	4	1030-1045	3	0	0	3
1030-1045	3	0	0	3	1045-1100	1	0	0	1
1045-1100	1	0	0	1	Hourly Total	15	0	0	15
Hourly Total	15	0	0	15	1100-1115	0	0	0	0
1100-1115	0	0	0	0	1115-1130	0	0	0	0
1115-1130	0	0	0	0	1130-1145	0	0	0	0
1130-1145	0	0	0	0	Hourly Total	0	0	0	0
Hourly Total	0	0	0	0	1145-1200	0	0	0	0
1145-1200	0	0	0	0	1200-1215	0	0	0	0
1200-1215	0	0	0	0	1215-1230	0	0	0	0
1215-1230	0	0	0	0	1230-1245	0	0	0	0
1230-1245	0	0	0	0	Hourly Total	0	0	0	0
Hourly Total	0	0	0	0	Grand Total	22	4	0	26
Grand Total	22	4	0	26	Approach %	55.56	44.44	0.00	50.00
Approach %	55.56	44.44	0.00	50.00	Intersection %	36.36	22.22	0.00	36.36
Intersection %	36.36	22.22	0.00	36.36					

Eastbound Frederica Rd (West)					Westbound Lawrence Rd				
TIME	Left	Right	U-Turn	App Total	TIME	Left	Right	U-Turn	App Total
0900-0915	0	0	0	0	0915-0930	0	0	0	0
0915-0930	0	0	0	0	0930-0945	0	0	0	0
0930-0945	0	0	0	0	0945-1000	0	0	0	0
0945-1000	0	0	0	0	Hourly Total	0	0	0	0
Hourly Total	0	0	0	0	1000-1015	0	1	0	1
1000-1015	0	1	0	1	1015-1030	0	3	0	3
1015-1030	0	3	0	3	1030-1045	0	3	0	3
1030-1045	0	3	0	3	1045-1100	0	3	0	3
1045-1100	0	3	0	3	Hourly Total	0	10	0	10
Hourly Total	0	10	0	10	1100-1115	0	2	2	4
1100-1115	0	2	2	4	1115-1130	0	2		
1115-1130	0	2			1130-1145	0	2		
1130-1145	0	2			Hourly Total	0	6	2	8
Hourly Total	0	8			1200-1215	0	5	4	9
1200-1215	0	5	4	9	1215-1230	0	2	2	4
1215-1230	0	2	2	4	1230-1245	0	2	2	4
1230-1245	0	2	2	4	Hourly Total	0	9	4	13
Hourly Total	0	9	4	13	1245-0100	0	2	2	4
1245-0100	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0100-0115	0	2	2	4
0100-0115	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0115-0130	0	2	2	4
0115-0130	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0130-0145	0	2	2	4
0130-0145	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0145-0200	0	2	2	4
0145-0200	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0200-0215	0	2	2	4
0200-0215	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0215-0230	0	2	2	4
0215-0230	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0230-0245	0	2	2	4
0230-0245	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0245-0300	0	2	2	4
0245-0300	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0300-0315	0	2	2	4
0300-0315	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0315-0330	0	2	2	4
0315-0330	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0330-0345	0	2	2	4
0330-0345	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0345-0400	0	2	2	4
0345-0400	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0400-0415	0	2	2	4
0400-0415	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0415-0430	0	2	2	4
0415-0430	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0430-0445	0	2	2	4
0430-0445	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0445-0500	0	2	2	4
0445-0500	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0500-0515	0	2	2	4
0500-0515	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0515-0530	0	2	2	4
0515-0530	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0530-0545	0	2	2	4
0530-0545	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0545-0600	0	2	2	4
0545-0600	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0600-0615	0	2	2	4
0600-0615	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0615-0630	0	2	2	4
0615-0630	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0630-0645	0	2	2	4
0630-0645	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0645-0700	0	2	2	4
0645-0700	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0700-0715	0	2	2	4
0700-0715	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0715-0730	0	2	2	4
0715-0730	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0730-0745	0	2	2	4
0730-0745	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0745-0800	0	2	2	4
0745-0800	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0800-0815	0	2	2	4
0800-0815	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0815-0830	0	2	2	4
0815-0830	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0830-0845	0	2	2	4
0830-0845	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0845-0900	0	2	2	4
0845-0900	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0900-0915	0	2	2	4
0900-0915	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0915-0930	0	2	2	4
0915-0930	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0930-0945	0	2	2	4
0930-0945	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0945-1000	0	2	2	4
0945-1000	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	1000-1015	0	2	2	4
1000-1015	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	1015-1030	0	2	2	4
1015-1030	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	1030-1045	0	2	2	4
1030-1045	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	1045-1100	0	2	2	4
1045-1100	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	1100-1115	0	2	2	4
1100-1115	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	1115-1130	0	2	2	4
1115-1130	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	1130-1145	0	2	2	4
1130-1145	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	1145-1200	0	2	2	4
1145-1200	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	1200-1215	0	2	2	4
1200-1215	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	1215-1230	0	2	2	4
1215-1230	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	1230-1245	0	2	2	4
1230-1245	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	1245-0100	0	2	2	4
1245-0100	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0100-0115	0	2	2	4
0100-0115	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0115-0130	0	2	2	4
0115-0130	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0130-0145	0	2	2	4
0130-0145	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0145-0200	0	2	2	4
0145-0200	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0200-0215	0	2	2	4
0200-0215	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0215-0230	0	2	2	4
0215-0230	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0230-0245	0	2	2	4
0230-0245	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0245-0300	0	2	2	4
0245-0300	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0300-0315	0	2	2	4
0300-0315	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0315-0330	0	2	2	4
0315-0330	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0330-0345	0	2	2	4
0330-0345	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0345-0400	0	2	2	4
0345-0400	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0400-0415	0	2	2	4
0400-0415	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0415-0430	0	2	2	4
0415-0430	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0430-0445	0	2	2	4
0430-0445	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0445-0500	0	2	2	4
0445-0500	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0500-0515	0	2	2	4
0500-0515	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0515-0530	0	2	2	4
0515-0530	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0530-0545	0	2	2	4
0530-0545	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0545-0600	0	2	2	4
0545-0600	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0600-0615	0	2	2	4
0600-0615	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0615-0630	0	2	2	4
0615-0630	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0630-0645	0	2	2	4
0630-0645	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0645-0700	0	2	2	4
0645-0700	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0	2	2	4	0700-0715	0	2	2	4
0700-0715	0	2	2	4	Hourly Total	0	2	2	4
Hourly Total	0								

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

St. Simons Island, GA



Site 4
Frederica Rd (South)
Frederica Rd (West)
Lawrence Rd

Date
Thursday, May 7, 2026
Lat/Long
31.216497°, -81.375543°
[Click here for Map](#)

Weather
Fair
77°F
[Click here for Detailed Weather](#)

0600 - 0900 (Wednesday 13th Session) (05-07-2026)
Combination Trucks (8-13)

Eastbound Frederica Rd (South)					Westbound Lawrence Rd				
TIME	Left	Right	U-Turn	App Total	TIME	Left	Right	U-Turn	App Total
0600-0615	0	0	0	0	0600-0615	0	0	0	0
0615-0630	0	0	0	0	0615-0630	0	0	0	0
0630-0645	0	0	0	0	0630-0645	0	0	0	0
0645-0700	1	1	0	2	0645-0700	0	0	0	0
0700-0715	0	0	0	0	0700-0715	0	0	0	0
0715-0730	2	1	0	3	0715-0730	0	0	0	0
0730-0745	1	0	0	1	0730-0745	0	0	0	0
0745-0800	0	0	0	0	0745-0800	0	0	0	0
Hourly Total	3	2	0	5	Hourly Total	0	0	0	0
0800-0815	0	1	0	1	0800-0815	0	0	0	0
0815-0830	0	1	0	1	0815-0830	0	0	0	0
0830-0845	0	2	0	2	0830-0845	0	0	0	0
0845-0900	0	0	0	0	0845-0900	0	0	0	0
Hourly Total	0	4	0	4	Hourly Total	0	0	0	0
0900-0915	1	1	0	2	0900-0915	0	0	0	0
0915-0930	1	1	0	2	0915-0930	0	0	0	0
0930-0945	1	1	0	2	0930-0945	0	0	0	0
0945-1000	1	1	0	2	0945-1000	0	0	0	0
Hourly Total	4	4	0	8	Hourly Total	0	0	0	0
1000-1015	1	1	0	2	1000-1015	0	0	0	0
1015-1030	1	1	0	2	1015-1030	0	0	0	0
1030-1045	1	1	0	2	1030-1045	0	0	0	0
1045-1100	0	2	0	2	1045-1100	0	0	0	0
Hourly Total	4	5	0	9	Hourly Total	0	0	0	0
1100-1115	0	1	0	1	1100-1115	0	0	0	0
1115-1130	1	1	0	2	1115-1130	0	0	0	0
1130-1145	1	1	0	2	1130-1145	0	0	0	0
1145-1200	1	0	0	1	1145-1200	0	0	0	0
Hourly Total	4	3	0	7	Hourly Total	0	0	0	0
1200-1215	0	1	0	1	1200-1215	0	0	0	0
1215-1230	0	1	0	1	1215-1230	0	0	0	0
1230-1245	1	1	0	2	1230-1245	0	0	0	0
1245-1300	0	0	0	0	1245-1300	0	0	0	0
Hourly Total	2	3	0	5	Hourly Total	0	0	0	0
1300-1315	0	1	0	1	1300-1315	0	0	0	0
1315-1330	0	1	0	1	1315-1330	0	0	0	0
1330-1345	0	1	0	1	1330-1345	0	0	0	0
1345-1400	0	1	0	1	1345-1400	0	0	0	0
Hourly Total	0	4	0	4	Hourly Total	0	0	0	0
1400-1415	1	0	0	1	1400-1415	0	0	0	0
1415-1430	1	0	0	1	1415-1430	0	0	0	0
1430-1445	0	0	0	0	1430-1445	0	0	0	0
1445-1500	1	0	0	1	1445-1500	0	0	0	0
Hourly Total	3	0	0	3	Hourly Total	0	0	0	0
1500-1515	0	0	0	0	1500-1515	0	0	0	0
1515-1530	0	0	0	0	1515-1530	0	0	0	0
1530-1545	0	0	0	0	1530-1545	0	0	0	0
1545-1600	0	0	0	0	1545-1600	0	0	0	0
Hourly Total	0	0	0	0	Hourly Total	0	0	0	0
Grand Total	27	40	0	67	Grand Total	0	0	0	0
Approach %	40.30	59.70	0.00	100.00	Approach %	0.00	0.00	0.00	0.00
Intersection %	21.08	34.13	0.00	37.25	Intersection %	0.00	0.00	0.00	0.00

Eastbound Frederica Rd (West)					Westbound Lawrence Rd				
TIME	Thru	Right	U-Turn	App Total	TIME	Thru	Right	U-Turn	App Total
0600-0615	0	0	0	0	0600-0615	0	0	0	0
0615-0630	0	0	0	0	0615-0630	0	0	0	0
0630-0645	0	0	0	0	0630-0645	0	0	0	0
0645-0700	0	0	0	0	0645-0700	0	0	0	0
0700-0715	0	0	0	0	0700-0715	0	0	0	0
0715-0730	0	0	0	0	0715-0730	0	0	0	0
0730-0745	0	0	0	0	0730-0745	0	0	0	0
0745-0800	0	0	0	0	0745-0800	0	0	0	0
Hourly Total	0	0	0	0	Hourly Total	0	0	0	0
0800-0815	0	0	0	0	0800-0815	0	0	0	0
0815-0830	0	0	0	0	0815-0830	0	0	0	0
0830-0845	0	0	0	0	0830-0845	0	0	0	0
0845-0900	0	0	0	0	0845-0900	0	0	0	0
Hourly Total	0	0	0	0	Hourly Total	0	0	0	0
0900-0915	0	0	0	0	0900-0915	0	0	0	0
0915-0930	0	0	0	0	0915-0930	0	0	0	0
0930-0945	0	0	0	0	0930-0945	0	0	0	0
0945-1000	0	0	0	0	0945-1000	0	0	0	0
Hourly Total	0	0	0	0	Hourly Total	0	0	0	0
1000-1015	0	0	0	0	1000-1015	0	0	0	0
1015-1030	0	0	0	0	1015-1030	0	0	0	0
1030-1045	0	0	0	0	1030-1045	0	0	0	0
1045-1100	0	0	0	0	1045-1100	0	0	0	0
Hourly Total	0	0	0	0	Hourly Total	0	0	0	0
1100-1115	0	0	0	0	1100-1115	0	0	0	0
1115-1130	0	0	0	0	1115-1130	0	0	0	0
1130-1145	0	0	0	0	1130-1145	0	0	0	0
1145-1200	0	0	0	0	1145-1200	0	0	0	0
Hourly Total	0	0	0	0	Hourly Total	0	0	0	0
1200-1215	0	0	0	0	1200-1215	0	0	0	0
1215-1230	0	0	0	0	1215-1230	0	0	0	0
1230-1245	0	0	0	0	1230-1245	0	0	0	0
1245-1300	0	0	0	0	1245-1300	0	0	0	0
Hourly Total	0	0	0	0	Hourly Total	0	0	0	0
1300-1315	0	0	0	0	1300-1315	0	0	0	0
1315-1330	0	0	0	0	1315-1330	0	0	0	0
1330-1345	0	0	0	0	1330-1345	0	0	0	0
1345-1400	0	0	0	0	1345-1400	0	0	0	0
Hourly Total	0	0	0	0	Hourly Total	0	0	0	0
1400-1415	0	0	0	0	1400-1415	0	0	0	0
1415-1430	0	0	0	0	1415-1430	0	0	0	0
1430-1445	0	0	0	0	1430-1445	0	0	0	0
1445-1500	0	0	0	0	1445-1500	0	0	0	0
Hourly Total	0	0	0	0	Hourly Total	0	0	0	0
1500-1515	0	0	0	0	1500-1515	0	0	0	0
1515-1530	0	0	0	0	1515-1530	0	0	0	0
1530-1545	0	0	0	0	1530-1545	0	0	0	0
1545-1600	0	0	0	0	1545-1600	0	0	0	0
Hourly Total	0	0	0	0	Hourly Total	0	0	0	0
Grand Total	0	0	0	0	Grand Total	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	Approach %	0.00	0.00	0.00	0.00
Intersection %	0.00	0.00	0.00	0.00	Intersection %	0.00	0.00	0.00	0.00

0900 - 0900 (Interval session 1) (05-07-2026)
Combination Trucks (8-13)

Eastbound Frederica Rd (South)					Westbound Lawrence Rd				
TIME	Left	Right	U-Turn	App Total	TIME	Left	Right	U-Turn	App Total
0900-0915	0	0	0	0	0900-0915	0	0	0	0
0915-0930	0	0	0	0	0915-0930	0	0	0	0
0930-0945	0	0	0	0	0930-0945	0	0	0	0
0945-1000	1	1	0	2	0945-1000	0	0	0	0
Hourly Total	1	1	0	2	Hourly Total	0	0	0	0
1000-1015	2	1	0	3	1000-1015	0	0	0	0
1015-1030	0	0	0	0	1015-1030	0	0	0	0
1030-1045	0	0	0	0	1030-1045	0	0	0	0
1045-1100	0	0	0	0	1045-1100	0	0	0	0
Hourly Total	0	0	0	0	Hourly Total	0	0	0	0
1100-1115	0	0	0	0	1100-1115	0	0	0	0
1115-1130	0	0	0	0	1115-1130	0	0	0	0
1130-1145	0	0	0	0	1130-1145	0	0	0	0
1145-1200	0	0	0	0	1145-1200	0	0	0	0
Hourly Total	0	0	0	0	Hourly Total	0	0	0	0
1200-1215	0	0	0	0	1200-1215	0	0	0	0
1215-1230	0	0	0	0	1215-1230	0	0	0	0
1230-1245	0	0	0	0	1230-1245	0	0	0	0
1245-1300	0	0	0	0	1245-1300	0	0	0	0
Hourly Total	0	0	0	0	Hourly Total	0	0	0	0
Grand Total	1	1	0	2	Grand Total	0	0	0	0
Approach %	26.67	26.67	0.00	53.33	Approach %	0.00	0.00	0.00	0.00
Intersection %	21.05	21.05	0.00	42.10	Intersection %	0.00	0.00	0.00	0.00

Eastbound Frederica Rd (West)					Westbound Lawrence Rd				
TIME	Thru	Right	U-Turn	App Total	TIME	Thru	Right	U-Turn	App Total
0900-0915	0	0	0	0	0900-0915	0	0	0	0
0915-0930	0	0	0	0	0915-0930	0	0	0	0
0930-0945	0	0	0	0	0930-0945	0	0	0	0
0945-1000	0	0	0	0	0945-1000	0	0	0	0
Hourly Total	0	0	0	0	Hourly Total	0	0	0	0
1000-1015	0	0	0	0	1000-1015	0	0	0	0
1015-1030	0	0	0	0	1015-1030	0	0	0	0
1030-1045	0	0	0	0	1030-1045	0	0	0	0
1045-1100	0	0	0	0	1045-1100	0	0	0	0
Hourly Total	0	0	0	0	Hourly Total	0	0	0	0

Appendix C

Growth Rate Summary

Growth Rate Based on U.S Census Bureau			
Geographic Area	2010	2020	2010-2020
	Census	Census	Population % Change
Glynn County	79,626	84,499	0.6%
Average			0.6%

GDOT Historical Growth Rate																				
Location	Station ID	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011	5 year	10 year	15 year
Frederica Road north of Harrington Road	127-0289			9700	9730	9510	8990	8150	8640	8680	8530	8350	8280					-	1.9%	-
Sea Island Road east of Frederica Road	127-0294	6220		7242		6288				7214			6907				4316	-7.3%	-1.8%	-0.9%
Sea Island Road north of Arthur J Moore Drive	127-0347			18173		15016		15552		15420		14935				12924		-	2.8%	2.9%
Frederica Road north of Devonwood Drive	127-0287		15434			15739				15540				16537				-	-0.1%	-0.6%
5,10, &15 - Year Average																		-7.3%	0.7%	0.4%
Weighted Average																		-2.1%		

Due to COVID-19, the growth rate calculations did not consider data from March 2020 to July 2022. Instead, the latest count data available before 2020 was used to calculate the 5-year growth rate.

Growth Rate Based on Georgia Governor’s Office of Planning and Budget Annual Population Projections		
Year	County Population	Growth Rate
2026	87795	
2028	88977	0.7%
Average		0.7%

Growth Rate Based on Regional Economic Models, Inc. Employment Projections		
Year	County Population	Growth Rate
2026	55914	
2028	56593	0.6%
Average		0.6%

Growth Rate Based on Regional Economic Models, Inc. Population Projections		
Year	County Population	Growth Rate
2026	87774	
2028	88902	0.6%
Average		0.6%

Average	0.1%
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Appendix D

Synchro Reports

Existing Year (2026)

HCM 7th Signalized Intersection Summary
1: Frederica Rd & Sea Island Rd

Existing AM (2026)
06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	337	210	117	47	55	21	165	339	184	51	355	582
Future Volume (veh/h)	337	210	117	47	55	21	165	339	184	51	355	582
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1767	1752	1856	1870	1678	1752	1870	1841	1841	1841	1856	1856
Adj Flow Rate, veh/h	355	221	123	49	58	22	174	357	0	54	374	613
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	10	3	2	15	10	2	4	4	4	3	3
Cap, veh/h	568	396	220	308	266	101	300	797		389	727	616
Arrive On Green	0.17	0.37	0.37	0.03	0.23	0.23	0.07	0.43	0.00	0.03	0.39	0.39
Sat Flow, veh/h	1682	1057	588	1781	1159	440	1781	1841	1560	1753	1856	1572
Grp Volume(v), veh/h	355	0	344	49	0	80	174	357	0	54	374	613
Grp Sat Flow(s),veh/h/ln	1682	0	1646	1781	0	1599	1781	1841	1560	1753	1856	1572
Q Serve(g_s), s	27.6	0.0	29.1	3.7	0.0	7.2	10.1	24.0	0.0	3.3	27.1	68.5
Cycle Q Clear(g_c), s	27.6	0.0	29.1	3.7	0.0	7.2	10.1	24.0	0.0	3.3	27.1	68.5
Prop In Lane	1.00		0.36	1.00		0.28	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	568	0	616	308	0	366	300	797		389	727	616
V/C Ratio(X)	0.63	0.00	0.56	0.16	0.00	0.22	0.58	0.45		0.14	0.51	1.00
Avail Cap(c_a), veh/h	725	0	616	308	0	366	338	836		390	727	616
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.6	0.0	43.6	50.0	0.0	55.1	30.6	35.1	0.0	31.5	40.9	53.5
Incr Delay (d2), s/veh	1.1	0.0	3.6	0.2	0.0	1.4	2.0	0.4	0.0	0.2	0.6	35.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.7	0.0	12.6	1.7	0.0	3.1	4.5	11.0	0.0	1.4	12.6	32.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.8	0.0	47.2	50.2	0.0	56.5	32.6	35.5	0.0	31.7	41.5	88.5
LnGrp LOS	D		D	D		E	C	D		C	D	F
Approach Vol, veh/h	699			129			531			1041		
Approach Delay, s/veh	43.4			54.1			34.6			68.7		
Approach LOS	D			D			C			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	72.0	10.9	82.3	36.6	46.4	18.2	75.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	5.0	66.0	5.0	80.0	47.0	24.0	16.0	69.0				
Max Q Clear Time (g_c+l1), s	5.7	31.1	5.3	26.0	29.6	9.2	12.1	70.5				
Green Ext Time (p_c), s	0.0	2.3	0.0	2.3	1.0	0.3	0.2	0.0				

Intersection Summary

HCM 7th Control Delay, s/veh 53.0
HCM 7th LOS D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Intersection

Int Delay, s/veh 1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	34	7	561	29	4	780
Future Vol, veh/h	34	7	561	29	4	780
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	6	7	2	3
Mvmt Flow	37	8	610	32	4	848

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1482	626	0
Stage 1	626	-	-
Stage 2	857	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	138	484	-
Stage 1	533	-	-
Stage 2	416	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	137	484	-
Mov Cap-2 Maneuver	137	-	-
Stage 1	529	-	-
Stage 2	416	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	37.14	0	0.05
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	156	9
HCM Lane V/C Ratio	-	-	0.286	0.005
HCM Ctrl Dly (s/v)	-	-	37.1	8.8
HCM Lane LOS	-	-	E	A
HCM 95th %tile Q(veh)	-	-	1.1	0

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	2	8	16	0	22	4	510	19	24	653	4
Future Vol, veh/h	3	2	8	16	0	22	4	510	19	24	653	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	6	11	4	4	2
Mvmt Flow	3	2	9	17	0	24	4	554	21	26	710	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1327	1348	712	1336	1340	565	714	0	0	575	0	0
Stage 1	764	764	-	573	573	-	-	-	-	-	-	-
Stage 2	563	584	-	763	766	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.14	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.236	-	-
Pot Cap-1 Maneuver	132	151	432	130	153	525	886	-	-	988	-	-
Stage 1	396	413	-	504	504	-	-	-	-	-	-	-
Stage 2	511	498	-	397	412	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	120	143	432	120	145	525	886	-	-	988	-	-
Mov Cap-2 Maneuver	120	143	-	120	145	-	-	-	-	-	-	-
Stage 1	379	395	-	501	500	-	-	-	-	-	-	-
Stage 2	484	495	-	370	394	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	21.98		25.54		0.07		0.31	
HCM LOS	C		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	13	-	-	226	216	63	-
HCM Lane V/C Ratio	0.005	-	-	0.062	0.191	0.026	-
HCM Ctrl Dly (s/v)	9.1	0	-	22	25.5	8.7	0
HCM Lane LOS	A	A	-	C	D	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2	0.7	0.1	-

SITE LAYOUT

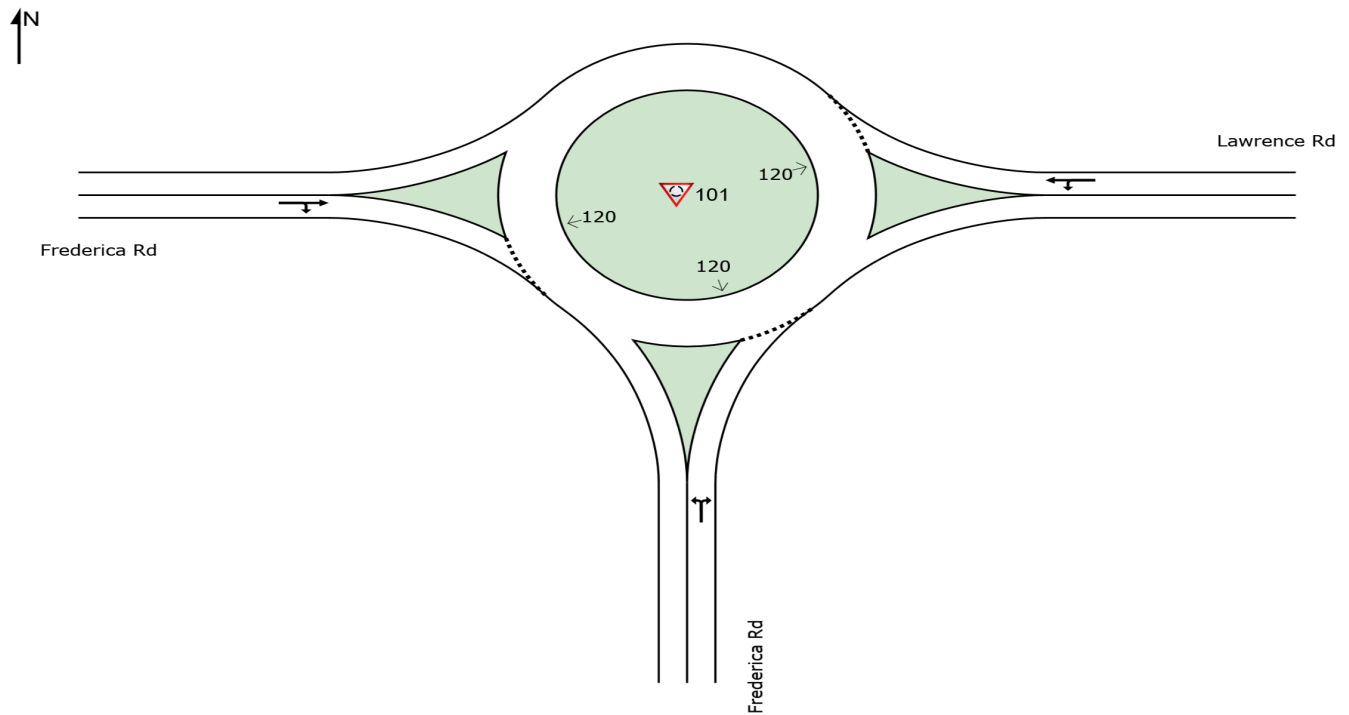
 **Site: 101 [Existing AM (2026) (Site Folder: General)]**

Frederica Road at Lawrence Road

Site Category: (None)

Roundabout

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LANE LEVEL OF SERVICE

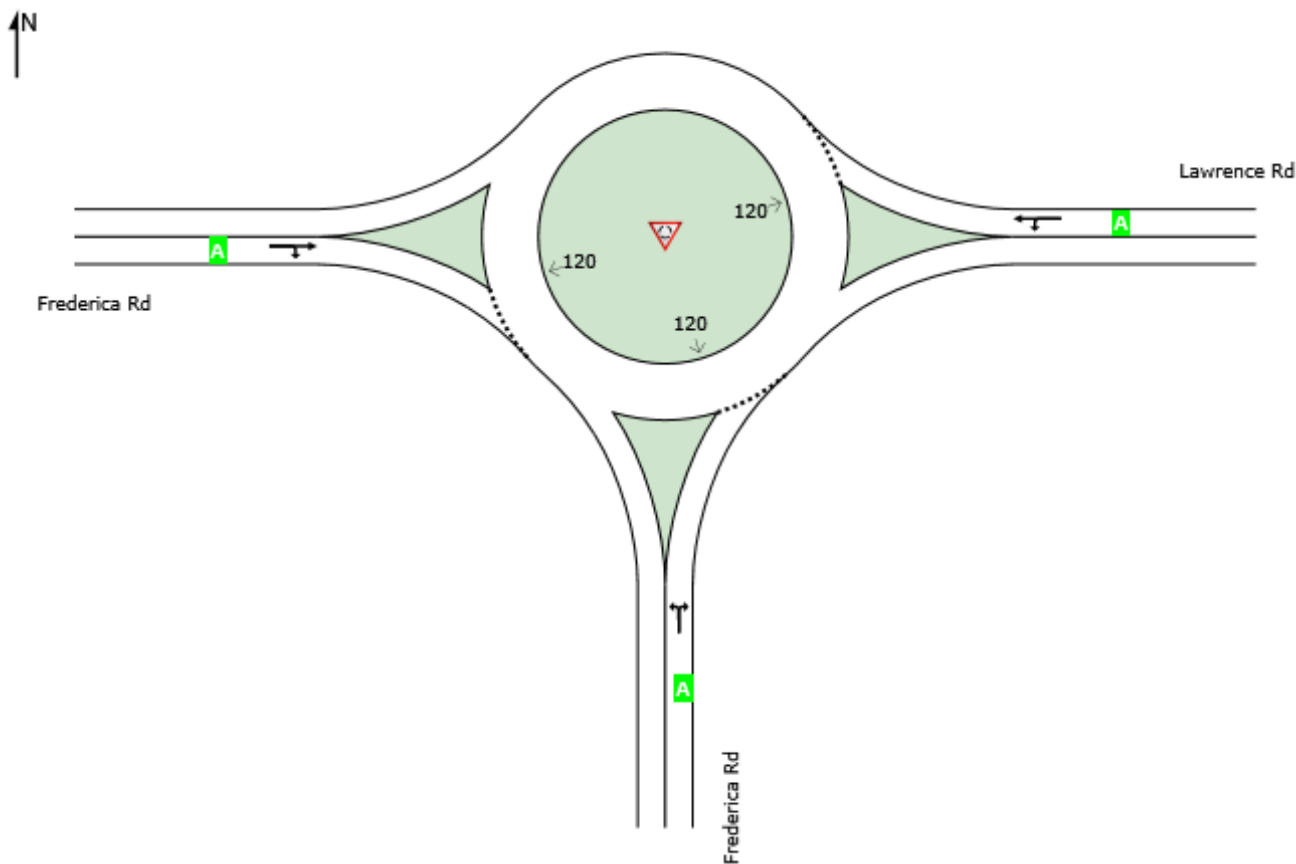
Lane Level of Service

 **Site: 101 [Existing AM (2026) (Site Folder: General)]**

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Frederica Road at Lawrence Road
Site Category: (None)
Roundabout

	Approaches			Intersection
	South	East	West	
LOS	A	A	A	A



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.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if $v/c > 1$ irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

South: Frederica Rd									
Mov.	L2	R2	Total	%HV		Deg.	Lane	Prob.	Ov.
From S To Exit:	W	E			Cap. veh/h	Satn v/c	Util. %	SL %	Lane No.
Lane 1	272	205	477	6.9	1332	0.358	100	NA	NA
Approach	272	205	477	6.9		0.358			
East: Lawrence Rd									
Mov.	L2	T1	Total	%HV		Deg.	Lane	Prob.	Ov.
From E To Exit:	S	W			Cap. veh/h	Satn v/c	Util. %	SL %	Lane No.
Lane 1	211	26	237	4.7	1086	0.218	100	NA	NA
Approach	211	26	237	4.7		0.218			
West: Frederica Rd									

Mov. From W To Exit:	T1	R2	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	15	303	318	2.0	1164	0.274	100	NA	NA
Approach	15	303	318	2.0		0.274			
Total %HV Deg.Satn (v/c)									
All Vehicles	1033	4.9		0.358					

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis				
	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: Frederica Rd				
Lane 1	0.0	0.0	0.0	0.0
East: Lawrence Rd				
Lane 1	0.0	0.0	0.0	0.0
West: Frederica Rd				
Lane 1	0.0	0.0	0.0	0.0

HCM 7th Signalized Intersection Summary
1: Frederica Rd & Sea Island Rd

Existing PM (2026)
06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	516	84	79	111	184	22	72	436	65	34	354	452
Future Volume (veh/h)	516	84	79	111	184	22	72	436	65	34	354	452
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1841	1870	1856	1826	1826	1841	1870	1856	1811	1870	1841
Adj Flow Rate, veh/h	532	87	81	114	190	23	74	449	0	35	365	466
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	4	2	3	5	5	4	2	3	6	2	4
Cap, veh/h	677	419	390	496	492	60	191	605		177	587	489
Arrive On Green	0.22	0.48	0.48	0.05	0.31	0.31	0.03	0.32	0.00	0.02	0.31	0.31
Sat Flow, veh/h	1781	877	817	1767	1598	193	1753	1870	1572	1725	1870	1560
Grp Volume(v), veh/h	532	0	168	114	0	213	74	449	0	35	365	466
Grp Sat Flow(s),veh/h/ln	1781	0	1694	1767	0	1791	1753	1870	1572	1725	1870	1560
Q Serve(g_s), s	36.8	0.0	10.7	8.3	0.0	17.4	5.4	39.9	0.0	2.6	31.0	54.5
Cycle Q Clear(g_c), s	36.8	0.0	10.7	8.3	0.0	17.4	5.4	39.9	0.0	2.6	31.0	54.5
Prop In Lane	1.00		0.48	1.00		0.11	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	677	0	808	496	0	552	191	605		177	587	489
V/C Ratio(X)	0.79	0.00	0.21	0.23	0.00	0.39	0.39	0.74		0.20	0.62	0.95
Avail Cap(c_a), veh/h	891	0	808	496	0	552	191	632		185	622	519
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.5	0.0	28.3	41.3	0.0	50.7	44.6	56.2	0.0	46.0	54.6	62.6
Incr Delay (d2), s/veh	3.5	0.0	0.6	0.2	0.0	2.0	1.3	4.5	0.0	0.5	1.8	27.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.5	0.0	4.6	3.7	0.0	8.2	2.4	19.6	0.0	1.1	15.0	25.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.9	0.0	28.9	41.5	0.0	52.7	45.9	60.7	0.0	46.5	56.3	89.9
LnGrp LOS	C		C	D		D	D	E		D	E	F
Approach Vol, veh/h	700			327			523			866		
Approach Delay, s/veh	32.7			48.8			58.6			74.0		
Approach LOS	C			D			E			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	95.0	10.2	66.3	46.6	63.4	12.0	64.5				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.0	89.0	5.0	63.0	63.0	35.0	6.0	62.0				
Max Q Clear Time (g_c+l1), s	10.3	12.7	4.6	41.9	38.8	19.4	7.4	56.5				
Green Ext Time (p_c), s	0.0	1.1	0.0	2.7	1.7	1.0	0.0	2.0				

Intersection Summary

HCM 7th Control Delay, s/veh	55.3
HCM 7th LOS	E

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Intersection

Int Delay, s/veh 1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	47	8	698	43	12	623
Future Vol, veh/h	47	8	698	43	12	623
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	25	2	2	2	3
Mvmt Flow	49	8	727	45	13	649

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1423	749	0
Stage 1	749	-	-
Stage 2	674	-	-
Critical Hdwy	6.42	6.45	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.525	-
Pot Cap-1 Maneuver	150	376	-
Stage 1	467	-	-
Stage 2	506	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	146	376	-
Mov Cap-2 Maneuver	146	-	-
Stage 1	456	-	-
Stage 2	506	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	39.39	0	0.18
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	160	34
HCM Lane V/C Ratio	-	-	0.357	0.015
HCM Ctrl Dly (s/v)	-	-	39.4	9.3
HCM Lane LOS	-	-	E	A
HCM 95th %tile Q(veh)	-	-	1.5	0

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	13	26	0	28	11	601	34	22	535	2
Future Vol, veh/h	1	0	13	26	0	28	11	601	34	22	535	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	4	2	14	2	2	2	2	3	2
Mvmt Flow	1	0	13	27	0	29	11	620	35	23	552	2
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1240	1275	553	1257	1259	637	554	0	0	655	0	0
Stage 1	598	598	-	660	660	-	-	-	-	-	-	-
Stage 2	642	677	-	597	599	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.14	6.52	6.34	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.14	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.14	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.536	4.018	3.426	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	152	167	533	147	171	456	1017	-	-	932	-	-
Stage 1	489	491	-	449	460	-	-	-	-	-	-	-
Stage 2	462	452	-	486	490	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	135	158	533	135	162	456	1017	-	-	932	-	-
Mov Cap-2 Maneuver	135	158	-	135	162	-	-	-	-	-	-	-
Stage 1	472	474	-	441	452	-	-	-	-	-	-	-
Stage 2	425	444	-	457	473	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	13.53		27.75		0.15		0.35					
HCM LOS	B		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	30	-	-	436	213	71	-	-				
HCM Lane V/C Ratio	0.011	-	-	0.033	0.261	0.024	-	-				
HCM Ctrl Dly (s/v)	8.6	0	-	13.5	27.8	9	0	-				
HCM Lane LOS	A	A	-	B	D	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	1	0.1	-	-				

