



**Dresden Drive Intersection Improvement Study - Update
Traffic Study Technical Memorandum - Appendices**

Prepared by



Prepared for

The City of Brookhaven

John Arthur Ernst, Jr. – Mayor

Linley Jones – City Council District 1

John Park – City Council District 2

Madeleine Simmons – City Council District 3

John J. Funny – City Council District 4

Christian Sigman – City Manager

Public Works Department

Don Sherrill, PE, PLS, PMP – Director

February 2022

Appendix A:

Raw Traffic Counts

Classified Turn Movement Count || All vehicles



Brookhaven, GA

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Site 1 of 21

GA-141 Peachtree Rd (South)
 GA-141 Peachtree Rd (North)
 Brookhaven Dr NE
 Dresden Dr

Date

Thursday, January 20, 2022

Weather

Cloudy
 33°F

Lat/Long

33.860659°, -84.339797°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-141 Peachtree Rd (South)					GA-141 Peachtree Rd (North)					Brookhaven Dr NE					Dresden Dr					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
0700 - 0715	4	121	19	0	144	34	150	2	0	186	5	16	7	0	28	50	8	43	0	101	459
0715 - 0730	6	140	24	0	170	47	209	5	0	261	12	10	5	0	27	61	14	66	0	141	599
0730 - 0745	3	150	31	0	184	57	279	8	0	344	9	7	8	0	24	93	22	77	0	192	744
0745 - 0800	14	217	35	0	266	51	275	11	0	337	7	4	14	0	25	99	19	101	0	219	847
Hourly Total	27	628	109	0	764	189	913	26	0	1128	33	37	34	0	104	303	63	287	0	653	2649
0800 - 0815	16	186	65	0	267	51	322	9	0	382	9	17	7	0	33	109	14	78	0	201	883
0815 - 0830	16	150	54	0	220	59	294	17	0	370	11	18	9	0	38	81	8	52	0	141	769
0830 - 0845	13	181	49	0	243	52	314	11	0	377	9	16	7	0	32	76	18	74	0	168	820
0845 - 0900	13	161	35	0	209	61	265	5	0	331	15	10	14	0	39	66	22	65	0	153	732
Hourly Total	58	678	203	0	939	223	1195	42	0	1460	44	61	37	0	142	332	62	269	0	663	3204
Grand Total	85	1306	312	0	1703	412	2108	68	0	2588	77	98	71	0	246	635	125	556	0	1316	5853
Approach %	4.99	76.69	18.32	0.00	-	15.92	81.45	2.63	0.00	-	31.30	39.84	28.86	0.00	-	48.25	9.50	42.25	0.00	-	
Intersection %	1.45	22.31	5.33	0.00	29.10	7.04	36.02	1.16	0.00	44.22	1.32	1.67	1.21	0.00	4.20	10.85	2.14	9.50	0.00	22.48	
PHF	0.92	0.85	0.78	0.00	0.93	0.90	0.94	0.71	0.00	0.96	0.82	0.76	0.66	0.00	0.84	0.84	0.78	0.75	0.00	0.83	0.94

1600 - 1800 (Weekday 2h Session) (01-20-2022)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-141 Peachtree Rd (South)					GA-141 Peachtree Rd (North)					Brookhaven Dr NE					Dresden Dr					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
1600 - 1615	14	278	63	0	355	45	260	11	0	316	15	14	19	0	48	54	22	72	0	148	867
1615 - 1630	12	300	74	0	386	79	272	10	0	361	19	25	6	0	50	60	9	80	0	149	946
1630 - 1645	11	334	71	1	417	53	277	11	0	341	10	34	8	0	52	62	12	75	0	149	959
1645 - 1700	12	302	87	0	401	67	280	14	0	361	14	29	14	0	57	74	18	72	0	164	983
Hourly Total	49	1214	295	1	1559	244	1089	46	0	1379	58	102	47	0	207	250	61	299	0	610	3755
1700 - 1715	10	336	84	0	430	80	254	9	0	343	14	21	9	0	44	69	18	94	0	181	998
1715 - 1730	20	338	81	0	439	60	275	9	1	345	17	19	6	0	42	61	12	80	0	153	979
1730 - 1745	16	347	77	1	441	64	279	11	0	354	15	25	11	0	51	72	16	101	0	189	1035
1745 - 1800	11	371	99	0	481	85	283	12	0	380	11	11	7	0	29	33	12	80	0	125	1015
Hourly Total	57	1392	341	1	1791	289	1091	41	1	1422	57	76	33	0	166	235	58	355	0	648	4027
Grand Total	106	2606	636	2	3350	533	2180	87	1	2801	115	178	80	0	373	485	119	654	0	1258	7782
Approach %	3.16	77.79	18.99	0.06	-	19.03	77.83	3.11	0.04	-	30.83	47.72	21.45	0.00	-	38.55	9.46	51.99	0.00	-	
Intersection %	1.36	33.49	8.17	0.03	43.05	6.85	28.01	1.12	0.01	35.99	1.48	2.29	1.03	0.00	4.79	6.23	1.53	8.40	0.00	16.17	
PHF	0.71	0.94	0.86	0.25	0.93	0.85	0.96	0.85	0.25	0.94	0.84	0.76	0.75	0.00	0.81	0.82	0.81	0.88	0.00	0.86	0.97

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



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Brookhaven, GA

Site 1 of 21

GA-141 Peachtree Rd (South)
 GA-141 Peachtree Rd (North)
 Brookhaven Dr NE
 Dresden Dr

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Passenger Vehicles (1-3)

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	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
0700 - 0715	4	117	15	0	136	33	145	1	0	179	5	15	7	0	27	50	8	42	0	100	442
0715 - 0730	6	139	22	0	167	47	203	4	0	254	12	10	5	0	27	61	14	62	0	137	585
0730 - 0745	3	148	29	0	180	56	275	8	0	339	9	7	8	0	24	89	22	75	0	186	729
0745 - 0800	14	210	33	0	257	50	267	10	0	327	7	4	14	0	25	99	18	100	0	217	826
Hourly Total	27	614	99	0	740	186	890	23	0	1099	33	36	34	0	103	299	62	279	0	640	2582
0800 - 0815	15	180	62	0	257	50	313	9	0	372	9	16	7	0	32	105	14	77	0	196	857
0815 - 0830	15	147	51	0	213	58	285	17	0	360	11	18	9	0	38	78	8	50	0	136	747
0830 - 0845	12	174	46	0	232	52	303	11	0	366	9	16	7	0	32	76	18	73	0	167	797
0845 - 0900	13	157	35	0	205	61	260	5	0	326	14	10	14	0	38	65	21	64	0	150	719
Hourly Total	55	658	194	0	907	221	1161	42	0	1424	43	60	37	0	140	324	61	264	0	649	3120
Grand Total	82	1272	293	0	1647	407	2051	65	0	2523	76	96	71	0	243	623	123	543	0	1289	5702
Approach %	4.98	77.23	17.79	0.00	-	16.13	81.29	2.58	0.00	-	31.28	39.51	29.22	0.00	-	48.33	9.54	42.13	0.00	-	-
Intersection %	1.44	22.31	5.14	0.00	28.88	7.14	35.97	1.14	0.00	44.25	1.33	1.68	1.25	0.00	4.26	10.93	2.16	9.52	0.00	22.61	-

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	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
1600 - 1615	14	271	61	0	346	45	258	11	0	314	15	13	18	0	46	53	22	72	0	147	853
1615 - 1630	12	294	70	0	376	78	270	8	0	356	19	25	5	0	49	59	9	78	0	146	927
1630 - 1645	11	331	67	1	410	51	276	11	0	338	10	34	8	0	52	61	12	75	0	148	948
1645 - 1700	12	297	85	0	394	67	279	14	0	360	14	29	13	0	56	73	18	72	0	163	973
Hourly Total	49	1193	283	1	1526	241	1083	44	0	1368	58	101	44	0	203	246	61	297	0	604	3701
1700 - 1715	10	330	81	0	421	80	252	9	0	341	13	20	9	0	42	68	18	93	0	179	983
1715 - 1730	20	330	79	0	429	59	271	9	1	340	17	19	6	0	42	61	12	80	0	153	964
1730 - 1745	16	341	75	1	433	64	277	11	0	352	15	25	10	0	50	72	16	99	0	187	1022
1745 - 1800	11	367	96	0	474	85	281	12	0	378	11	11	7	0	29	33	12	80	0	125	1006
Hourly Total	57	1368	331	1	1757	288	1081	41	1	1411	56	75	32	0	163	234	58	352	0	644	3975
Grand Total	106	2561	614	2	3283	529	2164	85	1	2779	114	176	76	0	366	480	119	649	0	1248	7676
Approach %	3.23	78.01	18.70	0.06	-	19.04	77.87	3.06	0.04	-	31.15	48.09	20.77	0.00	-	38.46	9.54	52.00	0.00	-	-
Intersection %	1.38	33.36	8.00	0.03	42.77	6.89	28.19	1.11	0.01	36.20	1.49	2.29	0.99	0.00	4.77	6.25	1.55	8.45	0.00	16.26	-

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



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	GA-141 Peachtree Rd (South)					GA-141 Peachtree Rd (North)					Brookhaven Dr NE					Dresden Dr					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
0700 - 0715	0	2	4	0	6	1	5	1	0	7	0	0	0	0	0	0	0	1	0	1	14
0715 - 0730	0	1	2	0	3	0	6	1	0	7	0	0	0	0	0	0	0	4	0	4	14
0730 - 0745	0	2	2	0	4	1	4	0	0	5	0	0	0	0	0	3	0	2	0	5	14
0745 - 0800	0	6	2	0	8	1	8	1	0	10	0	0	0	0	0	0	1	1	0	2	20
Hourly Total	0	11	10	0	21	3	23	3	0	29	0	0	0	0	0	3	1	8	0	12	62
0800 - 0815	1	6	3	0	10	1	8	0	0	9	0	0	0	0	0	4	0	1	0	5	24
0815 - 0830	1	3	3	0	7	1	8	0	0	9	0	0	0	0	0	2	0	2	0	4	20
0830 - 0845	1	6	3	0	10	0	10	0	0	10	0	0	0	0	0	0	0	1	0	1	21
0845 - 0900	0	4	0	0	4	0	4	0	0	4	1	0	0	0	1	1	1	1	0	3	12
Hourly Total	3	19	9	0	31	2	30	0	0	32	1	0	0	0	1	7	1	5	0	13	77
Grand Total	3	30	19	0	52	5	53	3	0	61	1	0	0	0	1	10	2	13	0	25	139
Approach %	5.77	57.69	36.54	0.00	-	8.20	86.89	4.92	0.00	-	100.00	0.00	0.00	0.00	-	40.00	8.00	52.00	0.00	-	
Intersection %	2.16	21.58	13.67	0.00	37.41	3.60	38.13	2.16	0.00	43.88	0.72	0.00	0.00	0.00	0.72	7.19	1.44	9.35	0.00	17.99	

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Single Unit Trucks (4-7)

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	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
1600 - 1615	0	7	2	0	9	0	2	0	0	2	0	1	1	0	2	1	0	0	0	1	14
1615 - 1630	0	6	4	0	10	1	2	2	0	5	0	0	1	0	1	0	0	1	0	1	17
1630 - 1645	0	3	4	0	7	2	1	0	0	3	0	0	0	0	0	1	0	0	0	1	11
1645 - 1700	0	5	2	0	7	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	10
Hourly Total	0	21	12	0	33	3	6	2	0	11	0	1	3	0	4	3	0	1	0	4	52
1700 - 1715	0	5	3	0	8	0	2	0	0	2	1	1	0	0	2	1	0	1	0	2	14
1715 - 1730	0	6	2	0	8	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	13
1730 - 1745	0	6	2	0	8	0	2	0	0	2	0	0	0	0	0	0	0	2	0	2	12
1745 - 1800	0	4	3	0	7	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	9
Hourly Total	0	21	10	0	31	1	10	0	0	11	1	1	0	0	2	1	0	3	0	4	48
Grand Total	0	42	22	0	64	4	16	2	0	22	1	2	3	0	6	4	0	4	0	8	100
Approach %	0.00	65.63	34.38	0.00	-	18.18	72.73	9.09	0.00	-	16.67	33.33	50.00	0.00	-	50.00	0.00	50.00	0.00	-	
Intersection %	0.00	42.00	22.00	0.00	64.00	4.00	16.00	2.00	0.00	22.00	1.00	2.00	3.00	0.00	6.00	4.00	0.00	4.00	0.00	8.00	

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



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0700 - 0715	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
0745 - 0800	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	5
0800 - 0815	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
0815 - 0830	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
0830 - 0845	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
0845 - 0900	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	1	0	0	1	0	4	0	0	4	0	1	0	0	1	1	0	0	0	1	7
Grand Total	0	4	0	0	4	0	4	0	0	4	0	2	0	0	2	2	0	0	0	2	12
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	
Intersection %	0.00	33.33	0.00	0.00	33.33	0.00	33.33	0.00	0.00	33.33	0.00	16.67	0.00	0.00	16.67	16.67	0.00	0.00	0.00	16.67	

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1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2
1700 - 1715	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1715 - 1730	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	4
Grand Total	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	1	0	1	0	2	6
Approach %	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	50.00	0.00	50.00	0.00	-	
Intersection %	0.00	50.00	0.00	0.00	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	16.67	0.00	16.67	16.67	0.00	16.67	0.00	33.33	

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Pedestrians

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	EB 1a	WB 1b		EB 1c	WB 1d		NB 1e	SB 1f		NB 1g	SB 1h			
0700 - 0715	0	0	0	0	0	2	1	1	2	2	0	0	2	6
0715 - 0730	1	0	1	0	2	2	1	1	2	1	0	0	1	6
0730 - 0745	0	1	1	1	0	1	0	1	1	0	1	0	1	4
0745 - 0800	1	1	2	0	2	2	0	1	1	0	0	0	0	5
Hourly Total	2	2	4	1	6	7	2	4	6	3	1	0	4	21
0800 - 0815	0	0	0	0	0	0	1	0	1	3	0	0	3	4
0815 - 0830	0	0	0	0	2	2	0	1	1	1	0	0	1	4
0830 - 0845	0	2	2	0	0	0	1	1	2	0	0	0	0	4
0845 - 0900	1	0	1	0	0	0	0	1	1	0	0	0	0	2
Hourly Total	1	2	3	0	2	2	2	3	5	4	0	0	4	14
Grand Total	3	4	7	1	8	9	4	7	11	7	1	0	8	35
Approach %	42.86	57.14	-	11.11	88.89	-	36.36	63.64	-	87.50	12.50	0.00	-	-
Intersection %	8.57	11.43	20.00	2.86	22.86	25.71	11.43	20.00	31.43	20.00	2.86	0.00	22.86	-

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	GA-141 Peachtree Rd (South)		App Total	GA-141 Peachtree Rd (North)		App Total	Brookhaven Dr NE		App Total	Dresden Dr		App Total		
	EB 1a	WB 1b		EB 1c	WB 1d		NB 1e	SB 1f		NB 1g	SB 1h			
1600 - 1615	1	2	3	1	0	1	2	1	3	0	0	0	0	7
1615 - 1630	2	1	3	1	0	1	0	3	3	0	0	0	0	7
1630 - 1645	2	1	3	0	1	1	0	1	1	1	0	0	1	6
1645 - 1700	2	3	5	1	2	3	3	1	4	0	0	0	0	12
Hourly Total	7	7	14	3	3	6	5	6	11	1	0	0	1	32
1700 - 1715	1	2	3	0	1	1	1	1	2	0	0	0	0	6
1715 - 1730	1	0	1	2	0	2	2	4	6	0	0	0	0	9
1730 - 1745	1	1	2	1	0	1	2	2	4	0	0	0	0	7
1745 - 1800	2	1	3	0	4	4	1	2	3	2	0	0	2	12
Hourly Total	5	4	9	3	5	8	6	9	15	2	0	0	2	34
Grand Total	12	11	23	6	8	14	11	15	26	3	0	0	3	66
Approach %	52.17	47.83	-	42.86	57.14	-	42.31	57.69	-	100.00	0.00	0.00	-	-
Intersection %	18.18	16.67	34.85	9.09	12.12	21.21	16.67	22.73	39.39	4.55	0.00	0.00	4.55	-

Classified Turn Movement Count || All vehicles



Brookhaven, GA

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Site 2 of 21

Apple Valley Rd
 Apple Valley Rd NE
 Dresden Dr (West)
 Dresden Dr (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
 33°F

Lat/Long

33.860571°, -84.337375°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Apple Valley Rd					Apple Valley Rd NE					Dresden Dr (West)					Dresden Dr (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
0700 - 0715	20	4	8	0	32	0	8	16	0	24	9	37	19	0	65	11	71	0	0	82	203
0715 - 0730	23	5	10	0	38	1	14	11	0	26	8	64	5	0	77	7	122	0	0	129	270
0730 - 0745	22	5	6	0	33	2	15	32	0	49	9	72	16	0	97	13	144	2	0	159	338
0745 - 0800	26	6	14	0	46	4	15	35	0	54	8	73	7	0	88	12	167	6	0	185	373
Hourly Total	91	20	38	0	149	7	52	94	0	153	34	246	47	0	327	43	504	8	0	555	1184
0800 - 0815	13	12	15	0	40	0	12	23	0	35	19	100	10	0	129	13	155	3	0	171	375
0815 - 0830	23	16	8	0	47	1	13	23	0	37	18	103	12	0	133	9	103	3	0	115	332
0830 - 0845	14	11	11	0	36	3	12	25	0	40	16	81	21	0	118	21	120	5	0	146	340
0845 - 0900	13	13	14	0	40	3	13	14	0	30	16	81	12	0	109	5	112	7	0	124	303
Hourly Total	63	52	48	0	163	7	50	85	0	142	69	365	55	0	489	48	490	18	0	556	1350
Grand Total	154	72	86	0	312	14	102	179	0	295	103	611	102	0	816	91	994	26	0	1111	2534
Approach %	49.36	23.08	27.56	0.00	-	4.75	34.58	60.68	0.00	-	12.62	74.88	12.50	0.00	-	8.19	89.47	2.34	0.00	-	-
Intersection %	6.08	2.84	3.39	0.00	12.31	0.55	4.03	7.06	0.00	11.64	4.06	24.11	4.03	0.00	32.20	3.59	39.23	1.03	0.00	43.84	-
PHF	0.73	0.70	0.80	0.00	0.90	0.50	0.87	0.76	0.00	0.77	0.80	0.87	0.60	0.00	0.88	0.65	0.82	0.71	0.00	0.83	0.95

1600 - 1800 (Weekday 2h Session) (01-20-2022)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Apple Valley Rd					Apple Valley Rd NE					Dresden Dr (West)					Dresden Dr (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
1600 - 1615	25	10	19	0	54	5	10	22	0	37	10	111	12	0	133	12	107	5	0	124	348
1615 - 1630	21	4	22	0	47	0	3	14	0	17	9	147	16	0	172	19	112	0	0	131	367
1630 - 1645	20	14	31	0	65	2	13	11	0	26	21	131	28	0	180	14	129	1	0	144	415
1645 - 1700	21	16	25	0	62	10	10	39	0	59	15	161	19	0	195	14	110	4	0	128	444
Hourly Total	87	44	97	0	228	17	36	86	0	139	55	550	75	0	680	59	458	10	0	527	1574
1700 - 1715	32	10	23	0	65	5	17	35	0	57	16	156	18	0	190	16	134	5	0	155	467
1715 - 1730	27	10	29	0	66	3	14	24	0	41	13	138	21	0	172	10	106	3	0	119	398
1730 - 1745	31	6	40	0	77	1	9	25	0	35	27	132	13	0	172	12	132	6	0	150	434
1745 - 1800	23	14	29	0	66	6	17	22	0	45	18	152	18	0	188	10	85	5	0	100	399
Hourly Total	113	40	121	0	274	15	57	106	0	178	74	578	70	0	722	48	457	19	0	524	1698
Grand Total	200	84	218	0	502	32	93	192	0	317	129	1128	145	0	1402	107	915	29	0	1051	3272
Approach %	39.84	16.73	43.43	0.00	-	10.09	29.34	60.57	0.00	-	9.20	80.46	10.34	0.00	-	10.18	87.06	2.76	0.00	-	-
Intersection %	6.11	2.57	6.66	0.00	15.34	0.98	2.84	5.87	0.00	9.69	3.94	34.47	4.43	0.00	42.85	3.27	27.96	0.89	0.00	32.12	-
PHF	0.87	0.66	0.73	0.00	0.88	0.48	0.74	0.79	0.00	0.81	0.66	0.91	0.85	0.00	0.93	0.81	0.90	0.75	0.00	0.89	0.93

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



Brookhaven, GA

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Site 2 of 21

Apple Valley Rd
 Apple Valley Rd NE
 Dresden Dr (West)
 Dresden Dr (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
 33°F

Lat/Long

33.860571°, -84.337375°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Apple Valley Rd					Apple Valley Rd NE					Dresden Dr (West)					Dresden Dr (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0700 - 0715	20	4	8	0	32	0	8	16	0	24	8	36	18	0	62	11	71	0	0	82	200
0715 - 0730	20	4	10	0	34	1	14	11	0	26	6	64	4	0	74	7	118	0	0	125	259
0730 - 0745	21	5	6	0	32	2	14	30	0	46	6	72	15	0	93	12	142	2	0	156	327
0745 - 0800	26	6	13	0	45	3	15	35	0	53	8	70	6	0	84	11	165	5	0	181	363
Hourly Total	87	19	37	0	143	6	51	92	0	149	28	242	43	0	313	41	496	7	0	544	1149
0800 - 0815	13	12	15	0	40	0	12	23	0	35	18	99	9	0	126	13	150	3	0	166	367
0815 - 0830	22	16	8	0	46	1	13	22	0	36	16	102	12	0	130	9	101	3	0	113	325
0830 - 0845	14	11	11	0	36	2	12	25	0	39	15	80	20	0	115	21	120	4	0	145	335
0845 - 0900	13	13	12	0	38	3	13	14	0	30	14	81	11	0	106	5	108	7	0	120	294
Hourly Total	62	52	46	0	160	6	50	84	0	140	63	362	52	0	477	48	479	17	0	544	1321
Grand Total	149	71	83	0	303	12	101	176	0	289	91	604	95	0	790	89	975	24	0	1088	2470
Approach %	49.17	23.43	27.39	0.00	-	4.15	34.95	60.90	0.00	-	11.52	76.46	12.03	0.00	-	8.18	89.61	2.21	0.00	-	
Intersection %	6.03	2.87	3.36	0.00	12.27	0.49	4.09	7.13	0.00	11.70	3.68	24.45	3.85	0.00	31.98	3.60	39.47	0.97	0.00	44.05	

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Apple Valley Rd					Apple Valley Rd NE					Dresden Dr (West)					Dresden Dr (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
1600 - 1615	25	10	19	0	54	5	9	21	0	35	9	108	11	0	128	11	106	5	0	122	339
1615 - 1630	21	4	22	0	47	0	3	14	0	17	9	144	16	0	169	18	110	0	0	128	361
1630 - 1645	20	12	31	0	63	2	12	11	0	25	18	129	27	0	174	14	128	1	0	143	405
1645 - 1700	21	15	25	0	61	10	10	39	0	59	13	160	19	0	192	14	109	4	0	127	439
Hourly Total	87	41	97	0	225	17	34	85	0	136	49	541	73	0	663	57	453	10	0	520	1544
1700 - 1715	32	10	23	0	65	5	17	34	0	56	14	154	18	0	186	16	132	5	0	153	460
1715 - 1730	27	9	29	0	65	3	14	24	0	41	12	137	21	0	170	10	106	3	0	119	395
1730 - 1745	31	6	40	0	77	1	9	25	0	35	24	132	12	0	168	12	131	5	0	148	428
1745 - 1800	23	14	29	0	66	6	17	22	0	45	18	151	17	0	186	10	84	5	0	99	396
Hourly Total	113	39	121	0	273	15	57	105	0	177	68	574	68	0	710	48	453	18	0	519	1679
Grand Total	200	80	218	0	498	32	91	190	0	313	117	1115	141	0	1373	105	906	28	0	1039	3223
Approach %	40.16	16.06	43.78	0.00	-	10.22	29.07	60.70	0.00	-	8.52	81.21	10.27	0.00	-	10.11	87.20	2.69	0.00	-	
Intersection %	6.21	2.48	6.76	0.00	15.45	0.99	2.82	5.90	0.00	9.71	3.63	34.60	4.37	0.00	42.60	3.26	28.11	0.87	0.00	32.24	

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



Brookhaven, GA

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Site 2 of 21

Apple Valley Rd
 Apple Valley Rd NE
 Dresden Dr (West)
 Dresden Dr (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
 33°F

Lat/Long

33.860571°, -84.337375°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Apple Valley Rd					Apple Valley Rd NE					Dresden Dr (West)					Dresden Dr (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	1	1	1	0	3	0	0	0	0	0	3
0715 - 0730	3	0	0	0	3	0	0	0	0	0	2	0	1	0	3	0	3	0	0	3	9
0730 - 0745	1	0	0	0	1	0	1	2	0	3	3	0	1	0	4	1	2	0	0	3	11
0745 - 0800	0	0	1	0	1	1	0	0	0	1	0	2	1	0	3	1	2	1	0	4	9
Hourly Total	4	0	1	0	5	1	1	2	0	4	6	3	4	0	13	2	7	1	0	10	32
0800 - 0815	0	0	0	0	0	0	0	0	0	0	1	1	1	0	3	0	5	0	0	5	8
0815 - 0830	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	2	0	0	2	5
0830 - 0845	0	0	0	0	0	0	0	0	0	0	1	1	1	0	3	0	0	1	0	1	4
0845 - 0900	0	0	2	0	2	0	0	0	0	0	2	0	1	0	3	0	4	0	0	4	9
Hourly Total	1	0	2	0	3	0	0	0	0	0	6	2	3	0	11	0	11	1	0	12	26
Grand Total	5	0	3	0	8	1	1	2	0	4	12	5	7	0	24	2	18	2	0	22	58
Approach %	62.50	0.00	37.50	0.00	-	25.00	25.00	50.00	0.00	-	50.00	20.83	29.17	0.00	-	9.09	81.82	9.09	0.00	-	
Intersection %	8.62	0.00	5.17	0.00	13.79	1.72	1.72	3.45	0.00	6.90	20.69	8.62	12.07	0.00	41.38	3.45	31.03	3.45	0.00	37.93	

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Apple Valley Rd					Apple Valley Rd NE					Dresden Dr (West)					Dresden Dr (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
1600 - 1615	0	0	0	0	0	0	1	1	0	2	1	3	1	0	5	1	1	0	0	2	9
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	4
1630 - 1645	0	2	0	0	2	0	1	0	0	1	3	2	1	0	6	0	1	0	0	1	10
1645 - 1700	0	1	0	0	1	0	0	0	0	0	2	1	0	0	3	0	1	0	0	1	5
Hourly Total	0	3	0	0	3	0	2	1	0	3	6	9	2	0	17	2	3	0	0	5	28
1700 - 1715	0	0	0	0	0	0	0	1	0	1	2	2	0	0	4	0	2	0	0	2	7
1715 - 1730	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	3
1730 - 1745	0	0	0	0	0	0	0	0	0	0	3	0	1	0	4	0	1	1	0	2	6
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	1	0	0	1	3
Hourly Total	0	1	0	0	1	0	0	1	0	1	6	4	2	0	12	0	4	1	0	5	19
Grand Total	0	4	0	0	4	0	2	2	0	4	12	13	4	0	29	2	7	1	0	10	47
Approach %	0.00	100.00	0.00	0.00	-	0.00	50.00	50.00	0.00	-	41.38	44.83	13.79	0.00	-	20.00	70.00	10.00	0.00	-	
Intersection %	0.00	8.51	0.00	0.00	8.51	0.00	4.26	4.26	0.00	8.51	25.53	27.66	8.51	0.00	61.70	4.26	14.89	2.13	0.00	21.28	

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



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Brookhaven, GA

Site 2 of 21

Apple Valley Rd
 Apple Valley Rd NE
 Dresden Dr (West)
 Dresden Dr (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
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33.860571°, -84.337375°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total					
	Apple Valley Rd					Apple Valley Rd NE					Dresden Dr (West)					Dresden Dr (East)										
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total						
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	3
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
0830 - 0845	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Grand Total	0	1	0	0	1	1	0	1	0	2	0	2	0	0	2	0	1	0	0	1						6
Approach %	0.00	100.00	0.00	0.00	-	50.00	0.00	50.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-						
Intersection %	0.00	16.67	0.00	0.00	16.67	16.67	0.00	16.67	0.00	33.33	0.00	33.33	0.00	0.00	33.33	0.00	16.67	0.00	0.00	16.67						

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total					
	Apple Valley Rd					Apple Valley Rd NE					Dresden Dr (West)					Dresden Dr (East)										
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total						
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2						2
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-						
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00						

Pedestrian Count | All vehicles



Brookhaven, GA

www.marrtraffic.com

Site 2 of 21

Apple Valley Rd
 Apple Valley Rd NE
 Dresden Dr (West)
 Dresden Dr (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
 33°F

Lat/Long

33.860571°, -84.337375°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	Apple Valley Rd			Apple Valley Rd NE			Dresden Dr (West)			Dresden Dr (East)				
	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total		
0700 - 0715	0	1	1	0	0	0	0	0	0	0	0	0	0	1
0715 - 0730	1	1	2	0	0	0	0	1	0	1	0	0	0	3
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	2	2	0	0	0	0	1	1	2	0	0	0	4
Hourly Total	1	4	5	0	0	0	0	2	1	3	0	0	0	8
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	1	0	1	0	0	0	0	0	0	0	0	1	1	2
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	1	1	1	0	0	0	0	0	0	0	1	1	2
Hourly Total	1	1	2	0	0	0	0	0	0	0	0	2	2	4
Grand Total	2	5	7	0	0	0	0	2	1	3	0	2	2	12
Approach %	28.57	71.43	-	0.00	0.00	-	66.67	33.33	-	0.00	100.00	-	-	-
Intersection %	16.67	41.67	58.33	0.00	0.00	0.00	16.67	8.33	25.00	0.00	16.67	16.67	-	-

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	Apple Valley Rd			Apple Valley Rd NE			Dresden Dr (West)			Dresden Dr (East)				
	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total		
1600 - 1615	1	0	1	0	0	0	0	0	1	1	0	1	1	3
1615 - 1630	0	1	1	1	0	0	1	1	0	1	0	2	2	5
1630 - 1645	1	1	2	0	0	0	0	0	1	1	0	0	0	3
1645 - 1700	0	2	2	0	1	1	1	0	0	0	1	0	1	4
Hourly Total	2	4	6	1	1	2	2	1	2	3	1	3	4	15
1700 - 1715	1	0	1	0	0	0	1	0	0	0	0	1	1	3
1715 - 1730	1	1	2	0	0	0	0	0	0	0	0	1	1	3
1730 - 1745	1	4	5	1	0	1	1	0	1	1	1	2	3	10
1745 - 1800	0	0	0	0	1	0	1	1	0	1	1	0	1	3
Hourly Total	3	5	8	2	1	3	3	1	1	2	2	4	6	19
Grand Total	5	9	14	3	2	5	2	3	5	3	7	10	34	
Approach %	35.71	64.29	-	60.00	40.00	-	40.00	60.00	-	30.00	70.00	-	-	-
Intersection %	14.71	26.47	41.18	8.82	5.88	14.71	5.88	8.82	14.71	8.82	20.59	29.41	-	-

Classified Turn Movement Count || All vehicles



Brookhaven, GA

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Site 3 of 21

Fernwood Cir NE
Parkside Dr NE
Dresden Dr (West)
Dresden Dr (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
33°F

Lat/Long

33.860348°, -84.334430°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

All vehicles

TIME	Northbound Fernwood Cir NE					Southbound Parkside Dr NE					Eastbound Dresden Dr (West)					Westbound Dresden Dr (East)					Int Total
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	
	0700 - 0715	4	0	5	0	9	0	0	0	0	0	0	47	1	0	48	1	78	0	0	
0715 - 0730	9	0	5	0	14	2	0	0	0	2	0	70	1	0	71	1	122	0	0	123	210
0730 - 0745	5	0	3	0	8	0	0	0	0	0	0	76	6	0	82	5	159	0	0	164	254
0745 - 0800	4	0	3	0	7	0	0	1	0	1	0	88	6	0	94	6	170	1	0	177	279
Hourly Total	22	0	16	0	38	2	0	1	0	3	0	281	14	0	295	13	529	1	0	543	879
0800 - 0815	4	0	2	0	6	0	0	0	0	0	1	111	4	0	116	1	163	1	0	165	287
0815 - 0830	0	0	4	0	4	0	0	0	0	0	0	111	1	0	112	1	115	1	0	117	233
0830 - 0845	4	0	2	0	6	0	0	0	0	0	0	97	0	0	97	3	146	0	0	149	252
0845 - 0900	0	0	2	0	2	0	0	0	0	0	0	94	1	0	95	3	126	0	0	129	226
Hourly Total	8	0	10	0	18	0	0	0	0	0	1	413	6	0	420	8	550	2	0	560	998
Grand Total	30	0	26	0	56	2	0	1	0	3	1	694	20	0	715	21	1079	3	0	1103	1877
Approach %	53.57	0.00	46.43	0.00	-	66.67	0.00	33.33	0.00	-	0.14	97.06	2.80	0.00	-	1.90	97.82	0.27	0.00	-	
Intersection %	1.60	0.00	1.39	0.00	2.98	0.11	0.00	0.05	0.00	0.16	0.05	36.97	1.07	0.00	38.09	1.12	57.49	0.16	0.00	58.76	
PHF	0.65	0.00	0.75	0.00	0.78	0.00	0.00	0.25	0.00	0.25	0.25	0.87	0.71	0.00	0.87	0.54	0.89	0.75	0.00	0.88	0.92

1600 - 1800 (Weekday 2h Session) (01-20-2022)

All vehicles

TIME	Northbound Fernwood Cir NE					Southbound Parkside Dr NE					Eastbound Dresden Dr (West)					Westbound Dresden Dr (East)					Int Total
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	
	1600 - 1615	4	0	6	0	10	1	0	0	0	1	0	137	1	0	138	1	126	1	0	
1615 - 1630	1	0	3	0	4	0	0	0	0	0	1	159	5	0	165	8	129	1	0	138	307
1630 - 1645	2	0	5	0	7	1	0	0	0	1	0	163	3	0	166	6	138	2	0	146	320
1645 - 1700	3	1	3	0	7	0	0	0	0	0	0	193	2	0	195	3	127	1	0	131	333
Hourly Total	10	1	17	0	28	2	0	0	0	2	1	652	11	0	664	18	520	5	0	543	1237
1700 - 1715	5	0	1	0	6	0	0	0	0	0	1	174	3	0	178	2	152	0	0	154	338
1715 - 1730	4	0	5	0	9	1	0	0	0	1	0	166	4	0	170	1	116	0	0	117	297
1730 - 1745	2	0	2	0	4	2	0	0	0	2	0	164	5	0	169	6	148	1	0	155	330
1745 - 1800	4	0	1	0	5	1	0	1	0	2	0	180	3	0	183	5	102	0	0	107	297
Hourly Total	15	0	9	0	24	4	0	1	0	5	1	684	15	0	700	14	518	1	0	533	1262
Grand Total	25	1	26	0	52	6	0	1	0	7	2	1336	26	0	1364	32	1038	6	0	1076	2499
Approach %	48.08	1.92	50.00	0.00	-	85.71	0.00	14.29	0.00	-	0.15	97.95	1.91	0.00	-	2.97	96.47	0.56	0.00	-	
Intersection %	1.00	0.04	1.04	0.00	2.08	0.24	0.00	0.04	0.00	0.28	0.08	53.46	1.04	0.00	54.58	1.28	41.54	0.24	0.00	43.06	
PHF	0.55	0.25	0.60	0.00	0.86	0.25	0.00	0.00	0.00	0.25	0.50	0.89	0.65	0.00	0.90	0.59	0.90	0.50	0.00	0.92	0.96

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



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Brookhaven, GA

Site 3 of 21

Fernwood Cir NE
 Parkside Dr NE
 Dresden Dr (West)
 Dresden Dr (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
 33°F

Lat/Long

33.860348°, -84.334430°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Fernwood Cir NE					Parkside Dr NE					Dresden Dr (West)					Dresden Dr (East)					
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	
0700 - 0715	4	0	5	0	9	0	0	0	0	0	0	46	1	0	47	1	77	0	0	78	134
0715 - 0730	9	0	5	0	14	1	0	0	0	1	0	69	1	0	70	1	120	0	0	121	206
0730 - 0745	5	0	3	0	8	0	0	0	0	0	0	76	6	0	82	5	156	0	0	161	251
0745 - 0800	4	0	3	0	7	0	0	1	0	1	0	84	6	0	90	5	165	1	0	171	269
Hourly Total	22	0	16	0	38	1	0	1	0	2	0	275	14	0	289	12	518	1	0	531	860
0800 - 0815	4	0	2	0	6	0	0	0	0	0	1	110	3	0	114	1	158	1	0	160	280
0815 - 0830	0	0	3	0	3	0	0	0	0	0	0	111	1	0	112	1	113	1	0	115	230
0830 - 0845	4	0	2	0	6	0	0	0	0	0	0	96	0	0	96	3	145	0	0	148	250
0845 - 0900	0	0	2	0	2	0	0	0	0	0	0	91	1	0	92	3	122	0	0	125	219
Hourly Total	8	0	9	0	17	0	0	0	0	0	1	408	5	0	414	8	538	2	0	548	979
Grand Total	30	0	25	0	55	1	0	1	0	2	1	683	19	0	703	20	1056	3	0	1079	1839
Approach %	54.55	0.00	45.45	0.00	-	50.00	0.00	50.00	0.00	-	0.14	97.16	2.70	0.00	-	1.85	97.87	0.28	0.00	-	
Intersection %	1.63	0.00	1.36	0.00	2.99	0.05	0.00	0.05	0.00	0.11	0.05	37.14	1.03	0.00	38.23	1.09	57.42	0.16	0.00	58.67	

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Fernwood Cir NE					Parkside Dr NE					Dresden Dr (West)					Dresden Dr (East)					
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	
1600 - 1615	4	0	6	0	10	1	0	0	0	1	0	136	1	0	137	1	124	1	0	126	274
1615 - 1630	1	0	3	0	4	0	0	0	0	0	1	157	5	0	163	8	128	1	0	137	304
1630 - 1645	2	0	5	0	7	1	0	0	0	1	0	159	2	0	161	6	137	2	0	145	314
1645 - 1700	2	1	3	0	6	0	0	0	0	0	0	192	2	0	194	3	125	1	0	129	329
Hourly Total	9	1	17	0	27	2	0	0	0	2	1	644	10	0	655	18	514	5	0	537	1221
1700 - 1715	4	0	1	0	5	0	0	0	0	0	1	172	3	0	176	2	150	0	0	152	333
1715 - 1730	4	0	5	0	9	1	0	0	0	1	0	165	4	0	169	1	116	0	0	117	296
1730 - 1745	2	0	2	0	4	2	0	0	0	2	0	164	5	0	169	6	147	1	0	154	329
1745 - 1800	4	0	1	0	5	1	0	1	0	2	0	179	3	0	182	5	101	0	0	106	295
Hourly Total	14	0	9	0	23	4	0	1	0	5	1	680	15	0	696	14	514	1	0	529	1253
Grand Total	23	1	26	0	50	6	0	1	0	7	2	1324	25	0	1351	32	1028	6	0	1066	2474
Approach %	46.00	2.00	52.00	0.00	-	85.71	0.00	14.29	0.00	-	0.15	98.00	1.85	0.00	-	3.00	96.44	0.56	0.00	-	
Intersection %	0.93	0.04	1.05	0.00	2.02	0.24	0.00	0.04	0.00	0.28	0.08	53.52	1.01	0.00	54.61	1.29	41.55	0.24	0.00	43.09	

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



Brookhaven, GA

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Site 3 of 21

Fernwood Cir NE
Parkside Dr NE
Dresden Dr (West)
Dresden Dr (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
33°F

Lat/Long

33.860348°, -84.334430°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Fernwood Cir NE					Parkside Dr NE					Dresden Dr (West)					Dresden Dr (East)					
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
0715 - 0730	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	2	0	0	2	4
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	1	5	0	0	6	9
Hourly Total	0	0	0	0	0	1	0	0	0	1	0	5	0	0	5	1	10	0	0	11	17
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	5	0	0	5	7
0815 - 0830	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	5
Hourly Total	0	0	1	0	1	0	0	0	0	0	0	3	1	0	4	0	12	0	0	12	17
Grand Total	0	0	1	0	1	1	0	0	0	1	0	8	1	0	9	1	22	0	0	23	34
Approach %	0.00	0.00	100.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	88.89	11.11	0.00	-	4.35	95.65	0.00	0.00	-	
Intersection %	0.00	0.00	2.94	0.00	2.94	2.94	0.00	0.00	0.00	2.94	0.00	23.53	2.94	0.00	26.47	2.94	64.71	0.00	0.00	67.65	

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Fernwood Cir NE					Parkside Dr NE					Dresden Dr (West)					Dresden Dr (East)					
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	0	1	0	0	1	6
1645 - 1700	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
Hourly Total	1	0	0	0	1	0	0	0	0	0	0	8	1	0	9	0	4	0	0	4	14
1700 - 1715	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	5
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Hourly Total	1	0	0	0	1	0	0	0	0	0	0	4	0	0	4	0	4	0	0	4	9
Grand Total	2	0	0	0	2	0	0	0	0	0	0	12	1	0	13	0	8	0	0	8	23
Approach %	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	92.31	7.69	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	8.70	0.00	0.00	0.00	8.70	0.00	0.00	0.00	0.00	0.00	0.00	52.17	4.35	0.00	56.52	0.00	34.78	0.00	0.00	34.78	

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



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Brookhaven, GA

Site 3 of 21

Fernwood Cir NE
Parkside Dr NE
Dresden Dr (West)
Dresden Dr (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
33°F

Lat/Long

33.860348°, -84.334430°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total					
	Fernwood Cir NE					Parkside Dr NE					Dresden Dr (West)					Dresden Dr (East)										
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total						
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	1
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	1	0	0	1	2
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	0	1	0	0	1	4
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	75.00	0.00	0.00	75.00	0.00	25.00	0.00	0.00	25.00	0.00	25.00	0.00	0.00	25.00	

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total					
	Fernwood Cir NE					Parkside Dr NE					Dresden Dr (West)					Dresden Dr (East)										
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total						
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	1
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	2	2
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	2
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	0.00	100.00	0.00	0.00	100.00	

Classified Turn Movement Count || All vehicles



Brookhaven, GA

www.marrtraffic.com

Site 4 of 21

Ellijay Dr NE
 Driveway
 Dresden Dr (West)
 Dresden Dr (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
 33°F

Lat/Long

33.860529°, -84.332694°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

All vehicles

TIME	Northbound Ellijay Dr NE					Southbound Driveway					Eastbound Dresden Dr (West)					Westbound Dresden Dr (East)					Int Total
	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	
	0700 - 0715	6	0	10	0	16	0	0	0	0	0	0	50	2	0	52	1	68	0	0	
0715 - 0730	18	0	9	0	27	0	0	0	0	0	0	73	4	0	77	5	104	0	0	109	213
0730 - 0745	19	0	5	0	24	0	0	0	0	0	0	80	7	0	87	5	144	0	0	149	260
0745 - 0800	19	0	4	0	23	0	0	0	0	0	0	82	9	0	91	4	146	0	0	150	264
Hourly Total	62	0	28	0	90	0	0	0	0	0	0	285	22	0	307	15	462	0	0	477	874
0800 - 0815	9	0	2	0	11	0	0	0	0	0	0	102	7	0	109	4	149	0	0	153	273
0815 - 0830	10	0	3	0	13	0	0	0	0	0	0	101	14	0	115	1	104	0	0	105	233
0830 - 0845	16	0	5	0	21	0	0	0	0	0	0	95	8	0	103	2	127	0	0	129	253
0845 - 0900	13	0	3	0	16	0	0	0	0	0	0	92	7	0	99	3	119	0	0	122	237
Hourly Total	48	0	13	0	61	0	0	0	0	0	0	390	36	0	426	10	499	0	0	509	996
Grand Total	110	0	41	0	151	0	0	0	0	0	0	675	58	0	733	25	961	0	0	986	1870
Approach %	72.85	0.00	27.15	0.00	-	0.00	0.00	0.00	0.00	-	0.00	92.09	7.91	0.00	-	2.54	97.46	0.00	0.00	-	
Intersection %	5.88	0.00	2.19	0.00	8.07	0.00	0.00	0.00	0.00	0.00	0.00	36.10	3.10	0.00	39.20	1.34	51.39	0.00	0.00	52.73	
PHF	0.75	0.00	0.70	0.00	0.74	0.00	0.00	0.00	0.00	0.00	0.00	0.89	0.66	0.00	0.87	0.70	0.91	0.00	0.00	0.91	0.94

1600 - 1800 (Weekday 2h Session) (01-20-2022)

All vehicles

TIME	Northbound Ellijay Dr NE					Southbound Driveway					Eastbound Dresden Dr (West)					Westbound Dresden Dr (East)					Int Total
	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	
	1600 - 1615	10	0	5	0	15	0	0	0	0	0	0	143	7	0	150	2	118	0	0	
1615 - 1630	11	0	3	0	14	0	0	0	0	0	0	143	14	0	157	8	127	0	0	135	306
1630 - 1645	12	0	6	0	18	0	0	0	0	0	0	152	12	0	164	4	136	0	0	140	322
1645 - 1700	8	0	7	0	15	0	0	0	0	0	0	184	13	0	197	9	123	0	0	132	344
Hourly Total	41	0	21	0	62	0	0	0	0	0	0	622	46	0	668	23	504	0	0	527	1257
1700 - 1715	8	0	8	0	16	0	0	0	0	0	0	174	9	0	183	7	141	0	0	148	347
1715 - 1730	10	0	9	0	19	0	0	0	0	0	0	143	16	0	159	5	108	0	0	113	291
1730 - 1745	13	0	6	0	19	0	0	0	0	0	0	149	15	0	164	5	138	0	0	143	326
1745 - 1800	9	0	7	0	16	0	0	0	0	0	0	171	11	0	182	12	97	0	0	109	307
Hourly Total	40	0	30	0	70	0	0	0	0	0	0	637	51	0	688	29	484	0	0	513	1271
Grand Total	81	0	51	0	132	0	0	0	0	0	0	1259	97	0	1356	52	988	0	0	1040	2528
Approach %	61.36	0.00	38.64	0.00	-	0.00	0.00	0.00	0.00	-	0.00	92.85	7.15	0.00	-	5.00	95.00	0.00	0.00	-	
Intersection %	3.20	0.00	2.02	0.00	5.22	0.00	0.00	0.00	0.00	0.00	0.00	49.80	3.84	0.00	53.64	2.06	39.08	0.00	0.00	41.14	
PHF	0.75	0.00	0.83	0.00	0.91	0.00	0.00	0.00	0.00	0.00	0.00	0.88	0.83	0.00	0.89	0.72	0.90	0.00	0.00	0.91	0.94

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



www.marrtraffic.com

Brookhaven, GA

Site 4 of 21

Ellijay Dr NE
 Driveway
 Dresden Dr (West)
 Dresden Dr (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
 33°F

Lat/Long

33.860529°, -84.332694°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Ellijay Dr NE					Driveway					Dresden Dr (West)					Dresden Dr (East)					
	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	
0700 - 0715	6	0	9	0	15	0	0	0	0	0	0	49	2	0	51	1	68	0	0	69	135
0715 - 0730	18	0	8	0	26	0	0	0	0	0	0	71	4	0	75	4	101	0	0	105	206
0730 - 0745	19	0	5	0	24	0	0	0	0	0	0	80	7	0	87	5	141	0	0	146	257
0745 - 0800	18	0	4	0	22	0	0	0	0	0	0	79	8	0	87	4	141	0	0	145	254
Hourly Total	61	0	26	0	87	0	0	0	0	0	0	279	21	0	300	14	451	0	0	465	852
0800 - 0815	9	0	2	0	11	0	0	0	0	0	0	101	7	0	108	4	145	0	0	149	268
0815 - 0830	9	0	3	0	12	0	0	0	0	0	0	100	14	0	114	1	102	0	0	103	229
0830 - 0845	16	0	5	0	21	0	0	0	0	0	0	94	8	0	102	2	126	0	0	128	251
0845 - 0900	13	0	3	0	16	0	0	0	0	0	0	89	7	0	96	3	115	0	0	118	230
Hourly Total	47	0	13	0	60	0	0	0	0	0	0	384	36	0	420	10	488	0	0	498	978
Grand Total	108	0	39	0	147	0	0	0	0	0	0	663	57	0	720	24	939	0	0	963	1830
Approach %	73.47	0.00	26.53	0.00	-	0.00	0.00	0.00	0.00	-	0.00	92.08	7.92	0.00	-	2.49	97.51	0.00	0.00	-	
Intersection %	5.90	0.00	2.13	0.00	8.03	0.00	0.00	0.00	0.00	0.00	0.00	36.23	3.11	0.00	39.34	1.31	51.31	0.00	0.00	52.62	

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Ellijay Dr NE					Driveway					Dresden Dr (West)					Dresden Dr (East)					
	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	
1600 - 1615	10	0	5	0	15	0	0	0	0	0	0	139	7	0	146	2	116	0	0	118	279
1615 - 1630	11	0	3	0	14	0	0	0	0	0	0	141	14	0	155	7	126	0	0	133	302
1630 - 1645	12	0	6	0	18	0	0	0	0	0	0	151	12	0	163	4	134	0	0	138	319
1645 - 1700	8	0	7	0	15	0	0	0	0	0	0	183	13	0	196	8	122	0	0	130	341
Hourly Total	41	0	21	0	62	0	0	0	0	0	0	614	46	0	660	21	498	0	0	519	1241
1700 - 1715	8	0	7	0	15	0	0	0	0	0	0	173	9	0	182	7	139	0	0	146	343
1715 - 1730	10	0	9	0	19	0	0	0	0	0	0	141	16	0	157	5	108	0	0	113	289
1730 - 1745	13	0	6	0	19	0	0	0	0	0	0	149	15	0	164	5	137	0	0	142	325
1745 - 1800	9	0	7	0	16	0	0	0	0	0	0	170	11	0	181	12	96	0	0	108	305
Hourly Total	40	0	29	0	69	0	0	0	0	0	0	633	51	0	684	29	480	0	0	509	1262
Grand Total	81	0	50	0	131	0	0	0	0	0	0	1247	97	0	1344	50	978	0	0	1028	2503
Approach %	61.83	0.00	38.17	0.00	-	0.00	0.00	0.00	0.00	-	0.00	92.78	7.22	0.00	-	4.86	95.14	0.00	0.00	-	
Intersection %	3.24	0.00	2.00	0.00	5.23	0.00	0.00	0.00	0.00	0.00	0.00	49.82	3.88	0.00	53.70	2.00	39.07	0.00	0.00	41.07	

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



Brookhaven, GA

www.marrtraffic.com

Site 4 of 21

Ellijay Dr NE
 Driveway
 Dresden Dr (West)
 Dresden Dr (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
 33°F

Lat/Long

33.860529°, -84.332694°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Single Unit Trucks (4-7)

