City of Fayetteville, Arkansas

113 West Mountain Street
Fayetteville, AR 72701
(479) 575-8267

Planning Commission Final Agenda

Monday, August 24, 2026

5:30 PM

City Hall Room 219

Planning Commission Members

Nick Werner, Chair
Andrew Brink, Vice Chair
Ashlyn Holeyfield, Secretary
H. Rice Brewer
Matthew Cabe
Nick Castin
Fred Gulley
Mary Madden
Mary McGetrick

Senior Assistant City Attorney Blake Pennington

Zoom Information

Webinar ID:
Webinar ID**860 6848 9213**
Registration Link: https://fayetteville-ar.zoom.us/webinar/register/WN_TxYaWnldTX6jBMKSlNpuEw

Call to Order

Roll Call

Consent

1. MINUTES:

Approval of the minutes from the August 10, 2026, Planning Commission Meeting. - Bliss Hyke, Development Coordinator

2. VAR-2026-0027: Planning Commission Variance (1909 N STEPHEN CARR MEMORIAL BLVD/SI PROPERTY INVESTMENTS LLC, 363):

Submitted by SWOPE CONSULTING for property located 1909 N STEPHEN CARR MEMORIAL BLVD. The property is zoned CS, COMMUNITY SERVICES and contains approximately 4.16 acres. The request is for a variance from architectural and parking standards. - Donna Wonsower, Senior Planner

3. VAR-2026-0029: Planning Commission Variance (2828 N MANSFIELD AVE/2828 MANSFIELD LLC, 250):

Submitted by EDG for property located at 2828 N MANSFIELD AVE. The property is zoned UT, URBAN THOROUGHFARE and contains approximately 2.45 acres. The request is for a variance from the architectural standards. - Jessica Masters, Planning Director

Unfinished Business

4. RZN-2026-0023: Rezoning (423 N MISSION BLVD/WARREN MISSION LLC, 485):

Submitted by GENERATIONS HEALTH & WELLNESS CENTER for property located at 423 N MISSION BLVD. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and contains approximately 0.20 acres. The request is to rezone the property to RI-U, RESIDENTIAL INTERMEDIATE, URBAN. - Donna Wonsower, Senior Planner

New Business

5. VAR-2026-0028: Planning Commission Variance (4077 W WEDINGTON DR/CCV DT ROGERS HOLDINGS LLC; DRIVER DEVELOPMENT, 439):

Submitted by GREYDON ENGINEERING LLC for property located 4077 W WEDINGTON DR. The property is zoned C-1, NEIGHBORHOOD COMMERCIAL and contains approximately 1.76 acres. The request is for a variance from driveway requirements. - Jessica Masters, Planning Director

6. CUP-2026-0034: Conditional Use Permit (1766 S SMOKEHOUSE TRL/JIMMY J JR HERRING & ROBERT WRIGHT, 595):

Submitted by FAYETTEVILLE E-BIKE COMPANY for property located at 1766 S SMOKEHOUSE TRL. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and contains approximately 0.42 acres. The request is for the use of a bike shop business in a single-family residence. - Jessica Masters, Planning Director

7. CUP-2026-0037: Conditional Use Permit (8791 W GOOSE CREEK RD/JIMMY DALE & NICOLE MAY WHITE, 509 & 548):

Submitted by NICOLE WHITE for property located at 8791 W GOOSE CREEK RD. The property is zoned R-A, RESIDENTIAL-AGRICULTURAL and contains approximately 4.01 acres. The request is for an accessory structure that is more than 50% the size of the primary structure. - Citlali Samano, Planner

8. RZN-2026-0025: Rezoning (710 N FRISCO AVE/FRISCO AR PROPERTIES LLC, 444):

Submitted by ESI for property located at 710 N FRISCO AVE. The property is zoned I-1, HEAVY COMMERCIAL AND LIGHT INDUSTRIAL & RMF-24, RESIDENTIAL MULTI-FAMILY, TWENTY-FOUR UNITS PER ACRE and contains approximately 0.73 acres. The request is to rezone the property to RMF-24, RESIDENTIAL MULTI-FAMILY, TWENTY-FOUR UNITS PER ACRE. - Donna Wonsower, Senior Planner

9. RZN-2026-0027: Rezoning (1137 N OAK DR/2C PROPERTIES LLC, 404

Submitted by ODDLOT DEVELOPMENT for property located at 1137 N OAK DR. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and contains approximately 0.30 acres. The request is to rezone the property to RI-12, RESIDENTIAL INTERMEDIATE, TWELVE UNITS PER ACRE. - Citlali Samano, Planner

10. CUP-2026-0032: Conditional Use Permit (568 E REBECCA ST/STI VENTURES LLC, 446):

Submitted by KARRIE NUCKOLS for property located at 568 E REBECCA ST. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and contains approximately 0.20 acres. The request is for a short-

term rental in a residential zoning district.

THIS ITEM HAS BEEN WITHDRAWN FOR LACK OF PUBLIC NOTIFICATION.

- Donna Wonsower, Senior Planner

11. CUP-2026-0036: Conditional Use Permit (1726 N SANG AVE/HAVENLY MCFADDEN LLC, 364):

Submitted by HACKBERRY LANE MANAGEMENT, LLC for property located at 1726 N SANG AVE. The property is zoned RMF-40, RESIDENTIAL MULTI-FAMILY – FORTY UNITS PER ACRE and contains approximately 1.79 acres. The request is for a commercial office.

THIS ITEM HAS BEEN WITHDRAWN FOR LACK OF PUBLIC NOTIFICATION.

- Donna Wonsower, Senior Planner

12. CUP-2026-0038: Conditional Use Permit (428 W PROSPECT ST/WILLIAM R KENNAN, 445):

Submitted by MAX & KAREN MCALLISTER for property located at 428 W PROSPECT ST. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and contains approximately 0.30 acres. The request is for a short-term rental in a residential zoning district.

THIS ITEM HAS BEEN WITHDRAWN FOR LACK OF PUBLIC NOTIFICATION.

- Donna Wonsower, Senior Planner

13. CUP-2026-0039: Conditional Use Permit (4522 W SWEETGUM LN/MIRANDA RENFROW, 555):

Submitted by MIRANDA RENFROW for property located at 4522 W SWEETGUM LN. The property is zoned RPZD, RESIDENTIAL PLANNED ZONING DISTRICT and contains approximately 0.10 acres. The request is for a short-term rental in a residential zoning district.

THIS ITEM HAS BEEN WITHDRAWN FOR LACK OF PUBLIC NOTIFICATION.

- Citlali Samano, Planner

14. RZN-2026-0026: Rezoning (243, 319 & 325 W 22ND ST/MAJE INVESTMENTS LLC, 640):

Submitted by AARON DUNN for property located at 243, 319 & 325 W 22ND ST. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and contains approximately 4.80 acres. The request is to rezone the

property to RI-12, RESIDENTIAL-INTERMEDIATE, TWELVE UNITS PER ACRE.

THIS ITEM HAS BEEN WITHDRAWN FOR LACK OF PUBLIC NOTIFICATION.

- Citlali Samano, Planner

Items Administratively Approved by Staff

15. LSP-2026-0038: Lot Split (2008 W. CLEVELAND ST/GUNNISON RENTALS LLC, 442):

Submitted by ENGINEERING SERVICES LLC for property located at 2008 W. CLEVELAND ST. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and contains 1.04 acres. The request is to split the property into four lots containing 0.25, 0.25, 0.27, and 0.27 acres. - Citlali Samano, Planner

16. LSIP-2026-0004: Large Site Improvement Plan (3726 W. WEDINGTON DR/AFT DEVELOPMENT LLC, 400):

Submitted by RICKETT MORICONI ENGINEERING for property located at 3726 W WEDINGTON DR. The property is zoned UT, URBAN THOROUGHFARE and contains approximately 5.50 acres. The request is for a 3,320-square-foot financial institution and associated parking. - Donna Wonsower, Senior Planner

Agenda Session Items

Announcements

17. New Planner - Virginia Whitman.

18. Training - James Walden.

Adjournment

NOTICE TO MEMBERS OF THE AUDIENCE

All interested parties may appear and be heard at the public hearings. If you wish to address the Planning Commission on an agenda item, please queue behind the podium when the Chair asks for public comment. Once the Chair recognizes you, go to the podium and give your name and address. Address your comments to the Chair, who is the presiding officer. The Chair will direct your comments to the appropriate appointed official, staff, or others for response. Please keep your comments brief, to the point, and relevant to the agenda item being considered so that everyone has a chance to speak.

Interpreters of TDD, Telecommunications Device for the Deaf, are available for all public hearings, 72 hour notice is required. For further information or to request an interpreter, please

call 575-8330.

As a courtesy please turn off all cell phones and pagers.

(pg. 1) Planning Commission		Monday, August 10, 2026										
Time:	5:30 PM											
Staff :	□ Jonathan Curth ☑ Jessie Masters ☑ Donna Wonsower ☑ Citlali Samano ☑ Willa Thomason ☑ Bethany Douglas											
	□ Britin Bostick □ Kylee Cole □ Chris Brown ☑ Justin Bland □ Dayten Moses □ Mark Veasey □ Alan Pugh ☑ Fire Marshal ☑ City Attorney											
	Roll Call	**1) Minutes July 27, 2026**	**2) LSD-2026-0006 (MOON DISTRIBUTORS INC)**	**3) LSD-2026-0013 (MATHIAS SHOPPING CENTER)**	**4) LSD-2026-0014 (BCG GRAND VILLAGE)**	**5) LSD-2026-0016 (HAMMER-WILLIAMS COMPANY)**						
Castin	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**
Brewer	**0**											
Gulley	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**
Madden	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**0**	**0**	**0**	**1**	
Brink	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**0**	**0**	**0**	**1**	
Werner	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**0**	**0**	**0**	**1**	
Holeyfield	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**0**	**0**	**0**	**1**	
McGetrick	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**0**	**0**	**0**	**1**	
Cabe	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**0**	**0**	**0**	**1**	
Agenda		**Consent**	**Consent**	**Consent**	**Consent**	**New**						
Action		Approve	Approve	Approve	Approve	Table						
Motion By		Madden	Madden	Madden	Madden	Castin						
Motion 2nd		Castin	Castin	Castin	Castin	Cabe						
Vote		7-0-0	7-0-0	7-0-0	7-0-0	7-0-0						
Time		5:34 pm	5:34 pm	5:34 pm	5:34 pm	6:38 pm						
Motion Detail					.	September 14, 2026 Planning Commision. 1) McGetrick/Cabe: 1, 2, 3, 4 Individually. 2) McGetrick/Castin: Approve #1 with conditions recommended by staff. 3) Brink/Werner: Approve #2. 4) Brink/Cabe: Approve #3. 5) Brink/Castin: Approve #4						
Public Comment		0	0	0	0	7						

	6) CUP-2026-0035 (WASHINGTON COUNTY FAIR ASSOC)	7) RZN-2026-0019 (JOHN BRIAN TEAGUE)	8) RZN-2026-0024 (THOMAS P CAHOON)			
Castin	**1**	**1**	**1**			
Brewer						
Gulley	**1**	**1**	**1**			
Madden	**1**	**1**	**1**			
Brink	**1**	**1**	**1**			
Werner	**1**	**1**	**1**			
Holeyfield	**1**	**1**	**1**			
McGetrick	**1**	**1**	**1**			
Cabe	**1**	**1**	**1**			
Agenda	**New**	**New**	**New**			
Action	Approve	Forward	Forward			
Motion By	Castin	Madden	Castin			
Motion 2nd	Werner	Castin	Cabe			
Vote	8-0-0	8-0-0	8-0-0			
Time	7:04 pm	7:21 pm	7:26 PM			
	In favor with conditions: 1) Modify condtion #4 for 10 events per calendar year. Prohibiting outdoor music between 10:00 pm to 9:00 am. 2) Modify condition #9 two documented noise violations will be a violation of the CUP. 3) In favor of all other condtions recommended by staff.	Approved with all conditions as recommended by staff.	Approved with all conditions as recommended by staff.			
Public Comment	1	0	0			

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

THRU: Jessie Masters, Planning Director

FROM: Donna Wonsower, Planner

MEETING DATE: August 2024, 2026

SUBJECT: **VAR-2026-0027: Planning Commission Variance (1909 N STEPHEN CARR MEMORIAL DR/ SI PROPERTY INVESTMENTS LLC, 363)** Submitted by SWOPE CONSULTING for property located 1909 N STEPHEN CARR MEMORIAL BLVD. The property is zoned CS, COMMUNITY SERVICES and contains approximately 4.16 acres. The request is for a variance from the architectural and parking lot design standards.

RECOMMENDATION:
Staff recommends approval of **VAR-2026-0027** with conditions.

RECOMMENDED MOTION:
"I move to approve VAR-2026-0027, recommending:

- *In favor of a variance to §166.24(D)(7)(a)(i), Entryways;*
- *In favor of a variance to §166.24(D)(7)(b)(i), Glazing;*
- *In favor of a variance to §172.04(C)(1), Masonry Screen Wall;*
- *In favor of a variance to §172.04(C)(4), Parking Lots in Urban Form Districts;*
- *In favor of a variance to §172.04(E), Dimensional Standards; and*
- *In favor of all conditions as recommended by staff."*

BACKGROUND:
The subject property is in northwest Fayetteville, just west of the City of Fayetteville's public safety campus on N. Stephen Carr Memorial Blvd. The property is zoned CS, Community Services and is located within the I-540 Overlay District. The property received its current zoning designation in two phases; the northern parcel was rezoned in 2019 and the southern portion in 2022. The property backs up to the I-49 Interstate. A property line adjustment has been submitted to combine the four existing parcels into one.

There are some unique circumstances with the type of services being provided and the ultimate end user for this property that are not typical within the city. The United States Department of Veterans Affairs is the end user. If the property were owned by that entity, the City's zoning and development standards would not apply; however, the federal government will only be leasing the space and city standards apply accordingly. The Board of Adjustment granted a variance to minimum buildable street frontage requirements in May 2026 (BOA-2026-0005) which included a condition that design standards must be met as if the structure was located within the build-to-zone. Surrounding land use and zoning is depicted in Table 1.

Table 1:
Surrounding Land Use and Zoning

Direction	Land Use	Zoning
North	ARDOT Interchange	N/A
South	Church	R-A, Residential Agriculture
East	City of Fayetteville Public Safety Campus	P-1, Institutional
West	ARDOT Interstate (I-49)	N/A

Request: The applicant is requesting five variances to UDC §166.24 Nonresidential Design Standards and UDC §172.04 Parking Lot Design Standards to provide improvements that differ from typical requirements.

DISCUSSION

Variance #1: UDC §166.24(D)(7)(a)(i), Entryways. Multiple entryways are encouraged for all structures; however, a building entrance shall occur at a minimum of every 100 feet of building façade length that is within the build-to zone. The applicant is requesting to vary from this standard to provide a single entrance for a structure with approximately 170 linear feet of principal façade.

Staff recommendation: Staff is supportive of this request. There are some unique circumstances with the type of services being provided and the ultimate end user for this property that are not typical within the city. The United States Department of Veterans Affairs is the end user; while the federal government will only be leasing the space, if the property were owned by that entity, the City's zoning and development standards would not apply. The Board of Adjustment variance to minimum buildable street frontage requirements permitted the structure to be located outside of the build-to-zone but included a condition of approval that design standards shall be met as if the structure was located within the build-to-zone, thus still requiring review of this standard.

The applicant states that the facility is intended to provide mental health services and that the VA requires controlled access for security and operational concerns. Staff finds that the additional federal requirements associated with this unique end user, while not unique to the site, do constitute additional development restraints. The applicant proposes to make the single entry visually prominent with a large, covered entry and pedestrian-oriented elements such as pavement changes, benches, planters, and bike racks. Staff recommends a condition that the entry shall be constructed in a substantially similar manner to the plans as shown.

Variance #2: UDC §166.24(D)(7)(b)(i), Glazing – A building façade located within of a build-to zone shall be glazed no less than 50% of the first or ground floor at the pedestrian level between 2 and 12 feet above the sidewalk. The applicant is requesting to vary from this standard to provide approximately 16% glazing on the eastern façade where 50% glazing would be required.

Staff recommendation: Staff is supportive of this request. The applicant states that the facility must comply with Veteran Administration medical security standards, including "blast-resistant construction, controlled access, patient privacy, operational safety requirements, and compatibility with audiology requirements." Staff finds that the additional federal requirements associated with this unique end user, while not unique to the site, do constitute additional development restraints. Staff recommends no additional conditions.

Variance #3: UDC §172.04(C)(1), Masonry Screen Wall. A parking lot located within the build-to zone shall be screened with a masonry screen wall between 32 inches and 42 inches in height and 50% opaque minimum. The applicant is requesting to vary from this standard to provide a 30-inch wall where standards would require a minimum height of 32 inches.

Staff recommendation: Staff is supportive of the request. Structures of 30 inches or less can be approved within utility easement provided all associated utility companies sign off on the proposed encroachment. Staff finds that two inches is unlikely to make a substantial difference in the functionality of the wall and that it would still meet the intent of the ordinance. Staff recommends that should written documentation be provided that one or more utility companies will not signoff on the proposed encroachment, landscape screening shall apply per Chapter 177.

Variance #4: UDC §172.04(C)(4), Parking Lots in Urban Form Districts. In urban zoning districts that specify urban form (i.e., a build-to zone) the intent is for drive-thru lanes, parking lot drive aisles, and parking spaces to be located to the side or rear of buildings. In urban zoning districts, a drive-thru lane, parking lot drive aisle, or parking spaces are not permitted to be located in the front yard directly between a building and the Master Street Plan right-of-way. The applicant is requesting to vary from this standard to place parking and drive aisles between the building and the public right-of-way.

Staff recommendation: Staff is supportive of this request. The Board of Adjustment granted a minimum buildable street frontage variance for a substantially similar site layout, permitting the structure to be located 61 feet from the edge of the master street plan right-of-way. While the plans shown at the Board of Adjustment showed parking between the structure and public right-of-way, this design also requires Planning Commission approval of the associated parking lot design standard. The plans show accessible parking spaces and a drop-off in this area to facilitate access for a customer base that largely utilizes either public transportation, rideshares, or other assisted transportation in order to access facilities. Given the Board of Adjustment approval and the unique nature of the VA clinic, staff recommends in favor of the variance with the condition that the parking spaces, drive aisles, and drop-off-zone shall be constructed in a substantially manner to the provided plans.

Variance #5: UDC §172.04(E), Dimensional Standards. Standard 90-degree parking spaces shall have a one-way drive aisle of two-way drive-aisles of 24 feet. The applicant is requesting to vary from this standard to have a one-way and two-way drive aisle with a width of twenty feet where twenty-four would be required in two locations.

Staff recommendation: Staff is supportive of this request. The applicant is requesting to provide a narrower drive aisle between the building and public right-of-way. The Board of Adjustment granted a minimum buildable street frontage variance for a substantially similar site layout, permitting the structure to be located 61 feet from the edge of the master street plan right-of-way. The current plans include parking spaces and a two-lane, one-way drive aisle between the building and public right-of-way, and a two-lane, two-way drive aisle for a portion of the parking area south of the building. Staff agrees with the applicant that reducing the drive aisle width between the proposed bus stop / drop-off area and main entry would create a safer pedestrian environment and that reducing the drive aisle width on the south side of the building would reduce development impact on a large oak tree which is intended to be preserved. As the proposal reduces the pedestrian impact, staff recommends no additional conditions of approval.

Public Comment: Staff has not received any comment at this time.

RECOMMENDATION: Staff recommend approval of VAR-2026-0027 with the following conditions.

Conditions of Approval:

1. **Planning Commission determination of a variance to §166.24(D)(7)(a)(i), Entryways** *Staff recommends approval of the requested variance with conditions:*
    a. *The entry shall be constructed in a substantially similar manner to the plans as shown.*

2. **Planning Commission determination of a variance to §166.24(D)(7)(b)(i), Glazing.** *Staff recommends approval of the requested variance with no added conditions.*

3. **Planning Commission determination of a variance to §172.04(C)(1), Masonry Screen Wall.** *Staff recommends approval of the requested variance with conditions:*
    a. *Should written documentation be provided showing that one or more utility companies are unwilling to sign-off on a screening wall, landscaping in line with Chapter 177.04(D)(4) Shrub Screening shall be required in order to screen the proposed parking from the public right-of-way.*

4. **Planning Commission determination of a variance to §172.04(C)(4), Parking Lots in Urban Form Districts.** *Staff recommends approval of the requested variance with conditions:*
    a. *The parking spaces, drive aisles, and drop-off-zone shall be constructed in a substantially manner to the provided plans.*

5. **Planning Commission determination of a variance to §172.04(E), Dimensional Standards.** *Staff recommends approval of the requested variance with no added conditions:*

6. Approval of this variance does not represent overall development entitlement approval for the project, nor grant approval for any associated grading or building permits, nor does it grant final approval of certificate of occupancy.

PLANNING COMMISSION ACTION: Required YES
Date: August 24, 2026 ❒ Tabled ❒ Approved ❒ Denied
Motion:
Second:
Vote:

BUDGET/STAFF IMPACT:
None

ATTACHMENTS:

- Unified Development Code:
  - §166.24 Nonresidential Design Standards
  - §172.04 Parking Lot Design Standards
- Project Maps
  - One Mile Map
  - Close-Up Map
  - Current Land Use Map
- Staff Exhibits
  - BOA-2026-0005 Conditions of Approval
- Applicant Exhibits
  - Cover Letter
  - Building Floor Plans and Elevations
  - Site Plans

BOA-2026-0005 Conditions of Approval:

1. **Primary façade, or the façade that faces the street for any proposed buildings, must meet all design requirements as outlined by 166.24, Non-Residential Design Standards as if they were placed within the build-to-zone.**

2. **Public transit stop shall be coordinated and established with relevant transit agencies.**

3. **Approval of this variance does not grant approval of or entitlement to any other zoning or development variances.**

166.24 Nonresidential Design Standards

(A) *Purpose.* It is the intent of these standards to provide the methods and means by which designers and developers may achieve the city's adopted goals to produce quality development and to manage growth within the City of Fayetteville. These regulations complement the city's urban zoning districts and those districts that allow development in urban form, with site and architectural design regulations to produce a visually interesting and high quality development that responds to the needs of pedestrians, cyclists and vehicular traffic.

…

(D) *Building Mass, Scale, and Articulation.* The following regulations shall apply to break down the mass of large structures:

…

(7) *Fenestration.* Fenestration patterns should encourage design, reinforce rhythm, and create shadows. The following shall be met to satisfy the fenestration requirements for a principal façade:

(a) Entryways. A primary entrance for buildings located in a build-to zone shall face the public street. When a structure is not in a build-to zone, the primary entrance shall be well-defined from access drives, sidewalks, and/or major parking areas.

(i) Multiple entryways are encouraged for all structures; however, a building entrance shall occur at a minimum of every 100 feet of building façade length that is within the build-to zone.

(ii) Each primary entrance shall be made visible and prominent by using special architectural treatment that signifies the entrances, such as large entry doors, porches, or protruding or recessed entrances.

(b) Glazing. In order to create a proportion of solids to voids and pedestrian interest the following standards shall apply:

(i) A building façade located within the build-to zone shall be glazed no less than 50% of the first or ground floor at the pedestrian level between 2 and 12 feet above the sidewalk.

(ii) A building façade located outside of a build-to zone shall be glazed no less than 30% of the first or ground floor at the pedestrian level between 2 and 12 feet above the Finished Floor Elevation (FFE).

(iii) Glazing above the first story shall not exceed 80% of the total building wall area.

…

(F) *Variances.* An applicant may request approval from the Planning Commission of a variance from the minimum requirements where unique circumstances existing and the effect will not adversely impact adjoining or neighboring properties. The applicant shall provide notification to adjacent property owners prior to the date of the meeting.

(Ord. No. 5312, 4-20-10; Ord. No. 5519, 8-21-12; Ord. No. 5859, §1(Exh. A), 3-15-16; Ord. No. 6164, §10, 4-2-19)

172.04 Parking Lot Design Standards

(See: Illustration: Parking Dimension Factors)

…

(C) *Build-to Zone.* A portion of a required parking lot may be located within the build-to zone, subject to the following:

(1) A parking lot located within the build-to zone shall be screened with a masonry screen wall between 32 inches and 42 inches in height and 50% opaque minimum.

(2) Parking lots that are located within the build-to zone shall comply with Chapter 177: Landscape Regulations, related to landscape setbacks.

(3) Off-site parking lots shall be prohibited from being located within the build-to zone.

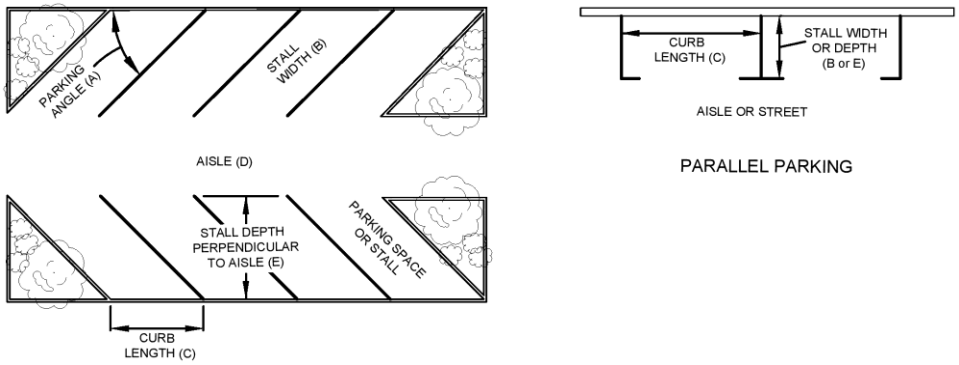
(4) In urban zoning districts that specify urban form (i.e., a build-to zone) the intent is for drive-thru lanes, parking lot drive aisles, and parking spaces to be located to the side or rear of buildings. In urban zoning districts, a drive-thru lane, parking lot drive aisle, or parking spaces are not permitted to be located in the front yard directly between a building and the Master Street Plan right-of-way.

(D) *Compact Spaces.* A maximum of 35% of the total spaces are allowed to be compact spaces for nonresidential uses and a maximum of 20% are allowed to be compact spaces for residential parking. Compact spaces shall be marked either by marking on the pavement or by separate marker.

(E) *Dimensional Requirements.* (See Table 1)

TABLE 1
DIMENSIONAL REQUIREMENTS

Angle (A)	Type	Width (in ft.) (B)	Curb length (in ft.) (C)	One-way aisle width (in ft.) (D)	Two-way aisle width (in ft.) (D)	Stall depth (in ft.) E)
0°	Standard	8	22.5	12	24	8
Parallel	Compact	7.5	19.5	12	24	7.5
30°	Standard	9	18	12	24	17
	Compact	8	15	12	24	14
45°	Standard	9	12.5	12	24	19
	Compact	8	10.5	12	24	16
60°	Standard	9	10.5	18	24	20
	Compact	8	8.5	15	24	16.5
90°	Standard	9	9	24	24	19
	Compact	8	7.5	22	24	15
	Motorcycle/Scooter	3	3	12-24	24	7.5—9



…

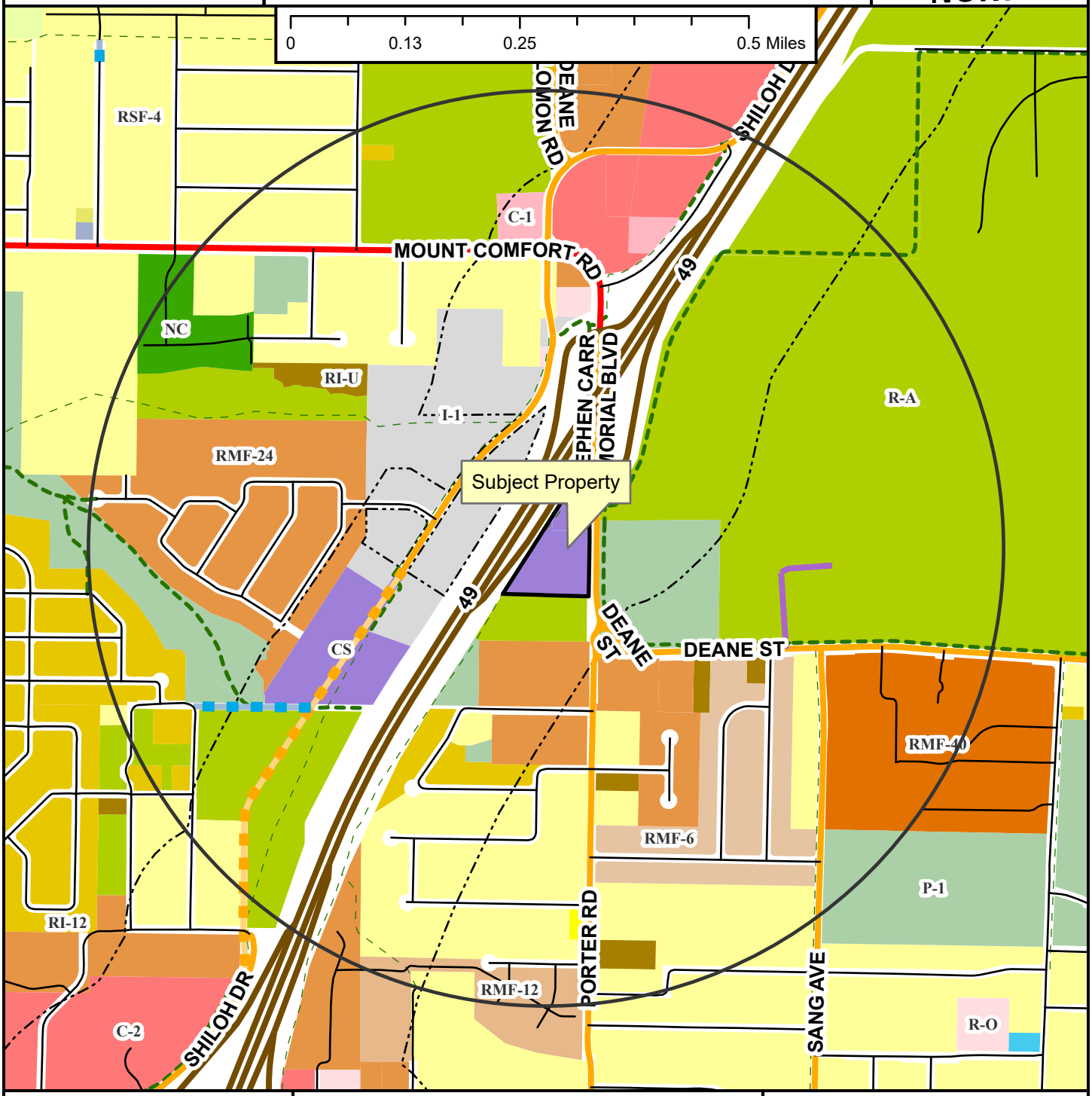
(Ord. No. 4725, 7-19-05; Ord. No. 4855, 4-18-06; Ord. No. 4917, 9-05-06; Ord. No. 5044, 8-07-07; Ord. No. 5079, 11-20-07; Ord. No. 5297, 12-15-09; Ord. No. 5592, 06-18-13; Ord. No. 5680, 4-15-14; Ord. No. 5841, §§1—3, 1-5-16; Ord. No. 5859, §2, 3-15-16; Ord. No. 6325, §1, 6-16-20; Ord. No. 6350, §9(Exh. G), 8-18-20; Ord. No. 6864, §1, 5-6-25)

VAR-2026-0027

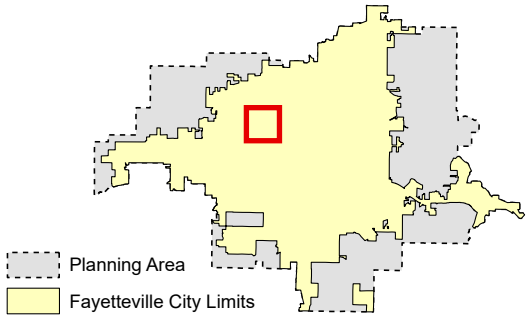
One Mile View

1909 N STEPHEN CARR MEMORIAL BLVD

NORTH



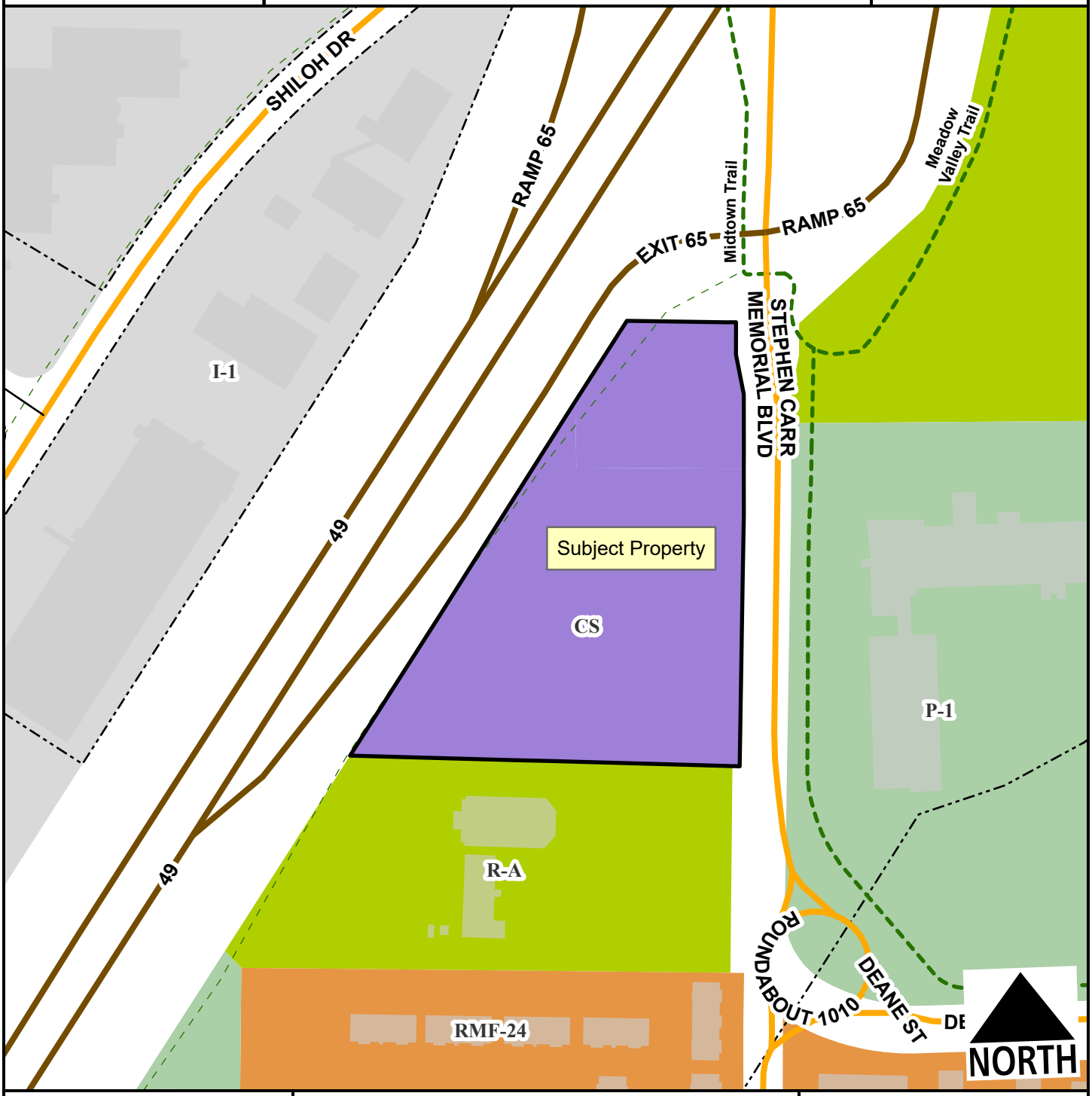
Regional Link
Neighborhood Link
Institutional Master Plan
Freeway/Expressway
Unclassified
Residential Link
Planned Neighborhood Link
Planned Residential Link
Shared-Use Paved Trail
Trail (Proposed)
Design Overlay District
Fayetteville City Limits
Planning Area



VAR-2026-0027

Close Up View

1909 N STEPHEN CARR MEMORIAL BLVD



- Neighborhood Link
- Freeway/Expressway
- Residential Link
- Planning Area
- Fayetteville City Limits
- Shared-Use Paved Trail
- Trail (Proposed)
- Design Overlay District

Feet

0 65 130 260 390 520

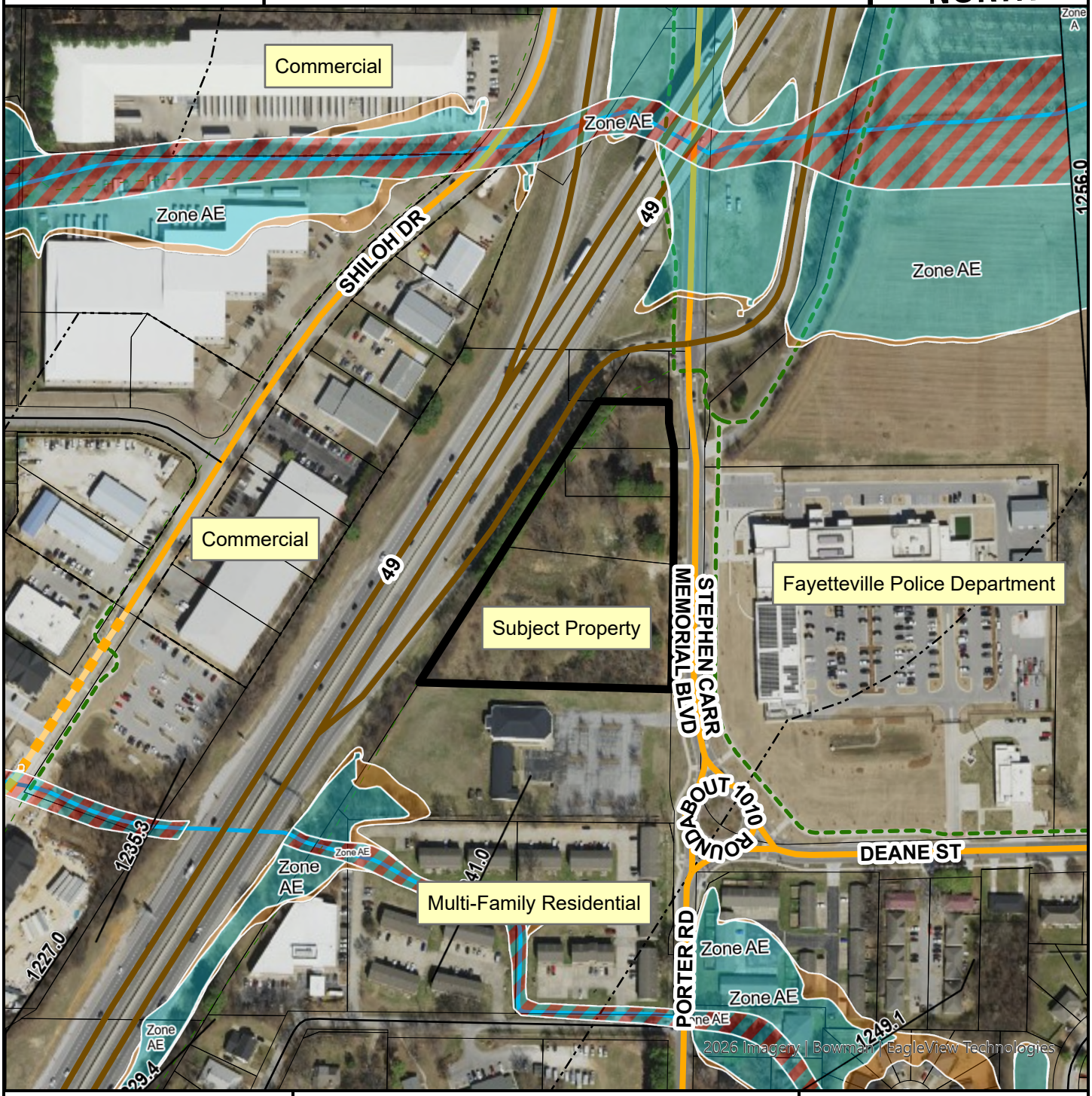
1:2,200

VAR-2026-0027

Current Land Use

1909 N STEPHEN CARR MEMORIAL BLVD

NORTH



- Neighborhood Link
- Freeway/Expressway
- Residential Link
- Planned Neighborhood Link
- Trail (Proposed)
- Planning Area
- Fayetteville City Limits
- Design Overlay District

Feet

0 105 210 420 630 840

1:3,400

FEMA Flood Hazard Data

- 100-Year Floodplain
- Floodway

SWOPE ENGINEERING
Civil Engineering and Land Surveying
www.swopeengineering.com

August 19th, 2026

City of Fayetteville Planning Department
113 W. Mountain Street
Fayetteville, AR 72701

RE: Fayetteville VA Medical Clinic
Variance Requests, based on front build-to requirement

I am respectfully requesting a variance from the following code requirements that relate to the build-to rules off Stephen Carr Memorial Boulevard.

1. Driveway not allowed between building and right-of-way when inside the “build-to” zone. UDC 172.04(C)(4)
2. Parking not allowed between building and right-of-way when inside the “build-to” zone. UDC 172.04(C)(4)
3. Parking requires parking stalls in the “build-to” zone protected with a screen wall, 32” minimum height. UDC 172.04(C)(1)
4. Parking drive aisles reduced to 20’. UDC172.04(E) Dimensional Standards
5. Building façade glazing no less than 50%. UDC 166.24(D)(7)(b)(i)(ii)
6. Multiple Entryways IDC 166.24(D)(7)(a)(1)

This is a veteran’s affairs medical facility, which needs front drop-off access for its disabled veterans. Therefore, a variance was presented and granted by the Board of Adjustments to allow the “build-to” zone expanded from 10-25’ to 61’.

In addition to the approved “build-to” zone variance, these four additional variances are needed. However, they are all part of the trickle-down effect and connected to each other.

The drive-through dropoff (which is the reason for this request) at the front of the building requires:

1. Driveway between the building and right-of-way.
2. ADA Parking between the building and right-of-way. This allows disabled veterans’ access to easy dropoff.
3. The hardship to parking screening in the build-to zone is the existence of utilities and a utility easement. We have proposed a 30" wall, which is allowed in a utility easement, but is 2" shorter than the screening wall requirement. Please allow a variance down to a 30" wall, so that it can legally be placed where required.
4. The reduced width drive aisle is needed to protect the large oak tree. This is narrower driveway leads only to a few parking stalls (employee only) and the dumpster. This will have very little effect on maneuverability.
5. The façade glazing requirement creates hardship because the facility must comply with Veteran's Administration medical security standards, including blast-resistant construction, controlled access, patient privacy, operational safety requirements, and compatibility with audiology requirements. The amount of required glazing conflicts with these standards and would hinder the development of a secure, VA-compliant facility.
6. Multiple entryways along the east/front of the building create a hardship because this facility provides

mental health services and requires controlled access to maintain patient safety, security, and privacy. Additional public entrances would conflict with the operational needs of the facility and create challenges in meeting Veteran's Administration Medical facility requirements for a secure mental health and audiology treatment environment.

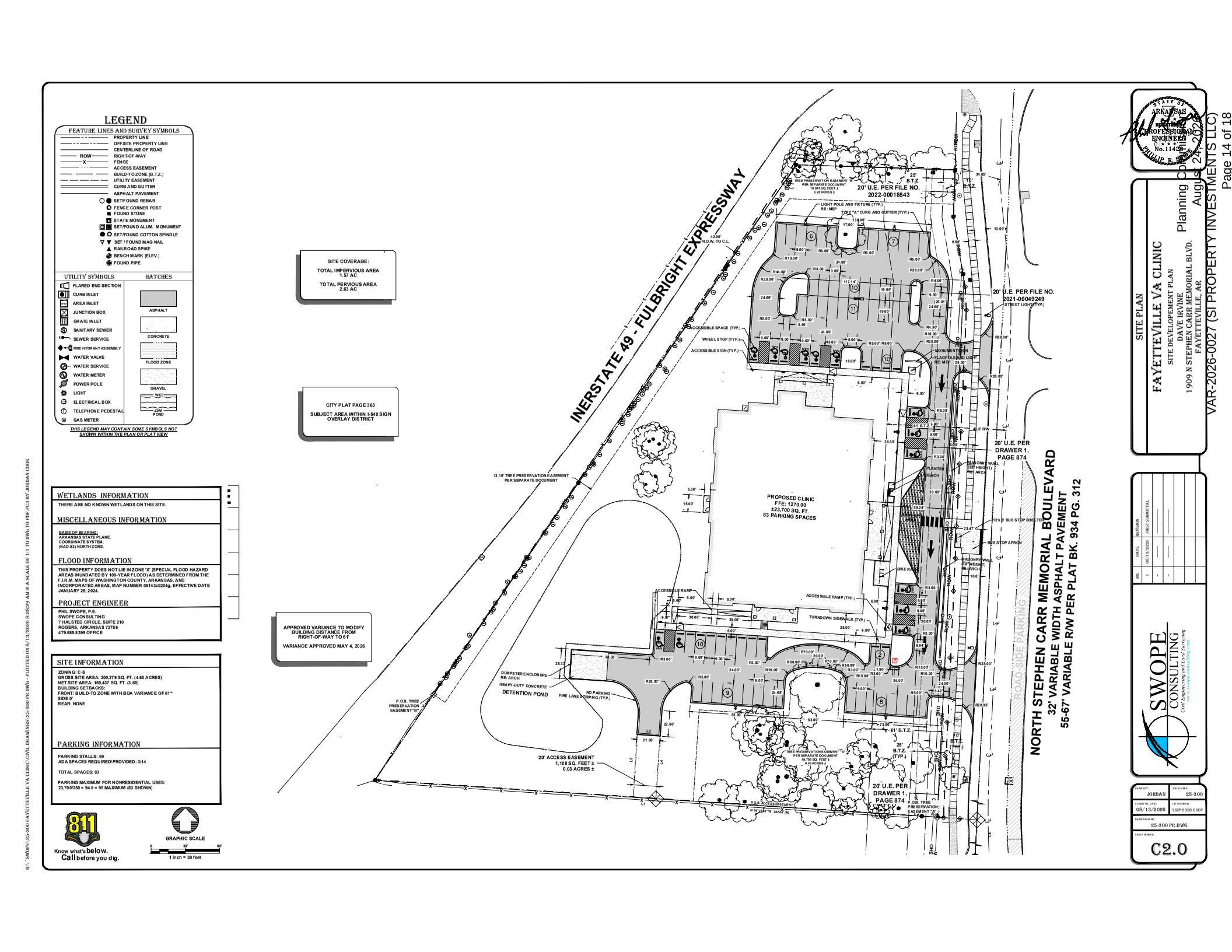
Please accept this letter, submitted for your support of the requested variances. Thank you for your time and consideration.

Sincerely,

Phil Swope, PE
Project Engineer

VAR-2026-0027 (SI PROPERTY INVESTMENTS LLC)

Planning Commission
August 24, 2026



STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.11428
PHILIP R. SWOPE

SITE PLAN
FAYETTEVILLE VA CLINIC
SITE DEVELOPEMENT PLAN
DAVE IRVINE
1909 N STEPHEN CARR MEMORIAL BLVD.
FAYETTEVILLE, AR

NO.	DATE	REVISION
1	06/13/2026	FIRST SUBMITTAL

SWOPE CONSULTING
Civil Engineering and Land Surveying
www.swope-consulting.com

DRAWN BY: JORDAN	JOB NUMBER: 25-300
SUBMITTAL DATE: 06/13/2026	CITY/NUMBER: LSSP-2026-0007
DRAWING NAME: 25-300 PR.DWG	
SHEET NUMBER: C2.0	

E:_SWOPE\25-300 FAYETTEVILLE VA CLINIC\CIVIL DRAWINGS\25-300 PR.DWG - PLOTTED ON 6/13/2026 8:28:29 AM @ A SCALE OF 1:1 TO DWG TO PDF.PC3 BY JORDAN COOK

CITY OF FAYETTEVILLE LANDSCAPING NOTES:

1. CONTRACTOR SHALL CONFIRM THE LOCATION OF ALL UTILITIES PRIOR TO STARTING ANY WORK. THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING ARKANSAS ONE CALL TO CONFIRM ALL UTILITIES.
2. AL PLANTS MUST BE HEALTHY, VIGOROUS AND FREE OF PESTS AND DISEASE.
3. STANDARDS SET FORTH IN "AMERICAN STANDARD FOR NURSERY STOCK" REPRESENT GUIDELINE SPECIFICATIONS ONLY AND SHALL CONSTITUTE MINIMUM QUALITY REQUIREMENTS FOR PLANT MATERIAL.
4. ALL PLANTS MUST BE CONTAINER GROWN OR BALLED AND BURLAPPED AS INDICATED ON THE PLANT LIST.
5. ALL REQUIRED TREES SHALL BE 2" MNIMUM CALIPER, WITH A SINGLE DOMINATE CENTRAL LEADER. MULTI LEADERS WILL NOT BE ACCEPTABLE WITHOUT PRIOR APPROVAL FROM URBAN FORESTRY.
6. ALL TREES MUST BE STRAIGHT TRUNKED AND FULL HEADED, UNLESS SPECIFIED OTHERWISE, AND MUST MEET ALL REQUIREMENTS SPECIFIED ON PLANS.
7. ALL TREES AND SHRUBS SHALL BE INSTALLED PER CITY OF FAYETTEVILLE PLANNING STANDARDS.
8. ALL PLANTS ARE SUBJECT TO THE APPROVAL OF THE LANDSCAPE ARCHITECT BEFORE, DURING, AND AFTER CONSTRUCTION.
9. ALL PLANTING AREAS MUST BE COMPLETELY MULCHED WITH A 4" LAYER OF ORGANIC HARDWOOD MULCH. MULCH SHALL NOT BE PLACED IMMEDIATELY ADJACENT TO THE TREE TRUNKS, BUT SHALL BE KEPT AT LEAST 3" FROM ROOT COLLAR AT THE SOIL LINE.
10. ALL PROPOSED PLANTING AREAS COVERED BY GRASS SHALL HAVE THE SOD COMPLETELY REMOVED BEFORE PLANTING BEGINS.
11. ALL PLANTING BEDS SHALL BE CONTAINED BY EDGING MATERIAL OTHER THAN VEGETATION.
12. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL UNDERGROUND UTILITIES AND SHALL AVOID DAMAGE TO ALL UTILITIES DURING THE COURSE OF THE WORK. THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ANY AND ALL DAMAGE TO UTILITIES, STRUCTURES, SITE APPURTENANCES, ETC. WHICH OCCURS AS A RESULT OF THE LANDSCAPE CONSTRUCTION AT NO COST TO THE OWNER.
13. THE CONTRACTOR IS RESPONSIBLE FOR VERIFING ALL QUANTITIES SHOWN ON THESE PLANS BEFORE PRICING WORK.
14. THE CONTRACTOR IS RESPONSIBLE FOR FULLY MAINTAINING ALL PLANTING MATERIAL (INCLUDING BUT NOT LIMITED TO: WATERING, SPRAYING, MULCHING, FERTILIZING, ETC.) IN ALL PLANTING AREAS AND LAWN AREAS UNTIL THE WORK IS ACCEPTED IN TOTAL BY THE OWNER.
15. THE CONTRACTOR SHALL COMPLETELY GUARANTEE ALL PLANT MATERIAL FOR A PERIOD OF ONE (1) YEAR BEGINNING ON THE DATE OF TOTAL ACCEPTANCE. THE CONTRACTOR SHALL PROMPTLY MAKE ALL REPLACEMENTS BEFORE OR AT THE END OF THE GUARANTEE PERIOD.
16. ANY PLANT MATERIAL WHICH DIES, TURNS BROWN, OR DEFOLIATES (PRIOR TO TOTAL ACCEPTANCE OF THE WORK) SHALL BE PROMPTLY REMOVED FROM THE SITE AND REPLACED WITH MATERIALS OF THE SAME SPECIES, QUANTITY, AND SIZE AND MEETING ALL PLANT LIST SPECIFICATIONS.
17. NOTIFY LANDSCAPE ARCHITECT OR DESIGNATED REPRESENTATIVE OF ANY LAYOUT DISCREPANCIES PRIOR TO ANY PLANTING. LOCATE ALL UTILITIES AND SITE LIGHTING CONDUITS BEFORE CONSTRUCTION BEGINS.
18. ALL DISTURBED AREAS SHALL BE SEEDED WITH A GRASS SEED MIX CONSISTING OF 70% TURF-TYPE FESCUE, 20% PERENNIAL RYE, AND 10% BERMUDA GRASS AT 5 POUNDS PER 1,000 SQUARE FEET.
19. ALL AREAS TO BE SEEDED SHALL RECEIVE 4" OF TOPSOIL AND BE GRADDED PER THE GRADING PLAN.
20. IRRIGATION SHALL BE EITHER AN UNDERGROUND AUTOMATIC SYSTEM OR SHALL UTILIZE HOSE BIBS EVERY 100' AS REQUIRED BY FAYETTEVILLE LANDSCAPE ORDINANCE.
21. MAINTENANCE: THE CURRENT OWNER OF THE PROPERTY SHALL BE RESPONSIBLE FOR ONGOING MAINTENANCE OF REQUIRED LANDSCAPING.
22. REPLACEMENT LANDSCAPING: REQUIRED LANDSCAPING THAT DIES OR IS DAMAGED SHALL BE REMOVED AND REPLACED BY THE CURRENT OWNER OF THE PROPERTY. THE OWNER SHALL HAVE 60 DAYS FROM THE RECEIPT OF WRITTEN NOTICE ISSUED BY THE CITY TO REMOVE AND REPLACE ANY REQUIRED LANDSCAPING THAT DIES OR IS DAMAGED.
23. THREE (3) YEAR MAINTENANCE SURETY SHALL BE DEPOSITED FOR EACH REQUIRED STREET AND MITIGATION TREE.

WETLANDS INFORMATION

THERE ARE NO KNOWN WETLANDS ON THIS SITE.

MISCELLANEOUS INFORMATION

BASIS OF BEARING:
ARKANSAS STATE PLANE, NORTH ZONE (NAD 83), BASED UPON CITY OF BENTONVILLE GPS MONUMENT, CONVERGENCE ANGLE -01°19'24.76", COMBINED SCALE FACTOR: 0. 99997373.

FLOOD INFORMATION

THIS PROPERTY DOES NOT LIE IN ZONE 'AAE' (SPECIAL FLOOD HAZARD AREAS INUNDATED BY 100-YEAR FLOOD) AS DETERMINED FROM THE F.I.R.M. MAPS OF BENTON COUNTY, ARKANSAS, AND INCORPORATED AREAS, MAP NUMBER 05007C0235K, EFFECTIVE DATE SEPTEMBER 28, 2007.

PROJECT ENGINEER

PHIL SWOPE, P.E.
SWOPE CONSULTING
7 HALSTED CIRCLE, SUITE 210
ROGERS, ARKANSAS 72756
479.685.8399 OFFICE

LANDSCAPE LEGEND

STREET TREES:

NO.	SYM.	COMMON NAME / Botanical Name	SIZE/SPACING/ REMARKS
17	S	OKLAHOMA REDBUD Cercis canadensis 'Oklahoma'	2.0" CAL./B&B AS SHOWN

PARKING LOT TREES AND GRASSES:

280	✦	MEXICAN FEATHER GRASS Nassella tenuissima	1 GALLON
152	○	INKBERRY HOLLY Ilex glabra	5 GALLON
3	P	OKLAHOMA REDBUD Cercis canadensis 'Oklahoma'	2.0" CAL./B&B AS SHOWN
11		GREEN VASE ZELCOVA Zelcova serrata'Green Vase'	2.0" CAL./B&B AS SHOWN

MITIGATED TREES:

4	M	OKLAHOMA REDBUD Cercis canadensis 'Oklahoma'	2.0" CAL./B&B AS SHOWN
4	M	SHUMARD OAK Quercus shumardii	2.0" CAL./B&B AS SHOWN
2	M	GREEN VASE ZELCOVA Zelcova serrata'Green Vase'	2.0" CAL./B&B AS SHOWN
21	GM	FASTIGIATA GINKO Ginkgo biloba 'Fastigiata'	**2.0" CAL./B&B AS SHOWN**

DETENTION POND:

38	•	NORTHERN SEA OATS Chasmanthium latifolium	1 GALLON
15	✱	MAIDEN GRASS Miscanthis sinensis 'Gracillimus'	5 GALLON
11	D	OKLAHOMA REDBUD Cercis canadensis 'Oklahoma'	5 GALLON
6	E	EASTERN WHITE PINE Pinus strobis	8'/B&B AS SHOWN
		BERMUDA SOD	

NO EXISTING SEPTIC SYSTEMS OR WELLS ARE PRESENT ON THIS SITE.

TREES SHALL NOT BE PLANTED CLOSER THAN 5' FROM ELECTRIC, SEWER, OR WATER

SITE COVERAGE:
TOTAL IMPERVIOUS AREA
1.57 AC
TOTAL PERVIOUS AREA
2.63 AC

HYDROLOGIC SOIL GROUP

MAP UNIT SYMBOL	MAP UNIT NAME	RATING	ACRES IN AOI	% OF AOI
PsC2	Pickwick silt loam, 3 to 8% slopes, eroded	B	4.9	100.0%
Totals for Area of Interest			4.9	100.0%

PARKING INFORMATION

PARKING STALLS: 69
ADA SPACES REQUIRED/PROVIDED: 3/14

TOTAL SPACES: 83

PARKING MAXIMUM FOR NONRESIDENTIAL USES:
23,700/250 = 94.8 = 95 MAXIMUM (83 SHOWN)

Area of Storm Water Facility SQ. FT.	Trees Required (Deciduous or Evergreen)	Shrubs (Large Shrubs or Small Trees 3 gal.)	Grasses (Shrubs or Grasses 1 gal.)
19247	6	26	38

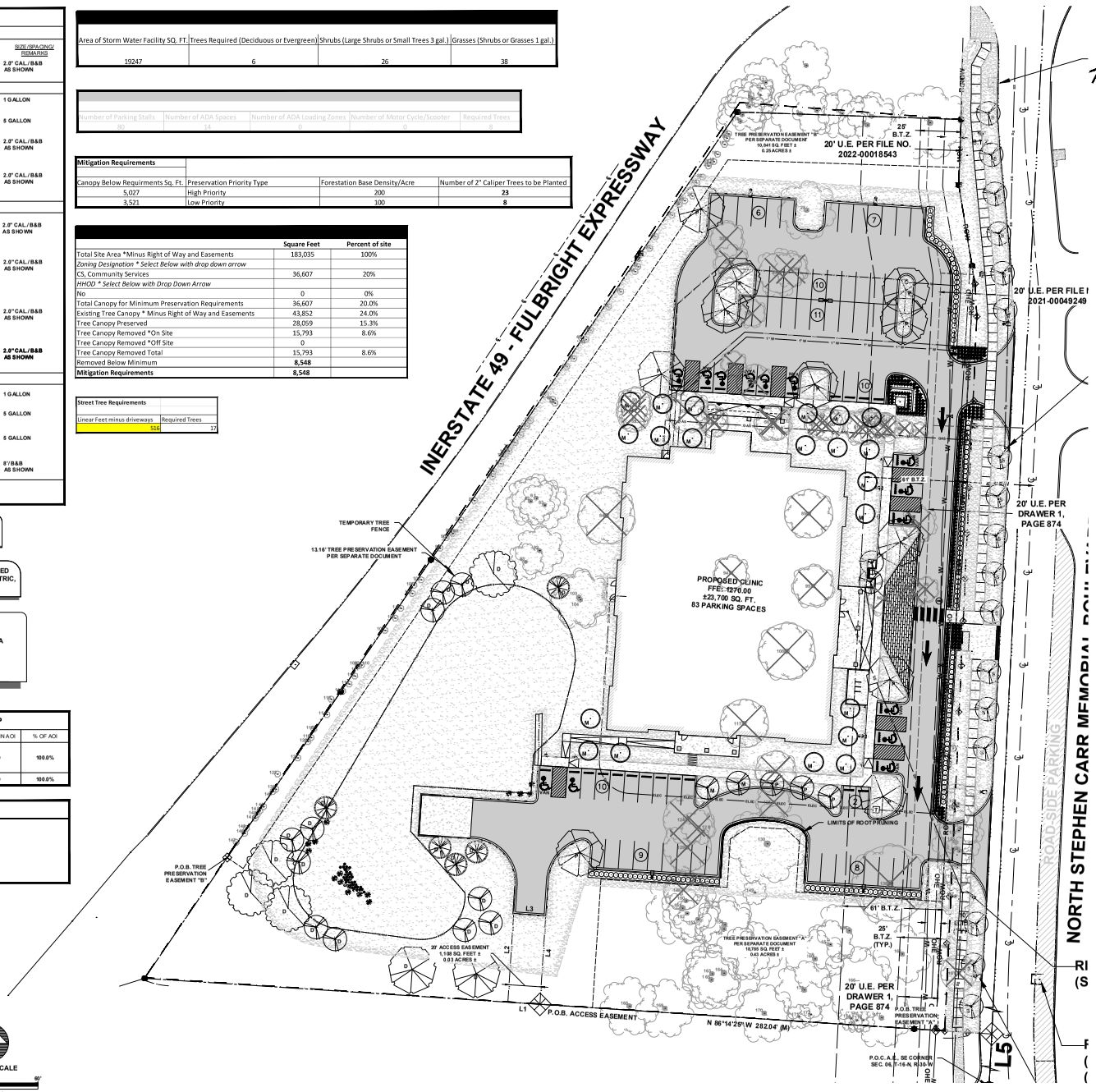
Number of Parking Stalls	Number of ADA Spaces	Number of ADA Loading Zones	Number of Motor Cycle/Scooter	Required Trees
69	14	0	0	3

Mitigation Requirements

Canopy Below Requirments Sq. Ft.	Preservation Priority Type	Forestation Base Density/Acre	Number of 2" Caliper Trees to be Planted
5,027	High Priority	200	**23**
3,521	Low Priority	100	**8**

	Square Feet	Percent of site
Total Site Area *Minus Right of Way and Easements	183,035	100%
*Zoning Designation * Select Below with drop down arrow*		
CS, Community Services	36,607	20%
*HHOO * Select Below with Drop Down Arrow*		
No	0	0%
Total Canopy for Minimum Preservation Requirements	36,607	20.0%
Existing Tree Canopy * Minus Right of Way and Easements	43,852	24.0%
Tree Canopy Preserved	28,059	15.3%
Tree Canopy Removed *On Site	15,793	8.6%
Tree Canopy Removed *Off Site	0	
Tree Canopy Removed Total	15,793	8.6%
Removed Below Minimum	**8,548**	
Mitigation Requirements	**8,548**	

Street Tree Requirements	
Linear Feet minus driveways	Required Trees
516	17



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

GRAPHIC SCALE
0 30' 60'
1 inch = 30 feet

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
PHILIP R. SWOPE
No.11428

Planning Commission
August 24, 2026
VAR-2026-0027 (SI PROPERTY INVESTMENTS LLC)

LANDSCAPE PLAN
FAYETTEVILLE VA CLINIC
LARGE SCALE DEVELOPMENT
DAVE IRVINE
N. STEPHEN CARR MEMORIAL BLVD.
FAYETTEVILLE, AR 72704

NO.	DATE	REVISION
1	06/13/2026	FIRST SUBMITTAL

SWOPE CONSULTING
Civil Engineering and Land Surveying
www.swope-consulting.com

DRAWN BY:	JOB NUMBER:
JORDAN	25-300
SUBMITTAL DATE:	CITY NUMBER:
06/13/2026	LSDP-2026-0007
DRAWING NAME:	
25-300 PR.DWG	
SHEET NUMBER:	
C6.0	

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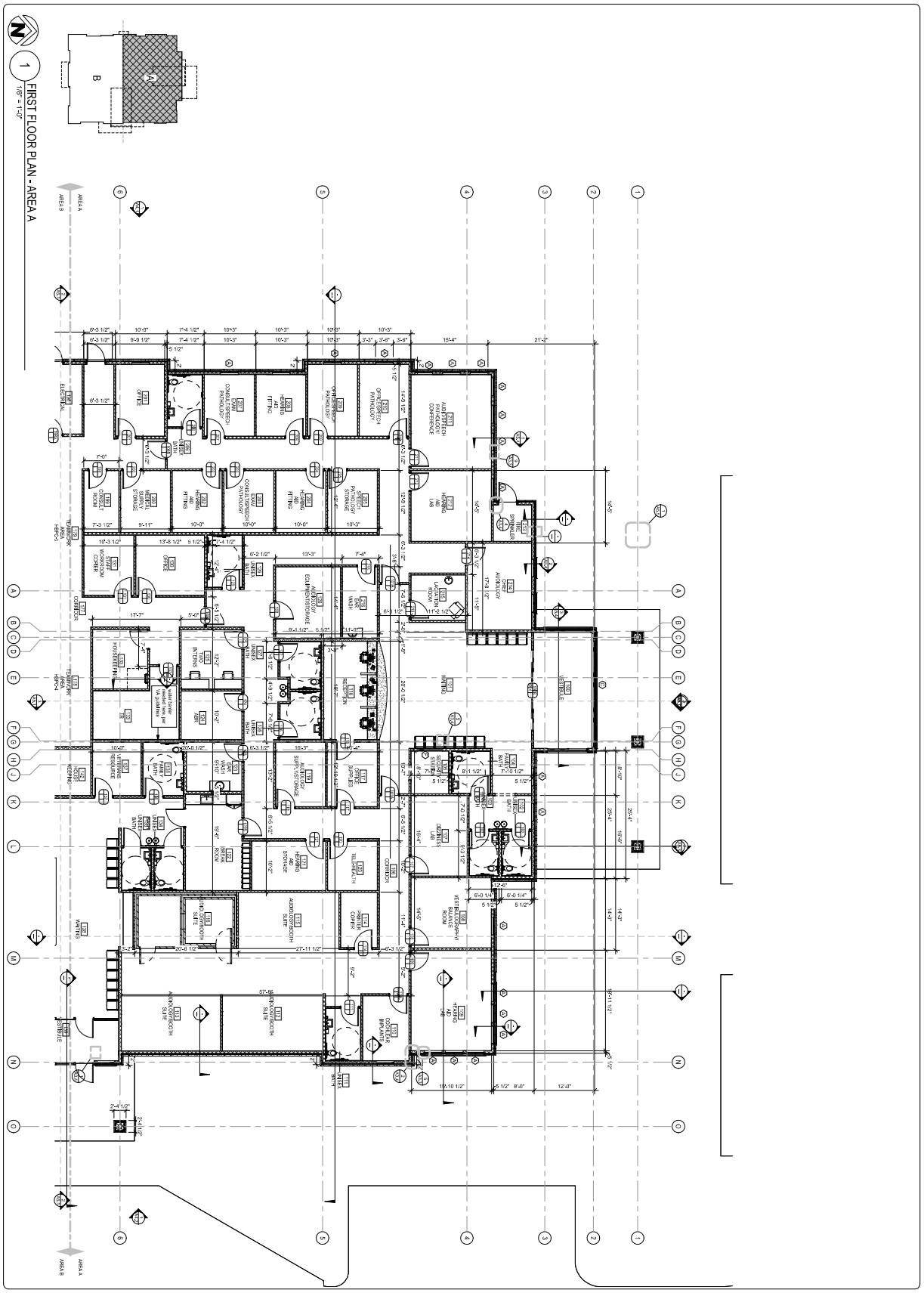

A2.1A

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#	DESCRIPTION	DATE

PROJECT NO. 2025-008
PERMIT SET 07.08.2026

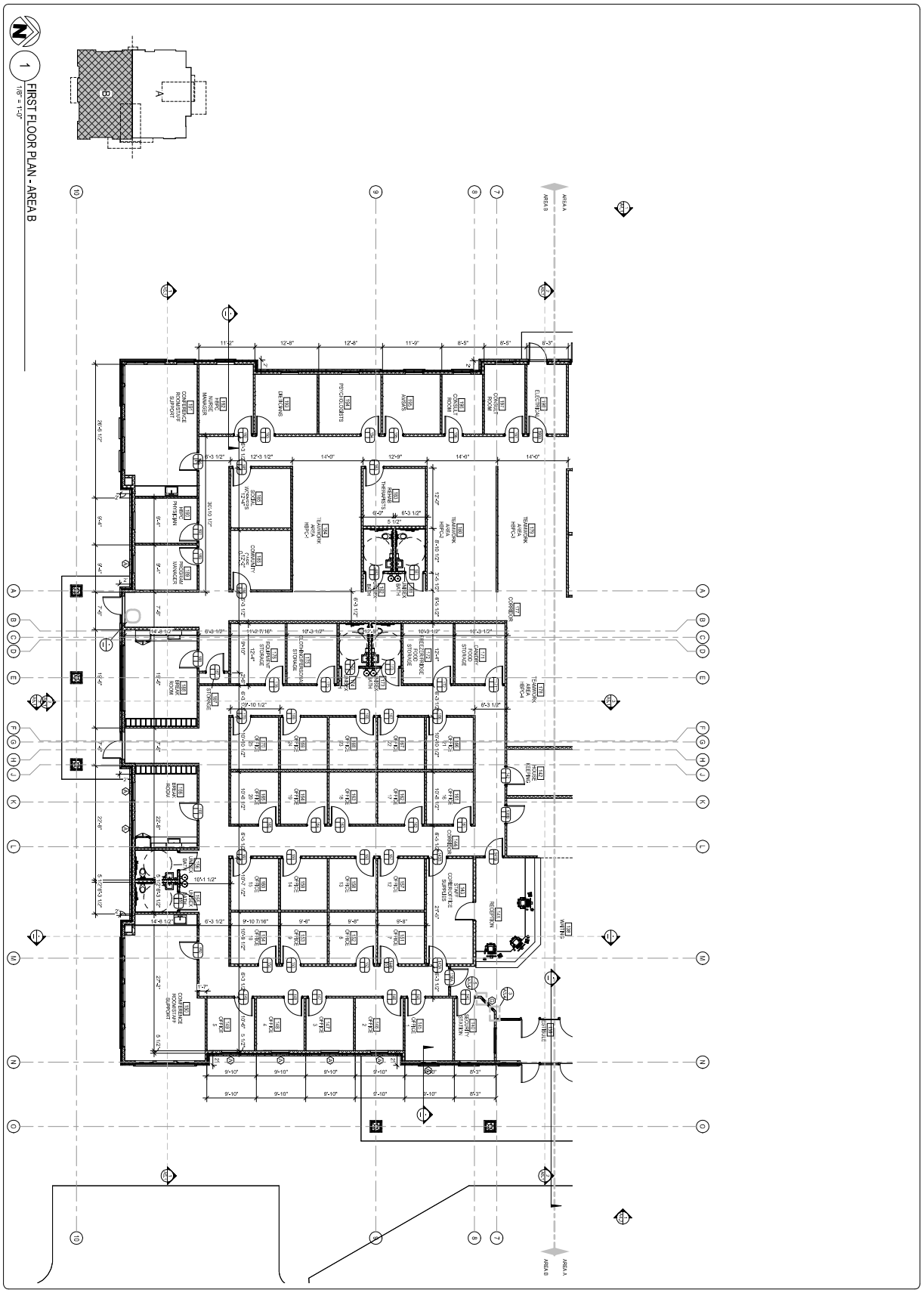
A NEW FACILITY FOR

VA - FAYETTEVILLE

FAYETTEVILLE, AR

PRELIMINARY PRICING SET

BiLD ARCHITECTS



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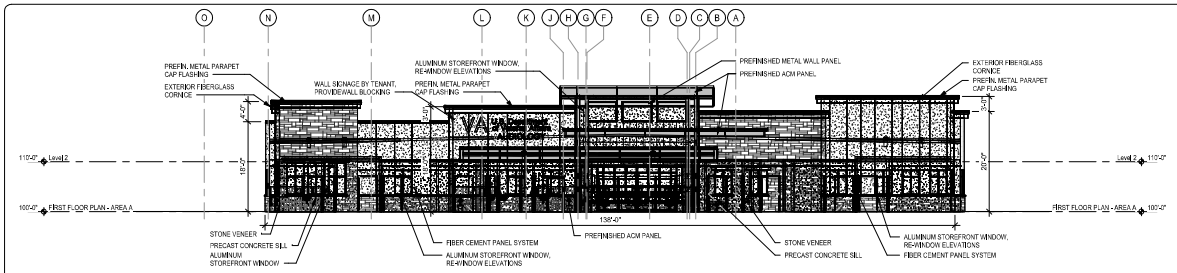
A NEW FACILITY FOR

VA - FAYETTEVILLE

FAYETTEVILLE, AR

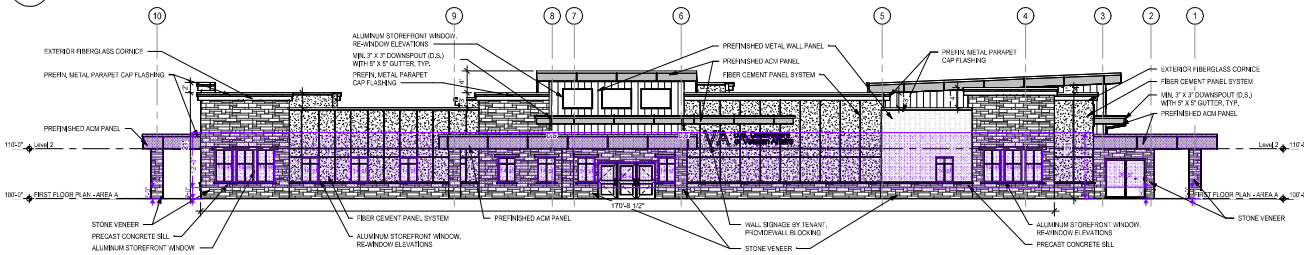
PRELIMINARY PRICING SET

BiLD ARCHITECTS



1 NORTH RENDERED ELEVATION
3/32" = 1'-0"

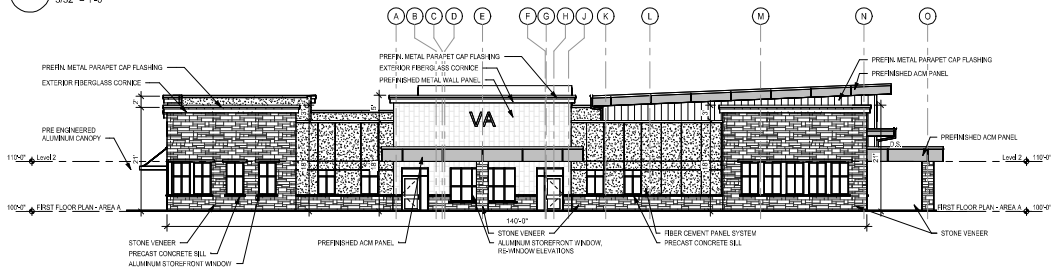
OVERALL ELEVATION AREA	= 5,550 SF	
STONE VENEER	= 1,378 SF	25%
GLAZING	= 592 SF	11%
PRECAST CONCRETE	= 43 SF	1%
FIBER CEMENT PANEL SYSTEM	= 953 SF	17%
METAL TRIM	= 167 SF	3%
METAL WALL PANEL	= 2,208 SF	41%
EXTERIOR FIBERGLASS	= 119 SF	2%



2 EAST RENDERED ELEVATION
3/32" = 1'-0"

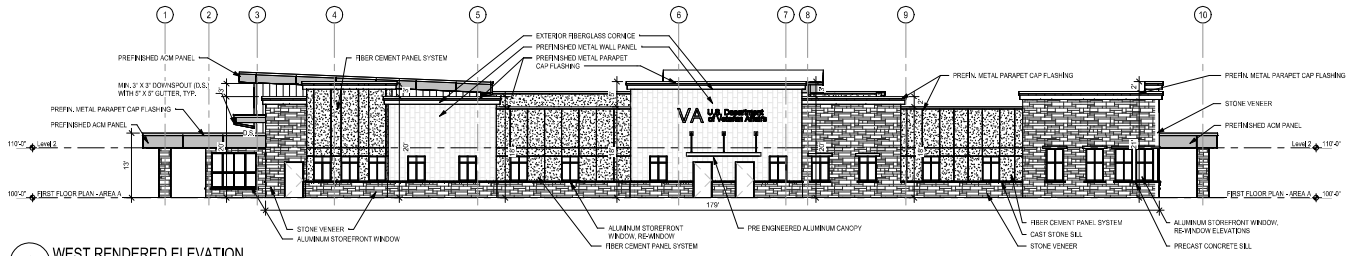
OVERALL ELEVATION AREA	= 5,102 SF	
STONE VENEER	= 1,537 SF	30%
GLAZING	= 385 SF	8%
PRECAST CONCRETE	= 62 SF	1%
FIBER CEMENT PANEL SYSTEM	= 1,121 SF	22%
METAL TRIM	= 160 SF	3%
METAL WALL PANEL	= 1,737 SF	34%
EXTERIOR FIBERGLASS	= 100 SF	2%

Area between 2 & 12 = 1,813 sf
Glazing = 291 sf = 16%



3 SOUTH RENDERED ELEVATION
3/32" = 1'-0"

OVERALL ELEVATION AREA	= 3,485 SF	
STONE VENEER	= 1,378 SF	40%
GLAZING	= 501 SF	14%
PRECAST CONCRETE	= 55 SF	2%
FIBER CEMENT PANEL SYSTEM	= 632 SF	18%
METAL TRIM	= 165 SF	5%
METAL WALL PANEL	= 634 SF	18%
EXTERIOR FIBERGLASS	= 120 SF	3%



4 WEST RENDERED ELEVATION
3/32" = 1'-0"

OVERALL ELEVATION AREA	= 2,990 SF	
STONE VENEER	= 199 SF	7%
GLAZING	= 356 SF	14%
PRECAST CONCRETE	= 65 SF	3%
FIBER CEMENT PANEL SYSTEM	= 913 SF	35%
METAL TRIM	= 90 SF	3%
METAL WALL PANEL	= 860 SF	33%
EXTERIOR FIBERGLASS	= 135 SF	5%

BOLD ARCHITECTS

PRELIMINARY PRICING SET

A NEW FACILITY FOR
VA - FAYETTEVILLE
FAYETTEVILLE, AR

PROJECT NO. 2026-008
ISSUE DATE 07/08/2026
REVISION DATES # DATE DESCRIPTION

A4.3

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Planning Commission
August 24, 2026
VAR-2026-0027 (SI PROPERTY INVESTMENTS LLC)

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

FROM: Jessie Masters, Planning Director

MEETING DATE: August 24, 2026

SUBJECT: **VAR-2026-0029: Planning Commission Variance (2828 N MANSFIELD AVE/2828 MANSFIELD LLC, 250)**Submitted by EDG for property located at 2828 N MANSFIELD AVE. The property is zoned UT, URBAN THOROUGHFARE and contains approximately 2.45 acres. The request is for a variance from architectural and other design standards.

RECOMMENDATION:
Staff recommends approval of **VAR-2026-0029** based on the findings herein.

RECOMMENDED MOTION:
*"I move to approve **VAR-2026-0029**, determining:*

- *In favor of a variance to UDC §177.04(D)(1) – Landscape Requirements*
- *In favor of a variance to UDC §166.24(D)(1) – Building Mass, Scale, and Articulation*
- *In favor of a variance to UDC §166.24(D)(7)(b)(i) - Glazing within a build-to zone*
- *In favor of a variance to UDC §166.24(D)(7)(b)(ii) – Glazing outside of a build-to zone*
- *In favor of a variance to UDC §166.04(B)(4)(c)(i) – Street improvements*
- *In favor of all other conditions as recommended by staff."*

BACKGROUND:
The subject property is located at the north end of Mansfield Avenue, just northwest of the intersection of Gregg Avenue and Drake Street. Railroad right-of-way held by the Arkansas and Missouri Railway borders the property to the east. Drake Farms is the name of the overall development project, and a recent phase was submitted for review under LSIP-2026-0009 for a commercial structure. That application is still under review, and this variance request is associated with that project. Surrounding land uses and zoning are depicted in *Table 1*.

Table 1:
Surrounding Land Uses and Zoning

Direction	Land Use	Zoning
North	Under Construction (Residential)	UT, Urban Thoroughfare
South	Agricultural Medical Offices	R-A, Residential-Agricultural CS, Community Services
East	Washington Regional Medical Center Multi-Family Residential Gordon Long Park	P-1, Institutional RMF-24, Residential Multi-Family, 24 Units per Acre
West	Rural Residential	UT, Urban Thoroughfare

Request: The applicant is requesting five variances from the Unified Development Code in association with a large site improvement plan that is currently in review (LSIP-2026-0009). Each variance is described further below alongside staff's recommendations.

Public Comment: To date, staff has received no public comment on this item.

DISCUSSION:

Variance #1: UDC §177.04(D)(1) – Landscape Requirements. Side and Rear Property Lines. All parking lots shall have 5 feet of landscaped area between the property line and parking lot. The applicant is requesting to vary from this standard to provide a three-foot landscaped area where 5 would typically be required.

Staff recommendation: Adherence to the 5-foot landscape buffer requirement would reduce the quantity of standard parking on-site by 13 spaces. Prior to seeking a variance, the applicant attempted to maintain the desired parking quantity while meeting the requirements of §177.04(D)(1) by incorporating the permitted 2-foot vehicle overhang option, and by including compact parking spaces where practical. The geometry of the site does not allow the applicant to incorporate the maximum quantity of parking spaces permitted even after making those concessions. A 3-foot-wide landscape buffer will provide enough space to install shrub screening, meeting the intent of code. Given the site constraints, and the ability of the applicant to meet the intent of code in this instance, staff recommend approval of this variance request.

Variance #2: §166.24(D)(1) – Building Mass, Scale, and Articulation. Structures shall not exceed 200 feet in length adjacent to the street, within a build-to-zone. The applicant is proposing a building that is approximately 206 feet in length along Mansfield Avenue.

Staff recommendation: Staff is supportive of this variance request, finding the intent of the standard is being met. The architectural design of the proposal provides changes in depth, variety in roof form, materiality, and fenestration, all of which contribute to a unique and interesting streetscape for the public realm. The standard was developed to prevent long, monotonous building facades, and while the prescribed length in code is being exceeded, staff finds the public interest is still being met.

Variance #3: §166.24(D)(7)(b)(i) – Glazing. A building façade located within the build-to zone shall be glazed no less than 50% of the first or ground floor at the pedestrian level between 2 and 12 feet above the sidewalk. The applicant is proposing less than 50% of glazing within the stated requirements.

Staff recommendation: Staff is supportive of this variance request, finding the intent of the standard is being met to provide welcoming street-facing commercial structures along city streets. The applicant provides storefront-style windows and entryways along the principal façade along both N. Mansfield Avenue and Dayten Street. While the prescriptive nature of the requirement is not being met, staff finds that the applicant's provided elevations are substantially in line with the intent of the ordinance, and that the addition of materiality changes, interesting façade changes, and articulation as shown on the provided elevations support the intent of the ordinance.

Variance #4: §166.24(D)(7)(b)(ii) – Glazing. A building façade located outside of a build-to zone shall be glazed no less than 30% of the first or ground floor at the pedestrian level between 2 and 12 feet above the Finished Floor Elevation (FFE). The applicant is proposing less than 30% of glazing within the stated requirements.

Staff recommendation: Similarly to the finding above, staff is supportive of this variance request, finding the intent of the standard is being met to provide welcoming street-facing commercial structures along city streets The applicant provides storefront-style windows and entryways along the principal façade along both N. Mansfield Avenue and Dayten Street. While the prescriptive nature of the requirement is not being met, staff finds that the applicant's provided elevations are substantially in line with the intent of the ordinance,

and that the addition of materiality changes, interesting façade changes, and articulation as shown on the provided elevations support the intent of the ordinance.

Variance #5: UDC §166.04(B)(4)(c)(i) On-Site. Widening the street adjacent to the project frontage and construction of all interior streets to meet Master Street Plan standards. The applicant is requesting to vary from this standard to provide atypical street improvements for W. Dayton Street (Residential Link) to include an additional parking lane. These improvements would align with those that were approved for all internal streets in the first phase of this development.

Staff recommendation: Staff is supportive of this request. The addition of a second parking lane would allow for additional on-street parking while creating a more urban streetscape throughout the development. Staff finds this to be suitable given the development proposal and the property's current zoning of UT, Urban Thoroughfare. The applicant intends to utilize the optional street tree planting plan for urban streetscapes, as described in UDC §177.05(B)(3). Right-of-way dedication is proposed in the amount of 52 feet to correspond with the typical street section for Residential Link streets. Since the improvements proposed are wider than typical improvements, the sidewalks along the Mansfield extension are proposed to be partially outside of the right-of-way. Portions of sidewalk outside of the right-of-way are shown to be located within pedestrian easements.

RECOMMENDATION: Staff recommends approval of VAR-2026-0029 with the following conditions:

Conditions of Approval:

1. **Planning Commission determination of a variance to UDC UDC §177.04(D)(1) – Landscape Requirements.** *Staff recommends approval of this variance for the reasons stated above.*

2. **Planning Commission determination of a variance to §166.24(D)(1) – Building Mass, Scale, and Articulation.** *Staff recommends approval of this variance for the reasons stated above.*

3. **Planning Commission determination of a variance to UDC §166.24(D)(7)(b)(i) - Glazing within a build-to zone.** *Staff recommends approval of this variance for the reasons stated above.*

4. **Planning Commission determination of a variance to §166.24(D)(7)(b)(ii) – Glazing outside of a build- to zone.** *Staff recommends approval of this variance for the reasons stated above.*

5. **Planning Commission determination of a variance to §166.04(B)(4)(c)(i) – Street improvements.** *Staff recommends approval of this variance for the reasons stated above.*

6. Approval of this item does not constitute approval of the associated large site improvement plan, or any other necessary variances not yet applied for or requested. Review and approval of the large site improvement plan shall be required in accordance with city code.

Planning Commission Action:	**❒ Approved**	**❒ Tabled**	**❒ Denied**
Meeting Date: August 14, 2026			
Motion:			
Second:			
Vote:			

BUDGET/STAFF IMPACT:
None

ATTACHMENTS:

- Unified Development Code:
  - §166.04 Required Infrastructure Improvements – Development in City Limits
  - §166.24 Nonresidential Design Standards
  - §177.04 Site Development And Parking Lot Landscape Standards
- One Mile Map
- Close-Up Map
- Current Land Use Map
- Applicant Request Letter
- Elevations
- Site Plans

166.04 Required Infrastructure Improvements — Development In City Limits

…

(B) *Minimum Improvements by Application Type.* The property owner/developer shall be responsible for constructing the following minimum improvements.

…

(4) *Preliminary/Final/Concurrent Plat; Large Scale Development; Large or Small Site Improvement Plan.*

…

(c) *Streets.*

(i) *On-Site.* Widening the street adjacent to the project frontage and construction of all interior streets to meet Master Street Plan standards. Street grading, base, and paving according to existing city standards and specifications as adopted by the City Council.

(ii) *Off-Site.* Street widening and/or new street construction off-site may be required to address traffic impacts based on the rough proportion and rational nexus of the impacts of the project. Street grading, base, and paving according to existing city standards and specifications as adopted by the City Council.

(iii) *Private Street Name Signs.* Where a structure is addressed on a private street or drive, the developer or property owner(s) shall be required to install, maintain, repair and replace all private street name signs. Any private street name sign existing at the time of passage of this ordinance shall be maintained, repaired and replaced as required by this section. Signs shall meet the standards of the Manual on Uniform Traffic Control Devices (MUTCD) and shall be installed at all street/drive intersections. Unless approved otherwise, all signs shall be retroreflective and utilize a white legend on a green background.

(Code 1965, App. C., Art. III, §A(2), (3); Ord. No. 1979, 2-5-74; Ord. No. 2353, 7-5-77; Ord. No. 2755, 9-1-81; Code 1991, §§159.31, 159.32; Ord. No. 4100, §2 (Ex. A), 6-16-98; Ord. No. 4263, 8-1-00; Ord. No. 4660, 12-21-04; Ord. No. 5152, 7-15-08; Ord. No. 5271, 9-1-09; Ord. No. 5296, 12-15-09; Ord. No. 5374, 12-21-10; Ord. No. 5523, 9-4-12; Ord. No. 5570, 03-05-13; Ord. No. 6116, §1, 11-20-18; Ord. No. 6166, §§1, 2, 4-2-19; Ord. No. 6195, §1, 6-4-19; Ord. No. 6350, §3(Exh. B), 8-18-20; Ord. No. 6426, §1, 4-6-21; Ord. No. 6446, §8(Exh. C), 6-15-21; Ord. No. 6751, §1(Exh. A), 5-21-24; Ord. No. 6833, §6, 1-21-25; Ord. No. 6965, §6, 1-20-26)

166.24 Nonresidential Design Standards

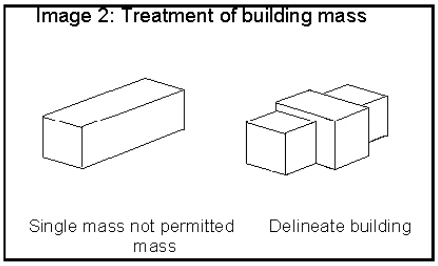
…

(D) *Building Mass, Scale, and Articulation.* The following regulations shall apply to break down the mass of large structures:

(1) Structures shall not exceed 200 feet in length adjacent to the street, within a build-to-zone.

(2) The mass of a building exceeding 100 feet in length shall be delineated into no more than 40-foot-wide segments utilizing changes in height and depth of the wall plane of no less than 24 inches.

Image 2: Treatment of building mass



…

(7) *Fenestration.* Fenestration patterns should encourage design, reinforce rhythm, and create shadows. The following shall be met to satisfy the fenestration requirements for a principal façade:

…

(b) Glazing. In order to create a proportion of solids to voids and pedestrian interest the following standards shall apply:

(i) A building façade located within the build-to zone shall be glazed no less than 50% of the first or ground floor at the pedestrian level between 2 and 12 feet above the sidewalk.

(ii) A building façade located outside of a build-to zone shall be glazed no less than 30% of the first or ground floor at the pedestrian level between 2 and 12 feet above the Finished Floor Elevation (FFE).

(iii) Glazing above the first story shall not exceed 80% of the total building wall area.

…

(Ord. No. 5312, 4-20-10; Ord. No. 5519, 8-21-12; Ord. No. 5859, §1(Exh. A), 3-15-16; Ord. No. 6164, §10, 4-2-19)

177.04 Site Development And Parking Lot Landscape Standards

…

(D) *Perimeter Landscaping Requirement.* Proposed development shall be landscaped meeting the following requirements:

(1) *Side and Rear Property Lines.* All parking lots shall have 5 feet of landscaped area between the property line and parking lot. The 2-foot vehicle overhang option may be included to meet this requirement. Depending on the use and location, additional landscaped area and screening may be required along property lines. Where parking lots are located adjacent to a public alley, greenspace is not required between the parking lot and the alley. A shared driveway or parking lot drive aisle within a platted access easement may encroach fully within the required greenspace along the side or rear property lines.

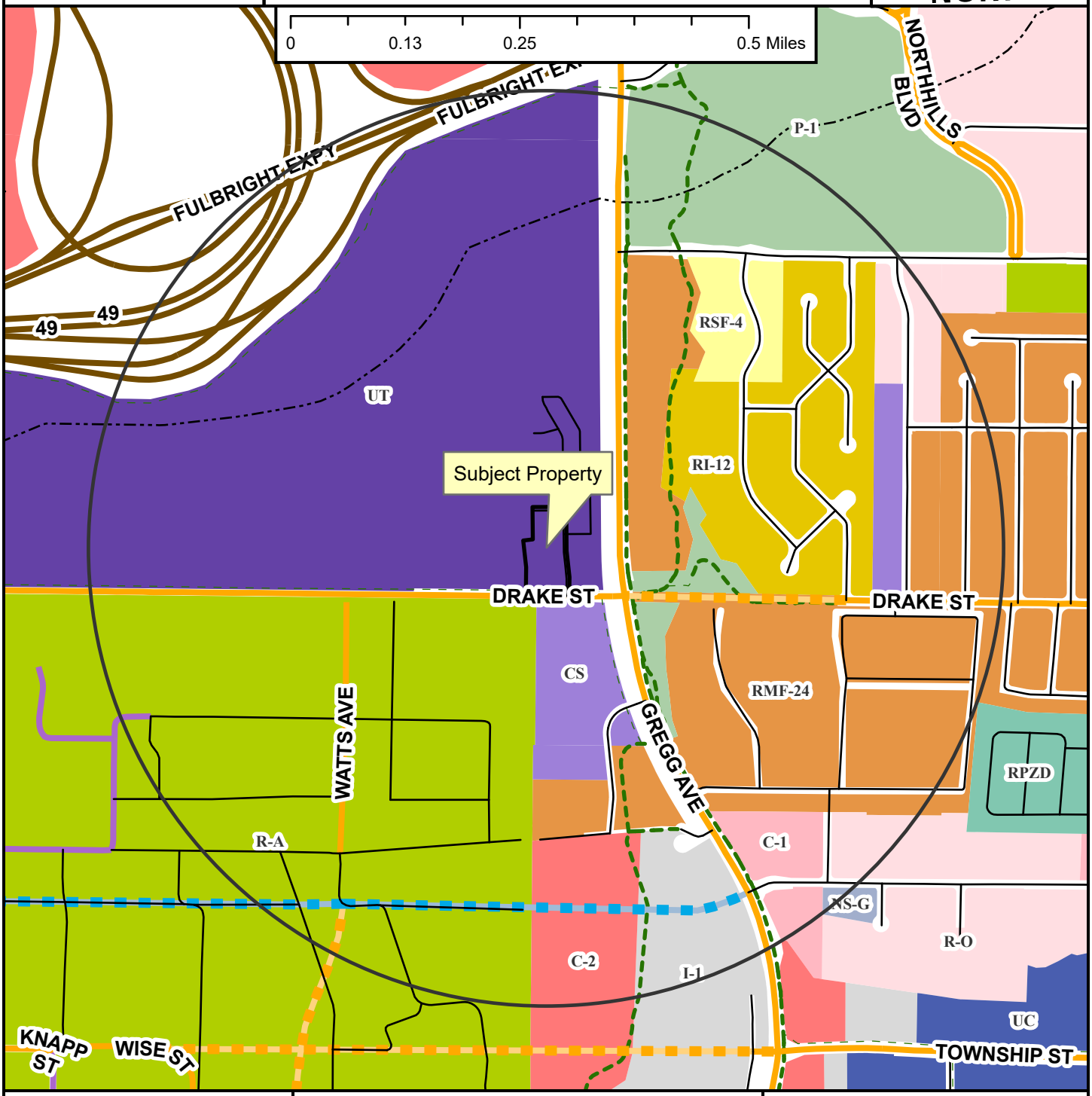
(Ord. No. 4917, 9-05-06; Ord. No. 5312, 4-20-10; Ord. No. 5337, 8-3-10; Ord. No. 5859, §3(Exh. B), 3-15-16; Ord. No. 6090, §1, 9-18-18)

VAR-2026-0029

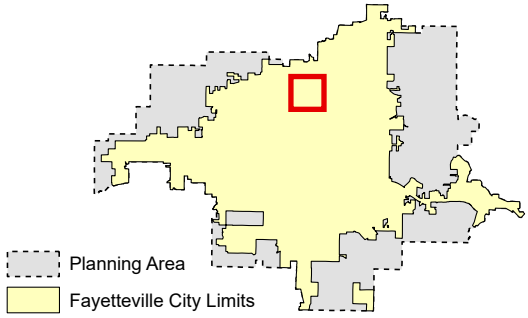
One Mile View

2828 N MANSFIELD AVE

NORTH



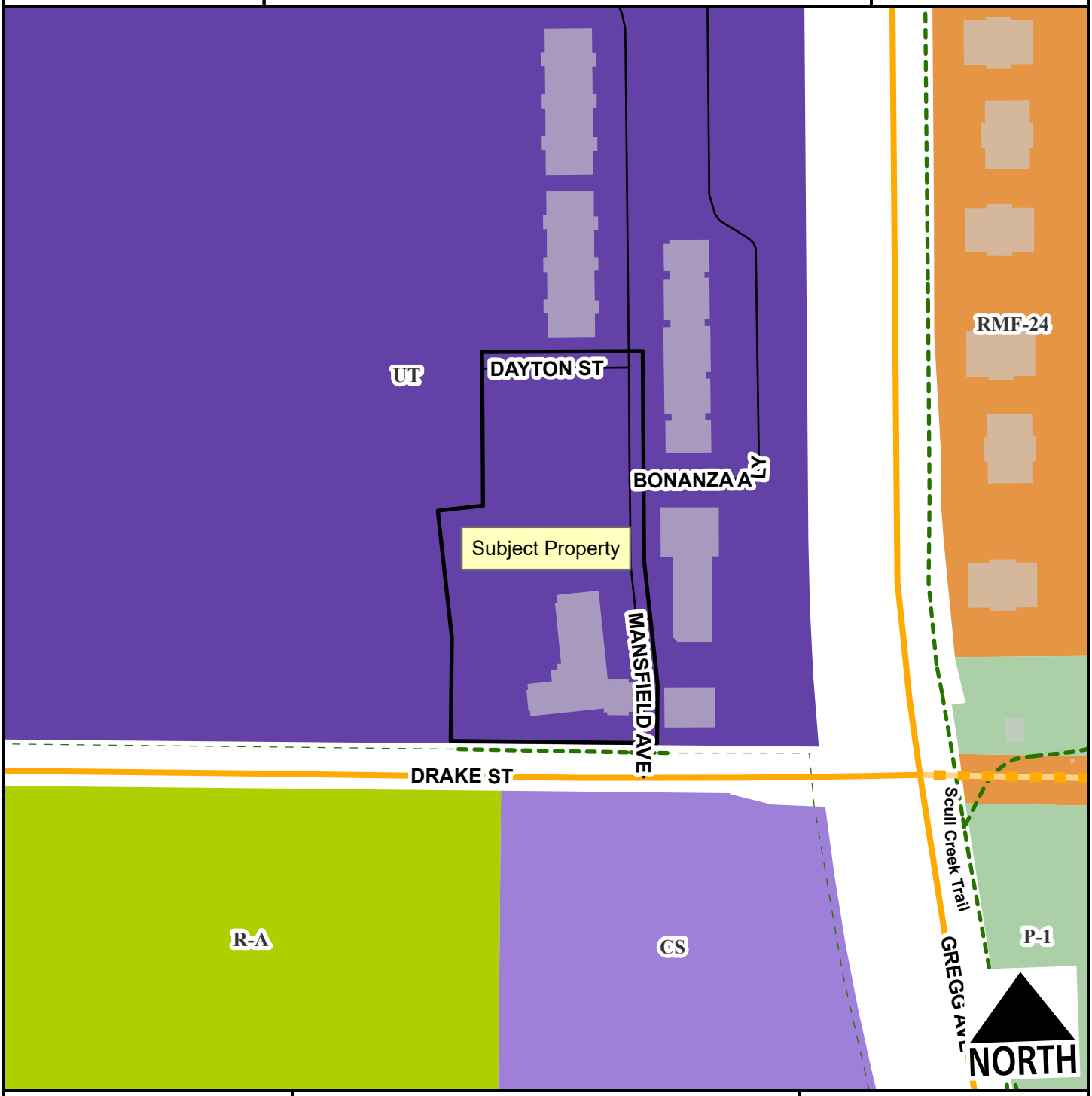
- Neighborhood Link
- Institutional Master Plan
- Freeway/Expressway
- Unclassified
- Alley
- Residential Link
- Planned Neighborhood Link
- Planned Residential Link
- Shared-Use Paved Trail
- Trail (Proposed)
- Design Overlay District
- Fayetteville City Limits
- Planning Area



VAR-2026-0029

Close Up View

2828 N MANSFIELD AVE



- Neighborhood Link
- Alley
- Residential Link
- Planned Neighborhood Link
- Planning Area
- Fayetteville City Limits
- Shared-Use Paved Trail
- Trail (Proposed)

Feet

0 65 130 260 390 520

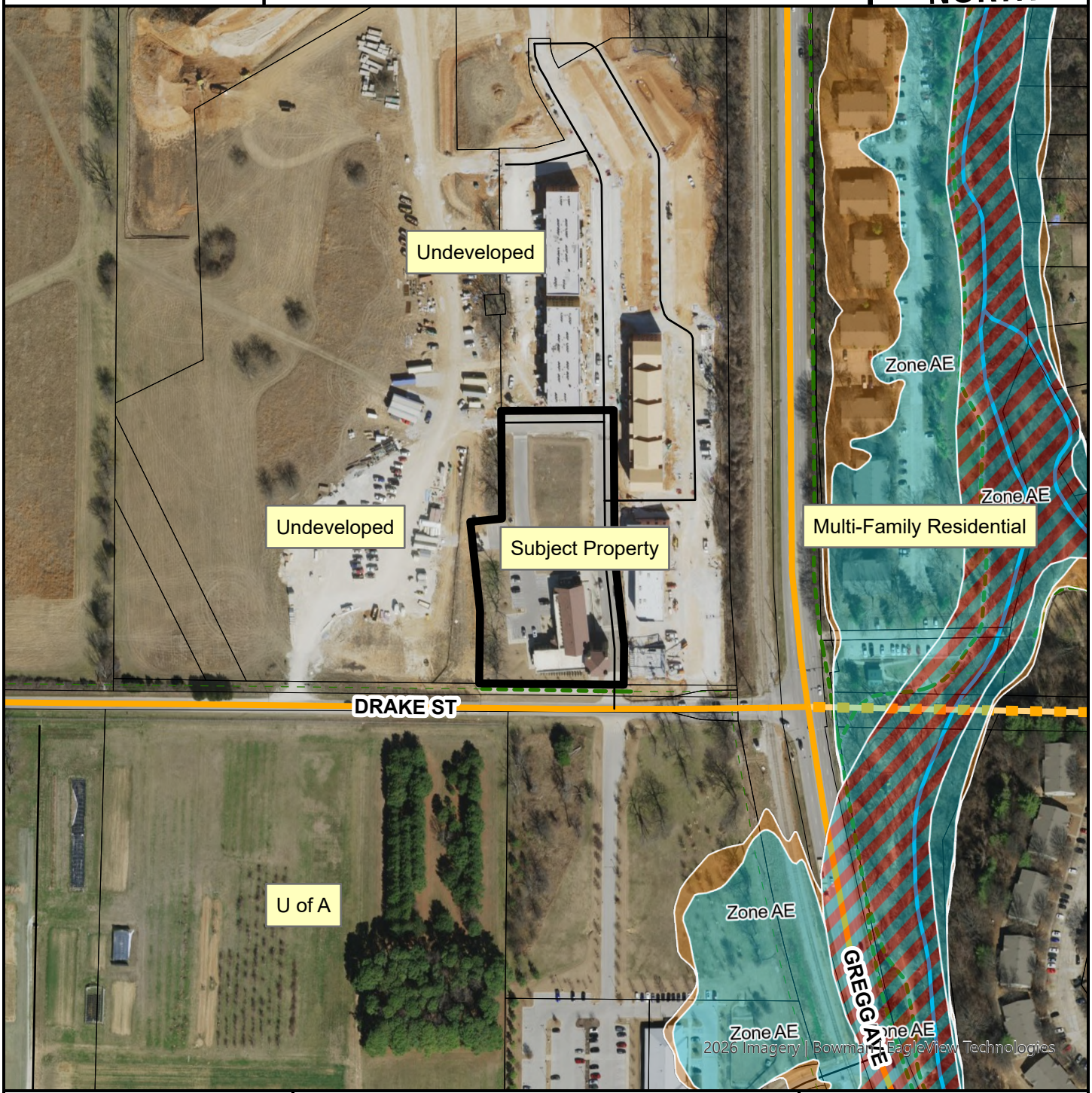
1:2,100

VAR-2026-0029

Current Land Use

2828 N MANSFIELD AVE

NORTH



- Neighborhood Link
- Unclassified
- Alley
- Residential Link
- Planned Neighborhood Link
- Trail (Proposed)
- Planning Area
- Fayetteville City Limits

Feet

0 90 180 360 540 720

1:3,000

FEMA Flood Hazard Data

- 100-Year Floodplain
- Floodway

E | D | G

Variance Request

To: City of Fayetteville
From: Ecological Design Group
Date: August 17, 2026
Re: Drake Farms Building 13

On behalf of 2828 Mansfield LLC, Ecological Design Group (EDG) is submitting this Variance Request to the City of Fayetteville.

Project Description: The Drake Farms Building 13 development consists of a single retail/office building located on a pad-ready site. The building is situated immediately north of the existing Pendergraft Building at the intersection of Mansfield Avenue and Dayton Street.

The Variance Request items are listed below:

Variance Request No 1:

Variance to Perimeter Landscaping Requirement

- Site Development And Parking Lot Landscape Standard
    - Section 177.04(D)(1) – Side and Rear Property Lines
        - "All parking lots shall have 5 feet of landscaped area between the property line and parking lot. The 2-foot vehicle overhang option may be included to meet this requirement. Depending on the use and location, additional landscaped area and screening may be required along property lines. Where parking lots are located adjacent to a public alley, greenspace is not required between the parking lot and the alley. A shared driveway or parking lot drive aisle within a platted access easement may encroach fully within the required greenspace along the side or rear property lines."

Ecological Design Group respectfully requests a variance to allow parking adjacent to the rear property line in lieu of the required five-foot landscaped setback. The current design allows for 17′ parking stalls adjacent to a 3′ greenspace. This variance is to allow for the 3′ greenspace in lieu of the required 5′ greenspace.

The subject property is located within the Urban Center Future Land Use designation under the City's adopted comprehensive plan. This designation's guiding policies expressly encourage mixed-use development that allows for shared parking and cross-utilization of parking supply (Policy 1), the application of traditional urban design principles to create compatible, livable, and accessible neighborhoods (Policy 8), and integration of alternative transportation modes consistent with the Master Street Plan (Policy 10). The requested reduction in the rear-yard landscape buffer directly supports these policies by preserving standard-sized parking stalls, efficient circulation, and a parking configuration compatible with future shared use as adjacent phases of Drake Farms develop.

While Urban Center policy also calls for large commercial sites to be landscaped in a manner that preserves the aesthetic character of their surroundings (Policy 5), this policy is directed at sites with frontage on major thoroughfares with high visibility — a description matching this project's street frontage, not the rear property line at issue in this request. Nonetheless, the project's landscape plan continues to fulfill this policy's intent through the installation of a row of 5 trees and a row of shrubs, ensuring aesthetic and screening objectives are met notwithstanding the requested dimensional reduction.

Basis for Request

A. The Project Has Already Exhausted the Code's Own Mechanisms for Reducing This Impact

Prior to seeking this variance, the site design has incorporated both tools Section 177.04 and the broader Unified Development Code provide for reducing a parking lot's landscape footprint:

Compact parking stalls have been incorporated at a rate of 26% where practical based on the connection to existing parking lot geometry, required minimum drive widths, and lot geometry.

The 2-foot vehicle overhang option expressly permitted under Section 177.04 has been incorporated into the design.

Even after applying both code-sanctioned reduction mechanisms, the site's dimensional constraints do not permit provision of the full five-foot buffer without a resulting loss of standard parking supply, as set forth below. The requested reduction reflects what remains necessary after every other available design remedy has already been applied — not a threshold the applicant is seeking to avoid addressing.

B. Site Dimensional Constraints

Based on this geometry, full compliance with the five-foot standard would require the elimination of approximately 13 parking stalls.

UDC allowed min/maximum: 0/49

Total stalls provided with the requested buffer reduction: 46

Total stalls achievable with full 5-foot compliance: 33

Because the site cannot accommodate both the full landscape buffer and the parking supply necessary to support the approved use, the requested reduction represents the minimum relief necessary to maintain a functional, code-compliant parking supply on this constrained lot.

<u>Variance Request No 2:</u>

Variance to Nonresidential Design Standards

- Section 166.24.D.1 – Building Mass, Scale, and Articulation
    - “Structures shall not exceed 200 feet in length adjacent to the street, within a build-to-zone.
- Section 166.24.7.D.i

- "A building façade located within the build-to zone shall be glazed no less than 50% of the first or ground floor at the pedestrian level between 2 and 12 feet above the sidewalk."

- Section 166.24.7.D.ii
  - "A building façade located outside of a build-to zone shall be glazed no less than 30% of the first or ground floor at the pedestrian level between 2 and 12 feet above the Finished Floor Elevation (FFE)."

Ecological Design Group and Nequette, respectfully requests a variance to allow for the proposed building to exceed 200' in length adjacent to the street. The proposed building length along Mansfield Ave. is currently shown at 206'. The intent of the ordinance is to ensure that buildings along street frontages are unique instead of long, monotonous building facades. The proposed building is aligned with the spirit of the code section and provides three distinct building masses which vary in roof form, materiality, and fenestration design. The Eave & Rake overhangs on the northern half and southernmost portion of the East Elevation will overhang by approximately 3' adding deep shadows, while the center mass has a brick parapet. Materiality changes between masses and the 1st & 2nd floods. Each ground floor building entry will feature trimmed storefront windows with projected awnings. It is intended that the storefronts may be altered or decorated by the tenant with signage or artwork which will help break up the façade further and prevent monotony.

Additionally, a variance is sought for a reduction in the glazing requirements for the South and North elevations of the building. Due to the existing topography of the site and the need to have a split level building, it is unfeasible to add glazing to meet this requirement. The attached elevations are included in this variance request to show that the spirit and intent of the ordinance is being met through other architectural elements. Where feasible, glazing has been incorporated into the building design.

Variance Request No 3:

Variance to Unified Development Code Chapter 166, Section 166.04, Item (B)(4)(c): Streets

(c) *Streets*.

i. *On-Site*. Widening the street adjacent to the project frontage and construction of all interior streets to meet Master Street Plan standards. Street grading, base, and paving according to existing city standards and specifications as adopted by the City Council.

EDG requests that the Planning Commission grant a variance to the code requirement to meet the Master Street Plan for interior streets to allow for a Residential Link to have for two 7' parallel parking lanes instead of one.

a. Justification: Two parallel parking lanes are proposed to maintain a continuous street section from the existing Pendergraft project into the remainder of the development. The intention is to add on-street parallel parking to slow down vehicular traffic and to create an urban environment with the commercial and residential portions of the development.

Additionally, this project is requesting that the Planning Commission grant an atypical street section variance all interior streets for the Drake Farms overall development This

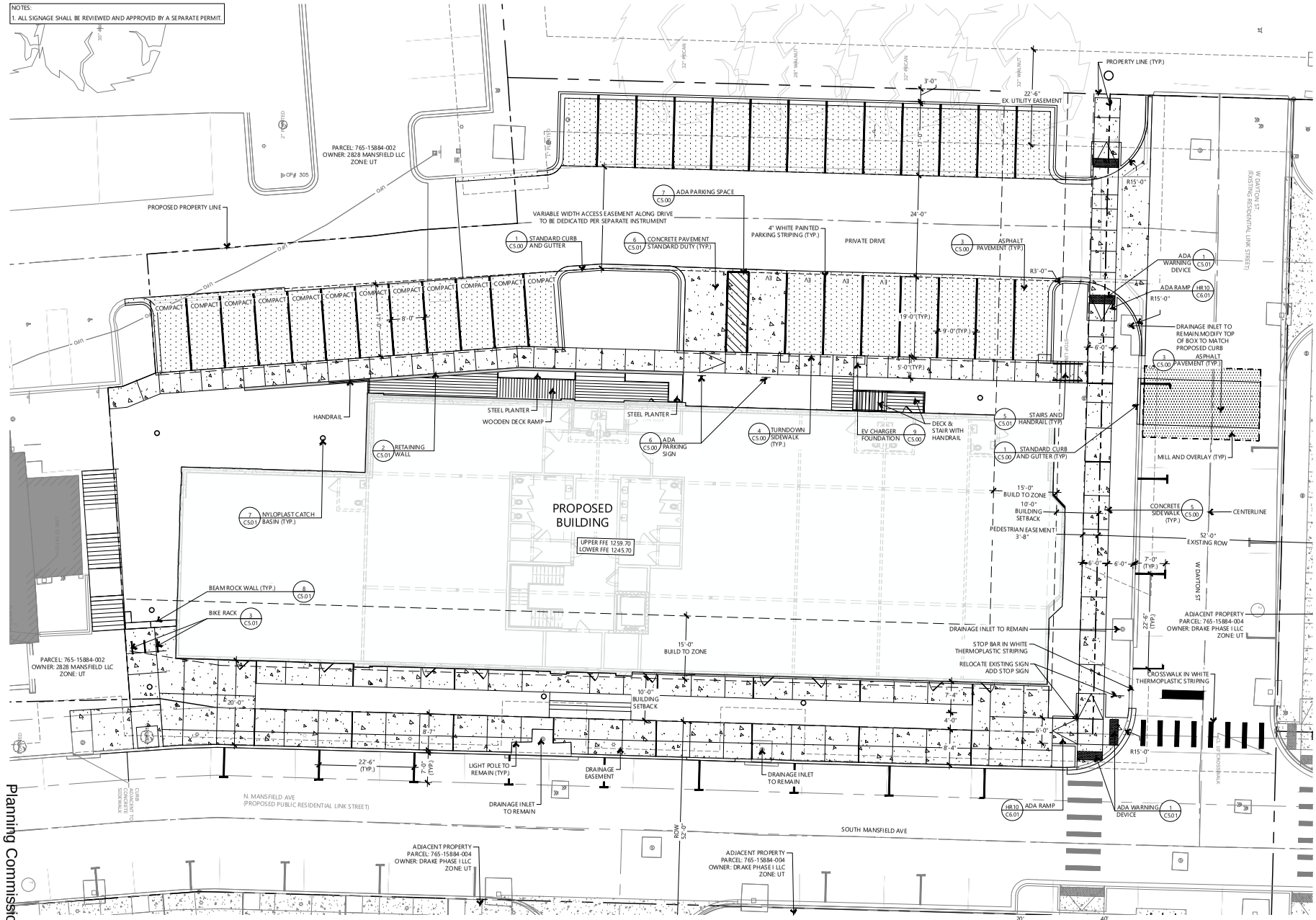
request would allow for the existing condition of all existing streets and would only require this development to dedicate the amount of ROW required to meet the MSP section of 52' wide. The sidewalk would not be included in this ROW dedication and would be placed in a pedestrian easement. Since this is an existing condition, we believe that intent of the MSP is for the City to obtain ROW sufficient for future growth and expansion if needed.

If you have any questions, comments or concerned please do not hesitate to contact me at khopkins@ecologicaldg.com or 479-441-0231.

Respectfully,

ECOLOGICAL DESIGN GROUP

Katelynn Hopkins, PE
Civil Engineer | Senior Associate
(479)-441-0231



1 SITE PLAN

E | D | G
Ecological Design Group
www.ecologicaldg.com
phone: 501 378 0200
LITTLE ROCK | ROGERS | WYNNE

NOT FOR CONSTRUCTION

NOT FOR CONSTRUCTION

NOT FOR CONSTRUCTION

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

DRAKE FARMS BUILDING 13

Fayetteville, Arkansas

EDG PROJECT NO.	26-003
DATE	2026.08.04

REVISIONS

Mark	Date	Description

PHASE: 100% DESIGN DEVELOPMENT

TITLE: SITE PLAN

SHEET NO. C1.00

Copyright Ecological Design Group 2026

Planning Commission
August 24, 2026
VAR-2026-0029 (2828 MANSFIELD LLC)
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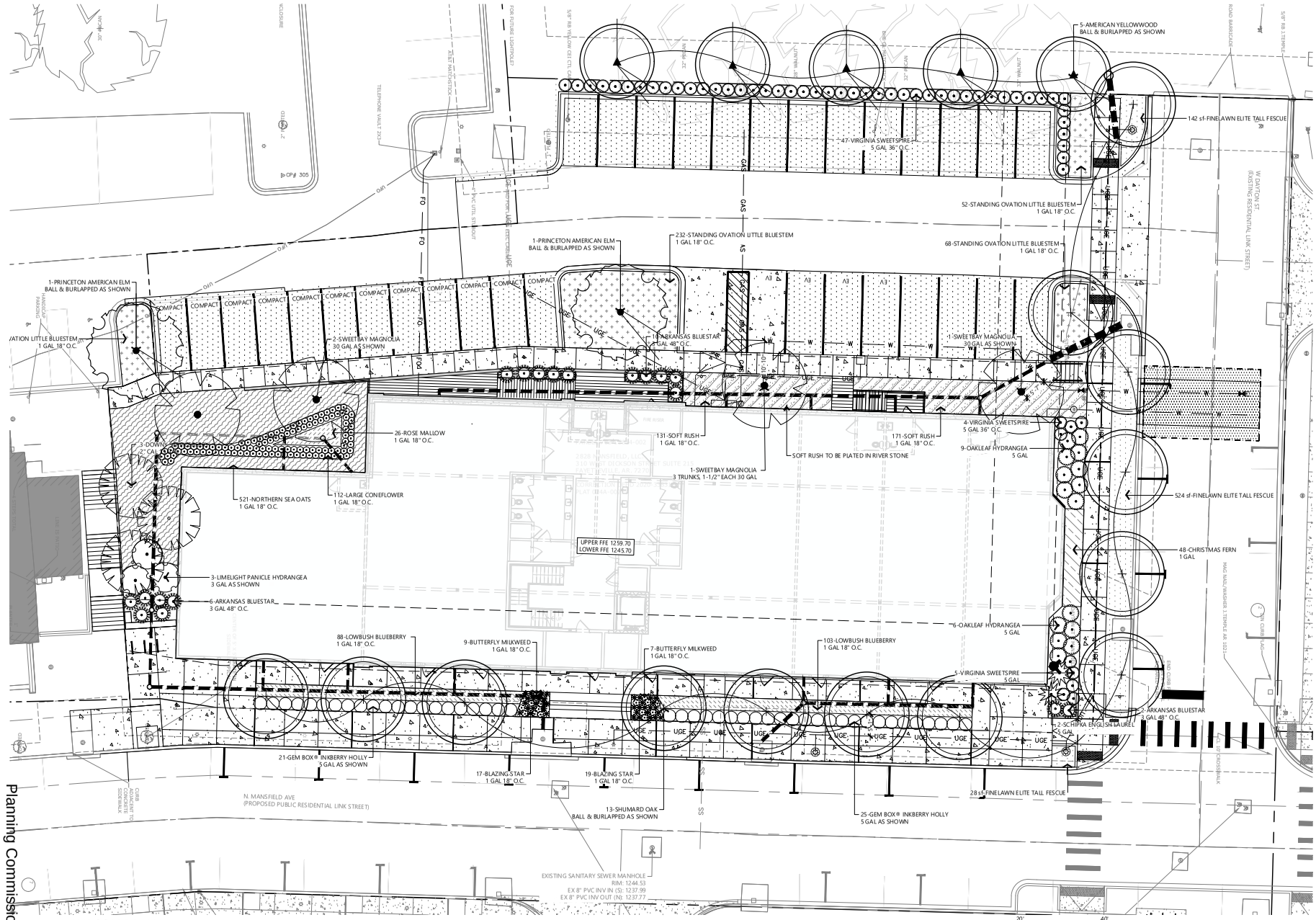


1 LANDSCAPE PLAN

SCALE: 1" = 10'-0"

E | D | G
Ecological Design Group
www.ecologicaldg.com
phone: 501 378 0200
LITTLE ROCK | ROGERS | WYNNE

NOT FOR CONSTRUCTION

NOT FOR CONSTRUCTION

REGISTERED LANDSCAPE ARCHITECT
License Number 1106
8.4.26
STATE OF ARKANSAS

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

DRAKE FARMS BUILDING 13

Fayetteville, Arkansas

EDG PROJECT NO.	26-003
DATE	2026.08.04

REVISIONS

Mark	Date	Description

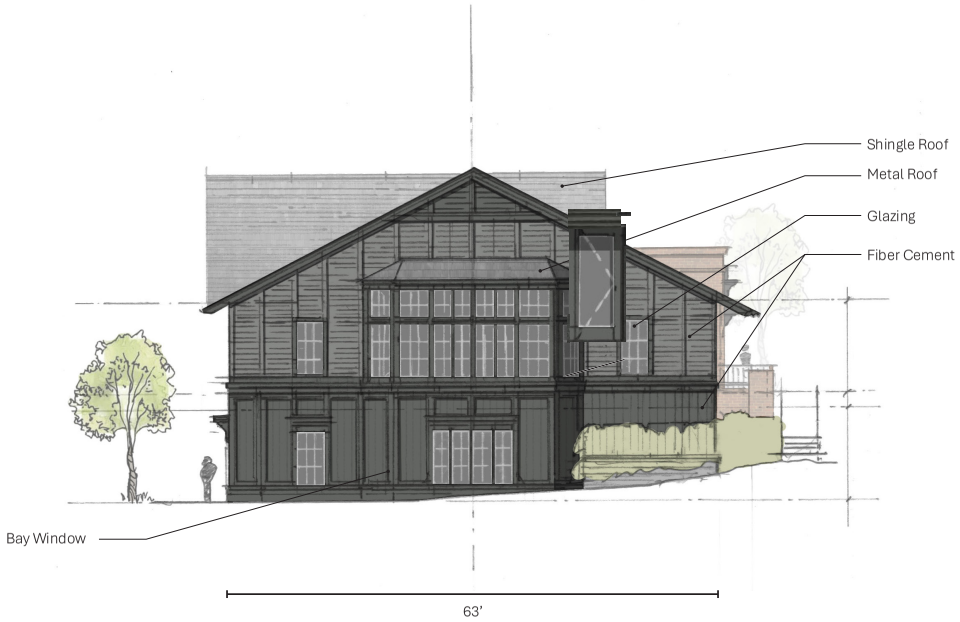
PHASE: 100% DESIGN DEVELOPMENT

TITLE: LANDSCAPE PLAN

SHEET NO.: L1.00

Copyright Ecological Design Group 2026

DRAKE FARMS BUILDING 13



NEQUETTE
ARCHITECTURE & DESIGN

NORTH ELEVATION

08/04/2026

SCALE
$^{1}/_{16}$” = 1’ - 0”

Planning Commission
August 24, 2026
VAR-2026-0029 (2828 MANSFIELD LLC)
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DRAKE FARMS BUILDING 13

ALTERNATIVE ELEVATION

NEQUETTE
ARCHITECTURE & DESIGN

EAST ELEVATION

08/04/2026

SCALE
1/16" = 1' - 0"

Planning Commission
August 24, 2026
VAR-2026-0029 (2828 MANSFIELD LLC)
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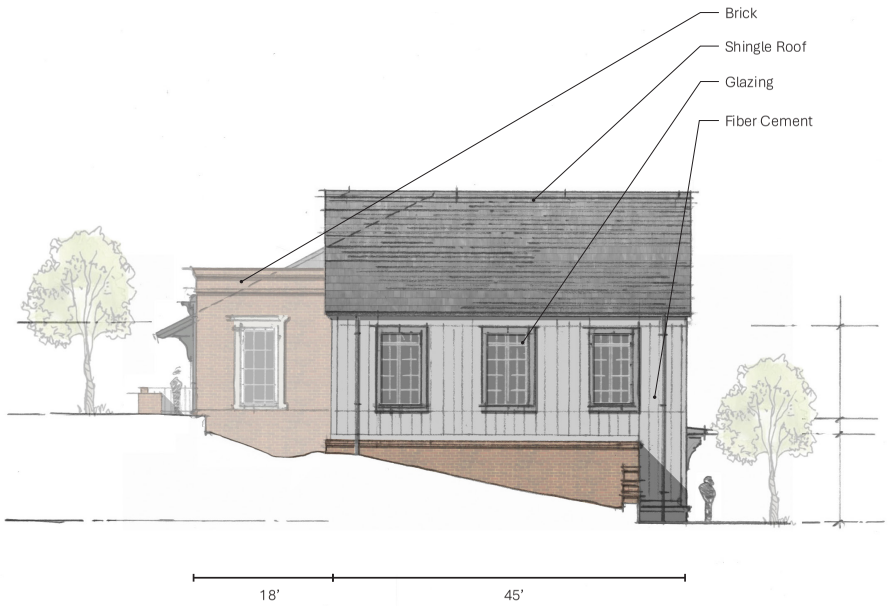
DRAKE FARMS BUILDING 13



SOUTH ELEVATION

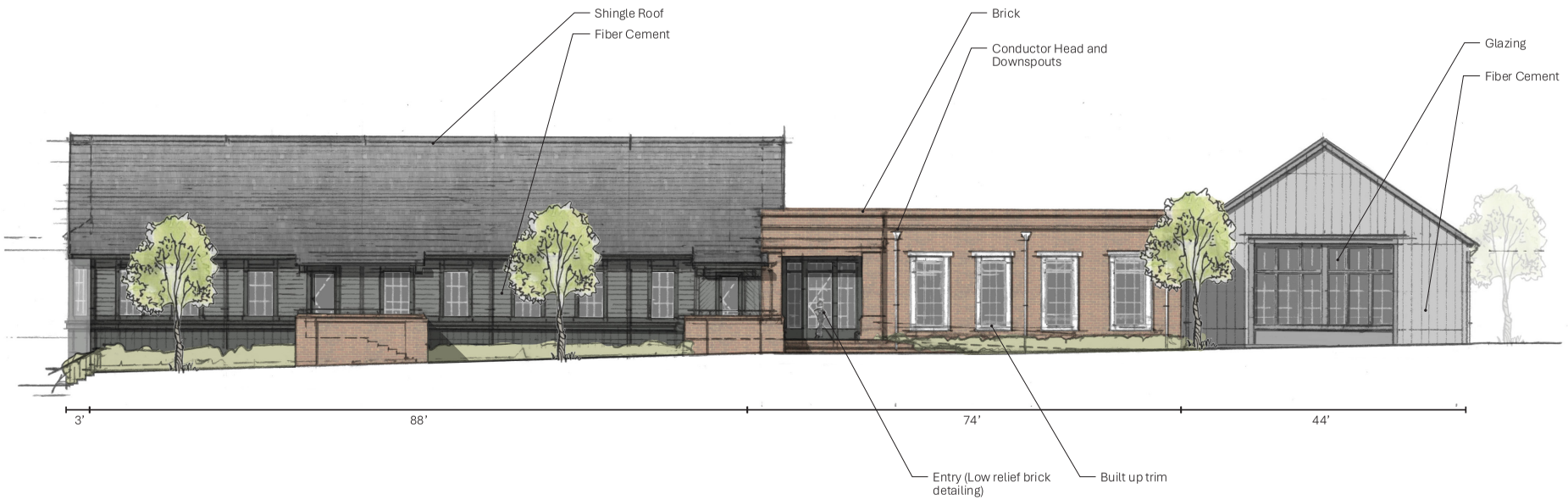
08/04/2026

NEQUETTE
ARCHITECTURE & DESIGN

SCALE
1/16" = 1' - 0"

Planning Commission
August 24, 2026
VAR-2026-0029 (2828 MANSFIELD LLC)
Page 17 of 18

DRAKE FARMS BUILDING 13



NEQUETTE
ARCHITECTURE & DESIGN

WEST ELEVATION

08/04/2026

SCALE
1/16" = 1' - 0"

Planning Commission
August 24, 2026
VAR-2026-0029 (2828 MANSFIELD LLC)
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CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

THRU: Jessie Masters, Planning Director

FROM: Donna Wonsower, Senior Planner

MEETING DATE: August 24, 2026

SUBJECT: **RZN-2026-0023: Rezoning (423 N. MISSION BLVD/WARREN MISSION LLC, 485)** Submitted by GENERATIONS HEALTH & WELLNESS CENTER for property located at 423 N. MISSION BLVD. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and contains approximately 0.20 acres. The request is to rezone the property to RI-U, RESIDENTIAL INTERMEDIATE-URBAN.

RECOMMENDATION:
Staff recommends forwarding **RZN-2026-0023** to City Council with a recommendation of approval.

RECOMMENDED MOTION:
*"I move to forward **RZN-2026-0023** to City Council with a recommendation of approval."*

JULY 12, AND JULY 27, 2026, PLANNING COMMISSION MEETING:
At the July 12 and July 27, 2026, Planning Commission meetings, the Planning Commission voted to table the project to provide additional time for the applicant to coordinate with adjacent property owners. A proposed bill of assurance was provided on August 18, 2026 which self-limits the uses and density to two detached single-family homes, with no associated accessory dwelling units. Further, the applicant adds a sunset restriction tied to the presence of the adjacent property owners, William and Mary Butt. Staff does not typically see Bills of Assurance include a sunset clause.

BACKGROUND:
The subject property is in east Fayetteville at the northwest corner of the intersection of E. Lafayette St. and N. Mission Blvd. The property contains one parcel totaling 0.20 acres which is currently zoned RSF-4, Residential Single-Family, Four Units per Acre. It contains one single-family dwelling constructed in 1981 which is not of historic age. The property is not part of any overlay districts, sensitive environmental areas, or historic districts. Surrounding land uses and zoning are depicted in *Table 1*.

Table 1:
Surrounding Land Uses and Zoning

Direction	Land Use	Zoning
North	Single-Family	RSF-4 Residential, Single-Family, Four Units per Acre
South	Single-Family	RSF-4 Residential, Single-Family, Four Units per Acre
East	Single-Family	RMF-6 Residential, Multifamily, Six Units per Acre
West	Single-Family	RSF-4 Residential, Single-Family, Four Units per Acre

Request: The request is to rezone the subject property from RSF-4, Residential Single-Family, Four Units per Acre to RI-U, Residential Intermediate-Urban with a Bill of Assurance as indicated above.

Public Comment: Two members of the public expressed concerns about the proposed rezoning, citing the historic nature of the existing neighborhood, large existing homes, visibility concerns of a structure located closer to the street, decreased property values, the addition of rental units and maintenance concerns associated with renters, and traffic safety.

INFRASTRUCTURE AND ENVIRONMENTAL REVIEW:

Streets: The subject property has frontage along E. Lafayette St. and N. Mission Blvd., both fully improved Neighborhood Links with asphalt paving, sidewalk and curb & gutter. Any street improvements required in these areas would be determined at the time of development proposal.

Water: Public water is available to the subject area. There is an existing 6-inch main along E. Lafayette St. and N. Mission Blvd.

Sewer: Sanitary sewer is available to the subject area. There is an existing 8-inch main along E. Lafayette St. and an existing 6-inch main along N. Mission Blvd. There are known wet weather sewer capacity issues identified in the City's 2025 Sewer Master Plan that appear in the system directly north of the subject property.

Drainage: No protected streams, hydric soils, or FEMA Floodplain are present in the subject area, and the property is not part of the Hillside-Hilltop Overlay District. Any drainage improvements required would be determined at the time of development proposal.

Fire: Station 1, located at 303 W. Center St., protects this site. The property is located approximately 1.2 miles from the fire station with an anticipated drive time of approximately 4 minutes using existing streets. The anticipated response time would be approximately 6.2 minutes. Fire Department response time is calculated based on the drive time plus 1 minute for dispatch and 1.2 minutes for turn-out time. Within the City Limits, the Fayetteville Fire Department has a response time goal of 6 minutes for an engine and 8 minutes for a ladder truck.

Police: The Police Department did not comment on this request.

Tree Preservation:

The current zoning district of RSF-4, Residential Single-Family, Four Units per Acre, requires **25% minimum canopy preservation.** The proposed zoning district of RI-U, Residential Intermediate-Urban requires **15% minimum canopy preservation**.

CITY PLAN 2040 FUTURE LAND USE PLAN: The City Plan 2040 Future Land Use Plan designates the property within the proposed rezone as **Residential Neighborhood.**

Residential Neighborhood Areas are primarily residential in nature and support a wide variety of housing types of appropriate scale and context: single-family, duplexes, rowhouses, multifamily and accessory dwelling units. Residential Neighborhood encourages highly connected, compact

blocks with gridded street patterns and reduced building setbacks. It also encourages traditional neighborhood development that incorporates low-intensity non-residential uses intended to serve the surrounding neighborhoods, such as retail and offices, on corners and along connecting corridors. This designation recognizes existing conventional subdivision developments which may have large blocks with conventional setbacks and development patterns that respond to features of the natural environment. Building setbacks may vary depending on the context of the existing neighborhood.

CITY PLAN 2040 INFILL MATRIX: City Plan 2040's Infill Matrix indicates a score of **8** for this site with a weighted score of **8**. The following elements of the matrix contribute to the score:

- Adequate Fire Response (Station 1, 303 W. Center St.)
- Near Sewer Main (6", E. Lafayette St. and N. Mission Blvd.)
- Near Water Main (8", E. Lafayette St | 6", N. Mission Blvd.)
- Near Grocery Store (Ozark Natural Foods)
- Near City Park (Saint Joseph Park)
- Near Paved Trail (E. Lafayette St, Marked Shared Roadway)
- Near ORT Bus Stop (Lafayette and College)
- Sufficient Intersection Density

FINDINGS OF THE STAFF

1. A determination of the degree to which the proposed zoning is consistent with land use planning objectives, principles, and policies and with land use and zoning plans.

Finding: ***Land Use Compatibility:*** **Staff finds the request to be compatible with the surrounding context. The property is located at the intersection of two neighborhood link streets and is directly across from a large cluster of higher intensity zoning ranging from multifamily zoning districts such as RMF-6 and RMF-24 to the mixed-use district Neighborhood Services, General (NS-G) to three acres of I-1, Heavy Commercial and Light Industrial. Additionally, while the parcel is located within a large area of single-family zoning, staff finds that there are high numbers of existing nonconforming lots and uses within the immediate vicinity. The vast majority of the lots within the blocks immediately adjacent to the subject do not meet bulk and area standards of the existing RSF-4 zoning, with many having lot widths of about 50 feet. There are extensive two-family dwellings and accessory dwelling units in the area, and many structures are built within 20'-30' of the existing ROW which is consistent with the build-to-zone standard in RI-U. Accordingly, staff finds that RI-U is consistent with the historic development pattern of the area and that the rezoning is not likely to facilitate development which is visually inconsistent with the neighborhood at large.**

Land Use Plan Analysis: **Staff finds that the request is consistent with adopted land use policies, the Future Land Use Map designation, and goals of City Plan 2040. The area is designated as a Residential Neighborhood Area, which recommends a wide variety of housing types of appropriate scale and context, including single-family, duplexes, rowhouses, multifamily and accessory dwelling units. Rezoning to RI-U would permit additional housing types without permitting multifamily structures which could be out of scale with the surroundings. The infill score for this parcel is moderate**

with a weighted score of 8, indicating the property could likely support a wider range of uses than strictly single-family with an incremental increase in density. RSF-4 and RI-U have similar conditional uses available, including limited commercial options, which would require additional planning commission approvals. Staff finds that the request aligns with goals 1, 2, and 6 of City Plan 2040 by creating opportunities for denser development in an area that is already served by infrastructure.

2. A determination of whether the proposed zoning is justified and/or needed at the time the rezoning is proposed.

Finding: **Staff finds the proposed zoning is justified at this time. A rezoning to RI-U would establish more flexible allowances for creative redevelopment of the subject property that could ultimately enable homeownership of smaller, more attainable dwelling units in an area of town with a relatively high concentration of services, amenities, and employment opportunities. A redevelopment of the land under existing entitlements would have less flexibility, likely resulting in increased impact and costs, and could increase the likelihood of the existing home being demolished.**

3. A determination as to whether the proposed zoning would create or appreciably increase traffic danger and congestion.

Finding: **Staff finds that rezoning of RSF-4 to RI-U would not likely create or appreciably increase traffic danger or congestion given the property's location along a major corridor. While the property is adjacent to an offset intersection, any development or subdivision of land would be subject to the city's access management standards including separation between driveways and intersections. Additionally, staff finds that single-family homes are subject to less stringent access management standards. RI-U does not have a stated density limit; however, the relatively small size of the parcel, parking, drainage, tree preservation, and other city standards are likely to limit development potential for the site.**

4. A determination as to whether the proposed zoning would alter the population density and thereby undesirably increase the load on public services including schools, water, and sewer facilities.