SITE LAYOUT

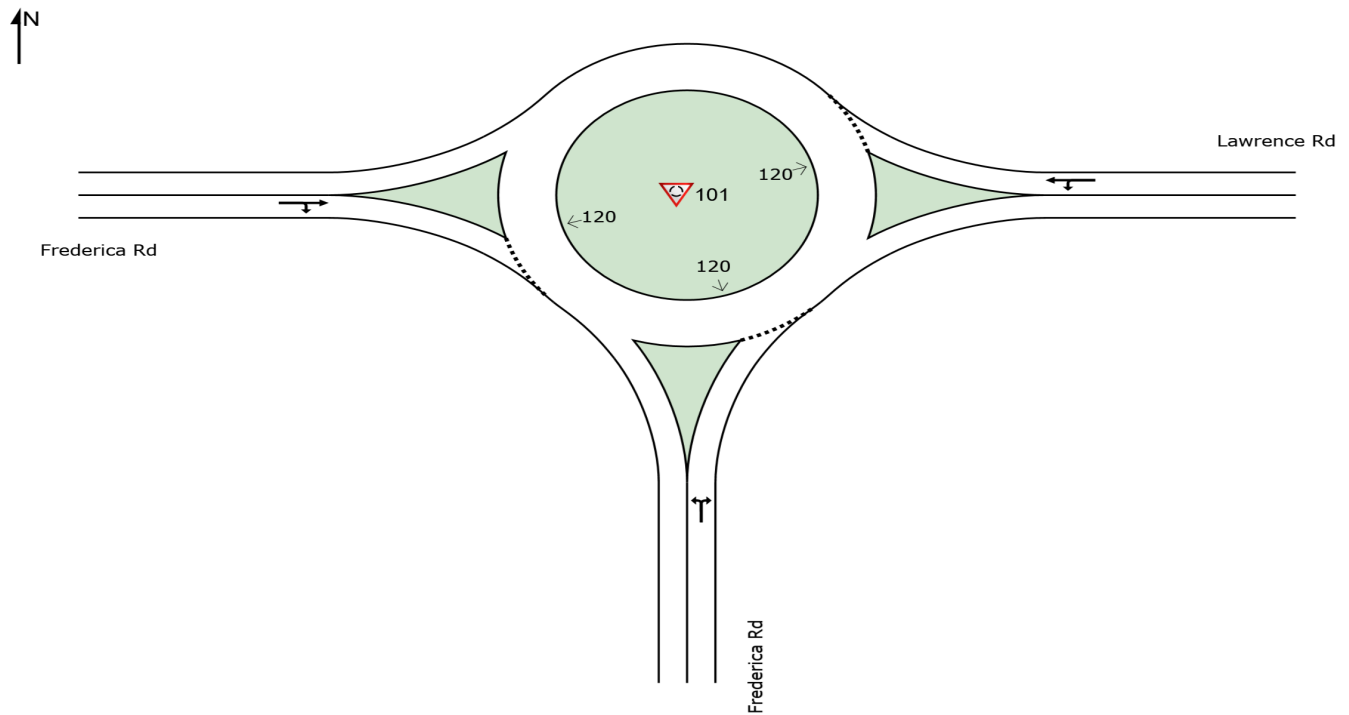
 **Site: 101 [Existing PM (2026) (Site Folder: General)]**

Frederica Road at Lawrence Road

Site Category: (None)

Roundabout

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



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LANE LEVEL OF SERVICE

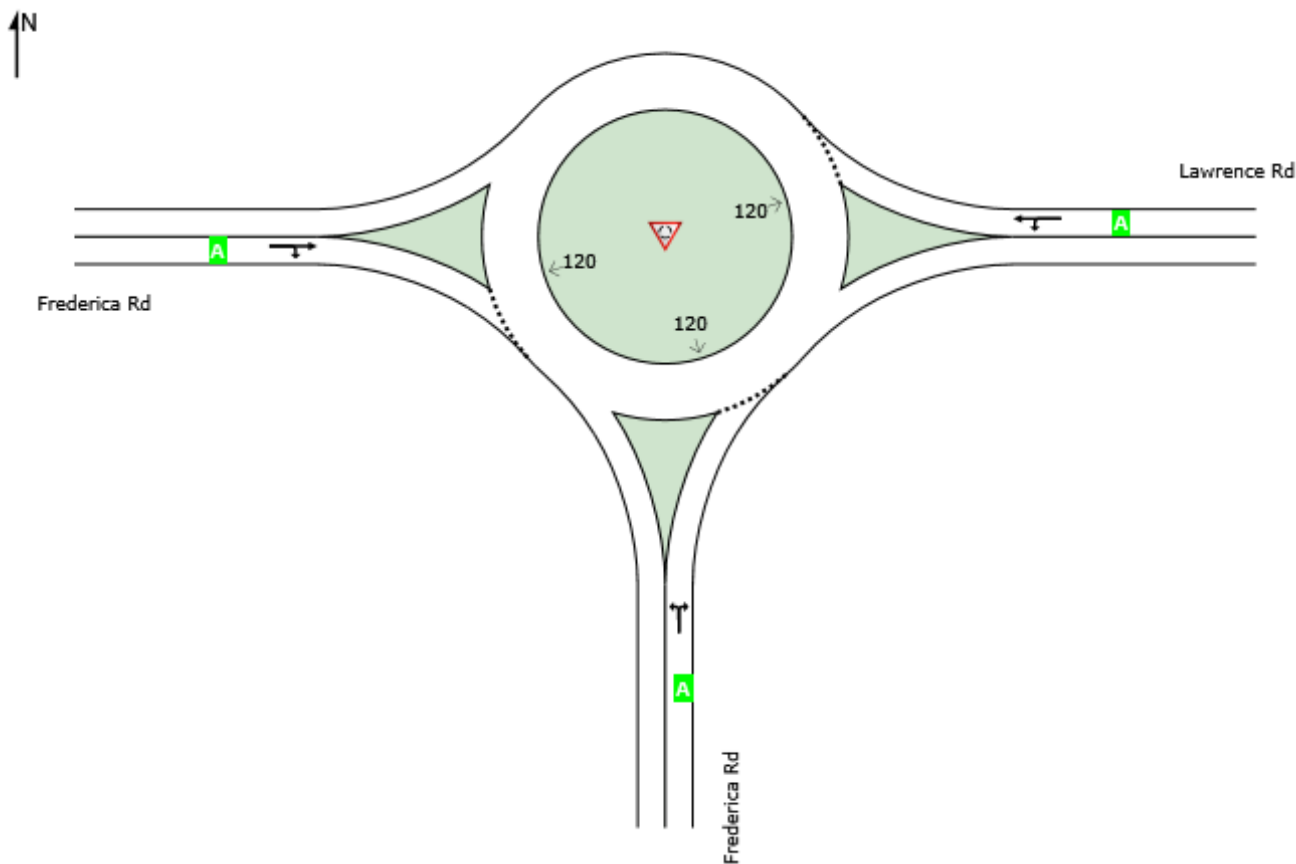
Lane Level of Service

 **Site: 101 [Existing PM (2026) (Site Folder: General)]**

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Frederica Road at Lawrence Road
Site Category: (None)
Roundabout

	Approaches			Intersection
	South	East	West	
LOS	A	A	A	A



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.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if $v/c > 1$ irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

South: Frederica Rd									
Mov.	L2	R2	Total	%HV	Cap.	Deg.	Lane	Prob.	Ov.
From S To Exit:	W	E			veh/h	Satn v/c	Util. %	SL Ov. %	Lane No.
Lane 1	203	160	363	2.0	1406	0.258	100	NA	NA
Approach	203	160	363	2.0		0.258			
East: Lawrence Rd									
Mov.	L2	T1	Total	%HV	Cap.	Deg.	Lane	Prob.	Ov.
From E To Exit:	S	W			veh/h	Satn v/c	Util. %	SL Ov. %	Lane No.
Lane 1	214	11	224	3.9	1170	0.192	100	NA	NA
Approach	214	11	224	3.9		0.192			
West: Frederica Rd									

Mov.	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.
From W To Exit:	E	S			Cap.	Satn	Util.	SL Ov.	Lane
					veh/h	v/c	%	%	No.
Lane 1	7	199	206	3.4	1148	0.180	100	NA	NA
Approach	7	199	206	3.4	0.180				
Total %HV Deg.Satn (v/c)									
All Vehicles	794	2.9	0.258						

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane % veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis				
	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: Frederica Rd				
Lane 1	0.0	0.0	0.0	0.0
East: Lawrence Rd				
Lane 1	0.0	0.0	0.0	0.0
West: Frederica Rd				
Lane 1	0.0	0.0	0.0	0.0

Existing Weekend (2026)

HCM 7th Signalized Intersection Summary
1: Frederica Rd & Sea Island Rd

Existing Weekend (2026)
06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	348	149	91	155	147	45	81	333	92	53	347	326
Future Volume (veh/h)	348	149	91	155	147	45	81	333	92	53	347	326
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1767	1752	1856	1870	1678	1752	1870	1841	1841	1841	1856	1856
Adj Flow Rate, veh/h	366	157	96	163	155	47	85	351	0	56	365	343
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	10	3	2	15	10	2	4	4	4	3	3
Cap, veh/h	622	495	303	538	460	139	189	489		206	465	394
Arrive On Green	0.15	0.49	0.49	0.04	0.37	0.37	0.05	0.27	0.00	0.03	0.25	0.25
Sat Flow, veh/h	1682	1018	622	1781	1236	375	1781	1841	1560	1753	1856	1572
Grp Volume(v), veh/h	366	0	253	163	0	202	85	351	0	56	365	343
Grp Sat Flow(s),veh/h/ln	1682	0	1640	1781	0	1610	1781	1841	1560	1753	1856	1572
Q Serve(g_s), s	17.4	0.0	12.7	5.0	0.0	12.2	4.8	23.5	0.0	3.2	24.9	28.3
Cycle Q Clear(g_c), s	17.4	0.0	12.7	5.0	0.0	12.2	4.8	23.5	0.0	3.2	24.9	28.3
Prop In Lane	1.00		0.38	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	622	0	798	538	0	599	189	489		206	465	394
V/C Ratio(X)	0.59	0.00	0.32	0.30	0.00	0.34	0.45	0.72		0.27	0.78	0.87
Avail Cap(c_a), veh/h	951	0	798	538	0	599	313	1086		212	944	800
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.6	0.0	21.1	26.3	0.0	30.5	37.5	45.2	0.0	37.7	47.4	48.7
Incr Delay (d2), s/veh	0.9	0.0	1.0	0.3	0.0	1.5	1.7	2.0	0.0	0.7	3.0	6.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	0.0	5.1	3.5	0.0	5.0	2.2	10.9	0.0	1.4	11.8	11.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.5	0.0	22.2	26.6	0.0	32.1	39.2	47.2	0.0	38.4	50.3	54.7
LnGrp LOS	C		C	C		C	D	D		D	D	D
Approach Vol, veh/h	619			365			436			764		
Approach Delay, s/veh	21.1			29.6			45.6			51.4		
Approach LOS	C			C			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	72.0	10.6	42.0	26.5	56.5	12.6	40.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	5.0	66.0	5.0	80.0	47.0	24.0	16.0	69.0				
Max Q Clear Time (g_c+l1), s	7.0	14.7	5.2	25.5	19.4	14.2	6.8	30.3				
Green Ext Time (p_c), s	0.0	1.7	0.0	2.3	1.1	0.7	0.1	3.7				

Intersection Summary

HCM 7th Control Delay, s/veh	38.0
HCM 7th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Intersection

Int Delay, s/veh 1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	39	5	473	58	8	586
Future Vol, veh/h	39	5	473	58	8	586
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	6	7	2	3
Mvmt Flow	42	5	514	63	9	637

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1200	546	0
Stage 1	546	-	-
Stage 2	654	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	204	538	-
Stage 1	581	-	-
Stage 2	517	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	202	538	-
Mov Cap-2 Maneuver	202	-	-
Stage 1	573	-	-
Stage 2	517	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	26.2	0	0.12
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	217	24
HCM Lane V/C Ratio	-	-	0.22	0.009
HCM Ctrl Dly (s/v)	-	-	26.2	8.6
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	0.8	0

Intersection

Int Delay, s/veh 1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	13	28	2	14	7	406	24	7	506	6
Future Vol, veh/h	2	0	13	28	2	14	7	406	24	7	506	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	6	11	4	4	2
Mvmt Flow	2	0	14	30	2	15	8	441	26	8	550	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1026	1051	553	1035	1041	454	557	0	0	467	0	0
Stage 1	568	568	-	470	470	-	-	-	-	-	-	-
Stage 2	458	483	-	565	572	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.14	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.236	-	-
Pot Cap-1 Maneuver	213	227	532	210	230	606	1014	-	-	1084	-	-
Stage 1	507	506	-	574	560	-	-	-	-	-	-	-
Stage 2	583	553	-	509	504	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	202	222	532	200	225	606	1014	-	-	1084	-	-
Mov Cap-2 Maneuver	202	222	-	200	225	-	-	-	-	-	-	-
Stage 1	502	501	-	568	555	-	-	-	-	-	-	-
Stage 2	560	547	-	491	499	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.56	22.25	0.14	0.11
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	29	-	-	437	256	24	-
HCM Lane V/C Ratio	0.008	-	-	0.037	0.187	0.007	-
HCM Ctrl Dly (s/v)	8.6	0	-	13.6	22.2	8.3	0
HCM Lane LOS	A	A	-	B	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.7	0	-

SITE LAYOUT

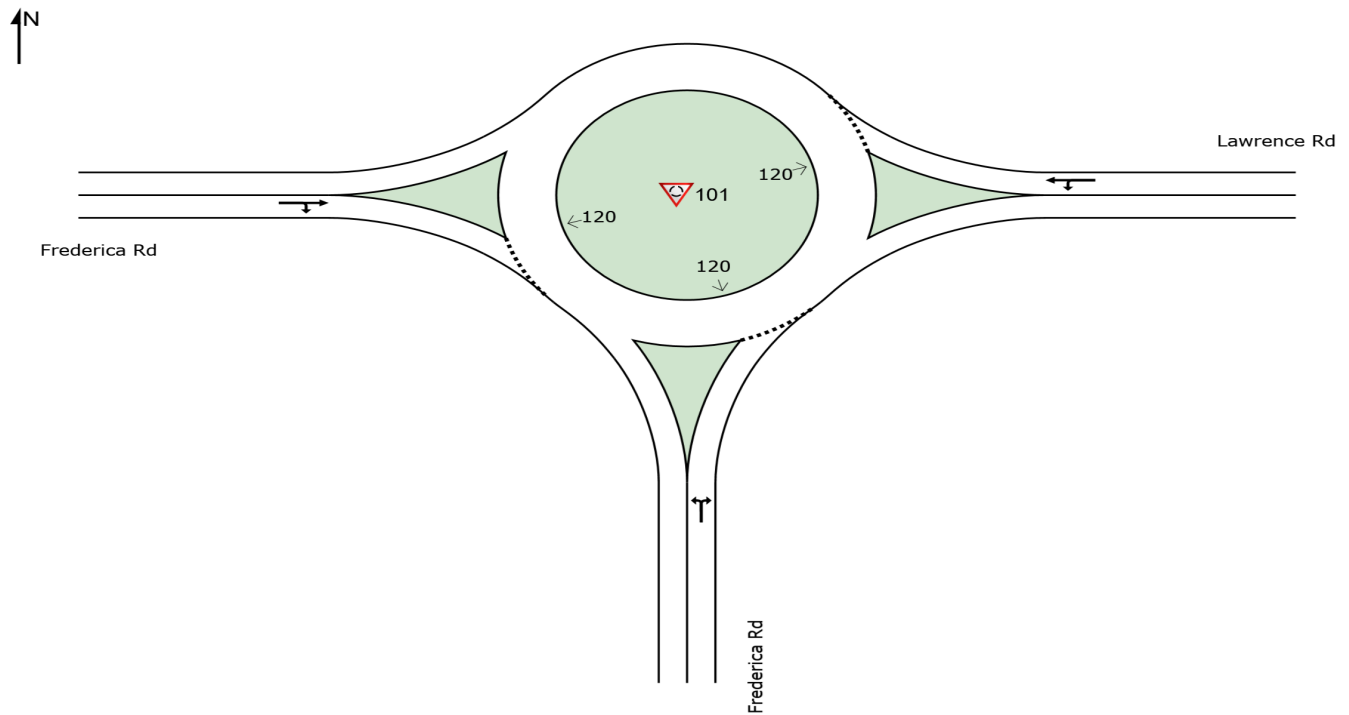
 **Site: 101 [Existing Weekend (2026) (Site Folder: General)]**

Frederica Road at Lawrence Road

Site Category: (None)

Roundabout

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



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LANE LEVEL OF SERVICE

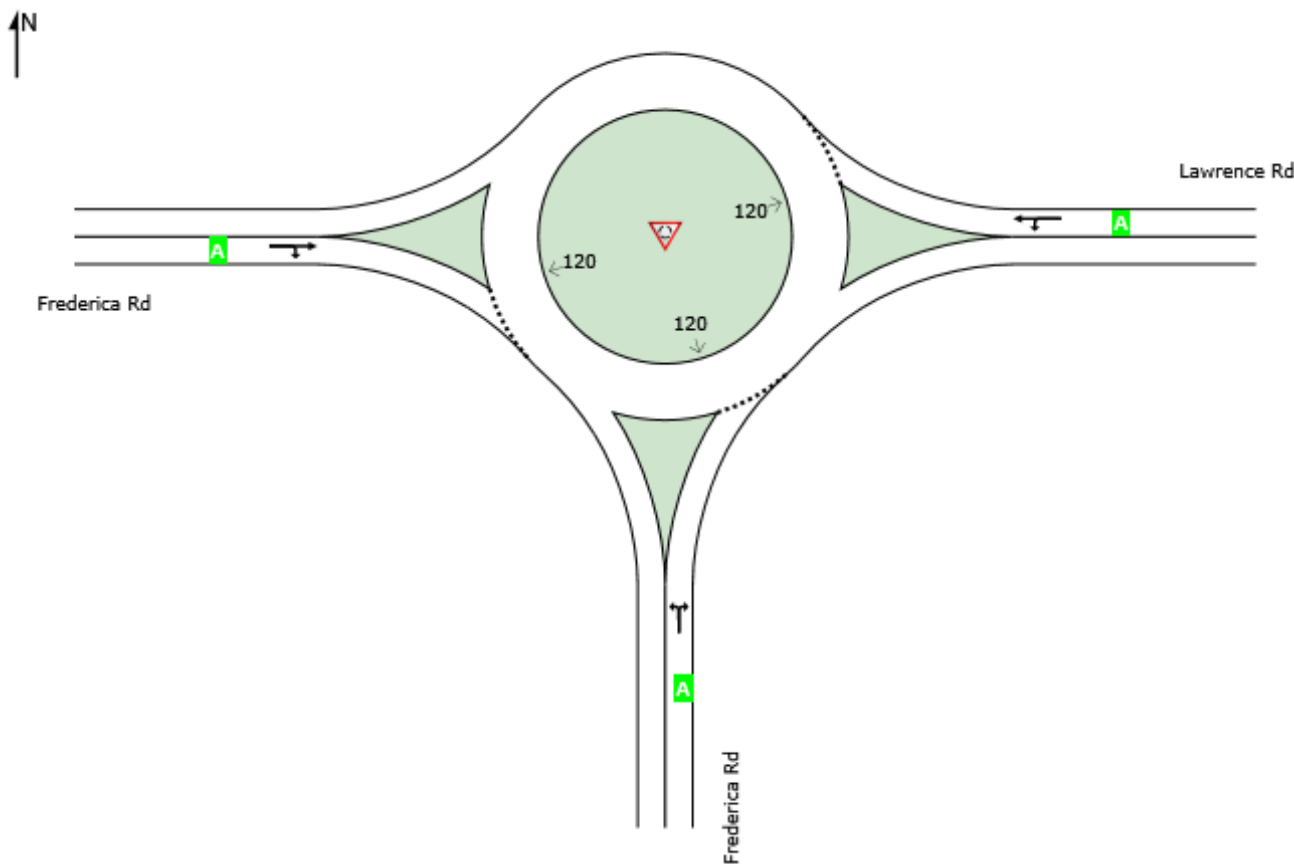
Lane Level of Service

 **Site: 101 [Existing Weekend (2026) (Site Folder: General)]**

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Frederica Road at Lawrence Road
Site Category: (None)
Roundabout

	Approaches			Intersection
	South	East	West	
LOS	A	A	A	A



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.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if $v/c > 1$ irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

South: Frederica Rd									
Mov.	L2	R2	Total	%HV		Deg.	Lane	Prob.	Ov.
From S To Exit:	W	E			Cap. veh/h	Satn v/c	Util. %	SL Ov. %	Lane No.
Lane 1	113	166	279	7.2	1336	0.209	100	NA	NA
Approach	113	166	279	7.2		0.209			
East: Lawrence Rd									
Mov.	L2	T1	Total	%HV		Deg.	Lane	Prob.	Ov.
From E To Exit:	S	W			Cap. veh/h	Satn v/c	Util. %	SL Ov. %	Lane No.
Lane 1	191	9	200	4.9	1242	0.161	100	NA	NA
Approach	191	9	200	4.9		0.161			
West: Frederica Rd									

Mov.	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.
From W To Exit:	E	S			Cap.	Satn	Util.	SL Ov.	Lane
					veh/h	v/c	%	%	No.
Lane 1	10	149	159	2.0	1197	0.133	100	NA	NA
Approach	10	149	159	2.0		0.133			
Total %HV Deg.Satn (v/c)									
All Vehicles	638	5.2		0.209					

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane % veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis				
	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: Frederica Rd				
Lane 1	0.0	0.0	0.0	0.0
East: Lawrence Rd				
Lane 1	0.0	0.0	0.0	0.0
West: Frederica Rd				
Lane 1	0.0	0.0	0.0	0.0

No-Build (2028)

HCM 7th Signalized Intersection Summary
1: Frederica Rd & Sea Island Rd

No-Build AM (2028)
06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	340	212	118	47	56	21	167	342	186	52	359	588
Future Volume (veh/h)	340	212	118	47	56	21	167	342	186	52	359	588
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1767	1752	1856	1870	1678	1752	1870	1841	1841	1841	1856	1856
Adj Flow Rate, veh/h	358	223	124	49	59	22	176	360	0	55	378	619
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	10	3	2	15	10	2	4	4	4	3	3
Cap, veh/h	567	396	220	305	265	99	299	797		387	726	615
Arrive On Green	0.18	0.37	0.37	0.03	0.23	0.23	0.07	0.43	0.00	0.03	0.39	0.39
Sat Flow, veh/h	1682	1058	588	1781	1165	434	1781	1841	1560	1753	1856	1572
Grp Volume(v), veh/h	358	0	347	49	0	81	176	360	0	55	378	619
Grp Sat Flow(s),veh/h/ln	1682	0	1646	1781	0	1600	1781	1841	1560	1753	1856	1572
Q Serve(g_s), s	27.9	0.0	29.5	3.7	0.0	7.3	10.2	24.3	0.0	3.3	27.5	69.0
Cycle Q Clear(g_c), s	27.9	0.0	29.5	3.7	0.0	7.3	10.2	24.3	0.0	3.3	27.5	69.0
Prop In Lane	1.00		0.36	1.00		0.27	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	567	0	616	305	0	363	299	797		387	726	615
V/C Ratio(X)	0.63	0.00	0.56	0.16	0.00	0.22	0.59	0.45		0.14	0.52	1.01
Avail Cap(c_a), veh/h	721	0	616	305	0	363	336	835		387	726	615
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.8	0.0	43.7	50.3	0.0	55.5	30.8	35.2	0.0	31.5	41.0	53.7
Incr Delay (d2), s/veh	1.2	0.0	3.7	0.2	0.0	1.4	2.2	0.4	0.0	0.2	0.7	37.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.8	0.0	12.7	1.7	0.0	3.1	4.6	11.1	0.0	1.5	12.8	33.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.0	0.0	47.4	50.5	0.0	56.9	33.0	35.6	0.0	31.7	41.7	91.5
LnGrp LOS	D		D	D		E	C	D		C	D	F
Approach Vol, veh/h	705			130			536			1052		
Approach Delay, s/veh	43.7			54.5			34.7			70.5		
Approach LOS	D			D			C			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	72.0	11.0	82.4	36.9	46.1	18.3	75.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	5.0	66.0	5.0	80.0	47.0	24.0	16.0	69.0				
Max Q Clear Time (g_c+l1), s	5.7	31.5	5.3	26.3	29.9	9.3	12.2	71.0				
Green Ext Time (p_c), s	0.0	2.3	0.0	2.3	1.0	0.3	0.2	0.0				

Intersection Summary

HCM 7th Control Delay, s/veh 53.9
HCM 7th LOS D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Intersection

Int Delay, s/veh 1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	34	7	567	29	4	788
Future Vol, veh/h	34	7	567	29	4	788
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	6	7	2	3
Mvmt Flow	37	8	616	32	4	857

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1497	632	0
Stage 1	632	-	-
Stage 2	865	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	135	480	-
Stage 1	530	-	-
Stage 2	412	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	134	480	-
Mov Cap-2 Maneuver	134	-	-
Stage 1	525	-	-
Stage 2	412	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	38.07	0	0.04
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	152	9
HCM Lane V/C Ratio	-	-	0.292	0.005
HCM Ctrl Dly (s/v)	-	-	38.1	8.9
HCM Lane LOS	-	-	E	A
HCM 95th %tile Q(veh)	-	-	1.1	0

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	2	8	16	0	22	4	515	19	24	660	4
Future Vol, veh/h	3	2	8	16	0	22	4	515	19	24	660	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	6	11	4	4	2
Mvmt Flow	3	2	9	17	0	24	4	560	21	26	717	4
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1340	1361	720	1349	1353	570	722	0	0	580	0	0
Stage 1	772	772	-	579	579	-	-	-	-	-	-	-
Stage 2	568	589	-	771	774	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.14	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.236	-	-
Pot Cap-1 Maneuver	130	148	428	128	150	521	880	-	-	984	-	-
Stage 1	392	409	-	501	501	-	-	-	-	-	-	-
Stage 2	507	495	-	393	408	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	117	141	428	117	142	521	880	-	-	984	-	-
Mov Cap-2 Maneuver	117	141	-	117	142	-	-	-	-	-	-	-
Stage 1	375	391	-	497	497	-	-	-	-	-	-	-
Stage 2	481	492	-	366	390	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	22.29		26.01		0.07		0.31					
HCM LOS	C		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	13	-	-	222	212	63	-	-				
HCM Lane V/C Ratio	0.005	-	-	0.064	0.195	0.027	-	-				
HCM Ctrl Dly (s/v)	9.1	0	-	22.3	26	8.8	0	-				
HCM Lane LOS	A	A	-	C	D	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0.7	0.1	-	-				

SITE LAYOUT

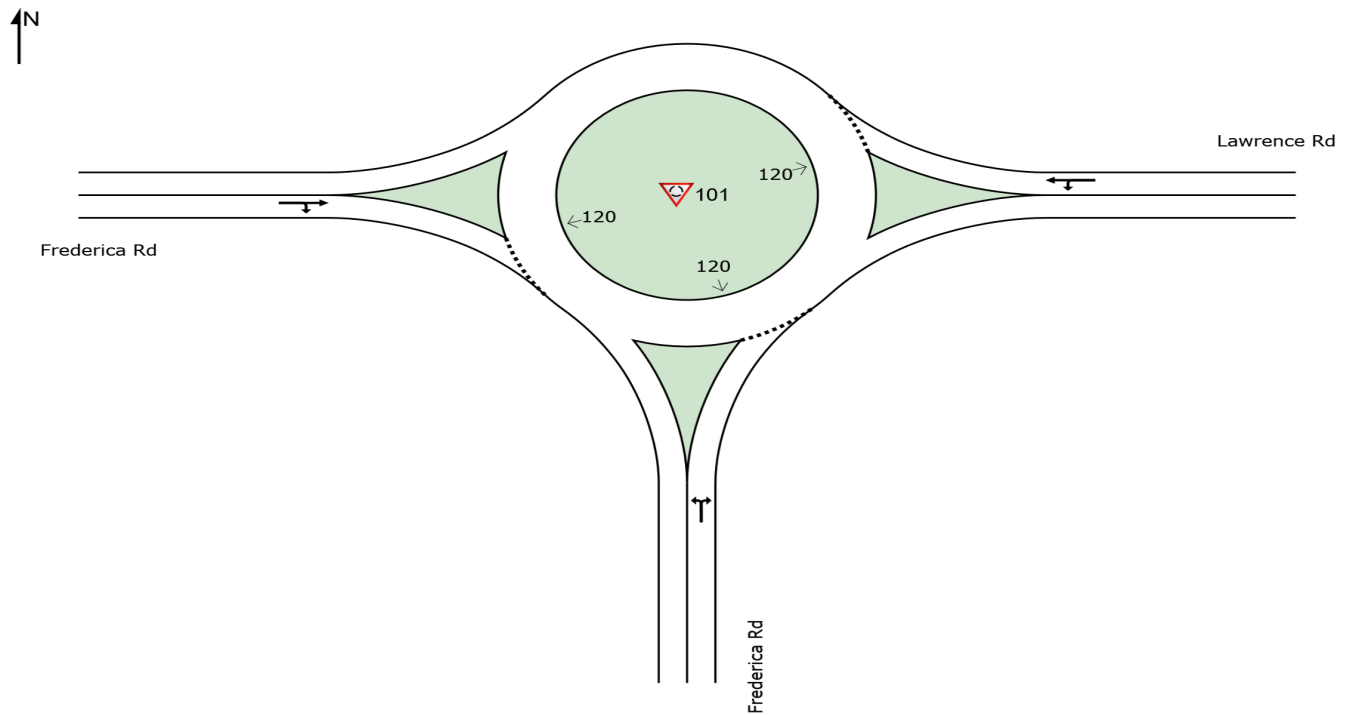
 **Site: 101 [No-Build AM (2028) (Site Folder: General)]**

Frederica Road at Lawrence Road

Site Category: (None)

Roundabout

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LANE LEVEL OF SERVICE

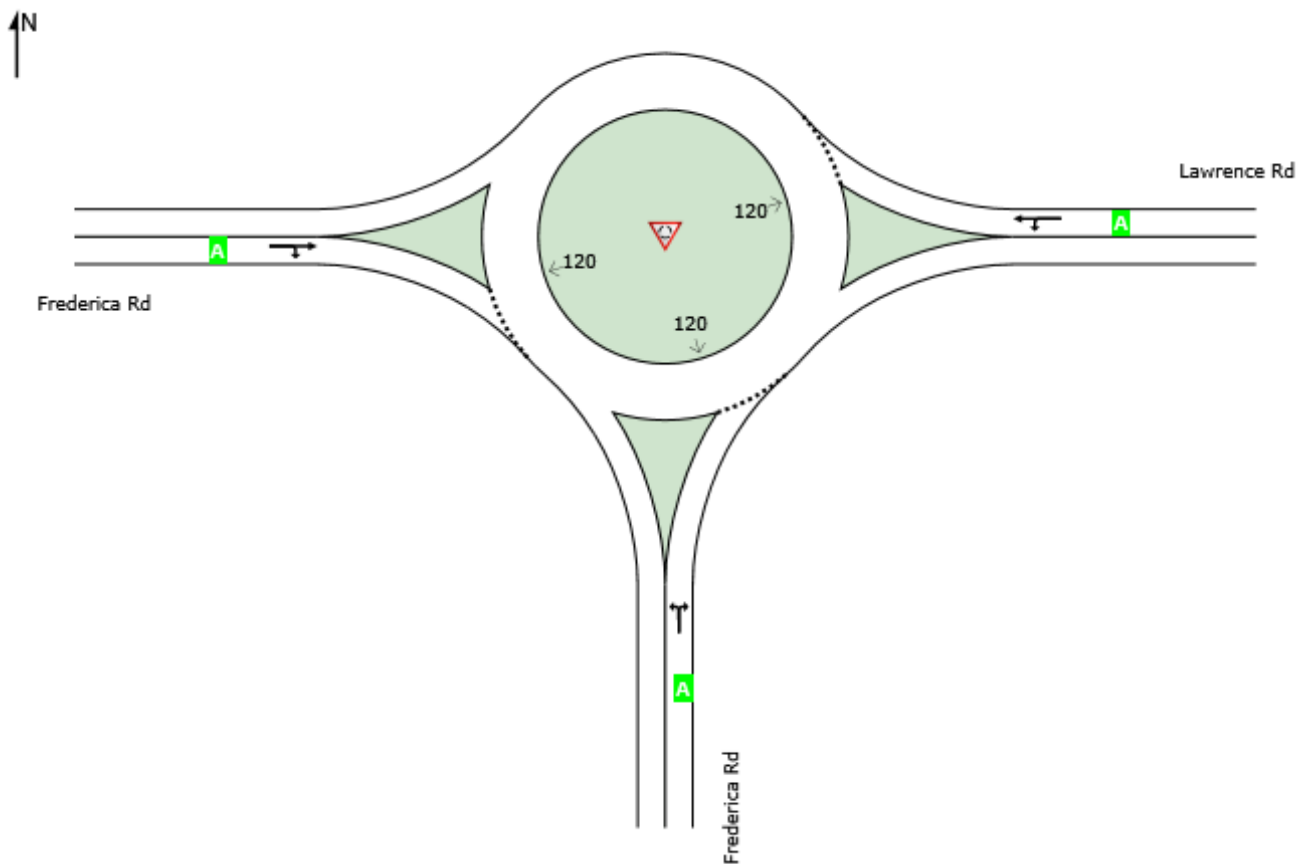
Lane Level of Service

 **Site: 101 [No-Build AM (2028) (Site Folder: General)]**

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Frederica Road at Lawrence Road
Site Category: (None)
Roundabout

	Approaches			Intersection
	South	East	West	
LOS	A	A	A	A



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.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if $v/c > 1$ irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

South: Frederica Rd									
Mov.	L2	R2	Total	%HV		Deg.	Lane	Prob.	Ov.
From S To Exit:	W	E			Cap. veh/h	Satn v/c	Util. %	SL Ov. %	Lane No.
Lane 1	275	208	483	6.9	1332	0.362	100	NA	NA
Approach	275	208	483	6.9		0.362			
East: Lawrence Rd									
Mov.	L2	T1	Total	%HV		Deg.	Lane	Prob.	Ov.
From E To Exit:	S	W			Cap. veh/h	Satn v/c	Util. %	SL Ov. %	Lane No.
Lane 1	213	26	239	4.7	1083	0.221	100	NA	NA
Approach	213	26	239	4.7		0.221			
West: Frederica Rd									

Mov. From W To Exit:	T1	R2	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	15	307	322	2.0	1162	0.277	100	NA	NA
Approach	15	307	322	2.0		0.277			
Total %HV Deg.Satn (v/c)									
All Vehicles	1043	4.9		0.362					

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis				
	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: Frederica Rd				
Lane 1	0.0	0.0	0.0	0.0
East: Lawrence Rd				
Lane 1	0.0	0.0	0.0	0.0
West: Frederica Rd				
Lane 1	0.0	0.0	0.0	0.0

HCM 7th Signalized Intersection Summary
1: Frederica Rd & Sea Island Rd

No-Build PM (2028)
06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	521	85	80	112	186	22	73	440	66	34	358	457
Future Volume (veh/h)	521	85	80	112	186	22	73	440	66	34	358	457
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1841	1870	1856	1826	1826	1841	1870	1856	1811	1870	1841
Adj Flow Rate, veh/h	537	88	82	115	192	23	75	454	0	35	369	471
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	4	2	3	5	5	4	2	3	6	2	4
Cap, veh/h	674	417	389	488	484	58	190	609		176	591	493
Arrive On Green	0.22	0.48	0.48	0.05	0.30	0.30	0.03	0.33	0.00	0.02	0.32	0.32
Sat Flow, veh/h	1781	877	817	1767	1600	192	1753	1870	1572	1725	1870	1560
Grp Volume(v), veh/h	537	0	170	115	0	215	75	454	0	35	369	471
Grp Sat Flow(s),veh/h/ln	1781	0	1694	1767	0	1791	1753	1870	1572	1725	1870	1560
Q Serve(g_s), s	37.6	0.0	10.9	8.5	0.0	17.8	5.5	40.4	0.0	2.6	31.5	55.4
Cycle Q Clear(g_c), s	37.6	0.0	10.9	8.5	0.0	17.8	5.5	40.4	0.0	2.6	31.5	55.4
Prop In Lane	1.00		0.48	1.00		0.11	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	674	0	806	488	0	542	190	609		176	591	493
V/C Ratio(X)	0.80	0.00	0.21	0.24	0.00	0.40	0.39	0.75		0.20	0.62	0.96
Avail Cap(c_a), veh/h	880	0	806	488	0	542	190	630		184	620	517
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.0	0.0	28.6	42.2	0.0	51.7	44.5	56.2	0.0	46.0	54.5	62.7
Incr Delay (d2), s/veh	3.9	0.0	0.6	0.2	0.0	2.2	1.3	4.7	0.0	0.5	1.8	28.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.9	0.0	4.7	3.8	0.0	8.4	2.5	19.9	0.0	1.1	15.2	25.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.9	0.0	29.2	42.4	0.0	53.9	45.9	60.9	0.0	46.5	56.4	90.8
LnGrp LOS	C		C	D		D	D	E		D	E	F
Approach Vol, veh/h	707			330			529			875		
Approach Delay, s/veh	33.5			49.9			58.7			74.5		
Approach LOS	C			D			E			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	95.0	10.2	66.9	47.3	62.7	12.0	65.1				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.0	89.0	5.0	63.0	63.0	35.0	6.0	62.0				
Max Q Clear Time (g_c+I1), s	10.5	12.9	4.6	42.4	39.6	19.8	7.5	57.4				
Green Ext Time (p_c), s	0.0	1.1	0.0	2.7	1.7	1.0	0.0	1.8				

Intersection Summary

HCM 7th Control Delay, s/veh 55.9
HCM 7th LOS E

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Intersection

Int Delay, s/veh 1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	47	8	705	43	12	629
Future Vol, veh/h	47	8	705	43	12	629
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	25	2	2	2	3
Mvmt Flow	49	8	734	45	13	655

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1437	757	0
Stage 1	757	-	-
Stage 2	680	-	-
Critical Hdwy	6.42	6.45	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.525	-
Pot Cap-1 Maneuver	147	373	-
Stage 1	463	-	-
Stage 2	503	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	143	373	-
Mov Cap-2 Maneuver	143	-	-
Stage 1	452	-	-
Stage 2	503	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	40.38	0	0.18
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	158	34
HCM Lane V/C Ratio	-	-	0.364	0.015
HCM Ctrl Dly (s/v)	-	-	40.4	9.4
HCM Lane LOS	-	-	E	A
HCM 95th %tile Q(veh)	-	-	1.5	0

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	13	26	0	28	11	607	34	22	540	2
Future Vol, veh/h	1	0	13	26	0	28	11	607	34	22	540	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	4	2	14	2	2	2	2	3	2
Mvmt Flow	1	0	13	27	0	29	11	626	35	23	557	2
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1252	1287	558	1268	1270	643	559	0	0	661	0	0
Stage 1	603	603	-	666	666	-	-	-	-	-	-	-
Stage 2	648	684	-	602	604	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.14	6.52	6.34	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.14	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.14	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.536	4.018	3.426	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	149	164	529	144	168	453	1012	-	-	927	-	-
Stage 1	486	488	-	445	457	-	-	-	-	-	-	-
Stage 2	459	449	-	483	488	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	132	156	529	133	159	453	1012	-	-	927	-	-
Mov Cap-2 Maneuver	132	156	-	133	159	-	-	-	-	-	-	-
Stage 1	469	471	-	438	449	-	-	-	-	-	-	-
Stage 2	422	441	-	454	470	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	13.62		28.25		0.15		0.35					
HCM LOS	B		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	30	-	-	432	210	70	-	-				
HCM Lane V/C Ratio	0.011	-	-	0.034	0.265	0.024	-	-				
HCM Ctrl Dly (s/v)	8.6	0	-	13.6	28.3	9	0	-				
HCM Lane LOS	A	A	-	B	D	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	1	0.1	-	-				