TIME	Northbound Ellijay Dr NE					Southbound Driveway					Eastbound Dresden Dr (West)					Westbound Dresden Dr (East)					Int Total
	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	
	0700 - 0715	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	
0715 - 0730	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	1	2	0	0	3	6
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
0745 - 0800	1	0	0	0	1	0	0	0	0	0	0	2	1	0	3	0	5	0	0	5	9
Hourly Total	1	0	2	0	3	0	0	0	0	0	0	5	1	0	6	1	10	0	0	11	20
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
0815 - 0830	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	4
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	4	6
Hourly Total	1	0	0	0	1	0	0	0	0	0	0	4	0	0	4	0	11	0	0	11	16
Grand Total	2	0	2	0	4	0	0	0	0	0	0	9	1	0	10	1	21	0	0	22	36
Approach %	50.00	0.00	50.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	90.00	10.00	0.00	-	4.55	95.45	0.00	0.00	-	
Intersection %	5.56	0.00	5.56	0.00	11.11	0.00	0.00	0.00	0.00	0.00	0.00	25.00	2.78	0.00	27.78	2.78	58.33	0.00	0.00	61.11	

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Single Unit Trucks (4-7)

TIME	Northbound Ellijay Dr NE					Southbound Driveway					Eastbound Dresden Dr (West)					Westbound Dresden Dr (East)					Int Total
	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	
	1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	2	0	0	
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	3
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	3
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	2	4	0	0	6	14
1700 - 1715	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	4
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Hourly Total	0	0	1	0	1	0	0	0	0	0	0	4	0	0	4	0	4	0	0	4	9
Grand Total	0	0	1	0	1	0	0	0	0	0	0	12	0	0	12	2	8	0	0	10	23
Approach %	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	20.00	80.00	0.00	0.00	-	
Intersection %	0.00	0.00	4.35	0.00	4.35	0.00	0.00	0.00	0.00	0.00	0.00	52.17	0.00	0.00	52.17	8.70	34.78	0.00	0.00	43.48	

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



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Brookhaven, GA

Site 4 of 21

Ellijay Dr NE
 Driveway
 Dresden Dr (West)
 Dresden Dr (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
 33°F

Lat/Long

33.860529°, -84.332694°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total				
	Ellijay Dr NE					Driveway					Dresden Dr (West)					Dresden Dr (East)									
	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total					
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	2
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	0	0	0	0	0	0	4
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	-	-	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	75.00	0.00	0.00	75.00	0.00	25.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	25.00

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total				
	Ellijay Dr NE					Driveway					Dresden Dr (West)					Dresden Dr (East)									
	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total					
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	-	-	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00

Pedestrian Count | All vehicles



Brookhaven, GA

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Site 4 of 21

Ellijay Dr NE
 Driveway
 Dresden Dr (West)
 Dresden Dr (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
 33°F

Lat/Long

33.860529°, -84.332694°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Pedestrians

TIME	Northbound Ellijay Dr NE			Southbound Driveway			Eastbound Dresden Dr (West)			Westbound Dresden Dr (East)			App Total	Int Total
	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total		
	0700 - 0715	1	4	5	0	0	0	0	0	0	0	0		
0715 - 0730	1	0	1	0	0	0	0	0	0	0	0	0	1	
0730 - 0745	2	2	4	0	0	0	0	0	0	0	0	0	4	
0745 - 0800	1	0	1	0	0	0	0	0	0	0	0	0	1	
Hourly Total	5	6	11	0	0	0	0	0	0	0	0	0	11	
0800 - 0815	2	1	3	0	0	0	0	0	0	0	0	0	3	
0815 - 0830	2	0	2	0	0	0	0	0	0	0	0	0	2	
0830 - 0845	3	1	4	0	0	0	0	0	0	1	0	1	5	
0845 - 0900	0	2	2	0	0	0	0	0	0	0	1	1	3	
Hourly Total	7	4	11	0	0	0	0	0	0	1	1	2	13	
Grand Total	12	10	22	0	0	0	0	0	0	1	1	2	24	
Approach %	54.55	45.45	-	0.00	0.00	-	0.00	0.00	-	50.00	50.00	-	-	
Intersection %	50.00	41.67	91.67	0.00	0.00	0.00	0.00	0.00	0.00	4.17	4.17	8.33	-	

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Pedestrians

TIME	Northbound Ellijay Dr NE			Southbound Driveway			Eastbound Dresden Dr (West)			Westbound Dresden Dr (East)			App Total	Int Total
	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total		
	1600 - 1615	5	3	8	0	0	0	0	0	0	1	0		
1615 - 1630	2	0	2	0	0	0	0	0	0	0	0	0	2	
1630 - 1645	3	0	3	0	0	0	0	0	0	1	0	1	4	
1645 - 1700	3	3	6	0	0	0	0	0	0	0	0	0	6	
Hourly Total	13	6	19	0	0	0	0	0	0	2	0	2	21	
1700 - 1715	2	1	3	0	0	0	0	0	0	0	0	0	3	
1715 - 1730	2	4	6	0	0	0	0	0	0	0	0	0	6	
1730 - 1745	11	7	18	0	0	0	0	0	0	0	0	0	18	
1745 - 1800	5	2	7	0	0	0	0	0	0	0	0	0	7	
Hourly Total	20	14	34	0	0	0	0	0	0	0	0	0	34	
Grand Total	33	20	53	0	0	0	0	0	0	2	0	2	55	
Approach %	62.26	37.74	-	0.00	0.00	-	0.00	0.00	-	100.00	0.00	-	-	
Intersection %	60.00	36.36	96.36	0.00	0.00	0.00	0.00	0.00	0.00	3.64	0.00	3.64	-	

Classified Turn Movement Count || All vehicles



Brookhaven, GA

www.marrtraffic.com

Site 5 of 21

Driveway
Caldwell Rd NE
Dresden Dr (West)
Dresden Dr (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
33°F

Lat/Long

33.860642°, -84.332162°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Driveway					Caldwell Rd NE					Dresden Dr (West)					Dresden Dr (East)					
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	
0700 - 0715	0	0	0	0	0	3	0	6	0	9	17	45	0	0	62	1	64	3	0	68	139
0715 - 0730	0	0	0	0	0	1	0	18	0	19	12	70	1	0	83	0	93	8	0	101	203
0730 - 0745	0	0	0	0	0	4	0	10	0	14	6	76	1	0	83	0	135	4	0	139	236
0745 - 0800	0	0	0	0	0	6	0	14	0	20	13	67	0	0	80	0	135	6	0	141	241
Hourly Total	0	0	0	0	0	14	0	48	0	62	48	258	2	0	308	1	427	21	0	449	819
0800 - 0815	1	0	1	0	2	5	0	8	0	13	12	91	2	0	105	1	141	5	0	147	267
0815 - 0830	0	1	0	0	1	6	0	4	0	10	15	85	3	0	103	0	100	1	0	101	215
0830 - 0845	0	0	0	0	0	4	0	14	0	18	15	81	1	0	97	0	114	7	0	121	236
0845 - 0900	0	0	0	0	0	2	0	7	0	9	16	75	4	0	95	0	116	1	0	117	221
Hourly Total	1	1	1	0	3	17	0	33	0	50	58	332	10	0	400	1	471	14	0	486	939
Grand Total	1	1	1	0	3	31	0	81	0	112	106	590	12	0	708	2	898	35	0	935	1758
Approach %	33.33	33.33	33.33	0.00	-	27.68	0.00	72.32	0.00	-	14.97	83.33	1.69	0.00	-	0.21	96.04	3.74	0.00	-	
Intersection %	0.06	0.06	0.06	0.00	0.17	1.76	0.00	4.61	0.00	6.37	6.03	33.56	0.68	0.00	40.27	0.11	51.08	1.99	0.00	53.19	
PHF	0.25	0.25	0.25	0.00	0.38	0.88	0.00	0.71	0.00	0.76	0.92	0.89	0.50	0.00	0.92	0.25	0.87	0.68	0.00	0.87	0.90

1600 - 1800 (Weekday 2h Session) (01-20-2022)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Driveway					Caldwell Rd NE					Dresden Dr (West)					Dresden Dr (East)					
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	
1600 - 1615	1	0	2	0	3	3	1	14	0	18	27	116	1	0	144	1	105	6	0	112	277
1615 - 1630	1	0	2	0	3	5	0	20	0	25	13	130	1	0	144	1	113	8	0	122	294
1630 - 1645	0	0	2	0	2	6	0	29	0	35	20	131	0	0	151	0	109	4	0	113	301
1645 - 1700	1	1	3	0	5	10	0	15	0	25	24	164	1	0	189	1	114	9	0	124	343
Hourly Total	3	1	9	0	13	24	1	78	0	103	84	541	3	0	628	3	441	27	0	471	1215
1700 - 1715	3	0	0	0	3	9	0	24	0	33	15	162	0	0	177	1	123	5	0	129	342
1715 - 1730	1	0	0	0	1	6	0	16	0	22	21	126	0	0	147	0	95	8	0	103	273
1730 - 1745	0	0	0	0	0	16	0	15	0	31	29	127	0	0	156	0	129	7	0	136	323
1745 - 1800	0	0	0	0	0	10	0	17	0	27	31	144	1	0	176	0	88	12	0	100	303
Hourly Total	4	0	0	0	4	41	0	72	0	113	96	559	1	0	656	1	435	32	0	468	1241
Grand Total	7	1	9	0	17	65	1	150	0	216	180	1100	4	0	1284	4	876	59	0	939	2456
Approach %	41.18	5.88	52.94	0.00	-	30.09	0.46	69.44	0.00	-	14.02	85.67	0.31	0.00	-	0.43	93.29	6.28	0.00	-	
Intersection %	0.29	0.04	0.37	0.00	0.69	2.65	0.04	6.11	0.00	8.79	7.33	44.79	0.16	0.00	52.28	0.16	35.67	2.40	0.00	38.23	
PHF	0.42	0.25	0.25	0.00	0.45	0.64	0.00	0.73	0.00	0.84	0.77	0.88	0.25	0.00	0.88	0.50	0.89	0.81	0.00	0.90	0.93

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



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Brookhaven, GA

Site 5 of 21

Driveway
Caldwell Rd NE
Dresden Dr (West)
Dresden Dr (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
33°F

Lat/Long

33.860642°, -84.332162°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Driveway					Caldwell Rd NE					Dresden Dr (West)					Dresden Dr (East)					
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	
0700 - 0715	0	0	0	0	0	3	0	6	0	9	16	44	0	0	60	1	63	3	0	67	136
0715 - 0730	0	0	0	0	0	1	0	17	0	18	12	68	0	0	80	0	91	8	0	99	197
0730 - 0745	0	0	0	0	0	4	0	10	0	14	6	75	1	0	82	0	132	4	0	136	232
0745 - 0800	0	0	0	0	0	6	0	14	0	20	13	65	0	0	78	0	130	6	0	136	234
Hourly Total	0	0	0	0	0	14	0	47	0	61	47	252	1	0	300	1	416	21	0	438	799
0800 - 0815	1	0	1	0	2	5	0	7	0	12	12	90	2	0	104	1	138	4	0	143	261
0815 - 0830	0	1	0	0	1	5	0	4	0	9	15	83	3	0	101	0	99	1	0	100	211
0830 - 0845	0	0	0	0	0	3	0	14	0	17	15	80	1	0	96	0	112	7	0	119	232
0845 - 0900	0	0	0	0	0	1	0	7	0	8	16	73	4	0	93	0	112	1	0	113	214
Hourly Total	1	1	1	0	3	14	0	32	0	46	58	326	10	0	394	1	461	13	0	475	918
Grand Total	1	1	1	0	3	28	0	79	0	107	105	578	11	0	694	2	877	34	0	913	1717
Approach %	33.33	33.33	33.33	0.00	-	26.17	0.00	73.83	0.00	-	15.13	83.29	1.59	0.00	-	0.22	96.06	3.72	0.00	-	
Intersection %	0.06	0.06	0.06	0.00	0.17	1.63	0.00	4.60	0.00	6.23	6.12	33.66	0.64	0.00	40.42	0.12	51.08	1.98	0.00	53.17	

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Driveway					Caldwell Rd NE					Dresden Dr (West)					Dresden Dr (East)					
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	
1600 - 1615	1	0	2	0	3	3	1	14	0	18	26	115	1	0	142	1	103	6	0	110	273
1615 - 1630	1	0	2	0	3	5	0	20	0	25	12	129	1	0	142	1	109	8	0	118	288
1630 - 1645	0	0	2	0	2	6	0	29	0	35	19	129	0	0	148	0	108	3	0	111	296
1645 - 1700	1	1	3	0	5	10	0	15	0	25	24	163	1	0	188	1	113	9	0	123	341
Hourly Total	3	1	9	0	13	24	1	78	0	103	81	536	3	0	620	3	433	26	0	462	1198
1700 - 1715	3	0	0	0	3	9	0	23	0	32	15	160	0	0	175	0	122	5	0	127	337
1715 - 1730	1	0	0	0	1	6	0	16	0	22	21	126	0	0	147	0	95	8	0	103	273
1730 - 1745	0	0	0	0	0	16	0	15	0	31	29	125	0	0	154	0	128	7	0	135	320
1745 - 1800	0	0	0	0	0	10	0	17	0	27	31	143	1	0	175	0	87	11	0	98	300
Hourly Total	4	0	0	0	4	41	0	71	0	112	96	554	1	0	651	0	432	31	0	463	1230
Grand Total	7	1	9	0	17	65	1	149	0	215	177	1090	4	0	1271	3	865	57	0	925	2428
Approach %	41.18	5.88	52.94	0.00	-	30.23	0.47	69.30	0.00	-	13.93	85.76	0.31	0.00	-	0.32	93.51	6.16	0.00	-	
Intersection %	0.29	0.04	0.37	0.00	0.70	2.68	0.04	6.14	0.00	8.86	7.29	44.89	0.16	0.00	52.35	0.12	35.63	2.35	0.00	38.10	

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



www.marrtraffic.com

Brookhaven, GA

Site 5 of 21

Driveway
Caldwell Rd NE
Dresden Dr (West)
Dresden Dr (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
33°F

Lat/Long

33.860642°, -84.332162°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Driveway					Caldwell Rd NE					Dresden Dr (West)					Dresden Dr (East)					
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	3
0715 - 0730	0	0	0	0	0	0	0	1	0	1	0	2	1	0	3	0	1	0	0	1	5
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	5	0	0	5	7
Hourly Total	0	0	0	0	0	0	0	1	0	1	1	5	1	0	7	0	10	0	0	10	18
0800 - 0815	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	3	1	0	4	6
0815 - 0830	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	3
0830 - 0845	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	3
0845 - 0900	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	4	0	0	4	7
Hourly Total	0	0	0	0	0	3	0	1	0	4	0	4	0	0	4	0	10	1	0	11	19
Grand Total	0	0	0	0	0	3	0	2	0	5	1	9	1	0	11	0	20	1	0	21	37
Approach %	0.00	0.00	0.00	0.00	-	60.00	0.00	40.00	0.00	-	9.09	81.82	9.09	0.00	-	0.00	95.24	4.76	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	8.11	0.00	5.41	0.00	13.51	2.70	24.32	2.70	0.00	29.73	0.00	54.05	2.70	0.00	56.76	

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Driveway					Caldwell Rd NE					Dresden Dr (West)					Dresden Dr (East)					
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	3
1615 - 1630	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	3	0	0	3	5
1630 - 1645	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	1	1	0	2	5
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Hourly Total	0	0	0	0	0	0	0	0	0	0	3	5	0	0	8	0	6	1	0	7	15
1700 - 1715	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	1	1	0	0	2	5
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	3
Hourly Total	0	0	0	0	0	0	0	1	0	1	0	5	0	0	5	1	3	1	0	5	11
Grand Total	0	0	0	0	0	0	0	1	0	1	3	10	0	0	13	1	9	2	0	12	26
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	23.08	76.92	0.00	0.00	-	8.33	75.00	16.67	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.85	0.00	3.85	11.54	38.46	0.00	0.00	50.00	3.85	34.62	7.69	0.00	46.15	

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



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Brookhaven, GA

Site 5 of 21

Driveway
Caldwell Rd NE
Dresden Dr (West)
Dresden Dr (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
33°F

Lat/Long

33.860642°, -84.332162°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total	
	Driveway					Caldwell Rd NE					Dresden Dr (West)					Dresden Dr (East)						
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total		
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	75.00	0.00	0.00	75.00	0.00	25.00	0.00	0.00	25.00	0.00	0.00

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total	
	Driveway					Caldwell Rd NE					Dresden Dr (West)					Dresden Dr (East)						
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total		
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00

Pedestrian Count | All vehicles



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Brookhaven, GA

Site 5 of 21

Driveway
Caldwell Rd NE
Dresden Dr (West)
Dresden Dr (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
33°F

Lat/Long

33.860642°, -84.332162°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	Driveway		App Total	Caldwell Rd NE		App Total	Dresden Dr (West)		App Total	Dresden Dr (East)		App Total		
	EB 5a	WB 5b		EB 5c	WB 5d		NB 5e	SB 5f		NB 5g	SB 5h			
0700 - 0715	1	3	4	0	0	0	0	0	0	0	0	0	0	4
0715 - 0730	1	0	1	0	0	0	0	0	0	0	0	0	0	1
0730 - 0745	1	2	3	0	0	0	0	0	0	0	2	2	2	5
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	3	5	8	0	0	0	0	0	0	2	2	2	2	10
0800 - 0815	1	0	1	0	0	0	0	1	1	2	1	1	2	5
0815 - 0830	2	1	3	0	2	2	2	2	0	2	1	0	1	8
0830 - 0845	4	0	4	0	0	0	0	0	1	1	1	1	2	7
0845 - 0900	0	1	1	0	1	1	1	0	1	1	0	0	0	3
Hourly Total	7	2	9	0	3	3	3	3	3	6	3	2	5	23
Grand Total	10	7	17	0	3	3	3	3	3	6	3	4	7	33
Approach %	58.82	41.18	-	0.00	100.00	-	50.00	50.00	-	42.86	57.14	-	-	-
Intersection %	30.30	21.21	51.52	0.00	9.09	9.09	9.09	9.09	18.18	9.09	12.12	-	21.21	-

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	Driveway		App Total	Caldwell Rd NE		App Total	Dresden Dr (West)		App Total	Dresden Dr (East)		App Total		
	EB 5a	WB 5b		EB 5c	WB 5d		NB 5e	SB 5f		NB 5g	SB 5h			
1600 - 1615	4	3	7	0	0	0	0	0	2	2	0	0	0	9
1615 - 1630	1	0	1	0	0	0	0	0	0	0	0	0	0	1
1630 - 1645	3	1	4	0	0	0	2	0	0	2	4	0	4	10
1645 - 1700	1	1	2	0	0	0	2	2	2	4	2	0	2	8
Hourly Total	9	5	14	0	0	0	4	4	4	8	6	0	6	28
1700 - 1715	2	1	3	1	1	2	0	1	1	1	1	0	1	7
1715 - 1730	2	1	3	0	1	1	0	0	0	0	1	0	1	5
1730 - 1745	8	6	14	4	0	4	4	0	0	4	2	1	3	25
1745 - 1800	1	1	2	2	2	4	1	5	5	6	1	0	1	13
Hourly Total	13	9	22	7	4	11	5	6	6	11	5	1	6	50
Grand Total	22	14	36	7	4	11	9	10	10	19	11	1	12	78
Approach %	61.11	38.89	-	63.64	36.36	-	47.37	52.63	-	91.67	8.33	-	-	-
Intersection %	28.21	17.95	46.15	8.97	5.13	14.10	11.54	12.82	24.36	14.10	1.28	-	15.38	-

Classified Turn Movement Count || All vehicles



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Brookhaven, GA

Site 6 of 21

Appalachee Dr NE
Driveway
Dresden Dr (West)
Dresden Dr (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
33°F

Lat/Long

33.860848°, -84.330648°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Appalachee Dr NE					Driveway					Dresden Dr (West)					Dresden Dr (East)					
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	
0700 - 0715	2	0	2	0	4	1	0	0	0	1	0	46	2	0	48	1	66	1	0	68	121
0715 - 0730	1	0	6	0	7	0	0	4	0	4	2	66	2	0	70	2	99	0	0	101	182
0730 - 0745	1	0	1	0	2	0	0	2	0	2	5	72	0	0	77	0	138	3	0	141	222
0745 - 0800	1	0	1	0	2	0	0	1	0	1	0	72	1	0	73	2	137	0	0	139	215
Hourly Total	5	0	10	0	15	1	0	7	0	8	7	256	5	0	268	5	440	4	0	449	740
0800 - 0815	2	0	3	0	5	3	0	1	0	4	4	88	3	0	95	3	146	2	0	151	255
0815 - 0830	0	1	2	0	3	0	0	2	0	2	1	86	3	1	91	4	102	3	0	109	205
0830 - 0845	1	0	2	0	3	2	0	4	0	6	2	77	3	0	82	3	114	1	0	118	209
0845 - 0900	0	0	2	0	2	2	0	0	0	2	3	73	2	0	78	2	116	2	0	120	202
Hourly Total	3	1	9	0	13	7	0	7	0	14	10	324	11	1	346	12	478	8	0	498	871
Grand Total	8	1	19	0	28	8	0	14	0	22	17	580	16	1	614	17	918	12	0	947	1611
Approach %	28.57	3.57	67.86	0.00	-	36.36	0.00	63.64	0.00	-	2.77	94.46	2.61	0.16	-	1.80	96.94	1.27	0.00	-	
Intersection %	0.50	0.06	1.18	0.00	1.74	0.50	0.00	0.87	0.00	1.37	1.06	36.00	0.99	0.06	38.11	1.06	56.98	0.74	0.00	58.78	
PHF	0.50	0.25	0.58	0.00	0.60	0.25	0.00	0.75	0.00	0.56	0.50	0.90	0.58	0.25	0.88	0.56	0.90	0.67	0.00	0.89	0.88

1600 - 1800 (Weekday 2h Session) (01-20-2022)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Appalachee Dr NE					Driveway					Dresden Dr (West)					Dresden Dr (East)					
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	
1600 - 1615	2	0	2	0	4	1	1	6	0	8	2	117	2	1	122	1	101	2	0	104	238
1615 - 1630	0	0	0	0	0	1	0	6	0	7	5	131	0	0	136	0	117	1	0	118	261
1630 - 1645	1	0	4	0	5	1	0	3	0	4	5	129	3	1	138	3	106	2	0	111	258
1645 - 1700	1	2	3	1	7	2	0	2	0	4	10	160	6	0	176	2	123	2	0	127	314
Hourly Total	4	2	9	1	16	5	1	17	0	23	22	537	11	2	572	6	447	7	0	460	1071
1700 - 1715	2	0	2	0	4	2	1	7	0	10	10	160	4	0	174	3	115	1	0	119	307
1715 - 1730	1	0	2	0	3	1	0	2	0	3	6	123	4	0	133	1	104	5	0	110	249
1730 - 1745	0	0	4	0	4	2	0	9	0	11	13	130	3	0	146	2	124	3	0	129	290
1745 - 1800	3	0	1	0	4	3	0	12	0	15	19	132	3	0	154	1	91	6	0	98	271
Hourly Total	6	0	9	0	15	8	1	30	0	39	48	545	14	0	607	7	434	15	0	456	1117
Grand Total	10	2	18	1	31	13	2	47	0	62	70	1082	25	2	1179	13	881	22	0	916	2188
Approach %	32.26	6.45	58.06	3.23	-	20.97	3.23	75.81	0.00	-	5.94	91.77	2.12	0.17	-	1.42	96.18	2.40	0.00	-	
Intersection %	0.46	0.09	0.82	0.05	1.42	0.59	0.09	2.15	0.00	2.83	3.20	49.45	1.14	0.09	53.88	0.59	40.27	1.01	0.00	41.86	
PHF	0.50	0.25	0.69	0.25	0.64	0.88	0.25	0.56	0.00	0.64	0.75	0.90	0.71	0.00	0.89	0.67	0.94	0.55	0.00	0.94	0.92

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



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Brookhaven, GA

Site 6 of 21

Appalachee Dr NE
 Driveway
 Dresden Dr (West)
 Dresden Dr (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
 33°F

Lat/Long

33.860848°, -84.330648°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Appalachee Dr NE					Driveway					Dresden Dr (West)					Dresden Dr (East)					
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	
0700 - 0715	2	0	1	0	3	1	0	0	0	1	0	45	2	0	47	1	65	1	0	67	118
0715 - 0730	1	0	6	0	7	0	0	4	0	4	2	64	1	0	67	2	98	0	0	100	178
0730 - 0745	1	0	1	0	2	0	0	2	0	2	5	72	0	0	77	0	134	3	0	137	218
0745 - 0800	1	0	1	0	2	0	0	1	0	1	0	70	1	0	71	2	132	0	0	134	208
Hourly Total	5	0	9	0	14	1	0	7	0	8	7	251	4	0	262	5	429	4	0	438	722
0800 - 0815	1	0	3	0	4	3	0	1	0	4	4	87	3	0	94	2	143	2	0	147	249
0815 - 0830	0	1	2	0	3	0	0	2	0	2	1	84	3	1	89	4	100	3	0	107	201
0830 - 0845	1	0	2	0	3	2	0	4	0	6	2	75	3	0	80	2	113	1	0	116	205
0845 - 0900	0	0	2	0	2	2	0	0	0	2	2	70	2	0	74	1	112	2	0	115	193
Hourly Total	2	1	9	0	12	7	0	7	0	14	9	316	11	1	337	9	468	8	0	485	848
Grand Total	7	1	18	0	26	8	0	14	0	22	16	567	15	1	599	14	897	12	0	923	1570
Approach %	26.92	3.85	69.23	0.00	-	36.36	0.00	63.64	0.00	-	2.67	94.66	2.50	0.17	-	1.52	97.18	1.30	0.00	-	
Intersection %	0.45	0.06	1.15	0.00	1.66	0.51	0.00	0.89	0.00	1.40	1.02	36.11	0.96	0.06	38.15	0.89	57.13	0.76	0.00	58.79	

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Appalachee Dr NE					Driveway					Dresden Dr (West)					Dresden Dr (East)					
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	
1600 - 1615	2	0	2	0	4	1	1	6	0	8	2	116	2	1	121	1	99	2	0	102	235
1615 - 1630	0	0	0	0	0	1	0	6	0	7	5	130	0	0	135	0	113	1	0	114	256
1630 - 1645	0	0	3	0	3	1	0	3	0	4	5	127	3	1	136	2	105	2	0	109	252
1645 - 1700	1	2	2	1	6	2	0	2	0	4	10	159	6	0	175	2	122	2	0	126	311
Hourly Total	3	2	7	1	13	5	1	17	0	23	22	532	11	2	567	5	439	7	0	451	1054
1700 - 1715	2	0	2	0	4	2	1	6	0	9	10	157	4	0	171	3	114	1	0	118	302
1715 - 1730	1	0	2	0	3	1	0	2	0	3	6	122	4	0	132	1	104	5	0	110	248
1730 - 1745	0	0	4	0	4	2	0	9	0	11	13	130	3	0	146	2	123	3	0	128	289
1745 - 1800	3	0	1	0	4	3	0	12	0	15	19	131	3	0	153	1	89	6	0	96	268
Hourly Total	6	0	9	0	15	8	1	29	0	38	48	540	14	0	602	7	430	15	0	452	1107
Grand Total	9	2	16	1	28	13	2	46	0	61	70	1072	25	2	1169	12	869	22	0	903	2161
Approach %	32.14	7.14	57.14	3.57	-	21.31	3.28	75.41	0.00	-	5.99	91.70	2.14	0.17	-	1.33	96.23	2.44	0.00	-	
Intersection %	0.42	0.09	0.74	0.05	1.30	0.60	0.09	2.13	0.00	2.82	3.24	49.61	1.16	0.09	54.10	0.56	40.21	1.02	0.00	41.79	

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



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Brookhaven, GA

Site 6 of 21

Appalachee Dr NE
 Driveway
 Dresden Dr (West)
 Dresden Dr (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
 33°F

Lat/Long

33.860848°, -84.330648°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Appalachee Dr NE					Driveway					Dresden Dr (West)					Dresden Dr (East)					
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	
0700 - 0715	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	5	0	0	5	7
Hourly Total	0	0	1	0	1	0	0	0	0	0	0	5	0	0	5	0	10	0	0	10	16
0800 - 0815	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	1	3	0	0	4	6
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	3
0845 - 0900	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	4	0	0	4	7
Hourly Total	1	0	0	0	1	0	0	0	0	0	1	6	0	0	7	2	10	0	0	12	20
Grand Total	1	0	1	0	2	0	0	0	0	0	1	11	0	0	12	2	20	0	0	22	36
Approach %	50.00	0.00	50.00	0.00	-	0.00	0.00	0.00	0.00	-	8.33	91.67	0.00	0.00	-	9.09	90.91	0.00	0.00	-	
Intersection %	2.78	0.00	2.78	0.00	5.56	0.00	0.00	0.00	0.00	0.00	2.78	30.56	0.00	0.00	33.33	5.56	55.56	0.00	0.00	61.11	

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Appalachee Dr NE					Driveway					Dresden Dr (West)					Dresden Dr (East)					
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
1630 - 1645	1	0	1	0	2	0	0	0	0	0	0	2	0	0	2	1	1	0	0	2	6
1645 - 1700	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
Hourly Total	1	0	2	0	3	0	0	0	0	0	0	5	0	0	5	1	6	0	0	7	15
1700 - 1715	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	0	1	0	0	1	5
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
Hourly Total	0	0	0	0	0	0	0	1	0	1	0	5	0	0	5	0	4	0	0	4	10
Grand Total	1	0	2	0	3	0	0	1	0	1	0	10	0	0	10	1	10	0	0	11	25
Approach %	33.33	0.00	66.67	0.00	-	0.00	0.00	100.00	0.00	-	0.00	100.00	0.00	0.00	-	9.09	90.91	0.00	0.00	-	
Intersection %	4.00	0.00	8.00	0.00	12.00	0.00	0.00	4.00	0.00	4.00	0.00	40.00	0.00	0.00	40.00	4.00	40.00	0.00	0.00	44.00	

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



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Brookhaven, GA

Site 6 of 21

Appalachee Dr NE
 Driveway
 Dresden Dr (West)
 Dresden Dr (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
 33°F

Lat/Long

33.860848°, -84.330648°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Appalachee Dr NE					Driveway					Dresden Dr (West)					Dresden Dr (East)					
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	3
Grand Total	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	1	1	0	0	2	5
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	66.67	33.33	0.00	-	50.00	50.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	40.00	20.00	0.00	60.00	20.00	20.00	0.00	0.00	40.00	

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Appalachee Dr NE					Driveway					Dresden Dr (West)					Dresden Dr (East)					
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	

Pedestrian Count | All vehicles



Brookhaven, GA

www.marrtraffic.com

Site 6 of 21

Appalachee Dr NE
 Driveway
 Dresden Dr (West)
 Dresden Dr (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
 33°F

Lat/Long

33.860848°, -84.330648°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	Appalachee Dr NE			Driveway			Dresden Dr (West)			Dresden Dr (East)				
	EB 6a	WB 6b	App Total	EB 6c	WB 6d	App Total	NB 6e	SB 6f	App Total	NB 6g	SB 6h	App Total		
0700 - 0715	0	0	0	0	0	1	1	0	0	0	0	2	3	
0715 - 0730	0	0	0	1	1	2	0	0	0	0	0	0	2	
0730 - 0745	0	0	0	1	0	1	1	0	0	1	0	0	2	
0745 - 0800	1	0	1	0	1	1	0	0	0	0	0	0	2	
Hourly Total	1	0	1	2	3	5	1	0	0	1	2	0	9	
0800 - 0815	0	0	0	0	1	1	0	0	0	0	0	0	1	
0815 - 0830	0	2	2	0	0	0	0	0	0	0	0	0	2	
0830 - 0845	1	0	1	1	1	2	0	0	0	0	0	0	3	
0845 - 0900	1	1	2	0	0	0	0	1	0	1	0	0	3	
Hourly Total	2	3	5	1	2	3	1	0	0	1	0	0	9	
Grand Total	3	3	6	3	5	8	2	0	0	2	2	0	18	
Approach %	50.00	50.00	-	37.50	62.50	-	100.00	0.00	0.00	-	100.00	0.00	-	
Intersection %	16.67	16.67	33.33	16.67	27.78	44.44	11.11	0.00	0.00	11.11	11.11	0.00	11.11	

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	Appalachee Dr NE			Driveway			Dresden Dr (West)			Dresden Dr (East)				
	EB 6a	WB 6b	App Total	EB 6c	WB 6d	App Total	NB 6e	SB 6f	App Total	NB 6g	SB 6h	App Total		
1600 - 1615	3	2	5	1	4	5	0	0	0	0	0	0	10	
1615 - 1630	1	0	1	4	3	7	1	0	0	1	0	0	9	
1630 - 1645	1	1	2	2	4	6	0	0	0	0	2	0	10	
1645 - 1700	1	1	2	0	5	5	0	0	0	0	0	0	7	
Hourly Total	6	4	10	7	16	23	1	0	0	1	2	0	36	
1700 - 1715	3	1	4	1	5	6	0	0	0	0	0	0	10	
1715 - 1730	0	1	1	3	2	5	0	0	0	0	0	0	6	
1730 - 1745	2	3	5	2	3	5	0	0	0	0	0	0	10	
1745 - 1800	2	1	3	3	7	10	1	2	0	3	0	0	16	
Hourly Total	7	6	13	9	17	26	1	2	0	3	0	0	42	
Grand Total	13	10	23	16	33	49	2	2	0	4	2	0	78	
Approach %	56.52	43.48	-	32.65	67.35	-	50.00	50.00	0.00	-	100.00	0.00	-	
Intersection %	16.67	12.82	29.49	20.51	42.31	62.82	2.56	2.56	0.00	5.13	2.56	0.00	2.56	

Classified Turn Movement Count || All vehicles



Brookhaven, GA

www.marrtraffic.com

Site 7 of 21

Village Park Ct NE
Camille Dr NE
Dresden Dr (West)
Dresden Dr (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
33°F

Lat/Long

33.861048°, -84.329060°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

All vehicles

TIME	Northbound Village Park Ct NE					Southbound Camille Dr NE					Eastbound Dresden Dr (West)					Westbound Dresden Dr (East)					Int Total
	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	
	0700 - 0715	1	0	0	0	1	5	0	1	0	6	1	49	1	0	51	0	69	2	0	
0715 - 0730	0	0	1	0	1	3	0	5	0	8	0	72	1	0	73	0	92	0	0	92	174
0730 - 0745	0	0	0	0	0	1	0	4	0	5	0	66	5	0	71	0	138	1	0	139	215
0745 - 0800	2	0	0	0	2	1	0	4	0	5	1	68	0	0	69	0	143	3	0	146	222
Hourly Total	3	0	1	0	4	10	0	14	0	24	2	255	7	0	264	0	442	6	0	448	740
0800 - 0815	0	0	0	0	0	2	0	2	0	4	0	85	2	0	87	0	151	1	0	152	243
0815 - 0830	0	0	0	0	0	0	0	2	0	2	0	86	3	0	89	0	106	3	0	109	200
0830 - 0845	1	0	1	0	2	3	0	1	0	4	3	75	2	0	80	0	119	1	0	120	206
0845 - 0900	1	0	0	0	1	0	0	2	0	2	2	70	3	0	75	1	113	0	0	114	192
Hourly Total	2	0	1	0	3	5	0	7	0	12	5	316	10	0	331	1	489	5	0	495	841
Grand Total	5	0	2	0	7	15	0	21	0	36	7	571	17	0	595	1	931	11	0	943	1581
Approach %	71.43	0.00	28.57	0.00	-	41.67	0.00	58.33	0.00	-	1.18	95.97	2.86	0.00	-	0.11	98.73	1.17	0.00	-	
Intersection %	0.32	0.00	0.13	0.00	0.44	0.95	0.00	1.33	0.00	2.28	0.44	36.12	1.08	0.00	37.63	0.06	58.89	0.70	0.00	59.65	
PHF	0.25	0.00	0.00	0.00	0.25	0.50	0.00	0.75	0.00	0.80	0.25	0.89	0.50	0.00	0.89	0.00	0.89	0.67	0.00	0.90	0.91

1600 - 1800 (Weekday 2h Session) (01-20-2022)

All vehicles

TIME	Northbound Village Park Ct NE					Southbound Camille Dr NE					Eastbound Dresden Dr (West)					Westbound Dresden Dr (East)					Int Total
	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	
	1600 - 1615	0	0	0	0	0	1	0	1	0	2	2	112	2	0	116	1	105	0	0	
1615 - 1630	1	0	1	0	2	4	0	2	0	6	1	129	6	0	136	1	110	2	0	113	257
1630 - 1645	0	0	0	0	0	2	0	0	0	2	0	134	1	0	135	0	104	2	0	106	243
1645 - 1700	0	0	2	0	2	2	0	4	0	6	0	153	3	0	156	1	130	1	0	132	296
Hourly Total	1	0	3	0	4	9	0	7	0	16	3	528	12	0	543	3	449	5	0	457	1020
1700 - 1715	1	0	1	0	2	3	1	3	0	7	0	162	4	0	166	0	115	0	0	115	290
1715 - 1730	0	0	0	0	0	0	0	0	0	0	1	123	3	0	127	1	118	3	0	122	249
1730 - 1745	1	0	1	0	2	0	0	1	0	1	2	127	0	0	129	0	120	3	0	123	255
1745 - 1800	3	0	0	0	3	1	0	2	0	3	2	130	2	1	135	0	89	1	0	90	231
Hourly Total	5	0	2	0	7	4	1	6	0	11	5	542	9	1	557	1	442	7	0	450	1025
Grand Total	6	0	5	0	11	13	1	13	0	27	8	1070	21	1	1100	4	891	12	0	907	2045
Approach %	54.55	0.00	45.45	0.00	-	48.15	3.70	48.15	0.00	-	0.73	97.27	1.91	0.09	-	0.44	98.24	1.32	0.00	-	
Intersection %	0.29	0.00	0.24	0.00	0.54	0.64	0.05	0.64	0.00	1.32	0.39	52.32	1.03	0.05	53.79	0.20	43.57	0.59	0.00	44.35	
PHF	0.50	0.00	0.50	0.00	0.75	0.42	0.25	0.50	0.00	0.50	0.38	0.87	0.63	0.00	0.87	0.50	0.93	0.58	0.00	0.93	0.92

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



www.marrtraffic.com

Brookhaven, GA

Site 7 of 21

Village Park Ct NE
Camille Dr NE
Dresden Dr (West)
Dresden Dr (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
33°F

Lat/Long

33.861048°, -84.329060°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Passenger Vehicles (1-3)

TIME	Northbound Village Park Ct NE					Southbound Camille Dr NE					Eastbound Dresden Dr (West)					Westbound Dresden Dr (East)					Int Total
	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	
	0700 - 0715	1	0	0	0	1	5	0	1	0	6	1	48	1	0	50	0	66	2	0	
0715 - 0730	0	0	1	0	1	3	0	5	0	8	0	70	1	0	71	0	91	0	0	91	171
0730 - 0745	0	0	0	0	0	1	0	4	0	5	0	66	5	0	71	0	136	1	0	137	213
0745 - 0800	2	0	0	0	2	1	0	4	0	5	1	65	0	0	66	0	138	3	0	141	214
Hourly Total	3	0	1	0	4	10	0	14	0	24	2	249	7	0	258	0	431	6	0	437	723
0800 - 0815	0	0	0	0	0	2	0	2	0	4	0	84	2	0	86	0	147	1	0	148	238
0815 - 0830	0	0	0	0	0	0	0	2	0	2	0	83	3	0	86	0	104	3	0	107	195
0830 - 0845	1	0	1	0	2	3	0	1	0	4	3	73	2	0	78	0	117	1	0	118	202
0845 - 0900	1	0	0	0	1	0	0	2	0	2	2	68	3	0	73	1	108	0	0	109	185
Hourly Total	2	0	1	0	3	5	0	7	0	12	5	308	10	0	323	1	476	5	0	482	820
Grand Total	5	0	2	0	7	15	0	21	0	36	7	557	17	0	581	1	907	11	0	919	1543
Approach %	71.43	0.00	28.57	0.00	-	41.67	0.00	58.33	0.00	-	1.20	95.87	2.93	0.00	-	0.11	98.69	1.20	0.00	-	
Intersection %	0.32	0.00	0.13	0.00	0.45	0.97	0.00	1.36	0.00	2.33	0.45	36.10	1.10	0.00	37.65	0.06	58.78	0.71	0.00	59.56	

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Passenger Vehicles (1-3)

TIME	Northbound Village Park Ct NE					Southbound Camille Dr NE					Eastbound Dresden Dr (West)					Westbound Dresden Dr (East)					Int Total
	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	
	1600 - 1615	0	0	0	0	0	1	0	1	0	2	2	110	2	0	114	1	103	0	0	
1615 - 1630	1	0	1	0	2	4	0	2	0	6	1	128	6	0	135	1	106	2	0	109	252
1630 - 1645	0	0	0	0	0	2	0	0	0	2	0	132	1	0	133	0	102	2	0	104	239
1645 - 1700	0	0	2	0	2	2	0	4	0	6	0	151	3	0	154	1	129	1	0	131	293
Hourly Total	1	0	3	0	4	9	0	7	0	16	3	521	12	0	536	3	440	5	0	448	1004
1700 - 1715	1	0	0	0	1	3	0	3	0	6	0	159	4	0	163	0	114	0	0	114	284
1715 - 1730	0	0	0	0	0	0	0	0	0	0	1	123	3	0	127	1	118	2	0	121	248
1730 - 1745	1	0	0	0	1	0	0	1	0	1	2	126	0	0	128	0	119	3	0	122	252
1745 - 1800	3	0	0	0	3	1	0	2	0	3	2	129	2	1	134	0	87	1	0	88	228
Hourly Total	5	0	0	0	5	4	0	6	0	10	5	537	9	1	552	1	438	6	0	445	1012
Grand Total	6	0	3	0	9	13	0	13	0	26	8	1058	21	1	1088	4	878	11	0	893	2016
Approach %	66.67	0.00	33.33	0.00	-	50.00	0.00	50.00	0.00	-	0.74	97.24	1.93	0.09	-	0.45	98.32	1.23	0.00	-	
Intersection %	0.30	0.00	0.15	0.00	0.45	0.64	0.00	0.64	0.00	1.29	0.40	52.48	1.04	0.05	53.97	0.20	43.55	0.55	0.00	44.30	

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



Brookhaven, GA

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Site 7 of 21

Village Park Ct NE
 Camille Dr NE
 Dresden Dr (West)
 Dresden Dr (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
 33°F

Lat/Long

33.861048°, -84.329060°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Single Unit Trucks (4-7)

TIME	Northbound Village Park Ct NE					Southbound Camille Dr NE					Eastbound Dresden Dr (West)					Westbound Dresden Dr (East)					Int Total
	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	
	0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	5	0	0	5	8
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	10	0	0	10	16
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	5
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	4	6
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	12	0	0	12	18
Grand Total	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	22	0	0	22	34
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	35.29	0.00	0.00	35.29	0.00	64.71	0.00	0.00	64.71	

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Single Unit Trucks (4-7)

TIME	Northbound Village Park Ct NE					Southbound Camille Dr NE					Eastbound Dresden Dr (West)					Westbound Dresden Dr (East)					Int Total
	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	
	1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	7	0	0	7	14
1700 - 1715	0	0	1	0	1	0	1	0	0	1	0	3	0	0	3	0	1	0	0	1	6
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1730 - 1745	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
Hourly Total	0	0	2	0	2	0	1	0	0	1	0	5	0	0	5	0	4	1	0	5	13
Grand Total	0	0	2	0	2	0	1	0	0	1	0	12	0	0	12	0	11	1	0	12	27
Approach %	0.00	0.00	100.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	91.67	8.33	0.00	-	
Intersection %	0.00	0.00	7.41	0.00	7.41	0.00	3.70	0.00	0.00	3.70	0.00	44.44	0.00	0.00	44.44	0.00	40.74	3.70	0.00	44.44	

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



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Brookhaven, GA

Site 7 of 21

Village Park Ct NE
 Camille Dr NE
 Dresden Dr (West)
 Dresden Dr (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
 33°F

Lat/Long

33.861048°, -84.329060°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Village Park Ct NE					Camille Dr NE					Dresden Dr (West)					Dresden Dr (East)					
	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
Grand Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	50.00	0.00	0.00	50.00	0.00	50.00	0.00	0.00	50.00	

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Village Park Ct NE					Camille Dr NE					Dresden Dr (West)					Dresden Dr (East)					
	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	

Pedestrian Count | All vehicles



Brookhaven, GA

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Site 7 of 21

Village Park Ct NE
Camille Dr NE
Dresden Dr (West)
Dresden Dr (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
33°F

Lat/Long

33.861048°, -84.329060°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	Village Park Ct NE			Camille Dr NE			Dresden Dr (West)			Dresden Dr (East)				
	EB 7a	WB 7b	App Total	EB 7c	WB 7d	App Total	NB 7e	SB 7f	App Total	NB 7g	SB 7h	App Total		
0700 - 0715	1	0	1	0	0	0	0	0	0	0	0	0	0	1
0715 - 0730	0	0	0	2	0	2	0	0	0	0	0	0	0	2
0730 - 0745	1	0	1	0	0	0	0	0	0	0	0	0	0	1
0745 - 0800	0	0	0	1	1	2	0	0	0	0	0	0	0	2
Hourly Total	2	0	2	3	1	4	0	0	0	0	0	0	0	6
0800 - 0815	0	1	1	0	0	0	1	0	0	1	0	0	0	2
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	2	1	3	0	1	1	1	2	2	3	0	0	0	7
0845 - 0900	1	1	2	0	1	1	0	1	1	2	0	0	0	4
Hourly Total	3	3	6	0	2	2	2	3	5	0	0	0	0	13
Grand Total	5	3	8	3	3	6	2	3	5	0	0	0	0	19
Approach %	62.50	37.50	-	50.00	50.00	-	40.00	60.00	-	0.00	0.00	-	-	-
Intersection %	26.32	15.79	42.11	15.79	15.79	31.58	10.53	15.79	26.32	0.00	0.00	0.00	0.00	-

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	Village Park Ct NE			Camille Dr NE			Dresden Dr (West)			Dresden Dr (East)				
	EB 7a	WB 7b	App Total	EB 7c	WB 7d	App Total	NB 7e	SB 7f	App Total	NB 7g	SB 7h	App Total		
1600 - 1615	2	2	4	0	0	0	0	0	0	0	0	0	0	4
1615 - 1630	2	1	3	1	2	3	0	1	1	1	0	0	0	7
1630 - 1645	3	3	6	0	1	1	0	1	1	0	0	0	0	8
1645 - 1700	1	3	4	0	0	0	5	0	0	5	0	0	0	9
Hourly Total	8	9	17	1	3	4	5	2	7	0	0	0	0	28
1700 - 1715	4	1	5	0	0	0	0	0	0	0	0	0	0	5
1715 - 1730	0	2	2	0	0	0	1	2	3	0	0	0	0	5
1730 - 1745	4	6	10	0	0	0	1	2	3	0	0	0	0	13
1745 - 1800	2	3	5	1	1	2	2	0	2	0	0	0	0	9
Hourly Total	10	12	22	1	1	2	4	4	8	0	0	0	0	32
Grand Total	18	21	39	2	4	6	9	6	15	0	0	0	0	60
Approach %	46.15	53.85	-	33.33	66.67	-	60.00	40.00	-	0.00	0.00	-	-	-
Intersection %	30.00	35.00	65.00	3.33	6.67	10.00	15.00	10.00	25.00	0.00	0.00	0.00	0.00	-

Classified Turn Movement Count || All vehicles



www.marrtraffic.com

Brookhaven, GA

Site 8 of 21

Conasauga Ave NE

Dresden Dr (West)
Dresden Dr (East)

Date

Thursday, January 20, 2022

Lat/Long

33.861157°, -84.328431°

Weather

Cloudy
33°F

0700 - 0900 (Weekday 2h Session) (01-20-2022)

All vehicles

Northbound				
Conasauga Ave NE				
TIME	Left 8.1	Right 8.2	U-Turn 8.3	App Total
0700 - 0715	1	3	0	4
0715 - 0730	2	4	0	6
0730 - 0745	5	3	0	8
0745 - 0800	4	3	0	7
Hourly Total	12	13	0	25
0800 - 0815	0	0	0	0
0815 - 0830	2	3	0	5
0830 - 0845	4	1	0	5
0845 - 0900	4	1	0	5
Hourly Total	10	5	0	15
Grand Total	22	18	0	40
Approach %	55.00	45.00	0.00	-
Intersection %	1.41	1.16	0.00	2.57
PHF	0.55	0.75	0.00	0.63

Eastbound				Westbound				
Dresden Dr (West)				Dresden Dr (East)				
Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Thru 8.8	U-Turn 8.9	App Total	Int Total
54	0	0	54	0	69	0	69	127
74	0	0	74	1	90	0	91	171
68	1	0	69	1	137	0	138	215
69	0	0	69	1	140	0	141	217
265	1	0	266	3	436	0	439	730
86	1	0	87	5	151	0	156	243
83	2	0	85	0	106	0	106	196
80	0	0	80	3	118	0	121	206
69	0	0	69	0	109	0	109	183
318	3	0	321	8	484	0	492	828
583	4	0	587	11	920	0	931	1558
99.32	0.68	0.00	-	1.18	98.82	0.00	-	-
37.42	0.26	0.00	37.68	0.71	59.05	0.00	59.76	-
0.89	0.50	0.00	0.89	0.35	0.88	0.00	0.87	0.90

1600 - 1800 (Weekday 2h Session) (01-20-2022)

All vehicles

Northbound				
Conasauga Ave NE				
TIME	Left 8.1	Right 8.2	U-Turn 8.3	App Total
1600 - 1615	2	2	0	4
1615 - 1630	3	5	0	8
1630 - 1645	2	4	0	6
1645 - 1700	2	3	0	5
Hourly Total	9	14	0	23
1700 - 1715	4	2	0	6
1715 - 1730	7	3	0	10
1730 - 1745	1	3	0	4
1745 - 1800	1	3	0	4
Hourly Total	13	11	0	24
Grand Total	22	25	0	47
Approach %	46.81	53.19	0.00	-
Intersection %	1.08	1.23	0.00	2.31
PHF	0.50	0.92	0.00	0.63

Eastbound				Westbound				
Dresden Dr (West)				Dresden Dr (East)				
Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Thru 8.8	U-Turn 8.9	App Total	Int Total
114	2	0	116	2	101	0	103	223
132	1	0	133	3	111	0	114	255
136	0	0	136	3	103	0	106	248
154	3	0	157	3	131	0	134	296
536	6	0	542	11	446	0	457	1022
164	1	0	165	0	111	0	111	282
123	1	0	124	4	113	0	117	251
123	5	0	128	0	123	0	123	255
130	0	0	130	2	91	0	93	227
540	7	0	547	6	438	0	444	1015
1076	13	0	1089	17	884	0	901	2037
98.81	1.19	0.00	-	1.89	98.11	0.00	-	-
52.82	0.64	0.00	53.46	0.83	43.40	0.00	44.23	-
0.86	0.50	0.00	0.87	0.44	0.91	0.00	0.90	0.92

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



www.marrtraffic.com

Brookhaven, GA

Site 8 of 21

Conasauga Ave NE

Dresden Dr (West)
Dresden Dr (East)

Date

Thursday, January 20, 2022

Lat/Long

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Weather

Cloudy
33°F

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Passenger Vehicles (1-3)

Northbound				
Conasauga Ave NE				
TIME	Left 8.1	Right 8.2	U-Turn 8.3	App Total
0700 - 0715	1	3	0	4
0715 - 0730	2	4	0	6
0730 - 0745	5	3	0	8
0745 - 0800	4	3	0	7
Hourly Total	12	13	0	25
0800 - 0815	0	0	0	0
0815 - 0830	2	3	0	5
0830 - 0845	4	1	0	5
0845 - 0900	3	1	0	4
Hourly Total	9	5	0	14
Grand Total	21	18	0	39
Approach %	53.85	46.15	0.00	-
Intersection %	1.38	1.18	0.00	2.57