Finding: **Rezoning the property from RSF-4 to RI-U has the potential to alter the population density of the area, though staff finds not likely to an undesirable degree. RSF-4 has a stated residential density maximum of four units per acre, while RI-U has no stated density limitation. However, given the presence of existing public infrastructure and proximity to nonresidential services such as grocery stores, transit and parks, staff finds that the proposed rezoning is not likely to increase the load on public services to an undesirable degree. While there are known wet weather sewer capacity issues that appear in the adjacent system, the relatively small size of the property is also likely to naturally limit development capacity. Fayetteville Public Schools did not comment on this request.**

5. If there are reasons why the proposed zoning should not be approved in view of

considerations under b (1) through (4) above, a determination as to whether the proposed zoning is justified and/or necessitated by peculiar circumstances such as:

a. It would be impractical to use the land for any of the uses permitted under its existing zoning classifications;

b. There are extenuating circumstances which justify the rezoning even though there are reasons under b (1) through (4) above why the proposed zoning is not desirable.

Finding: N/A

RECOMMENDATION: Planning staff recommends forwarding RZN-2026-0023 to City Council with a recommendation of approval.

PLANNING COMMISSION ACTION: Required: YES			
Date: August 24, 2026	**❒ Tabled**	**❒ Forwarded**	**❒ Denied**
Motion:			
Second:			
Vote:			

BUDGET/STAFF IMPACT:
None

ATTACHMENTS:

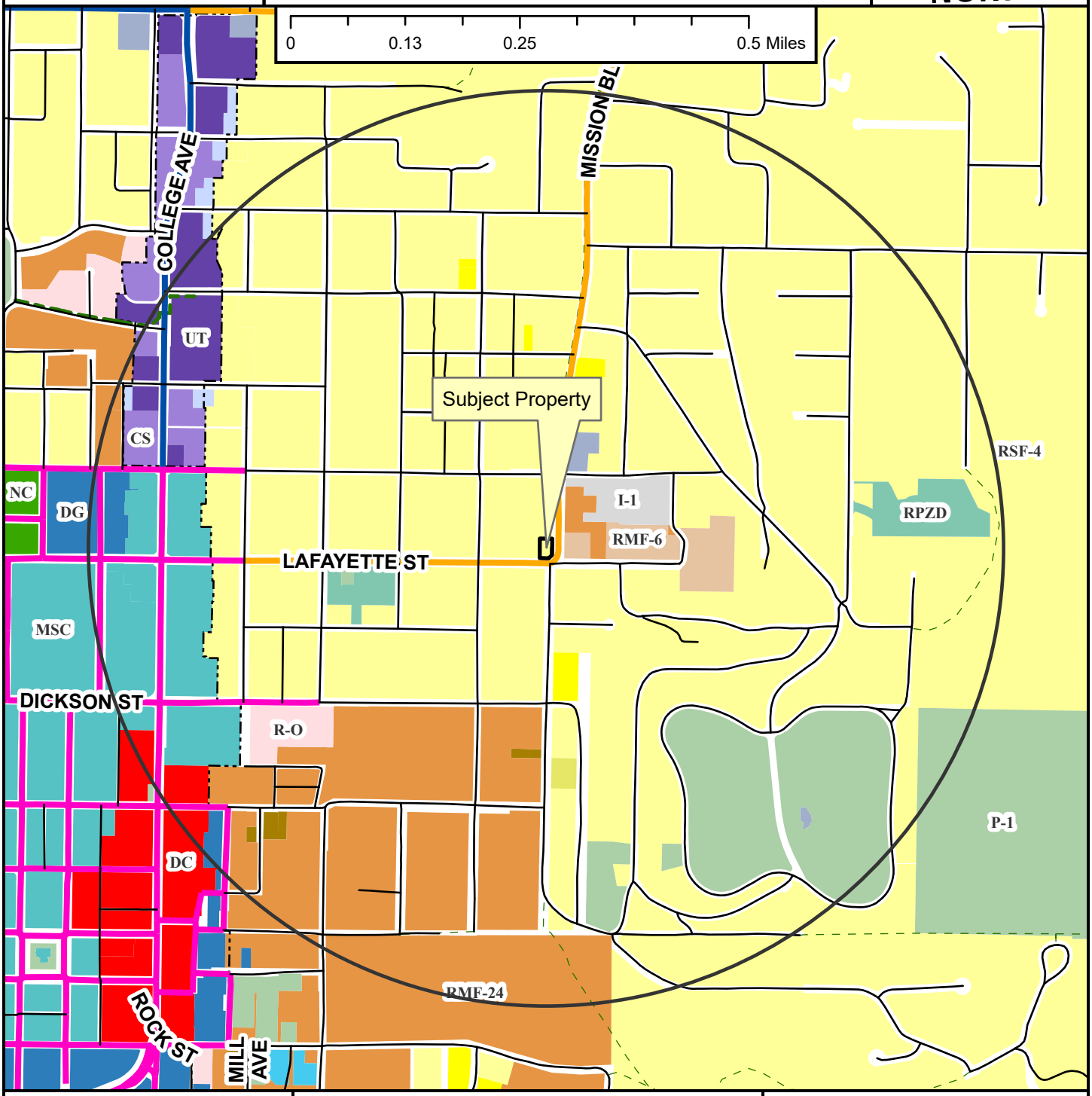
- Project Maps
  - One Mile Map
  - Close-Up Map
  - Current Land Use Map
  - Future Land Use Map
- Unified Development Code
  - §161.07 District RSF-4, Residential Single-Family, Four Units per Acre
  - §161.12 District RI-U, Urban Thoroughfare
- Staff Exhibits
  - Long-Range Planning Memo
- Applicant Exhibits
  - Request Letter
  - Bill of Assurance

RZN-2026-0023

One Mile View

423 N MISSION BLVD

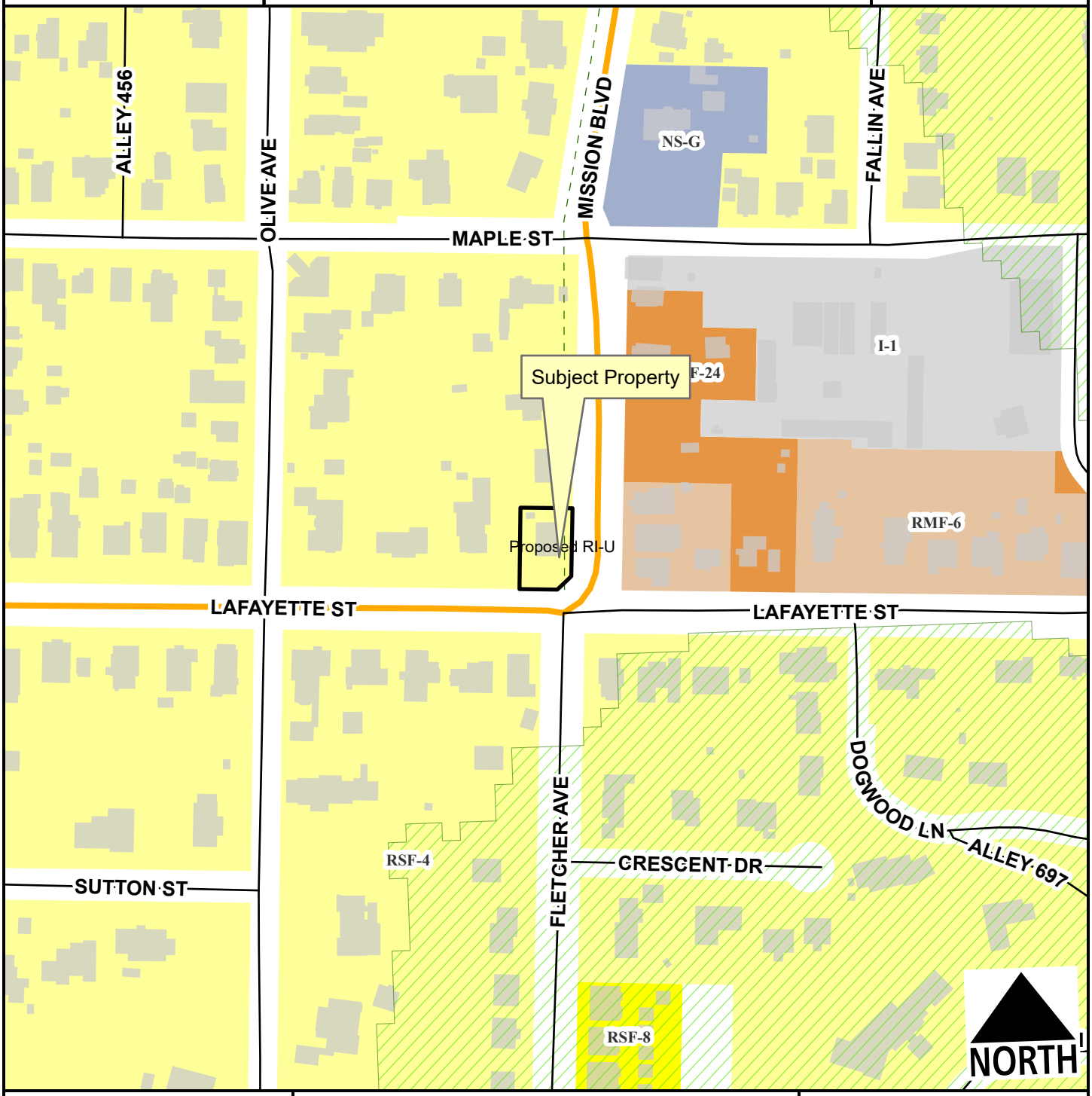
NORTH



RZN-2026-0023

Close Up View

423 N MISSION BLVD



- Neighborhood Link
- Alley
- Residential Link
- Hillside-Hilltop Overlay District
- Trail (Proposed)
- Planning Area
- Fayetteville City Limits

Feet

0 75 150 300 450 600

1:2,400

Zone	Current	Proposed
RI-U	0.0	0.2
RSF-4	0.2	0.0

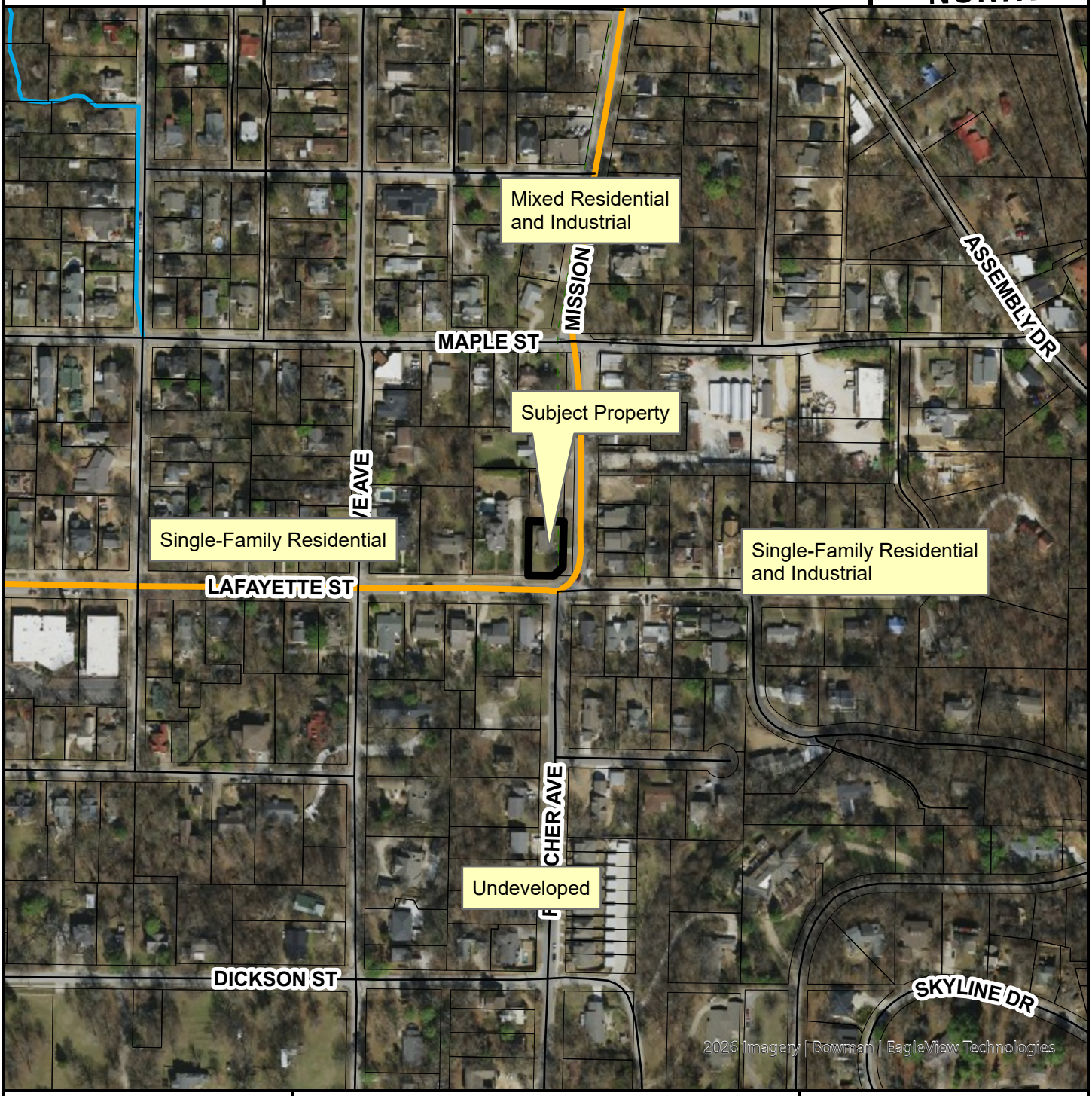
Total 0.2 ac

RZN-2026-0023

Current Land Use

423 N MISSION BLVD

NORTH



Neighborhood Link
Alley
Residential Link
Trail (Proposed)
Planning Area
Fayetteville City Limits

Feet
0 112.5 225 450 675 900
1:3,600

FEMA Flood Hazard Data

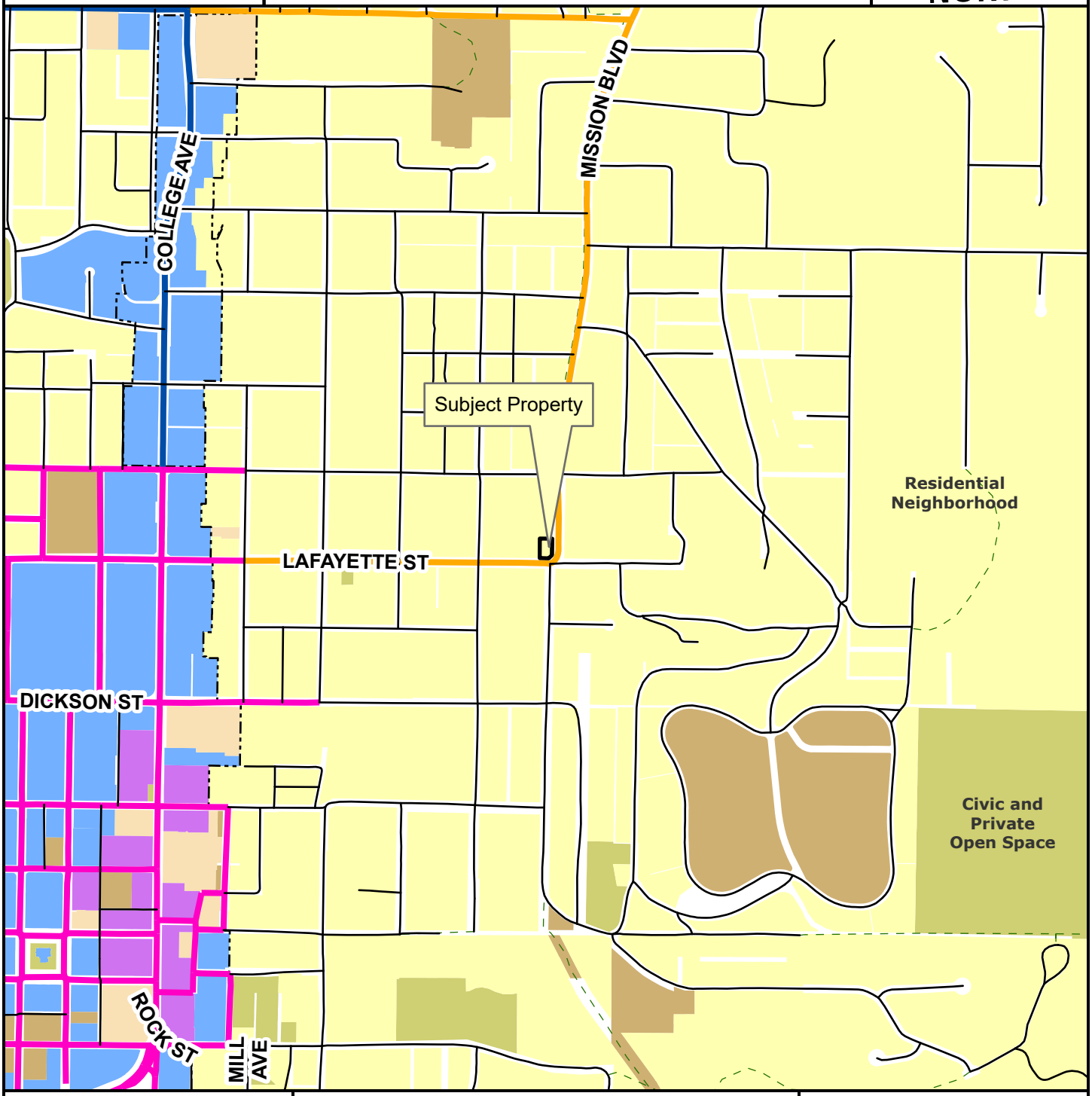
100-Year Floodplain
Floodway

RZN-2026-0023

Future Land Use

423 N MISSION BLVD

NORTH



- Neighborhood Link
- Regional Link - High Activity
- Urban Center
- Unclassified
- Alley
- Residential Link
- Planning Area
- Fayetteville City Limits
- Trail (Proposed)
- Design Overlay District

Feet

0 305 610 1,220 1,830 2,440

1:10,000

- City Neighborhood
- Civic Institutional
- Civic and Private Open Space
- Industrial
- Natural
- Non-Municipal Government
- Residential Neighborhood
- Rural Residential
- Urban Center

161.07 - District RSF-4, Residential Single-Family - Four (4) Units Per Acre

(A) *Purpose.* The RSF-4 Residential District is designed to permit and encourage the development of low density detached dwellings in suitable environments, as well as to protect existing development of these types.

(B) *Uses.*

(1) *Permitted Uses*

Unit 1	City-wide uses by right
Unit 8	Single-family dwellings
Unit 41	Accessory dwellings
Unit 46	Short-term rentals

(2) *Conditional Uses*.

Unit 1	City-wide uses by right
Unit 8	Single-family dwellings
Unit 41	Accessory dwellings
Unit 46	Short-term rentals

(C) *Density.*

	Single-family dwellings
Units per acre	4 or less

(D) *Bulk and Area Regulations.*

	Single-family dwellings	Two (2) family dwellings
Lot minimum width	70 feet	80 feet
Lot area minimum	8,000 square feet	12,000 square feet
Land area per dwelling unit	8,000 square feet	6,000 square feet
Hillside Overlay District Lot minimum width	60 feet	70 feet
Hillside Overlay District Lot area minimum	8,000 square feet	12,000 square feet
Land area per dwelling unit	8,000 square feet	6,000 square feet

(E) *Setback Requirements.*

Front	Side	Rear
15 feet	5 feet	15 feet

(F) *Building Height Regulations*.

Building Height Maximum	3 stories

(G) *Building Area.* On any lot the area occupied by all buildings shall not exceed 40% of the total area of such lot. Accessory ground mounted solar energy systems shall not be considered buildings.

(Code 1991, §160.031; Ord. No. 4100, §2 (Ex. A), 6-16-98; Ord. No. 4178, 8-31-99; Ord. No. 4858, 4-18-06; Ord. No. 5028, 6-19-07; Ord. No. 5128, 4-15-08; Ord. No. 5224, 3-3-09; Ord. No. 5312, 4-20-10; Ord. No. 5462, 12-6-11; Ord. No. 5921, §1, 11-1-16; Ord. No. 5945, §8, 1-17-17; Ord. No. 6015, §1(Exh. A), 11-21-17; Ord. No. 6245, §2, 10-15-19; Ord. No. 6427, §§1(Exh. C), 2, 4-20-21)

Editor's note— Ord. No. 6888, §1, adopted June 17, 2025 determines that Ordinance 6427 (Sunset Clause), Ordinance 6625 (extending Sunset Clause), Ordinance 6710 (extending the Sunset Clause), and Ordinance 6820 (extending the Sunset Clause) be amended so that Ordinance 6427 and all amendments to Code Sections ordained or enacted by Ordinance 6427 shall automatically sunset, be repealed and become void on November 30, 2025 unless prior to that time and date the City Council amends this ordinance to repeal or further amend this sunset, repeal and termination section.

161.12 District RI-U, Residential Intermediate — Urban

(A) *Purpose.* The RI-U Residential District is designed to permit and encourage the development of detached and attached dwellings in suitable environments, to provide a range of housing types compatible in scale with single-family homes and to encourage a diversity of housing types to meet demand for walkable urban living.

(B) *Uses.*

(1) *Permitted Uses.*

Unit 1	City-wide uses by right
Unit 8	Single-family dwellings
Unit 9	Two-family dwellings
Unit 10	Three- and four-family dwellings
Unit 41	Accessory dwellings
Unit 44	Cluster housing development
Unit 46	Short-term rentals

(2) *Conditional Uses.*

Unit 2	City-wide uses by conditional use permit
Unit 3	Public protection and utility facilities
Unit 4	Cultural and recreational facilities
Unit 5	Government facilities
Unit 12a	Limited business
Unit 24	Home occupations
Unit 26	Multi-family dwellings
Unit 36	Wireless communications facilities
Unit 48	Private dormitories

(C) *Density.* None.

(D) *Bulk and Area Regulations.*

	Dwelling (all types)

Lot width minimum	18 feet
Lot area minimum	None

(E) *Setback Requirements.*

Front	Side Other Uses	Side Single & Two-family	Rear Other Uses	Rear, from centerline of an alley
A build-to zone that is located between the front property, line and a line 25 feet from the front property line.	None	5 feet	5 feet	12 feet

(F) *Building Height Regulations.*

Building height maximum	2 stories/3 stories*

* A building or a portion of a building that is located between 0 and 10 feet from the front property line or any master street plan right-of-way line shall have a maximum height of two (2) stories. Buildings or portions of the building setback greater than 10 feet from the master street plan right-of-way shall have a maximum height of three (3) stories.

(G) *Building Area.* The area occupied by all buildings shall not exceed 60% of the total lot area. Accessory ground mounted solar energy systems shall not be considered buildings.

(H) *Minimum Buildable Street Frontage.* 50% of the lot width.

(Ord. No. 6945, §5(Exh. D), 12-16-25)

CITY OF
FAYETTEVILLE
ARKANSAS

STAFF MEMO

TO: Donna Wonsower, Senior Planner

FROM: Kylee Cole, Long Range & Preservation Planner

MEETING DATE: July 13, 2026

SUBJECT: **Long Range Planning Comments Regarding RZN-2026-0023**

BACKGROUND:
The applicant requests to rezone approximately 0.20 acres from RSF-4, Residential Single-Family, Four Units Per Acre to RI-U, Residential Intermediate - Urban. Two long range planning documents are relevant when evaluating this request: *City Plan 2040* and the *Heritage & Historic Preservation Plan.*

City Plan 2040 (2020):
City Plan 2040 includes several relevant plan goals and objectives:

- Goal 1 – We will make appropriate infill and revitalization our highest priority.
- Goal 2 – We will discourage suburban sprawl.
- Goal 3 – We will make compact, complete, and connected development the standard.
- Goal 6 – We will create opportunities for attainable housing.
    - 3.6.1 - Increase housing choices by encouraging a mixture of housing types and sizes dispersed throughout the city and in proximity to transit and active transportation networks. (p.45)

On its adoption in early 2020, *City Plan 2040* carried forward goals from prior comprehensive plans and organized them into six primary goals. The goals were meant to focus the City's efforts on appropriate infill that furthers a variety of transportation options, supports the creation of attainable housing, and limits the amount of land consumed by development on the City's periphery, often termed "suburban sprawl".

Heritage & Historic Preservation Plan (2023):
The City's *Heritage & Historic Preservation Plan* was initiated by City Plan 2040.
Heritage and Historic Preservation Master Plan Relevant Goals and Action Items

1.9	Plan Review	Include historic preservation staff in review of proposed major projects and zoning changes to determine impacts to historic resources.
1.10	Demolition Ordinance	Pass an ordinance to allow for the review of proposed demolitions for resources forty-five years or older. Staff to evaluate each property for significance. Work with property owner to discourage demolition. Reviews should be taken up by HDC as needed.
4.9	Community Engagement: Transparency	Publish information about historic preservation reviews and demolitions of historic properties to increase transparency.

DISCUSSION:

Zoning History:

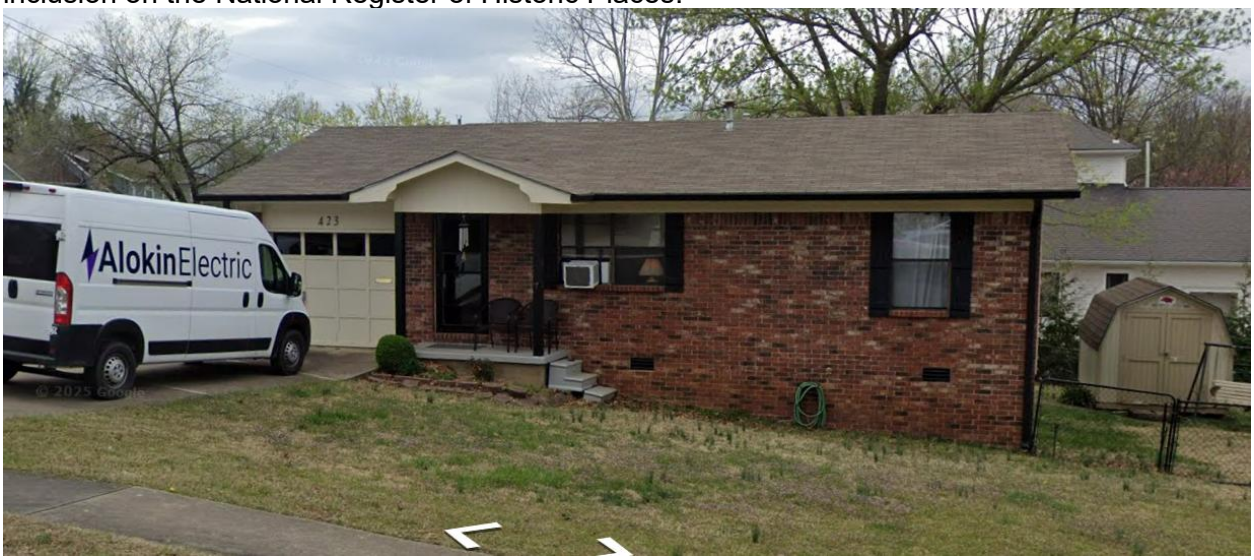
This property was included in the original town plat (1870). Ordinance 1747 approved on June 29, 1970 enacted a new zoning map and set of districts and zoning requirements for the city. This map shows the subject property as being zoned into the low-density "R-1" zoning district, which was subsequently translated to "RSF-4" with the adoption of the city's Unified Development Code in 2003.

City Plan 2040 and Future Land Use Plan:

This area is designated as a Residential Neighborhood area, which are "primarily residential in nature and support a wide variety of housing types of appropriate scale and context." This land use designation also encourages the incorporation of low-intensity non-residential uses intended to serve the surrounding neighborhood, such as retail or offices.[1] The request aligns with this designation by diversifying the housing types permitted beyond single-family by right and allowing additional residential types and some limited business uses by conditional use. The request aligns with goals 1, 2, and 6 of City Plan 2040 by creating opportunities for denser development in an area that is already served by infrastructure.

Property History:

The subject property contains a single-family dwelling constructed ca. 1981, according to Washington County Tax Assessor records. The property is not of historic age and ineligible for inclusion on the National Register of Historic Places.



[1] City Plan 2040, 128.

BILL OF ASSURANCE
FOR THE CITY OF FAYETTEVILLE, ARKANSAS

In order to attempt to obtain approval of my request for a zoning reclassification of RI-U and lot split for the following property: 423 North Mission, Assessor's tax parcel # 765-07916-000 I, as the owner of this property, Warren Mission, LLC as owned by Dennis Warren and Amanda Warren, members (hereinafter called "Petitioner") hereby voluntarily offer this Bill of Assurance and enter into this binding agreement and contract with the City of Fayetteville, Arkansas.

The Petitioner expressly grants to the City of Fayetteville the right to enforce any and all of the terms of this Bill of Assurance in the Circuit Court of Washington County and agrees that if Petitioner or Petitioner's heirs, assigns, or successors violate any term of this Bill of Assurance, substantial irreparable damage justifying injunctive relief has been done to the citizens and City of Fayetteville, Arkansas. The Petitioner acknowledges that the Fayetteville Planning Commission and the Fayetteville City Council will **reasonably rely** upon all of the terms and conditions within this Bill of Assurance in considering whether to approve Petitioner's rezoning request.

Petitioner hereby voluntarily offers assurances that Petitioner and Petitioner's property shall be restricted as follows **IF** Petitioner's requested rezoning is approved by the Fayetteville City Council:

1. The area proposed to be rezoned to RI-U shall be limited to the following Permitted Uses:

   Development and use shall be limited to a total of two (2), detached, single family dwellings on the entire tract, which may not be improved further with any Accessory Dwelling Units ("ADU") but may be used for short-term rental purposes subject to any City of Fayetteville requirements or restrictions. ;

2. The limitations under paragraph 1 shall terminate upon the earlier of i) neither William Jackson Butt II nor Mary Anne Butt occupying 526 East Lafayette (the adjacent property) as his or her principal residence for a continuous period of six (6) months, excluding temporary absences for medical care, travel or similar purposes or (ii) the transfer of 526 E. Lafayette to any third party, other than to a revocable trust established for the benefit of either William Jackson Butt II nor Mary Anne Butt . Upon termination of this limitation pursuant to this Paragraph 2, the William Jackson Butt II and Mary Anne Butt or their respective personal representatives, heirs, successors and assigns shall execute and record a release of this Bill of Assurance limitation within thirty (30) days after such termination. If such Release of Covenants is not so executed and recorded within such thirty (30) day period, the Petitioner or its successors and assigns may record an affidavit of termination. The affidavit of termination shall be conclusive evidence of termination, absent a court order to the contrary, provided before filing such affidavit, Petitioner shall provide William Jackson Butt II or Mary Anne Butt, their personal representatives, or their heirs, successors or assigns in title thirty (30) days' prior to recording, notice of the intent to record with a copy of the proposed affidavit.

Terms used herein shall be defined as in the Fayetteville Unified Development Code in effect as of this date. **Petitioner specifically agrees that all such restrictions and terms shall run with the land and bind all future owners unless and until specifically released as provided h herein or by Ordinance of the Fayetteville City Council**. This Bill of Assurance shall be filed for record in the Washington County Circuit Clerk's Office as part of the rezoning ordinance. After Petitioner's rezoning is effective, the Bill of Assurance shall be noted on any Final Plat, Large Scale Development, or other development approval which includes some or all of Petitioner's property affected by the rezoning.

IN WITNESS WHEREOF and in agreement with all the terms and conditions

stated above, We Dennis and Amanda Warren, sole members and owners of Warren Mission, LLC **voluntarily offer** all such assurances and sign my name below.

Warren Mission, LLC

_____	_____
Dennis Warren, Member	Amanda Warren, Member
_____	_____
Date	Date

NOTARY OATH

STATE OF ARKANSAS)
COUNTY OF WASHINGTON)

On this, the _____ day of _____, 2026, before me, the undersigned notary, personally appeared Dennis Warren and Amanda Warren, known to me (or satisfactorily proven) to be the persons whose name are subscribed to the above and, after being placed upon their oath, swore or affirmed that they were authorized to sign the above Bill of Assurance, agreed with the terms of the Bill of Assurance, and executed the Bill of Assurance in an attempt to have their property rezoned as requested.

_____
NOTARY PUBLIC

My Commission Expires:

_____

WARRANTY DEED

Single Person

FILED FOR RECORD
1981 DEC -4 PM 2:55
WASHINGTON COUNTY, ARK.
ALMA KOLLMEYER
CIRCUIT CLERK

Do not write in this space

ARKANSAS DOCUMENTARY $5.50 008005 6
ARKANSAS DOCUMENTARY $5.50 018395 7
ARKANSAS DOCUMENTARY $4.40 026152 1

64.50 Rec.

KNOW ALL MEN BY THESE PRESENTS:

That ------Thomas Ollie Faulkner, a single person----------

for and in consideration of the sum of One Dollar ($1.00) and other good and valuable consideration-------
to me in hand paid by William Jackson Butt, II and Mary Anne Butt, husband and wife--
do hereby grant, bargain and sell unto the said William Jackson Butt, II and Mary Anne Butt, husband and wife, and unto their----------
heirs and assigns, the following described land, situate in

B

----Washington------- County, State of Arkansas, to-wit:

A part of Lots Four (4) and Five (5) in Block Two (2) Old Block Twelve (12) in the Masonic Addition to the City of Fayetteville, described as follows: Beginning at a point which is 14 feet East of the Southwest corner of said Lot Four (4) and running thence East 114 feet; thence North 220 feet; thence West 114.0 feet; thence South 220.0 feet, to the point of beginning.

TO HAVE AND TO HOLD the said lands and appurtenances thereunto belonging unto the said William Jackson Butt, II and Mary Anne Butt, husband and wife, and unto their----------
heirs and assigns, forever. And I, the said Thomas Ollie Faulkner, a single person----------

hereby covenant that ---I am---------- lawfully seized of said land and premises; that the same is unincumbered, and will forever warrant and defend the title to the said lands against all legal claims whatever.

WITNESS my hand and seal on this ----30th---- day of November, 19 81.

Thomas Ollie Faulkner (Seal)
Thomas Ollie Faulkner, a single person (Seal)
(Seal)

ACKNOWLEDGMENT

STATE OF ARKANSAS)
) ss.
County of WASHINGTON)

1052 509

BE IT REMEMBERED, That on this day came before the undersigned, a notary public within and for the County aforesaid, duly commissioned and acting.

-----Thomas Ollie Faulkner, a single person----------

to me well known as the Grantor in the foregoing Deed, and stated that he had executed the same for the consideration and purposes therein mentioned and set forth.

Witness my hand and seal as such notary public this ------30th--------- day of ------November---------- 1981.

My Commission expires
2-18-83

NOTARY PUBLIC

11AGREEMENT FOR REAL PROPERTY COVENANTS

This Agreement for Real Property Covenants ("Agreement") is made and entered effective this ____ day of August, 2026 by and between Warren Mission, LLC, an Arkansas limited liability company ("Owner") , and it members, Dennis Warren and Amanda Warren, husband and wife, who joint this agreement for the limited purpose of warranting tehir Ownerhip of Owner and authority to bind the Owner hereto; and William Jackson Butt II Mary Anne Butt, husband and wife (collectively, jointly and severally herein "Neighbors").

RECITALS

A. Owner and Owner's Property: Owner owns a certain tract of land in Fayetteville, Arkansas, known as 423 North Mission Boulevard and identified on the Washington County Assessor's rolls as parcel #765-07916-000, composed of approximately two-tenths (2/10) acre, and more specifically described as:

> A part of Lot Four (4) in Block Two (2), Old Block Twelve (12) in Masonic Addition to the City of Fayetteville, Described as follows: Beginning at a point which is 128 feet East of the Southwest corner of said Lot Four (4) and running thence East 90.0 feet; thence North 110.0 feet; thence West 90.0 feet; thence South 110.0 feet to the point of beginning.`

It is zoned RSF-4 (Residential single-family dwellings 4 per acre) and consistent with that zoning presently improved with a single-family dwelling comprised of approximately 832 square feet of living space and an attached, enclosed garage of approximately 312 square feet, the dwelling presently being used by Owner as a rental unit ("Owner's Property").

B. Neighbors and Neighbors' Property: Neighbors own a certain tract of land in Fayetteville, Arkansas known as 526 East Lafayette Street and identified on the Washington County Assessor's rolls as parce l #765-0792-000, composed of approximately one half (½) acre, also zoned RSF-4 and consistent with that zoning is presently improved with a single family dwelling composed of approximately 4,000 square feet of living space, the dwelling having been used by the Neighbors for approximately 45 years to the present as their personal residence. ("Neighbors Property"). The legal description of Neighbors' Property is attached hereto as Exhibit A.

C. Adjacent Boundaries: The entire 110 foot western boundary of Owner's property is part of the Neighbors' eastern boundary, the parties' described properties having a 110 foot adjoining boundary.

D. Basis for Agreement:

1) Owner's Position: Owner desires to split Owner's Property into two, separate, legal tracts, to separately improve the unimproved part of Owner's Property with one, detached, additional, single family dwelling unit with segregated utilities, separate financing, separately leased, and capacity to be separately sold from the existing single dwelling unit on Owner's Property. While the Fayetteville Development Code allows additional Accessory Dwelling Units within RSF-4 zoning, those cannot be

separately financed, metered, or conveyed and are deemed by Owner an unsuitable resolution. Fayetteville's Development Code precludes such a lot split in RSF-4 zoning because Owner's Property is too small to qualify for further split. However, a lot split may be approved if Owner's Property is re-zoned to RI-U (Residential Intermediate-Urban). Besides allowing such a lot split, RI-U zoning provides substantially enlarged rights to the property owner including more dwelling units per tract. However, Owner does not presently seek to develop on the entirety of Owner's Property, anything more or different than two, detached, single-family dwellings.

2) Neighbors' Position: Neighbors do not oppose the proposed lot split, and the development of Owner's Property with a total of two, detached, single family dwellings, but due to the potential within RI-U zoning for multi-family dwellings, and more than two, detached single- family dwellings on Owner's Property, Neighbors do oppose the resulting density of potential development of the Owner's Property with anything more or different than two, detached, single-family dwellings. Neighbors have the right to oppose the discretionary decisions of the City of Fayetteville to re-zone Owner's Property to RI-U, and the related lot split, including appeal through the courts.

3) Compromise: The parties have thus agreed that Neighbors will not oppose Owner's request to re-zone Owner' Property to RI-U, and the subsequent division by lot split of Owner's Property into two, separate parcels, provided Owner enters this Agreement, with the covenants herein running with the land and being manifested in a Bill of Assurance recorded with the City of Fayetteville and Washington County restricting Owner's Property and the resulting tracts so that no more than two, detached, single-family residences may be constructed on the resulting parcels in the aggregate, notwithstanding any greater density otherwise pemritted under RI-U zoning. Nothing herein otherwise shall be construed to require any limitations on development or use of Owner's Property consistent with RI-U zoning or use and the limitations of this Agreement. This limitation on use shall apply only so long as the Neighbors or either of them reside in Neighbors' Property.

TERMS AND CONDITIONS

Therefore, in consideration of the Recitals above, and the Terms and Conditions below which are acknowledged by the parties to constitute full and valuable consideration for the covenants herein, the parties agree:

1. **No Opposition to Pending or Subsequent Application for Rezoning to RI-U:** Upon and after the signing of the Agreement and signing and submitting with Owner's requests to the City, the Bill of Assurance herein as an essential and non-waivable condition of Owner's applications, Neighbors shall withdraw and make no further objection to 1) Owner's application to the City of Fayetteville to re-zone Owner's Property to RI-U; b) Split Owner's Property into two, separate, legal parcels, nor c) Owner's use of Owner's Property consistent with RI-U zoning, provided such use and development is limited to a total of two, detached, single-family residences.

2. **Owner' Covenants:**

a) Owner shall not, so long as either of Neighbors reside in Neighbors' Property, seek, permit or effect any further re-zoning, use, conditional use, or subdivision of Owner' Property beyond the single lot split and development with two, detached, single-family dwellings contemplated in this

Agreement. Beyond the two, detached, single-family dwellings contemplated herein, Owner shall not further develop Owner's Property with any Accessory Dwelling Units (ADU) as those are defined, and even though otherwise permitted, in the Fayetteville Code.

b) Nothing contained in this Agreement shall prohibit Owner or its successors and assigns from seeking or obtaining approval for reasonable modifications to building locations, setbacks, lot dimensions, utility easements, drainage facilities, grading, driveways, landscaping, or other site improvements required or approved by or consistent with applicable governmental regulations, provided that no such modifications shall result in the construction or use as such, of only two, detached, single-family dwellings on Owner's Property.

c) Notwithstanding the foregoing, nothing herein shall prohibit Owner from seeking or obtaining variances, administrative approvals, easements utility relocations, drainage improvements, financing-related approvals or other governmental approvals reasonably necessary to construct, maintain, improve, repair, refinance or other wise support the development and use of Owner's Property with two, detached, single-family dwellings used as such in an RI-U zone.

d) Nothing contained in this Agreement shall prohibit Owner or its successors and assigns from utilizing a single family dwelling on Owner Proerty for short-term rental purposes, subject to any City of Fayetteville rRequirements or restrictions.

3. **Covenants to Run With the Land:** The Owner's covenants herein shall run with the land and be binding upon the land as well as upon the Owner, and the Owner's heirs, successors and assigns, and shall be supported in any application for re-zoning or lot split by the attached Bill of Assurance (Exhibit B) which must be accepted by the City of Fayetteville as a condition to the enforceability of this Agreement.

4. **Term:** This Agreement shall terminate upon the earlier of i) neither William Jackson Butt II nor Mary Anne Butt occupying the Neighbors' Property as his or her principal residence for a continuous period of six (6) months, excluding temporary absences for medical care, travel or similar purposes or (ii) the transfer of the Neighbor's Property to any third party, other than to a revocable trust established for the benefit of either Neighbor. Upon termination of this Agreement pursuant to this Paragraph 4, the Neighbors shall execute and record a release of Covenants within thirty (30) days after such termination. If the Neighbors do not execute and record a Release of Covenants within such thirty (30) day period, the Owner or its successors and assigns may record an affidavit of termination. The affidavit of termination shall be conclusive evidence of termination, absent a court order to the contrary, provided before filing such affidavit, Owner shall provide Neighbors, their personal representatives, or their heirs, successors or assigns in title thirty (30) days' prior to recording, notice of the intent to record with a copy of the proposed affidavit. The termination provisions shall inure to the benefit of Owner's heirs, successors and assigns.

5. **Administrative Provisions:** This Agreement constitutes the entire agreement between the parties as to the subject matter hereof and all prior negotiations, representations, and communications pretaining hereto are merged herein. All references herein to zoning or development provisions are to the Unified Development Code of Fayetteville and references therein. In the event the Unified Development Code revises the provisions of RI-U zoning during the term of this Agreement, the terms applicable at

the execution hereof shall apply. These covenants may be enforced by Neighbors by an action at law or equity, and in the event of dispute between the parties as to the interpretation, application, or enforcement hereof the prevailing party shall be entitled to recover their reasonable costs of such resolution, including reasonable attorneys' fees. Dennis Warren and Amanda Warren join this Agreement solely to hereby warrant that they are the sole owners and members of, and are duly qualified to represent and bind, Warren Mission, LLC hereto.

6. **Remedies:** The parties acknowledge that the primary remedy for any alleged violation of this Agreement shall be injunctive or declaratory relief. Neither party shall be entitled to consequential, special, punitive, or speculative damages arising from any alleged breach.

In witness whereof, the parties have caused this Agreement to be signed effective the date first set forth above:

_____	_____
William Jackson Butt II	Dennis Warren, individually and for WarrenMission, LLC
_____	_____
Mary Anne Butt	Amanda Warren, individually andfor Warren Mission, LLC

ACKNOWLEDGMENT

STATE OF ARKANSAS)
) ss.
COUNTY OF WASHINGTON)

BE IT REMEMBERED, that on this day came before the undersigned, a Notary Public within and for the State and County aforesaid, duly commissioned and acting William Jackson Butt II and Mary Anne Butt, to me well known, and stated that they had executed the above and foregoing instrument for the consideration and purposes therein mentioned and set forth.

WITNESS my hand and seal this _____ day of August, 2026.

_____
Notary Public

My Commission Expires:

_____

ACKNOWLEDGMENT

STATE OF ARKANSAS)
) ss.
COUNTY OF WASHINGTON)

BE IT REMEMBERED, that on this day came before the undersigned, a Notary Public within and for the State and County aforesaid, duly commissioned and acting Dennis Warrent and Amanda Warren, to me well known, and stated that they had executed the above and foregoing instrument for the consideration and purposes therein mentioned and set forth.

WITNESS my hand and seal this _____ day of August, 2026.

_____
Notary Public

My Commission Expires:

_____

Date: 5/27/26

To: City Planning Staff and Planning Commission

RE: Lot Split / Rezone Request – 423 North Mission Blvd, Fayetteville, AR 72701. From Rsf-4 to RI-U

To Whom It May Concern,

We are requesting approval for a lot split and/or rezoning consideration for the property located at:

423 North Mission Blvd
Fayetteville, AR 72701

The rezoning would be from Rsf-4 to RI-U, a residential only district.

The property has previously received approval from the City for the construction of an Accessory Dwelling Unit (ADU). This request is intended to allow the existing approved residential use to be organized into separate lots for improved utility management, tax assessment, maintenance responsibilities, and long-term property administration.

The proposed lot split would allow:

- Separate utility services and meters
- Separate property tax assessments
- Independent property maintenance and management
- Improved clarity for future ownership and financing

The request does not substantially increase residential density beyond what has already been approved through the ADU process. The intent is to create a cleaner and more functional long-term property arrangement while maintaining compatibility with the surrounding neighborhood.

We are committed to maintaining the quality and character of the property and supporting responsible residential development within Fayetteville.

Thank you for your consideration.

Sincerely,

Dennis Warren and Amanda Warren
[479-283-6462]
[gcwc.drdenny@gmail.com]

Wonsower, Donna

From: Jack Butt <jbutt@dbtcfirm.com>
Sent: Monday, August 17, 2026 4:51 PM
To: Wonsower, Donna
Cc: Dennis Warren, DC, CCWP
Subject: RE: 423 N. Mission

CAUTION: This email originated from outside of the City of Fayetteville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Donna, I am working with Denny Warren on an Agreement and related Bill of Assurance which is very close to finalized which would be submitted as part of his application to be heard on August 24. How late can that be submitted and still be considered at the August 24 meeting? Thanks, Jack

DAVIS, BUTT, TAYLOR & CLARK, PLC

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Wonsower, Donna

From: Jack Butt <jbutt@dbtcfirm.com>
Sent: Monday, July 13, 2026 10:49 AM
To: Wonsower, Donna
Cc: gcwc.drdenny@gmail.com; Anne Butt
Subject: 423 E. Mission Petition for Rezoning

CAUTION: This email originated from outside of the City of Fayetteville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Donna, thanks for your time and help last week understanding the zoning process and considerations. Denny Warren and I have been visiting regarding his Petition for Lot Split which has become a Petition for Rezoning on his rental property which abuts my residence. Denny and I have agreed to ask the Planning Commission to table the pending request this evening, while we work on a mutually acceptable outcome and this is my formal request for such tabling. He should be calling you today to mirror my request for tabling and has some questions for you.

We need your help, please.

The Warrens want to build a second, one-family residential structure on their 2/10 acre lot. The ADU provisions don't work for them because 1) Banks are unwilling to finance ADU"s as a separate loan transaction; 2) the utilities cannot be separately metered for the separately tenanted ADU; and 3) they cannot sell the two dwellings separately. As I understand it from Denny Warren, this compelled their request for a lot split. And all they really want is a lot split to allow a single, additional dwelling unit on the split lot. And we as the owners/occupants of the neighboring residential lot have no objection to this.

You have advised both of us that because of the size of the lot (2/10 acre), even though legally it may have two, ADU"s added, it cannot be split and the only way to split it is to rezone it to RI-U, and then request the split. That creates an entirely different set of regulations and dynamics from its existing zoning; differences which the Warrens don't need or want, and which I as the abutting neighbor strongly oppose. If I understand the Development Code correctly, those differences include these: zero lot line setbacks for structures (presently subject to both front, side and rear setbacks); development with structures covering up to 60% by area of the Lot (even with a second residence on this lot with footprint identical to the existing residence, the developed area would be only 30%); shrinkage of the minimum lot size from 50' street frontage to 18'; the number of residential units from 3 (including two ADU'S) to the maximum number of apartment units which can be squeezed onto a zero setback lot – 8? 10? 12?; the number of non-family members who can occupy a unit increases from three to four; the number and type of commercial activities that can occupy the premises increased from zero to a wide range of commercial office and activities, including offices, retail and service operations, eating places, and childcare facilities. These all result in a <u>huge</u> increase in density of structures, people and activities in what is presently a well-established RS-4 neighborhood zone.

Again, the Warren's don't need or want <u>any</u> of those vastly expanded criteria and have assured me that personally, they would not seek development of the lot to any of those ends. The stated purpose of RI-U zoning is to protect existing residential neighborhoods and their existing structures, while allowing infill consistent with those goals. While the Warrens don't really seek any benefits from RI-U Zoning, my wife and I, as 45 year homeowning residents of that neighborhood, see a worst case scenario, where the Warrens achieve their lot split via an otherwise unwanted and unneeded RI-U, build a second, modest house on the split lot, and then some time hence, sell the tract to a developer, who as a matter of right, not discretionary permission from the

city, bulldozes what the developer perceives as the two, economically inefficient houses, and builds an 8-plex with two small retail shops, up to the property lines on all sides, using the 40% remaining space for the required parking, and fills each unit with 4 university students. The formerly residential lot is now 100% covered with bricks and mortar and parking lot, and filled with 32 unrelated people.

The rezoning will have totally defeated its purpose of preserving our established residential neighborhood. The density is the problem, with 32 new, unrelated residents and their cars, their barky dogs, their happily loud cookouts and late night parties, not to mention the traffic coming and going from the storefront pizzeria and gift shop – it will not be the neighborhood RI-U was designed to protect, but in fact will have fully destroyed that neighborhood.

So the Warrens and our mutual goal is to get the lot split and allow the Warrens the construction of a second dwelling, under existing RS-4 Code, or under RI-U, or under some other zoning provision, however it can be done, through hopefully imposing sufficient limitations in the rezoning process, such that it cannot lead to the "worst case" scenario described above. **Bottom line, is there any way under the Development Code that can be done? And if not, can we enter private covenants with the Warrens, to limit the use of the property, despite the zoning provisions?**

In summary, I am optimistic that the Warrens and we with your help can resolve this. If not, the above concerns need to be put before the Planning Commission so please amend your original report which included my initial remarks, to include these.

Thanks very much for your help. I hope to call you this afternoon after you've talked to the Warrens and considered the above concerns to see what your thoughts are. Thanks, Jack Butt

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Wonsower, Donna

From: Jack Butt <jbutt@dbtcfirm.com>
Sent: Tuesday, July 7, 2026 5:43 PM
To: Wonsower, Donna
Subject: 423 North MIssion Blvd: request to Rezone from RSF-4 to FI-U

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated from outside of the City of Fayetteville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Donna thanks so much for your time and information this afternoon, and please accept my apologies for cutting the call short. I live at 526 East Lafayette, which shares a common boundary of about 100' with 423 North Mission Boulevard, the property for which re-zoning is sought.

As we discussed, the existing RSF-4 Zoning for 423 North Mission Boulevard has limitations which if released or altered by conversion to RI-U, in my opinion would be detrimental to safety, both pedestrian and vehicular; impede traffic; impair the quality/nature of the neighborhood; and correspondingly diminish property values. This is a very small lot for an RS-4 zone (2/10 acre), which has a small, short, single driveway which will only accommodate one car, with no proximate on-street parking. There are presently two cars "living" there, which because of the short driveway, regularly block the sidewalk in front of the house. The house fronts on both Mission and Lafayette/State Highway 45, a very busy corner for both pedestrian and vehicular traffic, that has no lights or crosswalks. The lot already has one accessory dwelling unit on it, in a neighborhood where relatively larger lots sizes and houses and correspondingly high market prices prevail. Thus the density of adding another unit, especially if it is not limited by RSF-4 setbacks and occupancy limits, and allows several unrelated occupants, all renting, and all with their own cars, is not going to be compatible with the neighborhood: lack of setbacks will affect the aesthetics and probably visibility and safety; the infusion of multiple vehicles of the occupants parked there, trying enter and exit the lot creates traffic flow and safety concerns for both traffic and pedestrians; and the "jam up" effect of three small dwellings, their several residents, and their several cars on this small lot will create a "trailer park" density and effect, diminishing market values in the adjacent neighborhood.

I am aware that the Planning Commission and City Board must follow various guidelines in making such zoning decisions, including any or all of the Zoning Ordinances, the City Plan 2040, applicable neighborhood plans, and any appliable overlay or special districts. Can you please help me wit those?

Can you please direct me to each of the particular sections of such documents which set out the applicable considerations that will be applied by the City in this decision process?

Also, can you please confirm whether the existing RSF-4 zone limits occupancy to 3 unrelated persons in a residence, and whether and how that applies when there is also a Accessory Dwelling Unit on the property? Are there any limitations to the number of unrelated persons living together in a residence in a RI-U dwelling?

Are there limits to the number of vehicles that can be parked at an RSF-4 lot? Is that different if it has ADU's, and if so how? How many vehicles can be parked at an RI-U lot? If the subject property were rezoned to RI-U, how many dwellings can be built on it?

Are there any surveys or drawings in your records that reflect where the existing Street/Highway ROW exists with respect to the existing street curb and sidewalks?

What onsite/offsite parking requirements are applicable to the development of RI-U dwellings?

If meeting in person would help you explain or demonstrate the rezoning process and considerations, I would be eager at your convenient to come to your office.

Thanks very much for providing information in this matter. I look forward to hearing from you. Thanks, Jack Butt

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CITY OF
FAYETTEVILLE
ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

FROM: Jessie Masters, Planning Director
Justin Bland, City Engineer

MEETING DATE: August 24, 2026

SUBJECT: **VAR-2026-0028: Planning Commission Variance (4077 W WEDINGTON DR/CCV DT ROGERS HOLDINGS LLC; DRIVER DEVELOPMENT, 439):** Submitted by GREYDON ENGINEERING LLC for property located 4077 W WEDINGTON DR. The property is zoned C-1, NEIGHBORHOOD COMMERCIAL and contains approximately 1.76 acres. The request is for a variance from driveway requirements.

RECOMMENDATION:
Staff recommends denial of **VAR-2026-0028,** with conditions.

RECOMMENDED MOTION:
*"I move to approve **VAR-2026-0028,** recommending:*

- *In favor of a variance to* §166.08(F)(2)(a) – Access Management; *and*
- *In favor of all conditions as recommended by staff."*

BACKGROUND:
The subject property is located in west Fayetteville approximately 200 feet west of the intersection of W. Wedington Dr. and N. Rupple Road, immediately adjacent to the Catfish Hole restaurant. It is within the Wedington Corridor Master Plan area. The property is zoned C-1, Neighborhood Commercial, and is currently undeveloped. Surrounding land use and zoning is depicted in Table 1.

Table 1:
Surrounding Land Use and Zoning

Direction	Land Use	Zoning
North	Undeveloped	CS, Community Services
South	Multifamily Residential/Commercial	CS, Community Services
West	Commercial	C-1, Neighborhood Commercial
East	Commercial	C-1, Neighborhood Commercial

Request: The applicant is requesting one variance to UDC 166.08(F)(2)(a) to provide a full-access driveway within 250 feet of another driveway along a Regional Link Street. The driveway would be associated with a proposed fast food restaurant, which is a by-right use in the current zoning district.

DISCUSSION

Variance #1: UDC §166.08(F)(2)(a) – Regional and Regional High Activity Links. Where a street with a lower functional classification exists that can be accessed, curb cuts shall access onto those streets. When necessary, curb cuts along regional links shall be shared between two (2) or more lots. Where a curb cut must access the regional link, it shall be located a minimum of 250 feet from an intersection or driveway. The applicant is requesting a second full-access driveway along Wedington Drive within the 250-foot separation distance requirement.

> *Staff recommendation: Staff recommends denial of this request, finding that there are feasible alternatives for meeting the standard, and that there are safety concerns with granting the request. The attached engineering staff memo explains in full detail the issues with a clustering of driveways within 250 feet of one another, and within a short distance of a major intersection. Existing cross access easements through the adjacent Walgreens property would also provide a secondary point of access via Rupple Road, which also further reduces the need for a new full-access driveway.*

Public Comment: Staff has received public comment in opposition to the request and it is attached to this report.

RECOMMENDATION: Staff recommend denial of VAR-2026-0028. Should the Planning Commission approve, staff recommend the following conditions:

Conditions of Approval:

1. **Planning Commission determination of a variance to §166.08(F)(2)(a) – Access Management.** *Staff recommends denial of the requested variance for the reasons outlined above and in the attached Engineering staff memo.*

2. Approval of this variance does not represent overall development entitlement approval for the project, nor grant approval for any associated grading or building permits, nor does it grant final approval of certificate of occupancy.

PLANNING COMMISSION ACTION:	**Required** **YES**
Date: August 24, 2026	**❒ Tabled** **❒ Approved** **❒ Denied**
Motion:	
Second:	
Vote:	

BUDGET/STAFF IMPACT:

None

ATTACHMENTS:

- Unified Development Code:
  - §166.08 Street Design And Access Management Standards
- Project Maps
  - One Mile Map

    - Close-Up Map
    - Current Land Use Map
- Engineering Staff Memo
- Applicant Request and associated exhibits
- Public Comment

166.08 Street Design And Access Management Standards

…

(F) *Access Management.* Safe and adequate vehicular, bicycle, and pedestrian access shall be provided to all parcels. Residential link streets and driveways shall not detract from the safety and efficiency of bordering arterial routes. Property that fronts onto more than one (1) public street shall place a higher priority on accessing the street with the lowest functional classification, e.g., residential and neighborhood links. In a case where the streets have the same classification, access shall be from the lower volume street, or as determined by the City Engineer.

(1) *Curb Cut Separation.* For purposes of determining curb cut or street access separation, the separation distance shall be measured along the curb line from the edge of curb cut to the edge of curb cut/intersection. The measurement begins at the point where the curb cut and intersecting street create a right angle, i.e., the intersection of lines drawn from the face-of-curb to face-of-curb. The measurement ends at the point along the street where the closest curb cut or street intersection occurs; again, measured to the point where the curb cut or intersecting streets create a right angle at the intersection of face-of-curb. In all cases curb cuts shall be a minimum of 5 feet from the adjoining property line, unless shared.

(2) Separation for two-family, three- and four-family, multi-family and nonresidential development.

(a) *Regional and Regional High Activity Links.* Where a street with a lower functional classification exists that can be accessed, curb cuts shall access onto those streets. When necessary, curb cuts along regional links shall be shared between two (2) or more lots. Where a curb cut must access the regional link, it shall be located a minimum of 250 feet from an intersection or driveway.

(b) *Neighborhood Links.* Curb cuts shall be located a minimum of 100 feet from an intersection or driveway. When necessary, curb cuts along neighborhood links shall be shared between two (2) or more lots.

(c) *Residential Links.* Curb cuts shall be located a minimum of 50 feet from an intersection or driveway. In no case shall a curb cut be located within the radius return of an adjacent curb cut or intersection.

…

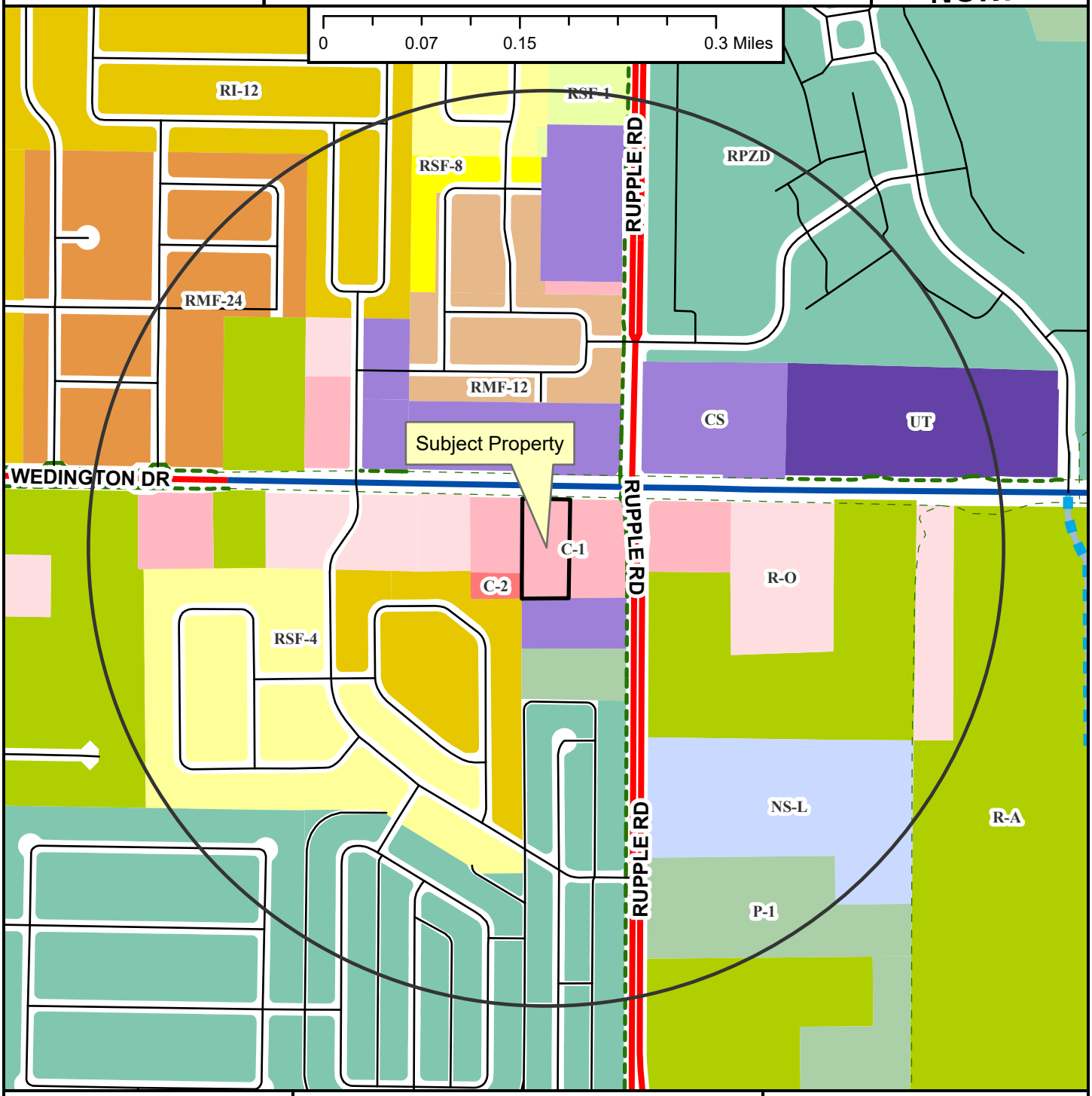
(Code 1965, App. C., Art. IV, §§C, D, F—H; Ord. No. 1750, 7-6-70; Ord. No. 1801, 6-21-71; Ord. No. 2196, 2-17-76; Ord. No. 2353, 7-5-77; Code 1991, §§159.45, 159.58, 159.51—159.53; Ord. No. 4100, §2 (Ex. A), 6-16-98; Ord. No. 4757, 9-6-05; Ord. No. 4919, 9-05-06; Ord. No. 5156, 8-5-08; Ord. No. 5296, 12-15-09; Ord. No. 5546, 12-04-12; Ord. No. 5642, 12-03-13; Ord. No. 6179, §1, 4-16-19; Ord. No. 6207, §§1—4, 7-16-19; Ord. No. 6244, §1, 10-1-19; Ord. No. 6350, §4(Exh. C), 8-18-20; Ord. No. 6658, §9, 5-2-23)

VAR-2026-0028

One Mile View

4077 W WEDINGTON DR

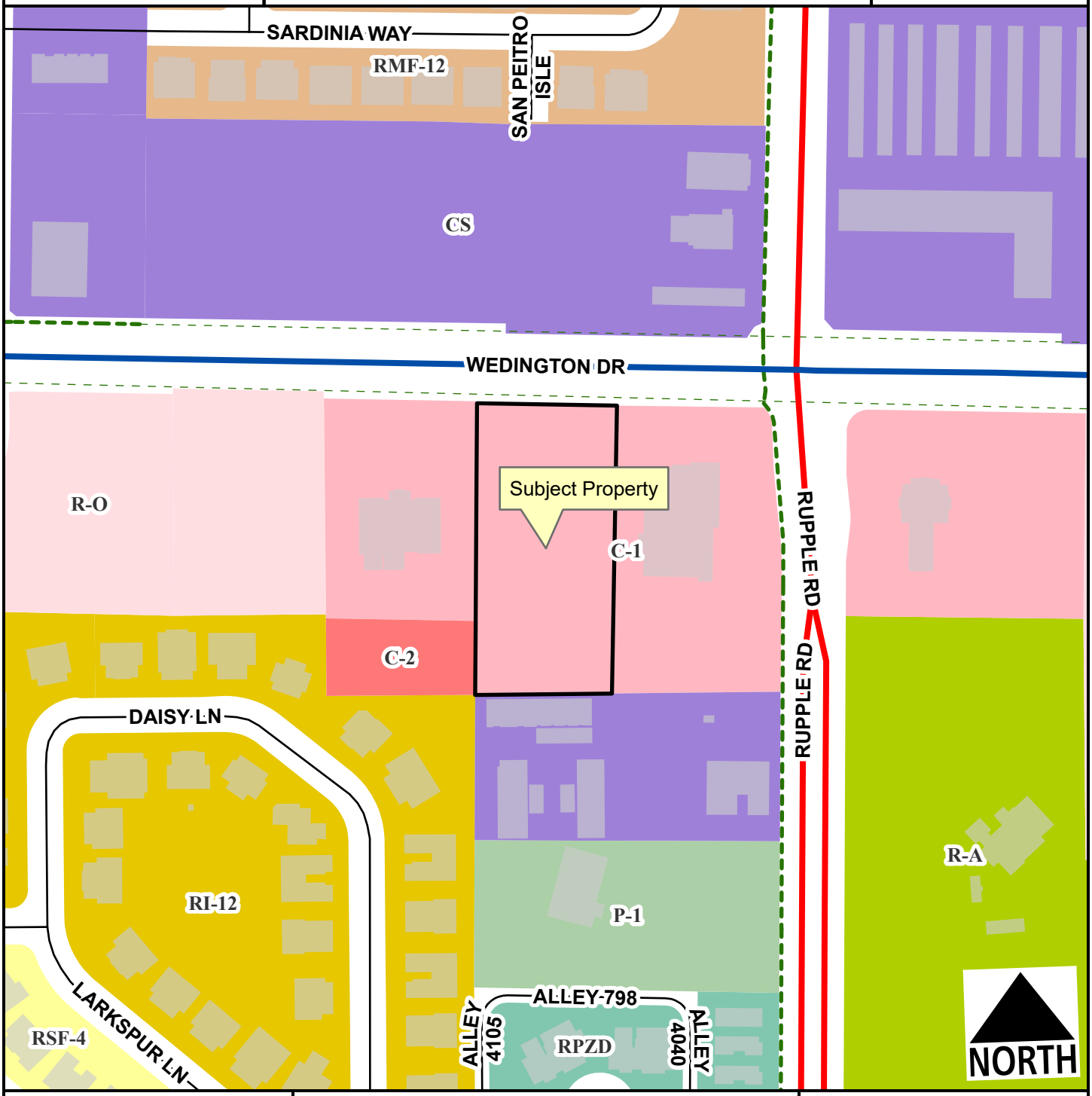
NORTH



VAR-2026-0028

Close Up View

4077 W WEDINGTON DR



- Regional Link
- Regional Link - High Activity
- Alley
- Residential Link
- Planning Area
- Fayetteville City Limits
- Shared-Use Paved Trail
- Trail (Proposed)

Feet

0 75 150 300 450 600

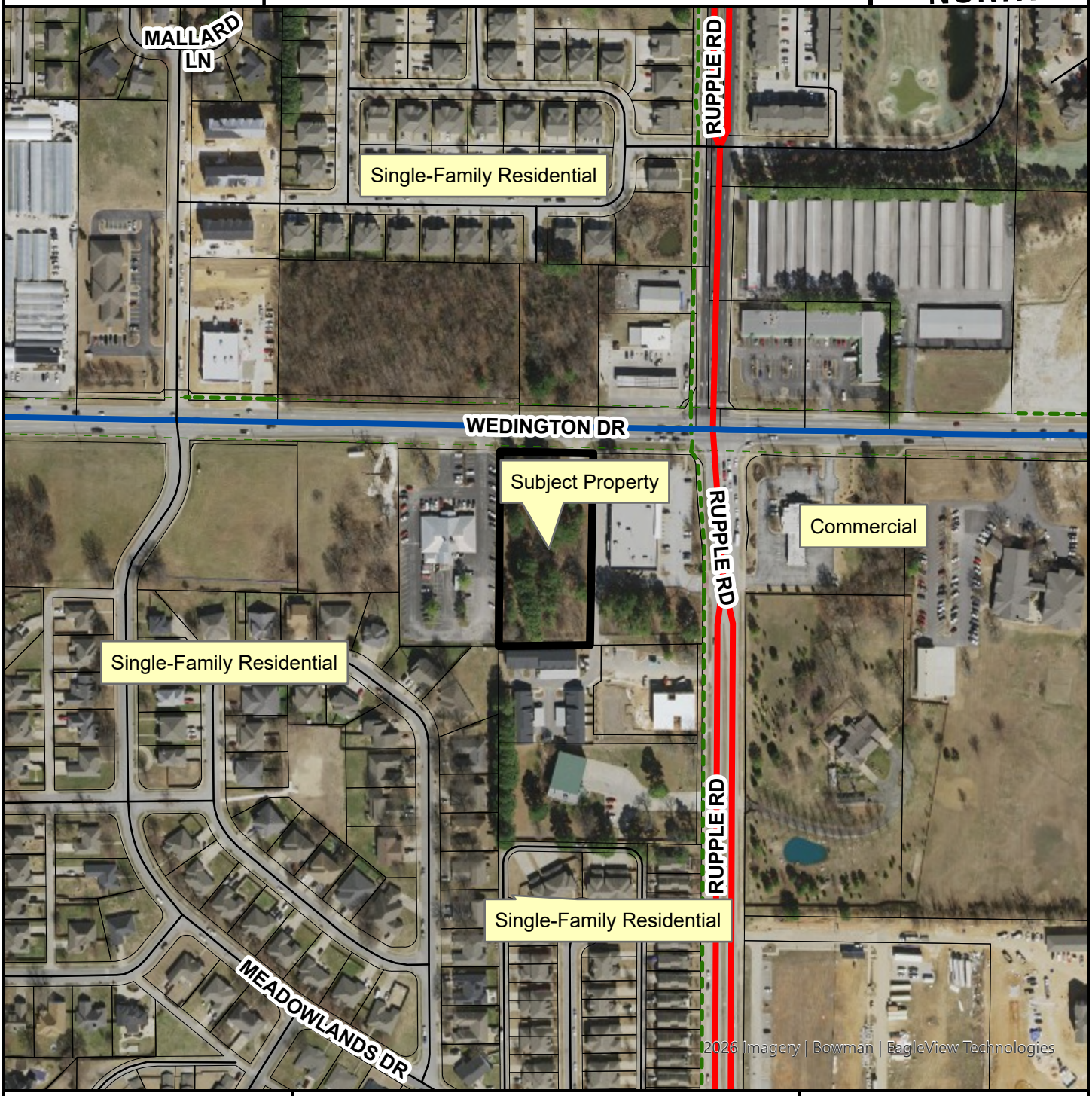
1:2,400

VAR-2026-0028

Current Land Use

4077 W WEDINGTON DR

NORTH



- Regional Link
- Regional Link - High Activity
- Unclassified
- Alley
- Residential Link
- Trail (Proposed)
- Planning Area
- Fayetteville City Limits

Feet

0 112.5 225 450 675 900

1:3,600

FEMA Flood Hazard Data

- 100-Year Floodplain
- Floodway

CITY OF
FAYETTEVILLE
ARKANSAS

STAFF MEMO

TO: Jessie Masters, Planning Director

FROM: Justin Bland, City Engineer

DATE: August 19, 2026

SUBJECT: **Planning Commission Engineering Comments for VAR-2026-0008**

Engineering staff does not support the variance request from Section 166.08.F.2 of the Unified Development Code which stipulates that nonresidential curb cuts shall be at least 250' apart.

Background

The applicant is proposing a new full access curb cut onto their property which they intend to develop as a fast food restaurant. The site currently has a right-in/right-out drive on the northeast corner of the lot which is a shared access with the adjacent Walgreen's site. It is staff's opinion that this drive satisfies their legal requirement for access on their street frontage. Approximately 160' west of this drive there are two additional full access driveways for the Catfish Hole site. The applicant's proposal to add a full access drive cut at the northwest corner of their property would result in four driveways being within the 250' allotted separation which the UDC requires.

Traffic Impact Study

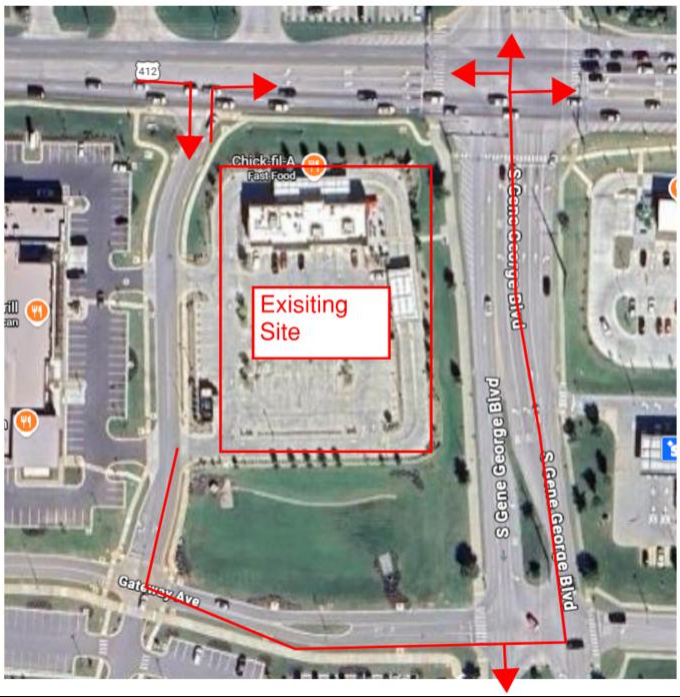
The applicant has provided a traffic impact study for the proposed project. The study addresses all the items for a typical development. However, the key point it makes in reference to the variance request is that the queuing length in the left-turn lanes during peak traffic hours does not back up enough to block access to the proposed driveway. Staff's concern is that, while that may true, this does not alone mean the new drive would be safe. Adding the full access drive would create a situation where vehicles would be entering and exiting a very high-volume business while simultaneously crossing at least two lanes of traffic and navigating vehicles leaving the other three driveways in close proximity. Staff contends this would create a new dangerous traffic situation.

Site Layout

In addition to the right-in/right-out drive in the northeast corner of the site, there are also cross access easements in place across the Walgreen's site. These cross-access easements give the site access for vehicles to enter/exit the site off of Rupple Dr. as shown below.

Fayetteville Site

This traffic routing is very similar to the applicant's other restaurants in the area as shown below. These other sites effectively have a right-in/right-out drive with direct access to an arterial street. Then, in addition, they have a side access to a stop light which provides a safe location for left turns onto the arterial street. It appears that this approach has worked successfully in these other locations which negates the need for the additional full access drive cut.



Springdale Site

Search this area
Cox Store
Gusanos Pizzeria
Pizza
Tuscany Square
Shopping mall
Subway
Sandwich
Existing Site
Chick-fil-A
Fast-food chain for chicken sandwiches
W Pleasant Grove Rd

Rogers Site

Dear Chair and Members of the Planning Commission:

The applicant, Chick-fil-A, Inc., respectfully requests approval of a new full-access driveway on Wedington Drive to serve the upcoming proposed Chick-fil-A development. Pursuant to Chapter 166-08 (F) (2) separation of nonresidential curb cuts shall be at least 250 feet. We are requesting a variance for this separation requirement.

The applicant has carefully evaluated access alternatives to comply with the intent of the Unified Development Code while providing safe and efficient access to the property.

The requested full-access driveway directly serving the Chick-fil-A property represents the most practical, permanent, and reliable solution. Unlike modifications to existing off-site access infrastructure, the proposed driveway can be designed, constructed, maintained, and controlled entirely within the applicant's development, providing certainty for both the City and the public.

The proposed access also provides several public benefits:

First, it allows motorists approaching from all directions to enter and leave the site directly, reducing unnecessary out-of-direction travel, U-turns, and circulation through adjacent commercial property.

Second, it improves operational efficiency by distributing entering and exiting traffic more effectively, reducing congestion at existing access points while allowing vehicles to enter and exit in a predictable manner.

Third, the proposed Chick-fil-A has been designed with dual drive-thru lanes, extensive internal circulation, and substantial vehicle stacking capacity to accommodate peak demand without causing queues to extend onto Wedington Drive. The accompanying Traffic Impact Study demonstrates that anticipated demand can be accommodated entirely within the site while maintaining acceptable operations on the surrounding roadway network. The site has been specifically configured to prevent impacts to adjacent roadways.

Fourth, a dedicated full-access driveway serving only the proposed development provides clear ownership, maintenance responsibility, and long-term operational certainty. It eliminates future dependence upon private agreements that may be modified, terminated, or become the subject of future disputes between separate property owners.

Most importantly, the requested driveway promotes public interest by providing safe, direct, and efficient access to a commercially zoned property.

The applicant recognizes and supports the City's objectives of managing access along major arterial corridors. This request is not intended to circumvent those objectives but rather to provide the safest and most reliable access solution available under the unique circumstances affecting this property. Where otherwise preferred shared-access alternatives depend upon approvals from multiple adjoining property owners, a direct driveway under the applicant's sole ownership and control provides the most reliable means of achieving a safe, functional, permanent, and enforceable access configuration. The proposed access eliminates uncertainty associated with private agreements while allowing the City to regulate and inspect a single access point designed to current engineering standards.

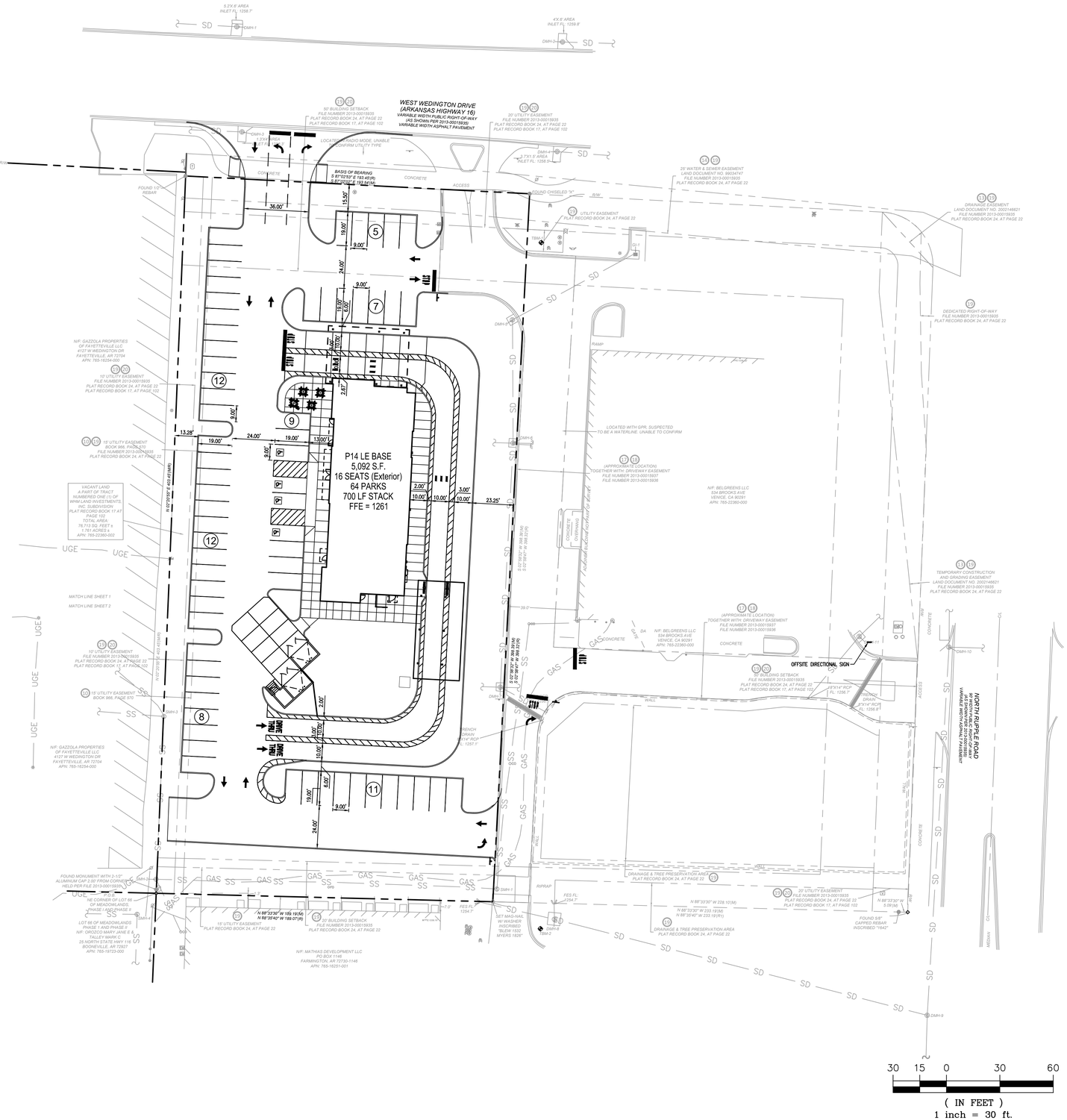
For these reasons, we respectfully request approval of the proposed full-access driveway on Wedington Drive.

Thank you for your consideration of this request.

Getra Sanders

Chick-fil-A Design and Construction

5200 Buffington Road, Atlanta, GA 30349



Chick-fil-A
5200 Buffington Road
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GREYDEN
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12460 Crabapple Road
Suite 202-374
Alpharetta, Georgia 30004
PH: 770-573-4801 FAX: 678-302-6362

CHICK-FIL-A
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Fayetteville, AR 72704

FSU# 06290

REVISION SCHEDULE

NO.	DATE	DESCRIPTION

GREYDEN PROJECT # **25-062**

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DATE

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SHEET

SHEET NUMBER

Sketch 4r2

NOT FOR CONSTRUCTION, PERMITTING, OR REGULATORY APPROVAL

Traffic Study

prepared for:

Greyden Engineering

Wedington Drive (Hwy 16)
and Rupple Road

Fayetteville, Arkansas

Mark Nichols

PETERS & ASSOCIATES
ENGINEERS, INC.
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Project No.: P-2302

July 13, 2026

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- Site Plan
- Trip Generation Data
- Vehicle Turning Movement Count Data
- Existing Drive-Thru Data
- Capacity and Level of Service Calculations

EXECUTIVE SUMMARY

Peters & Associates Engineers, Inc., has conducted a traffic engineering study relating to a Chick-fil-A restaurant proposed to be located on the south side of Wedington Drive (Highway 16), west of Rupple Road in Fayetteville, Arkansas. The site is currently undeveloped and is located immediately west of an existing Walgreens (with proposed shared access) and immediately east of an existing Catfish Hole restaurant (shared access not allowed). Access to the site is proposed via an existing right-in/right-out only drive at Wedington Drive shared with Walgreens, one existing fully-directional access drive at Rupple Road shared with Walgreens (to the east) and one proposed fully-directional access drive (Drive A) at Wedington Drive. The primary focus of this report is to assess traffic operational characteristics of the adjacent intersections and of access drives proposed to serve the site so they provide acceptable operation. The study also examines internal drive-thru projected vehicle queuing. The commercial site is proposed to consist of a fast-food restaurant with multi drive-thru lanes as indicated on the project site plan (a reduced copy of the site plan is included in the Appendix for reference). Provision for indoor sit-down dining is also included in the plans for the restaurant.

Key findings of this study are summarized as follows:

- Capacity and level of service analysis was performed for existing and projected traffic volumes, lane geometry and traffic control for the AM, noon and PM peak hours for the study intersections. The LOS and queue length for each approach at the each of the study intersections are summarized in this report.

- The northbound left-turn vehicle queueing on Rupple Road at Wedington Drive was observed during AM, noon and PM peak hours while existing turning movement counts were conducted. These observations confirm there is adequate available storage length in the northbound left-turn lane and was observed to not block the existing Walgreens drive during the AM, noon or PM peak hours. This is expected to continue with the projected conditions with the site-generated traffic volumes included.

- The current Chick-fil-A site plan includes a drive-thru and on-site available vehicle queueing that can accommodate all the site vehicles within the drive-thru and on-site driveways storage without blocking the interior access drives and also not queuing onto the adjacent streets. This available drive-thru stacking is expected to provide adequate vehicle queue length for the drive-thru without backing onto adjacent roadways and is approximately 290 feet more (or approximately 25% more) than the existing drive-thru storage at the existing vicinity Chick-Fil-A at M.L.K Jr. Boulevard

and Razorback Road. This is approximately 11 to 12 car lengths more than the existing Chick-Fil-A at M.L.K Jr. Boulevard and Razorback Road. Also, there are 68 parking spaces planned at the proposed new site. This is approximately 23 more parking spaces (or approximately 50% more) than the existing Chick-Fil-A at M.L.K Jr. Boulevard and Razorback Road, therefore more parking options will be available as well for the proposed site.

- Per City of Fayetteville Minimum Street Standards, a traffic engineering study must include pedestrian / bicycle evaluations per City of Fayetteville Minimum Street Standards Chapter 7.5. Sidewalks should be included from the site to tie into existing nearby sidewalks. Additionally, provisions for pedestrian crosswalks within the site should be considered for the internal pedestrian circulation.

- It is recommended to apply for a variance with the City of Fayetteville to allow a fully-directional access drive (Drive A) be constructed to intersect Wedington Drive to adequately serve the site.

- In the future, the City of Fayetteville could consider to widen Wedington Drive and extend the addition of a bi-directional center left-turn on Wedington Drive from the existing eastbound left-turn lane at Rupple Road to the existing westbound left-turn lane to Meadowlands Drive (approximately 750 feet). Chick-fil-A would be willing to pay a prorated amount of the cost based upon their Wedington Drive roadway frontage length. The possible future addition of this bi-directional center left-turn would not only benefit possible future development, but also existing land-uses along this section of Wedington Drive.

- It is recommended to construct the site, including drive-thru and parking, as depicted on the site plan. The existing driveways that will serve the site should continue to function well. The sidewalk tie-in and pedestrian provision connections to the site must conform to City of Fayetteville design standards and will require approval by the City.

- It is recommended that the City if Fayetteville monitor the traffic signal operations of the intersection of Wedington Drive and Rupple Road for possible changes in signal timing operations. This could possibly improve the intersection operation with or without the site.

The conclusion of traffic operational findings associated with this study is that additional traffic expected to be generated by the proposed Chick-Fil-A development can be accommodated by the existing adjacent roadways with minimal discernable impact to traffic flow on Rupple Road and on Wedington Drive in the vicinity.

INTRODUCTION

Peters & Associates Engineers, Inc., has conducted a traffic engineering study relating to a Chick-fil-A restaurant proposed to be located on the south side of Wedington Drive (Highway 16), west of Rupple Road in Fayetteville, Arkansas. The site is currently undeveloped and is located immediately west of an existing Walgreens (with proposed shared access) and immediately east of an existing Catfish Hole restaurant (shared access not allowed). Access to the site is proposed via an existing right-in/right-out only drive at Wedington Drive shared with Walgreens, one existing fully-directional access drive at Rupple Road shared with Walgreens (to the east) and one proposed fully-directional access drive (Drive A) at Wedington Drive. The primary focus of this report is to assess traffic operational characteristics of the adjacent intersections and of access drives proposed to serve the site so they provide acceptable operation. The study also examines internal drive-thru projected vehicle queuing. The commercial site is proposed to consist of a fast-food restaurant with multi drive-thru lanes as indicated on the project site plan (a reduced copy of the site plan is included in the Appendix for reference). Provision for indoor sit-down dining is also included in the plans for the restaurant.

This is a report of methodology and findings relating to a traffic engineering study undertaken to:

- Evaluate existing traffic conditions in the vicinity of the proposed site.
- Determine projected traffic volumes entering and exiting the proposed development at the nearby study intersections and the access drive intersections proposed to serve the site.
- Identify the effects on traffic operations for existing traffic in combination with site-generated traffic associated with the Chick-fil-A restaurant development as proposed.
- Evaluate traffic operations for the study intersections and the access drive intersections proposed to serve the site and make recommendations for mitigative improvements which may be necessary and appropriate for safe and acceptable traffic operations.

- Assess the adequacy of the site to accommodate projected drive-thru traffic.

In the following sections of this traffic study report are traffic data, study methods, findings and recommendations. The study is technical in nature. Analysis techniques employed are those most commonly used in the traffic engineering profession for traffic impact analysis. Certain data and calculations relative to traffic operational analysis are referenced in the report. Complete calculations and data are included in the Appendix of the report.

THE SITE

The location of the development is within the city limits of Fayetteville in Washington County, Arkansas. The Chick-fil-A restaurant development is proposed to be located on the south side of Wedington Drive (Highway 16), west of Rupple Road. The site is currently undeveloped and is located immediately west of an existing Walgreens and immediately east of an existing Catfish Hole restaurant. The proposed development site location and vicinity are shown on Figures 1 and 2, which follow.

Access to the site is proposed via an existing right-in/right-out only drive at Wedington Drive shared with Walgreens, one existing fully-directional access drive at Rupple Road shared with Walgreens (to the east) and one proposed fully-directional access drive (Drive A) at Wedington Drive. The new Drive A is proposed to consist of an outbound right-turn lane, an outbound left-turn lane and an inbound receiving lane. The proposed new drive A is located only approximately 75 feet west of the existing right-in / right-out access drive and approximately 57 feet east of the Catfish Hole east access drive. This will require the City approval of a variance. The proposed site access drives are depicted on the attached site plan.

The site development plan, as shown on the attached site plan, calls for the construction of a fast-food restaurant with three drive-thru lanes (for the entire length of the drive-thru to the pick-up area) plus associated parking, landscaping and access drives. This Chick-fil-A site will also provide a dine-in area. The site plan shows the proposed building location and the approximate location of proposed access drives, drive-thru, parking and other proposed facilities.

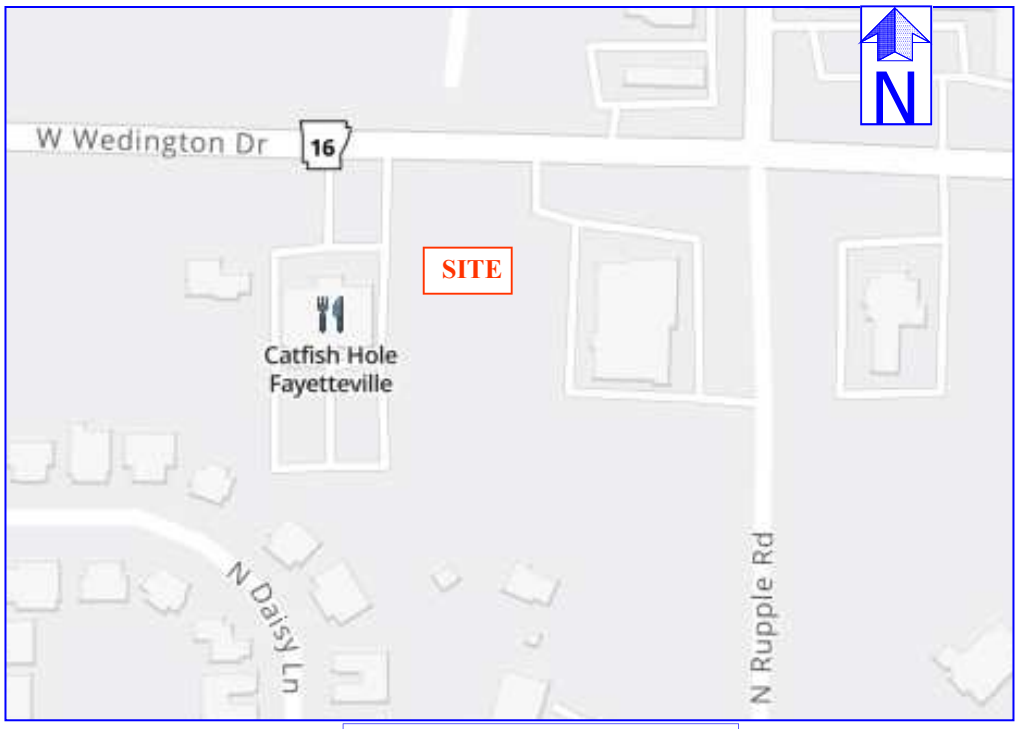


Figure 1 – Vicinity Map

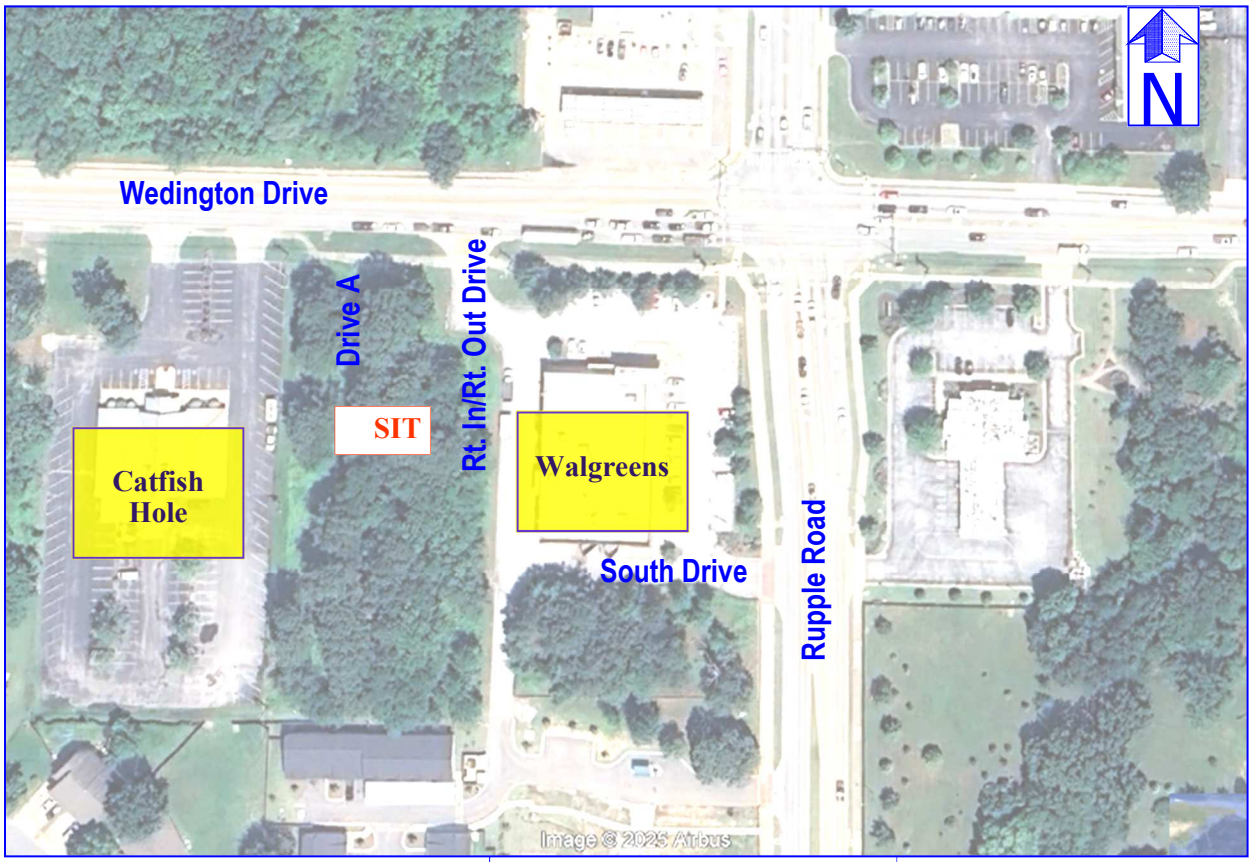


Figure 2 – Site Location Map

STREET SYSTEM

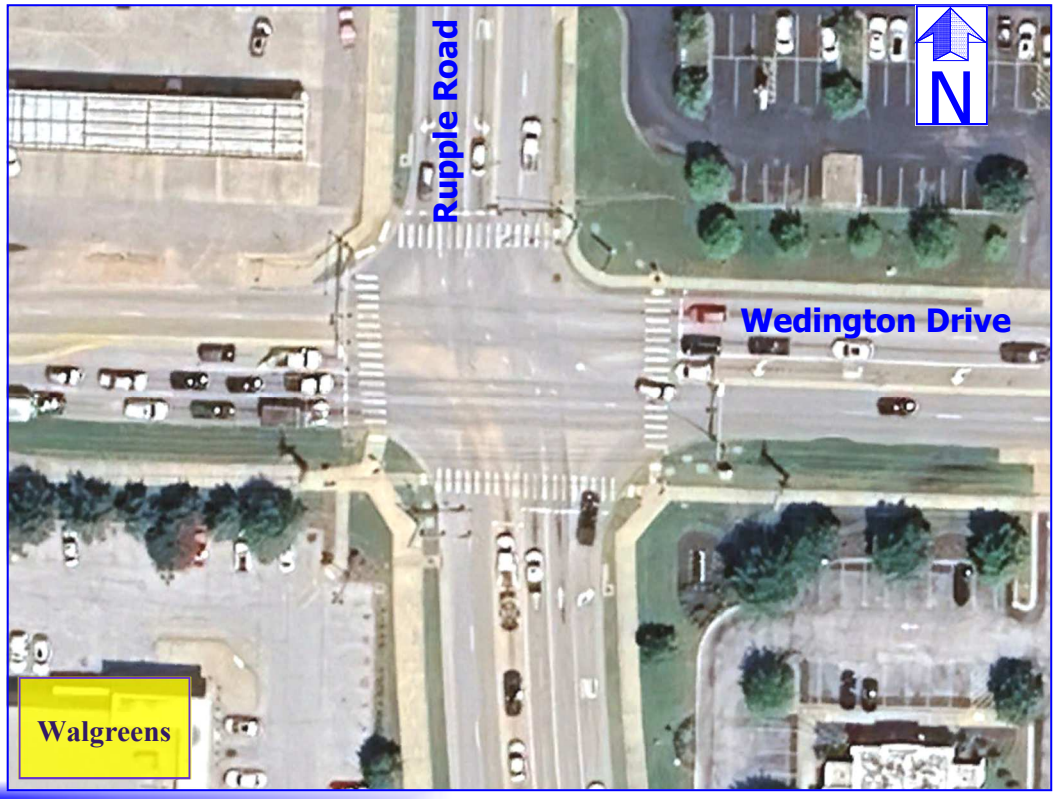
The adjacent roadways along the site frontage are described as follows:

- **Wedington Drive** along the north edge of the site, consists of two eastbound lanes and two westbound lanes plus the addition of left-turn lanes at Rupple Road. There are sidewalks along both sides of this roadway at the site. This section of Wedington Drive is a Regional High-Activity Link on the City of Fayetteville Master Street Plan (MSP).

- **Rupple Road**, just east of the site consists of two northbound lanes, two southbound lanes with a median break that currently allows for an approximate 330 foot northbound left-turn lane at Wedington Drive (includes a break at the Walgreens access drive). There are sidewalks along both sides of this roadway at the site. This section of Rupple Road is a Regional Link on the City of Fayetteville Master Street Plan (MSP).

The following photos show the general layout of the study intersections along Wedington Drive and Rupple Road. Photos were taken at locations as indicated on the captions.

Wedington Drive & Rupple Road



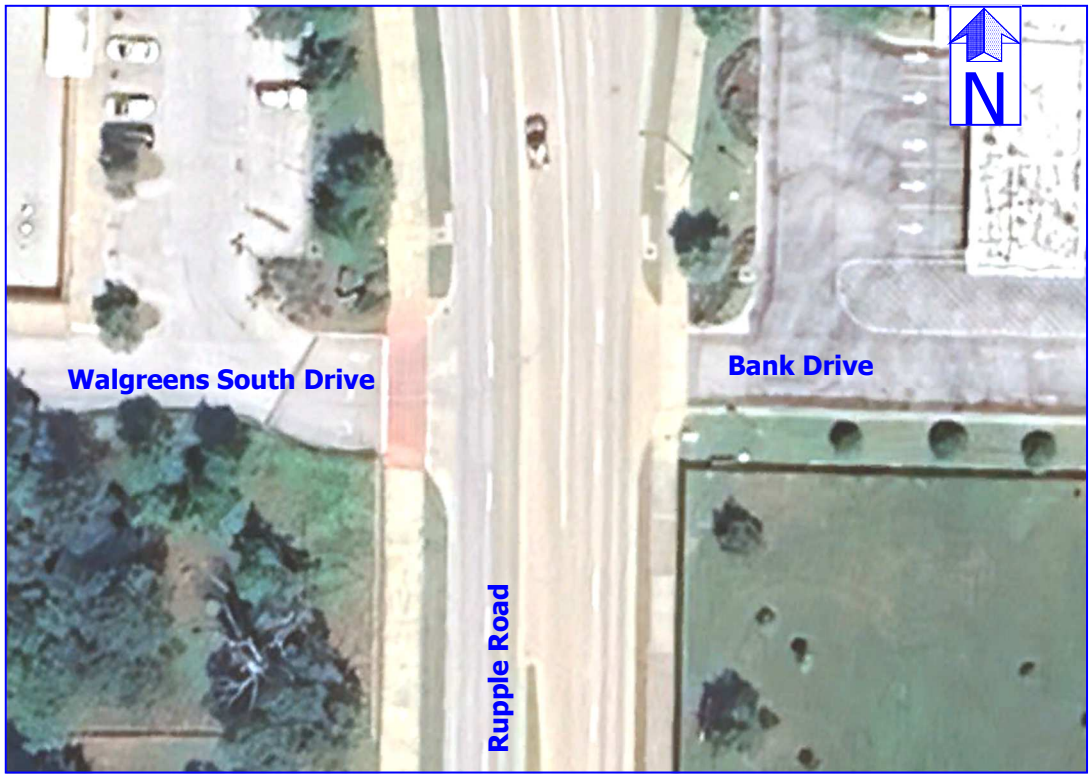
Rupple Road

Looking west on Wedington Drive toward Rupple Road.

Wedington Drive

Looking north on Rupple Road toward Wedington Drive.

Rupple Road & Walgreens South Drive / Bank Drive



Bank Drive

Looking north on Rupple Road toward Walgreens / Bank Drive.

Walgreens Drive

Rupple road

Looking east on Walgreens Drive toward Rupple Road.

Wedington Drive & Walgreens Right-In/Right-Out Drive

Wedington Drive

Looking north on the Right-In/Right-Out Drive at Wedington Drive.

Walgreens Drive

Looking west on Wedington Drive toward the Right-In/Right-Out Drive.

EXISTING TRAFFIC CONDITIONS

Traffic count data collected as a part of this study include AM, noon and PM peak hours vehicle turning movement counts at the following intersections:

- Wedington Drive and Rupple Road.
- Rupple Road and Walgreens South Drive / Bank Drive.
- Wedington Drive and Walgreens Right-In / Right-Out Drive.
- Wedington Drive and Catfish Hole East Drive.
- Wedington Drive and Catfish Hole West Drive

The existing intersection lane geometry and AM, noon and PM peak hours vehicle turning movement counts made as a part of this study are shown on Figure 3A, "Existing Traffic Volumes - AM Peak Hour," Figure 3B, "Existing Traffic Volumes - Noon Peak Hour," and Figure 3C, "Existing Traffic Volumes - PM Peak Hour." The peak hours vehicle turning movement count data for these intersections are presented in more detail in the Appendix of this report.

The AM, noon and PM peak traffic periods of the adjacent streets are the traffic operating conditions which have warranted primary traffic analysis as a part of this study.

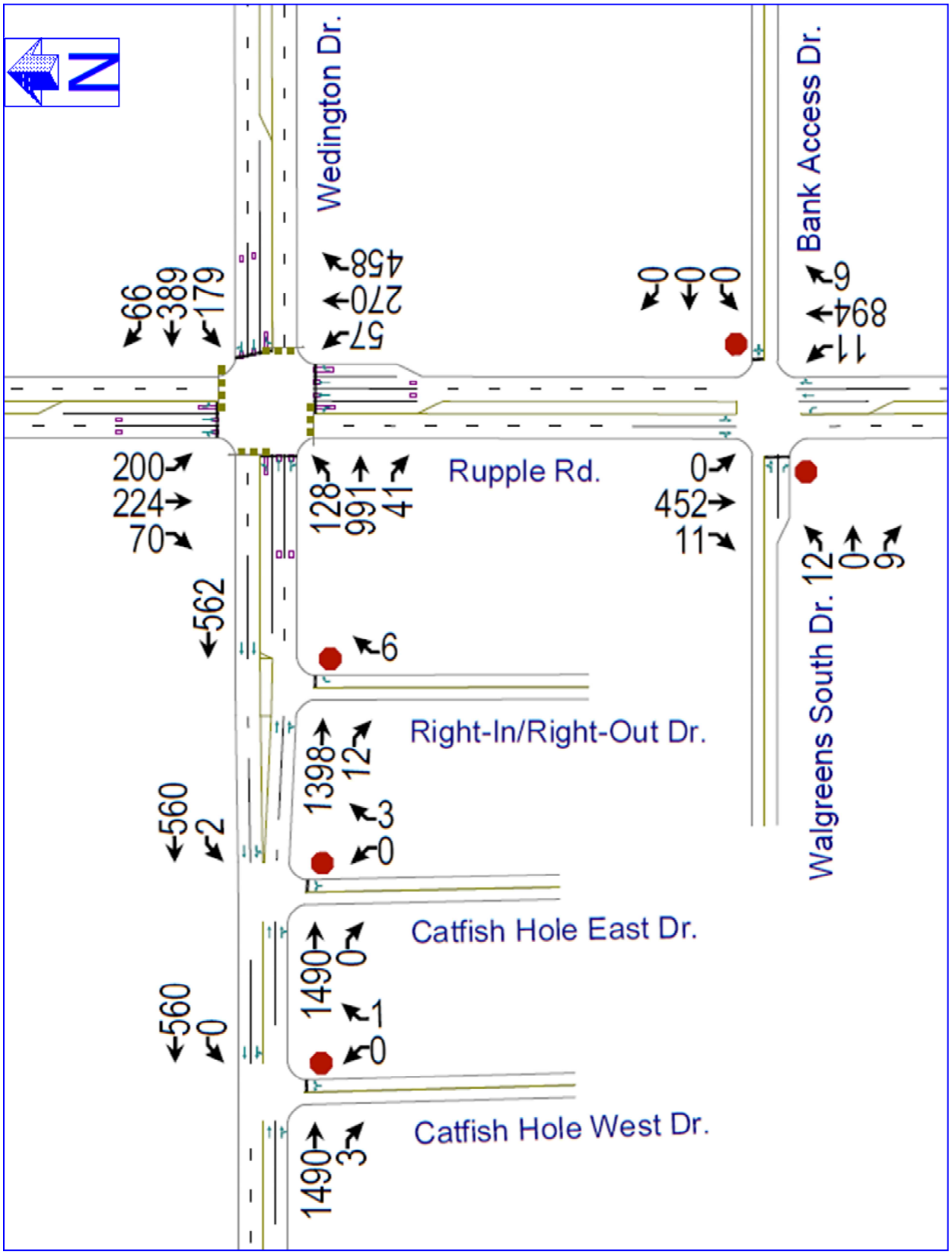


Figure 3A
Existing Traffic Volumes - AM Peak Hour

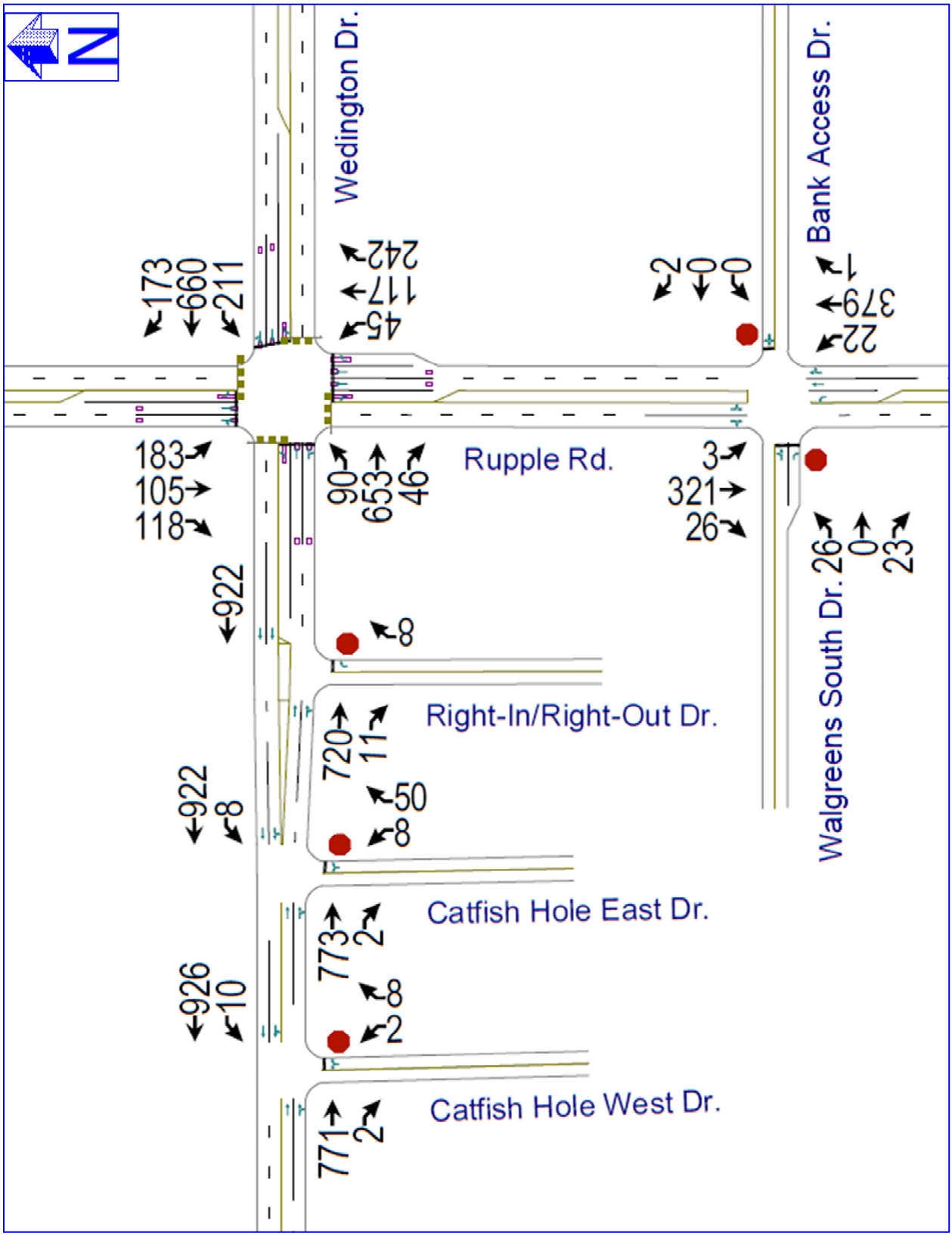


Figure 3B
Existing Traffic Volumes - Noon Peak Hour

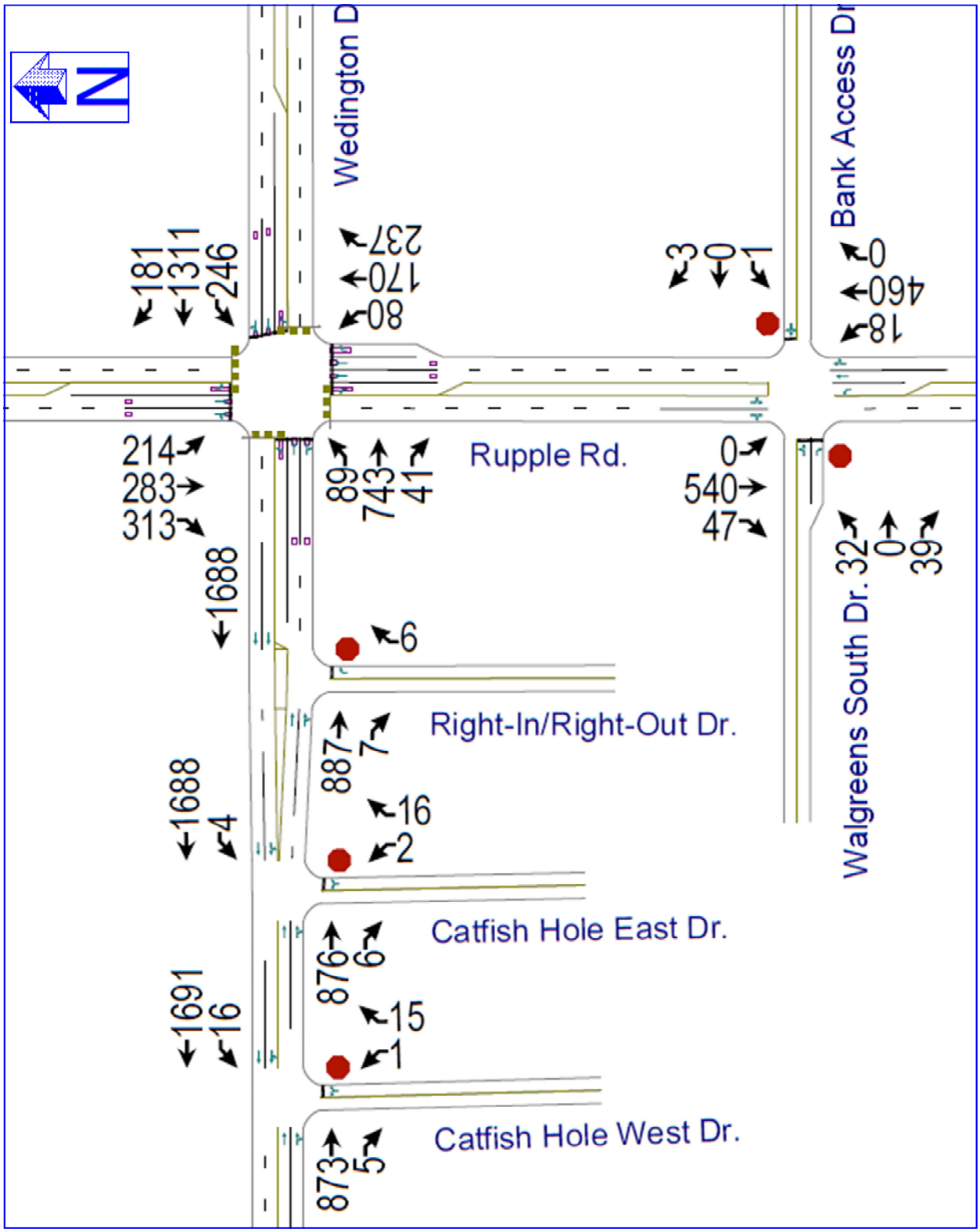


Figure 3C
Existing Traffic Volumes - PM Peak Hour

TRIP GENERATION and SITE TRAFFIC PROJECTIONS

The Trip Generation, an Informational Report, published by the Institute of Transportation Engineers (ITE) and The Trip Generation Manual 12th Edition, 2024, were researched in calculating the magnitude of traffic volumes expected to be generated by the proposed land use of this Chick-fil-A restaurant development. These are typically reliable sources for this information and are commonly used in the traffic engineering profession. To assure a more accurate calculation of magnitude of traffic volumes expected to be generated by the proposed Chick-fil-A restaurant, actual hourly counts of vehicles entering and exiting an existing Chick-fil-A restaurant in the Fayetteville area for a typical weekday were conducted by this Consultant. The existing Chick-fil-A restaurant where data was collected is located on the south side of Martin Luther King, Jr. Boulevard, just east of Razorback Road. This high-volume site is expected to have similar drive-thru volumes and operations as the proposed site. The MLK Boulevard and Razorback Road site current operation includes three drive-thru lanes with indoor dining (similar to what is proposed). The City has advised local data should be used to derive estimates of site volumes associated with the proposed site instead of using ITE Trip-Generation calculations. It was found that the actual counts are higher than the calculated volumes based on trip-generation rates published by ITE for this type of land use. The higher trip generation values were used in analysis of operational conditions as part of this study.

Using the selected trip generation rates, calculations were made as a part of this study to provide a reliable estimate of traffic volumes that can be expected to be associated with the restaurant size as proposed. Applying the appropriate trip-generation rates to the land use and restaurant size proposed for this development makes these calculations. Results of this calculation are summarized on Table 1, "Proposed Site Summary of Trip-Generation."

PROPOSED LAND USE	*AM PEAK HOUR VOLUME				*Noon PEAK HOUR VOLUME				*PM PEAK HOUR VOLUME			
	ENTER		EXIT		ENTER		EXIT		ENTER		EXIT	
	Drive-Thru	**Parked	Drive-Thru	**Parked	Drive-Thru	**Parked	Drive-Thru	**Parked	Drive-Thru	Parked	Drive-Thru	**Parked
Chick-fil-A (MLK - Fayetteville)	132	29	132	32	187	52	187	51	107	24	107	28
	161		164		239		238		131		135	
TOTAL ENTERING + EXITING	325				477				266			

Table 1 – Proposed Site Summary of Trip-Generation

These calculations indicate that approximately 325 vehicle trips (combined in and out) are estimated during the traffic conditions of the AM peak hour, approximately 477 vehicle trips are estimated during the traffic conditions of the noon peak hour and approximately 226 vehicle trips are estimated during the traffic conditions of the PM peak hour on this site.

Chick-fil-A is considered a convenience food choice. As such, a high percentage of site volume typically comes from the adjacent street traffic stream. The majority of traffic associated with this site will likely be in the existing traffic stream on Wedington Drive and on Rupple Road and therefore, pass-by reduction in calculated trip generation for this location has been included in this study. The effect of this is that on-street volumes are not dramatically increased beyond current levels by virtue of the retail site activity.

Retail commercial traffic, as will be associated with site, ordinarily contributes to the adjacent street traffic conditions during the on-street AM, noon and PM peak traffic hours. Accordingly, AM, noon and PM peak traffic periods of the adjacent streets are the traffic operating conditions which have warranted primary traffic analysis as a part of this study.

TRAFFIC VOLUME ASSIGNMENTS

Once projected traffic was estimated for the site, directional distributions were made to reflect the percent of anticipated left turns, right-turns and thru vehicle movements at the study intersections. Vehicle trip distribution was developed based on current traffic counts and travel patterns in the immediate vicinity of the proposed development for each of the study peak hours. Directional distribution percentages used in this study are shown on the following Figures:

- Figure 4A, "Directional Distribution - Site Traffic - AM Peak Hour"
- Figure 4B, "Directional Distribution - Site Traffic - Noon Peak Hour"
- Figure 4C, "Directional Distribution - Site Traffic - PM Peak Hour."

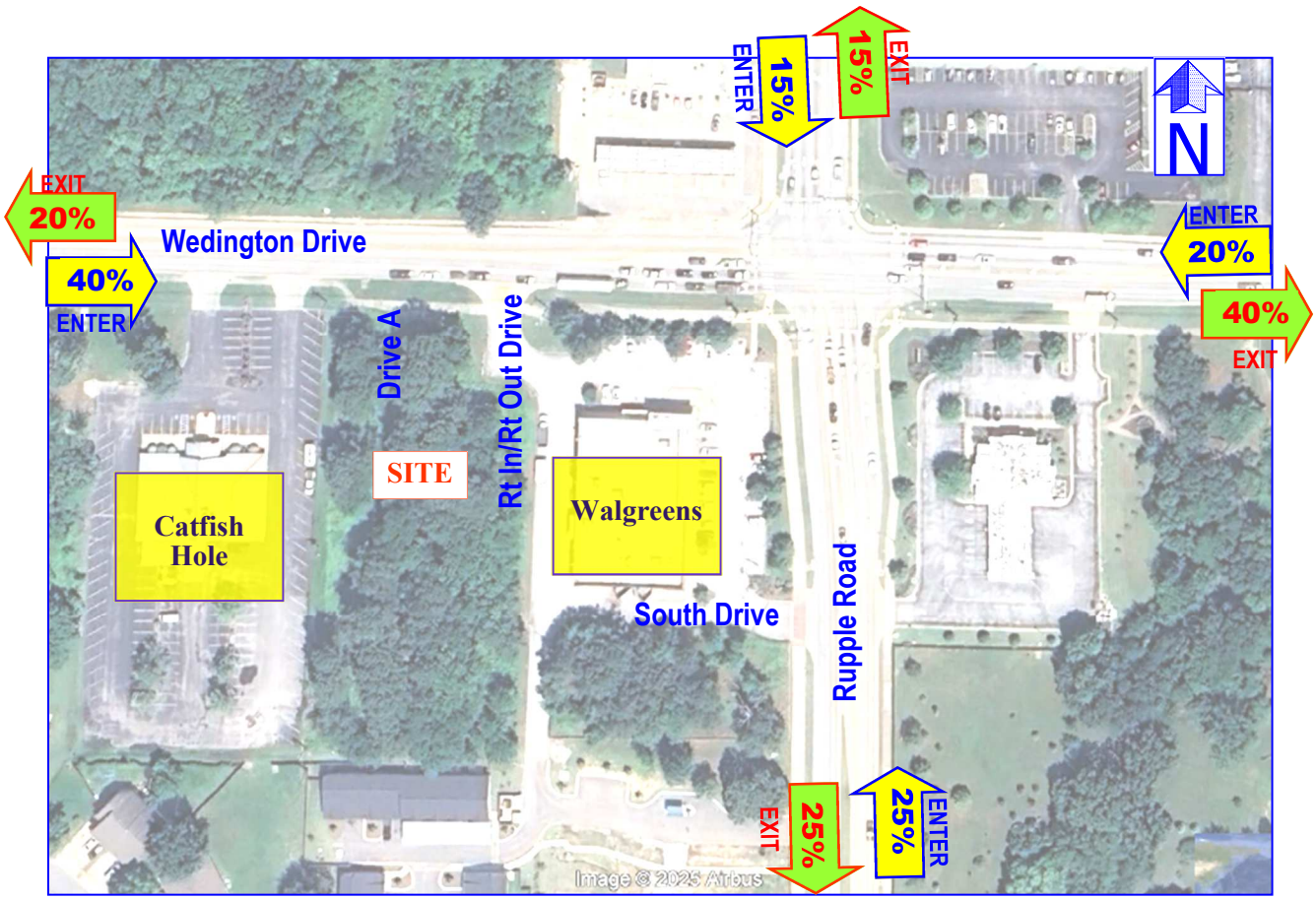


Figure 4A
Directional Distribution
Site Traffic - AM Peak Hour

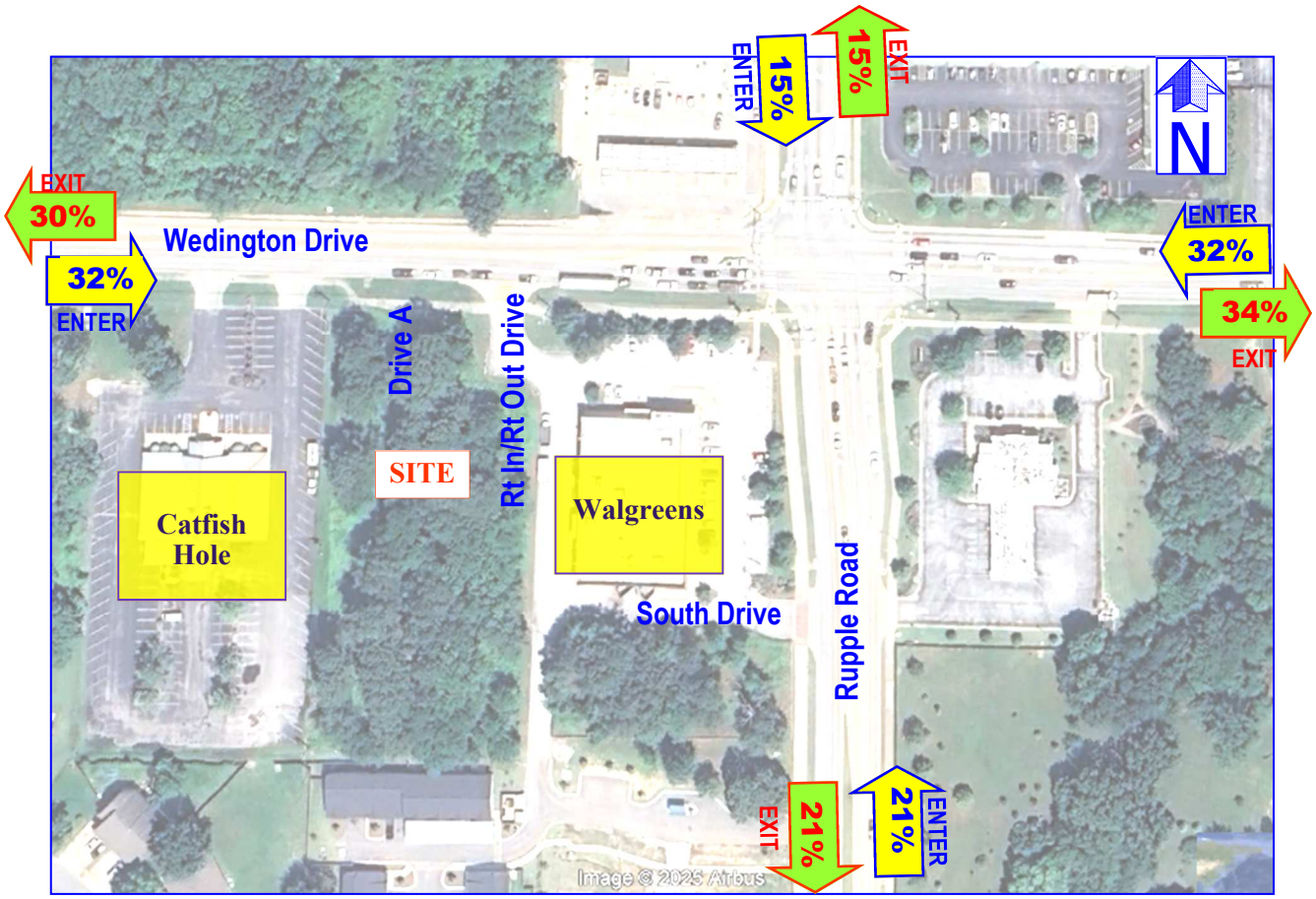


Figure 4B
Directional Distribution
Site Traffic - Noon Peak Hour

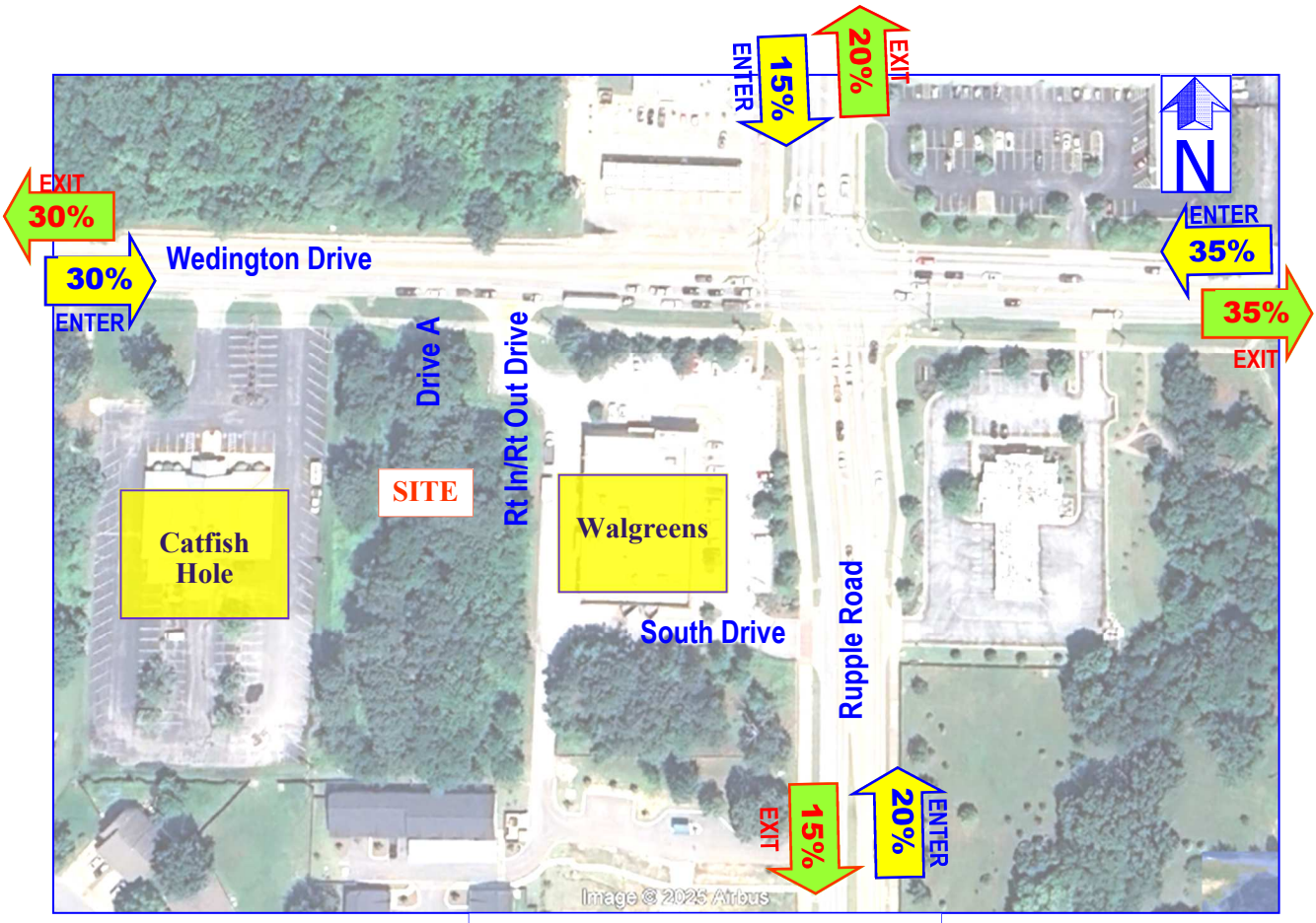


Figure 4C
Directional Distribution
Site Traffic - PM Peak Hour

The directional distribution percentages for site traffic have been equated to percentage turns for each movement at the study intersections. The site-generated traffic volumes result from applying the directional distribution percentages to the corresponding projected site-generated traffic volumes summarized on Table 1, "Proposed Site Summary of Trip-Generation." The site-generated traffic volumes and corresponding existing background traffic volumes have been combined and the results are depicted on Figure 5A, "Projected Traffic Volumes - AM Peak Hour," Figure 5B, "Projected Traffic Volumes - Noon Peak Hour," and Figure 5C, "Projected Traffic Volumes - PM Peak Hour." Additionally, these data for the proposed land use during the AM, noon and PM peak hours have been adjusted for "pass-by" trips (i.e. that portion of the site-destined traffic that could come from the existing adjacent street traffic stream).

Traffic volumes shown on Figures 3A, 3B, 3C, 5A, 5B and 5C are the values used in capacity and level of service calculations conducted as a part of this study. The effect of existing background traffic (i.e. the adjacent street non-site traffic which exists) and projected traffic associated with the site development has thus been accounted for in this analysis. The City did not require background traffic volume growth as a part of this traffic study.