SITE LAYOUT

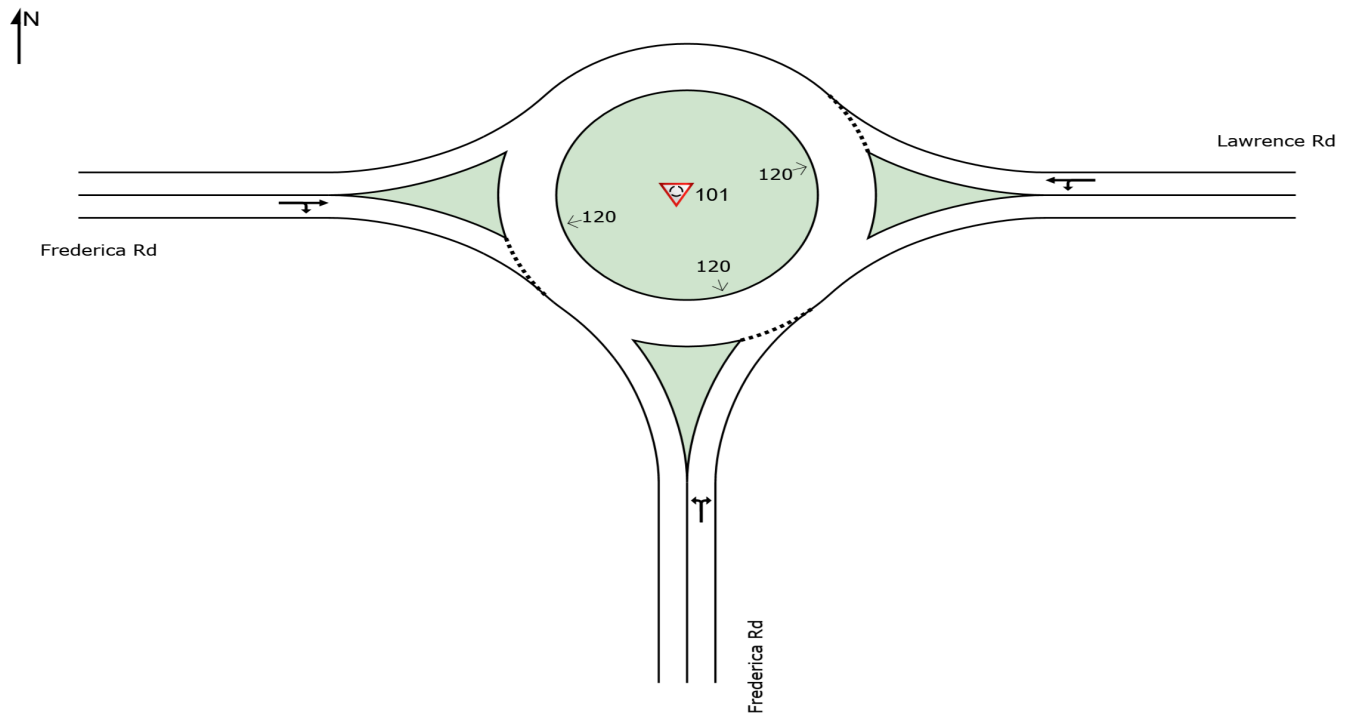
 **Site: 101 [No-Build PM (2028) (Site Folder: General)]**

Frederica Road at Lawrence Road

Site Category: (None)

Roundabout

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LANE LEVEL OF SERVICE

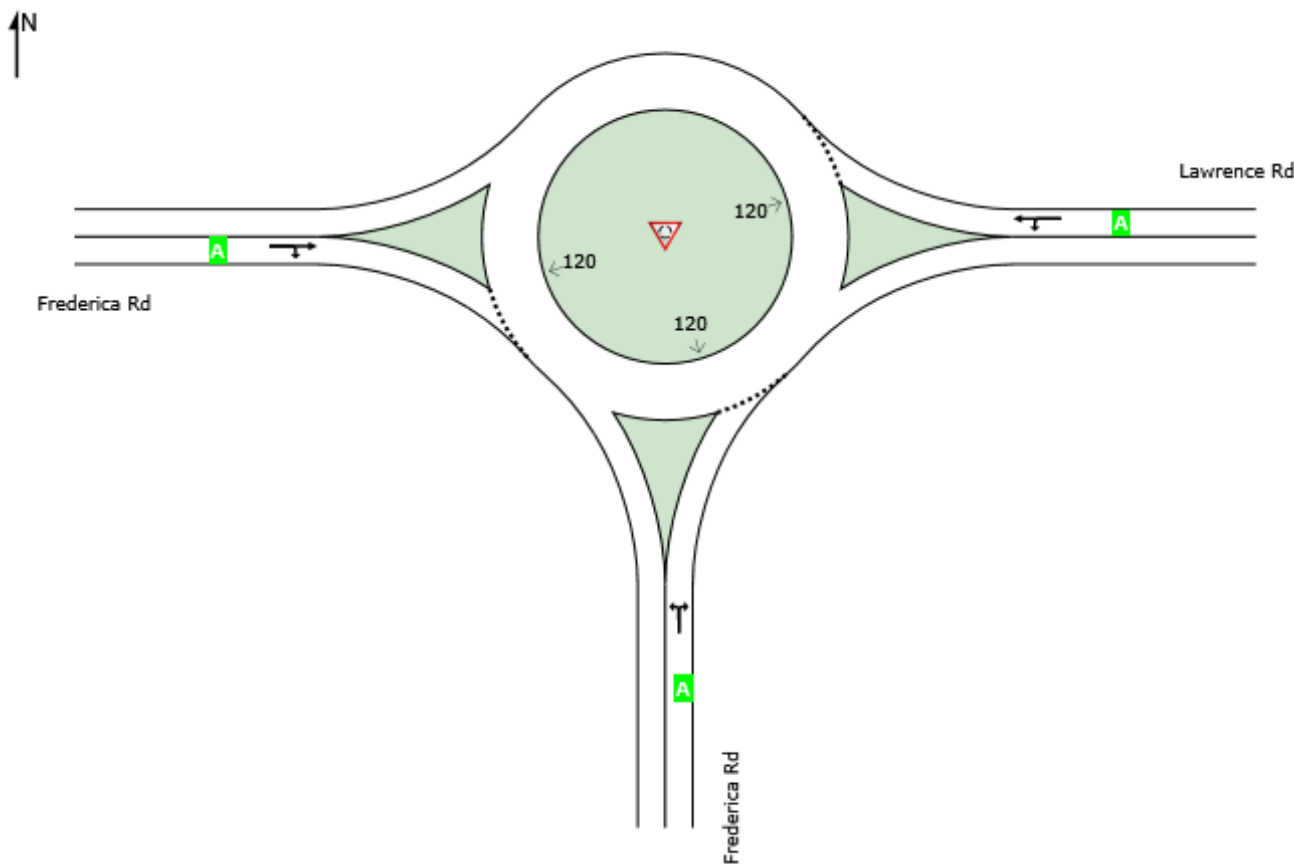
Lane Level of Service

 **Site: 101 [No-Build PM (2028) (Site Folder: General)]**

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Frederica Road at Lawrence Road
Site Category: (None)
Roundabout

	Approaches			Intersection
	South	East	West	
LOS	A	A	A	A



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.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if $v/c > 1$ irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Mov.	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.
From W To Exit:	E	S			Cap. veh/h	Satn v/c	Util. %	SL Ov. %	Lane No.
Lane 1	7	201	208	3.4	1145	0.182	100	NA	NA
Approach	7	201	208	3.4	0.182				
Total		%HV		Deg.Satn (v/c)					
All Vehicles	802	2.9		0.261					

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane % veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis				
	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: Frederica Rd				
Lane 1	0.0	0.0	0.0	0.0
East: Lawrence Rd				
Lane 1	0.0	0.0	0.0	0.0
West: Frederica Rd				
Lane 1	0.0	0.0	0.0	0.0

No-Build Weekend (2028)

HCM 7th Signalized Intersection Summary
1: Frederica Rd & Sea Island Rd

No-Build Weekend (2028)
06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	345	148	90	153	146	45	80	330	91	52	344	323
Future Volume (veh/h)	345	148	90	153	146	45	80	330	91	52	344	323
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1767	1752	1856	1870	1678	1752	1870	1841	1841	1841	1856	1856
Adj Flow Rate, veh/h	363	156	95	161	154	47	84	347	0	55	362	340
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	10	3	2	15	10	2	4	4	4	3	3
Cap, veh/h	625	498	303	543	464	141	189	486		206	462	391
Arrive On Green	0.15	0.49	0.49	0.04	0.38	0.38	0.05	0.26	0.00	0.03	0.25	0.25
Sat Flow, veh/h	1682	1019	621	1781	1233	376	1781	1841	1560	1753	1856	1572
Grp Volume(v), veh/h	363	0	251	161	0	201	84	347	0	55	362	340
Grp Sat Flow(s),veh/h/ln	1682	0	1640	1781	0	1610	1781	1841	1560	1753	1856	1572
Q Serve(g_s), s	17.1	0.0	12.5	5.0	0.0	12.0	4.7	23.1	0.0	3.1	24.6	28.0
Cycle Q Clear(g_c), s	17.1	0.0	12.5	5.0	0.0	12.0	4.7	23.1	0.0	3.1	24.6	28.0
Prop In Lane	1.00		0.38	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	625	0	801	543	0	605	189	486		206	462	391
V/C Ratio(X)	0.58	0.00	0.31	0.30	0.00	0.33	0.44	0.71		0.27	0.78	0.87
Avail Cap(c_a), veh/h	958	0	801	543	0	605	314	1090		212	947	803
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.3	0.0	20.9	25.8	0.0	30.1	37.6	45.1	0.0	37.7	47.4	48.6
Incr Delay (d2), s/veh	0.9	0.0	1.0	0.3	0.0	1.5	1.6	2.0	0.0	0.7	3.0	6.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	0.0	5.0	3.4	0.0	4.9	2.1	10.8	0.0	1.4	11.7	11.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.2	0.0	21.9	26.1	0.0	31.6	39.2	47.1	0.0	38.4	50.3	54.6
LnGrp LOS	C		C	C		C	D	D		D	D	D
Approach Vol, veh/h	614				362				431		757	
Approach Delay, s/veh	20.9				29.1				45.6		51.4	
Approach LOS	C				C				D		D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	72.0	10.5	41.6	26.2	56.8	12.5	39.6				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	5.0	66.0	5.0	80.0	47.0	24.0	16.0	69.0				
Max Q Clear Time (g_c+l1), s	7.0	14.5	5.1	25.1	19.1	14.0	6.7	30.0				
Green Ext Time (p_c), s	0.0	1.6	0.0	2.2	1.1	0.7	0.1	3.6				

Intersection Summary

HCM 7th Control Delay, s/veh	37.9
HCM 7th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Intersection

Int Delay, s/veh 1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	39	5	468	57	8	580
Future Vol, veh/h	39	5	468	57	8	580
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	6	7	2	3
Mvmt Flow	42	5	509	62	9	630

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1188	540	0
Stage 1	540	-	-
Stage 2	648	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	208	542	-
Stage 1	584	-	-
Stage 2	521	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	205	542	-
Mov Cap-2 Maneuver	205	-	-
Stage 1	576	-	-
Stage 2	521	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	25.75	0	0.12
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	221	24
HCM Lane V/C Ratio	-	-	0.217	0.009
HCM Ctrl Dly (s/v)	-	-	25.7	8.6
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	0.8	0

Intersection

Int Delay, s/veh 1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	13	28	2	14	7	402	24	7	501	6
Future Vol, veh/h	2	0	13	28	2	14	7	402	24	7	501	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	6	11	4	4	2
Mvmt Flow	2	0	14	30	2	15	8	437	26	8	545	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1016	1041	548	1025	1032	450	551	0	0	463	0	0
Stage 1	563	563	-	465	465	-	-	-	-	-	-	-
Stage 2	453	478	-	560	566	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.14	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.236	-	-
Pot Cap-1 Maneuver	216	230	536	213	233	609	1019	-	-	1088	-	-
Stage 1	511	509	-	577	563	-	-	-	-	-	-	-
Stage 2	586	555	-	513	507	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	205	225	536	204	228	609	1019	-	-	1088	-	-
Mov Cap-2 Maneuver	205	225	-	204	228	-	-	-	-	-	-	-
Stage 1	506	504	-	572	557	-	-	-	-	-	-	-
Stage 2	564	550	-	494	502	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.48	21.95	0.14	0.11
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	29	-	-	441	260	24	-
HCM Lane V/C Ratio	0.007	-	-	0.037	0.184	0.007	-
HCM Ctrl Dly (s/v)	8.6	0	-	13.5	21.9	8.3	0
HCM Lane LOS	A	A	-	B	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.7	0	-

SITE LAYOUT

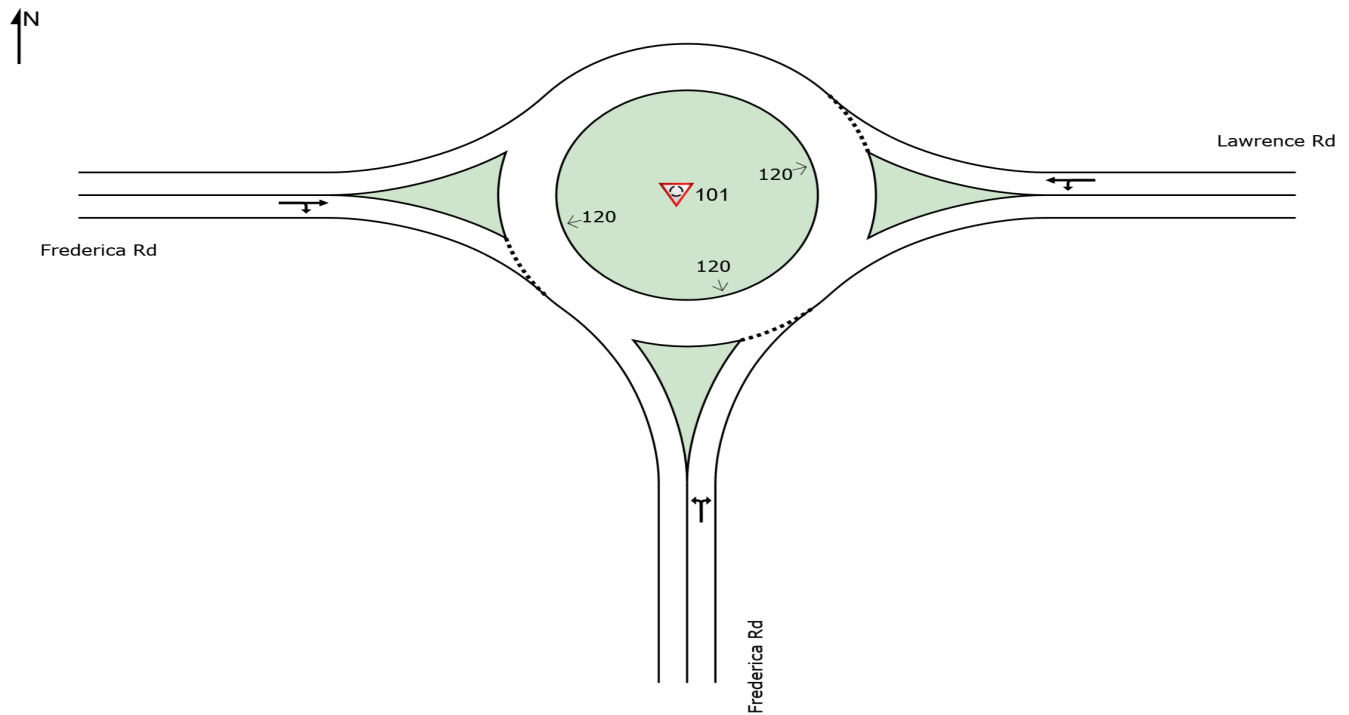
 **Site: 101 [No-Build Weekend (2028) (Site Folder: General)]**

Frederica Road at Lawrence Road

Site Category: (None)

Roundabout

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



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Project: I:\1404 Roberts Civil Engineering, LLC\1404-26-078 Sea Palms Traffic Study\Traffic\Analysis\SIDRA\Existing-Weekend.sip9

LANE LEVEL OF SERVICE

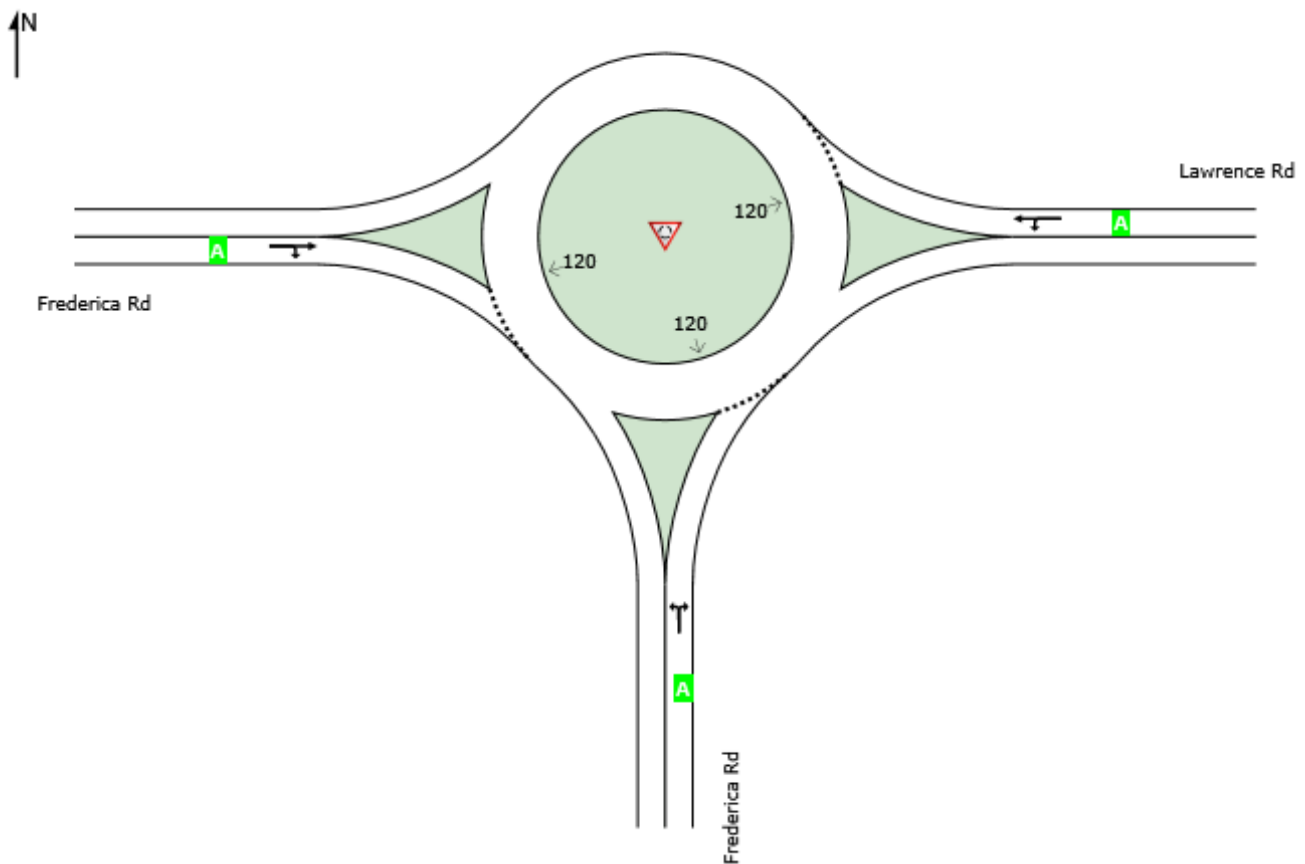
Lane Level of Service

 **Site: 101 [No-Build Weekend (2028) (Site Folder: General)]**

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Frederica Road at Lawrence Road
Site Category: (None)
Roundabout

	Approaches			Intersection
	South	East	West	
LOS	A	A	A	A



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.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if $v/c > 1$ irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

LANE SUMMARY

 **Site: 101 [No-Build Weekend (2028) (Site Folder: General)]**

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Frederica Road at Lawrence Road

Site Category: (None)

Roundabout

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total veh/h	HV] %	[Total veh/h	HV] %						[Veh	Dist] ft				
South: Frederica Rd															
Lane 1 ^d	283	7.2	283	7.2	1336	0.212	100	4.0	LOS A	1.3	34.0	Full	2000	0.0	0.0
Approach	283	7.2	283	7.2		0.212		4.0	LOS A	1.3	34.0				
East: Lawrence Rd															
Lane 1 ^d	202	4.9	202	4.9	1241	0.163	100	4.2	LOS A	0.9	22.1	Full	2000	0.0	0.0
Approach	202	4.9	202	4.9		0.163		4.2	LOS A	0.9	22.1				
West: Frederica Rd															
Lane 1 ^d	160	2.0	160	2.0	1195	0.134	100	4.1	LOS A	0.7	18.4	Full	2000	0.0	0.0
Approach	160	2.0	160	2.0		0.134		4.1	LOS A	0.7	18.4				
All Vehicles	645	5.2	645	5.2		0.212		4.1	LOS A	1.3	34.0				

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.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if $v/c > 1$ irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: SIDRA HCM.

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: SIDRA Standard (Akçelik M3D).

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.

- d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)									
South: Frederica Rd									
Mov. From S To Exit:	L2 W	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	114	168	283	7.2	1336	0.212	100	NA	NA
Approach	114	168	283	7.2	0.212				
East: Lawrence Rd									
Mov. From E To Exit:	L2 S	T1 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	193	9	202	4.9	1241	0.163	100	NA	NA
Approach	193	9	202	4.9	0.163				
West: Frederica Rd									

Mov. From W To Exit:	T1	R2	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	10	150	160	2.0	1195	0.134	100	NA	NA
Approach	10	150	160	2.0		0.134			
Total %HV Deg.Satn (v/c)									
All Vehicles	645	5.2		0.212					

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis				
	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: Frederica Rd				
Lane 1	0.0	0.0	0.0	0.0
East: Lawrence Rd				
Lane 1	0.0	0.0	0.0	0.0
West: Frederica Rd				
Lane 1	0.0	0.0	0.0	0.0

Build (2028)

HCM 7th Signalized Intersection Summary
1: Frederica Rd & Sea Island Rd

Build AM (2028)
06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	376	212	118	47	56	30	167	369	186	59	381	617
Future Volume (veh/h)	376	212	118	47	56	30	167	369	186	59	381	617
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1767	1752	1856	1870	1678	1752	1870	1841	1841	1841	1856	1856
Adj Flow Rate, veh/h	396	223	124	49	59	32	176	388	0	62	401	649
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	10	3	2	15	10	2	4	4	4	3	3
Cap, veh/h	566	396	220	303	210	114	286	797		366	726	615
Arrive On Green	0.20	0.37	0.37	0.03	0.20	0.20	0.07	0.43	0.00	0.03	0.39	0.39
Sat Flow, veh/h	1682	1058	588	1781	1023	555	1781	1841	1560	1753	1856	1572
Grp Volume(v), veh/h	396	0	347	49	0	91	176	388	0	62	401	649
Grp Sat Flow(s),veh/h/ln	1682	0	1646	1781	0	1578	1781	1841	1560	1753	1856	1572
Q Serve(g_s), s	31.8	0.0	29.5	3.8	0.0	8.6	10.2	26.7	0.0	3.8	29.6	69.0
Cycle Q Clear(g_c), s	31.8	0.0	29.5	3.8	0.0	8.6	10.2	26.7	0.0	3.8	29.6	69.0
Prop In Lane	1.00		0.36	1.00		0.35	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	566	0	616	303	0	323	286	797		366	726	615
V/C Ratio(X)	0.70	0.00	0.56	0.16	0.00	0.28	0.62	0.49		0.17	0.55	1.05
Avail Cap(c_a), veh/h	682	0	616	303	0	323	323	835		366	726	615
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.1	0.0	43.7	53.3	0.0	59.1	31.4	35.9	0.0	31.9	41.7	53.7
Incr Delay (d2), s/veh	2.5	0.0	3.7	0.2	0.0	2.2	2.9	0.5	0.0	0.2	0.9	51.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.6	0.0	12.7	1.8	0.0	3.7	4.7	12.2	0.0	1.6	13.9	35.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.6	0.0	47.4	53.5	0.0	61.3	34.3	36.4	0.0	32.1	42.6	105.3
LnGrp LOS	D		D	D		E	C	D		C	D	F
Approach Vol, veh/h	743			140			564			1112		
Approach Delay, s/veh	44.8			58.6			35.7			78.6		
Approach LOS	D			E			D			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	72.0	11.0	82.3	40.9	42.1	18.3	75.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	5.0	66.0	5.0	80.0	47.0	24.0	16.0	69.0				
Max Q Clear Time (g_c+l1), s	5.8	31.5	5.8	28.7	33.8	10.6	12.2	71.0				
Green Ext Time (p_c), s	0.0	2.3	0.0	2.5	1.0	0.3	0.2	0.0				

Intersection Summary

HCM 7th Control Delay, s/veh	58.2
HCM 7th LOS	E

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Intersection

Int Delay, s/veh 1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	34	7	639	29	4	846
Future Vol, veh/h	34	7	639	29	4	846
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	6	7	2	3
Mvmt Flow	37	8	695	32	4	920

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1639	710	0
Stage 1	710	-	-
Stage 2	928	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	110	433	-
Stage 1	487	-	-
Stage 2	385	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	109	433	-
Mov Cap-2 Maneuver	109	-	-
Stage 1	482	-	-
Stage 2	385	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	48.79	0	0.04
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	125	8
HCM Lane V/C Ratio	-	-	0.356	0.005
HCM Ctrl Dly (s/v)	-	-	48.8	9.1
HCM Lane LOS	-	-	E	A
HCM 95th %tile Q(veh)	-	-	1.4	0

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	17	37	16	17	31	40	551	19	31	689	22
Future Vol, veh/h	17	17	37	16	17	31	40	551	19	31	689	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	160	-	-	75	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	6	11	4	4	2
Mvmt Flow	18	18	40	17	18	34	43	599	21	34	749	24

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1523	1535	761	1522	1536	609	773	0	0	620	0	0
Stage 1	828	828	-	696	696	-	-	-	-	-	-	-
Stage 2	695	707	-	826	840	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.14	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.236	-	-
Pot Cap-1 Maneuver	97	116	405	97	116	495	842	-	-	951	-	-
Stage 1	365	386	-	432	443	-	-	-	-	-	-	-
Stage 2	433	438	-	366	381	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	76	106	405	74	106	495	842	-	-	951	-	-
Mov Cap-2 Maneuver	191	221	-	176	214	-	-	-	-	-	-	-
Stage 1	352	372	-	410	420	-	-	-	-	-	-	-
Stage 2	365	416	-	303	367	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	20.41		22.47		0.62		0.37	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	842	-	-	204	405	275	951	-	-
HCM Lane V/C Ratio	0.052	-	-	0.181	0.099	0.253	0.035	-	-
HCM Ctrl Dly (s/v)	9.5	-	-	26.5	14.9	22.5	8.9	-	-
HCM Lane LOS	A	-	-	D	B	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.6	0.3	1	0.1	-	-

Intersection

Int Delay, s/veh 1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	51	36	45	554	706	62
Future Vol, veh/h	51	36	45	554	706	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	75	-	-	100
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	6	4	2
Mvmt Flow	55	39	49	602	767	67

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1467	767	835
Stage 1	767	-	-
Stage 2	700	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	141	402	799
Stage 1	458	-	-
Stage 2	493	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	132	402	799
Mov Cap-2 Maneuver	260	-	-
Stage 1	430	-	-
Stage 2	493	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	22.09	0.74	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	799	-	304	-	-
HCM Lane V/C Ratio	0.061	-	0.311	-	-
HCM Ctrl Dly (s/v)	9.8	-	22.1	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	1.3	-	-

SITE LAYOUT

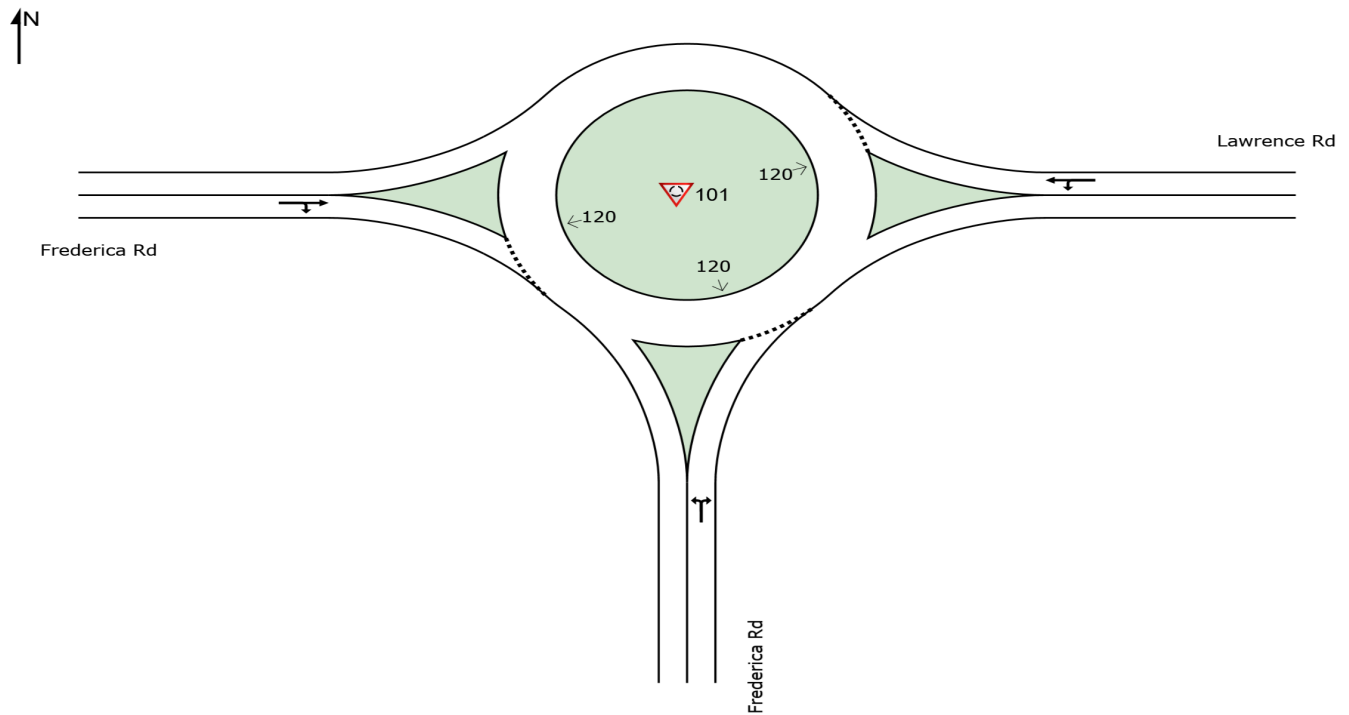
 **Site: 101 [Build AM (2028) (Site Folder: General)]**

Frederica Road at Lawrence Road

Site Category: (None)

Roundabout

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



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LANE LEVEL OF SERVICE

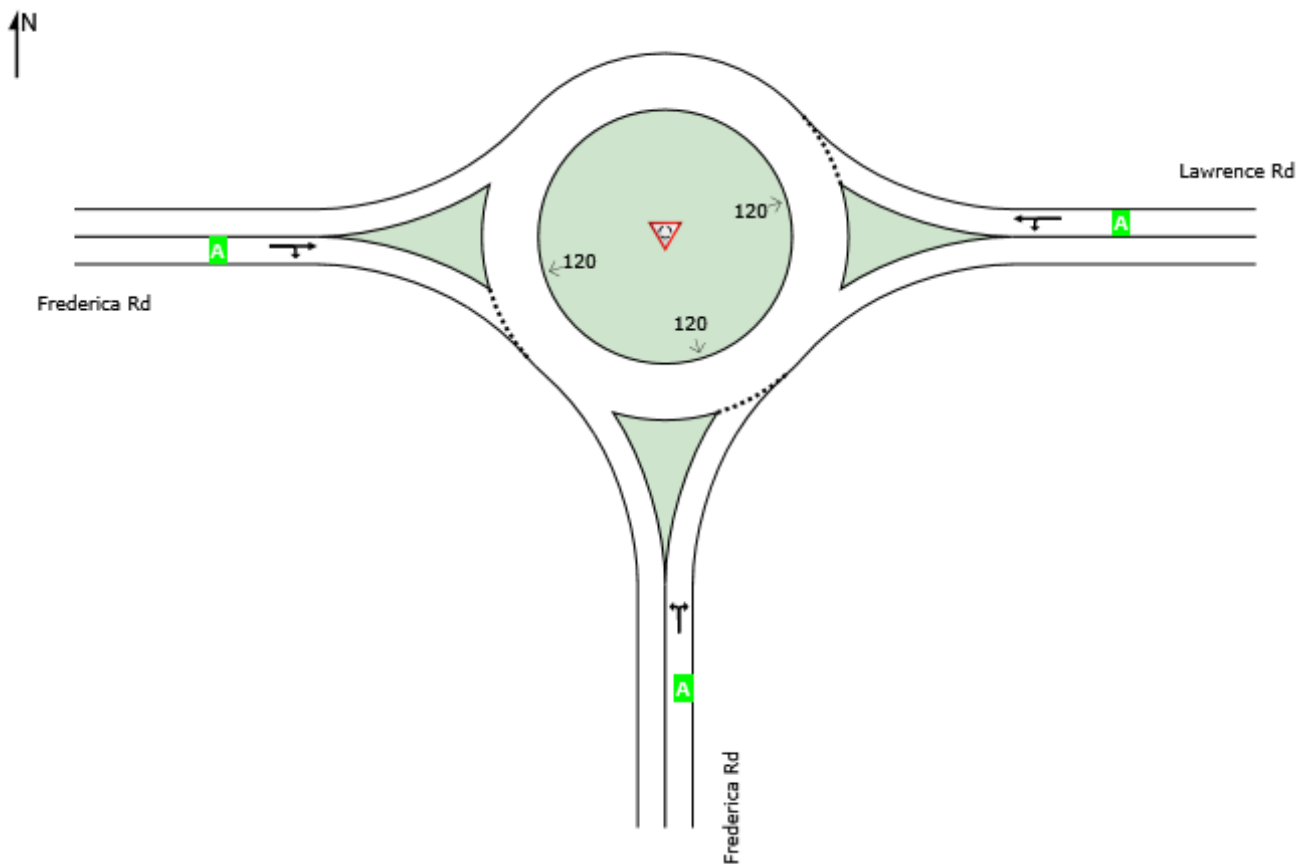
Lane Level of Service

 Site: 101 [Build AM (2028) (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Frederica Road at Lawrence Road
Site Category: (None)
Roundabout

	Approaches			Intersection
	South	East	West	
LOS	A	A	A	A



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.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if $v/c > 1$ irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

South: Frederica Rd									
Mov.	L2	R2	Total	%HV		Deg.	Lane	Prob.	Ov.
From S To Exit:	W	E			Cap. veh/h	Satn v/c	Util. %	SL Ov. %	Lane No.
Lane 1	314	239	553	6.9	1331	0.416	100	NA	NA
Approach	314	239	553	6.9		0.416			
East: Lawrence Rd									
Mov.	L2	T1	Total	%HV		Deg.	Lane	Prob.	Ov.
From E To Exit:	S	W			Cap. veh/h	Satn v/c	Util. %	SL Ov. %	Lane No.
Lane 1	252	26	278	4.7	1048	0.266	100	NA	NA
Approach	252	26	278	4.7		0.266			
West: Frederica Rd									

Mov. From W To Exit:	T1	R2	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	15	355	371	2.0	1121	0.331	100	NA	NA
Approach	15	355	371	2.0		0.331			
Total %HV Deg.Satn (v/c)									
All Vehicles	1202	4.9		0.416					

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis				
	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: Frederica Rd				
Lane 1	0.0	0.0	0.0	0.0
East: Lawrence Rd				
Lane 1	0.0	0.0	0.0	0.0
West: Frederica Rd				
Lane 1	0.0	0.0	0.0	0.0

Intersection

Int Delay, s/veh 3.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	20	17	62	51	0
Future Vol, veh/h	0	20	17	62	51	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	22	18	67	55	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	86	0	0 74 52
Stage 1	-	-	- 52 -
Stage 2	-	-	- 22 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1510	-	- 930 1015
Stage 1	-	-	- 970 -
Stage 2	-	-	- 1001 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1510	-	- 930 1015
Mov Cap-2 Maneuver	-	-	- 930 -
Stage 1	-	-	- 970 -
Stage 2	-	-	- 1001 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	9.12
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1510	-	-	-	930
HCM Lane V/C Ratio	-	-	-	-	0.06
HCM Ctrl Dly (s/v)	0	-	-	-	9.1
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection

Int Delay, s/veh 1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	13	8	9	7	0
Future Vol, veh/h	0	13	8	9	7	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	14	9	10	8	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	18	0	0 28 14
Stage 1	-	-	- 14 -
Stage 2	-	-	- 14 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1598	-	- 987 1066
Stage 1	-	-	- 1009 -
Stage 2	-	-	- 1009 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1598	-	- 987 1066
Mov Cap-2 Maneuver	-	-	- 987 -
Stage 1	-	-	- 1009 -
Stage 2	-	-	- 1009 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	8.67
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1598	-	-	-	987
HCM Lane V/C Ratio	-	-	-	-	0.008
HCM Ctrl Dly (s/v)	0	-	-	-	8.7
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 7th Signalized Intersection Summary
1: Frederica Rd & Sea Island Rd