Eastbound				Westbound					
Dresden Dr (West)				Dresden Dr (East)					
Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Thru 8.8	U-Turn 8.9	App Total	Int Total	
53	0	0	53	0	67	0	67	124	
72	0	0	72	1	88	0	89	167	
68	1	0	69	1	135	0	136	213	
66	0	0	66	1	135	0	136	209	
Hourly Total	259	1	0	260	3	425	0	428	713
85	1	0	86	5	147	0	152	238	
82	2	0	84	0	104	0	104	193	
76	0	0	76	2	116	0	118	199	
67	0	0	67	0	105	0	105	176	
Hourly Total	310	3	0	313	7	472	0	479	806
Grand Total	569	4	0	573	10	897	0	907	1519
Approach %	99.30	0.70	0.00	-	1.10	98.90	0.00	-	-
Intersection %	37.46	0.26	0.00	37.72	0.66	59.05	0.00	59.71	-

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Passenger Vehicles (1-3)

Northbound				
Conasauga Ave NE				
TIME	Left 8.1	Right 8.2	U-Turn 8.3	App Total
1600 - 1615	2	1	0	3
1615 - 1630	2	5	0	7
1630 - 1645	2	4	0	6
1645 - 1700	2	2	0	4
Hourly Total	8	12	0	20
1700 - 1715	4	2	0	6
1715 - 1730	7	3	0	10
1730 - 1745	1	3	0	4
1745 - 1800	1	3	0	4
Hourly Total	13	11	0	24
Grand Total	21	23	0	44
Approach %	47.73	52.27	0.00	-
Intersection %	1.05	1.15	0.00	2.19

Eastbound				Westbound					
Dresden Dr (West)				Dresden Dr (East)					
Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Thru 8.8	U-Turn 8.9	App Total	Int Total	
112	2	0	114	2	98	0	100	217	
131	1	0	132	3	111	0	114	253	
134	0	0	134	3	101	0	104	244	
152	3	0	155	3	128	0	131	290	
Hourly Total	529	6	0	535	11	438	0	449	1004
160	1	0	161	0	110	0	110	277	
122	1	0	123	4	112	0	116	249	
122	5	0	127	0	121	0	121	252	
129	0	0	129	2	90	0	92	225	
Hourly Total	533	7	0	540	6	433	0	439	1003
Grand Total	1062	13	0	1075	17	871	0	888	2007
Approach %	98.79	1.21	0.00	-	1.91	98.09	0.00	-	-
Intersection %	52.91	0.65	0.00	53.56	0.85	43.40	0.00	44.25	-

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



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Brookhaven, GA

Site 8 of 21

Conasauga Ave NE

Dresden Dr (West)
Dresden Dr (East)

Date

Thursday, January 20, 2022

Lat/Long

33.861157°, -84.328431°

Weather

Cloudy
33°F

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Single Unit Trucks (4-7)

Northbound				
Conasauga Ave NE				
TIME	Left 8.1	Right 8.2	U-Turn 8.3	App Total
0700 - 0715	0	0	0	0
0715 - 0730	0	0	0	0
0730 - 0745	0	0	0	0
0745 - 0800	0	0	0	0
Hourly Total	0	0	0	0
0800 - 0815	0	0	0	0
0815 - 0830	0	0	0	0
0830 - 0845	0	0	0	0
0845 - 0900	1	0	0	1
Hourly Total	1	0	0	1
Grand Total	1	0	0	1
Approach %	100.00	0.00	0.00	-
Intersection %	2.86	0.00	0.00	2.86

Eastbound				Westbound				
Dresden Dr (West)				Dresden Dr (East)				
Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Thru 8.8	U-Turn 8.9	App Total	Int Total
1	0	0	1	0	1	0	1	2
2	0	0	2	0	2	0	2	4
0	0	0	0	0	2	0	2	2
3	0	0	3	0	5	0	5	8
6	0	0	6	0	10	0	10	16
1	0	0	1	0	4	0	4	5
1	0	0	1	0	2	0	2	3
3	0	0	3	1	2	0	3	6
1	0	0	1	0	3	0	3	5
6	0	0	6	1	11	0	12	19
12	0	0	12	1	21	0	22	35
100.00	0.00	0.00	-	4.55	95.45	0.00	-	
34.29	0.00	0.00	34.29	2.86	60.00	0.00	62.86	

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Single Unit Trucks (4-7)

Northbound				
Conasauga Ave NE				
TIME	Left 8.1	Right 8.2	U-Turn 8.3	App Total
1600 - 1615	0	1	0	1
1615 - 1630	0	0	0	0
1630 - 1645	0	0	0	0
1645 - 1700	0	1	0	1
Hourly Total	0	2	0	2
1700 - 1715	0	0	0	0
1715 - 1730	0	0	0	0
1730 - 1745	0	0	0	0
1745 - 1800	0	0	0	0
Hourly Total	0	0	0	0
Grand Total	0	2	0	2
Approach %	0.00	100.00	0.00	-
Intersection %	0.00	7.14	0.00	7.14

Eastbound				Westbound				
Dresden Dr (West)				Dresden Dr (East)				
Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Thru 8.8	U-Turn 8.9	App Total	Int Total
2	0	0	2	0	2	0	2	5
1	0	0	1	0	0	0	0	1
2	0	0	2	0	2	0	2	4
2	0	0	2	0	3	0	3	6
7	0	0	7	0	7	0	7	16
4	0	0	4	0	1	0	1	5
1	0	0	1	0	1	0	1	2
1	0	0	1	0	2	0	2	3
1	0	0	1	0	1	0	1	2
7	0	0	7	0	5	0	5	12
14	0	0	14	0	12	0	12	28
100.00	0.00	0.00	-	0.00	100.00	0.00	-	
50.00	0.00	0.00	50.00	0.00	42.86	0.00	42.86	

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



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Brookhaven, GA

Site 8 of 21

Conasauga Ave NE

Dresden Dr (West)

Dresden Dr (East)

Date

Thursday, January 20, 2022

Lat/Long

33.861157°, -84.328431°

Weather

Cloudy

33°F

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Combination Trucks (8-13)

Northbound				
Conasauga Ave NE				
TIME	Left 8.1	Right 8.2	U-Turn 8.3	App Total
0700 - 0715	0	0	0	0
0715 - 0730	0	0	0	0
0730 - 0745	0	0	0	0
0745 - 0800	0	0	0	0
Hourly Total	0	0	0	0
0800 - 0815	0	0	0	0
0815 - 0830	0	0	0	0
0830 - 0845	0	0	0	0
0845 - 0900	0	0	0	0
Hourly Total	0	0	0	0
Grand Total	0	0	0	0
Approach %	0.00	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00

Eastbound				Westbound				
Dresden Dr (West)				Dresden Dr (East)				
Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Thru 8.8	U-Turn 8.9	App Total	Int Total
0	0	0	0	0	1	0	1	1
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	1	1
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
1	0	0	1	0	0	0	0	1
1	0	0	1	0	1	0	1	2
2	0	0	2	0	1	0	1	3
2	0	0	2	0	2	0	2	4
100.00	0.00	0.00	-	0.00	100.00	0.00	-	
50.00	0.00	0.00	50.00	0.00	50.00	0.00	50.00	

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Combination Trucks (8-13)

Northbound				
Conasauga Ave NE				
TIME	Left 8.1	Right 8.2	U-Turn 8.3	App Total
1600 - 1615	0	0	0	0
1615 - 1630	1	0	0	1
1630 - 1645	0	0	0	0
1645 - 1700	0	0	0	0
Hourly Total	1	0	0	1
1700 - 1715	0	0	0	0
1715 - 1730	0	0	0	0
1730 - 1745	0	0	0	0
1745 - 1800	0	0	0	0
Hourly Total	0	0	0	0
Grand Total	1	0	0	1
Approach %	100.00	0.00	0.00	-
Intersection %	50.00	0.00	0.00	50.00

Eastbound				Westbound				
Dresden Dr (West)				Dresden Dr (East)				
Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Thru 8.8	U-Turn 8.9	App Total	Int Total
0	0	0	0	0	1	0	1	1
0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	1	2
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	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	0	1	2
0.00	0.00	0.00	-	0.00	100.00	0.00	-	
0.00	0.00	0.00	0.00	0.00	50.00	0.00	50.00	

Pedestrian Count | All vehicles



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Brookhaven, GA

Site 8 of 21
Conasauga Ave NE

Date
Thursday, January 20, 2022

Weather
Cloudy
33°F

Dresden Dr (West)
Dresden Dr (East)

Lat/Long
33.861157°, -84.328431°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Pedestrians

Northbound			
Conasauga Ave NE			
TIME	EB 8a	WB 8b	App Total
0700 - 0715	1	0	1
0715 - 0730	0	0	0
0730 - 0745	0	0	0
0745 - 0800	0	0	0
Hourly Total	1	0	1
0800 - 0815	0	0	0
0815 - 0830	0	0	0
0830 - 0845	0	0	0
0845 - 0900	0	1	1
Hourly Total	0	1	1
Grand Total	1	1	2
Approach %	50.00	50.00	-
Intersection %	50.00	50.00	100.00

Eastbound				Westbound			
Dresden Dr (West)				Dresden Dr (East)			
NB 8e	SB 8f	App Total	NB 8g	SB 8h	App Total	Int Total	
0	0	0	0	0	0	1	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	1	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	1	
0	0	0	0	0	0	1	
0	0	0	0	0	0	1	
0	0	0	0	0	0	2	
0.00	0.00	-	0.00	0.00	-	-	
0.00	0.00	0.00	0.00	0.00	0.00	-	

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Pedestrians

Northbound			
Conasauga Ave NE			
TIME	EB 8a	WB 8b	App Total
1600 - 1615	2	2	4
1615 - 1630	0	0	0
1630 - 1645	3	2	5
1645 - 1700	0	2	2
Hourly Total	5	6	11
1700 - 1715	2	2	4
1715 - 1730	0	0	0
1730 - 1745	5	6	11
1745 - 1800	2	1	3
Hourly Total	9	9	18
Grand Total	14	15	29
Approach %	48.28	51.72	-
Intersection %	46.67	50.00	96.67

Eastbound				Westbound			
Dresden Dr (West)				Dresden Dr (East)			
NB 8e	SB 8f	App Total	NB 8g	SB 8h	App Total	Int Total	
0	0	0	0	0	0	4	
0	0	0	0	0	0	0	
0	0	0	0	0	0	5	
1	0	1	0	0	0	3	
1	0	1	0	0	0	12	
0	0	0	0	0	0	4	
0	0	0	0	0	0	0	
0	0	0	0	0	0	11	
0	0	0	0	0	0	3	
0	0	0	0	0	0	18	
1	0	1	0	0	0	30	
100.00	0.00	-	0.00	0.00	-	-	
3.33	0.00	3.33	0.00	0.00	0.00	-	

Classified Turn Movement Count || All vehicles



Brookhaven, GA

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Site 9 of 21

Thompson Rd NE
N Thompson Rd NE
Dresden Dr (West)
Dresden Dr (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
33°F

Lat/Long

33.861585°, -84.326543°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

All vehicles

TIME	Northbound Thompson Rd NE					Southbound N Thompson Rd NE					Eastbound Dresden Dr (West)					Westbound Dresden Dr (East)					Int Total
	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	
	0700 - 0715	6	2	7	0	15	1	0	6	0	7	2	49	3	0	54	4	46	4	0	
0715 - 0730	8	1	28	0	37	6	4	8	0	18	2	71	4	0	77	5	68	1	0	74	206
0730 - 0745	13	2	7	0	22	4	4	8	0	16	2	64	2	0	68	4	95	1	0	100	206
0745 - 0800	2	2	4	0	8	4	6	7	0	17	1	67	2	0	70	2	122	4	0	128	223
Hourly Total	29	7	46	0	82	15	14	29	0	58	7	251	11	0	269	15	331	10	0	356	765
0800 - 0815	10	1	6	0	17	1	2	9	0	12	4	68	8	0	80	3	131	5	0	139	248
0815 - 0830	11	4	5	0	20	2	4	8	0	14	4	62	7	0	73	1	78	2	0	81	188
0830 - 0845	6	1	3	0	10	2	0	4	1	7	6	65	4	0	75	2	94	1	0	97	189
0845 - 0900	6	0	4	0	10	1	3	7	0	11	3	56	6	0	65	5	86	2	0	93	179
Hourly Total	33	6	18	0	57	6	9	28	1	44	17	251	25	0	293	11	389	10	0	410	804
Grand Total	62	13	64	0	139	21	23	57	1	102	24	502	36	0	562	26	720	20	0	766	1569
Approach %	44.60	9.35	46.04	0.00	-	20.59	22.55	55.88	0.98	-	4.27	89.32	6.41	0.00	-	3.39	93.99	2.61	0.00	-	
Intersection %	3.95	0.83	4.08	0.00	8.86	1.34	1.47	3.63	0.06	6.50	1.53	31.99	2.29	0.00	35.82	1.66	45.89	1.27	0.00	48.82	
PHF	0.63	0.75	0.40	0.00	0.57	0.63	0.67	0.89	0.00	0.88	0.56	0.95	0.50	0.00	0.92	0.70	0.79	0.55	0.00	0.79	0.89

1600 - 1800 (Weekday 2h Session) (01-20-2022)

All vehicles

TIME	Northbound Thompson Rd NE					Southbound N Thompson Rd NE					Eastbound Dresden Dr (West)					Westbound Dresden Dr (East)					Int Total
	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	
	1600 - 1615	4	2	3	0	9	2	2	8	0	12	4	92	4	0	100	2	95	2	0	
1615 - 1630	8	0	5	0	13	2	3	7	0	12	7	113	7	0	127	10	90	6	0	106	258
1630 - 1645	7	3	5	0	15	0	4	4	0	8	10	119	10	0	139	6	89	4	0	99	261
1645 - 1700	8	2	7	0	17	2	1	8	0	11	10	130	5	0	145	4	116	0	0	120	293
Hourly Total	27	7	20	0	54	6	10	27	0	43	31	454	26	0	511	22	390	12	0	424	1032
1700 - 1715	8	5	9	0	22	5	3	4	0	12	10	137	7	0	154	5	91	3	0	99	287
1715 - 1730	5	4	2	0	11	3	6	3	0	12	5	110	6	0	121	5	97	6	0	108	252
1730 - 1745	3	1	4	0	8	4	7	5	0	16	11	93	13	0	117	4	111	2	0	117	258
1745 - 1800	4	1	3	0	8	4	6	4	0	14	8	115	5	0	128	7	85	2	0	94	244
Hourly Total	20	11	18	0	49	16	22	16	0	54	34	455	31	0	520	21	384	13	0	418	1041
Grand Total	47	18	38	0	103	22	32	43	0	97	65	909	57	0	1031	43	774	25	0	842	2073
Approach %	45.63	17.48	36.89	0.00	-	22.68	32.99	44.33	0.00	-	6.30	88.17	5.53	0.00	-	5.11	91.92	2.97	0.00	-	
Intersection %	2.27	0.87	1.83	0.00	4.97	1.06	1.54	2.07	0.00	4.68	3.14	43.85	2.75	0.00	49.73	2.07	37.34	1.21	0.00	40.62	
PHF	0.97	0.50	0.72	0.00	0.76	0.45	0.69	0.72	0.00	0.90	0.93	0.91	0.73	0.00	0.92	0.63	0.83	0.54	0.00	0.88	0.94

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



Brookhaven, GA

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Site 9 of 21

Thompson Rd NE
N Thompson Rd NE
Dresden Dr (West)
Dresden Dr (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
33°F

Lat/Long

33.861585°, -84.326543°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Thompson Rd NE					N Thompson Rd NE					Dresden Dr (West)					Dresden Dr (East)					
	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	
0700 - 0715	6	2	7	0	15	0	0	6	0	6	2	48	3	0	53	4	44	3	0	51	125
0715 - 0730	8	1	28	0	37	6	4	8	0	18	2	69	4	0	75	4	66	1	0	71	201
0730 - 0745	13	2	7	0	22	4	4	8	0	16	2	63	2	0	67	4	94	1	0	99	204
0745 - 0800	2	2	4	0	8	4	6	7	0	17	1	65	2	0	68	2	117	4	0	123	216
Hourly Total	29	7	46	0	82	14	14	29	0	57	7	245	11	0	263	14	321	9	0	344	746
0800 - 0815	10	1	5	0	16	1	2	8	0	11	4	67	8	0	79	3	128	5	0	136	242
0815 - 0830	11	4	5	0	20	2	4	8	0	14	4	60	7	0	71	1	77	2	0	80	185
0830 - 0845	6	1	3	0	10	2	0	4	1	7	6	62	4	0	72	2	90	1	0	93	182
0845 - 0900	6	0	4	0	10	1	3	7	0	11	3	55	6	0	64	5	83	1	0	89	174
Hourly Total	33	6	17	0	56	6	9	27	1	43	17	244	25	0	286	11	378	9	0	398	783
Grand Total	62	13	63	0	138	20	23	56	1	100	24	489	36	0	549	25	699	18	0	742	1529
Approach %	44.93	9.42	45.65	0.00	-	20.00	23.00	56.00	1.00	-	4.37	89.07	6.56	0.00	-	3.37	94.20	2.43	0.00	-	
Intersection %	4.05	0.85	4.12	0.00	9.03	1.31	1.50	3.66	0.07	6.54	1.57	31.98	2.35	0.00	35.91	1.64	45.72	1.18	0.00	48.53	

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Thompson Rd NE					N Thompson Rd NE					Dresden Dr (West)					Dresden Dr (East)					
	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	
1600 - 1615	4	2	3	0	9	2	2	8	0	12	3	91	3	0	97	2	93	2	0	97	215
1615 - 1630	8	0	5	0	13	2	3	7	0	12	7	112	7	0	126	9	90	6	0	105	256
1630 - 1645	7	3	5	0	15	0	4	4	0	8	10	118	10	0	138	6	87	4	0	97	258
1645 - 1700	8	2	7	0	17	2	1	7	0	10	10	127	5	0	142	4	113	0	0	117	286
Hourly Total	27	7	20	0	54	6	10	26	0	42	30	448	25	0	503	21	383	12	0	416	1015
1700 - 1715	7	5	8	0	20	5	3	4	0	12	10	134	7	0	151	5	91	3	0	99	282
1715 - 1730	5	4	2	0	11	3	6	3	0	12	5	108	6	0	119	5	97	6	0	108	250
1730 - 1745	3	1	4	0	8	4	7	5	0	16	11	93	13	0	117	4	109	2	0	115	256
1745 - 1800	3	1	3	0	7	4	6	4	0	14	8	114	5	0	127	7	84	2	0	93	241
Hourly Total	18	11	17	0	46	16	22	16	0	54	34	449	31	0	514	21	381	13	0	415	1029
Grand Total	45	18	37	0	100	22	32	42	0	96	64	897	56	0	1017	42	764	25	0	831	2044
Approach %	45.00	18.00	37.00	0.00	-	22.92	33.33	43.75	0.00	-	6.29	88.20	5.51	0.00	-	5.05	91.94	3.01	0.00	-	
Intersection %	2.20	0.88	1.81	0.00	4.89	1.08	1.57	2.05	0.00	4.70	3.13	43.88	2.74	0.00	49.76	2.05	37.38	1.22	0.00	40.66	

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



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Brookhaven, GA

Site 9 of 21

Thompson Rd NE
N Thompson Rd NE
Dresden Dr (West)
Dresden Dr (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
33°F

Lat/Long

33.861585°, -84.326543°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Single Unit Trucks (4-7)

TIME	Northbound Thompson Rd NE					Southbound N Thompson Rd NE					Eastbound Dresden Dr (West)					Westbound Dresden Dr (East)					Int Total
	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	
	0700 - 0715	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	1	1	0	
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	2	0	0	3	5
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	5	0	0	5	7
Hourly Total	0	0	0	0	0	1	0	0	0	1	0	6	0	0	6	1	9	1	0	11	18
0800 - 0815	0	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	3	0	0	3	6
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	5
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
Hourly Total	0	0	1	0	1	0	0	1	0	1	0	5	0	0	5	0	10	0	0	10	17
Grand Total	0	0	1	0	1	1	0	1	0	2	0	11	0	0	11	1	19	1	0	21	35
Approach %	0.00	0.00	100.00	0.00	-	50.00	0.00	50.00	0.00	-	0.00	100.00	0.00	0.00	-	4.76	90.48	4.76	0.00	-	
Intersection %	0.00	0.00	2.86	0.00	2.86	2.86	0.00	2.86	0.00	5.71	0.00	31.43	0.00	0.00	31.43	2.86	54.29	2.86	0.00	60.00	

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Single Unit Trucks (4-7)

TIME	Northbound Thompson Rd NE					Southbound N Thompson Rd NE					Eastbound Dresden Dr (West)					Westbound Dresden Dr (East)					Int Total
	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	
	1600 - 1615	0	0	0	0	0	0	0	0	0	0	1	1	1	0	3	0	1	0	0	
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
1645 - 1700	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	0	3	0	0	3	7
Hourly Total	0	0	0	0	0	0	0	1	0	1	1	6	1	0	8	1	6	0	0	7	16
1700 - 1715	1	0	1	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
1745 - 1800	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
Hourly Total	2	0	1	0	3	0	0	0	0	0	0	6	0	0	6	0	3	0	0	3	12
Grand Total	2	0	1	0	3	0	0	1	0	1	1	12	1	0	14	1	9	0	0	10	28
Approach %	66.67	0.00	33.33	0.00	-	0.00	0.00	100.00	0.00	-	7.14	85.71	7.14	0.00	-	10.00	90.00	0.00	0.00	-	
Intersection %	7.14	0.00	3.57	0.00	10.71	0.00	0.00	3.57	0.00	3.57	3.57	42.86	3.57	0.00	50.00	3.57	32.14	0.00	0.00	35.71	

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



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Brookhaven, GA

Site 9 of 21

Thompson Rd NE
N Thompson Rd NE
Dresden Dr (West)
Dresden Dr (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
33°F

Lat/Long

33.861585°, -84.326543°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Combination Trucks (8-13)

TIME	Northbound Thompson Rd NE					Southbound N Thompson Rd NE					Eastbound Dresden Dr (West)					Westbound Dresden Dr (East)					Int Total	
	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total		
	0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0		0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	1	2
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	1	0	0	2	4
Grand Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	1	0	0	3	5
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	66.67	33.33	0.00	-	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	40.00	0.00	0.00	40.00	0.00	40.00	20.00	0.00	60.00	-	-

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Combination Trucks (8-13)

TIME	Northbound Thompson Rd NE					Southbound N Thompson Rd NE					Eastbound Dresden Dr (West)					Westbound Dresden Dr (East)					Int Total	
	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total		
	1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0		0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	-	-

Pedestrian Count | | All vehicles



Brookhaven, GA

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Site 9 of 21

Thompson Rd NE
N Thompson Rd NE
Dresden Dr (West)
Dresden Dr (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
33°F

Lat/Long

33.861585°, -84.326543°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	Thompson Rd NE			N Thompson Rd NE			Dresden Dr (West)			Dresden Dr (East)				
	EB 9a	WB 9b	App Total	EB 9c	WB 9d	App Total	NB 9e	SB 9f	App Total	NB 9g	SB 9h	App Total		
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	1	1	2	1	0	1	0	0	0	3
Hourly Total	0	0	0	0	1	1	2	1	0	1	0	0	0	3
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	1	1	0	0	0	1
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	1	1	0	0	0	1
Grand Total	0	0	0	0	1	1	2	1	1	2	0	0	0	4
Approach %	0.00	0.00	-	50.00	50.00	-	50.00	50.00	-	0.00	0.00	-	-	-
Intersection %	0.00	0.00	0.00	25.00	25.00	50.00	25.00	25.00	50.00	0.00	0.00	0.00	0.00	-

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	Thompson Rd NE			N Thompson Rd NE			Dresden Dr (West)			Dresden Dr (East)				
	EB 9a	WB 9b	App Total	EB 9c	WB 9d	App Total	NB 9e	SB 9f	App Total	NB 9g	SB 9h	App Total		
1600 - 1615	0	0	0	0	0	0	0	0	1	1	0	0	0	1
1615 - 1630	0	0	0	0	1	3	4	1	0	1	0	0	0	5
1630 - 1645	1	1	2	2	0	0	0	1	0	1	0	0	0	3
1645 - 1700	1	2	3	3	0	0	0	0	1	1	0	0	0	4
Hourly Total	2	3	5	5	1	3	4	2	2	4	0	0	0	13
1700 - 1715	1	1	2	2	0	0	0	0	0	0	0	0	0	2
1715 - 1730	0	0	0	0	0	1	1	0	0	0	0	1	1	2
1730 - 1745	1	6	7	7	0	0	0	0	0	0	0	0	0	7
1745 - 1800	4	2	6	6	1	0	1	4	0	4	0	0	0	11
Hourly Total	6	9	15	15	1	1	2	4	0	4	0	1	1	22
Grand Total	8	12	20	2	4	6	6	2	8	0	1	1	35	
Approach %	40.00	60.00	-	33.33	66.67	-	75.00	25.00	-	0.00	100.00	-	-	
Intersection %	22.86	34.29	57.14	5.71	11.43	17.14	17.14	5.71	22.86	0.00	2.86	2.86	-	

Classified Turn Movement Count || All vehicles



www.marrtraffic.com

Brookhaven, GA

Site 10 of 21

Ashford Rd NE
Dresden Dr (West)
Dresden Dr (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
33°F

Lat/Long

33.862082°, -84.322178°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

All vehicles

TIME	Southbound				Eastbound				Westbound				Int Total
	Ashford Rd NE				Dresden Dr (West)				Dresden Dr (East)				
	Left 10.1	Right 10.2	U-Turn 10.3	App Total	Left 10.4	Thru 10.5	U-Turn 10.6	App Total	Thru 10.7	Right 10.8	U-Turn 10.9	App Total	
0700 - 0715	2	1	0	3	2	57	0	59	0	56	0	56	118
0715 - 0730	14	6	0	20	4	108	0	112	66	2	0	68	200
0730 - 0745	8	8	0	16	6	78	0	84	93	6	0	99	199
0745 - 0800	6	3	0	9	2	66	0	68	125	3	0	128	205
Hourly Total	30	18	0	48	14	309	0	323	338	13	0	351	722
0800 - 0815	9	8	0	17	6	64	0	70	129	3	0	132	219
0815 - 0830	5	5	0	10	2	78	0	80	77	7	0	84	174
0830 - 0845	1	9	0	10	5	58	0	63	84	1	0	85	158
0845 - 0900	6	5	0	11	5	61	0	66	91	6	0	97	174
Hourly Total	21	27	0	48	18	261	0	279	381	17	0	398	725
Grand Total	51	45	0	96	32	570	0	602	719	30	0	749	1447
Approach %	53.13	46.88	0.00	-	5.32	94.68	0.00	-	95.99	4.01	0.00	-	-
Intersection %	3.52	3.11	0.00	6.63	2.21	39.39	0.00	41.60	49.69	2.07	0.00	51.76	-
PHF	0.66	0.78	0.00	0.78	0.75	0.73	0.00	0.75	0.80	0.58	0.00	0.81	0.94

1600 - 1800 (Weekday 2h Session) (01-20-2022)

All vehicles

TIME	Southbound				Eastbound				Westbound				Int Total
	Ashford Rd NE				Dresden Dr (West)				Dresden Dr (East)				
	Left 10.1	Right 10.2	U-Turn 10.3	App Total	Left 10.4	Thru 10.5	U-Turn 10.6	App Total	Thru 10.7	Right 10.8	U-Turn 10.9	App Total	
1600 - 1615	4	3	0	7	1	97	0	98	92	4	0	96	201
1615 - 1630	6	5	0	11	7	104	0	111	101	3	0	104	226
1630 - 1645	8	7	0	15	3	120	0	123	101	7	0	108	246
1645 - 1700	6	4	0	10	6	127	0	133	113	3	0	116	259
Hourly Total	24	19	0	43	17	448	0	465	407	17	0	424	932
1700 - 1715	3	2	0	5	5	149	0	154	96	5	0	101	260
1715 - 1730	3	6	0	9	3	111	0	114	107	4	0	111	234
1730 - 1745	4	8	0	12	5	92	0	97	103	3	0	106	215
1745 - 1800	3	8	0	11	5	109	0	114	88	4	0	92	217
Hourly Total	13	24	0	37	18	461	0	479	394	16	0	410	926
Grand Total	37	43	0	80	35	909	0	944	801	33	0	834	1858
Approach %	46.25	53.75	0.00	-	3.71	96.29	0.00	-	96.04	3.96	0.00	-	-
Intersection %	1.99	2.31	0.00	4.31	1.88	48.92	0.00	50.81	43.11	1.78	0.00	44.89	-
PHF	0.63	0.68	0.00	0.65	0.71	0.85	0.00	0.85	0.92	0.68	0.00	0.94	0.96

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



www.marrtraffic.com

Brookhaven, GA

Site 10 of 21

Ashford Rd NE
Dresden Dr (West)
Dresden Dr (East)

Date

Thursday, January 20, 2022

Weather

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Lat/Long

33.862082°, -84.322178°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Passenger Vehicles (1-3)

Southbound				Eastbound				Westbound				Int Total
Ashford Rd NE				Dresden Dr (West)				Dresden Dr (East)				
Left 10.1	Right 10.2	U-Turn 10.3	App Total	Left 10.4	Thru 10.5	U-Turn 10.6	App Total	Thru 10.7	Right 10.8	U-Turn 10.9	App Total	Int Total
2	1	0	3	2	55	0	57	53	2	0	55	115
14	5	0	19	4	106	0	110	62	1	0	63	192
8	8	0	16	5	78	0	83	92	5	0	97	196
6	3	0	9	2	64	0	66	120	3	0	123	198
Hourly Total	17	0	47	13	303	0	316	327	11	0	338	701
9	8	0	17	6	63	0	69	126	3	0	129	215
5	5	0	10	2	75	0	77	75	6	0	81	168
1	8	0	9	5	56	0	61	81	1	0	82	152
6	5	0	11	5	59	0	64	88	5	0	93	168
Hourly Total	21	0	47	18	253	0	271	370	15	0	385	703
Grand Total	51	0	94	31	556	0	587	697	26	0	723	1404
Approach %	54.26	0.00	-	5.28	94.72	0.00	-	96.40	3.60	0.00	-	-
Intersection %	3.63	3.06	0.00	6.70	2.21	39.60	0.00	49.64	1.85	0.00	51.50	-

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Passenger Vehicles (1-3)

Southbound				Eastbound				Westbound				Int Total
Ashford Rd NE				Dresden Dr (West)				Dresden Dr (East)				
Left 10.1	Right 10.2	U-Turn 10.3	App Total	Left 10.4	Thru 10.5	U-Turn 10.6	App Total	Thru 10.7	Right 10.8	U-Turn 10.9	App Total	Int Total
4	3	0	7	1	96	0	97	90	4	0	94	198
5	5	0	10	7	103	0	110	100	3	0	103	223
8	5	0	13	2	120	0	122	101	6	0	107	242
5	4	0	9	6	124	0	130	110	3	0	113	252
Hourly Total	17	0	39	16	443	0	459	401	16	0	417	915
3	2	0	5	5	145	0	150	96	5	0	101	256
2	6	0	8	3	110	0	113	107	4	0	111	232
4	8	0	12	5	91	0	96	101	3	0	104	212
3	8	0	11	5	108	0	113	87	4	0	91	215
Hourly Total	12	0	36	18	454	0	472	391	16	0	407	915
Grand Total	34	0	75	34	897	0	931	792	32	0	824	1830
Approach %	45.33	0.00	-	3.65	96.35	0.00	-	96.12	3.88	0.00	-	-
Intersection %	1.86	2.24	0.00	4.10	1.86	49.02	0.00	43.28	1.75	0.00	45.03	-

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
Grand Total
Approach %
Intersection %

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



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Brookhaven, GA

Site 10 of 21

Ashford Rd NE
Dresden Dr (West)
Dresden Dr (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
33°F

Lat/Long

33.862082°, -84.322178°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Single Unit Trucks (4-7)

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound Ashford Rd NE				Eastbound Dresden Dr (West)				Westbound Dresden Dr (East)				Int Total
Left 10.1	Right 10.2	U-Turn 10.3	App Total	Left 10.4	Thru 10.5	U-Turn 10.6	App Total	Thru 10.7	Right 10.8	U-Turn 10.9	App Total	
0	0	0	0	0	2	0	2	1	0	0	1	3
0	1	0	1	0	2	0	2	3	1	0	4	7
0	0	0	0	1	0	0	1	1	1	0	2	3
0	0	0	0	0	2	0	2	5	0	0	5	7
0	1	0	1	1	6	0	7	10	2	0	12	20
0	0	0	0	0	1	0	1	3	0	0	3	4
0	0	0	0	0	2	0	2	1	0	0	1	3
0	1	0	1	0	1	0	1	2	0	0	2	4
0	0	0	0	0	2	0	2	3	1	0	4	6
0	1	0	1	0	6	0	6	9	1	0	10	17
0	2	0	2	1	12	0	13	19	3	0	22	37
0.00	100.00	0.00	-	7.69	92.31	0.00	-	86.36	13.64	0.00	-	
0.00	5.41	0.00	5.41	2.70	32.43	0.00	35.14	51.35	8.11	0.00	59.46	

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Single Unit Trucks (4-7)

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
Grand Total
Approach %
Intersection %

Southbound Ashford Rd NE				Eastbound Dresden Dr (West)				Westbound Dresden Dr (East)				Int Total
Left 10.1	Right 10.2	U-Turn 10.3	App Total	Left 10.4	Thru 10.5	U-Turn 10.6	App Total	Thru 10.7	Right 10.8	U-Turn 10.9	App Total	
0	0	0	0	0	1	0	1	1	0	0	1	2
1	0	0	1	0	1	0	1	1	0	0	1	3
0	2	0	2	1	0	0	1	0	1	0	1	4
1	0	0	1	0	3	0	3	3	0	0	3	7
2	2	0	4	1	5	0	6	5	1	0	6	16
0	0	0	0	0	4	0	4	0	0	0	0	4
1	0	0	1	0	1	0	1	0	0	0	0	2
0	0	0	0	0	1	0	1	2	0	0	2	3
0	0	0	0	0	1	0	1	1	0	0	1	2
1	0	0	1	0	7	0	7	3	0	0	3	11
3	2	0	5	1	12	0	13	8	1	0	9	27
60.00	40.00	0.00	-	7.69	92.31	0.00	-	88.89	11.11	0.00	-	
11.11	7.41	0.00	18.52	3.70	44.44	0.00	48.15	29.63	3.70	0.00	33.33	

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



Brookhaven, GA

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Site 10 of 21

Ashford Rd NE
 Dresden Dr (West)
 Dresden Dr (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
 33°F

Lat/Long

33.862082°, -84.322178°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Combination Trucks (8-13)

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound Ashford Rd NE				Eastbound Dresden Dr (West)				Westbound Dresden Dr (East)				
Left 10.1	Right 10.2	U-Turn 10.3	App Total	Left 10.4	Thru 10.5	U-Turn 10.6	App Total	Thru 10.7	Right 10.8	U-Turn 10.9	App Total	Int Total
0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1	1	0	2	3
0	0	0	0	0	1	0	1	1	0	0	1	2
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	2	0	2	2	1	0	3	5
0	0	0	0	0	2	0	2	3	1	0	4	6
0.00	0.00	0.00	-	0.00	100.00	0.00	-	75.00	25.00	0.00	-	
0.00	0.00	0.00	0.00	0.00	33.33	0.00	33.33	50.00	16.67	0.00	66.67	

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Combination Trucks (8-13)

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
Grand Total
Approach %
Intersection %

Southbound Ashford Rd NE				Eastbound Dresden Dr (West)				Westbound Dresden Dr (East)				
Left 10.1	Right 10.2	U-Turn 10.3	App Total	Left 10.4	Thru 10.5	U-Turn 10.6	App Total	Thru 10.7	Right 10.8	U-Turn 10.9	App Total	Int Total
0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0.00	0.00	0.00	-	0.00	0.00	0.00	-	100.00	0.00	0.00	-	
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	

Classified Turn Movement Count || All vehicles



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Brookhaven, GA

Site 11 of 21

Winding Ln NE
Dresden Dr (West)
Dresden Dr (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
33°F

Lat/Long

33.863413°, -84.319401°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

All vehicles

TIME	Southbound				Eastbound				Westbound				Int Total
	Winding Ln NE				Dresden Dr (West)				Dresden Dr (East)				
	Left 11.1	Right 11.2	U-Turn 11.3	App Total	Left 11.4	Thru 11.5	U-Turn 11.6	App Total	Thru 11.7	Right 11.8	U-Turn 11.9	App Total	
0700 - 0715	5	1	0	6	0	0	0	57	57	0	0	57	120
0715 - 0730	6	1	0	7	0	117	0	117	68	3	0	71	195
0730 - 0745	5	2	0	7	1	93	0	94	103	6	0	109	210
0745 - 0800	4	1	0	5	0	72	0	72	123	4	0	127	204
Hourly Total	20	5	0	25	1	339	0	340	351	13	0	364	729
0800 - 0815	6	3	0	9	0	73	0	73	124	6	0	130	212
0815 - 0830	4	1	0	5	2	84	0	86	88	6	0	94	185
0830 - 0845	1	1	0	2	1	59	0	60	79	4	0	83	145
0845 - 0900	3	3	0	6	0	67	0	67	97	6	0	103	176
Hourly Total	14	8	0	22	3	283	0	286	388	22	0	410	718
Grand Total	34	13	0	47	4	622	0	626	739	35	0	774	1447
Approach %	72.34	27.66	0.00	-	0.64	99.36	0.00	-	95.48	4.52	0.00	-	-
Intersection %	2.35	0.90	0.00	3.25	0.28	42.99	0.00	43.26	51.07	2.42	0.00	53.49	-
PHF	0.88	0.58	0.00	0.78	0.25	0.76	0.00	0.76	0.84	0.79	0.00	0.84	0.97

1600 - 1800 (Weekday 2h Session) (01-20-2022)

All vehicles

TIME	Southbound				Eastbound				Westbound				Int Total
	Winding Ln NE				Dresden Dr (West)				Dresden Dr (East)				
	Left 11.1	Right 11.2	U-Turn 11.3	App Total	Left 11.4	Thru 11.5	U-Turn 11.6	App Total	Thru 11.7	Right 11.8	U-Turn 11.9	App Total	
1600 - 1615	4	1	0	5	1	105	0	106	99	4	0	103	214
1615 - 1630	10	0	0	10	1	116	0	117	108	6	0	114	241
1630 - 1645	8	1	0	9	0	124	0	124	103	5	0	108	241
1645 - 1700	6	1	0	7	2	134	0	136	113	6	0	119	262
Hourly Total	28	3	0	31	4	479	0	483	423	21	0	444	958
1700 - 1715	3	4	0	7	2	145	0	147	96	3	0	99	253
1715 - 1730	12	2	0	14	1	118	0	119	109	3	0	112	245
1730 - 1745	5	2	0	7	1	99	0	100	109	3	0	112	219
1745 - 1800	5	2	0	7	1	113	0	114	85	3	0	88	209
Hourly Total	25	10	0	35	5	475	0	480	399	12	0	411	926
Grand Total	53	13	0	66	9	954	0	963	822	33	0	855	1884
Approach %	80.30	19.70	0.00	-	0.93	99.07	0.00	-	96.14	3.86	0.00	-	-
Intersection %	2.81	0.69	0.00	3.50	0.48	50.64	0.00	51.11	43.63	1.75	0.00	45.38	-
PHF	0.60	0.50	0.00	0.66	0.63	0.90	0.00	0.89	0.93	0.71	0.00	0.92	0.96

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



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Brookhaven, GA

Site 11 of 21

Winding Ln NE
Dresden Dr (West)
Dresden Dr (East)

Date

Thursday, January 20, 2022

Lat/Long

33.863413°, -84.319401°

Weather

Cloudy
33°F

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Passenger Vehicles (1-3)

Southbound				Eastbound				Westbound				Int Total
Winding Ln NE				Dresden Dr (West)				Dresden Dr (East)				
Left	Right	U-Turn	App Total	Left	Thru	U-Turn	App Total	Thru	Right	U-Turn	App Total	Int Total
11.1	11.2	11.3		11.4	11.5	11.6		11.7	11.8	11.9		
4	1	0	5	0	55	0	55	54	0	0	54	114
3	1	0	4	0	115	0	115	64	2	0	66	185
4	2	0	6	1	93	0	94	102	6	0	108	208
3	1	0	4	0	70	0	70	118	4	0	122	196
14	5	0	19	1	333	0	334	338	12	0	350	703
5	3	0	8	0	71	0	71	121	5	0	126	205
4	1	0	5	2	82	0	84	87	6	0	93	182
1	1	0	2	1	57	0	58	75	4	0	79	139
3	3	0	6	6	65	0	65	92	6	0	98	169
13	8	0	21	3	275	0	278	375	21	0	396	695
27	13	0	40	4	608	0	612	713	33	0	746	1398
67.50	32.50	0.00	-	0.65	99.35	0.00	-	95.58	4.42	0.00	-	
1.93	0.93	0.00	2.86	0.29	43.49	0.00	43.78	51.00	2.36	0.00	53.36	

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Passenger Vehicles (1-3)

Southbound				Eastbound				Westbound				Int Total
Winding Ln NE				Dresden Dr (West)				Dresden Dr (East)				
Left	Right	U-Turn	App Total	Left	Thru	U-Turn	App Total	Thru	Right	U-Turn	App Total	Int Total
11.1	11.2	11.3		11.4	11.5	11.6		11.7	11.8	11.9		
4	1	0	5	1	104	0	105	96	4	0	100	210
10	0	0	10	1	114	0	115	107	5	0	112	237
7	1	0	8	0	124	0	124	102	5	0	107	239
6	0	0	6	2	130	0	132	112	6	0	118	256
27	2	0	29	4	472	0	476	417	20	0	437	942
3	4	0	7	2	141	0	143	96	3	0	99	249
12	2	0	14	1	116	0	117	109	3	0	112	243
5	2	0	7	1	98	0	99	106	3	0	109	215
4	2	0	6	1	112	0	113	85	3	0	88	207
24	10	0	34	5	467	0	472	396	12	0	408	914
51	12	0	63	9	939	0	948	813	32	0	845	1856
80.95	19.05	0.00	-	0.95	99.05	0.00	-	96.21	3.79	0.00	-	
2.75	0.65	0.00	3.39	0.48	50.59	0.00	51.08	43.80	1.72	0.00	45.53	

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
Grand Total
Approach %
Intersection %

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



www.marrtraffic.com

Brookhaven, GA

Site 11 of 21

Winding Ln NE
Dresden Dr (West)
Dresden Dr (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
33°F

Lat/Long

33.863413°, -84.319401°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Single Unit Trucks (4-7)

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				Int Total
Winding Ln NE				Dresden Dr (West)				Dresden Dr (East)				
Left 11.1	Right 11.2	U-Turn 11.3	App Total	Left 11.4	Thru 11.5	U-Turn 11.6	App Total	Thru 11.7	Right 11.8	U-Turn 11.9	App Total	Int Total
1	0	0	1	0	2	0	2	3	0	0	3	6
2	0	0	2	0	2	0	2	3	1	0	4	8
1	0	0	1	0	0	0	0	1	0	0	1	2
1	0	0	1	0	2	0	2	5	0	0	5	8
Hourly Total	5	0	5	0	6	0	6	12	1	0	13	24
0800 - 0815	1	0	1	0	1	0	1	3	1	0	4	6
0815 - 0830	0	0	0	0	2	0	2	0	0	0	0	2
0830 - 0845	0	0	0	0	1	0	1	3	0	0	3	4
0845 - 0900	0	0	0	0	2	0	2	4	0	0	4	6
Hourly Total	1	0	1	0	6	0	6	10	1	0	11	18
Grand Total	6	0	6	0	12	0	12	22	2	0	24	42
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-	91.67	8.33	0.00	-
Intersection %	14.29	0.00	0.00	14.29	0.00	28.57	0.00	28.57	52.38	4.76	0.00	57.14

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Single Unit Trucks (4-7)

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				Int Total
Winding Ln NE				Dresden Dr (West)				Dresden Dr (East)				
Left 11.1	Right 11.2	U-Turn 11.3	App Total	Left 11.4	Thru 11.5	U-Turn 11.6	App Total	Thru 11.7	Right 11.8	U-Turn 11.9	App Total	Int Total
0	0	0	0	0	1	0	1	2	0	0	2	3
0	0	0	0	0	2	0	2	1	1	0	2	4
1	0	0	1	0	0	0	0	1	0	0	1	2
0	1	0	1	0	4	0	4	1	0	0	1	6
Hourly Total	1	1	2	0	7	0	7	5	1	0	6	15
1700 - 1715	0	0	0	0	4	0	4	0	0	0	0	4
1715 - 1730	0	0	0	0	2	0	2	0	0	0	0	2
1730 - 1745	0	0	0	0	1	0	1	3	0	0	3	4
1745 - 1800	1	0	1	0	1	0	1	0	0	0	0	2
Hourly Total	1	0	1	0	8	0	8	3	0	0	3	12
Grand Total	2	1	3	0	15	0	15	8	1	0	9	27
Approach %	66.67	33.33	0.00	-	0.00	100.00	0.00	-	88.89	11.11	0.00	-
Intersection %	7.41	3.70	0.00	11.11	0.00	55.56	0.00	55.56	29.63	3.70	0.00	33.33

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



www.marrtraffic.com

Brookhaven, GA

Site 11 of 21

Date

Thursday, January 20, 2022

Weather

Cloudy

33°F

Winding Ln NE
Dresden Dr (West)
Dresden Dr (East)

Lat/Long

33.863413°, -84.319401°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Combination Trucks (8-13)

TIME	Southbound				Eastbound				Westbound				Int Total
	Winding Ln NE				Dresden Dr (West)				Dresden Dr (East)				
	Left 11.1	Right 11.2	U-Turn 11.3	App Total	Left 11.4	Thru 11.5	U-Turn 11.6	App Total	Thru 11.7	Right 11.8	U-Turn 11.9	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	1	0	0	1	0	0	0	0	1	0	0	1	2
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	1	0	0	0	0	1	0	0	1	2
0800 - 0815	0	0	0	0	0	1	0	1	0	0	0	0	1
0815 - 0830	0	0	0	0	0	0	0	0	1	0	0	1	1
0830 - 0845	0	0	0	0	0	1	0	1	1	0	0	1	2
0845 - 0900	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	0	0	0	0	2	0	2	3	0	0	3	5
Grand Total	1	0	0	1	0	2	0	2	4	0	0	4	7
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	14.29	0.00	0.00	14.29	0.00	28.57	0.00	28.57	57.14	0.00	0.00	57.14	

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Combination Trucks (8-13)

TIME	Southbound				Eastbound				Westbound				Int Total
	Winding Ln NE				Dresden Dr (West)				Dresden Dr (East)				
	Left 11.1	Right 11.2	U-Turn 11.3	App Total	Left 11.4	Thru 11.5	U-Turn 11.6	App Total	Thru 11.7	Right 11.8	U-Turn 11.9	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	1	0	0	1	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	1	0	0	1	1
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	1	0	0	1	1
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	

Pedestrian Count | All vehicles



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Brookhaven, GA

Site 11 of 21

Winding Ln NE
Dresden Dr (West)
Dresden Dr (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
33°F

Lat/Long

33.863413°, -84.319401°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Pedestrians

Southbound				Eastbound			Westbound			App Total	Int Total
Winding Ln NE		Dresden Dr (West)			Dresden Dr (East)						
EB 11c	WB 11d	App Total	NB 11e	SB 11f	App Total	NB 11g	SB 11h	App Total	Int Total		
0700 - 0715	0	0	0	0	0	0	0	0	0		
0715 - 0730	0	0	0	0	0	0	0	0	0		
0730 - 0745	0	0	0	0	0	0	0	0	0		
0745 - 0800	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	0		
0800 - 0815	0	0	0	0	0	0	0	0	0		
0815 - 0830	0	0	0	0	0	0	0	0	0		
0830 - 0845	0	0	0	0	0	0	0	0	0		
0845 - 0900	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	0		
Grand Total	0	0	0	0	0	0	0	0	0		
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-		
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Pedestrians

Southbound				Eastbound			Westbound			App Total	Int Total
Winding Ln NE		Dresden Dr (West)			Dresden Dr (East)						
EB 11c	WB 11d	App Total	NB 11e	SB 11f	App Total	NB 11g	SB 11h	App Total	Int Total		
1600 - 1615	0	0	0	0	0	0	0	0	0		
1615 - 1630	1	0	1	0	0	0	0	0	1		
1630 - 1645	0	1	1	0	0	0	0	0	1		
1645 - 1700	1	0	1	0	0	0	0	0	1		
Hourly Total	2	1	3	0	0	0	0	0	3		
1700 - 1715	0	0	0	0	0	0	0	0	0		
1715 - 1730	1	1	2	0	0	0	0	0	2		
1730 - 1745	0	0	0	0	0	0	0	0	0		
1745 - 1800	0	0	0	0	0	0	0	0	0		
Hourly Total	1	1	2	0	0	0	0	0	2		
Grand Total	3	2	5	0	0	0	0	0	5		
Approach %	60.00	40.00	-	0.00	0.00	-	0.00	0.00	-		
Intersection %	60.00	40.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00		

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
Grand Total
Approach %
Intersection %

Classified Turn Movement Count || All vehicles



Brookhaven, GA

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Site 12 of 21

Clairmont Rd (South)
 Clairmont Rd (North)
 Dresden Dr (West)
 Dresden Dr (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
 33°F

Lat/Long

33.865363°, -84.309472°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Clairmont Rd (South)					Clairmont Rd (North)					Dresden Dr (West)					Dresden Dr (East)					
	Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App Total	Left 12.5	Thru 12.6	Right 12.7	U-Turn 12.8	App Total	Left 12.9	Thru 12.10	Right 12.11	U-Turn 12.12	App Total	Left 12.13	Thru 12.14	Right 12.15	U-Turn 12.16	App Total	
0700 - 0715	20	98	2	0	120	13	69	14	0	96	2	25	27	0	54	0	36	17	0	53	323
0715 - 0730	25	119	1	0	145	29	99	11	0	139	9	36	32	0	77	0	31	21	0	52	413
0730 - 0745	27	163	7	0	197	28	116	9	0	153	20	51	33	0	104	3	51	18	0	72	526
0745 - 0800	34	191	4	0	229	20	116	8	0	144	9	53	29	0	91	3	68	38	0	109	573
Hourly Total	106	571	14	0	691	90	400	42	0	532	40	165	121	0	326	6	186	94	0	286	1835
0800 - 0815	36	188	2	0	226	14	134	14	0	162	16	33	32	0	81	2	62	39	0	103	572
0815 - 0830	23	193	0	0	216	20	143	13	0	176	23	35	30	0	88	2	45	19	0	66	546
0830 - 0845	29	162	3	0	194	20	119	12	0	151	11	20	24	0	55	6	41	29	0	76	476
0845 - 0900	37	168	3	0	208	16	93	14	0	123	12	20	31	0	63	3	53	36	0	92	486
Hourly Total	125	711	8	0	844	70	489	53	0	612	62	108	117	0	287	13	201	123	0	337	2080
Grand Total	231	1282	22	0	1535	160	889	95	0	1144	102	273	238	0	613	19	387	217	0	623	3915
Approach %	15.05	83.52	1.43	0.00	-	13.99	77.71	8.30	0.00	-	16.64	44.54	38.83	0.00	-	3.05	62.12	34.83	0.00	-	
Intersection %	5.90	32.75	0.56	0.00	39.21	4.09	22.71	2.43	0.00	29.22	2.61	6.97	6.08	0.00	15.66	0.49	9.89	5.54	0.00	15.91	
PHF	0.83	0.95	0.46	0.00	0.95	0.73	0.89	0.79	0.00	0.90	0.74	0.81	0.94	0.00	0.88	0.83	0.83	0.73	0.00	0.80	0.97