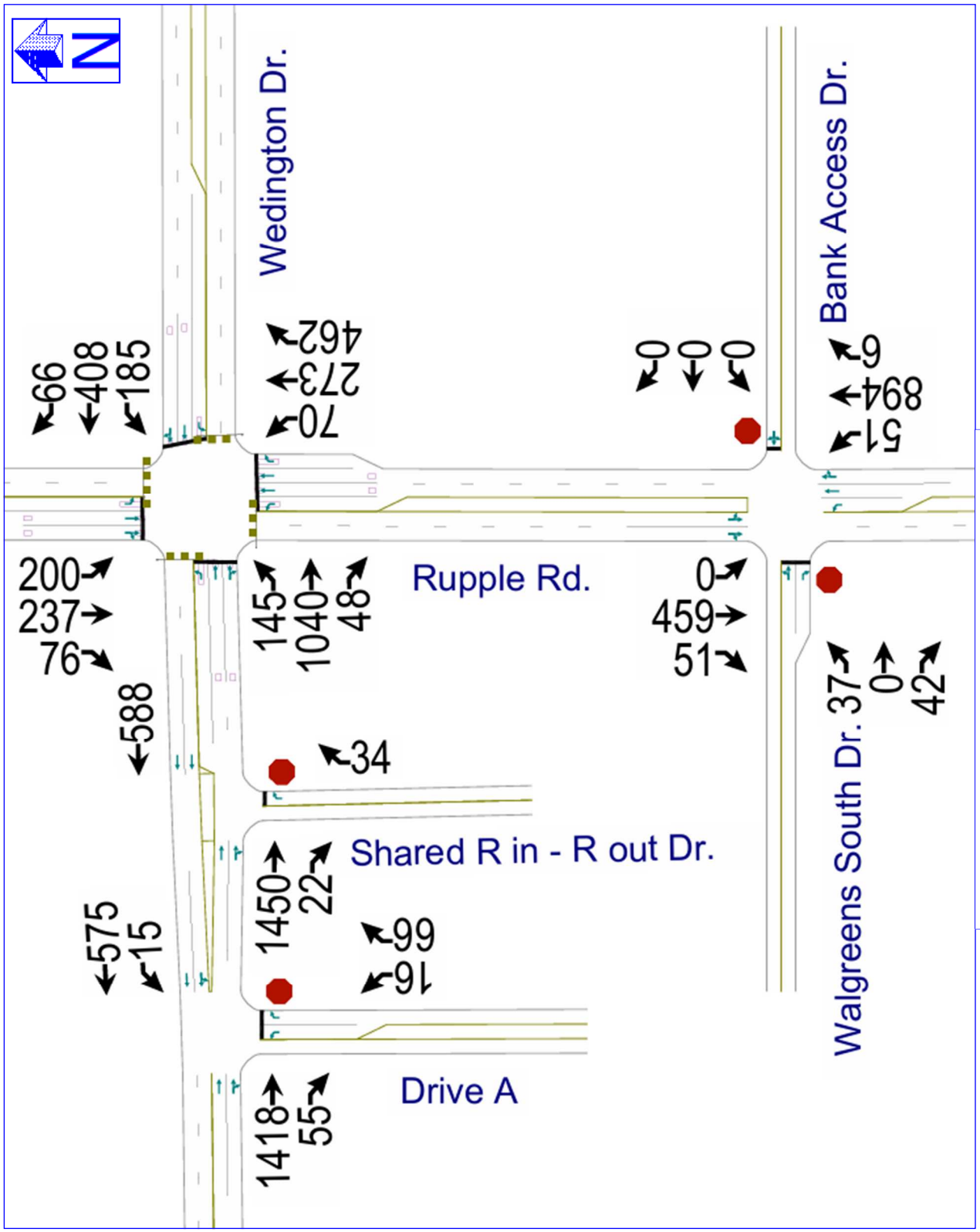


Figure 5A
Projected Traffic Volumes - AM Peak Hour

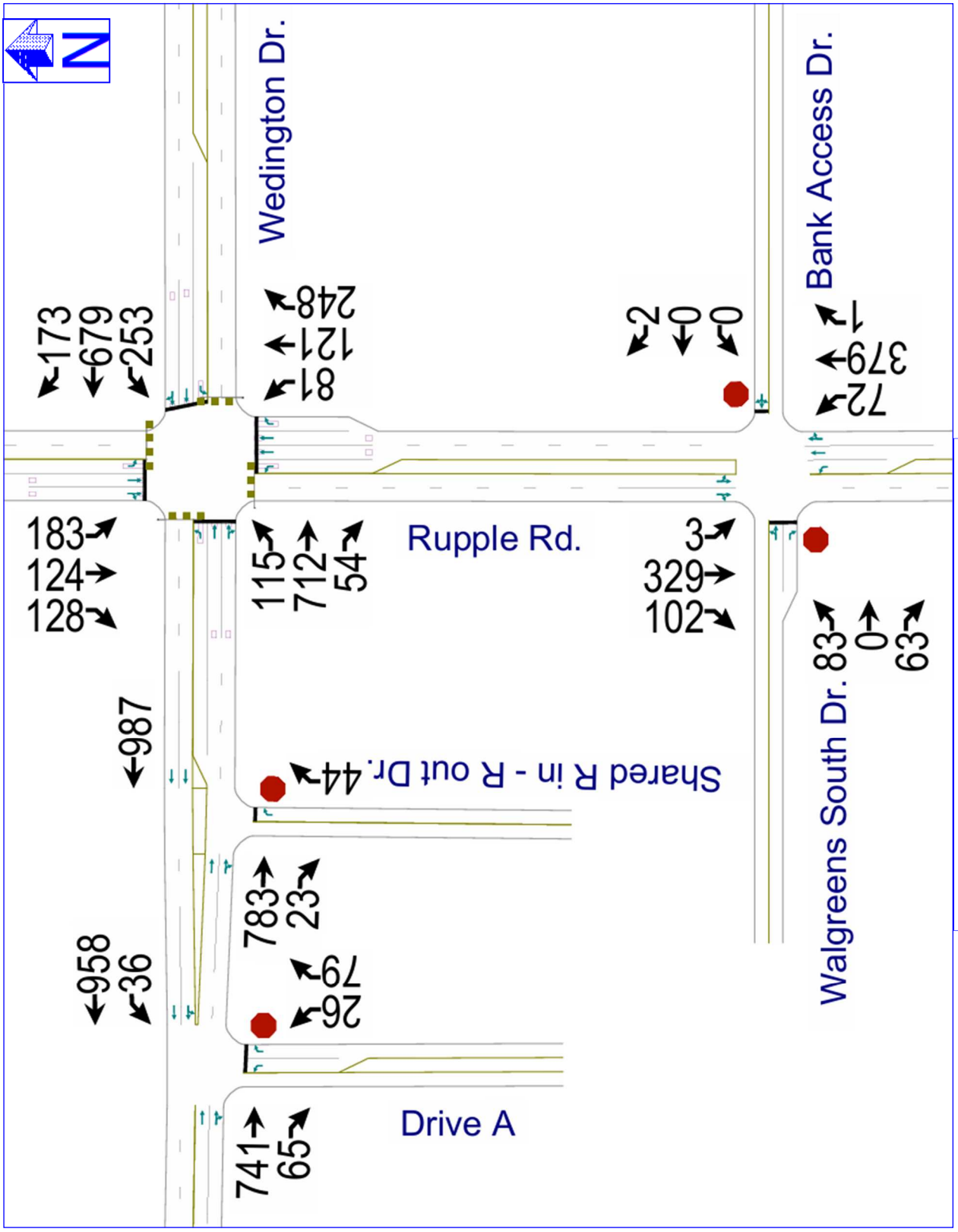


Figure 5B
Projected Traffic Volumes - Noon Peak Hour

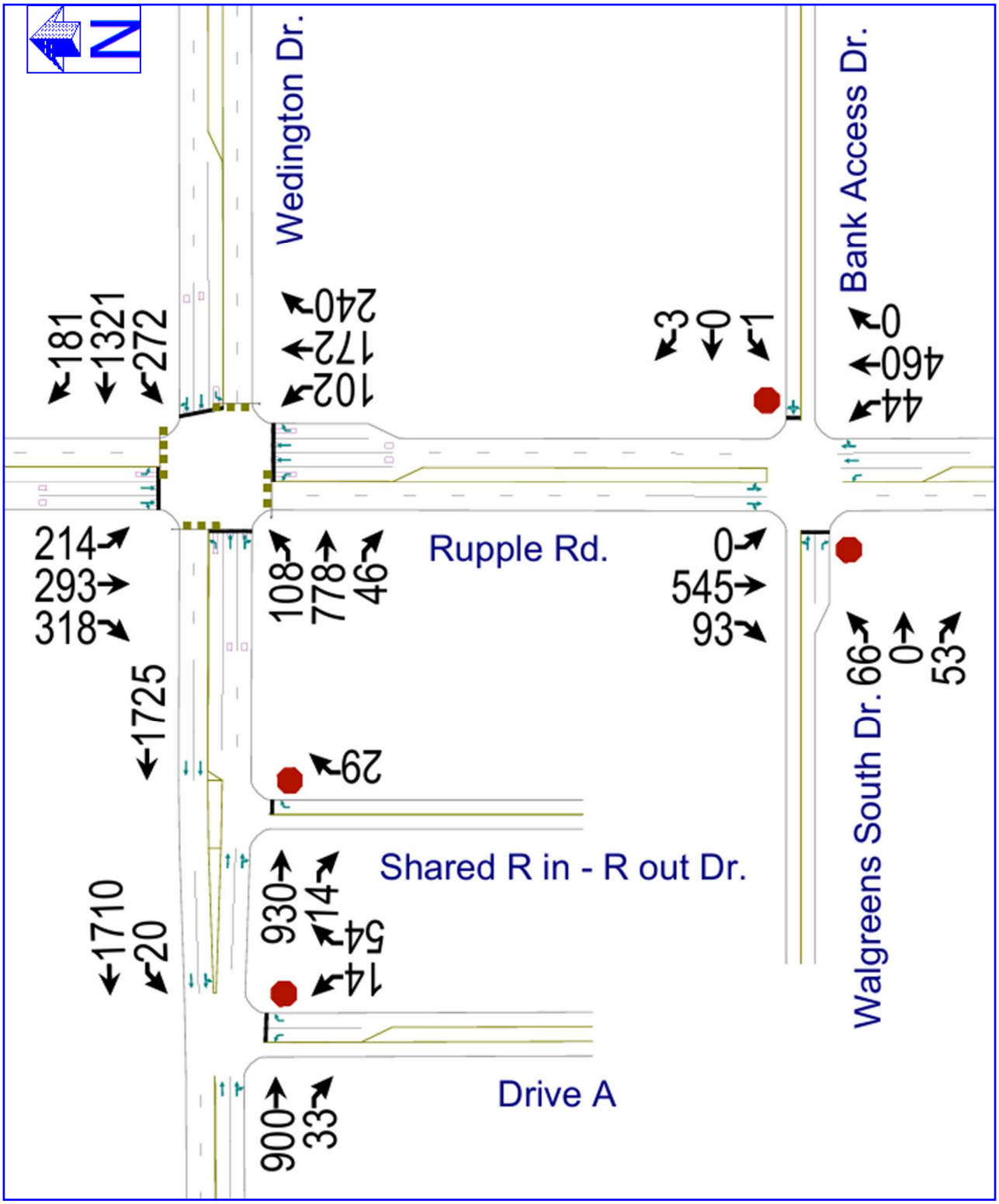


Figure 5C
Projected Traffic Volumes - PM Peak Hour

CAPACITY and LEVEL OF SERVICE

Generally, the "capacity" of a street is a measure of its ability to accommodate a certain magnitude of moving vehicles. It is a rate as opposed to a quantity, measured in terms of vehicles per hour. More specifically, street capacity refers to the maximum number of vehicles that a street element (e.g. an intersection) can be expected to accommodate in a given time period under the prevailing roadway and traffic conditions.

Traffic operational analysis for the study intersections were evaluated based on the methodologies outlined in the Highway Capacity Manual, 2010 Edition, published by the Transportation Research Board. The operating conditions at intersections are graded by the "level of service" experienced by drivers. Level of service (LOS) describes the quality of traffic operating conditions and is rated from "A" to "F". LOS "A" represents the most desirable condition with free-flow movement of traffic with minimal delays. LOS "F" generally indicates severely congested conditions with excessive delays to motorists. Intermediate grades of B, C, D, and E reflect incremental increases in the average delay per stopped vehicle. Delay is measured in seconds per vehicle. The table below shows the upper limit of delay associated with each level of service for signalized and un-signalized intersections.

Intersection Level of Service Delay Thresholds

Level of Service (LOS)	Signalized	Un-Signalized
A	< 10 Seconds	< 10 Seconds
B	< 20 Seconds	< 15 Seconds
C	< 35 Seconds	< 25 Seconds
D	< 55 Seconds	< 35 Seconds
E	< 80 Seconds	< 50 Seconds
F	≥ 80 Seconds	≥ 50 Seconds

The LOS rating deemed acceptable varies by community, facility type and traffic control device. A LOS "D" is the desirable goal for movements at un-signalized intersections that must yield to other movements; however, a LOS "E" or "F" is often accepted for low to moderate traffic volumes where the installation of a traffic signal is not warranted by the conditions at the intersection or the location is deemed undesirable for signalization for other reasons. For signalized intersections, level of service and average delay relate to all vehicles using the intersection and LOS "D" is the typical desirable standard for signalized intersections. All study intersections were evaluated using the Synchro analysis software package based on Highway Capacity Manual methods. This computer program has been proven to be reliable when used to analyze capacity and levels of traffic service under various operating conditions. Detailed results for all capacity calculations are included in the Appendix. The adjacent street weekday AM, noon and PM peak traffic periods were used for these calculations. Factors included in the analysis are as follows:

- Existing traffic volumes and patterns.
- Peak hour factors and large truck percentages.
- Directional distribution of projected traffic volumes.
- Existing and proposed intersection geometry (including elements such as turn lanes, curb radii, etc.).
- Existing background traffic volumes and projected site-generated volumes for projected traffic conditions.
- Existing traffic control.

CAPACITY ANALYSIS

Level of Service Analysis Results

Existing Traffic Conditions

Capacity and level of service analysis was performed for existing traffic volumes, lane geometry and traffic control for the AM, noon and PM peak hours for the following intersections:

- Wedington Drive and Rupple Road.
- Rupple Road and Walgreens South Drive / Bank Drive.
- Wedington Drive and Walgreens Right-In / Right-Out Drive.

City of Fayetteville had previously provided (for another project in the vicinity) existing traffic signal timing which was used for analysis of existing traffic conditions. This traffic signal timing data includes provisions for pedestrians at the intersection of Wedington Drive an Rupple Road. As indicated in Table 2, "Level of Service Summary – Existing Traffic Conditions," all vehicle movements currently operate at what calculates as an acceptable LOS "D" or better for existing traffic conditions at the study intersections for the AM, noon and PM peak hours except the following:

- The eastbound thru/right-turn vehicle movements on Wedington Drive at Rupple Road during the AM peak hour (LOS "E").
- The northbound left-turn vehicle movement on Rupple Road at Wedington Drive during the AM and PM peak hours (LOS "E").
- The southbound left-turn vehicle movement on Rupple Road at Wedington Drive during the AM ("LOS F") and PM (LOS "E") peak hours.

Traffic volumes used for this analysis are shown on Figure 3A, "Existing Traffic Volumes - AM Peak Hour," Figure 3B, "Existing Traffic Volumes - Noon Peak Hour," and Figure 3C, "Existing Traffic Volumes - PM Peak Hour."

Projected Traffic Conditions

Capacity and LOS analysis was performed for projected traffic conditions at initial completion of the site for the AM, noon and PM peak hours for the following intersections:

- Wedington Drive and Rupple Road.
- Rupple Road and Walgreens South Drive / Bank Drive.
- Wedington Drive and Walgreens Right-In / Right-Out Drive.
- Wedington Drive and Proposed Drive A.

Traffic volumes used for these projected traffic conditions are shown on Figure 5A, "Projected Traffic Volumes - AM Peak Hour," Figure 5B, "Projected Traffic Volumes - Noon Peak Hour" and Figure 5C, "Projected Traffic Volumes - PM Peak Hour." The operating conditions projected to exist at the study intersections are summarized in Table 3, "Level of Service Summary - Projected Traffic Conditions."

As indicated in Table 3, all vehicle movements are expected to operate at what calculates as an acceptable LOS "D" or better for the AM, noon and PM peak hours projected conditions for the study intersections except for the following:

- The eastbound thru/right-turn vehicle movements on Wedington Drive at Rupple Road during the AM peak hour (LOS "E"). This condition already exists. Furthermore, when compared to the existing conditions, the overall intersection LOS is unchanged, the average control delay only increases from 42.2 seconds to 51.1 seconds per vehicle (less than only a 9 second change) during the AM peak hour.
- The northbound left-turn vehicle movement on Rupple Road at Wedington Drive during the AM and PM peak hours. This condition already exists. Furthermore, the 95th percentile vehicle queue length only increase approximately one vehicle length (14 feet) during the AM peak hour and increase approximately only one to two vehicle lengths (28 feet) during the PM peak hour for the northbound left-turns. Also, there is adequate available storage length in the northbound left-turn lane and was observed to not block the existing Walgreens drive during the AM, noon or PM peak hours. This is expected to continue with the projected conditions with the site-generated traffic volumes included.

- The southbound left-turn vehicle movement on Rupple Road at Wedington Drive during the AM, noon and PM peak hours. This condition already exists. Furthermore, the 95th percentile vehicle queue length is expected to continue to be held within the existing available storage lane length for the southbound left-turn vehicle movements for the AM, noon and PM peak hours projected traffic conditions.
- The westbound left-turn vehicle movement on Rupple Road at Wedington Drive during the AM peak hour (LOE "E"). This condition is currently LOS "D". Furthermore, the 95th percentile vehicle queue length only increase approximately one vehicle length (13 feet) during the AM peak hour for the westbound left-turns.
- The northbound left-turn vehicle movement on the proposed new Drive A during the AM peak hour (LOS "F") and PM peak hour (LOS "E") at Wedington Drive. However, these volumes are low (only 16 vehicle trips during the AM peak hour (equates to one vehicle per every 3.75 minutes) and only 14 vehicle trips during the AM peak hour (equates to less than one vehicle per every 4 minutes)). Furthermore, the 95th percentile vehicle queue length is expected to be a maximum of only two vehicle lengths during the AM peak hour and only one vehicle length during the noon and PM peak hours on this access drive approach to Wedington Drive. Also, this condition is not abnormal to most commercial access drive intersections along roadways with traffic volumes similar to Wedington Drive.

Additionally, overall LOS for the traffic signal controlled intersection of Wedington Drive and Rupple Road are expected to continue to operate at what calculates unchanged (as it does for existing conditions) during the AM, noon and PM peak hours projected traffic conditions. Projected average control delay (seconds per vehicle) are found to be acceptable for the study intersections during the AM, noon and PM peak hours for the projected traffic conditions with the development as proposed.

EXISTING TRAFFIC CONDITIONS				PEAK HOUR - LEVEL OF SERVICE													Avg. Control Delay	Intersection Capacity Utilization
INTERSECTION	PEAK HR	Traffic Control	Eastbound Left-Turn	Eastbound Thru	Eastbound Right-Turn	Westbound Left-Turn	Westbound Thru	Westbound Right-Turn	Northbound Left-Turn	Northbound Thru	Northbound Right-Turn	Southbound Left-Turn	Southbound Thru	Southbound Right-Turn	Overall Intersection			
Wedington Drive and Rupple Road	AM	SIGNAL	C	E	D	C			E	C	D	F	C		D		47.2	83.8%
	NOON		B	C	C	C			D	D	A	D	C		C		26.3	66.0%
	PM		D	C	C	C			E	D	B	E	D		D		40.6	89.8%
Rupple Road and Walgreens South Drive	AM	"STOP" SIGN		C	A		A			A		A	A		n/a		0.3	34.9%
	NOON			B	A		A			A		A	A		n/a		1.1	33.1%
	PM			C	B		B			A		A	A		n/a		1.2	33.1%
Wedington Drive and Rt-In/Rt-Out Drive	AM	"STOP" SIGN			A		A					C			n/a		0.1	49.0%
	NOON				A		A					B			n/a		0.1	30.3%
	PM				A		A					B			n/a		0.0	50.0%

Table 2 - Level of Service Summary - Existing Traffic Conditions

EXISTING TRAFFIC CONDITIONS			PEAK HOUR CALCULATED 95TH PERCENTILE QUEUE LENGTHS												
	PEAK HOUR	LANE	Eastbound Left-Turn	Eastbound Thru	Eastbound Right-Turn	Westbound Left-Turn	Westbound Thru	Westbound Right-Turn	Northbound Left-Turn	Northbound Thru	Northbound Right-Turn	Southbound Left-Turn	Southbound Thru	Southbound Right-Turn
Wedington Drive at Rupple Road	AM PEAK HOUR	Available Storage (Feet)	100'	n/a	200'	n/a	350'	n/a	150'	500'	n/a			
		95th Percentile Queue (Feet)	92'	n/a	203'	n/a	80'	n/a	356'	109'	n/a			
	NOON PEAK HOUR	Available Storage (Feet)	100'	n/a	200'	n/a	350'	n/a	150'	500'	n/a			
		95th Percentile Queue (Feet)	54'	n/a	118'	n/a	59'	n/a	172'	172'	n/a			
	PM PEAK HOUR	Available Storage (Feet)	100'	n/a	200'	n/a	350'	n/a	150'	500'	n/a			
		95th Percentile Queue (Feet)	103'	n/a	165'	n/a	135'	n/a	69'	323'	n/a			
Walgreens South Drive at Rupple Road	AM PEAK HOUR	Available Storage (Veh. Lengths)			4		4	4						
		95th Percentile Queue (Veh. Lengths)			1		1	1						
	NOON PEAK HOUR	Available Storage (Veh. Lengths)			4		4	4						
		95th Percentile Queue (Veh. Lengths)			1		1	1						
	PM PEAK HOUR	Available Storage (Veh. Lengths)			4		4	4						
		95th Percentile Queue (Veh. Lengths)			1		1	1						
Rt-In-Rt-Out Drive at Wedington Drive	AM PEAK HOUR	Available Storage (Veh. Lengths)									4			
		95th Percentile Queue (Veh. Lengths)									1			
	NOON PEAK HOUR	Available Storage (Veh. Lengths)									4			
		95th Percentile Queue (Veh. Lengths)									1			
	PM PEAK HOUR	Available Storage (Veh. Lengths)									4			
		95th Percentile Queue (Veh. Lengths)									1			

Table 2A - 95th Percentile Vehicle Queue Lengths - Existing Traffic Conditions

INITIAL COMPLETION PROJECTED TRAFFIC CONDITIONS				PEAK HOUR - LEVEL OF SERVICE													Avg. Control Delay Seconds / Vehicle	Intersection Capacity Utilization (%)
INTERSECTION	PEAK HR	Traffic Control	Eastbound Left-Turn	Eastbound Thru	Eastbound Right-Turn	Westbound Left-Turn	Westbound Thru	Westbound Right-Turn	Northbound Left-Turn	Northbound Thru	Northbound Right-Turn	Southbound Left-Turn	Southbound Thru	Southbound Right-Turn	Overall Intersection		
Wedington Drive and Rupple Road	AM	SIGNAL	C	E		E	C		E	C	D	F	C		D	51.1	94.8%
	NOON		B	C		D	C		D	C	B	E	B		C	29.2	70.2%
	PM		D	D		C	D		E	D	A	F	D		D	45.2	92.7%
Rupple Road and Walgreens South Drive	AM	"STOP" SIGN	C	A		A	A		A	A	A	A	A		n/a	1.4	52.4%
	NOON		C	A		A	A		A	A	A	A	A		n/a	3.3	44.2%
	PM		C	B		B	B		A	A	A	A	A		n/a	2.6	51.1%
Wedington Drive and Rt-In/Rt-Out Drive	AM	"STOP" SIGN		A			A				C				n/a	0.3	50.8%
	NOON			A			A				B				n/a	0.3	32.4%
	PM			A			A				B				n/a	0.1	51.0%
Wedington Drive and Proposed Drive A	AM	"STOP" SIGN		A			A			F	C				n/a	1.3	51.7%
	NOON			A			A			D	B				n/a	1.2	62.7%
	PM			A			A			E	B				n/a	0.6	71.4%

Table 3 - Level of Service Summary - Projected Traffic Conditions

PROJECTED TRAFFIC CONDITIONS			Eastbound Left-Turn	Eastbound Thru	Eastbound Right-Turn	Westbound Left-Turn	Westbound Thru	Westbound Right-Turn	Northbound Left-Turn	Northbound Thru	Northbound Right-Turn	Southbound Left-Turn	Southbound Thru	Southbound Right-Turn
	PEAK HOUR	LANE	PEAK HOUR CALCULATED 95TH PERCENTILE QUEUE LENGHTS											
Wedington Drive at Rupple Road	AM PEAK HOUR	Available Storage (Feet)	100'	n/a		200'	n/a		350'	n/a	150'	500'	n/a	
		95th Percentile Queue (Feet)	100'	n/a		216'	n/a		94'	n/a	372'	282'	n/a	
	NOON PEAK HOUR	Available Storage (Feet)	100'	n/a		200'	n/a		350'	n/a	150'	500'	n/a	
		95th Percentile Queue (Feet)	68'	n/a		224'	n/a		89'	n/a	92'	229'	n/a	
	PM PEAK HOUR	Available Storage (Feet)	100'	n/a		200'	n/a		350'	n/a	150'	500'	n/a	
		95th Percentile Queue (Feet)	147'	n/a		218'	n/a		163'	n/a	69'	333'	n/a	
Walgreens South Drive at Rupple Road	AM PEAK HOUR	Available Storage (Veh. Lengths)				4		4	4					
		95th Percentile Queue (Veh. Lengths)				2		1	1					
	NOON PEAK HOUR	Available Storage (Veh. Lengths)				4		4	4					
		95th Percentile Queue (Veh. Lengths)				2		1	1					
	PM PEAK HOUR	Available Storage (Veh. Lengths)				4		4	4					
		95th Percentile Queue (Veh. Lengths)				2		1	1					
Rt-In-Rt-Out Drive at Wedington Drive	AM PEAK HOUR	Available Storage (Veh. Lengths)									4			
		95th Percentile Queue (Veh. Lengths)									1			
	NOON PEAK HOUR	Available Storage (Veh. Lengths)									4			
		95th Percentile Queue (Veh. Lengths)									1			
	PM PEAK HOUR	Available Storage (Veh. Lengths)									4			
		95th Percentile Queue (Veh. Lengths)									1			
Proposed Drive A at Wedington Drive	AM PEAK HOUR	Available Storage (Veh. Lengths)				4			4		4			
		95th Percentile Queue (Veh. Lengths)				1			2		1			
	NOON PEAK HOUR	Available Storage (Veh. Lengths)				4			4		4			
		95th Percentile Queue (Veh. Lengths)				1			1		1			
	PM PEAK HOUR	Available Storage (Veh. Lengths)				4			4		4			
		95th Percentile Queue (Veh. Lengths)				1			1		1			

Table 3A - 95th Percentile Vehicle Queue Lengths - Projected Traffic Conditions

DRIVE-THRU AVAILABLE QUEUE LENGTH

A comparison was made of the proposed on-site vehicle queuing capacity for drive-thru vehicles to the projected vehicle queuing based on observation count data from a Chick-fil-A Restaurant with a similar drive-thru set-up (located at on the southeast corner of M.L.K Jr. Boulevard and Razorback Road per City of Fayetteville request) for the AM, noon and PM peak hours.

The Chick-Fil-A at M.L.K Jr. Boulevard and Razorback Road has approximately 1,150 linear feet of available on-site queue length without queuing on the adjacent roadways. This existing available queue length accommodated all the site traffic (including drive-thru vehicles) without backing onto adjacent roadways during the AM and PM peak hours. During the noon peak hour, there were a maximum of 2 vehicles observed that had to queue onto M.L.K Jr. Boulevard, but this only occurred for a short time (just a couple minutes) and cleared relatively quickly.

The proposed Chick-Fil-A site has a similar drive-thru set-up but has approximately 1,440 linear feet of available on-site queue length without queuing onto the adjacent roadways or existing land use parking areas (Walgreens). This is approximately 11 to 12 car lengths more than the existing Chick-Fil-A at M.L.K Jr. Boulevard and Razorback Road. Furthermore, there is an additional several hundred feet of available queue lengths on adjacent existing development driveways (with proposed shared access) without impeding their parking or access that is not expected to be needed or used.

Also, there are planned to be 68 parking spaces at the proposed new site. There are only approximately 45 parking spaces at the existing Chick-Fil-A at M.L.K Jr. Boulevard and Razorback Road. So there will be more parking options as well for the proposed site.

The current Chick-fil-A site plan includes a dual drive-thru and on-site available vehicle queueing that can accommodate all the site vehicles within the drive-thru and on-site driveways storage without blocking the interior access drives and also not queuing onto the adjacent streets. This available drive-thru stacking is expected to provide adequate vehicle queue length for the drive-thru without backing onto adjacent roadways.

A summary of drive-thru vehicles entering and the number of drive thru queued vehicles is included in the Appendix regarding data gathered at the existing Chick-fil-A Restaurant with a similar drive-thru set-up located at M.L.K Jr. Boulevard and Razorback Road.

PEDESTRIAN PROVISIONS

Per City of Fayetteville Minimum Street Standards, a traffic engineering study must include pedestrian / bicycle evaluations per City of Fayetteville Minimum Street Standards Chapter 7.5. Sidewalks should be included from the site to tie into existing nearby sidewalks. Additionally, provisions for pedestrian crosswalks within the site should be considered for the internal pedestrian circulation.

FINDINGS and RECOMMENDATIONS

Findings of this study are summarized as follows:

- Capacity and level of service analysis was performed for existing traffic volumes, lane geometry and traffic control for the AM, noon and PM peak hours for the study intersections. All vehicle movements currently operate at what calculates as an acceptable LOS "D" or better for existing traffic conditions at the study intersections for the AM, noon and PM peak hours except the following:
    - The eastbound thru/right-turn vehicle movements on Wedington Drive at Rupple Road during the AM peak hour (LOS "E").
    - The northbound left-turn vehicle movement on Rupple Road at Wedington Drive during the AM and PM peak hours (LOS "E").
    - The southbound left-turn vehicle movement on Rupple Road at Wedington Drive during the AM ("LOS F") and PM (LOS "E") peak hours.

- Capacity and LOS analysis was performed for projected traffic conditions at initial completion of the site for the AM, noon and PM peak hours for the study intersections. All vehicle movements are expected to operate at what calculates as an acceptable LOS "D" or better for the AM, noon and PM peak hours projected conditions for the study intersections except for the following:

    - The eastbound thru/right-turn vehicle movements on Wedington Drive at Rupple Road during the AM peak hour (LOS "E"). This condition already exists. Furthermore, when compared to the existing conditions, the overall intersection LOS is unchanged, the average control delay only increases from 42.2 seconds to 51.1 seconds per vehicle (less than only a 9 second change) during the AM peak hour.
    - The northbound left-turn vehicle movement on Rupple Road at Wedington Drive during the AM and PM peak hours. This condition already exists. Furthermore, the 95th percentile vehicle queue length only increase approximately one vehicle length (14 feet) during the AM peak hour and increase approximately only one to two vehicle lengths (28 feet) during the PM peak hour for the northbound left-turns. Also, there is adequate available storage length in the northbound left-turn lane and was observed to not block the existing Walgreens drive during the AM, noon or PM peak hours. This is expected to continue with the projected conditions with the site-generated traffic volumes included.

- The southbound left-turn vehicle movement on Rupple Road at Wedington Drive during the AM, noon and PM peak hours. This condition already exists. Furthermore, the 95th percentile vehicle queue length is expected to continue to be held within the existing available storage lane length for the southbound left-turn vehicle movements for the AM, noon and PM peak hours projected traffic conditions.
- The westbound left-turn vehicle movement on Rupple Road at Wedington Drive during the AM peak hour (LOE "E"). This condition is currently LOS "D". Furthermore, the 95th percentile vehicle queue length only increase approximately one vehicle length (13 feet) during the AM peak hour for the westbound left-turns.
- The northbound left-turn vehicle movement on the proposed new Drive A during the AM peak hour (LOS "F") and PM peak hour (LOS "E") at Wedington Drive. However, these volumes are low (only 16 vehicle trips during the AM peak hour (equates to one vehicle per every 3.75 minutes) and only 14 vehicle trips during the AM peak hour (equates to less than one vehicle per every 4 minutes)). Furthermore, the 95th percentile vehicle queue length is expected to be a maximum of only two vehicle lengths during the AM peak hour and only one vehicle length during the noon and PM peak hours on this access drive approach to Wedington Drive. Also, this condition is not abnormal to most commercial access drive intersections along roadways with traffic volumes similar to Wedington Drive.

- Overall LOS for the traffic signal controlled intersection of Wedington Drive and Rupple Road are expected to continue to operate the same as it does for existing conditions during the AM, noon and PM peak hours projected traffic conditions. Projected average control delay (seconds per vehicle) are found to be acceptable for the study intersections during the AM, noon and PM peak hours for the projected traffic conditions with the development as proposed.

- The northbound left-turn vehicle queueing on Rupple Road at Wedington Drive was observed during AM, noon and PM peak hours while existing turning movement counts were conducted. These observations confirm there is adequate available storage length in the northbound left-turn lane and was observed to not block the existing Walgreens drive during the AM, noon or PM peak hours. This is expected to continue with the projected conditions with the site-generated traffic volumes included.

- The current Chick-fil-A site plan includes a drive-thru and on-site available vehicle queueing that can accommodate all the site vehicles within the drive-thru and on-site driveways storage without blocking the interior access drives and also not queuing onto the adjacent streets. This available drive-thru stacking is expected to provide adequate vehicle queue length for the drive-thru without backing onto adjacent roadways and is approximately 290 feet more (or approximately 25% more) than the existing drive-thru storage at the existing vicinity Chick-Fil-A at M.L.K Jr. Boulevard and Razorback Road. This is approximately 11 to 12 car lengths more than the existing Chick-Fil-A at M.L.K Jr. Boulevard and Razorback Road. Also, there are 68 parking spaces planned at the proposed new site. This is approximately 23 more parking spaces (or approximately 50% more) than the existing Chick-Fil-A at M.L.K Jr. Boulevard and Razorback Road, therefore more parking options will be available as well for the proposed site.

- Per City of Fayetteville Minimum Street Standards, a traffic engineering study must include pedestrian / bicycle evaluations per City of Fayetteville Minimum Street Standards Chapter 7.5. Sidewalks should be included from the site to tie into existing nearby sidewalks. Additionally, provisions for pedestrian crosswalks within the site should be considered for the internal pedestrian circulation.

- It is recommended to apply for a variance with the City of Fayetteville to allow a fully-directional access drive (Drive A) be constructed to intersect Wedington Drive to adequately serve the site.

- In the future, the City of Fayetteville could consider to widen Wedington Drive and extend the addition of a bi-directional center left-turn on Wedington Drive from the existing eastbound left-turn lane at Rupple Road to the existing westbound left-turn lane to Meadowlands Drive (approximately 750 feet). Chick-fil-A would be willing to pay a prorated amount of the cost based upon their Wedington Drive roadway frontage length. The possible future addition of this bi-directional center left-turn would not only benefit possible future development, but also existing land-uses along this section of Wedington Drive.

- It is recommended to construct the site, including drive-thru and parking, as depicted on the site plan. The existing

driveways that will serve the site should continue to function well. The sidewalk tie-in and pedestrian provision connections to the site must conform to City of Fayetteville design standards and will require approval by the City.

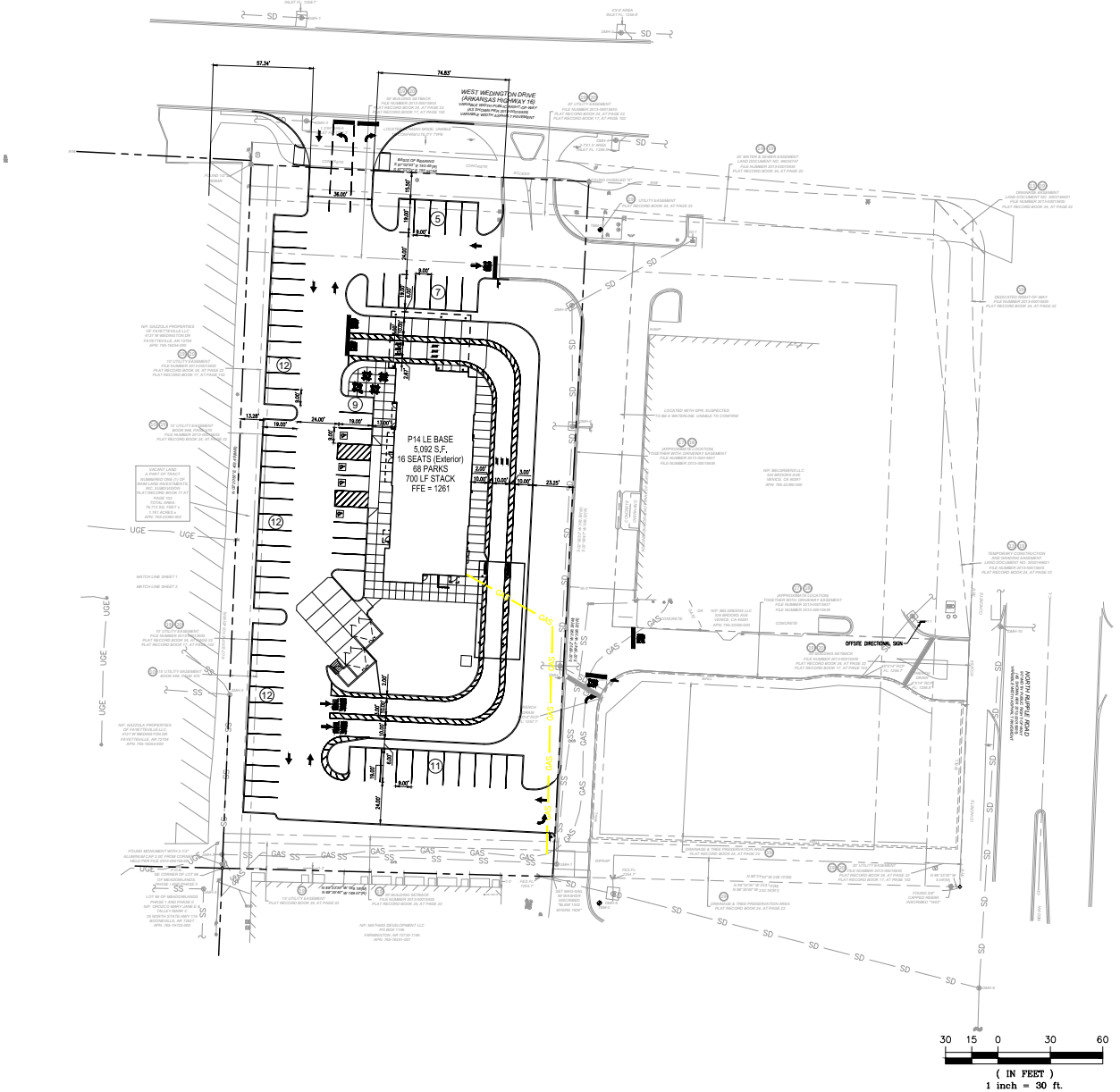
- It is recommended that the City if Fayetteville monitor the traffic signal operations of the intersection of Wedington Drive and Rupple Road for possible changes in signal timing operations. This could possibly improve the intersection operation with or without the site.

The conclusion of traffic operational findings associated with this study is that additional traffic expected to be generated by the proposed Chick-Fil-A development can be accommodated by the existing adjacent roadways with minimal discernable impact to traffic flow on Rupple Road and on Wedington Drive in the vicinity.

APPENDIX

Site Plan

PETERS & ASSOCIATES
ENGINEERS, INC.



Chick-fil-A
5200 Buffington Road
Atlanta, Georgia 30349-2998

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ENGINEERING • PLANNING
12460 Crabapple Road
Suite 202-374
Alpharetta, Georgia 30004
PH: 770-597-9681 FAX: 678-302-6362

CHICK-FIL-A
4077 W. Wedington Dr.
Fayetteville, AR 72704

FSU# 06290

REVISION SCHEDULE

NO.	DATE	DESCRIPTION

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SHEET

SHEET NUMBER

Sketch 4

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Trip-Generation Data

Chick-Fil-A
Fayetteville, Arkansas
Trip Generation

P2302

PROPOSED LAND USE	*AM PEAK HOUR VOLUME				*Noon PEAK HOUR VOLUME				*PM PEAK HOUR VOLUME			
	ENTER		EXIT		ENTER		EXIT		ENTER		EXIT	
	Drive-Thru	**Parked	Drive-Thru	**Parked	Drive-Thru	**Parked	Drive-Thru	**Parked	Drive-Thru	Parked	Drive-Thru	**Parked
Chick-fil-A	132	29	132	32	187	52	187	51	107	24	107	28
(MLK - Fayetteville)	161		164		239		238		131		135	
OTAL ENTERING + EXITING	**325**				**477**				**266**			

**Trip-generation shown was calculated from existing drive-thru data at a similar Little Rock Chick-fil-A.*

***Trip-generation shown for expected parked vehicles include some dine-in and some pick-up to-go orders with minimal parking time.*

Vehicle Turning Movement Count Data

AM Wedington Drive and Rupple Road
Fayetteville AR
Tuesday, March 31, 2026

Time	Southbound Rupple Road						Westbound Wedington Drive						Northbound Rupple Road						Eastbound Wedington Drive						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	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**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	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**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	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**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	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**
4:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 AM	0	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**
5:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	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**
6:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 AM	0	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**
7:00 AM	0	53	42	12	0	*107*	0	35	76	21	0	*132*	0	10	47	71	0	*128*	0	42	311	14	0	*367*	**734**
7:15 AM	0	31	64	16	0	*111*	0	53	108	10	0	*171*	0	16	45	112	0	*173*	0	26	251	13	3	*290*	**745**
7:30 AM	0	61	58	22	0	*141*	0	52	96	21	0	*169*	0	15	93	149	0	*257*	0	27	192	6	0	*225*	**792**
7:45 AM	0	55	60	20	0	*135*	0	39	109	14	0	*162*	0	16	85	126	0	*227*	0	33	237	8	0	*278*	**802**
Hourly Total	0	200	224	70	0	*494*	0	179	389	66	0	*634*	0	57	270	458	0	*785*	0	128	991	41	3	*1160*	**3073**

AM Wedington Drive and Rupple Road
Fayetteville AR
Tuesday, March 31, 2026

Time	Southbound Rupple Road						Westbound Wedington Drive						Northbound Rupple Road						Eastbound Wedington Drive						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	39	42	30	0	*111*	0	37	104	11	0	*152*	0	13	63	99	0	*175*	0	20	148	6	1	*174*	**612**
8:15 AM	0	48	38	14	0	*100*	0	24	112	24	0	*160*	0	13	38	58	0	*109*	0	31	274	13	0	*318*	**687**
8:30 AM	0	50	25	26	0	*101*	0	33	130	19	0	*182*	0	14	37	56	0	*107*	0	31	235	15	0	*281*	**671**
8:45 AM	0	50	26	25	0	*101*	0	35	113	12	0	*160*	0	10	36	60	0	*106*	0	45	242	15	2	*302*	**669**
Hourly Total	0	187	131	95	0	*413*	0	129	459	66	0	*654*	0	50	174	273	0	*497*	0	127	899	49	3	*1075*	**2639**
9:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 AM	0	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**
10:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 AM	0	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**
11:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 AM	0	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**
12:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 PM	0	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**
1:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 PM	0	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**
2:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 PM	0	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**
3:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 PM	0	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**

AM Wedington Drive and Rupple Road
Fayetteville AR
Tuesday, March 31, 2026

Time	Southbound Rupple Road						Westbound Wedington Drive						Northbound Rupple Road						Eastbound Wedington Drive						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 PM	0	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**
5:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 PM	0	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**
6:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 PM	0	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**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	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**
8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	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**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	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**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	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**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	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**
DAILY TOTAL	**0**	**387**	**355**	**165**	**0**	***907***	**0**	**308**	**848**	**132**	**0**	***1288***	**0**	**107**	**444**	**731**	**0**	***1282***	**0**	**255**	**1890**	**90**	**6**	***2235***	**5712**
Cars	0	385	336	157	0	*878*	0	303	751	128	0	*1182*	0	90	430	726	0	*1246*	0	244	1814	75	5	*2133*	**5439**
Heavy Vehicles	0	2	19	8	0	*29*	0	5	97	4	0	*106*	0	17	14	5	0	*36*	0	11	76	15	1	*102*	**273**
Heavy Vehicle %	0.00%	0.52%	5.35%	4.85%	0.00%	*3.20%*	0.00%	1.62%	11.44%	3.03%	0.00%	*8.23%*	0.00%	15.89%	3.15%	0.68%	0.00%	*2.81%*	0.00%	4.31%	4.02%	16.67%	16.67%	*4.56%*	**4.78%**

AM Wedington Drive and Rupple Road
Fayetteville AR
Tuesday, March 31, 2026

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
7:00 AM	0	53	42	12	0	*107*	0	35	76	21	0	*132*	0	10	47	71	0	*128*	0	42	311	14	0	*367*	**734**
7:15 AM	0	31	64	16	0	*111*	0	53	108	10	0	*171*	0	16	45	112	0	*173*	0	26	251	13	3	*290*	**745**
7:30 AM	0	61	58	22	0	*141*	0	52	96	21	0	*169*	0	15	93	149	0	*257*	0	27	192	6	0	*225*	**792**
7:45 AM	0	55	60	20	0	*135*	0	39	109	14	0	*162*	0	16	85	126	0	*227*	0	33	237	8	0	*278*	**802**
Peak Hour Total	0	200	224	70	0	*494*	0	179	389	66	0	*634*	0	57	270	458	0	*785*	0	128	991	41	3	*1160*	**3073**
PHF	0.000	0.820	0.875	0.795	0.000	*0.876*	0.000	0.844	0.892	0.786	0.000	*0.927*	0.000	0.891	0.726	0.768	0.000	*0.764*	0.000	0.762	0.797	0.732	0.250	*0.790*	**0.958**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Peak Hour 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**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	**0.000**

Total Vehicles On Leg			1738		
Vehicles Entering Intersection	907		Vehicles Exiting Intersection	831	
Southbound					
Cars	157	336	385	0	0
Heavy	8	19	2	0	0
Total	**165**	**355**	**387**	**0**	**0**

Total Vehicles on Leg 3355	Vehicles Entering Intersection 2235	**Eastbound**	Cars	Heavy	**Total**
			5	1	**6**
			0	0	**0**
	Vehicles Exiting Intersection 1120		244	11	**255**
			1814	76	**1890**
			75	15	**90**

Daily Volumes

Cars	Heavy	**Total**	**Westbound**	Vehicles Entering Intersection 1288	Total Vehicles on Leg 4296
128	4	**132**			
751	97	**848**			
303	5	**308**		Vehicles Exiting Intersection 3008	
0	0	**0**			
0	0	**0**			

Cars	0	0	90	430	726
Heavy	0	0	17	14	5
Total	**0**	**0**	**107**	**444**	**731**
Northbound					
Vehicles Entering Intersection	1282		Vehicles Exiting Intersection	753	
Total Vehicles On Leg			2035		

Noon Wedington Drive and Rupple Road
Fayetteville AR
Tuesday, March 31, 2026

Time	Southbound Rupple Road						Westbound Wedington Drive						Northbound Rupple Road						Eastbound Wedington Drive						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	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**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	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**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	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**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	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**
4:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 AM	0	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**
5:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	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**
6:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 AM	0	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**
7:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 AM	0	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**

Noon Wedington Drive and Rupple Road
Fayetteville AR
Tuesday, March 31, 2026

Time	Southbound Rupple Road						Westbound Wedington Drive						Northbound Rupple Road						Eastbound Wedington Drive						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 AM	0	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**
9:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 AM	0	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**
10:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 AM	0	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**
11:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 AM	0	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**
12:00 PM	0	57	29	33	3	*119*	0	45	166	35	0	*246*	0	11	30	65	1	*106*	0	17	145	9	1	*171*	**642**
12:15 PM	0	36	21	30	1	*87*	0	44	176	49	0	*269*	0	9	25	55	0	*89*	0	14	176	15	2	*205*	**650**
12:30 PM	0	43	34	35	1	*112*	0	59	156	49	0	*264*	0	12	29	62	0	*103*	0	27	166	10	2	*203*	**682**
12:45 PM	0	47	21	20	1	*88*	0	63	162	40	0	*265*	0	13	33	60	0	*106*	0	32	166	12	1	*210*	**669**
Hourly Total	0	183	105	118	6	*406*	0	211	660	173	0	*1044*	0	45	117	242	1	*404*	0	90	653	46	6	*789*	**2643**
1:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 PM	0	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**
2:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 PM	0	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**
3:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 PM	0	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**

Noon Wedington Drive and Rupple Road
Fayetteville AR
Tuesday, March 31, 2026

Time	Southbound Rupple Road						Westbound Wedington Drive						Northbound Rupple Road						Eastbound Wedington Drive						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 PM	0	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**
5:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 PM	0	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**
6:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 PM	0	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**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	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**
8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	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**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	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**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	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**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	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**
DAILY TOTAL	**0**	**183**	**105**	**118**	**6**	***406***	**0**	**211**	**660**	**173**	**0**	***1044***	**0**	**45**	**117**	**242**	**1**	***404***	**0**	**90**	**653**	**46**	**6**	***789***	**2643**
Cars	0	182	96	108	6	*386*	0	210	616	172	0	*998*	0	36	111	237	1	*384*	0	82	606	37	1	*725*	**2493**
Heavy Vehicles	0	1	9	10	0	*20*	0	1	44	1	0	*46*	0	9	6	5	0	*20*	0	8	47	9	5	*64*	**150**
Heavy Vehicle %	0.00%	0.55%	8.57%	8.47%	0.00%	*4.93%*	0.00%	0.47%	6.67%	0.58%	0.00%	*4.41%*	0.00%	20.00%	5.13%	2.07%	0.00%	*4.95%*	0.00%	8.89%	7.20%	19.57%	83.33%	*8.11%*	**5.68%**

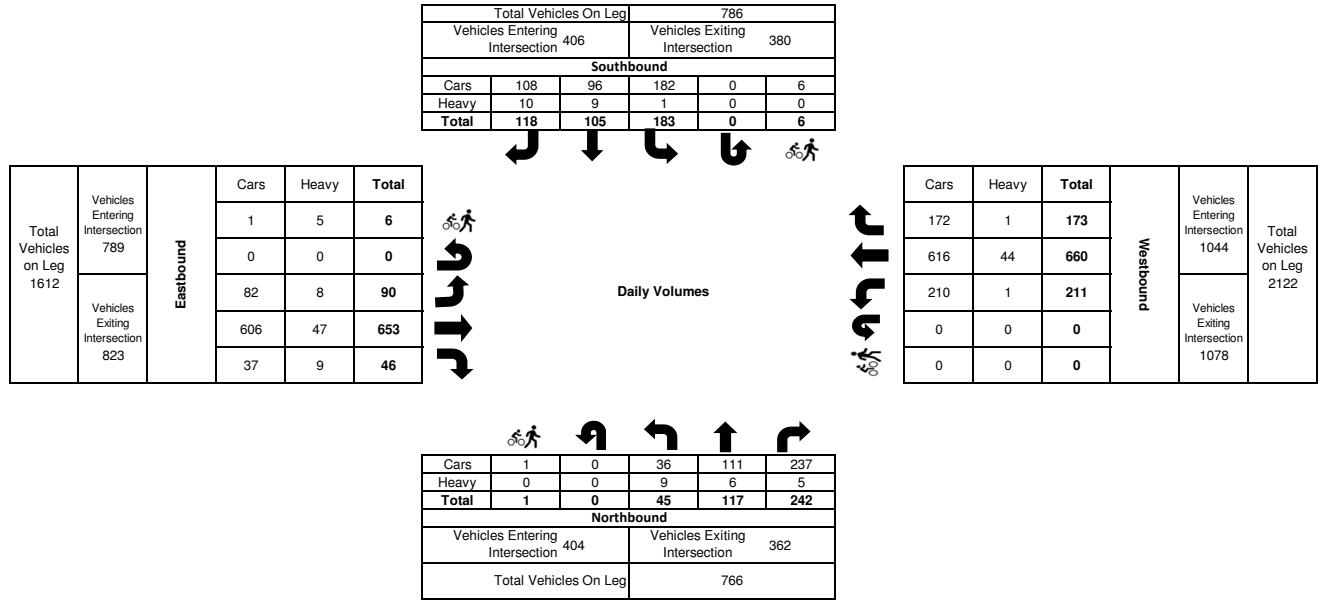
Noon Wedington Drive and Rupple Road
Fayetteville AR
Tuesday, March 31, 2026

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Peak Hour 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**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	**0.000**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 PM	0	57	29	33	3	*119*	0	45	166	35	0	*246*	0	11	30	65	1	*106*	0	17	145	9	1	*171*	**642**
12:15 PM	0	36	21	30	1	*87*	0	44	176	49	0	*269*	0	9	25	55	0	*89*	0	14	176	15	2	*205*	**650**
12:30 PM	0	43	34	35	1	*112*	0	59	156	49	0	*264*	0	12	29	62	0	*103*	0	27	166	10	2	*203*	**682**
12:45 PM	0	47	21	20	1	*88*	0	63	162	40	0	*265*	0	13	33	60	0	*106*	0	32	166	12	1	*210*	**669**
Peak Hour Total	0	183	105	118	6	*406*	0	211	660	173	0	*1044*	0	45	117	242	1	*404*	0	90	653	46	6	*789*	**2643**
PHF	0.000	0.803	0.772	0.843	0.500	*0.853*	0.000	0.837	0.938	0.883	0.000	*0.970*	0.000	0.865	0.886	0.931	0.250	*0.953*	0.000	0.703	0.928	0.767	0.750	*0.939*	**0.969**



Noon Wedington Drive and Rupple Road
Fayetteville AR
Tuesday, March 31, 2026

Time	Southbound Rupple Road						Westbound Wedington Drive						Northbound Rupple Road						Eastbound Wedington Drive						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	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**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	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**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	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**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	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**
4:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 AM	0	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**
5:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	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**
6:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 AM	0	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**
7:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 AM	0	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**

Noon Wedington Drive and Rupple Road
Fayetteville AR
Tuesday, March 31, 2026

Time	Southbound Rupple Road						Westbound Wedington Drive						Northbound Rupple Road						Eastbound Wedington Drive						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 AM	0	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**
9:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 AM	0	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**
10:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 AM	0	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**
11:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 AM	0	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**
12:00 PM	0	57	29	33	3	*119*	0	45	166	35	0	*246*	0	11	30	65	1	*106*	0	17	145	9	1	*171*	**642**
12:15 PM	0	36	21	30	1	*87*	0	44	176	49	0	*269*	0	9	25	55	0	*89*	0	14	176	15	2	*205*	**650**
12:30 PM	0	43	34	35	1	*112*	0	59	156	49	0	*264*	0	12	29	62	0	*103*	0	27	166	10	2	*203*	**682**
12:45 PM	0	47	21	20	1	*88*	0	63	162	40	0	*265*	0	13	33	60	0	*106*	0	32	166	12	1	*210*	**669**
Hourly Total	0	183	105	118	6	*406*	0	211	660	173	0	*1044*	0	45	117	242	1	*404*	0	90	653	46	6	*789*	**2643**
1:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 PM	0	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**
2:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 PM	0	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**
3:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 PM	0	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**

Noon Wedington Drive and Rupple Road
Fayetteville AR
Tuesday, March 31, 2026

Time	Southbound Rupple Road						Westbound Wedington Drive						Northbound Rupple Road						Eastbound Wedington Drive						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 PM	0	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**
5:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 PM	0	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**
6:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 PM	0	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**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	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**
8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	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**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	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**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	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**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	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**
DAILY TOTAL	**0**	**183**	**105**	**118**	**6**	***406***	**0**	**211**	**660**	**173**	**0**	***1044***	**0**	**45**	**117**	**242**	**1**	***404***	**0**	**90**	**653**	**46**	**6**	***789***	**2643**
Cars	0	182	96	108	6	*386*	0	210	616	172	0	*998*	0	36	111	237	1	*384*	0	82	606	37	1	*725*	**2493**
Heavy Vehicles	0	1	9	10	0	*20*	0	1	44	1	0	*46*	0	9	6	5	0	*20*	0	8	47	9	5	*64*	**150**
Heavy Vehicle %	0.00%	0.55%	8.57%	8.47%	0.00%	*4.93%*	0.00%	0.47%	6.67%	0.58%	0.00%	*4.41%*	0.00%	20.00%	5.13%	2.07%	0.00%	*4.95%*	0.00%	8.89%	7.20%	19.57%	83.33%	*8.11%*	**5.68%**

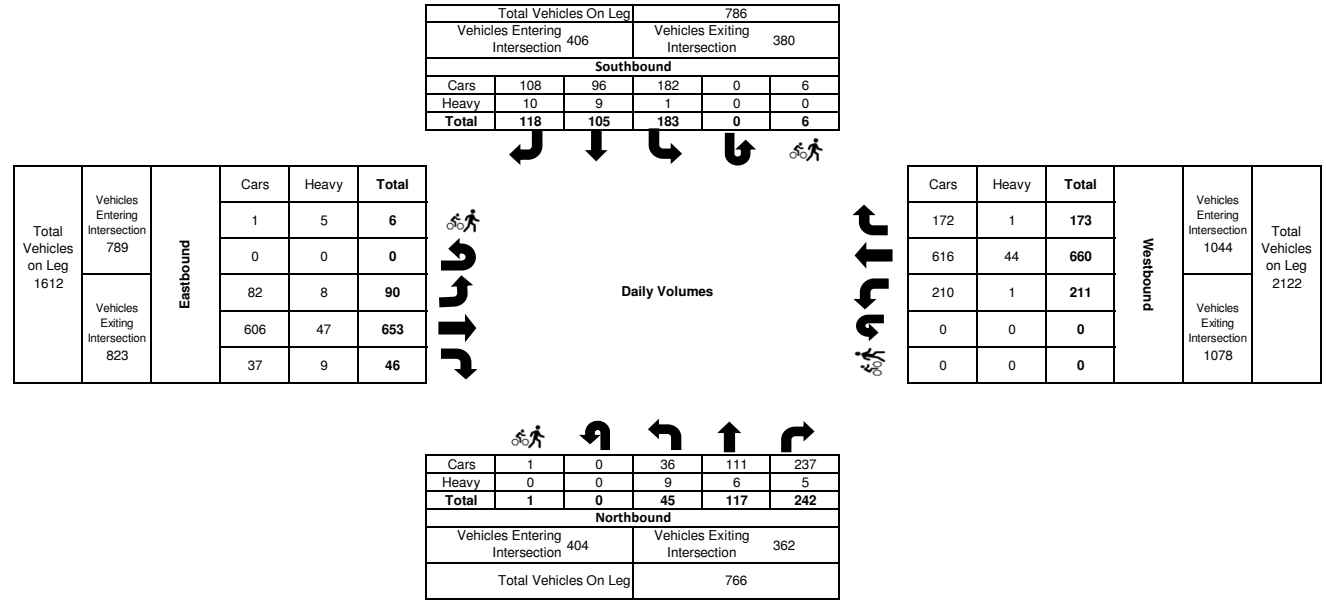
Noon Wedington Drive and Rupple Road
Fayetteville AR
Tuesday, March 31, 2026

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Peak Hour 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**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	**0.000**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 PM	0	57	29	33	3	*119*	0	45	166	35	0	*246*	0	11	30	65	1	*106*	0	17	145	9	1	*171*	**642**
12:15 PM	0	36	21	30	1	*87*	0	44	176	49	0	*269*	0	9	25	55	0	*89*	0	14	176	15	2	*205*	**650**
12:30 PM	0	43	34	35	1	*112*	0	59	156	49	0	*264*	0	12	29	62	0	*103*	0	27	166	10	2	*203*	**682**
12:45 PM	0	47	21	20	1	*88*	0	63	162	40	0	*265*	0	13	33	60	0	*106*	0	32	166	12	1	*210*	**669**
Peak Hour Total	0	183	105	118	6	*406*	0	211	660	173	0	*1044*	0	45	117	242	1	*404*	0	90	653	46	6	*789*	**2643**
PHF	0.000	0.803	0.772	0.843	0.500	*0.853*	0.000	0.837	0.938	0.883	0.000	*0.970*	0.000	0.865	0.886	0.931	0.250	*0.953*	0.000	0.703	0.928	0.767	0.750	*0.939*	**0.969**



AM Wedington Drive and Catfish Hole Driveways
Fayetteville AR
Wednesday, April 1, 2026

Time	Southbound 0						Westbound Wedington Drive						Northbound Catfish Hole Driveways						Eastbound Wedington Drive						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	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**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	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**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	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**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	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**
4:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 AM	0	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**
5:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	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**
6:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 AM	0	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**
7:00 AM	0	0	0	0	0	*0*	0	0	124	0	0	*124*	0	0	0	0	0	*0*	0	0	382	1	0	*383*	**507**
7:15 AM	0	0	0	0	0	*0*	0	1	128	0	0	*129*	0	0	0	2	0	*2*	0	0	370	2	0	*372*	**503**
7:30 AM	0	0	0	0	0	*0*	0	1	136	0	0	*137*	0	0	0	0	0	*0*	0	0	319	0	0	*319*	**456**
7:45 AM	0	0	0	0	0	*0*	0	0	174	0	0	*174*	0	0	0	1	0	*1*	0	0	338	0	0	*338*	**513**
Hourly Total	0	0	0	0	0	*0*	0	2	562	0	0	*564*	0	0	0	3	0	*3*	0	0	1409	3	0	*1412*	**1979**

AM Wedington Drive and Catfish Hole Driveways
Fayetteville AR
Wednesday, April 1, 2026

Time	Southbound 0						Westbound Wedington Drive						Northbound Catfish Hole Driveways						Eastbound Wedington Drive						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	0	0	0	0	*0*	0	0	142	0	0	*142*	0	0	0	0	0	*0*	0	0	316	0	0	*316*	**458**
8:15 AM	0	0	0	0	0	*0*	0	0	139	0	0	*139*	0	0	0	0	1	*0*	0	0	291	0	0	*291*	**430**
8:30 AM	0	0	0	0	0	*0*	0	1	158	0	0	*159*	0	0	0	0	1	*0*	0	0	250	0	0	*250*	**409**
8:45 AM	0	0	0	0	0	*0*	0	0	134	0	0	*134*	0	0	0	1	0	*1*	0	0	246	0	0	*246*	**381**
Hourly Total	0	0	0	0	0	*0*	0	1	573	0	0	*574*	0	0	0	1	2	*1*	0	0	1103	0	0	*1103*	**1678**
9:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 AM	0	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**
10:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 AM	0	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**
11:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 AM	0	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**
12:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 PM	0	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**
1:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 PM	0	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**
2:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 PM	0	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**
3:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 PM	0	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**

AM Wedington Drive and Catfish Hole Driveways
Fayetteville AR
Wednesday, April 1, 2026

Time	Southbound 0						Westbound Wedington Drive						Northbound Catfish Hole Driveways						Eastbound Wedington Drive						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 PM	0	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**
5:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 PM	0	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**
6:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 PM	0	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**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	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**
8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	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**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	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**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	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**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	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**
DAILY TOTAL	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**3**	**1135**	**0**	**0**	***1138***	**0**	**0**	**0**	**4**	**2**	***4***	**0**	**0**	**2512**	**3**	**0**	***2515***	**3657**
Cars	0	0	0	0	0	*0*	0	3	1004	0	0	*1007*	0	0	0	4	1	*4*	0	0	2408	3	0	*2411*	**3422**
Heavy Vehicles	0	0	0	0	0	*0*	0	0	131	0	0	*131*	0	0	0	0	1	*0*	0	0	104	0	0	*104*	**235**
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	0.00%	11.54%	0.00%	0.00%	*11.51%*	0.00%	0.00%	0.00%	0.00%	50.00%	*0.00%*	0.00%	0.00%	4.14%	0.00%	0.00%	*4.14%*	**6.43%**

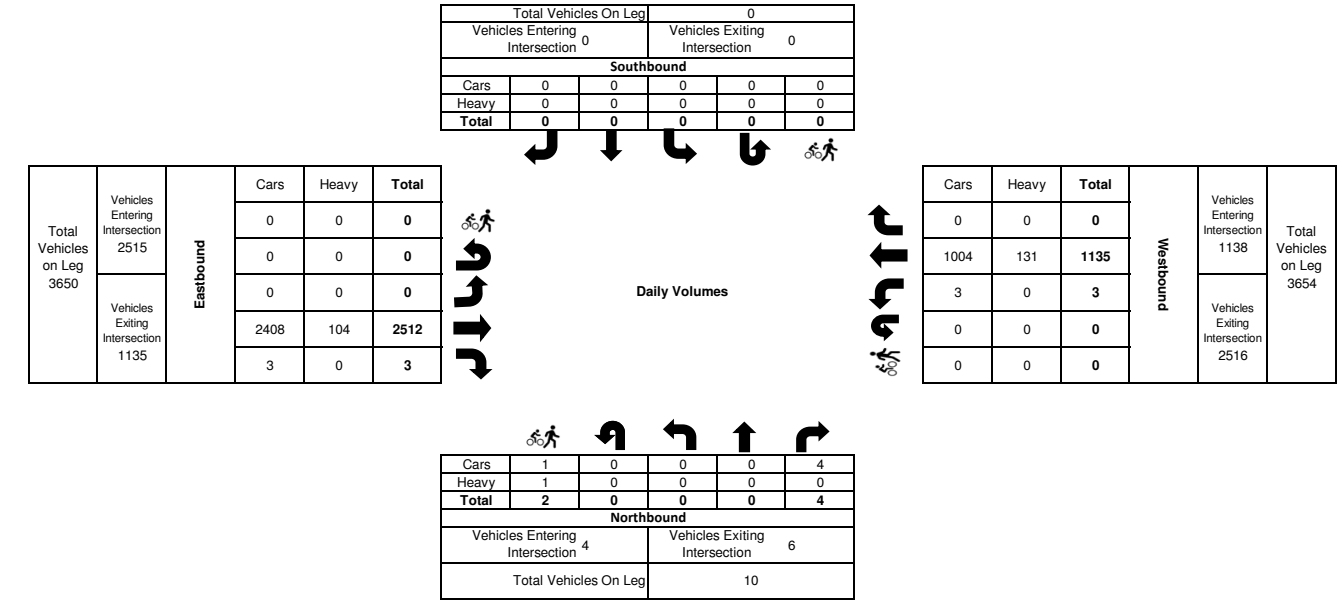
AM Wedington Drive and Catfish Hole Driveways
Fayetteville AR
Wednesday, April 1, 2026

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
7:00 AM	0	0	0	0	0	*0*	0	0	124	0	0	*124*	0	0	0	0	0	*0*	0	0	382	1	0	*383*	**507**
7:15 AM	0	0	0	0	0	*0*	0	1	128	0	0	*129*	0	0	0	2	0	*2*	0	0	370	2	0	*372*	**503**
7:30 AM	0	0	0	0	0	*0*	0	1	136	0	0	*137*	0	0	0	0	0	*0*	0	0	319	0	0	*319*	**456**
7:45 AM	0	0	0	0	0	*0*	0	0	174	0	0	*174*	0	0	0	1	0	*1*	0	0	338	0	0	*338*	**513**
Peak Hour Total	0	0	0	0	0	*0*	0	2	562	0	0	*564*	0	0	0	3	0	*3*	0	0	1409	3	0	*1412*	**1979**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.500	0.807	0.000	0.000	*0.810*	0.000	0.000	0.000	0.375	0.000	*0.375*	0.000	0.000	0.922	0.375	0.000	*0.922*	**0.964**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Peak Hour 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**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	**0.000**



Noon Wedington Drive and Catfish Hole East Drive
Fayetteville AR
Wednesday, April 1, 2026

Time	Southbound 0						Westbound Wedington Drive						Northbound Catfish Hole East Drive						Eastbound Wedington Drive						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	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**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	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**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	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**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	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**
4:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 AM	0	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**
5:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	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**
6:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 AM	0	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**
7:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 AM	0	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**

Noon Wedington Drive and Catfish Hole East Drive
Fayetteville AR
Wednesday, April 1, 2026

Time	Southbound 0						Westbound Wedington Drive						Northbound Catfish Hole East Drive						Eastbound Wedington Drive						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 AM	0	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**
9:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 AM	0	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**
10:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 AM	0	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**
11:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 AM	0	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**
12:00 PM	0	0	0	0	0	*0*	0	5	225	0	0	*230*	0	1	0	3	1	*4*	0	0	188	1	0	*189*	**423**
12:15 PM	0	0	0	0	0	*0*	0	2	239	0	0	*241*	0	0	0	6	2	*6*	0	0	199	1	0	*200*	**447**
12:30 PM	0	0	0	0	0	*0*	0	0	230	0	0	*230*	0	3	0	26	2	*29*	0	0	192	0	0	*192*	**451**
12:45 PM	0	0	0	0	0	*0*	0	1	228	0	0	*229*	0	6	0	23	0	*29*	0	0	194	0	0	*194*	**452**
Hourly Total	0	0	0	0	0	*0*	0	8	922	0	0	*930*	0	10	0	58	5	*68*	0	0	773	2	0	*775*	**1773**
1:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 PM	0	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**
2:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 PM	0	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**
3:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 PM	0	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**

Noon Wedington Drive and Catfish Hole East Drive
Fayetteville AR
Wednesday, April 1, 2026

Time	Southbound 0						Westbound Wedington Drive						Northbound Catfish Hole East Drive						Eastbound Wedington Drive						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 PM	0	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**
5:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 PM	0	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**
6:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 PM	0	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**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	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**
8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	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**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	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**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	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**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	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**
DAILY TOTAL	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**8**	**922**	**0**	**0**	***930***	**0**	**10**	**0**	**58**	**5**	***68***	**0**	**0**	**773**	**2**	**0**	***775***	**1773**
Cars	0	0	0	0	0	*0*	0	8	859	0	0	*867*	0	10	0	56	5	*66*	0	0	699	1	0	*700*	**1633**
Heavy Vehicles	0	0	0	0	0	*0*	0	0	63	0	0	*63*	0	0	0	2	0	*2*	0	0	74	1	0	*75*	**140**
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	0.00%	6.83%	0.00%	0.00%	*6.77%*	0.00%	0.00%	0.00%	3.45%	0.00%	*2.94%*	0.00%	0.00%	9.57%	50.00%	0.00%	*9.68%*	**7.90%**

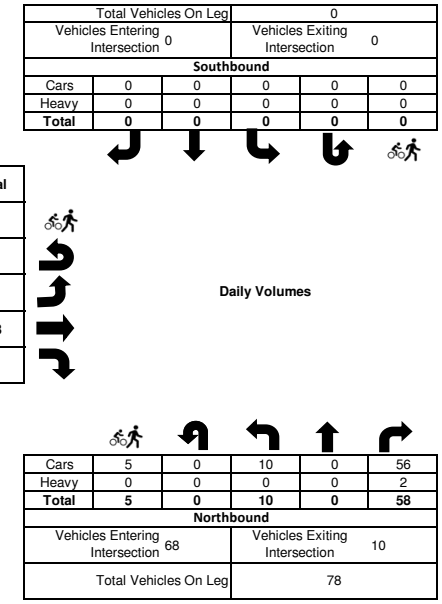
Noon Wedington Drive and Catfish Hole East Drive
Fayetteville AR
Wednesday, April 1, 2026

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Peak Hour 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**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	**0.000**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 PM	0	0	0	0	0	*0*	0	5	225	0	0	*230*	0	1	0	3	1	*4*	0	0	188	1	0	*189*	**423**
12:15 PM	0	0	0	0	0	*0*	0	2	239	0	0	*241*	0	0	0	6	2	*6*	0	0	199	1	0	*200*	**447**
12:30 PM	0	0	0	0	0	*0*	0	0	230	0	0	*230*	0	3	0	26	2	*29*	0	0	192	0	0	*192*	**451**
12:45 PM	0	0	0	0	0	*0*	0	1	228	0	0	*229*	0	6	0	23	0	*29*	0	0	194	0	0	*194*	**452**
Peak Hour Total	0	0	0	0	0	*0*	0	8	922	0	0	*930*	0	10	0	58	5	*68*	0	0	773	2	0	*775*	**1773**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.400	0.964	0.000	0.000	*0.965*	0.000	0.417	0.000	0.558	0.625	*0.586*	0.000	0.000	0.971	0.500	0.000	*0.969*	**0.981**



Noon Wedington Drive and Catfish Hole West Drive
Fayetteville AR
Wednesday, April 1, 2026

Time	Southbound 0						Westbound Wedington Drive						Northbound Catfish Hole West Drive						Eastbound Wedington Drive						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	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**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	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**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	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**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	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**
4:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 AM	0	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**
5:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	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**
6:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 AM	0	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**
7:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 AM	0	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**

Noon Wedington Drive and Catfish Hole West Drive
Fayetteville AR
Wednesday, April 1, 2026

Time	Southbound 0						Westbound Wedington Drive						Northbound Catfish Hole West Drive						Eastbound Wedington Drive						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 AM	0	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**
9:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 AM	0	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**
10:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 AM	0	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**
11:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 AM	0	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**
12:00 PM	0	0	0	0	0	*0*	0	6	225	0	0	*231*	0	1	0	3	1	*4*	0	0	186	1	0	*187*	**422**
12:15 PM	0	0	0	0	0	*0*	0	3	240	0	0	*243*	0	0	0	6	2	*6*	0	0	199	1	0	*200*	**449**
12:30 PM	0	0	0	0	0	*0*	0	0	231	0	0	*231*	0	3	0	26	2	*29*	0	0	191	0	0	*191*	**451**
12:45 PM	0	0	0	0	0	*0*	0	1	230	0	0	*231*	0	6	0	23	0	*29*	0	0	195	0	0	*195*	**455**
Hourly Total	0	0	0	0	0	*0*	0	10	926	0	0	*936*	0	10	0	58	5	*68*	0	0	771	2	0	*773*	**1777**
1:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 PM	0	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**
2:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 PM	0	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**
3:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 PM	0	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**

Noon Wedington Drive and Catfish Hole West Drive
Fayetteville AR
Wednesday, April 1, 2026

Time	Southbound 0						Westbound Wedington Drive						Northbound Catfish Hole West Drive						Eastbound Wedington Drive						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 PM	0	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**
5:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 PM	0	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**
6:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 PM	0	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**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	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**
8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	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**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	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**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	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**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	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**
DAILY TOTAL	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**10**	**926**	**0**	**0**	***936***	**0**	**10**	**0**	**58**	**5**	***68***	**0**	**0**	**771**	**2**	**0**	***773***	**1777**
Cars	0	0	0	0	0	*0*	0	9	863	0	0	*872*	0	10	0	56	5	*66*	0	0	698	1	0	*699*	**1637**
Heavy Vehicles	0	0	0	0	0	*0*	0	1	63	0	0	*64*	0	0	0	2	0	*2*	0	0	73	1	0	*74*	**140**
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	10.00%	6.80%	0.00%	0.00%	*6.84%*	0.00%	0.00%	0.00%	3.45%	0.00%	*2.94%*	0.00%	0.00%	9.47%	50.00%	0.00%	*9.57%*	**7.88%**

Noon Wedington Drive and Catfish Hole West Drive
Fayetteville AR
Wednesday, April 1, 2026

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Peak Hour 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**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	**0.000**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 PM	0	0	0	0	0	*0*	0	6	225	0	0	*231*	0	1	0	3	1	*4*	0	0	186	1	0	*187*	**422**
12:15 PM	0	0	0	0	0	*0*	0	3	240	0	0	*243*	0	0	0	6	2	*6*	0	0	199	1	0	*200*	**449**
12:30 PM	0	0	0	0	0	*0*	0	0	231	0	0	*231*	0	3	0	26	2	*29*	0	0	191	0	0	*191*	**451**
12:45 PM	0	0	0	0	0	*0*	0	1	230	0	0	*231*	0	6	0	23	0	*29*	0	0	195	0	0	*195*	**455**
Peak Hour Total	0	0	0	0	0	*0*	0	10	926	0	0	*936*	0	10	0	58	5	*68*	0	0	771	2	0	*773*	**1777**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.417	0.965	0.000	0.000	*0.963*	0.000	0.417	0.000	0.558	0.625	*0.586*	0.000	0.000	0.969	0.500	0.000	*0.966*	**0.976**

Total Vehicles On Leg			0		
Vehicles Entering Intersection	0		Vehicles Exiting Intersection		0
Southbound					
Cars	0	0	0	0	0
Heavy	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**

Total Vehicles on Leg 1709	Vehicles Entering Intersection 773	Vehicles Exiting Intersection 936	**Eastbound**	Cars	Heavy	**Total**
				0	0	**0**
				0	0	**0**
				0	0	**0**
				698	73	**771**
				1	1	**2**

Daily Volumes

Cars	Heavy	**Total**	**Westbound**	Vehicles Entering Intersection 936	Vehicles Exiting Intersection 829	Total Vehicles on Leg 1765
0	0	**0**				
863	63	**926**				
9	1	**10**				
0	0	**0**				
0	0	**0**				

Cars	5	0	10	0	56
Heavy	0	0	0	0	2
Total	**5**	**0**	**10**	**0**	**58**
Northbound					
Vehicles Entering Intersection	68		Vehicles Exiting Intersection		12
Total Vehicles On Leg			80		

PM Wedington Drive and Catfish Hole East Drive
Fayetteville AR
Tuesday, March 31, 2026

Time	Southbound 0						Westbound Wedington Drive						Northbound Catfish Hole East Drive						Eastbound Wedington Drive						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	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**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	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**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	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**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	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**
4:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 AM	0	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**
5:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	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**
6:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 AM	0	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**
7:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 AM	0	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**

PM Wedington Drive and Catfish Hole East Drive
Fayetteville AR
Tuesday, March 31, 2026

Time	Southbound 0						Westbound Wedington Drive						Northbound Catfish Hole East Drive						Eastbound Wedington Drive						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 AM	0	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**
9:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 AM	0	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**
10:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 AM	0	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**
11:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 AM	0	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**
12:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 PM	0	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**
1:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 PM	0	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**
2:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 PM	0	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**
3:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 PM	0	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**

PM Wedington Drive and Catfish Hole East Drive
Fayetteville AR
Tuesday, March 31, 2026

Time	Southbound 0						Westbound Wedington Drive						Northbound Catfish Hole East Drive						Eastbound Wedington Drive						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	0	0	0	0	*0*	0	4	380	0	0	*384*	0	0	0	4	1	*4*	0	0	225	3	0	*228*	**616**
4:15 PM	0	0	0	0	0	*0*	0	2	411	0	0	*413*	0	0	0	7	1	*7*	0	0	210	2	0	*212*	**632**
4:30 PM	0	0	0	0	0	*0*	0	3	415	0	0	*418*	0	0	0	2	0	*2*	0	0	227	0	0	*227*	**647**
4:45 PM	0	0	0	0	0	*0*	0	5	454	0	0	*459*	0	0	0	5	0	*5*	0	0	204	3	0	*207*	**671**
Hourly Total	0	0	0	0	0	*0*	0	14	1660	0	0	*1674*	0	0	0	18	2	*18*	0	0	866	8	0	*874*	**2566**
5:00 PM	0	0	0	0	0	*0*	0	4	408	0	0	*412*	0	1	0	2	0	*3*	0	0	235	1	0	*236*	**651**
5:15 PM	0	0	0	0	0	*0*	0	4	408	0	0	*412*	0	0	0	4	0	*4*	0	0	182	4	0	*186*	**602**
5:30 PM	0	0	0	0	0	*0*	0	11	417	0	0	*428*	0	1	0	8	1	*9*	0	0	217	5	0	*222*	**659**
5:45 PM	0	0	0	0	0	*0*	0	8	388	0	0	*396*	0	0	0	4	0	*4*	0	0	209	5	0	*214*	**614**
Hourly Total	0	0	0	0	0	*0*	0	27	1621	0	0	*1648*	0	2	0	18	1	*20*	0	0	843	15	0	*858*	**2526**
6:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 PM	0	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**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	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**
8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	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**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	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**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	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**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	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**
DAILY TOTAL	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**41**	**3281**	**0**	**0**	***3322***	**0**	**2**	**0**	**36**	**3**	***38***	**0**	**0**	**1709**	**23**	**0**	***1732***	**5092**
Cars	0	0	0	0	0	*0*	0	41	3245	0	0	*3286*	0	2	0	36	2	*38*	0	0	1654	23	0	*1677*	**5001**
Heavy Vehicles	0	0	0	0	0	*0*	0	0	36	0	0	*36*	0	0	0	0	1	*0*	0	0	55	0	0	*55*	**91**
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	0.00%	1.10%	0.00%	0.00%	*1.08%*	0.00%	0.00%	0.00%	0.00%	33.33%	*0.00%*	0.00%	0.00%	3.22%	0.00%	0.00%	*3.18%*	**1.79%**

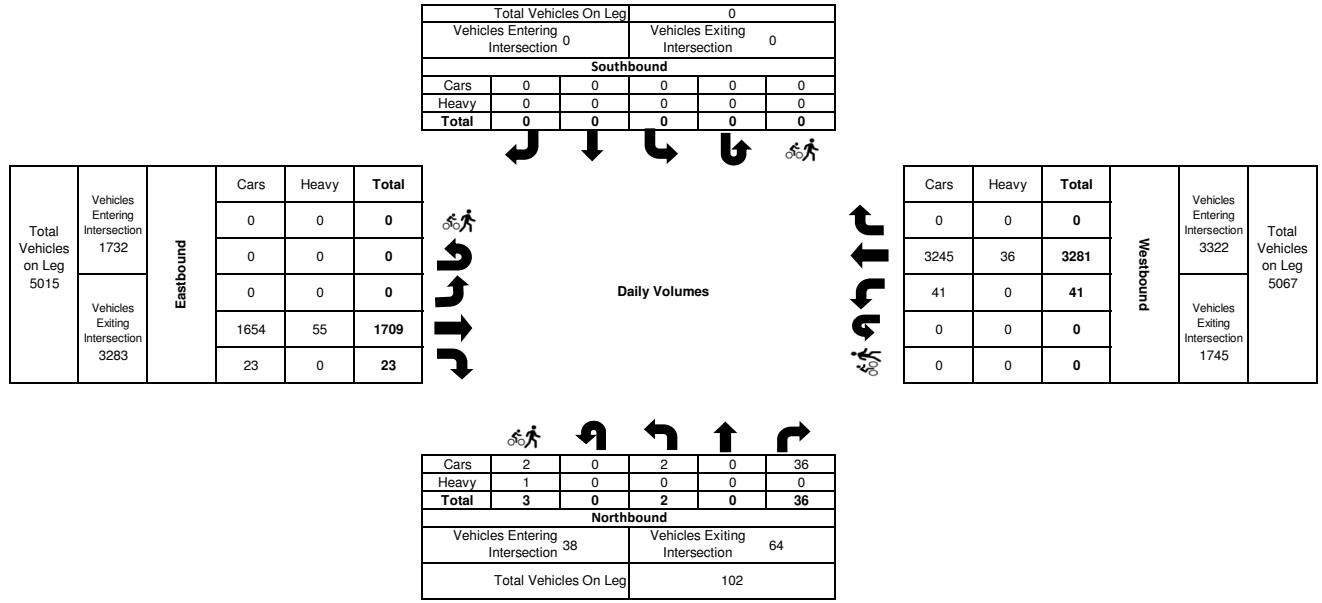
PM Wedington Drive and Catfish Hole East Drive
Fayetteville AR
Tuesday, March 31, 2026

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Peak Hour 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**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	**0.000**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:15 PM	0	0	0	0	0	*0*	0	2	411	0	0	*413*	0	0	0	7	1	*7*	0	0	210	2	0	*212*	**632**
4:30 PM	0	0	0	0	0	*0*	0	3	415	0	0	*418*	0	0	0	2	0	*2*	0	0	227	0	0	*227*	**647**
4:45 PM	0	0	0	0	0	*0*	0	5	454	0	0	*459*	0	0	0	5	0	*5*	0	0	204	3	0	*207*	**671**
5:00 PM	0	0	0	0	0	*0*	0	4	408	0	0	*412*	0	1	0	2	0	*3*	0	0	235	1	0	*236*	**651**
Peak Hour Total	0	0	0	0	0	*0*	0	14	1688	0	0	*1702*	0	1	0	16	1	*17*	0	0	876	6	0	*882*	**2601**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.700	0.930	0.000	0.000	*0.927*	0.000	0.250	0.000	0.571	0.250	*0.607*	0.000	0.000	0.932	0.500	0.000	*0.934*	**0.969**



PM Wedington Drive and Catfish West Drive
Fayetteville AR
Tuesday, March 31, 2026

Time	Southbound 0						Westbound Wedington Drive						Northbound Catfish West Drive						Eastbound Wedington Drive						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	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**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	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**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	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**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	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**
4:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 AM	0	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**
5:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	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**
6:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 AM	0	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**
7:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 AM	0	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**

PM Wedington Drive and Catfish West Drive
Fayetteville AR
Tuesday, March 31, 2026

Time	Southbound 0						Westbound Wedington Drive						Northbound Catfish West Drive						Eastbound Wedington Drive						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 AM	0	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**
9:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 AM	0	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**
10:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 AM	0	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**
11:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 AM	0	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**
12:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 PM	0	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**
1:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 PM	0	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**
2:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 PM	0	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**
3:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 PM	0	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**

PM Wedington Drive and Catfish West Drive
Fayetteville AR
Tuesday, March 31, 2026

Time	Southbound 0						Westbound Wedington Drive						Northbound Catfish West Drive						Eastbound Wedington Drive						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	0	0	0	0	*0*	0	4	381	0	0	*385*	0	0	0	4	1	*4*	0	0	226	3	0	*229*	**618**
4:15 PM	0	0	0	0	0	*0*	0	2	411	0	0	*413*	0	0	0	7	1	*7*	0	0	207	2	0	*209*	**629**
4:30 PM	0	0	0	0	0	*0*	0	4	416	0	0	*420*	0	1	0	2	0	*3*	0	0	225	0	0	*225*	**648**
4:45 PM	0	0	0	0	0	*0*	0	6	456	0	0	*462*	0	0	0	4	0	*4*	0	0	206	2	0	*208*	**674**
Hourly Total	0	0	0	0	0	*0*	0	16	1664	0	0	*1680*	0	1	0	17	2	*18*	0	0	864	7	0	*871*	**2569**
5:00 PM	0	0	0	0	0	*0*	0	4	408	0	0	*412*	0	1	0	2	0	*3*	0	0	235	1	0	*236*	**651**
5:15 PM	0	0	0	0	0	*0*	0	3	406	0	0	*409*	0	0	0	4	0	*4*	0	0	181	4	0	*185*	**598**
5:30 PM	0	0	0	0	0	*0*	0	12	409	0	0	*421*	0	1	0	9	0	*10*	0	0	223	5	0	*228*	**659**
5:45 PM	0	0	0	0	0	*0*	0	8	387	0	0	*395*	0	0	0	4	0	*4*	0	0	208	5	0	*213*	**612**
Hourly Total	0	0	0	0	0	*0*	0	27	1610	0	0	*1637*	0	2	0	19	0	*21*	0	0	847	15	0	*862*	**2520**
6:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 PM	0	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**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	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**
8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	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**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	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**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	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**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	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**
DAILY TOTAL	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**43**	**3274**	**0**	**0**	***3317***	**0**	**3**	**0**	**36**	**2**	***39***	**0**	**0**	**1711**	**22**	**0**	***1733***	**5089**
Cars	0	0	0	0	0	*0*	0	43	3239	0	0	*3282*	0	3	0	36	1	*39*	0	0	1657	*22*	0	*1679*	**5000**
Heavy Vehicles	0	0	0	0	0	*0*	0	0	35	0	0	*35*	0	0	0	0	1	*0*	0	0	54	0	0	*54*	**89**
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	0.00%	1.07%	0.00%	0.00%	*1.06%*	0.00%	0.00%	0.00%	0.00%	50.00%	*0.00%*	0.00%	0.00%	3.16%	0.00%	0.00%	*3.12%*	**1.75%**

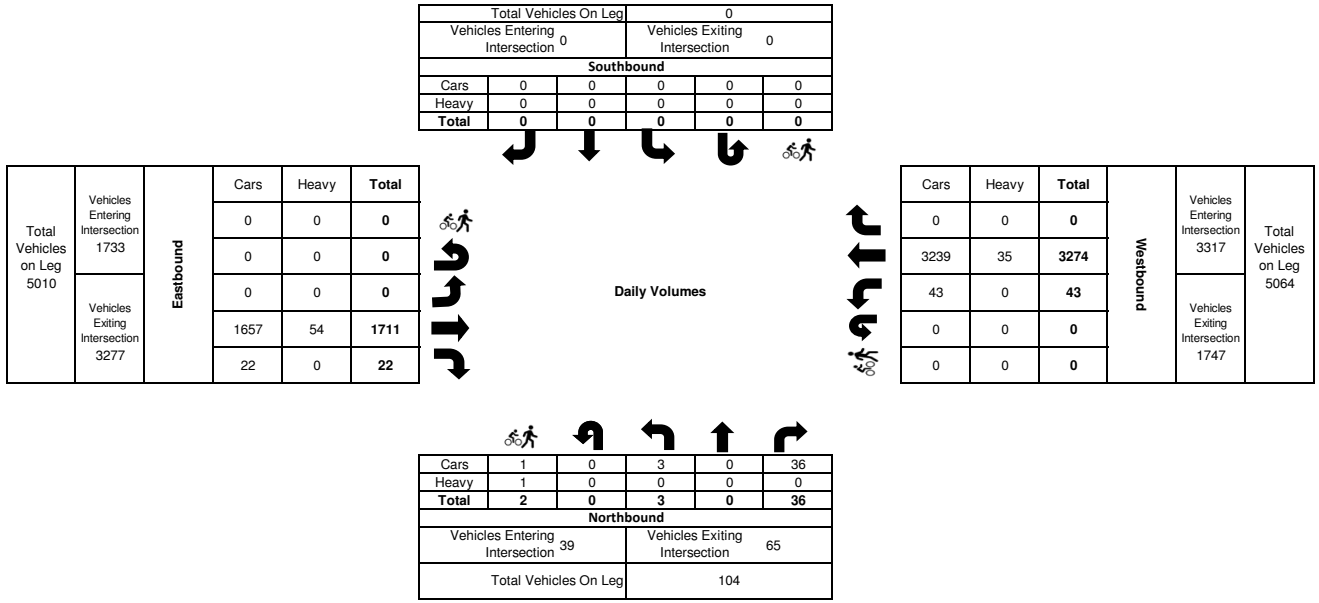
PM Wedington Drive and Catfish West Drive
Fayetteville AR
Tuesday, March 31, 2026

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Peak Hour 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**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	**0.000**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:15 PM	0	0	0	0	0	*0*	0	2	411	0	0	*413*	0	0	0	7	1	*7*	0	0	207	2	0	*209*	**629**
4:30 PM	0	0	0	0	0	*0*	0	4	416	0	0	*420*	0	1	0	2	0	*3*	0	0	225	0	0	*225*	**648**
4:45 PM	0	0	0	0	0	*0*	0	6	456	0	0	*462*	0	0	0	4	0	*4*	0	0	206	2	0	*208*	**674**
5:00 PM	0	0	0	0	0	*0*	0	4	408	0	0	*412*	0	1	0	2	0	*3*	0	0	235	1	0	*236*	**651**
Peak Hour Total	0	0	0	0	0	*0*	0	16	1691	0	0	*1707*	0	2	0	15	1	*17*	0	0	873	5	0	*878*	**2602**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.667	0.927	0.000	0.000	*0.924*	0.000	0.500	0.000	0.536	0.250	*0.607*	0.000	0.000	0.929	0.625	0.000	*0.930*	**0.965**



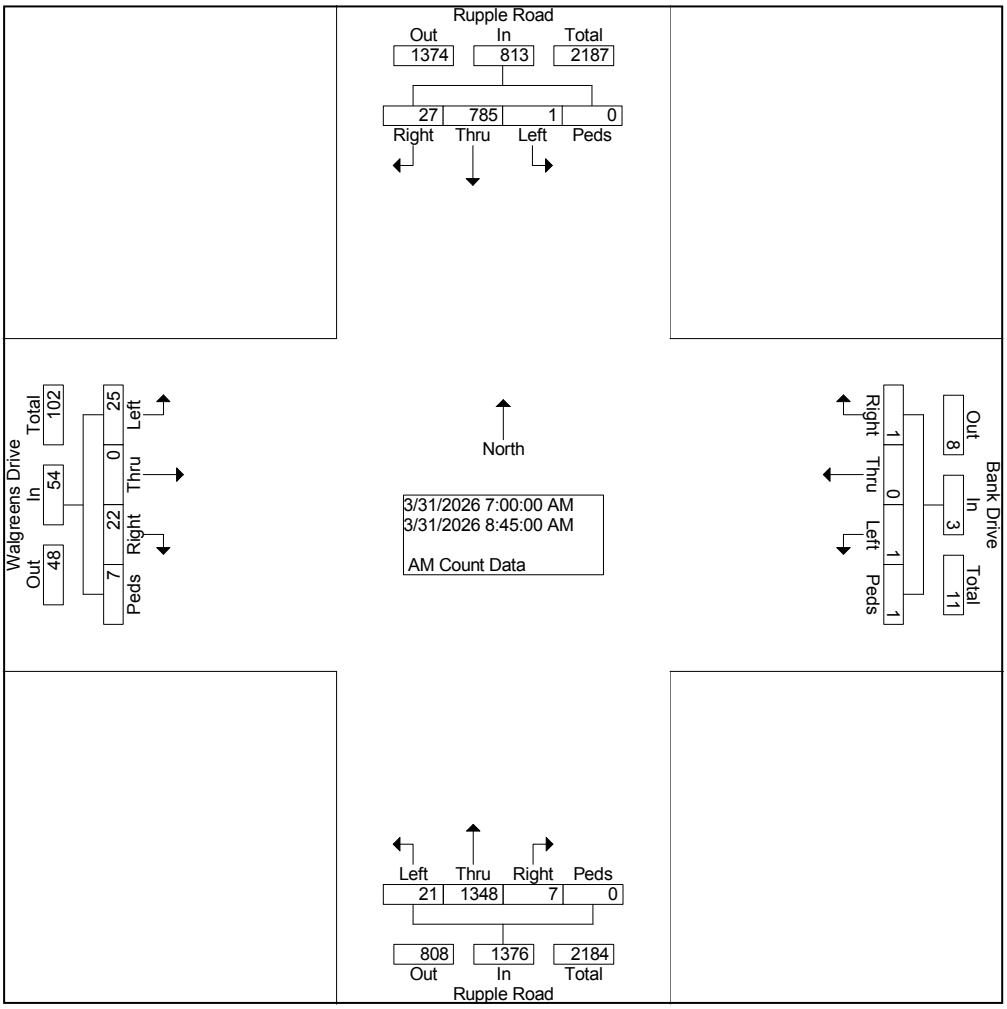
Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

AM Peak Hour Turning Movement Count Data
Rupple Road & Walgreens Drive
Fayetteville, Arkansas
P2302

File Name : AMR-W~1
Site Code : 00000000
Start Date : 03/31/2026
Page No : 1

Groups Printed- AM Count Data

	Rupple Road From North					Bank Drive From East					Rupple Road From South					Walgreens Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	1	95	0	0	96	0	0	0	0	0	0	133	2	0	135	3	0	2	0	5	236
07:15 AM	4	138	0	0	142	0	0	0	0	0	1	200	2	0	203	3	0	4	3	10	355
07:30 AM	1	123	0	0	124	0	0	0	0	0	1	261	2	0	264	1	0	2	0	3	391
07:45 AM	5	106	0	0	111	0	0	0	0	0	1	245	4	0	250	2	0	2	0	4	365
Total	11	462	0	0	473	0	0	0	0	0	3	839	10	0	852	9	0	10	3	22	1347
08:00 AM	1	85	0	0	86	0	0	0	0	0	3	188	3	0	194	3	0	4	0	7	287
08:15 AM	3	81	0	0	84	0	0	0	0	0	1	111	2	0	114	4	0	1	1	6	204
08:30 AM	2	78	1	0	81	1	0	1	1	3	0	117	2	0	119	2	0	5	0	7	210
08:45 AM	10	79	0	0	89	0	0	0	0	0	0	93	4	0	97	4	0	5	3	12	198
Total	16	323	1	0	340	1	0	1	1	3	4	509	11	0	524	13	0	15	4	32	899
Grand Total	27	785	1	0	813	1	0	1	1	3	7	1348	21	0	1376	22	0	25	7	54	2246
Apprch %	3.3	96.6	0.1	0.0		33.3	0.0	33.3	33.3		0.5	98.0	1.5	0.0		40.7	0.0	46.3	13.0		
Total %	1.2	35.0	0.0	0.0	36.2	0.0	0.0	0.0	0.0	0.1	0.3	60.0	0.9	0.0	61.3	1.0	0.0	1.1	0.3	2.4	

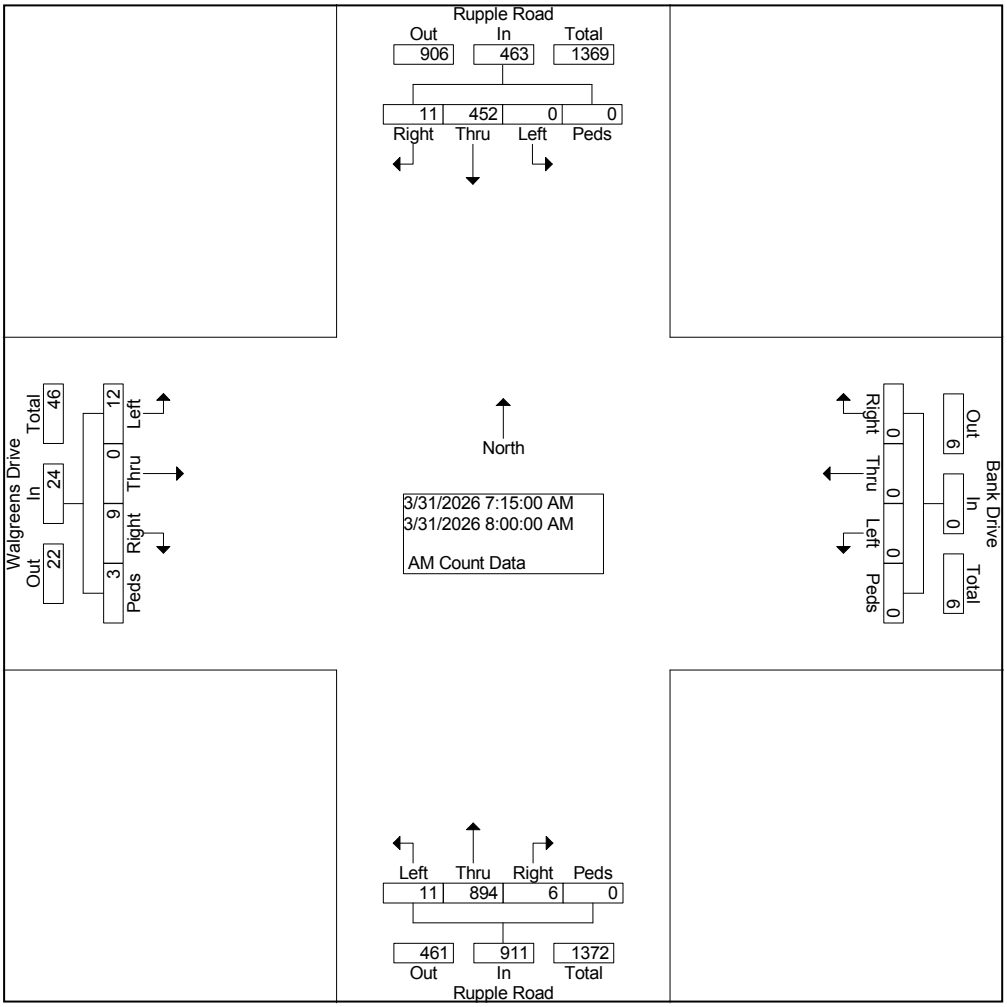


Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

AM Peak Hour Turning Movement Count Data
Rupple Road & Walgreens Drive
Fayetteville, Arkansas
P2302

File Name : AMR-W~1
Site Code : 00000000
Start Date : 03/31/2026
Page No : 2

	Rupple Road From North					Bank Drive From East					Rupple Road From South					Walgreens Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection 07:15 AM																					
Volume	11	452	0	0	463	0	0	0	0	0	6	894	11	0	911	9	0	12	3	24	1398
Percent	2.4	97.6	0.0	0.0		0.0	0.0	0.0	0.0		0.7	98.1	1.2	0.0		37.5	0.0	50.0	12.5		
07:30 Volume	1	123	0	0	124	0	0	0	0	0	1	261	2	0	264	1	0	2	0	3	391
Peak Factor																					0.894
High Int. 07:15 AM						6:45:00 AM					07:30 AM					07:15 AM					
Volume	4	138	0	0	142	0	0	0	0	0	1	261	2	0	264	3	0	4	3	10	
Peak Factor					0.815										0.863					0.600	



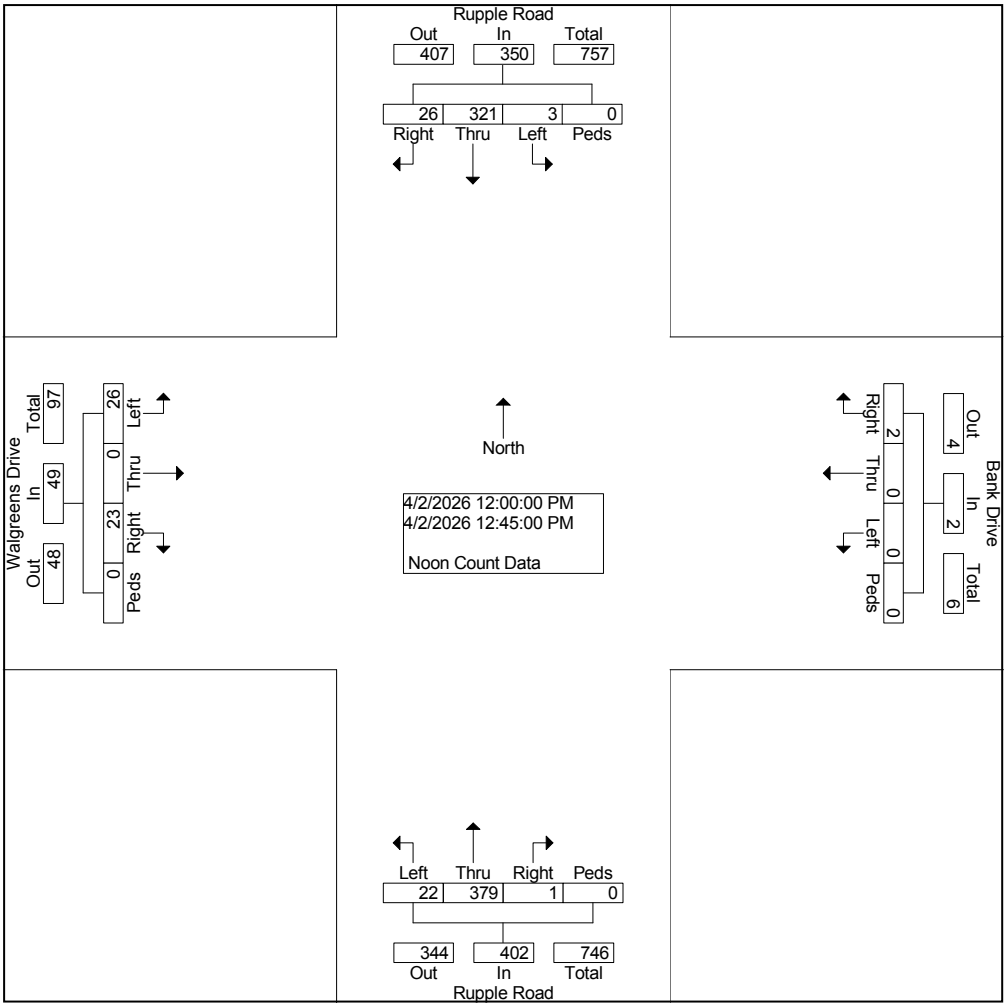
Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

Noon Peak Hr Turning Movement Count Data
Rupple Road and Walgreens Drive
Fayetteville, Arkansas
P2302

File Name : NOR-W~1
Site Code : 00000000
Start Date : 04/02/2026
Page No : 1

Groups Printed- Noon Count Data

	Rupple Road From North					Bank Drive From East					Rupple Road From South					Walgreens Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
12:00 PM	3	66	1	0	70	1	0	0	0	1	0	88	11	0	99	7	0	9	0	16	186
12:15 PM	6	90	1	0	97	0	0	0	0	0	0	103	2	0	105	2	0	6	0	8	210
12:30 PM	9	84	0	0	93	0	0	0	0	0	1	99	5	0	105	8	0	6	0	14	212
12:45 PM	8	81	1	0	90	1	0	0	0	1	0	89	4	0	93	6	0	5	0	11	195
Total	26	321	3	0	350	2	0	0	0	2	1	379	22	0	402	23	0	26	0	49	803
Grand Total	26	321	3	0	350	2	0	0	0	2	1	379	22	0	402	23	0	26	0	49	803
Apprch %	7.4	91.7	0.9	0.0		100.0	0.0	0.0	0.0		0.2	94.3	5.5	0.0		46.9	0.0	53.1	0.0		
Total %	3.2	40.0	0.4	0.0	43.6	0.2	0.0	0.0	0.0	0.2	0.1	47.2	2.7	0.0	50.1	2.9	0.0	3.2	0.0	6.1	

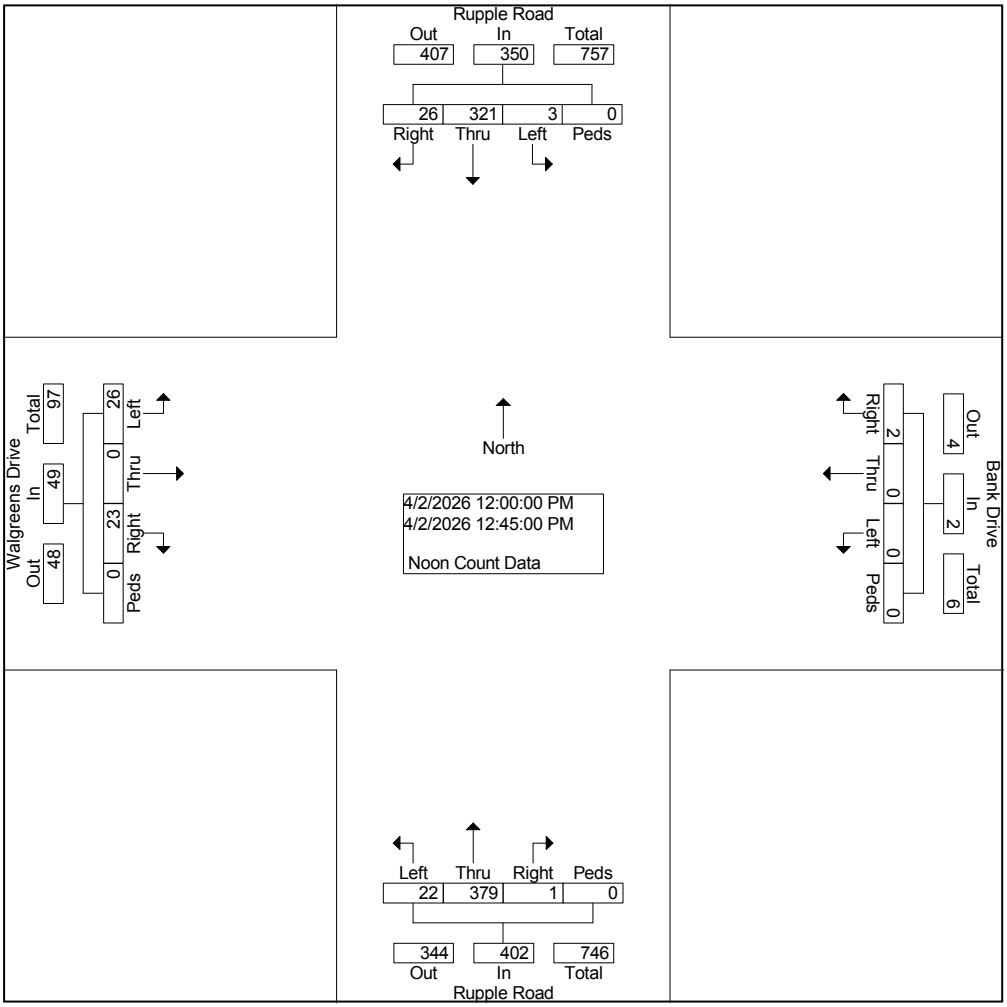


Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

Noon Peak Hr Turning Movement Count Data
Rupple Road and Walgreens Drive
Fayetteville, Arkansas
P2302

File Name : NOR-W~1
Site Code : 00000000
Start Date : 04/02/2026
Page No : 2

	Rupple Road From North					Bank Drive From East					Rupple Road From South					Walgreens Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 12:00 PM to 12:45 PM - Peak 1 of 1																					
Intersection	12:00 PM																				
Volume	26	321	3	0	350	2	0	0	0	2	1	379	22	0	402	23	0	26	0	49	803
Percent	7.4	91.7	0.9	0.0		100.0	0.0	0.0	0.0		0.2	94.3	5.5	0.0		46.9	0.0	53.1	0.0		
12:30 Volume	9	84	0	0	93	0	0	0	0	0	1	99	5	0	105	8	0	6	0	14	212
Peak Factor																					0.947
High Int.	12:15 PM					12:00 PM					12:15 PM					12:00 PM					
Volume	6	90	1	0	97	1	0	0	0	1	0	103	2	0	105	7	0	9	0	16	
Peak Factor					0.902					0.500					0.957					0.766	



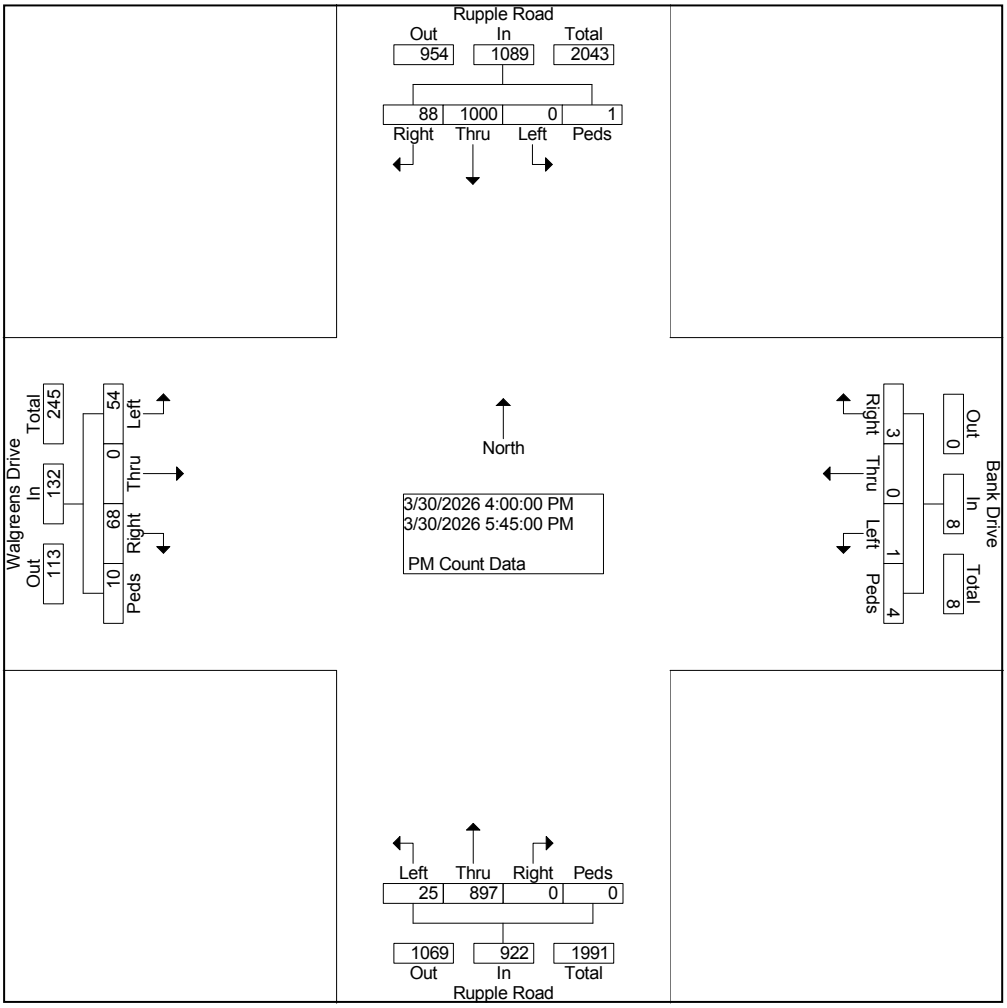
Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

PM Peak Hour Turning Movement Count Data
Rupple Road & Walgreens Drive
Fayetteville, Arkansas
P2302

File Name : PMR-W~1
Site Code : 00000000
Start Date : 03/30/2026
Page No : 1

Groups Printed- PM Count Data

	Rupple Road From North					Bank Drive From East					Rupple Road From South					Walgreens Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	13	109	0	0	122	0	0	0	0	0	0	88	5	0	93	9	0	2	0	11	226
04:15 PM	10	124	0	1	135	0	0	0	0	0	0	123	0	0	123	10	0	6	0	16	274
04:30 PM	13	107	0	0	120	0	0	0	1	1	0	120	1	0	121	6	0	6	5	17	259
04:45 PM	5	120	0	0	125	0	0	0	0	0	0	106	1	0	107	4	0	8	1	13	245
Total	41	460	0	1	502	0	0	0	1	1	0	437	7	0	444	29	0	22	6	57	1004
05:00 PM	10	126	0	0	136	2	0	1	0	3	0	119	5	0	124	9	0	5	2	16	279
05:15 PM	14	162	0	0	176	1	0	0	1	2	0	114	6	0	120	6	0	8	0	14	312
05:30 PM	11	134	0	0	145	0	0	0	0	0	0	125	5	0	130	15	0	12	1	28	303
05:45 PM	12	118	0	0	130	0	0	0	2	2	0	102	2	0	104	9	0	7	1	17	253
Total	47	540	0	0	587	3	0	1	3	7	0	460	18	0	478	39	0	32	4	75	1147
Grand Total	88	1000	0	1	1089	3	0	1	4	8	0	897	25	0	922	68	0	54	10	132	2151
Apprch %	8.1	91.8	0.0	0.1		37.5	0.0	12.5	50.0		0.0	97.3	2.7	0.0		51.5	0.0	40.9	7.6		
Total %	4.1	46.5	0.0	0.0	50.6	0.1	0.0	0.0	0.2	0.4	0.0	41.7	1.2	0.0	42.9	3.2	0.0	2.5	0.5	6.1	

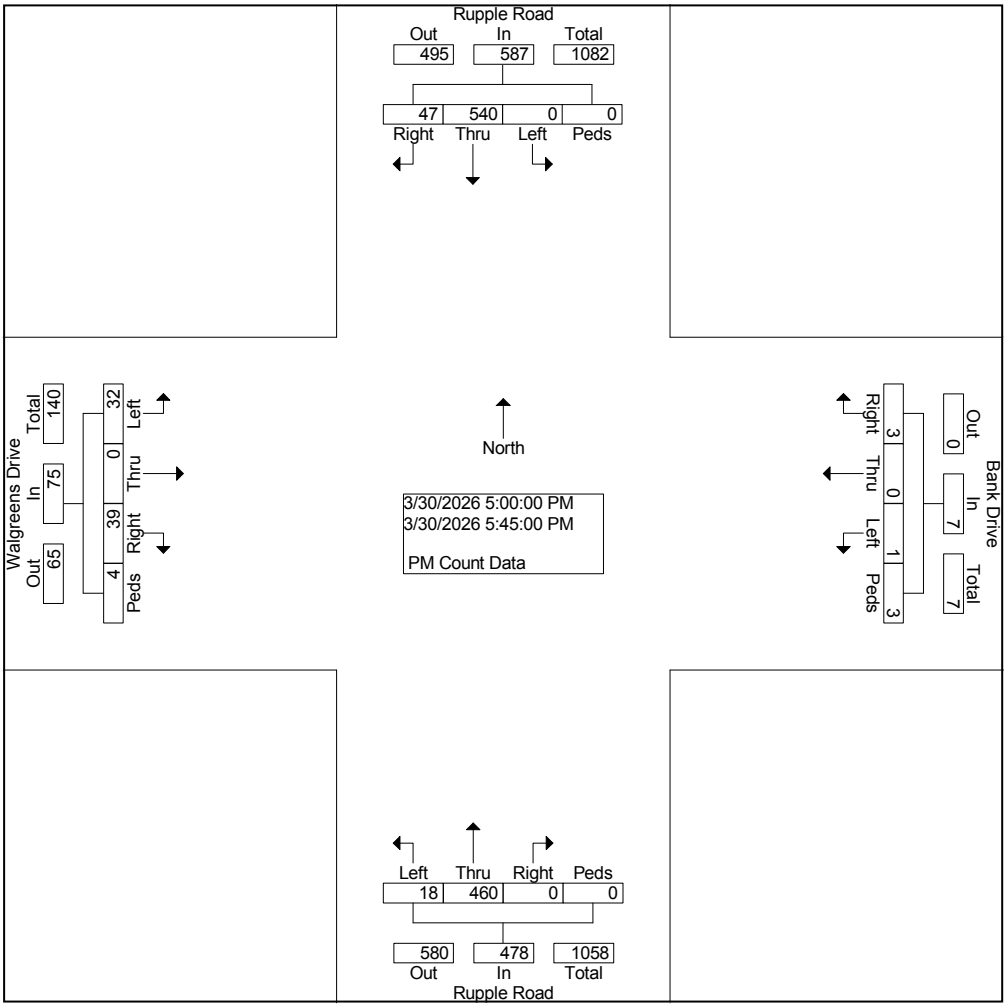


Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

PM Peak Hour Turning Movement Count Data
Rupple Road & Walgreens Drive
Fayetteville, Arkansas
P2302

File Name : PMR-W~1
Site Code : 00000000
Start Date : 03/30/2026
Page No : 2

	Rupple Road From North					Bank Drive From East					Rupple Road From South					Walgreens Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection 05:00 PM																					
Volume	47	540	0	0	587	3	0	1	3	7	0	460	18	0	478	39	0	32	4	75	1147
Percent	8.0	92.0	0.0	0.0		42.9	0.0	14.3	42.9		0.0	96.2	3.8	0.0		52.0	0.0	42.7	5.3		
05:15 Volume	14	162	0	0	176	1	0	0	1	2	0	114	6	0	120	6	0	8	0	14	312
Peak Factor																					0.919
High Int.	05:15 PM					05:00 PM					05:30 PM					05:30 PM					
Volume	14	162	0	0	176	2	0	1	0	3	0	125	5	0	130	15	0	12	1	28	
Peak Factor					0.834					0.583					0.919					0.670	



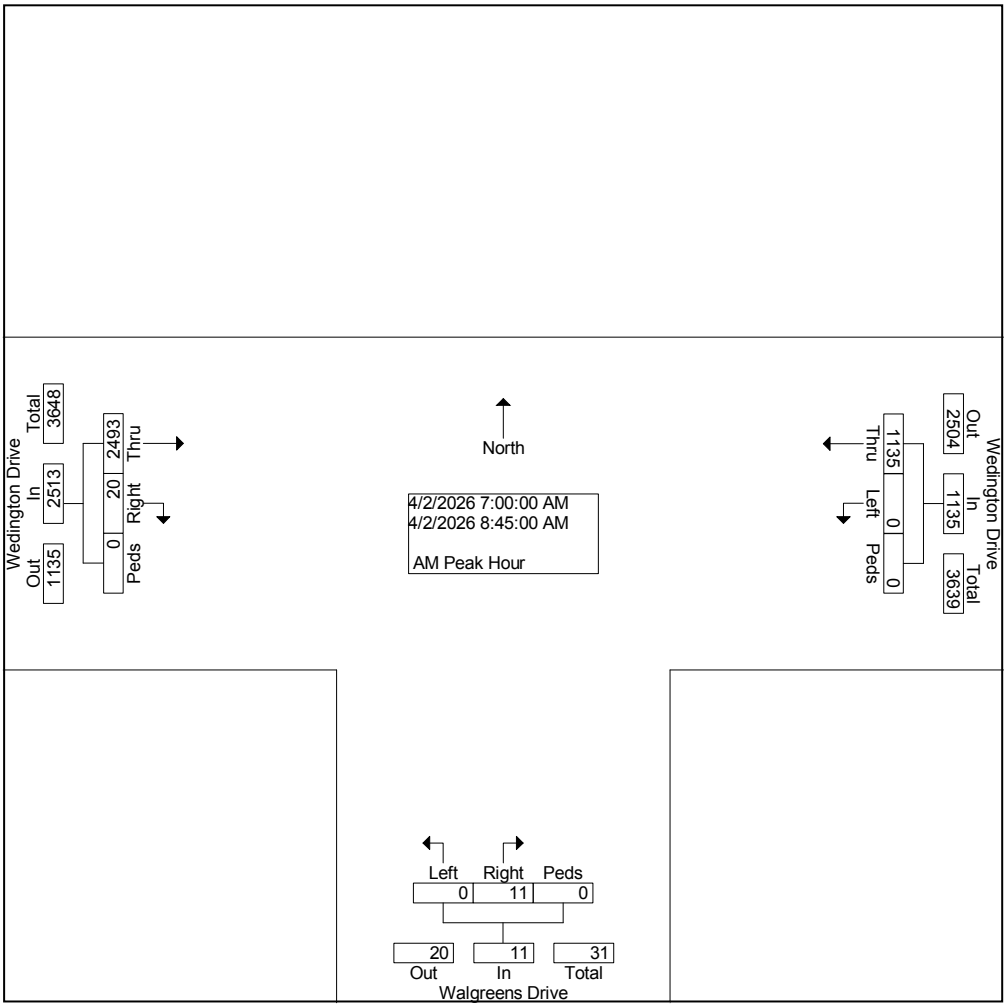
Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

AM Peak Hour Turning Movement Count Data
Wedington Drive & Walgreens Drive
Fayetteville, Arkansas
P2302

File Name : AMW-W~1
Site Code : 00000000
Start Date : 04/02/2026
Page No : 1

Groups Printed- AM Peak Hour

	Wedington Drive From East					Walgreens Drive From South				Wedington Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	124	0	0	124	0	0	0	0	0	382	0	0	382	506
07:15 AM	0	128	0	0	128	1	0	0	1	5	365	0	0	370	499
07:30 AM	0	136	0	0	136	8	0	0	8	5	315	0	0	320	464
07:45 AM	0	174	0	0	174	0	0	0	0	2	336	0	0	338	512
Total	0	562	0	0	562	9	0	0	9	12	1398	0	0	1410	1981
08:00 AM	0	142	0	0	142	1	0	0	1	4	312	0	0	316	459
08:15 AM	0	139	0	0	139	1	0	0	1	2	289	0	0	291	431
08:30 AM	0	158	0	0	158	0	0	0	0	2	248	0	0	250	408
08:45 AM	0	134	0	0	134	0	0	0	0	0	246	0	0	246	380
Total	0	573	0	0	573	2	0	0	2	8	1095	0	0	1103	1678
Grand Total	0	1135	0	0	1135	11	0	0	11	20	2493	0	0	2513	3659
Apprch %	0.0	100.0	0.0	0.0		100.0	0.0	0.0		0.8	99.2	0.0	0.0		
Total %	0.0	31.0	0.0	0.0	31.0	0.3	0.0	0.0	0.3	0.5	68.1	0.0	0.0	68.7	

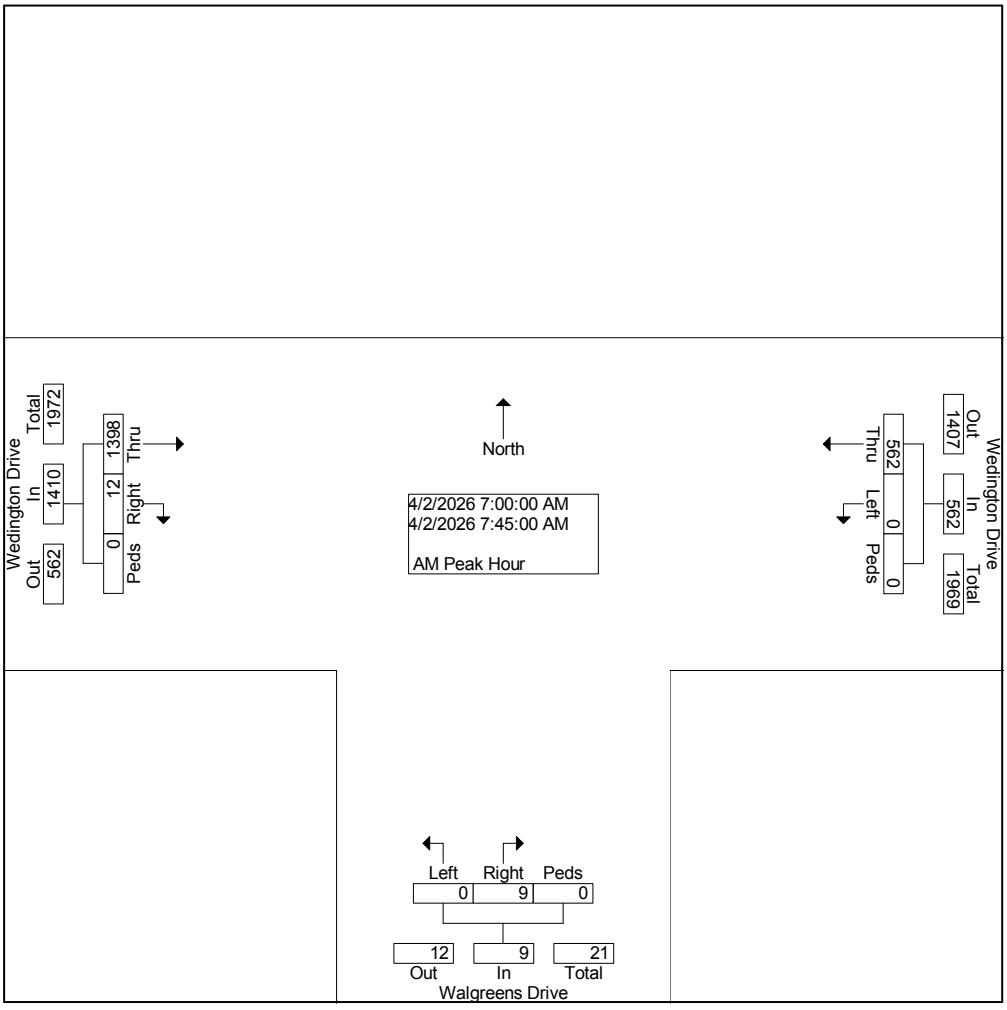


Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

AM Peak Hour Turning Movement Count Data
Wedington Drive & Walgreens Drive
Fayetteville, Arkansas
P2302

File Name : AMW-W~1
Site Code : 00000000
Start Date : 04/02/2026
Page No : 2

	Wedington Drive From East					Walgreens Drive From South				Wedington Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1															
Intersection	07:00 AM														
Volume	0	562	0	0	562	9	0	0	9	12	1398	0	0	1410	1981
Percent	0.0	100.0	0.0	0.0		100.0	0.0	0.0		0.9	99.1	0.0	0.0		
07:45 Volume	0	174	0	0	174	0	0	0	0	2	336	0	0	338	512
Peak Factor															0.967
High Int.	07:45 AM					07:30 AM				07:00 AM					
Volume	0	174	0	0	174	8	0	0	8	0	382	0	0	382	
Peak Factor					0.807				0.281					0.923	



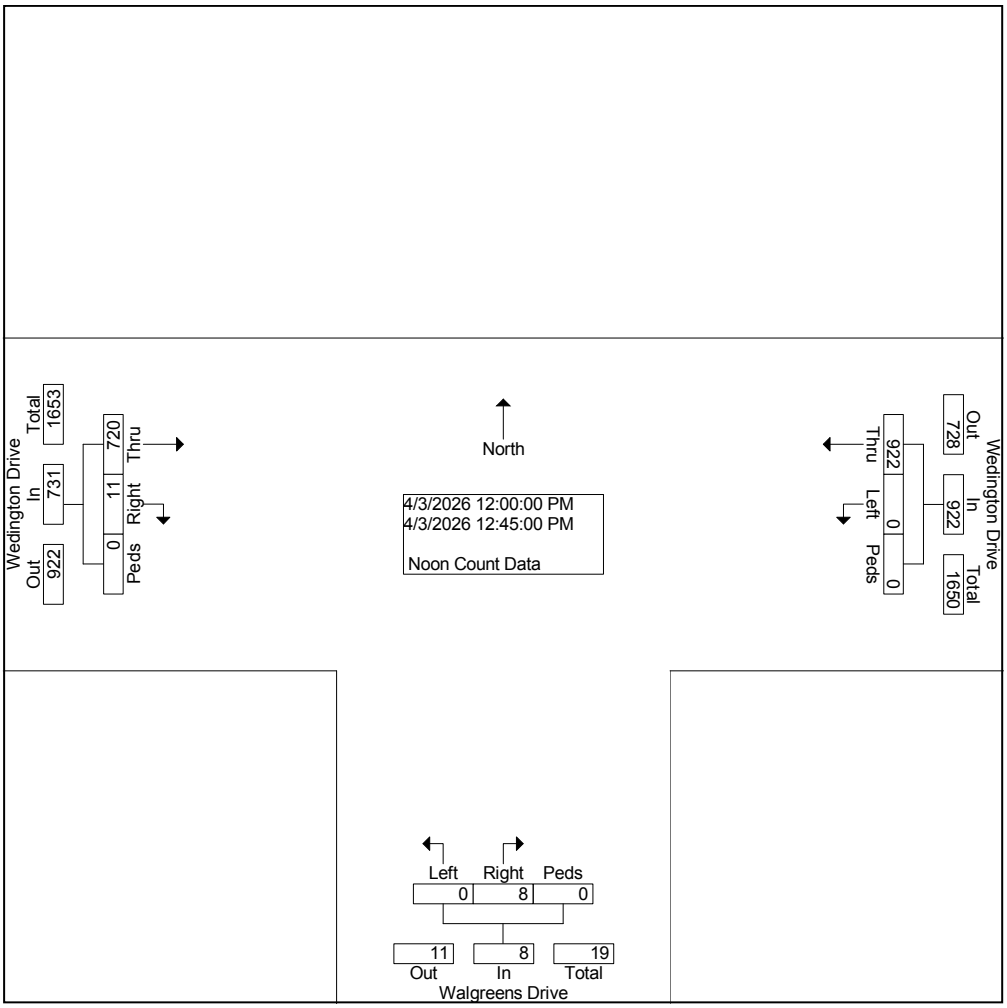
Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

Noon Peak Hr Turning Movement Count Data
Wedington Drive & Walgreens Drive
Fayetteville, Arkansas
P2302

File Name : NOW-W~1
Site Code : 00000000
Start Date : 04/03/2026
Page No : 1

Groups Printed- Noon Count Data

	Wedington Drive From East					Walgreens Drive From South				Wedington Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0	1.0		
12:00 PM	0	225	0	0	225	1	0	0	1	3	188	0	0	191	417
12:15 PM	0	239	0	0	239	0	0	0	0	3	202	0	0	205	444
12:30 PM	0	230	0	0	230	7	0	0	7	5	113	0	0	118	355
12:45 PM	0	228	0	0	228	0	0	0	0	0	217	0	0	217	445
Total	0	922	0	0	922	8	0	0	8	11	720	0	0	731	1661
Grand Total	0	922	0	0	922	8	0	0	8	11	720	0	0	731	1661
Apprch %	0.0	100.0	0.0	0.0		100.0	0.0	0.0		1.5	98.5	0.0	0.0		
Total %	0.0	55.5	0.0	0.0	55.5	0.5	0.0	0.0	0.5	0.7	43.3	0.0	0.0	44.0	

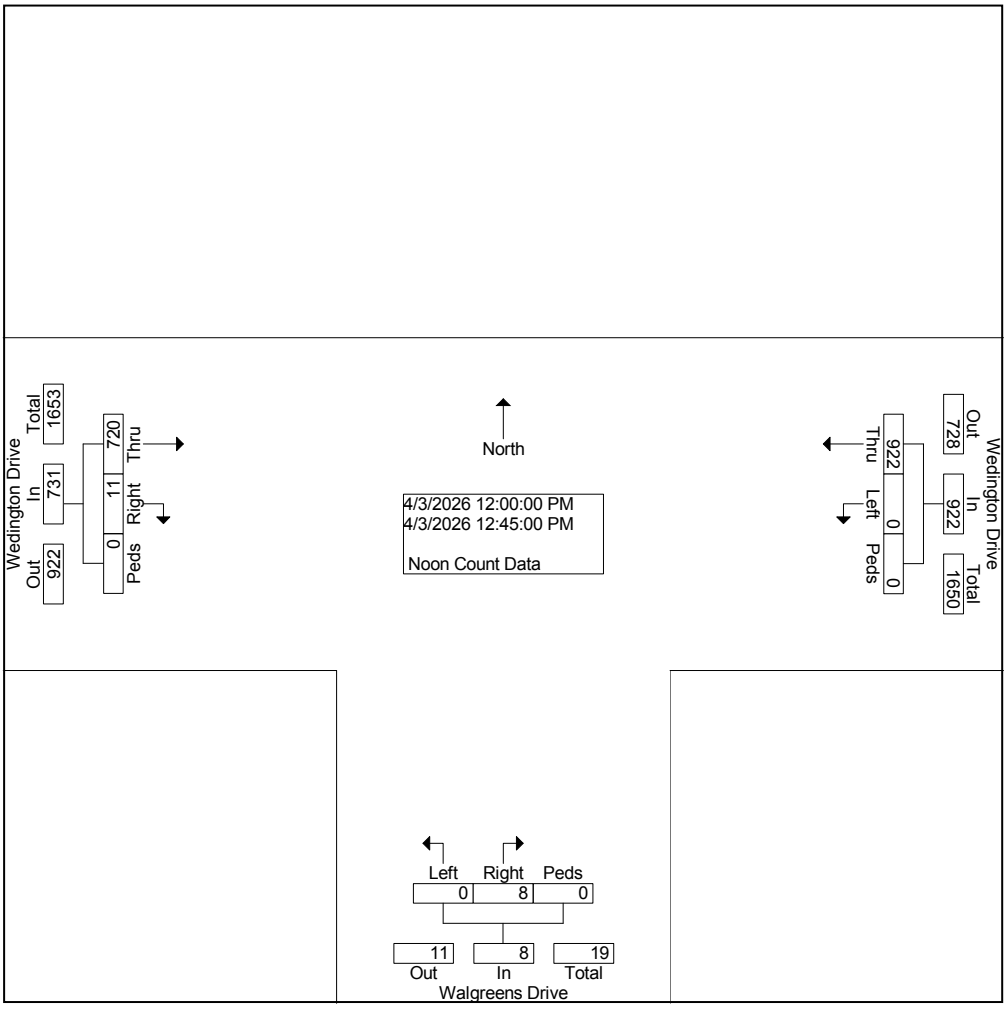


Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

Noon Peak Hr Turning Movement Count Data
Wedington Drive & Walgreens Drive
Fayetteville, Arkansas
P2302

File Name : NOW-W~1
Site Code : 00000000
Start Date : 04/03/2026
Page No : 2

	Wedington Drive From East					Walgreens Drive From South				Wedington Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 12:00 PM to 12:45 PM - Peak 1 of 1															
Intersection	12:00 PM														
Volume	0	922	0	0	922	8	0	0	8	11	720	0	0	731	1661
Percent	0.0	100.0	0.0	0.0		100.0	0.0	0.0		1.5	98.5	0.0	0.0		
12:45 Volume	0	228	0	0	228	0	0	0	0	0	217	0	0	217	445
Peak Factor															0.933
High Int.	12:15 PM					12:30 PM				12:45 PM					
Volume	0	239	0	0	239	7	0	0	7	0	217	0	0	217	
Peak Factor					0.964				0.286					0.842	



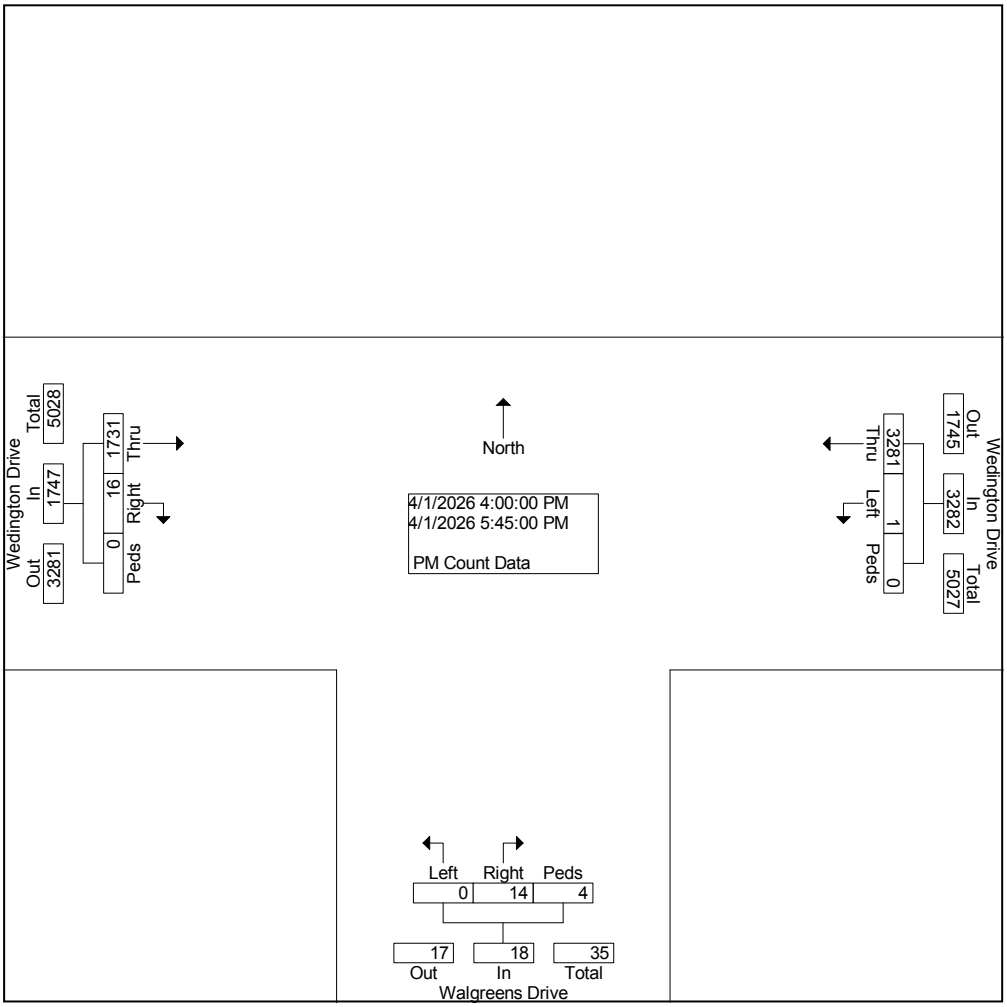
Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