Build PM (2028)
06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	551	85	80	112	186	30	73	463	66	40	377	482
Future Volume (veh/h)	551	85	80	112	186	30	73	463	66	40	377	482
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1841	1870	1856	1826	1826	1841	1870	1856	1811	1870	1841
Adj Flow Rate, veh/h	568	88	82	115	192	31	75	477	0	41	389	497
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	4	2	3	5	5	4	2	3	6	2	4
Cap, veh/h	666	411	383	452	421	68	185	625		173	610	509
Arrive On Green	0.24	0.47	0.47	0.05	0.27	0.27	0.03	0.33	0.00	0.02	0.33	0.33
Sat Flow, veh/h	1781	877	817	1767	1534	248	1753	1870	1572	1725	1870	1560
Grp Volume(v), veh/h	568	0	170	115	0	223	75	477	0	41	389	497
Grp Sat Flow(s),veh/h/ln	1781	0	1694	1767	0	1781	1753	1870	1572	1725	1870	1560
Q Serve(g_s), s	42.1	0.0	11.3	9.0	0.0	19.7	5.5	43.3	0.0	3.0	33.6	59.8
Cycle Q Clear(g_c), s	42.1	0.0	11.3	9.0	0.0	19.7	5.5	43.3	0.0	3.0	33.6	59.8
Prop In Lane	1.00		0.48	1.00		0.14	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	666	0	794	452	0	489	185	625		173	610	509
V/C Ratio(X)	0.85	0.00	0.21	0.25	0.00	0.46	0.40	0.76		0.24	0.64	0.98
Avail Cap(c_a), veh/h	826	0	794	452	0	489	185	625		178	611	509
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.7	0.0	29.8	46.7	0.0	57.2	44.3	56.5	0.0	46.0	54.5	63.3
Incr Delay (d2), s/veh	7.2	0.0	0.6	0.3	0.0	3.1	1.4	5.5	0.0	0.7	2.2	33.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.6	0.0	4.8	4.1	0.0	9.4	2.5	21.5	0.0	1.3	16.3	28.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.9	0.0	30.4	47.0	0.0	60.2	45.7	62.0	0.0	46.7	56.7	97.2
LnGrp LOS	D		C	D		E	D	E		D	E	F
Approach Vol, veh/h	738			338			552			927		
Approach Delay, s/veh	38.5			55.7			59.8			78.0		
Approach LOS	D			E			E			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	95.0	10.4	69.5	51.9	58.1	12.0	67.9				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.0	89.0	5.0	63.0	63.0	35.0	6.0	62.0				
Max Q Clear Time (g_c+l1), s	11.0	13.3	5.0	45.3	44.1	21.7	7.5	61.8				
Green Ext Time (p_c), s	0.0	1.1	0.0	2.7	1.8	0.9	0.0	0.1				

Intersection Summary

HCM 7th Control Delay, s/veh	59.7
HCM 7th LOS	E

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Intersection

Int Delay, s/veh 1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	47	8	766	43	12	679
Future Vol, veh/h	47	8	766	43	12	679
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	25	2	2	2	3
Mvmt Flow	49	8	798	45	13	707

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1553	820	0
Stage 1	820	-	-
Stage 2	732	-	-
Critical Hdwy	6.42	6.45	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.525	-
Pot Cap-1 Maneuver	125	342	-
Stage 1	433	-	-
Stage 2	476	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	122	342	-
Mov Cap-2 Maneuver	122	-	-
Stage 1	421	-	-
Stage 2	476	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	50.52	0	0.17
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	134	31
HCM Lane V/C Ratio	-	-	0.427	0.016
HCM Ctrl Dly (s/v)	-	-	50.5	9.6
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	1.9	0

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	12	32	26	15	36	34	645	34	28	571	25
Future Vol, veh/h	20	12	32	26	15	36	34	645	34	28	571	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	160	-	-	75	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	4	2	14	2	2	2	2	3	2
Mvmt Flow	21	12	33	27	15	37	35	665	35	29	589	26

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1402	1429	602	1405	1425	682	614	0	0	700	0	0
Stage 1	659	659	-	753	753	-	-	-	-	-	-	-
Stage 2	743	770	-	653	672	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.14	6.52	6.34	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.14	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.14	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.536	4.018	3.426	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	117	135	500	116	136	429	965	-	-	897	-	-
Stage 1	453	461	-	399	418	-	-	-	-	-	-	-
Stage 2	407	410	-	453	454	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	94	126	500	96	126	429	965	-	-	897	-	-
Mov Cap-2 Maneuver	209	240	-	214	242	-	-	-	-	-	-	-
Stage 1	438	446	-	385	403	-	-	-	-	-	-	-
Stage 2	345	395	-	398	440	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	18.49		22.18		0.42		0.41	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	965	-	-	220	500	288	897	-	-
HCM Lane V/C Ratio	0.036	-	-	0.15	0.066	0.275	0.032	-	-
HCM Ctrl Dly (s/v)	8.9	-	-	24.3	12.7	22.2	9.1	-	-
HCM Lane LOS	A	-	-	C	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.2	1.1	0.1	-	-

Intersection

Int Delay, s/veh 1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	42	41	51	650	583	49
Future Vol, veh/h	42	41	51	650	583	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Yield
Storage Length	0	-	75	-	-	100
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	3	2
Mvmt Flow	46	45	55	707	634	53

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1451	634	634
Stage 1	634	-	-
Stage 2	817	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	144	479	949
Stage 1	529	-	-
Stage 2	434	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	136	479	949
Mov Cap-2 Maneuver	257	-	-
Stage 1	498	-	-
Stage 2	434	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	19.78	0.66	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	949	-	333	-	-
HCM Lane V/C Ratio	0.058	-	0.271	-	-
HCM Ctrl Dly (s/v)	9	-	19.8	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	1.1	-	-

SITE LAYOUT

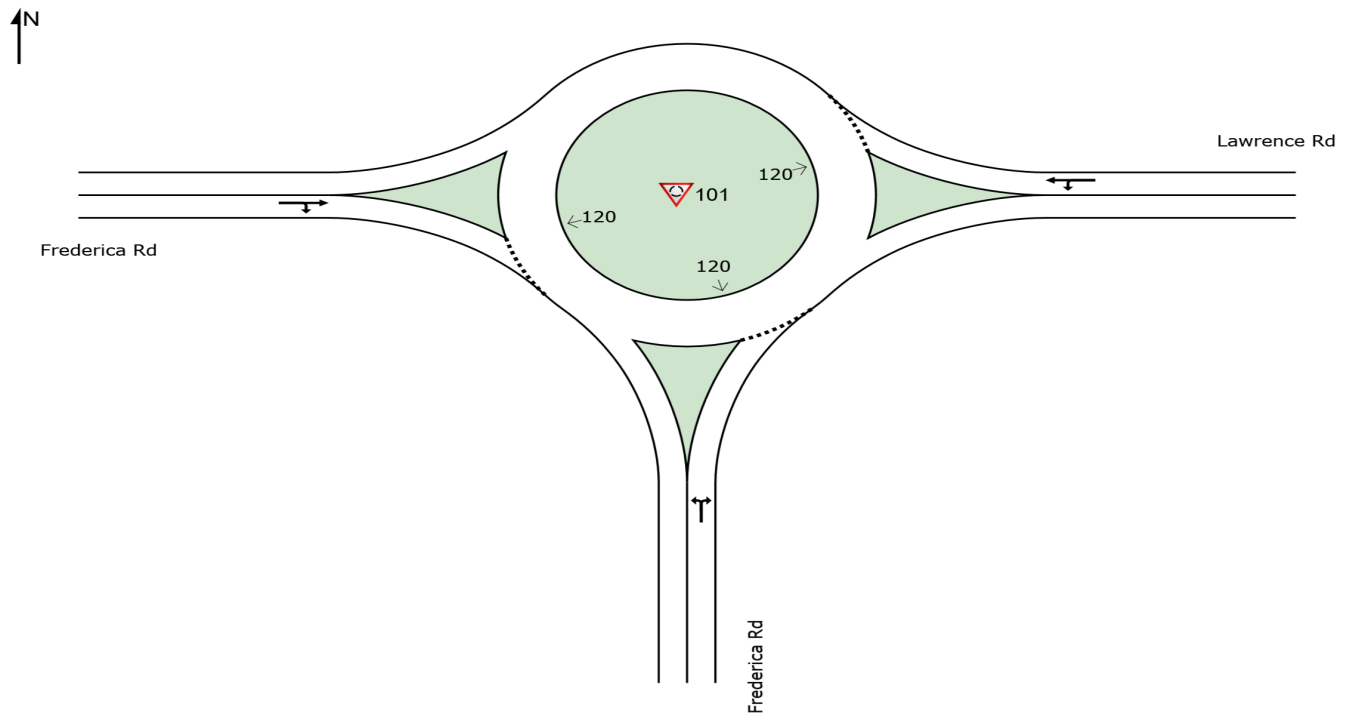
 **Site: 101 [Build PM (2028) (Site Folder: General)]**

Frederica Road at Lawrence Road

Site Category: (None)

Roundabout

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LANE LEVEL OF SERVICE

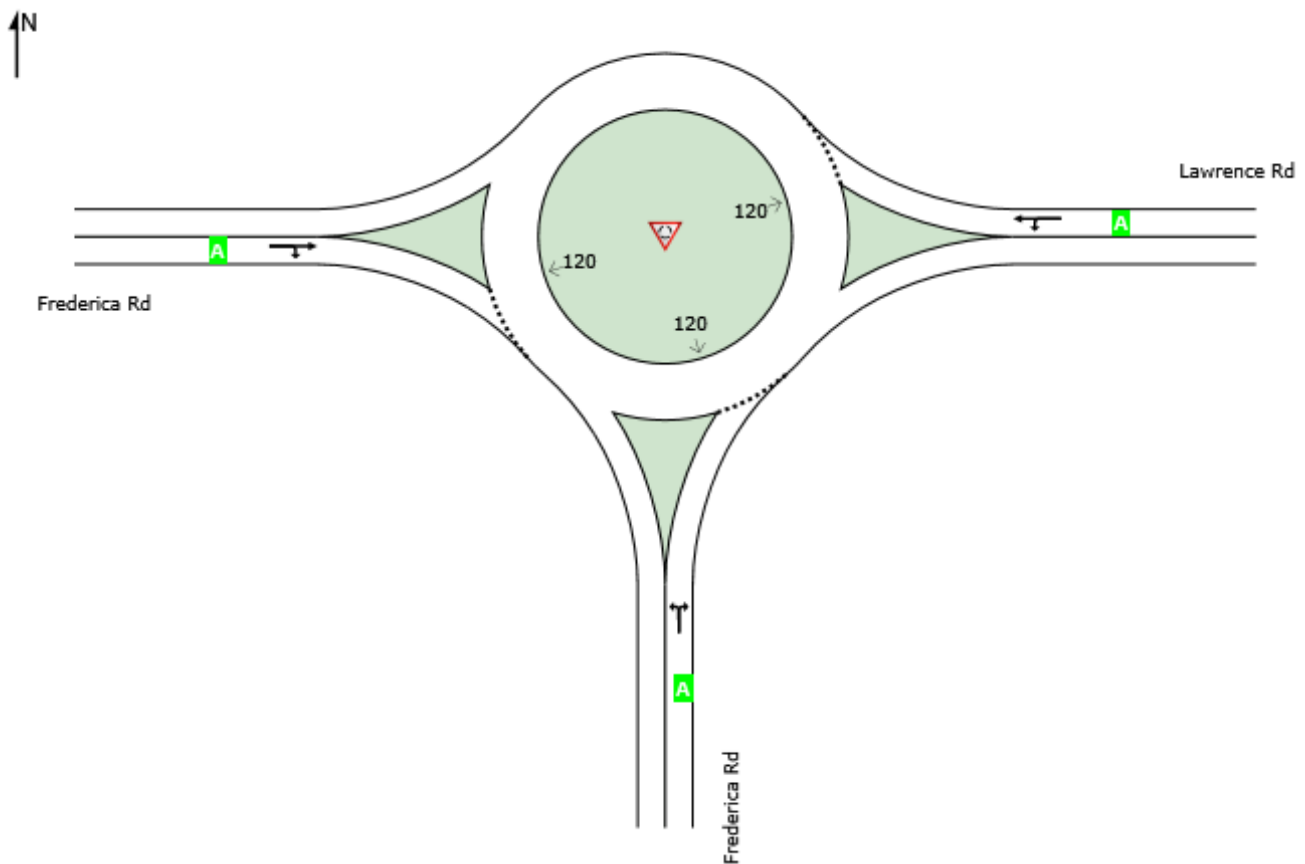
Lane Level of Service

 **Site: 101 [Build PM (2028) (Site Folder: General)]**

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Frederica Road at Lawrence Road
Site Category: (None)
Roundabout

	Approaches			Intersection
	South	East	West	
LOS	A	A	A	A



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.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if $v/c > 1$ irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Mov. From W To Exit:	T1	R2	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	7	241	248	3.3	1114	0.223	100	NA	NA
Approach	7	241	248	3.3		0.223			
Total %HV Deg.Satn (v/c)									
All Vehicles	933	2.9		0.303					

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis				
	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: Frederica Rd				
Lane 1	0.0	0.0	0.0	0.0
East: Lawrence Rd				
Lane 1	0.0	0.0	0.0	0.0
West: Frederica Rd				
Lane 1	0.0	0.0	0.0	0.0

Intersection

Int Delay, s/veh 2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	20	21	53	43	0
Future Vol, veh/h	0	20	21	53	43	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	22	23	58	47	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	80	0	0 73 52
Stage 1	-	-	- 52 -
Stage 2	-	-	- 22 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1517	-	- 930 1016
Stage 1	-	-	- 971 -
Stage 2	-	-	- 1001 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1517	-	- 930 1016
Mov Cap-2 Maneuver	-	-	- 930 -
Stage 1	-	-	- 971 -
Stage 2	-	-	- 1001 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	9.07
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1517	-	-	-	930
HCM Lane V/C Ratio	-	-	-	-	0.05
HCM Ctrl Dly (s/v)	0	-	-	-	9.1
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection

Int Delay, s/veh 1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	13	13	8	7	0
Future Vol, veh/h	0	13	13	8	7	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	14	14	9	8	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	23	0	0 33 18
Stage 1	-	-	- 18 -
Stage 2	-	-	- 14 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1592	-	- 981 1060
Stage 1	-	-	- 1004 -
Stage 2	-	-	- 1009 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1592	-	- 981 1060
Mov Cap-2 Maneuver	-	-	- 981 -
Stage 1	-	-	- 1004 -
Stage 2	-	-	- 1009 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1592	-	-	-	981
HCM Lane V/C Ratio	-	-	-	-	0.008
HCM Ctrl Dly (s/v)	0	-	-	-	8.7
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Build Weekend (2028)

HCM 7th Signalized Intersection Summary
1: Frederica Rd & Sea Island Rd

Build Weekend (2028)
06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	403	149	91	155	147	45	81	374	92	53	393	360
Future Volume (veh/h)	403	149	91	155	147	45	81	374	92	53	393	360
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1767	1752	1856	1870	1678	1752	1870	1841	1841	1841	1856	1856
Adj Flow Rate, veh/h	424	157	96	163	155	47	85	394	0	56	414	379
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	10	3	2	15	10	2	4	4	4	3	3
Cap, veh/h	613	479	293	478	398	121	181	532		202	510	432
Arrive On Green	0.18	0.47	0.47	0.04	0.32	0.32	0.05	0.29	0.00	0.03	0.27	0.27
Sat Flow, veh/h	1682	1018	622	1781	1236	375	1781	1841	1560	1753	1856	1572
Grp Volume(v), veh/h	424	0	253	163	0	202	85	394	0	56	414	379
Grp Sat Flow(s),veh/h/ln	1682	0	1640	1781	0	1610	1781	1841	1560	1753	1856	1572
Q Serve(g_s), s	22.6	0.0	13.5	5.0	0.0	13.6	4.8	27.1	0.0	3.2	29.2	32.3
Cycle Q Clear(g_c), s	22.6	0.0	13.5	5.0	0.0	13.6	4.8	27.1	0.0	3.2	29.2	32.3
Prop In Lane	1.00		0.38	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	613	0	773	478	0	518	181	532		202	510	432
V/C Ratio(X)	0.69	0.00	0.33	0.34	0.00	0.39	0.47	0.74		0.28	0.81	0.88
Avail Cap(c_a), veh/h	866	0	773	478	0	518	300	1051		207	914	775
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.9	0.0	23.2	32.2	0.0	36.8	37.3	45.1	0.0	37.1	47.4	48.6
Incr Delay (d2), s/veh	1.4	0.0	1.1	0.4	0.0	2.2	1.9	2.1	0.0	0.7	3.2	5.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.0	0.0	5.5	4.1	0.0	5.7	2.2	12.6	0.0	1.4	13.8	13.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.3	0.0	24.3	32.6	0.0	39.0	39.2	47.1	0.0	37.8	50.6	54.4
LnGrp LOS	C		C	C		D	D	D		D	D	D
Approach Vol, veh/h	677			365			479			849		
Approach Delay, s/veh	24.3			36.2			45.7			51.5		
Approach LOS	C			D			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	72.0	10.6	46.5	31.9	51.1	12.6	44.5				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	5.0	66.0	5.0	80.0	47.0	24.0	16.0	69.0				
Max Q Clear Time (g_c+l1), s	7.0	15.5	5.2	29.1	24.6	15.6	6.8	34.3				
Green Ext Time (p_c), s	0.0	1.7	0.0	2.6	1.3	0.6	0.1	4.2				

Intersection Summary

HCM 7th Control Delay, s/veh	40.2
HCM 7th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Intersection

Int Delay, s/veh 1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	39	19	569	58	19	666
Future Vol, veh/h	39	19	569	58	19	666
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	6	7	2	3
Mvmt Flow	42	21	618	63	21	724

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1415	650	0
Stage 1	650	-	-
Stage 2	765	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	151	469	-
Stage 1	520	-	-
Stage 2	459	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	146	469	-
Mov Cap-2 Maneuver	146	-	-
Stage 1	500	-	-
Stage 2	459	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	33.48	0	0.25
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	188	50
HCM Lane V/C Ratio	-	-	0.335	0.023
HCM Ctrl Dly (s/v)	-	-	33.5	9
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	1.4	0.1

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	23	58	28	29	27	62	461	24	7	563	33
Future Vol, veh/h	25	23	58	28	29	27	62	461	24	7	563	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	160	-	-	75	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	6	11	4	4	2
Mvmt Flow	27	25	63	30	32	29	67	501	26	8	612	36

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1297	1307	630	1289	1312	514	648	0	0	527	0	0
Stage 1	645	645	-	649	649	-	-	-	-	-	-	-
Stage 2	652	662	-	640	663	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.14	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.236	-	-
Pot Cap-1 Maneuver	139	160	482	141	159	560	938	-	-	1030	-	-
Stage 1	461	467	-	459	466	-	-	-	-	-	-	-
Stage 2	457	459	-	464	459	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	107	147	482	103	146	560	938	-	-	1030	-	-
Mov Cap-2 Maneuver	233	268	-	209	253	-	-	-	-	-	-	-
Stage 1	457	464	-	426	432	-	-	-	-	-	-	-
Stage 2	373	426	-	379	455	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	17.98		23.63		1.04		0.1	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	938	-	-	249	482	283	1030	-	-
HCM Lane V/C Ratio	0.072	-	-	0.21	0.131	0.322	0.007	-	-
HCM Ctrl Dly (s/v)	9.1	-	-	23.3	13.6	23.6	8.5	-	-
HCM Lane LOS	A	-	-	C	B	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.8	0.4	1.4	0	-	-

Intersection

Int Delay, s/veh 3.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	86	61	73	440	542	100
Future Vol, veh/h	86	61	73	440	542	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Yield
Storage Length	0	-	75	-	-	100
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	6	4	2
Mvmt Flow	93	66	79	478	589	109

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1226	589	589
Stage 1	589	-	-
Stage 2	637	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	197	508	986
Stage 1	554	-	-
Stage 2	527	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	181	508	986
Mov Cap-2 Maneuver	300	-	-
Stage 1	510	-	-
Stage 2	527	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	22.64	1.28	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	986	-	361	-	-
HCM Lane V/C Ratio	0.08	-	0.442	-	-
HCM Ctrl Dly (s/v)	9	-	22.6	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.3	-	2.2	-	-

SITE LAYOUT

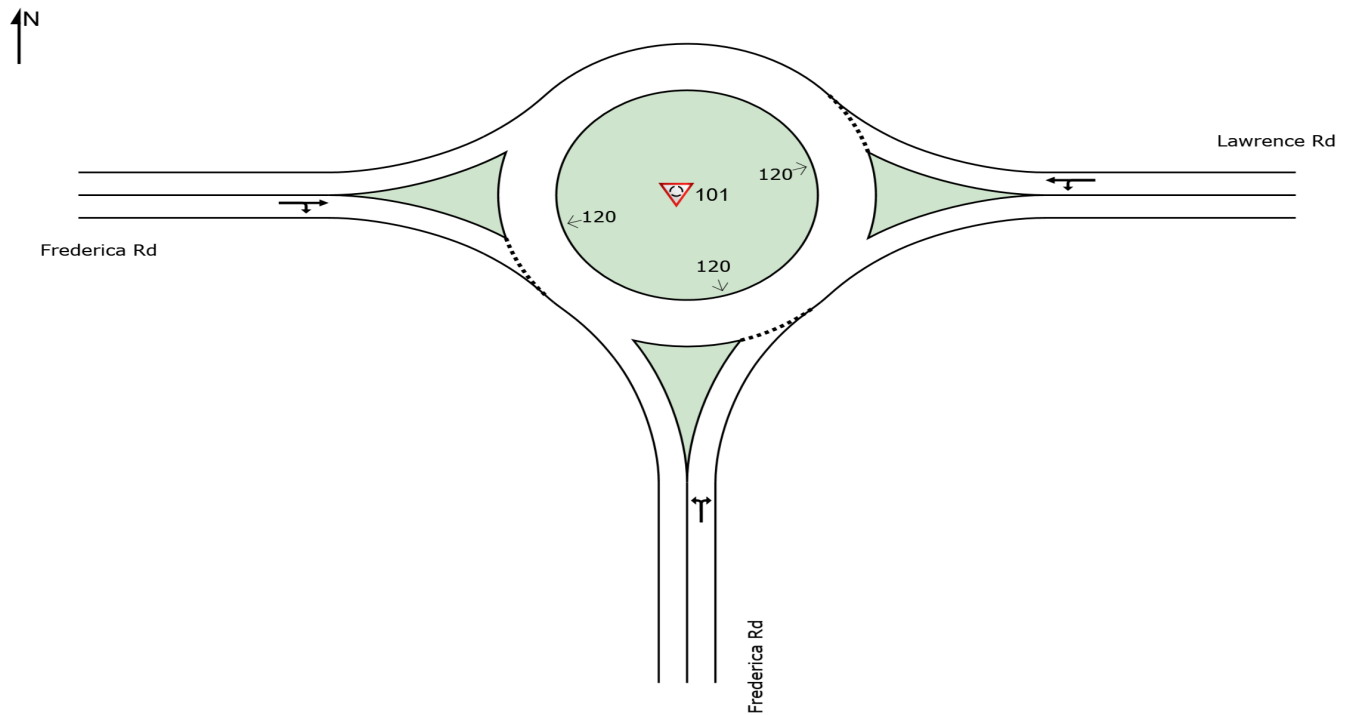
 **Site: 101 [Build Weekend (2028) (Site Folder: General)]**

Frederica Road at Lawrence Road

Site Category: (None)

Roundabout

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LANE LEVEL OF SERVICE

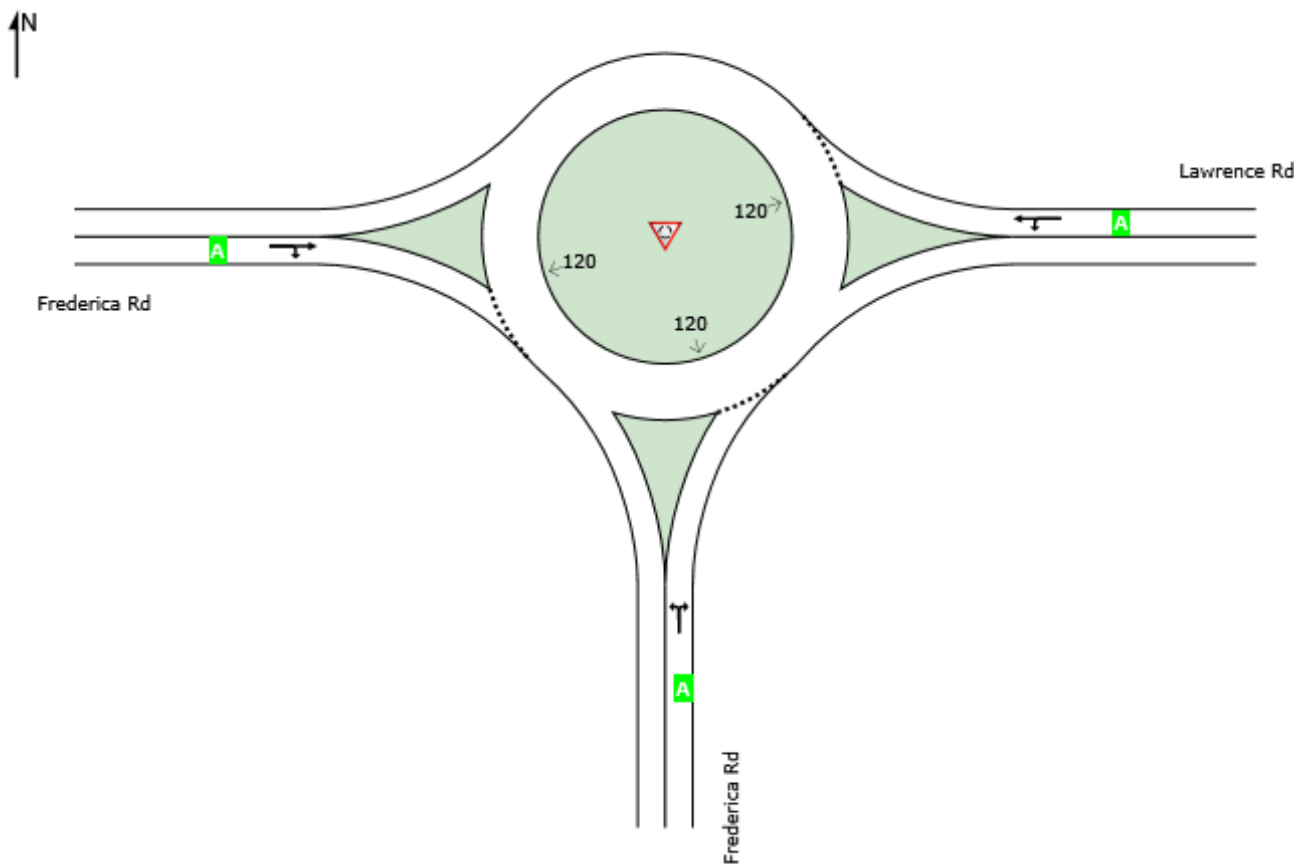
Lane Level of Service

 **Site: 101 [Build Weekend (2028) (Site Folder: General)]**

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Frederica Road at Lawrence Road
Site Category: (None)
Roundabout

	Approaches			Intersection
	South	East	West	
LOS	A	A	A	A



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.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if $v/c > 1$ irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

LANE SUMMARY

 **Site: 101 [Build Weekend (2028) (Site Folder: General)]**

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Frederica Road at Lawrence Road

Site Category: (None)

Roundabout

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh Dist]		Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
	[Total veh/h	HV] %	[Total veh/h	HV] %						[Veh	Dist] ft				
South: Frederica Rd															
Lane 1 ^d	395	7.1	395	7.1	1336	0.295	100	4.6	LOS A	2.0	54.1	Full	2000	0.0	0.0
Approach	395	7.1	395	7.1		0.295		4.6	LOS A	2.0	54.1				
East: Lawrence Rd															
Lane 1 ^d	262	4.9	262	4.9	1174	0.223	100	5.0	LOS A	1.2	32.1	Full	2000	0.0	0.0
Approach	262	4.9	262	4.9		0.223		5.0	LOS A	1.2	32.1				
West: Frederica Rd															
Lane 1 ^d	234	2.0	234	2.0	1128	0.207	100	5.0	LOS A	1.2	30.9	Full	2000	0.0	0.0
Approach	234	2.0	234	2.0		0.207		5.0	LOS A	1.2	30.9				
All Vehicles	890	5.1	890	5.1		0.295		4.8	LOS A	2.0	54.1				

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.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if $v/c > 1$ irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: SIDRA HCM.

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: SIDRA Standard (Akçelik M3D).

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.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)									
South: Frederica Rd									
Mov. From S To Exit:	L2 W	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	176	218	395	7.1	1336	0.295	100	NA	NA
Approach	176	218	395	7.1		0.295			
East: Lawrence Rd									
Mov. From E To Exit:	L2 S	T1 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	253	9	262	4.9	1174	0.223	100	NA	NA
Approach	253	9	262	4.9		0.223			
West: Frederica Rd									

Mov. From W To Exit:	T1	R2	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	10	224	234	2.0	1128	0.207	100	NA	NA
Approach	10	224	234	2.0	0.207				
Total %HV Deg.Satn (v/c)									
All Vehicles	890	5.1	0.295						

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane % veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis				
	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: Frederica Rd				
Lane 1	0.0	0.0	0.0	0.0
East: Lawrence Rd				
Lane 1	0.0	0.0	0.0	0.0
West: Frederica Rd				
Lane 1	0.0	0.0	0.0	0.0

Intersection

Int Delay, s/veh 3.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	26	29	95	80	0
Future Vol, veh/h	0	26	29	95	80	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	28	32	103	87	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	135	0	0 111 83
Stage 1	-	-	- 83 -
Stage 2	-	-	- 28 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1450	-	- 885 976
Stage 1	-	-	- 940 -
Stage 2	-	-	- 994 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1450	-	- 885 976
Mov Cap-2 Maneuver	-	-	- 885 -
Stage 1	-	-	- 940 -
Stage 2	-	-	- 994 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	9.51
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1450	-	-	-	885
HCM Lane V/C Ratio	-	-	-	-	0.098
HCM Ctrl Dly (s/v)	0	-	-	-	9.5
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection

Int Delay, s/veh 1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	15	15	14	11	0
Future Vol, veh/h	0	15	15	14	11	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	16	16	15	12	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	32	0	0 40 24
Stage 1	-	-	- 24 -
Stage 2	-	-	- 16 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1581	-	- 971 1053
Stage 1	-	-	- 999 -
Stage 2	-	-	- 1006 -
Platoon blocked, %		-	- -
Mov Cap-1 Maneuver	1581	-	- 971 1053
Mov Cap-2 Maneuver	-	-	- 971 -
Stage 1	-	-	- 999 -
Stage 2	-	-	- 1006 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	8.75
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1581	-	-	-	971
HCM Lane V/C Ratio	-	-	-	-	0.012
HCM Ctrl Dly (s/v)	0	-	-	-	8.8
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

**Build (2028) @ Frederica Rd
& Fendig Rd/Windward Dr
w/o EBR & Shorter NBL**

Intersection

Int Delay, s/veh 2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	17	17	37	16	17	31	40	551	19	31	689	22
Future Vol, veh/h	17	17	37	16	17	31	40	551	19	31	689	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	85	-	-	75	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	6	11	4	4	2
Mvmt Flow	18	18	40	17	18	34	43	599	21	34	749	24

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1523	1535	761	1522	1536	609	773	0	0	620	0	0
Stage 1	828	828	-	696	696	-	-	-	-	-	-	-
Stage 2	695	707	-	826	840	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.14	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.236	-	-
Pot Cap-1 Maneuver	97	116	405	97	116	495	842	-	-	951	-	-
Stage 1	365	386	-	432	443	-	-	-	-	-	-	-
Stage 2	433	438	-	366	381	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	76	106	405	74	106	495	842	-	-	951	-	-
Mov Cap-2 Maneuver	191	221	-	176	214	-	-	-	-	-	-	-
Stage 1	352	372	-	410	420	-	-	-	-	-	-	-
Stage 2	365	416	-	303	367	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	23.06		22.47		0.62		0.37	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	842	-	-	276	275	951	-
HCM Lane V/C Ratio	0.052	-	-	0.28	0.253	0.035	-
HCM Ctrl Dly (s/v)	9.5	-	-	23.1	22.5	8.9	-
HCM Lane LOS	A	-	-	C	C	A	-
HCM 95th %tile Q(veh)	0.2	-	-	1.1	1	0.1	-

Intersection

Int Delay, s/veh 2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	12	32	26	15	36	34	645	34	28	571	25
Future Vol, veh/h	20	12	32	26	15	36	34	645	34	28	571	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	75	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	4	2	14	2	2	2	2	3	2
Mvmt Flow	21	12	33	27	15	37	35	665	35	29	589	26

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1402	1429	602	1405	1425	682	614	0	0	700	0	0
Stage 1	659	659	-	753	753	-	-	-	-	-	-	-
Stage 2	743	770	-	653	672	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.14	6.52	6.34	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.14	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.14	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.536	4.018	3.426	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	117	135	500	116	136	429	965	-	-	897	-	-
Stage 1	453	461	-	399	418	-	-	-	-	-	-	-
Stage 2	407	410	-	453	454	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	94	126	500	96	126	429	965	-	-	897	-	-
Mov Cap-2 Maneuver	209	240	-	214	242	-	-	-	-	-	-	-
Stage 1	438	446	-	385	403	-	-	-	-	-	-	-
Stage 2	345	395	-	398	440	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	20.02	22.18	0.42	0.41
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	965	-	-	305 288	897	-	-
HCM Lane V/C Ratio	0.036	-	-	0.216 0.275	0.032	-	-
HCM Ctrl Dly (s/v)	8.9	-	-	20 22.2	9.1	-	-
HCM Lane LOS	A	-	-	C C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.8 1.1	0.1	-	-

Intersection

Int Delay, s/veh 3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	25	23	58	28	29	27	62	461	24	7	563	33
Future Vol, veh/h	25	23	58	28	29	27	62	461	24	7	563	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	75	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	6	11	4	4	2
Mvmt Flow	27	25	63	30	32	29	67	501	26	8	612	36

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1297	1307	630	1289	1312	514	648	0	0	527	0	0
Stage 1	645	645	-	649	649	-	-	-	-	-	-	-
Stage 2	652	662	-	640	663	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.14	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.236	-	-
Pot Cap-1 Maneuver	139	160	482	141	159	560	938	-	-	1030	-	-
Stage 1	461	467	-	459	466	-	-	-	-	-	-	-
Stage 2	457	459	-	464	459	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	107	147	482	103	146	560	938	-	-	1030	-	-
Mov Cap-2 Maneuver	233	268	-	209	253	-	-	-	-	-	-	-
Stage 1	457	464	-	426	432	-	-	-	-	-	-	-
Stage 2	373	426	-	379	455	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	21.05		23.63		1.04		0.1	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	938	-	-	338 283	1030	-	-
HCM Lane V/C Ratio	0.072	-	-	0.341 0.322	0.007	-	-
HCM Ctrl Dly (s/v)	9.1	-	-	21 23.6	8.5	-	-
HCM Lane LOS	A	-	-	C C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.5 1.4	0	-	-

**Build (2028) @ Frederica Rd
& Fendig Rd/Windward Dr
with Mini-roundabout**

SITE LAYOUT

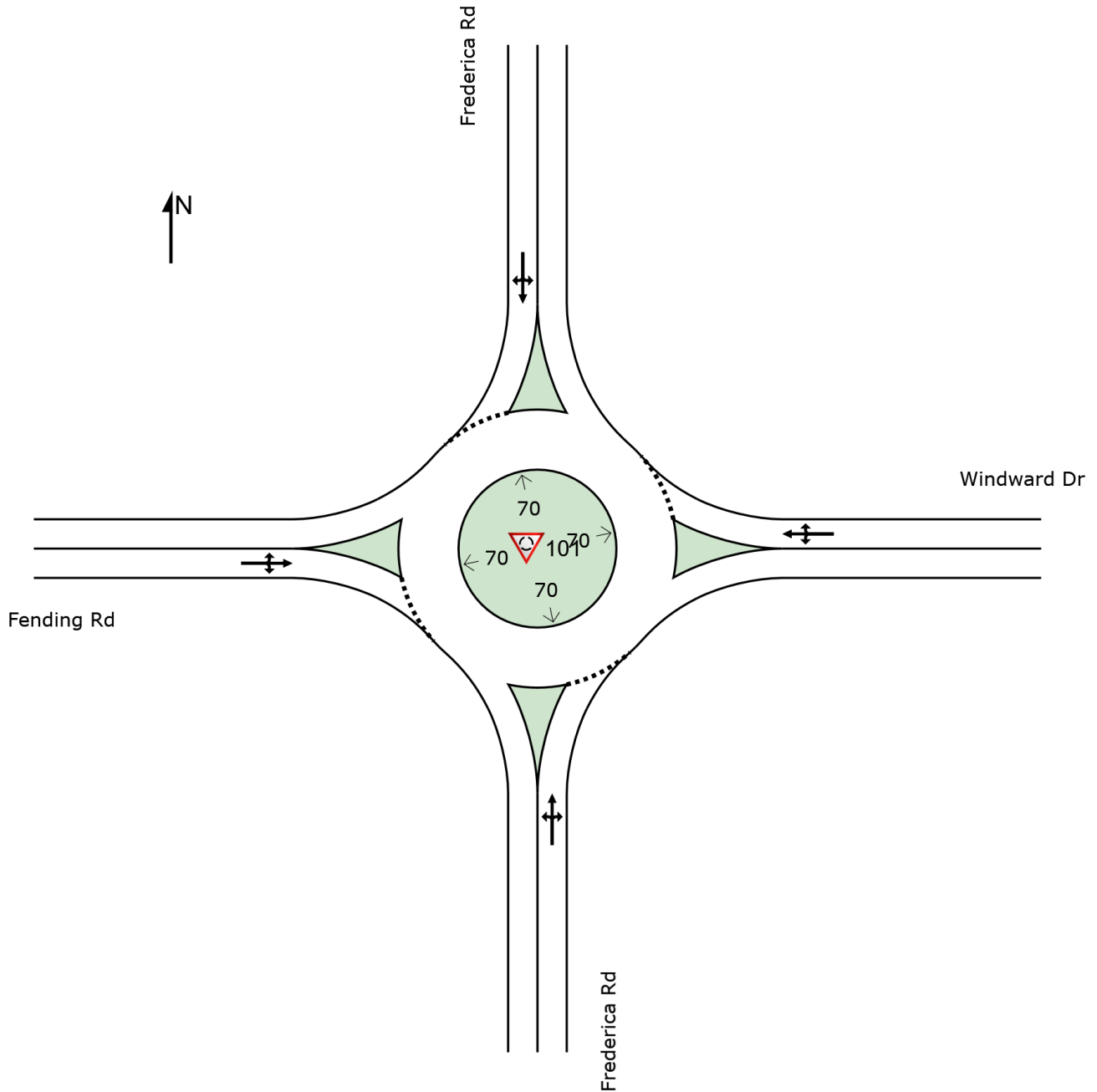
 **Site: 101 [Build AM (2028) (Site Folder: General)]**

Frederica Road @ Windward Drive/Fending Road

Site Category: (None)

Roundabout

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



LANE SUMMARY

 Site: 101 [Build AM (2028) (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Frederica Road @ Windward Drive/Fending Road

Site Category: (None)

Roundabout

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total veh/h	HV] %	[Total veh/h	HV] %						[Veh	Dist] ft				
South: Frederica Rd															
Lane 1 ^d	672	5.6	672	5.6	1124	0.598	100	10.4	LOS B	5.9	154.0	Full	2000	0.0	0.0
Approach	672	5.6	672	5.6		0.598		10.4	LOS B	5.9	154.0				
East: Windward Dr															
Lane 1 ^d	61	2.0	61	2.0	637	0.096	100	6.7	LOS A	0.6	14.5	Full	2000	0.0	0.0
Approach	61	2.0	61	2.0		0.096		6.7	LOS A	0.6	14.5				
North: Frederica Rd															
Lane 1 ^d	823	3.9	823	3.9	1129	0.729	100	14.0	LOS B	8.6	220.9	Full	2000	0.0	0.0
Approach	823	3.9	823	3.9		0.729		14.0	LOS B	8.6	220.9				
West: Fending Rd															
Lane 1 ^d	116	2.0	116	2.0	531	0.219	100	9.8	LOS A	1.5	37.0	Full	2000	0.0	0.0
Approach	116	2.0	116	2.0		0.219		9.8	LOS A	1.5	37.0				
All Vehicles	1672	4.4	1672	4.4		0.729		12.0	LOS B	8.6	220.9				

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.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: SIDRA HCM.