1600 - 1800 (Weekday 2h Session) (01-20-2022)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Clairmont Rd (South)					Clairmont Rd (North)					Dresden Dr (West)					Dresden Dr (East)					
	Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App Total	Left 12.5	Thru 12.6	Right 12.7	U-Turn 12.8	App Total	Left 12.9	Thru 12.10	Right 12.11	U-Turn 12.12	App Total	Left 12.13	Thru 12.14	Right 12.15	U-Turn 12.16	App Total	
1600 - 1615	42	191	7	0	240	26	194	24	0	244	16	45	35	0	96	6	40	36	0	82	662
1615 - 1630	45	136	4	0	185	40	197	17	0	254	20	61	41	0	122	11	38	35	0	84	645
1630 - 1645	48	161	13	0	222	38	166	18	0	222	13	54	41	0	108	9	34	32	0	75	627
1645 - 1700	45	180	7	0	232	47	200	21	0	268	12	68	49	0	129	6	47	31	0	84	713
Hourly Total	180	668	31	0	879	151	757	80	0	988	61	228	166	0	455	32	159	134	0	325	2647
1700 - 1715	47	152	8	0	207	41	197	15	0	253	13	71	51	0	135	7	48	34	0	89	684
1715 - 1730	37	168	7	1	213	34	219	20	0	273	21	61	44	0	126	2	60	33	0	95	707
1730 - 1745	46	168	10	0	224	46	199	19	0	264	17	39	39	0	95	8	48	44	0	100	683
1745 - 1800	35	183	11	0	229	39	213	16	0	268	8	55	42	0	105	6	51	40	0	97	699
Hourly Total	165	671	36	1	873	160	828	70	0	1058	59	226	176	0	461	23	207	151	0	381	2773
Grand Total	345	1339	67	1	1752	311	1585	150	0	2046	120	454	342	0	916	55	366	285	0	706	5420
Approach %	19.69	76.43	3.82	0.06	-	15.20	77.47	7.33	0.00	-	13.10	49.56	37.34	0.00	-	7.79	51.84	40.37	0.00	-	
Intersection %	6.37	24.70	1.24	0.02	32.32	5.74	29.24	2.77	0.00	37.75	2.21	8.38	6.31	0.00	16.90	1.01	6.75	5.26	0.00	13.03	
PHF	0.93	0.93	0.80	0.25	0.94	0.89	0.93	0.89	0.00	0.97	0.75	0.84	0.90	0.00	0.90	0.72	0.85	0.81	0.00	0.92	0.98

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



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Brookhaven, GA

Site 12 of 21

Clairmont Rd (South)
 Clairmont Rd (North)
 Dresden Dr (West)
 Dresden Dr (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
 33°F

Lat/Long

33.865363°, -84.309472°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Clairmont Rd (South)					Clairmont Rd (North)					Dresden Dr (West)					Dresden Dr (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
0700 - 0715	17	93	2	0	112	12	69	14	0	95	2	24	25	0	51	0	35	16	0	51	309
0715 - 0730	23	116	0	0	139	28	96	11	0	135	9	34	30	0	73	0	30	19	0	49	396
0730 - 0745	27	159	7	0	193	28	109	9	0	146	20	51	31	0	102	3	50	18	0	71	512
0745 - 0800	32	189	4	0	225	20	113	7	0	140	9	53	28	0	90	3	66	35	0	104	559
Hourly Total	99	557	13	0	669	88	387	41	0	516	40	162	114	0	316	6	181	88	0	275	1776
0800 - 0815	36	184	2	0	222	14	127	13	0	154	16	32	31	0	79	2	59	38	0	99	554
0815 - 0830	23	186	0	0	209	20	138	13	0	171	23	35	28	0	86	2	44	19	0	65	531
0830 - 0845	28	159	3	0	190	20	111	12	0	143	11	19	23	0	53	6	39	29	0	74	460
0845 - 0900	36	165	3	0	204	16	86	14	0	116	12	19	29	0	60	2	49	31	0	82	462
Hourly Total	123	694	8	0	825	70	462	52	0	584	62	105	111	0	278	12	191	117	0	320	2007
Grand Total	222	1251	21	0	1494	158	849	93	0	1100	102	267	225	0	594	18	372	205	0	595	3783
Approach %	14.86	83.73	1.41	0.00	-	14.36	77.18	8.45	0.00	-	17.17	44.95	37.88	0.00	-	3.03	62.52	34.45	0.00	-	-
Intersection %	5.87	33.07	0.56	0.00	39.49	4.18	22.44	2.46	0.00	29.08	2.70	7.06	5.95	0.00	15.70	0.48	9.83	5.42	0.00	15.73	-

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Clairmont Rd (South)					Clairmont Rd (North)					Dresden Dr (West)					Dresden Dr (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
1600 - 1615	42	189	7	0	238	26	191	23	0	240	16	43	35	0	94	6	39	36	0	81	653
1615 - 1630	45	134	4	0	183	40	196	16	0	252	20	60	40	0	120	11	37	35	0	83	638
1630 - 1645	48	160	13	0	221	38	163	18	0	219	13	54	41	0	108	9	34	30	0	73	621
1645 - 1700	45	179	7	0	231	47	194	19	0	260	12	65	49	0	126	6	47	31	0	84	701
Hourly Total	180	662	31	0	873	151	744	76	0	971	61	222	165	0	448	32	157	132	0	321	2613
1700 - 1715	46	151	7	0	204	39	195	15	0	249	13	68	50	0	131	7	48	33	0	88	672
1715 - 1730	37	165	6	1	209	34	215	20	0	269	21	60	44	0	125	2	60	33	0	95	698
1730 - 1745	45	167	10	0	222	46	193	19	0	258	16	39	39	0	94	8	47	43	0	98	672
1745 - 1800	35	182	11	0	228	38	213	15	0	266	8	55	40	0	103	6	51	40	0	97	694
Hourly Total	163	665	34	1	863	157	816	69	0	1042	58	222	173	0	453	23	206	149	0	378	2736
Grand Total	343	1327	65	1	1736	308	1560	145	0	2013	119	444	338	0	901	55	363	281	0	699	5349
Approach %	19.76	76.44	3.74	0.06	-	15.30	77.50	7.20	0.00	-	13.21	49.28	37.51	0.00	-	7.87	51.93	40.20	0.00	-	-
Intersection %	6.41	24.81	1.22	0.02	32.45	5.76	29.16	2.71	0.00	37.63	2.22	8.30	6.32	0.00	16.84	1.03	6.79	5.25	0.00	13.07	-

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



Brookhaven, GA

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Site 12 of 21

Clairmont Rd (South)
Clairmont Rd (North)
Dresden Dr (West)
Dresden Dr (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
33°F

Lat/Long

33.865363°, -84.309472°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Clairmont Rd (South)					Clairmont Rd (North)					Dresden Dr (West)					Dresden Dr (East)					
	Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App Total	Left 12.5	Thru 12.6	Right 12.7	U-Turn 12.8	App Total	Left 12.9	Thru 12.10	Right 12.11	U-Turn 12.12	App Total	Left 12.13	Thru 12.14	Right 12.15	U-Turn 12.16	App Total	
0700 - 0715	2	4	0	0	6	1	3	0	0	4	0	2	1	0	3	0	1	2	0	3	12
0715 - 0730	2	3	1	0	6	1	3	0	0	4	0	2	1	0	3	0	1	2	0	3	16
0730 - 0745	0	4	0	0	4	0	7	0	0	7	0	0	2	0	2	0	1	0	0	1	14
0745 - 0800	2	2	0	0	4	0	2	1	0	3	0	0	1	0	1	0	2	3	0	5	13
Hourly Total	6	13	1	0	20	2	12	1	0	15	0	3	6	0	9	0	5	6	0	11	55
0800 - 0815	0	4	0	0	4	0	6	1	0	7	0	1	0	0	1	0	3	1	0	4	16
0815 - 0830	0	6	0	0	6	0	5	0	0	5	0	0	2	0	2	0	0	0	0	0	13
0830 - 0845	0	3	0	0	3	0	8	0	0	8	0	1	0	0	1	0	2	0	0	2	14
0845 - 0900	1	3	0	0	4	0	5	0	0	5	0	1	2	0	3	1	3	5	0	9	21
Hourly Total	1	16	0	0	17	0	24	1	0	25	0	3	4	0	7	1	8	6	0	15	64
Grand Total	7	29	1	0	37	2	36	2	0	40	0	6	10	0	16	1	13	12	0	26	119
Approach %	18.92	78.38	2.70	0.00	-	5.00	90.00	5.00	0.00	-	0.00	37.50	62.50	0.00	-	3.85	50.00	46.15	0.00	-	
Intersection %	5.88	24.37	0.84	0.00	31.09	1.68	30.25	1.68	0.00	33.61	0.00	5.04	8.40	0.00	13.45	0.84	10.92	10.08	0.00	21.85	

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Clairmont Rd (South)					Clairmont Rd (North)					Dresden Dr (West)					Dresden Dr (East)					
	Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App Total	Left 12.5	Thru 12.6	Right 12.7	U-Turn 12.8	App Total	Left 12.9	Thru 12.10	Right 12.11	U-Turn 12.12	App Total	Left 12.13	Thru 12.14	Right 12.15	U-Turn 12.16	App Total	
1600 - 1615	0	2	0	0	2	0	3	0	0	3	0	2	0	0	2	0	1	0	0	1	8
1615 - 1630	0	2	0	0	2	0	1	1	0	2	0	1	1	0	2	0	1	0	0	1	7
1630 - 1645	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	2	0	2	6
1645 - 1700	0	1	0	0	1	0	5	2	0	7	0	3	0	0	3	0	0	0	0	0	11
Hourly Total	0	6	0	0	6	0	12	3	0	15	0	6	1	0	7	0	2	2	0	4	32
1700 - 1715	1	0	1	0	2	2	2	0	0	4	0	3	1	0	4	0	0	1	0	1	11
1715 - 1730	0	3	1	0	4	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	8
1730 - 1745	1	1	0	0	2	0	6	0	0	6	1	0	0	0	1	0	1	1	0	2	11
1745 - 1800	0	1	0	0	1	1	0	1	0	2	0	0	2	0	2	0	0	0	0	0	5
Hourly Total	2	5	2	0	9	3	11	1	0	15	1	4	3	0	8	0	1	2	0	3	35
Grand Total	2	11	2	0	15	3	23	4	0	30	1	10	4	0	15	0	3	4	0	7	67
Approach %	13.33	73.33	13.33	0.00	-	10.00	76.67	13.33	0.00	-	6.67	66.67	26.67	0.00	-	0.00	42.86	57.14	0.00	-	
Intersection %	2.99	16.42	2.99	0.00	22.39	4.48	34.33	5.97	0.00	44.78	1.49	14.93	5.97	0.00	22.39	0.00	4.48	5.97	0.00	10.45	

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



www.marrtraffic.com

Brookhaven, GA

Site 12 of 21

Clairmont Rd (South)
 Clairmont Rd (North)
 Dresden Dr (West)
 Dresden Dr (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
 33°F

Lat/Long

33.865363°, -84.309472°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total					
	Clairmont Rd (South)					Clairmont Rd (North)					Dresden Dr (West)					Dresden Dr (East)										
	Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App Total	Left 12.5	Thru 12.6	Right 12.7	U-Turn 12.8	App Total	Left 12.9	Thru 12.10	Right 12.11	U-Turn 12.12	App Total	Left 12.13	Thru 12.14	Right 12.15	U-Turn 12.16	App Total						
0700 - 0715	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	1	1	0	0	2	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4
0800 - 0815	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
0815 - 0830	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	2
0830 - 0845	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
0845 - 0900	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	3
Hourly Total	1	1	0	0	2	0	3	0	0	3	0	0	2	0	2	0	2	0	0	0	0	2	0	0	2	9
Grand Total	2	2	0	0	4	0	4	0	0	4	0	0	3	0	3	0	2	0	0	2						13
Approach %	50.00	50.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	0.00	100.00	0.00	0.00	-						
Intersection %	15.38	15.38	0.00	0.00	30.77	0.00	30.77	0.00	0.00	30.77	0.00	0.00	23.08	0.00	23.08	0.00	15.38	0.00	0.00	15.38						

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total					
	Clairmont Rd (South)					Clairmont Rd (North)					Dresden Dr (West)					Dresden Dr (East)										
	Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App Total	Left 12.5	Thru 12.6	Right 12.7	U-Turn 12.8	App Total	Left 12.9	Thru 12.10	Right 12.11	U-Turn 12.12	App Total	Left 12.13	Thru 12.14	Right 12.15	U-Turn 12.16	App Total						
1600 - 1615	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1700 - 1715	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1715 - 1730	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	1	0	0	1	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0						4
Approach %	0.00	100.00	0.00	0.00	-	0.00	66.67	33.33	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-						
Intersection %	0.00	25.00	0.00	0.00	25.00	0.00	50.00	25.00	0.00	75.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						

Pedestrian Count | All vehicles



Brookhaven, GA

www.marrtraffic.com

Site 12 of 21

Clairmont Rd (South)
Clairmont Rd (North)
Dresden Dr (West)
Dresden Dr (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
33°F

Lat/Long

33.865363°, -84.309472°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	Clairmont Rd (South)		App Total	Clairmont Rd (North)		App Total	Dresden Dr (West)		App Total	Dresden Dr (East)		App Total		
	EB 12a	WB 12b		EB 12c	WB 12d		NB 12e	SB 12f		NB 12g	SB 12h			
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	
0815 - 0830	0	0	0	0	0	0	0	0	1	1	0	0	1	
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	1	1	0	0	0	1	
Grand Total	0	0	0	0	0	0	1	1	0	0	0	0	1	
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	100.00	-	0.00	0.00	-	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	100.00	0.00	0.00	0.00	-	

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	Clairmont Rd (South)		App Total	Clairmont Rd (North)		App Total	Dresden Dr (West)		App Total	Dresden Dr (East)		App Total		
	EB 12a	WB 12b		EB 12c	WB 12d		NB 12e	SB 12f		NB 12g	SB 12h			
1600 - 1615	1	0	1	0	0	0	0	0	0	0	0	0	1	
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	
1630 - 1645	0	0	0	1	0	1	0	0	0	0	0	0	1	
1645 - 1700	0	0	0	0	0	0	0	0	0	0	1	1	1	
Hourly Total	1	0	1	1	0	1	0	0	0	0	1	1	3	
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	
1730 - 1745	0	1	1	0	0	0	1	0	1	0	0	0	2	
1745 - 1800	0	0	0	0	0	0	0	0	0	1	0	1	1	
Hourly Total	0	1	1	0	0	0	1	0	1	1	0	1	3	
Grand Total	1	1	2	1	0	1	1	0	1	1	1	2	6	
Approach %	50.00	50.00	-	100.00	0.00	-	100.00	0.00	-	50.00	50.00	-	-	
Intersection %	16.67	16.67	33.33	16.67	0.00	16.67	16.67	0.00	16.67	16.67	16.67	33.33	-	

Classified Turn Movement Count || All vehicles



Brookhaven, GA

www.marrtraffic.com

Site 13 of 21

Redding Rd NE (South)
 Redding Rd NE (North)
 Caldwell Rd NE (West)
 Caldwell Rd NE (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
 33°F

Lat/Long

33.875156°, -84.325050°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Redding Rd NE (South)					Redding Rd NE (North)					Caldwell Rd NE (West)					Caldwell Rd NE (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
0700 - 0715	0	6	1	0	7	40	0	9	0	49	32	15	0	0	47	1	3	26	0	30	133
0715 - 0730	0	20	10	0	30	59	2	18	0	79	36	33	1	0	70	5	24	79	0	108	287
0730 - 0745	1	19	3	0	23	48	5	21	0	74	46	25	0	0	71	7	36	81	0	124	292
0745 - 0800	1	10	1	0	12	30	10	30	0	70	63	10	1	0	74	2	23	60	0	85	241
Hourly Total	2	55	15	0	72	177	17	78	0	272	177	83	2	0	262	15	86	246	0	347	953
0800 - 0815	0	12	1	0	13	25	15	30	0	70	32	4	0	0	36	2	8	29	0	39	158
0815 - 0830	0	10	1	0	11	16	8	28	0	52	24	10	0	0	34	2	5	34	0	41	138
0830 - 0845	0	11	0	0	11	19	7	23	0	49	51	4	1	0	56	0	7	31	0	38	154
0845 - 0900	0	6	1	0	7	14	7	27	0	48	28	4	0	0	32	2	6	34	0	42	129
Hourly Total	0	39	3	0	42	74	37	108	0	219	135	22	1	0	158	6	26	128	0	160	579
Grand Total	2	94	18	0	114	251	54	186	0	491	312	105	3	0	420	21	112	374	0	507	1532
Approach %	1.75	82.46	15.79	0.00	-	51.12	11.00	37.88	0.00	-	74.29	25.00	0.71	0.00	-	4.14	22.09	73.77	0.00	-	
Intersection %	0.13	6.14	1.17	0.00	7.44	16.38	3.52	12.14	0.00	32.05	20.37	6.85	0.20	0.00	27.42	1.37	7.31	24.41	0.00	33.09	
PHF	0.50	0.76	0.38	0.00	0.65	0.69	0.53	0.83	0.00	0.93	0.70	0.55	0.50	0.00	0.85	0.57	0.63	0.77	0.00	0.72	0.84

1600 - 1800 (Weekday 2h Session) (01-20-2022)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Redding Rd NE (South)					Redding Rd NE (North)					Caldwell Rd NE (West)					Caldwell Rd NE (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
1600 - 1615	0	2	1	0	3	39	11	41	0	91	26	6	1	0	33	2	4	23	0	29	156
1615 - 1630	1	9	3	0	13	36	9	38	0	83	23	8	1	0	32	2	6	22	0	30	158
1630 - 1645	3	4	0	0	7	33	16	51	0	100	21	9	1	0	31	1	14	26	0	41	179
1645 - 1700	0	6	3	0	9	35	15	48	0	98	34	9	3	0	46	1	13	24	0	38	191
Hourly Total	4	21	7	0	32	143	51	178	0	372	104	32	6	0	142	6	37	95	0	138	684
1700 - 1715	0	10	3	0	13	44	9	50	0	103	43	8	2	0	53	4	6	34	0	44	213
1715 - 1730	0	12	1	0	13	43	21	54	0	118	27	10	4	0	41	2	9	28	0	39	211
1730 - 1745	0	6	1	0	7	47	17	56	0	120	26	6	0	0	32	2	11	15	0	28	187
1745 - 1800	0	7	0	0	7	33	13	62	0	108	28	9	0	0	37	2	10	14	0	26	178
Hourly Total	0	35	5	0	40	167	60	222	0	449	124	33	6	0	163	10	36	91	0	137	789
Grand Total	4	56	12	0	72	310	111	400	0	821	228	65	12	0	305	16	73	186	0	275	1473
Approach %	5.56	77.78	16.67	0.00	-	37.76	13.52	48.72	0.00	-	74.75	21.31	3.93	0.00	-	5.82	26.55	67.64	0.00	-	
Intersection %	0.27	3.80	0.81	0.00	4.89	21.05	7.54	27.16	0.00	55.74	15.48	4.41	0.81	0.00	20.71	1.09	4.96	12.63	0.00	18.67	
PHF	0.00	0.71	0.67	0.00	0.81	0.90	0.74	0.93	0.00	0.91	0.76	0.83	0.56	0.00	0.81	0.56	0.75	0.74	0.00	0.85	0.94

Classified Turn Movement Count || Bikes



Brookhaven, GA

www.marrtraffic.com

Site 13 of 21

Redding Rd NE (South)
 Redding Rd NE (North)
 Caldwell Rd NE (West)
 Caldwell Rd NE (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
 33°F

Lat/Long

33.875156°, -84.325050°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Bikes

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Redding Rd NE (South)					Redding Rd NE (North)					Caldwell Rd NE (West)					Caldwell Rd NE (East)					
	Left 13.1	Thru 13.2	Right 13.3	U-Turn 13.4	App Total	Left 13.5	Thru 13.6	Right 13.7	U-Turn 13.8	App Total	Left 13.9	Thru 13.10	Right 13.11	U-Turn 13.12	App Total	Left 13.13	Thru 13.14	Right 13.15	U-Turn 13.16	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Bikes

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Redding Rd NE (South)					Redding Rd NE (North)					Caldwell Rd NE (West)					Caldwell Rd NE (East)					
	Left 13.1	Thru 13.2	Right 13.3	U-Turn 13.4	App Total	Left 13.5	Thru 13.6	Right 13.7	U-Turn 13.8	App Total	Left 13.9	Thru 13.10	Right 13.11	U-Turn 13.12	App Total	Left 13.13	Thru 13.14	Right 13.15	U-Turn 13.16	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	100.00

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



Brookhaven, GA

www.marrtraffic.com

Site 13 of 21

Redding Rd NE (South)
 Redding Rd NE (North)
 Caldwell Rd NE (West)
 Caldwell Rd NE (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
 33°F

Lat/Long

33.875156°, -84.325050°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Redding Rd NE (South)					Redding Rd NE (North)					Caldwell Rd NE (West)					Caldwell Rd NE (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
0700 - 0715	0	6	1	0	7	40	0	9	0	49	32	15	0	0	47	1	3	24	0	28	131
0715 - 0730	0	20	10	0	30	59	2	17	0	78	35	33	1	0	69	5	24	78	0	107	284
0730 - 0745	1	19	3	0	23	47	5	21	0	73	45	25	0	0	70	7	36	81	0	124	290
0745 - 0800	1	9	1	0	11	30	10	29	0	69	62	10	1	0	73	2	23	60	0	85	238
Hourly Total	2	54	15	0	71	176	17	76	0	269	174	83	2	0	259	15	86	243	0	344	943
0800 - 0815	0	12	1	0	13	23	15	30	0	68	31	4	0	0	35	2	8	29	0	39	155
0815 - 0830	0	10	1	0	11	16	7	28	0	51	23	10	0	0	33	2	5	33	0	40	135
0830 - 0845	0	11	0	0	11	19	6	23	0	48	51	4	1	0	56	0	7	31	0	38	153
0845 - 0900	0	6	1	0	7	14	7	26	0	47	28	4	0	0	32	2	6	34	0	42	128
Hourly Total	0	39	3	0	42	72	35	107	0	214	133	22	1	0	156	6	26	127	0	159	571
Grand Total	2	93	18	0	113	248	52	183	0	483	307	105	3	0	415	21	112	370	0	503	1514
Approach %	1.77	82.30	15.93	0.00	-	51.35	10.77	37.89	0.00	-	73.98	25.30	0.72	0.00	-	4.17	22.27	73.56	0.00	-	
Intersection %	0.13	6.14	1.19	0.00	7.46	16.38	3.43	12.09	0.00	31.90	20.28	6.94	0.20	0.00	27.41	1.39	7.40	24.44	0.00	33.22	

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Redding Rd NE (South)					Redding Rd NE (North)					Caldwell Rd NE (West)					Caldwell Rd NE (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
1600 - 1615	0	2	1	0	3	39	11	41	0	91	26	6	1	0	33	2	4	23	0	29	156
1615 - 1630	1	9	3	0	13	36	9	36	0	81	23	8	1	0	32	2	6	22	0	30	156
1630 - 1645	3	4	0	0	7	33	16	51	0	100	21	8	1	0	30	1	12	26	0	39	176
1645 - 1700	0	6	3	0	9	35	15	48	0	98	33	9	3	0	45	1	13	24	0	38	190
Hourly Total	4	21	7	0	32	143	51	176	0	370	103	31	6	0	140	6	35	95	0	136	678
1700 - 1715	0	10	2	0	12	44	9	49	0	102	42	8	2	0	52	4	6	34	0	44	210
1715 - 1730	0	12	1	0	13	43	21	54	0	118	27	10	4	0	41	2	9	28	0	39	211
1730 - 1745	0	6	1	0	7	47	16	56	0	119	26	6	0	0	32	2	11	15	0	28	186
1745 - 1800	0	7	0	0	7	33	13	60	0	106	28	9	0	0	37	2	9	14	0	25	175
Hourly Total	0	35	4	0	39	167	59	219	0	445	123	33	6	0	162	10	35	91	0	136	782
Grand Total	4	56	11	0	71	310	110	395	0	815	226	64	12	0	302	16	70	186	0	272	1460
Approach %	5.63	78.87	15.49	0.00	-	38.04	13.50	48.47	0.00	-	74.83	21.19	3.97	0.00	-	5.88	25.74	68.38	0.00	-	
Intersection %	0.27	3.84	0.75	0.00	4.86	21.23	7.53	27.05	0.00	55.82	15.48	4.38	0.82	0.00	20.68	1.10	4.79	12.74	0.00	18.63	

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



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Brookhaven, GA

Site 13 of 21

Redding Rd NE (South)
 Redding Rd NE (North)
 Caldwell Rd NE (West)
 Caldwell Rd NE (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
 33°F

Lat/Long

33.875156°, -84.325050°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Redding Rd NE (South)					Redding Rd NE (North)					Caldwell Rd NE (West)					Caldwell Rd NE (East)					
	Left 13.1	Thru 13.2	Right 13.3	U-Turn 13.4	App Total	Left 13.5	Thru 13.6	Right 13.7	U-Turn 13.8	App Total	Left 13.9	Thru 13.10	Right 13.11	U-Turn 13.12	App Total	Left 13.13	Thru 13.14	Right 13.15	U-Turn 13.16	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
0715 - 0730	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	1	0	1	3
0730 - 0745	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
0745 - 0800	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	3
Hourly Total	0	1	0	0	1	1	0	2	0	3	3	0	0	0	3	0	0	3	0	3	10
0800 - 0815	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	3
0815 - 0830	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	1	0	1	3
0830 - 0845	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0845 - 0900	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	2	2	1	0	5	2	0	0	0	2	0	0	1	0	1	8
Grand Total	0	1	0	0	1	3	2	3	0	8	5	0	0	0	5	0	0	4	0	4	18
Approach %	0.00	100.00	0.00	0.00	-	37.50	25.00	37.50	0.00	-	100.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	0.00	5.56	0.00	0.00	5.56	16.67	11.11	16.67	0.00	44.44	27.78	0.00	0.00	0.00	27.78	0.00	0.00	22.22	0.00	22.22	

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Redding Rd NE (South)					Redding Rd NE (North)					Caldwell Rd NE (West)					Caldwell Rd NE (East)					
	Left 13.1	Thru 13.2	Right 13.3	U-Turn 13.4	App Total	Left 13.5	Thru 13.6	Right 13.7	U-Turn 13.8	App Total	Left 13.9	Thru 13.10	Right 13.11	U-Turn 13.12	App Total	Left 13.13	Thru 13.14	Right 13.15	U-Turn 13.16	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
1645 - 1700	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	2	0	2	1	1	0	0	2	0	1	0	0	1	5
1700 - 1715	0	0	1	0	1	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	3
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1745 - 1800	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	1	0	1	0	1	2	0	3	1	0	0	0	1	0	0	0	0	0	5
Grand Total	0	0	1	0	1	0	1	4	0	5	2	1	0	0	3	0	1	0	0	1	10
Approach %	0.00	0.00	100.00	0.00	-	0.00	20.00	80.00	0.00	-	66.67	33.33	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	10.00	0.00	10.00	0.00	10.00	40.00	0.00	50.00	20.00	10.00	0.00	0.00	30.00	0.00	10.00	0.00	0.00	10.00	

Pedestrian Count | All vehicles



Brookhaven, GA

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Site 13 of 21

Redding Rd NE (South)
 Redding Rd NE (North)
 Caldwell Rd NE (West)
 Caldwell Rd NE (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
 33°F

Lat/Long

33.875156°, -84.325050°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	Redding Rd NE (South)		App Total	Redding Rd NE (North)		App Total	Caldwell Rd NE (West)		App Total	Caldwell Rd NE (East)		App Total		
	EB 13a	WB 13b		EB 13c	WB 13d		NB 13e	SB 13f		NB 13g	SB 13h			
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	
0715 - 0730	0	1	1	0	0	0	0	0	0	0	0	0	1	
0730 - 0745	0	0	0	0	1	1	0	0	0	0	0	0	1	
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	1	1	0	1	1	0	0	0	0	0	0	2	
0800 - 0815	1	1	2	0	0	0	0	0	0	0	0	0	2	
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	
0830 - 0845	1	0	1	0	0	0	0	0	0	0	0	0	1	
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	2	1	3	0	0	0	0	0	0	0	0	0	3	
Grand Total	2	2	4	0	1	1	0	0	0	0	0	0	5	
Approach %	50.00	50.00	-	0.00	100.00	-	0.00	0.00	-	0.00	0.00	-	-	
Intersection %	40.00	40.00	80.00	0.00	20.00	20.00	0.00	0.00	0.00	0.00	0.00	0.00	-	

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	Redding Rd NE (South)		App Total	Redding Rd NE (North)		App Total	Caldwell Rd NE (West)		App Total	Caldwell Rd NE (East)		App Total		
	EB 13a	WB 13b		EB 13c	WB 13d		NB 13e	SB 13f		NB 13g	SB 13h			
1600 - 1615	0	1	1	0	0	0	0	0	0	0	0	0	1	
1615 - 1630	2	0	2	0	0	0	0	0	0	0	1	0	3	
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	
1645 - 1700	1	2	3	0	0	0	0	0	0	0	0	0	3	
Hourly Total	3	3	6	0	0	0	0	0	0	0	1	0	7	
1700 - 1715	1	2	3	0	1	1	0	0	0	0	0	0	4	
1715 - 1730	1	0	1	0	1	1	0	0	0	0	0	0	2	
1730 - 1745	2	2	4	0	0	0	0	0	0	0	0	0	4	
1745 - 1800	2	1	3	0	0	0	0	0	0	0	0	0	3	
Hourly Total	6	5	11	0	2	2	0	0	0	0	0	0	13	
Grand Total	9	8	17	0	2	2	0	0	0	0	1	0	20	
Approach %	52.94	47.06	-	0.00	100.00	-	0.00	0.00	-	100.00	0.00	-	-	
Intersection %	45.00	40.00	85.00	0.00	10.00	10.00	0.00	0.00	0.00	5.00	0.00	5.00	-	

Classified Turn Movement Count || All vehicles



Brookhaven, GA

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Site 14 of 21

Redding Rd NE

Date

Thursday, January 20, 2022

Weather

Cloudy

GA-141 Peachtree Rd NE (West)

GA-141 Peachtree Rd NE (East)

Lat/Long

33.876631°, -84.325644°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

All vehicles

Northbound				
Redding Rd NE				
TIME	Left 14.1	Right 14.2	U-Turn 14.3	App Total
0700 - 0715	28	29	0	57
0715 - 0730	79	52	0	131
0730 - 0745	105	47	0	152
0745 - 0800	87	53	0	140
Hourly Total	299	181	0	480
0800 - 0815	44	25	0	69
0815 - 0830	43	28	0	71
0830 - 0845	66	30	0	96
0845 - 0900	48	14	0	62
Hourly Total	201	97	0	298
Grand Total	500	278	0	778
Approach %	64.27	35.73	0.00	-
Intersection %	10.90	6.06	0.00	16.96
PHF	0.66	0.72	0.00	0.71

Eastbound					Westbound				
GA-141 Peachtree Rd NE (West)					GA-141 Peachtree Rd NE (East)				
Thru 14.4	Right 14.5	U-Turn 14.6	App Total	Left 14.7	Thru 14.8	U-Turn 14.9	App Total	Int Total	
121	42	0	163	11	142	0	153	373	
149	61	0	210	14	192	0	206	547	
165	62	0	227	14	225	0	239	618	
242	50	0	292	21	259	0	280	712	
677	215	0	892	60	818	0	878	2250	
198	50	0	248	17	232	0	249	566	
198	29	0	227	22	317	0	339	637	
156	29	0	185	24	286	0	310	591	
156	31	0	187	13	282	0	295	544	
708	139	0	847	76	1117	0	1193	2338	
1385	354	0	1739	136	1935	0	2071	4588	
79.64	20.36	0.00	-	6.57	93.43	0.00	-	-	
30.19	7.72	0.00	37.90	2.96	42.18	0.00	45.14	-	
0.83	0.77	0.00	0.85	0.84	0.81	0.00	0.82	0.89	

1600 - 1800 (Weekday 2h Session) (01-20-2022)

All vehicles

Northbound				
Redding Rd NE				
TIME	Left 14.1	Right 14.2	U-Turn 14.3	App Total
1600 - 1615	42	19	0	61
1615 - 1630	32	24	0	56
1630 - 1645	30	14	0	44
1645 - 1700	38	23	0	61
Hourly Total	142	80	0	222
1700 - 1715	55	29	0	84
1715 - 1730	40	28	0	68
1730 - 1745	30	16	0	46
1745 - 1800	26	26	0	52
Hourly Total	151	99	0	250
Grand Total	293	179	0	472
Approach %	62.08	37.92	0.00	-
Intersection %	5.08	3.11	0.00	8.19
PHF	0.69	0.85	0.00	0.74

Eastbound					Westbound				
GA-141 Peachtree Rd NE (West)					GA-141 Peachtree Rd NE (East)				
Thru 14.4	Right 14.5	U-Turn 14.6	App Total	Left 14.7	Thru 14.8	U-Turn 14.9	App Total	Int Total	
277	66	0	343	26	273	0	299	703	
310	55	0	365	28	269	0	297	718	
312	65	0	377	33	231	0	264	685	
265	67	0	332	35	244	0	279	672	
1164	253	0	1417	122	1017	0	1139	2778	
314	63	0	377	32	238	0	270	731	
332	82	0	414	37	257	0	294	776	
322	74	0	396	46	264	0	310	752	
304	73	0	377	41	256	0	297	726	
1272	292	0	1564	156	1015	0	1171	2985	
2436	545	0	2981	278	2032	0	2310	5763	
81.72	18.28	0.00	-	12.03	87.97	0.00	-	-	
42.27	9.46	0.00	51.73	4.82	35.26	0.00	40.08	-	
0.96	0.89	0.00	0.94	0.85	0.96	0.00	0.94	0.96	

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



www.marrtraffic.com

Brookhaven, GA

Site 14 of 21

Redding Rd NE

Date

Thursday, January 20, 2022

Weather

Cloudy

33°F

GA-141 Peachtree Rd NE (West)

GA-141 Peachtree Rd NE (East)

Lat/Long

33.876631°, -84.325644°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Passenger Vehicles (1-3)

Northbound					
Redding Rd NE					
TIME	Left 14.1	Right 14.2	U-Turn 14.3	App Total	
0700 - 0715	26	29	0	55	
0715 - 0730	78	51	0	129	
0730 - 0745	105	45	0	150	
0745 - 0800	87	52	0	139	
Hourly Total	296	177	0	473	
0800 - 0815	44	23	0	67	
0815 - 0830	43	27	0	70	
0830 - 0845	66	30	0	96	
0845 - 0900	48	14	0	62	
Hourly Total	201	94	0	295	
Grand Total	497	271	0	768	
Approach %	64.71	35.29	0.00	-	
Intersection %	11.11	6.06	0.00	17.17	

Eastbound					Westbound					
GA-141 Peachtree Rd NE (West)					GA-141 Peachtree Rd NE (East)					
Thru 14.4	Right 14.5	U-Turn 14.6	App Total		Left 14.7	Thru 14.8		U-Turn 14.9	App Total	Int Total
117	42	0	159		11	139		0	150	364
143	60	0	203		14	186		0	200	532
161	62	0	223		14	221		0	235	608
237	49	0	286		20	246		0	266	691
658	213	0	871		59	792		0	851	2195
195	48	0	243		17	225		0	242	552
194	28	0	222		22	309		0	331	623
151	29	0	180		23	277		0	300	576
149	30	0	179		13	273		0	286	527
689	135	0	824		75	1084		0	1159	2278
1347	348	0	1695		134	1876		0	2010	4473
79.47	20.53	0.00	-		6.67	93.33		0.00	-	
30.11	7.78	0.00	37.89		3.00	41.94		0.00	44.94	

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Passenger Vehicles (1-3)

Northbound					
Redding Rd NE					
TIME	Left 14.1	Right 14.2	U-Turn 14.3	App Total	
1600 - 1615	42	19	0	61	
1615 - 1630	32	24	0	56	
1630 - 1645	30	14	0	44	
1645 - 1700	38	22	0	60	
Hourly Total	142	79	0	221	
1700 - 1715	54	29	0	83	
1715 - 1730	40	28	0	68	
1730 - 1745	30	16	0	46	
1745 - 1800	26	26	0	52	
Hourly Total	150	99	0	249	
Grand Total	292	178	0	470	
Approach %	62.13	37.87	0.00	-	
Intersection %	5.12	3.12	0.00	8.24	

Eastbound					Westbound					
GA-141 Peachtree Rd NE (West)					GA-141 Peachtree Rd NE (East)					
Thru 14.4	Right 14.5	U-Turn 14.6	App Total		Left 14.7	Thru 14.8		U-Turn 14.9	App Total	Int Total
272	66	0	338		26	271		0	297	696
306	54	0	360		28	264		0	292	708
309	65	0	374		33	231		0	264	682
259	66	0	325		35	244		0	279	664
1146	251	0	1397		122	1010		0	1132	2750
307	63	0	370		32	236		0	268	721
329	82	0	411		37	257		0	294	773
316	73	0	389		46	263		0	309	744
300	71	0	371		40	254		0	294	717
1252	289	0	1541		155	1010		0	1165	2955
2398	540	0	2938		277	2020		0	2297	5705
81.62	18.38	0.00	-		12.06	87.94		0.00	-	
42.03	9.47	0.00	51.50		4.86	35.41		0.00	40.26	

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



Brookhaven, GA

www.marrtraffic.com

Site 14 of 21

Redding Rd NE

Date

Thursday, January 20, 2022

Weather

Cloudy
33°F

GA-141 Peachtree Rd NE (West)

GA-141 Peachtree Rd NE (East)

Lat/Long

33.876631°, -84.325644°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Single Unit Trucks (4-7)

Northbound					
Redding Rd NE					
TIME	Left 14.1	Right 14.2	U-Turn 14.3	App Total	
0700 - 0715	2	0	0	2	
0715 - 0730	1	1	0	2	
0730 - 0745	0	2	0	2	
0745 - 0800	0	1	0	1	
Hourly Total	3	4	0	7	
0800 - 0815	0	2	0	2	
0815 - 0830	0	1	0	1	
0830 - 0845	0	0	0	0	
0845 - 0900	0	0	0	0	
Hourly Total	0	3	0	3	
Grand Total	3	7	0	10	
Approach %	30.00	70.00	0.00	-	
Intersection %	2.80	6.54	0.00	9.35	

Eastbound					Westbound					
GA-141 Peachtree Rd NE (West)					GA-141 Peachtree Rd NE (East)					
Thru 14.4	Right 14.5	U-Turn 14.6	App Total		Left 14.7	Thru 14.8		U-Turn 14.9	App Total	Int Total
3	0	0	3		0	3		0	3	8
5	1	0	6		0	6		0	6	14
3	0	0	3		0	4		0	4	9
5	1	0	6		1	13		0	14	21
16	2	0	18		1	26		0	27	52
3	2	0	5		0	6		0	6	13
4	1	0	5		0	8		0	8	14
5	0	0	5		1	7		0	8	13
6	1	0	7		0	8		0	8	15
18	4	0	22		1	29		0	30	55
34	6	0	40		2	55		0	57	107
85.00	15.00	0.00	-		3.51	96.49		0.00	-	
31.78	5.61	0.00	37.38		1.87	51.40		0.00	53.27	

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Single Unit Trucks (4-7)

Northbound					
Redding Rd NE					
TIME	Left 14.1	Right 14.2	U-Turn 14.3	App Total	
1600 - 1615	0	0	0	0	
1615 - 1630	0	0	0	0	
1630 - 1645	0	0	0	0	
1645 - 1700	0	1	0	1	
Hourly Total	0	1	0	1	
1700 - 1715	1	0	0	1	
1715 - 1730	0	0	0	0	
1730 - 1745	0	0	0	0	
1745 - 1800	0	0	0	0	
Hourly Total	1	0	0	1	
Grand Total	1	1	0	2	
Approach %	50.00	50.00	0.00	-	
Intersection %	1.85	1.85	0.00	3.70	

Eastbound					Westbound					
GA-141 Peachtree Rd NE (West)					GA-141 Peachtree Rd NE (East)					
Thru 14.4	Right 14.5	U-Turn 14.6	App Total		Left 14.7	Thru 14.8		U-Turn 14.9	App Total	Int Total
5	0	0	5		0	2		0	2	7
4	1	0	5		0	5		0	5	10
3	0	0	3		0	0		0	0	3
5	1	0	6		0	0		0	0	7
17	2	0	19		0	7		0	7	27
6	0	0	6		0	2		0	2	9
3	0	0	3		0	0		0	0	3
5	0	0	5		0	1		0	1	6
4	2	0	6		1	2		0	3	9
18	2	0	20		1	5		0	6	27
35	4	0	39		1	12		0	13	54
89.74	10.26	0.00	-		7.69	92.31		0.00	-	
64.81	7.41	0.00	72.22		1.85	22.22		0.00	24.07	

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



www.marrtraffic.com

Brookhaven, GA

Site 14 of 21
Redding Rd NE

Date
Thursday, January 20, 2022

Weather
Cloudy
33°F

GA-141 Peachtree Rd NE (West)
GA-141 Peachtree Rd NE (East)

Lat/Long
33.876631°, -84.325644°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Combination Trucks (8-13)

Northbound				
Redding Rd NE				
TIME	Left 14.1	Right 14.2	U-Turn 14.3	App Total
0700 - 0715	0	0	0	0
0715 - 0730	0	0	0	0
0730 - 0745	0	0	0	0
0745 - 0800	0	0	0	0
Hourly Total	0	0	0	0
0800 - 0815	0	0	0	0
0815 - 0830	0	0	0	0
0830 - 0845	0	0	0	0
0845 - 0900	0	0	0	0
Hourly Total	0	0	0	0
Grand Total	0	0	0	0
Approach %	0.00	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00

Eastbound				Westbound				
GA-141 Peachtree Rd NE (West)				GA-141 Peachtree Rd NE (East)				
Thru 14.4	Right 14.5	U-Turn 14.6	App Total	Left 14.7	Thru 14.8	U-Turn 14.9	App Total	Int Total
1	0	0	1	0	0	0	0	1
1	0	0	1	0	0	0	0	1
1	0	0	1	0	0	0	0	1
0	0	0	0	0	0	0	0	0
3	0	0	3	0	0	0	0	3
0	0	0	0	0	1	0	1	1
0	0	0	0	0	0	0	0	0
0	0	0	0	0	2	0	2	2
1	0	0	1	0	1	0	1	2
1	0	0	1	0	4	0	4	5
4	0	0	4	0	4	0	4	8
100.00	0.00	0.00	-	0.00	100.00	0.00	-	
50.00	0.00	0.00	50.00	0.00	50.00	0.00	50.00	

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Combination Trucks (8-13)

Northbound				
Redding Rd NE				
TIME	Left 14.1	Right 14.2	U-Turn 14.3	App Total
1600 - 1615	0	0	0	0
1615 - 1630	0	0	0	0
1630 - 1645	0	0	0	0
1645 - 1700	0	0	0	0
Hourly Total	0	0	0	0
1700 - 1715	0	0	0	0
1715 - 1730	0	0	0	0
1730 - 1745	0	0	0	0
1745 - 1800	0	0	0	0
Hourly Total	0	0	0	0
Grand Total	0	0	0	0
Approach %	0.00	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00

Eastbound				Westbound				
GA-141 Peachtree Rd NE (West)				GA-141 Peachtree Rd NE (East)				
Thru 14.4	Right 14.5	U-Turn 14.6	App Total	Left 14.7	Thru 14.8	U-Turn 14.9	App Total	Int Total
0	0	0	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	0	0	1	0	0	0	0	1
1	0	0	1	0	0	0	0	1
1	0	0	1	0	0	0	0	1
0	0	0	0	0	0	0	0	0
0	1	0	2	0	0	0	0	2
0	0	0	0	0	0	0	0	0
2	1	0	3	0	0	0	0	3
3	1	0	4	0	0	0	0	4
75.00	25.00	0.00	-	0.00	0.00	0.00	-	
75.00	25.00	0.00	100.00	0.00	0.00	0.00	0.00	

Pedestrian Count | All vehicles



www.marrtraffic.com

Brookhaven, GA

Site 14 of 21
Redding Rd NE

Date
Thursday, January 20, 2022

Weather
Cloudy
33°F

GA-141 Peachtree Rd NE (West)
GA-141 Peachtree Rd NE (East)

Lat/Long
33.876631°, -84.325644°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Pedestrians

Northbound			
Redding Rd NE			
TIME	EB 14a	WB 14b	App Total
0700 - 0715	0	0	0
0715 - 0730	0	0	0
0730 - 0745	0	0	0
0745 - 0800	0	0	0
Hourly Total	0	0	0
0800 - 0815	0	0	0
0815 - 0830	0	0	0
0830 - 0845	0	0	0
0845 - 0900	0	0	0
Hourly Total	0	0	0
Grand Total	0	0	0
Approach %	0.00	0.00	-
Intersection %	0.00	0.00	0.00

Eastbound				Westbound			
GA-141 Peachtree Rd NE (West)				GA-141 Peachtree Rd NE (East)			
NB 14e	SB 14f	App Total	Int Total	NB 14g	SB 14h	App Total	Int Total
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	0	1	0	0	0	0	1
1	0	1	0	0	0	0	1
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
1	0	1	0	0	0	0	1
100.00	0.00	-	-	0.00	0.00	-	-
100.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Pedestrians

Northbound			
Redding Rd NE			
TIME	EB 14a	WB 14b	App Total
1600 - 1615	0	0	0
1615 - 1630	0	0	0
1630 - 1645	0	0	0
1645 - 1700	0	0	0
Hourly Total	0	0	0
1700 - 1715	0	0	0
1715 - 1730	0	0	0
1730 - 1745	0	0	0
1745 - 1800	0	0	0
Hourly Total	0	0	0
Grand Total	0	0	0
Approach %	0.00	0.00	-
Intersection %	0.00	0.00	0.00

Eastbound				Westbound			
GA-141 Peachtree Rd NE (West)				GA-141 Peachtree Rd NE (East)			
NB 14e	SB 14f	App Total	Int Total	NB 14g	SB 14h	App Total	Int Total
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	0	1	0	0	0	0	1
1	0	1	0	0	0	0	1
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
1	0	1	0	0	0	0	1
100.00	0.00	-	-	0.00	0.00	-	-
100.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00

Classified Turn Movement Count || All vehicles



Brookhaven, GA

www.marrtraffic.com

Site 15 of 21

GA-141 Peachtree Rd (South)

GA-141 Peachtree Rd (North)

Driveway

N Druid Hills Rd

Date

Thursday, January 20, 2022

Weather

Cloudy

33°F

Lat/Long

33.858667°, -84.340835°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-141 Peachtree Rd (South)					GA-141 Peachtree Rd (North)					Driveway					N Druid Hills Rd					
	Left 15.1	Thru 15.2	Right 15.3	U-Turn 15.4	App Total	Left 15.5	Thru 15.6	Right 15.7	U-Turn 15.8	App Total	Left 15.9	Thru 15.10	Right 15.11	U-Turn 15.12	App Total	Left 15.13	Thru 15.14	Right 15.15	U-Turn 15.16	App Total	
0700 - 0715	5	98	27	0	130	52	151	4	0	207	4	5	0	9	32	32	6	40	0	78	424
0715 - 0730	1	108	21	0	130	64	204	1	0	269	2	2	5	0	9	39	1	67	0	107	515
0730 - 0745	6	135	21	0	162	79	290	4	0	373	9	2	5	0	16	41	2	70	0	113	664
0745 - 0800	5	158	23	0	186	67	315	1	0	383	4	0	1	0	5	37	4	95	0	136	710
Hourly Total	17	499	92	0	608	262	960	10	0	1232	19	4	16	0	39	149	13	272	0	434	2313
0800 - 0815	3	156	37	0	196	82	345	3	0	430	3	3	6	0	12	38	6	81	0	125	763
0815 - 0830	5	154	35	0	194	62	315	1	0	378	4	3	4	0	11	33	5	59	0	97	680
0830 - 0845	4	150	44	0	198	75	313	4	0	392	8	3	9	0	20	47	2	80	0	129	739
0845 - 0900	6	148	39	0	193	64	274	1	0	339	7	5	3	0	15	52	1	71	0	124	671
Hourly Total	18	608	155	0	781	283	1247	9	0	1539	22	14	22	0	58	170	14	291	0	475	2853
Grand Total	35	1107	247	0	1389	545	2207	19	0	2771	41	18	38	0	97	319	27	563	0	909	5166
Approach %	2.52	79.70	17.78	0.00	-	19.67	79.65	0.69	0.00	-	42.27	18.56	39.18	0.00	-	35.09	2.97	61.94	0.00	-	
Intersection %	0.68	21.43	4.78	0.00	26.89	10.55	42.72	0.37	0.00	53.64	0.79	0.35	0.74	0.00	1.88	6.17	0.52	10.90	0.00	17.60	
PHF	0.85	0.98	0.79	0.00	0.98	0.87	0.93	0.56	0.00	0.92	0.59	0.75	0.56	0.00	0.60	0.82	0.71	0.83	0.00	0.90	0.95

1600 - 1800 (Weekday 2h Session) (01-20-2022)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-141 Peachtree Rd (South)					GA-141 Peachtree Rd (North)					Driveway					N Druid Hills Rd					
	Left 15.1	Thru 15.2	Right 15.3	U-Turn 15.4	App Total	Left 15.5	Thru 15.6	Right 15.7	U-Turn 15.8	App Total	Left 15.9	Thru 15.10	Right 15.11	U-Turn 15.12	App Total	Left 15.13	Thru 15.14	Right 15.15	U-Turn 15.16	App Total	
1600 - 1615	11	238	62	1	312	95	237	11	0	343	12	5	3	0	20	28	7	107	0	142	817
1615 - 1630	9	266	48	0	323	78	236	10	0	324	13	11	8	0	32	26	4	117	0	147	826
1630 - 1645	8	299	49	0	356	100	239	5	0	344	8	12	12	0	32	44	5	118	0	167	899
1645 - 1700	9	271	50	0	330	87	254	17	0	358	15	13	10	0	38	30	5	115	0	150	876
Hourly Total	37	1074	209	1	1321	360	966	43	0	1369	48	41	33	0	122	128	21	457	0	606	3418
1700 - 1715	9	292	45	0	346	76	240	12	0	328	13	12	5	0	30	29	6	114	0	149	853
1715 - 1730	9	296	68	0	373	92	236	7	0	335	29	17	11	0	57	39	4	136	0	179	944
1730 - 1745	12	301	54	0	367	89	261	10	0	360	6	12	8	0	26	37	5	119	0	161	914
1745 - 1800	8	353	54	0	415	80	221	9	0	310	19	13	7	0	39	33	9	86	0	128	892
Hourly Total	38	1242	221	0	1501	337	958	38	0	1333	67	54	31	0	152	138	24	455	0	617	3603
Grand Total	75	2316	430	1	2822	697	1924	81	0	2702	115	95	64	0	274	266	45	912	0	1223	7021
Approach %	2.66	82.07	15.24	0.04	-	25.80	71.21	3.00	0.00	-	41.97	34.67	23.36	0.00	-	21.75	3.68	74.57	0.00	-	
Intersection %	1.07	32.99	6.12	0.01	40.19	9.93	27.40	1.15	0.00	38.48	1.64	1.35	0.91	0.00	3.90	3.79	0.64	12.99	0.00	17.42	
PHF	0.79	0.88	0.81	0.00	0.90	0.92	0.92	0.79	0.00	0.93	0.58	0.79	0.70	0.00	0.67	0.88	0.67	0.84	0.00	0.86	0.95

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



Brookhaven, GA

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Site 15 of 21

GA-141 Peachtree Rd (South)
 GA-141 Peachtree Rd (North)
 Driveway
 N Druid Hills Rd