PM Peak Hour Turning Movement Count Data
Wedington Drive & Walgreens Drive
Fayetteville, Arkansas
P2302

File Name : PMW-W~1
Site Code : 00000000
Start Date : 04/01/2026
Page No : 1

Groups Printed- PM Count Data

	Wedington Drive From East					Walgreens Drive From South				Wedington Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	0	380	1	0	381	3	0	0	3	3	226	0	0	229	613
04:15 PM	0	411	0	0	411	3	0	0	3	1	216	0	0	217	631
04:30 PM	0	415	0	0	415	2	0	0	2	2	227	0	0	229	646
04:45 PM	0	454	0	0	454	1	0	0	1	1	208	0	0	209	664
Total	0	1660	1	0	1661	9	0	0	9	7	877	0	0	884	2554
05:00 PM	0	408	0	0	408	3	0	0	3	3	236	0	0	239	650
05:15 PM	0	408	0	0	408	1	0	0	1	5	181	0	0	186	595
05:30 PM	0	417	0	0	417	0	0	4	4	0	225	0	0	225	646
05:45 PM	0	388	0	0	388	1	0	0	1	1	212	0	0	213	602
Total	0	1621	0	0	1621	5	0	4	9	9	854	0	0	863	2493
Grand Total	0	3281	1	0	3282	14	0	4	18	16	1731	0	0	1747	5047
Apprch %	0.0	100.0	0.0	0.0		77.8	0.0	22.2		0.9	99.1	0.0	0.0		
Total %	0.0	65.0	0.0	0.0	65.0	0.3	0.0	0.1	0.4	0.3	34.3	0.0	0.0	34.6	

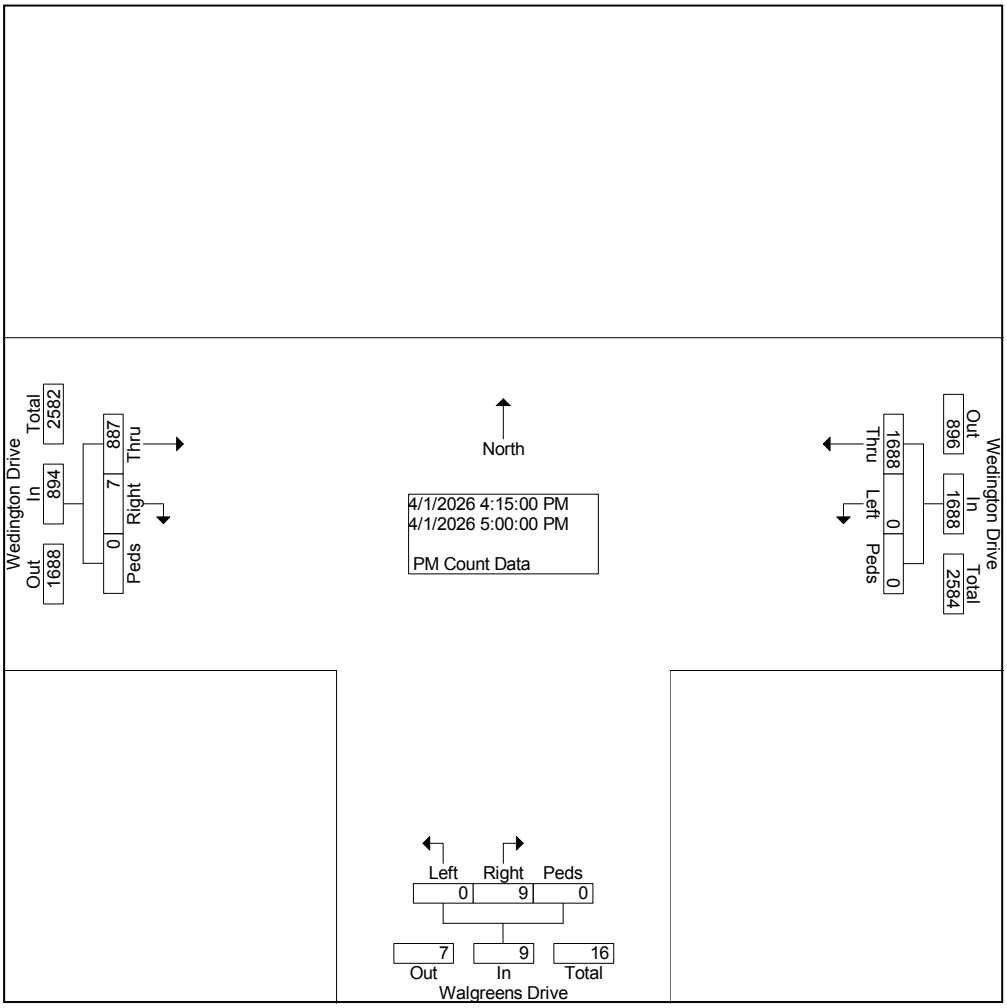


Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

PM Peak Hour Turning Movement Count Data
Wedington Drive & Walgreens Drive
Fayetteville, Arkansas
P2302

File Name : PMW-W~1
Site Code : 00000000
Start Date : 04/01/2026
Page No : 2

	Wedington Drive From East					Walgreens Drive From South				Wedington Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1															
Intersection	04:15 PM														
Volume	0	1688	0	0	1688	9	0	0	9	7	887	0	0	894	2591
Percent	0.0	100.0	0.0	0.0		100.0	0.0	0.0		0.8	99.2	0.0	0.0		
04:45 Volume	0	454	0	0	454	1	0	0	1	1	208	0	0	209	664
Peak Factor															0.976
High Int.	04:45 PM					04:15 PM				05:00 PM					
Volume	0	454	0	0	454	3	0	0	3	3	236	0	0	239	
Peak Factor					0.930				0.750					0.935	



Existing Drive-Thru Data

P2302
Existing Chick-Fil-A on MLK in Fayetteville, Arkansas
Drive-Thru Queue
Data Collection by: Randy & Robyn Tolbert

Date: Thursday 4/2/2026
Time: From 7:00 to 9:00 AM

All Vehicles	Max Queued Vehicles On Site	Max Queued Vehicles Off Site
7:00-7:05	**8**	**0**
7:05-7:10	**6**	**0**
7:10-7:15	**7**	**0**
7:15-7:20	**8**	**0**
7:20-7:25	**8**	**0**
7:25-7:30	**6**	**0**
7:30-7:35	**9**	**0**
7:35-7:40	**14**	**0**
7:40-7:45	**18**	**0**
7:35-7:50	**8**	**0**
7:30-7:55	**10**	**0**
7:55-8:00	**20**	**0**
8:00-8:05	**13**	**0**
8:05-8:10	**12**	**0**
8:10-8:15	**8**	**0**
8:15-8:20	**15**	**0**
8:20-8:25	**12**	**0**
8:25-8:30	**13**	**0**
8:30-8:35	**9**	**0**
8:35-8:40	**10**	**0**
8:40-8:45	**9**	**0**
8:35-8:50	**8**	**0**
8:30-8:55	**7**	**0**
8:55-9:00	**8**	**0**

Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

AM Drive Thru Counts
Chick-fil-a drive thru on MLK Blvd.
Fayetteville, Arkansas
P2302

File Name : AMORDE~1
Site Code : 00000000
Start Date : 04/01/2026
Page No : 1

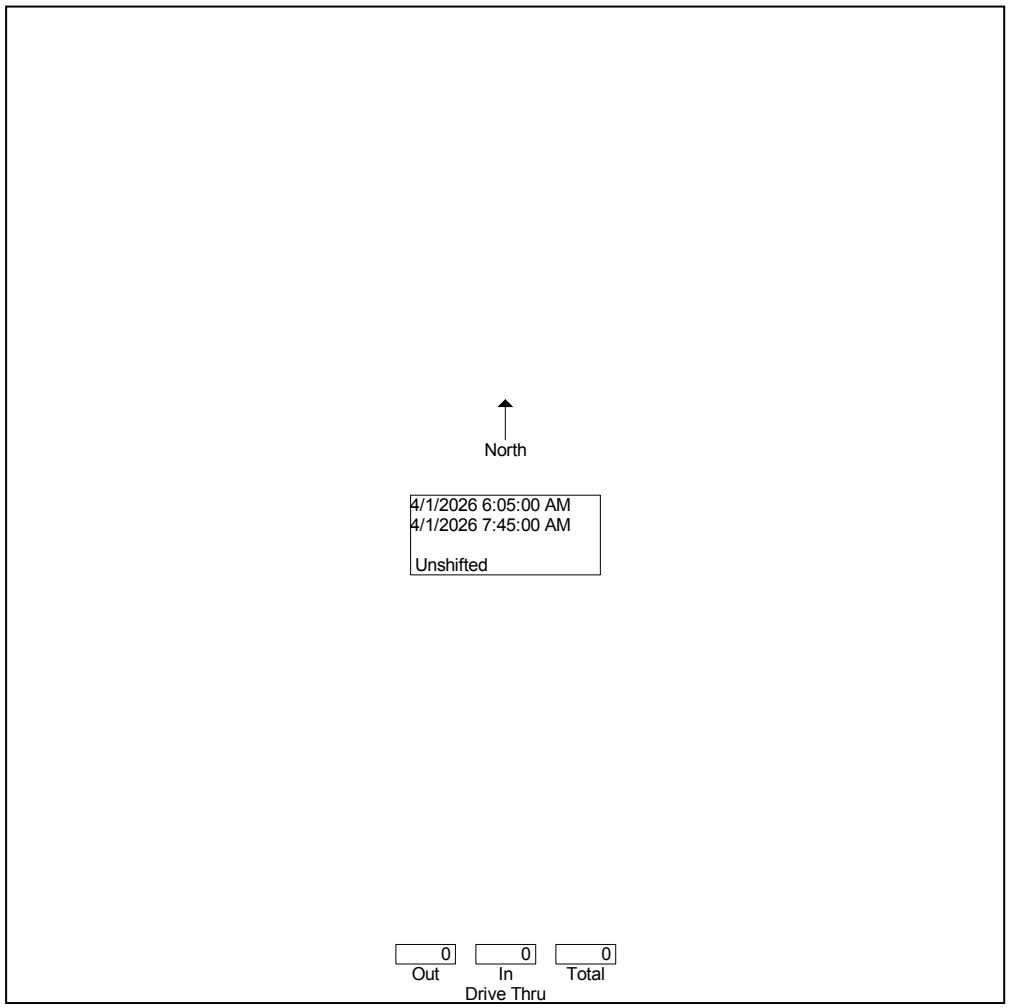
Groups Printed- Unshifted

	Drive Thru From South		
Start Time	Thru	App. Total	Int. Total
Factor	1.0		
06:05 AM	11	11	11
06:10 AM	5	5	5
06:15 AM	9	9	9
06:20 AM	8	8	8
06:25 AM	8	8	8
06:30 AM	6	6	6
06:35 AM	6	6	6
06:40 AM	12	12	12
06:45 AM	6	6	6
06:50 AM	7	7	7
06:55 AM	8	8	8
Total	86	86	86
07:00 AM	21	21	21
07:05 AM	11	11	11
07:10 AM	10	10	10
07:15 AM	10	10	10
07:20 AM	14	14	14
07:25 AM	13	13	13
07:30 AM	12	12	12
07:35 AM	8	8	8
07:40 AM	8	8	8
07:45 AM	4	4	4
Grand Total	197	197	197
Apprch %	100.0		
Total %	100.0	100.0	

Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

AM Drive Thru Counts
Chick-fil-a drive thru on MLK Blvd.
Fayetteville, Arkansas
P2302

File Name : AMORDE~1
Site Code : 00000000
Start Date : 04/01/2026
Page No : 2

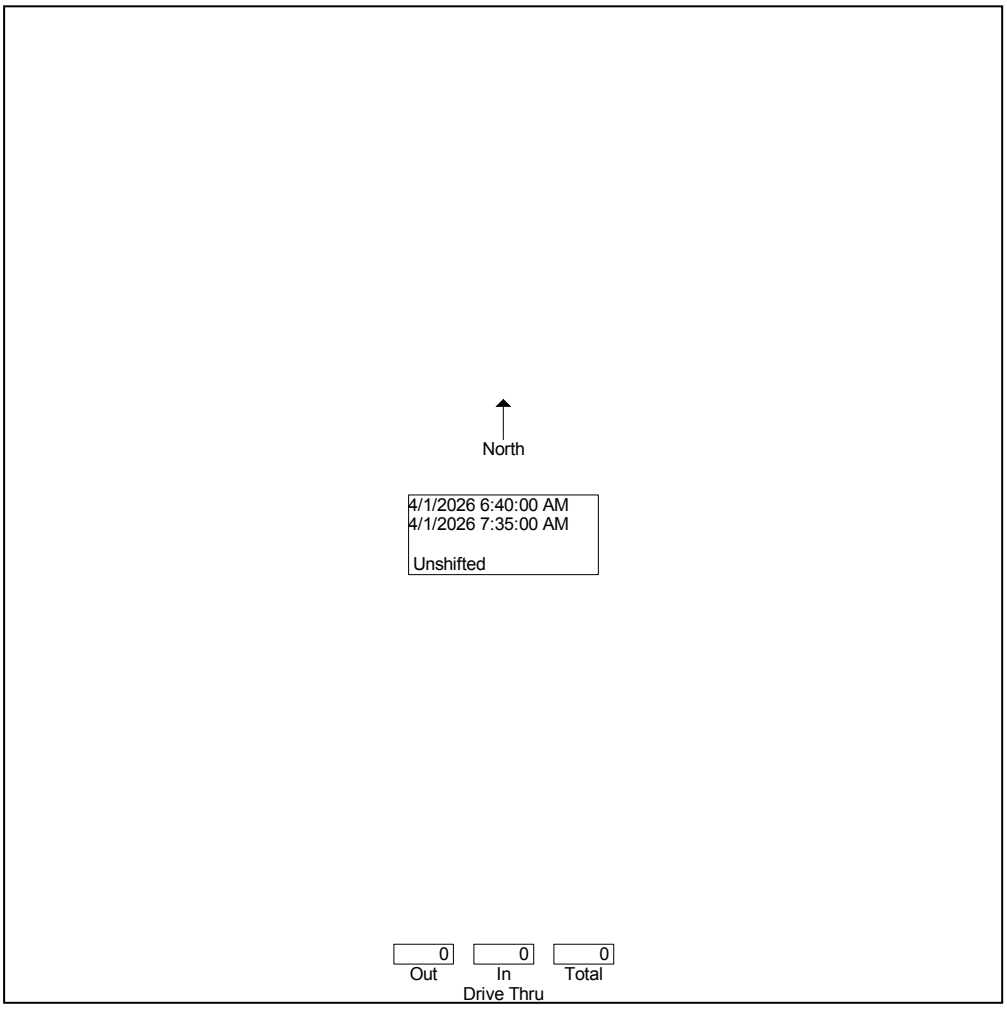


Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

AM Drive Thru Counts
Chick-fil-a drive thru on MLK Blvd.
Fayetteville, Arkansas
P2302

File Name : AMORDE~1
Site Code : 00000000
Start Date : 04/01/2026
Page No : 3

	Drive Thru From South		
Start Time	Thru	App. Total	Int. Total
Peak Hour From 06:05 AM to 07:45 AM - Peak 1 of 1			
Intersection	06:40 AM		
Volume	132	132	132
Percent	100.0		
07:00 Volume	21	21	21
Peak Factor			0.524
High Int.	07:00 AM		
Volume	21	21	
Peak Factor		0.524	



P2302
Existing Chick-Fil-A on MLK in Fayetteville, Arkansas
Drive-Thru Queue
Data Collection by: Randy & Robyn Tc

Date: Thursday 4/2/2026
Time: From 12:00 to 1:00 PM (One Hour)

All Vehicles	Max Queued Vehicles On Site	Max Queued Vehicles Off Site
12:00-12:05	**18**	**0**
12:05-12:10	**18**	**0**
12:10-12:15	**20**	**0**
12:15-12:20	**28**	**1**
12:20-12:25	**21**	**0**
12:25-12:30	**24**	**2**
12:30-12:35	**26**	**1**
12:35-12:40	**20**	**0**
12:40-12:45	**19**	**0**
12:35-12:50	**18**	**0**
12:30-12:55	**17**	**0**
12:55-1:00	**11**	**0**

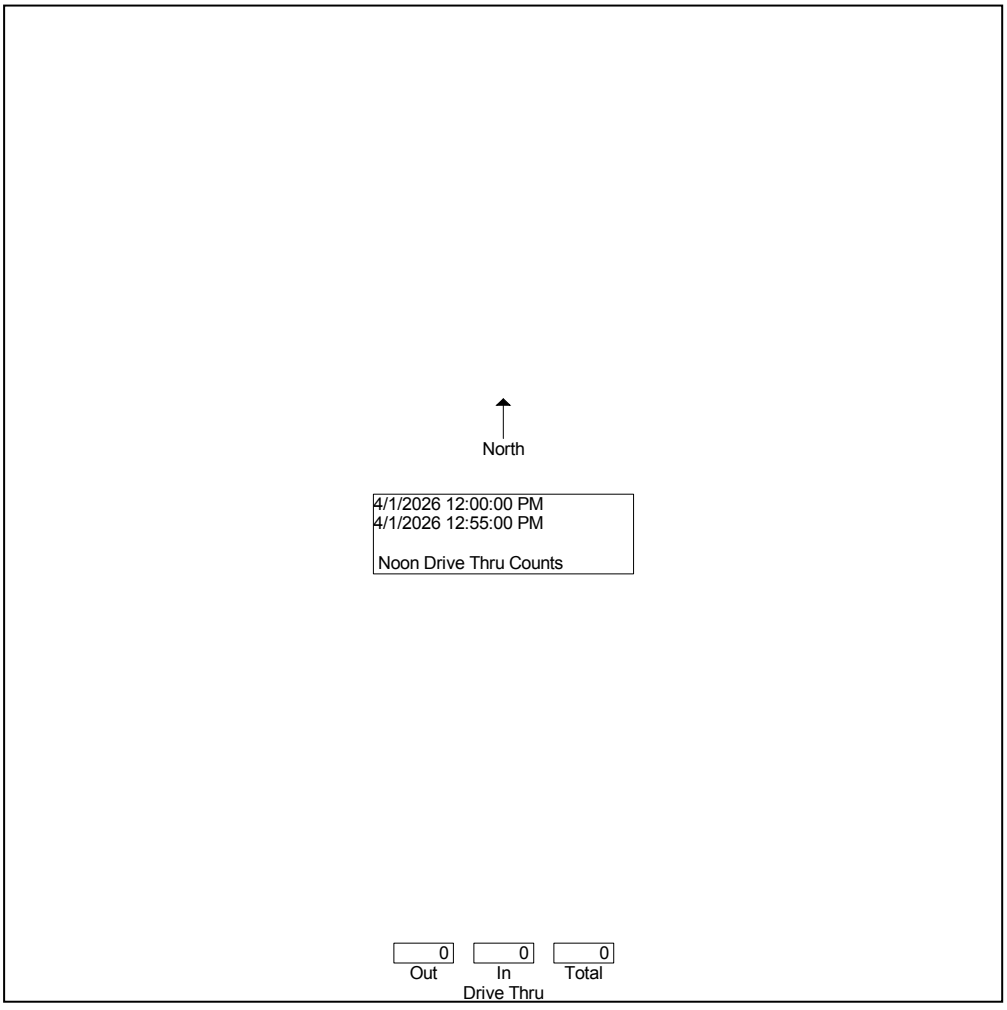
Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

Drive Thru Counts
Chick-fil-a Drive Thru on MLK
Fayetteville, Arkansas
P2302

File Name : NORDER~1
Site Code : 00000000
Start Date : 04/01/2026
Page No : 1

Groups Printed- Noon Drive Thru Counts

	Drive Thru From South		
Start Time	Thru	App. Total	Int. Total
Factor	1.0		
12:00 PM	14	14	14
12:05 PM	14	14	14
12:10 PM	14	14	14
12:15 PM	18	18	18
12:20 PM	14	14	14
12:25 PM	15	15	15
12:30 PM	21	21	21
12:35 PM	13	13	13
12:40 PM	16	16	16
12:45 PM	9	9	9
12:50 PM	24	24	24
12:55 PM	15	15	15
Total	187	187	187
Grand Total	187	187	187
Apprch %	100.0		
Total %	100.0	100.0	

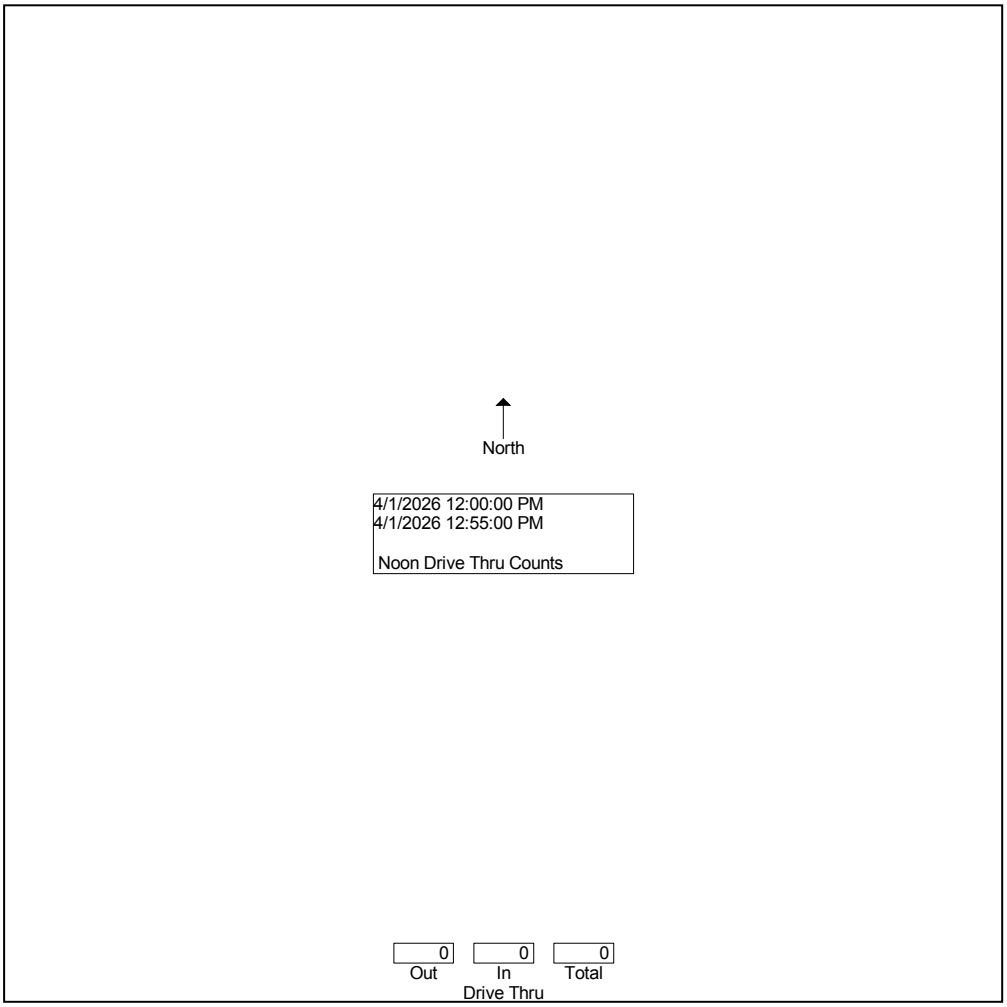


Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

Drive Thru Counts
Chick-fil-a Drive Thru on MLK
Fayetteville, Arkansas
P2302

File Name : NORDER~1
Site Code : 00000000
Start Date : 04/01/2026
Page No : 2

	Drive Thru From South		
Start Time	Thru	App. Total	Int. Total
Peak Hour From 12:00 PM to 12:55 PM - Peak 1 of 1			
Intersection 12:00 PM			
Volume	187	187	187
Percent	100.0		
12:50 Volume	24	24	24
Peak Factor			0.649
High Int. 12:50 PM			
Volume	24	24	
Peak Factor		0.649	



P2302
Existing Chick-Fil-A on MLK in Fayetteville, Arkansas
Drive-Thru Queue
Data Collection by: Randy & Robyn Tolbert

Date: Wedensday 4/1/2026
Time: From 4:00 to 6:00 PM

All Vehicles	Max Queued Vehicles On Site	Max Queued Vehicles Off Site
4:00-4:05	**8**	**0**
4:05-4:10	**11**	**0**
4:10-4:15	**10**	**0**
4:15-4:20	**12**	**0**
4:20-4:25	**8**	**0**
4:25-4:30	**6**	**0**
4:30-4:35	**10**	**0**
4:35-4:40	**8**	**0**
4:40-4:45	**12**	**0**
4:45-4:50	**12**	**0**
4:50-4:55	**10**	**0**
4:55-5:00	**2**	**0**
5:00-5:05	**4**	**0**
5:05-5:10	**8**	**0**
5:10-5:15	**4**	**0**
5:15-5:20	**7**	**0**
5:20-5:25	**10**	**0**
5:25-5:30	**15**	**0**
5:30-5:35	**10**	**0**
5:35-5:40	**8**	**0**
5:40-5:45	**4**	**0**
5:45-5:50	**5**	**0**
5:50-5:55	**4**	**0**
5:55-6:00	**4**	**0**

Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

Drive Thru Counts
Chick-fil-a Drive thru on MLK
Fayetteville, Arkansas
P2302

File Name : PMORDE~1
Site Code : 00000000
Start Date : 03/31/2026
Page No : 1

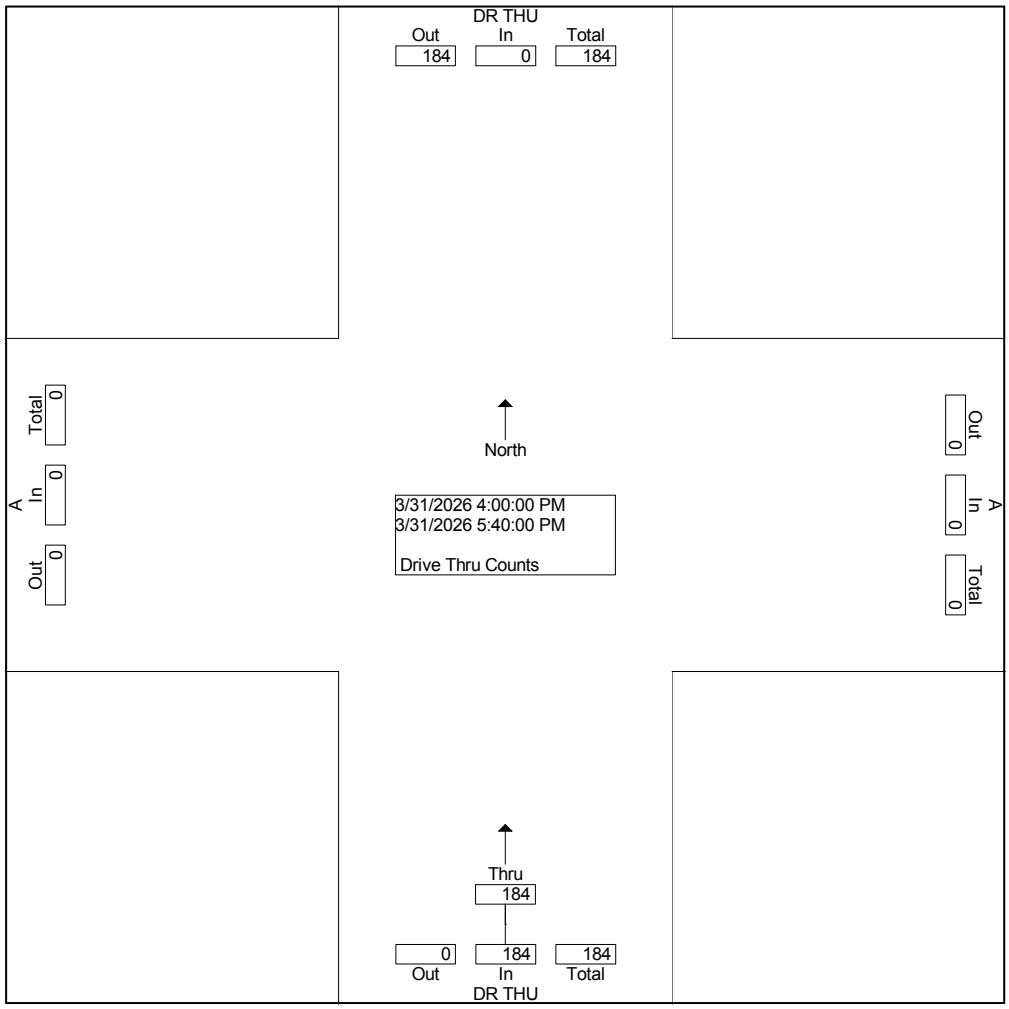
Groups Printed- Drive Thru Counts

	DR THU From South		
Start Time	Thru	App. Total	Int. Total
Factor	1.0		
04:00 PM	9	9	9
04:05 PM	13	13	13
04:10 PM	9	9	9
04:15 PM	11	11	11
04:20 PM	10	10	10
04:25 PM	5	5	5
04:30 PM	13	13	13
04:35 PM	8	8	8
04:40 PM	11	11	11
04:45 PM	9	9	9
04:50 PM	7	7	7
04:55 PM	2	2	2
Total	107	107	107
05:00 PM	9	9	9
05:05 PM	9	9	9
05:10 PM	4	4	4
05:15 PM	7	7	7
05:20 PM	16	16	16
05:25 PM	8	8	8
05:30 PM	7	7	7
05:35 PM	11	11	11
05:40 PM	6	6	6
Grand Total	184	184	184
Apprch %	100.0		
Total %	100.0	100.0	

Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

Drive Thru Counts
Chick-fil-a Drive thru on MLK
Fayetteville, Arkansas
P2302

File Name : PMORDE~1
Site Code : 00000000
Start Date : 03/31/2026
Page No : 2

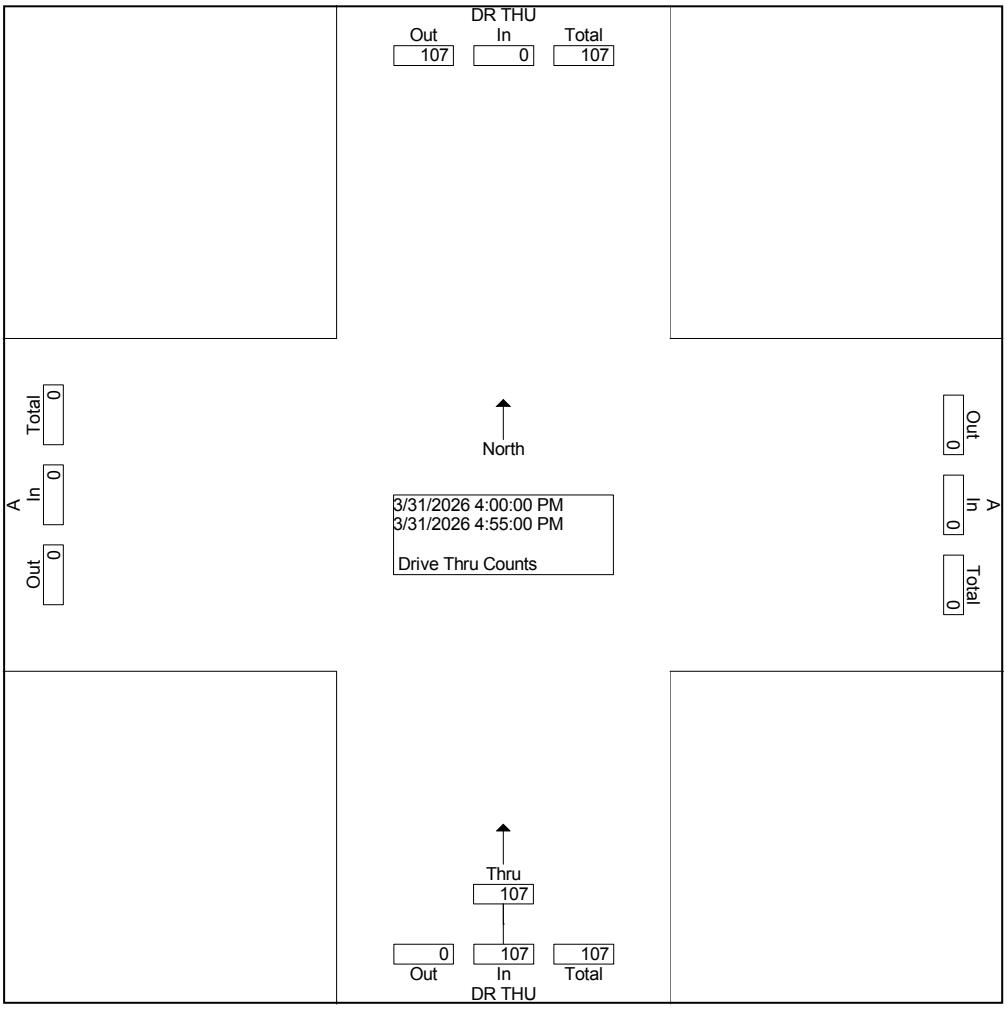


Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

Drive Thru Counts
Chick-fil-a Drive thru on MLK
Fayetteville, Arkansas
P2302

File Name : PMORDE~1
Site Code : 00000000
Start Date : 03/31/2026
Page No : 3

	DR THU From South		
Start Time	Thru	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:40 PM - Peak 1 of 1			
Intersection 04:00 PM			
Volume	107	107	107
Percent	100.0		
04:30 Volume	13	13	13
Peak Factor			0.686
High Int. 04:05 PM			
Volume	13	13	
Peak Factor		0.686	



AM Chick-Fil-A South Driveway Volumes
Fayetteville AR
Thursday, April 2, 2026

	Southbound Outbound						Westbound 0						Northbound Inbound						Eastbound 0						
Time	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	VEHICLE TOTAL
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	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**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	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**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	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**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	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**
4:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 AM	0	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**
5:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	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**
6:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 AM	0	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**
7:00 AM	0	0	15	0	0	*15*	0	0	0	0	0	*0*	0	0	4	0	0	*4*	0	0	0	0	0	*0*	**19**
7:15 AM	0	0	15	0	0	*15*	0	0	0	0	0	*0*	0	0	6	0	0	*6*	0	0	0	0	0	*0*	**21**
7:30 AM	0	0	16	0	0	*16*	0	0	0	0	0	*0*	0	0	4	0	0	*4*	0	0	0	0	0	*0*	**20**
7:45 AM	0	0	14	0	1	*14*	0	0	0	0	0	*0*	0	0	5	0	0	*5*	0	0	0	0	0	*0*	**19**
Hourly Total	0	0	60	0	1	*60*	0	0	0	0	0	*0*	0	0	19	0	0	*19*	0	0	0	0	0	*0*	**79**

AM Chick-Fil-A South Driveway Volumes
Fayetteville AR
Thursday, April 2, 2026

	Southbound Outbound						Westbound 0						Northbound Inbound						Eastbound 0						
Time	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	VEHICLE TOTAL
8:00 AM	0	0	12	0	1	*12*	0	0	0	0	0	*0*	0	0	8	0	0	*8*	0	0	0	0	0	*0*	**20**
8:15 AM	0	0	16	0	1	*16*	0	0	0	0	0	*0*	0	0	12	0	0	*12*	0	0	0	0	0	*0*	**28**
8:30 AM	0	0	15	0	0	*15*	0	0	0	0	0	*0*	0	0	6	0	0	*6*	0	0	0	0	0	*0*	**21**
8:45 AM	0	0	19	0	0	*19*	0	0	0	0	0	*0*	0	0	16	0	0	*16*	0	0	0	0	0	*0*	**35**
Hourly Total	0	0	62	0	2	*62*	0	0	0	0	0	*0*	0	0	42	0	0	*42*	0	0	0	0	0	*0*	**104**
9:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 AM	0	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**
10:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 AM	0	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**
11:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 AM	0	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**
12:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 PM	0	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**
1:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 PM	0	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**
2:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 PM	0	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**
3:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 PM	0	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**

AM Chick-Fil-A South Driveway Volumes
Fayetteville AR
Thursday, April 2, 2026

Time	Southbound Outbound						Westbound 0						Northbound Inbound						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 PM	0	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**
5:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 PM	0	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**
6:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 PM	0	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**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	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**
8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	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**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	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**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	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**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	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**
DAILY TOTAL	**0**	**0**	**122**	**0**	**3**	***122***	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**61**	**0**	**0**	***61***	**0**	**0**	**0**	**0**	**0**	***0***	**183**
Cars	0	0	121	0	1	*121*	0	0	0	0	0	*0*	0	0	61	0	0	*61*	0	0	0	0	0	*0*	**182**
Heavy Vehicles	0	0	1	0	2	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**1**
Heavy Vehicle %	0.00%	0.00%	0.82%	0.00%	66.67%	*0.82%*	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	**0.55%**

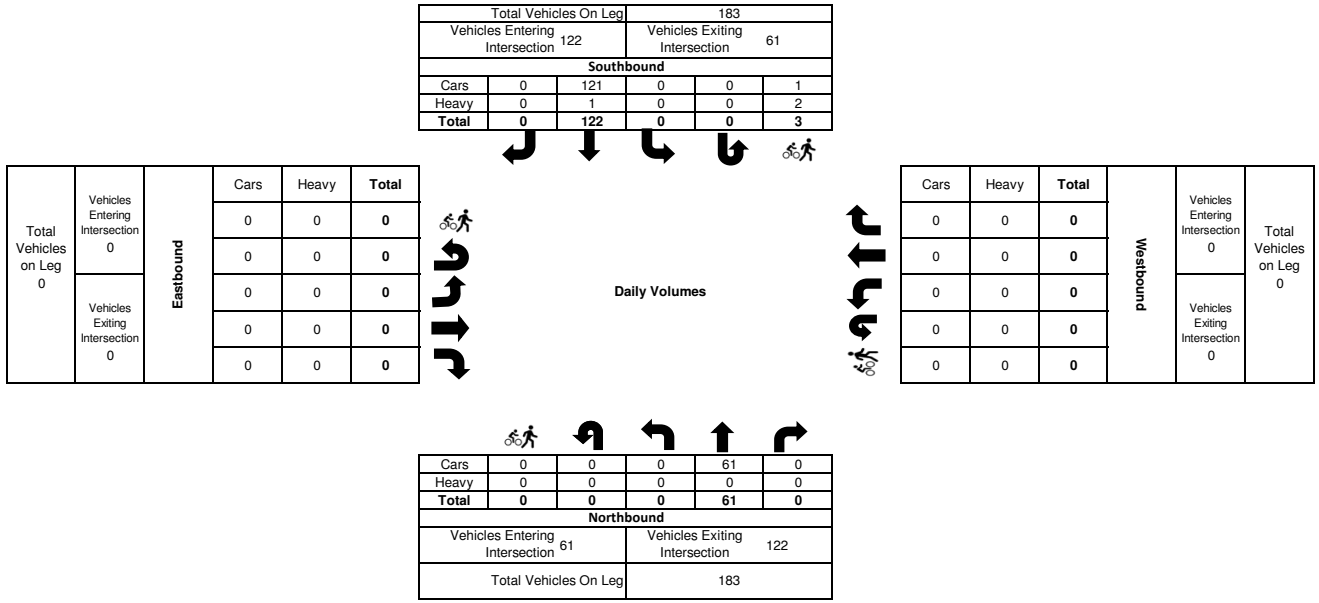
AM Chick-Fil-A South Driveway Volumes
Fayetteville AR
Thursday, April 2, 2026

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	0	12	0	1	*12*	0	0	0	0	0	*0*	0	0	8	0	0	*8*	0	0	0	0	0	*0*	**20**
8:15 AM	0	0	16	0	1	*16*	0	0	0	0	0	*0*	0	0	12	0	0	*12*	0	0	0	0	0	*0*	**28**
8:30 AM	0	0	15	0	0	*15*	0	0	0	0	0	*0*	0	0	6	0	0	*6*	0	0	0	0	0	*0*	**21**
8:45 AM	0	0	19	0	0	*19*	0	0	0	0	0	*0*	0	0	16	0	0	*16*	0	0	0	0	0	*0*	**35**
Peak Hour Total	0	0	62	0	2	*62*	0	0	0	0	0	*0*	0	0	42	0	0	*42*	0	0	0	0	0	*0*	**104**
PHF	0.000	0.000	0.816	0.000	0.500	*0.816*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.656	0.000	0.000	*0.656*	0.000	0.000	0.000	0.000	0.000	*0.000*	**0.743**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Peak Hour 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**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	**0.000**



Noon Chick-Fil-A South Drive Enter and Exiting
Fayetteville AR
Thursday, April 2, 2026

Time	Southbound Exiting						Westbound 0						Northbound Entering						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	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**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	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**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	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**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	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**
4:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 AM	0	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**
5:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	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**
6:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 AM	0	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**
7:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 AM	0	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**

Noon Chick-Fil-A South Drive Enter and Exiting
Fayetteville AR
Thursday, April 2, 2026

Time	Southbound Exiting						Westbound 0						Northbound Entering						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 AM	0	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**
9:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 AM	0	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**
10:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 AM	0	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**
11:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 AM	0	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**
12:00 PM	0	0	20	0	2	*20*	0	0	0	0	0	*0*	0	0	14	0	0	*14*	0	0	0	0	0	*0*	**34**
12:15 PM	0	0	22	0	2	*22*	0	0	0	0	0	*0*	0	0	23	0	0	*23*	0	0	0	0	0	*0*	**45**
12:30 PM	0	0	16	0	3	*16*	0	0	0	0	0	*0*	0	0	10	0	0	*10*	0	0	0	0	0	*0*	**26**
12:45 PM	0	0	20	0	2	*20*	0	0	0	0	0	*0*	0	0	9	0	0	*9*	0	0	0	0	0	*0*	**29**
Hourly Total	0	0	78	0	9	*78*	0	0	0	0	0	*0*	0	0	56	0	0	*56*	0	0	0	0	0	*0*	**134**
1:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 PM	0	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**
2:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 PM	0	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**
3:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 PM	0	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**

Noon Chick-Fil-A South Drive Enter and Exiting
Fayetteville AR
Thursday, April 2, 2026

Time	Southbound Exiting						Westbound 0						Northbound Entering						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 PM	0	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**
5:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 PM	0	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**
6:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 PM	0	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**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	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**
8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	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**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	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**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	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**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	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**
DAILY TOTAL	**0**	**0**	**78**	**0**	**9**	***78***	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**56**	**0**	**0**	***56***	**0**	**0**	**0**	**0**	**0**	***0***	**134**
Cars	0	0	78	0	9	*78*	0	0	0	0	0	*0*	0	0	56	0	0	*56*	0	0	0	0	0	*0*	**134**
Heavy Vehicles	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	**0.00%**

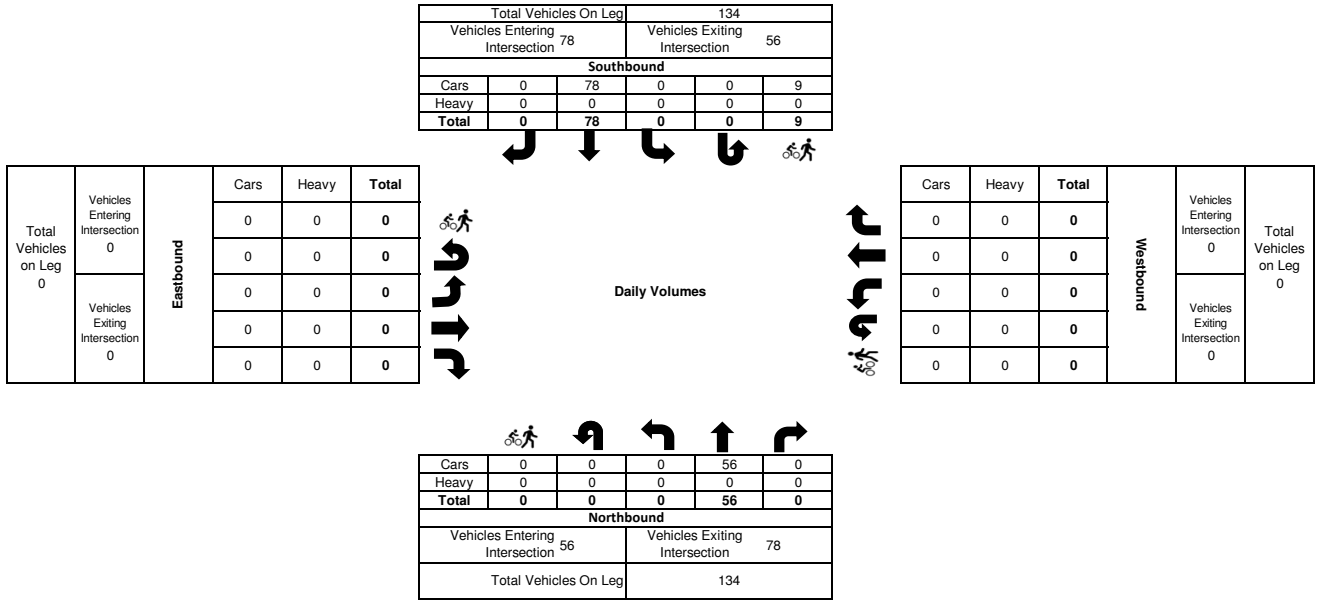
Noon Chick-Fil-A South Drive Enter and Exiting
Fayetteville AR
Thursday, April 2, 2026

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Peak Hour 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**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	**0.000**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 PM	0	0	20	0	2	*20*	0	0	0	0	0	*0*	0	0	14	0	0	*14*	0	0	0	0	0	*0*	**34**
12:15 PM	0	0	22	0	2	*22*	0	0	0	0	0	*0*	0	0	23	0	0	*23*	0	0	0	0	0	*0*	**45**
12:30 PM	0	0	16	0	3	*16*	0	0	0	0	0	*0*	0	0	10	0	0	*10*	0	0	0	0	0	*0*	**26**
12:45 PM	0	0	20	0	2	*20*	0	0	0	0	0	*0*	0	0	9	0	0	*9*	0	0	0	0	0	*0*	**29**
Peak Hour Total	0	0	78	0	9	*78*	0	0	0	0	0	*0*	0	0	56	0	0	*56*	0	0	0	0	0	*0*	**134**
PHF	0.000	0.000	0.886	0.000	0.750	*0.886*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.609	0.000	0.000	*0.609*	0.000	0.000	0.000	0.000	0.000	*0.000*	**0.744**



PM CFA South Driveway Volumes
Fayetteville AR
Wednesday, April 1, 2026

	Southbound Outbound						Westbound 0						Northbound Inbound						Eastbound 0						
Time	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	VEHICLE TOTAL
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	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**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	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**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	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**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	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**
4:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 AM	0	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**
5:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	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**
6:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 AM	0	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**
7:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 AM	0	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**

PM CFA South Driveway Volumes
Fayetteville AR
Wednesday, April 1, 2026

	Southbound Outbound						Westbound 0						Northbound Inbound						Eastbound 0						
Time	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	VEHICLE TOTAL
8:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 AM	0	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**
9:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 AM	0	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**
10:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 AM	0	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**
11:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 AM	0	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**
12:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 PM	0	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**
1:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 PM	0	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**
2:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 PM	0	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**
3:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 PM	0	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**

PM CFA South Driveway Volumes
Fayetteville AR
Wednesday, April 1, 2026

Time	Southbound Outbound						Westbound 0						Northbound Inbound						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	0	18	0	2	*18*	0	0	0	0	0	*0*	0	0	6	0	0	*6*	0	0	0	0	0	*0*	**24**
4:15 PM	0	0	10	0	4	*10*	0	0	0	0	0	*0*	0	0	5	0	0	*5*	0	0	0	0	0	*0*	**15**
4:30 PM	0	0	20	0	3	*20*	0	0	0	0	0	*0*	0	0	3	0	0	*3*	0	0	0	0	0	*0*	**23**
4:45 PM	0	0	12	0	10	*12*	0	0	0	0	0	*0*	0	0	8	0	0	*8*	0	0	0	0	0	*0*	**20**
Hourly Total	0	0	60	0	19	*60*	0	0	0	0	0	*0*	0	0	22	0	0	*22*	0	0	0	0	0	*0*	**82**
5:00 PM	0	0	23	0	2	*23*	0	0	0	0	0	*0*	0	0	5	0	0	*5*	0	0	0	0	0	*0*	**28**
5:15 PM	0	0	22	0	10	*22*	0	0	0	0	0	*0*	0	0	10	0	0	*10*	0	0	0	0	0	*0*	**32**
5:30 PM	0	0	20	0	2	*20*	0	0	0	0	0	*0*	0	0	4	0	0	*4*	0	0	0	0	0	*0*	**24**
5:45 PM	0	0	15	0	7	*15*	0	0	0	0	0	*0*	0	0	7	0	0	*7*	0	0	0	0	0	*0*	**22**
Hourly Total	0	0	80	0	21	*80*	0	0	0	0	0	*0*	0	0	26	0	0	*26*	0	0	0	0	0	*0*	**106**
6:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 PM	0	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**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	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**
8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	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**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	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**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	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**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	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**
DAILY TOTAL	**0**	**0**	**140**	**0**	**40**	***140***	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**48**	**0**	**0**	***48***	**0**	**0**	**0**	**0**	**0**	***0***	**188**
Cars	0	0	140	0	33	*140*	0	0	0	0	0	*0*	0	0	48	0	0	*48*	0	0	0	0	0	*0*	**188**
Heavy Vehicles	0	0	0	0	7	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	17.50%	*0.00%*	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	**0.00%**

PM CFA South Driveway Volumes
Fayetteville AR
Wednesday, April 1, 2026

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Peak Hour 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**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	**0.000**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
5:00 PM	0	0	23	0	2	*23*	0	0	0	0	0	*0*	0	0	5	0	0	*5*	0	0	0	0	0	*0*	**28**
5:15 PM	0	0	22	0	10	*22*	0	0	0	0	0	*0*	0	0	10	0	0	*10*	0	0	0	0	0	*0*	**32**
5:30 PM	0	0	20	0	2	*20*	0	0	0	0	0	*0*	0	0	4	0	0	*4*	0	0	0	0	0	*0*	**24**
5:45 PM	0	0	15	0	7	*15*	0	0	0	0	0	*0*	0	0	7	0	0	*7*	0	0	0	0	0	*0*	**22**
Peak Hour Total	0	0	80	0	21	*80*	0	0	0	0	0	*0*	0	0	26	0	0	*26*	0	0	0	0	0	*0*	**106**
PHF	0.000	0.000	0.870	0.000	0.525	*0.870*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.650	0.000	0.000	*0.650*	0.000	0.000	0.000	0.000	0.000	*0.000*	**0.828**

Total Vehicles On Leg			188		
Vehicles Entering Intersection	140		Vehicles Exiting Intersection	48	
Southbound					
Cars	0	140	0	0	33
Heavy	0	0	0	0	7
Total	**0**	**140**	**0**	**0**	**40**

Total Vehicles on Leg 0	Vehicles Entering Intersection 0	**Eastbound**	Cars	Heavy	**Total**
			0	0	**0**
			0	0	**0**
	Vehicles Exiting Intersection 0		0	0	**0**
			0	0	**0**
			0	0	**0**

Daily Volumes

Cars	Heavy	**Total**	**Westbound**	Vehicles Entering Intersection 0	Total Vehicles on Leg 0
0	0	**0**			
0	0	**0**			
0	0	**0**		Vehicles Exiting Intersection 0	
0	0	**0**			
0	0	**0**			

Cars	0	0	0	48	0
Heavy	0	0	0	0	0
Total	**0**	**0**	**0**	**48**	**0**
Northbound					
Vehicles Entering Intersection	48		Vehicles Exiting Intersection	140	
Total Vehicles On Leg			188		

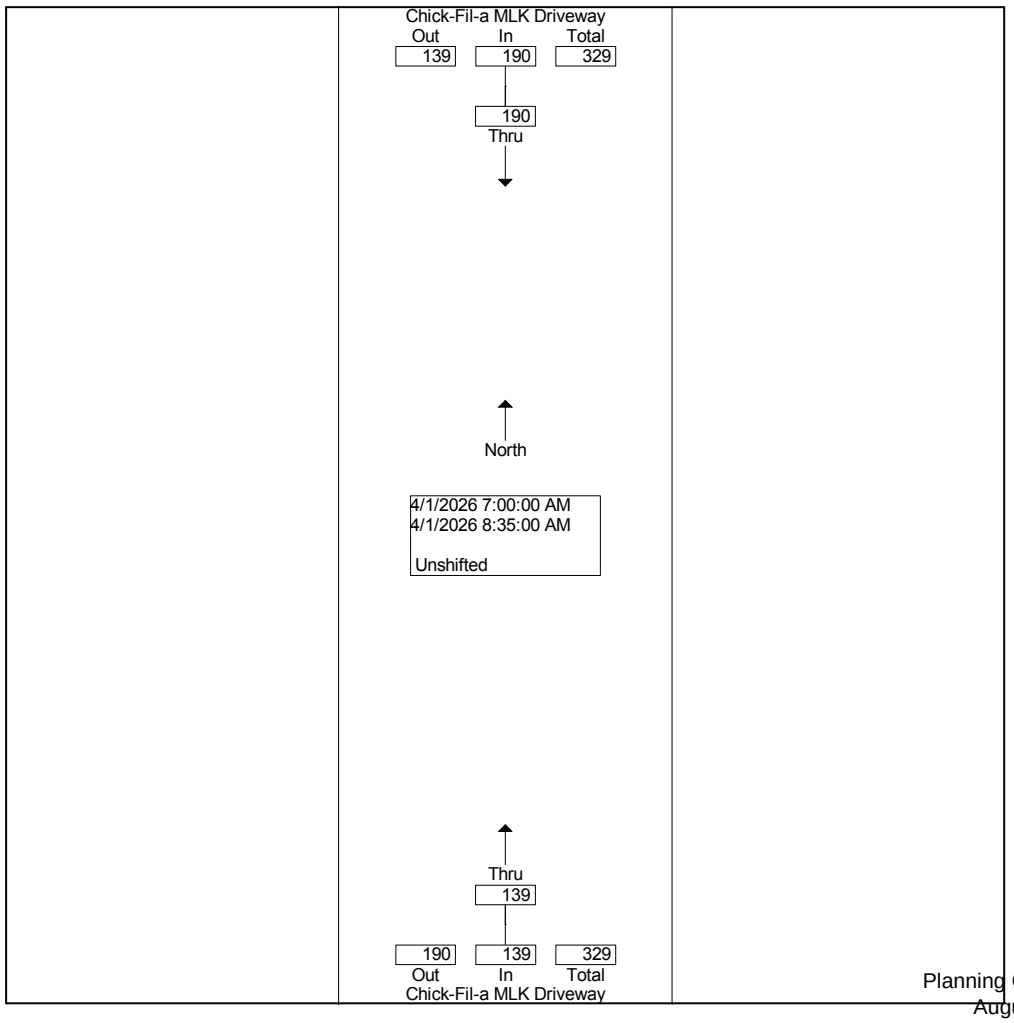
Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

_M Peak Hour Turning Movement Count Data
Interssection
City, State
P

File Name : AMCFDR~1
Site Code : 00000000
Start Date : 04/01/2026
Page No : 1

Groups Printed- Unshifted

	Chick-Fil-a MLK Driveway From North		Chick-Fil-a MLK Driveway From South		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
Factor	1.0		1.0		
07:00 AM	11	11	8	8	19
07:05 AM	8	8	5	5	13
07:10 AM	9	9	5	5	14
07:15 AM	9	9	5	5	14
07:20 AM	11	11	5	5	16
07:25 AM	3	3	3	3	6
07:30 AM	10	10	5	5	15
07:35 AM	7	7	4	4	11
07:40 AM	6	6	7	7	13
07:45 AM	6	6	9	9	15
07:50 AM	12	12	8	8	20
07:55 AM	17	17	6	6	23
TOTAL	109	109	70	70	179
08:00 AM	13	13	13	13	26
08:05 AM	5	5	9	9	14
08:10 AM	5	5	7	7	12
08:15 AM	15	15	8	8	23
08:20 AM	11	11	7	7	18
08:25 AM	11	11	5	5	16
08:30 AM	11	11	11	11	22
08:35 AM	10	10	9	9	19
GRAND TOTAL	190	190	139	139	329
APPRCH %	100.0		100.0		
TOTAL %	57.8	57.8	42.2	42.2	

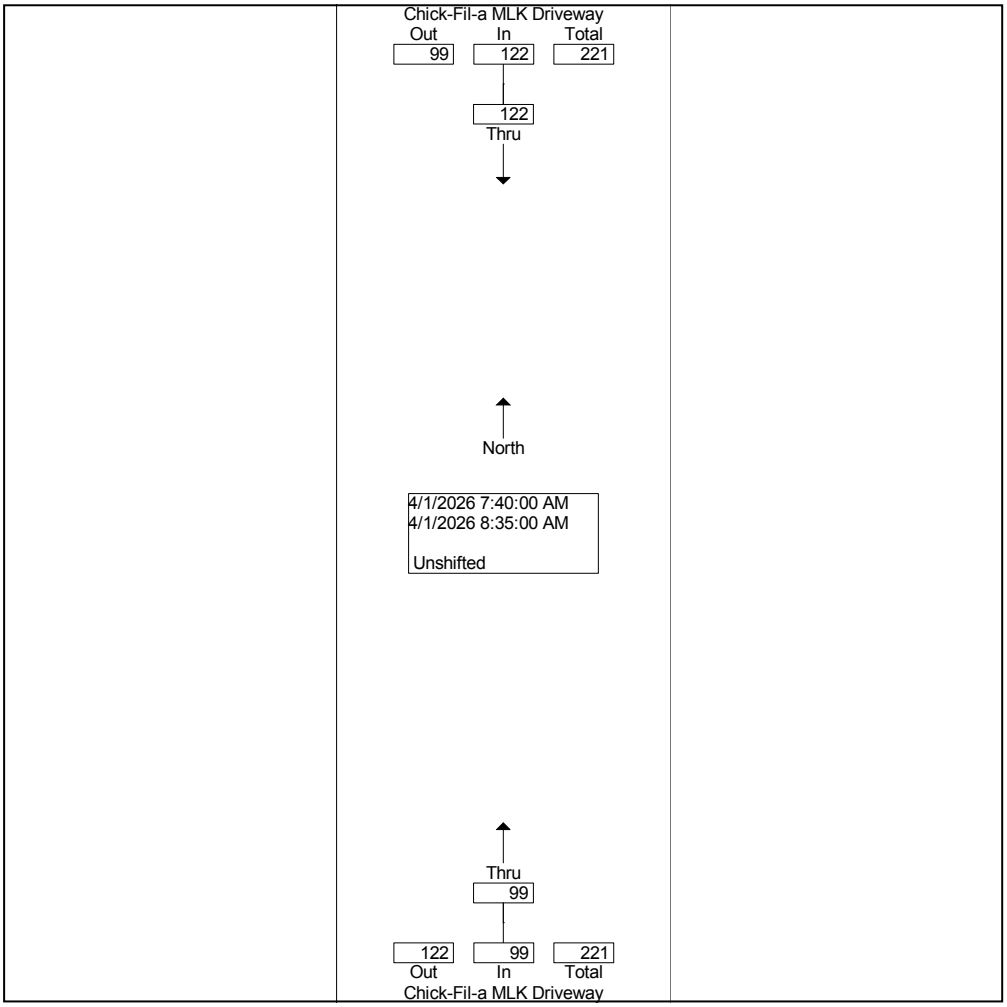


Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

_M Peak Hour Turning Movement Count Data
Interssection
City, State
P

File Name : AMCFDR~1
Site Code : 00000000
Start Date : 04/01/2026
Page No : 2

	Chick-Fil-a MLK Driveway From North		Chick-Fil-a MLK Driveway From South		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:35 AM - Peak 1 of 1					
Intersection 07:40 AM					
Volume	122	122	99	99	221
Percent	100.0		100.0		
08:00 Volume	13	13	13	13	26
Peak Factor					0.708
High Int. 07:55 AM			08:00 AM		
Volume	17	17	13	13	
Peak Factor		0.598		0.635	



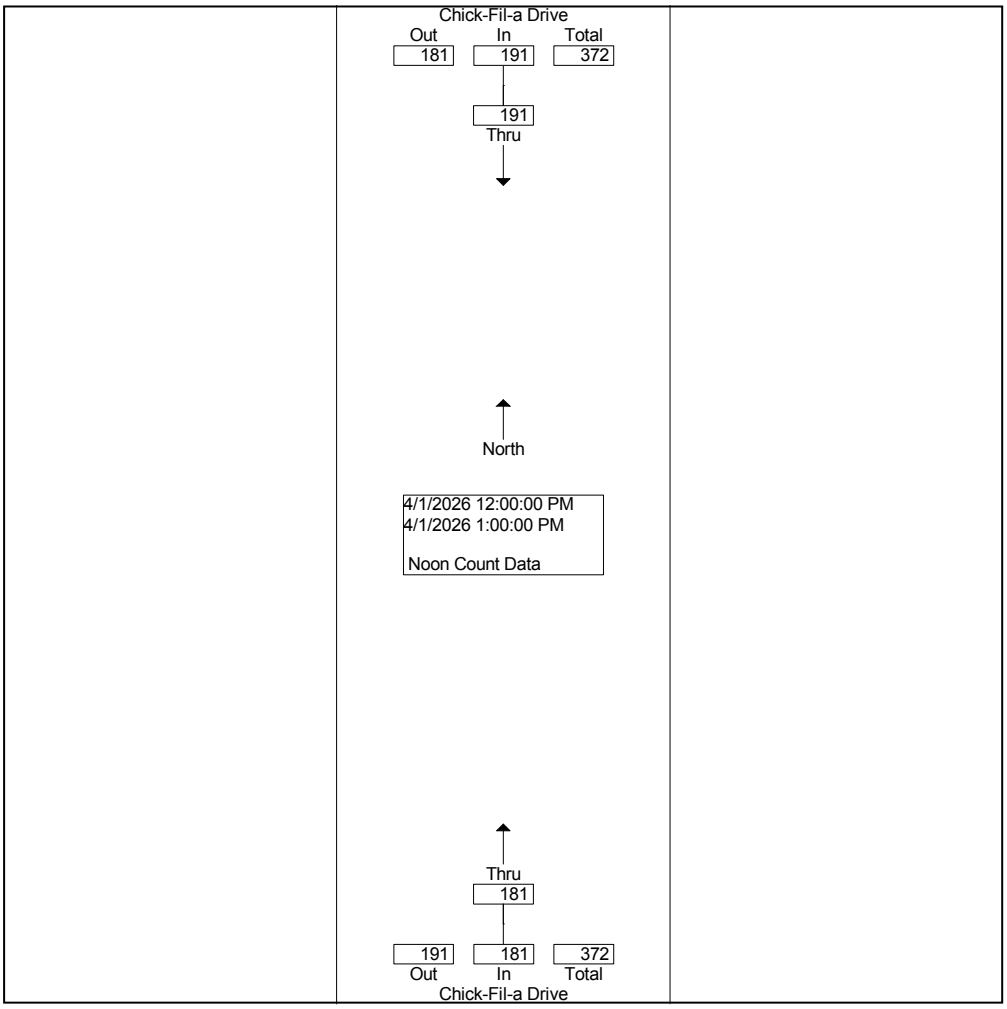
Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

Noon Peak Hr Turning Movement Count Data
Chick-fil-a Drive at MLK
Fayetteville, Arkansas
P2302

File Name : NOCFDR~1
Site Code : 00000000
Start Date : 04/01/2026
Page No : 1

Groups Printed- Noon Count Data

	Chick-Fil-a Drive From North		Chick-Fil-a Drive From South		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
Factor	1.0		1.0		
12:00 PM	19	19	12	12	31
12:05 PM	13	13	12	12	25
12:10 PM	17	17	9	9	26
12:15 PM	15	15	21	21	36
12:20 PM	23	23	13	13	36
12:25 PM	21	21	17	17	38
12:30 PM	11	11	18	18	29
12:35 PM	17	17	14	14	31
12:40 PM	12	12	16	16	28
12:45 PM	16	16	9	9	25
12:50 PM	8	8	17	17	25
12:55 PM	10	10	3	3	13
TOTAL	182	182	161	161	343
01:00 PM	9	9	20	20	29
GRAND TOTAL	191	191	181	181	372
APPRCH %	100.0		100.0		
TOTAL %	51.3	51.3	48.7	48.7	

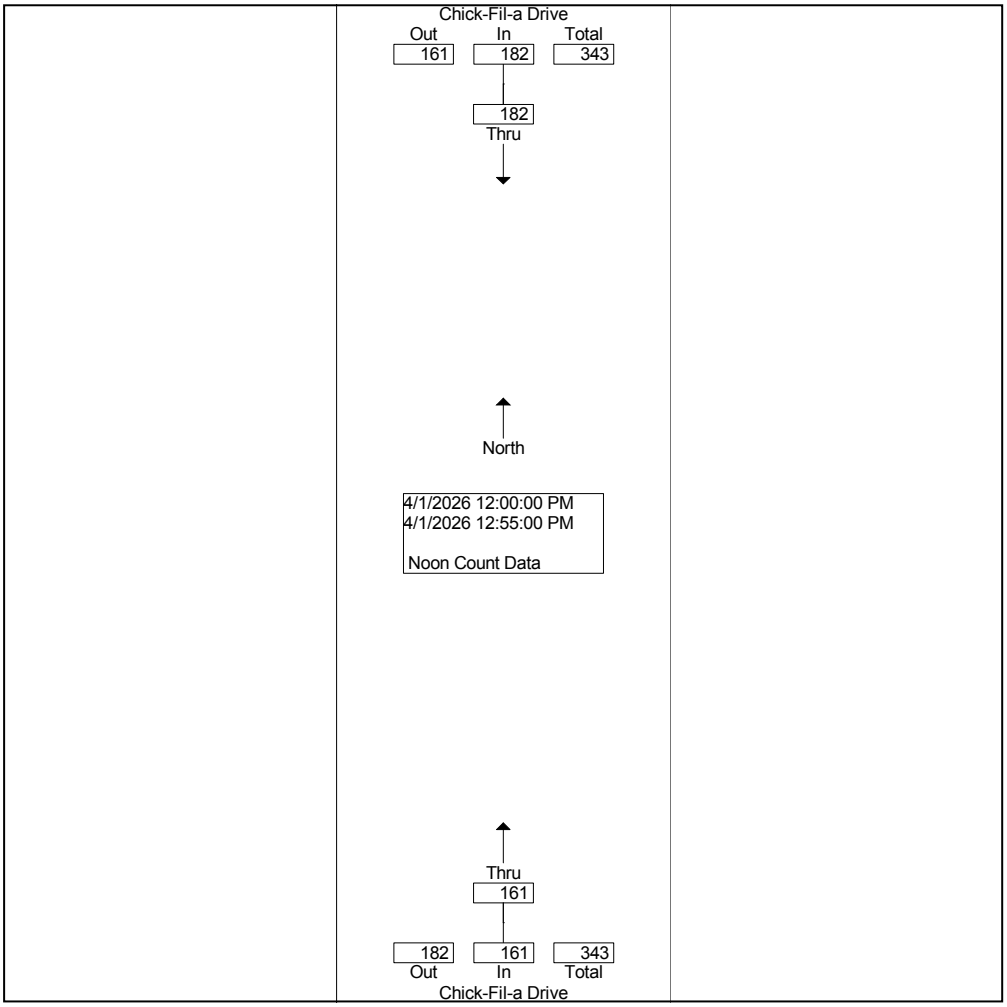


Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

Noon Peak Hr Turning Movement Count Data
Chick-fil-a Drive at MLK
Fayetteville, Arkansas
P2302

File Name : NOCFDR~1
Site Code : 00000000
Start Date : 04/01/2026
Page No : 2

	Chick-Fil-a Drive From North		Chick-Fil-a Drive From South		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
Peak Hour From 12:00 PM to 01:00 PM - Peak 1 of 1					
INTERSECTION 12:00 PM					
VOLUME	182	182	161	161	343
PERCENT	100.0		100.0		
12:25 VOLUME	21	21	17	17	38
PEAK FACTOR					0.752
HIGH INT. 12:20 PM			12:15 PM		
VOLUME	23	23	21	21	
PEAK FACTOR		0.659		0.639	



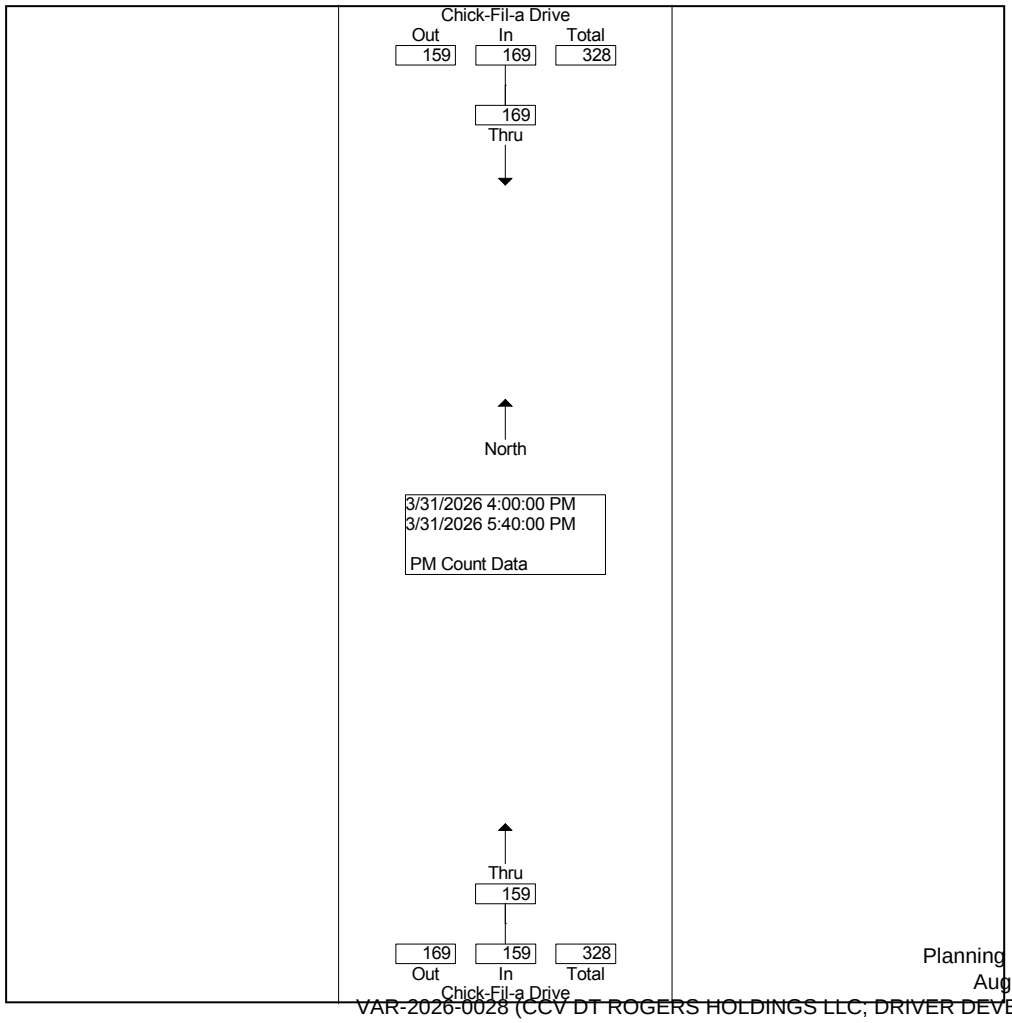
Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

PM Peak Hour Turning Movement Count Data
Chick-Fil-a Drive at MLK
Fayetteville, Arkansas
P2302

File Name : PMCFDR~1
Site Code : 00000000
Start Date : 03/31/2026
Page No : 1

Groups Printed- PM Count Data

	Chick-Fil-a Drive From North		Chick-Fil-a Drive From South		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
Factor	1.0		1.0		
04:00 PM	10	10	7	7	17
04:05 PM	7	7	9	9	16
04:10 PM	8	8	12	12	20
04:15 PM	11	11	9	9	20
04:20 PM	12	12	12	12	24
04:25 PM	6	6	7	7	13
04:30 PM	16	16	8	8	24
04:35 PM	6	6	13	13	19
04:40 PM	10	10	3	3	13
04:45 PM	6	6	4	4	10
04:50 PM	1	1	11	11	12
04:55 PM	2	2	7	7	9
TOTAL	95	95	102	102	197
05:00 PM	6	6	4	4	10
05:05 PM	9	9	7	7	16
05:10 PM	2	2	4	4	6
05:15 PM	13	13	5	5	18
05:20 PM	10	10	2	2	12
05:25 PM	6	6	7	7	13
05:30 PM	8	8	13	13	21
05:35 PM	12	12	5	5	17
05:40 PM	8	8	10	10	18
GRAND TOTAL	169	169	159	159	328
APPRCH %	100.0		100.0		
TOTAL %	51.5	51.5	48.5	48.5	

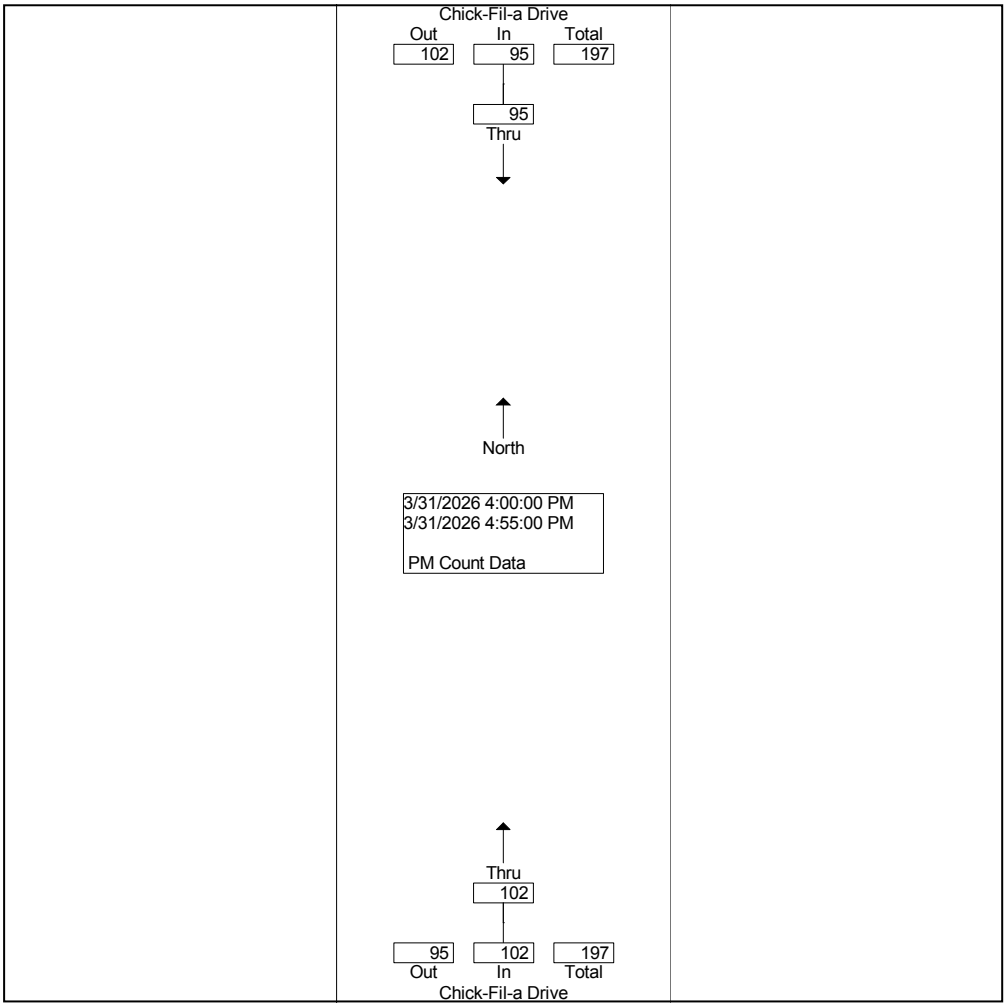


Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

PM Peak Hour Turning Movement Count Data
Chick-Fil-a Drive at MLK
Fayetteville, Arkansas
P2302

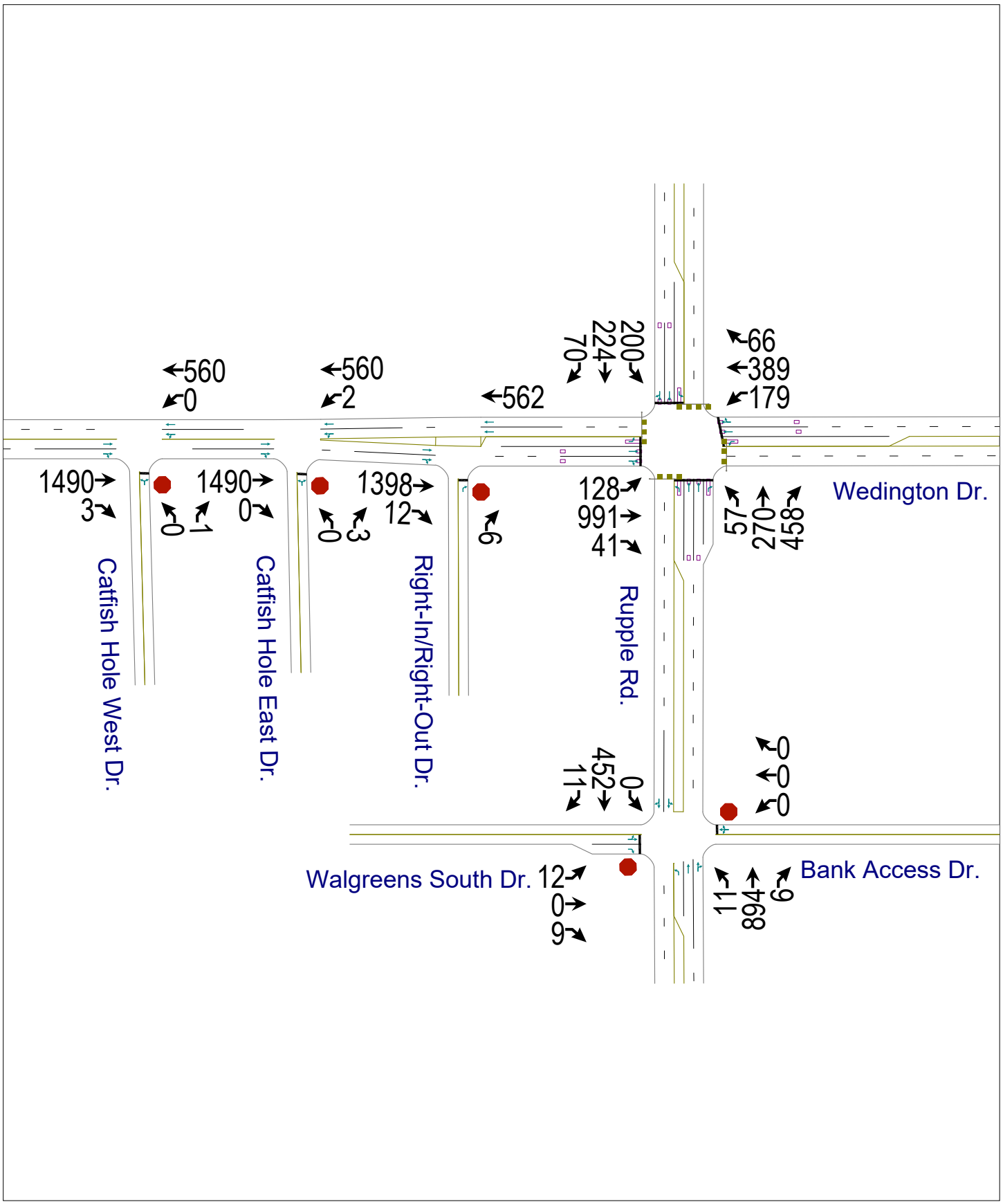
File Name : PMCFDR~1
Site Code : 00000000
Start Date : 03/31/2026
Page No : 2

	Chick-Fil-a Drive From North		Chick-Fil-a Drive From South		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:40 PM - Peak 1 of 1					
INTERSECTION 04:00 PM					
VOLUME	95	95	102	102	197
PERCENT	100.0		100.0		
04:30 VOLUME	16	16	8	8	24
PEAK FACTOR					0.684
HIGH INT. 04:30 PM			04:35 PM		
VOLUME	16	16	13	13	
PEAK FACTOR		0.495		0.654	

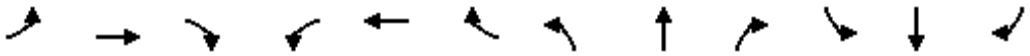


Capacity & Level of Service Calculations

Existing AM


560
0
560
2
562
200
224
70
66
389
179
1490
3
1490
0
1398
12
128
991
41
57
270
458
Wedington Dr.
Catfish Hole West Dr.
Catfish Hole East Dr.
Right-In/Right-Out Dr.
Rupple Rd.
0
452
11
0
0
0
Walgreens South Dr.
12
0
9
Bank Access Dr.
11
884
9

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	128	991	41	179	389	66	57	270	458	200	224	70
Future Volume (vph)	128	991	41	179	389	66	57	270	458	200	224	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	100		80	150		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.994			0.978				0.850		0.964	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3421	0	1770	3377	0	1770	3539	1583	1770	3412	0
Flt Permitted	0.401			0.124			0.950			0.950		
Satd. Flow (perm)	747	3421	0	231	3377	0	1770	3539	1583	1770	3412	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			19				217		40	
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		272			659			483			317	
Travel Time (s)		4.1			10.0			13.2			8.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	5%	2%	2%	5%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	133	1032	43	186	405	69	59	281	477	208	233	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	133	1075	0	186	474	0	59	281	477	208	306	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	

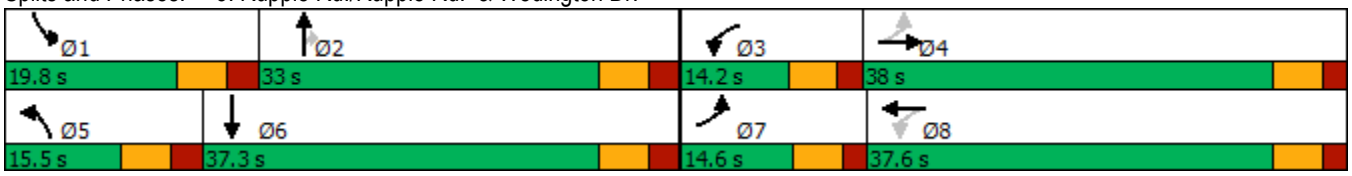


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8					2			
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.8	31.0		10.8	31.0		11.4	31.4	31.4	11.4	31.4	
Total Split (s)	14.6	38.0		14.2	37.6		15.5	33.0	33.0	19.8	37.3	
Total Split (%)	13.9%	36.2%		13.5%	35.8%		14.8%	31.4%	31.4%	18.9%	35.5%	
Maximum Green (s)	8.8	32.0		8.4	31.6		9.1	26.6	26.6	13.4	30.9	
Yellow Time (s)	3.8	4.0		3.8	4.0		3.9	3.9	3.9	3.9	3.9	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.8	6.0		5.8	6.0		6.4	6.4	6.4	6.4	6.4	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	None	None	None	None	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		18.0			18.0			18.0	18.0		18.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	40.6	32.1		40.8	32.2		7.9	23.1	23.1	13.4	31.2	
Actuated g/C Ratio	0.40	0.32		0.40	0.32		0.08	0.23	0.23	0.13	0.31	
v/c Ratio	0.35	0.99		0.85	0.44		0.43	0.35	0.91	0.89	0.28	
Control Delay	20.1	62.0		54.9	28.8		55.4	33.9	42.7	82.2	24.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	20.1	62.0		54.9	28.8		55.4	33.9	42.7	82.2	24.9	
LOS	C	E		D	C		E	C	D	F	C	
Approach Delay		57.4			36.2			40.6			48.0	
Approach LOS		E			D			D			D	
90th %ile Green (s)	8.8	32.0		8.4	31.6		9.1	26.6	26.6	13.4	30.9	
90th %ile Term Code	Max	Max		Max	Hold		Max	Max	Max	Max	Hold	
70th %ile Green (s)	8.8	32.0		8.4	31.6		9.1	26.6	26.6	13.4	30.9	
70th %ile Term Code	Max	Max		Max	Hold		Max	Max	Max	Max	Hold	
50th %ile Green (s)	8.8	32.0		8.4	31.6		8.9	26.6	26.6	13.4	31.1	
50th %ile Term Code	Max	Max		Max	Hold		Gap	Max	Max	Max	Hold	
30th %ile Green (s)	8.6	32.0		8.4	31.8		7.4	22.5	22.5	13.4	28.5	
30th %ile Term Code	Gap	Max		Max	Hold		Gap	Gap	Gap	Max	Hold	
10th %ile Green (s)	6.7	32.0		8.4	33.7		0.0	14.2	14.2	13.4	34.0	
10th %ile Term Code	Gap	Max		Max	Hold		Skip	Gap	Gap	Max	Hold	
Stops (vph)	77	884		104	337		52	215	245	170	187	
Fuel Used(gal)	2	26		4	9		1	4	7	5	3	
CO Emissions (g/hr)	119	1807		284	615		75	265	475	317	210	
NOx Emissions (g/hr)	23	352		55	120		15	52	92	62	41	
VOC Emissions (g/hr)	28	419		66	143		17	62	110	74	49	
Dilemma Vehicles (#)	0	47		0	18		0	0	0	0	0	
Queue Length 50th (ft)	53	~407		76	130		38	80	174	140	71	
Queue Length 95th (ft)	92	#540		#203	179		80	118	#356	#279	109	
Internal Link Dist (ft)		192			579			403			237	
Turn Bay Length (ft)	200			200			100		80	150		
Base Capacity (vph)	390	1081		220	1081		158	927	575	233	1090	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.34	0.99		0.85	0.44		0.37	0.30	0.83	0.89	0.28	

Intersection Summary	
Area Type:	Other
Cycle Length: 105	
Actuated Cycle Length: 101.7	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 47.2	Intersection LOS: D
Intersection Capacity Utilization 83.8%	ICU Level of Service E
Analysis Period (min) 15	
90th %ile Actuated Cycle: 105	
70th %ile Actuated Cycle: 105	
50th %ile Actuated Cycle: 105	
30th %ile Actuated Cycle: 100.9	
10th %ile Actuated Cycle: 92.6	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 3: Rupple Rd./Rupple Rd. & Wedington Dr.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1398	12	0	562	0	9
Future Volume (Veh/h)	1398	12	0	562	0	9
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.92	0.92
Hourly flow rate (vph)	1456	12	0	585	0	10
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				272		
pX, platoon unblocked					0.89	
vC, conflicting volume			1468		1754	734
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1468		1593	734
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	97
cM capacity (veh/h)			456		87	363

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	971	497	292	292	10
Volume Left	0	0	0	0	0
Volume Right	0	12	0	0	10
cSH	1700	1700	1700	1700	363
Volume to Capacity	0.57	0.29	0.17	0.17	0.03
Queue Length 95th (ft)	0	0	0	0	2
Control Delay (s)	0.0	0.0	0.0	0.0	15.2
Lane LOS					C
Approach Delay (s)	0.0		0.0		15.2
Approach LOS					C

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	49.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1490	3	0	560	0	1
Future Volume (Veh/h)	1490	3	0	560	0	1
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.92	0.92	0.96	0.92	0.92
Hourly flow rate (vph)	1552	3	0	583	0	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				659		
pX, platoon unblocked					0.89	
vC, conflicting volume			1555		1845	778
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1555		1708	778
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			422		73	339

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	1035	520	194	389	1
Volume Left	0	0	0	0	0
Volume Right	0	3	0	0	1
cSH	1700	1700	422	1700	339
Volume to Capacity	0.61	0.31	0.00	0.23	0.00
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	15.6
Lane LOS					C
Approach Delay (s)	0.0		0.0		15.6
Approach LOS					C

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	51.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1490	0	2	560	0	3
Future Volume (Veh/h)	1490	0	2	560	0	3
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	1552	0	2	583	0	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				465		
pX, platoon unblocked					0.89	
vC, conflicting volume			1552		1848	776
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1552		1705	776
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	99
cM capacity (veh/h)			423		73	340

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	1035	517	196	389	3
Volume Left	0	0	2	0	0
Volume Right	0	0	0	0	3
cSH	1700	1700	423	1700	340
Volume to Capacity	0.61	0.30	0.00	0.23	0.01
Queue Length 95th (ft)	0	0	0	0	1
Control Delay (s)	0.0	0.0	0.2	0.0	15.7
Lane LOS			A		C
Approach Delay (s)	0.0		0.1		15.7
Approach LOS					C

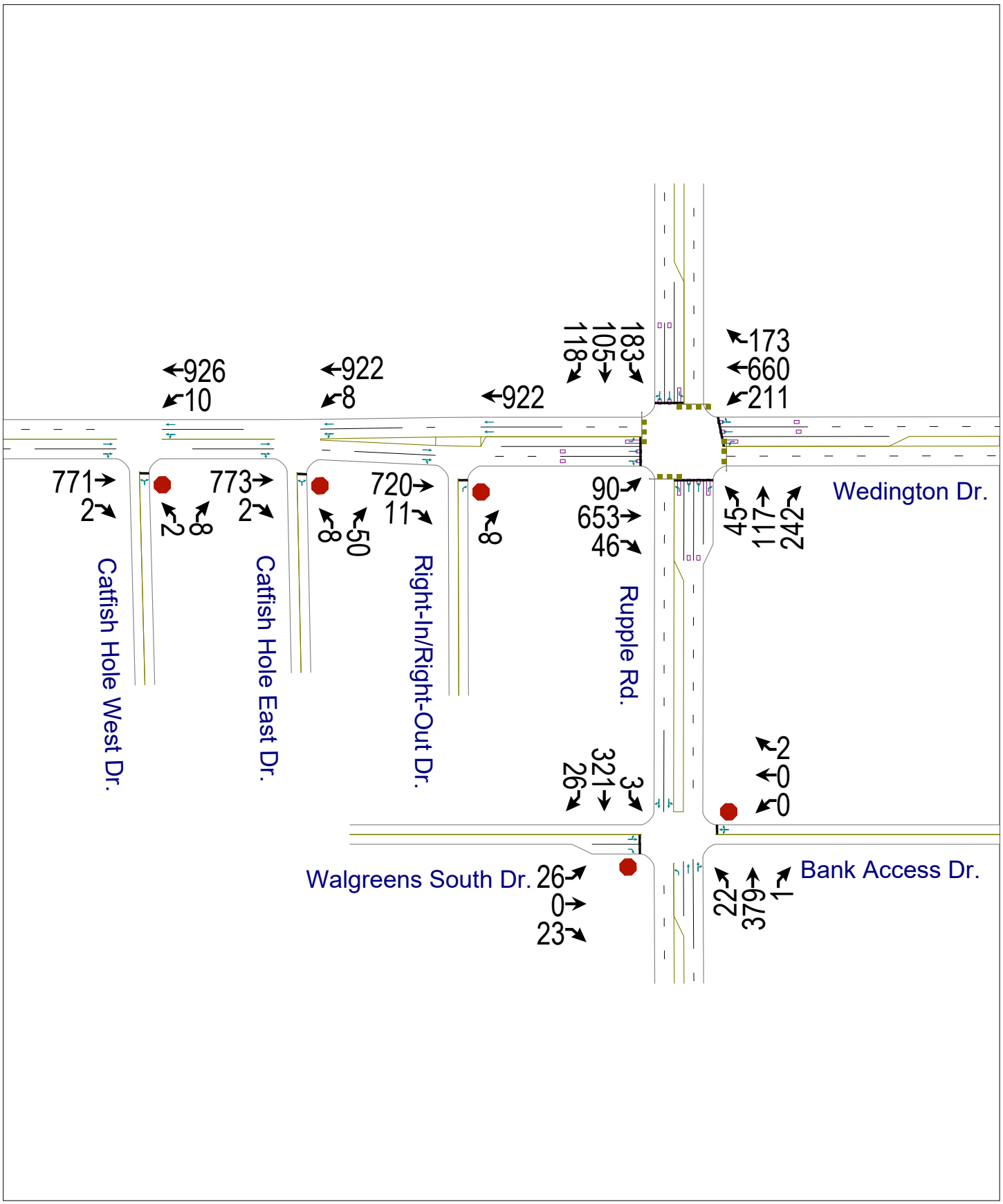
Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	51.2%	ICU Level of Service	A
Analysis Period (min)	15		

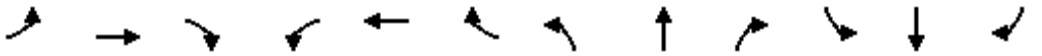
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	0	9	0	0	0	11	894	6	0	452	11
Future Volume (Veh/h)	12	0	9	0	0	0	11	894	6	0	452	11
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	0	10	0	0	0	12	972	7	0	491	12
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)			2									
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											483	
pX, platoon unblocked	0.98	0.98	0.98	0.98	0.98		0.98					
vC, conflicting volume	1007	1500	252	1250	1502	490	503			979		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	973	1475	205	1220	1477	490	461			979		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	94	100	99	100	100	100	99			100		
cM capacity (veh/h)	201	122	788	131	121	524	1078			701		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	23	0	12	648	331	246	258
Volume Left	13	0	12	0	0	0	0
Volume Right	10	0	0	0	7	0	12
cSH	356	1700	1078	1700	1700	701	1700
Volume to Capacity	0.06	0.00	0.01	0.38	0.19	0.00	0.15
Queue Length 95th (ft)	5	0	1	0	0	0	0
Control Delay (s)	17.8	0.0	8.4	0.0	0.0	0.0	0.0
Lane LOS	C	A	A				
Approach Delay (s)	17.8	0.0	0.1			0.0	
Approach LOS	C	A					

Intersection Summary				
Average Delay	0.3			
Intersection Capacity Utilization	34.9%	ICU Level of Service	A	
Analysis Period (min)	15			

Existing NOON





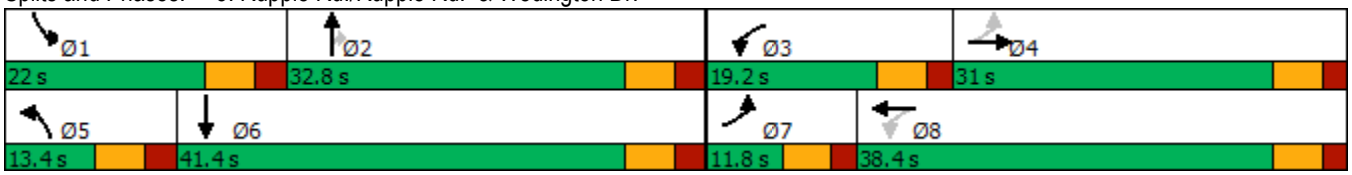
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	653	46	211	660	173	45	117	242	183	105	118
Future Volume (vph)	90	653	46	211	660	173	45	117	242	183	105	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	100		80	150		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.990			0.969				0.850		0.920	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3380	0	1770	3326	0	1770	3406	1583	1770	3197	0
Flt Permitted	0.254			0.173			0.950			0.950		
Satd. Flow (perm)	473	3380	0	322	3326	0	1770	3406	1583	1770	3197	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			32				285		122	
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		272			659			483			317	
Travel Time (s)		4.1			10.0			13.2			8.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	6%	2%	2%	6%	2%	2%	6%	2%	2%	6%	2%
Adj. Flow (vph)	93	673	47	218	680	178	46	121	249	189	108	122
Shared Lane Traffic (%)												
Lane Group Flow (vph)	93	720	0	218	858	0	46	121	249	189	230	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8					2			
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.8	31.0		10.8	31.0		11.4	31.4	31.4	11.4	31.4	
Total Split (s)	11.8	31.0		19.2	38.4		13.4	32.8	32.8	22.0	41.4	
Total Split (%)	11.2%	29.5%		18.3%	36.6%		12.8%	31.2%	31.2%	21.0%	39.4%	
Maximum Green (s)	6.0	25.0		13.4	32.4		7.0	26.4	26.4	15.6	35.0	
Yellow Time (s)	3.8	4.0		3.8	4.0		3.9	3.9	3.9	3.9	3.9	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.8	6.0		5.8	6.0		6.4	6.4	6.4	6.4	6.4	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	None	None	None	None	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		18.0			18.0			18.0	18.0		18.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	28.7	22.5		39.5	30.6		6.7	8.8	8.8	13.4	21.3	
Actuated g/C Ratio	0.35	0.28		0.49	0.38		0.08	0.11	0.11	0.17	0.26	
v/c Ratio	0.35	0.76		0.61	0.67		0.32	0.33	0.59	0.65	0.25	
Control Delay	16.8	33.4		20.4	24.6		44.4	37.7	9.1	44.1	14.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	16.8	33.4		20.4	24.6		44.4	37.7	9.1	44.1	14.3	
LOS	B	C		C	C		D	D	A	D	B	
Approach Delay		31.5			23.8			21.3			27.8	
Approach LOS		C			C			C			C	
90th %ile Green (s)	6.0	25.0		13.4	32.4		7.0	11.9	11.9	15.6	20.5	
90th %ile Term Code	Max	Max		Max	Max		Max	Gap	Gap	Max	Hold	
70th %ile Green (s)	6.0	25.0		13.4	32.4		7.0	10.3	10.3	15.6	18.9	
70th %ile Term Code	Max	Max		Max	Hold		Max	Gap	Gap	Max	Hold	
50th %ile Green (s)	6.0	25.0		11.9	30.9		7.0	8.4	8.4	14.8	16.2	
50th %ile Term Code	Max	Max		Gap	Hold		Max	Gap	Gap	Gap	Hold	
30th %ile Green (s)	6.0	21.7		10.1	25.8		0.0	7.5	7.5	12.4	26.3	
30th %ile Term Code	Max	Gap		Gap	Hold		Skip	Gap	Gap	Gap	Hold	
10th %ile Green (s)	0.0	16.1		8.1	30.0		0.0	6.2	6.2	9.1	21.7	
10th %ile Term Code	Skip	Gap		Gap	Hold		Skip	Gap	Gap	Gap	Hold	
Stops (vph)	54	604		115	644		43	101	21	163	85	
Fuel Used(gal)	1	13		3	16		1	2	2	3	2	
CO Emissions (g/hr)	80	943		224	1100		53	124	106	193	110	
NOx Emissions (g/hr)	15	184		44	214		10	24	21	38	21	
VOC Emissions (g/hr)	18	219		52	255		12	29	25	45	26	
Dilemma Vehicles (#)	0	40		0	43		0	0	0	0	0	
Queue Length 50th (ft)	24	177		62	193		24	32	0	94	25	
Queue Length 95th (ft)	54	264		118	281		59	60	46	172	56	
Internal Link Dist (ft)		192			579			403			237	
Turn Bay Length (ft)	200			200			100		80	150		
Base Capacity (vph)	265	1065		402	1372		155	1129	715	346	1474	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.35	0.68		0.54	0.63		0.30	0.11	0.35	0.55	0.16	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 80.9			
Natural Cycle: 85			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 26.3		Intersection LOS: C	
Intersection Capacity Utilization 66.0%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 90.5			
70th %ile Actuated Cycle: 88.9			
50th %ile Actuated Cycle: 84.7			
30th %ile Actuated Cycle: 76.3			
10th %ile Actuated Cycle: 64.1			

Splits and Phases: 3: Rupple Rd./Rupple Rd. & Wedington Dr.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	720	11	0	922	0	8
Future Volume (Veh/h)	720	11	0	922	0	8
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.92	0.92
Hourly flow rate (vph)	750	11	0	960	0	9
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				272		
pX, platoon unblocked					0.80	
vC, conflicting volume			761		1236	380
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			761		783	380
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	99
cM capacity (veh/h)			847		263	617

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	500	261	480	480	9
Volume Left	0	0	0	0	0
Volume Right	0	11	0	0	9
cSH	1700	1700	1700	1700	617
Volume to Capacity	0.29	0.15	0.28	0.28	0.01
Queue Length 95th (ft)	0	0	0	0	1
Control Delay (s)	0.0	0.0	0.0	0.0	10.9
Lane LOS					B
Approach Delay (s)	0.0		0.0		10.9
Approach LOS					B

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	30.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	771	2	10	926	2	8
Future Volume (Veh/h)	771	2	10	926	2	8
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.92	0.92	0.96	0.92	0.92
Hourly flow rate (vph)	803	2	11	965	2	9
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				659		
pX, platoon unblocked					0.82	
vC, conflicting volume			805		1308	402
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			805		926	402
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		99	98
cM capacity (veh/h)			815		215	597

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	535	270	333	643	11
Volume Left	0	0	11	0	2
Volume Right	0	2	0	0	9
cSH	1700	1700	815	1700	452
Volume to Capacity	0.31	0.16	0.01	0.38	0.02
Queue Length 95th (ft)	0	0	1	0	2
Control Delay (s)	0.0	0.0	0.5	0.0	13.2
Lane LOS			A		B
Approach Delay (s)	0.0		0.2		13.2
Approach LOS					B

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	42.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	773	2	8	922	8	50
Future Volume (Veh/h)	773	2	8	922	8	50
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	805	2	8	960	8	52
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				465		
pX, platoon unblocked					0.81	
vC, conflicting volume			807		1302	404
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			807		891	404
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		96	91
cM capacity (veh/h)			814		225	597

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	537	270	328	640	60
Volume Left	0	0	8	0	8
Volume Right	0	2	0	0	52
cSH	1700	1700	814	1700	489
Volume to Capacity	0.32	0.16	0.01	0.38	0.12
Queue Length 95th (ft)	0	0	1	0	10
Control Delay (s)	0.0	0.0	0.3	0.0	13.4
Lane LOS			A		B
Approach Delay (s)	0.0		0.1		13.4
Approach LOS					B

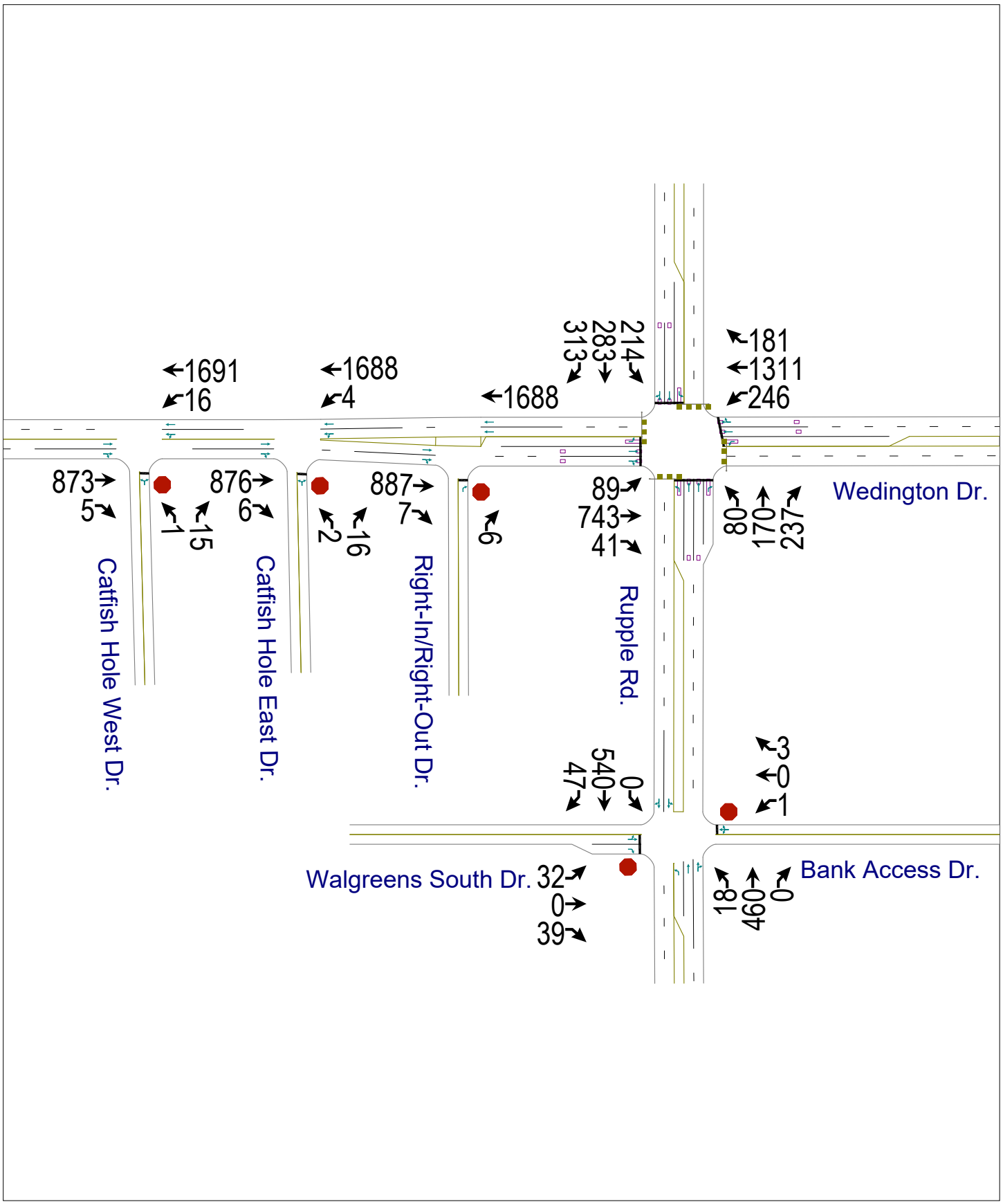
Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	41.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	0	23	0	0	2	22	379	1	3	321	26
Future Volume (Veh/h)	26	0	23	0	0	2	22	379	1	3	321	26
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	28	0	25	0	0	2	24	412	1	3	349	28
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)			2									
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											483	
pX, platoon unblocked												
vC, conflicting volume	625	830	188	654	844	206	377			413		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	625	830	188	654	844	206	377			413		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	92	100	97	100	100	100	98			100		
cM capacity (veh/h)	362	297	821	335	292	800	1178			1142		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	53	2	24	275	138	178	202
Volume Left	28	0	24	0	0	3	0
Volume Right	25	2	0	0	1	0	28
cSH	685	800	1178	1700	1700	1142	1700
Volume to Capacity	0.08	0.00	0.02	0.16	0.08	0.00	0.12
Queue Length 95th (ft)	6	0	2	0	0	0	0
Control Delay (s)	12.8	9.5	8.1	0.0	0.0	0.2	0.0
Lane LOS	B	A	A			A	
Approach Delay (s)	12.8	9.5	0.4			0.1	
Approach LOS	B	A					

Intersection Summary				
Average Delay	1.1			
Intersection Capacity Utilization	33.1%	ICU Level of Service		A
Analysis Period (min)	15			

Existing PM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16
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876
6
887
7
89
743
41
1
15
2
16
6
80
170
237
Wedington Dr.
Catfish Hole West Dr.
Catfish Hole East Dr.
Right-In/Right-Out Dr.
Rupple Rd.
3
0
1
540
0
47
Walgreens South Dr.
32
0
39
Bank Access Dr.
18
40
94
0

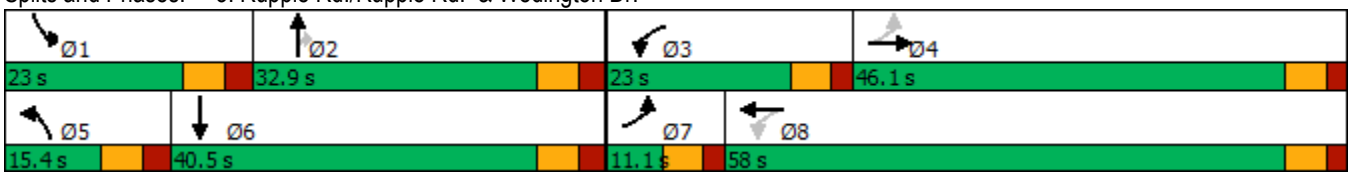
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	743	41	246	1311	181	80	170	237	214	283	313
Future Volume (vph)	89	743	41	246	1311	181	80	170	237	214	283	313
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	100		80	150		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.992			0.982				0.850		0.921	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3511	0	1770	3476	0	1770	3539	1583	1770	3260	0
Flt Permitted	0.092			0.198			0.950			0.950		
Satd. Flow (perm)	171	3511	0	369	3476	0	1770	3539	1583	1770	3260	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			15				242		142	
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		272			659			483			317	
Travel Time (s)		4.1			10.0			13.2			8.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	91	758	42	251	1338	185	82	173	242	218	289	319
Shared Lane Traffic (%)												
Lane Group Flow (vph)	91	800	0	251	1523	0	82	173	242	218	608	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8					2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.8	31.0		10.8	31.0		11.4	31.4	31.4	11.4	31.4	
Total Split (s)	11.1	46.1		23.0	58.0		15.4	32.9	32.9	23.0	40.5	
Total Split (%)	8.9%	36.9%		18.4%	46.4%		12.3%	26.3%	26.3%	18.4%	32.4%	
Maximum Green (s)	5.3	40.1		17.2	52.0		9.0	26.5	26.5	16.6	34.1	
Yellow Time (s)	3.8	4.0		3.8	4.0		3.9	3.9	3.9	3.9	3.9	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.8	6.0		5.8	6.0		6.4	6.4	6.4	6.4	6.4	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	None	None	None	None	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		18.0			18.0			18.0	18.0		18.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	49.2	43.7		63.1	52.1		8.6	15.9	15.9	16.4	23.7	
Actuated g/C Ratio	0.43	0.38		0.55	0.46		0.08	0.14	0.14	0.14	0.21	
v/c Ratio	0.62	0.60		0.67	0.96		0.62	0.35	0.57	0.86	0.77	
Control Delay	37.9	32.0		23.9	45.2		73.4	45.9	10.8	79.4	39.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	37.9	32.0		23.9	45.2		73.4	45.9	10.8	79.4	39.5	
LOS	D	C		C	D		E	D	B	E	D	
Approach Delay		32.6			42.2			33.4			50.0	
Approach LOS		C			D			C			D	
90th %ile Green (s)	5.3	40.1		17.2	52.0		9.0	24.8	24.8	16.6	32.4	
90th %ile Term Code	Max	Max		Max	Max		Max	Hold	Hold	Max	Gap	
70th %ile Green (s)	5.3	40.4		16.9	52.0		9.0	19.2	19.2	16.6	26.8	
70th %ile Term Code	Max	Hold		Gap	Max		Max	Hold	Hold	Max	Gap	
50th %ile Green (s)	5.3	43.1		14.2	52.0		9.0	16.3	16.3	16.6	23.9	
50th %ile Term Code	Max	Hold		Gap	Max		Max	Hold	Hold	Max	Gap	
30th %ile Green (s)	5.3	45.3		12.0	52.0		9.0	12.5	12.5	16.6	20.1	
30th %ile Term Code	Max	Hold		Gap	Max		Max	Hold	Hold	Max	Gap	
10th %ile Green (s)	5.3	48.0		9.3	52.0		6.9	7.9	7.9	15.4	16.4	
10th %ile Term Code	Max	Hold		Gap	Max		Gap	Gap	Gap	Gap	Hold	
Stops (vph)	50	613		126	1254		73	145	28	186	425	
Fuel Used(gal)	1	14		4	36		2	3	2	5	8	
CO Emissions (g/hr)	102	987		267	2497		126	199	112	332	562	
NOx Emissions (g/hr)	20	192		52	486		25	39	22	65	109	
VOC Emissions (g/hr)	24	229		62	579		29	46	26	77	130	
Dilemma Vehicles (#)	0	29		0	62		0	0	0	0	0	
Queue Length 50th (ft)	30	246		92	556		60	61	0	159	173	
Queue Length 95th (ft)	#103	363		165	#824		#135	95	69	#323	238	
Internal Link Dist (ft)		192			579			403			237	
Turn Bay Length (ft)	200			200			100		80	150		
Base Capacity (vph)	147	1343		416	1592		139	821	553	257	1074	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.62	0.60		0.60	0.96		0.59	0.21	0.44	0.85	0.57	

Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 114.4			
Natural Cycle: 125			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 40.6		Intersection LOS: D	
Intersection Capacity Utilization 89.8%		ICU Level of Service E	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 123.3			
70th %ile Actuated Cycle: 117.7			
50th %ile Actuated Cycle: 114.8			
30th %ile Actuated Cycle: 111			
10th %ile Actuated Cycle: 105.2			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 3: Rupple Rd./Rupple Rd. & Wedington Dr.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	887	7	0	1688	0	9
Future Volume (Veh/h)	887	7	0	1688	0	9
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.92	0.92
Hourly flow rate (vph)	924	7	0	1758	0	10
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				272		
pX, platoon unblocked					0.65	
vC, conflicting volume			931		1806	466
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			931		1171	466
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	98
cM capacity (veh/h)			731		121	544

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	616	315	879	879	10
Volume Left	0	0	0	0	0
Volume Right	0	7	0	0	10
cSH	1700	1700	1700	1700	544
Volume to Capacity	0.36	0.19	0.52	0.52	0.02
Queue Length 95th (ft)	0	0	0	0	1
Control Delay (s)	0.0	0.0	0.0	0.0	11.7
Lane LOS					B
Approach Delay (s)	0.0		0.0		11.7
Approach LOS					B

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	50.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	873	5	16	1691	1	15
Future Volume (Veh/h)	873	5	16	1691	1	15
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.92	0.92	0.96	0.92	0.92
Hourly flow rate (vph)	909	5	17	1761	1	16
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				659		
pX, platoon unblocked					0.66	
vC, conflicting volume			914		1826	457
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			914		1215	457
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		99	97
cM capacity (veh/h)			742		112	551

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	606	308	604	1174	17
Volume Left	0	0	17	0	1
Volume Right	0	5	0	0	16
cSH	1700	1700	742	1700	447
Volume to Capacity	0.36	0.18	0.02	0.69	0.04
Queue Length 95th (ft)	0	0	2	0	3
Control Delay (s)	0.0	0.0	0.6	0.0	13.4
Lane LOS			A		B
Approach Delay (s)	0.0		0.2		13.4
Approach LOS					B

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	68.0%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	876	6	4	1688	2	16
Future Volume (Veh/h)	876	6	4	1688	2	16
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	912	6	4	1758	2	17
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				465		
pX, platoon unblocked					0.66	
vC, conflicting volume			918		1802	459
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			918		1172	459
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		98	97
cM capacity (veh/h)			739		121	549

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	608	310	590	1172	19
Volume Left	0	0	4	0	2
Volume Right	0	6	0	0	17
cSH	1700	1700	739	1700	400
Volume to Capacity	0.36	0.18	0.01	0.69	0.05
Queue Length 95th (ft)	0	0	0	0	4
Control Delay (s)	0.0	0.0	0.1	0.0	14.5
Lane LOS			A		B
Approach Delay (s)	0.0		0.0		14.5
Approach LOS					B

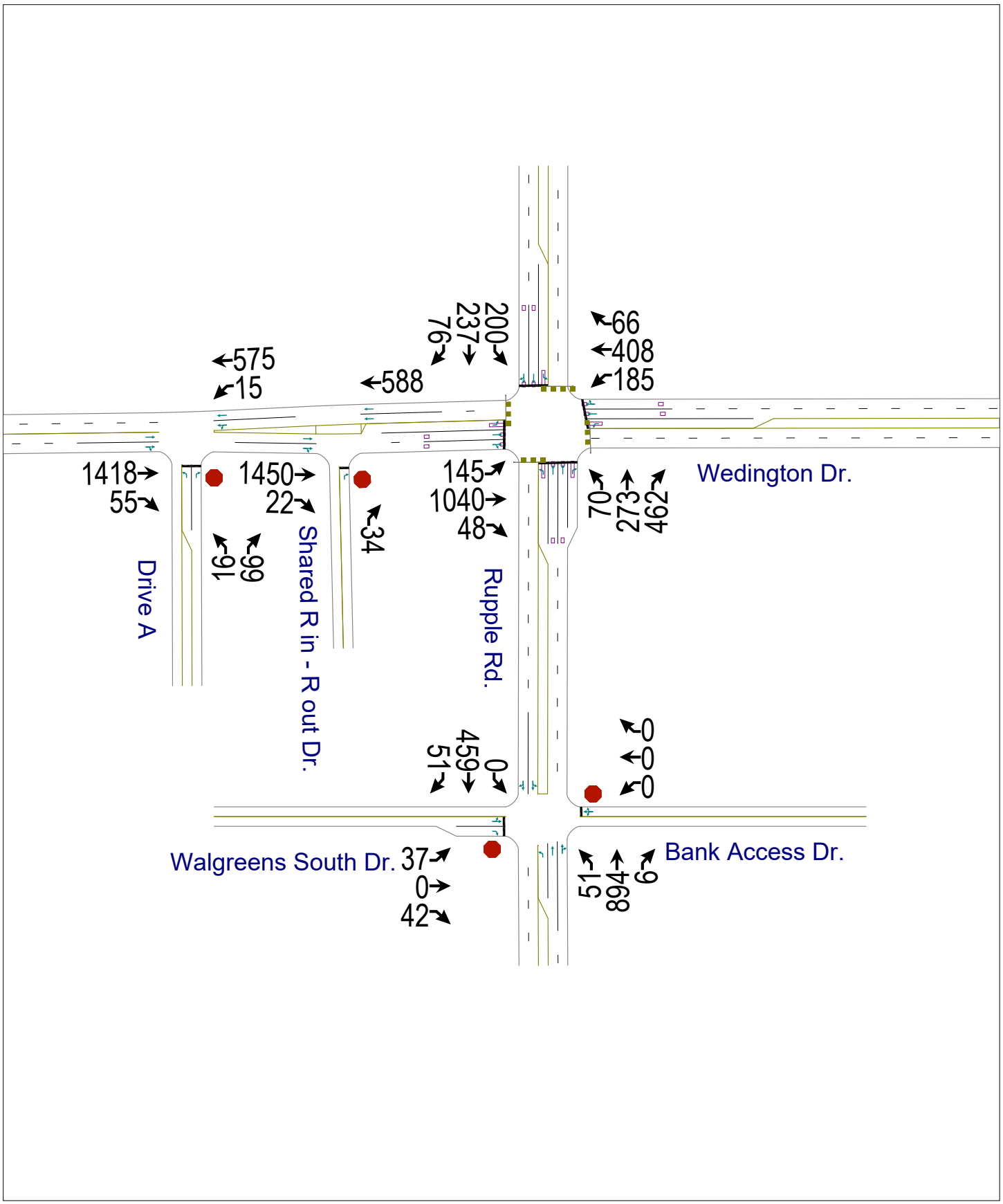
Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	59.4%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	0	39	1	0	3	18	460	0	0	540	47
Future Volume (Veh/h)	32	0	39	1	0	3	18	460	0	0	540	47
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	35	0	42	1	0	3	20	500	0	0	587	51
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)			2									
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											483	
pX, platoon unblocked												
vC, conflicting volume	906	1152	319	854	1178	250	638			500		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	906	1152	319	854	1178	250	638			500		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	85	100	94	100	100	100	98			100		
cM capacity (veh/h)	227	192	677	233	185	750	942			1060		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	77	4	20	333	167	294	344
Volume Left	35	1	20	0	0	0	0
Volume Right	42	3	0	0	0	0	51
cSH	499	482	942	1700	1700	1060	1700
Volume to Capacity	0.15	0.01	0.02	0.20	0.10	0.00	0.20
Queue Length 95th (ft)	14	1	2	0	0	0	0
Control Delay (s)	16.6	12.5	8.9	0.0	0.0	0.0	0.0
Lane LOS	C	B	A				
Approach Delay (s)	16.6	12.5	0.3			0.0	
Approach LOS	C	B					

Intersection Summary				
Average Delay	1.2			
Intersection Capacity Utilization	33.1%	ICU Level of Service	A	
Analysis Period (min)	15			

Projected AM_3



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1450	22	0	588	0	34
Future Volume (Veh/h)	1450	22	0	588	0	34
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1576	24	0	639	0	37
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				252		
pX, platoon unblocked					0.89	
vC, conflicting volume			1600		1908	800
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1600		1776	800
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	89
cM capacity (veh/h)			405		66	328

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	1051	549	320	320	37
Volume Left	0	0	0	0	0
Volume Right	0	24	0	0	37
cSH	1700	1700	1700	1700	328
Volume to Capacity	0.62	0.32	0.19	0.19	0.11
Queue Length 95th (ft)	0	0	0	0	9
Control Delay (s)	0.0	0.0	0.0	0.0	17.4
Lane LOS					C
Approach Delay (s)	0.0		0.0		17.4
Approach LOS					C

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	50.8%	ICU Level of Service	A
Analysis Period (min)	15		

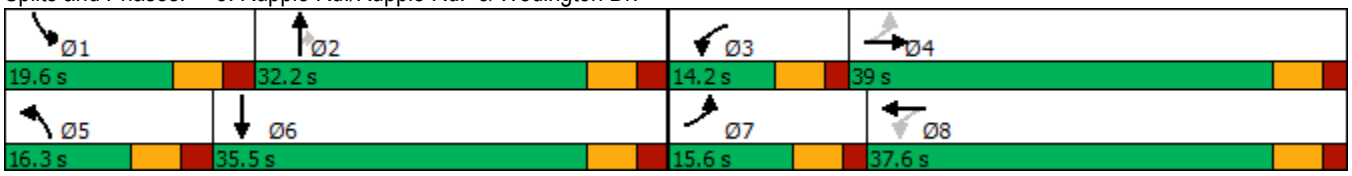
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	145	1040	48	185	408	66	70	273	462	200	237	76
Future Volume (vph)	145	1040	48	185	408	66	70	273	462	200	237	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	100		80	150		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.993			0.979				0.850		0.964	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3418	0	1770	3379	0	1770	3539	1583	1770	3412	0
Flt Permitted	0.375			0.123			0.950			0.950		
Satd. Flow (perm)	699	3418	0	229	3379	0	1770	3539	1583	1770	3412	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			18				214		40	
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		252			659			483			317	
Travel Time (s)		3.8			10.0			13.2			8.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	5%	2%	2%	5%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	151	1083	50	193	425	69	73	284	481	208	247	79
Shared Lane Traffic (%)												
Lane Group Flow (vph)	151	1133	0	193	494	0	73	284	481	208	326	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8					2			
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.8	31.0		10.8	31.0		11.4	31.4	31.4	11.4	31.4	
Total Split (s)	15.6	39.0		14.2	37.6		16.3	32.2	32.2	19.6	35.5	
Total Split (%)	14.9%	37.1%		13.5%	35.8%		15.5%	30.7%	30.7%	18.7%	33.8%	
Maximum Green (s)	9.8	33.0		8.4	31.6		9.9	25.8	25.8	13.2	29.1	
Yellow Time (s)	3.8	4.0		3.8	4.0		3.9	3.9	3.9	3.9	3.9	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.8	6.0		5.8	6.0		6.4	6.4	6.4	6.4	6.4	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	None	None	None	None	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		18.0			18.0			18.0	18.0		18.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	42.4	33.0		40.9	32.3		8.6	23.3	23.3	13.2	30.5	
Actuated g/C Ratio	0.41	0.32		0.40	0.31		0.08	0.23	0.23	0.13	0.30	
v/c Ratio	0.39	1.03		0.89	0.46		0.49	0.35	0.92	0.92	0.31	
Control Delay	20.3	69.5		62.7	29.5		56.9	34.4	45.2	87.3	26.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	20.3	69.5		62.7	29.5		56.9	34.4	45.2	87.3	26.4	
LOS	C	E		E	C		E	C	D	F	C	
Approach Delay		63.7			38.8			42.6			50.1	
Approach LOS		E			D			D			D	
90th %ile Green (s)	9.8	33.0		8.4	31.6		9.9	25.8	25.8	13.2	29.1	
90th %ile Term Code	Max	Max		Max	Hold		Max	Max	Max	Max	Hold	
70th %ile Green (s)	9.8	33.0		8.4	31.6		9.9	25.8	25.8	13.2	29.1	
70th %ile Term Code	Max	Max		Max	Hold		Max	Max	Max	Max	Hold	
50th %ile Green (s)	9.8	33.0		8.4	31.6		9.7	25.8	25.8	13.2	29.3	
50th %ile Term Code	Max	Max		Max	Hold		Gap	Max	Max	Max	Hold	
30th %ile Green (s)	9.3	33.0		8.4	32.1		8.1	24.2	24.2	13.2	29.3	
30th %ile Term Code	Gap	Max		Max	Hold		Gap	Gap	Gap	Max	Hold	
10th %ile Green (s)	7.1	33.0		8.4	34.3		0.0	15.6	15.6	13.2	35.2	
10th %ile Term Code	Gap	Max		Max	Hold		Skip	Gap	Gap	Max	Hold	
Stops (vph)	86	931		108	355		64	220	249	169	208	
Fuel Used(gal)	2	29		4	9		1	4	7	5	3	
CO Emissions (g/hr)	133	2010		314	649		94	271	497	332	232	
NOx Emissions (g/hr)	26	391		61	126		18	53	97	65	45	
VOC Emissions (g/hr)	31	466		73	150		22	63	115	77	54	
Dilemma Vehicles (#)	0	48		0	18		0	0	0	0	0	
Queue Length 50th (ft)	59	~438		80	136		47	82	182	140	79	
Queue Length 95th (ft)	101	#572		#216	187		94	121	#372	#282	120	
Internal Link Dist (ft)		172			579			403			237	
Turn Bay Length (ft)	200			200			100		80	150		
Base Capacity (vph)	395	1104		217	1076		170	891	558	227	1043	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.38	1.03		0.89	0.46		0.43	0.32	0.86	0.92	0.31	

Intersection Summary	
Area Type:	Other
Cycle Length: 105	
Actuated Cycle Length: 102.6	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 51.1	Intersection LOS: D
Intersection Capacity Utilization 85.6%	ICU Level of Service E
Analysis Period (min) 15	
90th %ile Actuated Cycle: 105	
70th %ile Actuated Cycle: 105	
50th %ile Actuated Cycle: 105	
30th %ile Actuated Cycle: 103.4	
10th %ile Actuated Cycle: 94.8	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 3: Rupple Rd./Rupple Rd. & Wedington Dr.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1418	55	15	575	16	66
Future Volume (Veh/h)	1418	55	15	575	16	66
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.92	0.92
Hourly flow rate (vph)	1477	57	16	599	17	72
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				439		
pX, platoon unblocked					0.90	
vC, conflicting volume			1534		1837	767
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1534		1708	767
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			96		76	79
cM capacity (veh/h)			430		71	345

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	985	549	216	399	17	72
Volume Left	0	0	16	0	17	0
Volume Right	0	57	0	0	0	72
cSH	1700	1700	430	1700	71	345
Volume to Capacity	0.58	0.32	0.04	0.23	0.24	0.21
Queue Length 95th (ft)	0	0	3	0	21	19
Control Delay (s)	0.0	0.0	1.6	0.0	70.9	18.2
Lane LOS			A		F	C
Approach Delay (s)	0.0		0.5		28.2	
Approach LOS					D	

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	51.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1418	55	15	575	16	66
Future Volume (Veh/h)	1418	55	15	575	16	66
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.92	0.92
Hourly flow rate (vph)	1477	57	16	599	17	72
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				409		
pX, platoon unblocked					0.90	
vC, conflicting volume			1534		1837	767
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1534		1710	767
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			96		76	79
cM capacity (veh/h)			430		71	345

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	985	549	16	300	300	89
Volume Left	0	0	16	0	0	17
Volume Right	0	57	0	0	0	72
cSH	1700	1700	430	1700	1700	198
Volume to Capacity	0.58	0.32	0.04	0.18	0.18	0.45
Queue Length 95th (ft)	0	0	3	0	0	53
Control Delay (s)	0.0	0.0	13.7	0.0	0.0	37.1
Lane LOS			B			E
Approach Delay (s)	0.0		0.4			37.1
Approach LOS						E

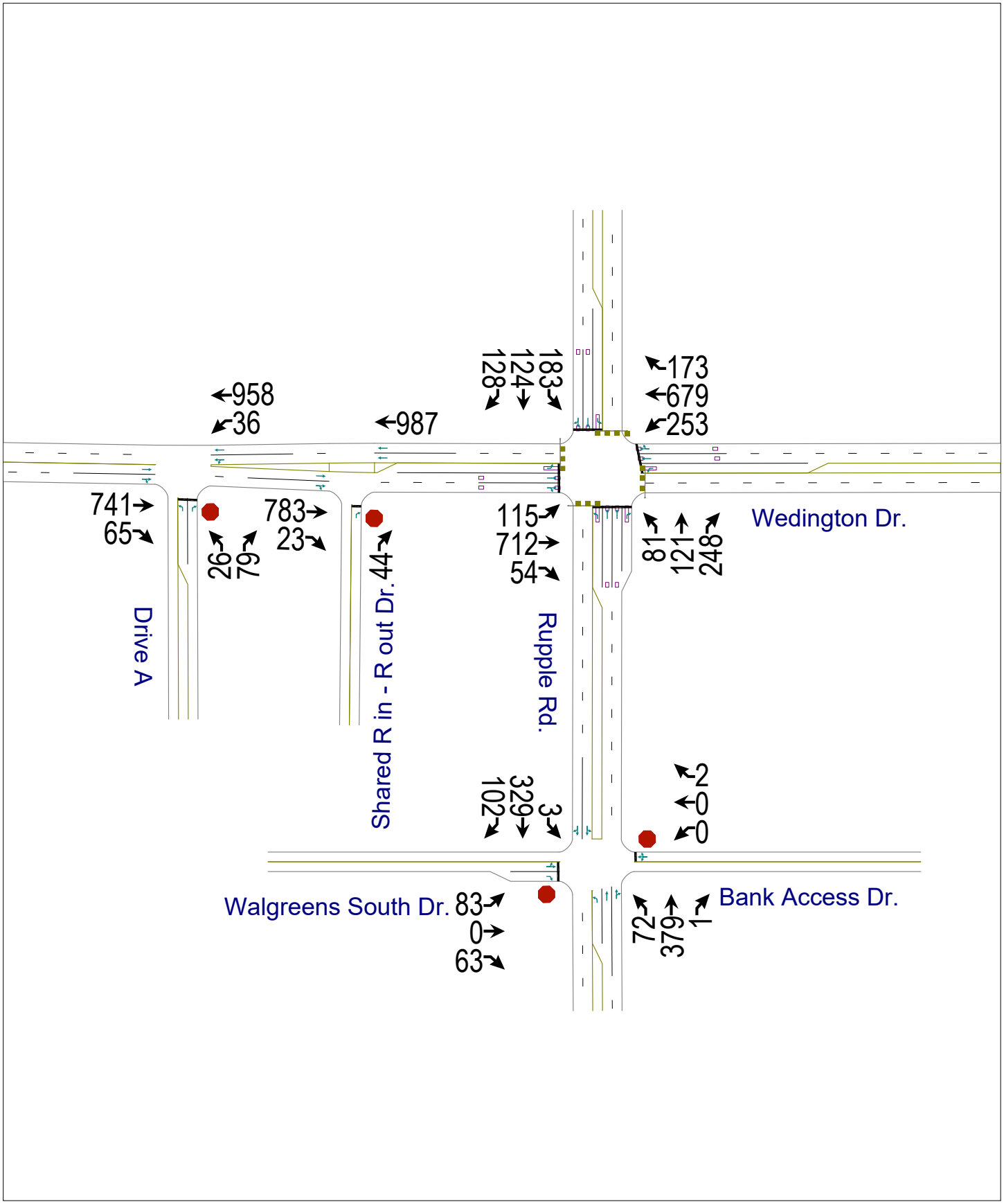
Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	52.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	0	42	0	0	0	51	894	6	0	459	51
Future Volume (Veh/h)	37	0	42	0	0	0	51	894	6	0	459	51
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	40	0	46	0	0	0	55	972	7	0	499	55
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)			2									
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											483	
pX, platoon unblocked	0.98	0.98	0.98	0.98	0.98		0.98					
vC, conflicting volume	1122	1616	277	1358	1640	490	554			979		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1077	1582	211	1318	1607	490	495			979		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	75	100	94	100	100	100	95			100		
cM capacity (veh/h)	162	100	776	101	96	524	1040			701		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	86	0	55	648	331	250	304
Volume Left	40	0	55	0	0	0	0
Volume Right	46	0	0	0	7	0	55
cSH	349	1700	1040	1700	1700	701	1700
Volume to Capacity	0.25	0.00	0.05	0.38	0.19	0.00	0.18
Queue Length 95th (ft)	24	0	4	0	0	0	0
Control Delay (s)	21.3	0.0	8.7	0.0	0.0	0.0	0.0
Lane LOS	C	A	A				
Approach Delay (s)	21.3	0.0	0.5			0.0	
Approach LOS	C	A					

Intersection Summary				
Average Delay	1.4			
Intersection Capacity Utilization	52.4%	ICU Level of Service	A	
Analysis Period (min)	15			

Projected NOON_3



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	783	23	0	987	0	44
Future Volume (Veh/h)	783	23	0	987	0	44
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	851	25	0	1073	0	48
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				302		
pX, platoon unblocked					0.79	
vC, conflicting volume			876		1400	438
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			876		977	438
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	92
cM capacity (veh/h)			766		196	567

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	567	309	536	536	48
Volume Left	0	0	0	0	0
Volume Right	0	25	0	0	48
cSH	1700	1700	1700	1700	567
Volume to Capacity	0.33	0.18	0.32	0.32	0.08
Queue Length 95th (ft)	0	0	0	0	7
Control Delay (s)	0.0	0.0	0.0	0.0	11.9
Lane LOS					B
Approach Delay (s)	0.0		0.0		11.9
Approach LOS					B

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	32.4%	ICU Level of Service	A
Analysis Period (min)	15		