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: SIDRA Standard (Akçelik M3D).

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.

^d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)											
South: Frederica Rd											
Mov.	L2	T1	R2	Total	%HV						
From S						Cap.	Deg.	Lane	Prob.	Ov.	
To Exit:	W	N	E			veh/h	satn	Util.	SL Ov.	Lane	No.
							v/c	%	%		
Lane 1	91	560	21	672	5.6	1124	0.598	100	NA	NA	
Approach	91	560	21	672	5.6		0.598				
East: Windward Dr											
Mov.	L2	T1	R2	Total	%HV						
From E						Cap.	Deg.	Lane	Prob.	Ov.	
To Exit:	S	W	N			veh/h	satn	Util.	SL Ov.	Lane	No.
							v/c	%	%		

Lane 1	17	20	24	61	2.0	637	0.096	100	NA	NA
Approach	17	20	24	61	2.0		0.096			
North: Frederica Rd										
Mov.	L2	T1	R2	Total	%HV					
From N						Cap.	Deg.	Lane	Prob.	Ov.
To Exit:	E	S	W			veh/h	Satn	Util.	SL Ov.	Lane
							v/c	%	%	No.
Lane 1	34	765	24	823	3.9	1129	0.729	100	NA	NA
Approach	34	765	24	823	3.9		0.729			
West: Fending Rd										
Mov.	L2	T1	R2	Total	%HV					
From W						Cap.	Deg.	Lane	Prob.	Ov.
To Exit:	N	E	S			veh/h	Satn	Util.	SL Ov.	Lane
							v/c	%	%	No.
Lane 1	58	18	40	116	2.0	531	0.219	100	NA	NA
Approach	58	18	40	116	2.0		0.219			
Total %HV Deg.Satn (v/c)										
All Vehicles	1672	4.4			0.729					

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane % veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis				
	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: Frederica Rd				
Lane 1	0.0	0.0	0.0	0.0
East: Windward Dr				
Lane 1	0.0	0.0	0.0	0.0
North: Frederica Rd				
Lane 1	0.0	0.0	0.0	0.0
West: Fending Rd				
Lane 1	0.0	0.0	0.0	0.0

SITE LAYOUT

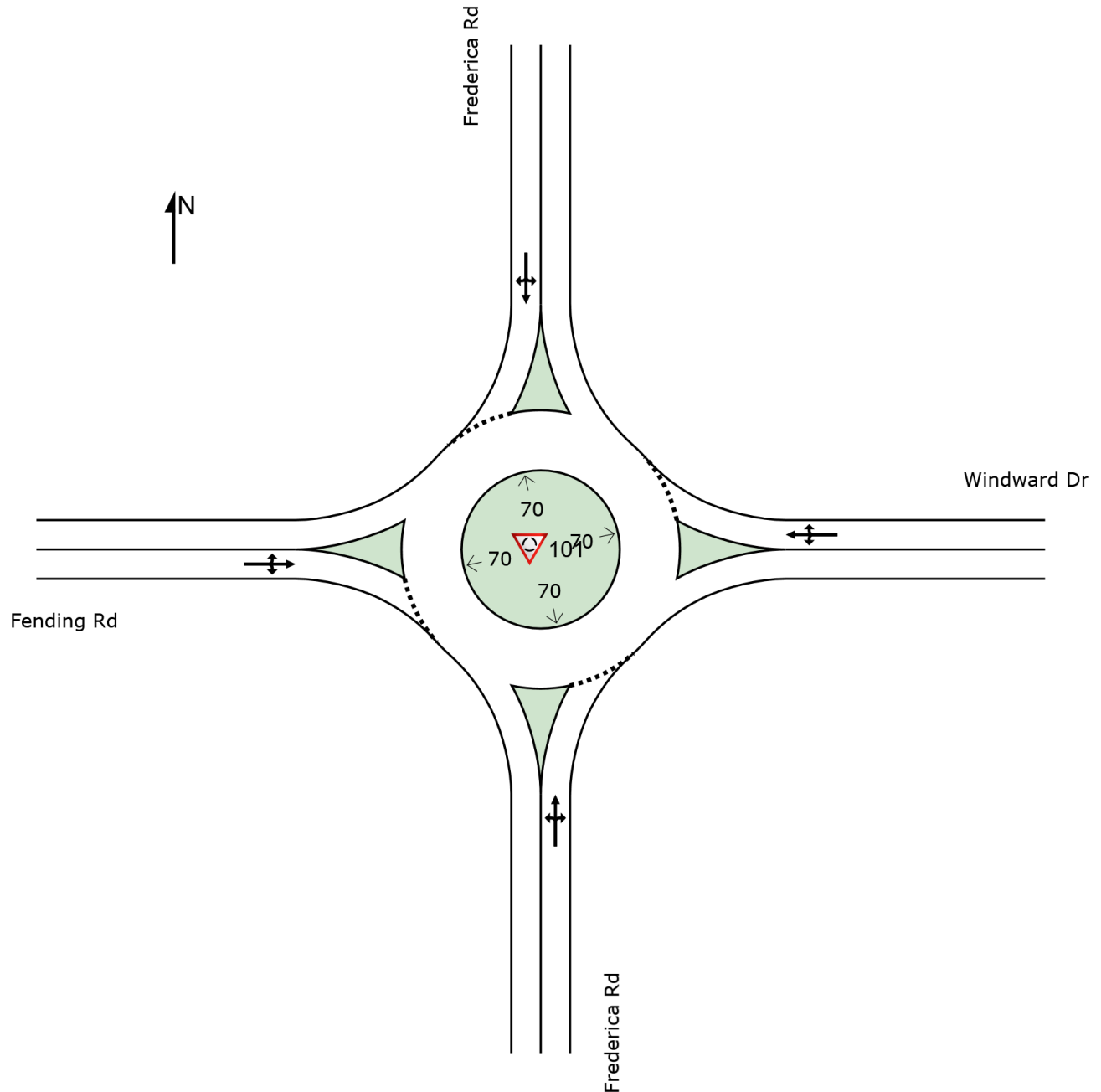
 **Site: 101 [Build PM (2028) (Site Folder: General)]**

Frederica Road @ Windward Drive/Fending Road

Site Category: (None)

Roundabout

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



LANE SUMMARY

 Site: 101 [Build PM (2028) (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Frederica Road @ Windward Drive/Fending Road

Site Category: (None)

Roundabout

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue		Lane Config	Lane Length ft	Cap. Adj.	Prob. Block. %
	[Total veh/h	HV] %	[Total veh/h	HV] %						[Veh	Dist] ft				
South: Frederica Rd															
Lane 1 ^d	783	2.0	783	2.0	1226	0.639	100	10.3	LOS B	7.0	177.0	Full	2000	0.0	0.0
Approach	783	2.0	783	2.0		0.639		10.3	LOS B	7.0	177.0				
East: Windward Dr															
Lane 1 ^d	75	7.6	75	7.6	564	0.133	100	8.0	LOS A	0.8	20.3	Full	2000	0.0	0.0
Approach	75	7.6	75	7.6		0.133		8.0	LOS A	0.8	20.3				
North: Frederica Rd															
Lane 1 ^d	678	2.9	678	2.9	1142	0.594	100	10.3	LOS B	5.4	137.6	Full	2000	0.0	0.0
Approach	678	2.9	678	2.9		0.594		10.3	LOS B	5.4	137.6				
West: Fending Rd															
Lane 1 ^d	110	2.0	110	2.0	669	0.164	100	7.3	LOS A	1.0	25.5	Full	2000	0.0	0.0
Approach	110	2.0	110	2.0		0.164		7.3	LOS A	1.0	25.5				
All Vehicles	1646	2.6	1646	2.6		0.639		10.0	LOS A	7.0	177.0				

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.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: SIDRA HCM.

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: SIDRA Standard (Akçelik M3D).

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.

^d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)											
South: Frederica Rd											
Mov.	L2	T1	R2	Total	%HV						
From S						Cap.	Deg.	Lane	Prob.	Ov.	
To Exit:	W	N	E			veh/h	satn	Util.	SL Ov.	Lane	No.
							v/c	%	%		
Lane 1	86	660	37	783	2.0	1226	0.639	100	NA	NA	
Approach	86	660	37	783	2.0		0.639				
East: Windward Dr											
Mov.	L2	T1	R2	Total	%HV						
From E						Cap.	Deg.	Lane	Prob.	Ov.	
To Exit:	S	W	N			veh/h	satn	Util.	SL Ov.	Lane	No.
							v/c	%	%		

Lane 1	28	16	30	75	7.6	564	0.133	100	NA	NA
Approach	28	16	30	75	7.6	0.133				
North: Frederica Rd										
Mov.	L2	T1	R2	Total	%HV					
From N						Cap.	Deg.	Lane	Prob.	Ov.
To Exit:	E	S	W			veh/h	Satn	Util.	SL Ov.	Lane
							v/c	%	%	No.
Lane 1	30	621	27	678	2.9	1142	0.594	100	NA	NA
Approach	30	621	27	678	2.9	0.594				
West: Fending Rd										
Mov.	L2	T1	R2	Total	%HV					
From W						Cap.	Deg.	Lane	Prob.	Ov.
To Exit:	N	E	S			veh/h	Satn	Util.	SL Ov.	Lane
							v/c	%	%	No.
Lane 1	22	13	75	110	2.0	669	0.164	100	NA	NA
Approach	22	13	75	110	2.0	0.164				
Total %HV Deg.Satn (v/c)										
All Vehicles	1646	2.6		0.639						

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane % veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis				
	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: Frederica Rd				
Lane 1	0.0	0.0	0.0	0.0
East: Windward Dr				
Lane 1	0.0	0.0	0.0	0.0
North: Frederica Rd				
Lane 1	0.0	0.0	0.0	0.0
West: Fending Rd				
Lane 1	0.0	0.0	0.0	0.0

SITE LAYOUT

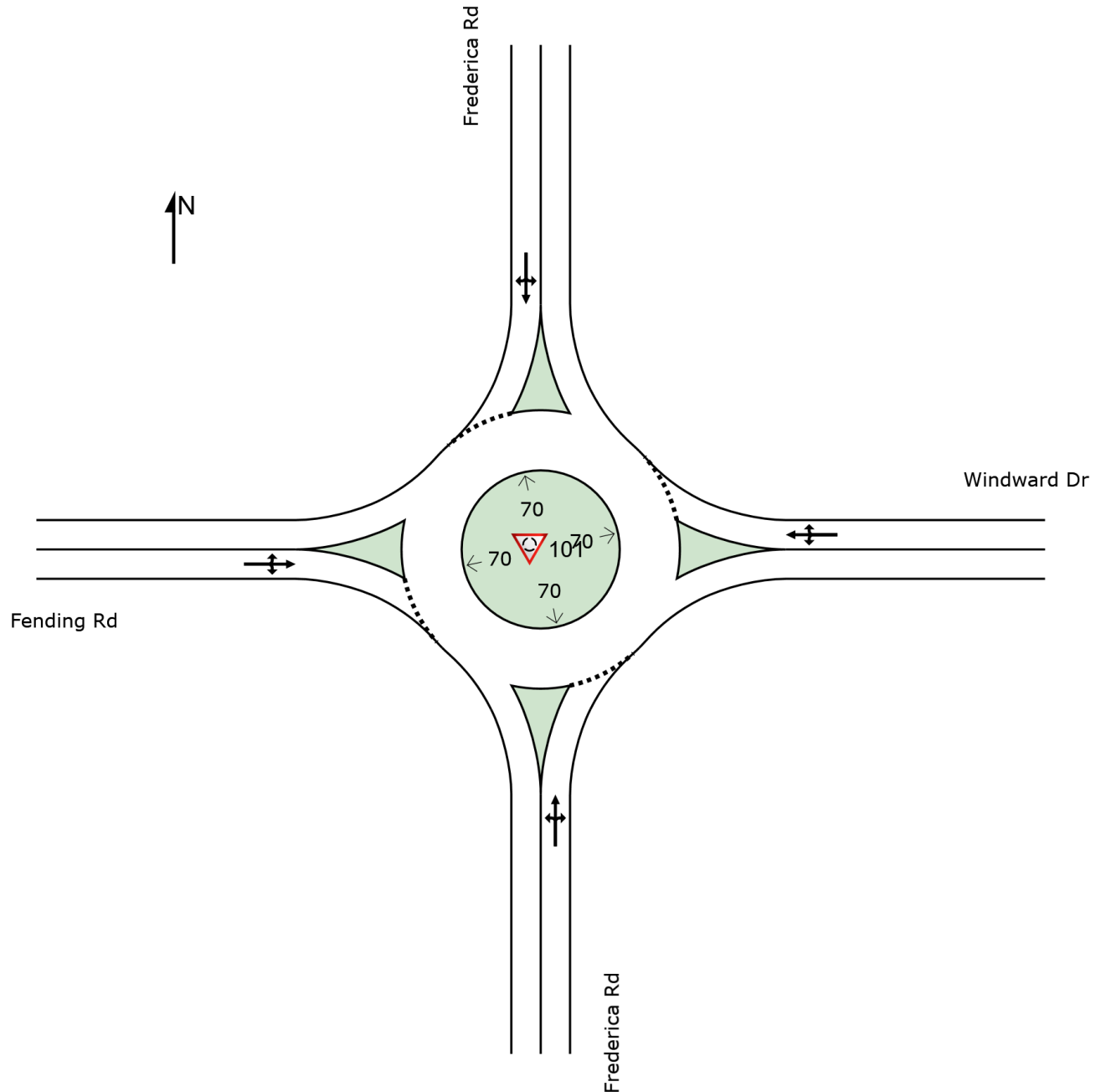
 **Site: 101 [Build Weekend (2028) (Site Folder: General)]**

Frederica Road @ Windward Drive/Fending Road

Site Category: (None)

Roundabout

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



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Organisation: SOUTHEASTERN ENGINEERING INC | Licence: PLUS / 1PC | Created: Tuesday, July 21, 2026 11:10:57 AM

Project: I:\1404 Roberts Civil Engineering, LLC\1404-26-078 Sea Palms Traffic Study\Traffic\Analysis\SIDRA-Windward Rd\Windward-Build-Weekend.sip9

LANE SUMMARY

 Site: 101 [Build Weekend (2028) (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Frederica Road @ Windward Drive/Fending Road

Site Category: (None)

Roundabout

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Prob.	
	[Total	HV]	[Total	HV]						[Veh	Dist]			Adj.	Block.
	veh/h	%	veh/h	%						veh/h	v/c			%	sec
South: Frederica Rd															
Lane 1 ^d	593	5.4	593	5.4	1106	0.536	100	9.3	LOS A	4.9	127.8	Full	2000	0.0	0.0
Approach	593	5.4	593	5.4		0.536		9.3	LOS A	4.9	127.8				
East: Windward Dr															
Lane 1 ^d	77	2.0	77	2.0	685	0.113	100	6.5	LOS A	0.7	16.8	Full	2000	0.0	0.0
Approach	77	2.0	77	2.0		0.113		6.5	LOS A	0.7	16.8				
North: Frederica Rd															
Lane 1 ^d	696	3.9	696	3.9	1068	0.651	100	12.3	LOS B	6.5	166.5	Full	2000	0.0	0.0
Approach	696	3.9	696	3.9		0.651		12.3	LOS B	6.5	166.5				
West: Fending Rd															
Lane 1 ^d	177	2.0	177	2.0	644	0.275	100	9.0	LOS A	1.8	45.9	Full	2000	0.0	0.0
Approach	177	2.0	177	2.0		0.275		9.0	LOS A	1.8	45.9				
All Vehicles	1543	4.1	1543	4.1		0.651		10.5	LOS B	6.5	166.5				

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.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: SIDRA HCM.

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: SIDRA Standard (Akçelik M3D).

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.

^d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)											
South: Frederica Rd											
Mov.	L2	T1	R2	Total	%HV						
From S						Cap.	Deg.	Lane	Prob.	Ov.	
To Exit:	W	N	E			veh/h	satn	Util.	SL Ov.	Lane	No.
							v/c	%	%		
Lane 1	126	441	26	593	5.4	1106	0.536	100	NA	NA	
Approach	126	441	26	593	5.4		0.536				
East: Windward Dr											
Mov.	L2	T1	R2	Total	%HV						
From E						Cap.	Deg.	Lane	Prob.	Ov.	
To Exit:	S	W	N			veh/h	satn	Util.	SL Ov.	Lane	No.
							v/c	%	%		

Lane 1	30	32	15	77	2.0	685	0.113	100	NA	NA
Approach	30	32	15	77	2.0	0.113				
North: Frederica Rd										
Mov.	L2	T1	R2	Total	%HV					
From N						Cap.	Deg.	Lane	Prob.	Ov.
To Exit:	E	S	W			veh/h	Satn	Util.	SL Ov.	Lane
							v/c	%	%	No.
Lane 1	8	637	51	696	3.9	1068	0.651	100	NA	NA
Approach	8	637	51	696	3.9	0.651				
West: Fending Rd										
Mov.	L2	T1	R2	Total	%HV					
From W						Cap.	Deg.	Lane	Prob.	Ov.
To Exit:	N	E	S			veh/h	Satn	Util.	SL Ov.	Lane
							v/c	%	%	No.
Lane 1	89	25	63	177	2.0	644	0.275	100	NA	NA
Approach	89	25	63	177	2.0	0.275				
Total %HV Deg.Satn (v/c)										
All Vehicles	1543	4.1		0.651						

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane % veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis				
	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: Frederica Rd				
Lane 1	0.0	0.0	0.0	0.0
East: Windward Dr				
Lane 1	0.0	0.0	0.0	0.0
North: Frederica Rd				
Lane 1	0.0	0.0	0.0	0.0
West: Fending Rd				
Lane 1	0.0	0.0	0.0	0.0

**Build 2028 @ Frederica Road
at Driveway #1 with
Right-In/Right-Out (RIRO)**

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗	↗	↗
Traffic Vol, veh/h	0	51	0	590	706	62
Future Vol, veh/h	0	51	0	590	706	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	-	0	-	-	-	100
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	6	4	2
Mvmt Flow	0	55	0	641	767	67

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	- 767	- 0	- 0
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -
Critical Hdwy	- 6.22	- -	- -
Critical Hdwy Stg 1	- -	- -	- -
Critical Hdwy Stg 2	- -	- -	- -
Follow-up Hdwy	- 3.318	- -	- -
Pot Cap-1 Maneuver	0 402	0 -	- 0
Stage 1	0 -	0 -	- 0
Stage 2	0 -	0 -	- 0
Platoon blocked, %		- -	
Mov Cap-1 Maneuver	- 402	- -	- -
Mov Cap-2 Maneuver	- -	- -	- -
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	15.38	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT EBLn1	SBT
Capacity (veh/h)	- 402	-
HCM Lane V/C Ratio	- 0.138	-
HCM Ctrl Dly (s/v)	- 15.4	-
HCM Lane LOS	- C	-
HCM 95th %tile Q(veh)	- 0.5	-

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↑	↗
Traffic Vol, veh/h	0	46	0	655	578	54
Future Vol, veh/h	0	46	0	655	578	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	-	0	-	-	-	100
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	3	2
Mvmt Flow	0	50	0	712	628	59

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	- 628	- 0	- 0
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -
Critical Hdwy	- 6.22	- -	- -
Critical Hdwy Stg 1	- -	- -	- -
Critical Hdwy Stg 2	- -	- -	- -
Follow-up Hdwy	- 3.318	- -	- -
Pot Cap-1 Maneuver	0 483	0 -	- 0
Stage 1	0 -	0 -	- 0
Stage 2	0 -	0 -	- 0
Platoon blocked, %		- -	
Mov Cap-1 Maneuver	- 483	- -	- -
Mov Cap-2 Maneuver	- -	- -	- -
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.32	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT EBLn1	SBT
Capacity (veh/h)	- 483	-
HCM Lane V/C Ratio	- 0.104	-
HCM Ctrl Dly (s/v)	- 13.3	-
HCM Lane LOS	- B	-
HCM 95th %tile Q(veh)	- 0.3	-

Intersection

Int Delay, s/veh 1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗	↗	↗
Traffic Vol, veh/h	0	89	0	502	551	105
Future Vol, veh/h	0	89	0	502	551	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	-	0	-	-	-	100
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	6	4	2
Mvmt Flow	0	97	0	546	599	114

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	- 599	- 0	- 0
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -
Critical Hdwy	- 6.22	- -	- -
Critical Hdwy Stg 1	- -	- -	- -
Critical Hdwy Stg 2	- -	- -	- -
Follow-up Hdwy	- 3.318	- -	- -
Pot Cap-1 Maneuver	0 502	0 -	- 0
Stage 1	0 -	0 -	- 0
Stage 2	0 -	0 -	- 0
Platoon blocked, %		- -	
Mov Cap-1 Maneuver	- 502	- -	- -
Mov Cap-2 Maneuver	- -	- -	- -
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.88	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT EBLn1	SBT
Capacity (veh/h)	- 502	-
HCM Lane V/C Ratio	- 0.193	-
HCM Ctrl Dly (s/v)	- 13.9	-
HCM Lane LOS	- B	-
HCM 95th %tile Q(veh)	- 0.7	-

Appendix E

Adjacent Projects

SEA ISLAND ROAD AT FREDERICA ROAD CONCEPT PLAN



Appendix F
Trip Generation Report
Weekday

Pickleball Courts

(489)

Vehicle Trip Ends vs: Courts
On a: Weekday

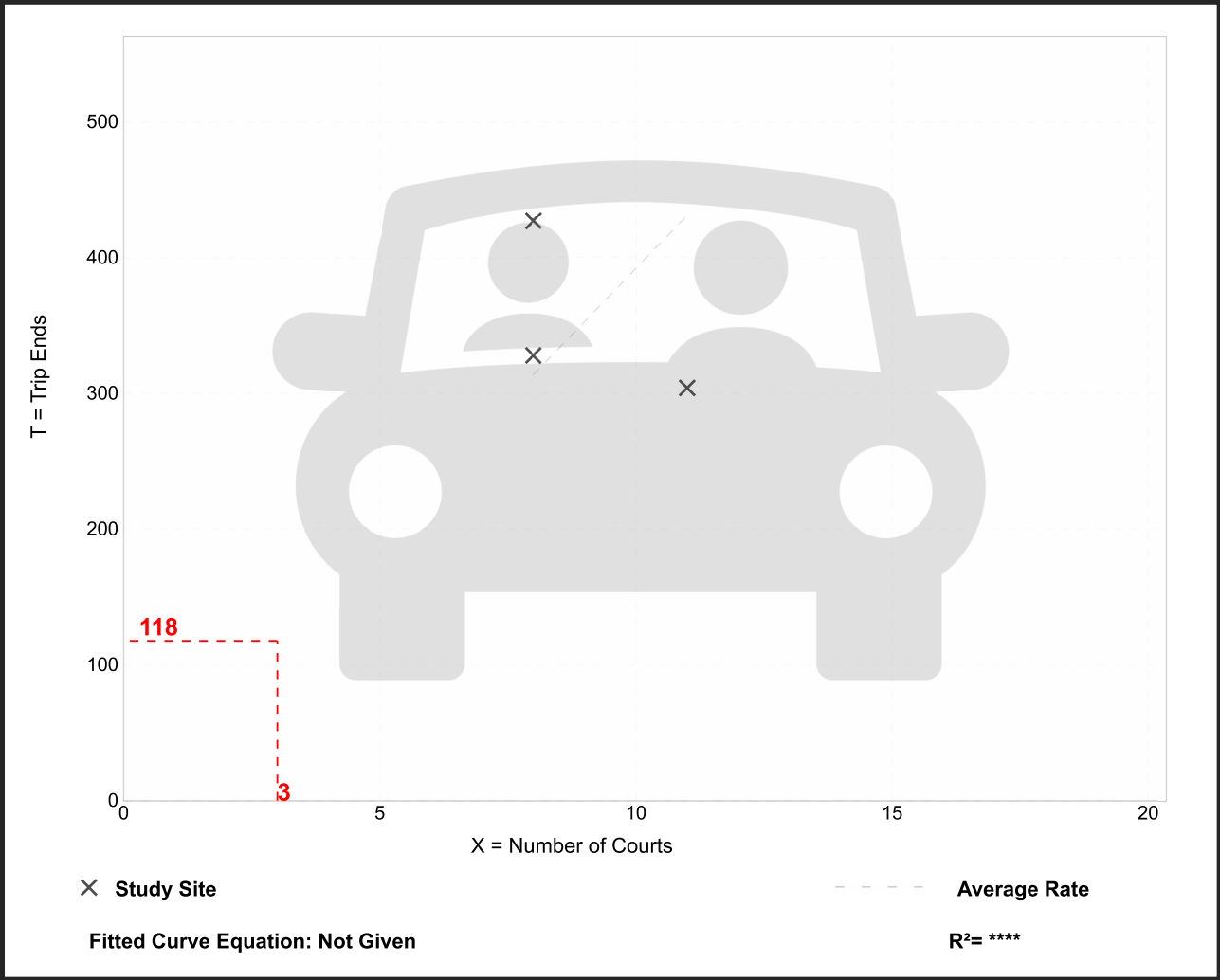
Setting/Location: General Urban/Suburban
Number of Studies: 3
Avg. Num. of Courts: 9
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Court

Average Rate	Range of Rates	Standard Deviation
39.22	27.64 - 53.38	13.13

Data Plot and Equation

Caution – Small Sample Size



Pickleball Courts

(489)

Vehicle Trip Ends vs: Courts

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 3

Avg. Num. of Courts: 9

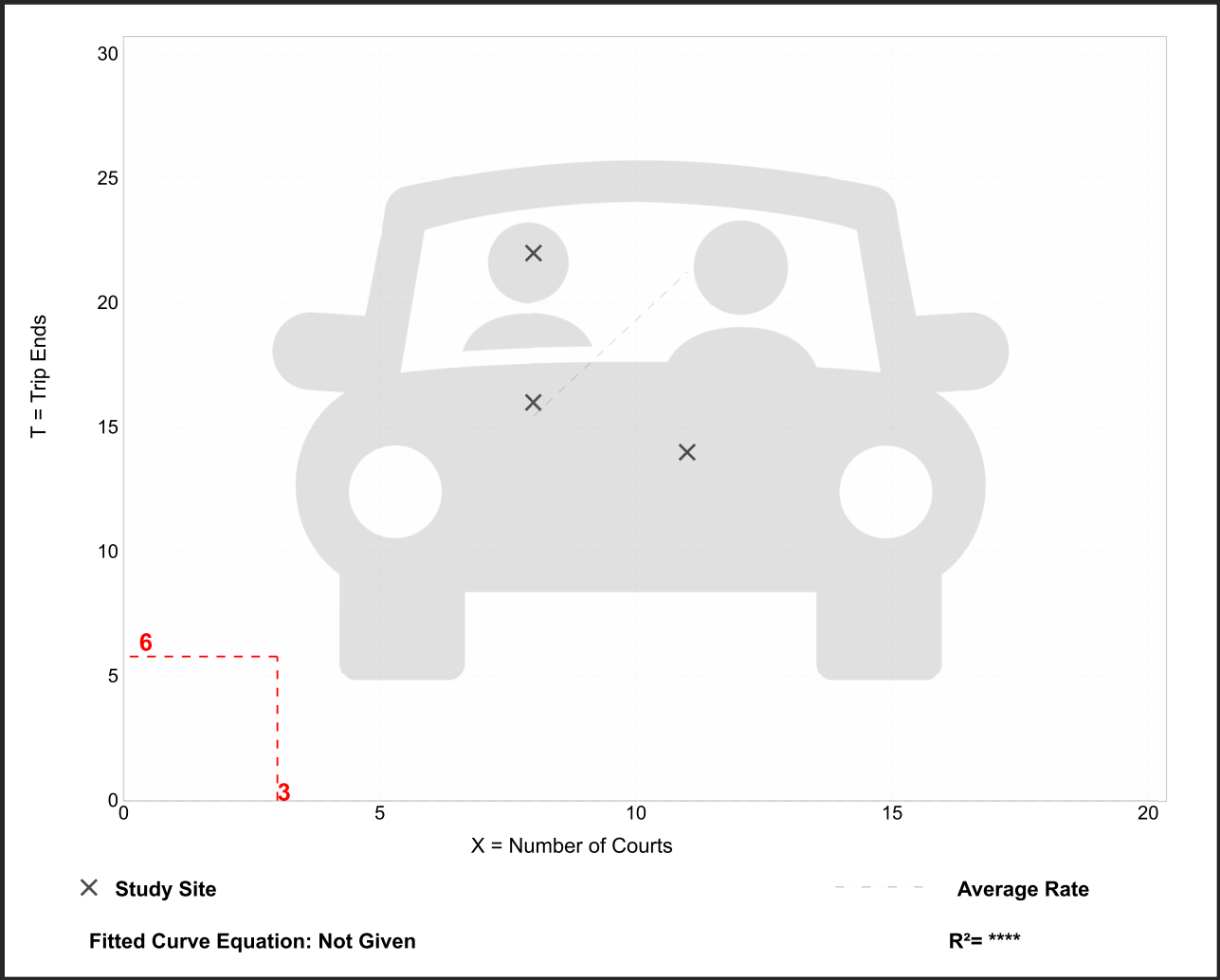
Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per Court

Average Rate	Range of Rates	Standard Deviation
1.93	1.27 - 2.75	0.75

Data Plot and Equation

Caution – Small Sample Size



Pickleball Courts

(489)

Vehicle Trip Ends vs: Courts

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 5

Avg. Num. of Courts: 9

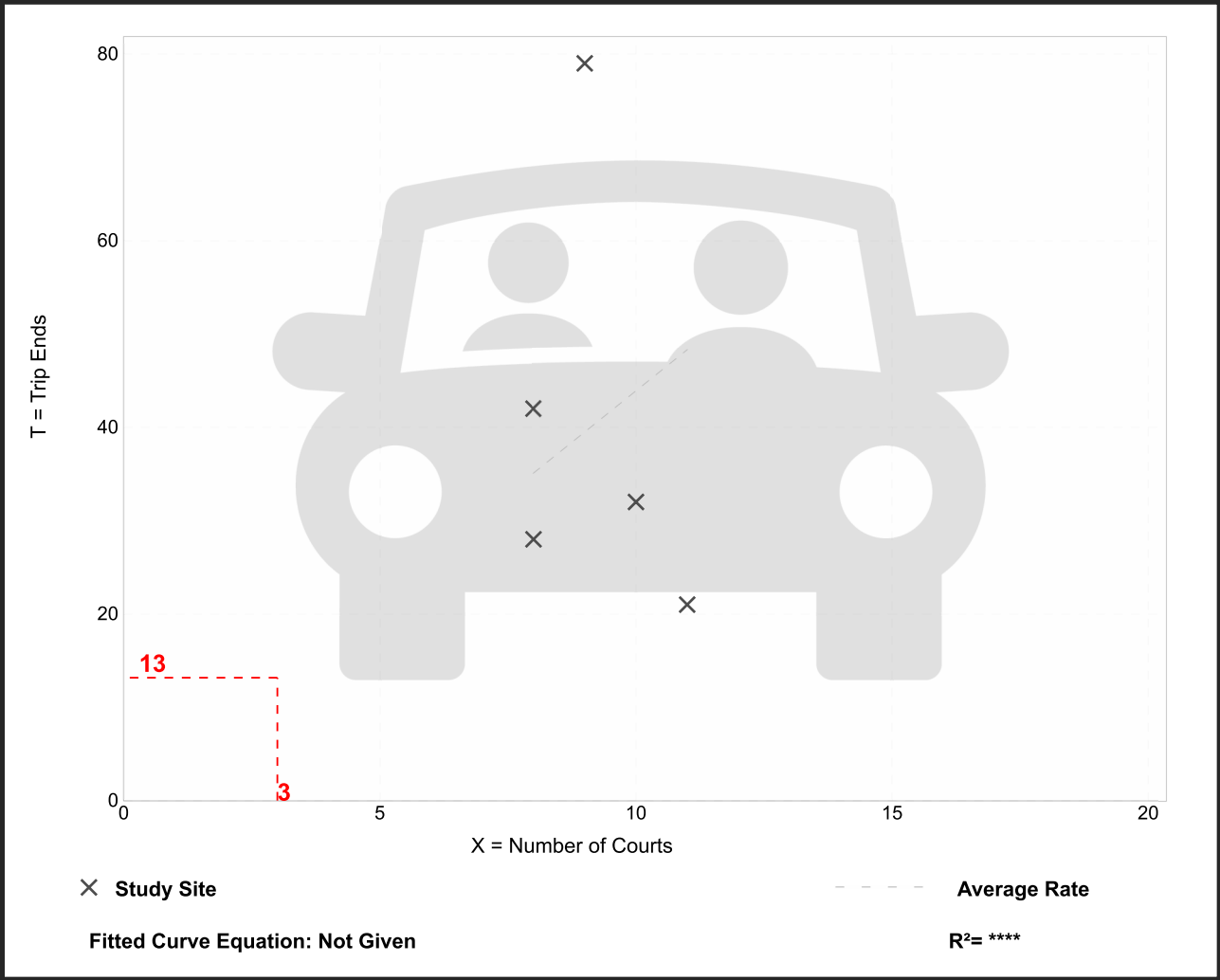
Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Court

Average Rate	Range of Rates	Standard Deviation
4.39	1.91 - 8.78	2.70

Data Plot and Equation

Caution – Small Sample Size



Strip Retail Plaza (<40k)

(822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

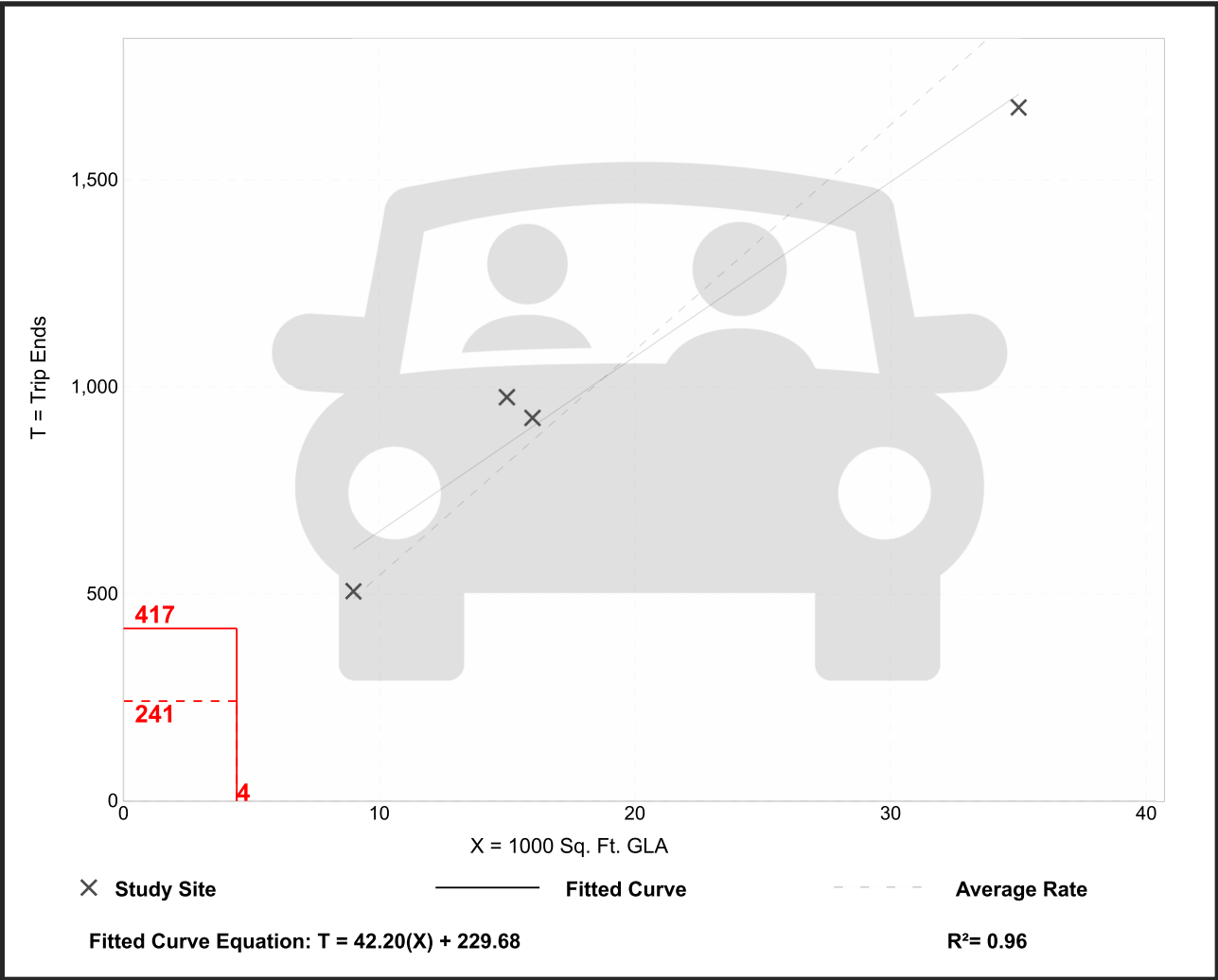
Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 19
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
54.45	47.86 - 65.07	7.81