Date

Thursday, January 20, 2022

Weather

Cloudy
 33°F

Lat/Long

33.858667°, -84.340835°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-141 Peachtree Rd (South)					GA-141 Peachtree Rd (North)					Driveway					N Druid Hills Rd					
	Left 15.1	Thru 15.2	Right 15.3	U-Turn 15.4	App Total	Left 15.5	Thru 15.6	Right 15.7	U-Turn 15.8	App Total	Left 15.9	Thru 15.10	Right 15.11	U-Turn 15.12	App Total	Left 15.13	Thru 15.14	Right 15.15	U-Turn 15.16	App Total	
0700 - 0715	5	93	27	0	125	51	149	4	0	204	4	0	4	0	8	31	6	38	0	75	412
0715 - 0730	1	103	21	0	125	62	198	1	0	261	2	2	5	0	9	38	1	66	0	105	500
0730 - 0745	6	133	21	0	160	78	283	4	0	365	8	2	5	0	15	39	2	68	0	109	649
0745 - 0800	5	153	23	0	181	66	308	1	0	375	4	0	1	0	5	36	4	93	0	133	694
Hourly Total	17	482	92	0	591	257	938	10	0	1205	18	4	15	0	37	144	13	265	0	422	2255
0800 - 0815	2	148	37	0	187	81	333	3	0	417	3	3	6	0	12	37	6	79	0	122	738
0815 - 0830	5	148	35	0	188	61	305	1	0	367	4	3	4	0	11	31	5	57	0	93	659
0830 - 0845	3	144	43	0	190	71	306	4	0	381	7	2	9	0	18	46	2	78	0	126	715
0845 - 0900	6	145	38	0	189	63	269	1	0	333	5	5	3	0	13	49	1	71	0	121	656
Hourly Total	16	585	153	0	754	276	1213	9	0	1498	19	13	22	0	54	163	14	285	0	462	2768
Grand Total	33	1067	245	0	1345	533	2151	19	0	2703	37	17	37	0	91	307	27	550	0	884	5023
Approach %	2.45	79.33	18.22	0.00	-	19.72	79.58	0.70	0.00	-	40.66	18.68	40.66	0.00	-	34.73	3.05	62.22	0.00	-	-
Intersection %	0.66	21.24	4.88	0.00	26.78	10.61	42.82	0.38	0.00	53.81	0.74	0.34	0.74	0.00	1.81	6.11	0.54	10.95	0.00	17.60	-

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-141 Peachtree Rd (South)					GA-141 Peachtree Rd (North)					Driveway					N Druid Hills Rd					
	Left 15.1	Thru 15.2	Right 15.3	U-Turn 15.4	App Total	Left 15.5	Thru 15.6	Right 15.7	U-Turn 15.8	App Total	Left 15.9	Thru 15.10	Right 15.11	U-Turn 15.12	App Total	Left 15.13	Thru 15.14	Right 15.15	U-Turn 15.16	App Total	
1600 - 1615	11	230	62	1	304	93	236	11	0	340	12	5	3	0	20	27	7	105	0	139	803
1615 - 1630	9	259	48	0	316	75	234	10	0	319	13	11	8	0	32	24	4	117	0	145	812
1630 - 1645	7	290	49	0	346	99	238	5	0	342	8	12	12	0	32	43	5	118	0	166	886
1645 - 1700	9	264	50	0	323	86	252	17	0	355	15	11	10	0	36	29	5	115	0	149	863
Hourly Total	36	1043	209	1	1289	353	960	43	0	1356	48	39	33	0	120	123	21	455	0	599	3364
1700 - 1715	9	288	45	0	342	75	238	12	0	325	13	12	5	0	30	27	6	112	0	145	842
1715 - 1730	9	288	67	0	364	91	235	7	0	333	29	17	11	0	57	39	4	136	0	179	933
1730 - 1745	12	291	54	0	357	87	260	10	0	357	6	12	8	0	26	37	5	118	0	160	900
1745 - 1800	8	346	53	0	407	78	220	9	0	307	19	13	7	0	39	31	9	85	0	125	878
Hourly Total	38	1213	219	0	1470	331	953	38	0	1322	67	54	31	0	152	134	24	451	0	609	3553
Grand Total	74	2256	428	1	2759	684	1913	81	0	2678	115	93	64	0	272	257	45	906	0	1208	6917
Approach %	2.68	81.77	15.51	0.04	-	25.54	71.43	3.02	0.00	-	42.28	34.19	23.53	0.00	-	21.27	3.73	75.00	0.00	-	-
Intersection %	1.07	32.62	6.19	0.01	39.89	9.89	27.66	1.17	0.00	38.72	1.66	1.34	0.93	0.00	3.93	3.72	0.65	13.10	0.00	17.46	-

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



www.marrtraffic.com

Brookhaven, GA

Site 15 of 21

GA-141 Peachtree Rd (South)
 GA-141 Peachtree Rd (North)
 Driveway
 N Druid Hills Rd

Date

Thursday, January 20, 2022

Weather

Cloudy
 33°F

Lat/Long

33.858667°, -84.340835°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-141 Peachtree Rd (South)					GA-141 Peachtree Rd (North)					Driveway					N Druid Hills Rd					
	Left 15.1	Thru 15.2	Right 15.3	U-Turn 15.4	App Total	Left 15.5	Thru 15.6	Right 15.7	U-Turn 15.8	App Total	Left 15.9	Thru 15.10	Right 15.11	U-Turn 15.12	App Total	Left 15.13	Thru 15.14	Right 15.15	U-Turn 15.16	App Total	
0700 - 0715	0	4	0	0	4	1	1	0	0	2	0	0	1	0	1	1	0	2	0	3	10
0715 - 0730	0	5	0	0	5	2	6	0	0	8	0	0	0	0	0	1	0	1	0	2	15
0730 - 0745	0	2	0	0	2	1	7	0	0	8	1	0	0	0	1	2	0	2	0	4	15
0745 - 0800	0	3	0	0	3	1	7	0	0	8	0	0	0	0	0	1	0	2	0	3	14
Hourly Total	0	14	0	0	14	5	21	0	0	26	1	0	1	0	2	5	0	7	0	12	54
0800 - 0815	1	8	0	0	9	1	10	0	0	11	0	0	0	0	0	1	0	2	0	3	23
0815 - 0830	0	6	0	0	6	1	9	0	0	10	0	0	0	0	0	2	0	2	0	4	20
0830 - 0845	1	6	1	0	8	4	6	0	0	10	1	1	0	0	2	1	0	1	0	2	22
0845 - 0900	0	3	1	0	4	1	4	0	0	5	2	0	0	0	2	3	0	0	0	3	14
Hourly Total	2	23	2	0	27	7	29	0	0	36	3	1	0	0	4	7	0	5	0	12	79
Grand Total	2	37	2	0	41	12	50	0	0	62	4	1	1	0	6	12	0	12	0	24	133
Approach %	4.88	90.24	4.88	0.00	-	19.35	80.65	0.00	0.00	-	66.67	16.67	16.67	0.00	-	50.00	0.00	50.00	0.00	-	
Intersection %	1.50	27.82	1.50	0.00	30.83	9.02	37.59	0.00	0.00	46.62	3.01	0.75	0.75	0.00	4.51	9.02	0.00	9.02	0.00	18.05	

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-141 Peachtree Rd (South)					GA-141 Peachtree Rd (North)					Driveway					N Druid Hills Rd					
	Left 15.1	Thru 15.2	Right 15.3	U-Turn 15.4	App Total	Left 15.5	Thru 15.6	Right 15.7	U-Turn 15.8	App Total	Left 15.9	Thru 15.10	Right 15.11	U-Turn 15.12	App Total	Left 15.13	Thru 15.14	Right 15.15	U-Turn 15.16	App Total	
1600 - 1615	0	8	0	0	8	2	1	0	0	3	0	0	0	0	0	1	0	2	0	3	14
1615 - 1630	0	7	0	0	7	3	1	0	0	4	0	0	0	0	0	2	0	0	0	2	13
1630 - 1645	1	9	0	0	10	1	1	0	0	2	0	0	0	0	0	1	0	0	0	1	13
1645 - 1700	0	7	0	0	7	1	2	0	0	3	0	2	0	0	2	1	0	0	0	1	13
Hourly Total	1	31	0	0	32	7	5	0	0	12	0	2	0	0	2	5	0	2	0	7	53
1700 - 1715	0	4	0	0	4	1	2	0	0	3	0	0	0	0	0	1	0	2	0	3	10
1715 - 1730	0	7	1	0	8	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	10
1730 - 1745	0	9	0	0	9	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	12
1745 - 1800	0	7	1	0	8	1	1	0	0	2	0	0	0	0	0	2	0	1	0	3	13
Hourly Total	0	27	2	0	29	5	5	0	0	10	0	0	0	0	0	3	0	3	0	6	45
Grand Total	1	58	2	0	61	12	10	0	0	22	0	2	0	0	2	8	0	5	0	13	98
Approach %	1.64	95.08	3.28	0.00	-	54.55	45.45	0.00	0.00	-	0.00	100.00	0.00	0.00	-	61.54	0.00	38.46	0.00	-	
Intersection %	1.02	59.18	2.04	0.00	62.24	12.24	10.20	0.00	0.00	22.45	0.00	2.04	0.00	0.00	2.04	8.16	0.00	5.10	0.00	13.27	

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



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Brookhaven, GA

Site 15 of 21

GA-141 Peachtree Rd (South)
 GA-141 Peachtree Rd (North)
 Driveway
 N Druid Hills Rd

Date

Thursday, January 20, 2022

Weather

Cloudy
 33°F

Lat/Long

33.858667°, -84.340835°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-141 Peachtree Rd (South)					GA-141 Peachtree Rd (North)					Driveway					N Druid Hills Rd					
	Left 15.1	Thru 15.2	Right 15.3	U-Turn 15.4	App Total	Left 15.5	Thru 15.6	Right 15.7	U-Turn 15.8	App Total	Left 15.9	Thru 15.10	Right 15.11	U-Turn 15.12	App Total	Left 15.13	Thru 15.14	Right 15.15	U-Turn 15.16	App Total	
0700 - 0715	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
0800 - 0815	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
0815 - 0830	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0830 - 0845	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2
0845 - 0900	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	1	0	1	6
Grand Total	0	3	0	0	3	0	6	0	0	6	0	0	0	0	0	0	0	1	0	1	10
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	0.00	30.00	0.00	0.00	30.00	0.00	60.00	0.00	0.00	60.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10.00	0.00	10.00	

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-141 Peachtree Rd (South)					GA-141 Peachtree Rd (North)					Driveway					N Druid Hills Rd					
	Left 15.1	Thru 15.2	Right 15.3	U-Turn 15.4	App Total	Left 15.5	Thru 15.6	Right 15.7	U-Turn 15.8	App Total	Left 15.9	Thru 15.10	Right 15.11	U-Turn 15.12	App Total	Left 15.13	Thru 15.14	Right 15.15	U-Turn 15.16	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
1715 - 1730	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1730 - 1745	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
1745 - 1800	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	1	0	1	0	2	5
Grand Total	0	2	0	0	2	1	1	0	0	2	0	0	0	0	0	1	0	1	0	2	6
Approach %	0.00	100.00	0.00	0.00	-	50.00	50.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	50.00	0.00	50.00	0.00	-	
Intersection %	0.00	33.33	0.00	0.00	33.33	16.67	16.67	0.00	0.00	33.33	0.00	0.00	0.00	0.00	0.00	16.67	0.00	16.67	0.00	33.33	

Pedestrian Count | All vehicles



Brookhaven, GA

www.marrtraffic.com

Site 15 of 21

GA-141 Peachtree Rd (South)
 GA-141 Peachtree Rd (North)
 Driveway
 N Druid Hills Rd

Date

Thursday, January 20, 2022

Weather

Cloudy
 33°F

Lat/Long

33.858667°, -84.340835°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	GA-141 Peachtree Rd (South)		App Total	GA-141 Peachtree Rd (North)		App Total	Driveway		App Total	N Druid Hills Rd		App Total		
	EB 15a	WB 15b		EB 15c	WB 15d		NB 15e	SB 15f		NB 15g	SB 15h			
0700 - 0715	0	0	0	0	0	0	1	2	3	0	2	2	5	
0715 - 0730	0	0	0	0	0	0	0	1	1	0	0	0	1	
0730 - 0745	0	0	0	0	0	0	0	1	1	0	3	3	4	
0745 - 0800	1	0	1	0	0	0	0	1	1	1	1	2	4	
Hourly Total	1	0	1	0	0	0	0	1	5	6	1	6	7	14
0800 - 0815	0	0	0	0	0	0	0	1	0	1	4	0	4	5
0815 - 0830	0	0	0	0	0	0	0	0	2	2	1	0	1	3
0830 - 0845	1	0	1	0	0	0	0	0	0	0	1	1	2	3
0845 - 0900	0	0	0	0	1	0	1	0	0	0	0	3	3	4
Hourly Total	1	0	1	1	0	0	1	1	2	3	6	4	10	15
Grand Total	2	0	2	1	0	0	1	2	7	9	7	10	17	29
Approach %	100.00	0.00	-	100.00	0.00	-	-	22.22	77.78	-	41.18	58.82	-	-
Intersection %	6.90	0.00	6.90	3.45	0.00	3.45	6.90	24.14	31.03	24.14	34.48	58.62	-	-

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	GA-141 Peachtree Rd (South)		App Total	GA-141 Peachtree Rd (North)		App Total	Driveway		App Total	N Druid Hills Rd		App Total		
	EB 15a	WB 15b		EB 15c	WB 15d		NB 15e	SB 15f		NB 15g	SB 15h			
1600 - 1615	0	0	0	1	0	1	2	0	2	2	3	5	8	
1615 - 1630	0	0	0	0	0	0	0	2	1	3	3	1	4	7
1630 - 1645	0	0	0	0	0	0	0	1	1	2	1	0	1	3
1645 - 1700	0	0	0	0	0	0	0	0	0	0	2	3	5	5
Hourly Total	0	0	0	1	0	1	5	2	7	8	7	15	23	
1700 - 1715	0	0	0	0	0	0	0	1	1	2	3	1	4	6
1715 - 1730	0	0	0	0	0	0	0	3	3	6	3	2	5	11
1730 - 1745	0	0	0	0	0	0	0	0	1	1	2	3	5	6
1745 - 1800	1	0	1	0	0	0	0	0	2	2	1	6	7	10
Hourly Total	1	0	1	0	0	0	0	4	7	11	9	12	21	33
Grand Total	1	0	1	1	0	0	1	9	9	18	17	19	36	56
Approach %	100.00	0.00	-	100.00	0.00	-	-	50.00	50.00	-	47.22	52.78	-	-
Intersection %	1.79	0.00	1.79	1.79	0.00	1.79	16.07	16.07	32.14	30.36	33.93	64.29	-	-

Classified Turn Movement Count || All vehicles



www.marrtraffic.com

Brookhaven, GA

Site 16 of 21

N Druid Hills Rd (South)
N Druid Hills Rd (North)

Apple Valley Rd

Date

Thursday, January 20, 2022

Lat/Long

33.857239°, -84.340203°

Weather

Cloudy
33°F

0700 - 0900 (Weekday 2h Session) (01-20-2022)

All vehicles

TIME	Northbound				Southbound			
	N Druid Hills Rd (South)				N Druid Hills Rd (North)			
	Thru	Right	U-Turn	App Total	Left	Thru	U-Turn	App Total
0700 - 0715	16.1	16.2	16.3	93	16.4	16.5	16.6	74
0715 - 0730	71	22	0	93	5	85	0	79
0730 - 0745	99	26	0	125	1	85	0	86
0745 - 0800	105	25	0	130	1	95	0	96
Hourly Total	142	39	0	181	2	87	0	89
Grand Total	417	112	0	529	9	341	0	350
Approach %	106	37	0	143	3	124	0	127
Intersection %	112	34	0	146	3	106	0	109
PHF	116	31	0	147	5	117	0	122
	111	36	0	147	2	110	0	112
	445	138	0	583	13	457	0	470
	862	250	0	1112	22	798	0	820
	77.52	22.48	0.00	-	2.68	97.32	0.00	-
	38.21	11.08	0.00	49.29	0.98	35.37	0.00	36.35
	0.84	0.90	0.00	0.85	0.65	0.88	0.00	0.88

TIME	Westbound				
	Apple Valley Rd				
	Left	Right	U-Turn	App Total	Int Total
0700 - 0715	16.7	16.8	16.9	34	206
0715 - 0730	31	3	0	34	206
0730 - 0745	32	4	0	36	247
0745 - 0800	34	5	0	39	265
Hourly Total	35	3	0	38	308
Grand Total	132	15	0	147	1026
Approach %	41	6	0	47	317
Intersection %	41	4	0	45	300
PHF	48	5	0	53	322
	27	5	0	32	291
	157	20	0	177	1230
	289	35	0	324	2256
	89.20	10.80	0.00	-	-
	12.81	1.55	0.00	14.36	-
	0.86	0.75	0.00	0.86	0.97

1600 - 1800 (Weekday 2h Session) (01-20-2022)

All vehicles

TIME	Northbound				Southbound				
	N Druid Hills Rd (South)				N Druid Hills Rd (North)				
	Thru	Right	U-Turn	App Total	Left	Thru	U-Turn	App Total	
1600 - 1615	16.1	16.2	16.3	190	16.4	16.5	16.6	166	
1615 - 1630	137	53	0	190	4	162	0	166	
1630 - 1645	151	40	0	191	4	146	0	150	
1645 - 1700	151	49	0	200	9	142	0	151	
Hourly Total	141	59	0	200	6	155	0	161	
Grand Total	580	201	0	781	23	605	0	628	
Approach %	1700 - 1715	143	54	0	197	8	121	0	129
Intersection %	1715 - 1730	181	47	0	228	10	167	0	177
PHF	1730 - 1745	151	61	0	212	6	148	0	154
	1745 - 1800	129	55	0	184	13	141	0	154
	Hourly Total	604	217	0	821	37	577	0	614
	Grand Total	1184	418	0	1602	60	1182	0	1242
	Approach %	73.91	26.09	0.00	-	4.83	95.17	0.00	-
	Intersection %	37.30	13.17	0.00	50.47	1.89	37.24	0.00	39.13
	PHF	0.85	0.89	0.00	0.90	0.83	0.88	0.00	0.87

TIME	Westbound				
	Apple Valley Rd				
	Left	Right	U-Turn	App Total	Int Total
1600 - 1615	16.7	16.8	16.9	32	388
1615 - 1630	31	1	0	32	388
1630 - 1645	32	4	0	36	377
1645 - 1700	47	7	0	54	405
Hourly Total	40	7	0	47	408
Grand Total	150	19	0	169	1578
Approach %	49	2	0	51	377
Intersection %	35	5	0	40	445
PHF	31	2	0	33	399
	36	1	0	37	375
	151	10	0	161	1596
	301	29	0	330	3174
	91.21	8.79	0.00	-	-
	9.48	0.91	0.00	10.40	-
	0.87	0.75	0.00	0.89	0.92

Classified Turn Movement Count || Bikes



Marr Traffic
DATA COLLECTION

www.marrtraffic.com

Brookhaven, GA

Site 16 of 21

N Druid Hills Rd (South)
N Druid Hills Rd (North)

Apple Valley Rd

Date

Thursday, January 20, 2022

Lat/Long

33.857239°, -84.340203°

Weather

Cloudy
33°F

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Bikes

TIME	Northbound				Southbound			
	N Druid Hills Rd (South)				N Druid Hills Rd (North)			
	Thru 16.1	Right 16.2	U-Turn 16.3	App Total	Left 16.4	Thru 16.5	U-Turn 16.6	App Total
0700 - 0715	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

TIME	Westbound				
	Apple Valley Rd				
	Left 16.7	Right 16.8	U-Turn 16.9	App Total	Int Total
0700 - 0715	0	0	0	0	0
0715 - 0730	0	0	0	0	0
0730 - 0745	0	0	0	0	0
0745 - 0800	0	0	0	0	0
Hourly Total	0	0	0	0	0
0800 - 0815	0	0	0	0	0
0815 - 0830	0	0	0	0	0
0830 - 0845	0	0	0	0	0
0845 - 0900	0	0	0	0	0
Hourly Total	0	0	0	0	0
Grand Total	0	0	0	0	0
Approach %	0.00	0.00	0.00	-	0
Intersection %	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Bikes

TIME	Northbound				Southbound			
	N Druid Hills Rd (South)				N Druid Hills Rd (North)			
	Thru 16.1	Right 16.2	U-Turn 16.3	App Total	Left 16.4	Thru 16.5	U-Turn 16.6	App Total
1600 - 1615	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

TIME	Westbound				
	Apple Valley Rd				
	Left 16.7	Right 16.8	U-Turn 16.9	App Total	Int Total
1600 - 1615	0	0	0	0	0
1615 - 1630	0	0	0	0	0
1630 - 1645	0	0	0	0	0
1645 - 1700	0	0	0	0	0
Hourly Total	0	0	0	0	0
1700 - 1715	0	0	0	0	0
1715 - 1730	0	0	0	0	0
1730 - 1745	0	0	0	0	0
1745 - 1800	0	0	0	0	0
Hourly Total	0	0	0	0	0
Grand Total	0	0	0	0	0
Approach %	0.00	0.00	0.00	-	0
Intersection %	0.00	0.00	0.00	0.00	

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



www.marrtraffic.com

Brookhaven, GA

Site 16 of 21

N Druid Hills Rd (South)
N Druid Hills Rd (North)

Apple Valley Rd

Date

Thursday, January 20, 2022

Lat/Long

33.857239°, -84.340203°

Weather

Cloudy
33°F

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound			
	N Druid Hills Rd (South)				N Druid Hills Rd (North)			
	Thru 16.1	Right 16.2	U-Turn 16.3	App Total	Left 16.4	Thru 16.5	U-Turn 16.6	App Total
0700 - 0715	67	22	0	89	3	73	0	76
0715 - 0730	97	25	0	122	1	85	0	86
0730 - 0745	103	25	0	128	1	94	0	95
0745 - 0800	138	38	0	176	1	87	0	88
Hourly Total	405	110	0	515	6	339	0	345
0800 - 0815	100	37	0	137	3	123	0	126
0815 - 0830	109	34	0	143	3	103	0	106
0830 - 0845	115	31	0	146	4	114	0	118
0845 - 0900	108	34	0	142	2	108	0	110
Hourly Total	432	136	0	568	12	448	0	460
Grand Total	837	246	0	1083	18	787	0	805
Approach %	77.29	22.71	0.00	-	2.24	97.76	0.00	-
Intersection %	38.01	11.17	0.00	49.18	0.82	35.74	0.00	36.56

Westbound					
Apple Valley Rd					
Left 16.7	Right 16.8	U-Turn 16.9	App Total	Int Total	
30	3	0	33	198	
29	4	0	33	241	
32	5	0	37	260	
34	3	0	37	301	
125	15	0	140	1000	
39	6	0	45	308	
41	4	0	45	294	
47	5	0	52	316	
27	5	0	32	284	
154	20	0	174	1202	
279	35	0	314	2202	
88.85	11.15	0.00	-		
12.67	1.59	0.00	14.26		

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound			
	N Druid Hills Rd (South)				N Druid Hills Rd (North)			
	Thru 16.1	Right 16.2	U-Turn 16.3	App Total	Left 16.4	Thru 16.5	U-Turn 16.6	App Total
1600 - 1615	137	53	0	190	4	160	0	164
1615 - 1630	147	39	0	186	4	143	0	147
1630 - 1645	149	49	0	198	9	141	0	150
1645 - 1700	140	58	0	198	5	153	0	158
Hourly Total	573	199	0	772	22	597	0	619
1700 - 1715	142	54	0	196	8	120	0	128
1715 - 1730	178	47	0	225	10	164	0	174
1730 - 1745	148	61	0	209	6	148	0	154
1745 - 1800	128	54	0	182	13	137	0	150
Hourly Total	596	216	0	812	37	569	0	606
Grand Total	1169	415	0	1584	59	1166	0	1225
Approach %	73.80	26.20	0.00	-	4.82	95.18	0.00	-
Intersection %	37.34	13.25	0.00	50.59	1.88	37.24	0.00	39.12

Westbound					
Apple Valley Rd					
Left 16.7	Right 16.8	U-Turn 16.9	App Total	Int Total	
29	1	0	30	384	
31	4	0	35	368	
45	7	0	52	400	
39	7	0	46	402	
144	19	0	163	1554	
48	2	0	50	374	
35	5	0	40	439	
30	2	0	32	395	
36	1	0	37	369	
149	10	0	159	1577	
293	29	0	322	3131	
90.99	9.01	0.00	-		
9.36	0.93	0.00	10.28		

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



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Brookhaven, GA

Site 16 of 21

N Druid Hills Rd (South)
N Druid Hills Rd (North)

Apple Valley Rd

Date

Thursday, January 20, 2022

Lat/Long

33.857239°, -84.340203°

Weather

Cloudy
33°F

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound			
	N Druid Hills Rd (South)				N Druid Hills Rd (North)			
	Thru 16.1	Right 16.2	U-Turn 16.3	App Total	Left 16.4	Thru 16.5	U-Turn 16.6	App Total
0700 - 0715	4	0	0	4	2	1	0	3
0715 - 0730	2	0	0	2	0	0	0	0
0730 - 0745	2	0	0	2	0	1	0	1
0745 - 0800	4	1	0	5	1	0	0	1
Hourly Total	12	1	0	13	3	2	0	5
0800 - 0815	6	0	0	6	0	1	0	1
0815 - 0830	2	0	0	2	0	3	0	3
0830 - 0845	1	0	0	1	1	3	0	4
0845 - 0900	3	2	0	5	0	2	0	2
Hourly Total	12	2	0	14	1	9	0	10
Grand Total	24	3	0	27	4	11	0	15
Approach %	88.89	11.11	0.00	-	26.67	73.33	0.00	-
Intersection %	46.15	5.77	0.00	51.92	7.69	21.15	0.00	28.85

Westbound				
Apple Valley Rd				
Left 16.7	Right 16.8	U-Turn 16.9	App Total	Int Total
1	0	0	1	8
3	0	0	3	5
2	0	0	2	5
1	0	0	1	7
7	0	0	7	25
2	0	0	2	9
0	0	0	0	5
1	0	0	1	6
0	0	0	0	7
3	0	0	3	27
10	0	0	10	52
100.00	0.00	0.00	-	
19.23	0.00	0.00	19.23	

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound			
	N Druid Hills Rd (South)				N Druid Hills Rd (North)			
	Thru 16.1	Right 16.2	U-Turn 16.3	App Total	Left 16.4	Thru 16.5	U-Turn 16.6	App Total
1600 - 1615	0	0	0	0	0	2	0	2
1615 - 1630	4	1	0	5	0	3	0	3
1630 - 1645	2	0	0	2	0	1	0	1
1645 - 1700	1	1	0	2	1	2	0	3
Hourly Total	7	2	0	9	1	8	0	9
1700 - 1715	1	0	0	1	0	1	0	1
1715 - 1730	2	0	0	2	0	2	0	2
1730 - 1745	2	0	0	2	0	0	0	0
1745 - 1800	1	1	0	2	0	4	0	4
Hourly Total	6	1	0	7	0	7	0	7
Grand Total	13	3	0	16	1	15	0	16
Approach %	81.25	18.75	0.00	-	6.25	93.75	0.00	-
Intersection %	32.50	7.50	0.00	40.00	2.50	37.50	0.00	40.00

Westbound				
Apple Valley Rd				
Left 16.7	Right 16.8	U-Turn 16.9	App Total	Int Total
2	0	0	2	4
1	0	0	1	9
2	0	0	2	5
1	0	0	1	6
6	0	0	6	24
1	0	0	1	3
0	0	0	0	4
1	0	0	1	3
0	0	0	0	6
2	0	0	2	16
8	0	0	8	40
100.00	0.00	0.00	-	
20.00	0.00	0.00	20.00	

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



www.marrtraffic.com

Brookhaven, GA

Site 16 of 21

N Druid Hills Rd (South)
N Druid Hills Rd (North)

Apple Valley Rd

Date

Thursday, January 20, 2022

Lat/Long

33.857239°, -84.340203°

Weather

Cloudy
33°F

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Combination Trucks (8-13)

TIME	Northbound				Southbound			
	N Druid Hills Rd (South)				N Druid Hills Rd (North)			
	Thru 16.1	Right 16.2	U-Turn 16.3	App Total	Left 16.4	Thru 16.5	U-Turn 16.6	App Total
0700 - 0715	0	0	0	0	0	0	0	0
0715 - 0730	0	1	0	1	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	1	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0
0815 - 0830	1	0	0	1	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	1	0	0	0	0
Grand Total	1	1	0	2	0	0	0	0
Approach %	50.00	50.00	0.00	-	0.00	0.00	0.00	-
Intersection %	50.00	50.00	0.00	100.00	0.00	0.00	0.00	0.00

Westbound					
Apple Valley Rd					
Left 16.7	Right 16.8	U-Turn 16.9	App Total	Int Total	
0	0	0	0	0	0
0	0	0	0	1	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	1	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	1	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	1	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	2	0
0.00	0.00	0.00	-		
0.00	0.00	0.00	0.00		

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Combination Trucks (8-13)

TIME	Northbound				Southbound			
	N Druid Hills Rd (South)				N Druid Hills Rd (North)			
	Thru 16.1	Right 16.2	U-Turn 16.3	App Total	Left 16.4	Thru 16.5	U-Turn 16.6	App Total
1600 - 1615	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0
1715 - 1730	1	0	0	1	0	1	0	1
1730 - 1745	1	0	0	1	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0
Hourly Total	2	0	0	2	0	1	0	1
Grand Total	2	0	0	2	0	1	0	1
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-
Intersection %	66.67	0.00	0.00	66.67	0.00	33.33	0.00	33.33

Westbound					
Apple Valley Rd					
Left 16.7	Right 16.8	U-Turn 16.9	App Total	Int Total	
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	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	0
0	0	0	0	3	0
0.00	0.00	0.00	-		
0.00	0.00	0.00	0.00		

Pedestrian Count | | All vehicles



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Brookhaven, GA

Site 16 of 21

N Druid Hills Rd (South)
N Druid Hills Rd (North)

Apple Valley Rd

Date

Thursday, January 20, 2022

Lat/Long

33.857239°, -84.340203°

Weather

Cloudy
33°F

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Pedestrians

TIME	Northbound			Southbound			App Total
	N Druid Hills Rd (South)			N Druid Hills Rd (North)			
	EB 16a	WB 16b	App Total	EB 16c	WB 16d	App Total	
0700 - 0715	0	0	0	0	0	0	0
0715 - 0730	0	0	0	1	0	1	1
0730 - 0745	0	0	0	2	0	2	2
0745 - 0800	0	0	0	0	0	0	0
Hourly Total	0	0	0	3	0	3	3
0800 - 0815	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0
0830 - 0845	0	0	0	1	0	1	1
0845 - 0900	0	0	0	0	0	0	0
Hourly Total	0	0	0	1	0	1	1
Grand Total	0	0	0	4	0	4	4
Approach %	0.00	0.00	-	100.00	0.00	-	-
Intersection %	0.00	0.00	0.00	100.00	0.00	100.00	100.00

Westbound				
Apple Valley Rd				
NB 16g	SB 16h	App Total	Int Total	
0	0	0	0	0
0	0	0	1	1
0	0	0	2	2
0	0	0	0	0
0	0	0	3	3
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	0	1	1
0	0	0	4	4
0.00	0.00	-	-	-
0.00	0.00	0.00		

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Pedestrians

TIME	Northbound			Southbound			App Total
	N Druid Hills Rd (South)			N Druid Hills Rd (North)			
	EB 16a	WB 16b	App Total	EB 16c	WB 16d	App Total	
1600 - 1615	0	0	0	1	0	1	1
1615 - 1630	0	0	0	0	1	1	1
1630 - 1645	0	0	0	1	0	1	1
1645 - 1700	0	0	0	2	0	2	2
Hourly Total	0	0	0	4	1	5	5
1700 - 1715	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0
Grand Total	0	0	0	4	1	5	5
Approach %	0.00	0.00	-	80.00	20.00	-	-
Intersection %	0.00	0.00	0.00	80.00	20.00	100.00	100.00

Westbound				
Apple Valley Rd				
NB 16g	SB 16h	App Total	Int Total	
0	0	0	1	1
0	0	1	1	1
0	0	0	1	1
0	0	0	2	2
0	0	0	5	5
0	0	0	0	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	5
0.00	0.00	-	-	-
0.00	0.00	0.00		

Classified Turn Movement Count || All vehicles



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Brookhaven, GA

Site 17 of 21

N Druid Hill Rd (South)
 N Druid Hill Rd (North)
 Sylvan Cir NE
 Sylvan Cir NE

Date

Thursday, January 20, 2022

Weather

Cloudy
 33°F

Lat/Long

33.856788°, -84.340008°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound	Int Total
	N Druid Hill Rd (South)					N Druid Hill Rd (North)					Sylvan Cir NE					Sylvan Cir NE	
	Left 17.1	Thru 17.2	Right 17.3	U-Turn 17.4	App Total	Left 17.5	Thru 17.6	Right 17.7	U-Turn 17.8	App Total	Left 17.9	Thru 17.10	Right 17.11	U-Turn 17.12	App Total		
0700 - 0715	1	93	0	0	94	1	100	4	0	105	1	0	1	0	2	201	
0715 - 0730	3	128	0	0	131	0	113	3	0	116	1	0	1	0	2	249	
0730 - 0745	6	128	1	0	135	2	122	5	0	129	1	0	1	0	2	266	
0745 - 0800	6	180	0	0	186	3	118	1	0	122	3	0	2	0	5	313	
Hourly Total	16	529	1	0	546	6	453	13	0	472	6	0	5	0	11	1029	
0800 - 0815	2	140	0	0	142	4	157	6	0	167	1	0	0	0	1	310	
0815 - 0830	6	144	2	0	152	2	143	5	0	150	1	0	1	0	2	304	
0830 - 0845	7	148	1	0	156	5	155	1	0	161	2	0	5	0	7	324	
0845 - 0900	4	140	2	0	146	2	130	6	0	138	1	0	7	0	8	292	
Hourly Total	19	572	5	0	596	13	585	18	0	616	5	0	13	0	18	1230	
Grand Total	35	1101	6	0	1142	19	1038	31	0	1088	11	0	18	0	29	2259	
Approach %	3.06	96.41	0.53	0.00	-	1.75	95.40	2.85	0.00	-	37.93	0.00	62.07	0.00	-		
Intersection %	1.55	48.74	0.27	0.00	50.55	0.84	45.95	1.37	0.00	48.16	0.49	0.00	0.80	0.00	1.28		
PHF	0.75	0.85	0.38	0.00	0.85	0.70	0.91	0.54	0.00	0.90	0.58	0.00	0.40	0.00	0.54	0.97	

1600 - 1800 (Weekday 2h Session) (01-20-2022)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound	Int Total
	N Druid Hill Rd (South)					N Druid Hill Rd (North)					Sylvan Cir NE					Sylvan Cir NE	
	Left 17.1	Thru 17.2	Right 17.3	U-Turn 17.4	App Total	Left 17.5	Thru 17.6	Right 17.7	U-Turn 17.8	App Total	Left 17.9	Thru 17.10	Right 17.11	U-Turn 17.12	App Total		
1600 - 1615	7	188	4	0	199	3	182	7	0	192	2	0	5	0	7	398	
1615 - 1630	10	185	3	1	199	6	165	6	0	177	3	1	8	0	12	388	
1630 - 1645	7	202	1	0	210	4	184	2	0	190	4	1	1	0	6	406	
1645 - 1700	5	197	0	0	202	5	185	3	0	193	1	0	3	0	4	399	
Hourly Total	29	772	8	1	810	18	716	18	0	752	10	2	17	0	29	1591	
1700 - 1715	5	193	1	0	199	1	166	4	0	171	4	1	4	0	9	379	
1715 - 1730	7	224	1	0	232	0	195	8	0	203	4	1	6	0	11	446	
1730 - 1745	9	208	0	0	217	3	173	4	0	180	5	2	10	0	17	414	
1745 - 1800	17	178	0	0	195	0	174	2	0	176	3	1	14	0	18	389	
Hourly Total	38	803	2	0	843	4	708	18	0	730	16	5	34	0	55	1628	
Grand Total	67	1575	10	1	1653	22	1424	36	0	1482	26	7	51	0	84	3219	
Approach %	4.05	95.28	0.60	0.06	-	1.48	96.09	2.43	0.00	-	30.95	8.33	60.71	0.00	-		
Intersection %	2.08	48.93	0.31	0.03	51.35	0.68	44.24	1.12	0.00	46.04	0.81	0.22	1.58	0.00	2.61		
PHF	0.72	0.92	0.50	0.00	0.92	0.45	0.92	0.59	0.00	0.92	0.70	0.50	0.58	0.00	0.60	0.92	

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



www.marrtraffic.com

Brookhaven, GA

Site 17 of 21

N Druid Hill Rd (South)
 N Druid Hill Rd (North)
 Sylvan Cir NE
 Sylvan Cir NE

Date

Thursday, January 20, 2022

Weather

Cloudy
 33°F

Lat/Long

33.856788°, -84.340008°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound	Int Total
	N Druid Hill Rd (South)					N Druid Hill Rd (North)					Sylvan Cir NE					Sylvan Cir NE	
	Left 17.1	Thru 17.2	Right 17.3	U-Turn 17.4	App Total	Left 17.5	Thru 17.6	Right 17.7	U-Turn 17.8	App Total	Left 17.9	Thru 17.10	Right 17.11	U-Turn 17.12	App Total		
0700 - 0715	1	89	0	0	90	1	98	4	0	103	1	0	1	0	2	195	
0715 - 0730	3	125	0	0	128	0	110	3	0	113	1	0	1	0	2	243	
0730 - 0745	6	126	1	0	133	2	119	5	0	126	1	0	1	0	2	261	
0745 - 0800	6	175	0	0	181	3	117	1	0	121	3	0	2	0	5	307	
Hourly Total	16	515	1	0	532	6	444	13	0	463	6	0	5	0	11	1006	
0800 - 0815	2	133	0	0	135	3	155	6	0	164	1	0	0	0	1	300	
0815 - 0830	6	141	2	0	149	2	139	5	0	146	1	0	1	0	2	297	
0830 - 0845	7	147	1	0	155	5	152	1	0	158	2	0	5	0	7	320	
0845 - 0900	4	136	2	0	142	2	128	6	0	136	1	0	7	0	8	286	
Hourly Total	19	557	5	0	581	12	574	18	0	604	5	0	13	0	18	1203	
Grand Total	35	1072	6	0	1113	18	1018	31	0	1067	11	0	18	0	29	2209	
Approach %	3.14	96.32	0.54	0.00	-	1.69	95.41	2.91	0.00	-	37.93	0.00	62.07	0.00	-		
Intersection %	1.58	48.53	0.27	0.00	50.38	0.81	46.08	1.40	0.00	48.30	0.50	0.00	0.81	0.00	1.31		

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound	Int Total
	N Druid Hill Rd (South)					N Druid Hill Rd (North)					Sylvan Cir NE					Sylvan Cir NE	
	Left 17.1	Thru 17.2	Right 17.3	U-Turn 17.4	App Total	Left 17.5	Thru 17.6	Right 17.7	U-Turn 17.8	App Total	Left 17.9	Thru 17.10	Right 17.11	U-Turn 17.12	App Total		
1600 - 1615	7	188	4	0	199	3	178	7	0	188	2	0	5	0	7	394	
1615 - 1630	9	180	3	1	193	6	161	6	0	173	3	1	7	0	11	377	
1630 - 1645	7	200	1	0	208	4	181	2	0	187	4	1	1	0	6	401	
1645 - 1700	5	195	0	0	200	5	183	2	0	190	1	0	3	0	4	394	
Hourly Total	28	763	8	1	800	18	703	17	0	738	10	2	16	0	28	1566	
1700 - 1715	5	191	1	0	197	1	163	4	0	168	4	1	4	0	9	374	
1715 - 1730	7	221	1	0	229	0	193	8	0	201	4	1	6	0	11	441	
1730 - 1745	9	206	0	0	215	3	172	4	0	179	5	2	10	0	17	411	
1745 - 1800	17	176	0	0	193	0	170	2	0	172	3	1	14	0	18	383	
Hourly Total	38	794	2	0	834	4	698	18	0	720	16	5	34	0	55	1609	
Grand Total	66	1557	10	1	1634	22	1401	35	0	1458	26	7	50	0	83	3175	
Approach %	4.04	95.29	0.61	0.06	-	1.51	96.09	2.40	0.00	-	31.33	8.43	60.24	0.00	-		
Intersection %	2.08	49.04	0.31	0.03	51.46	0.69	44.13	1.10	0.00	45.92	0.82	0.22	1.57	0.00	2.61		

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



www.marrtraffic.com

Brookhaven, GA

Site 17 of 21

N Druid Hill Rd (South)
 N Druid Hill Rd (North)
 Sylvan Cir NE
 Sylvan Cir NE

Date

Thursday, January 20, 2022

Weather

Cloudy
 33°F

Lat/Long

33.856788°, -84.340008°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound	Int Total
	N Druid Hill Rd (South)					N Druid Hill Rd (North)					Sylvan Cir NE					Sylvan Cir NE	
	Left 17.1	Thru 17.2	Right 17.3	U-Turn 17.4	App Total	Left 17.5	Thru 17.6	Right 17.7	U-Turn 17.8	App Total	Left 17.9	Thru 17.10	Right 17.11	U-Turn 17.12	App Total		
0700 - 0715	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0		6
0715 - 0730	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0		5
0730 - 0745	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0		5
0745 - 0800	0	5	0	0	5	0	1	0	0	1	0	0	0	0	0		6
Hourly Total	0	13	0	0	13	0	9	0	0	9	0	0	0	0	0		22
0800 - 0815	0	7	0	0	7	1	2	0	0	3	0	0	0	0	0		10
0815 - 0830	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0		6
0830 - 0845	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0		4
0845 - 0900	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0		6
Hourly Total	0	14	0	0	14	1	11	0	0	12	0	0	0	0	0		26
Grand Total	0	27	0	0	27	1	20	0	0	21	0	0	0	0	0		48
Approach %	0.00	100.00	0.00	0.00	-	4.76	95.24	0.00	0.00	-	0.00	0.00	0.00	0.00	-		
Intersection %	0.00	56.25	0.00	0.00	56.25	2.08	41.67	0.00	0.00	43.75	0.00	0.00	0.00	0.00	0.00		

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound	Int Total
	N Druid Hill Rd (South)					N Druid Hill Rd (North)					Sylvan Cir NE					Sylvan Cir NE	
	Left 17.1	Thru 17.2	Right 17.3	U-Turn 17.4	App Total	Left 17.5	Thru 17.6	Right 17.7	U-Turn 17.8	App Total	Left 17.9	Thru 17.10	Right 17.11	U-Turn 17.12	App Total		
1600 - 1615	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0		4
1615 - 1630	1	5	0	0	6	0	4	0	0	4	0	0	1	0	1		11
1630 - 1645	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0		5
1645 - 1700	0	2	0	0	2	0	2	1	0	3	0	0	0	0	0		5
Hourly Total	1	9	0	0	10	0	13	1	0	14	0	0	1	0	1		25
1700 - 1715	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0		4
1715 - 1730	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0		5
1730 - 1745	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0		3
1745 - 1800	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0		4
Hourly Total	0	7	0	0	7	0	9	0	0	9	0	0	0	0	0		16
Grand Total	1	16	0	0	17	0	22	1	0	23	0	0	1	0	1		41
Approach %	5.88	94.12	0.00	0.00	-	0.00	95.65	4.35	0.00	-	0.00	0.00	100.00	0.00	-		
Intersection %	2.44	39.02	0.00	0.00	41.46	0.00	53.66	2.44	0.00	56.10	0.00	0.00	2.44	0.00	2.44		

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



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Brookhaven, GA

Site 17 of 21

N Druid Hill Rd (South)
 N Druid Hill Rd (North)
 Sylvan Cir NE
 Sylvan Cir NE

Date

Thursday, January 20, 2022

Weather

Cloudy
 33°F

Lat/Long

33.856788°, -84.340008°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound	Int Total
	N Druid Hill Rd (South)					N Druid Hill Rd (North)					Sylvan Cir NE					Sylvan Cir NE	
	Left 17.1	Thru 17.2	Right 17.3	U-Turn 17.4	App Total	Left 17.5	Thru 17.6	Right 17.7	U-Turn 17.8	App Total	Left 17.9	Thru 17.10	Right 17.11	U-Turn 17.12	App Total		
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
0715 - 0730	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0		1
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Hourly Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0		1
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
0815 - 0830	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0		1
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Hourly Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0		1
Grand Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0		2
Approach %	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-		
Intersection %	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound	Int Total
	N Druid Hill Rd (South)					N Druid Hill Rd (North)					Sylvan Cir NE					Sylvan Cir NE	
	Left 17.1	Thru 17.2	Right 17.3	U-Turn 17.4	App Total	Left 17.5	Thru 17.6	Right 17.7	U-Turn 17.8	App Total	Left 17.9	Thru 17.10	Right 17.11	U-Turn 17.12	App Total		
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
1700 - 1715	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0		1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
1745 - 1800	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0		2
Hourly Total	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0		3
Grand Total	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0		3
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-		
Intersection %	0.00	66.67	0.00	0.00	66.67	0.00	33.33	0.00	0.00	33.33	0.00	0.00	0.00	0.00	0.00		

Pedestrian Count | All vehicles



Brookhaven, GA

www.marrtraffic.com

Site 17 of 21

N Druid Hill Rd (South)
 N Druid Hill Rd (North)
 Sylvan Cir NE
 Sylvan Cir NE

Date

Thursday, January 20, 2022

Weather

Cloudy
 33°F

Lat/Long

33.856788°, -84.340008°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	N Druid Hill Rd (South)			N Druid Hill Rd (North)			Sylvan Cir NE			Sylvan Cir NE				
	EB 17a	WB 17b	App Total	EB 17c	WB 17d	App Total	NB 17e	SB 17f	App Total	NB 17g	SB 17h	App Total		
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	1	1	0	0	0	0	0	0	0	1	0	1	2
0815 - 0830	0	0	0	0	0	0	0	0	0	0	2	0	2	2
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	1	0	0	0	0	0	0	0	3	0	3	4
Grand Total	0	1	1	0	0	0	0	0	0	0	3	0	3	4
Approach %	0.00	100.00	-	0.00	0.00	-	0.00	0.00	-	100.00	0.00	-	-	-
Intersection %	0.00	25.00	25.00	0.00	0.00	0.00	0.00	0.00	0.00	75.00	0.00	75.00	-	-

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	N Druid Hill Rd (South)			N Druid Hill Rd (North)			Sylvan Cir NE			Sylvan Cir NE				
	EB 17a	WB 17b	App Total	EB 17c	WB 17d	App Total	NB 17e	SB 17f	App Total	NB 17g	SB 17h	App Total		
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	2	2	2
1645 - 1700	0	0	0	0	0	0	0	1	0	1	0	2	2	3
Hourly Total	0	0	0	0	0	0	0	1	0	1	1	4	5	6
1700 - 1715	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	2	2	2
1730 - 1745	0	0	0	0	0	0	0	0	0	0	1	1	2	2
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	2	4	6	6
Grand Total	0	0	0	0	0	0	0	1	0	1	3	8	11	12
Approach %	0.00	0.00	-	0.00	0.00	-	100.00	0.00	-	27.27	72.73	-	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	8.33	0.00	8.33	25.00	66.67	91.67	-	-

Classified Turn Movement Count || All vehicles



www.marrtraffic.com

Brookhaven, GA

Site 18 of 21

N Druid Hills Rd (South)
N Druid Hills Rd (North)

Date

Thursday, January 20, 2022

Weather

Cloudy
33°F

Sylvan Cir NE

Lat/Long

33.854915°, -84.339377°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

All vehicles

TIME	Northbound				Southbound			
	N Druid Hills Rd (South)				N Druid Hills Rd (North)			
	Thru 18.1	Right 18.2	U-Turn 18.3	App Total	Left 18.4	Thru 18.5	U-Turn 18.6	App Total
0700 - 0715	93	2	0	95	1	97	0	98
0715 - 0730	127	0	0	127	1	114	0	115
0730 - 0745	134	1	0	135	4	122	0	126
0745 - 0800	185	0	0	185	0	127	0	127
Hourly Total	539	3	0	542	6	460	0	466
0800 - 0815	137	3	0	140	3	145	0	148
0815 - 0830	147	2	0	149	2	141	0	143
0830 - 0845	156	2	0	158	2	150	0	152
0845 - 0900	141	1	0	142	0	143	0	143
Hourly Total	581	8	0	589	7	579	0	586
Grand Total	1120	11	0	1131	13	1039	0	1052
Approach %	99.03	0.97	0.00	-	1.24	98.76	0.00	-
Intersection %	50.63	0.50	0.00	51.13	0.59	46.97	0.00	47.56
PHF	0.84	0.58	0.00	0.85	0.58	0.94	0.00	0.94

Westbound				
Sylvan Cir NE				
Left 18.7	Right 18.8	U-Turn 18.9	App Total	Int Total
2	4	0	6	199
4	0	0	4	246
3	2	0	5	266
3	1	0	4	316
12	7	0	19	1027
2	0	0	2	290
2	2	0	4	296
2	1	0	3	313
0	1	0	1	286
6	4	0	10	1185
18	11	0	29	2212
62.07	37.93	0.00	-	
0.81	0.50	0.00	1.31	
0.75	0.50	0.00	0.81	0.96

1600 - 1800 (Weekday 2h Session) (01-20-2022)

All vehicles

TIME	Northbound				Southbound			
	N Druid Hills Rd (South)				N Druid Hills Rd (North)			
	Thru 18.1	Right 18.2	U-Turn 18.3	App Total	Left 18.4	Thru 18.5	U-Turn 18.6	App Total
1600 - 1615	195	1	0	196	2	189	0	191
1615 - 1630	203	1	0	204	1	180	0	181
1630 - 1645	204	1	0	205	1	179	0	180
1645 - 1700	198	0	0	198	4	183	0	187
Hourly Total	800	3	0	803	8	731	0	739
1700 - 1715	206	4	0	210	2	173	0	175
1715 - 1730	230	0	0	230	1	192	0	193
1730 - 1745	215	7	0	222	5	181	0	186
1745 - 1800	182	10	0	192	4	176	0	180
Hourly Total	833	21	0	854	12	722	0	734
Grand Total	1633	24	0	1657	20	1453	0	1473
Approach %	98.55	1.45	0.00	-	1.36	98.64	0.00	-
Intersection %	51.32	0.75	0.00	52.07	0.63	45.66	0.00	46.29
PHF	0.91	0.53	0.00	0.93	0.60	0.94	0.00	0.95

Westbound				
Sylvan Cir NE				
Left 18.7	Right 18.8	U-Turn 18.9	App Total	Int Total
3	1	0	4	391
0	2	0	2	387
2	2	0	4	389
1	3	0	4	389
6	8	0	14	1556
5	1	0	6	391
0	7	0	7	430
1	3	0	4	412
13	8	0	21	393
19	19	0	38	1626
25	27	0	52	3182
48.08	51.92	0.00	-	
0.79	0.85	0.00	1.63	
0.37	0.59	0.00	0.45	0.95

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



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Brookhaven, GA

Site 18 of 21

N Druid Hills Rd (South)
N Druid Hills Rd (North)