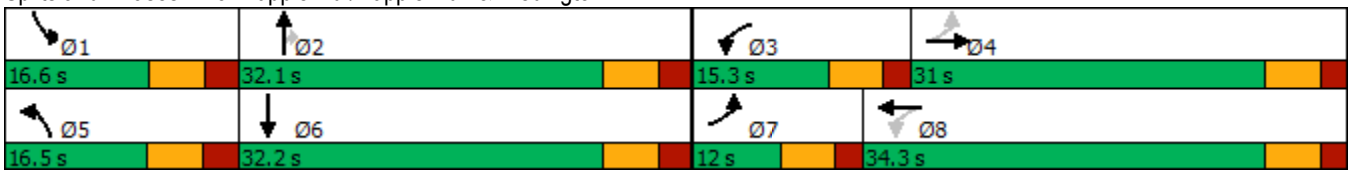
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	712	54	253	679	173	81	121	248	183	124	128
Future Volume (vph)	115	712	54	253	679	173	81	121	248	183	124	128
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	100		80	150		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.989			0.970				0.850		0.924	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3377	0	1770	3329	0	1770	3406	1583	1770	3208	0
Flt Permitted	0.231			0.163			0.950			0.950		
Satd. Flow (perm)	430	3377	0	304	3329	0	1770	3406	1583	1770	3208	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			34				205		132	
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		302			659			483			317	
Travel Time (s)		4.6			10.0			13.2			8.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	6%	2%	2%	6%	2%	2%	6%	2%	2%	6%	2%
Adj. Flow (vph)	119	734	56	261	700	178	84	125	256	189	128	132
Shared Lane Traffic (%)												
Lane Group Flow (vph)	119	790	0	261	878	0	84	125	256	189	260	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8					2			
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.8	31.0		10.8	31.0		11.4	31.4	31.4	11.4	31.4	
Total Split (s)	12.0	31.0		15.3	34.3		16.5	32.1	32.1	16.6	32.2	
Total Split (%)	12.6%	32.6%		16.1%	36.1%		17.4%	33.8%	33.8%	17.5%	33.9%	
Maximum Green (s)	6.2	25.0		9.5	28.3		10.1	25.7	25.7	10.2	25.8	
Yellow Time (s)	3.8	4.0		3.8	4.0		3.9	3.9	3.9	3.9	3.9	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.8	6.0		5.8	6.0		6.4	6.4	6.4	6.4	6.4	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	None	None	None	None	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		18.0			18.0			18.0	18.0		18.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	29.4	22.9		36.6	29.0		8.5	10.2	10.2	10.3	14.7	
Actuated g/C Ratio	0.38	0.29		0.47	0.37		0.11	0.13	0.13	0.13	0.19	
v/c Ratio	0.44	0.79		0.81	0.70		0.44	0.28	0.66	0.81	0.36	
Control Delay	17.7	32.2		36.3	25.0		41.4	32.0	17.4	62.5	16.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	17.7	32.2		36.3	25.0		41.4	32.0	17.4	62.5	16.7	
LOS	B	C		D	C		D	C	B	E	B	
Approach Delay		30.3			27.6			25.7			35.9	
Approach LOS		C			C			C			D	
90th %ile Green (s)	6.2	25.0		9.5	28.3		10.1	18.0	18.0	10.2	18.1	
90th %ile Term Code	Max	Max		Max	Max		Max	Gap	Gap	Max	Hold	
70th %ile Green (s)	6.2	25.0		9.5	28.3		10.1	12.3	12.3	10.2	12.4	
70th %ile Term Code	Max	Max		Max	Max		Max	Gap	Gap	Max	Hold	
50th %ile Green (s)	6.2	25.0		9.5	28.3		8.9	8.2	8.2	10.2	9.5	
50th %ile Term Code	Max	Max		Max	Hold		Gap	Gap	Gap	Max	Hold	
30th %ile Green (s)	6.2	21.7		9.5	25.0		7.7	7.4	7.4	10.2	9.9	
30th %ile Term Code	Max	Gap		Max	Hold		Gap	Gap	Gap	Max	Hold	
10th %ile Green (s)	0.0	18.2		9.5	33.5		0.0	6.2	6.2	10.2	22.8	
10th %ile Term Code	Skip	Gap		Max	Hold		Skip	Gap	Gap	Max	Hold	
Stops (vph)	68	653		133	672		72	101	63	150	108	
Fuel Used(gal)	1	15		5	16		1	2	2	3	2	
CO Emissions (g/hr)	104	1023		322	1141		90	117	150	237	136	
NOx Emissions (g/hr)	20	199		63	222		18	23	29	46	27	
VOC Emissions (g/hr)	24	237		75	265		21	27	35	55	32	
Dilemma Vehicles (#)	0	45		0	48		0	0	0	0	0	
Queue Length 50th (ft)	28	173		66	180		38	30	23	90	30	
Queue Length 95th (ft)	68	#283		#224	295		89	54	92	#229	64	
Internal Link Dist (ft)		222			579			403			237	
Turn Bay Length (ft)	200			200			100		80	150		
Base Capacity (vph)	270	1099		323	1292		231	1134	663	233	1160	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.44	0.72		0.81	0.68		0.36	0.11	0.39	0.81	0.22	

Intersection Summary	
Area Type:	Other
Cycle Length: 95	
Actuated Cycle Length: 77.7	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 29.4	Intersection LOS: C
Intersection Capacity Utilization 70.2%	ICU Level of Service C
Analysis Period (min) 15	
90th %ile Actuated Cycle: 87.3	
70th %ile Actuated Cycle: 81.6	
50th %ile Actuated Cycle: 77.5	
30th %ile Actuated Cycle: 73.4	
10th %ile Actuated Cycle: 68.7	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 3: Rupple Rd./Rupple Rd. & Wedington Dr.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	741	65	36	958	26	79
Future Volume (Veh/h)	741	65	36	958	26	79
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.92	0.92
Hourly flow rate (vph)	772	68	38	998	28	86
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				510		
pX, platoon unblocked					0.81	
vC, conflicting volume			840		1381	420
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			840		995	420
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			95		85	85
cM capacity (veh/h)			791		186	582

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	515	325	371	665	28	86
Volume Left	0	0	38	0	28	0
Volume Right	0	68	0	0	0	86
cSH	1700	1700	791	1700	186	582
Volume to Capacity	0.30	0.19	0.05	0.39	0.15	0.15
Queue Length 95th (ft)	0	0	4	0	13	13
Control Delay (s)	0.0	0.0	1.5	0.0	27.8	12.3
Lane LOS			A		D	B
Approach Delay (s)	0.0		0.5		16.1	
Approach LOS					C	

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	62.7%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	741	65	36	958	26	79
Future Volume (Veh/h)	741	65	36	958	26	79
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.92	0.92
Hourly flow rate (vph)	772	68	38	998	28	86
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				527		
pX, platoon unblocked					0.81	
vC, conflicting volume			840		1381	420
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			840		1010	420
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			95		85	85
cM capacity (veh/h)			791		183	582

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	515	325	38	499	499	114
Volume Left	0	0	38	0	0	28
Volume Right	0	68	0	0	0	86
cSH	1700	1700	791	1700	1700	379
Volume to Capacity	0.30	0.19	0.05	0.29	0.29	0.30
Queue Length 95th (ft)	0	0	4	0	0	31
Control Delay (s)	0.0	0.0	9.8	0.0	0.0	18.5
Lane LOS			A			C
Approach Delay (s)	0.0		0.4			18.5
Approach LOS						C

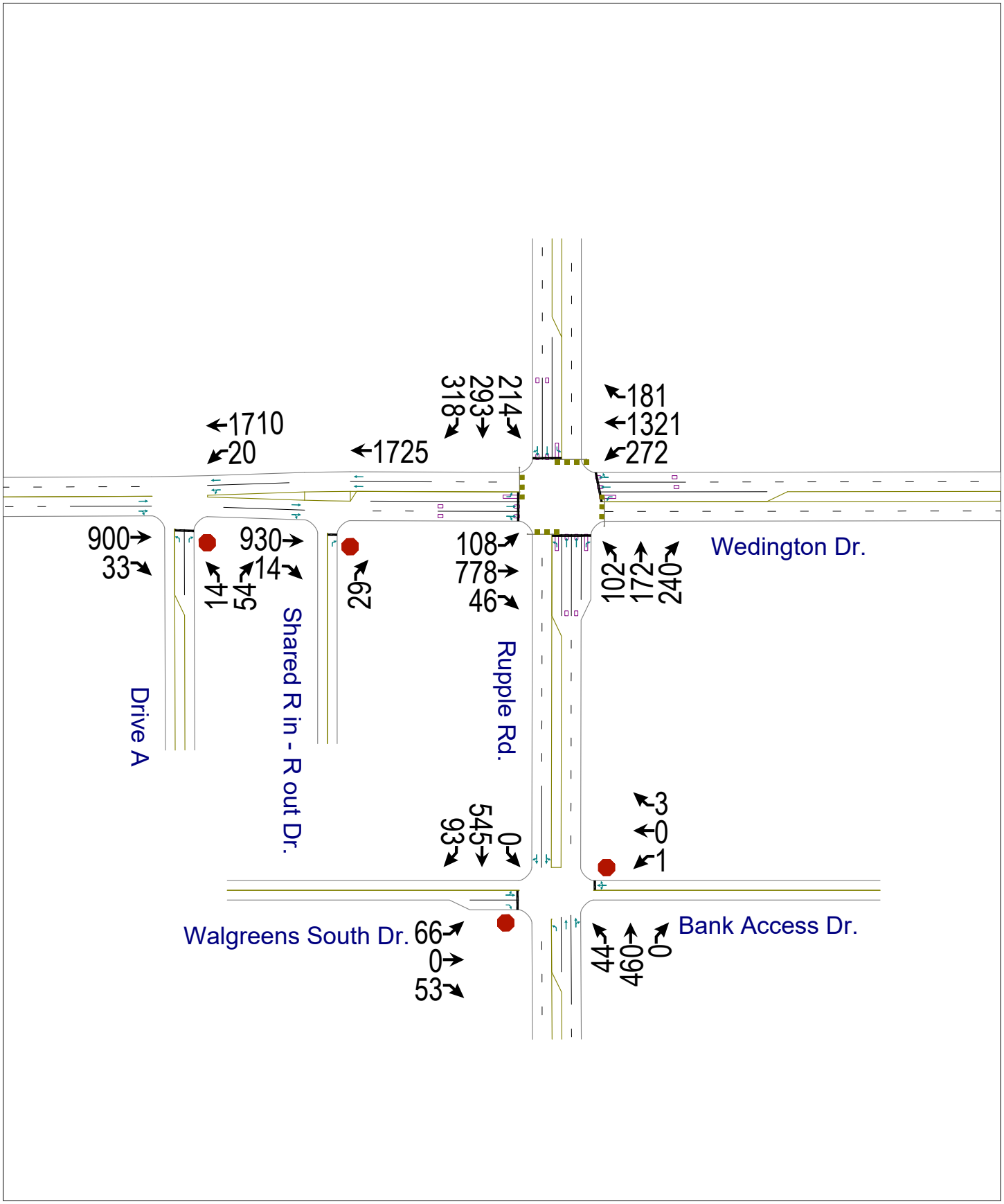
Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	42.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	0	63	0	0	2	72	379	1	3	329	102
Future Volume (Veh/h)	83	0	63	0	0	2	72	379	1	3	329	102
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	90	0	68	0	0	2	78	412	1	3	358	111
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)			2									
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											483	
pX, platoon unblocked												
vC, conflicting volume	784	988	234	788	1044	206	469			413		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	784	988	234	788	1044	206	469			413		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	66	100	91	100	100	100	93			100		
cM capacity (veh/h)	267	227	767	242	211	800	1089			1142		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	158	2	78	275	138	182	290
Volume Left	90	0	78	0	0	3	0
Volume Right	68	2	0	0	1	0	111
cSH	469	800	1089	1700	1700	1142	1700
Volume to Capacity	0.34	0.00	0.07	0.16	0.08	0.00	0.17
Queue Length 95th (ft)	37	0	6	0	0	0	0
Control Delay (s)	18.7	9.5	8.6	0.0	0.0	0.2	0.0
Lane LOS	C	A	A			A	
Approach Delay (s)	18.7	9.5	1.4			0.1	
Approach LOS	C	A					

Intersection Summary				
Average Delay	3.3			
Intersection Capacity Utilization	44.2%	ICU Level of Service	A	
Analysis Period (min)	15			

Projected PM_2



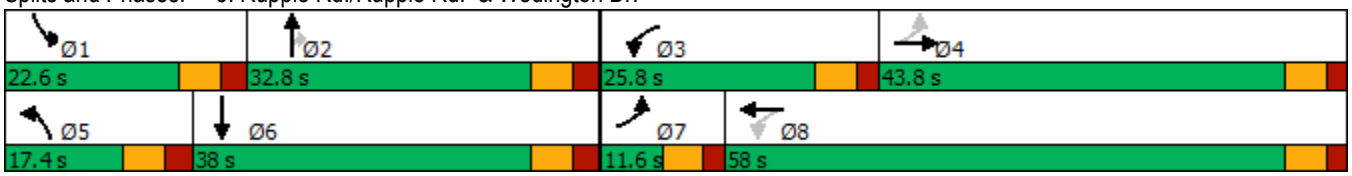
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	108	778	46	272	1321	181	102	172	240	214	293	318
Future Volume (vph)	108	778	46	272	1321	181	102	172	240	214	293	318
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	100		80	150		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.992			0.982				0.850		0.922	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3511	0	1770	3476	0	1770	3539	1583	1770	3263	0
Flt Permitted	0.096			0.164			0.950			0.950		
Satd. Flow (perm)	179	3511	0	305	3476	0	1770	3539	1583	1770	3263	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			15				245		150	
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		282			659			483			317	
Travel Time (s)		4.3			10.0			13.2			8.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	110	794	47	278	1348	185	104	176	245	218	299	324
Shared Lane Traffic (%)												
Lane Group Flow (vph)	110	841	0	278	1533	0	104	176	245	218	623	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8					2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.8	31.0		10.8	31.0		11.4	31.4	31.4	11.4	31.4	
Total Split (s)	11.6	43.8		25.8	58.0		17.4	32.8	32.8	22.6	38.0	
Total Split (%)	9.3%	35.0%		20.6%	46.4%		13.9%	26.2%	26.2%	18.1%	30.4%	
Maximum Green (s)	5.8	37.8		20.0	52.0		11.0	26.4	26.4	16.2	31.6	
Yellow Time (s)	3.8	4.0		3.8	4.0		3.9	3.9	3.9	3.9	3.9	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.8	6.0		5.8	6.0		6.4	6.4	6.4	6.4	6.4	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	None	None	None	None	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		18.0			18.0			18.0	18.0		18.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	47.7	41.6		63.8	52.2		10.2	18.0	18.0	16.3	24.0	
Actuated g/C Ratio	0.41	0.36		0.55	0.45		0.09	0.15	0.15	0.14	0.21	
v/c Ratio	0.72	0.67		0.75	0.98		0.68	0.32	0.54	0.89	0.79	
Control Delay	50.1	36.7		31.3	51.7		74.5	44.8	10.0	85.4	40.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	50.1	36.7		31.3	51.7		74.5	44.8	10.0	85.4	40.9	
LOS	D	D		C	D		E	D	A	F	D	
Approach Delay		38.3			48.6			34.4			52.5	
Approach LOS		D			D			C			D	
90th %ile Green (s)	5.8	37.8		20.0	52.0		11.0	26.4	26.4	16.2	31.6	
90th %ile Term Code	Max	Max		Max	Max		Max	Hold	Hold	Max	Max	
70th %ile Green (s)	5.8	37.8		20.0	52.0		11.0	22.5	22.5	16.2	27.7	
70th %ile Term Code	Max	Max		Max	Max		Max	Hold	Hold	Max	Gap	
50th %ile Green (s)	5.8	39.7		18.1	52.0		11.0	19.4	19.4	16.2	24.6	
50th %ile Term Code	Max	Hold		Gap	Max		Max	Hold	Hold	Max	Gap	
30th %ile Green (s)	5.8	43.8		14.0	52.0		10.5	15.0	15.0	16.2	20.7	
30th %ile Term Code	Max	Hold		Gap	Max		Gap	Hold	Hold	Max	Gap	
10th %ile Green (s)	5.8	47.4		10.4	52.0		7.8	8.0	8.0	16.2	16.4	
10th %ile Term Code	Max	Hold		Gap	Max		Gap	Hold	Hold	Max	Gap	
Stops (vph)	64	683		154	1268		92	145	27	184	435	
Fuel Used(gal)	2	16		5	38		2	3	2	5	8	
CO Emissions (g/hr)	147	1130		336	2657		162	198	110	350	588	
NOx Emissions (g/hr)	29	220		65	517		32	39	21	68	114	
VOC Emissions (g/hr)	34	262		78	616		38	46	26	81	136	
Dilemma Vehicles (#)	0	31		0	60		0	0	0	0	0	
Queue Length 50th (ft)	39	290		110	595		77	62	0	165	182	
Queue Length 95th (ft)	#147	405		218	#852		#163	96	69	#333	249	
Internal Link Dist (ft)		202			579			403			237	
Turn Bay Length (ft)	200			200			100		80	150		
Base Capacity (vph)	152	1253		418	1559		167	801	548	246	994	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.72	0.67		0.67	0.98		0.62	0.22	0.45	0.89	0.63	

Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 116.9			
Natural Cycle: 125			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 45.2		Intersection LOS: D	
Intersection Capacity Utilization 92.7%		ICU Level of Service F	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 125			
70th %ile Actuated Cycle: 121.1			
50th %ile Actuated Cycle: 118			
30th %ile Actuated Cycle: 113.6			
10th %ile Actuated Cycle: 106.6			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 3: Rupple Rd./Rupple Rd. & Wedington Dr.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	930	14	0	1725	0	29
Future Volume (Veh/h)	930	14	0	1725	0	29
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1011	15	0	1875	0	32
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				282		
pX, platoon unblocked					0.57	
vC, conflicting volume			1026		1956	513
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1026		1157	513
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	94
cM capacity (veh/h)			673		107	506

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	674	352	938	938	32
Volume Left	0	0	0	0	0
Volume Right	0	15	0	0	32
cSH	1700	1700	1700	1700	506
Volume to Capacity	0.40	0.21	0.55	0.55	0.06
Queue Length 95th (ft)	0	0	0	0	5
Control Delay (s)	0.0	0.0	0.0	0.0	12.6
Lane LOS					B
Approach Delay (s)	0.0		0.0		12.6
Approach LOS					B

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	51.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	900	33	20	1710	14	54
Future Volume (Veh/h)	900	33	20	1710	14	54
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.92	0.92
Hourly flow rate (vph)	938	34	21	1781	15	59
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				464		
pX, platoon unblocked					0.57	
vC, conflicting volume			972		1888	486
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			972		1062	486
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		88	89
cM capacity (veh/h)			705		122	527

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	625	347	21	890	890	74
Volume Left	0	0	21	0	0	15
Volume Right	0	34	0	0	0	59
cSH	1700	1700	705	1700	1700	315
Volume to Capacity	0.37	0.20	0.03	0.52	0.52	0.24
Queue Length 95th (ft)	0	0	2	0	0	22
Control Delay (s)	0.0	0.0	10.3	0.0	0.0	19.9
Lane LOS			B			C
Approach Delay (s)	0.0		0.1			19.9
Approach LOS						C

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	58.0%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	0	53	1	0	3	44	460	0	0	545	93
Future Volume (Veh/h)	66	0	53	1	0	3	44	460	0	0	545	93
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	72	0	58	1	0	3	48	500	0	0	592	101
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)			2									
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											483	
pX, platoon unblocked												
vC, conflicting volume	992	1238	346	921	1289	250	693			500		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	992	1238	346	921	1289	250	693			500		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	62	100	91	99	100	100	95			100		
cM capacity (veh/h)	191	165	650	197	154	750	898			1060		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	130	4	48	333	167	296	397
Volume Left	72	1	48	0	0	0	0
Volume Right	58	3	0	0	0	0	101
cSH	345	441	898	1700	1700	1060	1700
Volume to Capacity	0.38	0.01	0.05	0.20	0.10	0.00	0.23
Queue Length 95th (ft)	43	1	4	0	0	0	0
Control Delay (s)	24.2	13.2	9.2	0.0	0.0	0.0	0.0
Lane LOS	C	B	A				
Approach Delay (s)	24.2	13.2	0.8			0.0	
Approach LOS	C	B					

Intersection Summary				
Average Delay	2.6			
Intersection Capacity Utilization	51.1%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	900	33	20	1710	14	54
Future Volume (Veh/h)	900	33	20	1710	14	54
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.92	0.92
Hourly flow rate (vph)	938	34	21	1781	15	59
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				464		
pX, platoon unblocked					0.57	
vC, conflicting volume			972		1888	486
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			972		1059	486
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		88	89
cM capacity (veh/h)			705		122	527

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	625	347	615	1187	15	59
Volume Left	0	0	21	0	15	0
Volume Right	0	34	0	0	0	59
cSH	1700	1700	705	1700	122	527
Volume to Capacity	0.37	0.20	0.03	0.70	0.12	0.11
Queue Length 95th (ft)	0	0	2	0	10	9
Control Delay (s)	0.0	0.0	0.8	0.0	38.6	12.7
Lane LOS			A		E	B
Approach Delay (s)	0.0		0.3		17.9	
Approach LOS					C	

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	71.4%	ICU Level of Service	C
Analysis Period (min)	15		

PETERS & ASSOCIATES
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• CIVIL & TRAFFIC ENGINEERING •
5507 Ranch Drive - Suite 209
Little Rock, Arkansas 72223 (501) 868-3999

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

FROM: Jessie Masters, Planning Director
Justin Bland, City Engineer

MEETING DATE: August 24, 2026

SUBJECT: **VAR-2026-0028: Planning Commission Variance (4077 W WEDINGTON DR/CCV DT ROGERS HOLDINGS LLC; DRIVER DEVELOPMENT, 439):** Submitted by GREYDON ENGINEERING LLC for property located 4077 W WEDINGTON DR. The property is zoned C-1, NEIGHBORHOOD COMMERCIAL and contains approximately 1.76 acres. The request is for a variance from driveway requirements.

RECOMMENDATION:
Staff recommends denial of **VAR-2026-0028,** with conditions.

RECOMMENDED MOTION:
*"I move to approve **VAR-2026-0028,** recommending:*

- *In favor of a variance to* §166.08(F)(2)(a) – Access Management; *and*
- *In favor of all conditions as recommended by staff."*

BACKGROUND:
The subject property is located in west Fayetteville approximately 200 feet west of the intersection of W. Wedington Dr. and N. Rupple Road, immediately adjacent to the Catfish Hole restaurant. It is within the Wedington Corridor Master Plan area. The property is zoned C-1, Neighborhood Commercial, and is currently undeveloped. Surrounding land use and zoning is depicted in Table 1.

Table 1:
Surrounding Land Use and Zoning

Direction	Land Use	Zoning
North	Undeveloped	CS, Community Services
South	Multifamily Residential/Commercial	CS, Community Services
West	Commercial	C-1, Neighborhood Commercial
East	Commercial	C-1, Neighborhood Commercial

Request: The applicant is requesting one variance to UDC 166.08(F)(2)(a) to provide a full-access driveway within 250 feet of another driveway along a Regional Link Street. The driveway would be associated with a proposed fast food restaurant, which is a by-right use in the current zoning district.

DISCUSSION

Variance #1: UDC §166.08(F)(2)(a) – Regional and Regional High Activity Links. Where a street with a lower functional classification exists that can be accessed, curb cuts shall access onto those streets. When necessary, curb cuts along regional links shall be shared between two (2) or more lots. Where a curb cut must access the regional link, it shall be located a minimum of 250 feet from an intersection or driveway. The applicant is requesting a second full-access driveway along Wedington Drive within the 250-foot separation distance requirement.

> *Staff recommendation: Staff recommends denial of this request, finding that there are feasible alternatives for meeting the standard, and that there are safety concerns with granting the request. The attached engineering staff memo explains in full detail the issues with a clustering of driveways within 250 feet of one another, and within a short distance of a major intersection. Existing cross access easements through the adjacent Walgreens property would also provide a secondary point of access via Rupple Road, which also further reduces the need for a new full-access driveway.*

Public Comment: Staff has received public comment in opposition to the request and it is attached to this report.

RECOMMENDATION: Staff recommend denial of VAR-2026-0028. Should the Planning Commission approve, staff recommend the following conditions:

Conditions of Approval:

1. **Planning Commission determination of a variance to §166.08(F)(2)(a) – Access Management.** *Staff recommends denial of the requested variance for the reasons outlined above and in the attached Engineering staff memo.*

2. Approval of this variance does not represent overall development entitlement approval for the project, nor grant approval for any associated grading or building permits, nor does it grant final approval of certificate of occupancy.

PLANNING COMMISSION ACTION: Required YES
Date: August 24, 2026 ❒ Tabled ❒ Approved ❒ Denied
Motion:
Second:
Vote:

BUDGET/STAFF IMPACT:

None

ATTACHMENTS:

- Unified Development Code:
  - §166.08 Street Design And Access Management Standards
- Project Maps
  - One Mile Map

    - Close-Up Map
    - Current Land Use Map
- Engineering Staff Memo
- Applicant Request and associated exhibits
- Public Comment

166.08 Street Design And Access Management Standards

…

(F) *Access Management.* Safe and adequate vehicular, bicycle, and pedestrian access shall be provided to all parcels. Residential link streets and driveways shall not detract from the safety and efficiency of bordering arterial routes. Property that fronts onto more than one (1) public street shall place a higher priority on accessing the street with the lowest functional classification, e.g., residential and neighborhood links. In a case where the streets have the same classification, access shall be from the lower volume street, or as determined by the City Engineer.

(1) *Curb Cut Separation.* For purposes of determining curb cut or street access separation, the separation distance shall be measured along the curb line from the edge of curb cut to the edge of curb cut/intersection. The measurement begins at the point where the curb cut and intersecting street create a right angle, i.e., the intersection of lines drawn from the face-of-curb to face-of-curb. The measurement ends at the point along the street where the closest curb cut or street intersection occurs; again, measured to the point where the curb cut or intersecting streets create a right angle at the intersection of face-of-curb. In all cases curb cuts shall be a minimum of 5 feet from the adjoining property line, unless shared.

(2) Separation for two-family, three- and four-family, multi-family and nonresidential development.

(a) *Regional and Regional High Activity Links.* Where a street with a lower functional classification exists that can be accessed, curb cuts shall access onto those streets. When necessary, curb cuts along regional links shall be shared between two (2) or more lots. Where a curb cut must access the regional link, it shall be located a minimum of 250 feet from an intersection or driveway.

(b) *Neighborhood Links.* Curb cuts shall be located a minimum of 100 feet from an intersection or driveway. When necessary, curb cuts along neighborhood links shall be shared between two (2) or more lots.

(c) *Residential Links.* Curb cuts shall be located a minimum of 50 feet from an intersection or driveway. In no case shall a curb cut be located within the radius return of an adjacent curb cut or intersection.

…

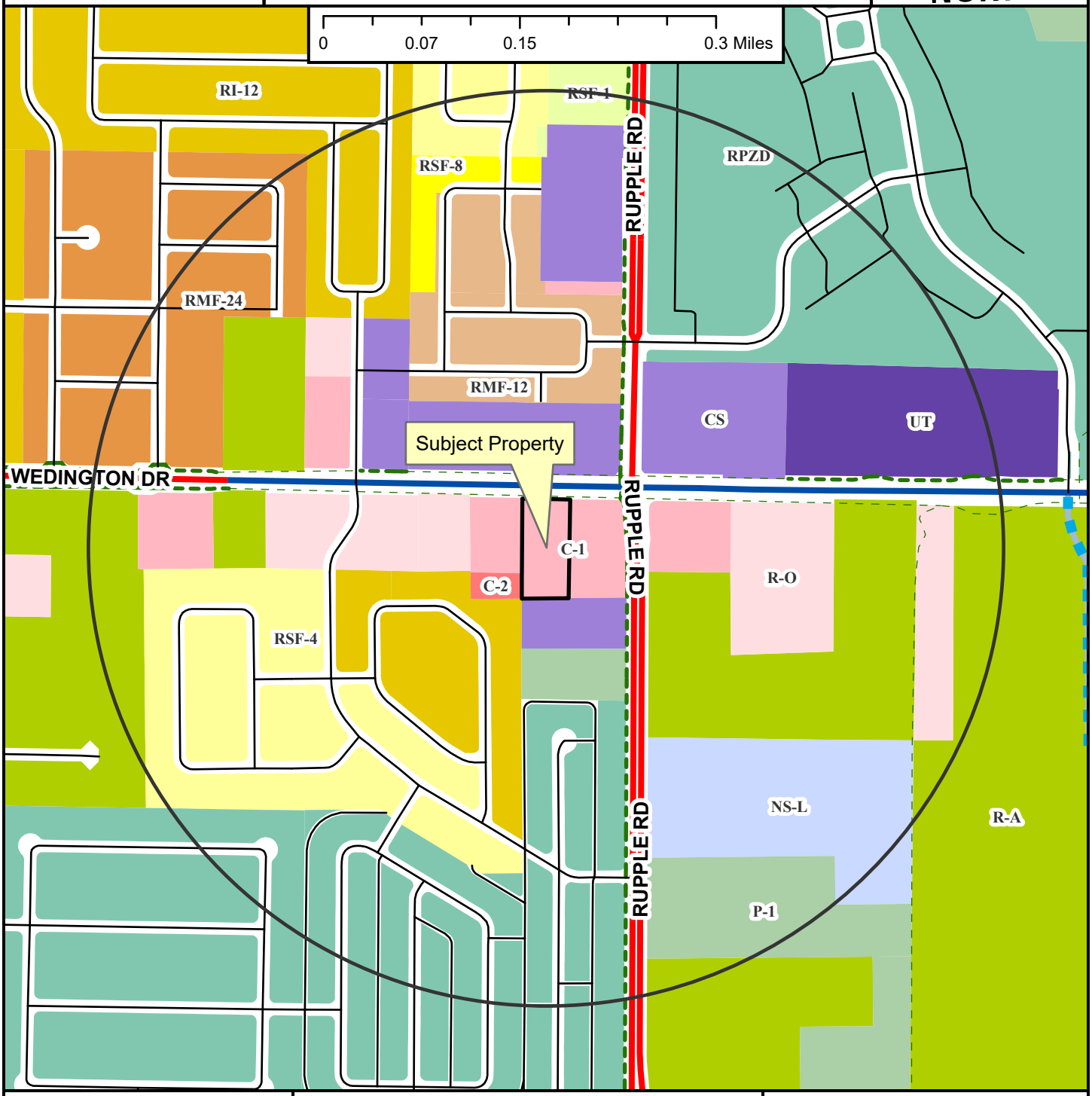
(Code 1965, App. C., Art. IV, §§C, D, F—H; Ord. No. 1750, 7-6-70; Ord. No. 1801, 6-21-71; Ord. No. 2196, 2-17-76; Ord. No. 2353, 7-5-77; Code 1991, §§159.45, 159.58, 159.51—159.53; Ord. No. 4100, §2 (Ex. A), 6-16-98; Ord. No. 4757, 9-6-05; Ord. No. 4919, 9-05-06; Ord. No. 5156, 8-5-08; Ord. No. 5296, 12-15-09; Ord. No. 5546, 12-04-12; Ord. No. 5642, 12-03-13; Ord. No. 6179, §1, 4-16-19; Ord. No. 6207, §§1—4, 7-16-19; Ord. No. 6244, §1, 10-1-19; Ord. No. 6350, §4(Exh. C), 8-18-20; Ord. No. 6658, §9, 5-2-23)

VAR-2026-0028

One Mile View

4077 W WEDINGTON DR

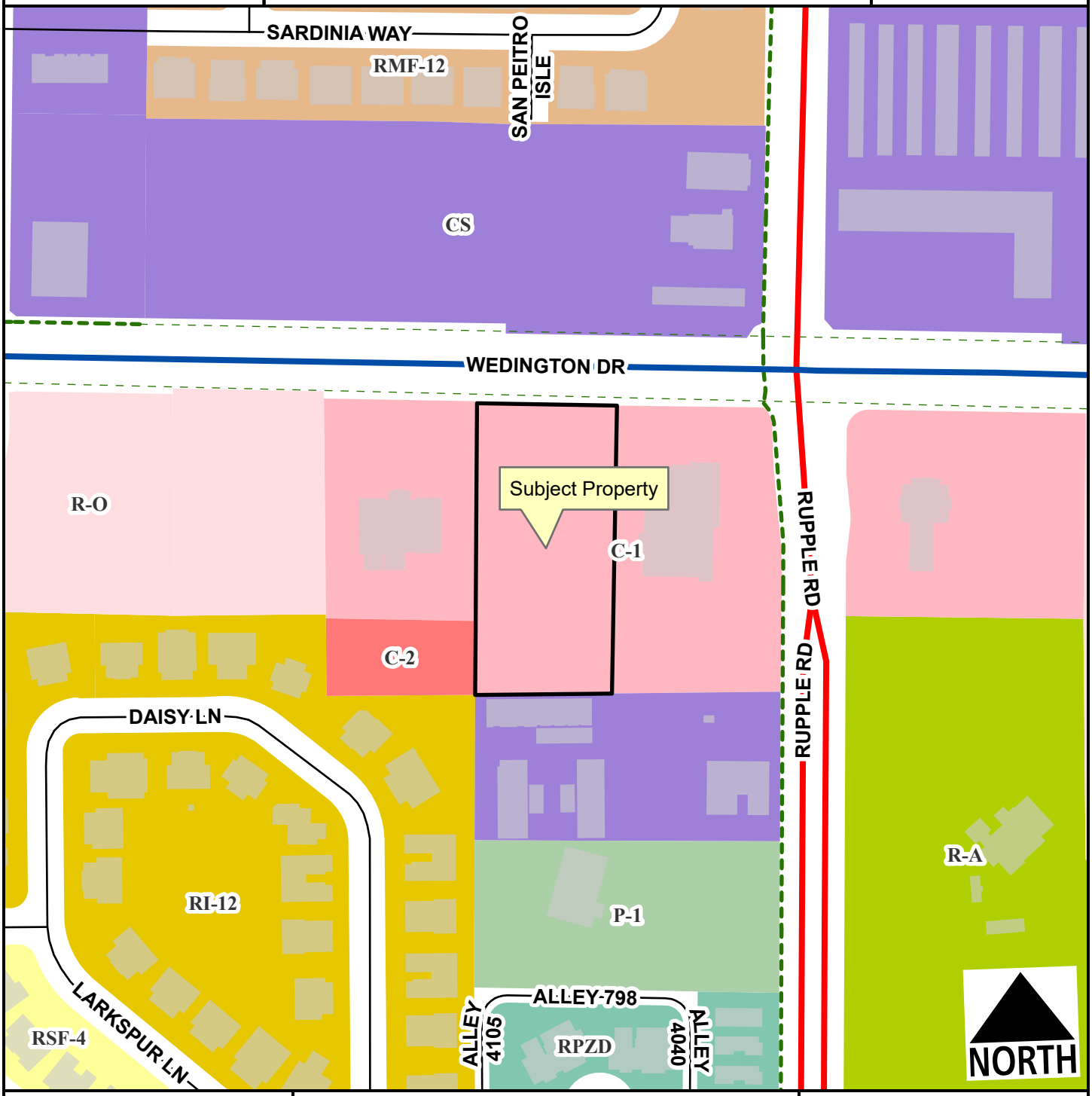
NORTH



VAR-2026-0028

Close Up View

4077 W WEDINGTON DR



- Regional Link
- Regional Link - High Activity
- Alley
- Residential Link
- Planning Area
- Fayetteville City Limits
- Shared-Use Paved Trail
- Trail (Proposed)

Feet

0 75 150 300 450 600

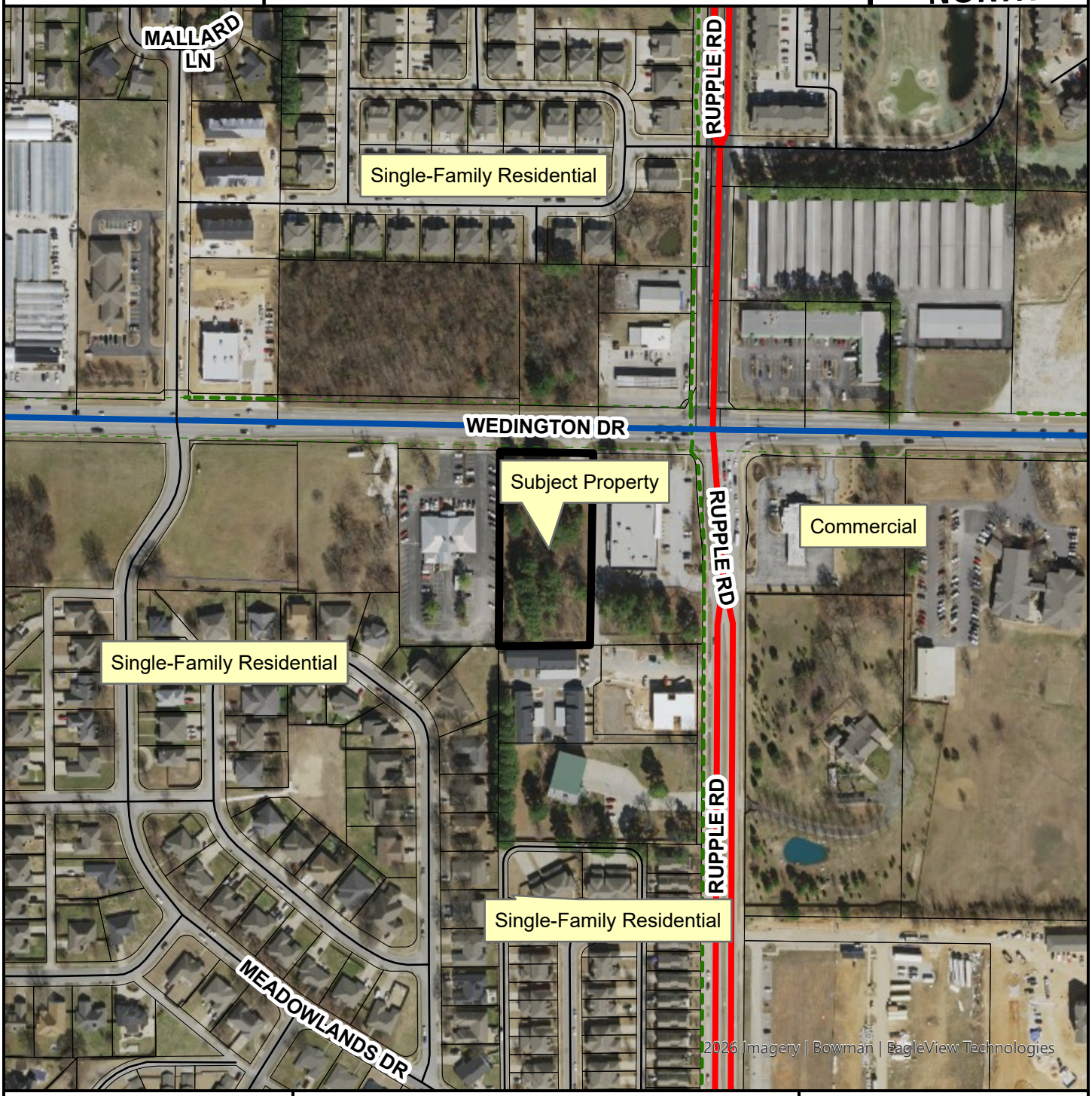
1:2,400

VAR-2026-0028

Current Land Use

4077 W WEDINGTON DR

NORTH



- Regional Link
- Regional Link - High Activity
- Unclassified
- Alley
- Residential Link
- Trail (Proposed)
- Planning Area
- Fayetteville City Limits

Feet

0 112.5 225 450 675 900

1:3,600

FEMA Flood Hazard Data

- 100-Year Floodplain
- Floodway

CITY OF
FAYETTEVILLE
ARKANSAS

STAFF MEMO

TO: Jessie Masters, Planning Director

FROM: Justin Bland, City Engineer

DATE: August 19, 2026

SUBJECT: **Planning Commission Engineering Comments for VAR-2026-0008**

Engineering staff does not support the variance request from Section 166.08.F.2 of the Unified Development Code which stipulates that nonresidential curb cuts shall be at least 250' apart.

Background

The applicant is proposing a new full access curb cut onto their property which they intend to develop as a fast food restaurant. The site currently has a right-in/right-out drive on the northeast corner of the lot which is a shared access with the adjacent Walgreen's site. It is staff's opinion that this drive satisfies their legal requirement for access on their street frontage. Approximately 160' west of this drive there are two additional full access driveways for the Catfish Hole site. The applicant's proposal to add a full access drive cut at the northwest corner of their property would result in four driveways being within the 250' allotted separation which the UDC requires.

Traffic Impact Study

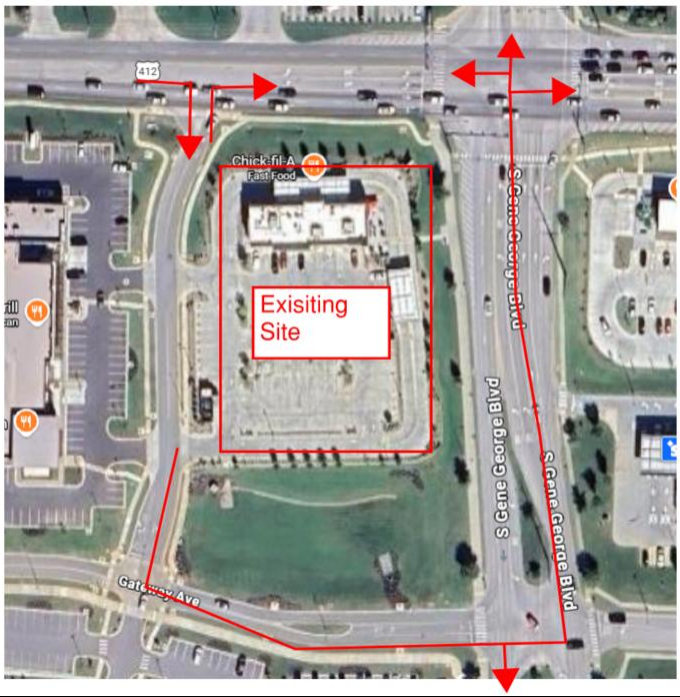
The applicant has provided a traffic impact study for the proposed project. The study addresses all the items for a typical development. However, the key point it makes in reference to the variance request is that the queuing length in the left-turn lanes during peak traffic hours does not back up enough to block access to the proposed driveway. Staff's concern is that, while that may true, this does not alone mean the new drive would be safe. Adding the full access drive would create a situation where vehicles would be entering and exiting a very high-volume business while simultaneously crossing at least two lanes of traffic and navigating vehicles leaving the other three driveways in close proximity. Staff contends this would create a new dangerous traffic situation.

Site Layout

In addition to the right-in/right-out drive in the northeast corner of the site, there are also cross access easements in place across the Walgreen's site. These cross-access easements give the site access for vehicles to enter/exit the site off of Rupple Dr. as shown below.

Fayetteville Site

This traffic routing is very similar to the applicant's other restaurants in the area as shown below. These other sites effectively have a right-in/right-out drive with direct access to an arterial street. Then, in addition, they have a side access to a stop light which provides a safe location for left turns onto the arterial street. It appears that this approach has worked successfully in these other locations which negates the need for the additional full access drive cut.



Springdale Site

Search this area
Cox Store
Gusanos Pizzeria
Pizza
Tuscany Square
Shopping mall
Subway
Sandwich
Existing Site
Chick-fil-A
Fast-food chain for chicken sandwiches
W Pleasant Grove Rd

Rogers Site

Dear Chair and Members of the Planning Commission:

The applicant, Chick-fil-A, Inc., respectfully requests approval of a new full-access driveway on Wedington Drive to serve the upcoming proposed Chick-fil-A development. Pursuant to Chapter 166-08 (F) (2) separation of nonresidential curb cuts shall be at least 250 feet. We are requesting a variance for this separation requirement.

The applicant has carefully evaluated access alternatives to comply with the intent of the Unified Development Code while providing safe and efficient access to the property.

The requested full-access driveway directly serving the Chick-fil-A property represents the most practical, permanent, and reliable solution. Unlike modifications to existing off-site access infrastructure, the proposed driveway can be designed, constructed, maintained, and controlled entirely within the applicant's development, providing certainty for both the City and the public.

The proposed access also provides several public benefits:

First, it allows motorists approaching from all directions to enter and leave the site directly, reducing unnecessary out-of-direction travel, U-turns, and circulation through adjacent commercial property.

Second, it improves operational efficiency by distributing entering and exiting traffic more effectively, reducing congestion at existing access points while allowing vehicles to enter and exit in a predictable manner.

Third, the proposed Chick-fil-A has been designed with dual drive-thru lanes, extensive internal circulation, and substantial vehicle stacking capacity to accommodate peak demand without causing queues to extend onto Wedington Drive. The accompanying Traffic Impact Study demonstrates that anticipated demand can be accommodated entirely within the site while maintaining acceptable operations on the surrounding roadway network. The site has been specifically configured to prevent impacts to adjacent roadways.

Fourth, a dedicated full-access driveway serving only the proposed development provides clear ownership, maintenance responsibility, and long-term operational certainty. It eliminates future dependence upon private agreements that may be modified, terminated, or become the subject of future disputes between separate property owners.

Most importantly, the requested driveway promotes public interest by providing safe, direct, and efficient access to a commercially zoned property.

The applicant recognizes and supports the City's objectives of managing access along major arterial corridors. This request is not intended to circumvent those objectives but rather to provide the safest and most reliable access solution available under the unique circumstances affecting this property. Where otherwise preferred shared-access alternatives depend upon approvals from multiple adjoining property owners, a direct driveway under the applicant's sole ownership and control provides the most reliable means of achieving a safe, functional, permanent, and enforceable access configuration. The proposed access eliminates uncertainty associated with private agreements while allowing the City to regulate and inspect a single access point designed to current engineering standards.

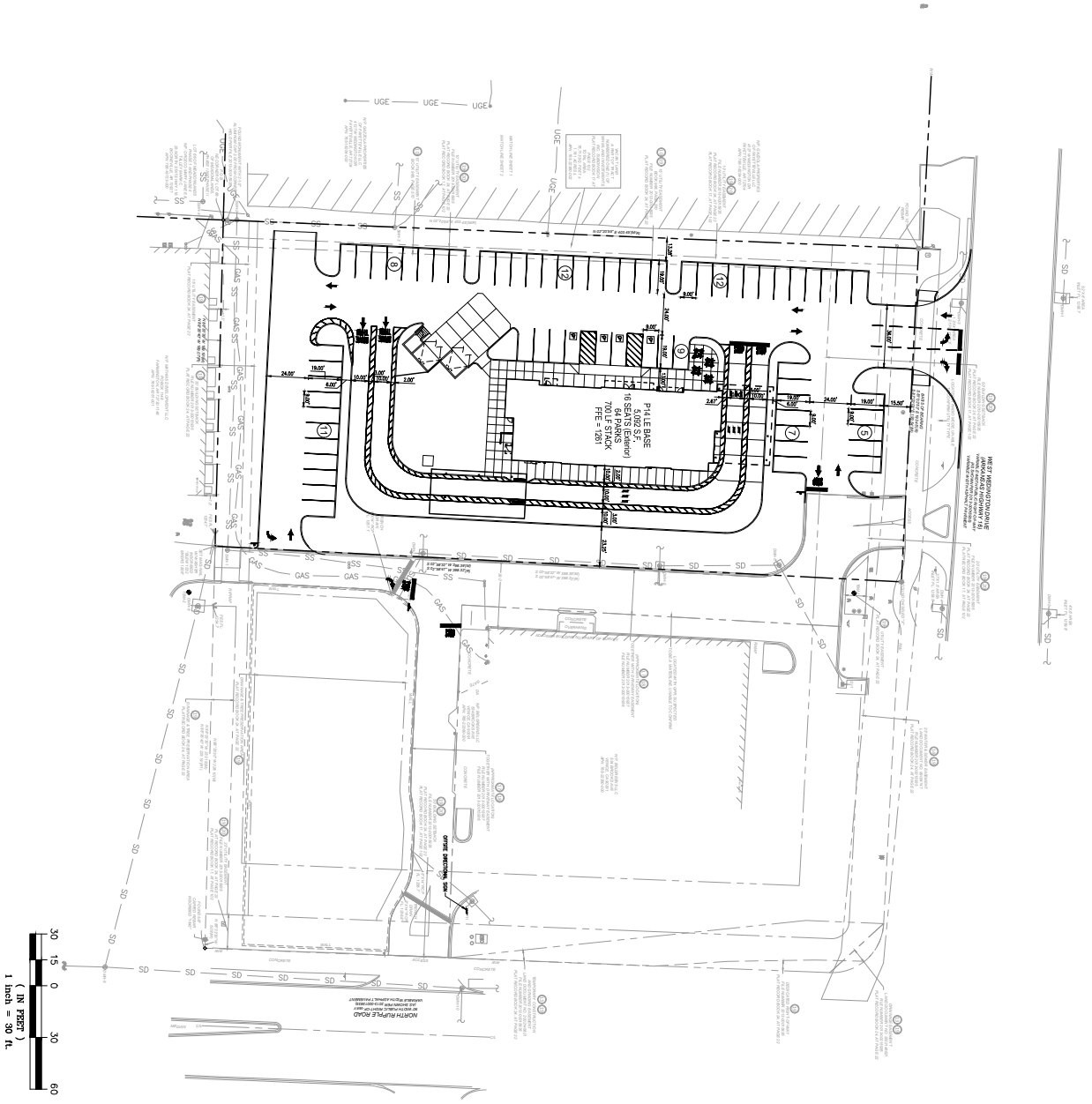
For these reasons, we respectfully request approval of the proposed full-access driveway on Wedington Drive.

Thank you for your consideration of this request.

Getra Sanders

Chick-fil-A Design and Construction

5200 Buffington Road, Atlanta, GA 30349



FSU# 06290

CHICK-FIL-A
4077 W. Wedington Dr.
Fayetteville, AR 72704

GREYDEN
ENGINEERING ▪ PLANNING
12460 Crabapple Road
Suite 202-374
Alpharetta, Georgia 30004
PH: 770-573-4801 FAX: 678-302-6362

Chick-fil-A
5200 Buffington Road
Atlanta, Georgia 30349-2998

GREYDEN PROJECT # 26-002
PRINTED FOR
DATE
DRAWN BY

SHEET NUMBER
Sketch 4r2

NOT FOR CONSTRUCTION, PERMITTING, OR REGULATORY APPROVAL

Traffic Study

prepared for:

Greyden Engineering

Wedington Drive (Hwy 16)
and Rupple Road

Fayetteville, Arkansas

Mark Nichols

PETERS & ASSOCIATES
ENGINEERS, INC.
• CIVIL & TRAFFIC ENGINEERING •
5507 Ranch Drive - Suite 209
Little Rock, Arkansas 72223
(501) 912-2599

Project No.: P-2302

July 13, 2026

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APPENDIX

- Site Plan
- Trip Generation Data
- Vehicle Turning Movement Count Data
- Existing Drive-Thru Data
- Capacity and Level of Service Calculations

EXECUTIVE SUMMARY

Peters & Associates Engineers, Inc., has conducted a traffic engineering study relating to a Chick-fil-A restaurant proposed to be located on the south side of Wedington Drive (Highway 16), west of Rupple Road in Fayetteville, Arkansas. The site is currently undeveloped and is located immediately west of an existing Walgreens (with proposed shared access) and immediately east of an existing Catfish Hole restaurant (shared access not allowed). Access to the site is proposed via an existing right-in/right-out only drive at Wedington Drive shared with Walgreens, one existing fully-directional access drive at Rupple Road shared with Walgreens (to the east) and one proposed fully-directional access drive (Drive A) at Wedington Drive. The primary focus of this report is to assess traffic operational characteristics of the adjacent intersections and of access drives proposed to serve the site so they provide acceptable operation. The study also examines internal drive-thru projected vehicle queuing. The commercial site is proposed to consist of a fast-food restaurant with multi drive-thru lanes as indicated on the project site plan (a reduced copy of the site plan is included in the Appendix for reference). Provision for indoor sit-down dining is also included in the plans for the restaurant.

Key findings of this study are summarized as follows:

- Capacity and level of service analysis was performed for existing and projected traffic volumes, lane geometry and traffic control for the AM, noon and PM peak hours for the study intersections. The LOS and queue length for each approach at the each of the study intersections are summarized in this report.

- The northbound left-turn vehicle queueing on Rupple Road at Wedington Drive was observed during AM, noon and PM peak hours while existing turning movement counts were conducted. These observations confirm there is adequate available storage length in the northbound left-turn lane and was observed to not block the existing Walgreens drive during the AM, noon or PM peak hours. This is expected to continue with the projected conditions with the site-generated traffic volumes included.

- The current Chick-fil-A site plan includes a drive-thru and on-site available vehicle queueing that can accommodate all the site vehicles within the drive-thru and on-site driveways storage without blocking the interior access drives and also not queuing onto the adjacent streets. This available drive-thru stacking is expected to provide adequate vehicle queue length for the drive-thru without backing onto adjacent roadways and is approximately 290 feet more (or approximately 25% more) than the existing drive-thru storage at the existing vicinity Chick-Fil-A at M.L.K Jr. Boulevard

and Razorback Road. This is approximately 11 to 12 car lengths more than the existing Chick-Fil-A at M.L.K Jr. Boulevard and Razorback Road. Also, there are 68 parking spaces planned at the proposed new site. This is approximately 23 more parking spaces (or approximately 50% more) than the existing Chick-Fil-A at M.L.K Jr. Boulevard and Razorback Road, therefore more parking options will be available as well for the proposed site.

- Per City of Fayetteville Minimum Street Standards, a traffic engineering study must include pedestrian / bicycle evaluations per City of Fayetteville Minimum Street Standards Chapter 7.5. Sidewalks should be included from the site to tie into existing nearby sidewalks. Additionally, provisions for pedestrian crosswalks within the site should be considered for the internal pedestrian circulation.

- It is recommended to apply for a variance with the City of Fayetteville to allow a fully-directional access drive (Drive A) be constructed to intersect Wedington Drive to adequately serve the site.

- In the future, the City of Fayetteville could consider to widen Wedington Drive and extend the addition of a bi-directional center left-turn on Wedington Drive from the existing eastbound left-turn lane at Rupple Road to the existing westbound left-turn lane to Meadowlands Drive (approximately 750 feet). Chick-fil-A would be willing to pay a prorated amount of the cost based upon their Wedington Drive roadway frontage length. The possible future addition of this bi-directional center left-turn would not only benefit possible future development, but also existing land-uses along this section of Wedington Drive.

- It is recommended to construct the site, including drive-thru and parking, as depicted on the site plan. The existing driveways that will serve the site should continue to function well. The sidewalk tie-in and pedestrian provision connections to the site must conform to City of Fayetteville design standards and will require approval by the City.

- It is recommended that the City if Fayetteville monitor the traffic signal operations of the intersection of Wedington Drive and Rupple Road for possible changes in signal timing operations. This could possibly improve the intersection operation with or without the site.

The conclusion of traffic operational findings associated with this study is that additional traffic expected to be generated by the proposed Chick-Fil-A development can be accommodated by the existing adjacent roadways with minimal discernable impact to traffic flow on Rupple Road and on Wedington Drive in the vicinity.

INTRODUCTION

Peters & Associates Engineers, Inc., has conducted a traffic engineering study relating to a Chick-fil-A restaurant proposed to be located on the south side of Wedington Drive (Highway 16), west of Rupple Road in Fayetteville, Arkansas. The site is currently undeveloped and is located immediately west of an existing Walgreens (with proposed shared access) and immediately east of an existing Catfish Hole restaurant (shared access not allowed). Access to the site is proposed via an existing right-in/right-out only drive at Wedington Drive shared with Walgreens, one existing fully-directional access drive at Rupple Road shared with Walgreens (to the east) and one proposed fully-directional access drive (Drive A) at Wedington Drive. The primary focus of this report is to assess traffic operational characteristics of the adjacent intersections and of access drives proposed to serve the site so they provide acceptable operation. The study also examines internal drive-thru projected vehicle queuing. The commercial site is proposed to consist of a fast-food restaurant with multi drive-thru lanes as indicated on the project site plan (a reduced copy of the site plan is included in the Appendix for reference). Provision for indoor sit-down dining is also included in the plans for the restaurant.

This is a report of methodology and findings relating to a traffic engineering study undertaken to:

- Evaluate existing traffic conditions in the vicinity of the proposed site.
- Determine projected traffic volumes entering and exiting the proposed development at the nearby study intersections and the access drive intersections proposed to serve the site.
- Identify the effects on traffic operations for existing traffic in combination with site-generated traffic associated with the Chick-fil-A restaurant development as proposed.
- Evaluate traffic operations for the study intersections and the access drive intersections proposed to serve the site and make recommendations for mitigative improvements which may be necessary and appropriate for safe and acceptable traffic operations.

- Assess the adequacy of the site to accommodate projected drive-thru traffic.

In the following sections of this traffic study report are traffic data, study methods, findings and recommendations. The study is technical in nature. Analysis techniques employed are those most commonly used in the traffic engineering profession for traffic impact analysis. Certain data and calculations relative to traffic operational analysis are referenced in the report. Complete calculations and data are included in the Appendix of the report.

THE SITE

The location of the development is within the city limits of Fayetteville in Washington County, Arkansas. The Chick-fil-A restaurant development is proposed to be located on the south side of Wedington Drive (Highway 16), west of Rupple Road. The site is currently undeveloped and is located immediately west of an existing Walgreens and immediately east of an existing Catfish Hole restaurant. The proposed development site location and vicinity are shown on Figures 1 and 2, which follow.

Access to the site is proposed via an existing right-in/right-out only drive at Wedington Drive shared with Walgreens, one existing fully-directional access drive at Rupple Road shared with Walgreens (to the east) and one proposed fully-directional access drive (Drive A) at Wedington Drive. The new Drive A is proposed to consist of an outbound right-turn lane, an outbound left-turn lane and an inbound receiving lane. The proposed new drive A is located only approximately 75 feet west of the existing right-in / right-out access drive and approximately 57 feet east of the Catfish Hole east access drive. This will require the City approval of a variance. The proposed site access drives are depicted on the attached site plan.

The site development plan, as shown on the attached site plan, calls for the construction of a fast-food restaurant with three drive-thru lanes (for the entire length of the drive-thru to the pick-up area) plus associated parking, landscaping and access drives. This Chick-fil-A site will also provide a dine-in area. The site plan shows the proposed building location and the approximate location of proposed access drives, drive-thru, parking and other proposed facilities.

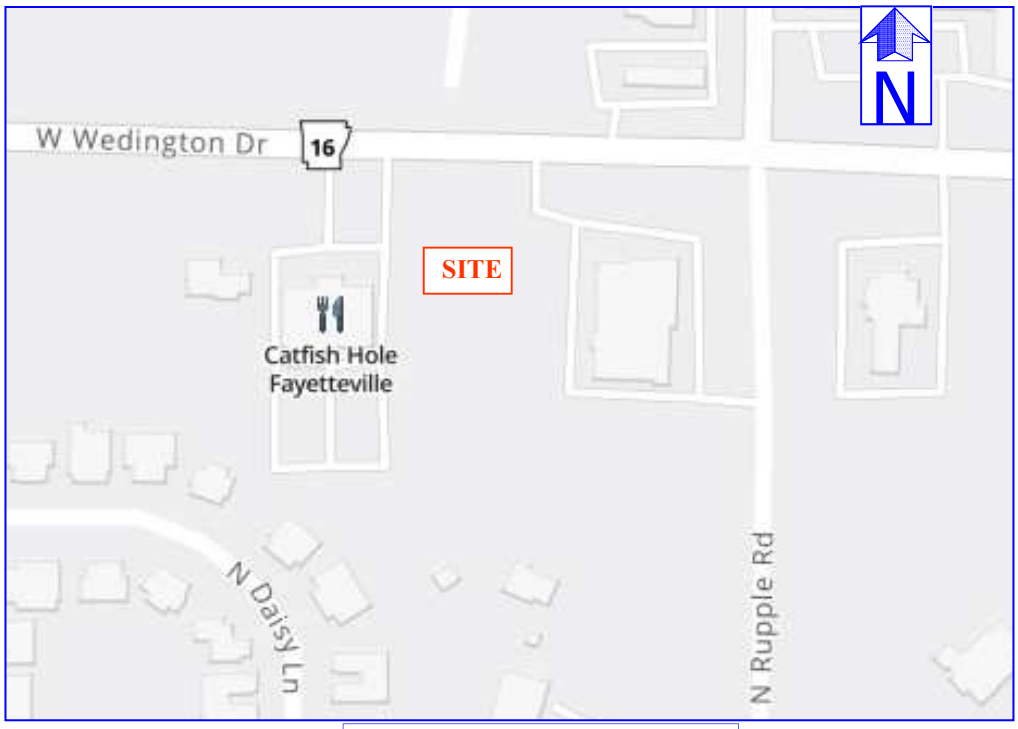


Figure 1 – Vicinity Map

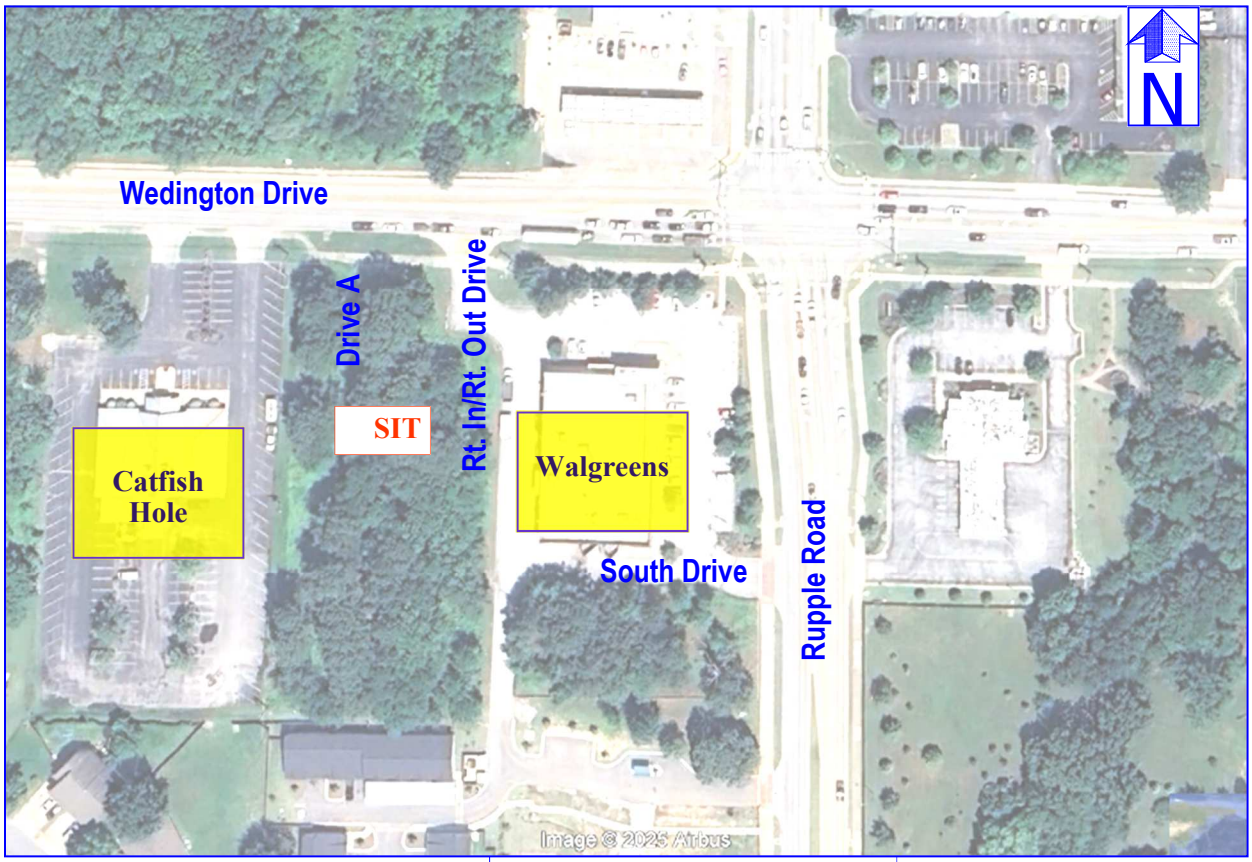


Figure 2 – Site Location Map

STREET SYSTEM

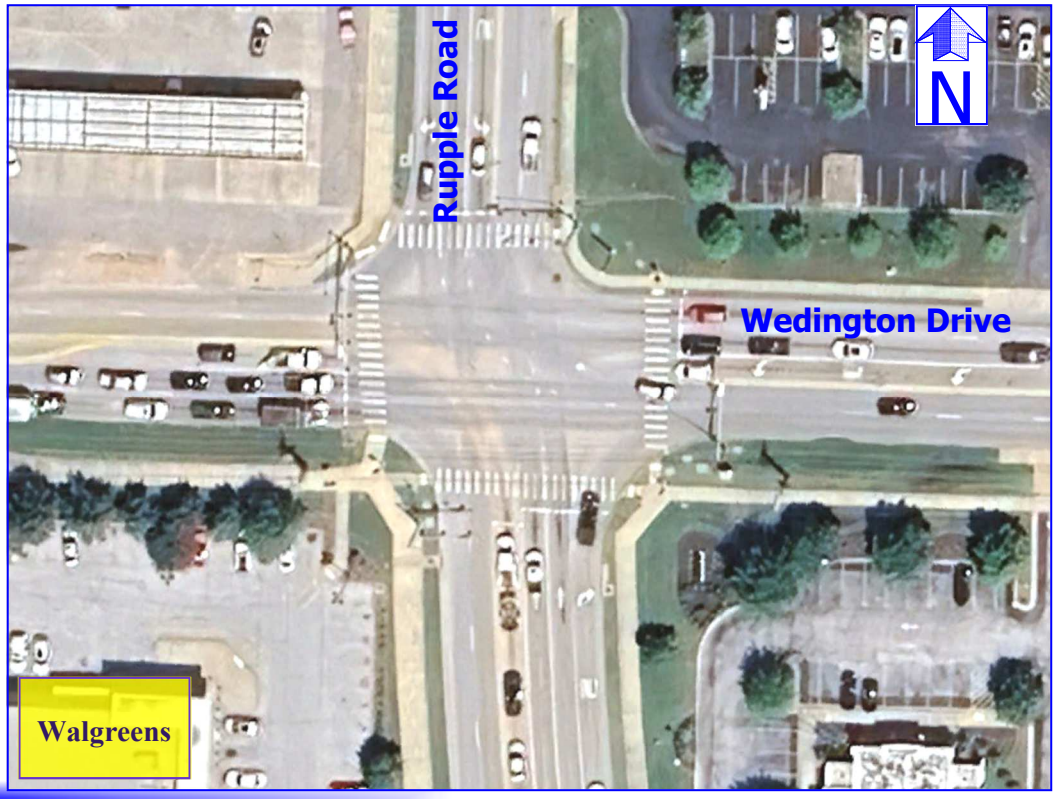
The adjacent roadways along the site frontage are described as follows:

- **Wedington Drive** along the north edge of the site, consists of two eastbound lanes and two westbound lanes plus the addition of left-turn lanes at Rupple Road. There are sidewalks along both sides of this roadway at the site. This section of Wedington Drive is a Regional High-Activity Link on the City of Fayetteville Master Street Plan (MSP).

- **Rupple Road**, just east of the site consists of two northbound lanes, two southbound lanes with a median break that currently allows for an approximate 330 foot northbound left-turn lane at Wedington Drive (includes a break at the Walgreens access drive). There are sidewalks along both sides of this roadway at the site. This section of Rupple Road is a Regional Link on the City of Fayetteville Master Street Plan (MSP).

The following photos show the general layout of the study intersections along Wedington Drive and Rupple Road. Photos were taken at locations as indicated on the captions.

Wedington Drive & Rupple Road



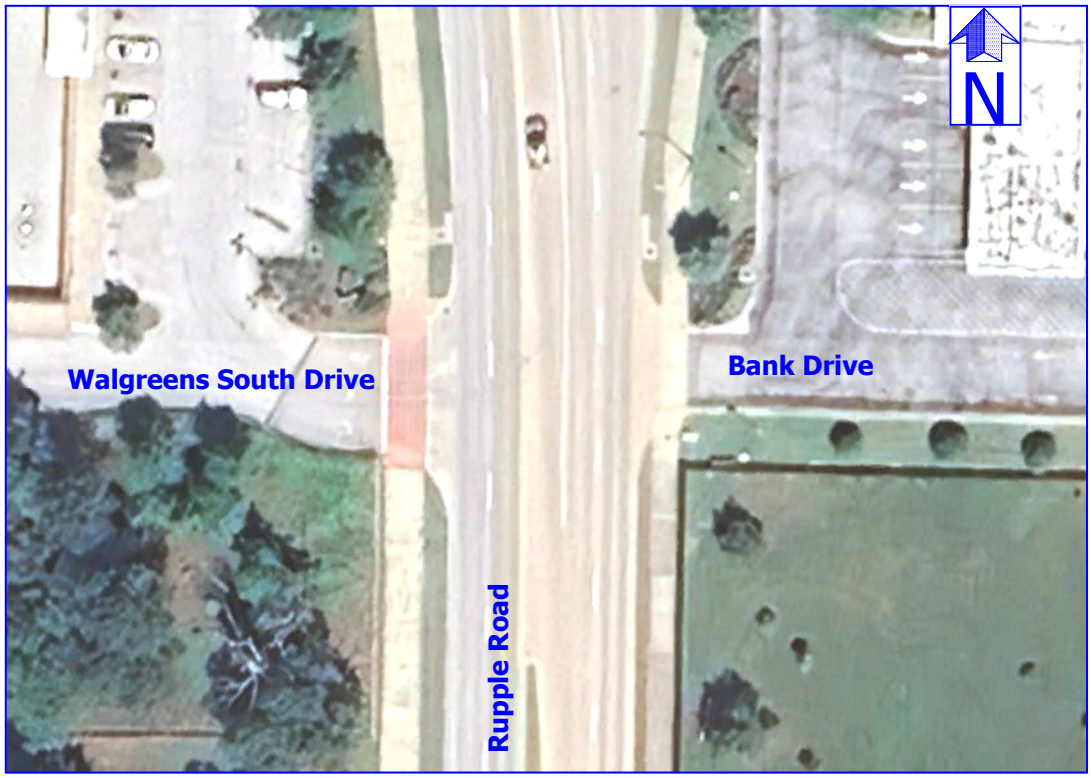
Rupple Road

Looking west on Wedington Drive toward Rupple Road.

Wedington Drive

Looking north on Rupple Road toward Wedington Drive.

Rupple Road & Walgreens South Drive / Bank Drive



Bank Drive

Looking north on Rupple Road toward Walgreens / Bank Drive.

Walgreens Drive

Rupple road

Looking east on Walgreens Drive toward Rupple Road.

Wedington Drive & Walgreens Right-In/Right-Out Drive

Wedington Drive

Looking north on the Right-In/Right-Out Drive at Wedington Drive.

Walgreens Drive

Looking west on Wedington Drive toward the Right-In/Right-Out Drive.

EXISTING TRAFFIC CONDITIONS

Traffic count data collected as a part of this study include AM, noon and PM peak hours vehicle turning movement counts at the following intersections:

- Wedington Drive and Rupple Road.
- Rupple Road and Walgreens South Drive / Bank Drive.
- Wedington Drive and Walgreens Right-In / Right-Out Drive.
- Wedington Drive and Catfish Hole East Drive.
- Wedington Drive and Catfish Hole West Drive

The existing intersection lane geometry and AM, noon and PM peak hours vehicle turning movement counts made as a part of this study are shown on Figure 3A, "Existing Traffic Volumes - AM Peak Hour," Figure 3B, "Existing Traffic Volumes - Noon Peak Hour," and Figure 3C, "Existing Traffic Volumes - PM Peak Hour." The peak hours vehicle turning movement count data for these intersections are presented in more detail in the Appendix of this report.

The AM, noon and PM peak traffic periods of the adjacent streets are the traffic operating conditions which have warranted primary traffic analysis as a part of this study.

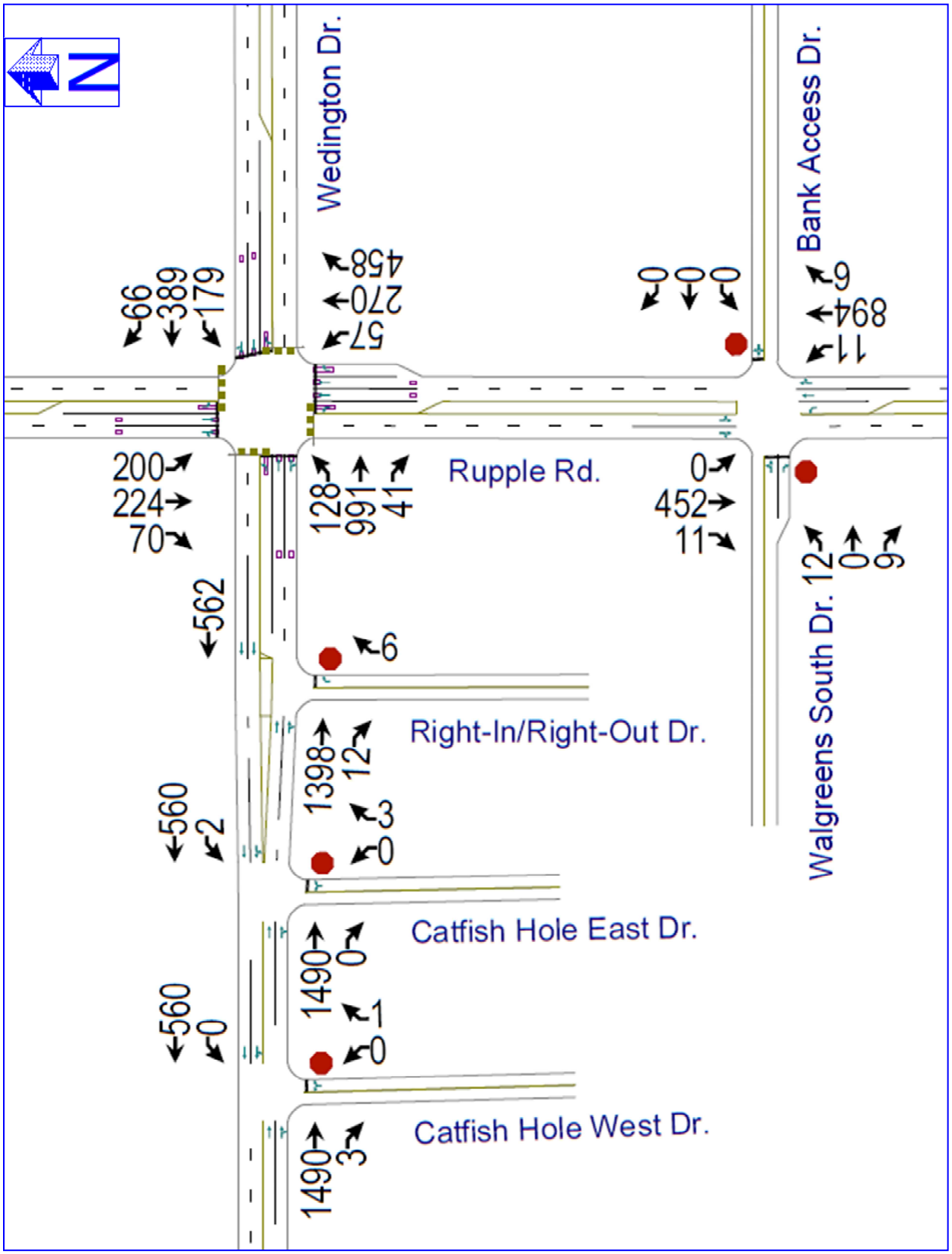


Figure 3A
Existing Traffic Volumes - AM Peak Hour

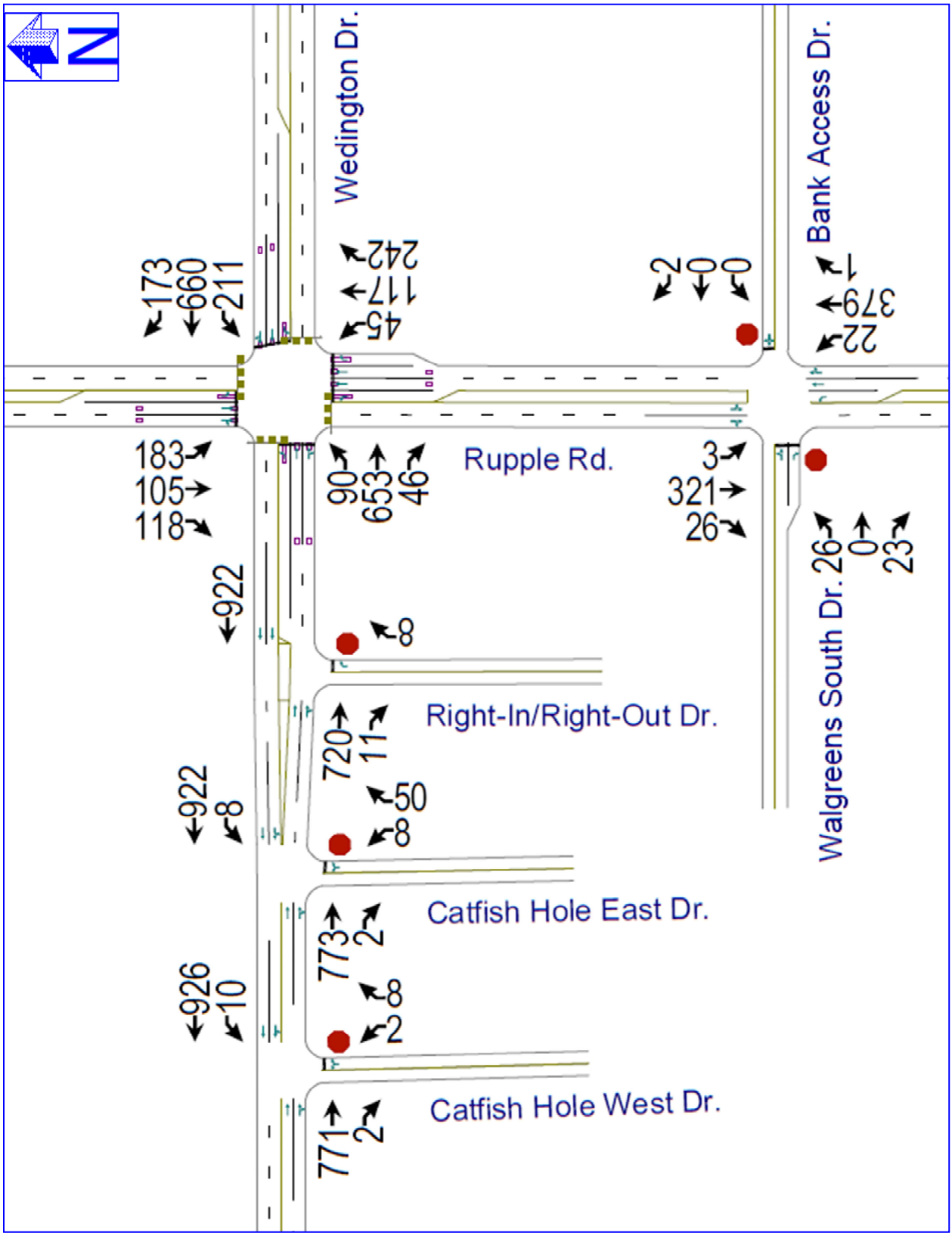


Figure 3B
Existing Traffic Volumes - Noon Peak Hour

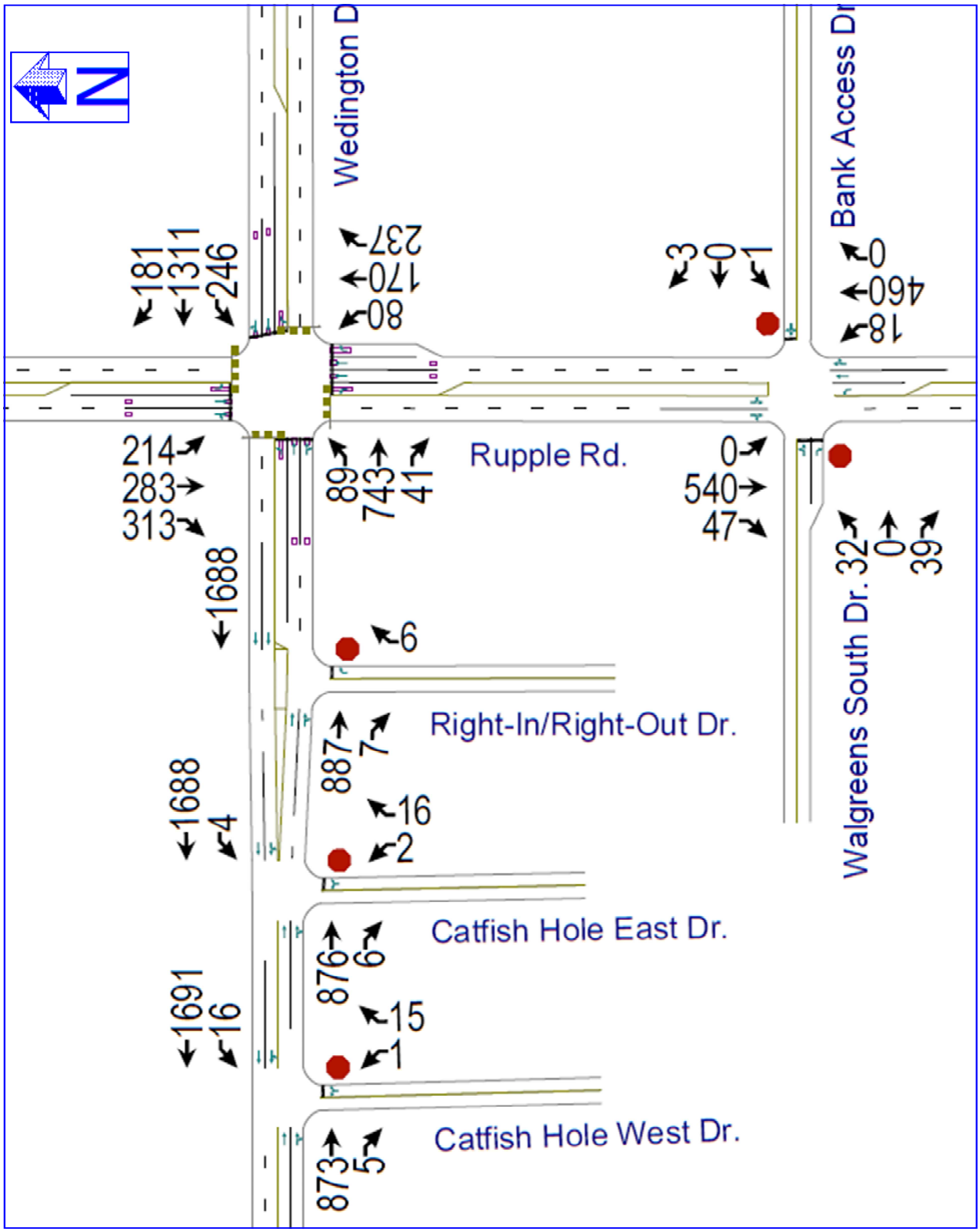


Figure 3C
Existing Traffic Volumes - PM Peak Hour

TRIP GENERATION and SITE TRAFFIC PROJECTIONS

The Trip Generation, an Informational Report, published by the Institute of Transportation Engineers (ITE) and The Trip Generation Manual 12th Edition, 2024, were researched in calculating the magnitude of traffic volumes expected to be generated by the proposed land use of this Chick-fil-A restaurant development. These are typically reliable sources for this information and are commonly used in the traffic engineering profession. To assure a more accurate calculation of magnitude of traffic volumes expected to be generated by the proposed Chick-fil-A restaurant, actual hourly counts of vehicles entering and exiting an existing Chick-fil-A restaurant in the Fayetteville area for a typical weekday were conducted by this Consultant. The existing Chick-fil-A restaurant where data was collected is located on the south side of Martin Luther King, Jr. Boulevard, just east of Razorback Road. This high-volume site is expected to have similar drive-thru volumes and operations as the proposed site. The MLK Boulevard and Razorback Road site current operation includes three drive-thru lanes with indoor dining (similar to what is proposed). The City has advised local data should be used to derive estimates of site volumes associated with the proposed site instead of using ITE Trip-Generation calculations. It was found that the actual counts are higher than the calculated volumes based on trip-generation rates published by ITE for this type of land use. The higher trip generation values were used in analysis of operational conditions as part of this study.

Using the selected trip generation rates, calculations were made as a part of this study to provide a reliable estimate of traffic volumes that can be expected to be associated with the restaurant size as proposed. Applying the appropriate trip-generation rates to the land use and restaurant size proposed for this development makes these calculations. Results of this calculation are summarized on Table 1, "Proposed Site Summary of Trip-Generation."

PROPOSED LAND USE	*AM PEAK HOUR VOLUME				*Noon PEAK HOUR VOLUME				*PM PEAK HOUR VOLUME			
	ENTER		EXIT		ENTER		EXIT		ENTER		EXIT	
	Drive-Thru	**Parked	Drive-Thru	**Parked	Drive-Thru	**Parked	Drive-Thru	**Parked	Drive-Thru	Parked	Drive-Thru	**Parked
Chick-fil-A (MLK - Fayetteville)	132	29	132	32	187	52	187	51	107	24	107	28
	161		164		239		238		131		135	
TOTAL ENTERING + EXITING	325				477				266			

Table 1 – Proposed Site Summary of Trip-Generation

These calculations indicate that approximately 325 vehicle trips (combined in and out) are estimated during the traffic conditions of the AM peak hour, approximately 477 vehicle trips are estimated during the traffic conditions of the noon peak hour and approximately 226 vehicle trips are estimated during the traffic conditions of the PM peak hour on this site.

Chick-fil-A is considered a convenience food choice. As such, a high percentage of site volume typically comes from the adjacent street traffic stream. The majority of traffic associated with this site will likely be in the existing traffic stream on Wedington Drive and on Rupple Road and therefore, pass-by reduction in calculated trip generation for this location has been included in this study. The effect of this is that on-street volumes are not dramatically increased beyond current levels by virtue of the retail site activity.

Retail commercial traffic, as will be associated with site, ordinarily contributes to the adjacent street traffic conditions during the on-street AM, noon and PM peak traffic hours. Accordingly, AM, noon and PM peak traffic periods of the adjacent streets are the traffic operating conditions which have warranted primary traffic analysis as a part of this study.

TRAFFIC VOLUME ASSIGNMENTS

Once projected traffic was estimated for the site, directional distributions were made to reflect the percent of anticipated left turns, right-turns and thru vehicle movements at the study intersections. Vehicle trip distribution was developed based on current traffic counts and travel patterns in the immediate vicinity of the proposed development for each of the study peak hours. Directional distribution percentages used in this study are shown on the following Figures:

- Figure 4A, "Directional Distribution - Site Traffic - AM Peak Hour"
- Figure 4B, "Directional Distribution - Site Traffic - Noon Peak Hour"
- Figure 4C, "Directional Distribution - Site Traffic - PM Peak Hour."

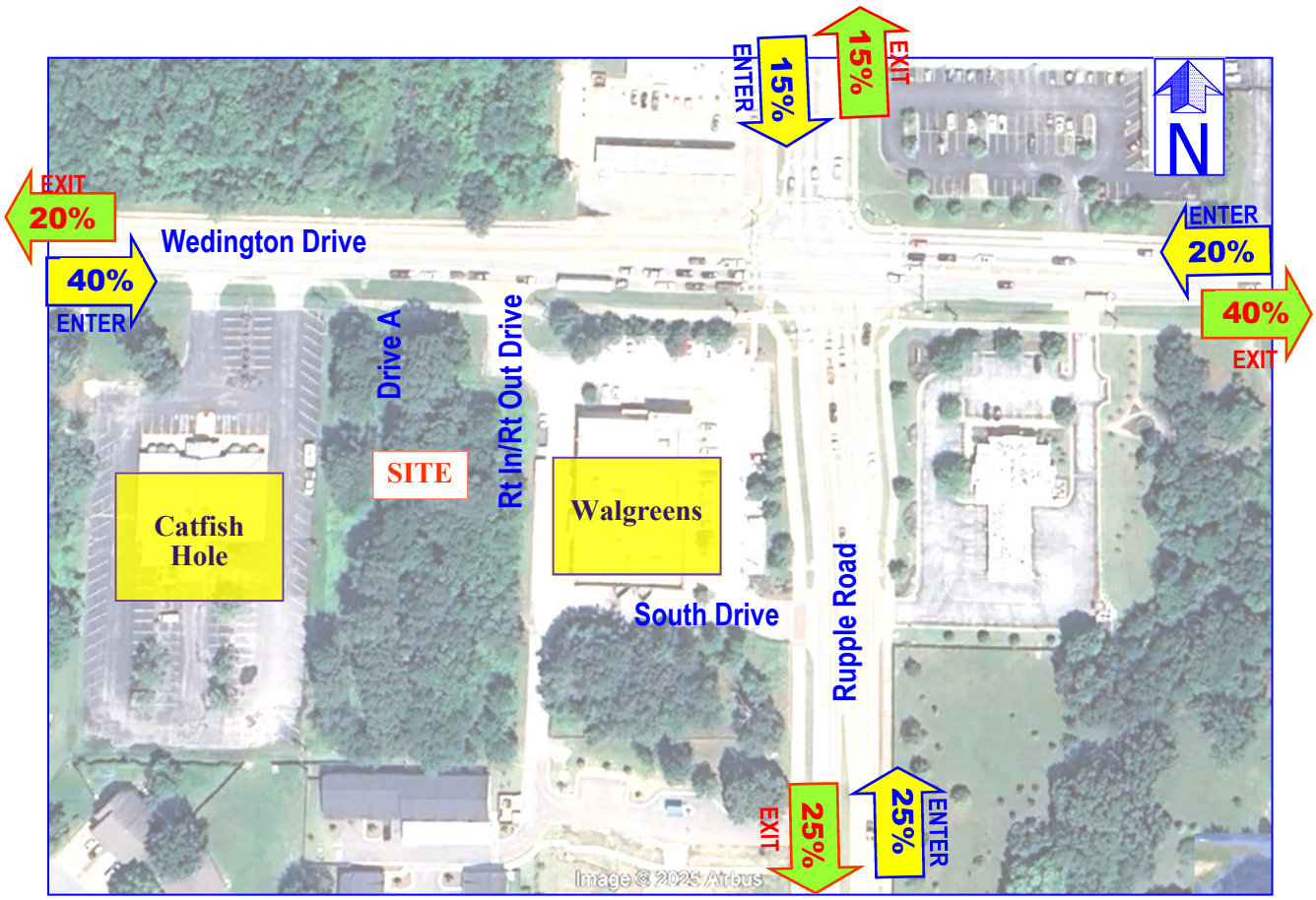


Figure 4A
Directional Distribution
Site Traffic - AM Peak Hour

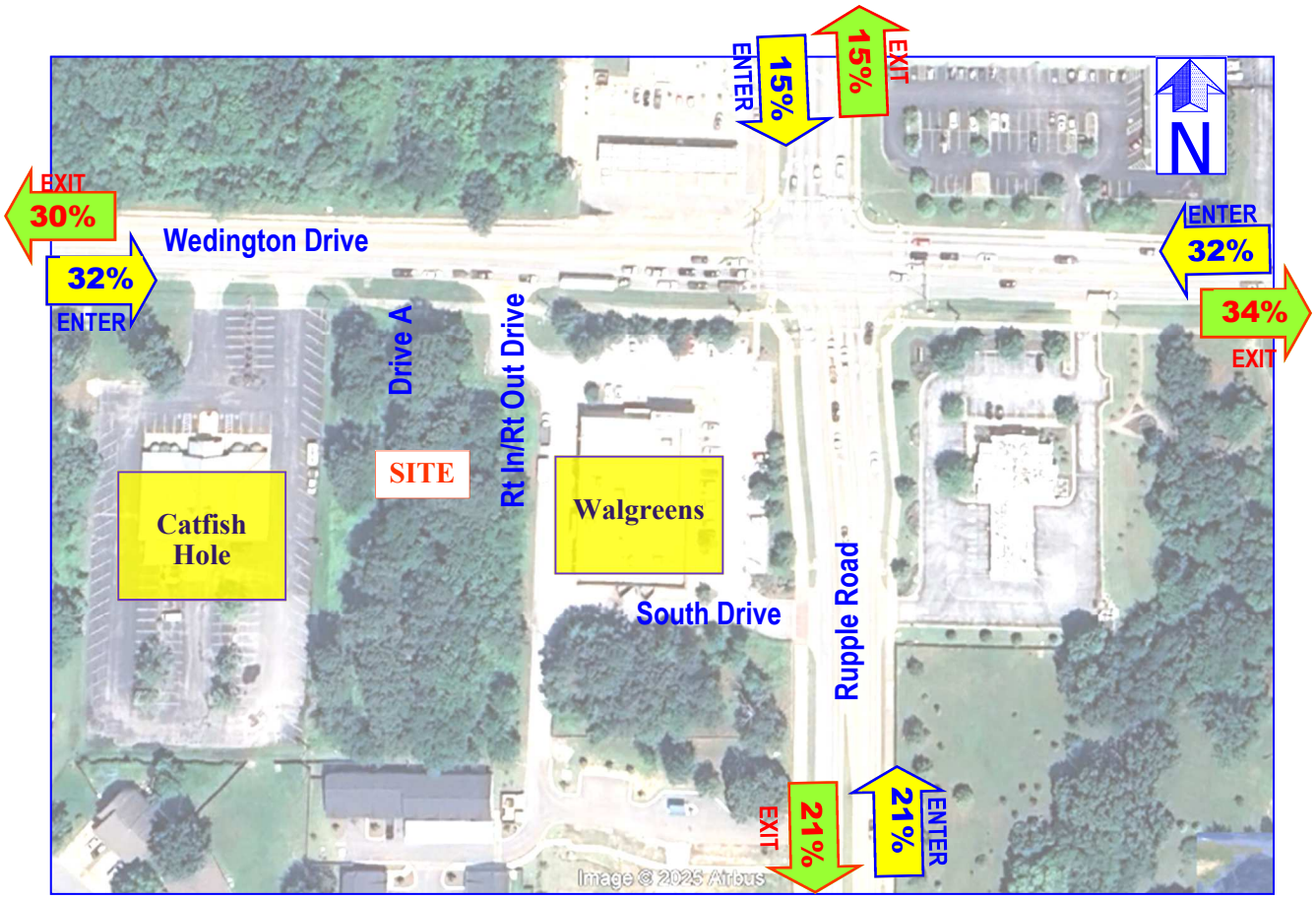


Figure 4B
Directional Distribution
Site Traffic - Noon Peak Hour

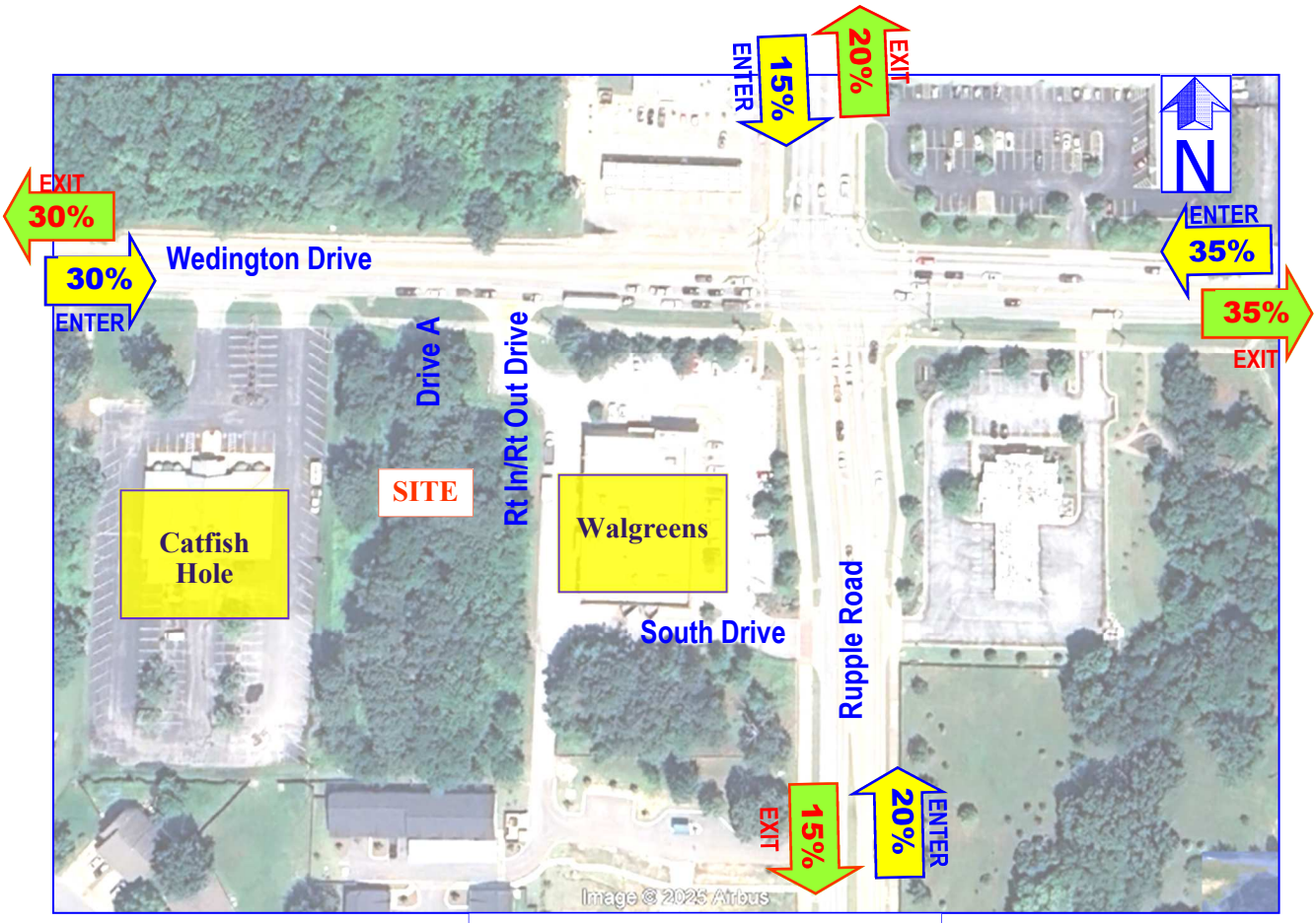


Figure 4C
Directional Distribution
Site Traffic - PM Peak Hour

The directional distribution percentages for site traffic have been equated to percentage turns for each movement at the study intersections. The site-generated traffic volumes result from applying the directional distribution percentages to the corresponding projected site-generated traffic volumes summarized on Table 1, "Proposed Site Summary of Trip-Generation." The site-generated traffic volumes and corresponding existing background traffic volumes have been combined and the results are depicted on Figure 5A, "Projected Traffic Volumes - AM Peak Hour," Figure 5B, "Projected Traffic Volumes - Noon Peak Hour," and Figure 5C, "Projected Traffic Volumes - PM Peak Hour." Additionally, these data for the proposed land use during the AM, noon and PM peak hours have been adjusted for "pass-by" trips (i.e. that portion of the site-destined traffic that could come from the existing adjacent street traffic stream).

Traffic volumes shown on Figures 3A, 3B, 3C, 5A, 5B and 5C are the values used in capacity and level of service calculations conducted as a part of this study. The effect of existing background traffic (i.e. the adjacent street non-site traffic which exists) and projected traffic associated with the site development has thus been accounted for in this analysis. The City did not require background traffic volume growth as a part of this traffic study.

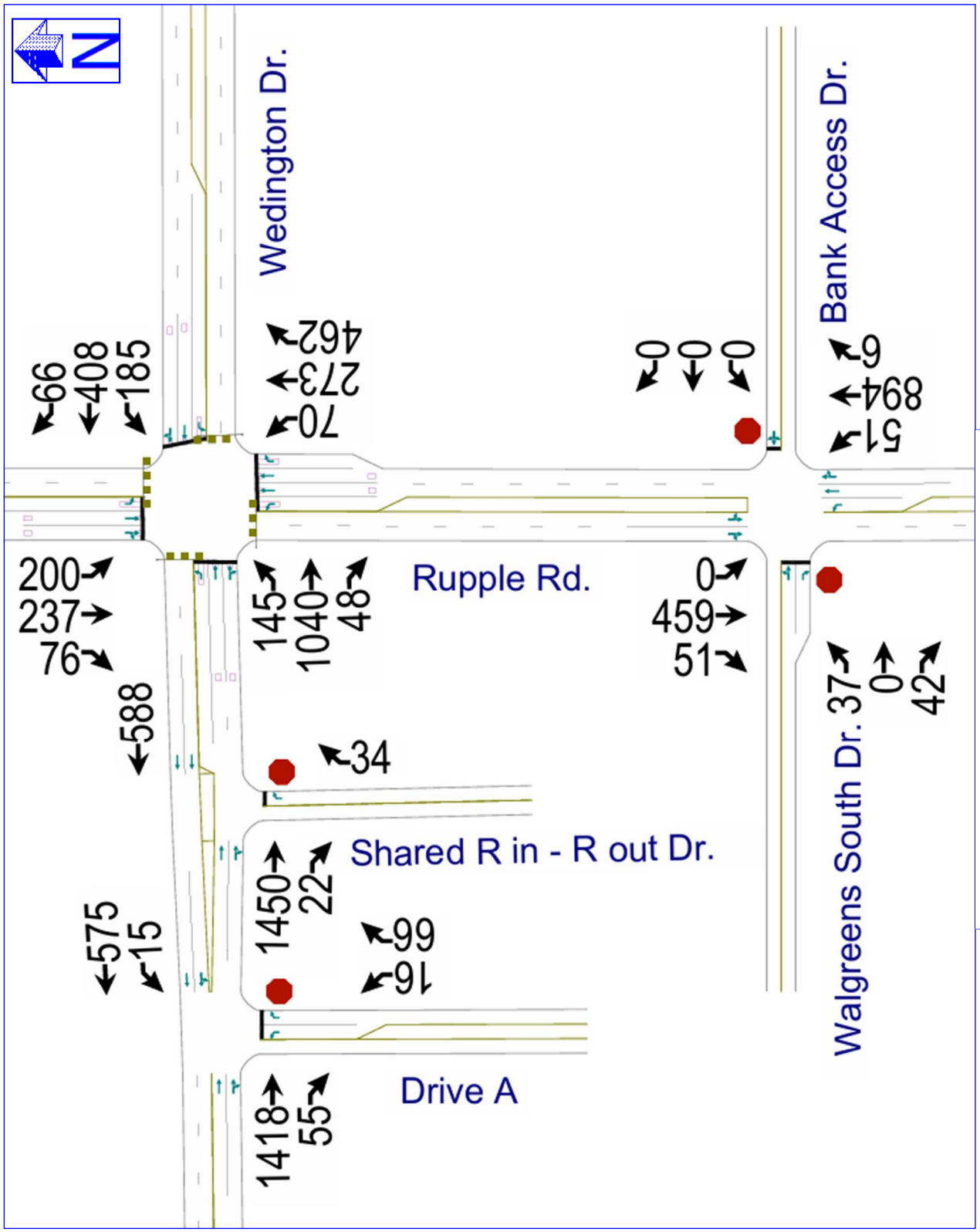


Figure 5A
Projected Traffic Volumes - AM Peak Hour

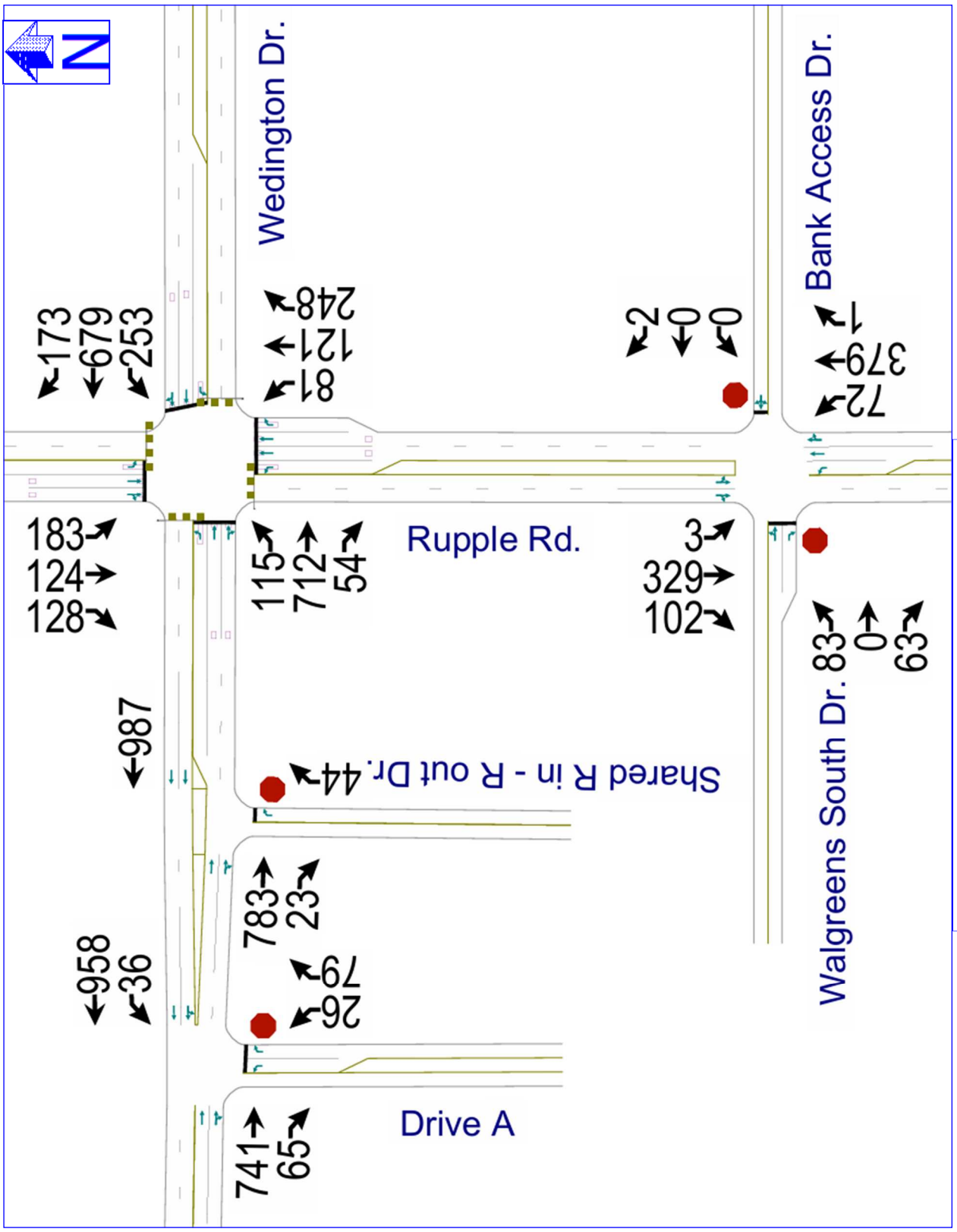


Figure 5B
Projected Traffic Volumes - Noon Peak Hour

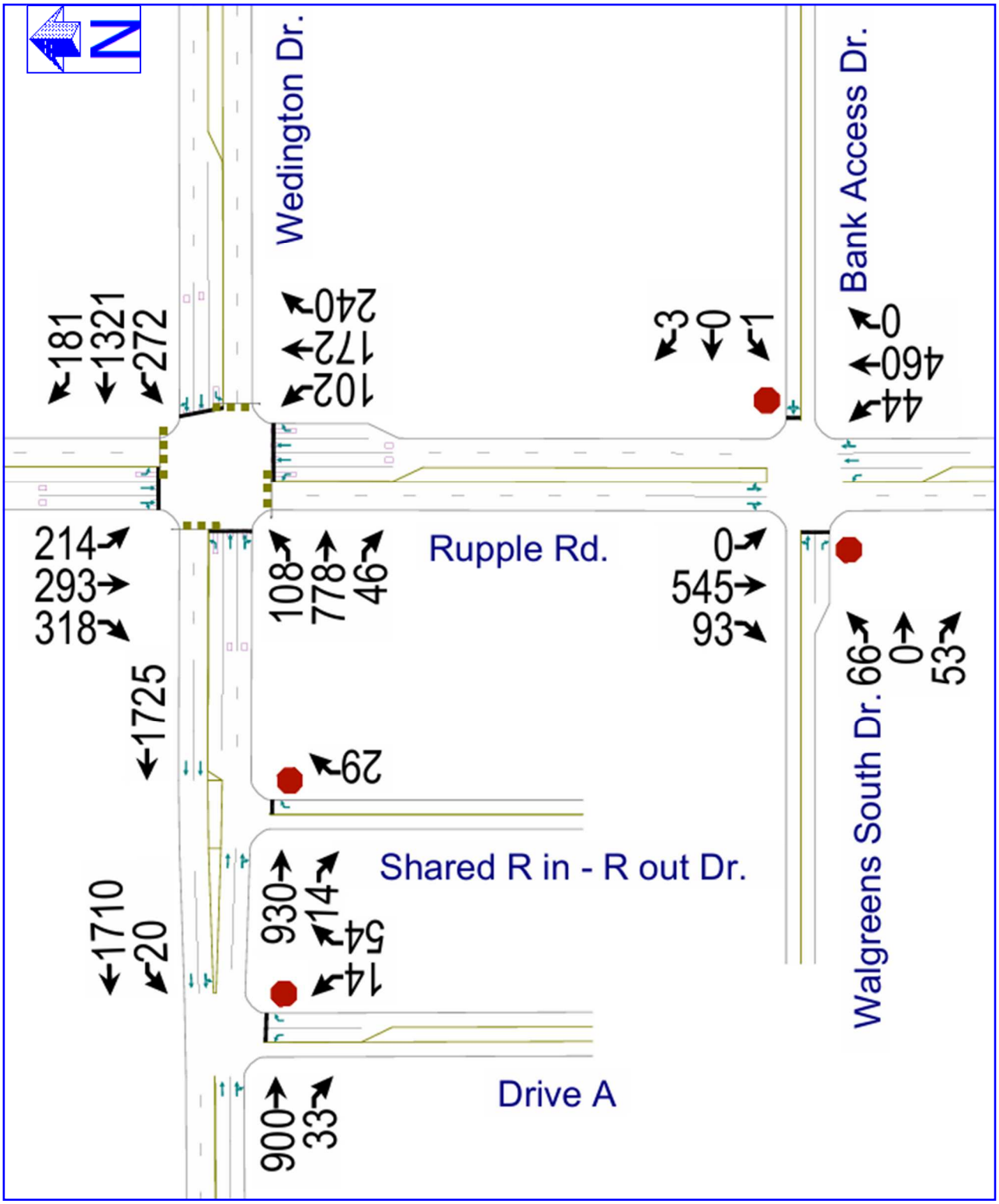


Figure 5C
Projected Traffic Volumes - PM Peak Hour

CAPACITY and LEVEL OF SERVICE

Generally, the "capacity" of a street is a measure of its ability to accommodate a certain magnitude of moving vehicles. It is a rate as opposed to a quantity, measured in terms of vehicles per hour. More specifically, street capacity refers to the maximum number of vehicles that a street element (e.g. an intersection) can be expected to accommodate in a given time period under the prevailing roadway and traffic conditions.

Traffic operational analysis for the study intersections were evaluated based on the methodologies outlined in the Highway Capacity Manual, 2010 Edition, published by the Transportation Research Board. The operating conditions at intersections are graded by the "level of service" experienced by drivers. Level of service (LOS) describes the quality of traffic operating conditions and is rated from "A" to "F". LOS "A" represents the most desirable condition with free-flow movement of traffic with minimal delays. LOS "F" generally indicates severely congested conditions with excessive delays to motorists. Intermediate grades of B, C, D, and E reflect incremental increases in the average delay per stopped vehicle. Delay is measured in seconds per vehicle. The table below shows the upper limit of delay associated with each level of service for signalized and un-signalized intersections.

Intersection Level of Service Delay Thresholds

Level of Service (LOS)	Signalized	Un-Signalized
A	< 10 Seconds	< 10 Seconds
B	< 20 Seconds	< 15 Seconds
C	< 35 Seconds	< 25 Seconds
D	< 55 Seconds	< 35 Seconds
E	< 80 Seconds	< 50 Seconds
F	≥ 80 Seconds	≥ 50 Seconds

The LOS rating deemed acceptable varies by community, facility type and traffic control device. A LOS "D" is the desirable goal for movements at un-signalized intersections that must yield to other movements; however, a LOS "E" or "F" is often accepted for low to moderate traffic volumes where the installation of a traffic signal is not warranted by the conditions at the intersection or the location is deemed undesirable for signalization for other reasons. For signalized intersections, level of service and average delay relate to all vehicles using the intersection and LOS "D" is the typical desirable standard for signalized intersections. All study intersections were evaluated using the Synchro analysis software package based on Highway Capacity Manual methods. This computer program has been proven to be reliable when used to analyze capacity and levels of traffic service under various operating conditions. Detailed results for all capacity calculations are included in the Appendix. The adjacent street weekday AM, noon and PM peak traffic periods were used for these calculations. Factors included in the analysis are as follows:

- Existing traffic volumes and patterns.
- Peak hour factors and large truck percentages.
- Directional distribution of projected traffic volumes.
- Existing and proposed intersection geometry (including elements such as turn lanes, curb radii, etc.).
- Existing background traffic volumes and projected site-generated volumes for projected traffic conditions.
- Existing traffic control.

CAPACITY ANALYSIS

Level of Service Analysis Results

Existing Traffic Conditions

Capacity and level of service analysis was performed for existing traffic volumes, lane geometry and traffic control for the AM, noon and PM peak hours for the following intersections:

- Wedington Drive and Rupple Road.
- Rupple Road and Walgreens South Drive / Bank Drive.
- Wedington Drive and Walgreens Right-In / Right-Out Drive.

City of Fayetteville had previously provided (for another project in the vicinity) existing traffic signal timing which was used for analysis of existing traffic conditions. This traffic signal timing data includes provisions for pedestrians at the intersection of Wedington Drive an Rupple Road. As indicated in Table 2, "Level of Service Summary – Existing Traffic Conditions," all vehicle movements currently operate at what calculates as an acceptable LOS "D" or better for existing traffic conditions at the study intersections for the AM, noon and PM peak hours except the following:

- The eastbound thru/right-turn vehicle movements on Wedington Drive at Rupple Road during the AM peak hour (LOS "E").
- The northbound left-turn vehicle movement on Rupple Road at Wedington Drive during the AM and PM peak hours (LOS "E").
- The southbound left-turn vehicle movement on Rupple Road at Wedington Drive during the AM ("LOS F") and PM (LOS "E") peak hours.

Traffic volumes used for this analysis are shown on Figure 3A, "Existing Traffic Volumes - AM Peak Hour," Figure 3B, "Existing Traffic Volumes - Noon Peak Hour," and Figure 3C, "Existing Traffic Volumes - PM Peak Hour."

Projected Traffic Conditions

Capacity and LOS analysis was performed for projected traffic conditions at initial completion of the site for the AM, noon and PM peak hours for the following intersections:

- Wedington Drive and Rupple Road.
- Rupple Road and Walgreens South Drive / Bank Drive.
- Wedington Drive and Walgreens Right-In / Right-Out Drive.
- Wedington Drive and Proposed Drive A.

Traffic volumes used for these projected traffic conditions are shown on Figure 5A, "Projected Traffic Volumes - AM Peak Hour," Figure 5B, "Projected Traffic Volumes - Noon Peak Hour" and Figure 5C, "Projected Traffic Volumes - PM Peak Hour." The operating conditions projected to exist at the study intersections are summarized in Table 3, "Level of Service Summary - Projected Traffic Conditions."

As indicated in Table 3, all vehicle movements are expected to operate at what calculates as an acceptable LOS "D" or better for the AM, noon and PM peak hours projected conditions for the study intersections except for the following:

- The eastbound thru/right-turn vehicle movements on Wedington Drive at Rupple Road during the AM peak hour (LOS "E"). This condition already exists. Furthermore, when compared to the existing conditions, the overall intersection LOS is unchanged, the average control delay only increases from 42.2 seconds to 51.1 seconds per vehicle (less than only a 9 second change) during the AM peak hour.
- The northbound left-turn vehicle movement on Rupple Road at Wedington Drive during the AM and PM peak hours. This condition already exists. Furthermore, the 95th percentile vehicle queue length only increase approximately one vehicle length (14 feet) during the AM peak hour and increase approximately only one to two vehicle lengths (28 feet) during the PM peak hour for the northbound left-turns. Also, there is adequate available storage length in the northbound left-turn lane and was observed to not block the existing Walgreens drive during the AM, noon or PM peak hours. This is expected to continue with the projected conditions with the site-generated traffic volumes included.

- The southbound left-turn vehicle movement on Rupple Road at Wedington Drive during the AM, noon and PM peak hours. This condition already exists. Furthermore, the 95th percentile vehicle queue length is expected to continue to be held within the existing available storage lane length for the southbound left-turn vehicle movements for the AM, noon and PM peak hours projected traffic conditions.
- The westbound left-turn vehicle movement on Rupple Road at Wedington Drive during the AM peak hour (LOE "E"). This condition is currently LOS "D". Furthermore, the 95th percentile vehicle queue length only increase approximately one vehicle length (13 feet) during the AM peak hour for the westbound left-turns.
- The northbound left-turn vehicle movement on the proposed new Drive A during the AM peak hour (LOS "F") and PM peak hour (LOS "E") at Wedington Drive. However, these volumes are low (only 16 vehicle trips during the AM peak hour (equates to one vehicle per every 3.75 minutes) and only 14 vehicle trips during the AM peak hour (equates to less than one vehicle per every 4 minutes)). Furthermore, the 95th percentile vehicle queue length is expected to be a maximum of only two vehicle lengths during the AM peak hour and only one vehicle length during the noon and PM peak hours on this access drive approach to Wedington Drive. Also, this condition is not abnormal to most commercial access drive intersections along roadways with traffic volumes similar to Wedington Drive.

Additionally, overall LOS for the traffic signal controlled intersection of Wedington Drive and Rupple Road are expected to continue to operate at what calculates unchanged (as it does for existing conditions) during the AM, noon and PM peak hours projected traffic conditions. Projected average control delay (seconds per vehicle) are found to be acceptable for the study intersections during the AM, noon and PM peak hours for the projected traffic conditions with the development as proposed.

EXISTING TRAFFIC CONDITIONS				PEAK HOUR - LEVEL OF SERVICE													Avg. Control Delay	Intersection Capacity Utilization
INTERSECTION	PEAK HR	Traffic Control		Eastbound Left-Turn	Eastbound Thru	Eastbound Right-Turn	Westbound Left-Turn	Westbound Thru	Westbound Right-Turn	Northbound Left-Turn	Northbound Thru	Northbound Right-Turn	Southbound Left-Turn	Southbound Thru	Southbound Right-Turn	Overall Intersection	Seconds / Vehicle	(%)
Wedington Drive and Rupple Road	AM	SIGNAL		C	E	D	C			E	C	D	F	C		D	47.2	83.8%
	NOON			B	C	C	C			D	D	A	D	C		C	26.3	66.0%
	PM			D	C	C	C			E	D	B	E	D		D	40.6	89.8%
Rupple Road and Walgreens South Drive	AM	"STOP" SIGN		C	A		A			A		A	A	A		n/a	0.3	34.9%
	NOON			B	A		A			A		A	A	A		n/a	1.1	33.1%
	PM			C	B		B			A		A	A	A		n/a	1.2	33.1%
Wedington Drive and Rt-In/Rt-Out Drive	AM	"STOP" SIGN			A		A					C				n/a	0.1	49.0%
	NOON				A		A					B				n/a	0.1	30.3%
	PM				A		A					B				n/a	0.0	50.0%

Table 2 - Level of Service Summary - Existing Traffic Conditions

EXISTING TRAFFIC CONDITIONS			Eastbound Left-Turn	Eastbound Thru	Eastbound Right-Turn	Westbound Left-Turn	Westbound Thru	Westbound Right-Turn	Northbound Left-Turn	Northbound Thru	Northbound Right-Turn	Southbound Left-Turn	Southbound Thru	Southbound Right-Turn
PEAK HOUR		LANE	PEAK HOUR CALCULATED 95TH PERCENTILE QUEUE LENGTHS											
Wedington Drive at Rupple Road	AM PEAK HOUR	Available Storage (Feet)	100'	n/a	200'	n/a	350'	n/a	150'	500'	n/a			
		95th Percentile Queue (Feet)	92'	n/a	203'	n/a	80'	n/a	356'	109'	n/a			
	NOON PEAK HOUR	Available Storage (Feet)	100'	n/a	200'	n/a	350'	n/a	150'	500'	n/a			
		95th Percentile Queue (Feet)	54'	n/a	118'	n/a	59'	n/a	172'	172'	n/a			
	PM PEAK HOUR	Available Storage (Feet)	100'	n/a	200'	n/a	350'	n/a	150'	500'	n/a			
		95th Percentile Queue (Feet)	103'	n/a	165'	n/a	135'	n/a	69'	323'	n/a			
Walgreens South Drive at Rupple Road	AM PEAK HOUR	Available Storage (Veh. Lengths)			4		4	4						
		95th Percentile Queue (Veh. Lengths)			1		1	1						
	NOON PEAK HOUR	Available Storage (Veh. Lengths)			4		4	4						
		95th Percentile Queue (Veh. Lengths)			1		1	1						
	PM PEAK HOUR	Available Storage (Veh. Lengths)			4		4	4						
		95th Percentile Queue (Veh. Lengths)			1		1	1						
Rt-In-Rt-Out Drive at Wedington Drive	AM PEAK HOUR	Available Storage (Veh. Lengths)								4				
		95th Percentile Queue (Veh. Lengths)								1				
	NOON PEAK HOUR	Available Storage (Veh. Lengths)								4				
		95th Percentile Queue (Veh. Lengths)								1				
	PM PEAK HOUR	Available Storage (Veh. Lengths)								4				
		95th Percentile Queue (Veh. Lengths)								1				

Table 2A - 95th Percentile Vehicle Queue Lengths - Existing Traffic Conditions

INITIAL COMPLETION PROJECTED TRAFFIC CONDITIONS				PEAK HOUR - LEVEL OF SERVICE														Avg. Control Delay Seconds / Vehicle	Intersection Capacity Utilization (%)
INTERSECTION	PEAK HR	Traffic Control	Eastbound Left-Turn	Eastbound Thru	Eastbound Right-Turn	Westbound Left-Turn	Westbound Thru	Westbound Right-Turn	Northbound Left-Turn	Northbound Thru	Northbound Right-Turn	Southbound Left-Turn	Southbound Thru	Southbound Right-Turn	Overall Intersection				
Wedington Drive and Rupple Road	AM	SIGNAL	C	E		E	C		E	C	D	F	C		D	51.1	94.8%
	NOON		B	C		D	C		D	C	B	E	B		C	29.2	70.2%
	PM		D	D		C	D		E	D	A	F	D		D	45.2	92.7%
Rupple Road and Walgreens South Drive	AM	"STOP" SIGN	C	A	A		A		A		A	A	A	A	n/a	1.4	52.4%
	NOON		C	A	A		A		A		A	A	A	A	n/a	3.3	44.2%
	PM		C	B	B		B		A		A	A	A	A	n/a	2.6	51.1%
Wedington Drive and Rt-In/Rt-Out Drive	AM	"STOP" SIGN		A			A				C				n/a	0.3	50.8%
	NOON			A			A				B				n/a	0.3	32.4%
	PM			A			A				B				n/a	0.1	51.0%
Wedington Drive and Proposed Drive A	AM	"STOP" SIGN		A			A		F		C				n/a	1.3	51.7%
	NOON			A			A		D		B				n/a	1.2	62.7%
	PM			A			A		E		B				n/a	0.6	71.4%

Table 3 - Level of Service Summary - Projected Traffic Conditions

PROJECTED TRAFFIC CONDITIONS			Eastbound Left-Turn	Eastbound Thru	Eastbound Right-Turn	Westbound Left-Turn	Westbound Thru	Westbound Right-Turn	Northbound Left-Turn	Northbound Thru	Northbound Right-Turn	Southbound Left-Turn	Southbound Thru	Southbound Right-Turn
	PEAK HOUR	LANE	PEAK HOUR CALCULATED 95TH PERCENTILE QUEUE LENGHTS											
Wedington Drive at Rupple Road	AM PEAK HOUR	Available Storage (Feet)	100'	n/a		200'	n/a		350'	n/a	150'	500'	n/a	
		95th Percentile Queue (Feet)	100'	n/a		216'	n/a		94'	n/a	372'	282'	n/a	
	NOON PEAK HOUR	Available Storage (Feet)	100'	n/a		200'	n/a		350'	n/a	150'	500'	n/a	
		95th Percentile Queue (Feet)	68'	n/a		224'	n/a		89'	n/a	92'	229'	n/a	
	PM PEAK HOUR	Available Storage (Feet)	100'	n/a		200'	n/a		350'	n/a	150'	500'	n/a	
		95th Percentile Queue (Feet)	147'	n/a		218'	n/a		163'	n/a	69'	333'	n/a	
Walgreens South Drive at Rupple Road	AM PEAK HOUR	Available Storage (Veh. Lengths)				4		4	4					
		95th Percentile Queue (Veh. Lengths)				2		1	1					
	NOON PEAK HOUR	Available Storage (Veh. Lengths)				4		4	4					
		95th Percentile Queue (Veh. Lengths)				2		1	1					
	PM PEAK HOUR	Available Storage (Veh. Lengths)				4		4	4					
		95th Percentile Queue (Veh. Lengths)				2		1	1					
Rt-In-Rt-Out Drive at Wedington Drive	AM PEAK HOUR	Available Storage (Veh. Lengths)									4			
		95th Percentile Queue (Veh. Lengths)									1			
	NOON PEAK HOUR	Available Storage (Veh. Lengths)									4			
		95th Percentile Queue (Veh. Lengths)									1			
	PM PEAK HOUR	Available Storage (Veh. Lengths)									4			
		95th Percentile Queue (Veh. Lengths)									1			
Proposed Drive A at Wedington Drive	AM PEAK HOUR	Available Storage (Veh. Lengths)				4			4		4			
		95th Percentile Queue (Veh. Lengths)				1			2		1			
	NOON PEAK HOUR	Available Storage (Veh. Lengths)				4			4		4			
		95th Percentile Queue (Veh. Lengths)				1			1		1			
	PM PEAK HOUR	Available Storage (Veh. Lengths)				4			4		4			
		95th Percentile Queue (Veh. Lengths)				1			1		1			

Table 3A - 95th Percentile Vehicle Queue Lengths - Projected Traffic Conditions

DRIVE-THRU AVAILABLE QUEUE LENGTH

A comparison was made of the proposed on-site vehicle queuing capacity for drive-thru vehicles to the projected vehicle queuing based on observation count data from a Chick-fil-A Restaurant with a similar drive-thru set-up (located at on the southeast corner of M.L.K Jr. Boulevard and Razorback Road per City of Fayetteville request) for the AM, noon and PM peak hours.

The Chick-Fil-A at M.L.K Jr. Boulevard and Razorback Road has approximately 1,150 linear feet of available on-site queue length without queuing on the adjacent roadways. This existing available queue length accommodated all the site traffic (including drive-thru vehicles) without backing onto adjacent roadways during the AM and PM peak hours. During the noon peak hour, there were a maximum of 2 vehicles observed that had to queue onto M.L.K Jr. Boulevard, but this only occurred for a short time (just a couple minutes) and cleared relatively quickly.

The proposed Chick-Fil-A site has a similar drive-thru set-up but has approximately 1,440 linear feet of available on-site queue length without queuing onto the adjacent roadways or existing land use parking areas (Walgreens). This is approximately 11 to 12 car lengths more than the existing Chick-Fil-A at M.L.K Jr. Boulevard and Razorback Road. Furthermore, there is an additional several hundred feet of available queue lengths on adjacent existing development driveways (with proposed shared access) without impeding their parking or access that is not expected to be needed or used.

Also, there are planned to be 68 parking spaces at the proposed new site. There are only approximately 45 parking spaces at the existing Chick-Fil-A at M.L.K Jr. Boulevard and Razorback Road. So there will be more parking options as well for the proposed site.

The current Chick-fil-A site plan includes a dual drive-thru and on-site available vehicle queueing that can accommodate all the site vehicles within the drive-thru and on-site driveways storage without blocking the interior access drives and also not queuing onto the adjacent streets. This available drive-thru stacking is expected to provide adequate vehicle queue length for the drive-thru without backing onto adjacent roadways.

A summary of drive-thru vehicles entering and the number of drive thru queued vehicles is included in the Appendix regarding data gathered at the existing Chick-fil-A Restaurant with a similar drive-thru set-up located at M.L.K Jr. Boulevard and Razorback Road.

PEDESTRIAN PROVISIONS

Per City of Fayetteville Minimum Street Standards, a traffic engineering study must include pedestrian / bicycle evaluations per City of Fayetteville Minimum Street Standards Chapter 7.5. Sidewalks should be included from the site to tie into existing nearby sidewalks. Additionally, provisions for pedestrian crosswalks within the site should be considered for the internal pedestrian circulation.

FINDINGS and RECOMMENDATIONS

Findings of this study are summarized as follows:

- Capacity and level of service analysis was performed for existing traffic volumes, lane geometry and traffic control for the AM, noon and PM peak hours for the study intersections. All vehicle movements currently operate at what calculates as an acceptable LOS "D" or better for existing traffic conditions at the study intersections for the AM, noon and PM peak hours except the following:
    - The eastbound thru/right-turn vehicle movements on Wedington Drive at Rupple Road during the AM peak hour (LOS "E").
    - The northbound left-turn vehicle movement on Rupple Road at Wedington Drive during the AM and PM peak hours (LOS "E").
    - The southbound left-turn vehicle movement on Rupple Road at Wedington Drive during the AM ("LOS F") and PM (LOS "E") peak hours.

- Capacity and LOS analysis was performed for projected traffic conditions at initial completion of the site for the AM, noon and PM peak hours for the study intersections. All vehicle movements are expected to operate at what calculates as an acceptable LOS "D" or better for the AM, noon and PM peak hours projected conditions for the study intersections except for the following:

    - The eastbound thru/right-turn vehicle movements on Wedington Drive at Rupple Road during the AM peak hour (LOS "E"). This condition already exists. Furthermore, when compared to the existing conditions, the overall intersection LOS is unchanged, the average control delay only increases from 42.2 seconds to 51.1 seconds per vehicle (less than only a 9 second change) during the AM peak hour.
    - The northbound left-turn vehicle movement on Rupple Road at Wedington Drive during the AM and PM peak hours. This condition already exists. Furthermore, the 95th percentile vehicle queue length only increase approximately one vehicle length (14 feet) during the AM peak hour and increase approximately only one to two vehicle lengths (28 feet) during the PM peak hour for the northbound left-turns. Also, there is adequate available storage length in the northbound left-turn lane and was observed to not block the existing Walgreens drive during the AM, noon or PM peak hours. This is expected to continue with the projected conditions with the site-generated traffic volumes included.

- The southbound left-turn vehicle movement on Rupple Road at Wedington Drive during the AM, noon and PM peak hours. This condition already exists. Furthermore, the 95th percentile vehicle queue length is expected to continue to be held within the existing available storage lane length for the southbound left-turn vehicle movements for the AM, noon and PM peak hours projected traffic conditions.
- The westbound left-turn vehicle movement on Rupple Road at Wedington Drive during the AM peak hour (LOE "E"). This condition is currently LOS "D". Furthermore, the 95th percentile vehicle queue length only increase approximately one vehicle length (13 feet) during the AM peak hour for the westbound left-turns.
- The northbound left-turn vehicle movement on the proposed new Drive A during the AM peak hour (LOS "F") and PM peak hour (LOS "E") at Wedington Drive. However, these volumes are low (only 16 vehicle trips during the AM peak hour (equates to one vehicle per every 3.75 minutes) and only 14 vehicle trips during the AM peak hour (equates to less than one vehicle per every 4 minutes)). Furthermore, the 95th percentile vehicle queue length is expected to be a maximum of only two vehicle lengths during the AM peak hour and only one vehicle length during the noon and PM peak hours on this access drive approach to Wedington Drive. Also, this condition is not abnormal to most commercial access drive intersections along roadways with traffic volumes similar to Wedington Drive.

- Overall LOS for the traffic signal controlled intersection of Wedington Drive and Rupple Road are expected to continue to operate the same as it does for existing conditions during the AM, noon and PM peak hours projected traffic conditions. Projected average control delay (seconds per vehicle) are found to be acceptable for the study intersections during the AM, noon and PM peak hours for the projected traffic conditions with the development as proposed.

- The northbound left-turn vehicle queueing on Rupple Road at Wedington Drive was observed during AM, noon and PM peak hours while existing turning movement counts were conducted. These observations confirm there is adequate available storage length in the northbound left-turn lane and was observed to not block the existing Walgreens drive during the AM, noon or PM peak hours. This is expected to continue with the projected conditions with the site-generated traffic volumes included.

- The current Chick-fil-A site plan includes a drive-thru and on-site available vehicle queueing that can accommodate all the site vehicles within the drive-thru and on-site driveways storage without blocking the interior access drives and also not queuing onto the adjacent streets. This available drive-thru stacking is expected to provide adequate vehicle queue length for the drive-thru without backing onto adjacent roadways and is approximately 290 feet more (or approximately 25% more) than the existing drive-thru storage at the existing vicinity Chick-Fil-A at M.L.K Jr. Boulevard and Razorback Road. This is approximately 11 to 12 car lengths more than the existing Chick-Fil-A at M.L.K Jr. Boulevard and Razorback Road. Also, there are 68 parking spaces planned at the proposed new site. This is approximately 23 more parking spaces (or approximately 50% more) than the existing Chick-Fil-A at M.L.K Jr. Boulevard and Razorback Road, therefore more parking options will be available as well for the proposed site.

- Per City of Fayetteville Minimum Street Standards, a traffic engineering study must include pedestrian / bicycle evaluations per City of Fayetteville Minimum Street Standards Chapter 7.5. Sidewalks should be included from the site to tie into existing nearby sidewalks. Additionally, provisions for pedestrian crosswalks within the site should be considered for the internal pedestrian circulation.

- It is recommended to apply for a variance with the City of Fayetteville to allow a fully-directional access drive (Drive A) be constructed to intersect Wedington Drive to adequately serve the site.

- In the future, the City of Fayetteville could consider to widen Wedington Drive and extend the addition of a bi-directional center left-turn on Wedington Drive from the existing eastbound left-turn lane at Rupple Road to the existing westbound left-turn lane to Meadowlands Drive (approximately 750 feet). Chick-fil-A would be willing to pay a prorated amount of the cost based upon their Wedington Drive roadway frontage length. The possible future addition of this bi-directional center left-turn would not only benefit possible future development, but also existing land-uses along this section of Wedington Drive.

- It is recommended to construct the site, including drive-thru and parking, as depicted on the site plan. The existing

driveways that will serve the site should continue to function well. The sidewalk tie-in and pedestrian provision connections to the site must conform to City of Fayetteville design standards and will require approval by the City.