Data Plot and Equation

Caution – Small Sample Size



Strip Retail Plaza (<40k)

(822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 6

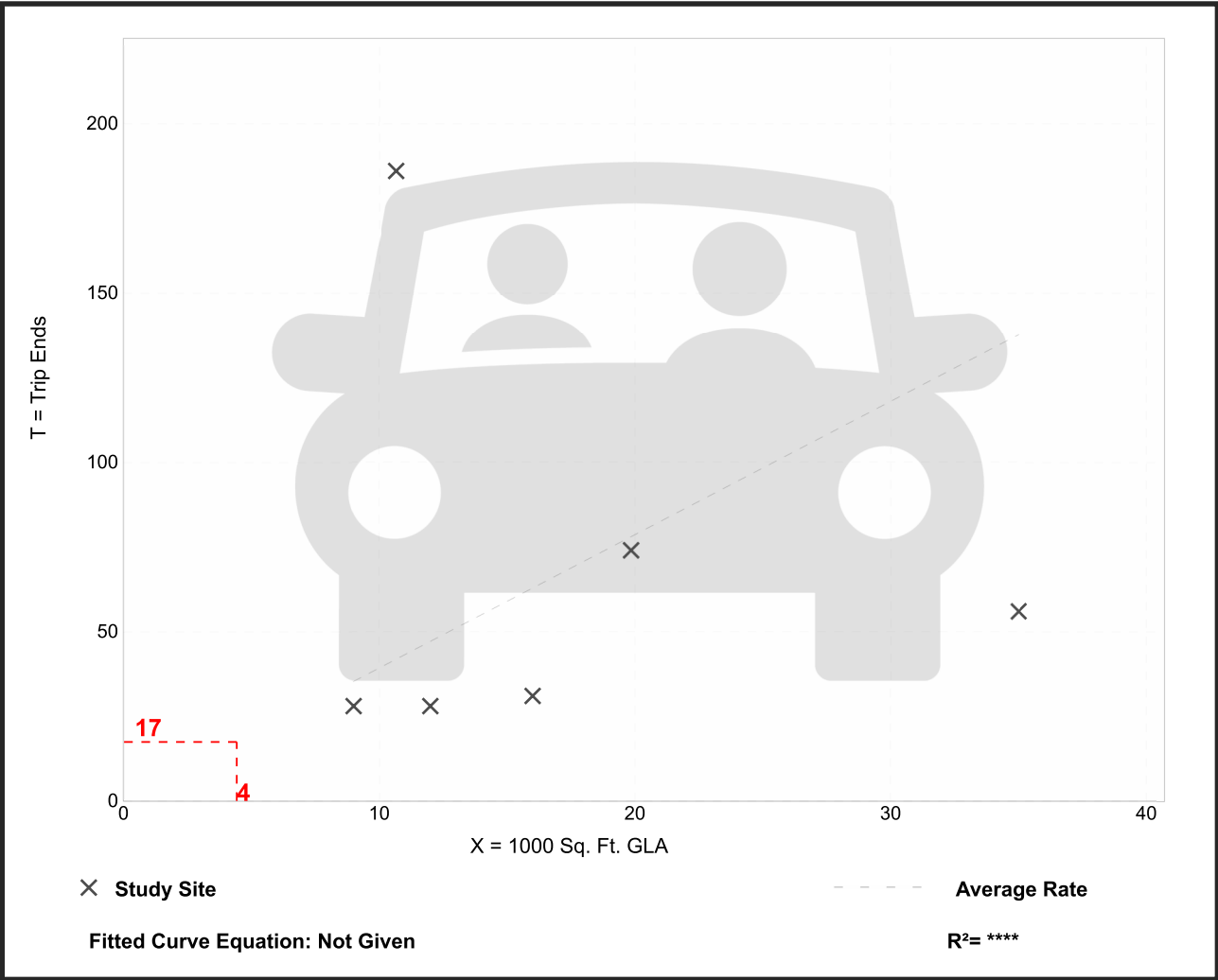
Avg. 1000 Sq. Ft. GLA: 17

Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.93	1.60 - 17.44	5.12

Data Plot and Equation



Strip Retail Plaza (<40k)

(822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 24

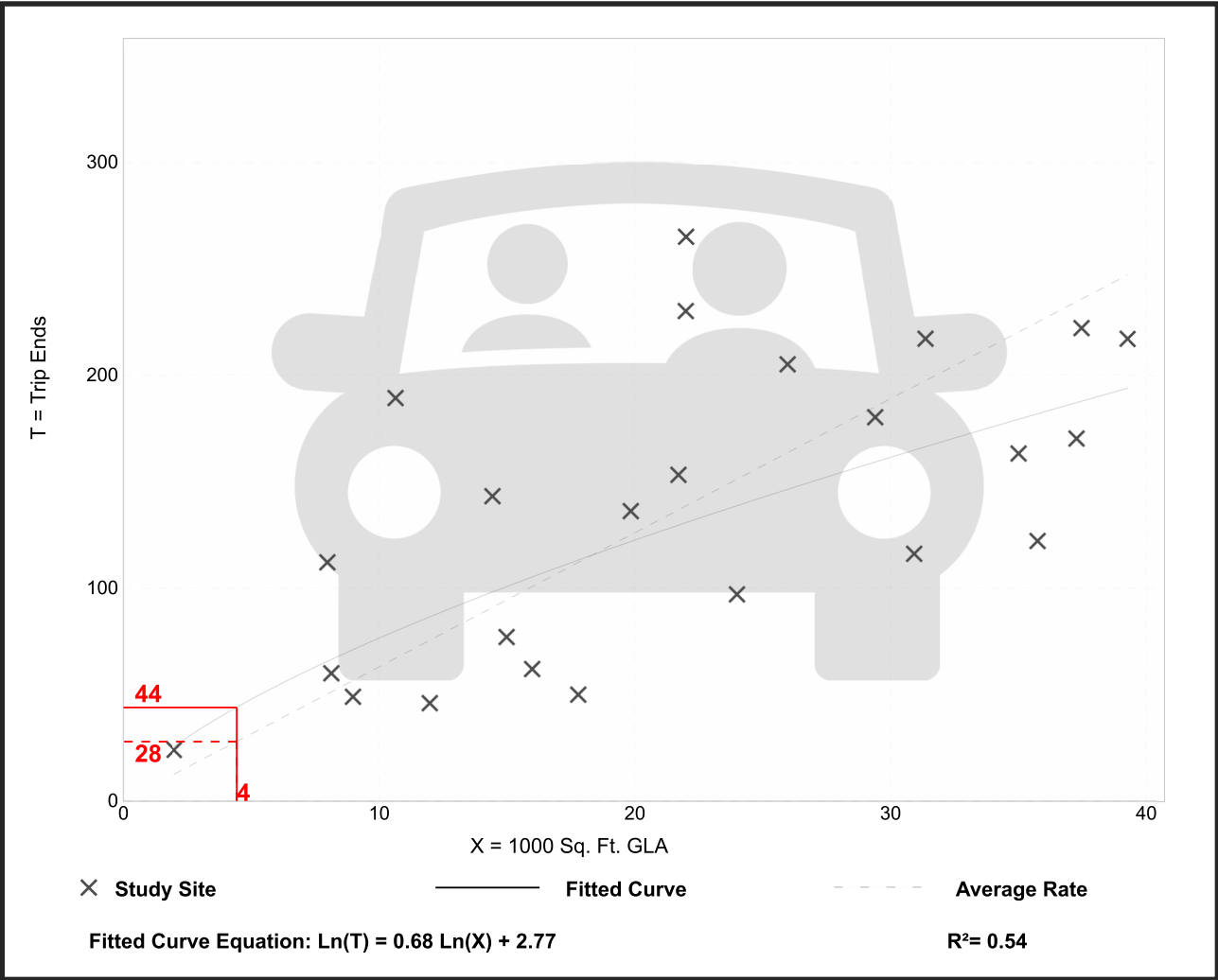
Avg. 1000 Sq. Ft. GLA: 22

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.29	2.81 - 17.72	3.02

Data Plot and Equation



Coffee/Donut Shop without Drive-Through Window

(936)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 26

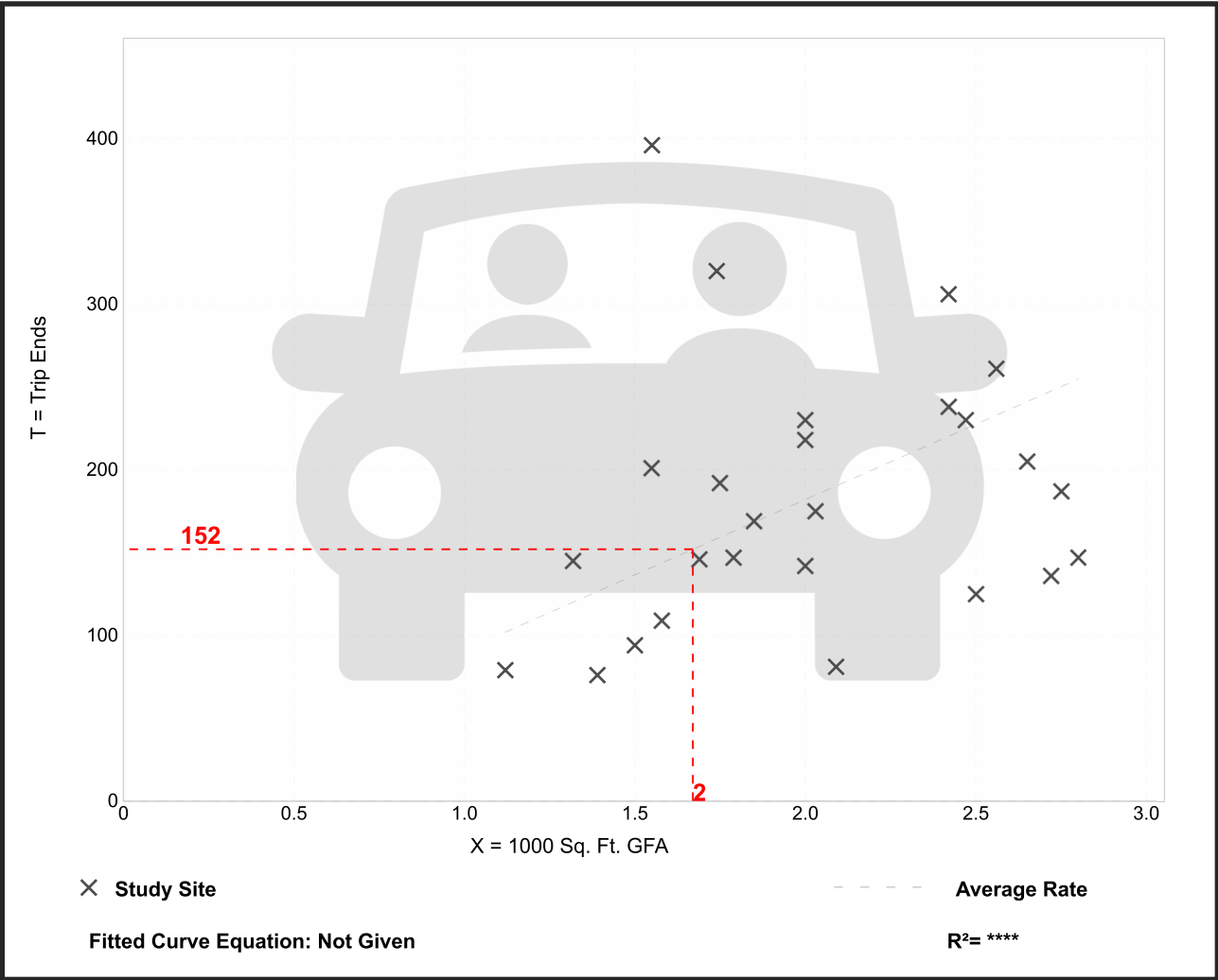
Avg. 1000 Sq. Ft. GFA: 2

Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
91.02	38.76 - 255.48	42.68

Data Plot and Equation



Coffee/Donut Shop without Drive-Through Window (936)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 17

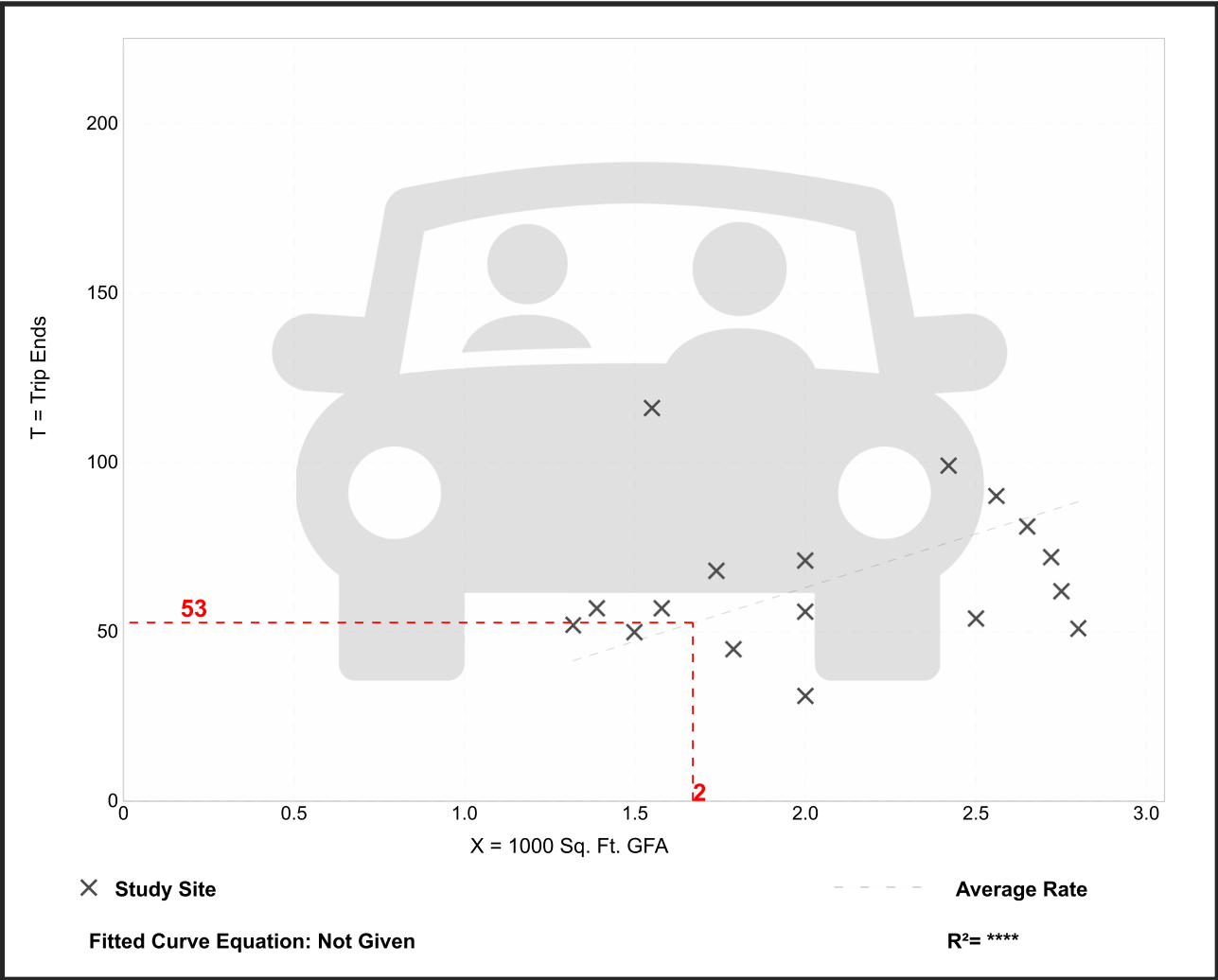
Avg. 1000 Sq. Ft. GFA: 2

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
31.53	15.50 - 74.84	12.49

Data Plot and Equation



Fast Casual Restaurant

(930)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 4

Avg. 1000 Sq. Ft. GFA: 2

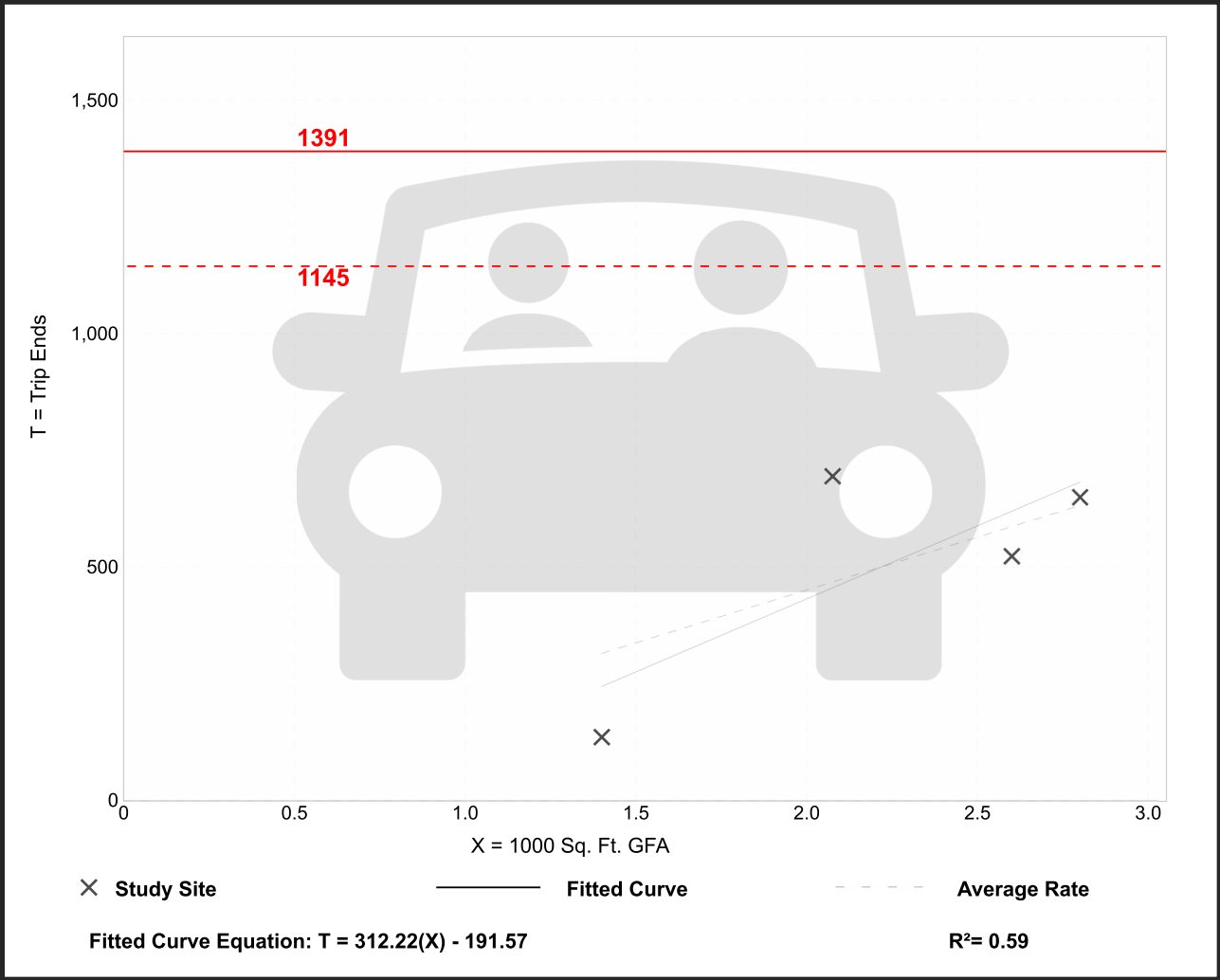
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
225.89	97.14 - 334.78	86.21

Data Plot and Equation

Caution – Small Sample Size



Fast Casual Restaurant

(930)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 4

Avg. 1000 Sq. Ft. GFA: 2

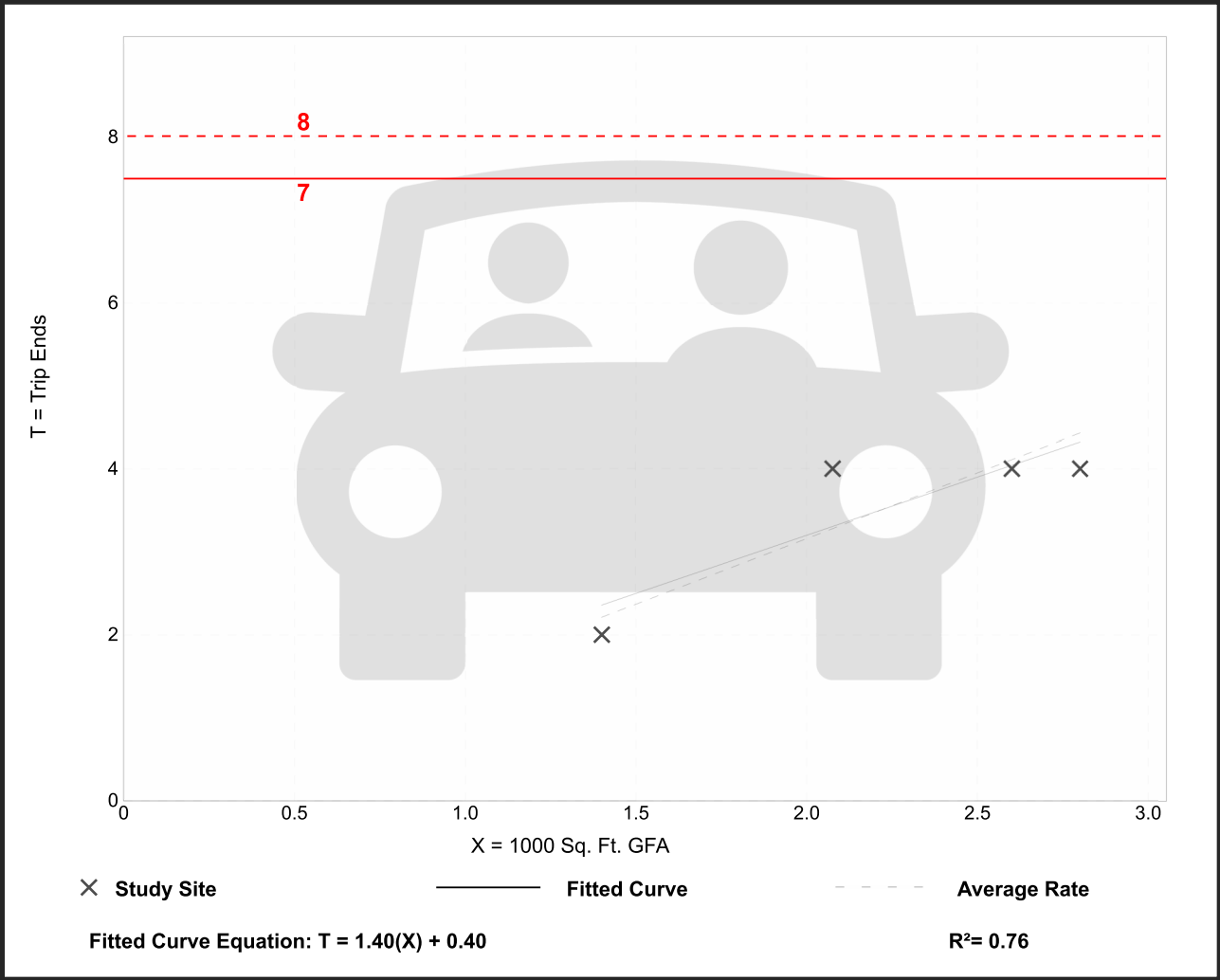
Directional Distribution: 64% entering, 36% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.58	1.43 - 1.93	0.23

Data Plot and Equation

Caution – Small Sample Size



Fast Casual Restaurant

(930)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 18

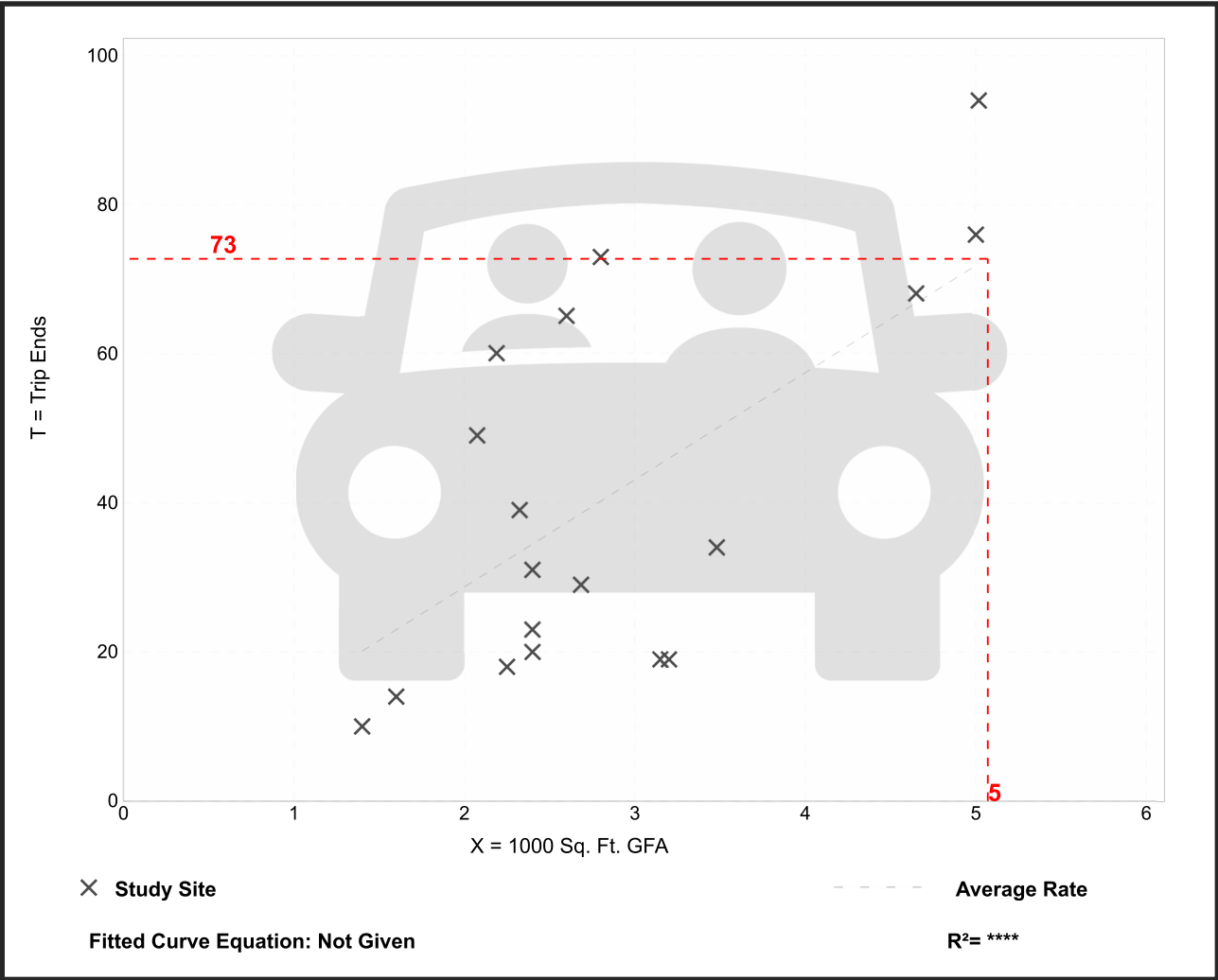
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 53% entering, 47% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
14.35	5.94 - 27.40	6.80

Data Plot and Equation



Drinking Place

(975)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 4

Avg. 1000 Sq. Ft. GFA: 5

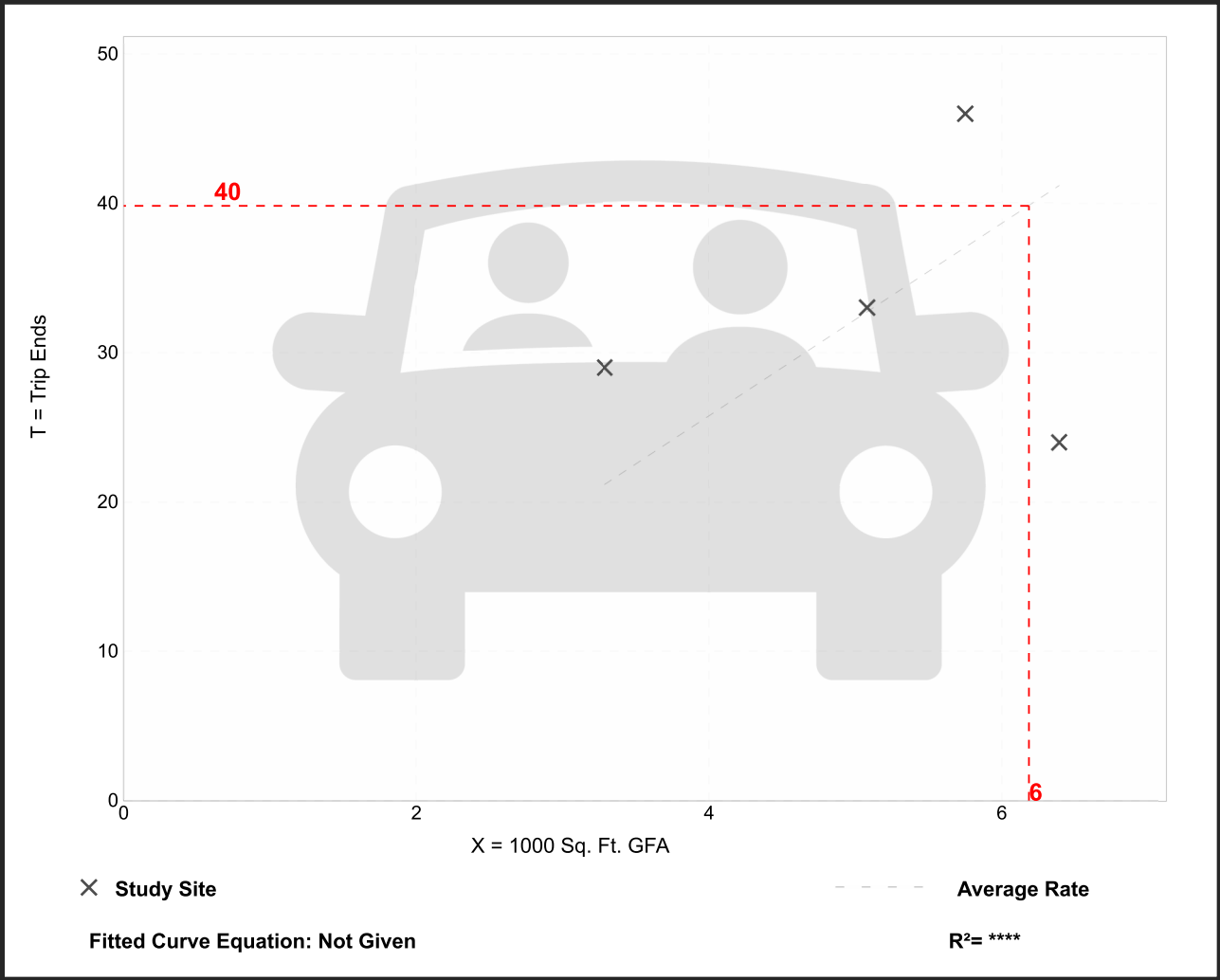
Directional Distribution: 66% entering, 34% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
6.44	3.76 - 8.81	2.26

Data Plot and Equation

Caution – Small Sample Size



Recreational Community Center

(495)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

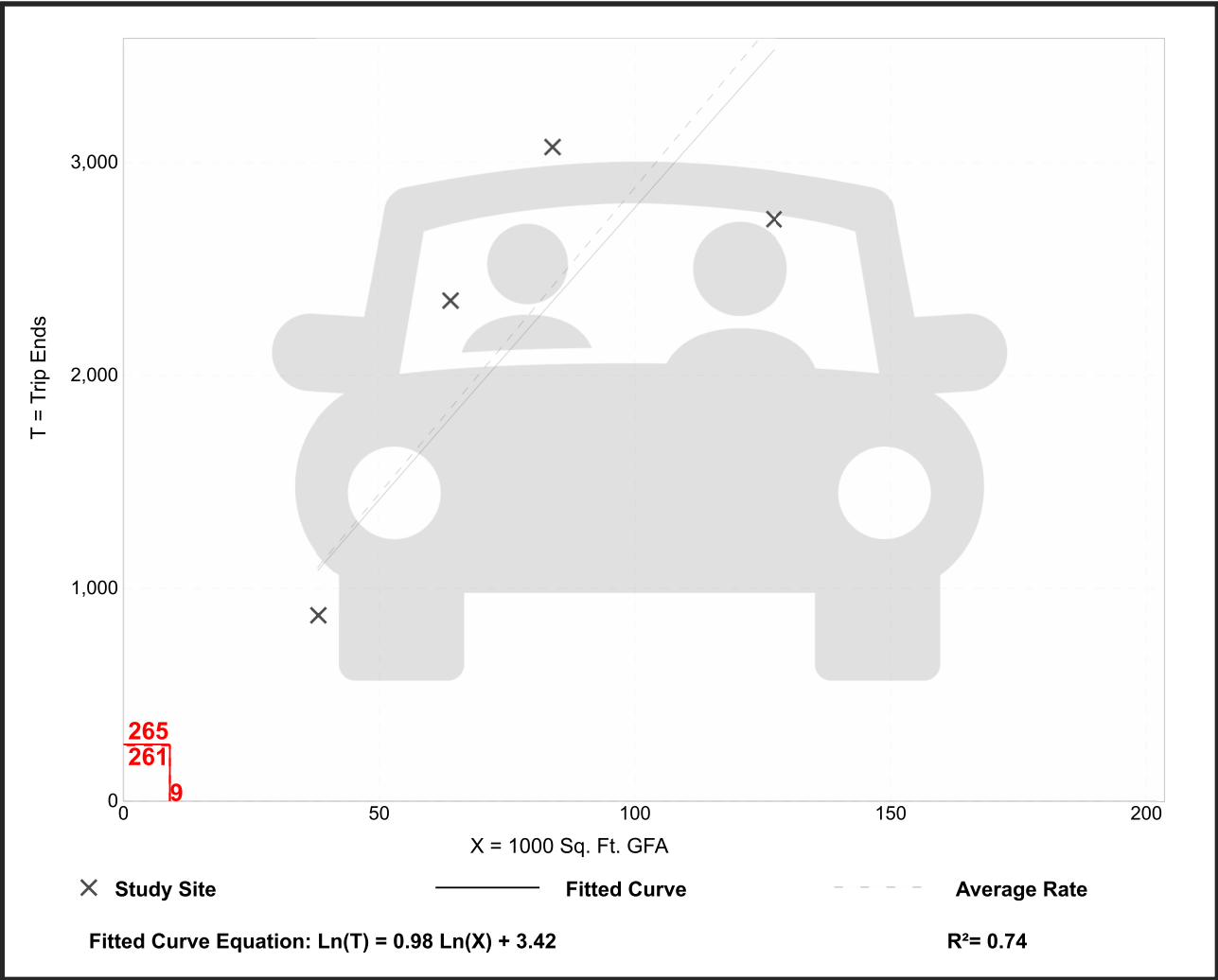
Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GFA: 78
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
28.82	21.49 - 36.71	8.56

Data Plot and Equation

Caution – Small Sample Size



Recreational Community Center

(495)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 11

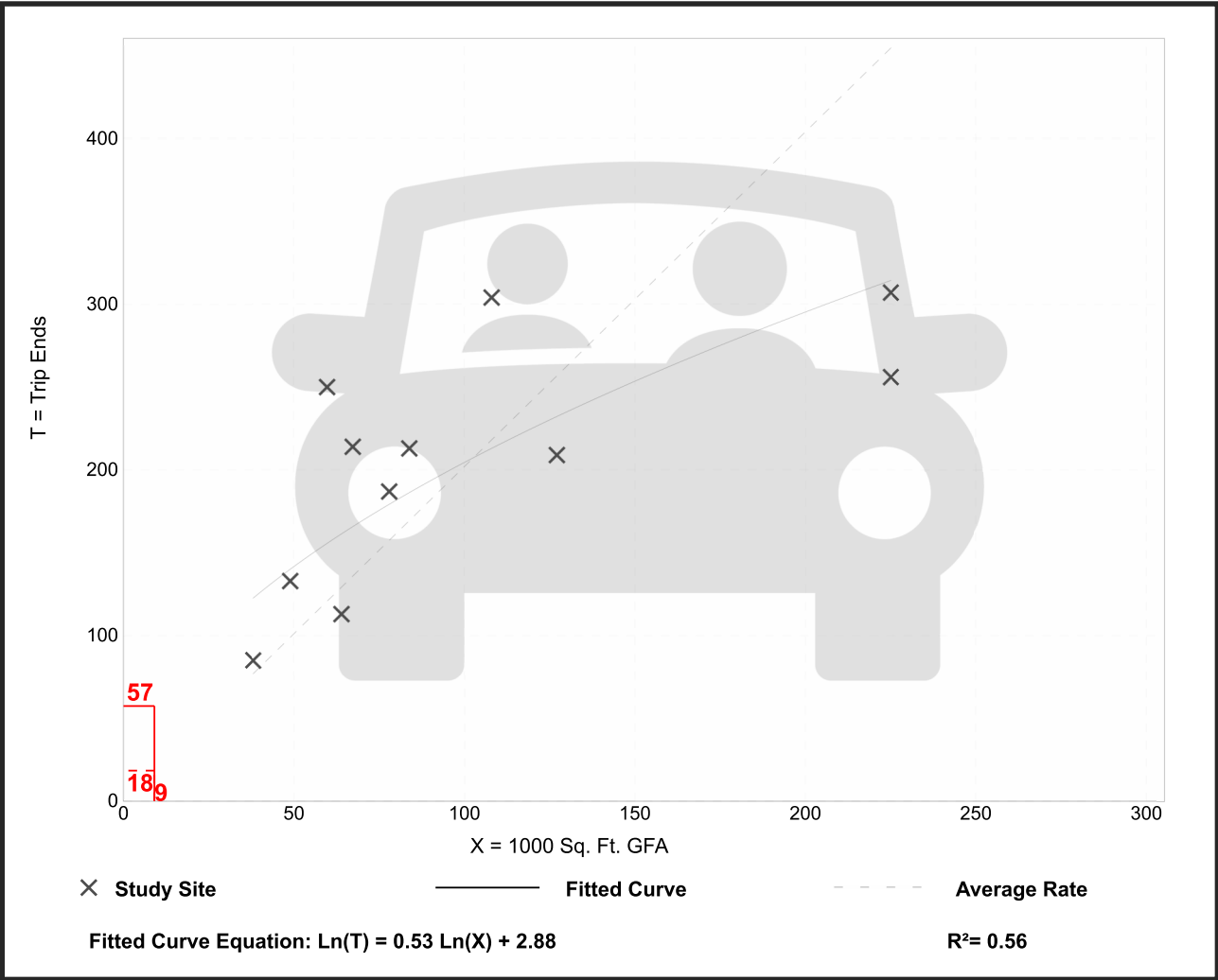
Avg. 1000 Sq. Ft. GFA: 102

Directional Distribution: 66% entering, 34% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.02	1.14 - 4.18	0.88