Sylvan Cir NE

Date

Thursday, January 20, 2022

Lat/Long

33.854915°, -84.339377°

Weather

Cloudy
33°F

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound			
	N Druid Hills Rd (South)				N Druid Hills Rd (North)			
	Thru 18.1	Right 18.2	U-Turn 18.3	App Total	Left 18.4	Thru 18.5	U-Turn 18.6	App Total
0700 - 0715	91	2	0	93	1	95	0	96
0715 - 0730	123	0	0	123	1	110	0	111
0730 - 0745	132	1	0	133	4	120	0	124
0745 - 0800	180	0	0	180	0	125	0	125
Hourly Total	526	3	0	529	6	450	0	456
0800 - 0815	133	1	0	134	3	144	0	147
0815 - 0830	143	1	0	144	2	139	0	141
0830 - 0845	155	0	0	155	2	144	0	146
0845 - 0900	136	1	0	137	0	141	0	141
Hourly Total	567	3	0	570	7	568	0	575
Grand Total	1093	6	0	1099	13	1018	0	1031
Approach %	99.45	0.55	0.00	-	1.26	98.74	0.00	-
Intersection %	50.74	0.28	0.00	51.02	0.60	47.26	0.00	47.86

Westbound				
Sylvan Cir NE				
Left 18.7	Right 18.8	U-Turn 18.9	App Total	Int Total
2	4	0	6	195
4	0	0	4	238
2	2	0	4	261
2	1	0	3	308
10	7	0	17	1002
1	0	0	1	282
1	2	0	3	288
1	1	0	2	303
0	1	0	1	279
3	4	0	7	1152
13	11	0	24	2154
54.17	45.83	0.00	-	
0.60	0.51	0.00	1.11	

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound			
	N Druid Hills Rd (South)				N Druid Hills Rd (North)			
	Thru 18.1	Right 18.2	U-Turn 18.3	App Total	Left 18.4	Thru 18.5	U-Turn 18.6	App Total
1600 - 1615	193	1	0	194	2	185	0	187
1615 - 1630	199	0	0	199	1	175	0	176
1630 - 1645	201	1	0	202	1	176	0	177
1645 - 1700	197	0	0	197	4	180	0	184
Hourly Total	790	2	0	792	8	716	0	724
1700 - 1715	204	3	0	207	1	172	0	173
1715 - 1730	229	0	0	229	0	190	0	190
1730 - 1745	212	4	0	216	4	180	0	184
1745 - 1800	182	6	0	188	4	173	0	177
Hourly Total	827	13	0	840	9	715	0	724
Grand Total	1617	15	0	1632	17	1431	0	1448
Approach %	99.08	0.92	0.00	-	1.17	98.83	0.00	-
Intersection %	51.86	0.48	0.00	52.34	0.55	45.89	0.00	46.44

Westbound				
Sylvan Cir NE				
Left 18.7	Right 18.8	U-Turn 18.9	App Total	Int Total
2	1	0	3	384
0	2	0	2	377
0	2	0	2	381
1	3	0	4	385
3	8	0	11	1527
2	0	0	2	382
0	6	0	6	425
1	3	0	4	404
8	7	0	15	380
11	16	0	27	1591
14	24	0	38	3118
36.84	63.16	0.00	-	
0.45	0.77	0.00	1.22	

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



www.marrtraffic.com

Brookhaven, GA

Site 18 of 21

N Druid Hills Rd (South)
N Druid Hills Rd (North)

Date

Thursday, January 20, 2022

Weather

Cloudy
33°F

Sylvan Cir NE

Lat/Long

33.854915°, -84.339377°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound			
	N Druid Hills Rd (South)				N Druid Hills Rd (North)			
	Thru 18.1	Right 18.2	U-Turn 18.3	App Total	Left 18.4	Thru 18.5	U-Turn 18.6	App Total
0700 - 0715	2	0	0	2	0	2	0	2
0715 - 0730	3	0	0	3	0	4	0	4
0730 - 0745	2	0	0	2	0	2	0	2
0745 - 0800	5	0	0	5	0	2	0	2
Hourly Total	12	0	0	12	0	10	0	10
0800 - 0815	4	2	0	6	0	1	0	1
0815 - 0830	3	1	0	4	0	2	0	2
0830 - 0845	1	2	0	3	0	6	0	6
0845 - 0900	5	0	0	5	0	2	0	2
Hourly Total	13	5	0	18	0	11	0	11
Grand Total	25	5	0	30	0	21	0	21
Approach %	83.33	16.67	0.00	-	0.00	100.00	0.00	-
Intersection %	44.64	8.93	0.00	53.57	0.00	37.50	0.00	37.50

Westbound				
Sylvan Cir NE				
Left 18.7	Right 18.8	U-Turn 18.9	App Total	Int Total
0	0	0	0	4
0	0	0	0	7
1	0	0	1	5
1	0	0	1	8
2	0	0	2	24
1	0	0	1	8
1	0	0	1	7
1	0	0	1	10
0	0	0	0	7
3	0	0	3	32
5	0	0	5	56
100.00	0.00	0.00	-	
8.93	0.00	0.00	8.93	

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound			
	N Druid Hills Rd (South)				N Druid Hills Rd (North)			
	Thru 18.1	Right 18.2	U-Turn 18.3	App Total	Left 18.4	Thru 18.5	U-Turn 18.6	App Total
1600 - 1615	2	0	0	2	0	4	0	4
1615 - 1630	4	1	0	5	0	5	0	5
1630 - 1645	3	0	0	3	0	3	0	3
1645 - 1700	1	0	0	1	0	3	0	3
Hourly Total	10	1	0	11	0	15	0	15
1700 - 1715	1	1	0	2	1	1	0	2
1715 - 1730	1	0	0	1	1	1	0	2
1730 - 1745	2	3	0	5	1	1	0	2
1745 - 1800	0	4	0	4	0	3	0	3
Hourly Total	4	8	0	12	3	6	0	9
Grand Total	14	9	0	23	3	21	0	24
Approach %	60.87	39.13	0.00	-	12.50	87.50	0.00	-
Intersection %	23.73	15.25	0.00	38.98	5.08	35.59	0.00	40.68

Westbound				
Sylvan Cir NE				
Left 18.7	Right 18.8	U-Turn 18.9	App Total	Int Total
0	0	0	0	6
0	0	0	0	10
1	0	0	1	7
0	0	0	0	4
1	0	0	1	27
3	1	0	4	8
0	1	0	1	4
0	0	0	0	7
5	1	0	6	13
8	3	0	11	32
9	3	0	12	59
75.00	25.00	0.00	-	
15.25	5.08	0.00	20.34	

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



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Brookhaven, GA

Site 18 of 21

N Druid Hills Rd (South)
N Druid Hills Rd (North)

Date

Thursday, January 20, 2022

Weather

Cloudy
33°F

Sylvan Cir NE

Lat/Long

33.854915°, -84.339377°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Combination Trucks (8-13)

TIME	Northbound				Southbound			
	N Druid Hills Rd (South)				N Druid Hills Rd (North)			
	Thru 18.1	Right 18.2	U-Turn 18.3	App Total	Left 18.4	Thru 18.5	U-Turn 18.6	App Total
0700 - 0715	0	0	0	0	0	0	0	0
0715 - 0730	1	0	0	1	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	1	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0
0815 - 0830	1	0	0	1	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	1	0	0	0	0
Grand Total	2	0	0	2	0	0	0	0
Approach %	100.00	0.00	0.00	-	0.00	0.00	0.00	-
Intersection %	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00

Westbound				
Sylvan Cir NE				
Left 18.7	Right 18.8	U-Turn 18.9	App Total	Int Total
0	0	0	0	0
0	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	1
0	0	0	0	2
0.00	0.00	0.00	-	
0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Combination Trucks (8-13)

TIME	Northbound				Southbound			
	N Druid Hills Rd (South)				N Druid Hills Rd (North)			
	Thru 18.1	Right 18.2	U-Turn 18.3	App Total	Left 18.4	Thru 18.5	U-Turn 18.6	App Total
1600 - 1615	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1700 - 1715	1	0	0	1	0	0	0	0
1715 - 1730	0	0	0	0	0	1	0	1
1730 - 1745	1	0	0	1	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0
Hourly Total	2	0	0	2	0	1	0	1
Grand Total	2	0	0	2	0	1	0	1
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-
Intersection %	40.00	0.00	0.00	40.00	0.00	20.00	0.00	20.00

Westbound				
Sylvan Cir NE				
Left 18.7	Right 18.8	U-Turn 18.9	App Total	Int Total
1	0	0	1	1
0	0	0	0	0
1	0	0	1	1
0	0	0	0	0
2	0	0	2	2
0	0	0	0	1
0	0	0	0	1
0	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	3
2	0	0	2	5
100.00	0.00	0.00	-	
40.00	0.00	0.00	40.00	

Classified Turn Movement Count || All vehicles



www.marrtraffic.com

Brookhaven, GA

Site 19 of 21

N Druid Hills Rd (South)
N Druid Hills Rd (North)

Date

Thursday, January 20, 2022

Weather

Cloudy
33°F

Star Dr

Lat/Long

33.855702°, -84.339503°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

All vehicles

TIME	Northbound				Southbound				Westbound				
	N Druid Hills Rd (South)				N Druid Hills Rd (North)				Star Dr				
	Thru 19.1	Right 19.2	U-Turn 19.3	App Total	Left 19.4	Thru 19.5	U-Turn 19.6	App Total	Left 19.7	Right 19.8	U-Turn 19.9	App Total	Int Total
0700 - 0715	94	1	0	95	0	100	0	100	1	1	0	2	197
0715 - 0730	126	1	0	127	1	110	0	111	2	6	0	8	246
0730 - 0745	134	0	0	134	0	124	0	124	1	5	0	6	264
0745 - 0800	186	2	0	188	0	123	0	123	1	4	0	5	316
Hourly Total	540	4	0	544	1	457	0	458	5	16	0	21	1023
0800 - 0815	136	0	0	136	3	153	0	156	0	1	0	1	293
0815 - 0830	148	0	0	148	5	134	0	139	3	1	0	4	291
0830 - 0845	153	1	0	154	4	156	0	160	2	3	0	5	319
0845 - 0900	144	1	0	145	2	138	0	140	0	2	0	2	287
Hourly Total	581	2	0	583	14	581	0	595	5	7	0	12	1190
Grand Total	1121	6	0	1127	15	1038	0	1053	10	23	0	33	2213
Approach %	99.47	0.53	0.00	-	1.42	98.58	0.00	-	30.30	69.70	0.00	-	
Intersection %	50.66	0.27	0.00	50.93	0.68	46.90	0.00	47.58	0.45	1.04	0.00	1.49	
PHF	0.84	0.38	0.00	0.83	0.60	0.91	0.00	0.90	0.50	0.56	0.00	0.75	0.96

1600 - 1800 (Weekday 2h Session) (01-20-2022)

All vehicles

TIME	Northbound				Southbound				Westbound				
	N Druid Hills Rd (South)				N Druid Hills Rd (North)				Star Dr				
	Thru 19.1	Right 19.2	U-Turn 19.3	App Total	Left 19.4	Thru 19.5	U-Turn 19.6	App Total	Left 19.7	Right 19.8	U-Turn 19.9	App Total	Int Total
1600 - 1615	192	3	0	195	1	187	0	188	0	4	0	4	387
1615 - 1630	199	3	0	202	2	175	0	177	2	1	0	3	382
1630 - 1645	210	0	0	210	2	183	0	185	1	2	0	3	398
1645 - 1700	201	2	0	203	1	186	0	187	3	2	0	5	395
Hourly Total	802	8	0	810	6	731	0	737	6	9	0	15	1562
1700 - 1715	198	3	0	201	5	166	0	171	3	2	0	5	377
1715 - 1730	232	5	0	237	4	198	0	202	0	3	0	3	442
1730 - 1745	216	3	0	219	2	183	0	185	1	1	0	2	406
1745 - 1800	189	1	0	190	3	182	0	185	0	0	0	0	375
Hourly Total	835	12	0	847	14	729	0	743	4	6	0	10	1600
Grand Total	1637	20	0	1657	20	1460	0	1480	10	15	0	25	3162
Approach %	98.79	1.21	0.00	-	1.35	98.65	0.00	-	40.00	60.00	0.00	-	
Intersection %	51.77	0.63	0.00	52.40	0.63	46.17	0.00	46.81	0.32	0.47	0.00	0.79	
PHF	0.91	0.65	0.00	0.91	0.60	0.93	0.00	0.92	0.58	0.67	0.00	0.75	0.92

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



www.marrtraffic.com

Brookhaven, GA

Site 19 of 21

N Druid Hills Rd (South)
N Druid Hills Rd (North)

Date

Thursday, January 20, 2022

Weather

Cloudy
33°F

Star Dr

Lat/Long

33.855702°, -84.339503°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound			
	N Druid Hills Rd (South)				N Druid Hills Rd (North)			
	Thru 19.1	Right 19.2	U-Turn 19.3	App Total	Left 19.4	Thru 19.5	U-Turn 19.6	App Total
0700 - 0715	91	1	0	92	0	98	0	98
0715 - 0730	123	1	0	124	1	107	0	108
0730 - 0745	132	0	0	132	0	121	0	121
0745 - 0800	181	2	0	183	0	122	0	122
Hourly Total	527	4	0	531	1	448	0	449
0800 - 0815	131	0	0	131	3	152	0	155
0815 - 0830	145	0	0	145	5	133	0	138
0830 - 0845	152	1	0	153	4	149	0	153
0845 - 0900	139	1	0	140	2	136	0	138
Hourly Total	567	2	0	569	14	570	0	584
Grand Total	1094	6	0	1100	15	1018	0	1033
Approach %	99.45	0.55	0.00	-	1.45	98.55	0.00	-
Intersection %	50.58	0.28	0.00	50.86	0.69	47.06	0.00	47.76

Westbound				
Star Dr				
Left 19.7	Right 19.8	U-Turn 19.9	App Total	Int Total
1	1	0	2	192
1	5	0	6	238
1	5	0	6	259
1	4	0	5	310
4	15	0	19	999
0	0	0	0	286
3	1	0	4	287
2	3	0	5	311
0	2	0	2	280
5	6	0	11	1164
9	21	0	30	2163
30.00	70.00	0.00	-	
0.42	0.97	0.00	1.39	

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound			
	N Druid Hills Rd (South)				N Druid Hills Rd (North)			
	Thru 19.1	Right 19.2	U-Turn 19.3	App Total	Left 19.4	Thru 19.5	U-Turn 19.6	App Total
1600 - 1615	192	3	0	195	1	183	0	184
1615 - 1630	193	3	0	196	2	170	0	172
1630 - 1645	208	0	0	208	2	180	0	182
1645 - 1700	199	2	0	201	1	184	0	185
Hourly Total	792	8	0	800	6	717	0	723
1700 - 1715	195	3	0	198	5	164	0	169
1715 - 1730	230	5	0	235	4	196	0	200
1730 - 1745	214	3	0	217	2	181	0	183
1745 - 1800	187	1	0	188	3	178	0	181
Hourly Total	826	12	0	838	14	719	0	733
Grand Total	1618	20	0	1638	20	1436	0	1456
Approach %	98.78	1.22	0.00	-	1.37	98.63	0.00	-
Intersection %	51.89	0.64	0.00	52.53	0.64	46.06	0.00	46.70

Westbound				
Star Dr				
Left 19.7	Right 19.8	U-Turn 19.9	App Total	Int Total
0	4	0	4	383
2	1	0	3	371
1	2	0	3	393
2	2	0	4	390
5	9	0	14	1537
3	2	0	5	372
0	3	0	3	438
1	1	0	2	402
0	0	0	0	369
4	6	0	10	1581
9	15	0	24	3118
37.50	62.50	0.00	-	
0.29	0.48	0.00	0.77	

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



www.marrtraffic.com

Brookhaven, GA

Site 19 of 21

N Druid Hills Rd (South)
N Druid Hills Rd (North)

Date

Thursday, January 20, 2022

Weather

Cloudy
33°F

Star Dr

Lat/Long

33.855702°, -84.339503°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound			
	N Druid Hills Rd (South)				N Druid Hills Rd (North)			
	Thru 19.1	Right 19.2	U-Turn 19.3	App Total	Left 19.4	Thru 19.5	U-Turn 19.6	App Total
0700 - 0715	3	0	0	3	0	2	0	2
0715 - 0730	2	0	0	2	0	3	0	3
0730 - 0745	2	0	0	2	0	3	0	3
0745 - 0800	5	0	0	5	0	1	0	1
Hourly Total	12	0	0	12	0	9	0	9
0800 - 0815	5	0	0	5	0	1	0	1
0815 - 0830	2	0	0	2	0	1	0	1
0830 - 0845	1	0	0	1	0	7	0	7
0845 - 0900	5	0	0	5	0	2	0	2
Hourly Total	13	0	0	13	0	11	0	11
Grand Total	25	0	0	25	0	20	0	20
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-
Intersection %	52.08	0.00	0.00	52.08	0.00	41.67	0.00	41.67

Westbound				
Star Dr				
Left 19.7	Right 19.8	U-Turn 19.9	App Total	Int Total
0	0	0	0	5
1	1	0	2	7
0	0	0	0	5
0	0	0	0	6
1	1	0	2	23
0	1	0	1	7
0	0	0	0	3
0	0	0	0	8
0	0	0	0	7
0	1	0	1	25
1	2	0	3	48
33.33	66.67	0.00	-	
2.08	4.17	0.00	6.25	

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound			
	N Druid Hills Rd (South)				N Druid Hills Rd (North)			
	Thru 19.1	Right 19.2	U-Turn 19.3	App Total	Left 19.4	Thru 19.5	U-Turn 19.6	App Total
1600 - 1615	0	0	0	0	0	4	0	4
1615 - 1630	6	0	0	6	0	5	0	5
1630 - 1645	2	0	0	2	0	3	0	3
1645 - 1700	2	0	0	2	0	2	0	2
Hourly Total	10	0	0	10	0	14	0	14
1700 - 1715	2	0	0	2	0	2	0	2
1715 - 1730	2	0	0	2	0	2	0	2
1730 - 1745	2	0	0	2	0	1	0	1
1745 - 1800	1	0	0	1	0	4	0	4
Hourly Total	7	0	0	7	0	9	0	9
Grand Total	17	0	0	17	0	23	0	23
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-
Intersection %	41.46	0.00	0.00	41.46	0.00	56.10	0.00	56.10

Westbound				
Star Dr				
Left 19.7	Right 19.8	U-Turn 19.9	App Total	Int Total
0	0	0	0	4
0	0	0	0	11
0	0	0	0	5
1	0	0	1	5
1	0	0	1	25
0	0	0	0	4
0	0	0	0	4
0	0	0	0	3
0	0	0	0	5
0	0	0	0	16
1	0	0	1	41
100.00	0.00	0.00	-	
2.44	0.00	0.00	2.44	

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



www.marrtraffic.com

Brookhaven, GA

Site 19 of 21

N Druid Hills Rd (South)
N Druid Hills Rd (North)

Date

Thursday, January 20, 2022

Weather

Cloudy
33°F

Star Dr

Lat/Long

33.855702°, -84.339503°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Combination Trucks (8-13)

TIME	Northbound				Southbound				Westbound				
	N Druid Hills Rd (South)				N Druid Hills Rd (North)				Star Dr				
	Thru 19.1	Right 19.2	U-Turn 19.3	App Total	Left 19.4	Thru 19.5	U-Turn 19.6	App Total	Left 19.7	Right 19.8	U-Turn 19.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	1	0	0	1	0	0	0	0	0	0	0	0	1
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	1	0	0	0	0	0	0	0	0	1
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	1	0	0	1	0	0	0	0	0	0	0	0	1
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	1	0	0	0	0	0	0	0	0	1
Grand Total	2	0	0	2	0	0	0	0	0	0	0	0	2
Approach %	100.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00
Intersection %	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Combination Trucks (8-13)

TIME	Northbound				Southbound				Westbound				
	N Druid Hills Rd (South)				N Druid Hills Rd (North)				Star Dr				
	Thru 19.1	Right 19.2	U-Turn 19.3	App Total	Left 19.4	Thru 19.5	U-Turn 19.6	App Total	Left 19.7	Right 19.8	U-Turn 19.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	1	0	0	1	0	0	0	0	0	0	0	0	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	1	0	0	0	0	0	0	1
1745 - 1800	1	0	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	2	0	0	2	0	1	0	0	0	0	0	0	3
Grand Total	2	0	0	2	0	1	0	0	0	0	0	0	3
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-	0.00	0.00	0.00	-	0.00
Intersection %	66.67	0.00	0.00	66.67	0.00	33.33	0.00	33.33	0.00	0.00	0.00	0.00	0.00

Classified Turn Movement Count || All vehicles



www.marrtraffic.com

Brookhaven, GA

Site 20 of 21

Clarendon Way
 Briarwood Hills Dr NE
 Briarwood Rd NE (West)
 Briarwood Rd NE (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
 33°F

Lat/Long

33.850963°, -84.334176°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

All vehicles

TIME	Northbound	Southbound					Eastbound					Westbound					Int Total
	Clarendon Way	Briarwood Hills Dr NE					Briarwood Rd NE (West)					Briarwood Rd NE (East)					
		Left 20.1	Thru 20.2	Right 20.3	U-Turn 20.4	App Total	Left 20.5	Thru 20.6	Right 20.7	U-Turn 20.8	App Total	Left 20.9	Thru 20.10	Right 20.11	U-Turn 20.12	App Total	
0700 - 0715		0	0	0	0	0	0	27	0	0	27	1	34	0	0	35	62
0715 - 0730		1	0	1	0	2	0	28	2	0	30	0	44	0	0	44	76
0730 - 0745		1	0	3	0	4	1	35	3	0	39	0	46	0	0	46	89
0745 - 0800		1	0	2	0	3	1	28	3	0	32	0	71	0	0	71	106
Hourly Total		3	0	6	0	9	2	118	8	0	128	1	195	0	0	196	333
0800 - 0815		0	0	1	0	1	1	54	2	0	57	2	65	1	0	68	126
0815 - 0830		1	0	3	0	4	0	37	0	0	37	0	57	0	0	57	98
0830 - 0845		0	0	2	0	2	3	47	2	0	52	0	63	0	0	63	117
0845 - 0900		1	0	2	0	3	0	55	5	0	60	1	60	2	0	63	126
Hourly Total		2	0	8	0	10	4	193	9	0	206	3	245	3	0	251	467
Grand Total		5	0	14	0	19	6	311	17	0	334	4	440	3	0	447	800
Approach %		26.32	0.00	73.68	0.00	-	1.80	93.11	5.09	0.00	-	0.89	98.43	0.67	0.00	-	
Intersection %		0.63	0.00	1.75	0.00	2.38	0.75	38.88	2.13	0.00	41.75	0.50	55.00	0.38	0.00	55.88	
PHF		0.50	0.00	0.67	0.00	0.63	0.33	0.88	0.45	0.00	0.86	0.38	0.94	0.38	0.00	0.92	0.93

1600 - 1800 (Weekday 2h Session) (01-20-2022)

All vehicles

TIME	Northbound	Southbound					Eastbound					Westbound					Int Total
	Clarendon Way	Briarwood Hills Dr NE					Briarwood Rd NE (West)					Briarwood Rd NE (East)					
		Left 20.1	Thru 20.2	Right 20.3	U-Turn 20.4	App Total	Left 20.5	Thru 20.6	Right 20.7	U-Turn 20.8	App Total	Left 20.9	Thru 20.10	Right 20.11	U-Turn 20.12	App Total	
1600 - 1615		2	0	0	0	2	0	67	2	0	69	1	53	0	0	54	125
1615 - 1630		0	0	3	0	3	1	67	3	0	71	4	58	2	0	64	138
1630 - 1645		0	0	1	0	1	0	70	1	0	71	1	70	0	0	71	143
1645 - 1700		1	1	0	0	2	1	68	5	0	74	3	65	1	0	69	145
Hourly Total		3	1	4	0	8	2	272	11	0	285	9	246	3	0	258	551
1700 - 1715		0	0	3	0	3	0	67	4	0	71	4	60	4	0	68	142
1715 - 1730		0	0	0	0	0	2	80	6	0	88	3	73	0	0	76	164
1730 - 1745		1	0	2	0	3	1	73	9	0	83	1	73	2	0	76	162
1745 - 1800		1	0	1	0	2	2	80	6	0	88	3	49	1	0	53	143
Hourly Total		2	0	6	0	8	5	300	25	0	330	11	255	7	0	273	611
Grand Total		5	1	10	0	16	7	572	36	0	615	20	501	10	0	531	1162
Approach %		31.25	6.25	62.50	0.00	-	1.14	93.01	5.85	0.00	-	3.77	94.35	1.88	0.00	-	
Intersection %		0.43	0.09	0.86	0.00	1.38	0.60	49.23	3.10	0.00	52.93	1.72	43.12	0.86	0.00	45.70	
PHF		0.50	0.25	0.42	0.00	0.67	0.50	0.90	0.67	0.00	0.90	0.69	0.93	0.44	0.00	0.95	0.93

Classified Turn Movement Count || Bikes



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Brookhaven, GA

Site 20 of 21

Clarendon Way
 Briarwood Hills Dr NE
 Briarwood Rd NE (West)
 Briarwood Rd NE (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
 33°F

Lat/Long

33.850963°, -84.334176°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Bikes

TIME	Northbound	Southbound					Eastbound					Westbound					Int Total
	Clarendon Way	Briarwood Hills Dr NE					Briarwood Rd NE (West)					Briarwood Rd NE (East)					
		Left 20.1	Thru 20.2	Right 20.3	U-Turn 20.4	App Total	Left 20.5	Thru 20.6	Right 20.7	U-Turn 20.8	App Total	Left 20.9	Thru 20.10	Right 20.11	U-Turn 20.12	App Total	
0700 - 0715		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %		0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Bikes

TIME	Northbound	Southbound					Eastbound					Westbound					Int Total
	Clarendon Way	Briarwood Hills Dr NE					Briarwood Rd NE (West)					Briarwood Rd NE (East)					
		Left 20.1	Thru 20.2	Right 20.3	U-Turn 20.4	App Total	Left 20.5	Thru 20.6	Right 20.7	U-Turn 20.8	App Total	Left 20.9	Thru 20.10	Right 20.11	U-Turn 20.12	App Total	
1600 - 1615		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %		0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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



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Brookhaven, GA

Site 20 of 21

Clarendon Way
 Briarwood Hills Dr NE
 Briarwood Rd NE (West)
 Briarwood Rd NE (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
 33°F

Lat/Long

33.850963°, -84.334176°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Passenger Vehicles (1-3)

TIME	Northbound	Southbound					Eastbound					Westbound					Int Total
	Clarendon Way	Briarwood Hills Dr NE					Briarwood Rd NE (West)					Briarwood Rd NE (East)					
	Left 20.1	Thru 20.2	Right 20.3	U-Turn 20.4	App Total	Left 20.5	Thru 20.6	Right 20.7	U-Turn 20.8	App Total	Left 20.9	Thru 20.10	Right 20.11	U-Turn 20.12	App Total		
0700 - 0715	0	0	0	0	0	0	24	0	0	24	1	33	0	0	34	58	
0715 - 0730	1	0	1	0	2	0	28	2	0	30	0	44	0	0	44	76	
0730 - 0745	1	0	2	0	3	1	34	3	0	38	0	44	0	0	44	85	
0745 - 0800	1	0	2	0	3	1	27	3	0	31	0	69	0	0	69	103	
Hourly Total	3	0	5	0	8	2	113	8	0	123	1	190	0	0	191	322	
0800 - 0815	0	0	1	0	1	1	52	2	0	55	2	59	1	0	62	118	
0815 - 0830	1	0	3	0	4	0	35	0	0	35	0	56	0	0	56	95	
0830 - 0845	0	0	2	0	2	3	47	2	0	52	0	60	0	0	60	114	
0845 - 0900	1	0	2	0	3	0	53	5	0	58	1	58	2	0	61	122	
Hourly Total	2	0	8	0	10	4	187	9	0	200	3	233	3	0	239	449	
Grand Total	5	0	13	0	18	6	300	17	0	323	4	423	3	0	430	771	
Approach %	27.78	0.00	72.22	0.00	-	1.86	92.88	5.26	0.00	-	0.93	98.37	0.70	0.00	-	-	
Intersection %	0.65	0.00	1.69	0.00	2.33	0.78	38.91	2.20	0.00	41.89	0.52	54.86	0.39	0.00	55.77	-	

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Passenger Vehicles (1-3)

TIME	Northbound	Southbound					Eastbound					Westbound					Int Total
	Clarendon Way	Briarwood Hills Dr NE					Briarwood Rd NE (West)					Briarwood Rd NE (East)					
	Left 20.1	Thru 20.2	Right 20.3	U-Turn 20.4	App Total	Left 20.5	Thru 20.6	Right 20.7	U-Turn 20.8	App Total	Left 20.9	Thru 20.10	Right 20.11	U-Turn 20.12	App Total		
1600 - 1615	2	0	0	0	2	0	64	2	0	66	1	53	0	0	54	122	
1615 - 1630	0	0	3	0	3	1	65	3	0	69	4	58	2	0	64	136	
1630 - 1645	0	0	1	0	1	0	69	1	0	70	1	70	0	0	71	142	
1645 - 1700	1	1	0	0	2	1	65	5	0	71	3	65	1	0	69	142	
Hourly Total	3	1	4	0	8	2	263	11	0	276	9	246	3	0	258	542	
1700 - 1715	0	0	2	0	2	0	66	4	0	70	4	60	4	0	68	140	
1715 - 1730	0	0	0	0	0	2	79	5	0	86	3	73	0	0	76	162	
1730 - 1745	1	0	1	0	2	1	71	9	0	81	1	73	2	0	76	159	
1745 - 1800	1	0	1	0	2	2	78	6	0	86	3	49	1	0	53	141	
Hourly Total	2	0	4	0	6	5	294	24	0	323	11	255	7	0	273	602	
Grand Total	5	1	8	0	14	7	557	35	0	599	20	501	10	0	531	1144	
Approach %	35.71	7.14	57.14	0.00	-	1.17	92.99	5.84	0.00	-	3.77	94.35	1.88	0.00	-	-	
Intersection %	0.44	0.09	0.70	0.00	1.22	0.61	48.69	3.06	0.00	52.36	1.75	43.79	0.87	0.00	46.42	-	

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



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Brookhaven, GA

Site 20 of 21

Clarendon Way
 Briarwood Hills Dr NE
 Briarwood Rd NE (West)
 Briarwood Rd NE (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
 33°F

Lat/Long

33.850963°, -84.334176°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Single Unit Trucks (4-7)

TIME	Northbound	Southbound					Eastbound					Westbound					Int Total
	Clarendon Way	Briarwood Hills Dr NE					Briarwood Rd NE (West)					Briarwood Rd NE (East)					
		Left 20.1	Thru 20.2	Right 20.3	U-Turn 20.4	App Total	Left 20.5	Thru 20.6	Right 20.7	U-Turn 20.8	App Total	Left 20.9	Thru 20.10	Right 20.11	U-Turn 20.12	App Total	
0700 - 0715		0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	4
0715 - 0730		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745		0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
0745 - 0800		0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
Hourly Total		0	0	0	0	0	0	5	0	0	5	0	5	0	0	5	10
0800 - 0815		0	0	0	0	0	0	2	0	0	2	0	5	0	0	5	7
0815 - 0830		0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
0830 - 0845		0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
0845 - 0900		0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
Hourly Total		0	0	0	0	0	0	6	0	0	6	0	11	0	0	11	17
Grand Total		0	0	0	0	0	0	11	0	0	11	0	16	0	0	16	27
Approach %		0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %		0.00	0.00	0.00	0.00	0.00	0.00	40.74	0.00	0.00	40.74	0.00	59.26	0.00	0.00	59.26	

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Single Unit Trucks (4-7)

TIME	Northbound	Southbound					Eastbound					Westbound					Int Total
	Clarendon Way	Briarwood Hills Dr NE					Briarwood Rd NE (West)					Briarwood Rd NE (East)					
		Left 20.1	Thru 20.2	Right 20.3	U-Turn 20.4	App Total	Left 20.5	Thru 20.6	Right 20.7	U-Turn 20.8	App Total	Left 20.9	Thru 20.10	Right 20.11	U-Turn 20.12	App Total	
1600 - 1615		0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
1615 - 1630		0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
1630 - 1645		0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1645 - 1700		0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Hourly Total		0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	7
1700 - 1715		0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1715 - 1730		0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1730 - 1745		0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
1745 - 1800		0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Hourly Total		0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6
Grand Total		0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	13
Approach %		0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %		0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	

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



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Brookhaven, GA

Site 20 of 21

Clarendon Way
 Briarwood Hills Dr NE
 Briarwood Rd NE (West)
 Briarwood Rd NE (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
 33°F

Lat/Long

33.850963°, -84.334176°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Combination Trucks (8-13)

TIME	Northbound	Southbound					Eastbound					Westbound					Int Total
	Clarendon Way	Briarwood Hills Dr NE					Briarwood Rd NE (West)					Briarwood Rd NE (East)					
		Left 20.1	Thru 20.2	Right 20.3	U-Turn 20.4	App Total	Left 20.5	Thru 20.6	Right 20.7	U-Turn 20.8	App Total	Left 20.9	Thru 20.10	Right 20.11	U-Turn 20.12	App Total	
0700 - 0715		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745		0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
0745 - 0800		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total		0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
0800 - 0815		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
0815 - 0830		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Grand Total		0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
Approach %		0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %		0.00	0.00	50.00	0.00	50.00	0.00	0.00	0.00	0.00	0.00	0.00	50.00	0.00	0.00	50.00	

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Combination Trucks (8-13)

TIME	Northbound	Southbound					Eastbound					Westbound					Int Total
	Clarendon Way	Briarwood Hills Dr NE					Briarwood Rd NE (West)					Briarwood Rd NE (East)					
		Left 20.1	Thru 20.2	Right 20.3	U-Turn 20.4	App Total	Left 20.5	Thru 20.6	Right 20.7	U-Turn 20.8	App Total	Left 20.9	Thru 20.10	Right 20.11	U-Turn 20.12	App Total	
1600 - 1615		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700		0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Hourly Total		0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
1700 - 1715		0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
1715 - 1730		0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
1730 - 1745		0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
1745 - 1800		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total		0	0	2	0	2	0	0	1	0	1	0	0	0	0	0	3
Grand Total		0	0	2	0	2	0	2	1	0	3	0	0	0	0	0	5
Approach %		0.00	0.00	100.00	0.00	-	0.00	66.67	33.33	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %		0.00	0.00	40.00	0.00	40.00	0.00	40.00	20.00	0.00	60.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || All vehicles



www.marrtraffic.com

Brookhaven, GA

Site 21 of 21

Coosawattee Dr NE
 Briarwood Rd NE (West)
 Briarwood Rd NE (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
 33°F

Lat/Long

33.850442°, -84.333601°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

All vehicles

TIME	Southbound				Eastbound				Westbound				Int Total
	Coosawattee Dr NE				Briarwood Rd NE (West)				Briarwood Rd NE (East)				
	Left 21.1	Right 21.2	U-Turn 21.3	App Total	Left 21.4	Thru 21.5	U-Turn 21.6	App Total	Thru 21.7	Right 21.8	U-Turn 21.9	App Total	
0700 - 0715	4	1	0	5	3	23	0	26	34	5	0	39	70
0715 - 0730	8	7	0	15	1	29	0	30	37	4	0	41	86
0730 - 0745	7	1	0	8	3	33	0	36	46	2	0	48	92
0745 - 0800	11	4	0	15	2	27	0	29	67	5	0	72	116
Hourly Total	30	13	0	43	9	112	0	121	184	16	0	200	364
0800 - 0815	9	3	0	12	4	49	0	53	65	8	0	73	138
0815 - 0830	6	2	0	8	1	38	0	39	55	4	0	59	106
0830 - 0845	10	4	0	14	2	45	0	47	58	7	0	65	126
0845 - 0900	14	9	0	23	6	49	0	55	55	7	0	62	140
Hourly Total	39	18	0	57	13	181	0	194	233	26	0	259	510
Grand Total	69	31	0	100	22	293	0	315	417	42	0	459	874
Approach %	69.00	31.00	0.00	-	6.98	93.02	0.00	-	90.85	9.15	0.00	-	-
Intersection %	7.89	3.55	0.00	11.44	2.52	33.52	0.00	36.04	47.71	4.81	0.00	52.52	-
PHF	0.70	0.50	0.00	0.62	0.54	0.92	0.00	0.88	0.90	0.81	0.00	0.89	0.91

1600 - 1800 (Weekday 2h Session) (01-20-2022)

All vehicles

TIME	Southbound				Eastbound				Westbound				Int Total
	Coosawattee Dr NE				Briarwood Rd NE (West)				Briarwood Rd NE (East)				
	Left 21.1	Right 21.2	U-Turn 21.3	App Total	Left 21.4	Thru 21.5	U-Turn 21.6	App Total	Thru 21.7	Right 21.8	U-Turn 21.9	App Total	
1600 - 1615	7	3	0	10	4	68	0	72	50	6	0	56	138
1615 - 1630	10	4	0	14	1	66	0	67	60	7	0	67	148
1630 - 1645	8	3	0	11	5	65	0	70	68	14	0	82	163
1645 - 1700	12	4	0	16	4	63	0	67	65	8	0	73	156
Hourly Total	37	14	0	51	14	262	0	276	243	35	0	278	605
1700 - 1715	9	8	0	17	7	61	0	68	61	10	0	71	156
1715 - 1730	10	3	0	13	12	67	0	79	73	10	0	83	175
1730 - 1745	14	4	0	18	1	73	0	74	74	10	0	84	176
1745 - 1800	8	4	0	12	8	71	0	79	48	15	0	63	154
Hourly Total	41	19	0	60	28	272	0	300	256	45	0	301	661
Grand Total	78	33	0	111	42	534	0	576	499	80	0	579	1266
Approach %	70.27	29.73	0.00	-	7.29	92.71	0.00	-	86.18	13.82	0.00	-	-
Intersection %	6.16	2.61	0.00	8.77	3.32	42.18	0.00	45.50	39.42	6.32	0.00	45.73	-
PHF	0.80	0.59	0.00	0.89	0.50	0.90	0.00	0.91	0.92	0.95	0.00	0.93	0.94

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



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Brookhaven, GA

Site 21 of 21

Coosawattee Dr NE
 Briarwood Rd NE (West)
 Briarwood Rd NE (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
 33°F

Lat/Long

33.850442°, -84.333601°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Passenger Vehicles (1-3)

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				Int Total
Coosawattee Dr NE				Briarwood Rd NE (West)				Briarwood Rd NE (East)				
Left	Right	U-Turn	App Total	Left	Thru	U-Turn	App Total	Thru	Right	U-Turn	App Total	
21.1	21.2	21.3		21.4	21.5	21.6		21.7	21.8	21.9		
4	1	0	5	3	20	0	23	33	4	0	37	65
8	7	0	15	1	29	0	30	37	4	0	41	86
6	1	0	7	3	32	0	35	44	2	0	46	88
10	4	0	14	2	26	0	28	65	4	0	69	111
28	13	0	41	9	107	0	116	179	14	0	193	350
9	3	0	12	4	47	0	51	59	8	0	67	130
6	2	0	8	1	36	0	37	53	4	0	57	102
10	4	0	14	2	44	0	46	55	6	0	61	121
14	9	0	23	6	48	0	54	54	7	0	61	138
39	18	0	57	13	175	0	188	221	25	0	246	491
67	31	0	98	22	282	0	304	400	39	0	439	841
68.37	31.63	0.00	-	7.24	92.76	0.00	-	91.12	8.88	0.00	-	
7.97	3.69	0.00	11.65	2.62	33.53	0.00	36.15	47.56	4.64	0.00	52.20	

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Passenger Vehicles (1-3)

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				Int Total
Coosawattee Dr NE				Briarwood Rd NE (West)				Briarwood Rd NE (East)				
Left	Right	U-Turn	App Total	Left	Thru	U-Turn	App Total	Thru	Right	U-Turn	App Total	
21.1	21.2	21.3		21.4	21.5	21.6		21.7	21.8	21.9		
7	3	0	10	4	65	0	69	50	6	0	56	135
9	4	0	13	1	64	0	65	60	7	0	67	145
8	3	0	11	5	65	0	70	68	14	0	82	163
11	4	0	15	4	59	0	63	65	8	0	73	151
35	14	0	49	14	253	0	267	243	35	0	278	594
9	8	0	17	7	60	0	67	61	10	0	71	155
10	3	0	13	11	66	0	77	73	10	0	83	173
14	4	0	18	1	73	0	74	74	10	0	84	176
8	4	0	12	8	68	0	76	48	15	0	63	151
41	19	0	60	27	267	0	294	256	45	0	301	655
76	33	0	109	41	520	0	561	499	80	0	579	1249
69.72	30.28	0.00	-	7.31	92.69	0.00	-	86.18	13.82	0.00	-	
6.08	2.64	0.00	8.73	3.28	41.63	0.00	44.92	39.95	6.41	0.00	46.36	

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



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Brookhaven, GA

Site 21 of 21

Coosawattee Dr NE
 Briarwood Rd NE (West)
 Briarwood Rd NE (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
 33°F

Lat/Long

33.850442°, -84.333601°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Single Unit Trucks (4-7)

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound Coosawattee Dr NE				Eastbound Briarwood Rd NE (West)				Westbound Briarwood Rd NE (East)				Int Total	
Left 21.1	Right 21.2	U-Turn 21.3	App Total	Left 21.4	Thru 21.5	U-Turn 21.6	App Total	Thru 21.7	Right 21.8	U-Turn 21.9	App Total		
0	0	0	0	0	3	0	3	1	1	0	2	5	
0	0	0	0	0	0	0	0	0	0	0	0	0	
1	0	0	1	0	1	0	1	2	0	0	2	4	
1	0	0	1	0	1	0	1	2	1	0	3	5	
Hourly Total	2	0	2	0	5	0	5	5	2	0	7	14	
0800 - 0815	0	0	0	0	2	0	2	5	0	0	5	7	
0815 - 0830	0	0	0	0	2	0	2	2	0	0	2	4	
0830 - 0845	0	0	0	0	1	0	1	3	1	0	4	5	
0845 - 0900	0	0	0	0	1	0	1	1	0	0	1	2	
Hourly Total	0	0	0	0	6	0	6	11	1	0	12	18	
Grand Total	2	0	0	2	0	11	0	11	16	3	0	19	32
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-	84.21	15.79	0.00	-	
Intersection %	6.25	0.00	0.00	6.25	0.00	34.38	0.00	34.38	50.00	9.38	0.00	59.38	

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Single Unit Trucks (4-7)

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
Grand Total
Approach %
Intersection %

Southbound Coosawattee Dr NE				Eastbound Briarwood Rd NE (West)				Westbound Briarwood Rd NE (East)				Int Total	
Left 21.1	Right 21.2	U-Turn 21.3	App Total	Left 21.4	Thru 21.5	U-Turn 21.6	App Total	Thru 21.7	Right 21.8	U-Turn 21.9	App Total		
0	0	0	0	0	3	0	3	0	0	0	0	3	
1	0	0	1	0	2	0	2	0	0	0	0	3	
0	0	0	0	0	0	0	0	0	0	0	0	0	
1	0	0	1	0	2	0	2	0	0	0	0	3	
Hourly Total	2	0	2	0	7	0	7	0	0	0	0	9	
1700 - 1715	0	0	0	0	1	0	1	0	0	0	0	1	
1715 - 1730	0	0	0	0	1	0	1	0	0	0	0	2	
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	
1745 - 1800	0	0	0	0	3	0	3	0	0	0	0	3	
Hourly Total	0	0	0	0	5	0	5	0	0	0	0	6	
Grand Total	2	0	0	2	1	12	0	13	0	0	0	0	15
Approach %	100.00	0.00	0.00	-	7.69	92.31	0.00	-	0.00	0.00	0.00	-	
Intersection %	13.33	0.00	0.00	13.33	6.67	80.00	0.00	86.67	0.00	0.00	0.00	0.00	

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



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Brookhaven, GA

Site 21 of 21

Coosawattee Dr NE
 Briarwood Rd NE (West)
 Briarwood Rd NE (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
 33°F

Lat/Long

33.850442°, -84.333601°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Combination Trucks (8-13)

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound Coosawattee Dr NE				Eastbound Briarwood Rd NE (West)				Westbound Briarwood Rd NE (East)				
Left 21.1	Right 21.2	U-Turn 21.3	App Total	Left 21.4	Thru 21.5	U-Turn 21.6	App Total	Thru 21.7	Right 21.8	U-Turn 21.9	App Total	Int Total
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	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	0	0	1	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	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	0	0	1	1
0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	0	0	0	1	0	0	1	1
0.00	0.00	0.00	-	0.00	0.00	0.00	-	100.00	0.00	0.00	-	1
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Combination Trucks (8-13)

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
Grand Total
Approach %
Intersection %

Southbound Coosawattee Dr NE				Eastbound Briarwood Rd NE (West)				Westbound Briarwood Rd NE (East)				
Left 21.1	Right 21.2	U-Turn 21.3	App Total	Left 21.4	Thru 21.5	U-Turn 21.6	App Total	Thru 21.7	Right 21.8	U-Turn 21.9	App Total	Int Total
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	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	0	2	0	0	0	0	2
0	0	0	0	0	2	0	2	0	0	0	0	2
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	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	0	2	0	0	0	0	2
0	0	0	0	0	2	0	2	0	0	0	0	2
0.00	0.00	0.00	-	0.00	100.00	0.00	-	0.00	0.00	0.00	-	
0.00	0.00	0.00	0.00	0.00	100.00	0.00	100.00	0.00	0.00	0.00	0.00	

Pedestrian Count | All vehicles



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Brookhaven, GA

Site 21 of 21

Coosawattee Dr NE
 Briarwood Rd NE (West)
 Briarwood Rd NE (East)

Date

Thursday, January 20, 2022

Weather

Cloudy
 33°F

Lat/Long

33.850442°, -84.333601°

0700 - 0900 (Weekday 2h Session) (01-20-2022)

Pedestrians

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound			Westbound			App Total	Int Total
Coosawattee Dr NE				Briarwood Rd NE (West)			Briarwood Rd NE (East)				
EB 21c	WB 21d		App Total	NB 21e	SB 21f		App Total	NB 21g	SB 21h		
0	0		0	0	0		0	0	0	0	
0	0		0	0	0		0	0	0	0	
0	0		0	0	1		1	0	0	1	
0	0		0	0	0		0	0	0	0	
0	0		0	0	1		1	0	0	1	
0	0		0	0	0		0	0	0	0	
0	0		0	0	0		0	0	0	0	
0	0		0	0	0		0	0	0	0	
0	1		1	0	0		0	0	0	1	
0	1		1	0	0		0	0	0	1	
0	1		1	0	1		1	0	0	2	
0.00	100.00		-	0.00	100.00		-	0.00	0.00	-	
0.00	50.00		50.00	0.00	50.00		50.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (01-20-2022)

Pedestrians

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound			Westbound			App Total	Int Total
Coosawattee Dr NE				Briarwood Rd NE (West)			Briarwood Rd NE (East)				
EB 21c	WB 21d		App Total	NB 21e	SB 21f		App Total	NB 21g	SB 21h		
0	0		0	0	0		0	0	0	0	
0	0		0	0	0		0	0	0	0	
0	0		0	0	0		0	0	0	0	
0	0		0	0	0		0	0	0	0	
0	0		0	0	0		0	0	0	0	
0	0		0	0	0		0	0	0	0	
0	0		0	0	0		0	0	0	0	
0	0		0	0	0		0	0	0	0	
0	0		0	0	0		0	0	0	0	
0	0		0	0	0		0	0	0	0	
0	0		0	0	0		0	0	0	0	
0	0		0	0	0		0	0	0	0	
0	0		0	0	0		0	0	0	0	
0.00	0.00		-	0.00	0.00		-	0.00	0.00	-	
0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	0.00	

Bi-Directional Speed & Class Count || Graphical Analysis NB EB

Brookhaven, GA

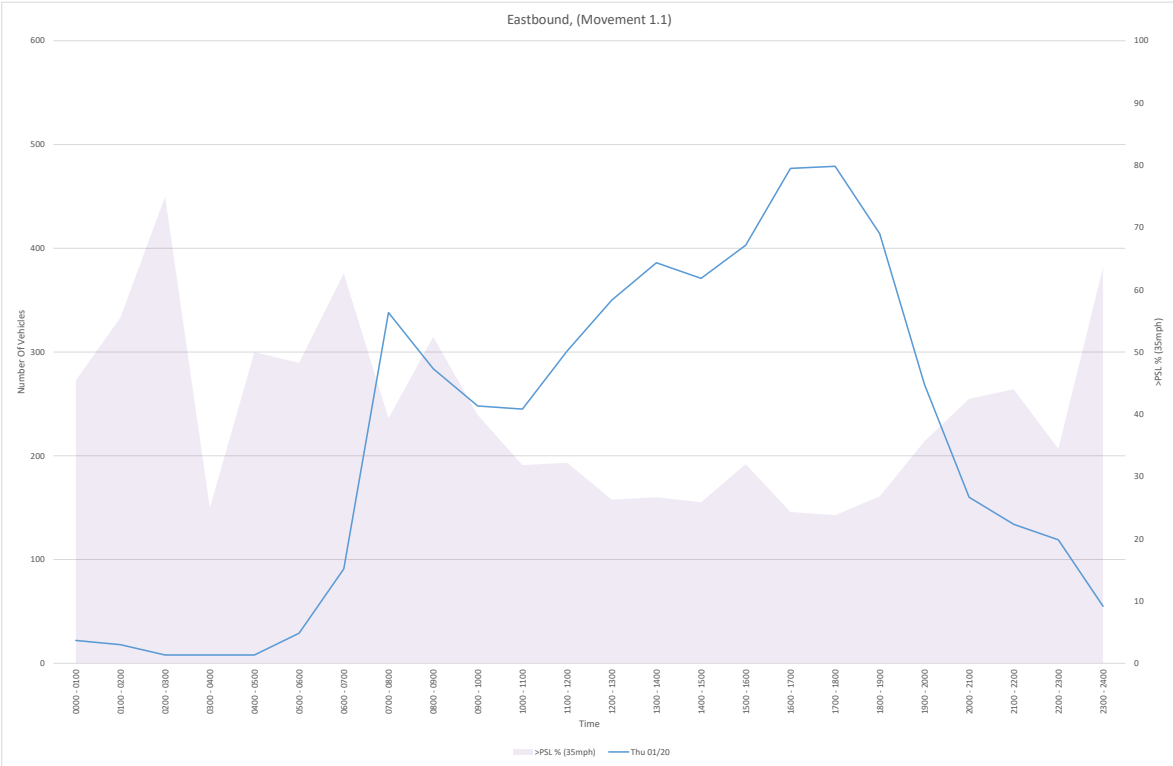
Site 1

Dresden Dr,
east of Ashford Rd NE

Lat/Long
33.862535°, -84.320871°

 [Click here for Map](#)

0000 - 2400 (Weekday 24h Session)
Graphical Analysis NB EB



Bi-Directional Speed & Class Count || Graphical Analysis SB WB

Brookhaven, GA

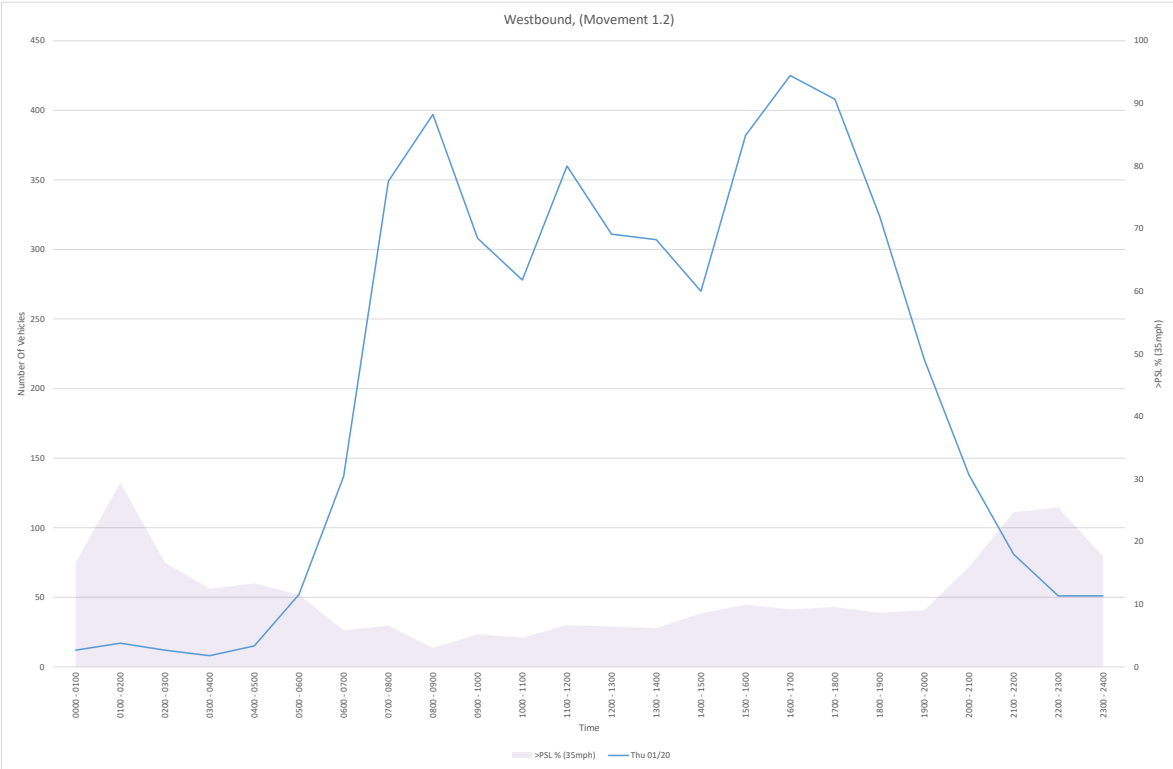
Site 1

Dresden Dr,
east of Ashford Rd NE

Lat/Long
33.862535°, -84.320871°

 [Click here for Map](#)

0000 - 2400 (Weekday 24h Session) Graphical Analysis SB WB



Bi-Directional Speed & Class Count || SB WB Speed 15min

Brookhaven, GA



Site 2
Apple Valley Rd NE,
south of Sunland Dr NE

Date
Thursday, January 20, 2022

Weather
Light Rain Shower
45°F

Lat/Long
33.862092°, -84.336926°

Click here for Map

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

Table with 17 columns: Time, 5-14 mph, 15-19 mph, 20-24 mph, 25-29 mph, 30-34 mph, 35-39 mph, 40-44 mph, 45-49 mph, 50-54 mph, 55-59 mph, 60-64 mph, 65-69 mph, 70-74 mph, 75-79 mph, 80-99 mph, 15min Total.