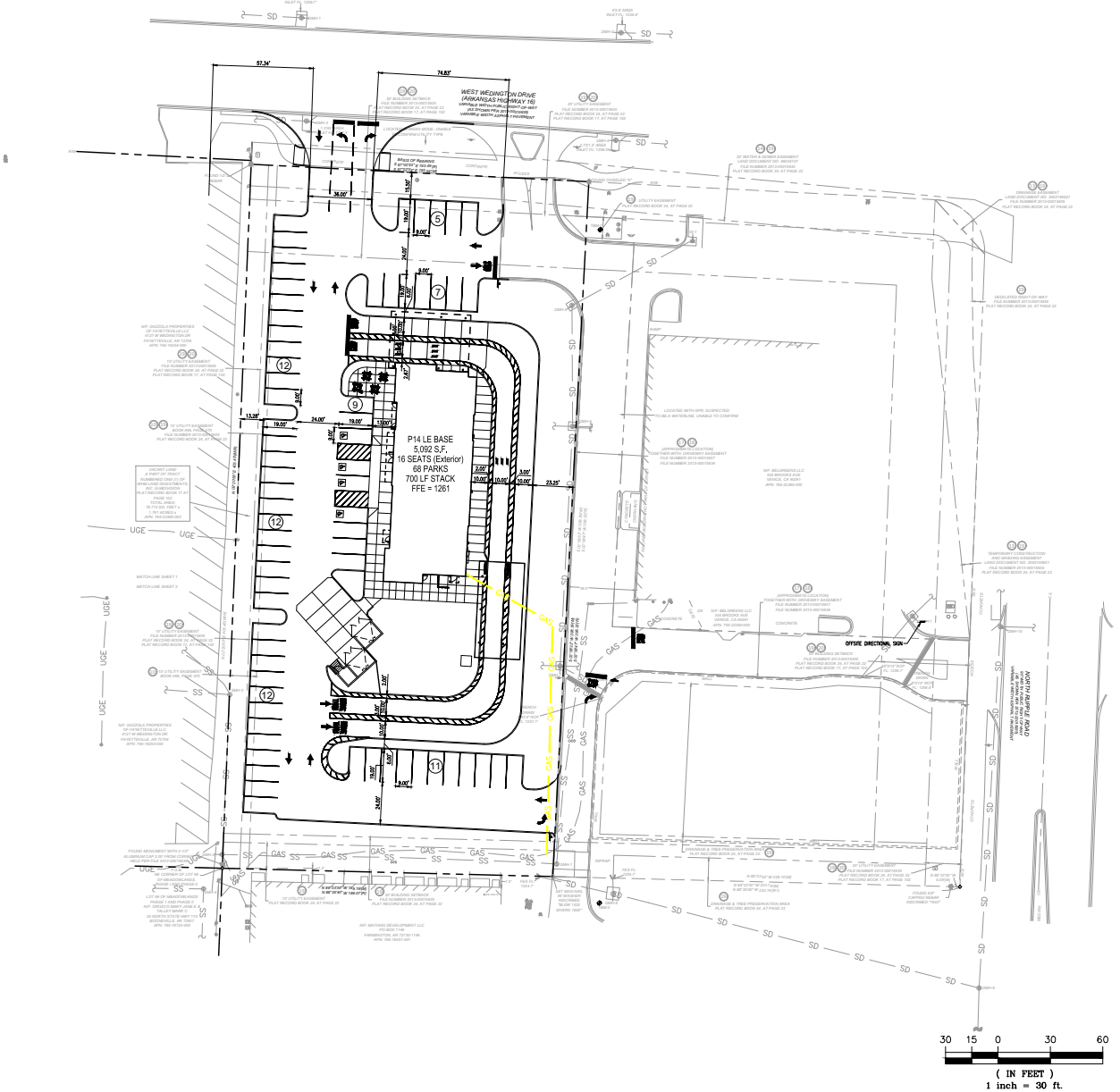
- It is recommended that the City if Fayetteville monitor the traffic signal operations of the intersection of Wedington Drive and Rupple Road for possible changes in signal timing operations. This could possibly improve the intersection operation with or without the site.

The conclusion of traffic operational findings associated with this study is that additional traffic expected to be generated by the proposed Chick-Fil-A development can be accommodated by the existing adjacent roadways with minimal discernable impact to traffic flow on Rupple Road and on Wedington Drive in the vicinity.

APPENDIX

Site Plan

PETERS & ASSOCIATES
ENGINEERS, INC.



Chick-fil-A
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Atlanta, Georgia 30349-2998

GREYDEN
ENGINEERING • PLANNING
12460 Crabapple Road
Suite 202-374
Alpharetta, Georgia 30004
PH: 770-597-9681 FAX: 678-302-6362

CHICK-FIL-A
4077 W. Wedington Dr.
Fayetteville, AR 72704

FSU# 06290

REVISION SCHEDULE
NO. DATE DESCRIPTION

GREYDEN PROJECT # 25-062
PRINTED FOR
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SHEET

SHEET NUMBER
Sketch 4

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Trip-Generation Data

Chick-Fil-A
Fayetteville, Arkansas
Trip Generation

P2302

PROPOSED LAND USE	*AM PEAK HOUR VOLUME				*Noon PEAK HOUR VOLUME				*PM PEAK HOUR VOLUME			
	ENTER		EXIT		ENTER		EXIT		ENTER		EXIT	
	Drive-Thru	**Parked	Drive-Thru	**Parked	Drive-Thru	**Parked	Drive-Thru	**Parked	Drive-Thru	Parked	Drive-Thru	**Parked
Chick-fil-A	132	29	132	32	187	52	187	51	107	24	107	28
(MLK - Fayetteville)	161		164		239		238		131		135	
OTAL ENTERING + EXITING	**325**				**477**				**266**			

**Trip-generation shown was calculated from existing drive-thru data at a similar Little Rock Chick-fil-A.*

***Trip-generation shown for expected parked vehicles include some dine-in and some pick-up to-go orders with minimal parking time.*

Vehicle Turning Movement Count Data

PETERS & ASSOCIATES
ENGINEERS, INC.

AM Wedington Drive and Rupple Road
Fayetteville AR
Tuesday, March 31, 2026

Time	Southbound Rupple Road						Westbound Wedington Drive						Northbound Rupple Road						Eastbound Wedington Drive						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	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**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	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**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
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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**
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3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
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Hourly Total	0	200	224	70	0	*494*	0	179	389	66	0	*634*	0	57	270	458	0	*785*	0	128	991	41	3	*1160*	**3073**

AM Wedington Drive and Rupple Road
Fayetteville AR
Tuesday, March 31, 2026

Time	Southbound Rupple Road						Westbound Wedington Drive						Northbound Rupple Road						Eastbound Wedington Drive						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
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11:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 AM	0	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**
12:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 PM	0	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**
1:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 PM	0	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**
2:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 PM	0	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**
3:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 PM	0	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**

AM Wedington Drive and Rupple Road
Fayetteville AR
Tuesday, March 31, 2026

Time	Southbound Rupple Road						Westbound Wedington Drive						Northbound Rupple Road						Eastbound Wedington Drive						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 PM	0	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**
5:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 PM	0	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**
6:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 PM	0	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**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	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**
8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	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**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	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**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	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**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	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**
DAILY TOTAL	**0**	**387**	**355**	**165**	**0**	***907***	**0**	**308**	**848**	**132**	**0**	***1288***	**0**	**107**	**444**	**731**	**0**	***1282***	**0**	**255**	**1890**	**90**	**6**	***2235***	**5712**
Cars	0	385	336	157	0	*878*	0	303	751	128	0	*1182*	0	90	430	726	0	*1246*	0	244	1814	75	5	*2133*	**5439**
Heavy Vehicles	0	2	19	8	0	*29*	0	5	97	4	0	*106*	0	17	14	5	0	*36*	0	11	76	15	1	*102*	**273**
Heavy Vehicle %	0.00%	0.52%	5.35%	4.85%	0.00%	*3.20%*	0.00%	1.62%	11.44%	3.03%	0.00%	*8.23%*	0.00%	15.89%	3.15%	0.68%	0.00%	*2.81%*	0.00%	4.31%	4.02%	16.67%	16.67%	*4.56%*	**4.78%**

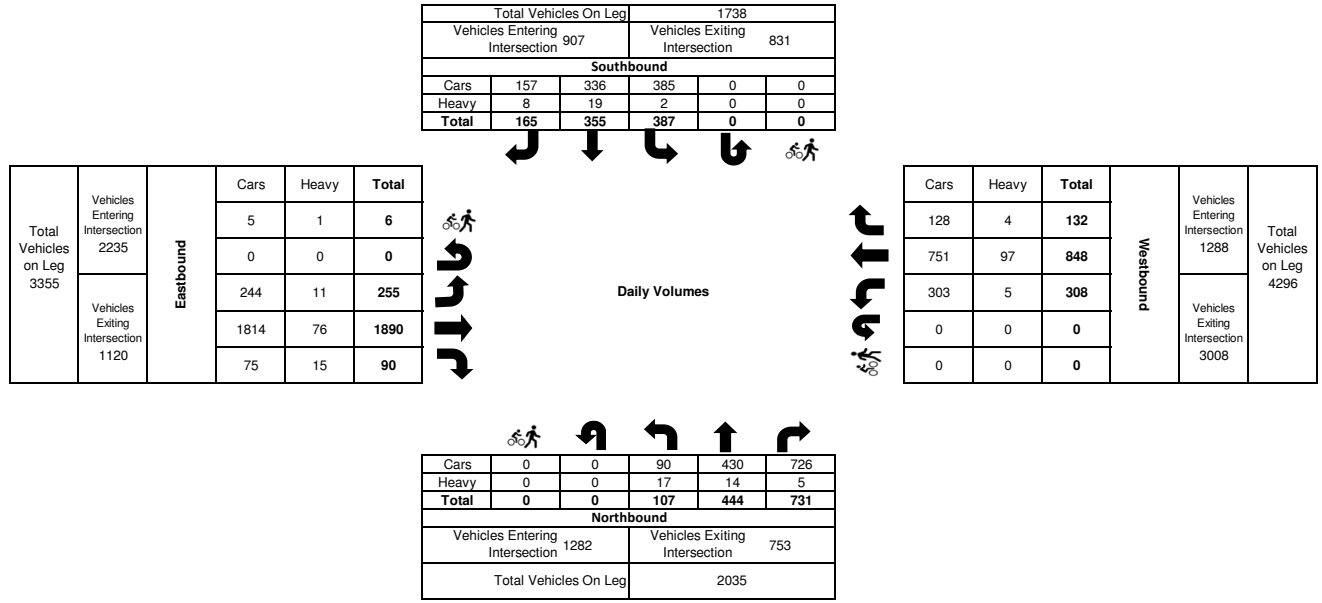
AM Wedington Drive and Rupple Road
Fayetteville AR
Tuesday, March 31, 2026

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
7:00 AM	0	53	42	12	0	*107*	0	35	76	21	0	*132*	0	10	47	71	0	*128*	0	42	311	14	0	*367*	**734**
7:15 AM	0	31	64	16	0	*111*	0	53	108	10	0	*171*	0	16	45	112	0	*173*	0	26	251	13	3	*290*	**745**
7:30 AM	0	61	58	22	0	*141*	0	52	96	21	0	*169*	0	15	93	149	0	*257*	0	27	192	6	0	*225*	**792**
7:45 AM	0	55	60	20	0	*135*	0	39	109	14	0	*162*	0	16	85	126	0	*227*	0	33	237	8	0	*278*	**802**
Peak Hour Total	0	200	224	70	0	*494*	0	179	389	66	0	*634*	0	57	270	458	0	*785*	0	128	991	41	3	*1160*	**3073**
PHF	0.000	0.820	0.875	0.795	0.000	*0.876*	0.000	0.844	0.892	0.786	0.000	*0.927*	0.000	0.891	0.726	0.768	0.000	*0.764*	0.000	0.762	0.797	0.732	0.250	*0.790*	**0.958**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Peak Hour 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**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	**0.000**



Noon Wedington Drive and Rupple Road
Fayetteville AR
Tuesday, March 31, 2026

Time	Southbound Rupple Road						Westbound Wedington Drive						Northbound Rupple Road						Eastbound Wedington Drive						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	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**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	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**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	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**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	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**
4:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 AM	0	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**
5:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	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**
6:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 AM	0	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**
7:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 AM	0	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**

Noon Wedington Drive and Rupple Road
Fayetteville AR
Tuesday, March 31, 2026

Time	Southbound Rupple Road						Westbound Wedington Drive						Northbound Rupple Road						Eastbound Wedington Drive						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 AM	0	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**
9:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 AM	0	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**
10:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 AM	0	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**
11:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 AM	0	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**
12:00 PM	0	57	29	33	3	*119*	0	45	166	35	0	*246*	0	11	30	65	1	*106*	0	17	145	9	1	*171*	**642**
12:15 PM	0	36	21	30	1	*87*	0	44	176	49	0	*269*	0	9	25	55	0	*89*	0	14	176	15	2	*205*	**650**
12:30 PM	0	43	34	35	1	*112*	0	59	156	49	0	*264*	0	12	29	62	0	*103*	0	27	166	10	2	*203*	**682**
12:45 PM	0	47	21	20	1	*88*	0	63	162	40	0	*265*	0	13	33	60	0	*106*	0	32	166	12	1	*210*	**669**
Hourly Total	0	183	105	118	6	*406*	0	211	660	173	0	*1044*	0	45	117	242	1	*404*	0	90	653	46	6	*789*	**2643**
1:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 PM	0	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**
2:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 PM	0	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**
3:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 PM	0	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**

Noon Wedington Drive and Rupple Road
Fayetteville AR
Tuesday, March 31, 2026

Time	Southbound Rupple Road						Westbound Wedington Drive						Northbound Rupple Road						Eastbound Wedington Drive						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 PM	0	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**
5:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 PM	0	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**
6:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 PM	0	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**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	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**
8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	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**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	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**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	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**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	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**
DAILY TOTAL	**0**	**183**	**105**	**118**	**6**	***406***	**0**	**211**	**660**	**173**	**0**	***1044***	**0**	**45**	**117**	**242**	**1**	***404***	**0**	**90**	**653**	**46**	**6**	***789***	**2643**
Cars	0	182	96	108	6	*386*	0	210	616	172	0	*998*	0	36	111	237	1	*384*	0	82	606	37	1	*725*	**2493**
Heavy Vehicles	0	1	9	10	0	*20*	0	1	44	1	0	*46*	0	9	6	5	0	*20*	0	8	47	9	5	*64*	**150**
Heavy Vehicle %	0.00%	0.55%	8.57%	8.47%	0.00%	*4.93%*	0.00%	0.47%	6.67%	0.58%	0.00%	*4.41%*	0.00%	20.00%	5.13%	2.07%	0.00%	*4.95%*	0.00%	8.89%	7.20%	19.57%	83.33%	*8.11%*	**5.68%**

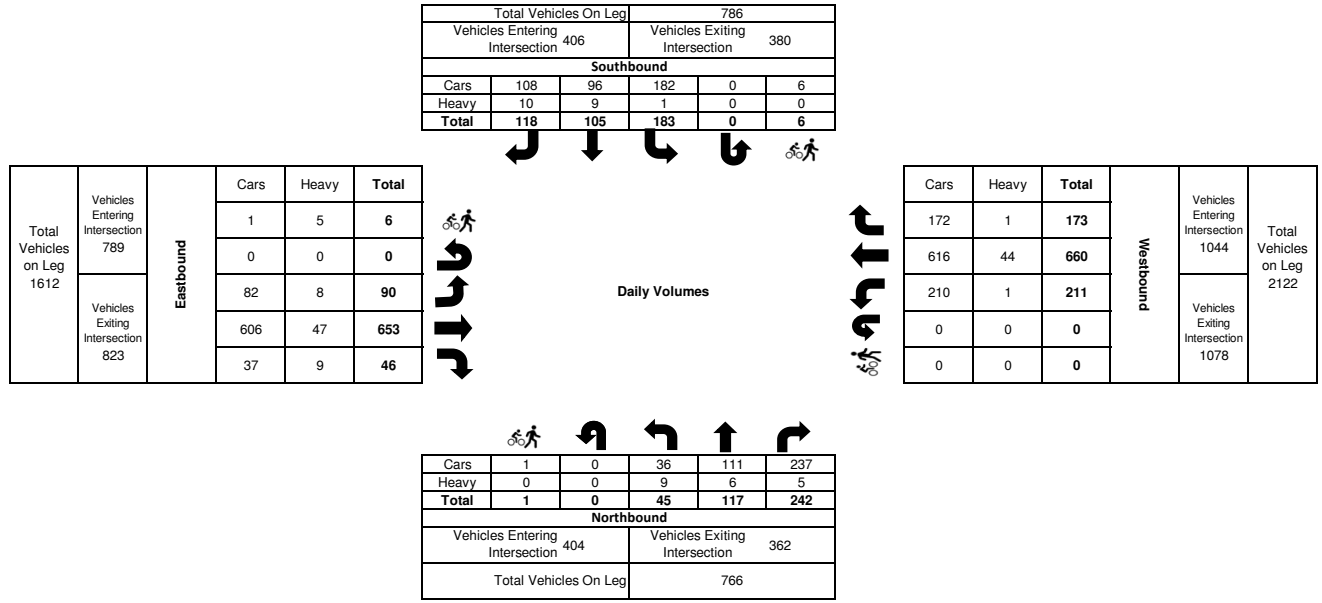
Noon Wedington Drive and Rupple Road
Fayetteville AR
Tuesday, March 31, 2026

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Peak Hour 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**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	**0.000**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 PM	0	57	29	33	3	*119*	0	45	166	35	0	*246*	0	11	30	65	1	*106*	0	17	145	9	1	*171*	**642**
12:15 PM	0	36	21	30	1	*87*	0	44	176	49	0	*269*	0	9	25	55	0	*89*	0	14	176	15	2	*205*	**650**
12:30 PM	0	43	34	35	1	*112*	0	59	156	49	0	*264*	0	12	29	62	0	*103*	0	27	166	10	2	*203*	**682**
12:45 PM	0	47	21	20	1	*88*	0	63	162	40	0	*265*	0	13	33	60	0	*106*	0	32	166	12	1	*210*	**669**
Peak Hour Total	0	183	105	118	6	*406*	0	211	660	173	0	*1044*	0	45	117	242	1	*404*	0	90	653	46	6	*789*	**2643**
PHF	0.000	0.803	0.772	0.843	0.500	*0.853*	0.000	0.837	0.938	0.883	0.000	*0.970*	0.000	0.865	0.886	0.931	0.250	*0.953*	0.000	0.703	0.928	0.767	0.750	*0.939*	**0.969**



Noon Wedington Drive and Rupple Road
Fayetteville AR
Tuesday, March 31, 2026

Time	Southbound Rupple Road						Westbound Wedington Drive						Northbound Rupple Road						Eastbound Wedington Drive						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	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**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	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**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	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**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	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**
4:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 AM	0	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**
5:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	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**
6:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 AM	0	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**
7:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 AM	0	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**

Noon Wedington Drive and Rupple Road
Fayetteville AR
Tuesday, March 31, 2026

Time	Southbound Rupple Road						Westbound Wedington Drive						Northbound Rupple Road						Eastbound Wedington Drive						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 AM	0	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**
9:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 AM	0	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**
10:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 AM	0	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**
11:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 AM	0	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**
12:00 PM	0	57	29	33	3	*119*	0	45	166	35	0	*246*	0	11	30	65	1	*106*	0	17	145	9	1	*171*	**642**
12:15 PM	0	36	21	30	1	*87*	0	44	176	49	0	*269*	0	9	25	55	0	*89*	0	14	176	15	2	*205*	**650**
12:30 PM	0	43	34	35	1	*112*	0	59	156	49	0	*264*	0	12	29	62	0	*103*	0	27	166	10	2	*203*	**682**
12:45 PM	0	47	21	20	1	*88*	0	63	162	40	0	*265*	0	13	33	60	0	*106*	0	32	166	12	1	*210*	**669**
Hourly Total	0	183	105	118	6	*406*	0	211	660	173	0	*1044*	0	45	117	242	1	*404*	0	90	653	46	6	*789*	**2643**
1:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 PM	0	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**
2:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 PM	0	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**
3:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 PM	0	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**

Noon Wedington Drive and Rupple Road
Fayetteville AR
Tuesday, March 31, 2026

Time	Southbound Rupple Road						Westbound Wedington Drive						Northbound Rupple Road						Eastbound Wedington Drive						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 PM	0	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**
5:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 PM	0	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**
6:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 PM	0	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**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	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**
8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	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**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	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**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	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**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	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**
DAILY TOTAL	**0**	**183**	**105**	**118**	**6**	***406***	**0**	**211**	**660**	**173**	**0**	***1044***	**0**	**45**	**117**	**242**	**1**	***404***	**0**	**90**	**653**	**46**	**6**	***789***	**2643**
Cars	0	182	96	108	6	*386*	0	210	616	172	0	*998*	0	36	111	237	1	*384*	0	82	606	37	1	*725*	**2493**
Heavy Vehicles	0	1	9	10	0	*20*	0	1	44	1	0	*46*	0	9	6	5	0	*20*	0	8	47	9	5	*64*	**150**
Heavy Vehicle %	0.00%	0.55%	8.57%	8.47%	0.00%	*4.93%*	0.00%	0.47%	6.67%	0.58%	0.00%	*4.41%*	0.00%	20.00%	5.13%	2.07%	0.00%	*4.95%*	0.00%	8.89%	7.20%	19.57%	83.33%	*8.11%*	**5.68%**

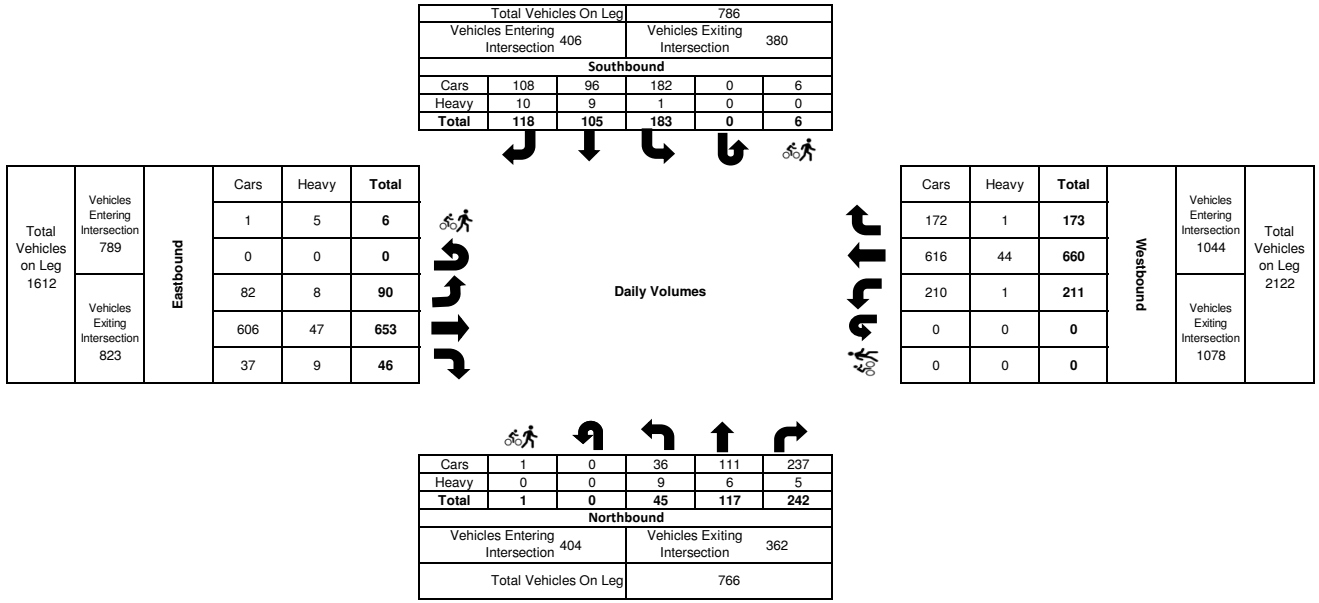
Noon Wedington Drive and Rupple Road
Fayetteville AR
Tuesday, March 31, 2026

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Peak Hour 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**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	**0.000**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 PM	0	57	29	33	3	*119*	0	45	166	35	0	*246*	0	11	30	65	1	*106*	0	17	145	9	1	*171*	**642**
12:15 PM	0	36	21	30	1	*87*	0	44	176	49	0	*269*	0	9	25	55	0	*89*	0	14	176	15	2	*205*	**650**
12:30 PM	0	43	34	35	1	*112*	0	59	156	49	0	*264*	0	12	29	62	0	*103*	0	27	166	10	2	*203*	**682**
12:45 PM	0	47	21	20	1	*88*	0	63	162	40	0	*265*	0	13	33	60	0	*106*	0	32	166	12	1	*210*	**669**
Peak Hour Total	0	183	105	118	6	*406*	0	211	660	173	0	*1044*	0	45	117	242	1	*404*	0	90	653	46	6	*789*	**2643**
PHF	0.000	0.803	0.772	0.843	0.500	*0.853*	0.000	0.837	0.938	0.883	0.000	*0.970*	0.000	0.865	0.886	0.931	0.250	*0.953*	0.000	0.703	0.928	0.767	0.750	*0.939*	**0.969**



AM Wedington Drive and Catfish Hole Driveways
Fayetteville AR
Wednesday, April 1, 2026

Time	Southbound 0						Westbound Wedington Drive						Northbound Catfish Hole Driveways						Eastbound Wedington Drive						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	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**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	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**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	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**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	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**
4:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 AM	0	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**
5:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	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**
6:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 AM	0	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**
7:00 AM	0	0	0	0	0	*0*	0	0	124	0	0	*124*	0	0	0	0	0	*0*	0	0	382	1	0	*383*	**507**
7:15 AM	0	0	0	0	0	*0*	0	1	128	0	0	*129*	0	0	0	2	0	*2*	0	0	370	2	0	*372*	**503**
7:30 AM	0	0	0	0	0	*0*	0	1	136	0	0	*137*	0	0	0	0	0	*0*	0	0	319	0	0	*319*	**456**
7:45 AM	0	0	0	0	0	*0*	0	0	174	0	0	*174*	0	0	0	1	0	*1*	0	0	338	0	0	*338*	**513**
Hourly Total	0	0	0	0	0	*0*	0	2	562	0	0	*564*	0	0	0	3	0	*3*	0	0	1409	3	0	*1412*	**1979**

AM Wedington Drive and Catfish Hole Driveways
Fayetteville AR
Wednesday, April 1, 2026

Time	Southbound 0						Westbound Wedington Drive						Northbound Catfish Hole Driveways						Eastbound Wedington Drive						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	0	0	0	0	*0*	0	0	142	0	0	*142*	0	0	0	0	0	*0*	0	0	316	0	0	*316*	**458**
8:15 AM	0	0	0	0	0	*0*	0	0	139	0	0	*139*	0	0	0	0	1	*0*	0	0	291	0	0	*291*	**430**
8:30 AM	0	0	0	0	0	*0*	0	1	158	0	0	*159*	0	0	0	0	1	*0*	0	0	250	0	0	*250*	**409**
8:45 AM	0	0	0	0	0	*0*	0	0	134	0	0	*134*	0	0	0	1	0	*1*	0	0	246	0	0	*246*	**381**
Hourly Total	0	0	0	0	0	*0*	0	1	573	0	0	*574*	0	0	0	1	2	*1*	0	0	1103	0	0	*1103*	**1678**
9:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 AM	0	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**
10:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 AM	0	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**
11:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 AM	0	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**
12:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 PM	0	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**
1:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 PM	0	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**
2:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 PM	0	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**
3:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 PM	0	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**

AM Wedington Drive and Catfish Hole Driveways
Fayetteville AR
Wednesday, April 1, 2026

Time	Southbound 0						Westbound Wedington Drive						Northbound Catfish Hole Driveways						Eastbound Wedington Drive						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 PM	0	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**
5:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 PM	0	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**
6:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 PM	0	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**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	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**
8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	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**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	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**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	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**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	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**
DAILY TOTAL	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**3**	**1135**	**0**	**0**	***1138***	**0**	**0**	**0**	**4**	**2**	***4***	**0**	**0**	**2512**	**3**	**0**	***2515***	**3657**
Cars	0	0	0	0	0	*0*	0	3	1004	0	0	*1007*	0	0	0	4	1	*4*	0	0	2408	3	0	*2411*	**3422**
Heavy Vehicles	0	0	0	0	0	*0*	0	0	131	0	0	*131*	0	0	0	0	1	*0*	0	0	104	0	0	*104*	**235**
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	0.00%	11.54%	0.00%	0.00%	*11.51%*	0.00%	0.00%	0.00%	0.00%	50.00%	*0.00%*	0.00%	0.00%	4.14%	0.00%	0.00%	*4.14%*	**6.43%**

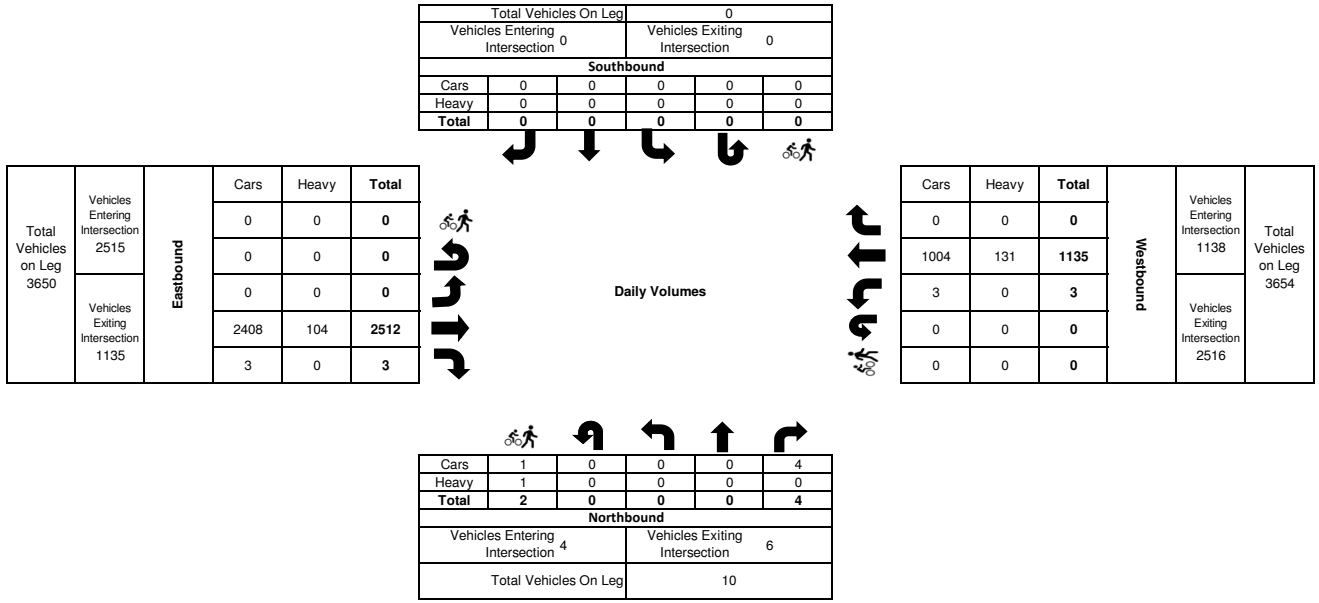
AM Wedington Drive and Catfish Hole Driveways
Fayetteville AR
Wednesday, April 1, 2026

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
7:00 AM	0	0	0	0	0	*0*	0	0	124	0	0	*124*	0	0	0	0	0	*0*	0	0	382	1	0	*383*	**507**
7:15 AM	0	0	0	0	0	*0*	0	1	128	0	0	*129*	0	0	0	2	0	*2*	0	0	370	2	0	*372*	**503**
7:30 AM	0	0	0	0	0	*0*	0	1	136	0	0	*137*	0	0	0	0	0	*0*	0	0	319	0	0	*319*	**456**
7:45 AM	0	0	0	0	0	*0*	0	0	174	0	0	*174*	0	0	0	1	0	*1*	0	0	338	0	0	*338*	**513**
Peak Hour Total	0	0	0	0	0	*0*	0	2	562	0	0	*564*	0	0	0	3	0	*3*	0	0	1409	3	0	*1412*	**1979**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.500	0.807	0.000	0.000	*0.810*	0.000	0.000	0.000	0.375	0.000	*0.375*	0.000	0.000	0.922	0.375	0.000	*0.922*	**0.964**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Peak Hour 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**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	**0.000**



Noon Wedington Drive and Catfish Hole East Drive
Fayetteville AR
Wednesday, April 1, 2026

Time	Southbound 0						Westbound Wedington Drive						Northbound Catfish Hole East Drive						Eastbound Wedington Drive						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	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**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	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**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	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**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	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**
4:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 AM	0	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**
5:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	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**
6:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 AM	0	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**
7:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 AM	0	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**

Noon Wedington Drive and Catfish Hole East Drive
Fayetteville AR
Wednesday, April 1, 2026

Time	Southbound 0						Westbound Wedington Drive						Northbound Catfish Hole East Drive						Eastbound Wedington Drive						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 AM	0	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**
9:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 AM	0	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**
10:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 AM	0	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**
11:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 AM	0	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**
12:00 PM	0	0	0	0	0	*0*	0	5	225	0	0	*230*	0	1	0	3	1	*4*	0	0	188	1	0	*189*	**423**
12:15 PM	0	0	0	0	0	*0*	0	2	239	0	0	*241*	0	0	0	6	2	*6*	0	0	199	1	0	*200*	**447**
12:30 PM	0	0	0	0	0	*0*	0	0	230	0	0	*230*	0	3	0	26	2	*29*	0	0	192	0	0	*192*	**451**
12:45 PM	0	0	0	0	0	*0*	0	1	228	0	0	*229*	0	6	0	23	0	*29*	0	0	194	0	0	*194*	**452**
Hourly Total	0	0	0	0	0	*0*	0	8	922	0	0	*930*	0	10	0	58	5	*68*	0	0	773	2	0	*775*	**1773**
1:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 PM	0	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**
2:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 PM	0	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**
3:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 PM	0	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**

Noon Wedington Drive and Catfish Hole East Drive
Fayetteville AR
Wednesday, April 1, 2026

Time	Southbound 0						Westbound Wedington Drive						Northbound Catfish Hole East Drive						Eastbound Wedington Drive						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 PM	0	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**
5:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 PM	0	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**
6:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 PM	0	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**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	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**
8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	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**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	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**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	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**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	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**
DAILY TOTAL	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**8**	**922**	**0**	**0**	***930***	**0**	**10**	**0**	**58**	**5**	***68***	**0**	**0**	**773**	**2**	**0**	***775***	**1773**
Cars	0	0	0	0	0	*0*	0	8	859	0	0	*867*	0	10	0	56	5	*66*	0	0	699	1	0	*700*	**1633**
Heavy Vehicles	0	0	0	0	0	*0*	0	0	63	0	0	*63*	0	0	0	2	0	*2*	0	0	74	1	0	*75*	**140**
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	0.00%	6.83%	0.00%	0.00%	*6.77%*	0.00%	0.00%	0.00%	3.45%	0.00%	*2.94%*	0.00%	0.00%	9.57%	50.00%	0.00%	*9.68%*	**7.90%**

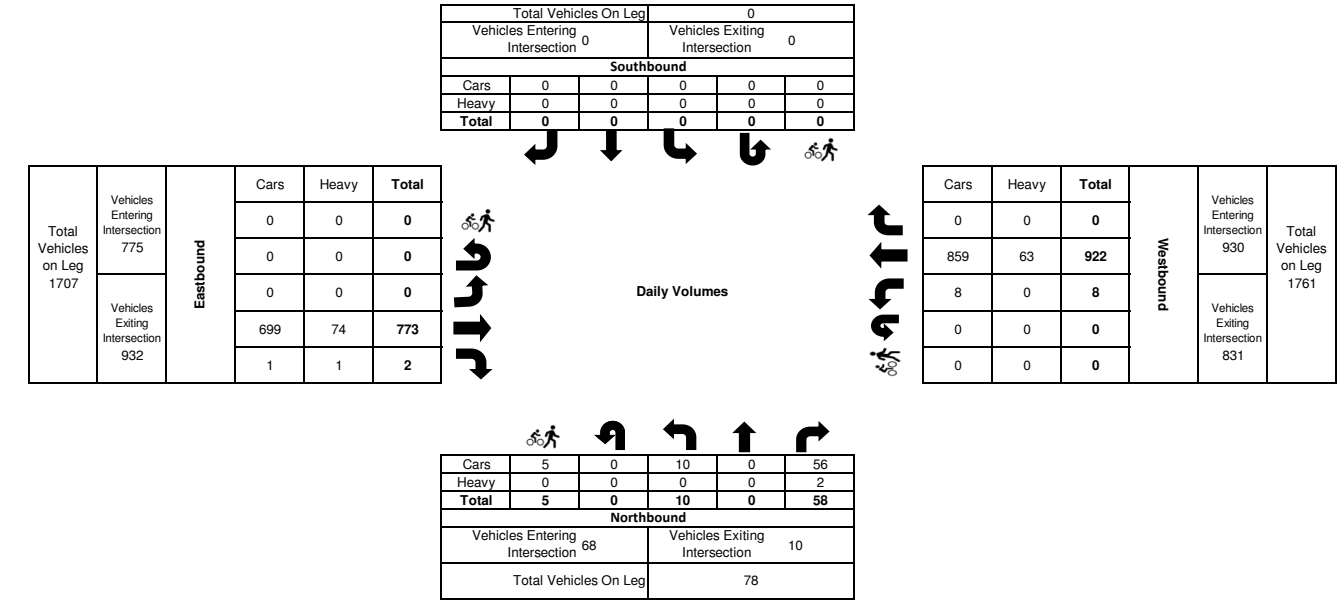
Noon Wedington Drive and Catfish Hole East Drive
Fayetteville AR
Wednesday, April 1, 2026

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Peak Hour 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**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	**0.000**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 PM	0	0	0	0	0	*0*	0	5	225	0	0	*230*	0	1	0	3	1	*4*	0	0	188	1	0	*189*	**423**
12:15 PM	0	0	0	0	0	*0*	0	2	239	0	0	*241*	0	0	0	6	2	*6*	0	0	199	1	0	*200*	**447**
12:30 PM	0	0	0	0	0	*0*	0	0	230	0	0	*230*	0	3	0	26	2	*29*	0	0	192	0	0	*192*	**451**
12:45 PM	0	0	0	0	0	*0*	0	1	228	0	0	*229*	0	6	0	23	0	*29*	0	0	194	0	0	*194*	**452**
Peak Hour Total	0	0	0	0	0	*0*	0	8	922	0	0	*930*	0	10	0	58	5	*68*	0	0	773	2	0	*775*	**1773**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.400	0.964	0.000	0.000	*0.965*	0.000	0.417	0.000	0.558	0.625	*0.586*	0.000	0.000	0.971	0.500	0.000	*0.969*	**0.981**



Noon Wedington Drive and Catfish Hole West Drive
Fayetteville AR
Wednesday, April 1, 2026

Time	Southbound 0						Westbound Wedington Drive						Northbound Catfish Hole West Drive						Eastbound Wedington Drive						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	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**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	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**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	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**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	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**
4:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 AM	0	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**
5:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	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**
6:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 AM	0	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**
7:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 AM	0	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**

Noon Wedington Drive and Catfish Hole West Drive
Fayetteville AR
Wednesday, April 1, 2026

Time	Southbound 0						Westbound Wedington Drive						Northbound Catfish Hole West Drive						Eastbound Wedington Drive						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 AM	0	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**
9:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 AM	0	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**
10:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 AM	0	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**
11:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 AM	0	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**
12:00 PM	0	0	0	0	0	*0*	0	6	225	0	0	*231*	0	1	0	3	1	*4*	0	0	186	1	0	*187*	**422**
12:15 PM	0	0	0	0	0	*0*	0	3	240	0	0	*243*	0	0	0	6	2	*6*	0	0	199	1	0	*200*	**449**
12:30 PM	0	0	0	0	0	*0*	0	0	231	0	0	*231*	0	3	0	26	2	*29*	0	0	191	0	0	*191*	**451**
12:45 PM	0	0	0	0	0	*0*	0	1	230	0	0	*231*	0	6	0	23	0	*29*	0	0	195	0	0	*195*	**455**
Hourly Total	0	0	0	0	0	*0*	0	10	926	0	0	*936*	0	10	0	58	5	*68*	0	0	771	2	0	*773*	**1777**
1:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 PM	0	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**
2:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 PM	0	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**
3:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 PM	0	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**

Noon Wedington Drive and Catfish Hole West Drive
Fayetteville AR
Wednesday, April 1, 2026

Time	Southbound 0						Westbound Wedington Drive						Northbound Catfish Hole West Drive						Eastbound Wedington Drive						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 PM	0	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**
5:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 PM	0	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**
6:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 PM	0	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**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	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**
8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	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**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	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**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	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**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	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**
DAILY TOTAL	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**10**	**926**	**0**	**0**	***936***	**0**	**10**	**0**	**58**	**5**	***68***	**0**	**0**	**771**	**2**	**0**	***773***	**1777**
Cars	0	0	0	0	0	*0*	0	9	863	0	0	*872*	0	10	0	56	5	*66*	0	0	698	1	0	*699*	**1637**
Heavy Vehicles	0	0	0	0	0	*0*	0	1	63	0	0	*64*	0	0	0	2	0	*2*	0	0	73	1	0	*74*	**140**
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	10.00%	6.80%	0.00%	0.00%	*6.84%*	0.00%	0.00%	0.00%	3.45%	0.00%	*2.94%*	0.00%	0.00%	9.47%	50.00%	0.00%	*9.57%*	**7.88%**

Noon Wedington Drive and Catfish Hole West Drive
Fayetteville AR
Wednesday, April 1, 2026

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Peak Hour 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**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	**0.000**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 PM	0	0	0	0	0	*0*	0	6	225	0	0	*231*	0	1	0	3	1	*4*	0	0	186	1	0	*187*	**422**
12:15 PM	0	0	0	0	0	*0*	0	3	240	0	0	*243*	0	0	0	6	2	*6*	0	0	199	1	0	*200*	**449**
12:30 PM	0	0	0	0	0	*0*	0	0	231	0	0	*231*	0	3	0	26	2	*29*	0	0	191	0	0	*191*	**451**
12:45 PM	0	0	0	0	0	*0*	0	1	230	0	0	*231*	0	6	0	23	0	*29*	0	0	195	0	0	*195*	**455**
Peak Hour Total	0	0	0	0	0	*0*	0	10	926	0	0	*936*	0	10	0	58	5	*68*	0	0	771	2	0	*773*	**1777**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.417	0.965	0.000	0.000	*0.963*	0.000	0.417	0.000	0.558	0.625	*0.586*	0.000	0.000	0.969	0.500	0.000	*0.966*	**0.976**

Total Vehicles On Leg			0		
Vehicles Entering Intersection	0		Vehicles Exiting Intersection		0
Southbound					
Cars	0	0	0	0	0
Heavy	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**

Total Vehicles on Leg	Vehicles Entering Intersection	Vehicles Exiting Intersection	**Eastbound**	Cars	Heavy	**Total**
1709	773	936		0	0	**0**
				0	0	**0**
				0	0	**0**
				698	73	**771**
				1	1	**2**

Daily Volumes

Cars	Heavy	**Total**	**Westbound**	Vehicles Entering Intersection	Total Vehicles on Leg
0	0	**0**		936	1765
863	63	**926**			
9	1	**10**		Vehicles Exiting Intersection	
0	0	**0**		829	
0	0	**0**			

Cars	5	0	10	0	56
Heavy	0	0	0	0	2
Total	**5**	**0**	**10**	**0**	**58**
Northbound					
Vehicles Entering Intersection	68		Vehicles Exiting Intersection		12
Total Vehicles On Leg			80		

PM Wedington Drive and Catfish Hole East Drive
Fayetteville AR
Tuesday, March 31, 2026

Time	Southbound 0						Westbound Wedington Drive						Northbound Catfish Hole East Drive						Eastbound Wedington Drive						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	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**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	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**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	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**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	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**
4:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 AM	0	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**
5:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	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**
6:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 AM	0	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**
7:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 AM	0	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**

PM Wedington Drive and Catfish Hole East Drive
Fayetteville AR
Tuesday, March 31, 2026

Time	Southbound 0						Westbound Wedington Drive						Northbound Catfish Hole East Drive						Eastbound Wedington Drive						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 AM	0	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**
9:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 AM	0	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**
10:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 AM	0	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**
11:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 AM	0	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**
12:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 PM	0	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**
1:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 PM	0	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**
2:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 PM	0	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**
3:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 PM	0	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**

PM Wedington Drive and Catfish Hole East Drive
Fayetteville AR
Tuesday, March 31, 2026

Time	Southbound 0						Westbound Wedington Drive						Northbound Catfish Hole East Drive						Eastbound Wedington Drive						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	0	0	0	0	*0*	0	4	380	0	0	*384*	0	0	0	4	1	*4*	0	0	225	3	0	*228*	**616**
4:15 PM	0	0	0	0	0	*0*	0	2	411	0	0	*413*	0	0	0	7	1	*7*	0	0	210	2	0	*212*	**632**
4:30 PM	0	0	0	0	0	*0*	0	3	415	0	0	*418*	0	0	0	2	0	*2*	0	0	227	0	0	*227*	**647**
4:45 PM	0	0	0	0	0	*0*	0	5	454	0	0	*459*	0	0	0	5	0	*5*	0	0	204	3	0	*207*	**671**
Hourly Total	0	0	0	0	0	*0*	0	14	1660	0	0	*1674*	0	0	0	18	2	*18*	0	0	866	8	0	*874*	**2566**
5:00 PM	0	0	0	0	0	*0*	0	4	408	0	0	*412*	0	1	0	2	0	*3*	0	0	235	1	0	*236*	**651**
5:15 PM	0	0	0	0	0	*0*	0	4	408	0	0	*412*	0	0	0	4	0	*4*	0	0	182	4	0	*186*	**602**
5:30 PM	0	0	0	0	0	*0*	0	11	417	0	0	*428*	0	1	0	8	1	*9*	0	0	217	5	0	*222*	**659**
5:45 PM	0	0	0	0	0	*0*	0	8	388	0	0	*396*	0	0	0	4	0	*4*	0	0	209	5	0	*214*	**614**
Hourly Total	0	0	0	0	0	*0*	0	27	1621	0	0	*1648*	0	2	0	18	1	*20*	0	0	843	15	0	*858*	**2526**
6:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 PM	0	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**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	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**
8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	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**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	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**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	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**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	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**
DAILY TOTAL	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**41**	**3281**	**0**	**0**	***3322***	**0**	**2**	**0**	**36**	**3**	***38***	**0**	**0**	**1709**	**23**	**0**	***1732***	**5092**
Cars	0	0	0	0	0	*0*	0	41	3245	0	0	*3286*	0	2	0	36	2	*38*	0	0	1654	23	0	*1677*	**5001**
Heavy Vehicles	0	0	0	0	0	*0*	0	0	36	0	0	*36*	0	0	0	0	1	*0*	0	0	55	0	0	*55*	**91**
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	0.00%	1.10%	0.00%	0.00%	*1.08%*	0.00%	0.00%	0.00%	0.00%	33.33%	*0.00%*	0.00%	0.00%	3.22%	0.00%	0.00%	*3.18%*	**1.79%**

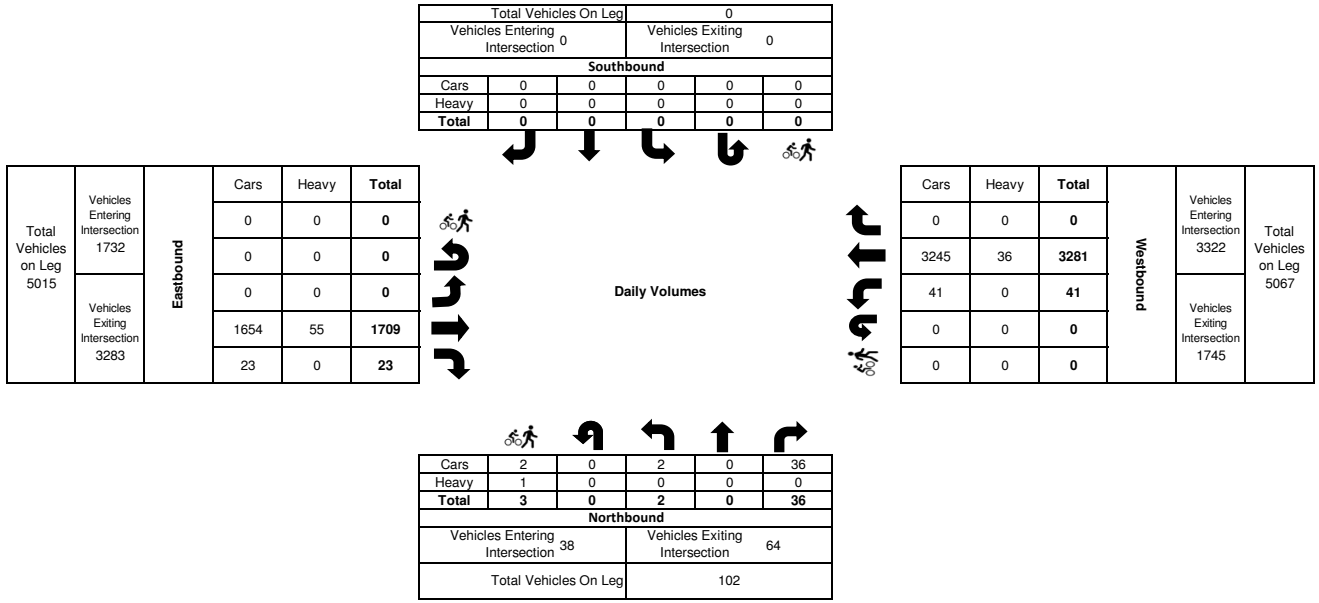
PM Wedington Drive and Catfish Hole East Drive
Fayetteville AR
Tuesday, March 31, 2026

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Peak Hour 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**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	**0.000**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:15 PM	0	0	0	0	0	*0*	0	2	411	0	0	*413*	0	0	0	7	1	*7*	0	0	210	2	0	*212*	**632**
4:30 PM	0	0	0	0	0	*0*	0	3	415	0	0	*418*	0	0	0	2	0	*2*	0	0	227	0	0	*227*	**647**
4:45 PM	0	0	0	0	0	*0*	0	5	454	0	0	*459*	0	0	0	5	0	*5*	0	0	204	3	0	*207*	**671**
5:00 PM	0	0	0	0	0	*0*	0	4	408	0	0	*412*	0	1	0	2	0	*3*	0	0	235	1	0	*236*	**651**
Peak Hour Total	0	0	0	0	0	*0*	0	14	1688	0	0	*1702*	0	1	0	16	1	*17*	0	0	876	6	0	*882*	**2601**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.700	0.930	0.000	0.000	*0.927*	0.000	0.250	0.000	0.571	0.250	*0.607*	0.000	0.000	0.932	0.500	0.000	*0.934*	**0.969**



PM Wedington Drive and Catfish West Drive
Fayetteville AR
Tuesday, March 31, 2026

Time	Southbound 0						Westbound Wedington Drive						Northbound Catfish West Drive						Eastbound Wedington Drive						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	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**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	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**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	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**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	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**
4:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 AM	0	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**
5:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	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**
6:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 AM	0	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**
7:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 AM	0	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**

PM Wedington Drive and Catfish West Drive
Fayetteville AR
Tuesday, March 31, 2026

Time	Southbound 0						Westbound Wedington Drive						Northbound Catfish West Drive						Eastbound Wedington Drive						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 AM	0	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**
9:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 AM	0	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**
10:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 AM	0	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**
11:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 AM	0	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**
12:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 PM	0	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**
1:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 PM	0	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**
2:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 PM	0	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**
3:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 PM	0	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**

PM Wedington Drive and Catfish West Drive
Fayetteville AR
Tuesday, March 31, 2026

Time	Southbound 0						Westbound Wedington Drive						Northbound Catfish West Drive						Eastbound Wedington Drive						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	0	0	0	0	*0*	0	4	381	0	0	*385*	0	0	0	4	1	*4*	0	0	226	3	0	*229*	**618**
4:15 PM	0	0	0	0	0	*0*	0	2	411	0	0	*413*	0	0	0	7	1	*7*	0	0	207	2	0	*209*	**629**
4:30 PM	0	0	0	0	0	*0*	0	4	416	0	0	*420*	0	1	0	2	0	*3*	0	0	225	0	0	*225*	**648**
4:45 PM	0	0	0	0	0	*0*	0	6	456	0	0	*462*	0	0	0	4	0	*4*	0	0	206	2	0	*208*	**674**
Hourly Total	0	0	0	0	0	*0*	0	16	1664	0	0	*1680*	0	1	0	17	2	*18*	0	0	864	7	0	*871*	**2569**
5:00 PM	0	0	0	0	0	*0*	0	4	408	0	0	*412*	0	1	0	2	0	*3*	0	0	235	1	0	*236*	**651**
5:15 PM	0	0	0	0	0	*0*	0	3	406	0	0	*409*	0	0	0	4	0	*4*	0	0	181	4	0	*185*	**598**
5:30 PM	0	0	0	0	0	*0*	0	12	409	0	0	*421*	0	1	0	9	0	*10*	0	0	223	5	0	*228*	**659**
5:45 PM	0	0	0	0	0	*0*	0	8	387	0	0	*395*	0	0	0	4	0	*4*	0	0	208	5	0	*213*	**612**
Hourly Total	0	0	0	0	0	*0*	0	27	1610	0	0	*1637*	0	2	0	19	0	*21*	0	0	847	15	0	*862*	**2520**
6:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 PM	0	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**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	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**
8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	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**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	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**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	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**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	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**
DAILY TOTAL	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**43**	**3274**	**0**	**0**	***3317***	**0**	**3**	**0**	**36**	**2**	***39***	**0**	**0**	**1711**	**22**	**0**	***1733***	**5089**
Cars	0	0	0	0	0	*0*	0	43	3239	0	0	*3282*	0	3	0	36	1	*39*	0	0	1657	*22*	0	*1679*	**5000**
Heavy Vehicles	0	0	0	0	0	*0*	0	0	35	0	0	*35*	0	0	0	0	1	*0*	0	0	54	0	0	*54*	**89**
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	0.00%	1.07%	0.00%	0.00%	*1.06%*	0.00%	0.00%	0.00%	0.00%	50.00%	*0.00%*	0.00%	0.00%	3.16%	0.00%	0.00%	*3.12%*	**1.75%**

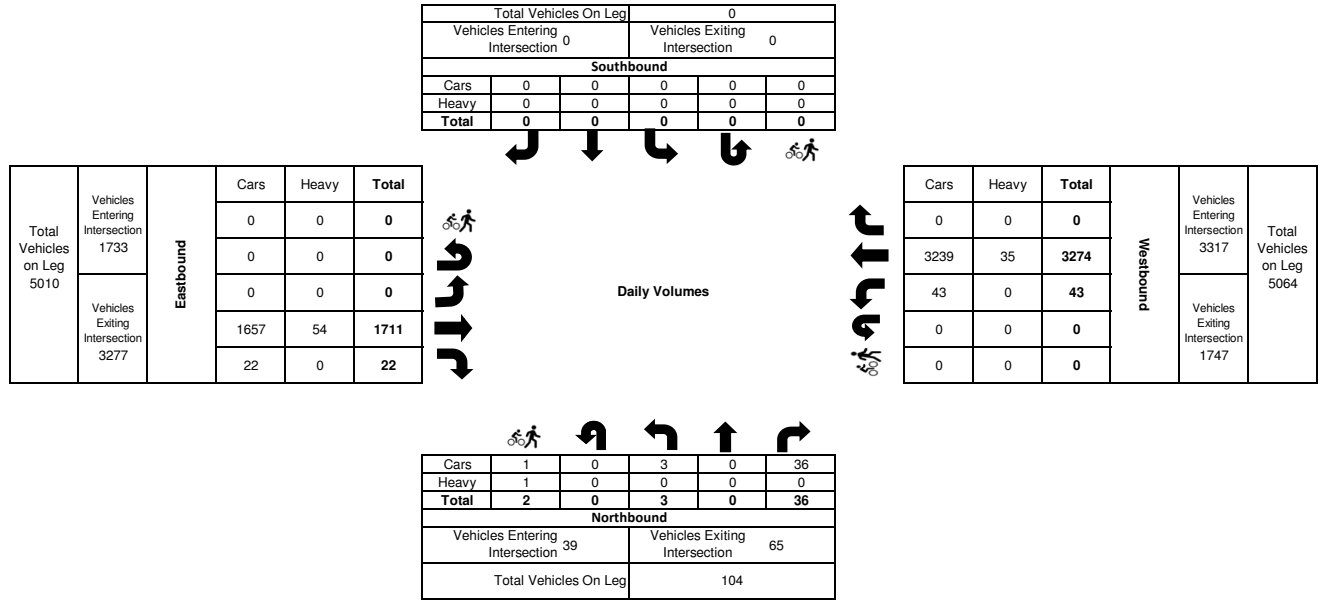
PM Wedington Drive and Catfish West Drive
Fayetteville AR
Tuesday, March 31, 2026

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Peak Hour 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**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	**0.000**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:15 PM	0	0	0	0	0	*0*	0	2	411	0	0	*413*	0	0	0	7	1	*7*	0	0	207	2	0	*209*	**629**
4:30 PM	0	0	0	0	0	*0*	0	4	416	0	0	*420*	0	1	0	2	0	*3*	0	0	225	0	0	*225*	**648**
4:45 PM	0	0	0	0	0	*0*	0	6	456	0	0	*462*	0	0	0	4	0	*4*	0	0	206	2	0	*208*	**674**
5:00 PM	0	0	0	0	0	*0*	0	4	408	0	0	*412*	0	1	0	2	0	*3*	0	0	235	1	0	*236*	**651**
Peak Hour Total	0	0	0	0	0	*0*	0	16	1691	0	0	*1707*	0	2	0	15	1	*17*	0	0	873	5	0	*878*	**2602**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.667	0.927	0.000	0.000	*0.924*	0.000	0.500	0.000	0.536	0.250	*0.607*	0.000	0.000	0.929	0.625	0.000	*0.930*	**0.965**



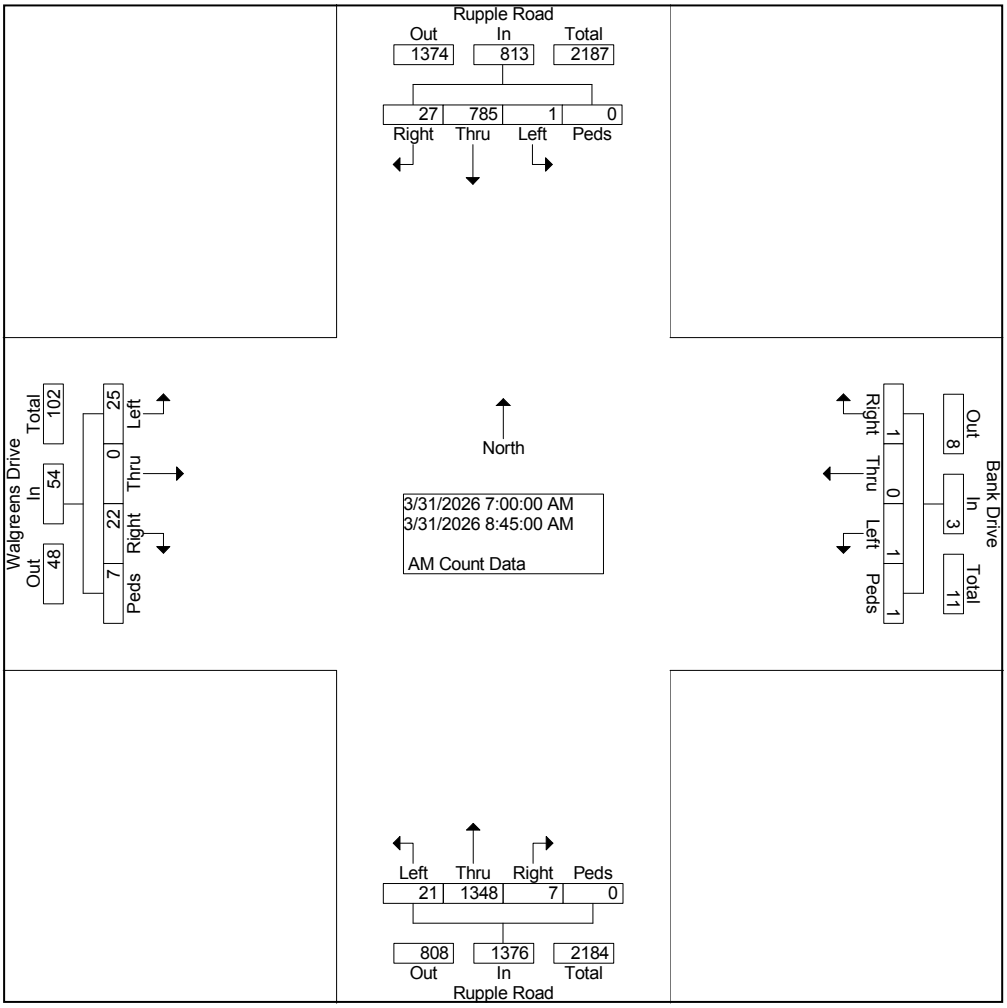
Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

AM Peak Hour Turning Movement Count Data
Rupple Road & Walgreens Drive
Fayetteville, Arkansas
P2302

File Name : AMR-W~1
Site Code : 00000000
Start Date : 03/31/2026
Page No : 1

Groups Printed- AM Count Data

	Rupple Road From North					Bank Drive From East					Rupple Road From South					Walgreens Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	1	95	0	0	96	0	0	0	0	0	0	133	2	0	135	3	0	2	0	5	236
07:15 AM	4	138	0	0	142	0	0	0	0	0	1	200	2	0	203	3	0	4	3	10	355
07:30 AM	1	123	0	0	124	0	0	0	0	0	1	261	2	0	264	1	0	2	0	3	391
07:45 AM	5	106	0	0	111	0	0	0	0	0	1	245	4	0	250	2	0	2	0	4	365
Total	11	462	0	0	473	0	0	0	0	0	3	839	10	0	852	9	0	10	3	22	1347
08:00 AM	1	85	0	0	86	0	0	0	0	0	3	188	3	0	194	3	0	4	0	7	287
08:15 AM	3	81	0	0	84	0	0	0	0	0	1	111	2	0	114	4	0	1	1	6	204
08:30 AM	2	78	1	0	81	1	0	1	1	3	0	117	2	0	119	2	0	5	0	7	210
08:45 AM	10	79	0	0	89	0	0	0	0	0	0	93	4	0	97	4	0	5	3	12	198
Total	16	323	1	0	340	1	0	1	1	3	4	509	11	0	524	13	0	15	4	32	899
Grand Total	27	785	1	0	813	1	0	1	1	3	7	1348	21	0	1376	22	0	25	7	54	2246
Apprch %	3.3	96.6	0.1	0.0		33.3	0.0	33.3	33.3		0.5	98.0	1.5	0.0		40.7	0.0	46.3	13.0		
Total %	1.2	35.0	0.0	0.0	36.2	0.0	0.0	0.0	0.0	0.1	0.3	60.0	0.9	0.0	61.3	1.0	0.0	1.1	0.3	2.4	

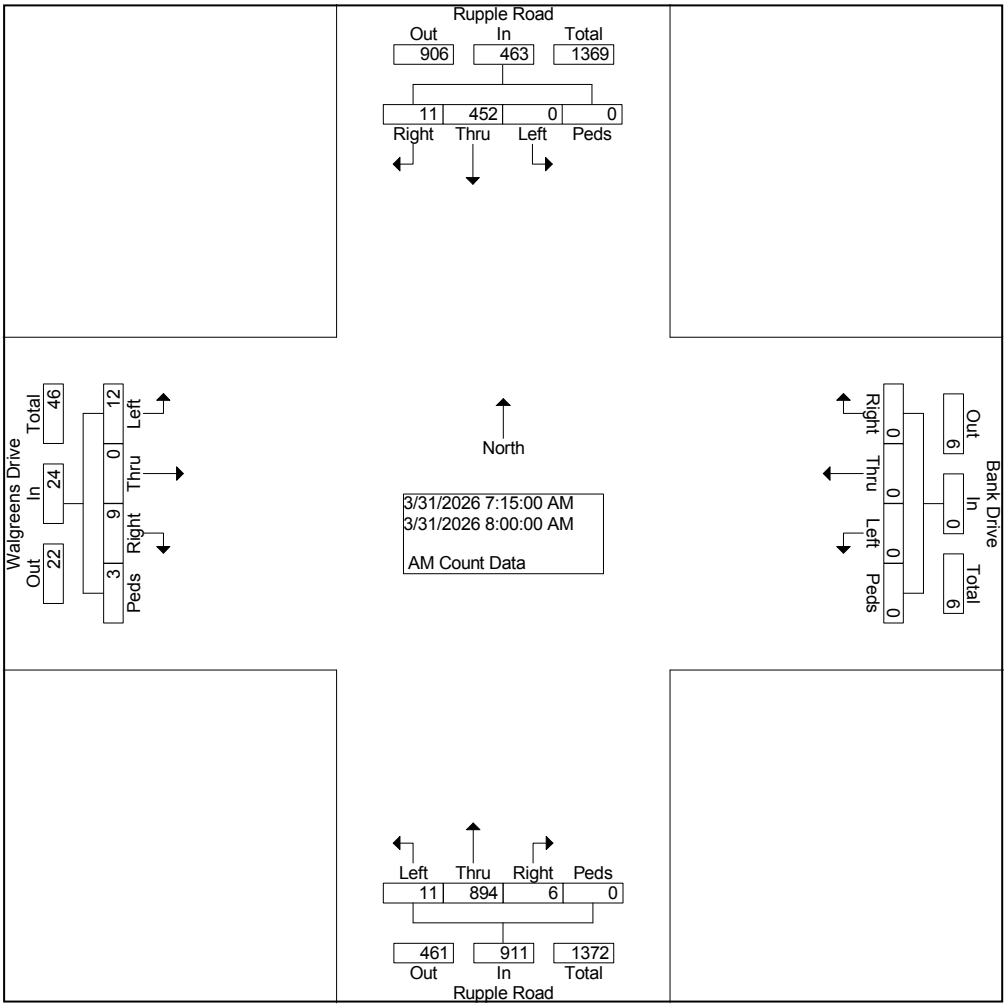


Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

AM Peak Hour Turning Movement Count Data
Rupple Road & Walgreens Drive
Fayetteville, Arkansas
P2302

File Name : AMR-W~1
Site Code : 00000000
Start Date : 03/31/2026
Page No : 2

	Rupple Road From North					Bank Drive From East					Rupple Road From South					Walgreens Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	11	452	0	0	463	0	0	0	0	0	6	894	11	0	911	9	0	12	3	24	1398
Percent	2.4	97.6	0.0	0.0		0.0	0.0	0.0	0.0		0.7	98.1	1.2	0.0		37.5	0.0	50.0	12.5		
07:30 Volume	1	123	0	0	124	0	0	0	0	0	1	261	2	0	264	1	0	2	0	3	391
Peak Factor																					0.894
High Int.	07:15 AM					6:45:00 AM					07:30 AM					07:15 AM					
Volume	4	138	0	0	142	0	0	0	0	0	1	261	2	0	264	3	0	4	3	10	
Peak Factor					0.815										0.863					0.600	



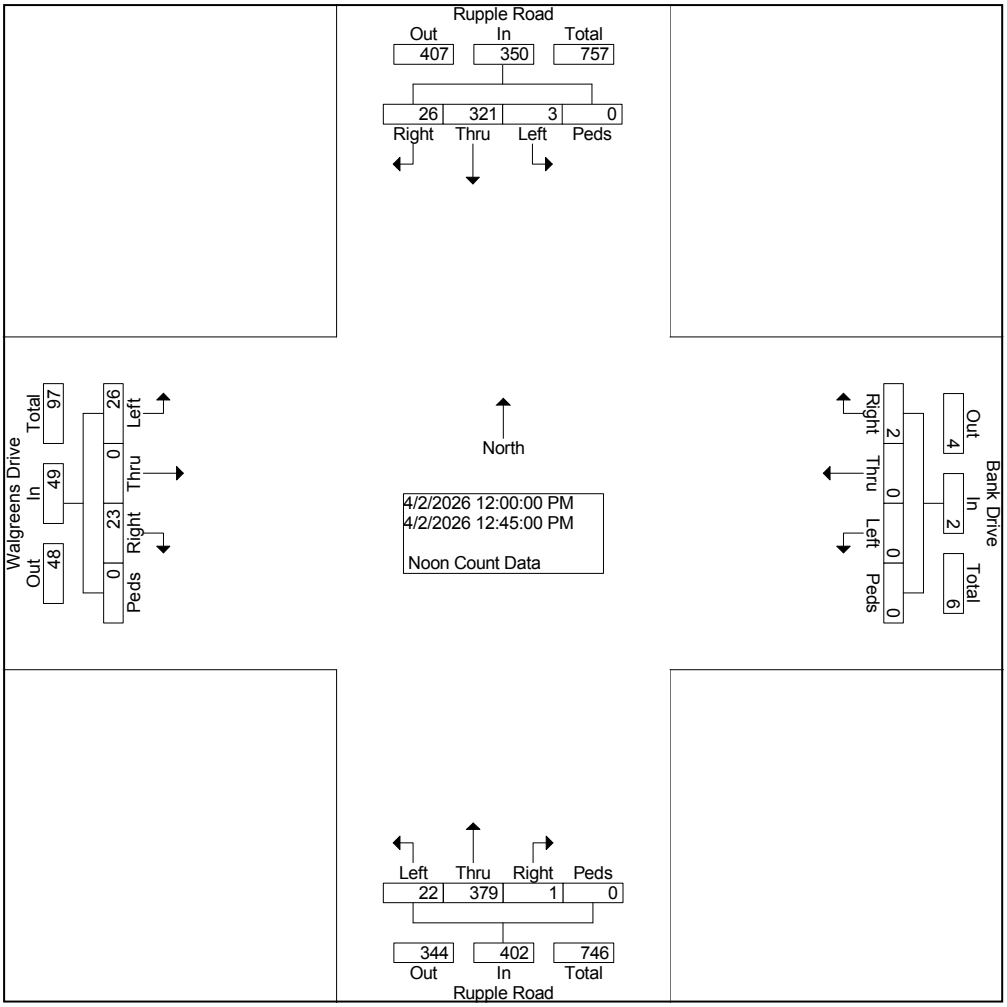
Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

Noon Peak Hr Turning Movement Count Data
Rupple Road and Walgreens Drive
Fayetteville, Arkansas
P2302

File Name : NOR-W~1
Site Code : 00000000
Start Date : 04/02/2026
Page No : 1

Groups Printed- Noon Count Data

	Rupple Road From North					Bank Drive From East					Rupple Road From South					Walgreens Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
12:00 PM	3	66	1	0	70	1	0	0	0	1	0	88	11	0	99	7	0	9	0	16	186
12:15 PM	6	90	1	0	97	0	0	0	0	0	0	103	2	0	105	2	0	6	0	8	210
12:30 PM	9	84	0	0	93	0	0	0	0	0	1	99	5	0	105	8	0	6	0	14	212
12:45 PM	8	81	1	0	90	1	0	0	0	1	0	89	4	0	93	6	0	5	0	11	195
Total	26	321	3	0	350	2	0	0	0	2	1	379	22	0	402	23	0	26	0	49	803
Grand Total	26	321	3	0	350	2	0	0	0	2	1	379	22	0	402	23	0	26	0	49	803
Apprch %	7.4	91.7	0.9	0.0		100.0	0.0	0.0	0.0		0.2	94.3	5.5	0.0		46.9	0.0	53.1	0.0		
Total %	3.2	40.0	0.4	0.0	43.6	0.2	0.0	0.0	0.0	0.2	0.1	47.2	2.7	0.0	50.1	2.9	0.0	3.2	0.0	6.1	

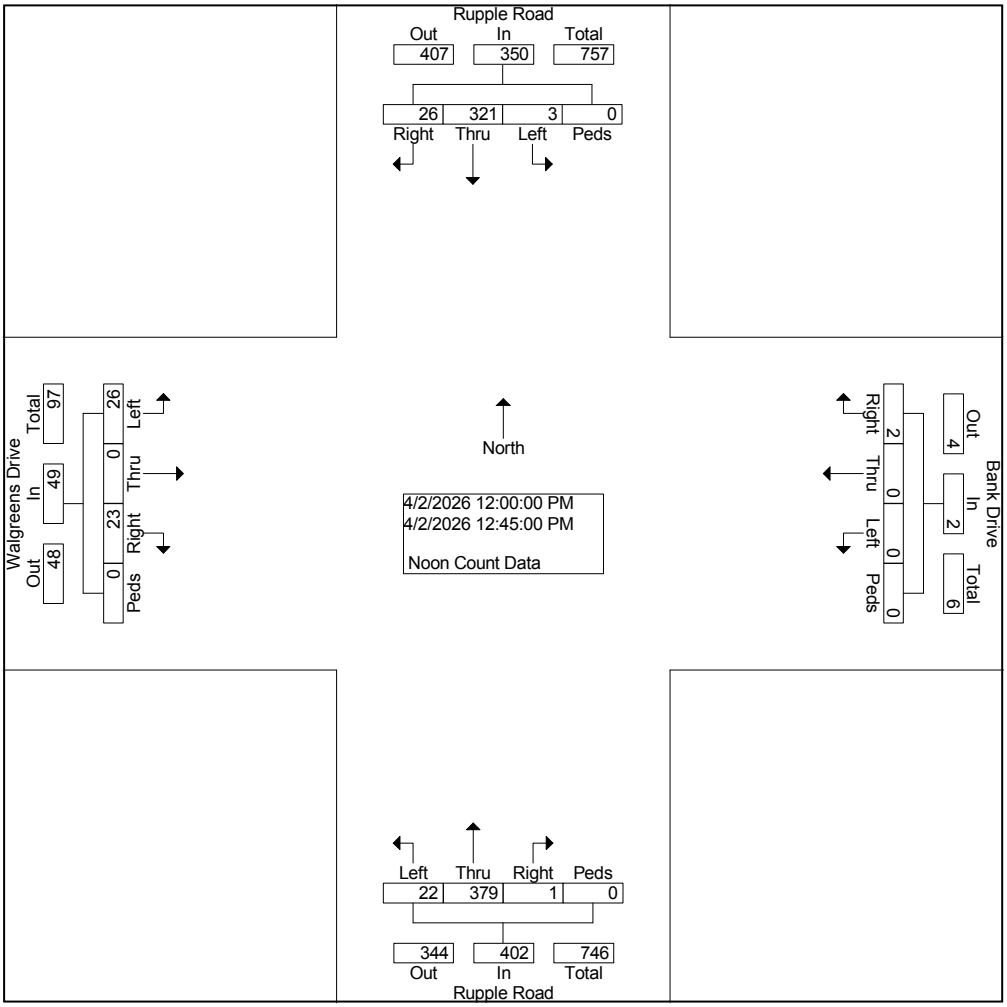


Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

Noon Peak Hr Turning Movement Count Data
Rupple Road and Walgreens Drive
Fayetteville, Arkansas
P2302

File Name : NOR-W~1
Site Code : 00000000
Start Date : 04/02/2026
Page No : 2

	Rupple Road From North					Bank Drive From East					Rupple Road From South					Walgreens Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 12:00 PM to 12:45 PM - Peak 1 of 1																					
Intersection	12:00 PM																				
Volume	26	321	3	0	350	2	0	0	0	2	1	379	22	0	402	23	0	26	0	49	803
Percent	7.4	91.7	0.9	0.0		100.0	0.0	0.0	0.0		0.2	94.3	5.5	0.0		46.9	0.0	53.1	0.0		
12:30 Volume	9	84	0	0	93	0	0	0	0	0	1	99	5	0	105	8	0	6	0	14	212
Peak Factor																					0.947
High Int.	12:15 PM					12:00 PM					12:15 PM					12:00 PM					
Volume	6	90	1	0	97	1	0	0	0	1	0	103	2	0	105	7	0	9	0	16	
Peak Factor					0.902					0.500					0.957					0.766	



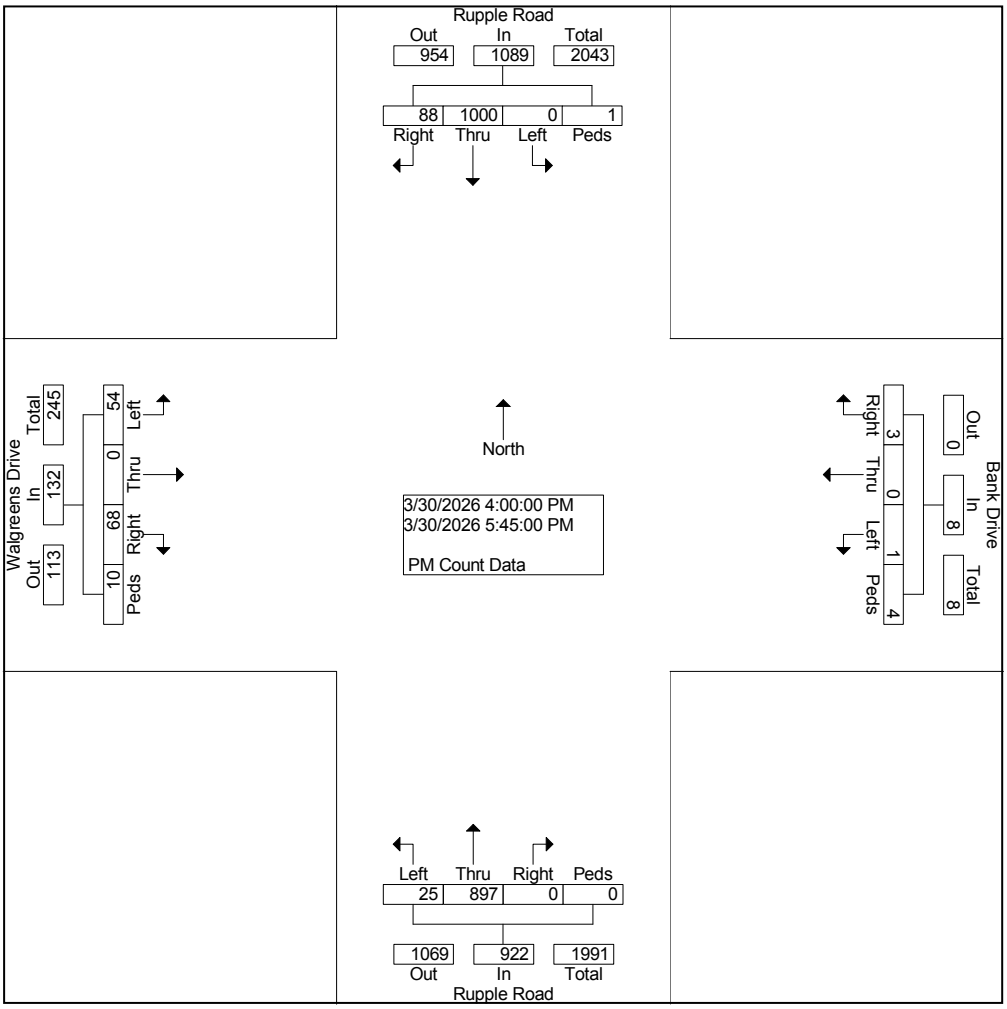
Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

PM Peak Hour Turning Movement Count Data
Rupple Road & Walgreens Drive
Fayetteville, Arkansas
P2302

File Name : PMR-W~1
Site Code : 00000000
Start Date : 03/30/2026
Page No : 1

Groups Printed- PM Count Data

	Rupple Road From North					Bank Drive From East					Rupple Road From South					Walgreens Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	13	109	0	0	122	0	0	0	0	0	0	88	5	0	93	9	0	2	0	11	226
04:15 PM	10	124	0	1	135	0	0	0	0	0	0	123	0	0	123	10	0	6	0	16	274
04:30 PM	13	107	0	0	120	0	0	0	1	1	0	120	1	0	121	6	0	6	5	17	259
04:45 PM	5	120	0	0	125	0	0	0	0	0	0	106	1	0	107	4	0	8	1	13	245
Total	41	460	0	1	502	0	0	0	1	1	0	437	7	0	444	29	0	22	6	57	1004
05:00 PM	10	126	0	0	136	2	0	1	0	3	0	119	5	0	124	9	0	5	2	16	279
05:15 PM	14	162	0	0	176	1	0	0	1	2	0	114	6	0	120	6	0	8	0	14	312
05:30 PM	11	134	0	0	145	0	0	0	0	0	0	125	5	0	130	15	0	12	1	28	303
05:45 PM	12	118	0	0	130	0	0	0	2	2	0	102	2	0	104	9	0	7	1	17	253
Total	47	540	0	0	587	3	0	1	3	7	0	460	18	0	478	39	0	32	4	75	1147
Grand Total	88	1000	0	1	1089	3	0	1	4	8	0	897	25	0	922	68	0	54	10	132	2151
Apprch %	8.1	91.8	0.0	0.1		37.5	0.0	12.5	50.0		0.0	97.3	2.7	0.0		51.5	0.0	40.9	7.6		
Total %	4.1	46.5	0.0	0.0	50.6	0.1	0.0	0.0	0.2	0.4	0.0	41.7	1.2	0.0	42.9	3.2	0.0	2.5	0.5	6.1	

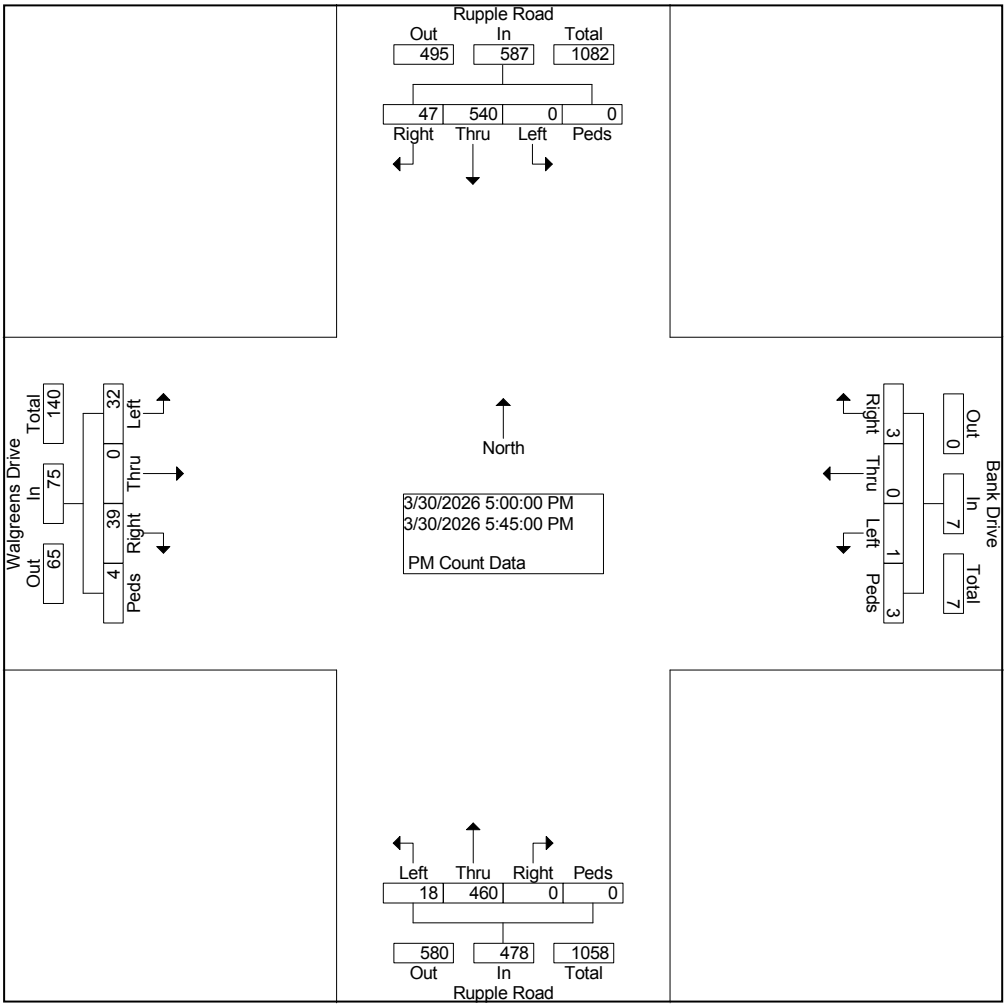


Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

PM Peak Hour Turning Movement Count Data
Rupple Road & Walgreens Drive
Fayetteville, Arkansas
P2302

File Name : PMR-W~1
Site Code : 00000000
Start Date : 03/30/2026
Page No : 2

	Rupple Road From North					Bank Drive From East					Rupple Road From South					Walgreens Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection 05:00 PM																					
Volume	47	540	0	0	587	3	0	1	3	7	0	460	18	0	478	39	0	32	4	75	1147
Percent	8.0	92.0	0.0	0.0		42.9	0.0	14.3	42.9		0.0	96.2	3.8	0.0		52.0	0.0	42.7	5.3		
05:15 Volume	14	162	0	0	176	1	0	0	1	2	0	114	6	0	120	6	0	8	0	14	312
Peak Factor																					0.919
High Int.	05:15 PM					05:00 PM					05:30 PM					05:30 PM					
Volume	14	162	0	0	176	2	0	1	0	3	0	125	5	0	130	15	0	12	1	28	
Peak Factor					0.834					0.583					0.919					0.670	



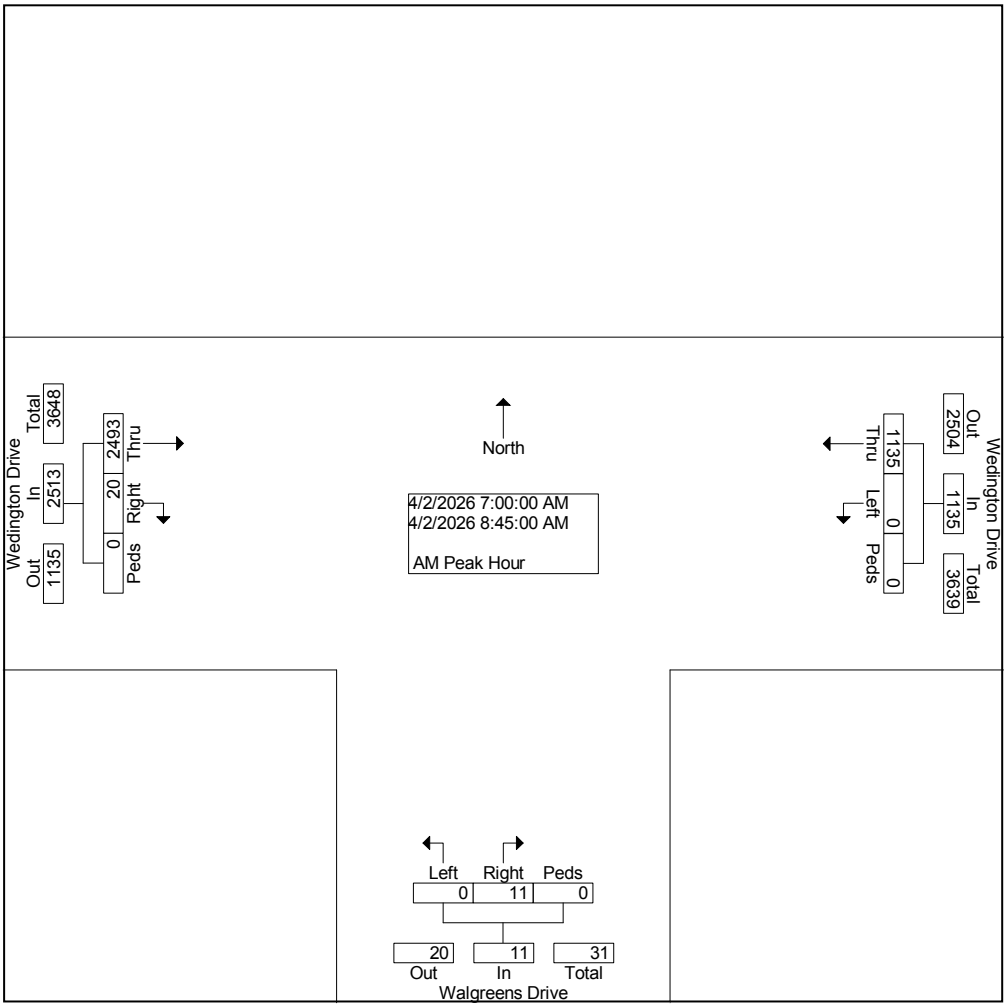
Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

AM Peak Hour Turning Movement Count Data
Wedington Drive & Walgreens Drive
Fayetteville, Arkansas
P2302

File Name : AMW-W~1
Site Code : 00000000
Start Date : 04/02/2026
Page No : 1

Groups Printed- AM Peak Hour

	Wedington Drive From East					Walgreens Drive From South				Wedington Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	124	0	0	124	0	0	0	0	0	382	0	0	382	506
07:15 AM	0	128	0	0	128	1	0	0	1	5	365	0	0	370	499
07:30 AM	0	136	0	0	136	8	0	0	8	5	315	0	0	320	464
07:45 AM	0	174	0	0	174	0	0	0	0	2	336	0	0	338	512
Total	0	562	0	0	562	9	0	0	9	12	1398	0	0	1410	1981
08:00 AM	0	142	0	0	142	1	0	0	1	4	312	0	0	316	459
08:15 AM	0	139	0	0	139	1	0	0	1	2	289	0	0	291	431
08:30 AM	0	158	0	0	158	0	0	0	0	2	248	0	0	250	408
08:45 AM	0	134	0	0	134	0	0	0	0	0	246	0	0	246	380
Total	0	573	0	0	573	2	0	0	2	8	1095	0	0	1103	1678
Grand Total	0	1135	0	0	1135	11	0	0	11	20	2493	0	0	2513	3659
Apprch %	0.0	100.0	0.0	0.0		100.0	0.0	0.0		0.8	99.2	0.0	0.0		
Total %	0.0	31.0	0.0	0.0	31.0	0.3	0.0	0.0	0.3	0.5	68.1	0.0	0.0	68.7	

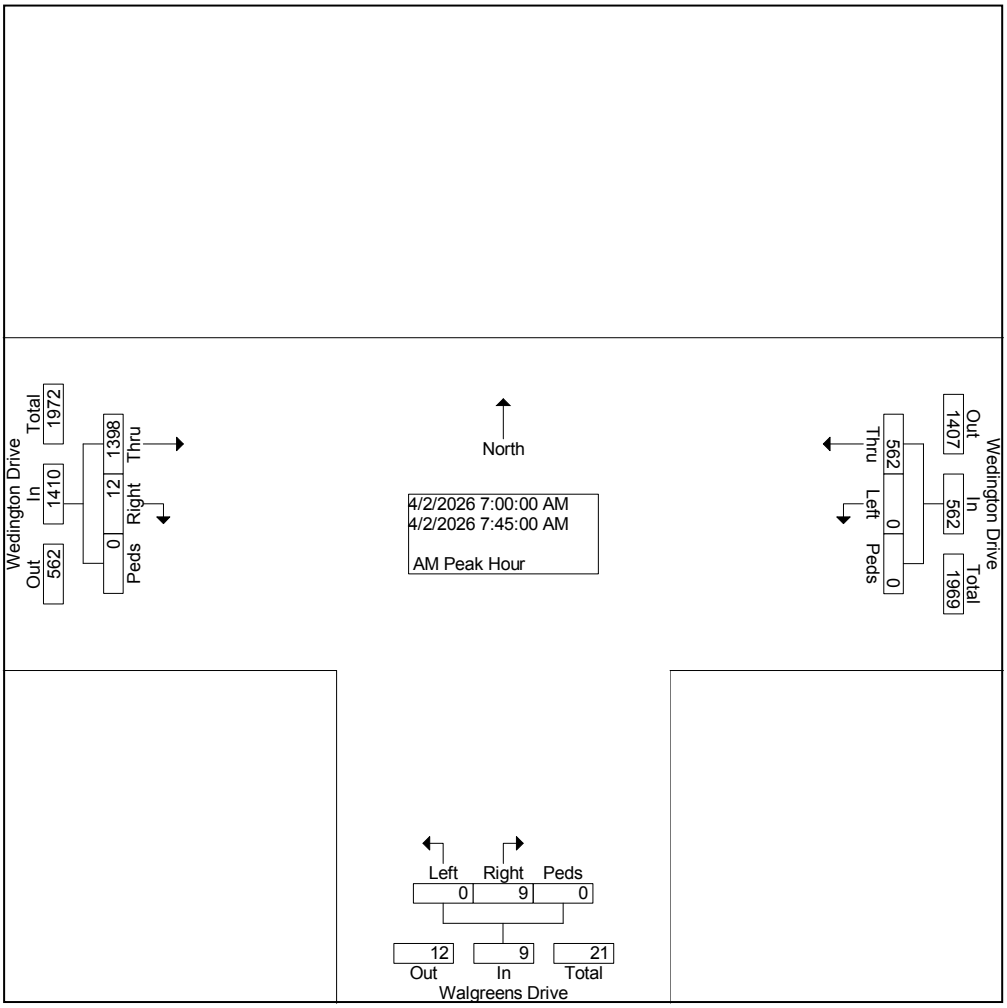


Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

AM Peak Hour Turning Movement Count Data
Wedington Drive & Walgreens Drive
Fayetteville, Arkansas
P2302

File Name : AMW-W~1
Site Code : 00000000
Start Date : 04/02/2026
Page No : 2

	Wedington Drive From East					Walgreens Drive From South				Wedington Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1															
Intersection	07:00 AM														
Volume	0	562	0	0	562	9	0	0	9	12	1398	0	0	1410	1981
Percent	0.0	100.0	0.0	0.0		100.0	0.0	0.0		0.9	99.1	0.0	0.0		
07:45 Volume	0	174	0	0	174	0	0	0	0	2	336	0	0	338	512
Peak Factor															0.967
High Int.	07:45 AM					07:30 AM				07:00 AM					
Volume	0	174	0	0	174	8	0	0	8	0	382	0	0	382	
Peak Factor					0.807				0.281					0.923	



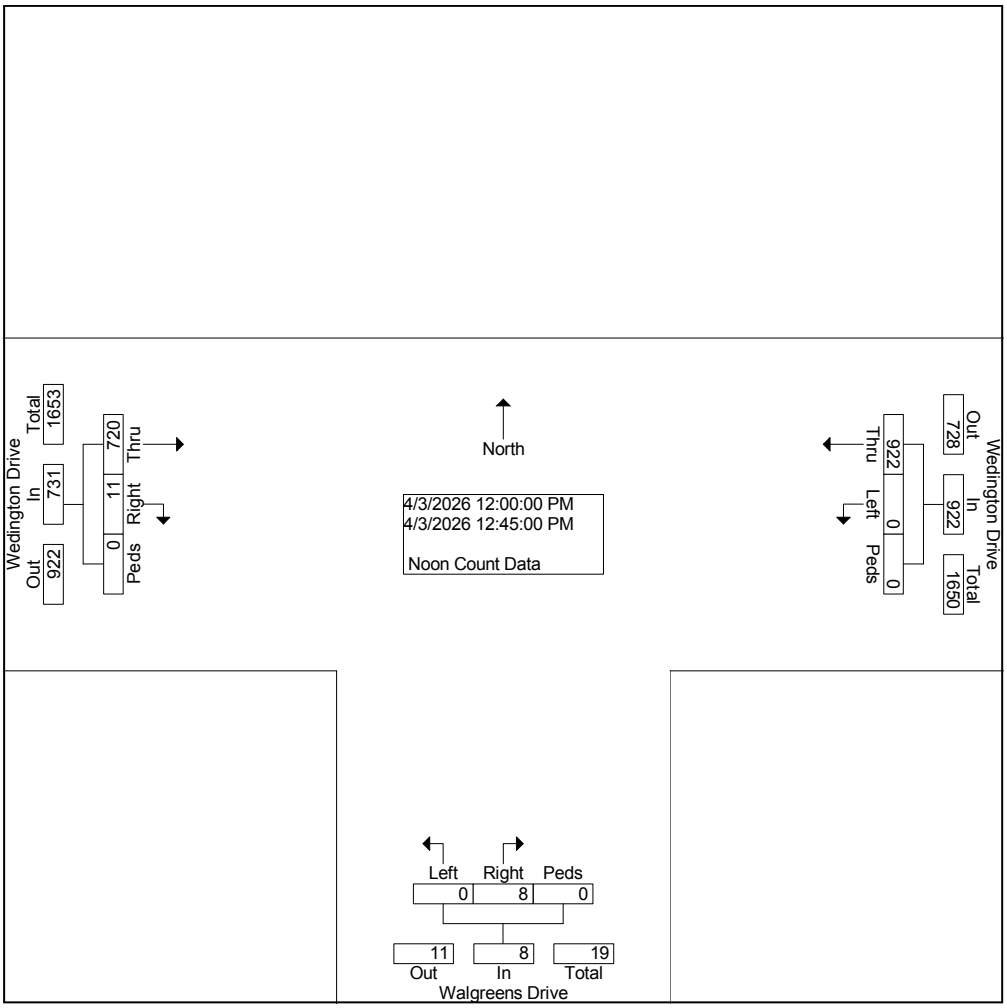
Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

Noon Peak Hr Turning Movement Count Data
Wedington Drive & Walgreens Drive
Fayetteville, Arkansas
P2302

File Name : NOW-W~1
Site Code : 00000000
Start Date : 04/03/2026
Page No : 1

Groups Printed- Noon Count Data

	Wedington Drive From East					Walgreens Drive From South				Wedington Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0	1.0		
12:00 PM	0	225	0	0	225	1	0	0	1	3	188	0	0	191	417
12:15 PM	0	239	0	0	239	0	0	0	0	3	202	0	0	205	444
12:30 PM	0	230	0	0	230	7	0	0	7	5	113	0	0	118	355
12:45 PM	0	228	0	0	228	0	0	0	0	0	217	0	0	217	445
Total	0	922	0	0	922	8	0	0	8	11	720	0	0	731	1661
Grand Total	0	922	0	0	922	8	0	0	8	11	720	0	0	731	1661
Apprch %	0.0	100.0	0.0	0.0		100.0	0.0	0.0		1.5	98.5	0.0	0.0		
Total %	0.0	55.5	0.0	0.0	55.5	0.5	0.0	0.0	0.5	0.7	43.3	0.0	0.0	44.0	

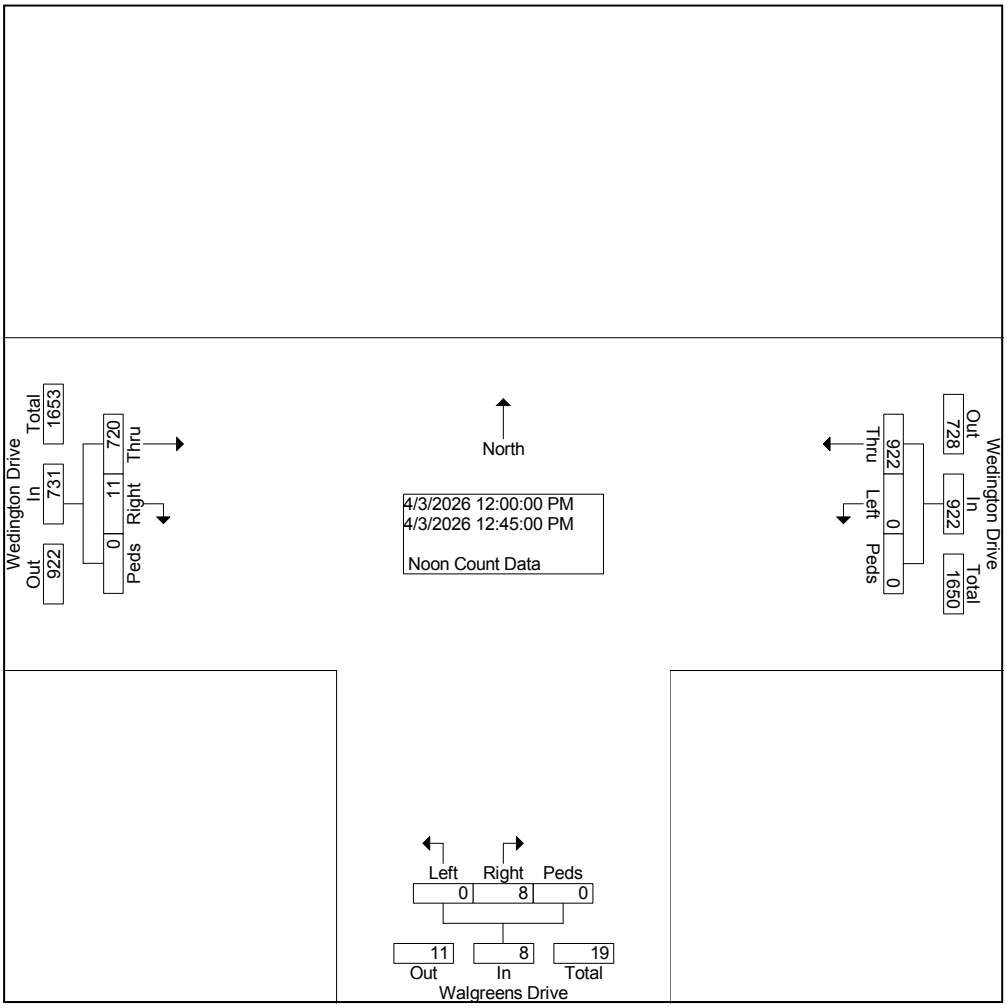


Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

Noon Peak Hr Turning Movement Count Data
Wedington Drive & Walgreens Drive
Fayetteville, Arkansas
P2302

File Name : NOW-W~1
Site Code : 00000000
Start Date : 04/03/2026
Page No : 2

	Wedington Drive From East					Walgreens Drive From South				Wedington Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 12:00 PM to 12:45 PM - Peak 1 of 1															
Intersection	12:00 PM														
Volume	0	922	0	0	922	8	0	0	8	11	720	0	0	731	1661
Percent	0.0	100.0	0.0	0.0		100.0	0.0	0.0		1.5	98.5	0.0	0.0		
12:45 Volume	0	228	0	0	228	0	0	0	0	0	217	0	0	217	445
Peak Factor															0.933
High Int.	12:15 PM					12:30 PM				12:45 PM					
Volume	0	239	0	0	239	7	0	0	7	0	217	0	0	217	
Peak Factor					0.964				0.286					0.842	



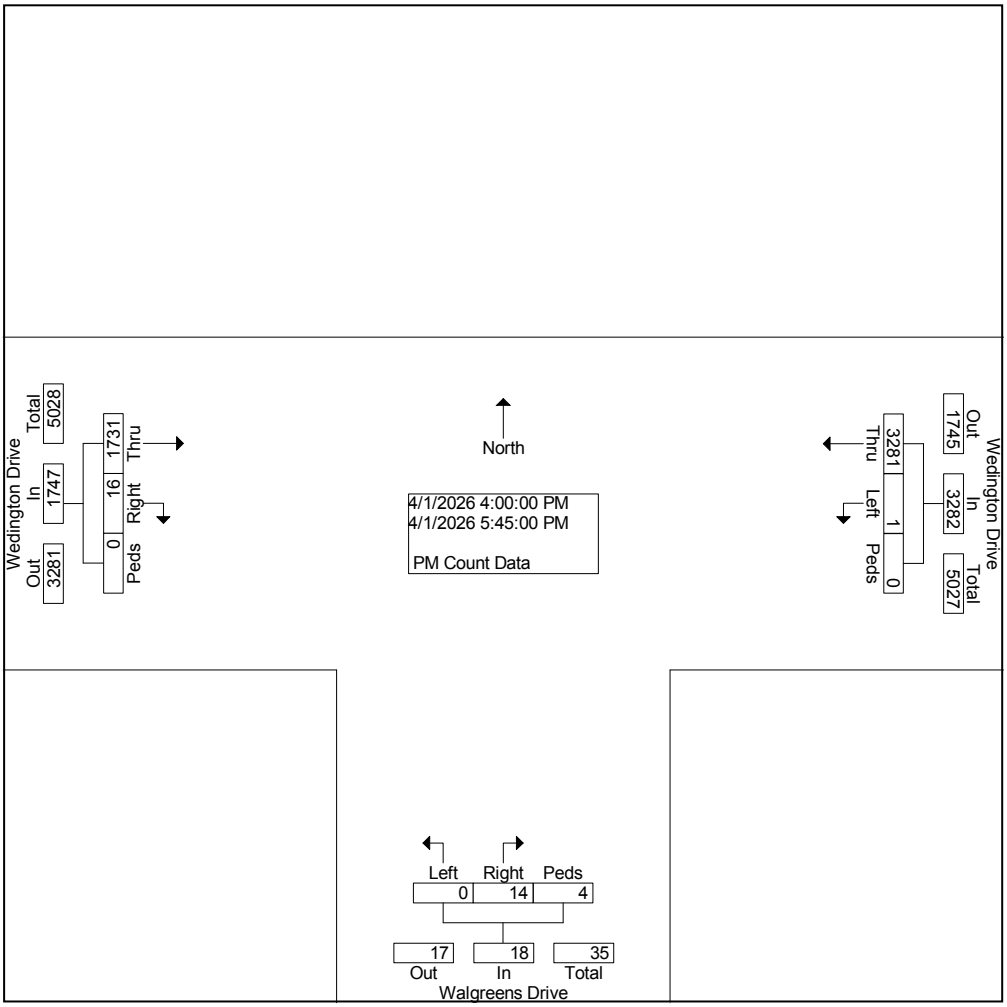
Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

PM Peak Hour Turning Movement Count Data
Wedington Drive & Walgreens Drive
Fayetteville, Arkansas
P2302

File Name : PMW-W~1
Site Code : 00000000
Start Date : 04/01/2026
Page No : 1

Groups Printed- PM Count Data

	Wedington Drive From East					Walgreens Drive From South				Wedington Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	0	380	1	0	381	3	0	0	3	3	226	0	0	229	613
04:15 PM	0	411	0	0	411	3	0	0	3	1	216	0	0	217	631
04:30 PM	0	415	0	0	415	2	0	0	2	2	227	0	0	229	646
04:45 PM	0	454	0	0	454	1	0	0	1	1	208	0	0	209	664
Total	0	1660	1	0	1661	9	0	0	9	7	877	0	0	884	2554
05:00 PM	0	408	0	0	408	3	0	0	3	3	236	0	0	239	650
05:15 PM	0	408	0	0	408	1	0	0	1	5	181	0	0	186	595
05:30 PM	0	417	0	0	417	0	0	4	4	0	225	0	0	225	646
05:45 PM	0	388	0	0	388	1	0	0	1	1	212	0	0	213	602
Total	0	1621	0	0	1621	5	0	4	9	9	854	0	0	863	2493
Grand Total	0	3281	1	0	3282	14	0	4	18	16	1731	0	0	1747	5047
Apprch %	0.0	100.0	0.0	0.0		77.8	0.0	22.2		0.9	99.1	0.0	0.0		
Total %	0.0	65.0	0.0	0.0	65.0	0.3	0.0	0.1	0.4	0.3	34.3	0.0	0.0	34.6	

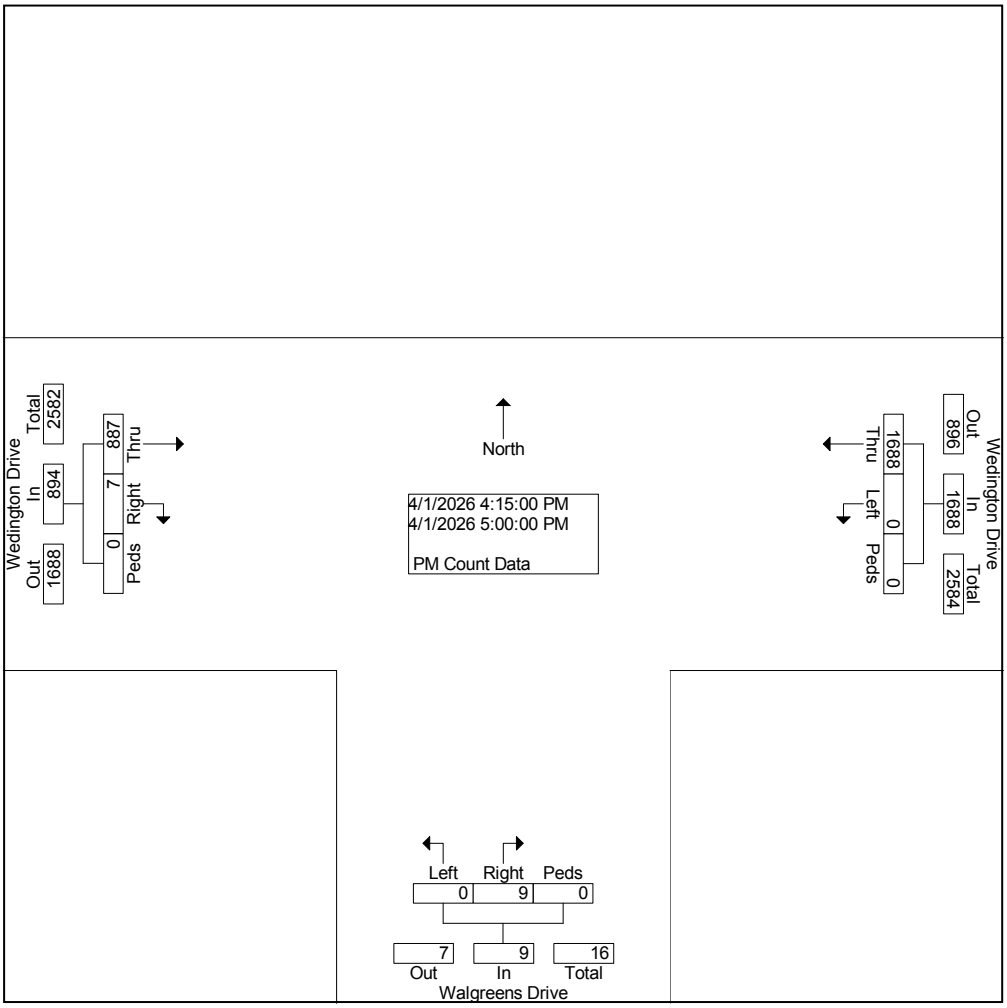


Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

PM Peak Hour Turning Movement Count Data
Wedington Drive & Walgreens Drive
Fayetteville, Arkansas
P2302

File Name : PMW-W~1
Site Code : 00000000
Start Date : 04/01/2026
Page No : 2

	Wedington Drive From East					Walgreens Drive From South				Wedington Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1															
Intersection	04:15 PM														
Volume	0	1688	0	0	1688	9	0	0	9	7	887	0	0	894	2591
Percent	0.0	100.0	0.0	0.0		100.0	0.0	0.0		0.8	99.2	0.0	0.0		
04:45 Volume	0	454	0	0	454	1	0	0	1	1	208	0	0	209	664
Peak Factor															0.976
High Int.	04:45 PM					04:15 PM				05:00 PM					
Volume	0	454	0	0	454	3	0	0	3	3	236	0	0	239	
Peak Factor					0.930				0.750					0.935	



Existing Drive-Thru Data

P2302
Existing Chick-Fil-A on MLK in Fayetteville, Arkansas
Drive-Thru Queue
Data Collection by: Randy & Robyn Tolbert

Date: Thursday 4/2/2026
Time: From 7:00 to 9:00 AM

All Vehicles	Max Queued Vehicles On Site	Max Queued Vehicles Off Site
7:00-7:05	**8**	**0**
7:05-7:10	**6**	**0**
7:10-7:15	**7**	**0**
7:15-7:20	**8**	**0**
7:20-7:25	**8**	**0**
7:25-7:30	**6**	**0**
7:30-7:35	**9**	**0**
7:35-7:40	**14**	**0**
7:40-7:45	**18**	**0**
7:35-7:50	**8**	**0**
7:30-7:55	**10**	**0**
7:55-8:00	**20**	**0**
8:00-8:05	**13**	**0**
8:05-8:10	**12**	**0**
8:10-8:15	**8**	**0**
8:15-8:20	**15**	**0**
8:20-8:25	**12**	**0**
8:25-8:30	**13**	**0**
8:30-8:35	**9**	**0**
8:35-8:40	**10**	**0**
8:40-8:45	**9**	**0**
8:35-8:50	**8**	**0**
8:30-8:55	**7**	**0**
8:55-9:00	**8**	**0**

Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

AM Drive Thru Counts
Chick-fil-a drive thru on MLK Blvd.
Fayetteville, Arkansas
P2302

File Name : AMORDE~1
Site Code : 00000000
Start Date : 04/01/2026
Page No : 1

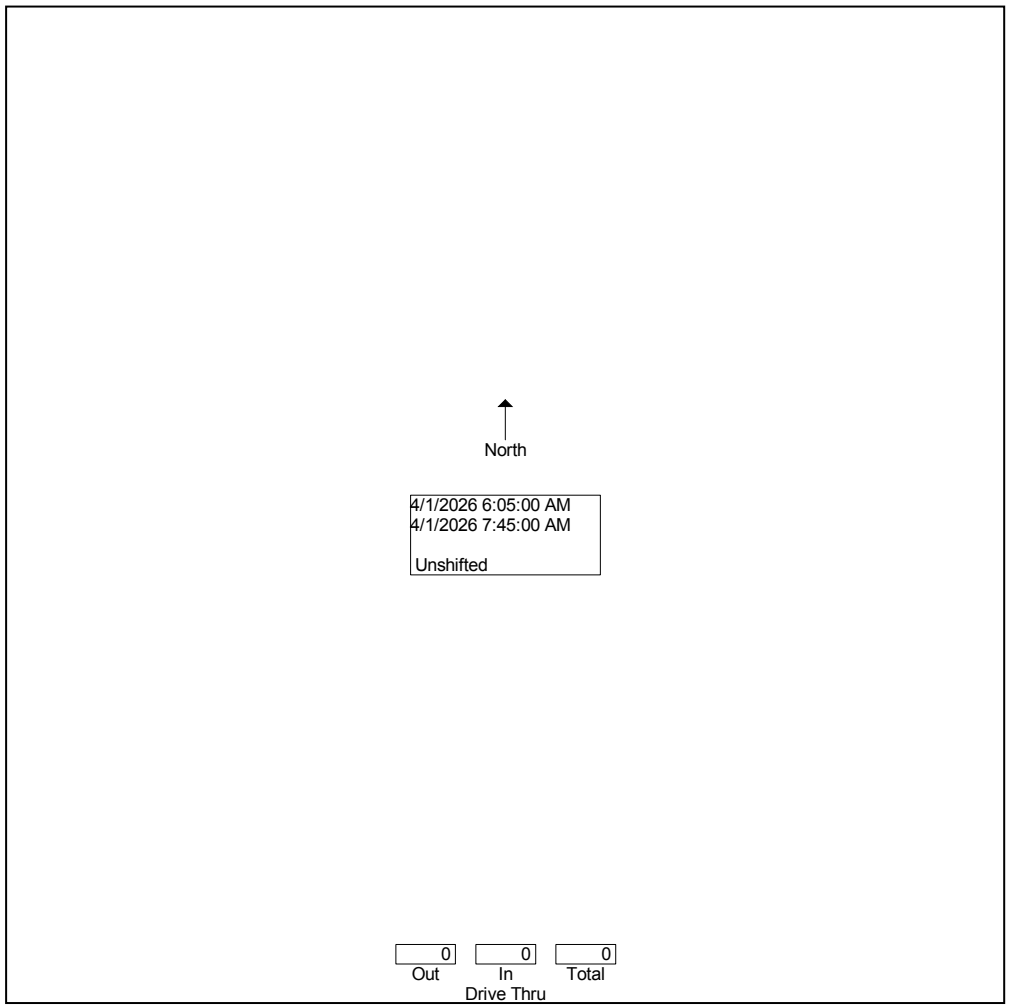
Groups Printed- Unshifted

	Drive Thru From South		
Start Time	Thru	App. Total	Int. Total
Factor	1.0		
06:05 AM	11	11	11
06:10 AM	5	5	5
06:15 AM	9	9	9
06:20 AM	8	8	8
06:25 AM	8	8	8
06:30 AM	6	6	6
06:35 AM	6	6	6
06:40 AM	12	12	12
06:45 AM	6	6	6
06:50 AM	7	7	7
06:55 AM	8	8	8
Total	86	86	86
07:00 AM	21	21	21
07:05 AM	11	11	11
07:10 AM	10	10	10
07:15 AM	10	10	10
07:20 AM	14	14	14
07:25 AM	13	13	13
07:30 AM	12	12	12
07:35 AM	8	8	8
07:40 AM	8	8	8
07:45 AM	4	4	4
Grand Total	197	197	197
Apprch %	100.0		
Total %	100.0	100.0	

Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

AM Drive Thru Counts
Chick-fil-a drive thru on MLK Blvd.
Fayetteville, Arkansas
P2302

File Name : AMORDE~1
Site Code : 00000000
Start Date : 04/01/2026
Page No : 2

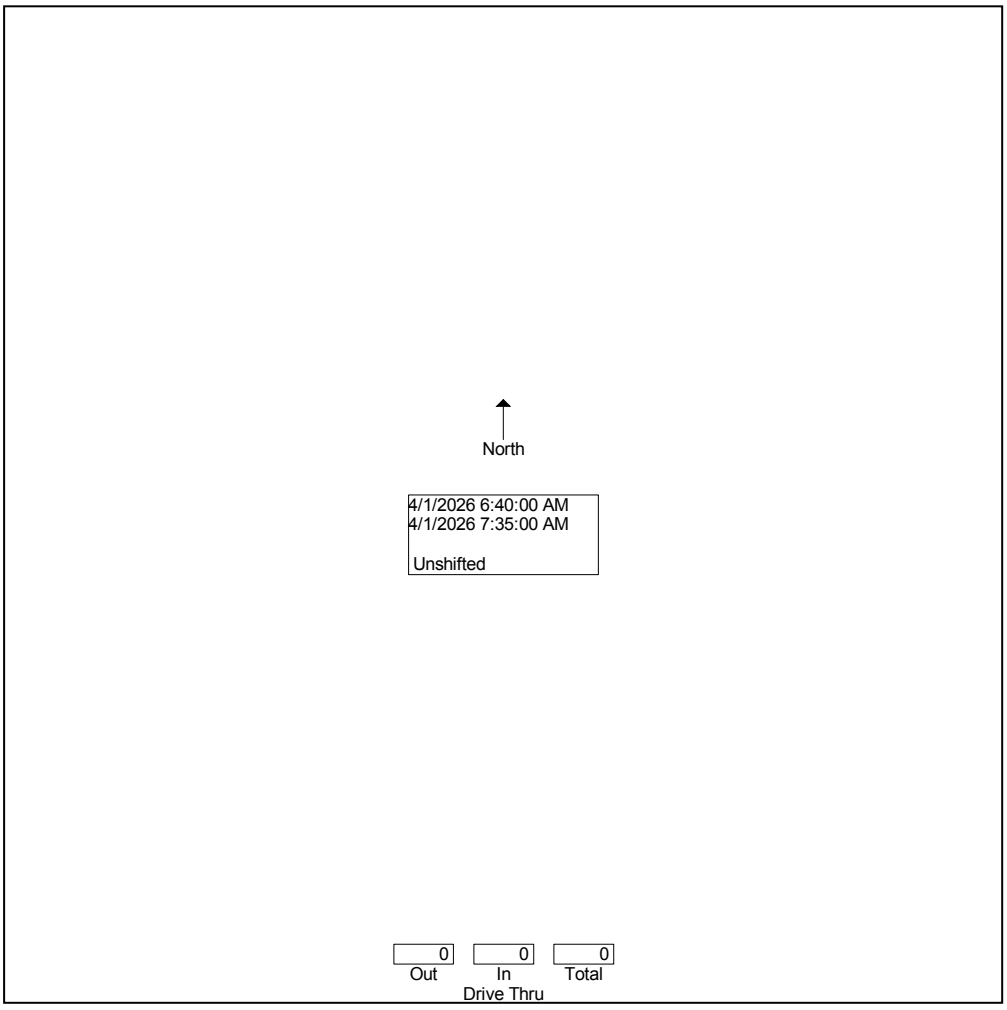


Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

AM Drive Thru Counts
Chick-fil-a drive thru on MLK Blvd.
Fayetteville, Arkansas
P2302

File Name : AMORDE~1
Site Code : 00000000
Start Date : 04/01/2026
Page No : 3

	Drive Thru From South		
Start Time	Thru	App. Total	Int. Total
Peak Hour From 06:05 AM to 07:45 AM - Peak 1 of 1			
Intersection	06:40 AM		
Volume	132	132	132
Percent	100.0		
07:00 Volume	21	21	21
Peak Factor			0.524
High Int.	07:00 AM		
Volume	21	21	
Peak Factor		0.524	



P2302
Existing Chick-Fil-A on MLK in Fayetteville, Arkansas
Drive-Thru Queue
Data Collection by: Randy & Robyn Tc

Date: Thursday 4/2/2026
Time: From 12:00 to 1:00 PM (One Hour)

All Vehicles	Max Queued Vehicles On Site	Max Queued Vehicles Off Site
12:00-12:05	**18**	**0**
12:05-12:10	**18**	**0**
12:10-12:15	**20**	**0**
12:15-12:20	**28**	**1**
12:20-12:25	**21**	**0**
12:25-12:30	**24**	**2**
12:30-12:35	**26**	**1**
12:35-12:40	**20**	**0**
12:40-12:45	**19**	**0**
12:35-12:50	**18**	**0**
12:30-12:55	**17**	**0**
12:55-1:00	**11**	**0**

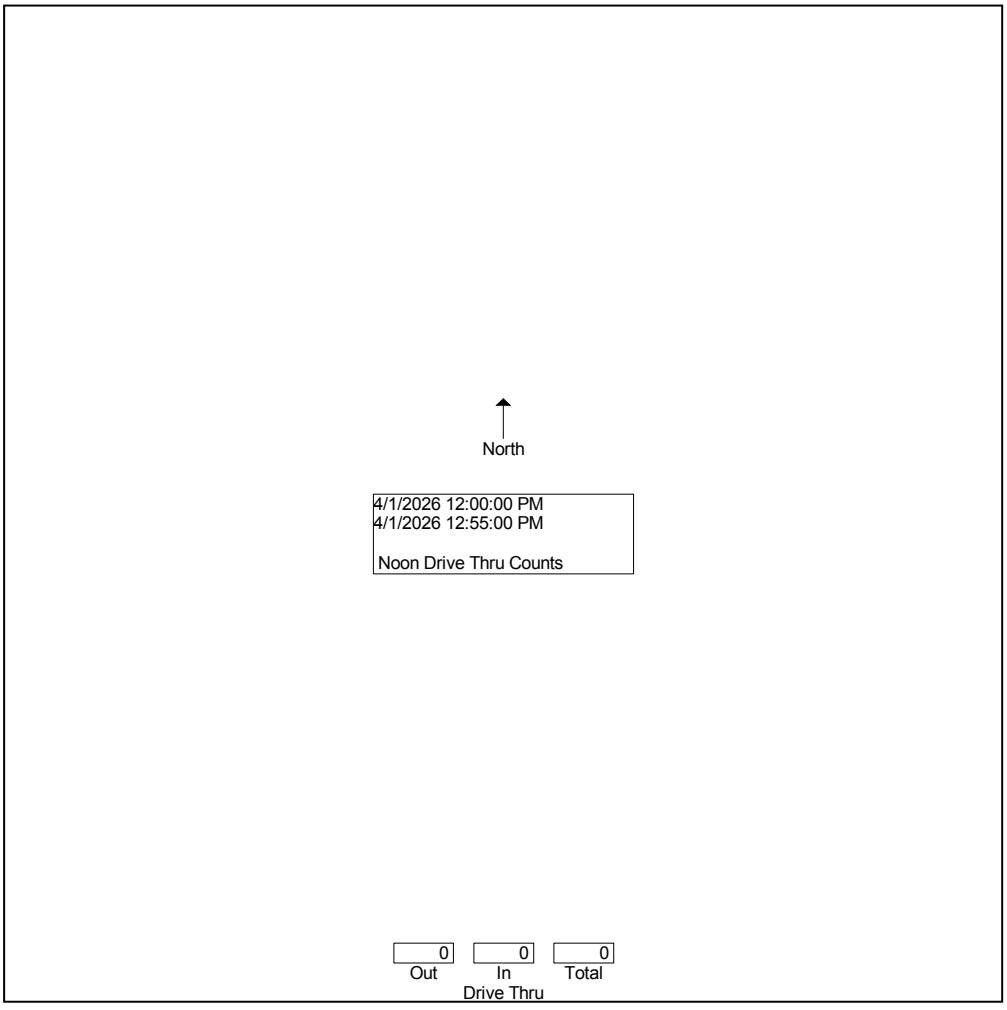
Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

Drive Thru Counts
Chick-fil-a Drive Thru on MLK
Fayetteville, Arkansas
P2302

File Name : NORDER~1
Site Code : 00000000
Start Date : 04/01/2026
Page No : 1

Groups Printed- Noon Drive Thru Counts

	Drive Thru From South		
Start Time	Thru	App. Total	Int. Total
Factor	1.0		
12:00 PM	14	14	14
12:05 PM	14	14	14
12:10 PM	14	14	14
12:15 PM	18	18	18
12:20 PM	14	14	14
12:25 PM	15	15	15
12:30 PM	21	21	21
12:35 PM	13	13	13
12:40 PM	16	16	16
12:45 PM	9	9	9
12:50 PM	24	24	24
12:55 PM	15	15	15
Total	187	187	187
Grand Total	187	187	187
Apprch %	100.0		
Total %	100.0	100.0	

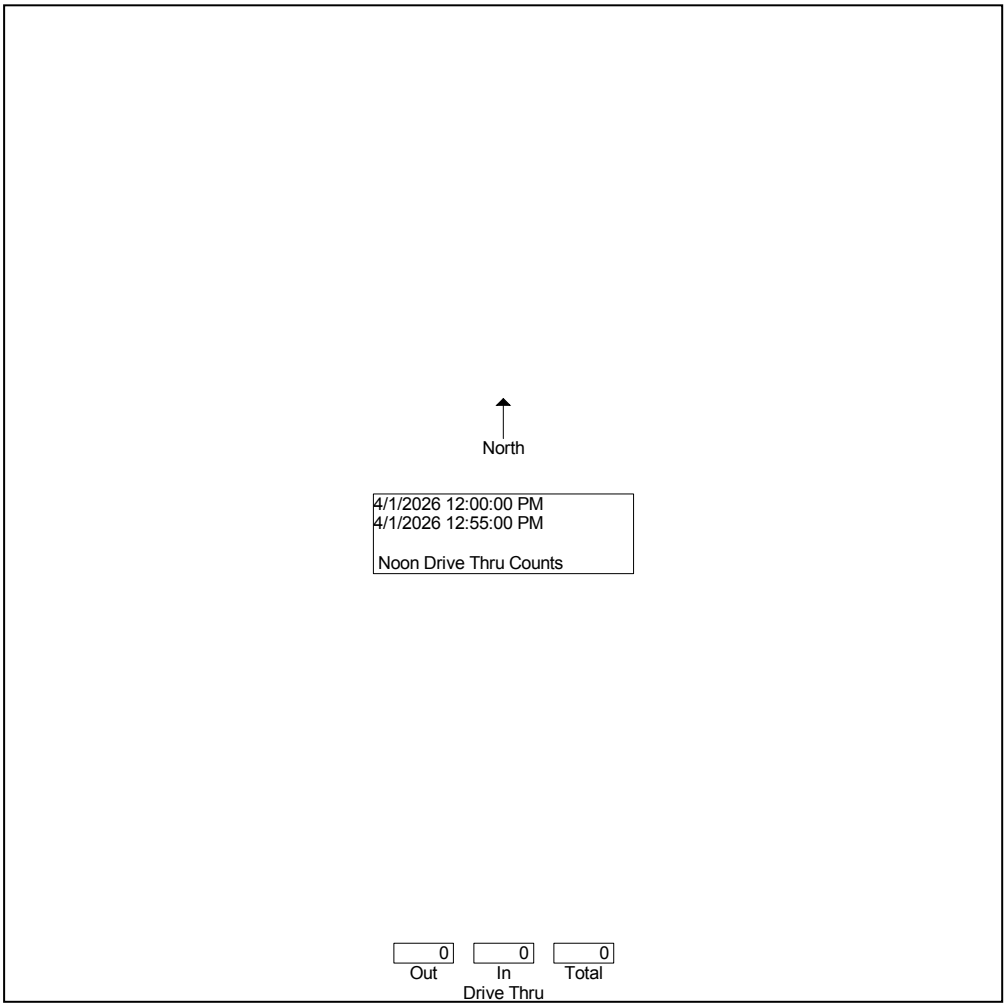


Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

Drive Thru Counts
Chick-fil-a Drive Thru on MLK
Fayetteville, Arkansas
P2302

File Name : NORDER~1
Site Code : 00000000
Start Date : 04/01/2026
Page No : 2

	Drive Thru From South		
Start Time	Thru	App. Total	Int. Total
Peak Hour From 12:00 PM to 12:55 PM - Peak 1 of 1			
Intersection 12:00 PM			
Volume	187	187	187
Percent	100.0		
12:50 Volume	24	24	24
Peak Factor			0.649
High Int. 12:50 PM			
Volume	24	24	
Peak Factor		0.649	



P2302
Existing Chick-Fil-A on MLK in Fayetteville, Arkansas
Drive-Thru Queue
Data Collection by: Randy & Robyn Tolbert

Date: Wedensday 4/1/2026
Time: From 4:00 to 6:00 PM

All Vehicles	Max Queued Vehicles On Site	Max Queued Vehicles Off Site
4:00-4:05	**8**	**0**
4:05-4:10	**11**	**0**
4:10-4:15	**10**	**0**
4:15-4:20	**12**	**0**
4:20-4:25	**8**	**0**
4:25-4:30	**6**	**0**
4:30-4:35	**10**	**0**
4:35-4:40	**8**	**0**
4:40-4:45	**12**	**0**
4:45-4:50	**12**	**0**
4:50-4:55	**10**	**0**
4:55-5:00	**2**	**0**
5:00-5:05	**4**	**0**
5:05-5:10	**8**	**0**
5:10-5:15	**4**	**0**
5:15-5:20	**7**	**0**
5:20-5:25	**10**	**0**
5:25-5:30	**15**	**0**
5:30-5:35	**10**	**0**
5:35-5:40	**8**	**0**
5:40-5:45	**4**	**0**
5:45-5:50	**5**	**0**
5:50-5:55	**4**	**0**
5:55-6:00	**4**	**0**

Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

Drive Thru Counts
Chick-fil-a Drive thru on MLK
Fayetteville, Arkansas
P2302

File Name : PMORDE~1
Site Code : 00000000
Start Date : 03/31/2026
Page No : 1

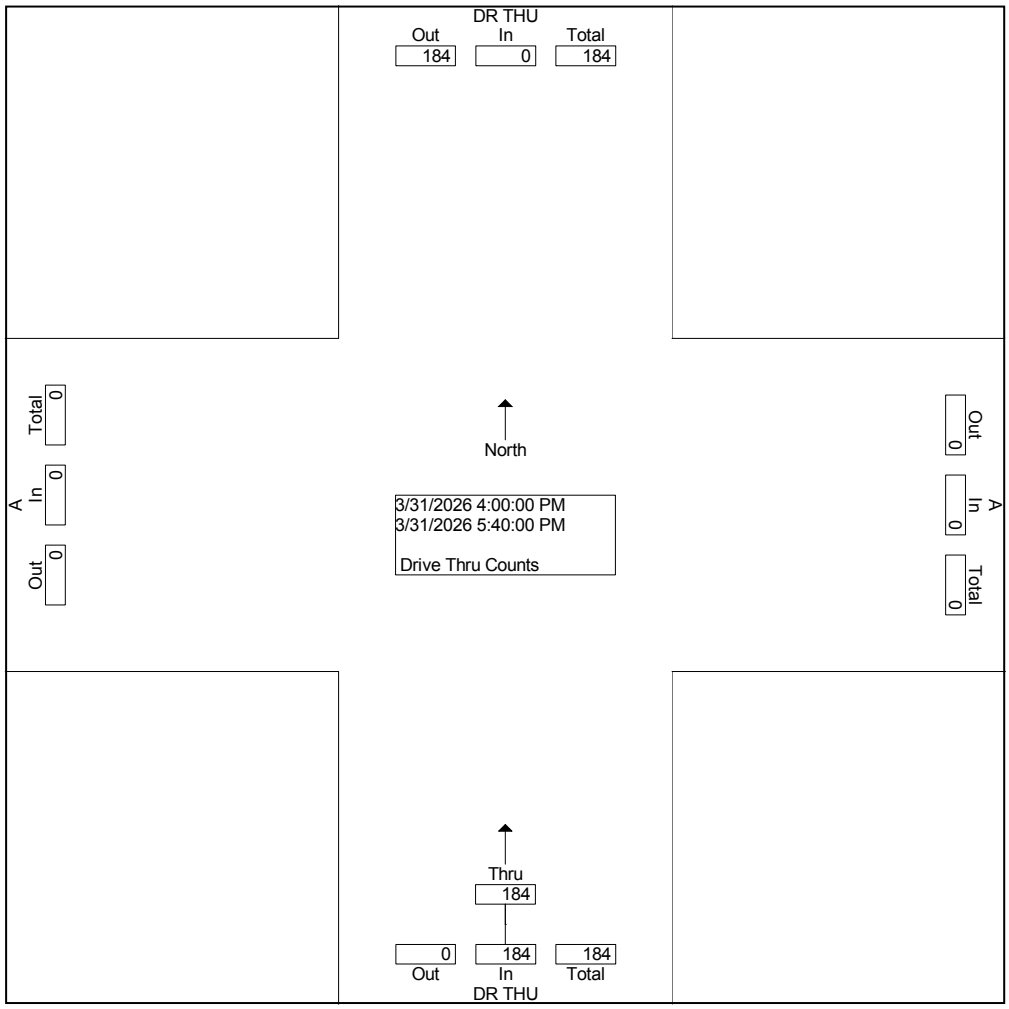
Groups Printed- Drive Thru Counts

	DR THU From South		
Start Time	Thru	App. Total	Int. Total
Factor	1.0		
04:00 PM	9	9	9
04:05 PM	13	13	13
04:10 PM	9	9	9
04:15 PM	11	11	11
04:20 PM	10	10	10
04:25 PM	5	5	5
04:30 PM	13	13	13
04:35 PM	8	8	8
04:40 PM	11	11	11
04:45 PM	9	9	9
04:50 PM	7	7	7
04:55 PM	2	2	2
Total	107	107	107
05:00 PM	9	9	9
05:05 PM	9	9	9
05:10 PM	4	4	4
05:15 PM	7	7	7
05:20 PM	16	16	16
05:25 PM	8	8	8
05:30 PM	7	7	7
05:35 PM	11	11	11
05:40 PM	6	6	6
Grand Total	184	184	184
Apprch %	100.0		
Total %	100.0	100.0	

Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

Drive Thru Counts
Chick-fil-a Drive thru on MLK
Fayetteville, Arkansas
P2302

File Name : PMORDE~1
Site Code : 00000000
Start Date : 03/31/2026
Page No : 2

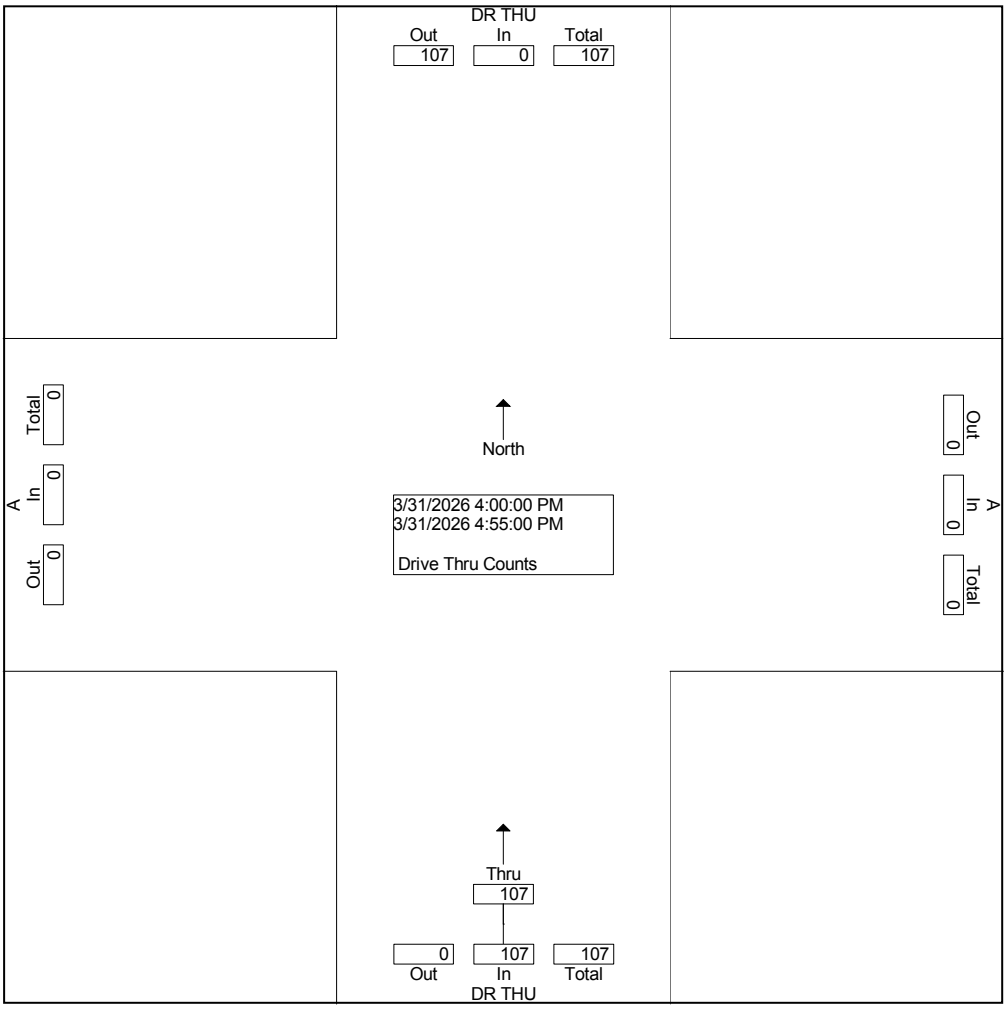


Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

Drive Thru Counts
Chick-fil-a Drive thru on MLK
Fayetteville, Arkansas
P2302

File Name : PMORDE~1
Site Code : 00000000
Start Date : 03/31/2026
Page No : 3

	DR THU From South		
Start Time	Thru	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:40 PM - Peak 1 of 1			
Intersection 04:00 PM			
Volume	107	107	107
Percent	100.0		
04:30 Volume	13	13	13
Peak Factor			0.686
High Int. 04:05 PM			
Volume	13	13	
Peak Factor		0.686	