Data Plot and Equation



Recreational Community Center

(495)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 12

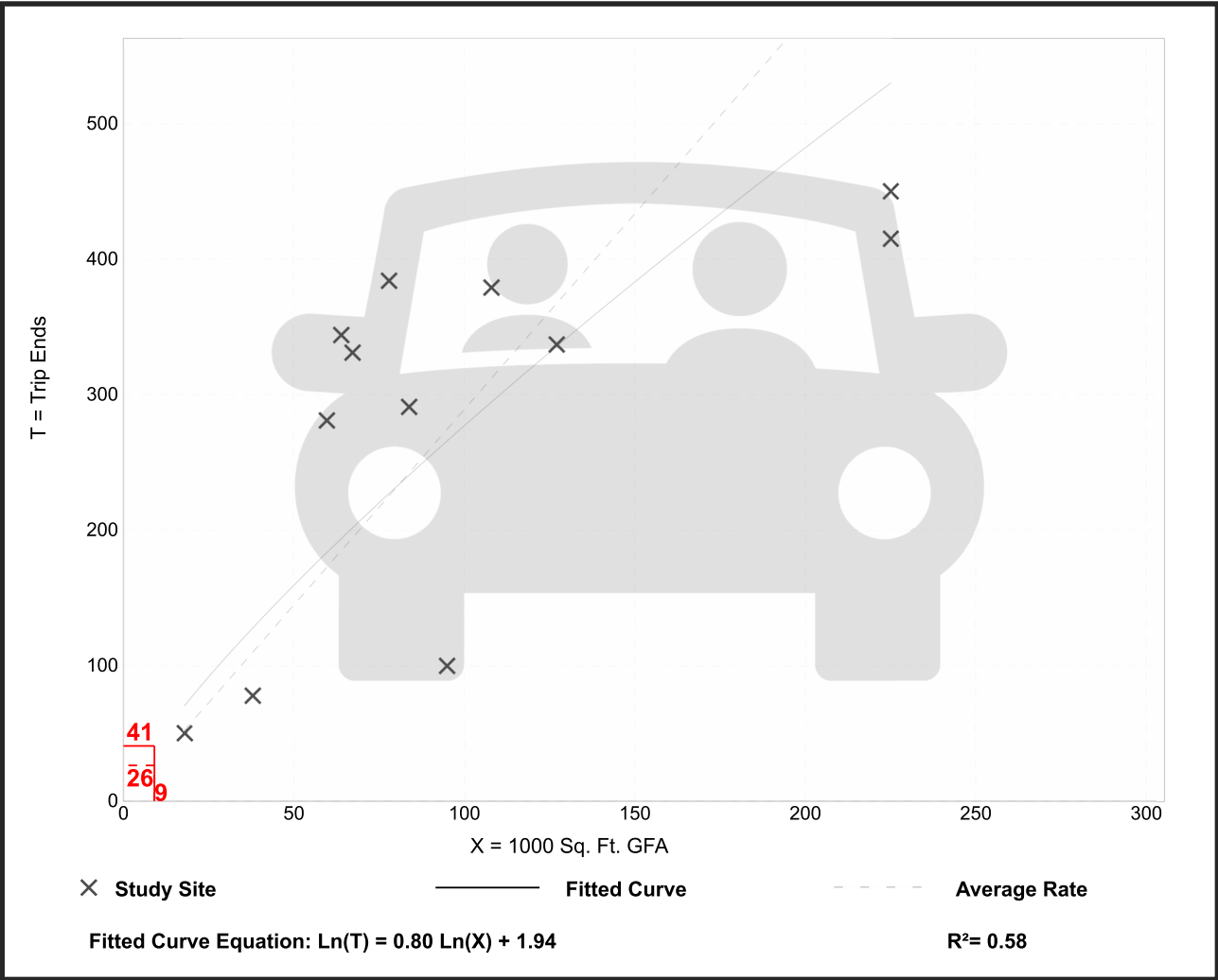
Avg. 1000 Sq. Ft. GFA: 99

Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.89	1.05 - 5.37	1.37

Data Plot and Equation



Multipurpose Recreational Facility

(435)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 6

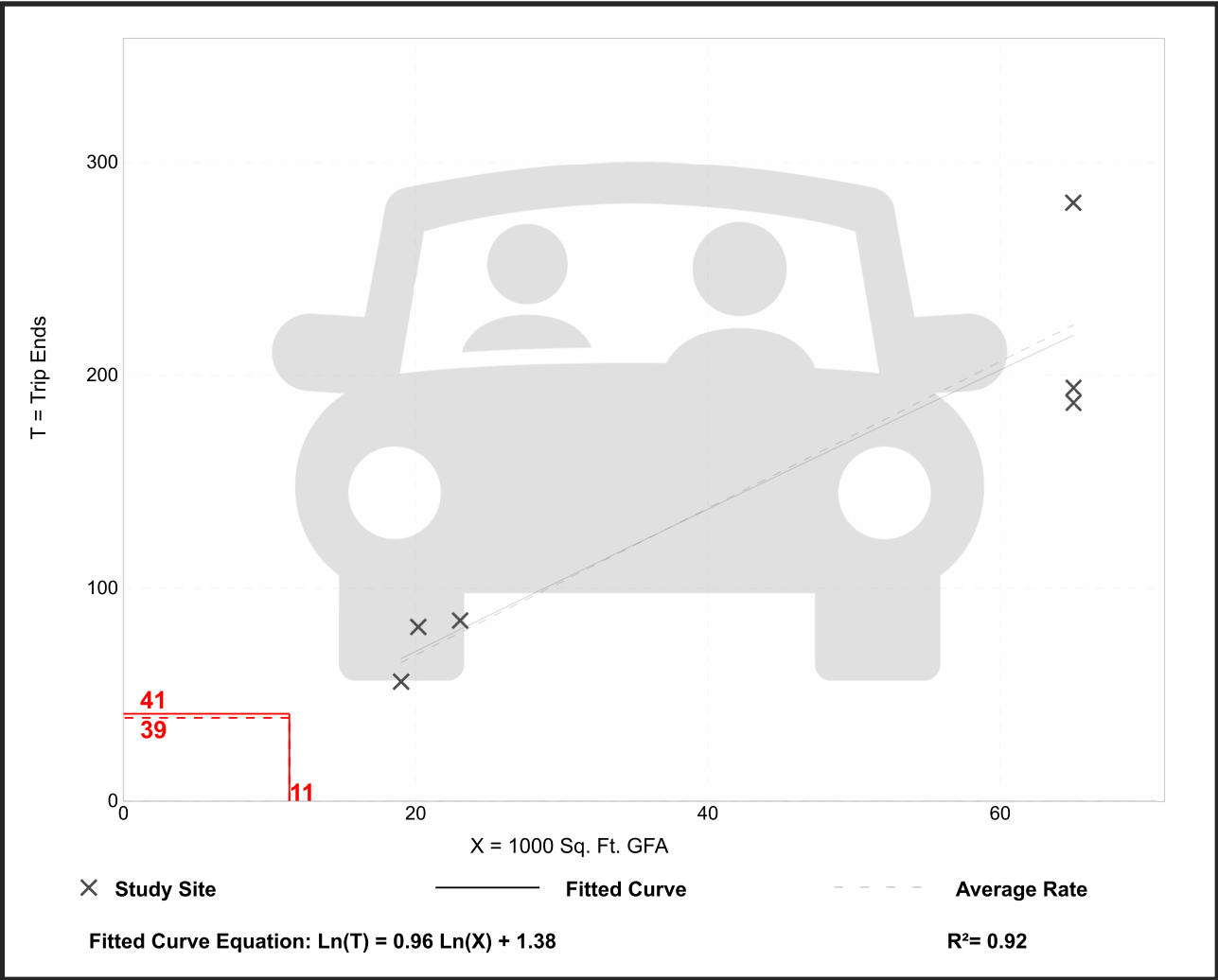
Avg. 1000 Sq. Ft. GFA: 43

Directional Distribution: 56% entering, 44% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.44	2.88 - 4.32	0.68

Data Plot and Equation



High-Turnover (Sit-Down) Restaurant

(932)

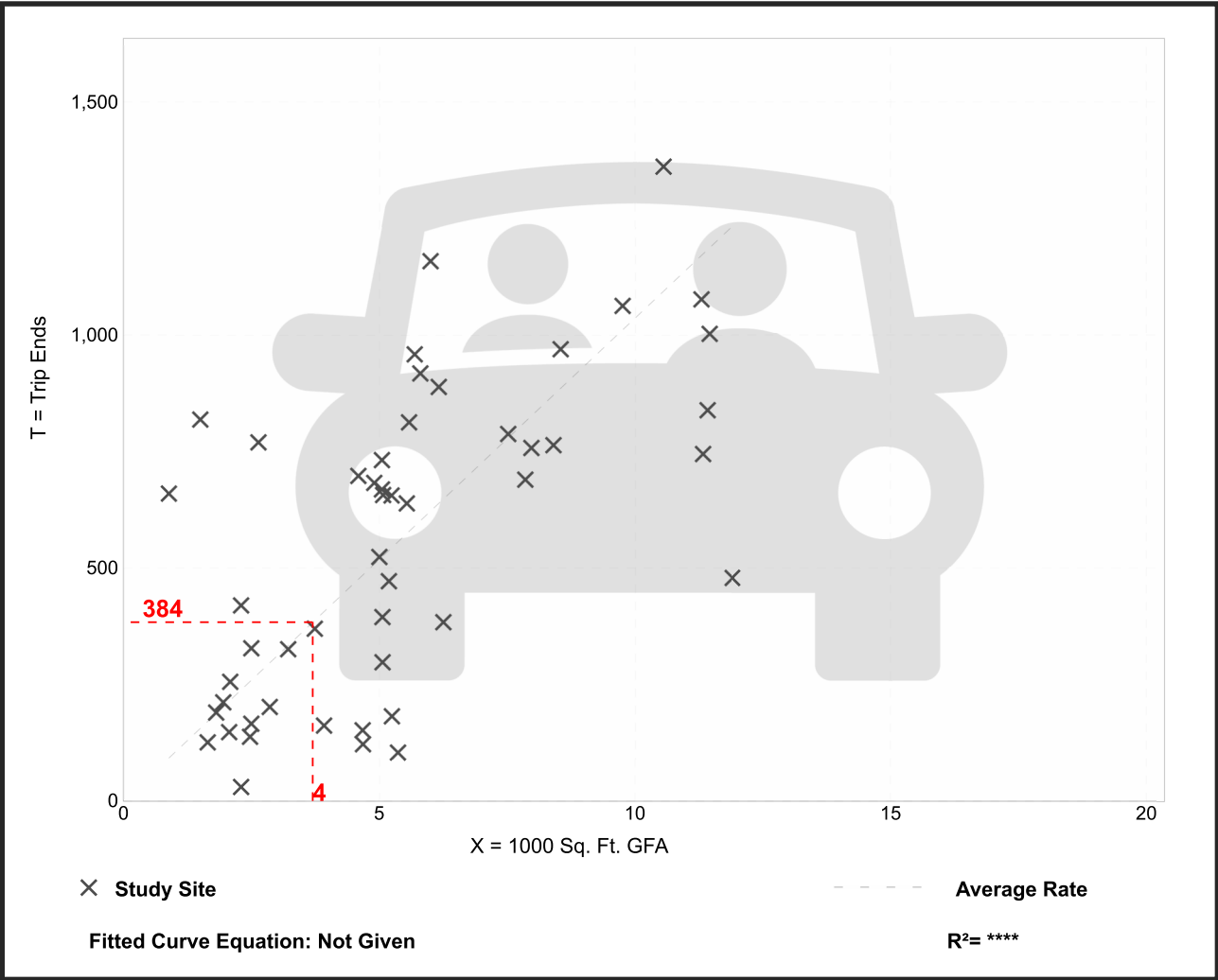
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 50
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
103.75	13.04 - 742.41	67.15

Data Plot and Equation



High-Turnover (Sit-Down) Restaurant

(932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 32

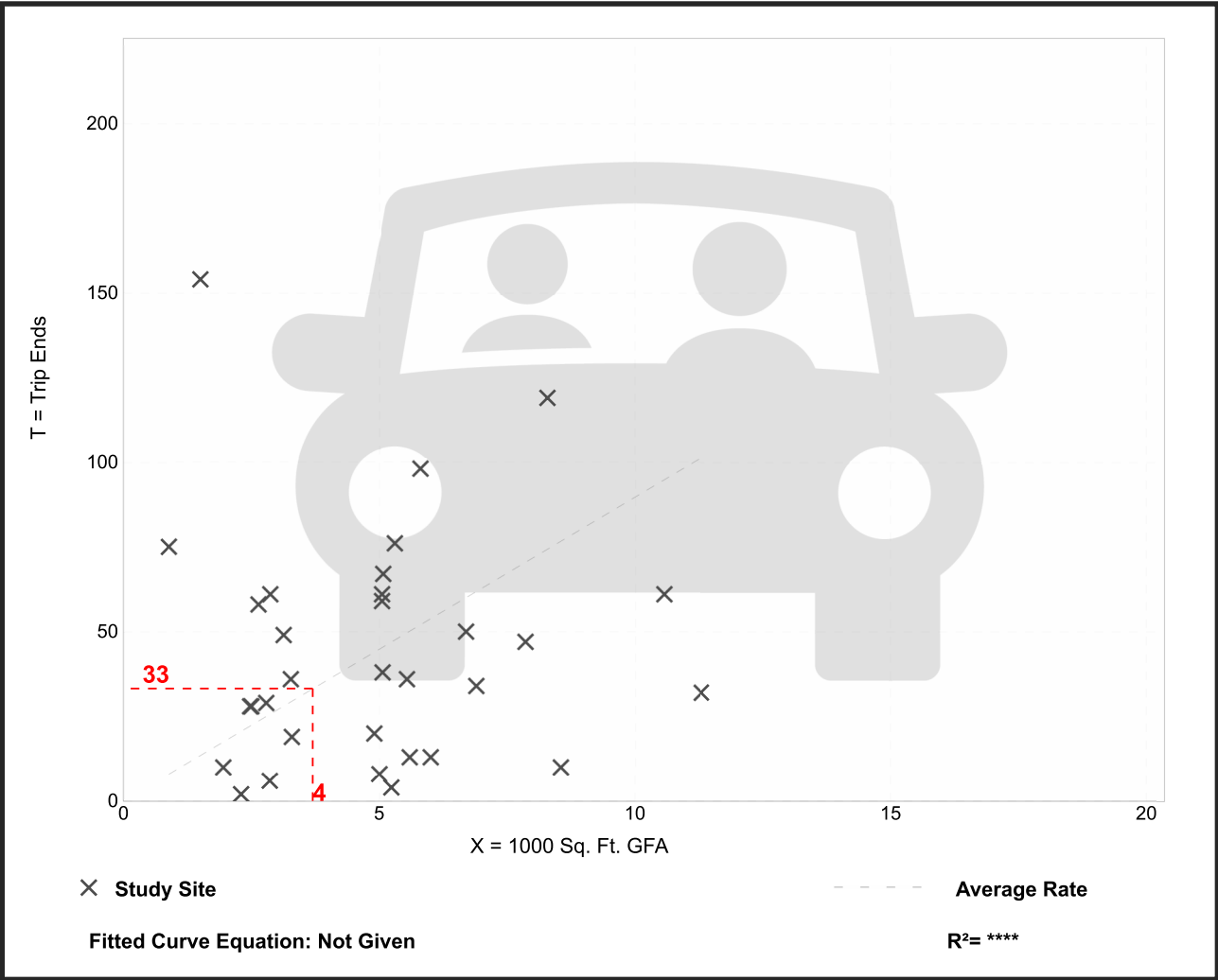
Avg. 1000 Sq. Ft. GFA: 5

Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
8.97	0.76 - 102.39	12.35

Data Plot and Equation



High-Turnover (Sit-Down) Restaurant

(932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 100

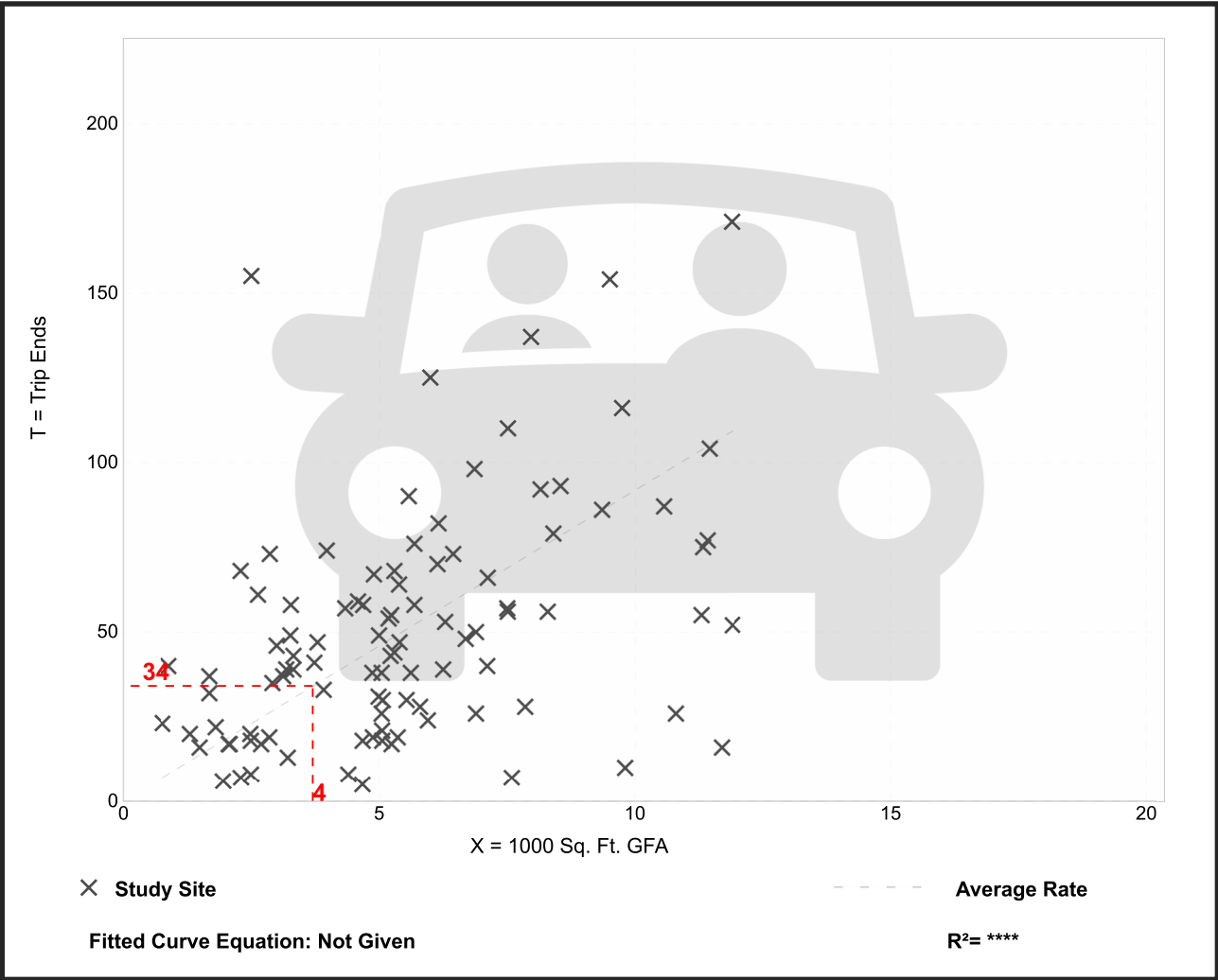
Avg. 1000 Sq. Ft. GFA: 5

Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.18	0.92 - 62.00	6.36

Data Plot and Equation



Golf Driving Range

(432)

Vehicle Trip Ends vs: Tees/Driving Positions
On a: Weekday

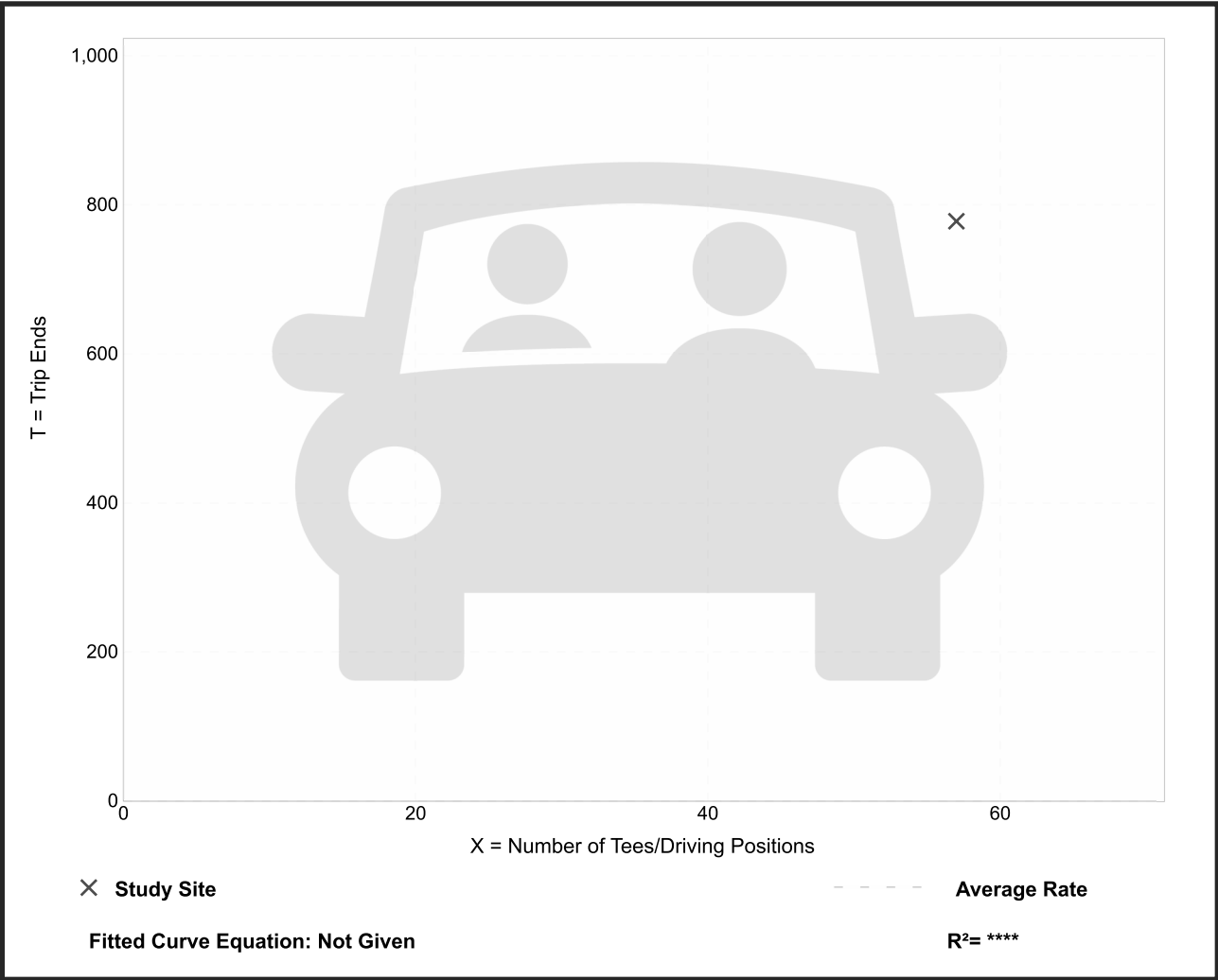
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Tees/Driving Positions: 57
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Tee/Driving Position

Average Rate	Range of Rates	Standard Deviation
13.65	13.65 - 13.65	*

Data Plot and Equation

Caution – Small Sample Size



Golf Driving Range

(432)

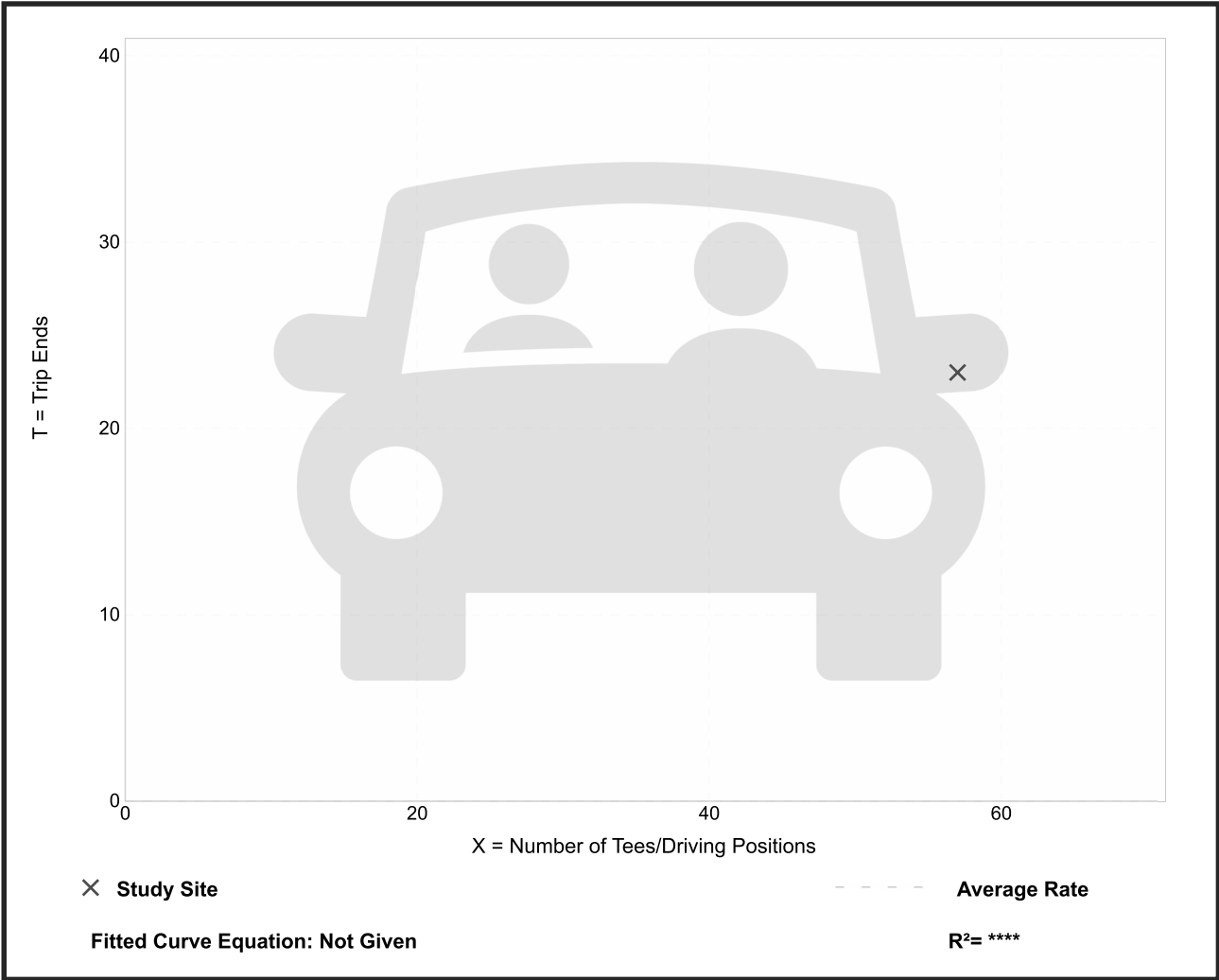
Vehicle Trip Ends vs:	Tees/Driving Positions
On a:	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.
Setting/Location:	General Urban/Suburban
Number of Studies:	1
Avg. Num. of Tees/Driving Positions:	57
Directional Distribution:	61% entering, 39% exiting

Vehicle Trip Generation per Tee/Driving Position

Average Rate	Range of Rates	Standard Deviation
0.40	0.40 - 0.40	*

Data Plot and Equation

Caution – Small Sample Size



Golf Driving Range

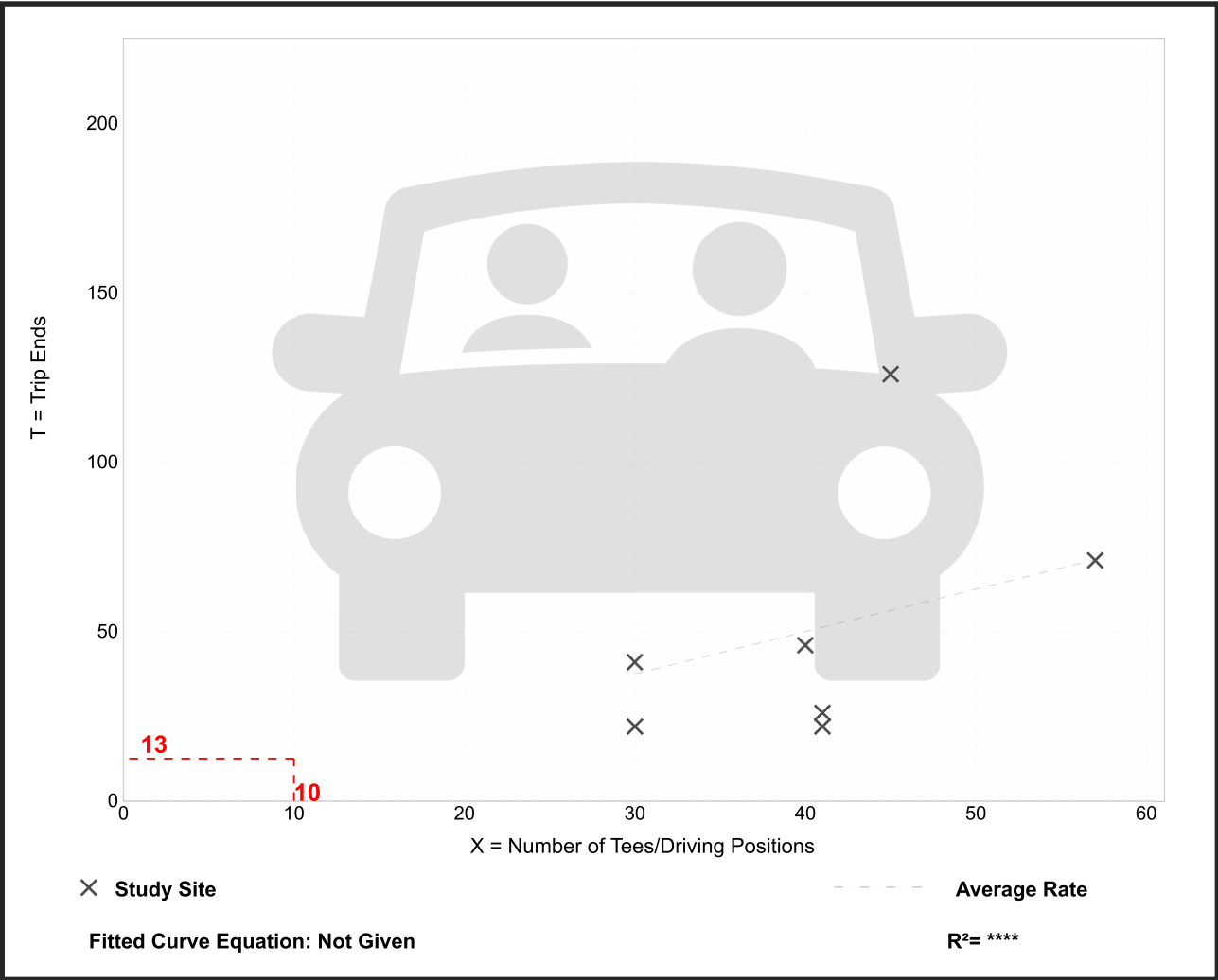
(432)

Vehicle Trip Ends vs:	Tees/Driving Positions
On a:	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.
Setting/Location:	General Urban/Suburban
Number of Studies:	7
Avg. Num. of Tees/Driving Positions:	41
Directional Distribution:	45% entering, 55% exiting

Vehicle Trip Generation per Tee/Driving Position

Average Rate	Range of Rates	Standard Deviation
1.25	0.54 - 2.80	0.79

Data Plot and Equation



Trip Generation (Weekend)

Pickleball Courts

(489)

Vehicle Trip Ends vs: Courts
On a: Saturday

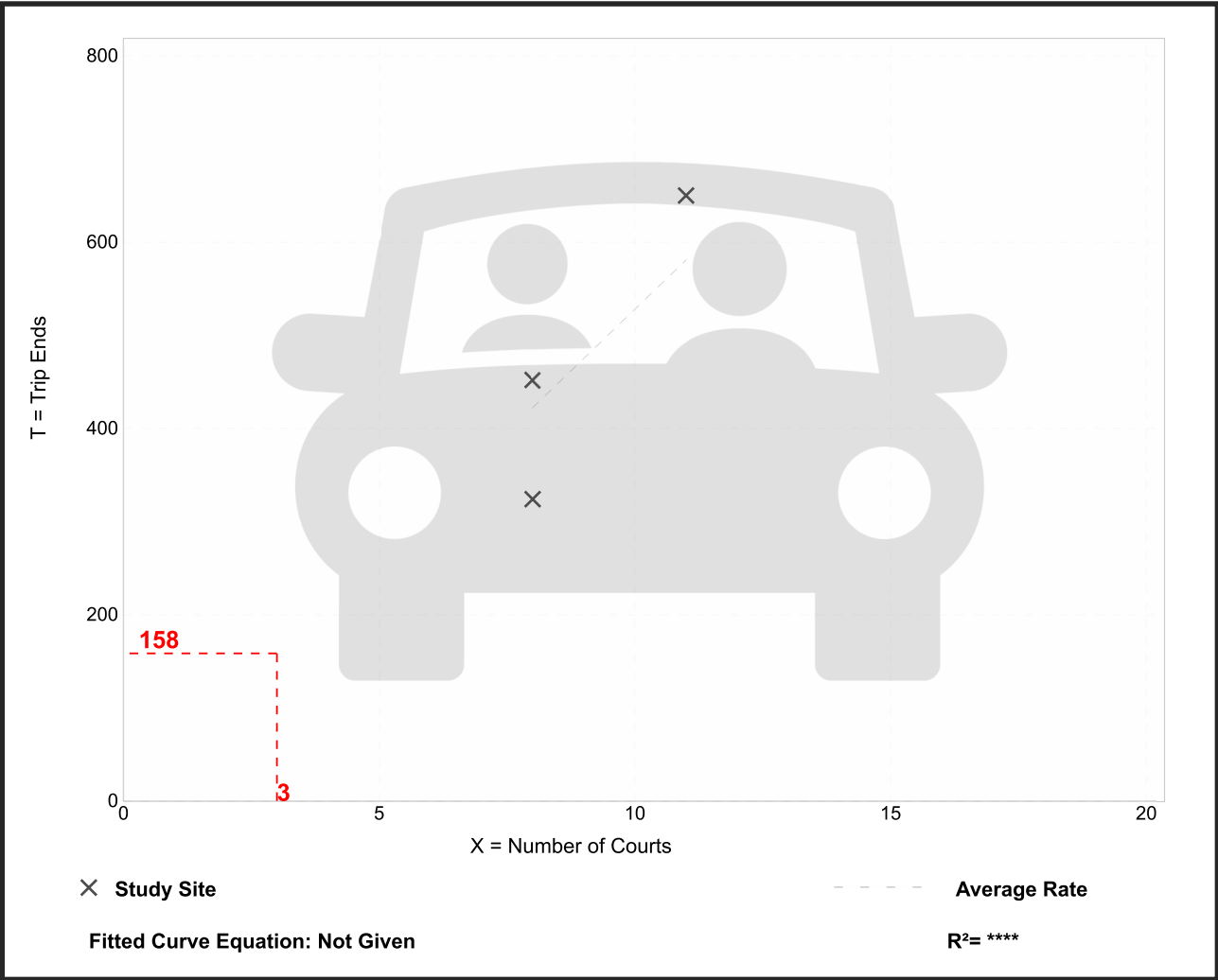
Setting/Location: General Urban/Suburban
Number of Studies: 3
Avg. Num. of Courts: 9
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Court

Average Rate	Range of Rates	Standard Deviation
52.81	40.50 - 59.09	9.87

Data Plot and Equation

Caution – Small Sample Size



Strip Retail Plaza (<40k)