Summary table with 2 rows: 10mph Pace Speed (17-26) and Number in Pace (1060 (78.5%)).

Summary table with 5 rows: 15th Percentile (17), 50th Percentile (22), Average (21), 85th Percentile (25), 95th Percentile (28).

Bi-Directional Speed & Class Count || Graphical Analysis NB EB

Brookhaven, GA

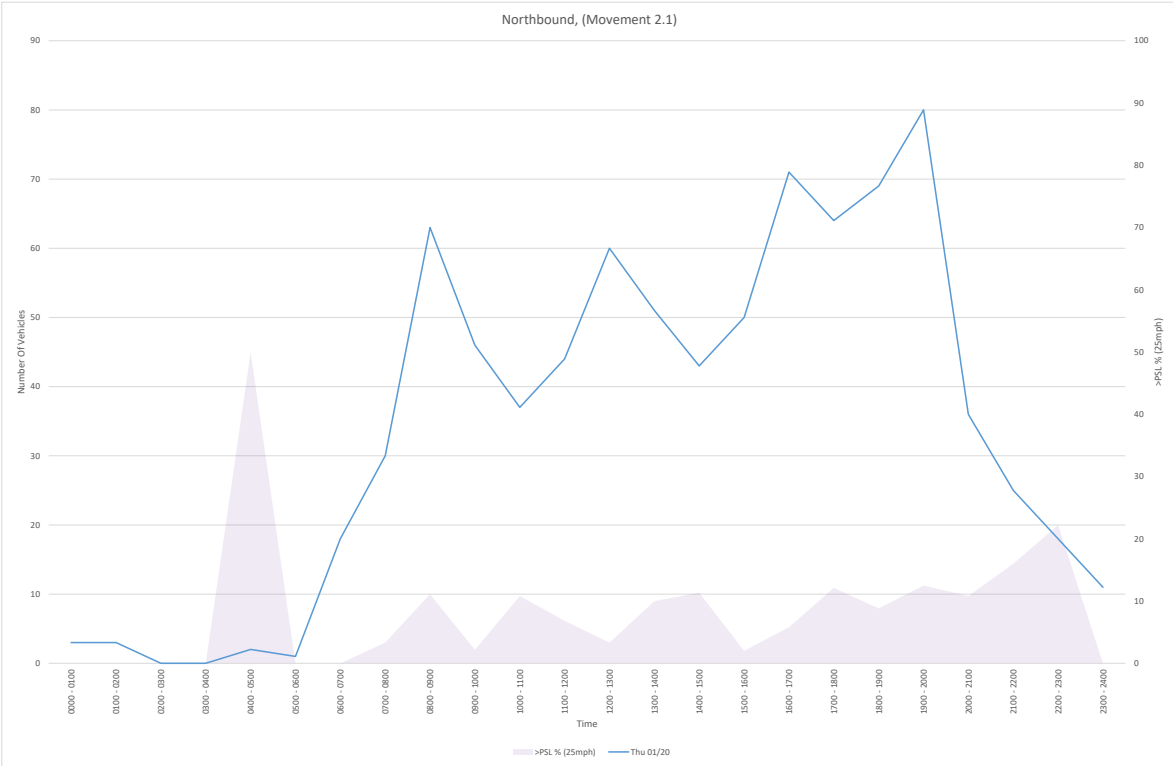
Site 2

Apple Valley Rd NE,
south of Sunland Dr NE

Lat/Long
33.862092°, -84.336926°

 [Click here for Map](#)

0000 - 2400 (Weekday 24h Session)
Graphical Analysis NB EB



Bi-Directional Speed & Class Count || Graphical Analysis SB WB

Brookhaven, GA

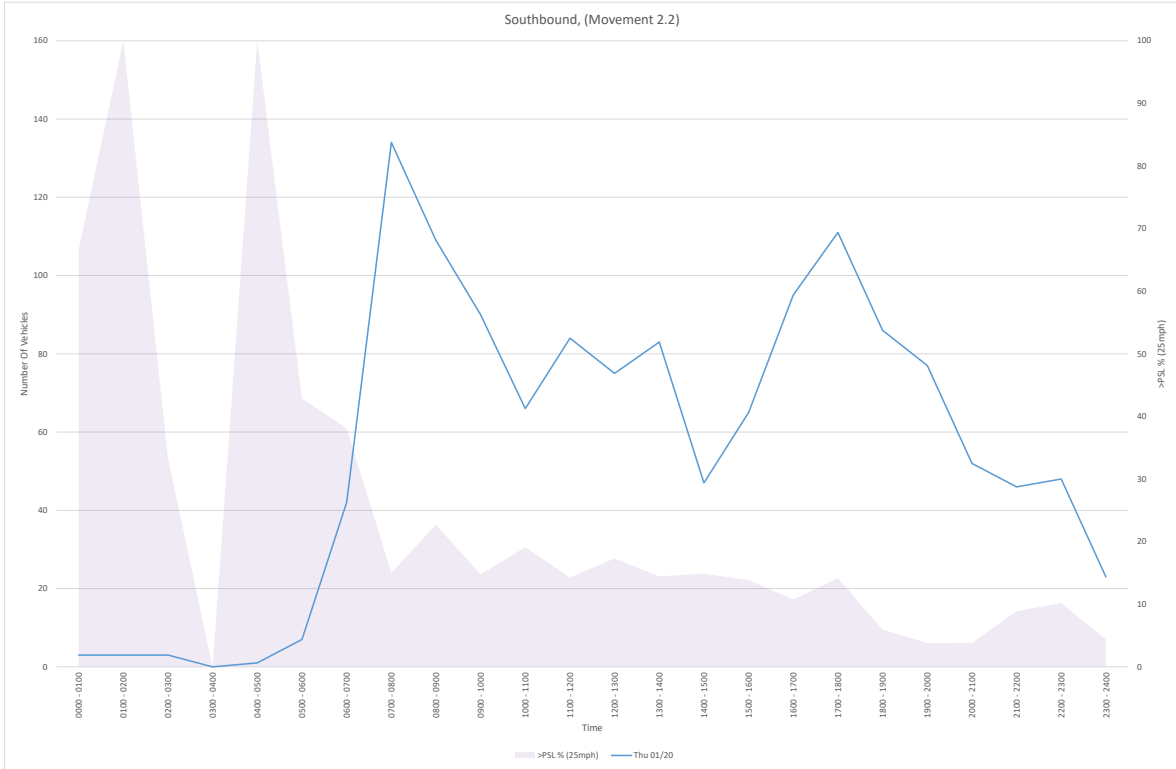
Site 2

Apple Valley Rd NE,
south of Sunland Dr NE

Lat/Long
33.862092°, -84.336926°

 [Click here for Map](#)

0000 - 2400 (Weekday 24h Session) Graphical Analysis SB WB



Bi-Directional Speed & Class Count || Graphical Analysis NB EB

Brookhaven, GA

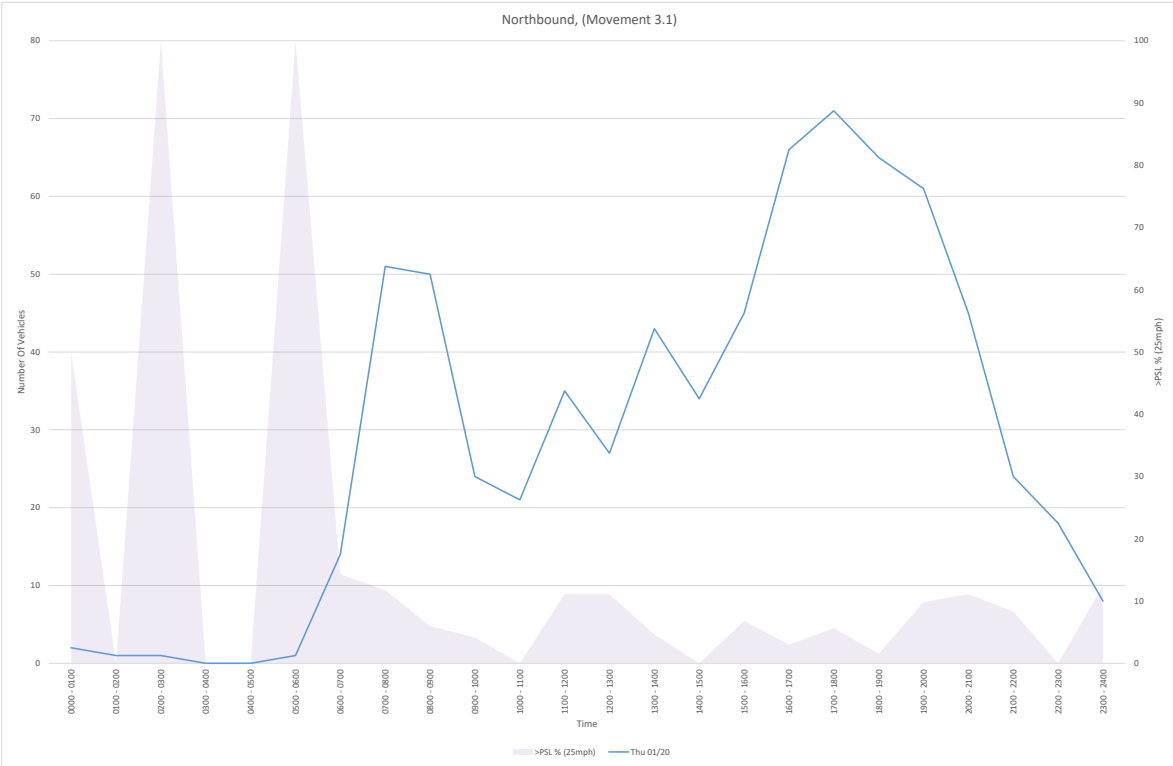
Site 3

Caldwell Rd NE,
south of Oaklawn Ave NE

Lat/Long
33.862988°, -84.333941°

 [Click here for Map](#)

0000 - 2400 (Weekday 24h Session)
Graphical Analysis NB EB



Bi-Directional Speed & Class Count || Graphical Analysis SB WB

Brookhaven, GA

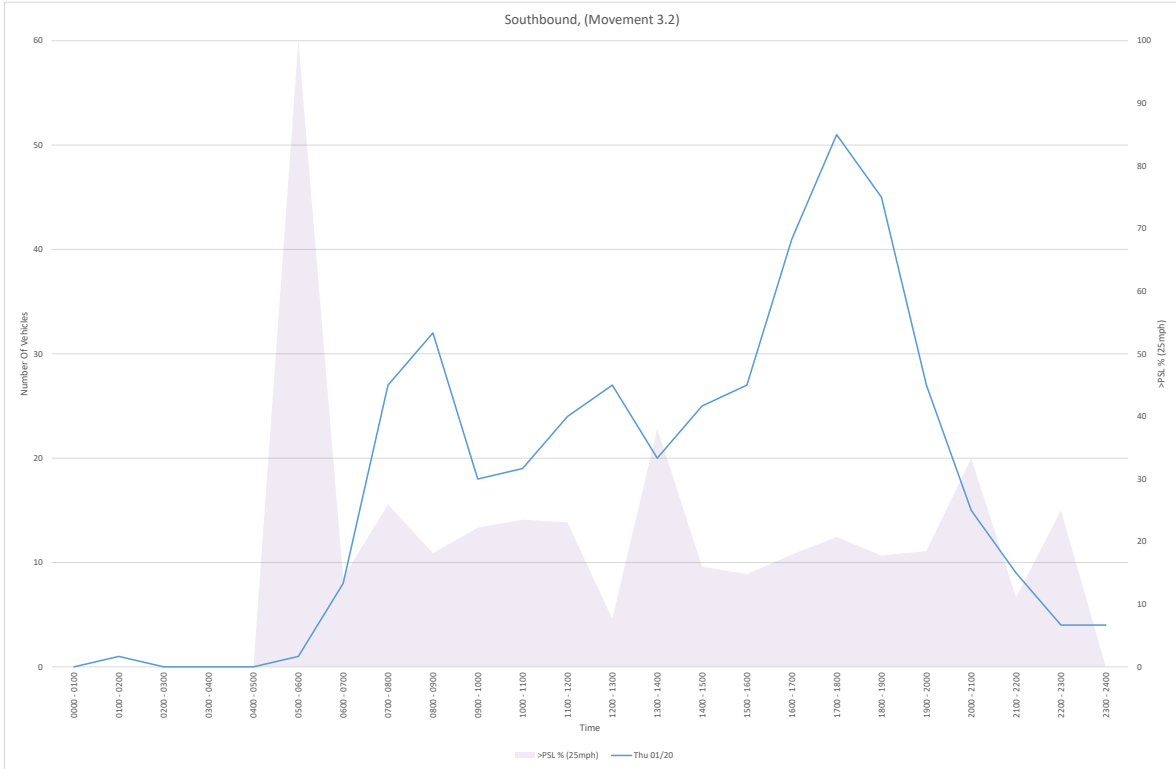
Site 3

Caldwell Rd NE,
south of Oaklawn Ave NE

Lat/Long
33.862988°, -84.333941°

 [Click here for Map](#)

0000 - 2400 (Weekday 24h Session)
Graphical Analysis SB WB



Bi-Directional Speed & Class Count || NB EB 15min

Brookhaven, GA

Site 4

Green Meadows Ln NE, south of E Osborne Rd NE

Date

Thursday, January 20, 2022

Weather

Light Rain Shower 45°F

Lat/Long

33.8634117, -84.3324257



Click here for Map

0000 - 2400 (Weekday 24h Session)

NB EB 15min

Table with columns: Time, Class 1-13, 15min Total, 60min Total. Rows represent 15-minute intervals from 0000-0015 to 2345-0000. Data shows counts for each class and totals for each interval.

Summary table with columns: Session Total, Session Average, Session Percentage. Values include 1, 106, 14, 0, 6, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 127, 1.32, 0.79, 83.46, 11.02, 0.00, 4.72, 0.00, 0.00, 0.00, 0.00, 0.00, 0.00, 0.00, 0.00, 0.00.

AM Peak Hour table with columns: AM Peak Hour, AM Peak Hour Volume. Values include 0915-1015, 0745-0845, 0945-1045, -, -, -, -, -, -, -, -, -, -, 0745-0845, 1, 0, 11, 2, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 11.

Noon Peak Hour table with columns: Noon Peak Hour, Noon Peak Hour Volume. Values include 1000-1100, 1330-1430, 1200-1300, -, 1345-1445, -, -, -, -, -, -, -, -, 1330-1430, 1, 12, 3, 0, 2, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 14.

PM Peak Hour table with columns: PM Peak Hour, PM Peak Hour Volume. Values include -, 1730-1830, 1500-1600, -, 1600-1700, -, -, -, -, -, -, -, -, 1730-1830, 0, 15, 2, 0, 2, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 16.

Bi-Directional Speed & Class Count || SB WB Speed 15min

Brookhaven, GA

Site 4
Green Meadows Ln NE,
south of E Osborne Rd NE

Date
Thursday, January 20, 2022

Weather
Light Rain Shower
45°F

Lat/Long
33.863411°, -84.332425°

Click here for Map

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

Table with 18 columns: Time, 5-14 mph, 15-19 mph, 20-24 mph, 25-29 mph, 30-34 mph, 35-39 mph, 40-44 mph, 45-49 mph, 50-54 mph, 55-59 mph, 60-64 mph, 65-69 mph, 70-74 mph, 75-79 mph, 80-99 mph, 15min Total. Rows represent 15-minute intervals from 0000-0015 to 2345-2400.

Summary table with 5 columns: 10mph Pace Speed (13-22), Number in Pace (160 (86.0%)), 15th Percentile (14), 50th Percentile (17), Average (18), 85th Percentile (22), 95th Percentile (24).

Bi-Directional Speed & Class Count || Graphical Analysis NB EB

Brookhaven, GA

Site 4

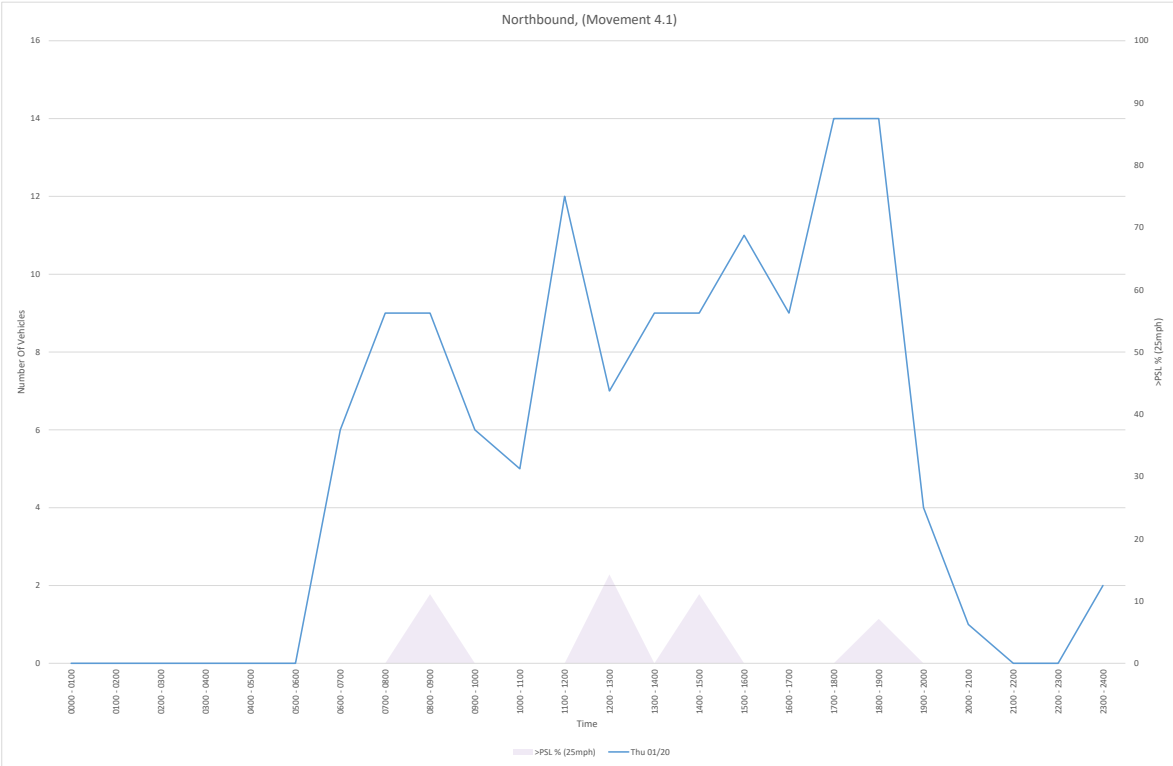
Green Meadows Ln NE,
south of E Osborne Rd NE

Lat/Long
33.8634111°, -84.332425°

 [Click here for Map](#)

0000 - 2400 (Weekday 24h Session)

Graphical Analysis NB EB



Bi-Directional Speed & Class Count || Graphical Analysis SB WB

Brookhaven, GA

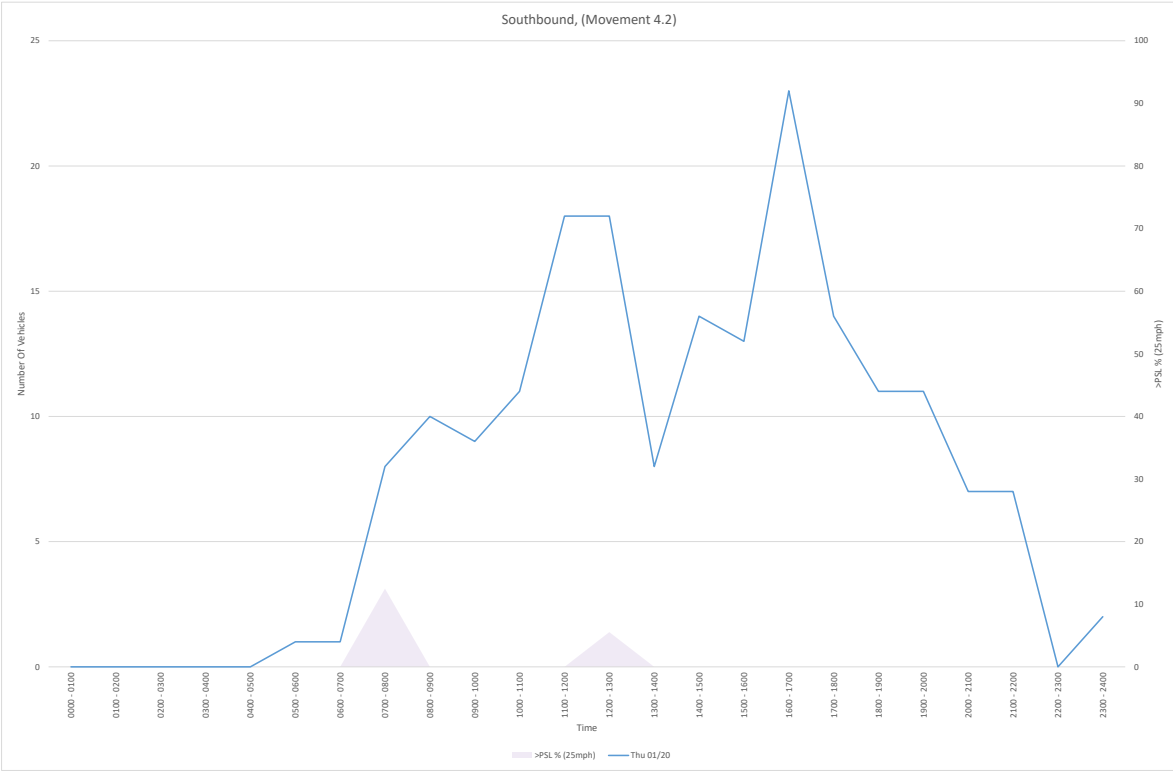
Site 4

Green Meadows Ln NE,
south of E Osborne Rd NE

Lat/Long
33.863411°, -84.332425°

 [Click here for Map](#)

0000 - 2400 (Weekday 24h Session)
Graphical Analysis SB WB



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

Brookhaven, GA

Site 5 Camille Dr NE, north of Wilford Dr NE

Date Thursday, January 20, 2022

Weather Light Rain Shower 45°F

Lat/Long 33.8631777, -84.3292888



0000 - 2400 (Weekday 24h Session) Bi-Directional Speed 15min

Main data table with columns: Time, Speed classes (5-14 mph to 80-99 mph), and 15min Total. Includes a 'Session Total' row at the bottom.

Summary statistics table: 10mph Pace Speed (16-25), Number in Pace (147 (65.3%)), 15th Percentile (14), 50th Percentile (21), Average (20), 85th Percentile (25), 95th Percentile (29).

Bi-Directional Speed & Class Count || Graphical Analysis NB EB

Brookhaven, GA

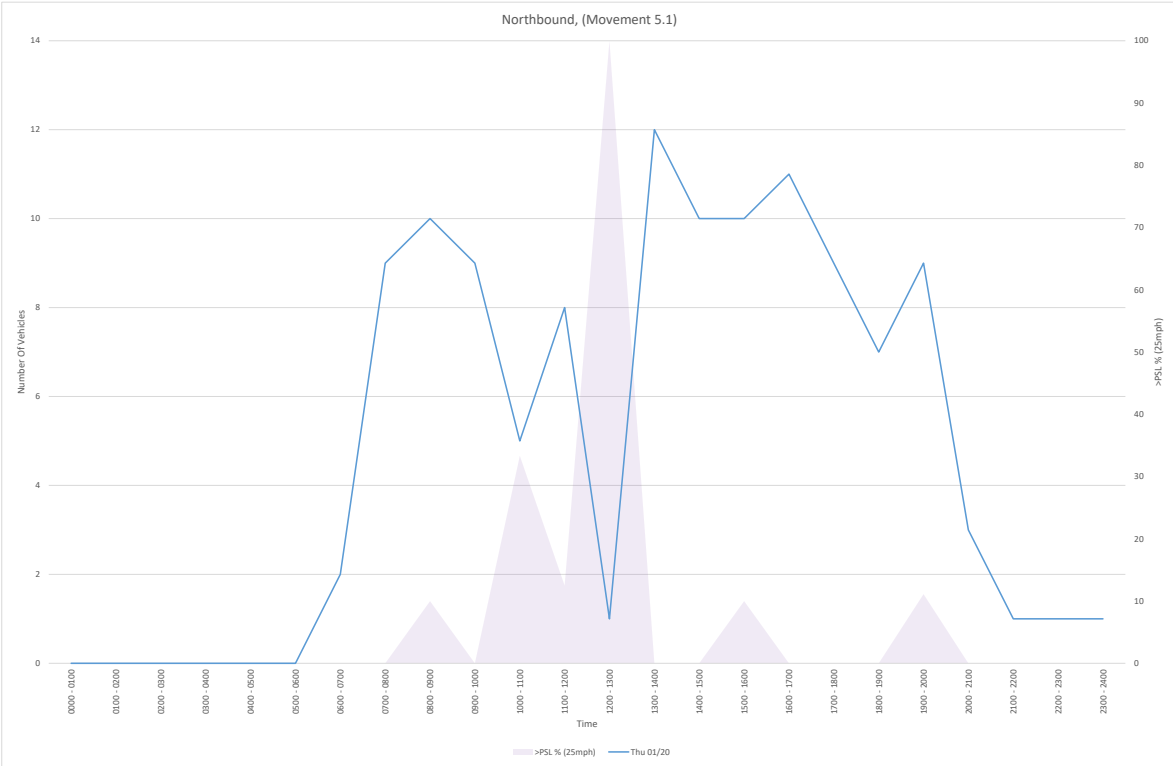
Site 5

Camille Dr NE,
north of Wilford Dr NE

Lat/Long
33.8631777, -84.3292888

 [Click here for Map](#)

0000 - 2400 (Weekday 24h Session)
Graphical Analysis NB EB



Bi-Directional Speed & Class Count || Graphical Analysis SB WB

Brookhaven, GA

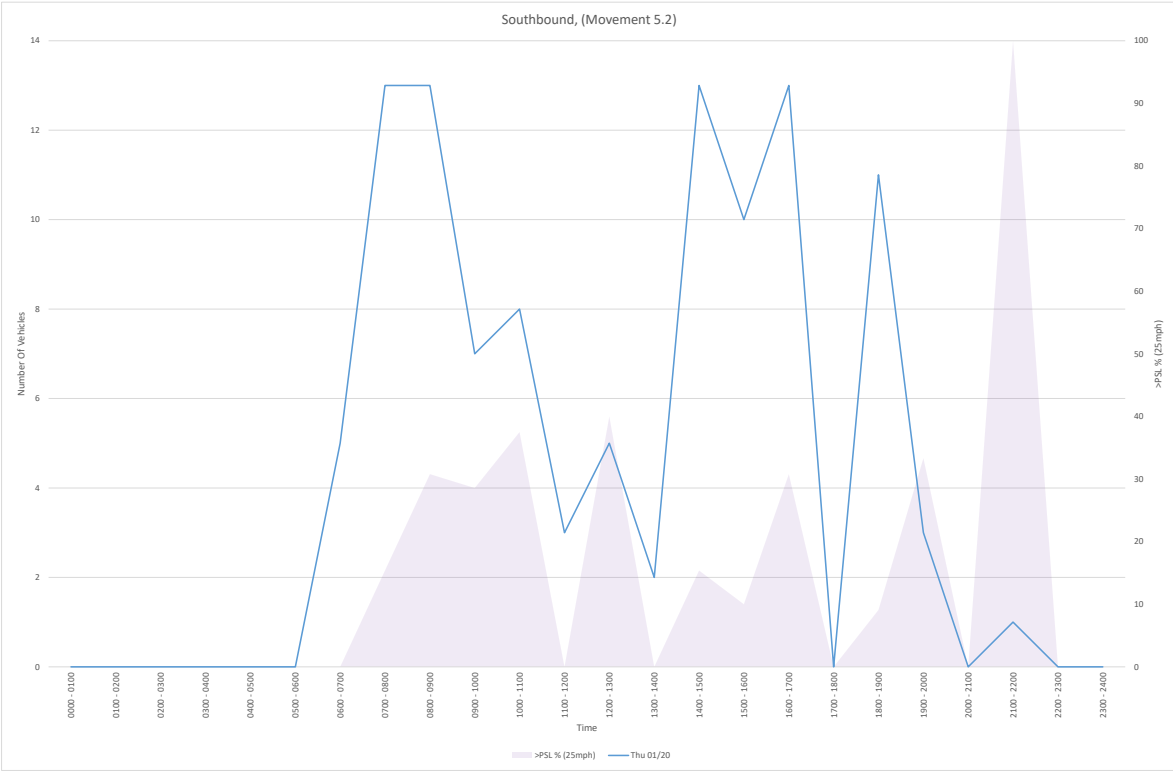
Site 5

Camille Dr NE,
north of Wilford Dr NE

Lat/Long
33.8631777, -84.329288°

 [Click here for Map](#)

0000 - 2400 (Weekday 24h Session)
Graphical Analysis SB WB



Bi-Directional Speed & Class Count || Graphical Analysis NB EB

Brookhaven, GA

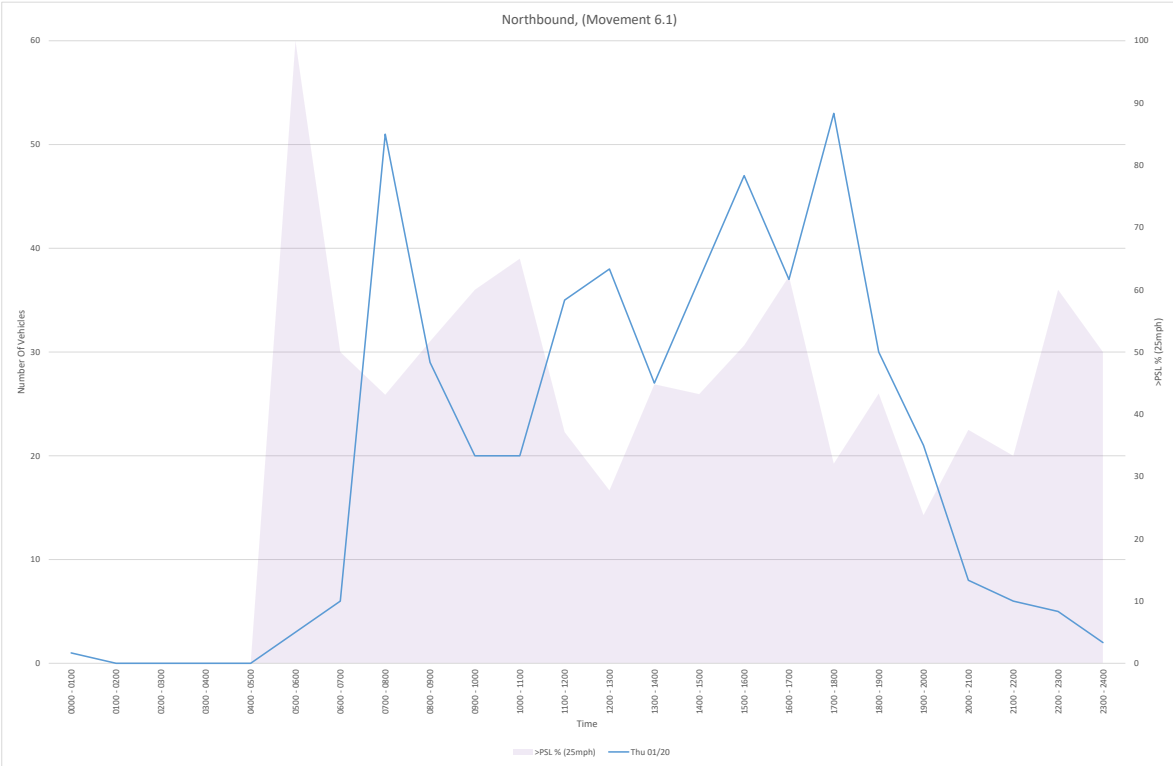
Site 6

N Thompson Rd NE,
north of Trentwood Pl NE

Lat/Long
33.863168°, -84.326721°

 [Click here for Map](#)

0000 - 2400 (Weekday 24h Session)
Graphical Analysis NB EB



Bi-Directional Speed & Class Count || Graphical Analysis SB WB

Brookhaven, GA

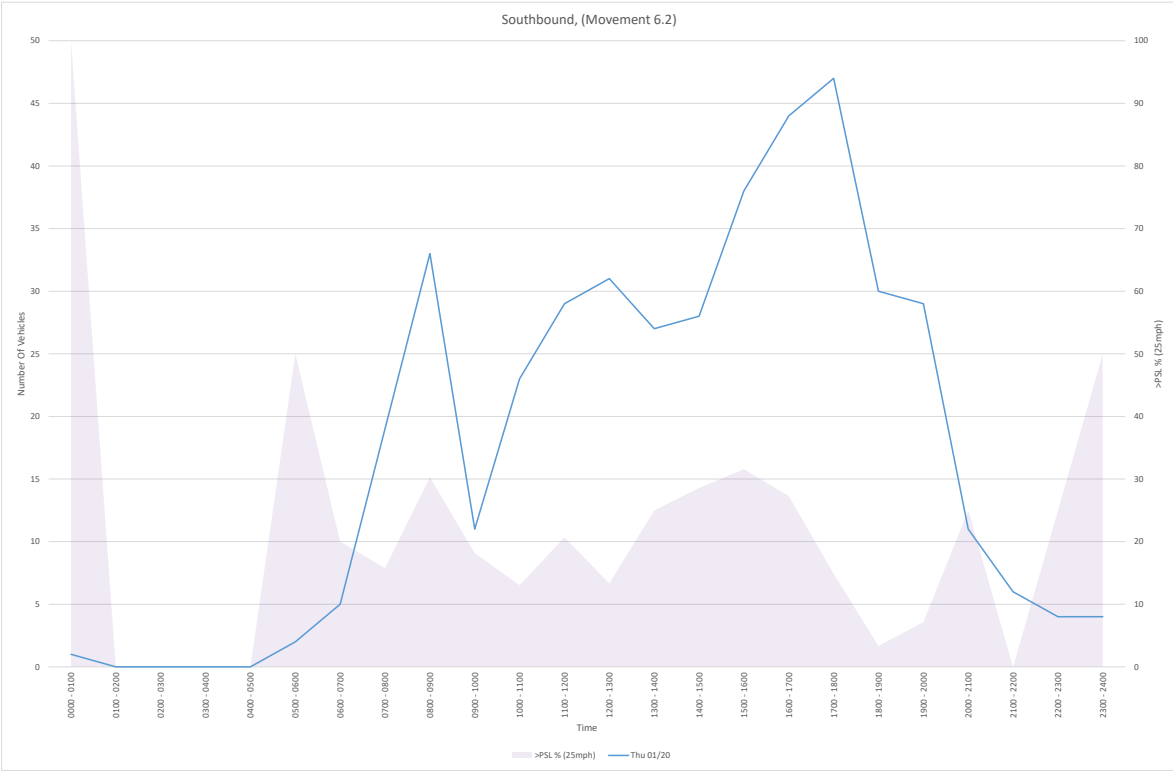
Site 6

N Thompson Rd NE,
north of Trentwood Pl NE

Lat/Long
33.863168°, -84.326721°

 [Click here for Map](#)

0000 - 2400 (Weekday 24h Session)
Graphical Analysis SB WB



Bi-Directional Speed & Class Count || Graphical Analysis NB EB

Brookhaven, GA

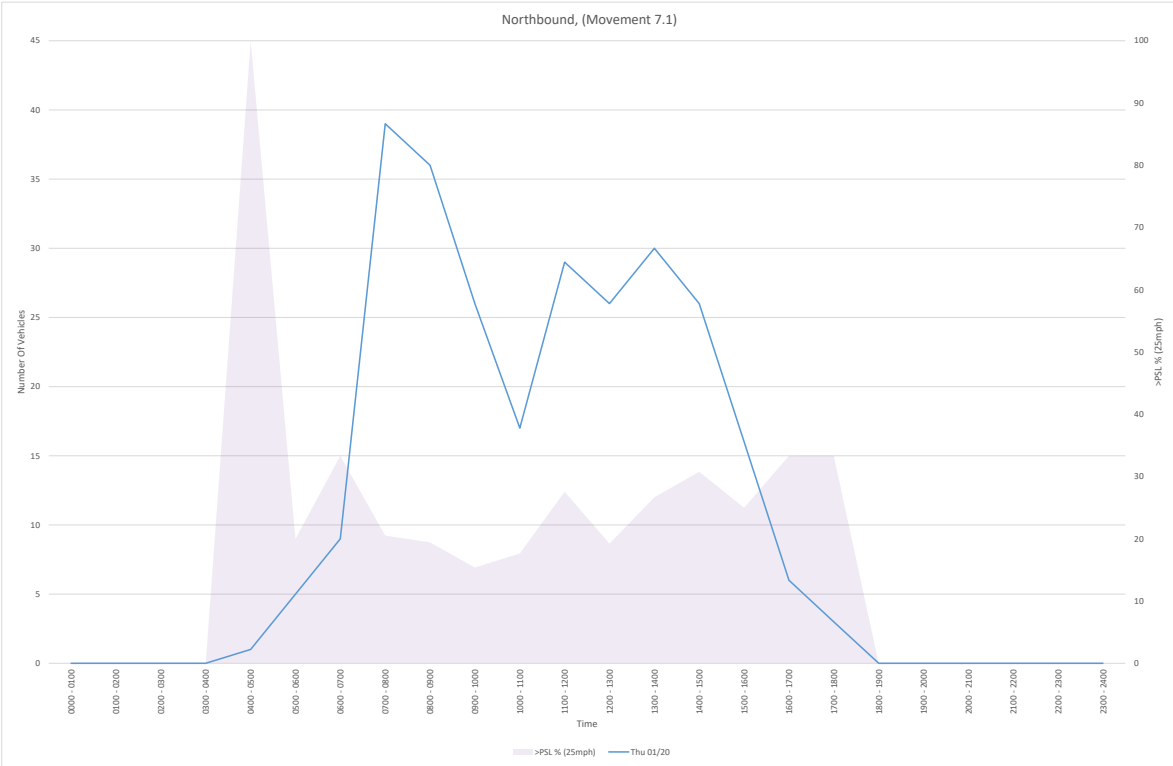
Site 7

Ashford Rd NE,
south of Trentwood Pl NE

Lat/Long
33.863195°, -84.322724°

 [Click here for Map](#)

0000 - 2400 (Weekday 24h Session)
Graphical Analysis NB EB



Bi-Directional Speed & Class Count || Graphical Analysis SB WB

Brookhaven, GA

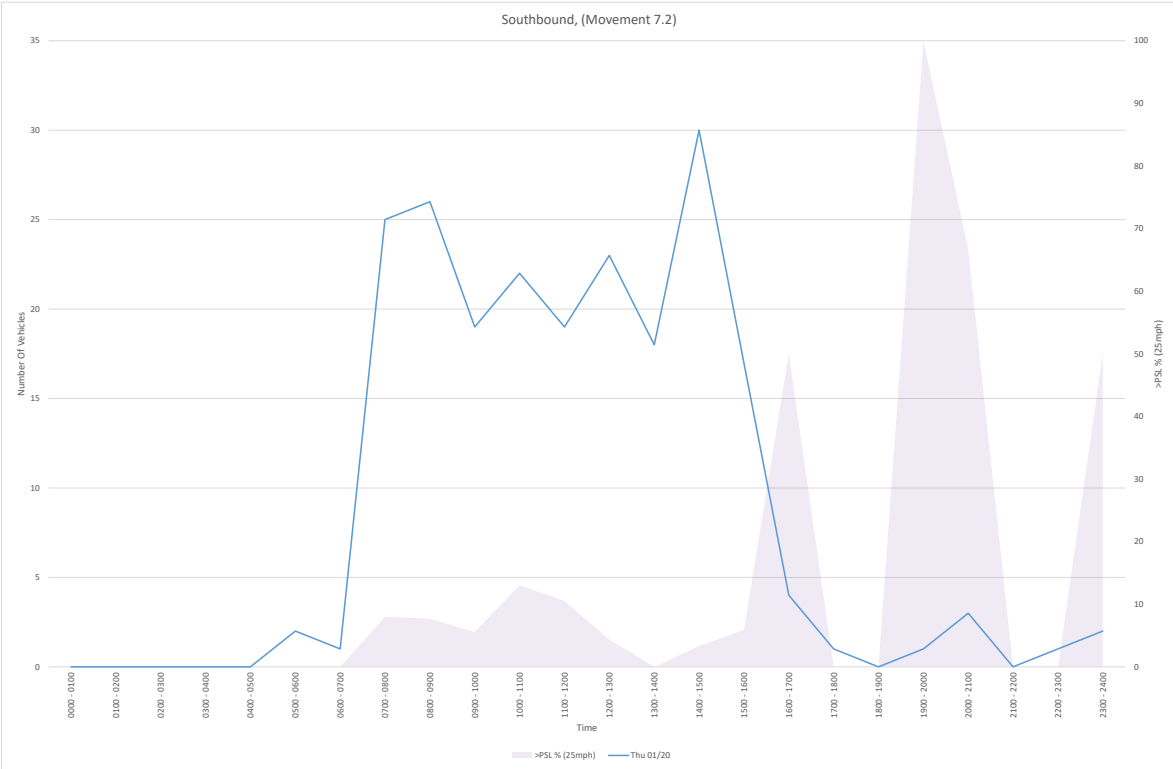
Site 7

Ashford Rd NE,
south of Trentwood Pl NE

Lat/Long
33.863195°, -84.322724°

 [Click here for Map](#)

0000 - 2400 (Weekday 24h Session)
Graphical Analysis SB WB



Bi-Directional Speed & Class Count | NB EB 15min



Brookhaven, GA

Site 8

Winding Ln NE,
west of Dresden Dr

Date

Thursday, January 20, 2022

Weather

Light Rain Shower
45°F

Lat/Long

33.864087°, -84.320520°



0000 - 2400 (Weekday 24h Session)

NB EB 15min

Time	Eastbound, (Movement 8.1)													15min Total	60min Total	
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13			
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	3	0	1	0	0	0	0	0	0	0	0	0	0	4	4
0730 - 0745	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7	7
0745 - 0800	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	15
0800 - 0815	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	4
0815 - 0830	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7	7
0830 - 0845	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3	3
0845 - 0900	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6	20
0900 - 0915	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5	5
0915 - 0930	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	4
0930 - 0945	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	3
0945 - 1000	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	13
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	2
1030 - 1045	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
1045 - 1100	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3	6
1100 - 1115	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4	4
1115 - 1130	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	3
1130 - 1145	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	3
1145 - 1200	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	12
1200 - 1215	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3	3
1215 - 1230	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5	5
1230 - 1245	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4	4
1245 - 1300	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	15
1300 - 1315	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	4
1315 - 1330	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4	4
1330 - 1345	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	3
1345 - 1400	0	6	0	0	2	0	0	0	0	0	0	0	0	0	8	19
1400 - 1415	0	3	0	0	2	0	0	0	0	0	0	0	0	0	5	5
1415 - 1430	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5	5
1430 - 1445	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3	3
1445 - 1500	0	3	1	0	2	0	0	0	0	0	0	0	0	0	6	19
1500 - 1515	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5	5
1515 - 1530	0	5	0	0	1	0	0	0	0	0	0	0	0	0	6	6
1530 - 1545	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	3
1545 - 1600	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5	19
1600 - 1615	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	3
1615 - 1630	0	3	1	1	1	0	0	0	0	0	0	0	0	0	6	6
1630 - 1645	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5	5
1645 - 1700	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5	19
1700 - 1715	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4	4
1715 - 1730	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4	4
1730 - 1745	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4	4
1745 - 1800	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	15
1800 - 1815	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	4
1815 - 1830	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2
1830 - 1845	0	5	0	0	1	0	0	0	0	0	0	0	0	0	6	6
1845 - 1900	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6	18
1900 - 1915	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2
1915 - 1930	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	3
1930 - 1945	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	2
1945 - 2000	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	9
2000 - 2015	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	2
2015 - 2030	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6	6
2030 - 2045	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2
2045 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
2100 - 2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115 - 2130	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
2130 - 2145	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
2145 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2200 - 2215	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	2
2215 - 2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230 - 2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2300 - 2315	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330 - 2345	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
2345 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2

Session Total	0	176	18	3	19	0	0	0	0	0	0	0	0	0	0	216
Session Average	0.00	1.83	0.19	0.03	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.25
Session Percentage	0.00	81.48	8.33</													

Bi-Directional Speed & Class Count || SB WB 15min



Brookhaven, GA

Site 8

Winding Ln NE,
west of Dresden Dr

Date

Thursday, January 20, 2022

Weather

Light Rain Shower
45°F

Lat/Long

33.864087°, -84.320520°

[Click here for Map](#)

0000 - 2400 (Weekday 24h Session)

SB WB 15min

Time	Westbound (Movement 8.2)													15min Total	60min Total	
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13			
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0515	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0700 - 0715	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
0715 - 0730	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	5
0730 - 0745	0	7	0	0	0	1	0	0	0	0	0	0	0	0	0	8
0745 - 0800	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
0800 - 0815	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
0815 - 0830	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0830 - 0845	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0845 - 0900	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
0900 - 0915	0	4	1	0	2	1	0	0	0	0	0	0	0	0	0	8
0915 - 0930	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0930 - 0945	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0945 - 1000	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	5
1000 - 1015	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
1015 - 1030	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
1030 - 1045	0	4	1	0	0	1	0	0	0	0	0	0	0	0	0	6
1045 - 1100	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
1100 - 1115	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
1115 - 1130	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
1130 - 1145	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
1145 - 1200	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
1200 - 1215	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1215 - 1230	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
1230 - 1245	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
1245 - 1300	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
1300 - 1315	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	5
1315 - 1330	0	6	1	0	1	0	0	0	0	0	0	0	0	0	0	8
1330 - 1345	0	7	1	0	1	0	0	0	0	0	0	0	0	0	0	9
1345 - 1400	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
1400 - 1415	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
1415 - 1430	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
1430 - 1445	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
1445 - 1500	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
1500 - 1515	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
1515 - 1530	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
1530 - 1545	0	5	1	0	0	1	0	0	0	0	0	0	0	0	0	7
1545 - 1600	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
1600 - 1615	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
1615 - 1630	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
1630 - 1645	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
1645 - 1700	0	7	0	0	1	0	0	0	0	0	0	0	0	0	0	8
1700 - 1715	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
1715 - 1730	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
1730 - 1745	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
1745 - 1800	0	5	2	0	1	0	0	0	0	0	0	0	0	0	0	8
1800 - 1815	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	5
1815 - 1830	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
1830 - 1845	0	4	2	0	1	0	0	0	0	0	0	0	0	0	0	7
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900 - 1915	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
1915 - 1930	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1930 - 1945	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
1945 - 2000	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
2000 - 2015	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2015 - 2030	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2030 - 2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045 - 2100	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2100 - 2115	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2115 - 2130	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2130 - 2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2145 - 2200	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2200 - 2215	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
2215 - 2230	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2230 - 2245	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330 - 2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Session Total	0	254	44	0	12	5	0	1	0	0	0	0	0	0	0	316
Session Average	0.00	2.65	0.46	0.00	0.13	0.05	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.29

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



Brookhaven, GA

Site 8

Winding Ln NE,
west of Dresden Dr

Date

Thursday, January 20, 2022

Weather

Light Rain Shower
45°F

Lat/Long

33.8640877, -84.3205207

[Click here for Map](#)

0000 - 2400 (Weekday 24h Session)