AM Chick-Fil-A South Driveway Volumes
Fayetteville AR
Thursday, April 2, 2026

	Southbound Outbound						Westbound 0						Northbound Inbound						Eastbound 0						
Time	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	VEHICLE TOTAL
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	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**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	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**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	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**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	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**
4:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 AM	0	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**
5:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	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**
6:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 AM	0	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**
7:00 AM	0	0	15	0	0	*15*	0	0	0	0	0	*0*	0	0	4	0	0	*4*	0	0	0	0	0	*0*	**19**
7:15 AM	0	0	15	0	0	*15*	0	0	0	0	0	*0*	0	0	6	0	0	*6*	0	0	0	0	0	*0*	**21**
7:30 AM	0	0	16	0	0	*16*	0	0	0	0	0	*0*	0	0	4	0	0	*4*	0	0	0	0	0	*0*	**20**
7:45 AM	0	0	14	0	1	*14*	0	0	0	0	0	*0*	0	0	5	0	0	*5*	0	0	0	0	0	*0*	**19**
Hourly Total	0	0	60	0	1	*60*	0	0	0	0	0	*0*	0	0	19	0	0	*19*	0	0	0	0	0	*0*	**79**

AM Chick-Fil-A South Driveway Volumes
Fayetteville AR
Thursday, April 2, 2026

	Southbound Outbound						Westbound 0						Northbound Inbound						Eastbound 0						
Time	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	VEHICLE TOTAL
8:00 AM	0	0	12	0	1	*12*	0	0	0	0	0	*0*	0	0	8	0	0	*8*	0	0	0	0	0	*0*	**20**
8:15 AM	0	0	16	0	1	*16*	0	0	0	0	0	*0*	0	0	12	0	0	*12*	0	0	0	0	0	*0*	**28**
8:30 AM	0	0	15	0	0	*15*	0	0	0	0	0	*0*	0	0	6	0	0	*6*	0	0	0	0	0	*0*	**21**
8:45 AM	0	0	19	0	0	*19*	0	0	0	0	0	*0*	0	0	16	0	0	*16*	0	0	0	0	0	*0*	**35**
Hourly Total	0	0	62	0	2	*62*	0	0	0	0	0	*0*	0	0	42	0	0	*42*	0	0	0	0	0	*0*	**104**
9:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 AM	0	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**
10:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 AM	0	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**
11:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 AM	0	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**
12:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 PM	0	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**
1:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 PM	0	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**
2:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 PM	0	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**
3:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 PM	0	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**

AM Chick-Fil-A South Driveway Volumes
Fayetteville AR
Thursday, April 2, 2026

Time	Southbound Outbound						Westbound 0						Northbound Inbound						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 PM	0	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**
5:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 PM	0	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**
6:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 PM	0	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**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	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**
8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	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**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	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**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	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**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	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**
DAILY TOTAL	**0**	**0**	**122**	**0**	**3**	***122***	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**61**	**0**	**0**	***61***	**0**	**0**	**0**	**0**	**0**	***0***	**183**
Cars	0	0	121	0	1	*121*	0	0	0	0	0	*0*	0	0	61	0	0	*61*	0	0	0	0	0	*0*	**182**
Heavy Vehicles	0	0	1	0	2	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**1**
Heavy Vehicle %	0.00%	0.00%	0.82%	0.00%	66.67%	*0.82%*	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	**0.55%**

AM Chick-Fil-A South Driveway Volumes
Fayetteville AR
Thursday, April 2, 2026

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	0	12	0	1	*12*	0	0	0	0	0	*0*	0	0	8	0	0	*8*	0	0	0	0	0	*0*	**20**
8:15 AM	0	0	16	0	1	*16*	0	0	0	0	0	*0*	0	0	12	0	0	*12*	0	0	0	0	0	*0*	**28**
8:30 AM	0	0	15	0	0	*15*	0	0	0	0	0	*0*	0	0	6	0	0	*6*	0	0	0	0	0	*0*	**21**
8:45 AM	0	0	19	0	0	*19*	0	0	0	0	0	*0*	0	0	16	0	0	*16*	0	0	0	0	0	*0*	**35**
Peak Hour Total	0	0	62	0	2	*62*	0	0	0	0	0	*0*	0	0	42	0	0	*42*	0	0	0	0	0	*0*	**104**
PHF	0.000	0.000	0.816	0.000	0.500	*0.816*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.656	0.000	0.000	*0.656*	0.000	0.000	0.000	0.000	0.000	*0.000*	**0.743**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Peak Hour 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**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	**0.000**

Total Vehicles On Leg			183		
Vehicles Entering Intersection	122		Vehicles Exiting Intersection	61	
Southbound					
Cars	0	121	0	0	1
Heavy	0	1	0	0	2
Total	**0**	**122**	**0**	**0**	**3**

Total Vehicles on Leg	Vehicles Entering Intersection	Vehicles Exiting Intersection	**Eastbound**	Cars	Heavy	**Total**
0	0	0		0	0	**0**
				0	0	**0**
				0	0	**0**
				0	0	**0**
				0	0	**0**

Daily Volumes

Cars	Heavy	**Total**	**Westbound**	Vehicles Entering Intersection	Total Vehicles on Leg
0	0	**0**		0	0
0	0	**0**			
0	0	**0**		Vehicles Exiting Intersection	
0	0	**0**		0	
0	0	**0**			

Cars	0	0	0	61	0
Heavy	0	0	0	0	0
Total	**0**	**0**	**0**	**61**	**0**
Northbound					
Vehicles Entering Intersection	61		Vehicles Exiting Intersection	122	
Total Vehicles On Leg			183		

Noon Chick-Fil-A South Drive Enter and Exiting
Fayetteville AR
Thursday, April 2, 2026

Time	Southbound Exiting						Westbound 0						Northbound Entering						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	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**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	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**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	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**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	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**
4:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 AM	0	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**
5:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	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**
6:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 AM	0	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**
7:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 AM	0	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**

Noon Chick-Fil-A South Drive Enter and Exiting
Fayetteville AR
Thursday, April 2, 2026

Time	Southbound Exiting						Westbound 0						Northbound Entering						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 AM	0	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**
9:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 AM	0	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**
10:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 AM	0	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**
11:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 AM	0	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**
12:00 PM	0	0	20	0	2	*20*	0	0	0	0	0	*0*	0	0	14	0	0	*14*	0	0	0	0	0	*0*	**34**
12:15 PM	0	0	22	0	2	*22*	0	0	0	0	0	*0*	0	0	23	0	0	*23*	0	0	0	0	0	*0*	**45**
12:30 PM	0	0	16	0	3	*16*	0	0	0	0	0	*0*	0	0	10	0	0	*10*	0	0	0	0	0	*0*	**26**
12:45 PM	0	0	20	0	2	*20*	0	0	0	0	0	*0*	0	0	9	0	0	*9*	0	0	0	0	0	*0*	**29**
Hourly Total	0	0	78	0	9	*78*	0	0	0	0	0	*0*	0	0	56	0	0	*56*	0	0	0	0	0	*0*	**134**
1:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 PM	0	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**
2:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 PM	0	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**
3:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 PM	0	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**

Noon Chick-Fil-A South Drive Enter and Exiting
Fayetteville AR
Thursday, April 2, 2026

Time	Southbound Exiting						Westbound 0						Northbound Entering						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 PM	0	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**
5:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 PM	0	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**
6:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 PM	0	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**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	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**
8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	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**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	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**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	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**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	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**
DAILY TOTAL	**0**	**0**	**78**	**0**	**9**	***78***	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**56**	**0**	**0**	***56***	**0**	**0**	**0**	**0**	**0**	***0***	**134**
Cars	0	0	78	0	9	*78*	0	0	0	0	0	*0*	0	0	56	0	0	*56*	0	0	0	0	0	*0*	**134**
Heavy Vehicles	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	**0.00%**

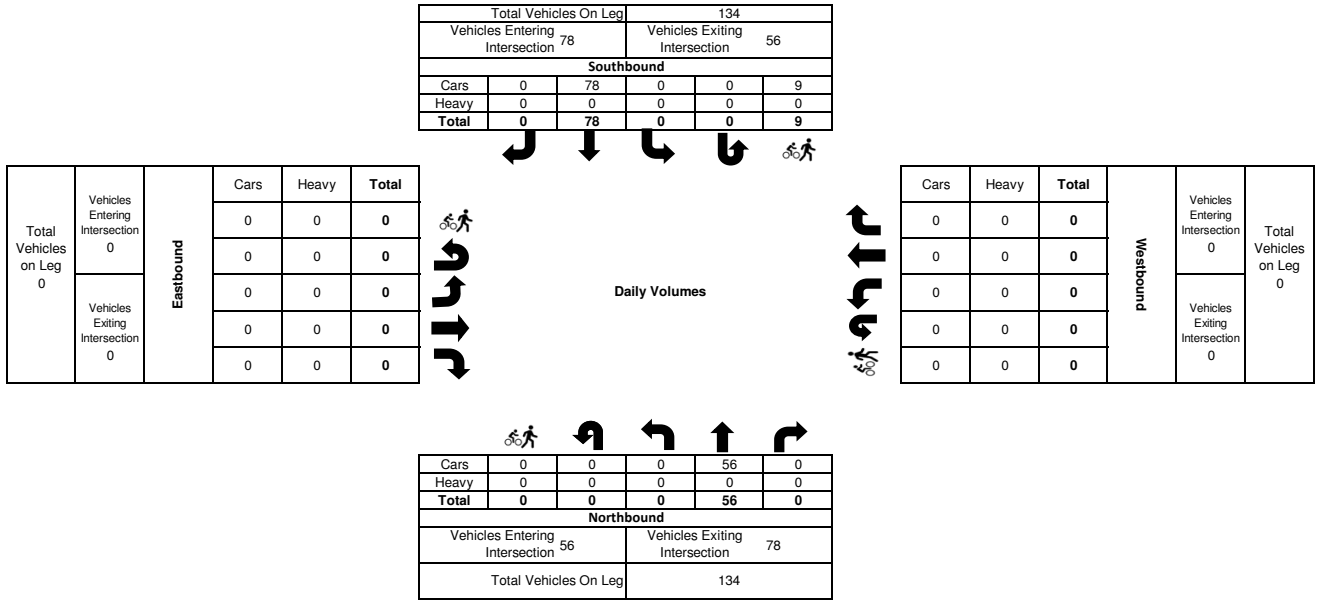
Noon Chick-Fil-A South Drive Enter and Exiting
Fayetteville AR
Thursday, April 2, 2026

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Peak Hour 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**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	**0.000**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 PM	0	0	20	0	2	*20*	0	0	0	0	0	*0*	0	0	14	0	0	*14*	0	0	0	0	0	*0*	**34**
12:15 PM	0	0	22	0	2	*22*	0	0	0	0	0	*0*	0	0	23	0	0	*23*	0	0	0	0	0	*0*	**45**
12:30 PM	0	0	16	0	3	*16*	0	0	0	0	0	*0*	0	0	10	0	0	*10*	0	0	0	0	0	*0*	**26**
12:45 PM	0	0	20	0	2	*20*	0	0	0	0	0	*0*	0	0	9	0	0	*9*	0	0	0	0	0	*0*	**29**
Peak Hour Total	0	0	78	0	9	*78*	0	0	0	0	0	*0*	0	0	56	0	0	*56*	0	0	0	0	0	*0*	**134**
PHF	0.000	0.000	0.886	0.000	0.750	*0.886*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.609	0.000	0.000	*0.609*	0.000	0.000	0.000	0.000	0.000	*0.000*	**0.744**



PM CFA South Driveway Volumes
Fayetteville AR
Wednesday, April 1, 2026

	Southbound Outbound						Westbound 0						Northbound Inbound						Eastbound 0						
Time	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	VEHICLE TOTAL
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	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**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	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**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	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**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	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**
4:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 AM	0	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**
5:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	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**
6:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 AM	0	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**
7:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 AM	0	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**

PM CFA South Driveway Volumes
Fayetteville AR
Wednesday, April 1, 2026

	Southbound Outbound						Westbound 0						Northbound Inbound						Eastbound 0						
Time	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	VEHICLE TOTAL
8:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 AM	0	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**
9:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 AM	0	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**
10:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 AM	0	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**
11:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 AM	0	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**
12:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 PM	0	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**
1:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 PM	0	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**
2:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 PM	0	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**
3:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 PM	0	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**

PM CFA South Driveway Volumes
Fayetteville AR
Wednesday, April 1, 2026

Time	Southbound Outbound						Westbound 0						Northbound Inbound						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	0	18	0	2	*18*	0	0	0	0	0	*0*	0	0	6	0	0	*6*	0	0	0	0	0	*0*	**24**
4:15 PM	0	0	10	0	4	*10*	0	0	0	0	0	*0*	0	0	5	0	0	*5*	0	0	0	0	0	*0*	**15**
4:30 PM	0	0	20	0	3	*20*	0	0	0	0	0	*0*	0	0	3	0	0	*3*	0	0	0	0	0	*0*	**23**
4:45 PM	0	0	12	0	10	*12*	0	0	0	0	0	*0*	0	0	8	0	0	*8*	0	0	0	0	0	*0*	**20**
Hourly Total	0	0	60	0	19	*60*	0	0	0	0	0	*0*	0	0	22	0	0	*22*	0	0	0	0	0	*0*	**82**
5:00 PM	0	0	23	0	2	*23*	0	0	0	0	0	*0*	0	0	5	0	0	*5*	0	0	0	0	0	*0*	**28**
5:15 PM	0	0	22	0	10	*22*	0	0	0	0	0	*0*	0	0	10	0	0	*10*	0	0	0	0	0	*0*	**32**
5:30 PM	0	0	20	0	2	*20*	0	0	0	0	0	*0*	0	0	4	0	0	*4*	0	0	0	0	0	*0*	**24**
5:45 PM	0	0	15	0	7	*15*	0	0	0	0	0	*0*	0	0	7	0	0	*7*	0	0	0	0	0	*0*	**22**
Hourly Total	0	0	80	0	21	*80*	0	0	0	0	0	*0*	0	0	26	0	0	*26*	0	0	0	0	0	*0*	**106**
6:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 PM	0	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**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	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**
8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	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**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	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**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	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**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	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**
DAILY TOTAL	**0**	**0**	**140**	**0**	**40**	***140***	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**48**	**0**	**0**	***48***	**0**	**0**	**0**	**0**	**0**	***0***	**188**
Cars	0	0	140	0	33	*140*	0	0	0	0	0	*0*	0	0	48	0	0	*48*	0	0	0	0	0	*0*	**188**
Heavy Vehicles	0	0	0	0	7	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	17.50%	*0.00%*	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	**0.00%**

PM CFA South Driveway Volumes
Fayetteville AR
Wednesday, April 1, 2026

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Peak Hour 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**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	**0.000**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
5:00 PM	0	0	23	0	2	*23*	0	0	0	0	0	*0*	0	0	5	0	0	*5*	0	0	0	0	0	*0*	**28**
5:15 PM	0	0	22	0	10	*22*	0	0	0	0	0	*0*	0	0	10	0	0	*10*	0	0	0	0	0	*0*	**32**
5:30 PM	0	0	20	0	2	*20*	0	0	0	0	0	*0*	0	0	4	0	0	*4*	0	0	0	0	0	*0*	**24**
5:45 PM	0	0	15	0	7	*15*	0	0	0	0	0	*0*	0	0	7	0	0	*7*	0	0	0	0	0	*0*	**22**
Peak Hour Total	0	0	80	0	21	*80*	0	0	0	0	0	*0*	0	0	26	0	0	*26*	0	0	0	0	0	*0*	**106**
PHF	0.000	0.000	0.870	0.000	0.525	*0.870*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.650	0.000	0.000	*0.650*	0.000	0.000	0.000	0.000	0.000	*0.000*	**0.828**

Total Vehicles On Leg			188		
Vehicles Entering Intersection	140		Vehicles Exiting Intersection	48	
Southbound					
Cars	0	140	0	0	33
Heavy	0	0	0	0	7
Total	**0**	**140**	**0**	**0**	**40**

Total Vehicles on Leg 0	Vehicles Entering Intersection 0	**Eastbound**	Cars	Heavy	**Total**
			0	0	**0**
			0	0	**0**
	Vehicles Exiting Intersection 0		0	0	**0**
			0	0	**0**
			0	0	**0**

Daily Volumes

Cars	Heavy	**Total**	**Westbound**	Vehicles Entering Intersection 0	Total Vehicles on Leg 0
0	0	**0**			
0	0	**0**			
0	0	**0**		Vehicles Exiting Intersection 0	
0	0	**0**			
0	0	**0**			

Cars	0	0	0	48	0
Heavy	0	0	0	0	0
Total	**0**	**0**	**0**	**48**	**0**
Northbound					
Vehicles Entering Intersection	48		Vehicles Exiting Intersection	140	
Total Vehicles On Leg			188		

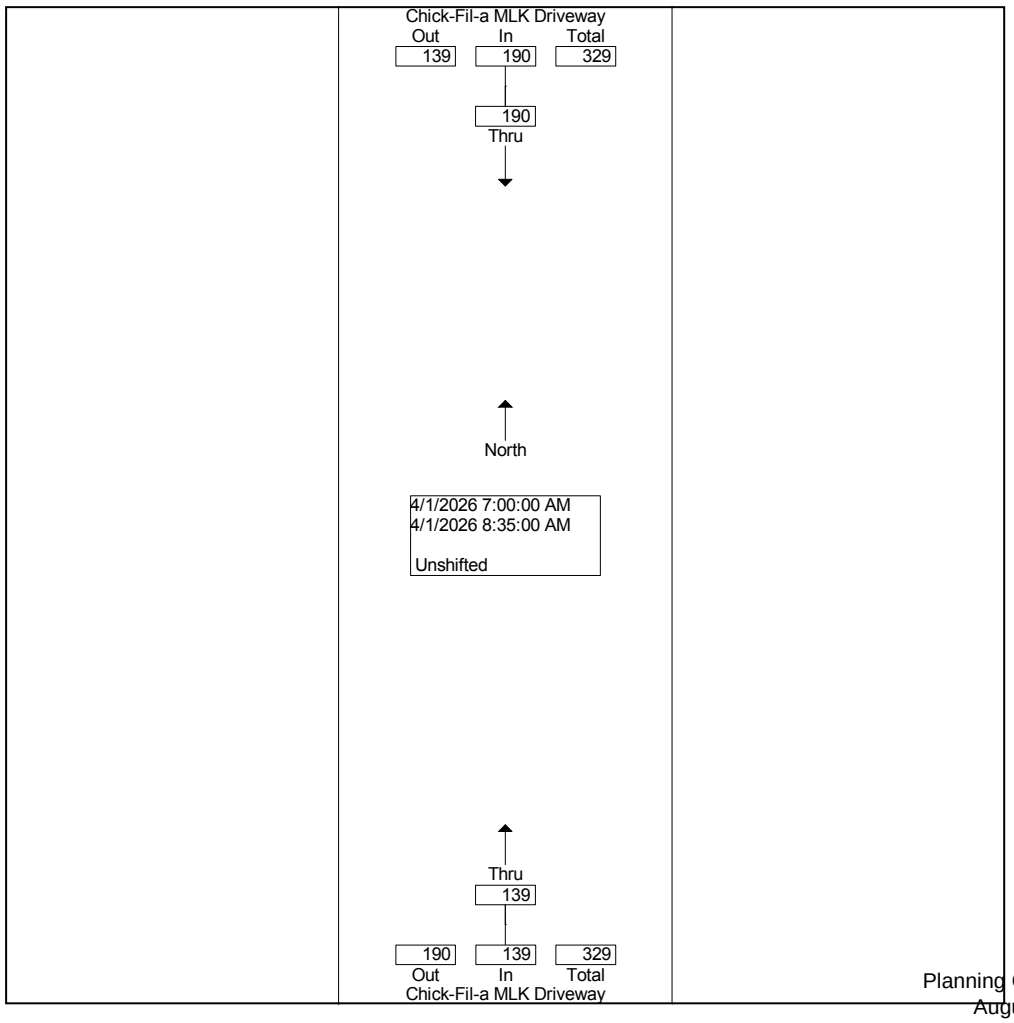
Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

_M Peak Hour Turning Movement Count Data
Interssection
City, State
P

File Name : AMCFDR~1
Site Code : 00000000
Start Date : 04/01/2026
Page No : 1

Groups Printed- Unshifted

	Chick-Fil-a MLK Driveway From North		Chick-Fil-a MLK Driveway From South		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
Factor	1.0		1.0		
07:00 AM	11	11	8	8	19
07:05 AM	8	8	5	5	13
07:10 AM	9	9	5	5	14
07:15 AM	9	9	5	5	14
07:20 AM	11	11	5	5	16
07:25 AM	3	3	3	3	6
07:30 AM	10	10	5	5	15
07:35 AM	7	7	4	4	11
07:40 AM	6	6	7	7	13
07:45 AM	6	6	9	9	15
07:50 AM	12	12	8	8	20
07:55 AM	17	17	6	6	23
TOTAL	109	109	70	70	179
08:00 AM	13	13	13	13	26
08:05 AM	5	5	9	9	14
08:10 AM	5	5	7	7	12
08:15 AM	15	15	8	8	23
08:20 AM	11	11	7	7	18
08:25 AM	11	11	5	5	16
08:30 AM	11	11	11	11	22
08:35 AM	10	10	9	9	19
GRAND TOTAL	190	190	139	139	329
APPRCH %	100.0		100.0		
TOTAL %	57.8	57.8	42.2	42.2	

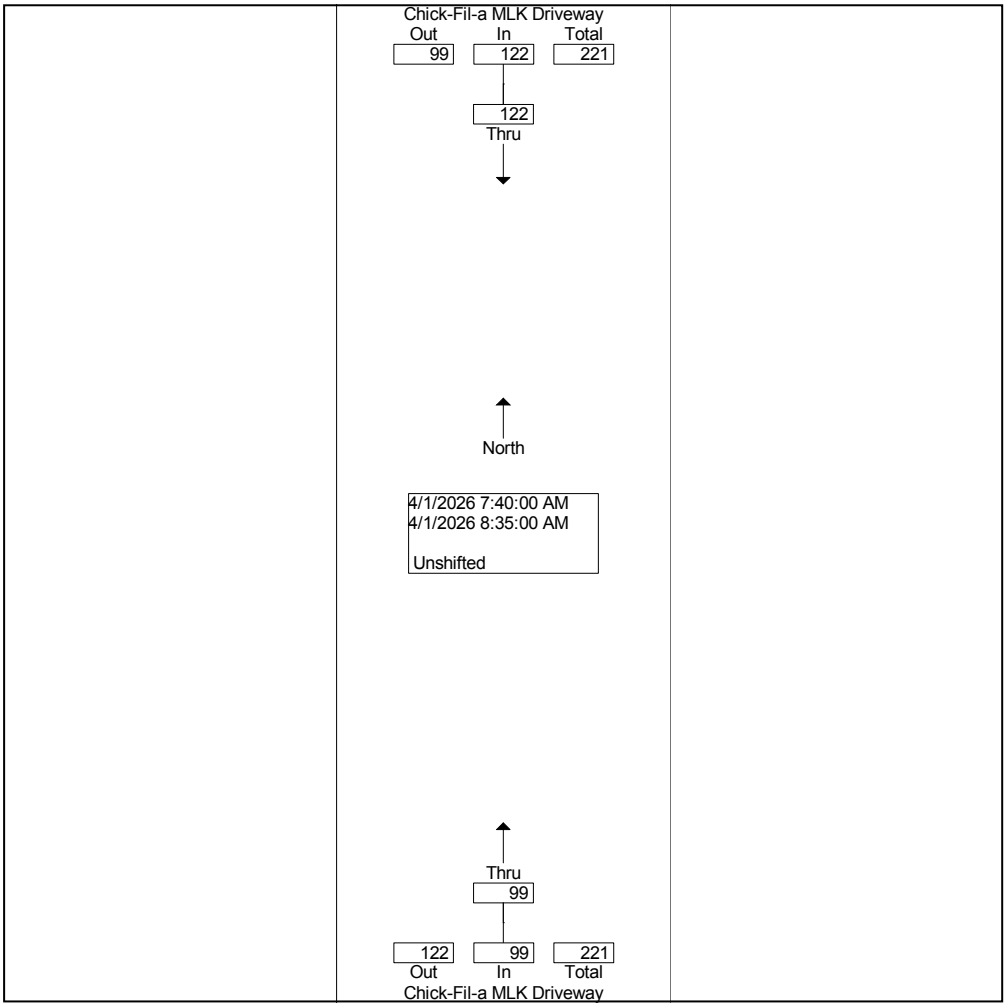


Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

_M Peak Hour Turning Movement Count Data
Interssection
City, State
P

File Name : AMCFDR~1
Site Code : 00000000
Start Date : 04/01/2026
Page No : 2

	Chick-Fil-a MLK Driveway From North		Chick-Fil-a MLK Driveway From South		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:35 AM - Peak 1 of 1					
INTERSECTION 07:40 AM					
VOLUME	122	122	99	99	221
PERCENT	100.0		100.0		
08:00 VOLUME	13	13	13	13	26
PEAK FACTOR					0.708
HIGH INT. 07:55 AM			08:00 AM		
VOLUME	17	17	13	13	
PEAK FACTOR		0.598		0.635	



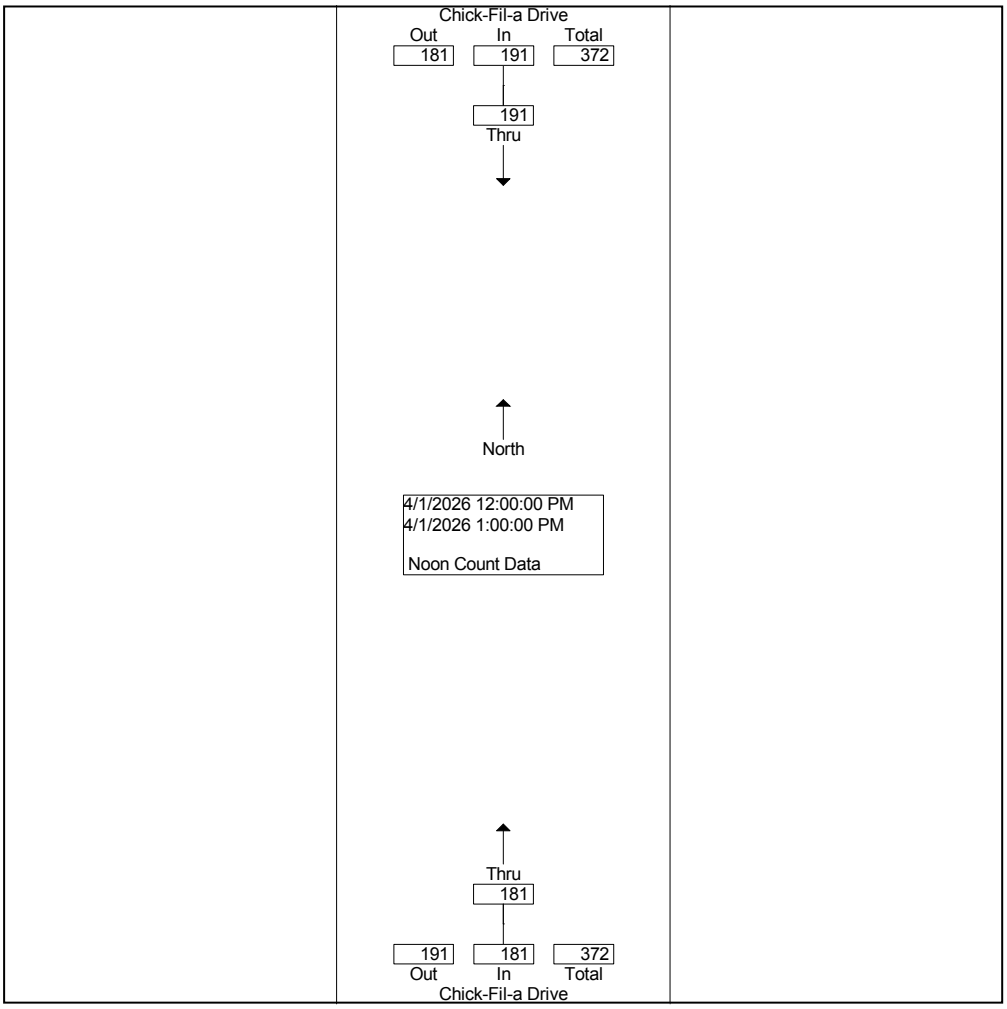
Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

Noon Peak Hr Turning Movement Count Data
Chick-fil-a Drive at MLK
Fayetteville, Arkansas
P2302

File Name : NOCFDR~1
Site Code : 00000000
Start Date : 04/01/2026
Page No : 1

Groups Printed- Noon Count Data

	Chick-Fil-a Drive From North		Chick-Fil-a Drive From South		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
Factor	1.0		1.0		
12:00 PM	19	19	12	12	31
12:05 PM	13	13	12	12	25
12:10 PM	17	17	9	9	26
12:15 PM	15	15	21	21	36
12:20 PM	23	23	13	13	36
12:25 PM	21	21	17	17	38
12:30 PM	11	11	18	18	29
12:35 PM	17	17	14	14	31
12:40 PM	12	12	16	16	28
12:45 PM	16	16	9	9	25
12:50 PM	8	8	17	17	25
12:55 PM	10	10	3	3	13
TOTAL	182	182	161	161	343
01:00 PM	9	9	20	20	29
GRAND TOTAL	191	191	181	181	372
APPRCH %	100.0		100.0		
TOTAL %	51.3	51.3	48.7	48.7	

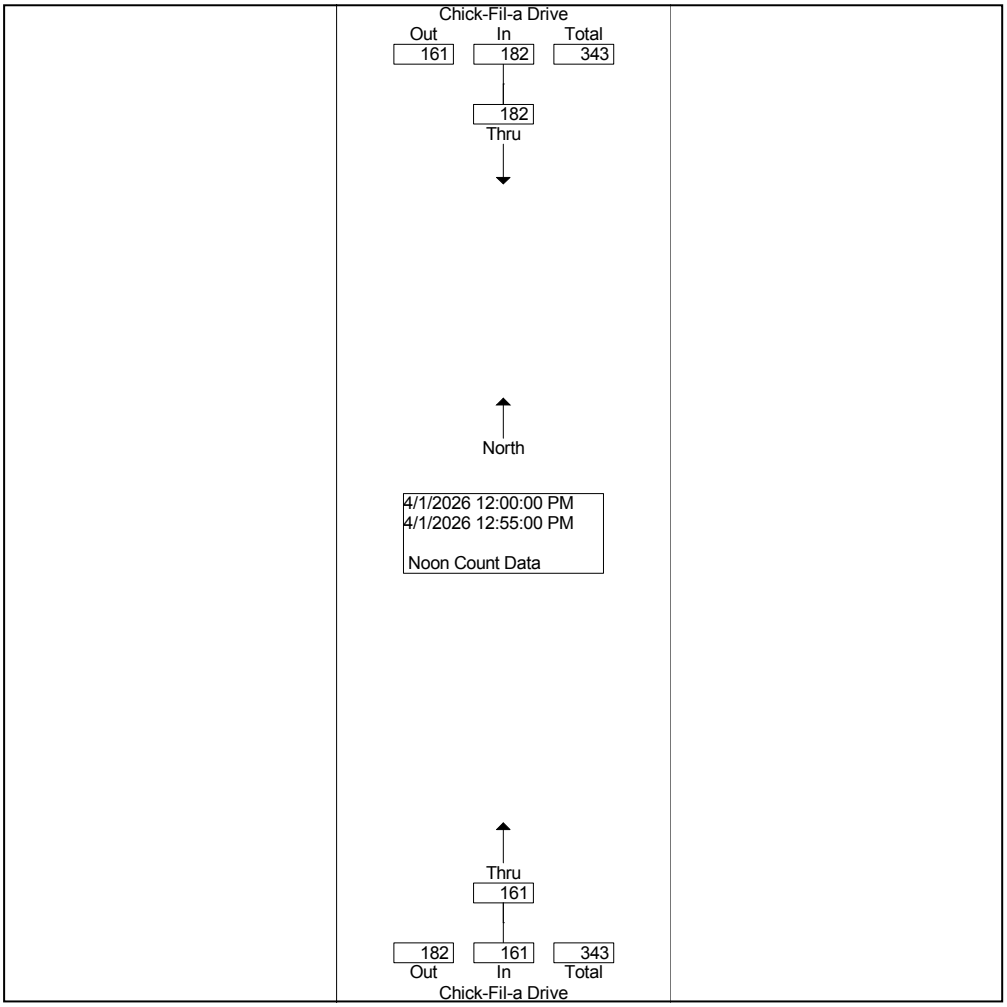


Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

Noon Peak Hr Turning Movement Count Data
Chick-fil-a Drive at MLK
Fayetteville, Arkansas
P2302

File Name : NOCFDR~1
Site Code : 00000000
Start Date : 04/01/2026
Page No : 2

	Chick-Fil-a Drive From North		Chick-Fil-a Drive From South		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
Peak Hour From 12:00 PM to 01:00 PM - Peak 1 of 1					
INTERSECTION 12:00 PM					
VOLUME	182	182	161	161	343
PERCENT	100.0		100.0		
12:25 VOLUME	21	21	17	17	38
PEAK FACTOR					0.752
HIGH INT. 12:20 PM			12:15 PM		
VOLUME	23	23	21	21	
PEAK FACTOR		0.659		0.639	



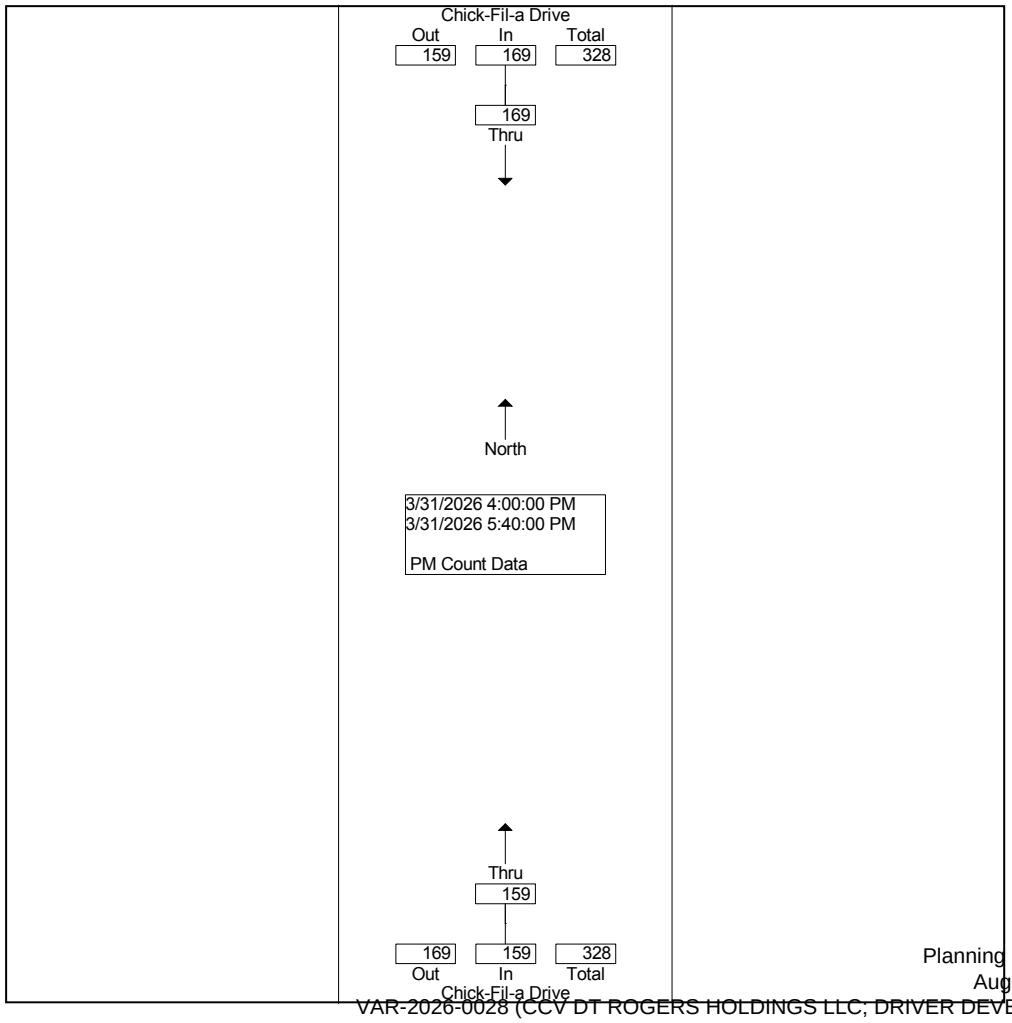
Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

PM Peak Hour Turning Movement Count Data
Chick-Fil-a Drive at MLK
Fayetteville, Arkansas
P2302

File Name : PMCFDR~1
Site Code : 00000000
Start Date : 03/31/2026
Page No : 1

Groups Printed- PM Count Data

	Chick-Fil-a Drive From North		Chick-Fil-a Drive From South		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
Factor	1.0		1.0		
04:00 PM	10	10	7	7	17
04:05 PM	7	7	9	9	16
04:10 PM	8	8	12	12	20
04:15 PM	11	11	9	9	20
04:20 PM	12	12	12	12	24
04:25 PM	6	6	7	7	13
04:30 PM	16	16	8	8	24
04:35 PM	6	6	13	13	19
04:40 PM	10	10	3	3	13
04:45 PM	6	6	4	4	10
04:50 PM	1	1	11	11	12
04:55 PM	2	2	7	7	9
TOTAL	95	95	102	102	197
05:00 PM	6	6	4	4	10
05:05 PM	9	9	7	7	16
05:10 PM	2	2	4	4	6
05:15 PM	13	13	5	5	18
05:20 PM	10	10	2	2	12
05:25 PM	6	6	7	7	13
05:30 PM	8	8	13	13	21
05:35 PM	12	12	5	5	17
05:40 PM	8	8	10	10	18
GRAND TOTAL	169	169	159	159	328
APPRCH %	100.0		100.0		
TOTAL %	51.5	51.5	48.5	48.5	

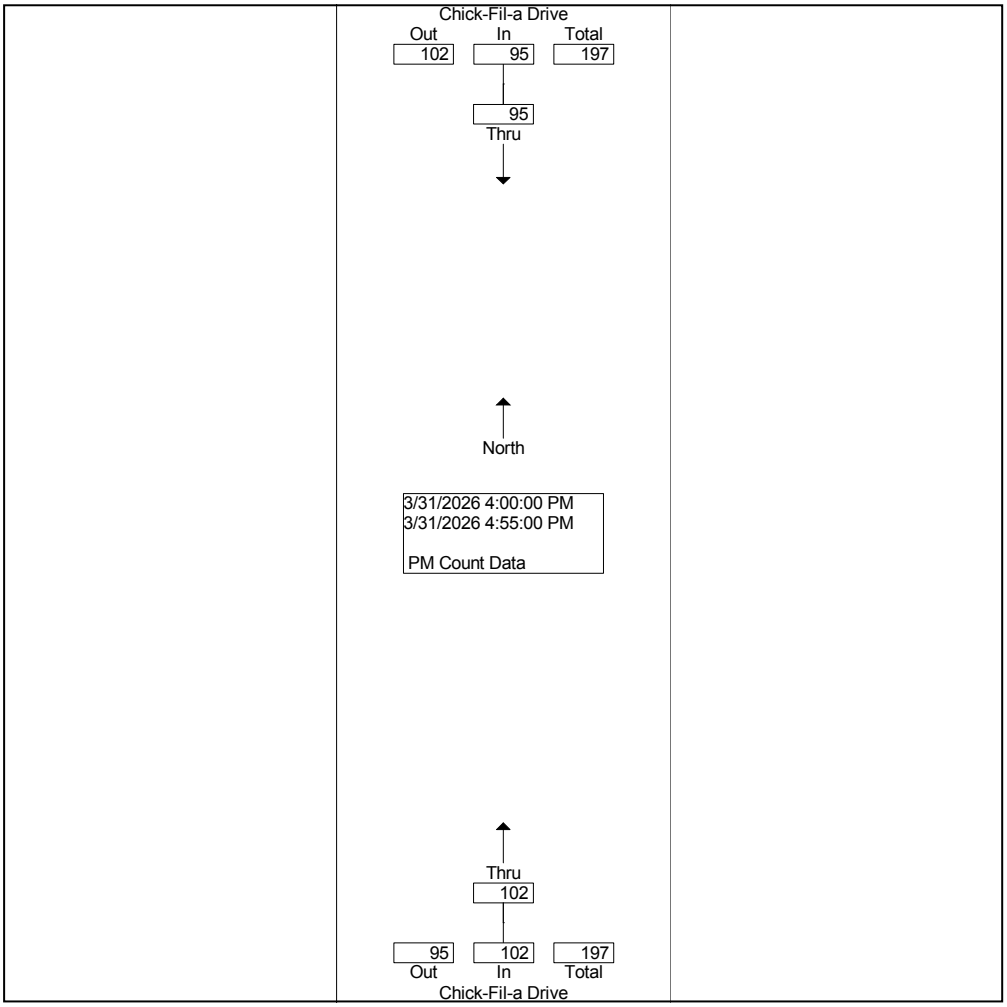


Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

PM Peak Hour Turning Movement Count Data
Chick-Fil-a Drive at MLK
Fayetteville, Arkansas
P2302

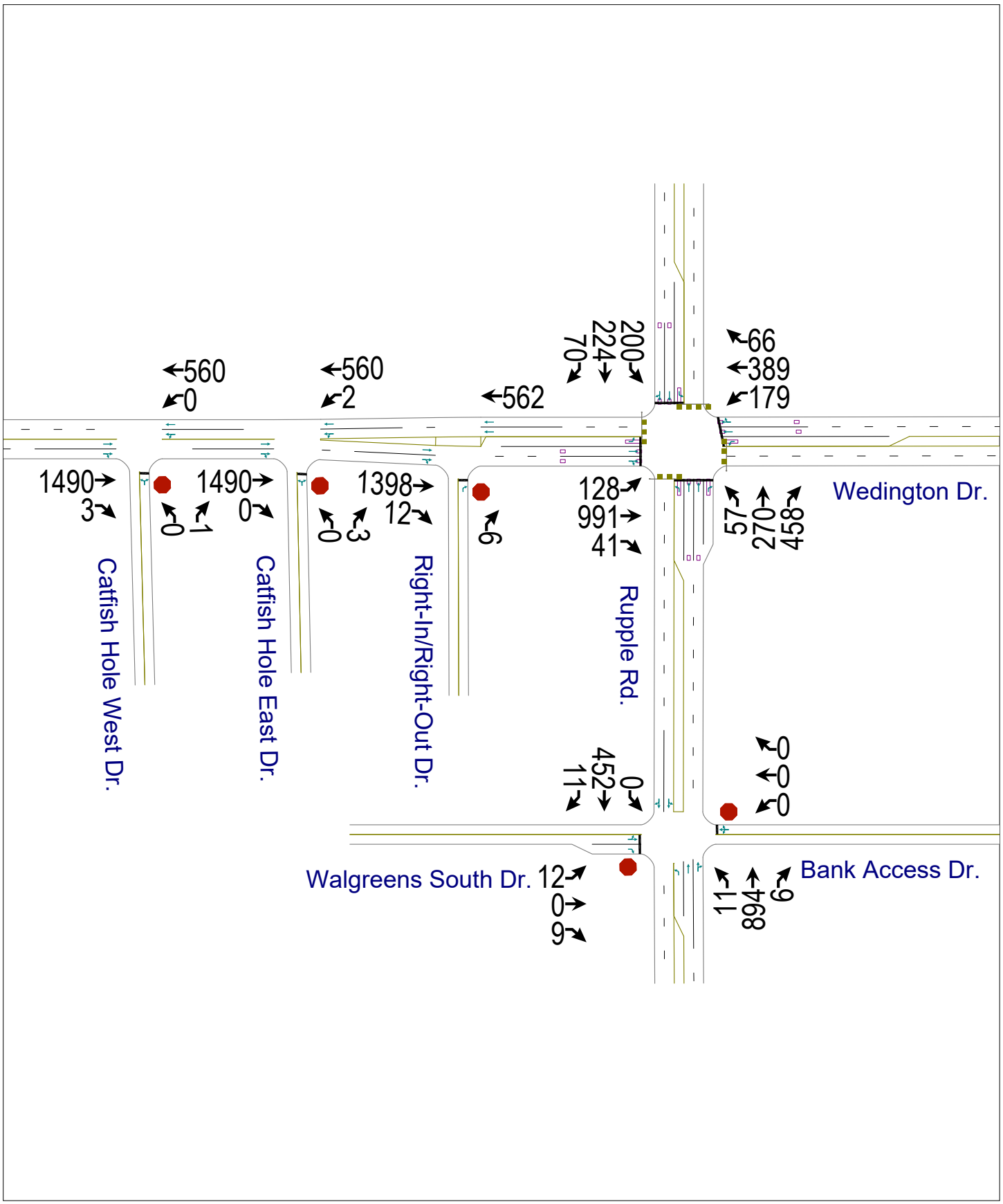
File Name : PMCFDR~1
Site Code : 00000000
Start Date : 03/31/2026
Page No : 2

	Chick-Fil-a Drive From North		Chick-Fil-a Drive From South		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:40 PM - Peak 1 of 1					
INTERSECTION 04:00 PM					
VOLUME	95	95	102	102	197
PERCENT	100.0		100.0		
04:30 VOLUME	16	16	8	8	24
PEAK FACTOR					0.684
HIGH INT. 04:30 PM			04:35 PM		
VOLUME	16	16	13	13	
PEAK FACTOR		0.495		0.654	



Capacity & Level of Service Calculations

Existing AM


560
0
560
2
562
200
224
70
66
389
179
1490
3
1490
0
1398
12
128
991
41
57
270
458
Wedington Dr.
Catfish Hole West Dr.
Catfish Hole East Dr.
Right-In/Right-Out Dr.
Rupple Rd.
0
452
11
0
0
0
Walgreens South Dr.
12
0
9
Bank Access Dr.
11
884
9

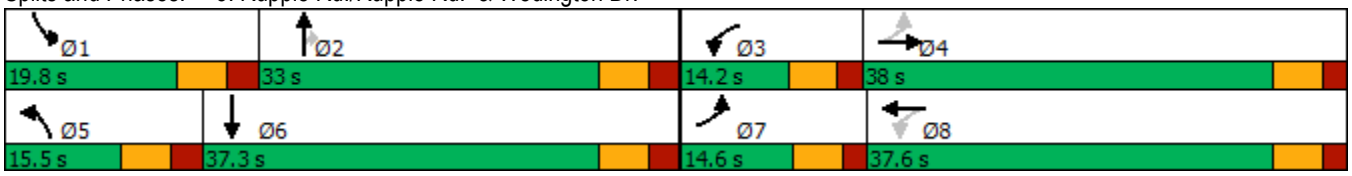
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	128	991	41	179	389	66	57	270	458	200	224	70
Future Volume (vph)	128	991	41	179	389	66	57	270	458	200	224	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	100		80	150		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.994			0.978				0.850		0.964	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3421	0	1770	3377	0	1770	3539	1583	1770	3412	0
Flt Permitted	0.401			0.124			0.950			0.950		
Satd. Flow (perm)	747	3421	0	231	3377	0	1770	3539	1583	1770	3412	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			19				217		40	
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		272			659			483			317	
Travel Time (s)		4.1			10.0			13.2			8.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	5%	2%	2%	5%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	133	1032	43	186	405	69	59	281	477	208	233	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	133	1075	0	186	474	0	59	281	477	208	306	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8					2			
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.8	31.0		10.8	31.0		11.4	31.4	31.4	11.4	31.4	
Total Split (s)	14.6	38.0		14.2	37.6		15.5	33.0	33.0	19.8	37.3	
Total Split (%)	13.9%	36.2%		13.5%	35.8%		14.8%	31.4%	31.4%	18.9%	35.5%	
Maximum Green (s)	8.8	32.0		8.4	31.6		9.1	26.6	26.6	13.4	30.9	
Yellow Time (s)	3.8	4.0		3.8	4.0		3.9	3.9	3.9	3.9	3.9	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.8	6.0		5.8	6.0		6.4	6.4	6.4	6.4	6.4	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	None	None	None	None	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		18.0			18.0			18.0	18.0		18.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	40.6	32.1		40.8	32.2		7.9	23.1	23.1	13.4	31.2	
Actuated g/C Ratio	0.40	0.32		0.40	0.32		0.08	0.23	0.23	0.13	0.31	
v/c Ratio	0.35	0.99		0.85	0.44		0.43	0.35	0.91	0.89	0.28	
Control Delay	20.1	62.0		54.9	28.8		55.4	33.9	42.7	82.2	24.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	20.1	62.0		54.9	28.8		55.4	33.9	42.7	82.2	24.9	
LOS	C	E		D	C		E	C	D	F	C	
Approach Delay		57.4			36.2			40.6			48.0	
Approach LOS		E			D			D			D	
90th %ile Green (s)	8.8	32.0		8.4	31.6		9.1	26.6	26.6	13.4	30.9	
90th %ile Term Code	Max	Max		Max	Hold		Max	Max	Max	Max	Hold	
70th %ile Green (s)	8.8	32.0		8.4	31.6		9.1	26.6	26.6	13.4	30.9	
70th %ile Term Code	Max	Max		Max	Hold		Max	Max	Max	Max	Hold	
50th %ile Green (s)	8.8	32.0		8.4	31.6		8.9	26.6	26.6	13.4	31.1	
50th %ile Term Code	Max	Max		Max	Hold		Gap	Max	Max	Max	Hold	
30th %ile Green (s)	8.6	32.0		8.4	31.8		7.4	22.5	22.5	13.4	28.5	
30th %ile Term Code	Gap	Max		Max	Hold		Gap	Gap	Gap	Max	Hold	
10th %ile Green (s)	6.7	32.0		8.4	33.7		0.0	14.2	14.2	13.4	34.0	
10th %ile Term Code	Gap	Max		Max	Hold		Skip	Gap	Gap	Max	Hold	
Stops (vph)	77	884		104	337		52	215	245	170	187	
Fuel Used(gal)	2	26		4	9		1	4	7	5	3	
CO Emissions (g/hr)	119	1807		284	615		75	265	475	317	210	
NOx Emissions (g/hr)	23	352		55	120		15	52	92	62	41	
VOC Emissions (g/hr)	28	419		66	143		17	62	110	74	49	
Dilemma Vehicles (#)	0	47		0	18		0	0	0	0	0	
Queue Length 50th (ft)	53	~407		76	130		38	80	174	140	71	
Queue Length 95th (ft)	92	#540		#203	179		80	118	#356	#279	109	
Internal Link Dist (ft)		192			579			403			237	
Turn Bay Length (ft)	200			200			100		80	150		
Base Capacity (vph)	390	1081		220	1081		158	927	575	233	1090	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.34	0.99		0.85	0.44		0.37	0.30	0.83	0.89	0.28	

Intersection Summary	
Area Type:	Other
Cycle Length: 105	
Actuated Cycle Length: 101.7	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 47.2	Intersection LOS: D
Intersection Capacity Utilization 83.8%	ICU Level of Service E
Analysis Period (min) 15	
90th %ile Actuated Cycle: 105	
70th %ile Actuated Cycle: 105	
50th %ile Actuated Cycle: 105	
30th %ile Actuated Cycle: 100.9	
10th %ile Actuated Cycle: 92.6	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 3: Rupple Rd./Rupple Rd. & Wedington Dr.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1398	12	0	562	0	9
Future Volume (Veh/h)	1398	12	0	562	0	9
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.92	0.92
Hourly flow rate (vph)	1456	12	0	585	0	10
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				272		
pX, platoon unblocked					0.89	
vC, conflicting volume			1468		1754	734
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1468		1593	734
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	97
cM capacity (veh/h)			456		87	363

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	971	497	292	292	10
Volume Left	0	0	0	0	0
Volume Right	0	12	0	0	10
cSH	1700	1700	1700	1700	363
Volume to Capacity	0.57	0.29	0.17	0.17	0.03
Queue Length 95th (ft)	0	0	0	0	2
Control Delay (s)	0.0	0.0	0.0	0.0	15.2
Lane LOS					C
Approach Delay (s)	0.0		0.0		15.2
Approach LOS					C

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	49.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1490	3	0	560	0	1
Future Volume (Veh/h)	1490	3	0	560	0	1
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.92	0.92	0.96	0.92	0.92
Hourly flow rate (vph)	1552	3	0	583	0	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				659		
pX, platoon unblocked					0.89	
vC, conflicting volume			1555		1845	778
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1555		1708	778
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			422		73	339

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	1035	520	194	389	1
Volume Left	0	0	0	0	0
Volume Right	0	3	0	0	1
cSH	1700	1700	422	1700	339
Volume to Capacity	0.61	0.31	0.00	0.23	0.00
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	15.6
Lane LOS					C
Approach Delay (s)	0.0		0.0		15.6
Approach LOS					C

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	51.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1490	0	2	560	0	3
Future Volume (Veh/h)	1490	0	2	560	0	3
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	1552	0	2	583	0	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				465		
pX, platoon unblocked					0.89	
vC, conflicting volume			1552		1848	776
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1552		1705	776
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	99
cM capacity (veh/h)			423		73	340

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	1035	517	196	389	3
Volume Left	0	0	2	0	0
Volume Right	0	0	0	0	3
cSH	1700	1700	423	1700	340
Volume to Capacity	0.61	0.30	0.00	0.23	0.01
Queue Length 95th (ft)	0	0	0	0	1
Control Delay (s)	0.0	0.0	0.2	0.0	15.7
Lane LOS			A		C
Approach Delay (s)	0.0		0.1		15.7
Approach LOS					C

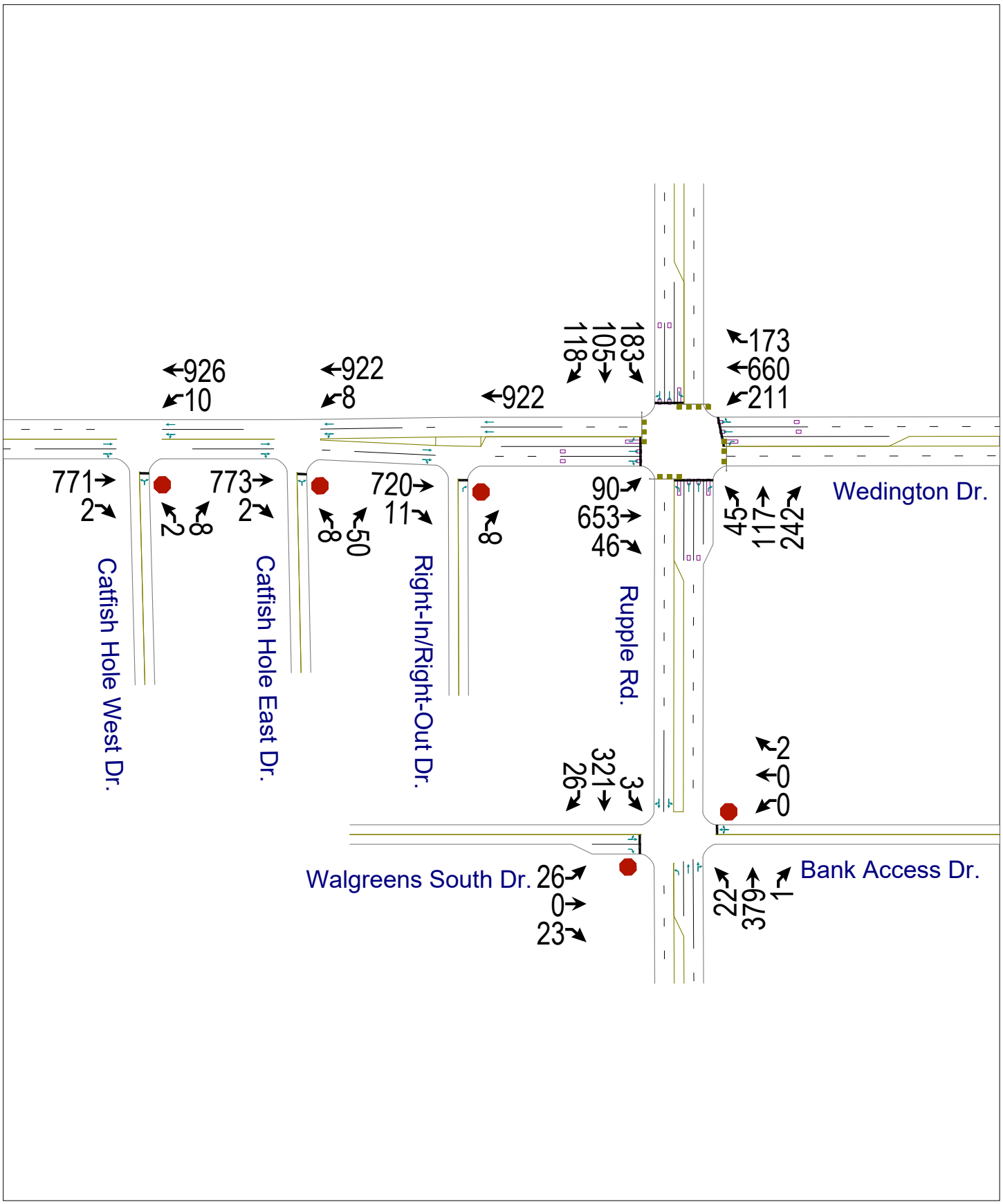
Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	51.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	0	9	0	0	0	11	894	6	0	452	11
Future Volume (Veh/h)	12	0	9	0	0	0	11	894	6	0	452	11
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	0	10	0	0	0	12	972	7	0	491	12
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)			2									
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											483	
pX, platoon unblocked	0.98	0.98	0.98	0.98	0.98		0.98					
vC, conflicting volume	1007	1500	252	1250	1502	490	503			979		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	973	1475	205	1220	1477	490	461			979		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	94	100	99	100	100	100	99			100		
cM capacity (veh/h)	201	122	788	131	121	524	1078			701		

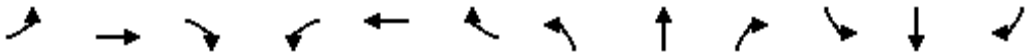
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	23	0	12	648	331	246	258
Volume Left	13	0	12	0	0	0	0
Volume Right	10	0	0	0	7	0	12
cSH	356	1700	1078	1700	1700	701	1700
Volume to Capacity	0.06	0.00	0.01	0.38	0.19	0.00	0.15
Queue Length 95th (ft)	5	0	1	0	0	0	0
Control Delay (s)	17.8	0.0	8.4	0.0	0.0	0.0	0.0
Lane LOS	C	A	A				
Approach Delay (s)	17.8	0.0	0.1			0.0	
Approach LOS	C	A					

Intersection Summary				
Average Delay	0.3			
Intersection Capacity Utilization	34.9%	ICU Level of Service	A	
Analysis Period (min)	15			

Existing NOON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	653	46	211	660	173	45	117	242	183	105	118
Future Volume (vph)	90	653	46	211	660	173	45	117	242	183	105	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	100		80	150		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.990			0.969				0.850		0.920	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3380	0	1770	3326	0	1770	3406	1583	1770	3197	0
Flt Permitted	0.254			0.173			0.950			0.950		
Satd. Flow (perm)	473	3380	0	322	3326	0	1770	3406	1583	1770	3197	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			32				285		122	
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		272			659			483			317	
Travel Time (s)		4.1			10.0			13.2			8.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	6%	2%	2%	6%	2%	2%	6%	2%	2%	6%	2%
Adj. Flow (vph)	93	673	47	218	680	178	46	121	249	189	108	122
Shared Lane Traffic (%)												
Lane Group Flow (vph)	93	720	0	218	858	0	46	121	249	189	230	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	

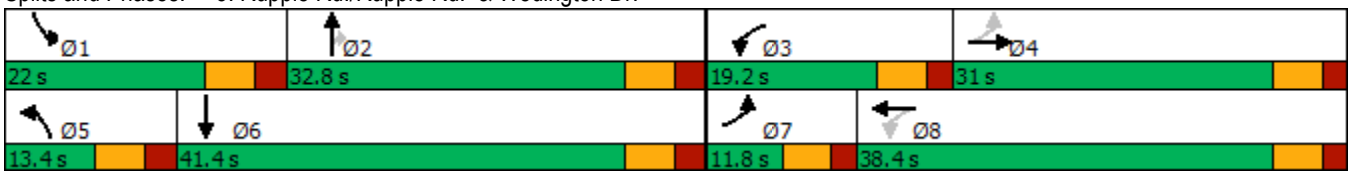


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8					2			
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.8	31.0		10.8	31.0		11.4	31.4	31.4	11.4	31.4	
Total Split (s)	11.8	31.0		19.2	38.4		13.4	32.8	32.8	22.0	41.4	
Total Split (%)	11.2%	29.5%		18.3%	36.6%		12.8%	31.2%	31.2%	21.0%	39.4%	
Maximum Green (s)	6.0	25.0		13.4	32.4		7.0	26.4	26.4	15.6	35.0	
Yellow Time (s)	3.8	4.0		3.8	4.0		3.9	3.9	3.9	3.9	3.9	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.8	6.0		5.8	6.0		6.4	6.4	6.4	6.4	6.4	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	None	None	None	None	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		18.0			18.0			18.0	18.0		18.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	28.7	22.5		39.5	30.6		6.7	8.8	8.8	13.4	21.3	
Actuated g/C Ratio	0.35	0.28		0.49	0.38		0.08	0.11	0.11	0.17	0.26	
v/c Ratio	0.35	0.76		0.61	0.67		0.32	0.33	0.59	0.65	0.25	
Control Delay	16.8	33.4		20.4	24.6		44.4	37.7	9.1	44.1	14.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	16.8	33.4		20.4	24.6		44.4	37.7	9.1	44.1	14.3	
LOS	B	C		C	C		D	D	A	D	B	
Approach Delay		31.5			23.8			21.3			27.8	
Approach LOS		C			C			C			C	
90th %ile Green (s)	6.0	25.0		13.4	32.4		7.0	11.9	11.9	15.6	20.5	
90th %ile Term Code	Max	Max		Max	Max		Max	Gap	Gap	Max	Hold	
70th %ile Green (s)	6.0	25.0		13.4	32.4		7.0	10.3	10.3	15.6	18.9	
70th %ile Term Code	Max	Max		Max	Hold		Max	Gap	Gap	Max	Hold	
50th %ile Green (s)	6.0	25.0		11.9	30.9		7.0	8.4	8.4	14.8	16.2	
50th %ile Term Code	Max	Max		Gap	Hold		Max	Gap	Gap	Gap	Hold	
30th %ile Green (s)	6.0	21.7		10.1	25.8		0.0	7.5	7.5	12.4	26.3	
30th %ile Term Code	Max	Gap		Gap	Hold		Skip	Gap	Gap	Gap	Hold	
10th %ile Green (s)	0.0	16.1		8.1	30.0		0.0	6.2	6.2	9.1	21.7	
10th %ile Term Code	Skip	Gap		Gap	Hold		Skip	Gap	Gap	Gap	Hold	
Stops (vph)	54	604		115	644		43	101	21	163	85	
Fuel Used(gal)	1	13		3	16		1	2	2	3	2	
CO Emissions (g/hr)	80	943		224	1100		53	124	106	193	110	
NOx Emissions (g/hr)	15	184		44	214		10	24	21	38	21	
VOC Emissions (g/hr)	18	219		52	255		12	29	25	45	26	
Dilemma Vehicles (#)	0	40		0	43		0	0	0	0	0	
Queue Length 50th (ft)	24	177		62	193		24	32	0	94	25	
Queue Length 95th (ft)	54	264		118	281		59	60	46	172	56	
Internal Link Dist (ft)		192			579			403			237	
Turn Bay Length (ft)	200			200			100		80	150		
Base Capacity (vph)	265	1065		402	1372		155	1129	715	346	1474	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.35	0.68		0.54	0.63		0.30	0.11	0.35	0.55	0.16	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 80.9			
Natural Cycle: 85			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 26.3		Intersection LOS: C	
Intersection Capacity Utilization 66.0%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 90.5			
70th %ile Actuated Cycle: 88.9			
50th %ile Actuated Cycle: 84.7			
30th %ile Actuated Cycle: 76.3			
10th %ile Actuated Cycle: 64.1			

Splits and Phases: 3: Rupple Rd./Rupple Rd. & Wedington Dr.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	720	11	0	922	0	8
Future Volume (Veh/h)	720	11	0	922	0	8
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.92	0.92
Hourly flow rate (vph)	750	11	0	960	0	9
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				272		
pX, platoon unblocked					0.80	
vC, conflicting volume			761		1236	380
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			761		783	380
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	99
cM capacity (veh/h)			847		263	617

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	500	261	480	480	9
Volume Left	0	0	0	0	0
Volume Right	0	11	0	0	9
cSH	1700	1700	1700	1700	617
Volume to Capacity	0.29	0.15	0.28	0.28	0.01
Queue Length 95th (ft)	0	0	0	0	1
Control Delay (s)	0.0	0.0	0.0	0.0	10.9
Lane LOS					B
Approach Delay (s)	0.0		0.0		10.9
Approach LOS					B

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	30.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	771	2	10	926	2	8
Future Volume (Veh/h)	771	2	10	926	2	8
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.92	0.92	0.96	0.92	0.92
Hourly flow rate (vph)	803	2	11	965	2	9
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				659		
pX, platoon unblocked					0.82	
vC, conflicting volume			805		1308	402
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			805		926	402
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		99	98
cM capacity (veh/h)			815		215	597

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	535	270	333	643	11
Volume Left	0	0	11	0	2
Volume Right	0	2	0	0	9
cSH	1700	1700	815	1700	452
Volume to Capacity	0.31	0.16	0.01	0.38	0.02
Queue Length 95th (ft)	0	0	1	0	2
Control Delay (s)	0.0	0.0	0.5	0.0	13.2
Lane LOS			A		B
Approach Delay (s)	0.0		0.2		13.2
Approach LOS					B

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	42.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	773	2	8	922	8	50
Future Volume (Veh/h)	773	2	8	922	8	50
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	805	2	8	960	8	52
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				465		
pX, platoon unblocked					0.81	
vC, conflicting volume			807		1302	404
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			807		891	404
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		96	91
cM capacity (veh/h)			814		225	597

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	537	270	328	640	60
Volume Left	0	0	8	0	8
Volume Right	0	2	0	0	52
cSH	1700	1700	814	1700	489
Volume to Capacity	0.32	0.16	0.01	0.38	0.12
Queue Length 95th (ft)	0	0	1	0	10
Control Delay (s)	0.0	0.0	0.3	0.0	13.4
Lane LOS			A		B
Approach Delay (s)	0.0		0.1		13.4
Approach LOS					B

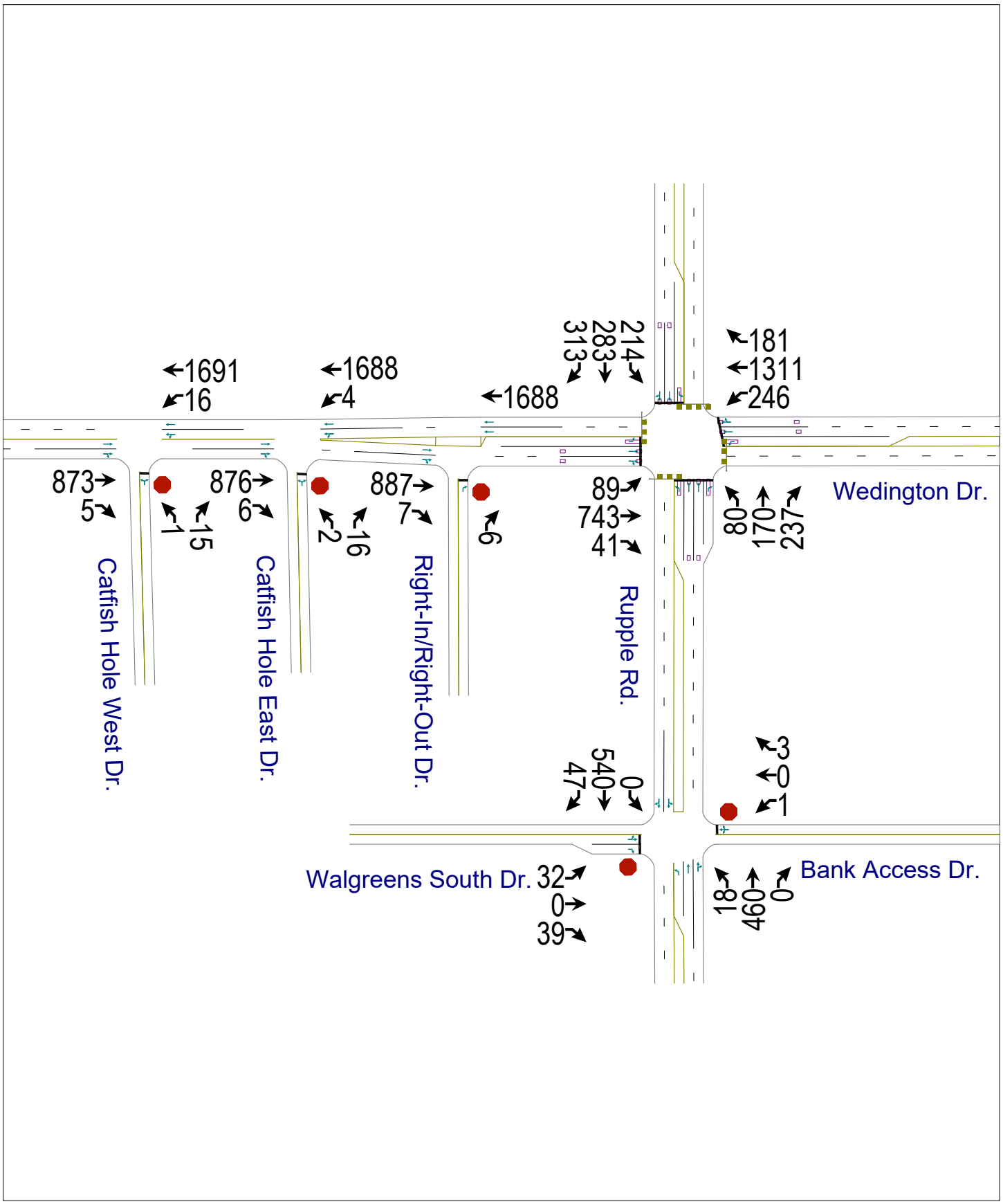
Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	41.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	0	23	0	0	2	22	379	1	3	321	26
Future Volume (Veh/h)	26	0	23	0	0	2	22	379	1	3	321	26
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	28	0	25	0	0	2	24	412	1	3	349	28
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)			2									
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											483	
pX, platoon unblocked												
vC, conflicting volume	625	830	188	654	844	206	377			413		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	625	830	188	654	844	206	377			413		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	92	100	97	100	100	100	98			100		
cM capacity (veh/h)	362	297	821	335	292	800	1178			1142		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	53	2	24	275	138	178	202
Volume Left	28	0	24	0	0	3	0
Volume Right	25	2	0	0	1	0	28
cSH	685	800	1178	1700	1700	1142	1700
Volume to Capacity	0.08	0.00	0.02	0.16	0.08	0.00	0.12
Queue Length 95th (ft)	6	0	2	0	0	0	0
Control Delay (s)	12.8	9.5	8.1	0.0	0.0	0.2	0.0
Lane LOS	B	A	A			A	
Approach Delay (s)	12.8	9.5	0.4			0.1	
Approach LOS	B	A					

Intersection Summary				
Average Delay	1.1			
Intersection Capacity Utilization	33.1%	ICU Level of Service	A	
Analysis Period (min)	15			

Existing PM


1691
16
1688
4
1688
214
283
313
181
1311
246
873
5
876
6
887
7
89
743
41
80
170
237
Wedington Dr.
Catfish Hole West Dr.
Catfish Hole East Dr.
Right-In/Right-Out Dr.
Rupple Rd.
1
15
2
16
6
0
540
47
3
0
1
Walgreens South Dr.
32
0
39
Bank Access Dr.
18
40
0

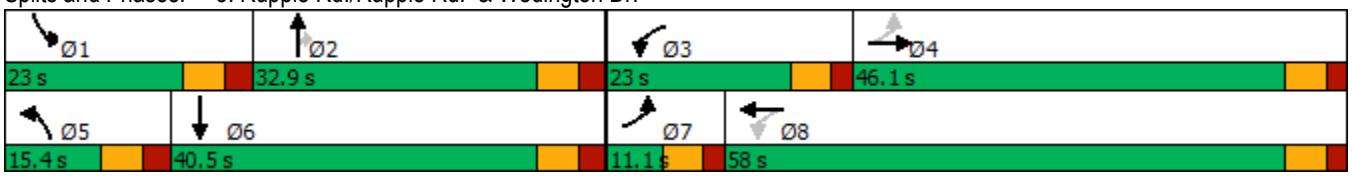
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	743	41	246	1311	181	80	170	237	214	283	313
Future Volume (vph)	89	743	41	246	1311	181	80	170	237	214	283	313
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	100		80	150		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.992			0.982				0.850		0.921	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3511	0	1770	3476	0	1770	3539	1583	1770	3260	0
Flt Permitted	0.092			0.198			0.950			0.950		
Satd. Flow (perm)	171	3511	0	369	3476	0	1770	3539	1583	1770	3260	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			15				242		142	
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		272			659			483			317	
Travel Time (s)		4.1			10.0			13.2			8.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	91	758	42	251	1338	185	82	173	242	218	289	319
Shared Lane Traffic (%)												
Lane Group Flow (vph)	91	800	0	251	1523	0	82	173	242	218	608	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8					2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.8	31.0		10.8	31.0		11.4	31.4	31.4	11.4	31.4	
Total Split (s)	11.1	46.1		23.0	58.0		15.4	32.9	32.9	23.0	40.5	
Total Split (%)	8.9%	36.9%		18.4%	46.4%		12.3%	26.3%	26.3%	18.4%	32.4%	
Maximum Green (s)	5.3	40.1		17.2	52.0		9.0	26.5	26.5	16.6	34.1	
Yellow Time (s)	3.8	4.0		3.8	4.0		3.9	3.9	3.9	3.9	3.9	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.8	6.0		5.8	6.0		6.4	6.4	6.4	6.4	6.4	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	None	None	None	None	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		18.0			18.0			18.0	18.0		18.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	49.2	43.7		63.1	52.1		8.6	15.9	15.9	16.4	23.7	
Actuated g/C Ratio	0.43	0.38		0.55	0.46		0.08	0.14	0.14	0.14	0.21	
v/c Ratio	0.62	0.60		0.67	0.96		0.62	0.35	0.57	0.86	0.77	
Control Delay	37.9	32.0		23.9	45.2		73.4	45.9	10.8	79.4	39.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	37.9	32.0		23.9	45.2		73.4	45.9	10.8	79.4	39.5	
LOS	D	C		C	D		E	D	B	E	D	
Approach Delay		32.6			42.2			33.4			50.0	
Approach LOS		C			D			C			D	
90th %ile Green (s)	5.3	40.1		17.2	52.0		9.0	24.8	24.8	16.6	32.4	
90th %ile Term Code	Max	Max		Max	Max		Max	Hold	Hold	Max	Gap	
70th %ile Green (s)	5.3	40.4		16.9	52.0		9.0	19.2	19.2	16.6	26.8	
70th %ile Term Code	Max	Hold		Gap	Max		Max	Hold	Hold	Max	Gap	
50th %ile Green (s)	5.3	43.1		14.2	52.0		9.0	16.3	16.3	16.6	23.9	
50th %ile Term Code	Max	Hold		Gap	Max		Max	Hold	Hold	Max	Gap	
30th %ile Green (s)	5.3	45.3		12.0	52.0		9.0	12.5	12.5	16.6	20.1	
30th %ile Term Code	Max	Hold		Gap	Max		Max	Hold	Hold	Max	Gap	
10th %ile Green (s)	5.3	48.0		9.3	52.0		6.9	7.9	7.9	15.4	16.4	
10th %ile Term Code	Max	Hold		Gap	Max		Gap	Gap	Gap	Gap	Hold	
Stops (vph)	50	613		126	1254		73	145	28	186	425	
Fuel Used(gal)	1	14		4	36		2	3	2	5	8	
CO Emissions (g/hr)	102	987		267	2497		126	199	112	332	562	
NOx Emissions (g/hr)	20	192		52	486		25	39	22	65	109	
VOC Emissions (g/hr)	24	229		62	579		29	46	26	77	130	
Dilemma Vehicles (#)	0	29		0	62		0	0	0	0	0	
Queue Length 50th (ft)	30	246		92	556		60	61	0	159	173	
Queue Length 95th (ft)	#103	363		165	#824		#135	95	69	#323	238	
Internal Link Dist (ft)		192			579			403			237	
Turn Bay Length (ft)	200			200			100		80	150		
Base Capacity (vph)	147	1343		416	1592		139	821	553	257	1074	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.62	0.60		0.60	0.96		0.59	0.21	0.44	0.85	0.57	

Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 114.4			
Natural Cycle: 125			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 40.6		Intersection LOS: D	
Intersection Capacity Utilization 89.8%		ICU Level of Service E	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 123.3			
70th %ile Actuated Cycle: 117.7			
50th %ile Actuated Cycle: 114.8			
30th %ile Actuated Cycle: 111			
10th %ile Actuated Cycle: 105.2			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 3: Rupple Rd./Rupple Rd. & Wedington Dr.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	887	7	0	1688	0	9
Future Volume (Veh/h)	887	7	0	1688	0	9
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.92	0.92
Hourly flow rate (vph)	924	7	0	1758	0	10
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				272		
pX, platoon unblocked					0.65	
vC, conflicting volume			931		1806	466
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			931		1171	466
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	98
cM capacity (veh/h)			731		121	544

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	616	315	879	879	10
Volume Left	0	0	0	0	0
Volume Right	0	7	0	0	10
cSH	1700	1700	1700	1700	544
Volume to Capacity	0.36	0.19	0.52	0.52	0.02
Queue Length 95th (ft)	0	0	0	0	1
Control Delay (s)	0.0	0.0	0.0	0.0	11.7
Lane LOS					B
Approach Delay (s)	0.0		0.0		11.7
Approach LOS					B

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	50.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	873	5	16	1691	1	15
Future Volume (Veh/h)	873	5	16	1691	1	15
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.92	0.92	0.96	0.92	0.92
Hourly flow rate (vph)	909	5	17	1761	1	16
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				659		
pX, platoon unblocked					0.66	
vC, conflicting volume			914		1826	457
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			914		1215	457
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		99	97
cM capacity (veh/h)			742		112	551

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	606	308	604	1174	17
Volume Left	0	0	17	0	1
Volume Right	0	5	0	0	16
cSH	1700	1700	742	1700	447
Volume to Capacity	0.36	0.18	0.02	0.69	0.04
Queue Length 95th (ft)	0	0	2	0	3
Control Delay (s)	0.0	0.0	0.6	0.0	13.4
Lane LOS			A		B
Approach Delay (s)	0.0		0.2		13.4
Approach LOS					B

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	68.0%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	876	6	4	1688	2	16
Future Volume (Veh/h)	876	6	4	1688	2	16
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	912	6	4	1758	2	17
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				465		
pX, platoon unblocked					0.66	
vC, conflicting volume			918		1802	459
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			918		1172	459
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		98	97
cM capacity (veh/h)			739		121	549

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	608	310	590	1172	19
Volume Left	0	0	4	0	2
Volume Right	0	6	0	0	17
cSH	1700	1700	739	1700	400
Volume to Capacity	0.36	0.18	0.01	0.69	0.05
Queue Length 95th (ft)	0	0	0	0	4
Control Delay (s)	0.0	0.0	0.1	0.0	14.5
Lane LOS			A		B
Approach Delay (s)	0.0		0.0		14.5
Approach LOS					B

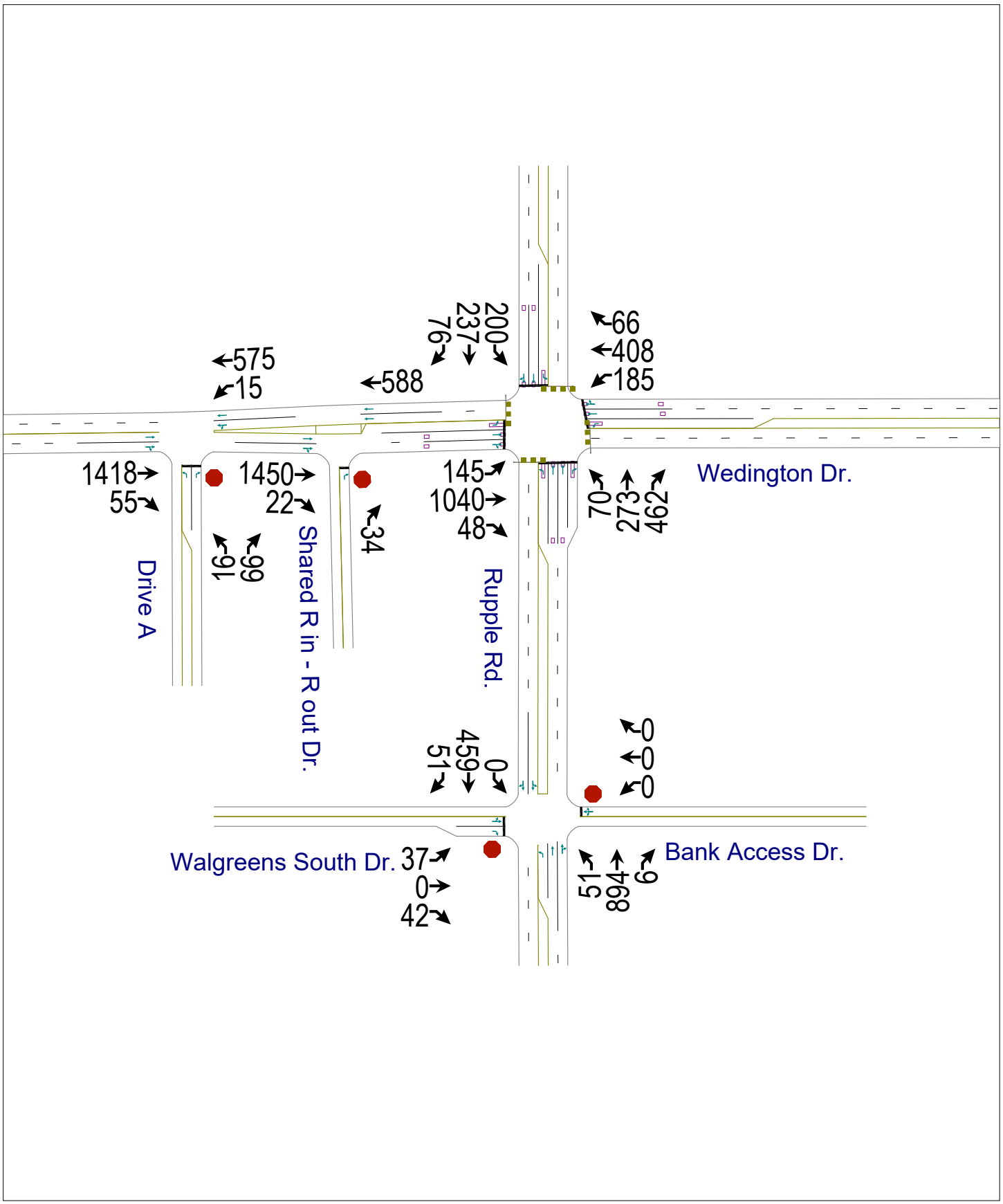
Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	59.4%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	0	39	1	0	3	18	460	0	0	540	47
Future Volume (Veh/h)	32	0	39	1	0	3	18	460	0	0	540	47
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	35	0	42	1	0	3	20	500	0	0	587	51
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)			2									
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											483	
pX, platoon unblocked												
vC, conflicting volume	906	1152	319	854	1178	250	638			500		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	906	1152	319	854	1178	250	638			500		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	85	100	94	100	100	100	98			100		
cM capacity (veh/h)	227	192	677	233	185	750	942			1060		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	77	4	20	333	167	294	344
Volume Left	35	1	20	0	0	0	0
Volume Right	42	3	0	0	0	0	51
cSH	499	482	942	1700	1700	1060	1700
Volume to Capacity	0.15	0.01	0.02	0.20	0.10	0.00	0.20
Queue Length 95th (ft)	14	1	2	0	0	0	0
Control Delay (s)	16.6	12.5	8.9	0.0	0.0	0.0	0.0
Lane LOS	C	B	A				
Approach Delay (s)	16.6	12.5	0.3			0.0	
Approach LOS	C	B					

Intersection Summary				
Average Delay	1.2			
Intersection Capacity Utilization	33.1%	ICU Level of Service		A
Analysis Period (min)	15			

Projected AM_3



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1450	22	0	588	0	34
Future Volume (Veh/h)	1450	22	0	588	0	34
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1576	24	0	639	0	37
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				252		
pX, platoon unblocked					0.89	
vC, conflicting volume			1600		1908	800
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1600		1776	800
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	89
cM capacity (veh/h)			405		66	328

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	1051	549	320	320	37
Volume Left	0	0	0	0	0
Volume Right	0	24	0	0	37
cSH	1700	1700	1700	1700	328
Volume to Capacity	0.62	0.32	0.19	0.19	0.11
Queue Length 95th (ft)	0	0	0	0	9
Control Delay (s)	0.0	0.0	0.0	0.0	17.4
Lane LOS					C
Approach Delay (s)	0.0		0.0		17.4
Approach LOS					C

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	50.8%	ICU Level of Service	A
Analysis Period (min)	15		

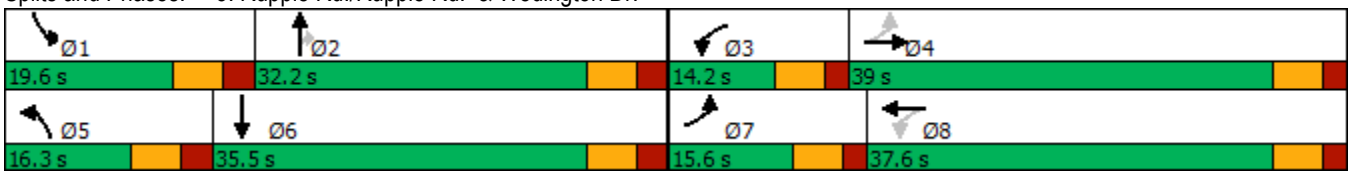
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	145	1040	48	185	408	66	70	273	462	200	237	76
Future Volume (vph)	145	1040	48	185	408	66	70	273	462	200	237	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	100		80	150		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.993			0.979				0.850		0.964	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3418	0	1770	3379	0	1770	3539	1583	1770	3412	0
Flt Permitted	0.375			0.123			0.950			0.950		
Satd. Flow (perm)	699	3418	0	229	3379	0	1770	3539	1583	1770	3412	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			18				214		40	
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		252			659			483			317	
Travel Time (s)		3.8			10.0			13.2			8.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	5%	2%	2%	5%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	151	1083	50	193	425	69	73	284	481	208	247	79
Shared Lane Traffic (%)												
Lane Group Flow (vph)	151	1133	0	193	494	0	73	284	481	208	326	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8					2			
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.8	31.0		10.8	31.0		11.4	31.4	31.4	11.4	31.4	
Total Split (s)	15.6	39.0		14.2	37.6		16.3	32.2	32.2	19.6	35.5	
Total Split (%)	14.9%	37.1%		13.5%	35.8%		15.5%	30.7%	30.7%	18.7%	33.8%	
Maximum Green (s)	9.8	33.0		8.4	31.6		9.9	25.8	25.8	13.2	29.1	
Yellow Time (s)	3.8	4.0		3.8	4.0		3.9	3.9	3.9	3.9	3.9	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.8	6.0		5.8	6.0		6.4	6.4	6.4	6.4	6.4	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	None	None	None	None	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		18.0			18.0			18.0	18.0		18.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	42.4	33.0		40.9	32.3		8.6	23.3	23.3	13.2	30.5	
Actuated g/C Ratio	0.41	0.32		0.40	0.31		0.08	0.23	0.23	0.13	0.30	
v/c Ratio	0.39	1.03		0.89	0.46		0.49	0.35	0.92	0.92	0.31	
Control Delay	20.3	69.5		62.7	29.5		56.9	34.4	45.2	87.3	26.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	20.3	69.5		62.7	29.5		56.9	34.4	45.2	87.3	26.4	
LOS	C	E		E	C		E	C	D	F	C	
Approach Delay		63.7			38.8			42.6			50.1	
Approach LOS		E			D			D			D	
90th %ile Green (s)	9.8	33.0		8.4	31.6		9.9	25.8	25.8	13.2	29.1	
90th %ile Term Code	Max	Max		Max	Hold		Max	Max	Max	Max	Hold	
70th %ile Green (s)	9.8	33.0		8.4	31.6		9.9	25.8	25.8	13.2	29.1	
70th %ile Term Code	Max	Max		Max	Hold		Max	Max	Max	Max	Hold	
50th %ile Green (s)	9.8	33.0		8.4	31.6		9.7	25.8	25.8	13.2	29.3	
50th %ile Term Code	Max	Max		Max	Hold		Gap	Max	Max	Max	Hold	
30th %ile Green (s)	9.3	33.0		8.4	32.1		8.1	24.2	24.2	13.2	29.3	
30th %ile Term Code	Gap	Max		Max	Hold		Gap	Gap	Gap	Max	Hold	
10th %ile Green (s)	7.1	33.0		8.4	34.3		0.0	15.6	15.6	13.2	35.2	
10th %ile Term Code	Gap	Max		Max	Hold		Skip	Gap	Gap	Max	Hold	
Stops (vph)	86	931		108	355		64	220	249	169	208	
Fuel Used(gal)	2	29		4	9		1	4	7	5	3	
CO Emissions (g/hr)	133	2010		314	649		94	271	497	332	232	
NOx Emissions (g/hr)	26	391		61	126		18	53	97	65	45	
VOC Emissions (g/hr)	31	466		73	150		22	63	115	77	54	
Dilemma Vehicles (#)	0	48		0	18		0	0	0	0	0	
Queue Length 50th (ft)	59	~438		80	136		47	82	182	140	79	
Queue Length 95th (ft)	101	#572		#216	187		94	121	#372	#282	120	
Internal Link Dist (ft)		172			579			403			237	
Turn Bay Length (ft)	200			200			100		80	150		
Base Capacity (vph)	395	1104		217	1076		170	891	558	227	1043	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.38	1.03		0.89	0.46		0.43	0.32	0.86	0.92	0.31	

Intersection Summary	
Area Type:	Other
Cycle Length: 105	
Actuated Cycle Length: 102.6	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 51.1	Intersection LOS: D
Intersection Capacity Utilization 85.6%	ICU Level of Service E
Analysis Period (min) 15	
90th %ile Actuated Cycle: 105	
70th %ile Actuated Cycle: 105	
50th %ile Actuated Cycle: 105	
30th %ile Actuated Cycle: 103.4	
10th %ile Actuated Cycle: 94.8	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 3: Rupple Rd./Rupple Rd. & Wedington Dr.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1418	55	15	575	16	66
Future Volume (Veh/h)	1418	55	15	575	16	66
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.92	0.92
Hourly flow rate (vph)	1477	57	16	599	17	72
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				439		
pX, platoon unblocked					0.90	
vC, conflicting volume			1534		1837	767
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1534		1708	767
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			96		76	79
cM capacity (veh/h)			430		71	345

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	985	549	216	399	17	72
Volume Left	0	0	16	0	17	0
Volume Right	0	57	0	0	0	72
cSH	1700	1700	430	1700	71	345
Volume to Capacity	0.58	0.32	0.04	0.23	0.24	0.21
Queue Length 95th (ft)	0	0	3	0	21	19
Control Delay (s)	0.0	0.0	1.6	0.0	70.9	18.2
Lane LOS			A		F	C
Approach Delay (s)	0.0		0.5		28.2	
Approach LOS					D	

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	51.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1418	55	15	575	16	66
Future Volume (Veh/h)	1418	55	15	575	16	66
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.92	0.92
Hourly flow rate (vph)	1477	57	16	599	17	72
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				409		
pX, platoon unblocked					0.90	
vC, conflicting volume			1534		1837	767
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1534		1710	767
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			96		76	79
cM capacity (veh/h)			430		71	345

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	985	549	16	300	300	89
Volume Left	0	0	16	0	0	17
Volume Right	0	57	0	0	0	72
cSH	1700	1700	430	1700	1700	198
Volume to Capacity	0.58	0.32	0.04	0.18	0.18	0.45
Queue Length 95th (ft)	0	0	3	0	0	53
Control Delay (s)	0.0	0.0	13.7	0.0	0.0	37.1
Lane LOS			B			E
Approach Delay (s)	0.0		0.4			37.1
Approach LOS						E

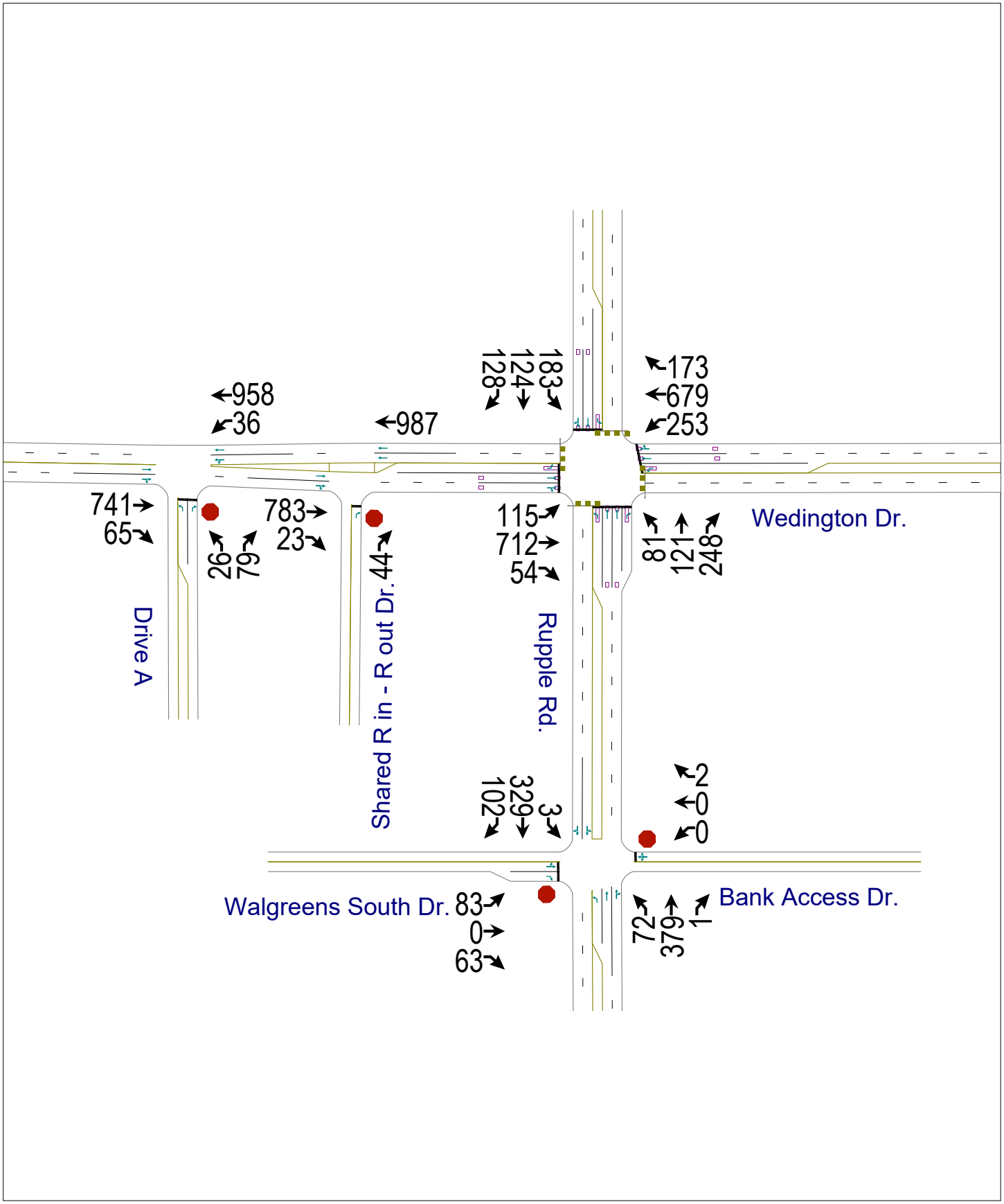
Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	52.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	0	42	0	0	0	51	894	6	0	459	51
Future Volume (Veh/h)	37	0	42	0	0	0	51	894	6	0	459	51
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	40	0	46	0	0	0	55	972	7	0	499	55
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)			2									
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											483	
pX, platoon unblocked	0.98	0.98	0.98	0.98	0.98		0.98					
vC, conflicting volume	1122	1616	277	1358	1640	490	554			979		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1077	1582	211	1318	1607	490	495			979		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	75	100	94	100	100	100	95			100		
cM capacity (veh/h)	162	100	776	101	96	524	1040			701		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	86	0	55	648	331	250	304
Volume Left	40	0	55	0	0	0	0
Volume Right	46	0	0	0	7	0	55
cSH	349	1700	1040	1700	1700	701	1700
Volume to Capacity	0.25	0.00	0.05	0.38	0.19	0.00	0.18
Queue Length 95th (ft)	24	0	4	0	0	0	0
Control Delay (s)	21.3	0.0	8.7	0.0	0.0	0.0	0.0
Lane LOS	C	A	A				
Approach Delay (s)	21.3	0.0	0.5			0.0	
Approach LOS	C	A					

Intersection Summary				
Average Delay	1.4			
Intersection Capacity Utilization	52.4%	ICU Level of Service	A	
Analysis Period (min)	15			

Projected NOON_3



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	783	23	0	987	0	44
Future Volume (Veh/h)	783	23	0	987	0	44
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	851	25	0	1073	0	48
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				302		
pX, platoon unblocked					0.79	
vC, conflicting volume			876		1400	438
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			876		977	438
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	92
cM capacity (veh/h)			766		196	567

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	567	309	536	536	48
Volume Left	0	0	0	0	0
Volume Right	0	25	0	0	48
cSH	1700	1700	1700	1700	567
Volume to Capacity	0.33	0.18	0.32	0.32	0.08
Queue Length 95th (ft)	0	0	0	0	7
Control Delay (s)	0.0	0.0	0.0	0.0	11.9
Lane LOS					B
Approach Delay (s)	0.0		0.0		11.9
Approach LOS					B

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	32.4%	ICU Level of Service	A
Analysis Period (min)	15		

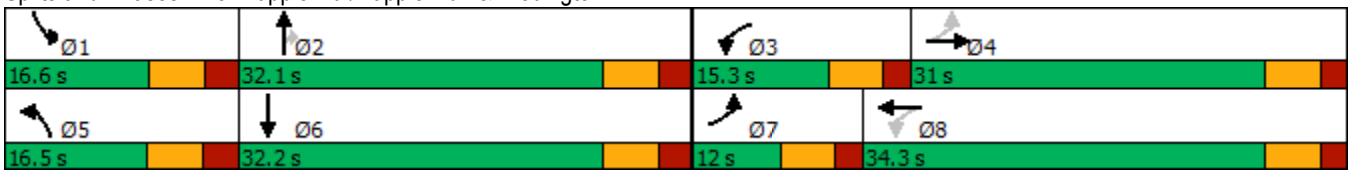
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	712	54	253	679	173	81	121	248	183	124	128
Future Volume (vph)	115	712	54	253	679	173	81	121	248	183	124	128
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	100		80	150		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.989			0.970				0.850		0.924	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3377	0	1770	3329	0	1770	3406	1583	1770	3208	0
Flt Permitted	0.231			0.163			0.950			0.950		
Satd. Flow (perm)	430	3377	0	304	3329	0	1770	3406	1583	1770	3208	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			34				205		132	
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		302			659			483			317	
Travel Time (s)		4.6			10.0			13.2			8.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	6%	2%	2%	6%	2%	2%	6%	2%	2%	6%	2%
Adj. Flow (vph)	119	734	56	261	700	178	84	125	256	189	128	132
Shared Lane Traffic (%)												
Lane Group Flow (vph)	119	790	0	261	878	0	84	125	256	189	260	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8					2			
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.8	31.0		10.8	31.0		11.4	31.4	31.4	11.4	31.4	
Total Split (s)	12.0	31.0		15.3	34.3		16.5	32.1	32.1	16.6	32.2	
Total Split (%)	12.6%	32.6%		16.1%	36.1%		17.4%	33.8%	33.8%	17.5%	33.9%	
Maximum Green (s)	6.2	25.0		9.5	28.3		10.1	25.7	25.7	10.2	25.8	
Yellow Time (s)	3.8	4.0		3.8	4.0		3.9	3.9	3.9	3.9	3.9	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.8	6.0		5.8	6.0		6.4	6.4	6.4	6.4	6.4	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	None	None	None	None	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		18.0			18.0			18.0	18.0		18.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	29.4	22.9		36.6	29.0		8.5	10.2	10.2	10.3	14.7	
Actuated g/C Ratio	0.38	0.29		0.47	0.37		0.11	0.13	0.13	0.13	0.19	
v/c Ratio	0.44	0.79		0.81	0.70		0.44	0.28	0.66	0.81	0.36	
Control Delay	17.7	32.2		36.3	25.0		41.4	32.0	17.4	62.5	16.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	17.7	32.2		36.3	25.0		41.4	32.0	17.4	62.5	16.7	
LOS	B	C		D	C		D	C	B	E	B	
Approach Delay		30.3			27.6			25.7			35.9	
Approach LOS		C			C			C			D	
90th %ile Green (s)	6.2	25.0		9.5	28.3		10.1	18.0	18.0	10.2	18.1	
90th %ile Term Code	Max	Max		Max	Max		Max	Gap	Gap	Max	Hold	
70th %ile Green (s)	6.2	25.0		9.5	28.3		10.1	12.3	12.3	10.2	12.4	
70th %ile Term Code	Max	Max		Max	Max		Max	Gap	Gap	Max	Hold	
50th %ile Green (s)	6.2	25.0		9.5	28.3		8.9	8.2	8.2	10.2	9.5	
50th %ile Term Code	Max	Max		Max	Hold		Gap	Gap	Gap	Max	Hold	
30th %ile Green (s)	6.2	21.7		9.5	25.0		7.7	7.4	7.4	10.2	9.9	
30th %ile Term Code	Max	Gap		Max	Hold		Gap	Gap	Gap	Max	Hold	
10th %ile Green (s)	0.0	18.2		9.5	33.5		0.0	6.2	6.2	10.2	22.8	
10th %ile Term Code	Skip	Gap		Max	Hold		Skip	Gap	Gap	Max	Hold	
Stops (vph)	68	653		133	672		72	101	63	150	108	
Fuel Used(gal)	1	15		5	16		1	2	2	3	2	
CO Emissions (g/hr)	104	1023		322	1141		90	117	150	237	136	
NOx Emissions (g/hr)	20	199		63	222		18	23	29	46	27	
VOC Emissions (g/hr)	24	237		75	265		21	27	35	55	32	
Dilemma Vehicles (#)	0	45		0	48		0	0	0	0	0	
Queue Length 50th (ft)	28	173		66	180		38	30	23	90	30	
Queue Length 95th (ft)	68	#283		#224	295		89	54	92	#229	64	
Internal Link Dist (ft)		222			579			403			237	
Turn Bay Length (ft)	200			200			100		80	150		
Base Capacity (vph)	270	1099		323	1292		231	1134	663	233	1160	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.44	0.72		0.81	0.68		0.36	0.11	0.39	0.81	0.22	

Intersection Summary	
Area Type:	Other
Cycle Length: 95	
Actuated Cycle Length: 77.7	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 29.4	Intersection LOS: C
Intersection Capacity Utilization 70.2%	ICU Level of Service C
Analysis Period (min) 15	
90th %ile Actuated Cycle: 87.3	
70th %ile Actuated Cycle: 81.6	
50th %ile Actuated Cycle: 77.5	
30th %ile Actuated Cycle: 73.4	
10th %ile Actuated Cycle: 68.7	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 3: Rupple Rd./Rupple Rd. & Wedington Dr.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	741	65	36	958	26	79
Future Volume (Veh/h)	741	65	36	958	26	79
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.92	0.92
Hourly flow rate (vph)	772	68	38	998	28	86
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				510		
pX, platoon unblocked					0.81	
vC, conflicting volume			840		1381	420
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			840		995	420
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			95		85	85
cM capacity (veh/h)			791		186	582

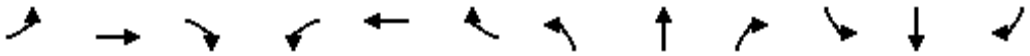
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	515	325	371	665	28	86
Volume Left	0	0	38	0	28	0
Volume Right	0	68	0	0	0	86
cSH	1700	1700	791	1700	186	582
Volume to Capacity	0.30	0.19	0.05	0.39	0.15	0.15
Queue Length 95th (ft)	0	0	4	0	13	13
Control Delay (s)	0.0	0.0	1.5	0.0	27.8	12.3
Lane LOS			A		D	B
Approach Delay (s)	0.0		0.5		16.1	
Approach LOS					C	

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	62.7%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	741	65	36	958	26	79
Future Volume (Veh/h)	741	65	36	958	26	79
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.92	0.92
Hourly flow rate (vph)	772	68	38	998	28	86
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				527		
pX, platoon unblocked					0.81	
vC, conflicting volume			840		1381	420
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			840		1010	420
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			95		85	85
cM capacity (veh/h)			791		183	582

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	515	325	38	499	499	114
Volume Left	0	0	38	0	0	28
Volume Right	0	68	0	0	0	86
cSH	1700	1700	791	1700	1700	379
Volume to Capacity	0.30	0.19	0.05	0.29	0.29	0.30
Queue Length 95th (ft)	0	0	4	0	0	31
Control Delay (s)	0.0	0.0	9.8	0.0	0.0	18.5
Lane LOS			A			C
Approach Delay (s)	0.0		0.4			18.5
Approach LOS						C

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	42.2%	ICU Level of Service	A
Analysis Period (min)	15		

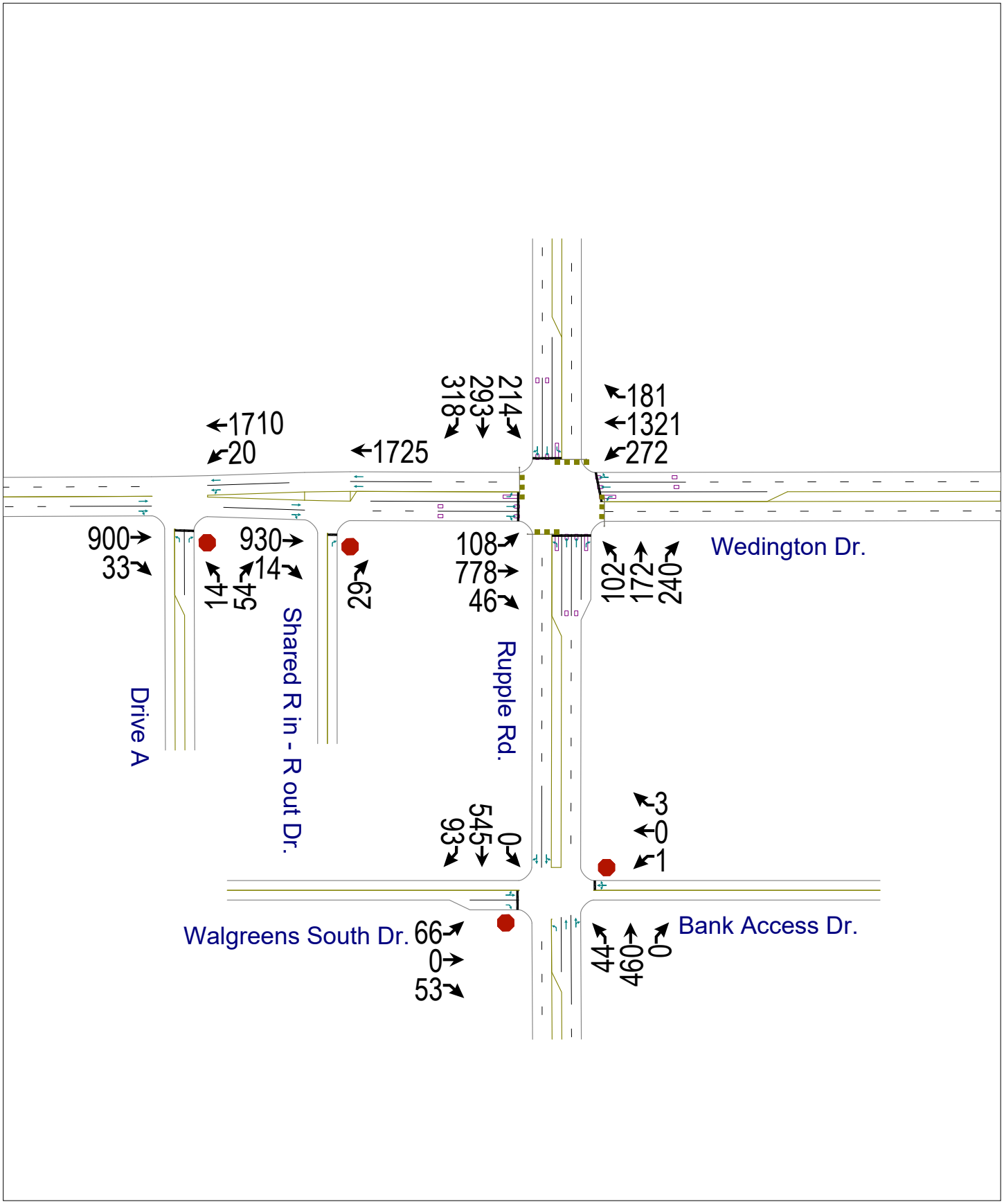


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	0	63	0	0	2	72	379	1	3	329	102
Future Volume (Veh/h)	83	0	63	0	0	2	72	379	1	3	329	102
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	90	0	68	0	0	2	78	412	1	3	358	111
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)			2									
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											483	
pX, platoon unblocked												
vC, conflicting volume	784	988	234	788	1044	206	469			413		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	784	988	234	788	1044	206	469			413		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	66	100	91	100	100	100	93			100		
cM capacity (veh/h)	267	227	767	242	211	800	1089			1142		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	158	2	78	275	138	182	290
Volume Left	90	0	78	0	0	3	0
Volume Right	68	2	0	0	1	0	111
cSH	469	800	1089	1700	1700	1142	1700
Volume to Capacity	0.34	0.00	0.07	0.16	0.08	0.00	0.17
Queue Length 95th (ft)	37	0	6	0	0	0	0
Control Delay (s)	18.7	9.5	8.6	0.0	0.0	0.2	0.0
Lane LOS	C	A	A			A	
Approach Delay (s)	18.7	9.5	1.4			0.1	
Approach LOS	C	A					

Intersection Summary				
Average Delay	3.3			
Intersection Capacity Utilization	44.2%	ICU Level of Service	A	
Analysis Period (min)	15			

Projected PM_2



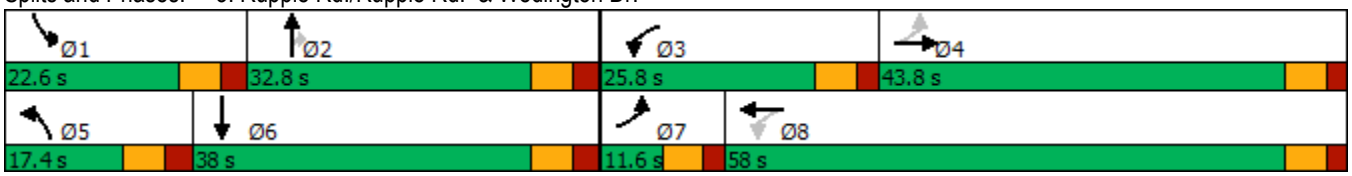
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	108	778	46	272	1321	181	102	172	240	214	293	318
Future Volume (vph)	108	778	46	272	1321	181	102	172	240	214	293	318
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	100		80	150		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.992			0.982				0.850		0.922	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3511	0	1770	3476	0	1770	3539	1583	1770	3263	0
Flt Permitted	0.096			0.164			0.950			0.950		
Satd. Flow (perm)	179	3511	0	305	3476	0	1770	3539	1583	1770	3263	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			15				245		150	
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		282			659			483			317	
Travel Time (s)		4.3			10.0			13.2			8.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	110	794	47	278	1348	185	104	176	245	218	299	324
Shared Lane Traffic (%)												
Lane Group Flow (vph)	110	841	0	278	1533	0	104	176	245	218	623	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8					2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.8	31.0		10.8	31.0		11.4	31.4	31.4	11.4	31.4	
Total Split (s)	11.6	43.8		25.8	58.0		17.4	32.8	32.8	22.6	38.0	
Total Split (%)	9.3%	35.0%		20.6%	46.4%		13.9%	26.2%	26.2%	18.1%	30.4%	
Maximum Green (s)	5.8	37.8		20.0	52.0		11.0	26.4	26.4	16.2	31.6	
Yellow Time (s)	3.8	4.0		3.8	4.0		3.9	3.9	3.9	3.9	3.9	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.8	6.0		5.8	6.0		6.4	6.4	6.4	6.4	6.4	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	None	None	None	None	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		18.0			18.0			18.0	18.0		18.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	47.7	41.6		63.8	52.2		10.2	18.0	18.0	16.3	24.0	
Actuated g/C Ratio	0.41	0.36		0.55	0.45		0.09	0.15	0.15	0.14	0.21	
v/c Ratio	0.72	0.67		0.75	0.98		0.68	0.32	0.54	0.89	0.79	
Control Delay	50.1	36.7		31.3	51.7		74.5	44.8	10.0	85.4	40.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	50.1	36.7		31.3	51.7		74.5	44.8	10.0	85.4	40.9	
LOS	D	D		C	D		E	D	A	F	D	
Approach Delay		38.3			48.6			34.4			52.5	
Approach LOS		D			D			C			D	
90th %ile Green (s)	5.8	37.8		20.0	52.0		11.0	26.4	26.4	16.2	31.6	
90th %ile Term Code	Max	Max		Max	Max		Max	Hold	Hold	Max	Max	
70th %ile Green (s)	5.8	37.8		20.0	52.0		11.0	22.5	22.5	16.2	27.7	
70th %ile Term Code	Max	Max		Max	Max		Max	Hold	Hold	Max	Gap	
50th %ile Green (s)	5.8	39.7		18.1	52.0		11.0	19.4	19.4	16.2	24.6	
50th %ile Term Code	Max	Hold		Gap	Max		Max	Hold	Hold	Max	Gap	
30th %ile Green (s)	5.8	43.8		14.0	52.0		10.5	15.0	15.0	16.2	20.7	
30th %ile Term Code	Max	Hold		Gap	Max		Gap	Hold	Hold	Max	Gap	
10th %ile Green (s)	5.8	47.4		10.4	52.0		7.8	8.0	8.0	16.2	16.4	
10th %ile Term Code	Max	Hold		Gap	Max		Gap	Hold	Hold	Max	Gap	
Stops (vph)	64	683		154	1268		92	145	27	184	435	
Fuel Used(gal)	2	16		5	38		2	3	2	5	8	
CO Emissions (g/hr)	147	1130		336	2657		162	198	110	350	588	
NOx Emissions (g/hr)	29	220		65	517		32	39	21	68	114	
VOC Emissions (g/hr)	34	262		78	616		38	46	26	81	136	
Dilemma Vehicles (#)	0	31		0	60		0	0	0	0	0	
Queue Length 50th (ft)	39	290		110	595		77	62	0	165	182	
Queue Length 95th (ft)	#147	405		218	#852		#163	96	69	#333	249	
Internal Link Dist (ft)		202			579			403			237	
Turn Bay Length (ft)	200			200			100		80	150		
Base Capacity (vph)	152	1253		418	1559		167	801	548	246	994	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.72	0.67		0.67	0.98		0.62	0.22	0.45	0.89	0.63	

Intersection Summary	
Area Type:	Other
Cycle Length: 125	
Actuated Cycle Length: 116.9	
Natural Cycle: 125	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 45.2	Intersection LOS: D
Intersection Capacity Utilization 92.7%	ICU Level of Service F
Analysis Period (min) 15	
90th %ile Actuated Cycle: 125	
70th %ile Actuated Cycle: 121.1	
50th %ile Actuated Cycle: 118	
30th %ile Actuated Cycle: 113.6	
10th %ile Actuated Cycle: 106.6	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 3: Rupple Rd./Rupple Rd. & Wedington Dr.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	930	14	0	1725	0	29
Future Volume (Veh/h)	930	14	0	1725	0	29
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1011	15	0	1875	0	32
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				282		
pX, platoon unblocked					0.57	
vC, conflicting volume			1026		1956	513
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1026		1157	513
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	94
cM capacity (veh/h)			673		107	506

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	674	352	938	938	32
Volume Left	0	0	0	0	0
Volume Right	0	15	0	0	32
cSH	1700	1700	1700	1700	506
Volume to Capacity	0.40	0.21	0.55	0.55	0.06
Queue Length 95th (ft)	0	0	0	0	5
Control Delay (s)	0.0	0.0	0.0	0.0	12.6
Lane LOS					B
Approach Delay (s)	0.0		0.0		12.6
Approach LOS					B

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	51.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	900	33	20	1710	14	54
Future Volume (Veh/h)	900	33	20	1710	14	54
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.92	0.92
Hourly flow rate (vph)	938	34	21	1781	15	59
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				464		
pX, platoon unblocked					0.57	
vC, conflicting volume			972		1888	486
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			972		1062	486
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		88	89
cM capacity (veh/h)			705		122	527

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	625	347	21	890	890	74
Volume Left	0	0	21	0	0	15
Volume Right	0	34	0	0	0	59
cSH	1700	1700	705	1700	1700	315
Volume to Capacity	0.37	0.20	0.03	0.52	0.52	0.24
Queue Length 95th (ft)	0	0	2	0	0	22
Control Delay (s)	0.0	0.0	10.3	0.0	0.0	19.9
Lane LOS			B			C
Approach Delay (s)	0.0		0.1			19.9
Approach LOS						C

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	58.0%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	0	53	1	0	3	44	460	0	0	545	93
Future Volume (Veh/h)	66	0	53	1	0	3	44	460	0	0	545	93
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	72	0	58	1	0	3	48	500	0	0	592	101
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)			2									
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											483	
pX, platoon unblocked												
vC, conflicting volume	992	1238	346	921	1289	250	693			500		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	992	1238	346	921	1289	250	693			500		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	62	100	91	99	100	100	95			100		
cM capacity (veh/h)	191	165	650	197	154	750	898			1060		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	130	4	48	333	167	296	397
Volume Left	72	1	48	0	0	0	0
Volume Right	58	3	0	0	0	0	101
cSH	345	441	898	1700	1700	1060	1700
Volume to Capacity	0.38	0.01	0.05	0.20	0.10	0.00	0.23
Queue Length 95th (ft)	43	1	4	0	0	0	0
Control Delay (s)	24.2	13.2	9.2	0.0	0.0	0.0	0.0
Lane LOS	C	B	A				
Approach Delay (s)	24.2	13.2	0.8			0.0	
Approach LOS	C	B					

Intersection Summary				
Average Delay	2.6			
Intersection Capacity Utilization	51.1%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	900	33	20	1710	14	54
Future Volume (Veh/h)	900	33	20	1710	14	54
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.92	0.92
Hourly flow rate (vph)	938	34	21	1781	15	59
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				464		
pX, platoon unblocked					0.57	
vC, conflicting volume			972		1888	486
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			972		1059	486
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		88	89
cM capacity (veh/h)			705		122	527

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	625	347	615	1187	15	59
Volume Left	0	0	21	0	15	0
Volume Right	0	34	0	0	0	59
cSH	1700	1700	705	1700	122	527
Volume to Capacity	0.37	0.20	0.03	0.70	0.12	0.11
Queue Length 95th (ft)	0	0	2	0	10	9
Control Delay (s)	0.0	0.0	0.8	0.0	38.6	12.7
Lane LOS			A		E	B
Approach Delay (s)	0.0		0.3		17.9	
Approach LOS					C	

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	71.4%	ICU Level of Service	C
Analysis Period (min)	15		

PETERS & ASSOCIATES
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Little Rock, Arkansas 72223 (501) 868-3999

VAR-2026-0028
Public Comment

From: Ted Courdin <tedcourdin@gmail.com>
Sent: Tuesday, August 18, 2026 11:51 AM
To: Thompson, Will <wthompson@fayetteville-ar.gov>
Subject: Chick-fil-A Wedington rd

CAUTION: This email originated from outside of the City of Fayetteville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Will, another owner at our townhome complex off of Rupple road shared the plans of the new chikfila. I own 6 townhomes at that development. I have zero problem with the business going in, but I do not approve of a driveway exiting that business and using ours. I believe we all know how bad the traffic is at the Springdale and Fayetteville Chikfila and it would be a burden on our tenants coming and going not to mention the added noise.

Also I would like to suggest a tall privacy fence between our properties. The business will back up right to our property and be a an eyesore to the tenants and owners. I think that is a must have.

I had left a voicemail at the planning department earlier, if you could give me a call to chat I would appreciate it.

Thank you,

Ted Courdin

479-601-1791

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

FROM: Jessie Masters, Planning Director

MEETING DATE: August 24, 2026

SUBJECT: **CUP-2026-0034: Conditional Use Permit (1766 S SMOKEHOUSE TRL/JIMMY J JR HERRING & ROBERT WRIGHT, 595):** Submitted by FAYETTEVILLE E-BIKE COMPANY for property located at 1766 S SMOKEHOUSE TRL. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and contains approximately 0.42 acres. The request is for the use of a bike shop business in a single-family residence.

RECOMMENDATION:
Staff recommends tabling **CUP-2026-0034** until the September 14, 2026 Planning Commisison meeting.

RECOMMENDED MOTION:
*"I move to table **CUP-2026-0034** until the September 14, 2026 Planning Commission meeting.*

BACKGROUND:
The subject property is in southwest Fayetteville on S. Smokehouse Lane, just south of the intersection with W. Martin Luther King Jr. Blvd. The property contains a 1,344 sq. ft. single family home that according to Washington County records was constructed in 2000. Zoned RSF-4, Residential Single-Family, 4 Units per Acre, the property is outside of the Hillside-Hilltop Overlay District, and no other overlays currently encumber the site. Surrounding land uses and zoning are provided in *Table 1*.

Table 1
Surrounding Land Use and Zoning

Direction	Land Use	Zoning
North	Commercial	UT, Urban Thoroughfare
South	Single-Family Residential	RSF-4, Residential Single-Family, 4 Units per Acre
East	Single-Family Residential	RSF-4, Residential Single-Family, 4 Units per Acre
West	Rural/Undeveloped	R-A, Residential Agricultural

City Plan 2040 Future Land Use Designation: **City Neighborhood Area**

Request: The applicant requests a conditional use permit to build a 2000 sq. ft. commercial space for an e-bike shop for sales and repair. Bicycle shops under 3000 sq. ft. classify as Use Unit 12a, which are allowed conditionally in the RSF-4 zoning district.

Public Comment: Staff has received comments in opposition to the request, citing concerns about traffic generation, issues with the types and classes of e-bikes being sold by the business, lack of compatibility with the surrounding neighborhood, and conflicts with the existing trail network.

RECOMMENDATION: Staff recommend tabling **CUP-2026-0034.** Should the Planning Commission choose to approve the permit, staff recommends the following conditions:

Conditions of Approval:

1. **Planning Commission determination of compatibility.** *Staff finds that with adequate addressing of the City's design standards and intensions, the project could be compatible, but recommends that the Planning Commission table the item to give the applicant time to address some outstanding design incompatibility.*

2. **This conditional use permit is limited to the use as described in the applicant's request letter. The following specifications apply:**
    a. Business size: Approximately 2,000 sq. ft.
    b. Hours of operation: 11:00 AM to 6:00 PM. Closed Thursday.
    c. Number of Employees: 3

3. **The structure and associated site development shall be subject to 166.25, Commercial, Office, Mixed-use, Design and Development standards;**

4. **The proposed use shall not adversely affect local traffic conditions on the adjoining streets;**

5. **New structures located within a residential zoning district shall incorporate design elements similar to and compatible with those found within the neighborhood, including materials, roof pitch, scale, etc;**

6. **New parking areas or lots, utility equipment and trash enclosures shall be designed to have minimal visual impact to adjacent property owners and to the street. Screening of these elements shall be accomplished with plantings, walls, architectural elements, and/or fencing;**

7. **All new or enlarged structures shall comply with the zoning requirements of the underlying district.**

8. **Approval of this conditional use permit does not ensure approval of a development application. The conditional use permit grants the applicant rights to submit a development proposal based on the conceptual layout included herein. The applicant shall comply with all other development requirements, including but not limited to, tree preservation, drainage, exterior lighting, utility installation, and Fire Department access standards. These details shall be reviewed with the development application;**

9. **Any future expansion or change in the use shall require Planning Commission approval; and**

10. **Signs shall be limited to those permitted by UDC §174. Any proposed signage shall be reviewed for compliance with the underlying zoning district.**

PLANNING COMMISSION ACTION:	**Required YES**
Date: August 24, 2026	**❒ Tabled ❒ Approved ❒ Denied**
Motion:	
Second:	
Vote:	

FINDINGS OF THE STAFF

§163.02. AUTHORITY; CONDITIONS; PROCEDURES.

A. Applications. The requirements contained herein shall apply to all conditional uses in addition to the specific requirements set forth in each individual conditional use.

B. Authority; Conditions. The Planning Commission shall:

1. Hear and decide only such special exemptions as it is specifically authorized to pass on by the terms of this chapter.

2. Decide such questions as are involved in determining whether a conditional use should be granted; and,

3. Grant a conditional use with such conditions and safeguards as are appropriate under this chapter; or

4. Deny a conditional use when not in harmony with the purpose and intent of this chapter.

C. A conditional use shall not be granted by the Planning Commission unless and until:

1. A written application for a conditional use is submitted indicating the section of this chapter under which the conditional use is sought and stating the grounds on which it is requested.

Finding: **The applicant has submitted a written application requesting a conditional use permit for Use Unit 12a in the RSF-4 zoning district.**

2. The applicant shall pay a filing fee as required under Chapter 159 to cover the cost of expenses incurred in connection with processing such application.

Finding: **The applicant has paid the required filing fee.**

3. The Planning Commission shall make the following written findings before a conditional use shall be issued:

(a.) That it is empowered under the section of this chapter described in the application to grant the conditional use; and

Finding: **The Planning Commission is empowered under Unified Development Code §161.07 to grant the requested conditional use permit.**

(b.) That the granting of the conditional use will not adversely affect the public interest.

Finding: **On the balance of considerations, staff finds that granting the requested conditional use may adversely affect the public interest. The placement of small-scale businesses near residential uses is not inherently incompatible; it can promote walkability, ensure convenience and access to services for residents, and contribute to stronger local economies and make areas more vibrant. The applicant's proposed hours of operation and traffic generation are not likely to disrupt the surrounding community, and on its face, an e-bike business located close to the City's trail network is a smart business decision. However, when thinking about compatibility, planners and the Commission should also think about the proposed size, scale, form, design, and overall use. In this instance, the applicant is fully redeveloping the site and proposing a site plan and architectural form that are missing some of the key intentions of the City's design standards. Installing this structure at this location is likely going to conflict with the existing built environment, which is largely wooded, serene, and on a hillside.**

(c.) The Planning Commission shall certify:

(1.) Compliance with the specific rules governing individual conditional uses; and

Finding: **Under 164.21, Limited Businesses are required to meet a series of standards that are outlined attached to this report. Of the five key elements that are expected of these businesses, the applicant is currently complying with three of them. The applicant's proposal is not likely to adversely affect local traffic conditions, given the expected customer volume and vehicle impact. The applicant's proposal, however, does not incorporate design elements that are similar or compatible in material, roof pitch, or style to what is currently surrounding the property. The applicant is also proposing a parking area that is largely absent from meeting many of the necessary design requirements for parking lots. The hours of operation proposed by the applicant are well within the time frames granted to limited businesses across the board, and the newly proposed structure will meet necessary zoning setbacks and height requirements.**

(2.) That satisfactory provisions and arrangements have been made concerning the following, where applicable:

(a.) Ingress and egress to property and proposed structures thereon with particular reference to automotive and pedestrian safety and convenience, traffic flow and control and access in case of fire or catastrophe;

Finding: **The applicant proposes one driveway entrance to a parking lot with 8 spaces. No apparent accommodations have been made for pedestrian access to the site, and there is not currently a sidewalk at 1766 S Smokehouse Trail.**

(b.) Off-street parking and loading areas where required, with particular attention to ingress and egress, economic, noise, glare, or odor effects of the special exception on adjoining properties and properties generally in the district;

Finding: **The applicant is proposing an 8-space parking lot but has not provided a design that is substantially compliant with typical parking lot dimensional standards for striping or maneuverability. There is no screening or landscape buffering proposed so there may be negative impacts to adjacent property owners from headlight glare or otherwise.**

(c.) Refuse and service areas, with particular reference to ingress and egress, and off-street parking and loading,

Finding: **The applicant has proposed residential cart service with some screening for the proposed bins. It is unclear whether this plan has been vetted by the Recycling and Trash Division for pick up service, though this would have to be finalized at the time of development review.**

(d.) Utilities, with reference to locations, availability, and compatibility;

Finding: **The property has access to City water and sewer. Any required extensions will be provided at the time of permitting.**

(e.) Screening and buffering with reference to type, dimensions, and character;

Finding: **Staff recommends landscape screening and buffering in line with the typical standards outlined in chapter 177 for the proposed parking lot, and should generally minimize visual impact to adjacent property owners and to the street.**

(f.) Signs, if any, and proposed exterior lighting with reference to glare, traffic safety, economic effect, and compatibility and harmony with properties in the district;

Finding: **Any proposed signage will be subject to UDC §174 and all the regulations therein.**

(g.) Required yards and other open space; and

Finding: **The proposal appears to be largely compliant with setbacks and other regulations, though a full zoning review would be completed at the time of development review.**

(h.) General compatibility with adjacent properties and other property in the district.

Finding: **As indicated earlier in the report, the applicant's proposed hours of operation and traffic generation are not likely to disrupt the surrounding community, and on its face, an e-bike business located close to the City's trail network is a smart business decision. However, when thinking about compatibility, planners and the Commission should also think about the proposed size, scale, form, design, and overall use. In this instance, the applicant is fully redeveloping a site and proposing a site plan and architectural form that are missing some of the key intentions of the City's design standards. Installing this structure at this location is likely going to conflict with the existing built environment, which is largely wooded, serene, and on a hillside. Staff recommends that the applicant submit another structure and site plan for review for more substantial compliance with these standards.**

(i.) General compatibility with the goals and intent of the city's adopted land-use, transportation, and other strategic plans.

Finding: **The placement of small-scale businesses near residential uses is not inherently incompatible with any of the City's long-term plans; it can promote walkability, ensure convenience and access to services for residents, and contribute to stronger local economies and make areas more vibrant. Inserting a small-scale business operation at this location could be very appropriate and compatible with the City's goals, especially if existing conditions were more adequately reflected in the design.**

BUDGET/STAFF IMPACT:
None

Attachments:

- Unified Development Code
  - §161.07 District RSF-4, Residential Single-Family — Four (4) Units Per Acre
  - §164.21 Limited Business
- One Mile Map
- Close-Up Map
- Current Land Use Map
- Applicant Request Documents
- Public Comment

161.07 District RSF-4, Residential Single-Family — Four (4) Units Per Acre

(A) *Purpose.* The RSF-4 Residential District is designed to permit and encourage the development of low density detached dwellings in suitable environments, as well as to protect existing development of these types.

(B) *Uses.*

(1) *Permitted Uses.*

Unit 1	City-wide uses by right
Unit 8	Single-family dwellings
Unit 41	Accessory dwellings
Unit 46	Short-term rentals

(2) *Conditional Uses.*

Unit 2	City-wide uses by conditional use permit
Unit 3	Public protection and utility facilities
Unit 4	Cultural and recreational facilities
Unit 5	Government facilities
Unit 9	Two-family dwellings
Unit 12a	Limited business
Unit 24	Home occupations
Unit 36	Wireless communications facilities
Unit 44	Cluster Housing Development

(C) *Density.*

	Single-family dwellings	Two-family dwellings
Units per acre	4 or less	7 or less

(D) *Bulk and Area Regulations.*

	Single-family dwellings	Two-family dwellings
Lot minimum width	70 feet	80 feet
Lot area minimum	8,000 square feet	12,000 square feet
Land area per dwelling unit	8,000 square feet	6,000 square feet
Hillside Overlay District Lot minimum width	60 feet	70 feet
Hillside Overlay District Lot area minimum	8,000 square feet	12,000 square feet
Land area per dwelling unit	8,000 square feet	6,000 square feet

(E) *Setback Requirements.*

Front	Side	Rear
15 feet	5 feet	15 feet

(F) *Building Height Regulations.*

Building Height Maximum	3 stories

(G) *Building Area.* On any lot the area occupied by all buildings shall not exceed 40% of the total area of such lot. Accessory ground mounted solar energy systems shall not be considered buildings.

(Ord. No. 6945, §5(Exh. D), 12-16-25)

164.21 Limited Business

(A) *Purpose.* These regulations are intended to mitigate the potential adverse impacts associated with commercial uses adjacent to or within residential areas by allowing limited neighborhood commercial uses that are compatible in size, scale, massing and residential appearance with adjoining and surrounding residential uses. The following standards shall apply:

(1) Enhance and regulate the appearance of neighborhood commercial uses.

(2) Protect adjoining properties from the potential adverse impacts associated with commercial uses adjacent to residences such as traffic, noise, appearance, lighting, drainage, and effect on property values.

(3) Provide areas for off-street parking that will be appropriate in size, location and scale within residential areas.

(4) Provide commercial uses that are accessible for the convenience of individuals living in residential districts.

(5) Reduce the length and number of vehicle trips generated by residential development.

(B) *Applicability*. These standards shall apply to all conditional use requests for Use Unit 12, Limited Business, in any zoning district.