(822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 14

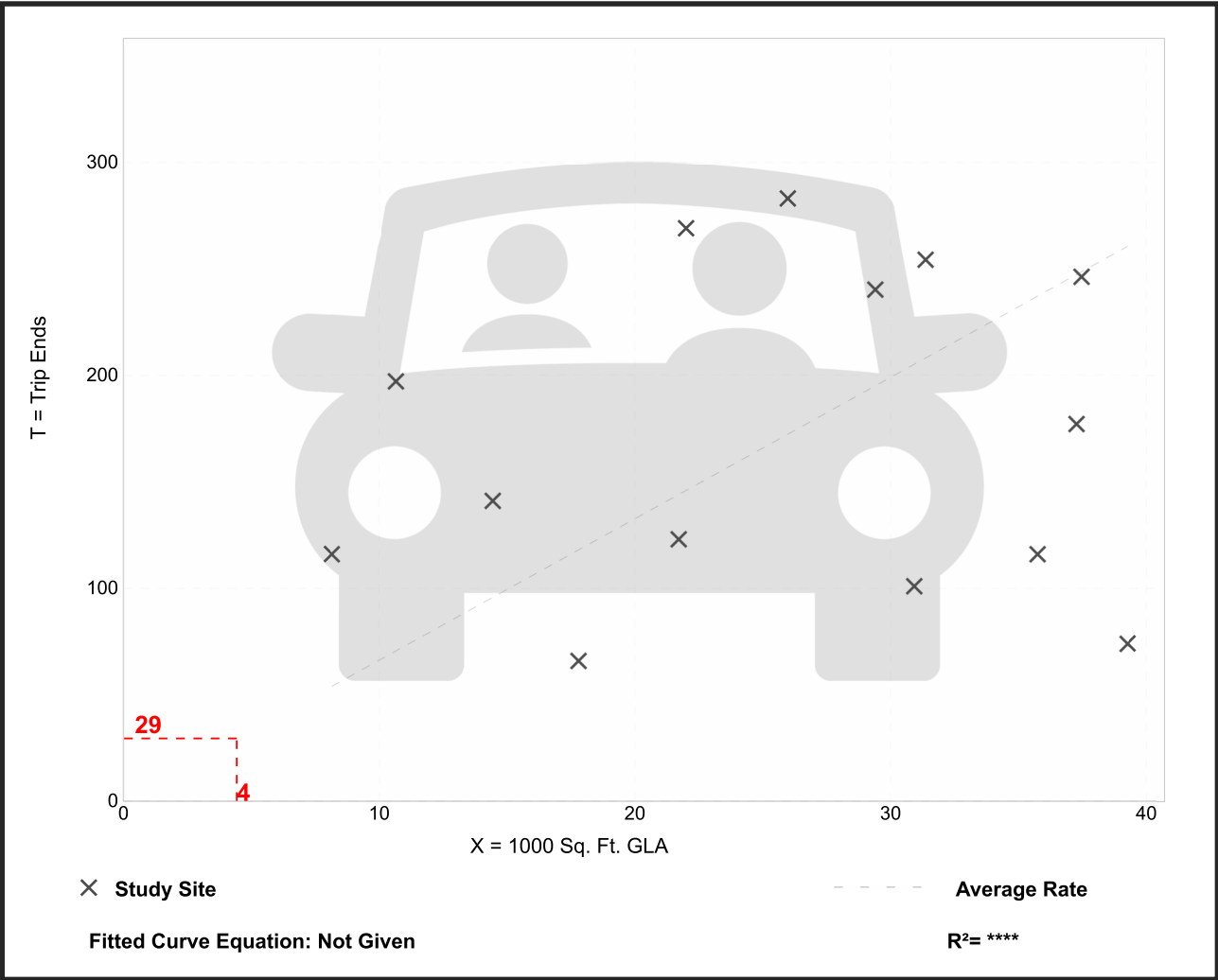
Avg. 1000 Sq. Ft. GLA: 26

Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.63	1.88 - 18.48	3.99

Data Plot and Equation



Coffee/Donut Shop without Drive-Through Window (936)

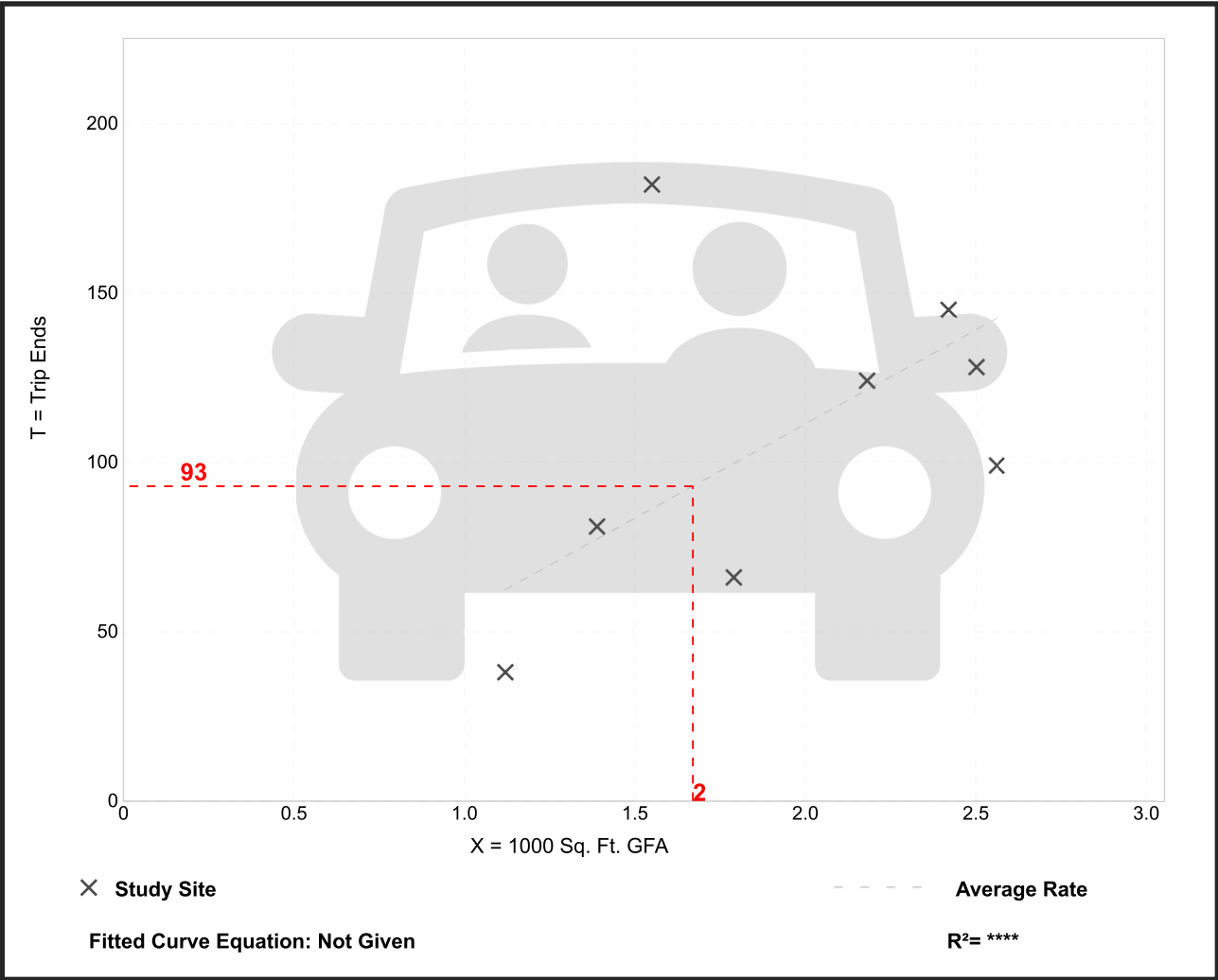
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 8
Avg. 1000 Sq. Ft. GFA: 2
Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
55.64	33.93 - 117.42	24.15

Data Plot and Equation



Fast Casual Restaurant

(930)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. 1000 Sq. Ft. GFA: 5

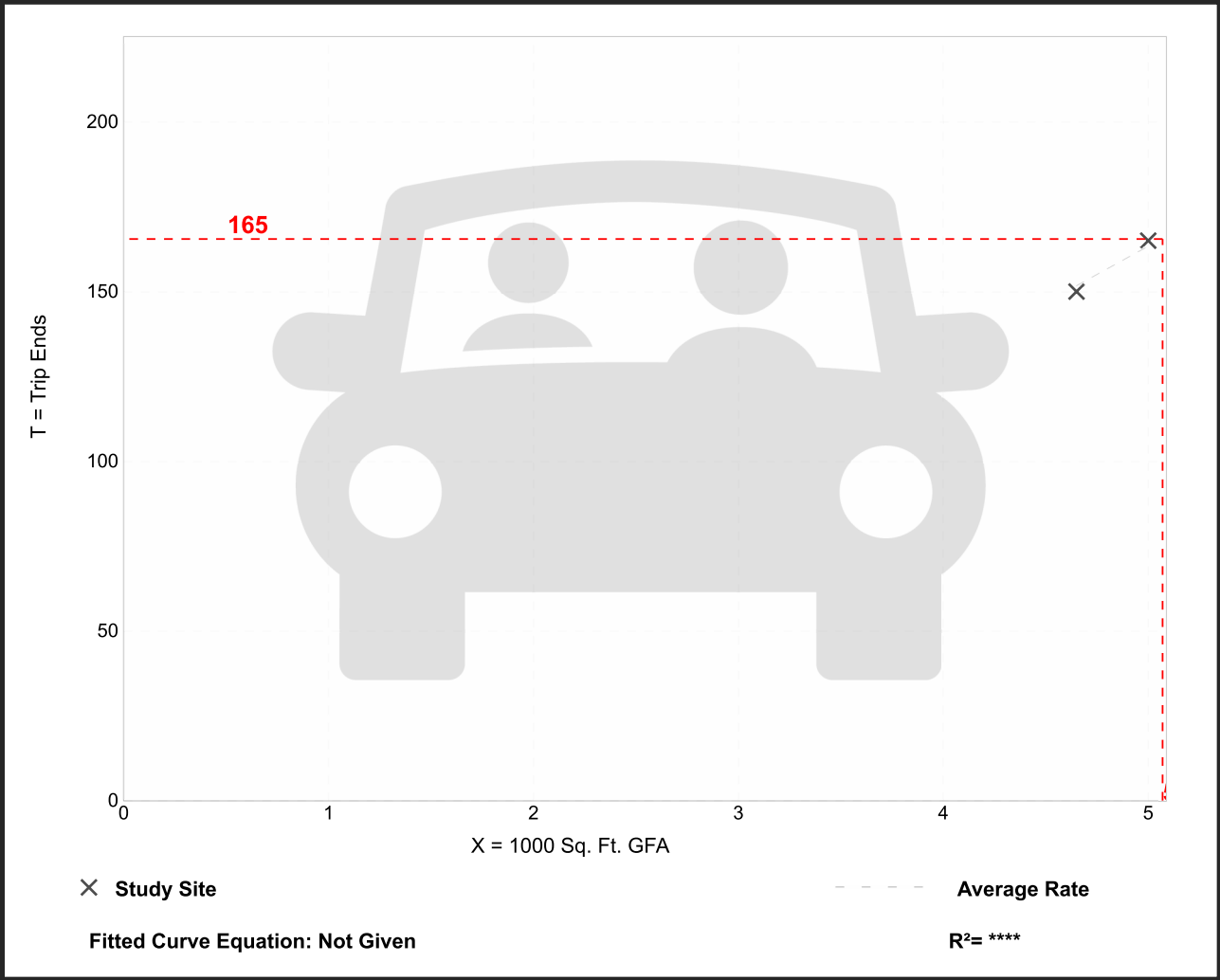
Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
32.64	32.26 - 33.00	*

Data Plot and Equation

Caution – Small Sample Size



Drinking Place

(975)

Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GFA
On a: Saturday, Peak Hour of Generator

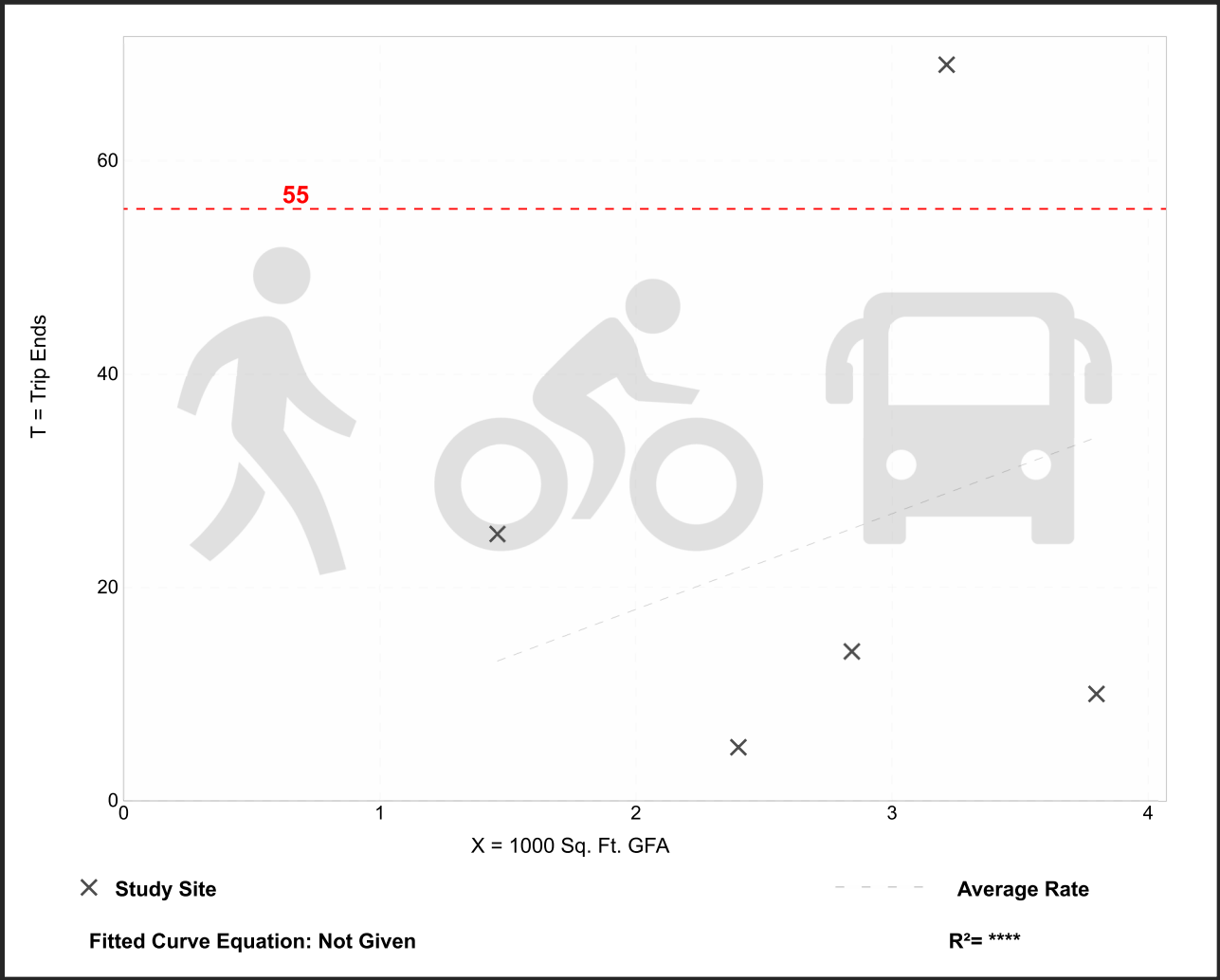
Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 54% entering, 46% exiting

Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
8.97	2.08 - 21.48	9.12

Data Plot and Equation

Caution – Small Sample Size



Recreational Community Center

(495)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Saturday

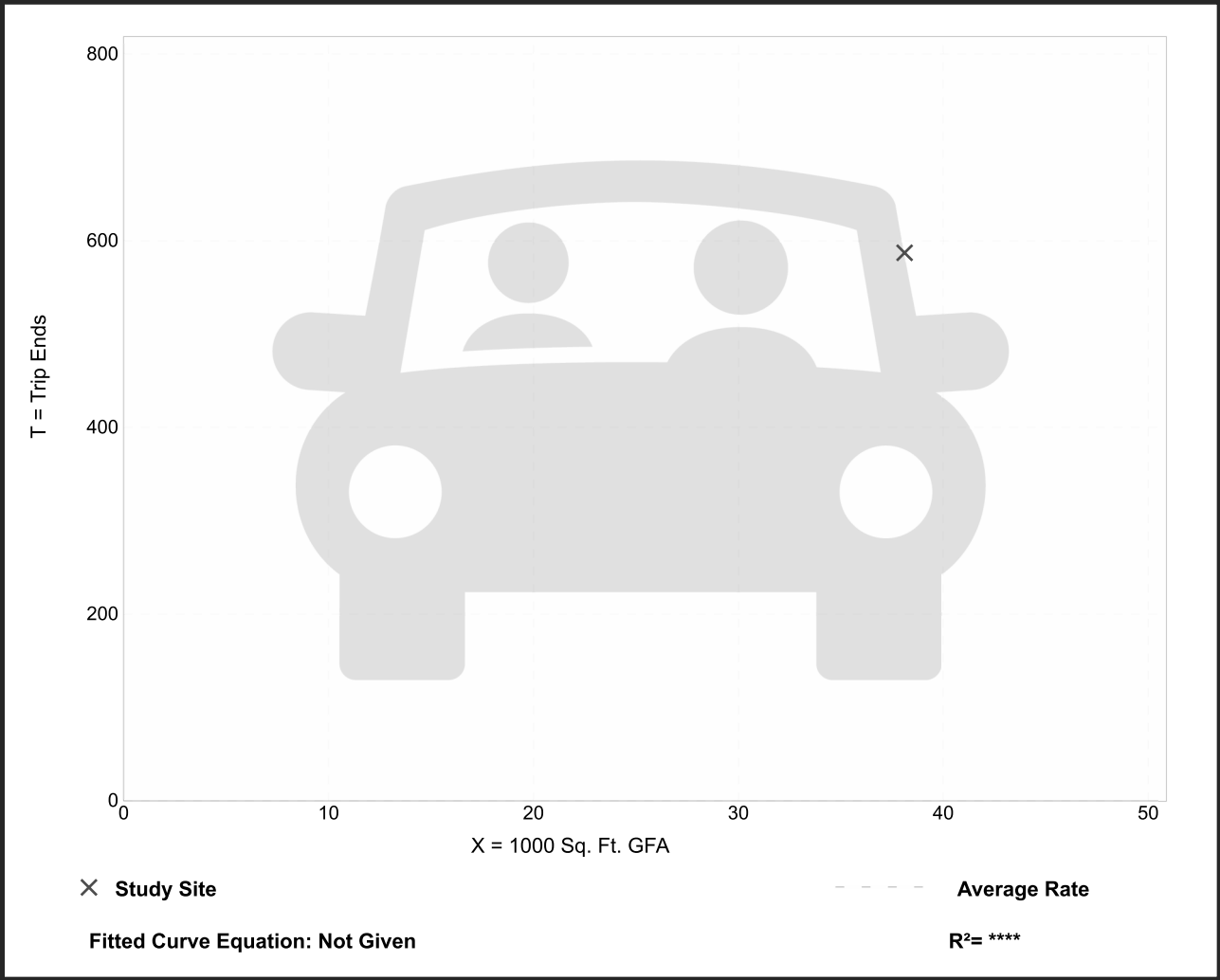
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. 1000 Sq. Ft. GFA: 38
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
15.40	15.40 - 15.40	*

Data Plot and Equation

Caution – Small Sample Size



Multipurpose Recreational Facility

(435)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 3

Avg. 1000 Sq. Ft. GFA: 65

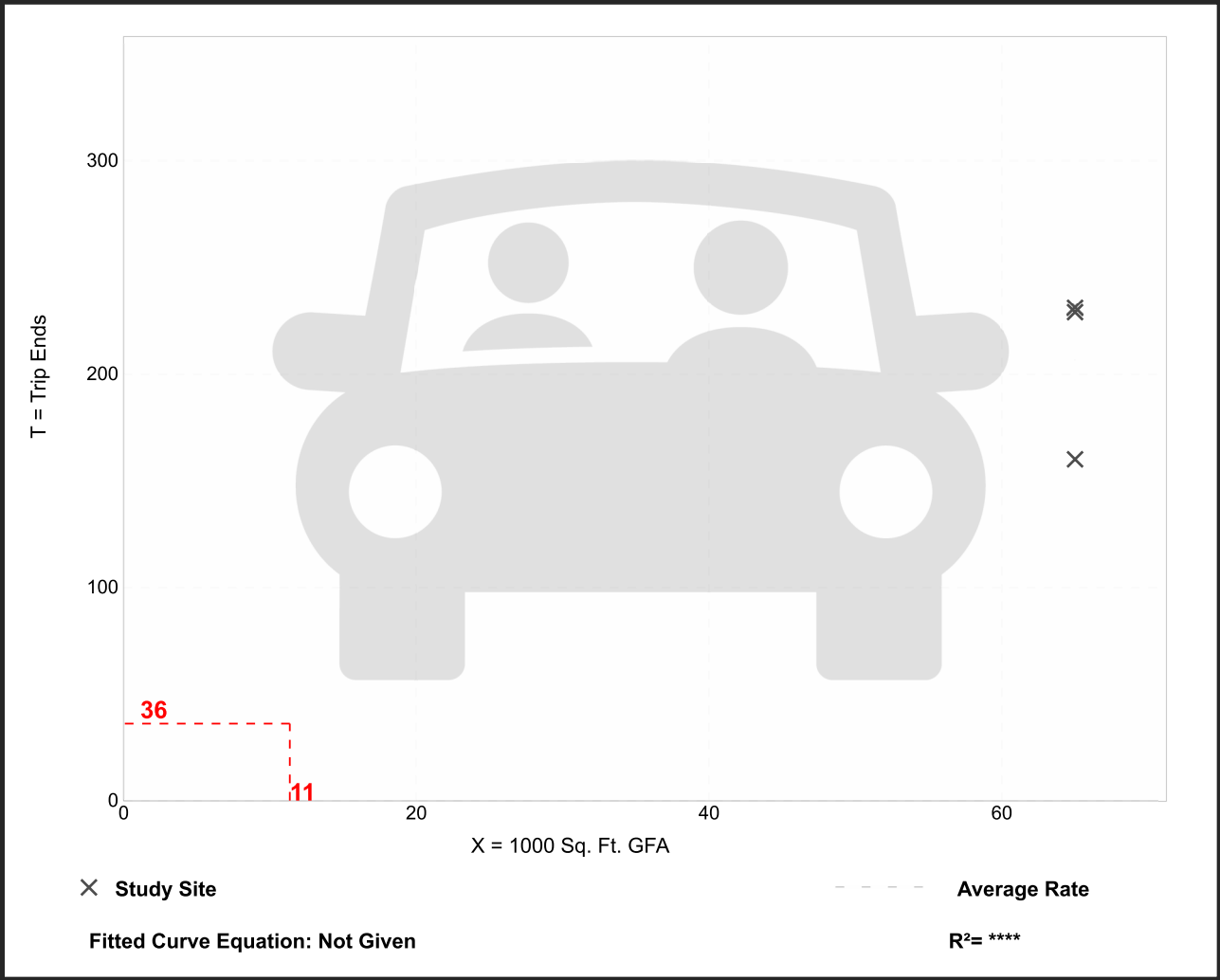
Directional Distribution: 64% entering, 36% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.18	2.46 - 3.55	0.62

Data Plot and Equation

Caution – Small Sample Size



High-Turnover (Sit-Down) Restaurant

(932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Saturday

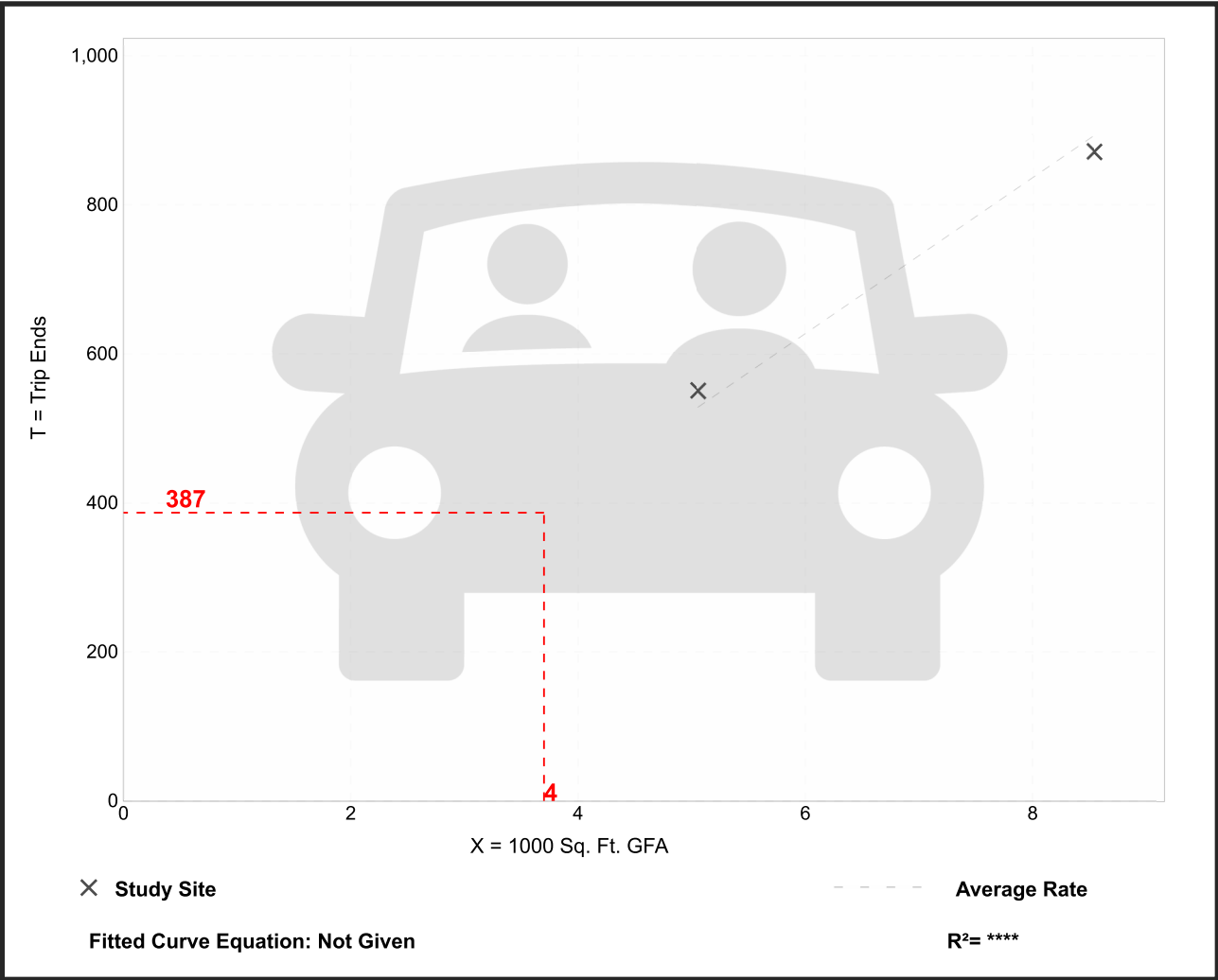
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. 1000 Sq. Ft. GFA: 7
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
104.56	101.99 - 108.89	*

Data Plot and Equation

Caution – Small Sample Size



Golf Driving Range

(432)

Vehicle Trip Ends vs: Tees/Driving Positions
On a: Saturday

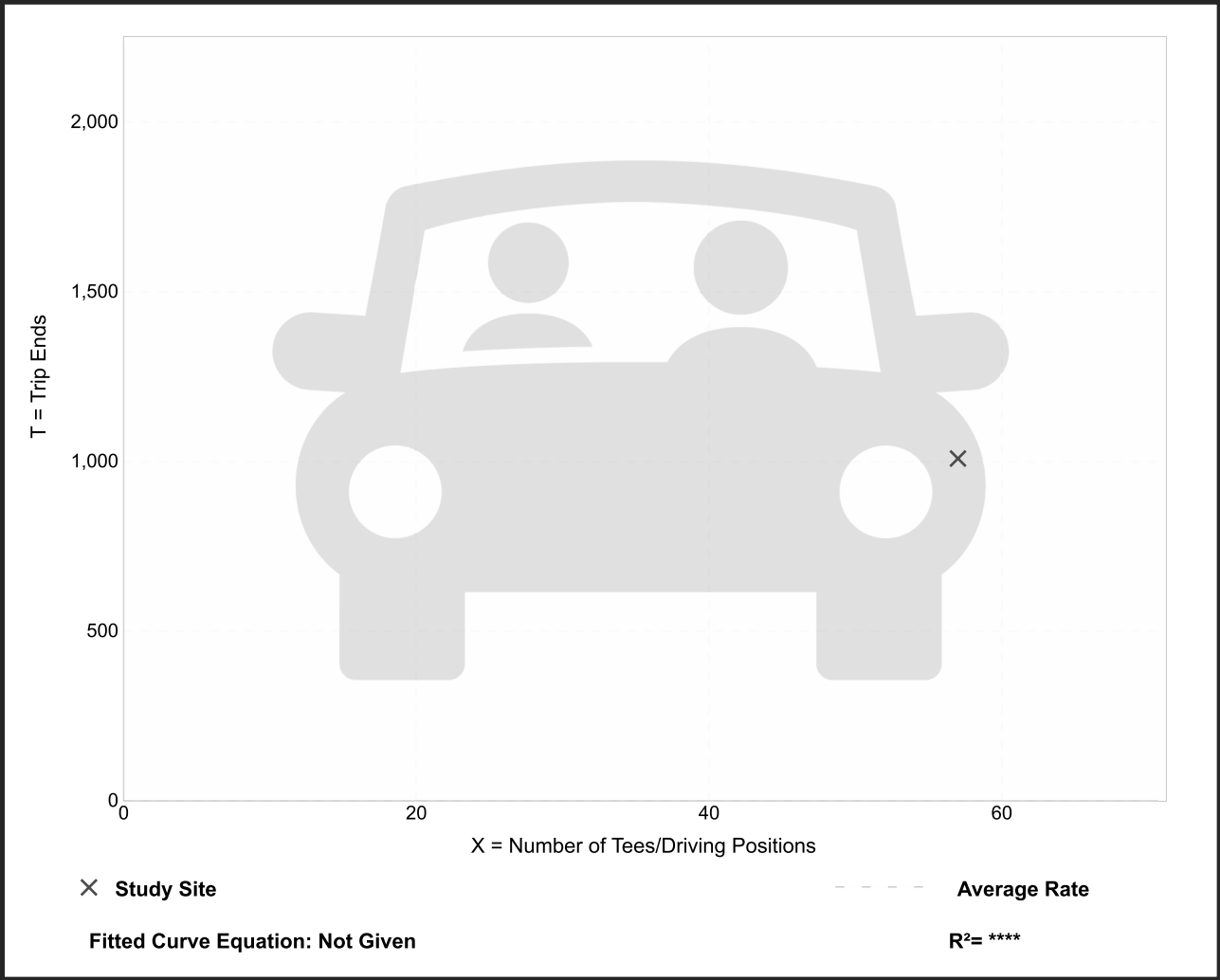
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Tees/Driving Positions: 57
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Tee/Driving Position

Average Rate	Range of Rates	Standard Deviation
17.68	17.68 - 17.68	*

Data Plot and Equation

Caution – Small Sample Size



Golf Driving Range

(432)

Vehicle Trip Ends vs: Tees/Driving Positions
On a: Saturday, Peak Hour of Generator

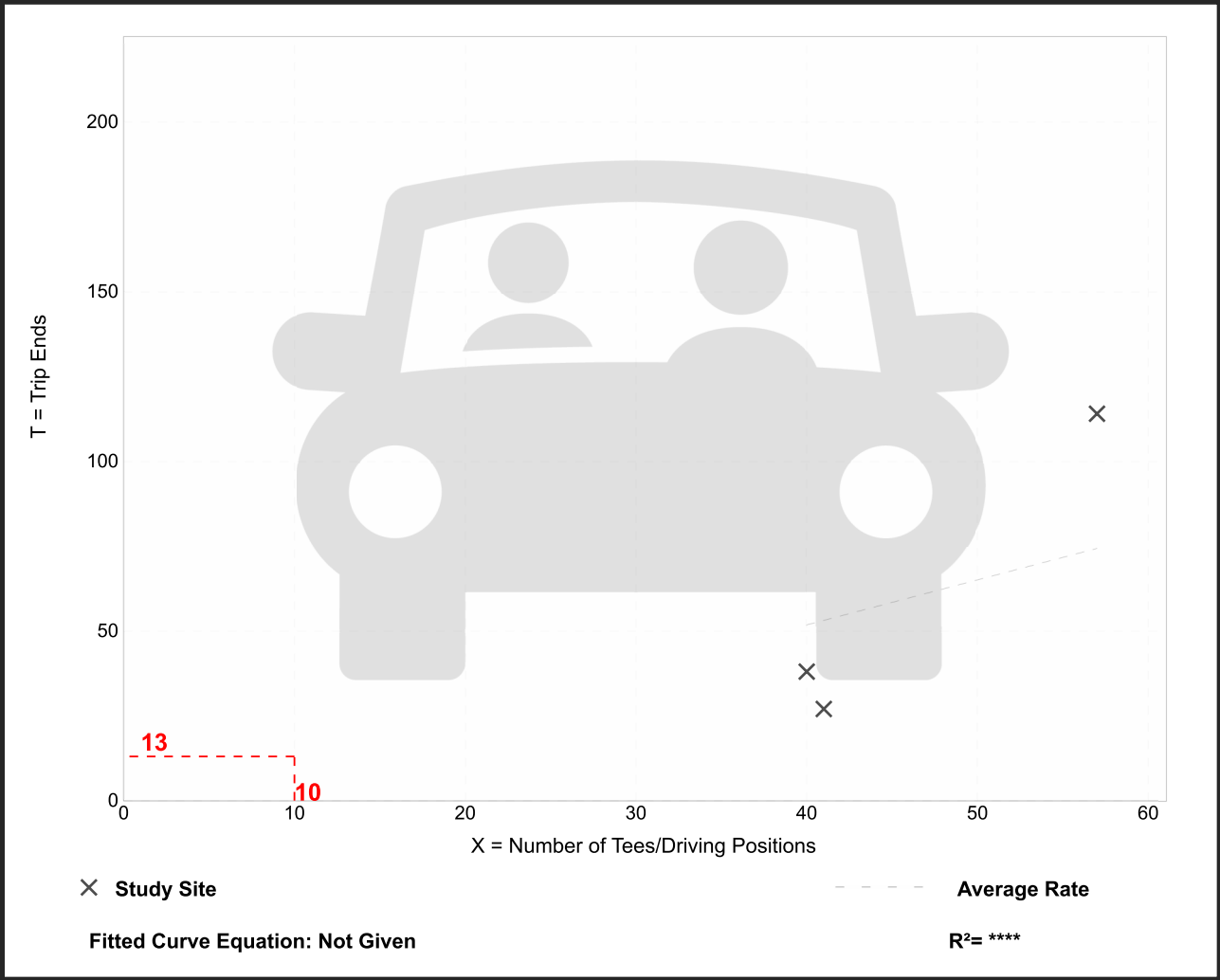
Setting/Location: General Urban/Suburban
Number of Studies: 3
Avg. Num. of Tees/Driving Positions: 46
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Tee/Driving Position

Average Rate	Range of Rates	Standard Deviation
1.30	0.66 - 2.00	0.73

Data Plot and Equation

Caution – Small Sample Size



Appendix G

Queue Analysis Report

Offset Intersection

06/09/2026

Intersection: 2: Frederica Rd

Movement	WB	SB	SB
Directions Served	LR	L	T
Maximum Queue (ft)	138	48	160
Average Queue (ft)	86	10	97
95th Queue (ft)	159	52	291
Link Distance (ft)	357		371
Upstream Blk Time (%)			6
Queuing Penalty (veh)			0
Storage Bay Dist (ft)		75	
Storage Blk Time (%)			14
Queuing Penalty (veh)			4

Intersection: 3: Frederica Rd & Fendig Rd

Movement	EB	EB	NB	NB	SB
Directions Served	L	R	L	T	TR
Maximum Queue (ft)	77	76	31	45	14
Average Queue (ft)	44	19	16	22	5
95th Queue (ft)	109	82	41	57	25
Link Distance (ft)	294			1514	11
Upstream Blk Time (%)					0
Queuing Penalty (veh)					0
Storage Bay Dist (ft)		50	160		
Storage Blk Time (%)	27	0			
Queuing Penalty (veh)	10	0			

Network Summary

Network wide Queuing Penalty: 15

Offset Intersection

06/09/2026

Intersection: 2: Frederica Rd & Windward Dr

Movement	WB	NB	SB	SB
Directions Served	LR	TR	L	T
Maximum Queue (ft)	164	18	52	182
Average Queue (ft)	102	4	23	100
95th Queue (ft)	257	20	71	247
Link Distance (ft)	356	7		371
Upstream Blk Time (%)	1	0		
Queuing Penalty (veh)	0	1		
Storage Bay Dist (ft)			75	
Storage Blk Time (%)			0	20
Queuing Penalty (veh)			1	6

Intersection: 3: Frederica Rd & Fendig Rd

Movement	EB	EB	NB	NB	SB
Directions Served	L	R	L	T	TR
Maximum Queue (ft)	98	40	35	72	35
Average Queue (ft)	57	19	15	20	14
95th Queue (ft)	117	83	44	76	42
Link Distance (ft)	294			1514	7
Upstream Blk Time (%)					0
Queuing Penalty (veh)					3
Storage Bay Dist (ft)		50	160		
Storage Blk Time (%)	33				
Queuing Penalty (veh)	12				

Network Summary

Network wide Queuing Penalty: 24

Intersection: 3: Frederica Rd & Fendig Rd/Windward Dr

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	L	L
Maximum Queue (ft)	36	35	57	25	9
Average Queue (ft)	23	7	34	13	4
95th Queue (ft)	50	46	79	33	12
Link Distance (ft)	294		372		
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		50		160	75
Storage Blk Time (%)	1	0			
Queuing Penalty (veh)	1	0			

Network Summary

Network wide Queuing Penalty: 1

Intersection: 3: Frederica Rd & Fendig Rd/Windward Dr

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	L	L
Maximum Queue (ft)	56	35	74	25	10
Average Queue (ft)	27	7	48	10	4
95th Queue (ft)	64	46	88	29	11
Link Distance (ft)	294		372		
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		50		160	75
Storage Blk Time (%)	7	0			
Queuing Penalty (veh)	2	0			

Network Summary

Network wide Queuing Penalty: 2