(C) *Similar Uses Allowed.* When a use is not specifically listed as a permitted use in Use Unit 12 (Limited Business), the use may be permitted if it is determined by the Zoning and Development Administrator that the use is similar to other uses listed. In determining "similarity," the Zoning and Development Administrator shall make all of the following findings:

(1) The proposed use meets the purpose of this section and the goals and policies of the Comprehensive Land Use Plan.

(2) The proposed use shall not adversely impact the public health, safety and general welfare of the neighboring residents;

(3) The proposed use shall be similar to the uses listed above considering use intensity and characteristics.

(D) *Conditions for Approval.* The uses listed may be allowed as a permitted use and shall meet the following conditions:

(1) The proposed use shall not adversely affect local traffic conditions on the adjoining streets.

(2) New structures located within a residential zoning district shall incorporate design elements similar to and compatible with those found within the neighborhood, including materials, roof pitch, scale, etc.

(3) New parking areas or lots, utility equipment and trash enclosures shall be designed to have minimal visual impact to adjacent property owners and to the street. Screening of these elements shall be accomplished with plantings, walls, architectural elements, and/or fencing.

(4) Hours of operation shall be limited to Sunday through Thursday, 6:00 a.m. to 9:00 p.m., and Friday and Saturday, 6:00 a.m. to 11:00 p.m., unless otherwise further determined by the Planning Commission.

(5) All new or enlarged structures shall comply with the zoning requirements of the underlying district.

(E) *Design Review.* The applicant shall submit the following information to the Planning Division for review, where applicable:

(1) A site plan drawn to scale showing location of parking, building footprint, and all other improvements.

(2) Color elevation drawings of all sides of the structure, indicating the type of materials to be used on the exterior of the building, and proposed sign.

(3) Landscape plan showing the location of all proposed landscaping, size and species of plant material.

(4) Abbreviated tree preservation plan.

(Ord. No. 5312, 4-20-10; Ord. No. 5375, 12-21-10)

1. Request Letter

Complete written description of this request (what is proposed by the applicant) to include:

(a) Building size in square feet; existing and proposed – 1350sqft Proposed 2000sqft

(b) Color elevations of all exterior sides of the structure (attached)

(c) Number of off-street parking spaces to be provided / number required – 8 parking spaces

(d) When request applies to a business or non-residential use:

-Hours of operation – 11am-6pm daily (closed Thursday)

-Number of employees – Three Employees

-Anticipated number of patrons, clients, children, customers, etc. (average per day / peak hour) Average of 5-10 customers per day with occasional higher traffic on weekends during peak season.

(e) Outdoor lighting – minimal downward facing exterior lighting

(f) Noise – Minimal noise is anticipated, operations primarily consist of bike sales and repair with non-powered tools.

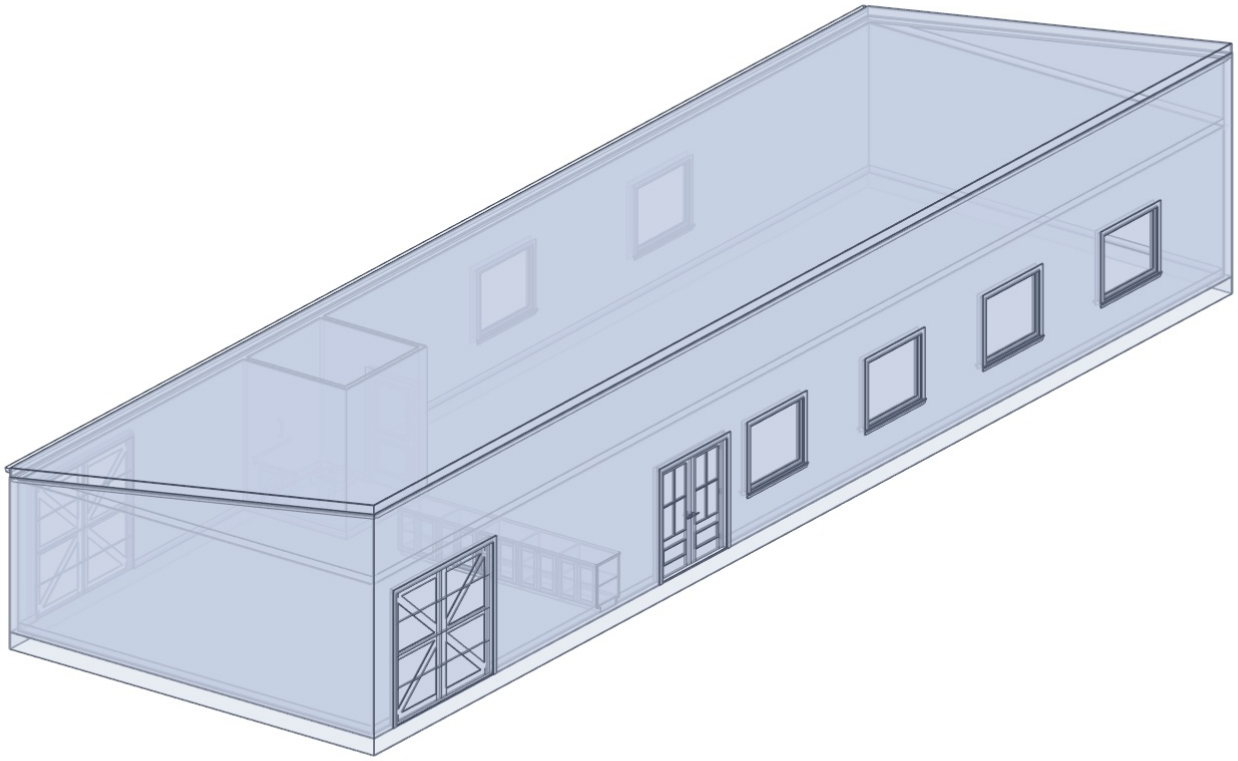
(g) Screening or buffering from adjacent properties – there is fencing on the property to the side and back of the proposed location. As well as significant tree and shrub cover on both sides of the property. (See aerial pictures under files)

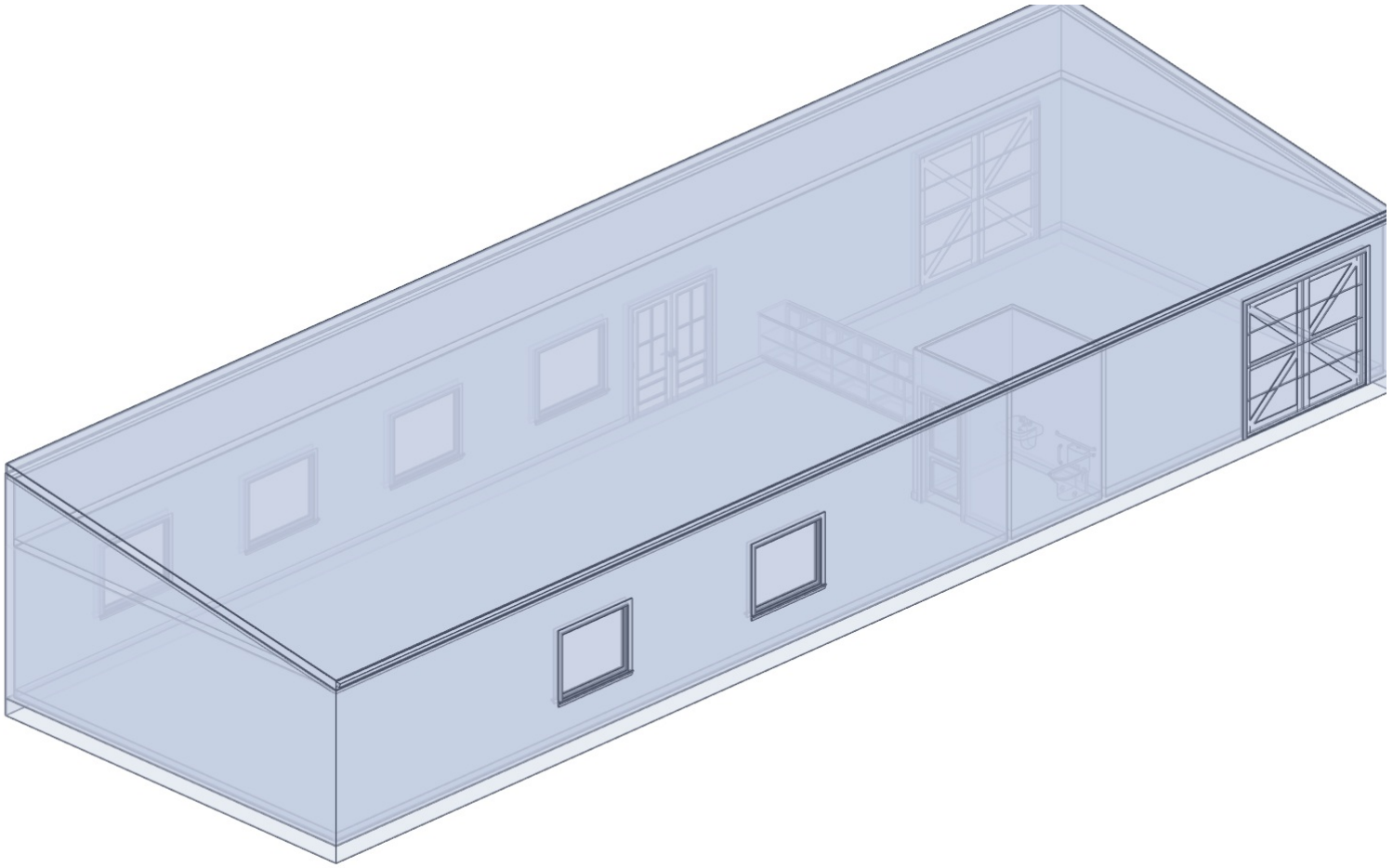
(h) Trash and refuse service (with particular reference to visibility from the street and adjacent properties) - Trash will be provided by a commercial wase collection company. Containers will be located behind the building and screened from Adjacent properties.

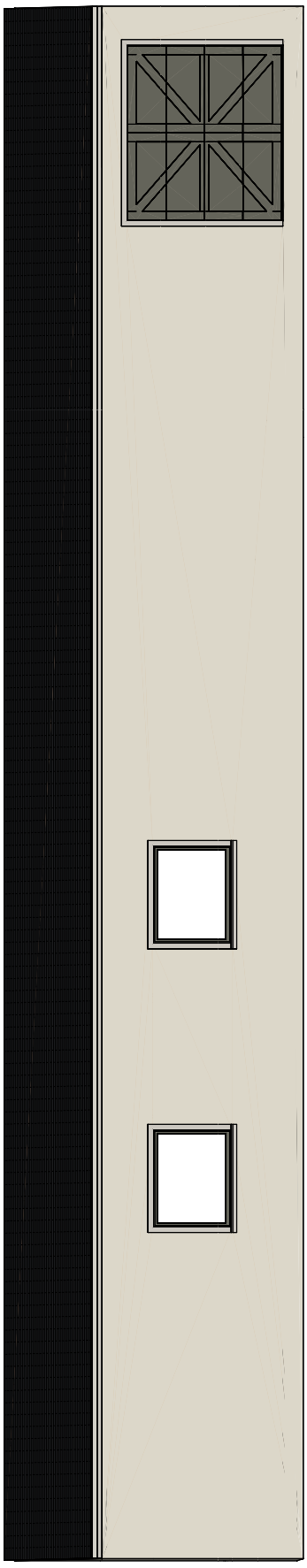
(i) Ingress and egress to the property; traffic impacts- Traffic impacts are expected to be minimal due to the low-volume nature of the business, with customer visits spread throughout the day, and no significant increase in traffic is anticipated.

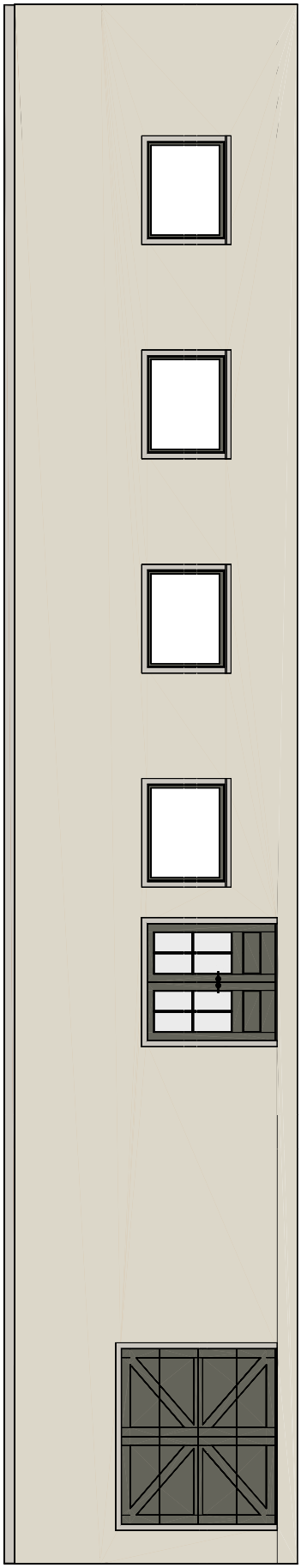
(j) A response discussing the general compatibility of the proposed use with adjacent properties and other property in the neighborhood – the bicycle shop is compatible with the surrounding properties due to its low volume traffic, limited noise, daytime operating hours, and small number of employees. The business provides services that are less intensive than most commercial uses and is is expected to have minimal impact on neighboring properties. The existing screening, landscaping, and fencing further reduce any potential impact on surrounding area.

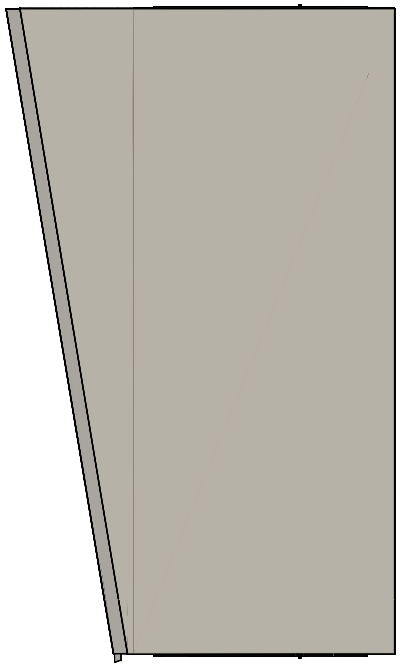
140'
4'
28'-3 7/16"
18'
ADA Parking
4'
20'-0 1/4"
67'-9 5/8"
Enclosed Trash Bins
Bike Station
4" Sidewalk
185'-0 15/16"

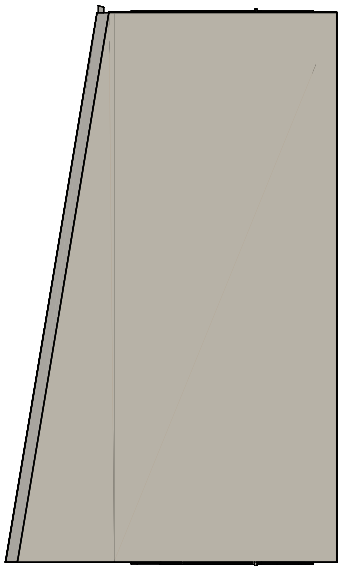












REVISION TABLE			
NUMBER	DATE	REVISED BY	DESCRIPTION

1116 S SMOKE HOUSE TRL
FAYETTEVILLE, AR 72701

DRAWINGS PROVIDED BY:
Square Foot Management
1116 S Walton BLVD
Suite 271
Bentonville AR, 72712

DATE: 6/2/2026

SCALE: 1/4" = 1'

SHEET: P-1

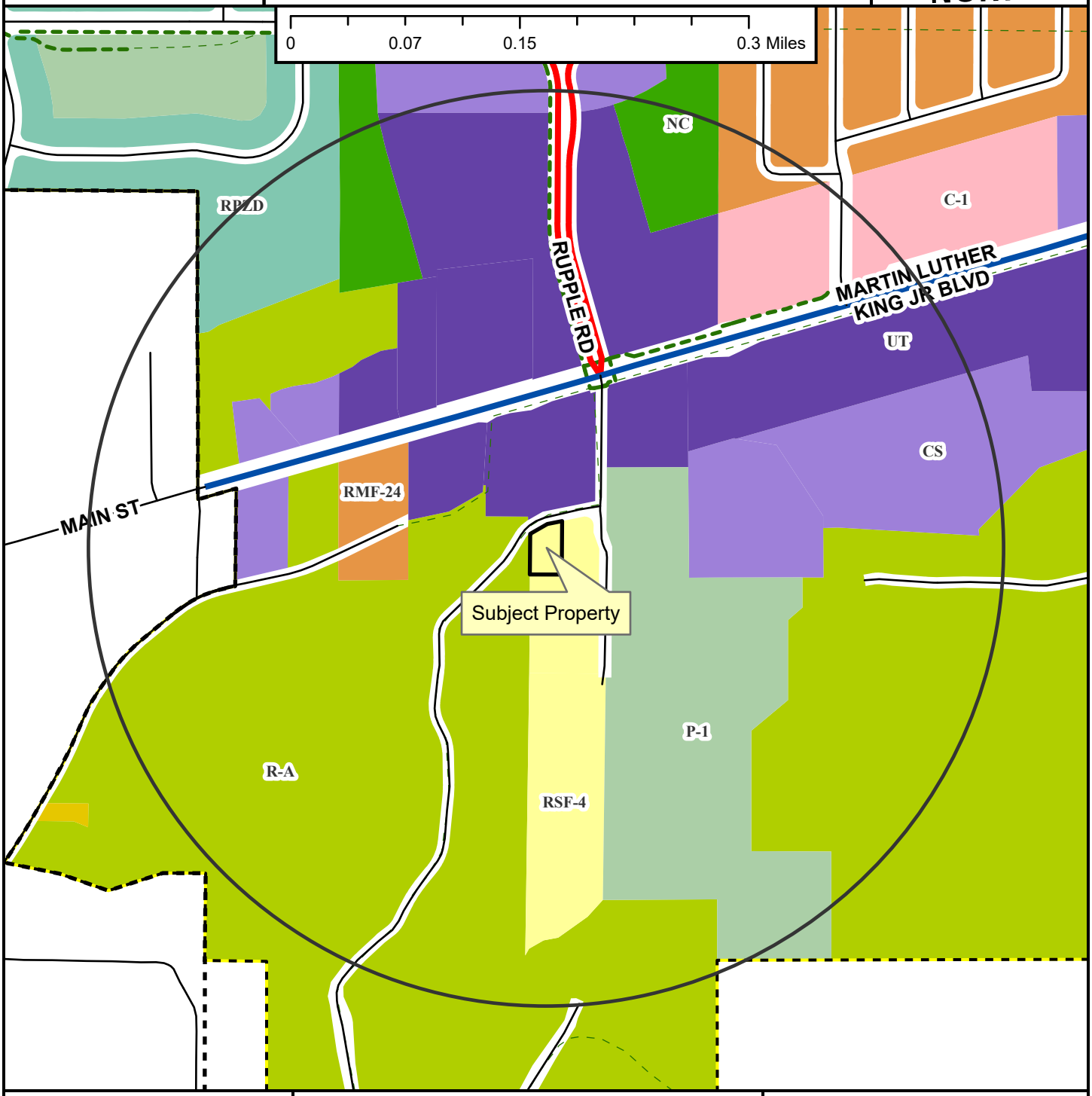
1ST FLOOR
1/4 IN = 1 FT

CUP-2026-0034

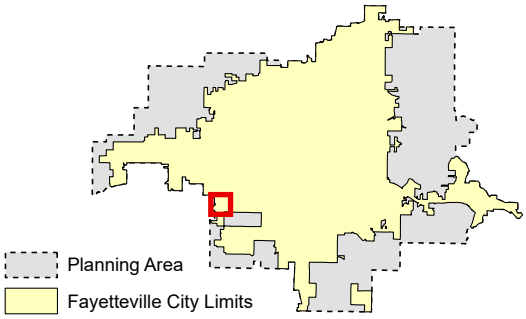
One Mile View

1766 S SMOKEHOUSE TRL

NORTH



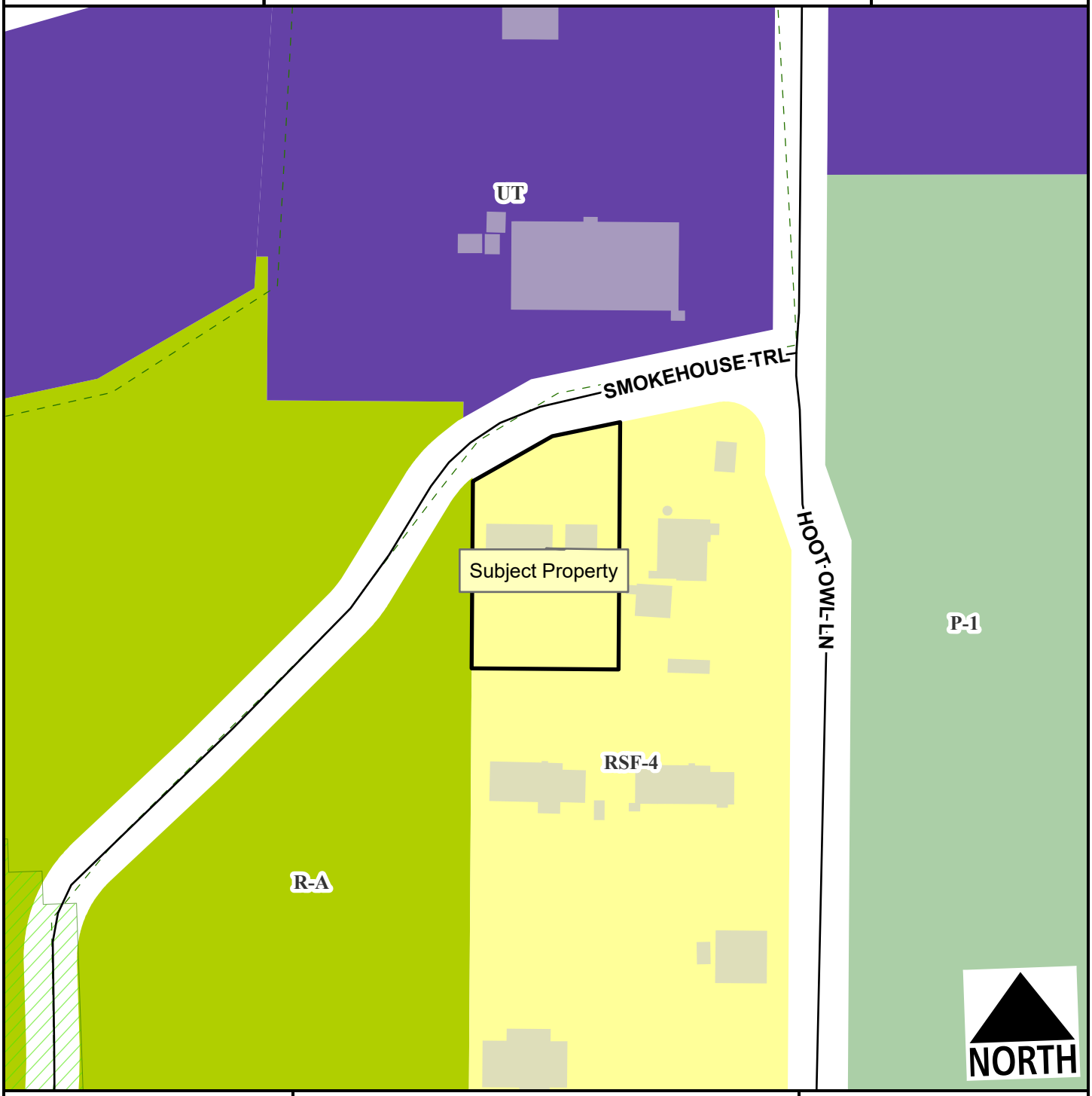
- Regional Link
- Regional Link - High Activity
- Unclassified
- Residential Link
- Shared-Use Paved Trail
- Trail (Proposed)
- Fayetteville City Limits
- Planning Area



CUP-2026-0034

Close Up View

1766 S SMOKEHOUSE TRL



Residential Link
Hillside-Hilltop Overlay District
Planning Area
Fayetteville City Limits
Trail (Proposed)

Feet

0 40 80 160 240 320

1:1,300

CUP-2026-0034

Current Land Use

1766 S SMOKEHOUSE TRL

NORTH

- Regional Link
- Regional Link - High Activity
- Residential Link
- Trail (Proposed)
- Planning Area
- Fayetteville City Limits

Feet

0 90 180 360 540 720

1:2,900

FEMA Flood Hazard Data

- 100-Year Floodplain
- Floodway

Public Comment
CUP-2026-0034

From: yarrid@gmail.com <yarrid@gmail.com>
Sent: Tuesday, July 21, 2026 2:46 PM
To: Planning Shared <planning@fayetteville-ar.gov>
Subject: CUP-2026-0034

CAUTION: This email originated from outside of the City of Fayetteville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Planning Commission,

I deeply oppose this request for a Conditional Use Permit (CUP-2026-0034) at 1766 S Smokehouse Trail by Fayetteville E-Bike Company. It is clearly a residential property and should not be used for a clearly and fully commercial purpose. In addition there is already a bike shop, Smokehouse Cycles, directly adjacent to this property that sells and rents Class 1 E-bikes.

This applicant sells electric motor cycles that are not legal for use any of our sidewalks, paved, or soft surface trails. I fact many of these products are not even street legal. Allowing this CPU adjacent to the Mt Kessler soft surface trail system would be disastrous for both public safety and trial maintenance. It is clearly not in the public interest to allow this conditional use.

Thank you,

Clayton Yarri Davis

502 N Washington Ave

Fayetteville AR, 72701

713-614-9107

From: Justin Hoover <j87hoover76@gmail.com>
Sent: Monday, July 27, 2026 3:00 PM
To: Planning Shared <planning@fayetteville-ar.gov>
Subject: E-bike pro in my neighbor hood Smokehouse tr / Mt Kessler / Hoot Owl ln

CAUTION: This email originated from outside of the City of Fayetteville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Public Comment
CUP-2026-0034

Hell this is Justin Hoover. I have lived at 1859 S Hoot Owl Ln science 2011 It's a nice tight community. I do not want businesses opening where families have lived.

From: Kimberly May Knight <kimberlyellwood@gmail.com>
Sent: Sunday, July 26, 2026 1:28 PM
To: Planning Shared <planning@fayetteville-ar.gov>
Subject: Conditional Use CUP-2026-0034 hearing

CAUTION: This email originated from outside of the City of Fayetteville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello there,

I'm over at 1809 Hoot Owl Lane, Fayetteville. Right behind the location trying to switch from residential to a business location.

We have two little children and many of our neighbors have littles as well and having a business come into a residential location could cause more traffic, which could cause a higher risk of injury. We keep an eye on our children, but adding more traffic always adds risk.

We already have a gas station coming in right at the end of our road, which will add to traffic.

We also already have a bike shop, Smokehouse Cycles in the Smokehouse.

Why do we need another bike shop?

We are a residential neighborhood in the heart of Mount Kessler full of trails and we really want to preserve that neighborly, woodsy feel.

Please don't let a business come into a residential location! Let's work together to keep this neighborhood as safe as possible.

Thank you!

Public Comment
CUP-2026-0034

Kimberly May Knight

Owner @ Tidying by Kimberly May

Find us on Facebook, Instagram, TikTok, LinkedIn, and Google!

Owner @ Alterations Specialist

Find us on Facebook!

Owner @ Consulting with Kimberly May

Find us on Facebook!

479-966-6885

From: Joanna Beth Person-Michener <resiliencejo73@gmail.com>
Sent: Monday, July 27, 2026 9:59 AM
To: CityClerk <cityclerk@fayetteville-ar.gov>; Moore, Sarah <sarah.moore@fayetteville-ar.gov>; Jones, D'Andre <dandre.jones@fayetteville-ar.gov>; Stafford, Bob <bob.stafford@fayetteville-ar.gov>; Mayors Office <MayorsOffice@fayetteville-ar.gov>; Bunch, Sarah <sarah.bunch@fayetteville-ar.gov>; Jones, Monique <monique.jones@fayetteville-ar.gov>; Berna, Scott <scott.berna@fayetteville-ar.gov>; Wiederkehr, Mike <mike.wiederkehr@fayetteville-ar.gov>; Turk, Teresa <teresa.turk@fayetteville-ar.gov>
Subject: Variance for e-bike business in Kessler Mountain neighborhood

CAUTION: This email originated from outside of the City of Fayetteville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Council Members, Mayor Rawn and officials,

I am writing as a resident of the neighborhood regarding the request to allow an e-bike business [CUP-2026-0034 1766 S Smokehouse Trail] to operate from a home within our Residential-Agricultural zoned neighborhood.

I want to be clear that my concern is not with the applicant or with e-bikes. Businesses are an important part of our local economy, and I support opportunities for entrepreneurship. My concern is that a customer-oriented commercial business is not compatible with the purpose and character of this residential neighborhood.

Public Comment
CUP-2026-0034

Our neighborhood is a quiet, forested area where children play outdoors, neighbors walk and bicycle, wildlife is common, and residents enjoy a peaceful setting removed from the commercial activity along the highway. We also serve as the gateway to nearby hiking and biking trails, with trail parking and commercial services already located along the highway where they are intended to be.

Residential-Agricultural zoning exists for a reason. It provides residents with confidence that the character of the neighborhood will be preserved over time. Granting a variance for a commercial business may seem limited in isolation, but it also creates a precedent for future requests that could gradually erode the residential nature of the neighborhood.

I respectfully ask you to consider not only the impacts of this individual request but also the long-term planning principles involved. Protecting the integrity of established zoning helps ensure that businesses locate where the necessary infrastructure exists while preserving the neighborhoods that residents have chosen to call home.

Thank you for your service to our community and for your careful consideration of this matter.

Sincerely,

--

Joanna Person-Michener

UUFF Green Sanctuary Chair

Interfaith Climate Alliance Co-Chair

Citizens Climate Lobby State Coordinator

Climate-aware Therapist, Climate Psychological Alliance of North America

479.225.6803 (m)

-You don't need to do everything. Do what calls your heart; effective action comes from love. It is unstoppable and it is enough. -Joanna Macy

---

From: Matthew Gerner <mgerner2007@gmail.com>
Sent: Thursday, July 23, 2026 8:21 PM
To: Planning Shared <planning@fayetteville-ar.gov>
Subject: Feedback on conditional use permit CUP-2026-0034

Public Comment
CUP-2026-0034

CAUTION: This email originated from outside of the City of Fayetteville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

My name is Matt Gerner and I live at 1939 Hoot Owl Ln, Fayetteville, AR 72701. I am writing regarding the conditional use permit:

CUP-2026-0034 (1766 S SMOKEHOUSE TRL)

This location is currently zoned RSF-4 and should remain so. I am opposed to allowing a bike shop at this location. We have a strong neighborhood community, with monthly neighborhood dinners. Allowing a business at this location will reduce the number of homes and families in our neighborhood and detract from the community we are building together.

Thank you,

Matt Gerner

From: Rachel Gerner <rachel.lynn.gerner@gmail.com>
Sent: Thursday, July 23, 2026 8:26 PM
To: Planning Shared <planning@fayetteville-ar.gov>
Subject: CUP-2026-0034: Conditional Use Permit (1766 S SMOKEHOUSE TRL)

CAUTION: This email originated from outside of the City of Fayetteville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Members of the Fayetteville Planning Commission,

I live on 1939 Hoot Owl Ln, Fayetteville, AR 72701.

I am writing to express my opposition to the proposed rezoning and development of an electric bicycle sales and service center at 1766 S. Smokehouse Trail.

My concern is not with electric bicycles or with supporting locally owned businesses. Rather, I believe this is the wrong location for a commercial business.

The Smokehouse Trail area is a unique part of Fayetteville where homes, protected natural spaces, and community resources exist together. The Ozark Mountain Smokehouse already provides a location for commercial activity, including an existing bicycle business. Expanding commercial uses into neighboring residential properties would change the character of the neighborhood and set a precedent for converting homes into businesses.

Public Comment
CUP-2026-0034

Residents chose this area because it is a peaceful residential community surrounded by natural beauty, including the Kessler Mountain trail system, the Ozark Natural Science Center, and protected forestland. Introducing a retail sales and repair operation into a residence is not compatible with the neighborhood's residential character.

I respectfully ask the Planning Commission to preserve the integrity of this neighborhood by denying this request. Please continue to protect the balance between residential living, conservation, and the limited commercial uses that already exist within the Ozark Mountain Smokehouse.

Thank you for your time and your thoughtful consideration of this matter.

Sincerely,

Rachel Gerner

PO BOX 8981 FAYETTEVILLE, AR 72703
oorc.club@gmail.com

Dear planning commission members,

This letter is in opposition to the requested Conditional Use Permit, CUP-2026-0034, at 1766 S Smokehouse Trail.

The individuals below are trail runners, hikers, mountain bikers, and volunteer trail stewards that utilize the trails of Kessler Mountain directly adjacent to this property on a daily basis, and we have serious concerns regarding the proposed business operations and how it may impact user enjoyment of these trails, trail sustainability, and pedestrian safety in this area.

This location has been an entryway to Kessler Mountain for many years, as well as a gathering place for local organizations at the Kessler Mountain Smokehouse. It is not uncommon to see groups of all ages meeting at the Smokehouse to go for a hike or mountain bike ride, which requires crossing the street to reach the trailhead.

The proposed business would be located directly behind the Smokehouse, creating additional traffic flow in both vehicles and high-powered electric bikes (many of which are banned on soft surface trails under city code section 97.054). This residence is already adjacent to a gas station being constructed at this busy intersection, which will bring additional traffic flow and safety risks for trail users and patrons of Smokehouse.

Additionally, we feel allowing this location to be transitioned from residential to commercial zoning creates an unsustainable precedent for development of commercial operations around soft surface trails, when these trails are a refuge for so many that derive peace from natural, uncommodified spaces. If the proposed business chooses to vacate the space at any time in the future, the door has been opened for another business to open its doors which may be even less compatible or desirable for this space.

We implore you to deny CUP-2026-0034, as an act of preservation of one of Fayetteville's most special places and to protect the interests of generations to come.

Signed,

Rob Reno
Crystal Cox
Hannah Catt
Kevin Cox
Will Landreth

Justin Weiss
Jonathan Shaver

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

THRU: Jessie Masters, Planning Director

FROM: Citlali Samano, Planner

MEETING DATE: August 24, 2026

SUBJECT: **CUP-2026-0037: Conditional Use Permit (8791 W GOOSE CREEK RD/NICOLE WHITE, 548):** Submitted by NICOLE WHITE for property located at 8791 W GOOSE CREEK RD. The property is zoned R-A, RESIDENTIAL - AGRICULTURAL and contains approximately 4.01 acres. The request is for an accessory structure that is more than 50% the size of the primary structure.

RECOMMENDATION:
Staff recommends approval of **CUP-2026-0037** with conditions as outlined by staff.

RECOMMENDED MOTION:
"I move to approve **CUP-2026-0037** with conditions, determining:

- In favor of compatibility with adjacent properties; and
- In favor of all other conditions as recommended by staff."

BACKGROUND:
The subject property is located in west Fayetteville and is approximately ¼ mile west of the intersection at S 85th Avenue and W Goose Creek Rd. The subject property totals approximately 4.01 acres and contains a single-family dwelling. The property is encumbered with FEMA floodplain and the streamside protection zone to the southern half of the property. Surrounding land uses and zoning are listed in *Table 1.*

Table 1:
Surrounding Land Use and Zoning

Direction	Land Use	Zoning
North	Single-Family Residential	R-A, Residential – Agricultural
South	Single-Family Residential	R-A, Residential – Agricultural
West	Single-Family Residential; Washington County	R-A, Residential – Agricultural
East	Single-Family Residential	R-A, Residential – Agricultural

Proposal: The applicant requests approval of a proposed 2,280 sq ft shop to be utilized as an accessory structure. The applicant has indicated that the structure would be for personal use and would not be used for a home-based business nor will it generate any traffic of any sort. The subject property contains a primary structure that is approximately 2,175 sq ft, meaning the proposed shop would be more than 50% of the existing structure. Fayetteville's Unified Development Code, under §164.02, Accessory Structures, prohibits accessory structures that are more than 50% of a primary structure. Accessory structures that are more than 50% of an existing

primary structure may only be allowed with conditional use permit approval from the Planning Commission.

City Plan 2040 Future Land Use Designation: **Rural Residential Area**.

Public Comment: Staff has received public inquiry about the request, but no comments in opposition.

RECOMMENDATION: Staff recommends approval of **CUP-2026-0037,** with the following conditions;

Conditions of Approval:

1. **Planning Commission determination of compatibility for a 30 ft x 60 ft shop accessory structure with a 16 ft x 30 ft overhang that is more than 50% of the existing primary structure.** *Staff finds the accessory building to be compatible with, and unlikely to have a negative impact on, adjacent properties.*

2. **This approval does not grant building permit approval for the associated structure or any new primary dwelling. A building permit shall be submitted for review in compliance with all city codes.**

PLANNING COMMISSION ACTION:	**Required**	**YES**	
Date: August 24, 2026	**❒ Tabled**	**❒ Approved**	**❒ Denied**
Motion:			
Second:			
Vote:			

FINDINGS OF THE STAFF

§163.02. AUTHORITY; CONDITIONS; PROCEDURES.

B. Authority; Conditions. The Planning Commission shall:

1. Hear and decide only such special exemptions as it is specifically authorized to pass on by the terms of this chapter.

2. Decide such questions as are involved in determining whether a conditional use should be granted; and,

3. Grant a conditional use with such conditions and safeguards as are appropriate under this chapter; or

4. Deny a conditional use when not in harmony with the purpose and intent of this chapter.

C. A conditional use shall not be granted by the Planning Commission unless and until:

1. A written application for a conditional use is submitted indicating the section of this chapter under which the conditional use is sought and stating the grounds on which it is requested.

Finding: **The applicant has submitted a written application requesting conditional use approval of an accessory structure that is more than 50% of the existing primary structure, as outlined in 164.02(A)(5).**

2. The applicant shall pay a filing fee as required under Chapter 159 to cover the cost of expenses incurred in connection with processing such application.

Finding: **The applicant has paid the required filing fee.**

3. The Planning Commission shall make the following written findings before a conditional use shall be issued:

(a.) That it is empowered under the section of this chapter described in the application to grant the conditional use;

Finding: **The Planning Commission is empowered under Unified Development Code §164.02(A)(5) to grant the requested conditional use permit.**

(b.) That the granting of the conditional use will not adversely affect the public interest.

Finding: **Staff finds that granting the requested conditional use permit is not likely to adversely affect public interest. The applicant notes that the accessory structure will solely be for personal use with storage and repair of personal vehicles. No traffic generation will be made, nor will it be used as a dwelling space.**

(c.) The Planning Commission shall certify:

(1.) Compliance with the specific rules governing individual conditional uses; and

Finding: **There are no specific rules governing the request.**

(2.) That satisfactory provisions and arrangements have been made concerning the following, where applicable:

(a.) Ingress and egress to property and proposed structures thereon with particular reference to automotive and pedestrian safety and convenience,

traffic flow and control and access in case of fire or catastrophe;

Finding: **Staff finds additional parking for accessory structures are not required. The applicant also does not propose parking for this property and will utilize parking from the existing primary structure.**

(b.) Off-street parking and loading areas where required, with particular attention to ingress and egress, economic, noise, glare, or odor effects of the special exception on adjoining properties and properties generally in the district;

Finding: **Staff finds that there is no parking requirement for accessory structures. However, utilizing indoor storage for vehicles will effectively mitigate visual clutter on the property.**

(c.) Refuse and service areas, with particular reference to ingress and egress, and off-street parking and loading,

Finding: **Refuse containers will utilize existing residential trash service.**

(d.) Utilities, with reference to locations, availability, and compatibility;

Finding: **The property lacks direct access to City water and sewer services. Staff finds this acceptable given the nature of the proposed accessory structure; however, any future site development will require full utility connections.**

(e.) Screening and buffering with reference to type, dimensions, and character;

Finding: **Staff is not recommending additional screening for the accessory structure.**

(f.) Signs, if any, and proposed exterior lighting with reference to glare, traffic safety, economic effect, and compatibility and harmony with properties in the district;

Finding: **No signage is proposed. Any proposed signage will be subject to UDC §174, Signs, and all regulations therein. Signage shall be submitted for permit through the City's Planning Division. Staff finds that accessory structures are exempt from standard lighting regulations, compatibility with existing neighborhood lighting is encouraged.**

(g.) Required yards and other open space; and

Finding: **The proposed structure appears to meet all required setbacks as regulated by the R-A zoning district.**

(h.) General compatibility with adjacent properties and other property in the district.

Finding: **Staff finds the proposed use to be compatible with adjacent properties. Given the natural landscape, the acreage of the site, and the scale of the shed, staff finds the request to be compatible.**

(i.) General compatibility with the goals and intent of the city's adopted land-use, transportation, and other strategic plans.

Finding: **Staff finds the proposed use to be generally compatible with the area's long-term land use plans, which identify this location as a residential neighborhood. In rural areas, a shop is typically considered an accessory structure to the primary residential use. Its scale and function are comparable to larger accessory structures, such as barns and stables, that are common to rural and agricultural environments**

BUDGET/STAFF IMPACT:
None.

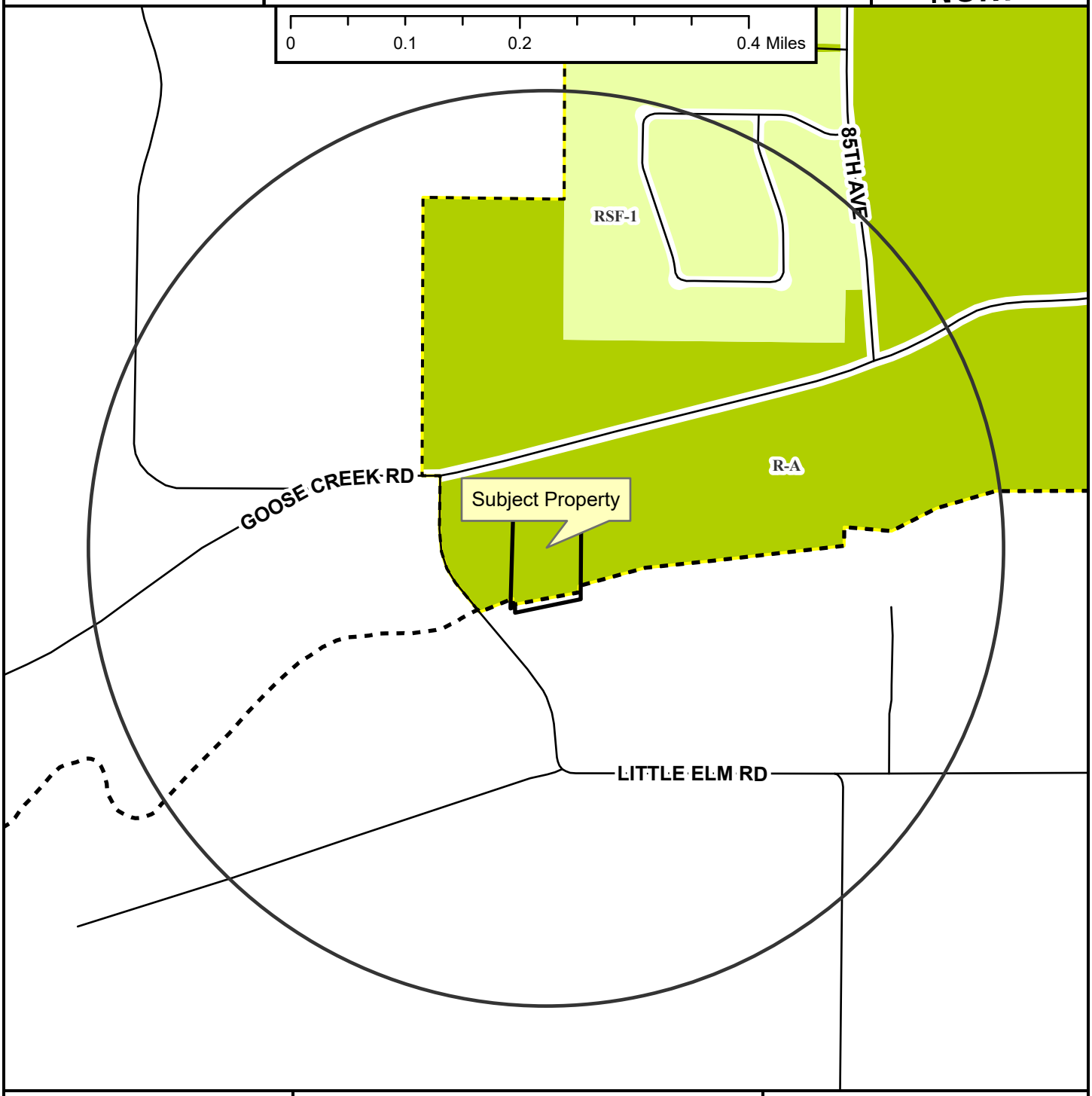
Attachments:

- Unified Development Code
  - §164.02 Accessory Structures And Uses
- Project Maps
  - One Mile Map
  - Close-Up Map
  - Current Land Use Map
- Applicant Exhibits
  - Request Letter
  - Site Plan
  - Elevations

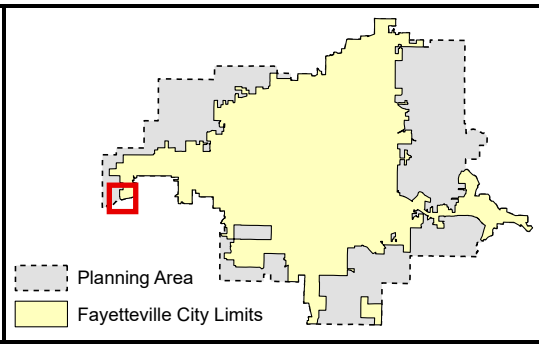
CUP-2026-0037

One Mile View

8791 W GOOSE CREEK RD



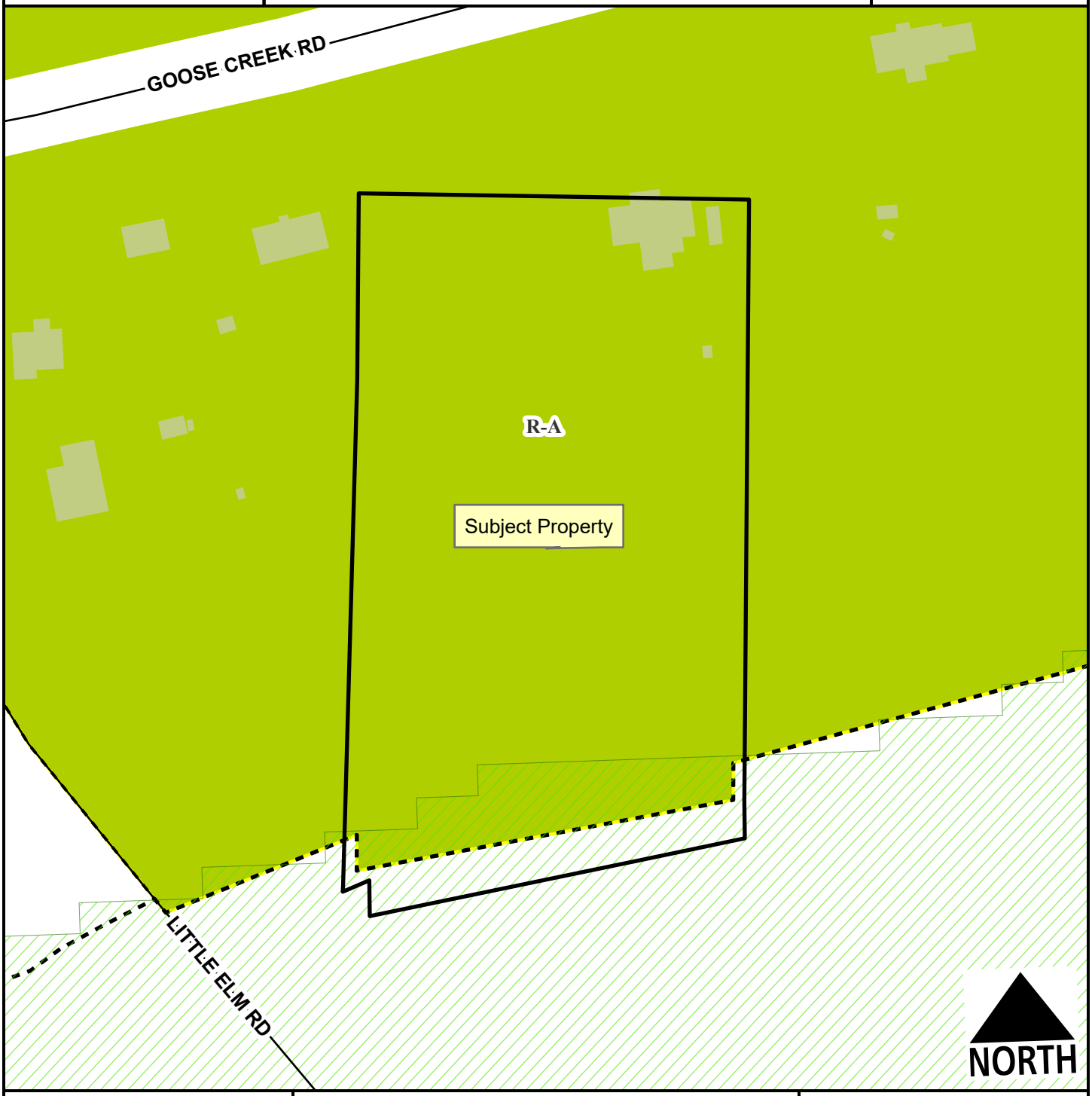
Unclassified
Residential Link
Fayetteville City Limits
Planning Area



CUP-2026-0037

Close Up View

8791 W GOOSE CREEK RD



Unclassified
Residential Link
Hillside-Hilltop Overlay District
Planning Area
Fayetteville City Limits

Feet
0 40 80 160 240 320
1:1,400

CUP-2026-0037

Current Land Use

8791 W GOOSE CREEK RD

NORTH

Unclassified
Residential Link
Planning Area
Fayetteville City Limits

Feet

0 105 210 420 630 840

1:3,400

FEMA Flood Hazard Data

100-Year Floodplain
Floodway

164.02 Accessory Structures And Uses

Accessory Structures and Uses. Accessory structures and uses shall be subject to the applicable use conditions set forth in Zoning, Chapters 160 through 165, and to the following general conditions:

(A) *Accessory Structures*.

(1) *When Erected.* No accessory structure shall be erected on any property prior to the construction of the principal structure, unless such accessory structure shall have been approved by the Planning Commission as a conditional use. An approved accessory structure erected prior to the principal structure shall not be inhabited.

(2) *Integral Part of Principal Structure.* An accessory structure erected as an integral part of the principal structure shall be made structurally a part thereof, shall have a common wall therewith, and shall comply in all respects with the requirements of the building code applicable to the principal structure.

(3) *Height and Setback Restrictions.* Accessory structures 10 feet or less in height shall maintain a minimum side setback of 3 feet and a minimum rear setback of 5 feet from the property lines. Accessory structures greater than 10 feet in height shall meet the setback requirements of the zoning district in which it is located. All accessory structures shall conform to the front setbacks of the zoning district in which is it located.

(4) *Build-to Zones.* Accessory structures shall be exempt from meeting the requirements of the build-to zone in any zoning district.

(5) *Size of Accessory Structure(s).* Any accessory structure(s) shall be 50% or less of the size of the principal structure, except for accessory roof mounted solar energy systems and accessory ground mounted solar energy systems. Any accessory structure(s) requested that is greater than 50% the size of the principal structure shall be allowed only as a conditional use and shall be granted in accordance with §163, governing applications of conditional use procedures; and upon the finding that the requested structure is designed to be compatible with the principal structure on the property and those on surrounding properties. Accessory structures that exceed 50% of the size of the principal structure shall meet the setback requirements of the zoning district in which it is located.

(6) *Shared Accessory Structures.* Shared accessory structures may be constructed across common property lines, subject to all building and fire codes. Building setbacks for shared accessory structures may be administratively varied to permit zero lot line development. Easements for driveway access and maintenance of the structure and driveway shall be provided prior to the issuance of a building permit. For purposes of calculating size of shared accessory structures, only that portion of the shared accessory structure on the lot with the principal structure shall count toward the maximum allowable size.

(7) *Accessory Ground Mounted Solar Energy Systems.* An accessory ground mounted solar energy system shall be considered an accessory structure and shall be subject to applicable accessory structure requirements.

(8) *Electric Vehicle Charging Stations.* Electric vehicle charging stations that are publicly accessible shall be considered an accessory use in all commercial, mixed-use, industrial, and institutional zoning districts. Publicly accessible electric vehicle charging stations shall be reserved for the parking and charging of electric vehicles only and information shall be posted indicating that the space is reserved for electric vehicle charging purposes only. Electric vehicle charging equipment must be designed and located to not impede pedestrian, bicycle or wheelchair movement. Property owners may collect a service fee for the use of an electric vehicle charging station. Information shall be posted identifying voltage and amperage levels and any type of use, fee, or safety information related the electric vehicle charging station. Electric vehicle charging stations must be maintained in all respects, including the functioning of the equipment. A phone number, email address, or some other contact information must be provided on the charging equipment for reporting when it is not functioning, or for when other problems are encountered.

(B) *Swimming Pools.* Swimming pools shall not be located in any required front setback.

(Code 1965, App. A., Art. 7 (1); Ord. No. 1747, 6-29-70; Ord. No. 2177, 12-16-75; Ord. No. 3131, 10-1-85; Code 1991, §160.076; Ord. No. 4100, §2 (Ex. A), 6-16-98; Ord. No. 4817, 1-3-06; Ord. No. 5239, 5-5-09; Ord. No. 5592, 06-18-13; Ord. No. 5950 , §1, 2-7-17; Ord. No. 6245 , §§4, 5, 10-15-19; Ord. No. 6407 §2, 1-19-21)

CUP-2026-0037

Request Letter

a) Building size: 30’ x 60’ shop with a 16’ x 30’ overhang. Existing primary structure is 2,175 sq ft. Given the proposed shop (accessory structure) is more than 50% of the primary one, a CUP is required.

b) Elevations: see attached

c) Off-street parking: None provided or required

d) Business or Non-residential use: N/A – personal use

e) Outdoor lighting: Exterior lighting near garage doors will follow the City’s outdoor lighting regulations

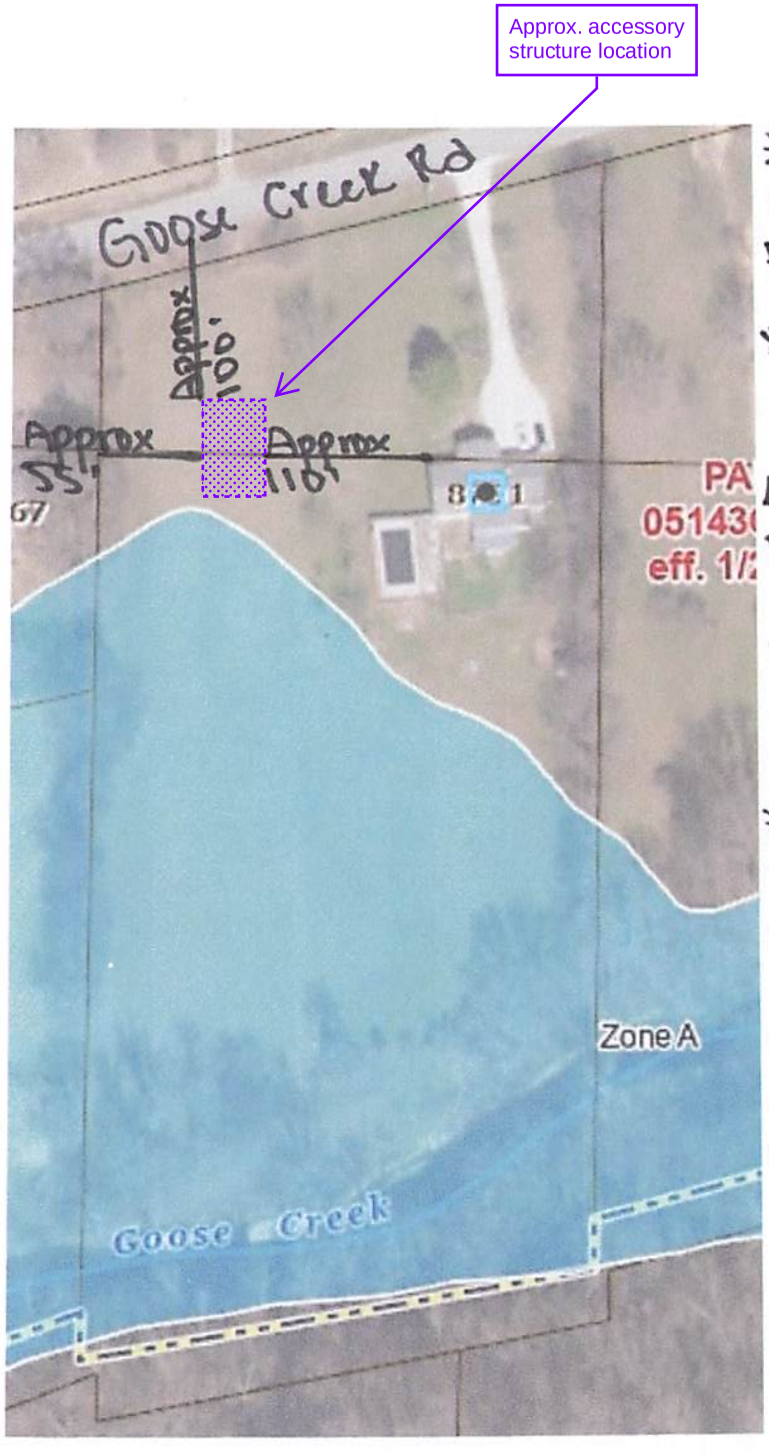
f) Noise: Low to minimal

g) Screening or buffering from adjacent properties: N/A

h) Trash: Using existing residential trash service

i) Traffic Impacts: N/A – personal use

j) Compatibility: The proposed accessory structure (shop) will be used for personal use to maintain personal vehicles and to store personal property in.



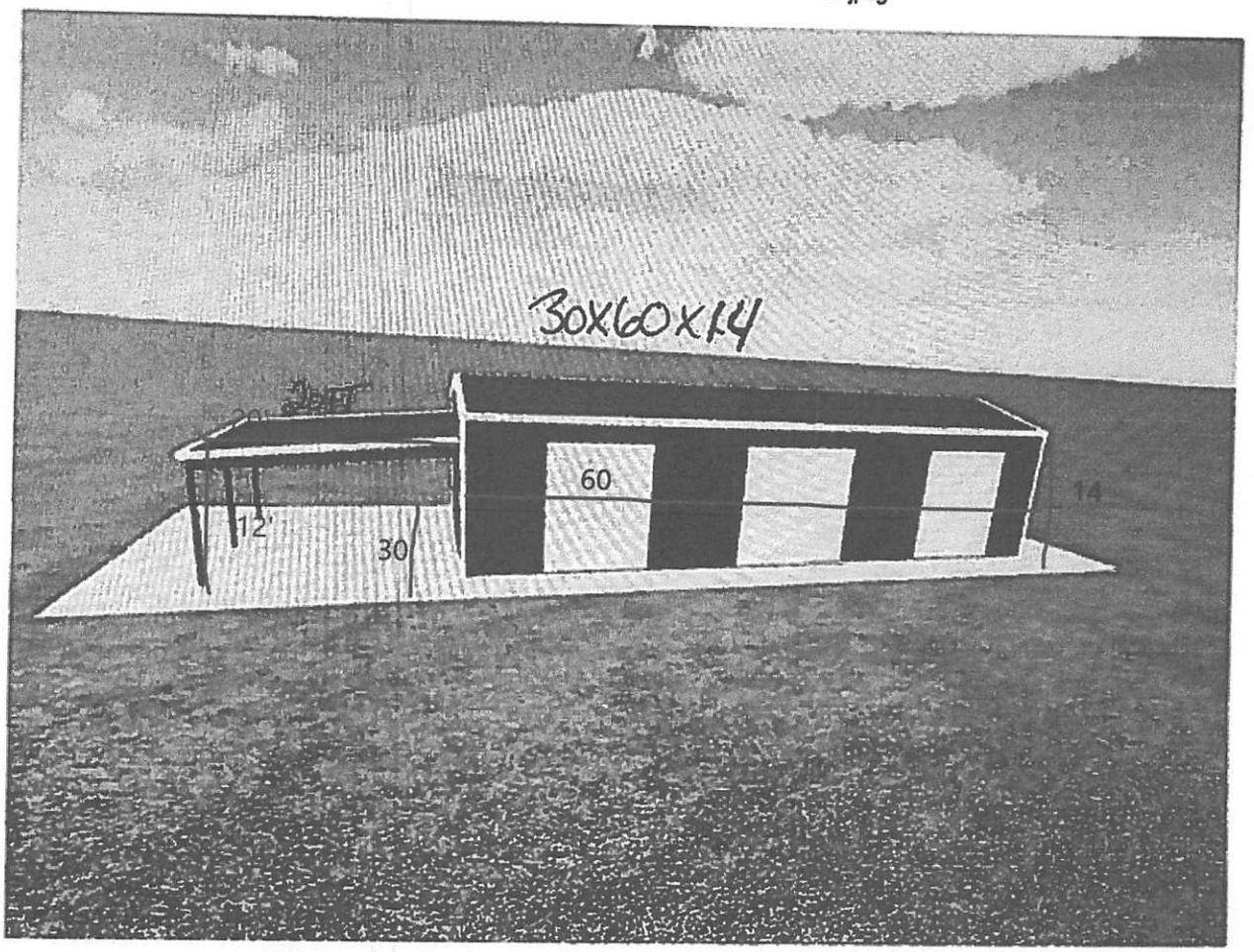
*No tree's will be removed or cut down or in the way of this build.

*Approx 55' from property line
Approx 100' from street
Approx 110' from corner of house
Not in the flood zone

*Will be pulling a CUP permit for this project.

*There will be no walls inside shop building - just an open shop - no interior rooms.

*Will be building bringing in red dirt for better foundation + building pad and elevation.



* Shop will be Black siding with white trim
* There will be no off-street parking - this shop will be for personal use only not a business.
* There will be exterior lighting near garage doors

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

THRU: Jessie Masters, Planning Director

FROM: Donna Wonsower, Senior Planner

MEETING DATE: August 24, 2026

SUBJECT: **RZN-2026-0025: Rezoning (710 N FRISCO AVE/FRISCO AR PROPERTIES LLC, 444)** Submitted by ESI for property located at 710 N. FRISCO AVE. The property is zoned I-1, HEAVY COMMERCIAL AND LIGHT INDUSTRIAL & RMF-24, RESIDENTIAL MULTI-FAMILY, TWENTY-FOUR UNITS PER ACRE and contains approximately 0.66 acres. The request is to rezone the property to RMF-24, RESIDENTIAL MULTI-FAMILY, TWENTY-FOUR UNITS PER ACRE.

RECOMMENDATION:
Staff recommends forwarding **RZN-2026-0025** to City Council with a recommendation of approval.

RECOMMENDED MOTION:
*"I move to forward **RZN-2026-0025** to City Council with a recommendation of approval."*

BACKGROUND:
The subject property is in central Fayetteville approximately 430 feet northwest of Wilson Park on the east side of N. Frisco Trail. The property contains one undeveloped parcel totaling 0.66 acres which is currently zoned I-1, Heavy Commercial and Light Industrial. The property is partially encumbered by floodplain but is not part of any overlay or historic district. Surrounding land uses and zoning are depicted in *Table 1*.

Table 1:
Surrounding Land Uses and Zoning

Direction	Land Use	Zoning
North	Two-Family	RMF-24 Residential Multi-Family, Twenty-Four Units per Acre
South	Undeveloped and Single-Family	RMF-24 Residential Multi-Family, Twenty-Four Units per Acre
East	Two-Family	RMF-24 Residential Multi-Family, Twenty-Four Units per Acre
West	Street and Railroad Right-of-Way	RMF-24 Residential Multi-Family, Twenty-Four Units per Acre

Request: The request is to rezone the subject property from I-1, Heavy Commercial and Light Industrial to RMF-24, Residential Multifamily, Twenty-Four Units per Acre.

Public Comment: Staff has not received any public comment at this time.

INFRASTRUCTURE AND ENVIRONMENTAL REVIEW:

Streets: The subject property has frontage along North Frisco Avenue, a partially improved Residential Link with asphalt paving and open ditches. Any street or drainage improvements required in these areas would be determined at the time of development proposal.

Water: Public water is available to the subject area. There is an existing 2-inch main in the northeast corner of the subject property.

Sewer: Sanitary sewer is available to the subject area. There is an existing 8-inch main along North Frisco Avenue. There are known wet weather sewer capacity issues identified in the City's 2025 Sewer Master Plan that appear in the system directly in front of the subject property.

Drainage: No protected streams are present in the subject area, and the property is not part of the Hillside-Hilltop Overlay District; however, the property does include hydric soils and FEMA floodplain. Any drainage improvements required would be determined at the time of development proposal.

A floodplain development review will be required at the time of permit or plan submittal. This will restrict the type of development and impact in flood zones; and may require additional documentation such as flood studies or elevation certificates depending on the type of development. If a development impacts a floodplain, those impacts may require review and approval from FEMA.

Hydric soils are a known indicator of wetlands. However, for an area to be classified as wetlands, it may also need other characteristics such as hydrophytes (plants that grow in water), and shallow water during parts of the year. Hydric Soils can be found across many areas of Fayetteville, including valleys, floodplains, and open prairies. It's important to identify these natural resources during development, so when these soils are identified on a property, further environmental studies will be required at the time of development. Before permits will be issued for the property a statement/report from an environmental professional must be provided summarizing the existence of wetlands on the property. If this statement/report indicates that wetlands may be present on site, a USACE Determination of Jurisdictional Wetlands will be required at the time of development submittal.

Fire: Station 2, located at 138 W North St, protects this site. The property is located approximately 0.6 miles from the fire station with an anticipated drive time of approximately 3 minutes using existing streets. The anticipated response time would be approximately 5.2 minutes. Fire Department response time is calculated based on the drive time plus 1 minute for dispatch and 1.2 minutes for turn-out time. Within the City Limits, the Fayetteville Fire Department has a response time goal of 6 minutes for an engine and 8 minutes for a ladder truck.

Police: The Police Department did not comment on this request.

Tree Preservation:

The current zoning districts of I-1, Heavy Commercial and Light Industrial, and RMF-24, Residential Multi-Family, Twenty-Four Units per Acre, require **15% and**

20% minimum canopy preservation respectively**.** The proposed zoning district of RMF-24, Residential Multi-Family, Twenty-Four Units per Acre, requires **20% minimum canopy preservation**.

CITY PLAN 2040 FUTURE LAND USE PLAN: The City Plan 2040 Future Land Use Plan designates the property within the proposed rezone as **City Neighborhood.**

City Neighborhood Areas are more densely developed than residential neighborhood areas and provide a mix of non-residential and residential uses. This designation supports the widest spectrum of uses and encourages density in all housing types, from single-family to multi-family. Non-residential and commercial uses are primarily located at street intersections and along major corridors. Ideally, commercial uses would have a residential component and vary in size, variety and intensity. The street network should have a high number of intersections creating a system of small blocks with a high level of connectivity between neighborhoods. Building setbacks and landscaping are urban in form with street trees typically being located within the sidewalk zone.

CITY PLAN 2040 INFILL MATRIX: City Plan 2040's Infill Matrix indicates a score of **10-12** for this site with a weighted score of **17**. The following elements of the matrix contribute to the score:

- Adequate Fire Response (Station 2, 138 W North St.)
- Near Sewer Main (8", North Frisco Avenue)
- Near Water Main (2", NE Corner of the Property)
- Near Grocery Store (Harps)
- Near Public School (Leverett Elementary School)
- Near University of Arkansas
- Near City Park (Wilson Park, Scull Creek Parkland)
- Near Paved Trail (Frisco Trail)
- Near ORT Bus Stop (On-Demand Service Area)
- Near Razorback Bus Stop (South Creekside)
- Appropriate Future Land Use
- Sufficient Intersection Density

FINDINGS OF THE STAFF

1. A determination of the degree to which the proposed zoning is consistent with land use planning objectives, principles, and policies and with land use and zoning plans.

Finding: ***Land Use Compatibility:*** **Staff finds the request to be compatible with the surrounding context. The property has a high infill score and is located in close proximity to many nonresidential services, including grocery stores, schools, public parks, trails, and transit. A wide range of residential housing types exist nearby with a high concentration of two- to four family dwellings as well as multifamily structures in the area. The property is surrounded by either RMF-24 properties or N. Frisco Ave. on all sides, and staff finds that rezoning the parcel would bring zoning and use standards in line with the surrounding neighborhood. Staff finds that development under the existing district regulations would be largely infeasible on this parcel under the existing district given the extensive setbacks within the I-1 District. Further, staff finds that the heavy commercial and industrial uses permitted under the existing district are more likely to be incompatible with the surroundings than those permitted under RMF-24.**

Land Use Plan Analysis: **Staff finds that the request is consistent with adopted land use policies, the Future Land Use Map designation, and goals of City Plan 2040. The area is designated as a City Neighborhood Area, which the widest spectrum of uses and encourages density in all housing types. City Plan 2040 calls for industrial areas which are not consistent with the land use plan to be rezoned to more appropriate uses. Rezoning to RMF-24 would permit a range of housing options where not currently permitted, enabling development on an infill lot that is currently heavily restricted by large setbacks. The infill score for this parcel is high with a weighted score of 17, indicating the property could likely support a wide range of uses. Staff finds that the request aligns with goals 1, 2, and 6 of City Plan 2040 by creating opportunities for denser development in an area that is already served by infrastructure.**

2. A determination of whether the proposed zoning is justified and/or needed at the time the rezoning is proposed.

Finding: Staff finds the proposed zoning is justified at this time. The future land use plan designates this area are City Neighborhood, and City Plan 2040 calls for industrial areas which are not consistent with the land use plan to be rezoned to more appropriate uses. The existing I-1 zoning has large setbacks ranging from 25 to 50 feet when adjacent to residential zoning districts, which staff finds would likely render the property unbuildable given its small size. A rezoning to RMF-24 would bring the property in line with the surrounding zoning and permit infill development adjacent to existing city services.

3. A determination as to whether the proposed zoning would create or appreciably increase traffic danger and congestion.

Finding: **Staff finds that rezoning of I-1 to RMF-24 would not likely create or appreciably increase traffic danger or congestion. Any development or subdivision of land would be subject to the city's access management standards including separation between driveways and intersections, and any necessary street improvements would be determined that the time of development. RMF-24 would allow a maximum of 15 units to be developed on the property; however, the relatively small size of the parcel, parking, drainage, tree preservation, and other city standards are likely to limit development potential for the site.**

4. A determination as to whether the proposed zoning would alter the population density and thereby undesirably increase the load on public services including schools, water, and sewer facilities.

Finding: **Rezoning the property from I-1 to RMF-24 has the potential to alter the population density of the area, though staff finds not likely to an undesirable degree. I-1 permits no residential uses by right, while RMF-24 has a stated density limitation of twenty-four units per acre. However, given the presence of existing public infrastructure and proximity to nonresidential services such as grocery stores, trails, transit and parks, staff finds that the proposed**

rezoning is not likely to increase the load on public services to an undesirable degree. While there are known wet weather sewer capacity issues that appear in the adjacent system, the relatively small size of the property is also likely to naturally limit development capacity. Fayetteville Public Schools did not comment on this request.

5. If there are reasons why the proposed zoning should not be approved in view of considerations under b (1) through (4) above, a determination as to whether the proposed zoning is justified and/or necessitated by peculiar circumstances such as:

    a. It would be impractical to use the land for any of the uses permitted under its existing zoning classifications;

    b. There are extenuating circumstances which justify the rezoning even though there are reasons under b (1) through (4) above why the proposed zoning is not desirable.

Finding: N/A

RECOMMENDATION: Planning staff recommends forwarding RZN-2026-0025 to City Council with a recommendation of approval.

PLANNING COMMISSION ACTION: Required: YES			
Date: August 24, 2026	**❒ Tabled**	**❒ Forwarded**	**❒ Denied**
Motion:			
Second:			
Vote:			

BUDGET/STAFF IMPACT:
None

ATTACHMENTS:

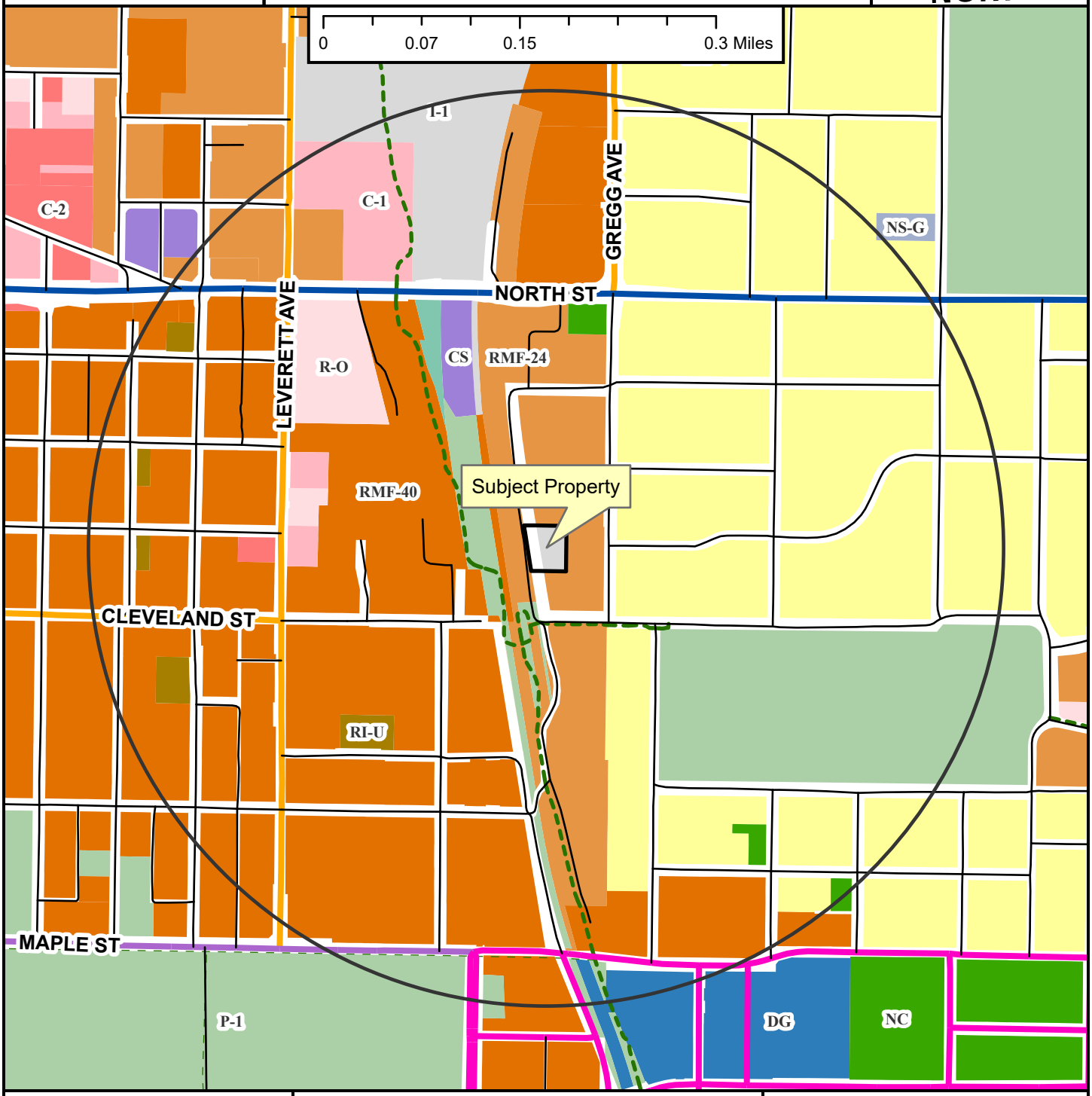
- Project Maps
    - One Mile Map
    - Close-Up Map
    - Current Land Use Map
    - Future Land Use Map
- Unified Development Code
    - §161.16 District RMF-24, Residential Multifamily, Twenty-Four Units per Acre
    - §161.30 District I-1, Heavy Commercial and Light Industrial
- Staff Exhibits
    - Long-Range Planning Memo
- Applicant Exhibits
    - Request Letter
    - Applicant Exhibit

RZN-2026-0025

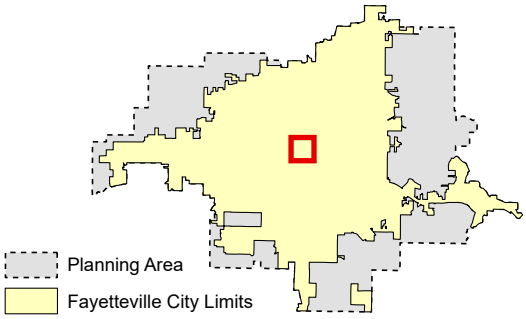
One Mile View

710 N FRISCO AVE

NORTH



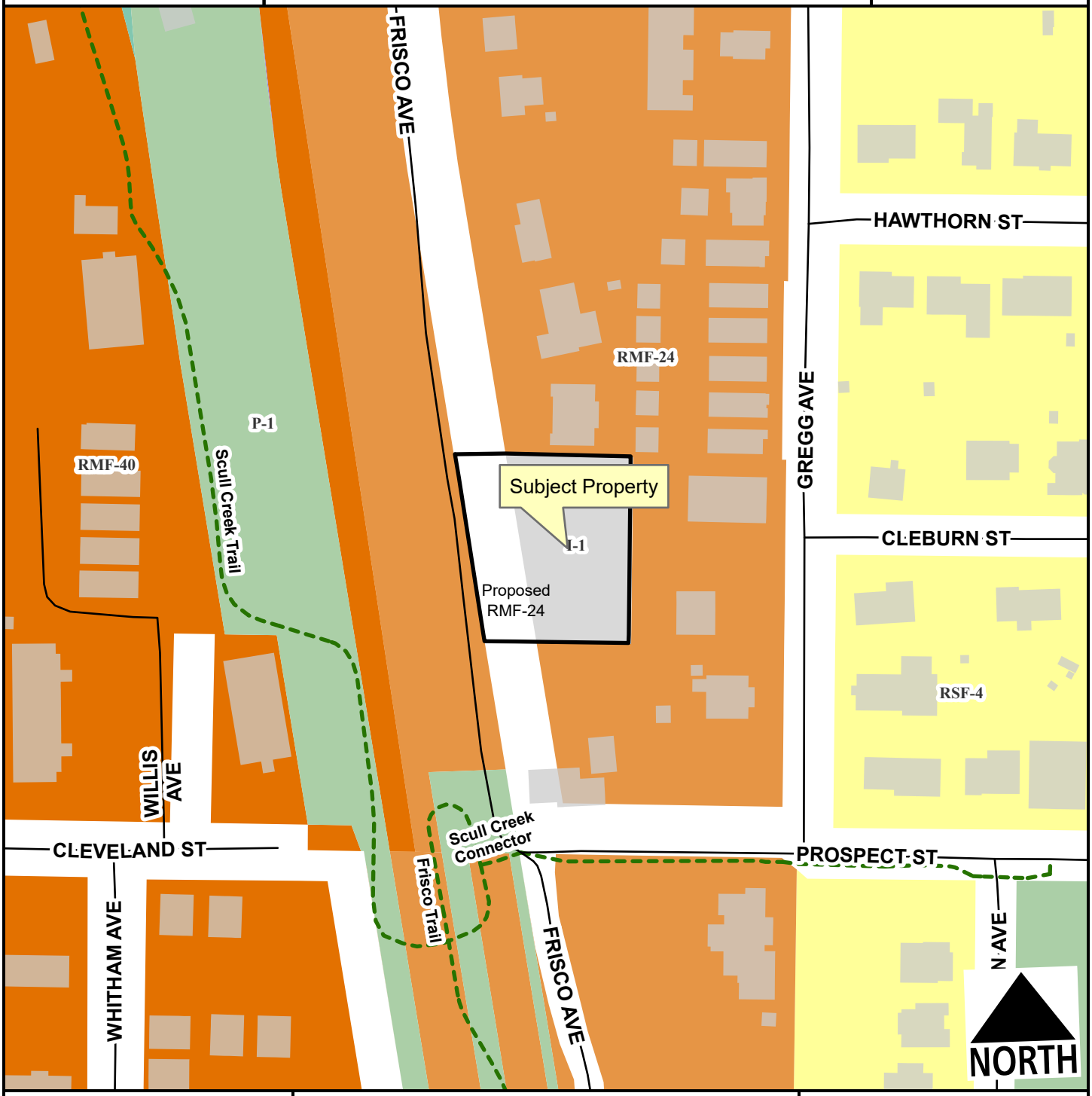
- Neighborhood Link
- Institutional Master Plan
- Regional Link - High Activity
- Urban Center
- Unclassified
- Alley
- Residential Link
- Shared-Use Paved Trail
- Trail (Proposed)
- Design Overlay District
- Fayetteville City Limits
- Planning Area



RZN-2026-0025

Close Up View

710 N FRISCO AVE



Unclassified
Residential Link
Planning Area
Fayetteville City Limits

Feet
0 50 100 200 300 400
1:1,700

Zone	Current	Proposed
I-1	0.4	0.0
RMF-24	0.0	0.7

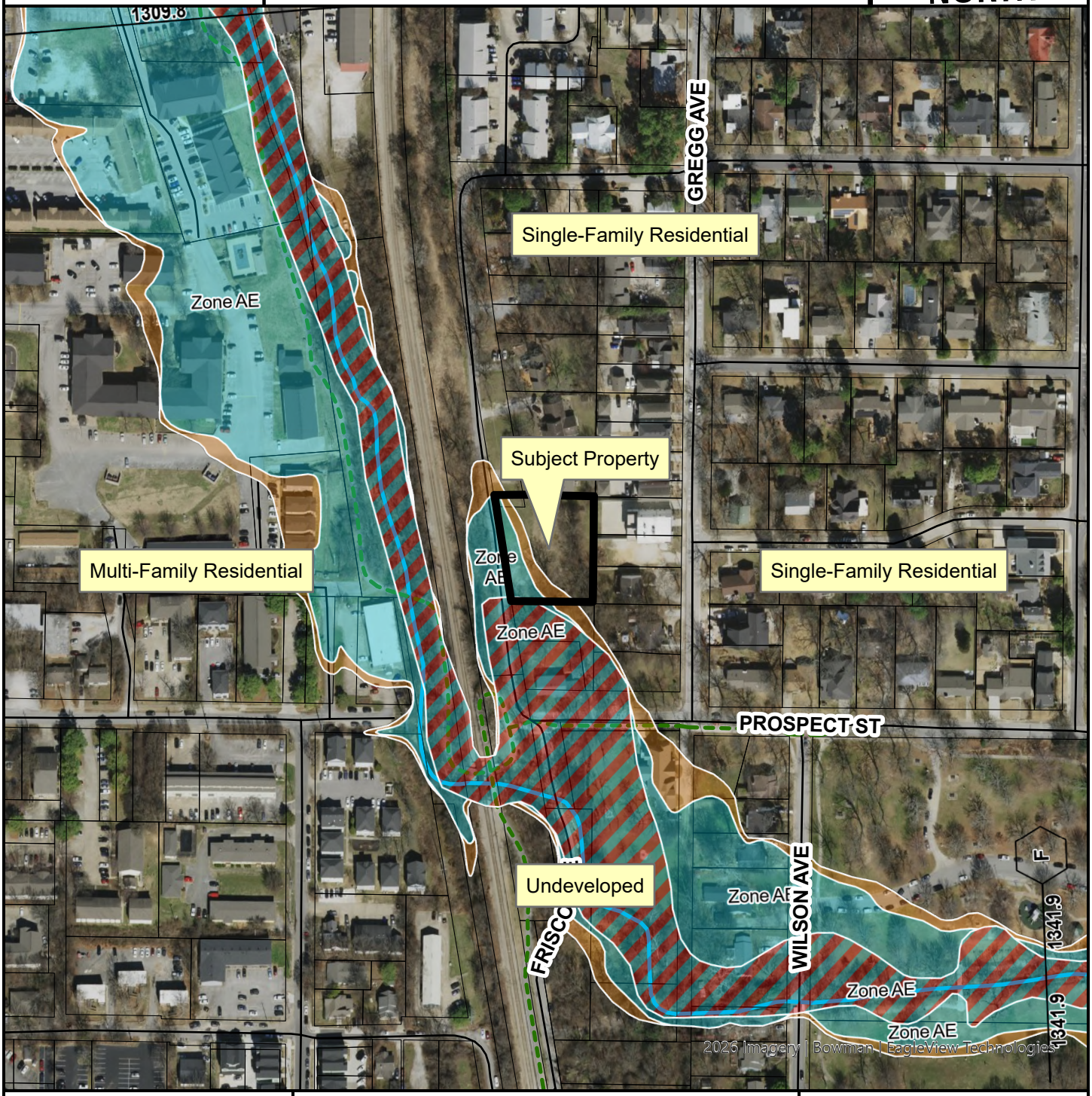
Total 0.7 ac

RZN-2026-0025

Current Land Use

710 N FRISCO AVE

NORTH



Unclassified

Residential Link

Planning Area

Fayetteville City Limits

Feet

0 90 180 360 540 720

1:3,000

FEMA Flood Hazard Data

100-Year Floodplain

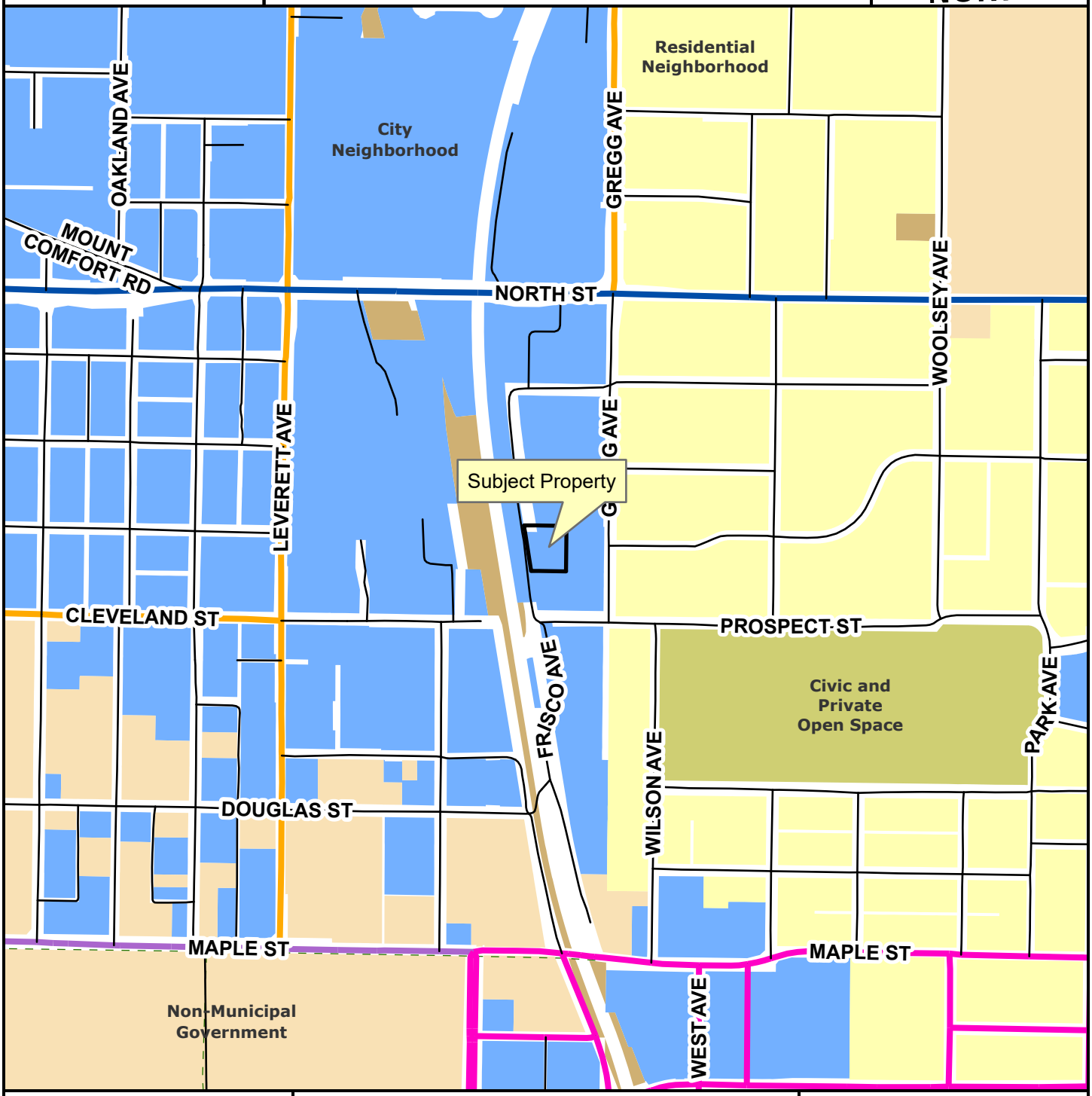
Floodway

RZN-2026-0025

Future Land Use

710 N FRISCO AVE

NORTH



Neighborhood Link
Institutional Master Plan
Regional Link - High Activity
Urban Center
Unclassified
Alley
Residential Link
Planning Area
Fayetteville City Limits
Trail (Proposed)
Design Overlay District

Feet

0 212.5 425 850 1,275 1,700

1:7,000

City Neighborhood
Civic Institutional
Civic and Private Open Space
Industrial
Natural
Non-Municipal Government
Residential Neighborhood
Rural Residential
Urban Center

161.16 District RMF-24, Residential Multi-Family — Twenty-Four (24) Units Per Acre

(A) *Purpose.* The RMF-24 Multi-family Residential District is designed to permit and encourage the developing of a variety of dwelling types in suitable environments in a variety of densities.

(B) *Uses.*

(1) *Permitted Uses.*

Unit 1	City-wide uses by right
Unit 8	Single-family dwellings
Unit 9	Two-family dwellings
Unit 10	Three- and four-family dwellings
Unit 26	Multi-family dwellings
Unit 41	Accessory dwellings
Unit 44	Cluster Housing Development
Unit 46	Short-term rentals

(2) *Conditional Uses.*

Unit 2	City-wide uses by conditional use permit
Unit 3	Public protection and utility facilities
Unit 4	Cultural and recreational facilities
Unit 5	Government facilities
Unit 11	Manufactured home park
Unit 12a	Limited business
Unit 24	Home occupations
Unit 25	Professional offices
Unit 36	Wireless communications facilities
Unit 48	Private dormitories

(C) *Density.*

Units per acre	24 or less

(D) *Bulk and Area Regulations.*

(1) *Lot Width Minimum.*

Manufactured home park	100 feet
Lot within a Manufactured home park	50 feet
Single-family	35 feet
Two-family	35 feet
Three-family or more	70 feet
Professional offices	100 feet

(2) *Lot Area Minimum.*

Manufactured home park	3 acres
Lot within a mobile home park	4,200 square feet
Townhouses: Individual lot	2,000 square feet
Single-family	3,000 square feet
Two-family	4,000 square feet
Three-family or more	7,000 square feet

Fraternity or Sorority	2 acres
Professional offices	1 acre

(3) *Land Area Per Dwelling Unit*.

Manufactured Home	3,000 square feet

(E) *Setback Requirements.*

Front	Side Other Uses	Side Single & Two-family	Rear Other Uses	Rear Single-family
A build-to zone that is located between the front property line and a line 25 feet from the front property line.	8 feet	5 feet	20 feet	5 feet

(F) *Building Height Regulations.*

Building Height Maximum	2 stories/3 stories/5 stories*

* A building or a portion of a building that is located between 0 and 10 feet from the front property line or any master street plan right-of-way line shall have a maximum height of two (2) stories, between 10—20 feet from the master street plan right-of-way a maximum height of three (3) stories and buildings or portions of the building setback greater than 20 feet from the master street plan right-of-way shall have a maximum height of five (5) stories.

If a building exceeds the height of two (2) stories, the portion of the building that exceeds two (2) stories shall have an additional setback from any side boundary line of an adjacent single-family district. The amount of additional setback for the portion of the building over two (2) stories shall be equal to the difference between the total height of that portion of the building, and two (2) stories.

(G) *Building Area.* The area occupied by all buildings shall not exceed 50% of the total lot area. Accessory ground mounted solar energy systems shall not be considered buildings.

(H) *Minimum Buildable Street Frontage.* 50% of the lot width.

(Ord. No. 6945, §5(Exh. D), 12-16-25)161.30

District I-1, Heavy Commercial And Light Industrial

(A) *Purpose.* The Heavy Commercial District is designed primarily to accommodate certain commercial and light industrial uses which are compatible with one another but are inappropriate in other commercial or industrial districts. The Light Industrial District is designed to group together a wide range of industrial uses, which do not produce objectionable environmental influences in their operation and appearance. The regulations of this district are intended to provide a degree of compatibility between uses permitted in this district and those in nearby residential districts.

(B) *Uses.*

(1) *Permitted Uses.*

Unit 1	City-wide uses by right
Unit 3	Public protection and utility facilities
Unit 4	Cultural and recreational facilities
Unit 5	Government Facilities
Unit 6	Agriculture
Unit 13	Eating places
Unit 16	Shopping goods
Unit 17	Transportation trades and services
Unit 18	Gasoline service stations and drive-in/drive-through restaurants
Unit 21	Warehousing and wholesale
Unit 22	Manufacturing
Unit 25	Offices, studios and related services
Unit 27	Wholesale bulk petroleum storage facilities with underground storage tanks
Unit 42	Clean technologies
Unit 46	Short-term rentals

(2) *Conditional Uses.*

Unit 2	City-wide uses by conditional use permit
Unit 19	Commercial recreation, small sites
Unit 20	Commercial recreation, large sites
Unit 28	Center for collecting recyclable materials
Unit 36	Wireless communications facilities
Unit 38	Mini-storage units
Unit 43	Animal boarding and training

(C) *Density.* None.

(D) *Bulk and Area Regulations.* None.

(E) *Setback Regulations.*

Front, when adjoining A or R districts	50 feet
Front, when adjoining C, 1, or P districts	25 feet
Side, when adjoining A or R districts	50 feet
Side, when adjoining C, 1, or P districts	10 feet
Rear	25 feet

(F) *Height Regulations.* There shall be no maximum height limits in I-1 District, provided, however, that if a building exceeds the height of two (2) stories, the portion of the building that exceeds two (2) stories shall have an additional setback from any boundary line of an adjacent residential district.

The amount of additional setback for the portion of the building over two (2) stories shall be equal to the difference between the total height of that portion of the building, and two (2) stories.

(G) *Building Area.* None.

(Ord. No. 6945, §5(Exh. D), 12-16-25)

ENGINEERING SERVICES INC.
1207 S. Old Missouri Rd. • P.O. Box 282 • Springdale, Arkansas 72764 • (479) 751-8733 • Established 1971

August 13, 2026

Jonathan Curth, Director
Development Services
City of Fayetteville, Arkansas
125 West Mountain Street
Fayetteville, AR 72701

Submitted Electronically via EnerGov

RE: Rezoning Request
710 N Frisco Ave.

Mr. Curth,

We are submitting application materials to rezone approximately 0.660 acres at 710 N Frisco Ave from I-1 to RMF-24, being bounded on the south by the south line of the north half of the vacated alley per Fayetteville Ordinance No. 2056 and recorded in book 875 page 754 of the Washington County records.

The property to be rezoned is parcel 765-08486-000, owned by Frisco AR Properties, LLC. The property is located along the east side of N Frisco Ave between W Adams St and W Prospect St approximately 0.2 miles South of the intersection N Gregg Ave and W North St.

The property is being rezoned to allow for future residential development of the property. The intention is to build single family structures on the property. There is no existing structure on the property.

Our requested rezoning to RMF-24 would be preferred because of the following:

- The requested district would be more compatible with surrounding properties/uses whereas I-1 would leave the property unbuildable.
- The requested district would not unreasonably adversely affect or conflict with surrounding land uses as it will conform to the adjacent zoning designation and will be developed similarly to the adjoining properties.

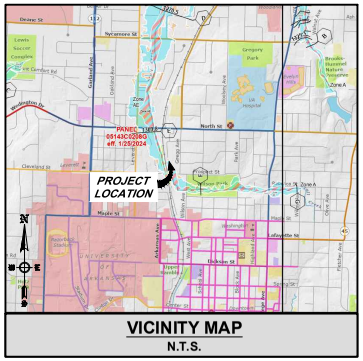
The future land use plan designates this area as City Neighborhood.

Thank you for your consideration of this request.

Sincerely,

Kyle Davin

ENGINEERING SERVICES INC.
Brian J. Moore, P.E. President | Tim J. Mays, P.E. Vice President | Jerry W. Martin Chairman of the Board
Consulting Engineers & Surveyors www.engineeringservices.com



VICINITY MAP
N.T.S.

OWNER:	FRISCO AR PROPERTIES, LLC & FRISCO COURT, LLC
MAILING ADDRESS	C/O DAVID MULKEY 2860 AUGUSTA DR LAS VEGAS, NV 89109-1549
PHYSICAL ADDRESS	632 W PROSPECT ST 710, 922 & 924 N FRISCO AVE FAYETTEVILLE, AR 72701 479-751-8733
SURVEYOR:	ENGINEERING SERVICES, INC. 1207 S. OLD MISSOURI ROAD P.O. BOX 282 SPRINGDALE, AR 72765
WORK ORDER #:	26920
PROPOSED USES:	SINGLE FAMILY & MULTI FAMILY
CITY ZONING:	I-1

NO ZONING REPORT PROVIDED TO THE SURVEYOR.

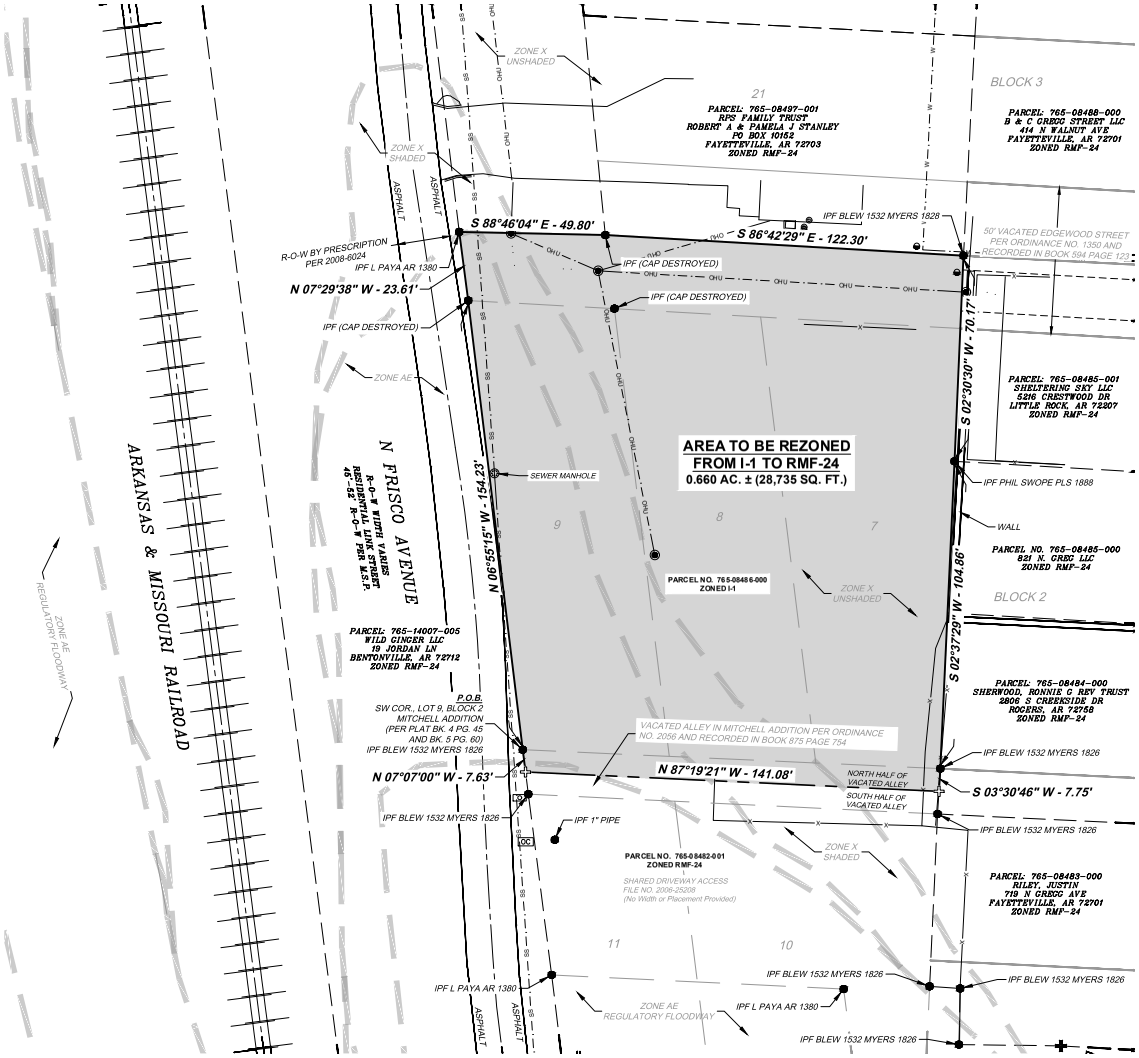
ZONING INFORMATION SHOWN PER CITY OF FAYETTEVILLE G.I.S. ZONING MAP AND ORDINANCE.

GRID TRUE

GRAPHIC REPRESENTATION ONLY

BASIS OF BEARINGS:
NAD83 (2011)
ARKANSAS STATE PLANE COORDINATE SYSTEM
NORTH ZONE 0301

0 15 30 60
SCALE 1"= 30'



LEGEND

	PROPERTY LINE	P.O.C.	POINT OF COMMENCEMENT
	LOT LINE OR PARCEL LINE	P.O.B.	POINT OF BEGINNING
	ADJACENT OWNER	●	IPF - IRON PIN FOUND (AS NOTED)
	EASEMENT (AS NOTED)	○	SET 1/2" REBAR w/ CAP "PS 1374"
R/W	RIGHT-OF-WAY	✛	COMPUTED POINT
	CENTERLINE OF ROAD		SANITARY SEWER MANHOLE
	FENCE LINE		CLEANOUT
	FLOOD HAZARD LINE		WATER METER
OHU	OVERHEAD UTILITIES		FIRE HYDRANT
SS	SANITARY SEWER LINE		WATER VALVE
W	WATER LINE		GAS METER
G	UNDERGROUND GAS LINE		POWER POLE
	CURB AND GUTTER		ONE CALL MARKING
			MAILBOX

REVISION	DATE	DESCRIPTION

REZONE EXHIBIT

FOR FRISCO AR PROPERTIES, LLC & FRISCO COURT, LLC

FAYETTEVILLE, WASHINGTON COUNTY, ARKANSAS

SCALE: 1"=30'	DATE: August 13, 2026	DRAWN BY: KND

ENGINEERING SERVICES, INCORPORATED
SPRINGDALE, ARKANSAS

© COPYRIGHT 2026, ENGINEERING SERVICES, INC. 8/13/2026 11:29 AM
Z:\ESI SURVEY MASTER FOLDER\1-ESI WIL 3D SURVEY
SOUTH TRACT REZONE.DWG

W.O.# 26920 | SHEET 1/1

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

THRU: Jessie Masters, Planning Director

FROM: Citlali Samano, Planner

MEETING DATE: August 24, 2026

SUBJECT: **RZN-2026-0027: Rezoning (1137 N OAK DR/2C PROPERTIES LLC, 444)** Submitted by ODDLOT DEVELOPMENT for property located at 1137 N OAK DR. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and contains approximately 0.30 acres. The request is to rezone the property to RI-12, RESIDENTIAL INTERMEDIATE, TWELVE UNITS PER ACRE.

RECOMMENDATION:
Staff recommends forwarding **RZN-2026-0027** to City Council with a recommendation of approval.

RECOMMENDED MOTION:
*"I move to forward **RZN-2026-0027** to City Council with a recommendation of approval."*

BACKGROUND:
The subject property is in central Fayetteville and is approximately ¼ miles west of the intersection at W Wedington Dr and N Garland Ave. The property contains one parcel totaling 0.30 acres which is currently zoned RSF-4, Residential Single-Family, Four Units per Acre. The property contains a single-family dwelling constructed in 1965 and is of historic age but is not individually eligible for inclusion on the National Register of Historic Places. The property lies partially within the Hiltop/Hillside Overlay District from northeast to the southwest half of the parcel. Surrounding land uses and zoning are depicted in *Table 1*.

Table 1:
Surrounding Land Uses and Zoning

Direction	Land Use	Zoning
North	Single-Family Dwellings	RSF-4 Residential, Single-Family, Four Units per Acre
South	Single-Family Dwellings	RSF-4 Residential, Single-Family, Four Units per Acre
East	Single-Family Dwellings	RSF-4 Residential, Single-Family, Four Units per Acre
West	Single-Family Dwellings	RSF-4 Residential, Single-Family, Four Units per Acre

Request: The request is to rezone the subject property from RSF-4, Residential Single-Family, Four Units per Acre to RI-12, Residential Intermediate, Twelve Units per Acre. The applicant has indicated to remove the existing structure and to construct a duplex.

Public Comment: Staff has received 2 inquiries but no public comment at this time.

INFRASTRUCTURE AND ENVIRONMENTAL REVIEW:

Streets: The subject property has frontage along North Oak Dr. North Oak Dr is a fully improved Residential Link Street with asphalt paving, curb and gutter. Any street improvements required in these areas would be determined at the time of development proposal. Any additional improvements or requirements for drainage will be determined at time of development.

Water: Public water is available to the subject property. There is an existing 2.25-inch water to the west side of subject property.

Sewer: Sanitary Sewer is available to the subject property. There is an existing 6-inch sewer main along North Oak Drive.

Drainage: There are no known wet weather sewer capacity issues identified in the City's 2025 Sewer Master Plan that appear in the system. Portions of the subject area lie within the Hillside-Hilltop Overlay District and additional restrictions will apply at the time of development. Engineered footing designs will be required at the time of building permit submittal, as well as grading, erosion control and abbreviated tree preservation plans. No portion of the subject area lie within a FEMA floodplain. No protected streams are present in the subject area. Hydric soils are not present in the subject area.

Fire: Station 8, located at 2266 W Deane St., protects this site. The property is located approximately 1.1 miles from the fire station with an anticipated drive time of approximately 3 minutes using existing streets. The anticipated response time would be approximately 2.2 minutes. Fire Department response time is calculated based on the drive time plus 1 minute for dispatch and 1.2 minutes for turn-out time. Within the City Limits, the Fayetteville Fire Department has a response time goal of 6 minutes for an engine and 8 minutes for a ladder truck.

Police: The Police Department did not comment on this request.

Tree Preservation:

The current zoning district of zoned RSF-4, Residential Single-Family, Four Units per Acre, requires **25% minimum canopy preservation.** The proposed zoning district of zoned RI-12, Residential Intermediate - Urban, requires **20% minimum canopy preservation**.

CITY PLAN 2040 FUTURE LAND USE PLAN: The City Plan 2040 Future Land Use Plan designates the property within the proposed rezone as **Residential Neighborhood.**

Residential Neighborhood Areas are primarily residential in nature and support a wide variety of housing types of appropriate scale and context: single-family, duplexes, rowhouses, multifamily and accessory dwelling units. Residential Neighborhood encourages highly connected, compact blocks with gridded street patterns and reduced building setbacks. It also encourages traditional neighborhood development that incorporates low-intensity non-residential uses intended to serve the surrounding neighborhoods, such as retail and offices, on corners and along connecting corridors. This designation recognizes existing conventional subdivision developments which may have large blocks with conventional setbacks and development patterns that respond to features of the natural environment. Building setbacks may vary depending on the context of the existing neighborhood.

CITY PLAN 2040 INFILL MATRIX: City Plan 2040's Infill Matrix indicates a score of **9** for this site with a weighted score of **10.5**. The following elements of the matrix contribute to the score:

- Adequate Fire Response (Station #8, 2266 W Deane St)
- Near Sewer Main (6 in line, along North Oak Dr)
- Near Water Main (2.25 in line, west of subject property)
- Near Grocery Store (Harps)
- Near Public School (Asbell Elementary School)
- Near U of A Campus
- Near City Park (Eva Avenue Green Space and Lewis Soccer Complex)
- Near Paved Trail (On-street bicycle facility along W Mount Comfort Rd)
- Near Razorback Bus Stop (The Locale/Harps – Outbound; Mt. Comfort & Stephens)

Finding: ***Land Use Compatibility:*** **Staff finds that the requested rezoning is compatible with surrounding land uses and zoning patterns. The current RSF-4 zoning permits single-family residential development, while the proposed RI-12 zoning allows for a broader range of mixed-residential uses, including single-, two-, three-, and four-family dwellings, accessory dwelling units, cluster housing, and short-term rentals. The RI-12 district is intended to follow an Urban Form development pattern, emphasizing building placement, scale, and orientation that are compatible with walkable, neighborhood-oriented environments. Given the property's proximity to existing single-family development to the north, east, and west, and mixed-residential uses to the south, staff finds that rezoning to RI-12 would provide an appropriate and compatible transition between surrounding land uses. Additionally, the lot width, lot area, and building height standards of the RI-12 district are comparable to those of RSF-4. While both districts allow up to three stories, RI-12 permits this height only when buildings or portions of buildings are set back more than 10 ft from the Master Street Plan right-of-way, ensuring compatibility with the surrounding neighborhood.**

Land Use Plan Analysis: **The proposed zoning is consistent with the City Plan 2040 Future Land Use Map designation as a Residential Neighborhood Area, which supports a wide variety of housing types at an appropriate scale. Rezoning the property from RSF-4 to RI-12 supports City Plan 2040 Goals 1, 2, 3, and 6 by expanding housing choices and encouraging a mix of housing types and densities in walkable areas with access to transit and active transportation networks while discouraging suburban sprawl and allowing for appropriate infill development. The subject site is in a highly walkable area with available transit service. The site's location and surrounding development pattern support continued residential use with a mix of housing types, and the proposed rezoning advances the City's long-range land use and housing objectives.**

2. A determination of whether the proposed zoning is justified and/or needed at the time the rezoning is proposed.

Finding: **Staff finds that there is sufficient justification for rezoning the subject property from RSF-4 to RI-12. Staff finds that the proposed rezoning is**

compatible with surrounding properties and consistent with the City's future land use plans.

3. A determination as to whether the proposed zoning would create or appreciably increase traffic danger and congestion.

Finding: **A rezoning from RSF-4 to RI-12 may increase local traffic, though the property's size naturally limits overall density.**

4. A determination as to whether the proposed zoning would alter the population density and thereby undesirably increase the load on public services including schools, water, and sewer facilities.

Finding: **The RI-12 zoning district does have by-right residential uses and could increase the population density in this area. The overall property has access to existing water and sanitary sewer as well as fully-improved streets. Any development on this site will be responsible for increasing sewer capacity, as needed.**

5. If there are reasons why the proposed zoning should not be approved in view of considerations under b (1) through (4) above, a determination as to whether the proposed zoning is justified and/or necessitated by peculiar circumstances such as:

    a. It would be impractical to use the land for any of the uses permitted under its existing zoning classifications;

    b. There are extenuating circumstances which justify the rezoning even though there are reasons under b (1) through (4) above why the proposed zoning is not desirable.

Finding: **N/A**

RECOMMENDATION: Planning staff recommends forwarding RZN-2026-0027 to City Council with a recommendation of approval.

PLANNING COMMISSION ACTION:	**Required**	**YES**		
Date: August 24, 2026	**❒ Tabled**		**❒ Forwarded**	**❒ Denied**
Motion:				
Second:				
Vote:				

BUDGET/STAFF IMPACT:
None

ATTACHMENTS:

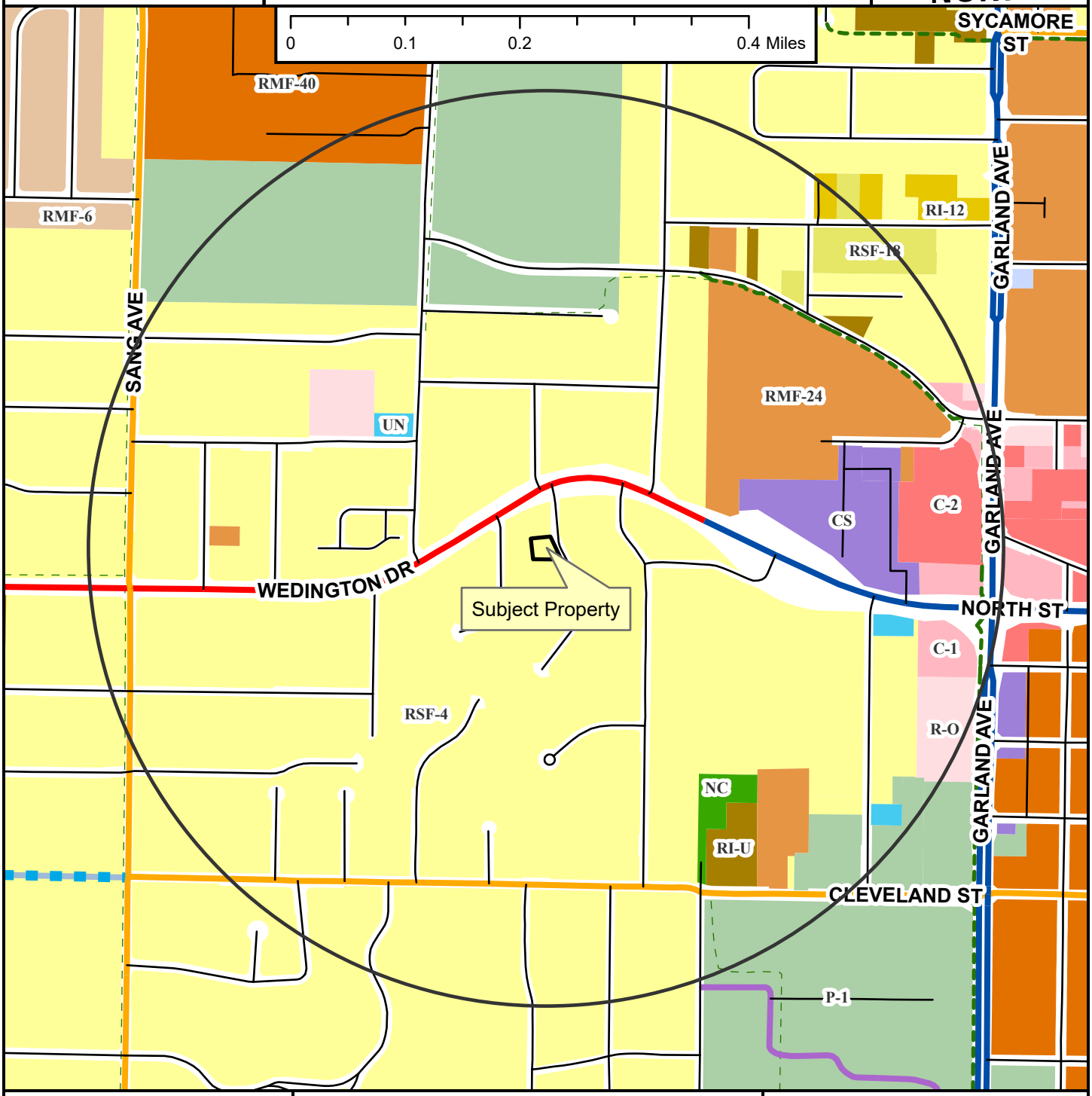
- Project Maps
  - One Mile Map
  - Close-Up Map
  - Current Land Use Map
  - Future Land Use Map
- Unified Development Code
  - §161.07 District RSF-4, Residential Single-Family, Four Units per Acre
  - §161.11 District RI-12, Residential-Intermediate, Twelve Units per Acre
- Staff Exhibits
  - Long-Range Planning Memo
- Applicant Exhibits
  - Request Letter

RZN-2026-0027

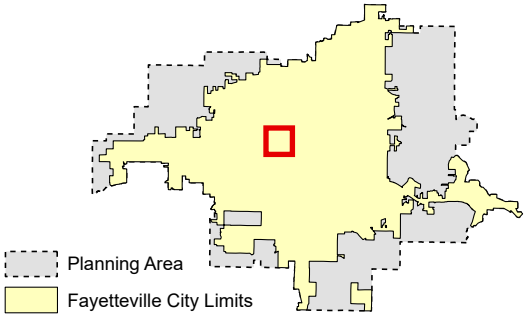
One Mile View

1137 N OAK DR

NORTH



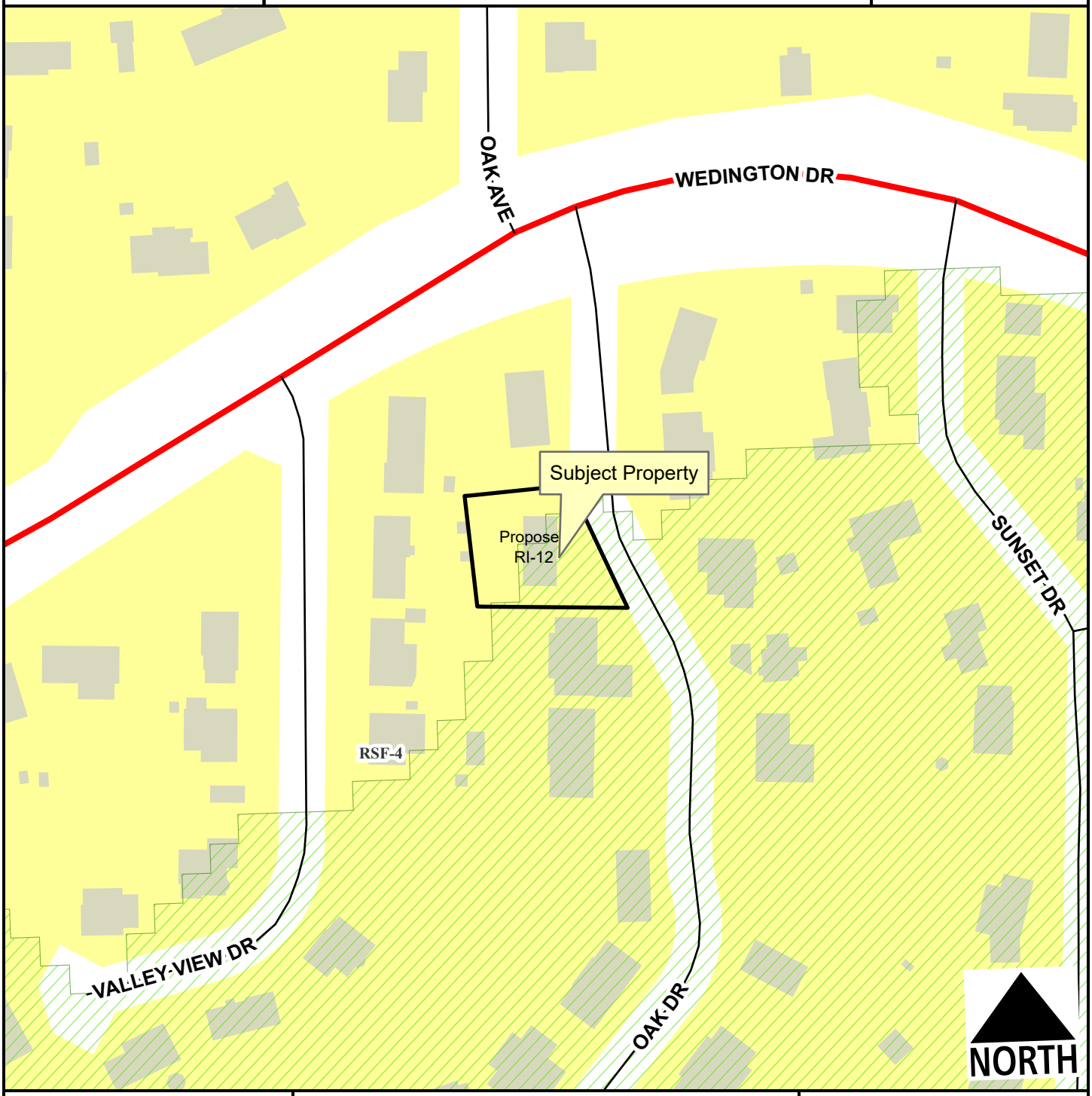
- Regional Link
- Neighborhood Link
- Institutional Master Plan
- Regional Link - High Activity
- Unclassified
- Alley
- Residential Link
- Planned Residential Link
- Shared-Use Paved Trail
- Trail (Proposed)
- Fayetteville City Limits
- Planning Area



RZN-2026-0027

Close Up View

1137 N OAK DR



- Regional Link
- Unclassified
- Residential Link
- Hillside-Hilltop Overlay District
- Planning Area
- Fayetteville City Limits

Feet

0 45 90 180 270 360

1:1,500

Zone	Current	Proposed
RI-12	0.0	0.3
RSF-4	0.3	0.0

Total 0.3 ac

RZN-2026-0027

Current Land Use

1137 N OAK DR

NORTH

- Regional Link
- Regional Link - High Activity
- Unclassified
- Alley
- Residential Link
- Planning Area
- Fayetteville City Limits

Feet

0 87.5 175 350 525 700

1:2,800

FEMA Flood Hazard Data

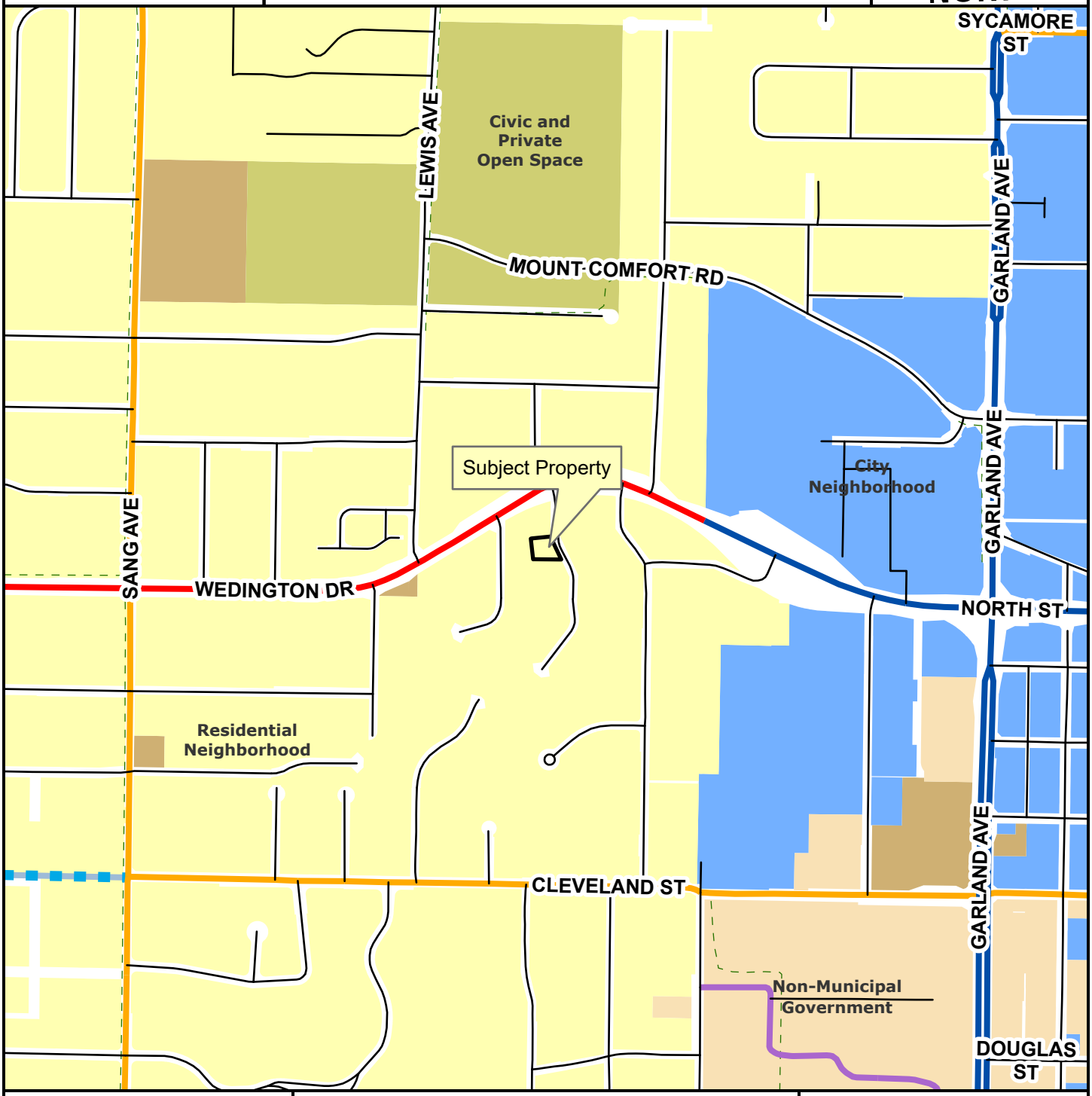
- 100-Year Floodplain
- Floodway

RZN-2026-0027

Future Land Use

1137 N OAK DR

NORTH



- Regional Link
- Neighborhood Link
- Institutional Master Plan
- Regional Link - High Activity
- Unclassified
- Alley
- Residential Link
- Planned Residential Link
- Planning Area
- Fayetteville City Limits
- Trail (Proposed)

Feet

0 245 490 980 1,470 1,960

1:8,000

- City Neighborhood
- Civic Institutional
- Civic and Private Open Space
- Industrial
- Natural
- Non-Municipal Government
- Residential Neighborhood
- Rural Residential
- Urban Center

161.07 - District RSF-4, Residential Single-Family - Four (4) Units Per Acre

(A) *Purpose.* The RSF-4 Residential District is designed to permit and encourage the development of low density detached dwellings in suitable environments, as well as to protect existing development of these types.

(B) *Uses.*

(1) *Permitted Uses*

Unit 1	City-wide uses by right
Unit 8	Single-family dwellings
Unit 41	Accessory dwellings
Unit 46	Short-term rentals

(2) *Conditional Uses*.

Unit 1	City-wide uses by right
Unit 8	Single-family dwellings
Unit 41	Accessory dwellings
Unit 46	Short-term rentals

(C) *Density.*

	Single-family dwellings
Units per acre	4 or less

(D) *Bulk and Area Regulations.*

	Single-family dwellings	Two (2) family dwellings
Lot minimum width	70 feet	80 feet
Lot area minimum	8,000 square feet	12,000 square feet
Land area per dwelling unit	8,000 square feet	6,000 square feet
Hillside Overlay District Lot minimum width	60 feet	70 feet
Hillside Overlay District Lot area minimum	8,000 square feet	12,000 square feet
Land area per dwelling unit	8,000 square feet	6,000 square feet

(E) *Setback Requirements.*

Front	Side	Rear
15 feet	5 feet	15 feet

(F) *Building Height Regulations*.

Building Height Maximum	3 stories

(G) *Building Area.* On any lot the area occupied by all buildings shall not exceed 40% of the total area of such lot. Accessory ground mounted solar energy systems shall not be considered buildings.

(Code 1991, §160.031; Ord. No. 4100, §2 (Ex. A), 6-16-98; Ord. No. 4178, 8-31-99; Ord. No. 4858, 4-18-06; Ord. No. 5028, 6-19-07; Ord. No. 5128, 4-15-08; Ord. No. 5224, 3-3-09; Ord. No. 5312, 4-20-10; Ord. No. 5462, 12-6-11; Ord. No. 5921, §1, 11-1-16; Ord. No. 5945, §8, 1-17-17; Ord. No. 6015, §1(Exh. A), 11-21-17; Ord. No. 6245, §2, 10-15-19; Ord. No. 6427, §§1(Exh. C), 2, 4-20-21)

Editor's note— Ord. No. 6888, §1, adopted June 17, 2025 determines that Ordinance 6427 (Sunset Clause), Ordinance 6625 (extending Sunset Clause), Ordinance 6710 (extending the Sunset Clause), and Ordinance 6820 (extending the Sunset Clause) be amended so that Ordinance 6427 and all amendments to Code Sections ordained or enacted by Ordinance 6427 shall automatically sunset, be repealed and become void on November 30, 2025 unless prior to that time and date the City Council amends this ordinance to repeal or further amend this sunset, repeal and termination section.

161.11 - District RI-12, Residential Intermediate, Twelve (12) Units Per Acre

(A) *Purpose.* The RI-12 Residential District is designed to permit and encourage the development of detached and attached dwellings in suitable environments, to provide a development potential between low density and medium density with less impact than medium density development, to encourage the development of areas with existing public facilities and to encourage the development of a greater variety of housing values.

(B) *Uses*.

(1) *Permitted Uses.*

Unit 1	City-wide uses by right
Unit 8	Single-family dwellings
Unit 9	Two-family dwellings
Unit 10	Three- and four-family dwellings
Unit 41	Accessory dwellings
Unit 44	Cluster Housing Development
Unit 46	Short-term rentals

(2) *Conditional Uses.*

Unit 2	City-wide uses by conditional use permit
Unit 3	Public protection and utility facilities
Unit 4	Cultural and recreational facilities
Unit 5	Government facilities
Unit 12a	Limited business
Unit 24	Home occupations
Unit 36	Wireless communications facilities

(C) *Density.*

Units per acre	12

(D) *Bulk and Area Regulations.*

(1) *Lot Width Minimum.*

	Single-family	**Two-family**	**Three- and four-family**
Lot minimum width	**50 feet**	**50 feet**	**90 feet**
Lot area minimum	**5,000 square feet**	**7,260 square feet**	**10,890 square feet**

(E) *Setback regulations.*

Front	Side Other Uses	Side Single & Two-family	Rear Other Uses	Rear Single Family
A build-to zone that is located between the front property line and a line 25 feet from the front property line.	8 feet	5 feet	20 feet	5 feet

(F) *Building Height Regulations*.

Building Height Maximum	2 stories/3 stories*

* A building or a portion of a building that is located between 0 and 10 feet from the front property line or any master street plan right-of-way line shall have a maximum height of two (2) stories. Buildings or portions of the building setback greater than 10 feet from the master street plan right-of-way shall have a maximum height of three (3) stories.

(G) *Building Area.* The area occupied by all buildings shall not exceed 50% of the total lot area. Accessory ground mounted solar energy systems shall not be considered buildings.

(H) *Minimum Buildable Street Frontage.* 50% of the lot width.

(Ord. No. 6945, §5(Exh. D), 12-16-25)

CITY OF FAYETTEVILLE ARKANSAS

STAFF MEMO

TO: Citlali Samano, Planner

FROM: Kylee Cole, Long Range & Preservation Planner

MEETING DATE: August 24, 2026

SUBJECT: **Long Range Planning Comments Regarding RZN-2026-0027**

BACKGROUND:
The applicant requests to rezone approximately 0.30 acres from RSF-4, Residential Single-Family, Four Units Per Acre to RI-12, Residential Intermediate – Twelve Units Per Acre. Two long range planning documents are relevant when evaluating this request: *City Plan 2040* and the *Heritage & Historic Preservation Plan.*

City Plan 2040 (2020):
City Plan 2040 includes several relevant plan goals and objectives:

- Goal 1 – We will make appropriate infill and revitalization our highest priority.
- Goal 2 – We will discourage suburban sprawl.
- Goal 3 – We will make compact, complete, and connected development the standard.
- Goal 6 – We will create opportunities for attainable housing.
    - 3.6.1 - Increase housing choices by encouraging a mixture of housing types and sizes dispersed throughout the city and in proximity to transit and active transportation networks. (p.45)

On its adoption in early 2020, *City Plan 2040* carried forward goals from prior comprehensive plans and organized them into six primary goals. The goals were meant to focus the City's efforts on appropriate infill that furthers a variety of transportation options, supports the creation of attainable housing, and limits the amount of land consumed by development on the City's periphery, often termed "suburban sprawl".

Heritage & Historic Preservation Plan (2023):
The City's *Heritage & Historic Preservation Plan* was initiated by City Plan 2040.
Heritage and Historic Preservation Master Plan Relevant Goals and Action Items

1.9	Plan Review	Include historic preservation staff in review of proposed major projects and zoning changes to determine impacts to historic resources.
1.10	Demolition Ordinance	Pass an ordinance to allow for the review of proposed demolitions for resources forty-five years or older. Staff to evaluate each property for significance. Work with property owner to discourage demolition. Reviews should be taken up by HDC as needed.
4.9	Community Engagement: Transparency	Publish information about historic preservation reviews and demolitions of historic properties to increase transparency.

To: Fayetteville Planning Commission
From: Wes Bates
Re: Rezoning Request – 1137 N Oak St (RSF-4 → RI-12)
Date: 7/7/26

Dear Commissioners,

I am requesting a rezoning for the property located at **1137 N Oak** from Residential Single-Family, Four Units per Acre (RSF-4) to Residential Intermediate, 12 Units per Acre (RI-12). The purpose of this rezoning is to allow the property owners to replace the existing home, which is in significant disrepair and no longer practical to rehabilitate, with a two-family dwelling.

The proposed rezoning will provide an opportunity to redevelop an underutilized property while increasing the availability of housing in an established neighborhood. A duplex is an appropriate form of gentle infill that makes efficient use of existing infrastructure and aligns with the City's goals of expanding housing choices.

Statement of Compatibility

The proposed RI-12 zoning is compatible with the surrounding neighborhood and represents a logical extension of the existing development pattern. There are already duplexes located just a few parcels from the subject property, demonstrating that this housing type has been successfully integrated into the area.

The proposed redevelopment will replace a deteriorated structure with new housing that complements the neighborhood while providing additional residential opportunities. The RI-12 district allows for moderate-density residential development without introducing commercial uses, making it an appropriate transition within this residential area.

This rezoning supports the goals of the Fayetteville City Plan by encouraging reinvestment in existing neighborhoods, making efficient use of existing public infrastructure, and expanding the supply of attainable housing through context-sensitive infill development.

Thank you for your consideration.

Sincerely,

Wes Bates

DISCUSSION:

Zoning History:

This property was annexed in 1954 (Ord. 1093). Modern" zoning began with Ordinance 1747 approved on June 29, 1970 which enacted a new zoning map and set of districts and zoning requirements for the city. This map shows the subject property as being zoned into the low-density "R-1" zoning district, which was subsequently translated to "RSF-4" with the adoption of the city's Unified Development Code.

City Plan 2040 and Future Land Use Plan:

This area is designated as a Residential Neighborhood area, which are "primarily residential in nature and support a wide variety of housing types of appropriate scale and context." This land use designation also encourages the incorporation of low-intensity non-residential uses intended to serve the surrounding neighborhood, such as retail or offices.[1] Prioritizing creating complete, compact and connected neighborhoods in areas where infrastructure already exists provides better outcomes for residents, minimizes public investment in infrastructure costs, and supports Goals 1, 2, 3, and 6 of *City Plan 2040*.

The request aligns with established goals and the future land use designation. RI-12 would increase the density slightly and permit additional housing types beyond just single family advancing stated goals for infill and housing opportunity (Goal 1 and 6), while retaining the residential pattern of the neighborhood.

Property History:

The subject property contains a single-family dwelling constructed ca. 1965 according to Washington County Tax Assessor records. The dwelling is of historic age but is not individually eligible for inclusion on the National Register of Historic Places. It may be eligible for inclusion in a district, but additional research is needed to confirm. This area is included in Phase 2 of the citywide survey of historic properties currently underway.

[1] City Plan 2040, 128.