Bi-Directional 15min

Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	15min Total	60min Total
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0515	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
0700 - 0715	0	1	2	0	0	0	0	0	0	0	0	0	0	3	3
0715 - 0730	0	7	0	1	0	0	0	1	0	0	0	0	0	9	9
0730 - 0745	0	13	1	0	0	1	0	0	0	0	0	0	0	15	15
0745 - 0800	0	10	0	0	0	0	0	0	0	0	0	0	0	10	10
0800 - 0815	0	11	2	0	0	0	0	0	0	0	0	0	0	13	37
0815 - 0830	0	10	0	0	0	0	0	0	0	0	0	0	0	10	10
0830 - 0845	0	2	0	0	2	0	0	0	0	0	0	0	0	4	4
0845 - 0900	0	10	1	0	0	0	0	0	0	0	0	0	0	11	38
0900 - 0915	0	7	2	0	3	1	0	0	0	0	0	0	0	13	13
0915 - 0930	0	5	0	0	0	0	0	0	0	0	0	0	0	5	5
0930 - 0945	0	5	1	0	0	0	0	0	0	0	0	0	0	6	6
0945 - 1000	0	5	0	0	1	0	0	0	0	0	0	0	0	6	30
1000 - 1015	0	2	2	0	0	0	0	0	0	0	0	0	0	4	4
1015 - 1030	0	4	2	0	0	0	0	0	0	0	0	0	0	6	6
1030 - 1045	0	4	1	0	1	1	0	0	0	0	0	0	0	7	7
1045 - 1100	0	4	0	0	1	1	0	0	0	0	0	0	0	6	6
1100 - 1115	0	7	0	0	1	0	0	0	0	0	0	0	0	8	23
1115 - 1130	0	9	5	0	0	0	0	0	0	0	0	0	0	14	14
1130 - 1145	0	5	0	0	1	0	0	0	0	0	0	0	0	6	6
1145 - 1200	0	8	1	0	0	0	0	0	0	0	0	0	0	9	37
1200 - 1215	0	4	1	0	0	0	0	0	0	0	0	0	0	5	5
1215 - 1230	0	10	1	0	0	0	0	0	0	0	0	0	0	11	11
1230 - 1245	0	8	2	0	0	0	0	0	0	0	0	0	0	10	10
1245 - 1300	0	8	0	0	0	0	0	0	0	0	0	0	0	8	34
1300 - 1315	0	8	0	0	1	0	0	0	0	0	0	0	0	9	9
1315 - 1330	0	9	1	0	2	0	0	0	0	0	0	0	0	12	12
1330 - 1345	0	10	1	0	1	0	0	0	0	0	0	0	0	12	12
1345 - 1400	0	12	0	0	2	0	0	0	0	0	0	0	0	14	47
1400 - 1415	0	13	3	0	2	0	0	0	0	0	0	0	0	18	18
1415 - 1430	0	7	1	0	0	0	0	0	0	0	0	0	0	8	8
1430 - 1445	0	7	4	0	0	0	0	0	0	0	0	0	0	11	11
1445 - 1500	0	6	3	0	2	0	0	0	0	0	0	0	0	11	48
1500 - 1515	0	8	1	0	0	0	0	0	0	0	0	0	0	9	9
1515 - 1530	0	12	1	0	1	0	0	0	0	0	0	0	0	14	14
1530 - 1545	0	7	2	0	0	1	0	0	0	0	0	0	0	10	10
1545 - 1600	0	17	2	0	0	0	0	0	0	0	0	0	0	19	52
1600 - 1615	0	7	0	0	0	0	0	0	0	0	0	0	0	7	7
1615 - 1630	0	11	3	1	1	0	0	0	0	0	0	0	0	16	16
1630 - 1645	0	10	1	0	0	0	0	0	0	0	0	0	0	11	11
1645 - 1700	0	12	0	0	1	0	0	0	0	0	0	0	0	13	13
1700 - 1715	0	10	1	0	0	0	0	0	0	0	0	0	0	11	11
1715 - 1730	0	13	1	0	1	0	0	0	0	0	0	0	0	15	15
1730 - 1745	0	8	1	0	1	0	0	0	0	0	0	0	0	10	10
1745 - 1800	0	8	2	0	1	0	0	0	0	0	0	0	0	11	47
1800 - 1815	0	7	1	0	1	0	0	0	0	0	0	0	0	9	9
1815 - 1830	0	6	1	0	0	0	0	0	0	0	0	0	0	7	7
1830 - 1845	0	9	2	0	2	0	0	0	0	0	0	0	0	13	13
1845 - 1900	0	4	2	0	0	0	0	0	0	0	0	0	0	6	6
1900 - 1915	0	5	1	0	0	0	0	0	0	0	0	0	0	6	6
1915 - 1930	0	5	0	0	0	0	0	0	0	0	0	0	0	5	5
1930 - 1945	0	3	1	0	1	0	0	0	0	0	0	0	0	5	5
1945 - 2000	0	6	0	0	0	0	0	0	0	0	0	0	0	6	6
2000 - 2015	0	4	0	0	1	0	0	0	0	0	0	0	0	5	5
2015 - 2030	0	8	0	0	0	0	0	0	0	0	0	0	0	8	8
2030 - 2045	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
2045 - 2100	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16
2100 - 2115	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
2115 - 2130	0	4	0	0	0	0	0	0	0	0	0	0	0	4	4
2130 - 2145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
2145 - 2200	0	0	1	0	0	0	0	0	0	0	0	0	0	1	7
2200 - 2215	0	2	2	0	0	0	0	0	0	0	0	0	0	4	4
2215 - 2230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
2230 - 2245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
2300 - 2315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330 - 2345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
2345 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2

Session Total	0	430	62	3	31	5	0	1	0	0	0	0	0	532	
Session Average	0.00	4.48	0.65	0.03	0.32	0.05	0.00	0.01	0.00	0.00	0.00	0.00	0.00	5.54	
Session Percentage	0.00	80.83	11.65	0.56	5.83	0.94	0.00	0.19	0.00	0.00	0.00	0.00	0.00		

AM Peak Hour	-	0730 - 0830	0930 - 1030	0630 - 0730	0815 - 0915	0645 - 0745	-	0630 - 0730	-	-	-	-	-	-	0730 - 0830
AM Peak Hour Volume	0	44	5	1	5	1	0	1	0	0	0	0	0	0	48
Noon Peak Hour	-	1315 - 1415	1400												

Bi-Directional Speed & Class Count || NB EB Speed 15min

Brookhaven, GA



Site 8
Winding Ln NE,
west of Dresden Dr

Date
Thursday, January 20, 2022

Weather
Light Rain Shower
45°F

Lat/Long
33.864087°, -84.320520°



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

Time	Eastbound, (Movement 8-1)														15min Total	
	5-14 mph	15-19 mph	20-24 mph	25-29 mph	30-34 mph	35-39 mph	40-44 mph	45-49 mph	50-54 mph	55-59 mph	60-64 mph	65-69 mph	70-74 mph	75-79 mph		80-99 mph
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
0730 - 0745	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	7
0745 - 0800	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4
0800 - 0815	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
0815 - 0830	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	7
0830 - 0845	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	6
0845 - 0900	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
0900 - 0915	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
0915 - 0930	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0930 - 0945	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0945 - 1000	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
1030 - 1045	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1045 - 1100	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
1100 - 1115	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	4
1115 - 1130	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1130 - 1145	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
1145 - 1200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
1200 - 1215	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3
1215 - 1230	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	5
1230 - 1245	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4
1245 - 1300	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	3
1300 - 1315	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
1315 - 1330	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
1330 - 1345	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
1345 - 1400	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	8
1400 - 1415	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	5
1415 - 1430	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
1430 - 1445	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
1445 - 1500	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
1500 - 1515	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
1515 - 1530	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	6
1530 - 1545	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
1545 - 1600	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0	5
1600 - 1615	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
1615 - 1630	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
1630 - 1645	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
1645 - 1700	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	5
1700 - 1715	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	4
1715 - 1730	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
1730 - 1745	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
1745 - 1800	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
1800 - 1815	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
1815 - 1830	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
1830 - 1845	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	6
1845 - 1900	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
1900 - 1915	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1915 - 1930	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
1930 - 1945	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1945 - 2000	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
2000 - 2015	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
2015 - 2030	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
2030 - 2045	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2045 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115 - 2130	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2130 - 2145	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2145 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200 - 2215	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2215 - 2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230 - 2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2315	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330 - 2345	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2345 - 2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Session Total	16	86	94	19	1	0	0	0	0	0	0	0	0	0	0	216

10mph Pace Speed	Number in Pace
15-24	180 (83.3%)

15th Percentile	50th Percentile	Average	85th Percentile	95th Percentile
16	20	20	23	26

Bi-Directional Speed & Class Count || SB WB Speed 15min

Brookhaven, GA



Site 8
Winding Ln NE,
west of Dresden Dr

Date
Thursday, January 20, 2022

Weather
Light Rain Shower
45°F

Lat/Long
33.864087°, -84.320520°



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

Time	Westbound, (Movement 8.2)														15min Total	
	5-14 mph	15-19 mph	20-24 mph	25-29 mph	30-34 mph	35-39 mph	40-44 mph	45-49 mph	50-54 mph	55-59 mph	60-64 mph	65-69 mph	70-74 mph	75-79 mph		80-99 mph
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330 - 0345	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0515	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0700 - 0715	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0715 - 0730	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	5
0730 - 0745	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0	8
0745 - 0800	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	6
0800 - 0815	0	6	2	1	0	0	0	0	0	0	0	0	0	0	0	9
0815 - 0830	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
0830 - 0845	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0845 - 0900	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
0900 - 0915	1	3	3	1	0	0	0	0	0	0	0	0	0	0	0	8
0915 - 0930	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0930 - 0945	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
0945 - 1000	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	5
1000 - 1015	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4
1015 - 1030	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
1030 - 1045	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	6
1045 - 1100	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
1100 - 1115	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
1115 - 1130	1	8	0	2	0	0	0	0	0	0	0	0	0	0	0	11
1130 - 1145	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1145 - 1200	1	1	5	0	0	0	0	0	0	0	0	0	0	0	0	7
1200 - 1215	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
1215 - 1230	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	6
1230 - 1245	0	3	1	2	0	0	0	0	0	0	0	0	0	0	0	6
1245 - 1300	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
1300 - 1315	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
1315 - 1330	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	8
1330 - 1345	0	3	5	1	0	0	0	0	0	0	0	0	0	0	0	9
1345 - 1400	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	6
1400 - 1415	2	5	3	3	0	0	0	0	0	0	0	0	0	0	0	13
1415 - 1430	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
1430 - 1445	2	4	1	1	0	0	0	0	0	0	0	0	0	0	0	8
1445 - 1500	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
1500 - 1515	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
1515 - 1530	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	8
1530 - 1545	1	1	3	2	0	0	0	0	0	0	0	0	0	0	0	7
1545 - 1600	0	6	8	0	0	0	0	0	0	0	0	0	0	0	0	14
1600 - 1615	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
1615 - 1630	1	6	3	0	0	0	0	0	0	0	0	0	0	0	0	10
1630 - 1645	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
1645 - 1700	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	8
1700 - 1715	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	7
1715 - 1730	2	6	2	1	0	0	0	0	0	0	0	0	0	0	0	11
1730 - 1745	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	6
1745 - 1800	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	8
1800 - 1815	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	5
1815 - 1830	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	5
1830 - 1845	0	3	3	0	1	0	0	0	0	0	0	0	0	0	0	7
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900 - 1915	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4
1915 - 1930	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
1930 - 1945	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3
1945 - 2000	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
2000 - 2015	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3
2015 - 2030	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
2030 - 2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045 - 2100	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2100 - 2115	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2115 - 2130	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
2130 - 2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2145 - 2200	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2200 - 2215	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
2215 - 2230	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2230 - 2245	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330 - 2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345 - 2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Session Total	34	131	125	23	2	1	0	0	0	0	0	0	0	0	0	316

10mph Pace Speed	Number in Pace
15-24	256 (81.0%)

15th Percentile	50th Percentile	Average	85th Percentile	95th Percentile
16	19	19	23	25

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

Brookhaven, GA



Site 8
Winding Ln NE,
west of Dresden Dr

Date
Thursday, January 20, 2022

Weather
Light Rain Shower
45°F

Lat/Long
33.864087°, -84.320520°

[Click here for Map](#)

0000 - 2400 (Weekday 24h Session)
Bi-Directional Speed 15min

Time	Westbound, (Movement 8.2)														15min Total	
	5-14 mph	15-19 mph	20-24 mph	25-29 mph	30-34 mph	35-39 mph	40-44 mph	45-49 mph	50-54 mph	55-59 mph	60-64 mph	65-69 mph	70-74 mph	75-79 mph		80-99 mph
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330 - 0345	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0515	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
0700 - 0715	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0715 - 0730	0	2	7	0	0	0	0	0	0	0	0	0	0	0	0	9
0730 - 0745	1	7	6	1	0	0	0	0	0	0	0	0	0	0	0	15
0745 - 0800	2	2	5	1	0	0	0	2	0	0	0	0	0	0	0	10
0800 - 0815	0	7	5	1	0	0	0	0	0	0	0	0	0	0	0	13
0815 - 0830	3	3	3	1	0	0	0	0	0	0	0	0	0	0	0	10
0830 - 0845	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	4
0845 - 0900	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	11
0900 - 0915	1	7	4	1	0	0	0	0	0	0	0	0	0	0	0	13
0915 - 0930	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
0930 - 0945	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	6
0945 - 1000	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	6
1000 - 1015	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4
1015 - 1030	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
1030 - 1045	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	7
1045 - 1100	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	6
1100 - 1115	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	8
1115 - 1130	1	11	0	2	0	0	0	0	0	0	0	0	0	0	0	14
1130 - 1145	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	6
1145 - 1200	2	1	6	0	0	0	0	0	0	0	0	0	0	0	0	9
1200 - 1215	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	5
1215 - 1230	2	4	3	2	0	0	0	0	0	0	0	0	0	0	0	11
1230 - 1245	0	5	2	3	0	0	0	0	0	0	0	0	0	0	0	8
1245 - 1300	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
1300 - 1315	1	5	3	0	0	0	0	0	0	0	0	0	0	0	0	9
1315 - 1330	5	1	6	0	0	0	0	0	1	0	0	0	0	0	0	12
1330 - 1345	0	4	7	1	0	0	0	0	0	0	0	0	0	0	0	12
1345 - 1400	3	4	5	2	0	0	0	0	0	0	0	0	0	0	0	14
1400 - 1415	2	7	6	3	0	0	0	0	0	0	0	0	0	0	0	18
1415 - 1430	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	8
1430 - 1445	2	6	2	1	0	0	0	0	0	0	0	0	0	0	0	11
1445 - 1500	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
1500 - 1515	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	9
1515 - 1530	0	5	6	3	0	0	0	0	0	0	0	0	0	0	0	14
1530 - 1545	1	3	3	2	1	0	0	0	0	0	0	0	0	0	0	10
1545 - 1600	1	6	11	1	0	0	0	0	0	0	0	0	0	0	0	19
1600 - 1615	0	1	5	1	0	0	0	0	0	0	0	0	0	0	0	7
1615 - 1630	1	9	6	0	0	0	0	0	0	0	0	0	0	0	0	16
1630 - 1645	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
1645 - 1700	0	3	10	0	0	0	0	0	0	0	0	0	0	0	0	13
1700 - 1715	1	1	7	2	0	0	0	0	0	0	0	0	0	0	0	11
1715 - 1730	3	8	3	1	0	0	0	0	0	0	0	0	0	0	0	15
1730 - 1745	1	3	6	0	0	0	0	0	0	0	0	0	0	0	0	10
1745 - 1800	3	5	3	0	0	0	0	0	0	0	0	0	0	0	0	11
1800 - 1815	1	4	4	0	0	0	0	0	0	0	0	0	0	0	0	9
1815 - 1830	1	3	1	2	0	0	0	0	0	0	0	0	0	0	0	7
1830 - 1845	0	4	8	0	1	0	0	0	0	0	0	0	0	0	0	13
1845 - 1900	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
1900 - 1915	0	4	1	1	0	0	0	0	0	0	0	0	0	0	0	6
1915 - 1930	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
1930 - 1945	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	5
1945 - 2000	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
2000 - 2015	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	5
2015 - 2030	0	1	6	1	0	0	0	0	0	0	0	0	0	0	0	8
2030 - 2045	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2045 - 2100	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2100 - 2115	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2115 - 2130	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	4
2130 - 2145	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2145 - 2200	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2200 - 2215	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
2215 - 2230	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2230 - 2245	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2315	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330 - 2345	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2345 - 2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Session Total	50	217	219	42	3	1	0	0	0	0	0	0	0	0	0	532

10mph Pace Speed 15-24	Number in Pace 436 (82.0%)	15th Percentile 16	50th Percentile 19	Average 20	85th Percentile 23	95th Percentile 26
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Bi-Directional Speed & Class Count || Graphical Analysis NB EB

Brookhaven, GA

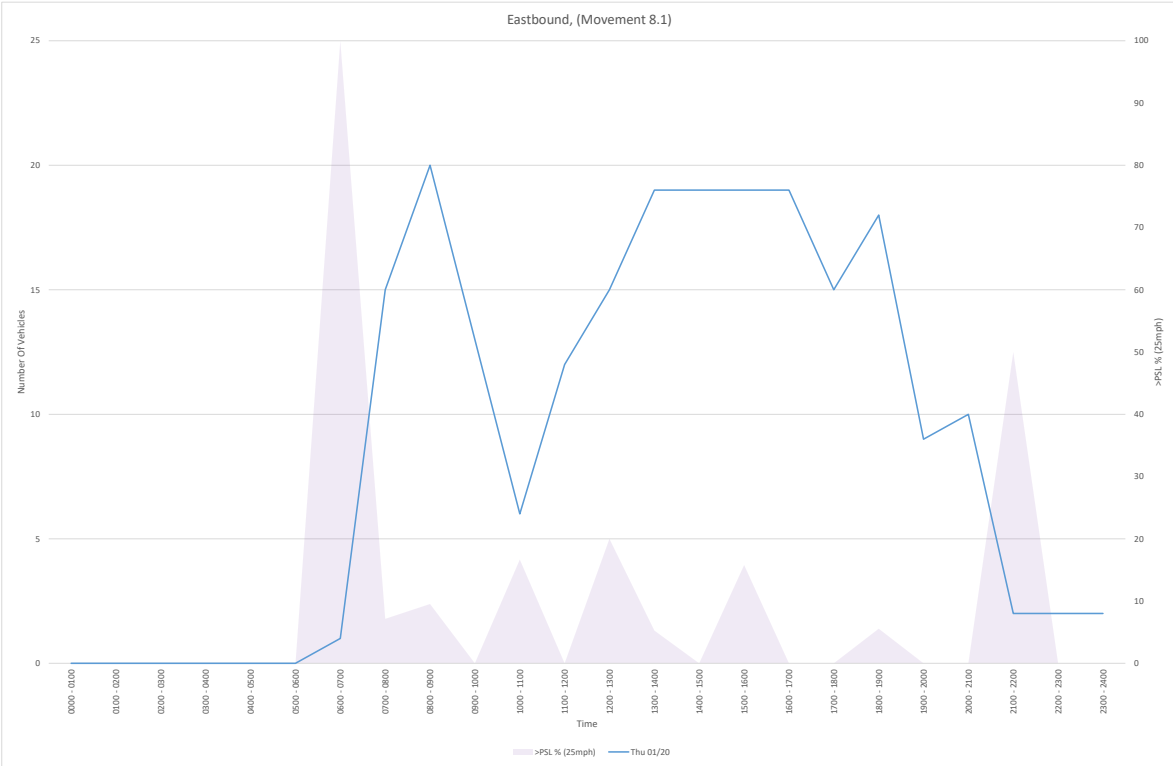
Site 8

Winding Ln NE,
west of Dresden Dr

Lat/Long
33.8640877, -84.320520*

 [Click here for Map](#)

0000 - 2400 (Weekday 24h Session)
Graphical Analysis NB EB



Bi-Directional Speed & Class Count || Graphical Analysis SB WB

Brookhaven, GA

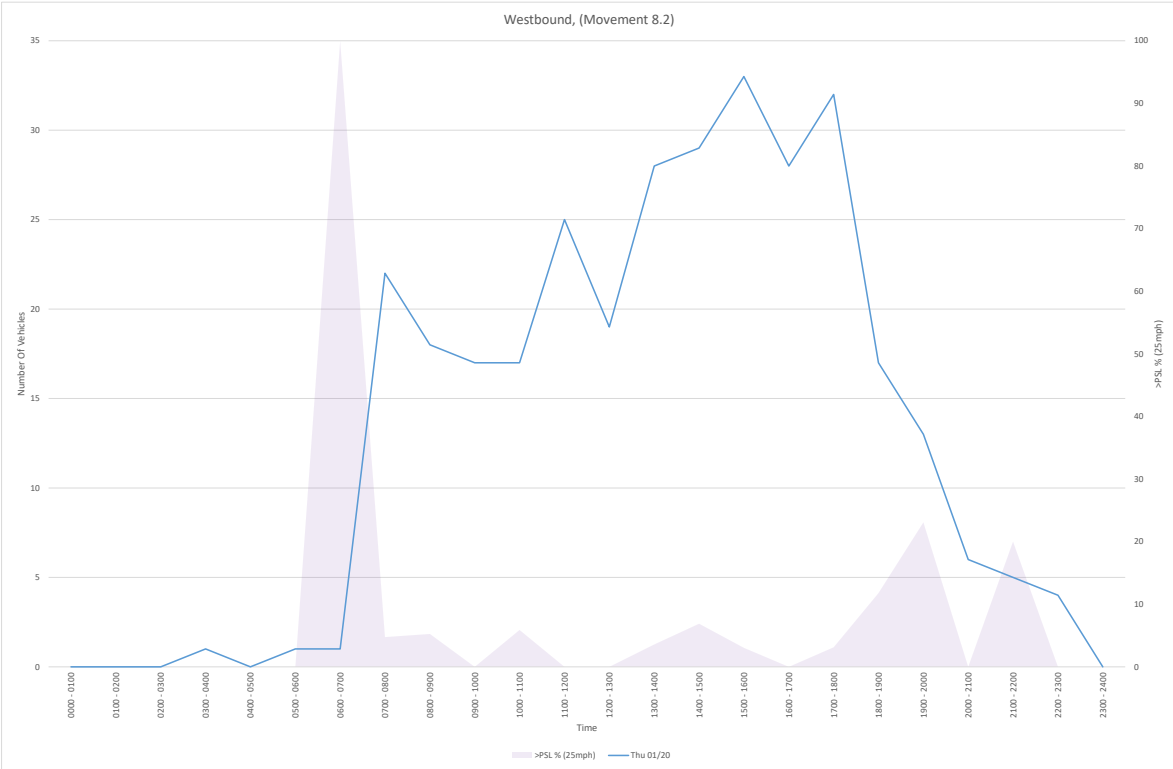
Site 8

Winding Ln NE,
west of Dresden Dr

Lat/Long
33.8640877, -84.320520*

 [Click here for Map](#)

0000 - 2400 (Weekday 24h Session)
Graphical Analysis SB WB



Bi-Directional Speed & Class Count | NB EB 15min



Brookhaven, GA

Site 9

Caldwell Rd NE,
west of Redding Rd NE

Date

Thursday, January 20, 2022

Weather

Light Rain Shower
45°F

Lat/Long

33.874389°, -84.326404°



0000 - 2400 (Weekday 24h Session)

NB EB 15min

Time	Eastbound, (Movement 9.1)													15min Total	60min Total	
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13			
0000 - 0015	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030 - 0045	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0115 - 0130	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0315 - 0330	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0400 - 0415	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
0415 - 0430	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445 - 0500	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	3
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0515 - 0530	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0545 - 0600	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	4
0600 - 0615	0	5	1	1	0	0	0	0	0	0	0	0	0	0	7	
0615 - 0630	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	
0630 - 0645	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9	
0645 - 0700	0	4	0	0	2	0	0	0	0	0	0	0	0	0	6	26
0700 - 0715	0	8	1	0	2	0	0	0	0	0	0	0	0	0	11	
0715 - 0730	0	34	7	1	0	0	0	0	0	0	0	0	0	0	42	
0730 - 0745	0	54	2	0	1	0	0	0	0	0	0	0	0	0	57	
0745 - 0800	0	34	3	0	7	1	0	0	0	0	0	0	0	0	45	155
0800 - 0815	0	33	4	0	2	0	0	0	0	0	0	0	0	0	39	
0815 - 0830	0	27	0	1	2	0	0	1	0	0	0	0	0	0	31	
0830 - 0845	0	23	1	0	2	0	0	0	0	0	0	0	0	0	26	
0845 - 0900	0	28	4	1	1	1	0	0	0	0	0	0	0	0	35	131
0900 - 0915	0	18	2	0	3	0	0	0	0	0	0	0	0	0	23	
0915 - 0930	0	15	3	0	4	0	0	0	0	0	0	0	0	0	22	
0930 - 0945	0	16	0	0	3	0	0	0	0	0	0	0	0	0	19	
0945 - 1000	0	14	3	0	2	0	0	0	0	0	0	0	0	0	19	83
1000 - 1015	0	10	2	0	3	0	0	0	0	0	0	0	0	0	15	
1015 - 1030	0	13	1	0	5	0	0	0	0	0	0	0	0	0	19	
1030 - 1045	0	17	1	1	0	0	0	0	0	0	0	0	0	0	19	
1045 - 1100	0	16	5	0	2	0	0	0	0	0	0	0	0	0	23	76
1100 - 1115	0	10	3	0	5	1	0	0	0	0	0	0	0	0	19	
1115 - 1130	0	20	4	0	1	0	0	0	0	0	0	0	0	0	25	
1130 - 1145	0	9	3	0	3	0	0	0	0	0	0	0	0	0	15	
1145 - 1200	0	20	5	0	3	0	0	0	0	0	0	0	0	0	28	87
1200 - 1215	0	28	1	1	2	0	0	0	0	0	0	0	0	0	32	
1215 - 1230	0	29	5	0	1	0	0	0	0	0	0	0	0	0	35	
1230 - 1245	0	20	2	0	0	0	0	0	0	0	0	0	0	0	22	
1245 - 1300	0	32	5	1	5	0	0	1	0	0	0	0	0	0	44	133
1300 - 1315	0	28	2	0	2	0	0	0	0	0	0	0	0	0	32	
1315 - 1330	0	24	2	0	2	0	0	0	0	0	0	0	0	0	28	
1330 - 1345	0	21	4	0	3	0	0	0	0	0	0	0	0	0	28	
1345 - 1400	0	30	4	0	2	0	0	0	0	0	0	0	0	0	36	124
1400 - 1415	0	17	3	0	1	0	0	0	0	0	0	0	0	0	21	
1415 - 1430	0	28	3	1	4	0	0	0	0	0	0	0	0	0	36	
1430 - 1445	0	33	4	0	1	0	0	0	0	0	0	0	0	0	38	
1445 - 1500	0	30	8	0	5	0	0	0	0	0	0	0	0	0	43	138
1500 - 1515	0	22	2	0	0	0	0	0	0	0	0	0	0	0	24	
1515 - 1530	0	40	4	0	3	0	0	0	0	0	0	0	0	0	47	
1530 - 1545	0	39	9	1	2	0	0	0	0	0	0	0	0	0	51	
1545 - 1600	0	21	3	0	1	0	0	0	0	0	0	0	0	0	25	147
1600 - 1615	0	37	3	0	4	0	0	0	0	0	0	0	0	0	44	
1615 - 1630	0	36	3	0	4	0	0	0	0	0	0	0	0	0	43	
1630 - 1645	5	55	4	1	6	0	0	0	0	0	0	0	0	0	71	
1645 - 1700	0	45	2	0	1	0	0	0	0	0	0	0	0	0	48	206
1700 - 1715	0	47	5	0	9	0	0	0	0	0	0	0	0	0	61	
1715 - 1730	1	45	5	0	3	1	0	0	0	0	0	0	0	0	55	
1730 - 1745	0	56	6	0	8	0	0	0	0	0	0	0	0	0	70	
1745 - 1800	0	59	8	0	2	1	0	1	1	0	0	0	0	0	72	258
1800 - 1815	0	52	3	0	1	0	0	1	0	0	0	0	0	0	57	
1815 - 1830	0	68	5	0	4	0	0	0	0	0	0	0	0	0	77	
1830 - 1845	0	50	5	0	1	0	0	0	0	0	0	0	0	0	56	
1845 - 1900	2	42	2	1	2	0	0	0	0	0	0	0	0	0	49	239
1900 - 1915	0	50	3	0	0	0	0	0	0	0	0	0	0	0	53	
1915 - 1930	0	29	4	0	3	0	0	0	0	0	0	0	0	0	36	
1930 - 1945	1	37	0	0	1	0	0	0	0	0	0	0	0	0	39	
1945 - 2000	0	34	1	0	2	0	0	0	0	0	0	0	0	0	37	165
2000 - 2015	0	28	0	0	1	0	0	0	0	0	0	0	0	0	29	
2015 - 2030	0	26	0	0	2	0	0	0	0	0	0	0	0	0	28	
2030 - 2045	0	26	2	0	4	0	0	0	0	0	0	0	0	0	32	
2045 - 2100	0	18	3	0	1	0	0	0	0	0	0	0	0	0	22	111
2100 - 2115	0	18	0	0	1	0	0	0	0	0	0	0	0	0	19	
2115 - 2130	0	17	1	0	1	0	0	0	0	0	0	0	0	0	19	
2130 - 2145	0	8	1	0	1	0	0	0	0	0	0	0	0	0	10	
2145 - 2200	0	11	2	0	2	0	0	0	0	0	0	0	0	0	15	63
2200 - 2215	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7	
2215 - 2230	0	11	1	0	1	0	0	0	0	0	0	0	0	0	13	
2230 - 2245	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8	
2245 - 2300	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	31
2300 - 2315	0	6	0	0	0	1	0	0	0	0	0	0	0	0	7	
2315 - 2330	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	
2330 - 2345	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	
2345 - 0000	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	18

Session Total	9	1835	187	11	153	6	0	4	1	0	0	0	0	0	2206
Session Average	0.09	19.11	1.95	0.11	1.59	0.06	0.00	0.04	0.01	0.00	0.00	0.00	0.00	0.00	22.98
Session Percentage															

Bi-Directional Speed & Class Count || SB WB 15min



Brookhaven, GA

Site 9
Caldwell Rd NE,
west of Redding Rd NE

Date
Thursday, January 20, 2022

Weather
Light Rain Shower
45°F

Lat/Long
33.874389°, -84.326404°

[Click here for Map](#)

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

Time	Westbound (Movement 9.2)													15min Total	60min Total
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13		
0000 - 0015	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0015 - 0030	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0030 - 0045	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
0100 - 0115	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0145 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4
0200 - 0215	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0415 - 0430	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0430 - 0445	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0445 - 0500	0	4	0	0	0	0	0	0	0	0	0	0	0	4	8
0500 - 0515	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
0515 - 0530	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0530 - 0545	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
0545 - 0600	0	3	2	0	1	0	0	0	0	0	0	0	0	6	25
0600 - 0615	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
0615 - 0630	0	12	2	0	0	0	0	0	0	0	0	0	0	14	
0630 - 0645	0	22	0	0	0	0	0	0	0	0	0	0	0	22	
0645 - 0700	0	24	3	0	0	0	0	0	0	0	0	0	0	27	71
0700 - 0715	0	44	3	0	0	0	0	0	0	0	0	0	0	47	
0715 - 0730	0	56	4	0	2	0	0	0	0	0	0	0	0	62	
0730 - 0745	0	64	3	0	3	0	0	0	0	0	0	0	0	70	
0745 - 0800	0	51	5	2	3	0	0	0	0	0	0	0	0	61	240
0800 - 0815	0	30	6	0	1	0	0	0	0	0	0	0	0	37	
0815 - 0830	0	28	2	1	0	0	0	0	0	0	0	0	0	31	
0830 - 0845	0	55	1	0	0	1	0	0	0	0	0	0	0	57	
0845 - 0900	0	26	1	0	0	0	0	0	0	0	0	0	0	27	152
0900 - 0915	0	23	2	1	3	0	0	0	0	0	0	0	0	29	
0915 - 0930	0	19	2	0	1	0	0	0	0	0	0	0	0	22	
0930 - 0945	0	18	3	0	0	0	0	0	0	0	0	0	0	21	
0945 - 1000	0	19	2	0	1	0	0	0	0	0	0	0	0	22	94
1000 - 1015	0	24	4	0	1	0	0	0	0	0	0	0	0	29	
1015 - 1030	0	18	0	0	0	0	0	0	0	0	0	0	0	18	
1030 - 1045	0	21	5	0	0	1	0	0	0	0	0	0	0	27	
1045 - 1100	0	18	1	1	0	0	0	0	0	0	0	0	0	20	94
1100 - 1115	0	27	4	0	1	0	0	0	0	0	0	0	0	32	
1115 - 1130	0	9	2	0	0	1	0	0	0	0	0	0	0	12	
1130 - 1145	0	19	10	0	0	0	0	0	0	0	0	0	0	29	
1145 - 1200	0	23	0	0	0	0	0	0	0	0	0	0	0	23	93
1200 - 1215	0	23	2	1	0	0	0	0	0	0	0	0	0	26	
1215 - 1230	0	25	2	0	0	0	0	0	0	0	0	0	0	27	
1230 - 1245	0	27	2	0	0	0	0	0	0	0	0	0	0	29	
1245 - 1300	0	22	1	1	0	0	0	0	0	0	0	0	0	24	106
1300 - 1315	0	16	2	0	2	0	0	0	0	0	0	0	0	20	
1315 - 1330	0	21	7	0	1	0	0	0	0	0	0	0	0	29	
1330 - 1345	0	16	1	0	0	0	0	0	0	0	0	0	0	17	
1345 - 1400	0	20	4	0	0	0	0	0	0	0	0	0	0	24	90
1400 - 1415	0	35	6	0	1	0	0	0	0	0	0	0	0	42	
1415 - 1430	0	13	3	0	0	0	0	0	0	0	0	0	0	16	
1430 - 1445	0	18	5	0	1	0	0	1	0	0	0	0	0	25	
1445 - 1500	0	22	4	1	0	0	0	0	0	0	0	0	0	27	110
1500 - 1515	0	19	2	0	2	0	0	0	0	0	0	0	0	23	
1515 - 1530	0	24	3	0	0	0	0	0	0	0	0	0	0	27	
1530 - 1545	0	15	2	0	0	0	0	0	0	0	0	0	0	17	
1545 - 1600	0	29	1	0	2	0	0	0	0	0	0	0	0	32	99
1600 - 1615	0	22	5	0	0	0	0	0	0	0	0	0	0	27	
1615 - 1630	0	25	5	0	0	0	0	0	0	0	0	0	0	30	
1630 - 1645	0	25	4	2	1	1	0	0	0	0	0	0	0	33	
1645 - 1700	0	34	4	0	1	0	0	0	0	0	0	0	0	39	129
1700 - 1715	0	42	5	0	1	1	0	0	0	0	0	0	0	49	
1715 - 1730	0	33	0	0	0	0	0	0	0	0	0	0	0	33	
1730 - 1745	0	26	1	0	1	0	0	0	0	0	0	0	0	28	
1745 - 1800	0	27	3	0	0	0	0	0	0	0	0	0	0	30	140
1800 - 1815	0	32	4	0	2	0	0	0	0	0	0	0	0	38	
1815 - 1830	0	24	2	0	4	0	0	0	0	0	0	0	0	30	
1830 - 1845	0	30	2	0	0	0	0	0	0	0	0	0	0	32	
1845 - 1900	1	16	8	0	1	0	0	0	0	0	0	0	0	26	126
1900 - 1915	0	18	1	0	0	0	0	0	0	0	0	0	0	19	
1915 - 1930	0	18	6	0	0	0	0	1	0	0	0	0	0	25	
1930 - 1945	0	19	3	0	0	0	0	0	0	0	0	0	0	22	
1945 - 2000	0	9	2	0	0	0	0	0	0	0	0	0	0	11	77
2000 - 2015	1	17	5	0	1	0	0	0	0	0	0	0	0	24	
2015 - 2030	0	10	0	0	1	0	0	0	0	0	0	0	0	11	
2030 - 2045	0	9	0	0	0	0	0	0	0	0	0	0	0	9	
2045 - 2100	0	8	3	0	0	0	0	0	0	0	0	0	0	11	55
2100 - 2115	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
2115 - 2130	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
2130 - 2145	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
2145 - 2200	0	4	0	0	0	0	0	0	0	0	0	0	0	4	24
2200 - 2215	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
2215 - 2230	0	4	0	0	0	1	0	0	0	0	0	0	0	5	
2230 - 2245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2245 - 2300	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14
2300 - 2315	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
2315 - 2330	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
2330 - 2345	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
2345 - 0000	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14

Session Total	2	1534	182	10	39	6	0	2	0	0	0	0	0	1775
Session Average	0.02	15.98	1.90	0.10	0.41	0.06	0.00	0.02	0.00	0.00	0.00	0.00	0.00	18.49
Session Percentage	0.11	86.42	10.25	0.56	2.20	0.34	0.00	0.11	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0700 - 0800	0715 - 0815	0730 - 0830	0715 - 0815	0745 - 0845	-	-	-	-	-	-	-	0700 - 0800
AM Peak Hour Volume	0	215	18	3	9	1	0	0	0	0	0	0	0	240

Noon Peak Hour	-	1200 - 1300	1315 - 1415	1200 - 1300	1230 - 1330	1030 - 1130	-	1345 - 1445	-	-	-	-	-	1315 - 1415
Noon Peak Hour Volume	0	97	18	2	3	2	0	1	0	0	0	0	0	112

PM Peak Hour	1800 - 1900	164
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Bi-Directional Speed & Class Count || Bi-Directional 15min



Brookhaven, GA

Site 9
Caldwell Rd NE,
west of Redding Rd NE

Date
Thursday, January 20, 2022

Weather
Light Rain Shower
45°F

Lat/Long
33.874389°, -84.326404°

[Click here for Map](#)

0000 - 2400 (Weekday 24h Session)
Bi-Directional 15min

Time	Bi-Directional 15min													15min Total	60min Total	
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13			
0000 - 0015	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6	
0015 - 0030	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
0030 - 0045	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
0100 - 0115	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
0115 - 0130	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
0145 - 0200	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	6
0200 - 0215	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
0230 - 0245	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0315 - 0330	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2
0400 - 0415	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
0415 - 0430	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	
0430 - 0445	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
0445 - 0500	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5	11
0500 - 0515	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5	
0515 - 0530	0	5	0	0	1	0	0	0	0	0	0	0	0	0	6	
0530 - 0545	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9	
0545 - 0600	0	6	2	0	1	0	0	0	0	0	0	0	0	0	9	29
0600 - 0615	0	13	1	1	0	0	0	0	0	0	0	0	0	0	15	
0615 - 0630	0	16	2	0	0	0	0	0	0	0	0	0	0	0	18	
0630 - 0645	0	30	1	0	0	0	0	0	0	0	0	0	0	0	31	
0645 - 0700	0	28	3	0	2	0	0	0	0	0	0	0	0	0	33	97
0700 - 0715	0	52	4	0	2	0	0	0	0	0	0	0	0	0	58	
0715 - 0730	0	90	11	1	2	0	0	0	0	0	0	0	0	0	104	
0730 - 0745	0	118	5	0	4	0	0	0	0	0	0	0	0	0	127	
0745 - 0800	0	85	8	2	10	1	0	0	0	0	0	0	0	0	106	395
0800 - 0815	0	63	10	0	3	0	0	0	0	0	0	0	0	0	76	
0815 - 0830	0	55	2	2	2	0	1	0	0	0	0	0	0	0	62	
0830 - 0845	0	78	2	0	2	1	0	0	0	0	0	0	0	0	83	
0845 - 0900	0	54	5	1	1	1	0	0	0	0	0	0	0	0	62	283
0900 - 0915	0	41	4	1	6	0	0	0	0	0	0	0	0	0	52	
0915 - 0930	0	34	5	0	5	0	0	0	0	0	0	0	0	0	44	
0930 - 0945	0	34	3	0	3	0	0	0	0	0	0	0	0	0	40	
0945 - 1000	0	33	5	0	3	0	0	0	0	0	0	0	0	0	41	177
1000 - 1015	0	34	6	0	4	0	0	0	0	0	0	0	0	0	44	
1015 - 1030	0	31	1	0	5	0	0	0	0	0	0	0	0	0	37	
1030 - 1045	0	38	6	1	0	1	0	0	0	0	0	0	0	0	46	
1045 - 1100	0	34	6	1	2	0	0	0	0	0	0	0	0	0	43	170
1100 - 1115	0	37	7	0	6	1	0	0	0	0	0	0	0	0	51	
1115 - 1130	0	29	6	0	1	1	0	0	0	0	0	0	0	0	37	
1130 - 1145	0	28	13	0	3	0	0	0	0	0	0	0	0	0	44	
1145 - 1200	0	40	5	0	3	0	0	0	0	0	0	0	0	0	48	180
1200 - 1215	0	51	3	2	2	0	0	0	0	0	0	0	0	0	58	
1215 - 1230	0	54	7	0	1	0	0	0	0	0	0	0	0	0	62	
1230 - 1245	0	47	4	0	0	0	0	0	0	0	0	0	0	0	51	
1245 - 1300	0	54	6	2	5	0	1	0	0	0	0	0	0	0	68	239
1300 - 1315	0	44	4	0	4	0	0	0	0	0	0	0	0	0	52	
1315 - 1330	0	45	9	0	3	0	0	0	0	0	0	0	0	0	57	
1330 - 1345	0	37	5	0	3	0	0	0	0	0	0	0	0	0	45	
1345 - 1400	0	50	8	0	2	0	0	0	0	0	0	0	0	0	60	214
1400 - 1415	0	52	9	0	2	0	0	0	0	0	0	0	0	0	63	
1415 - 1430	0	41	6	1	4	0	0	0	0	0	0	0	0	0	52	
1430 - 1445	0	51	9	0	2	0	0	1	0	0	0	0	0	0	63	
1445 - 1500	0	52	12	1	5	0	0	0	0	0	0	0	0	0	70	248
1500 - 1515	0	41	4	0	2	0	0	0	0	0	0	0	0	0	47	
1515 - 1530	0	64	7	0	3	0	0	0	0	0	0	0	0	0	74	
1530 - 1545	0	54	11	1	2	0	0	0	0	0	0	0	0	0	68	
1545 - 1600	0	50	4	0	3	0	0	0	0	0	0	0	0	0	57	246
1600 - 1615	0	59	8	0	4	0	0	0	0	0	0	0	0	0	71	
1615 - 1630	0	61	8	0	4	0	0	0	0	0	0	0	0	0	73	
1630 - 1645	5	80	8	3	7	1	0	0	0	0	0	0	0	0	104	
1645 - 1700	0	79	6	0	2	0	0	0	0	0	0	0	0	0	87	335
1700 - 1715	0	89	10	0	10	1	0	0	0	0	0	0	0	0	110	
1715 - 1730	1	78	5	0	3	1	0	0	0	0	0	0	0	0	88	
1730 - 1745	0	82	7	0	9	0	0	0	0	0	0	0	0	0	98	
1745 - 1800	0	86	11	0	2	1	0	1	1	0	0	0	0	0	102	398
1800 - 1815	0	84	7	0	3	0	0	1	0	0	0	0	0	0	95	
1815 - 1830	0	92	7	0	8	0	0	0	0	0	0	0	0	0	107	
1830 - 1845	0	80	7	0	1	0	0	0	0	0	0	0	0	0	88	
1845 - 1900	3	58	10	1	3	0	0	0	0	0	0	0	0	0	75	365
1900 - 1915	0	68	4	0	0	0	0	0	0	0	0	0	0	0	72	
1915 - 1930	0	47	10	0	3	0	0	1	0	0	0	0	0	0	61	
1930 - 1945	1	56	3	0	1	0	0	0	0	0	0	0	0	0	61	
1945 - 2000	0	43	3	0	2	0	0	0	0	0	0	0	0	0	48	242
2000 - 2015	1	45	5	0	2	0	0	0	0	0	0	0	0	0	53	
2015 - 2030	0	36	0	0	3	0	0	0	0	0	0	0	0	0	39	
2030 - 2045	0	35	2	0	4	0	0	0	0	0	0	0	0	0	41	
2045 - 2100	0	26	6	0	1	0	0	0	0	0	0	0	0	0	33	166
2100 - 2115	0	23	1	0	1	0	0	0	0	0	0	0	0	0	25	
2115 - 2130	0	25	1	0	1	0	0	0	0	0	0	0	0	0	27	
2130 - 2145	0	14	1	0	1	0	0	0	0	0	0	0	0	0	16	
2145 - 2200	0	15	2	0	2	0	0	0	0	0	0	0	0	0	19	87
2200 - 2215	0	12	1	0	0	0	0	0	0	0	0	0	0	0	13	
2215 - 2230	0	15	1	0	1	1	0	0	0	0	0	0	0	0	18	
2230 - 2245	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9	
2245 - 2300	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5	45
2300 - 2315	0	9	0	0	0	1	0	0	0	0	0	0	0	0	10	
2315 - 2330	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9	
2330 - 2345	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8	
2345 - 0000	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5	32

Session Total	11	3269	369	21	192	12	0	6	1	0	0	0	0	0	3981
Session Average	0.11	35.09	3.84	0.22	2.00	0.13	0.00	0.06	0.01	0.00	0.00	0.00	0.00	0.00	41.47
Session Percentage	0.28	84.63	9.27	0.53	4.82	0.30	0.00	0.15	0.03	0.00	0.00	0.			

Bi-Directional Speed & Class Count || NB EB Speed 15min

Brookhaven, GA



Site 9

Caldwell Rd NE,
west of Redding Rd NE

Date

Thursday, January 20, 2022

Weather

Light Rain Shower
45°F

Lat/Long

33.874389°, -84.326404°



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

Time	Eastbound, (Movement 9-1)														15min Total	
	5-14 mph	15-19 mph	20-24 mph	25-29 mph	30-34 mph	35-39 mph	40-44 mph	45-49 mph	50-54 mph	55-59 mph	60-64 mph	65-69 mph	70-74 mph	75-79 mph		80-99 mph
0000 - 0015	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030 - 0045	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145 - 0200	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230 - 0245	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0415	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0415 - 0430	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445 - 0500	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515 - 0530	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545 - 0600	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
0600 - 0615	0	3	1	2	1	0	0	0	0	0	0	0	0	0	0	7
0615 - 0630	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
0630 - 0645	0	0	2	6	1	0	0	0	0	0	0	0	0	0	0	9
0645 - 0700	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	6
0700 - 0715	0	1	3	5	2	0	0	0	0	0	0	0	0	0	0	11
0715 - 0730	1	2	18	19	2	0	0	0	0	0	0	0	0	0	0	42
0730 - 0745	0	3	39	14	1	0	0	0	0	0	0	0	0	0	0	57
0745 - 0800	1	5	26	12	1	0	0	0	0	0	0	0	0	0	0	45
0800 - 0815	0	2	15	22	0	0	0	0	0	0	0	0	0	0	0	39
0815 - 0830	0	0	19	12	0	0	0	0	0	0	0	0	0	0	0	31
0830 - 0845	1	1	16	7	1	0	0	0	0	0	0	0	0	0	0	26
0845 - 0900	1	2	15	13	3	1	0	0	0	0	0	0	0	0	0	35
0900 - 0915	0	1	8	10	4	0	0	0	0	0	0	0	0	0	0	23
0915 - 0930	0	2	8	9	2	0	0	1	0	0	0	0	0	0	0	22
0930 - 0945	1	3	6	7	2	0	0	0	0	0	0	0	0	0	0	19
0945 - 1000	0	0	8	9	2	0	0	0	0	0	0	0	0	0	0	19
1000 - 1015	0	1	6	8	0	0	0	0	0	0	0	0	0	0	0	15
1015 - 1030	0	2	3	12	2	0	0	0	0	0	0	0	0	0	0	19
1030 - 1045	0	0	11	7	1	0	0	0	0	0	0	0	0	0	0	19
1045 - 1100	0	2	11	9	1	0	0	0	0	0	0	0	0	0	0	23
1100 - 1115	0	2	8	8	0	1	0	0	0	0	0	0	0	0	0	19
1115 - 1130	1	4	13	5	2	0	0	0	0	0	0	0	0	0	0	25
1130 - 1145	1	0	5	8	1	0	0	0	0	0	0	0	0	0	0	15
1145 - 1200	0	3	13	12	0	0	0	0	0	0	0	0	0	0	0	28
1200 - 1215	0	3	11	14	4	0	0	0	0	0	0	0	0	0	0	32
1215 - 1230	1	2	16	16	0	0	0	0	0	0	0	0	0	0	0	35
1230 - 1245	0	3	9	8	2	0	0	0	0	0	0	0	0	0	0	22
1245 - 1300	1	4	15	20	4	0	0	0	0	0	0	0	0	0	0	44
1300 - 1315	0	5	14	10	3	0	0	0	0	0	0	0	0	0	0	32
1315 - 1330	1	0	14	12	1	0	0	0	0	0	0	0	0	0	0	28
1330 - 1345	0	2	7	17	2	0	0	0	0	0	0	0	0	0	0	28
1345 - 1400	0	1	10	21	3	1	0	0	0	0	0	0	0	0	0	36
1400 - 1415	1	3	5	10	2	0	0	0	0	0	0	0	0	0	0	21
1415 - 1430	0	3	14	15	4	0	0	0	0	0	0	0	0	0	0	36
1430 - 1445	0	3	15	17	3	0	0	0	0	0	0	0	0	0	0	38
1445 - 1500	0	6	22	15	0	0	0	0	0	0	0	0	0	0	0	43
1500 - 1515	0	1	8	13	2	0	0	0	0	0	0	0	0	0	0	24
1515 - 1530	0	2	19	24	2	0	0	0	0	0	0	0	0	0	0	47
1530 - 1545	0	5	24	20	2	0	0	0	0	0	0	0	0	0	0	51
1545 - 1600	0	0	11	8	6	0	0	0	0	0	0	0	0	0	0	25
1600 - 1615	0	2	14	25	3	0	0	0	0	0	0	0	0	0	0	44
1615 - 1630	0	2	19	20	2	0	0	0	0	0	0	0	0	0	0	43
1630 - 1645	6	6	36	17	6	0	0	0	0	0	0	0	0	0	0	71
1645 - 1700	0	2	21	22	3	0	0	0	0	0	0	0	0	0	0	48
1700 - 1715	0	3	38	16	4	0	0	0	0	0	0	0	0	0	0	61
1715 - 1730	2	3	23	25	1	0	0	0	0	0	0	0	0	0	1	55
1730 - 1745	0	4	19	43	4	0	0	0	0	0	0	0	0	0	0	70
1745 - 1800	1	8	29	28	6	0	0	0	0	0	0	0	0	0	0	72
1800 - 1815	0	1	28	25	3	0	0	0	0	0	0	0	0	0	0	57
1815 - 1830	0	7	33	30	7	0	0	0	0	0	0	0	0	0	0	77
1830 - 1845	0	3	29	22	2	0	0	0	0	0	0	0	0	0	0	56
1845 - 1900	2	1	14	27	4	1	0	0	0	0	0	0	0	0	0	49
1900 - 1915	0	3	23	26	0	1	0	0	0	0	0	0	0	0	0	53
1915 - 1930	0	2	16	14	4	0	0	0	0	0	0	0	0	0	0	36
1930 - 1945	1	1	14	21	2	0	0	0	0	0	0	0	0	0	0	39
1945 - 2000	0	2	21	13	1	0	0	0	0	0	0	0	0	0	0	37
2000 - 2015	0	0	10	17	2	0	0	0	0	0	0	0	0	0	0	29
2015 - 2030	0	1	11	15	1	0	0	0	0	0	0	0	0	0	0	28
2030 - 2045	0	0	11	18	3	0	0	0	0	0	0	0	0	0	0	32
2045 - 2100	0	0	9	12	1	0	0	0	0	0	0	0	0	0	0	22
2100 - 2115	0	0	6	9	4	0	0	0	0	0	0	0	0	0	0	19
2115 - 2130	0	1	8	8	2	0	0	0	0	0	0	0	0	0	0	19
2130 - 2145	0	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
2145 - 2200	1	0	5	6	3	0	0	0	0	0	0	0	0	0	0	15
2200 - 2215	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	7
2215 - 2230	0	0	6	5	2	0	0	0	0	0	0	0	0	0	0	13
2230 - 2245	0	1	4	3	0	0	0	0	0	0	0	0	0	0	0	8
2245 - 2300	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3
2300 - 2315	0	1	3	2	1	0	0	0	0	0	0	0	0	0	0	7
2315 - 2330	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
2330 - 2345	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
2345 - 2400	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3

Session Total 24 139 944 950 142 5 0 1 0 0 0 0 0 0 0 1 2206

10mph Pace Speed

Bi-Directional Speed & Class Count || SB WB Speed 15min

Brookhaven, GA



Site 9

Caldwell Rd NE,
west of Redding Rd NE

Date

Thursday, January 20, 2022

Weather

Light Rain Shower
45°F

Lat/Long

33.874389°, -84.326404°



[Click here for Map](#)

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

Time	Westbound, (Movement 9.2)														15min Total	
	5-14 mph	15-19 mph	20-24 mph	25-29 mph	30-34 mph	35-39 mph	40-44 mph	45-49 mph	50-54 mph	55-59 mph	60-64 mph	65-69 mph	70-74 mph	75-79 mph		80-99 mph
0000 - 0015	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
0015 - 0030	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0030 - 0045	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0115	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130 - 0145	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0145 - 0200	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0200 - 0215	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
0215 - 0230	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345 - 0400	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415 - 0430	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3
0430 - 0445	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0445 - 0500	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
0500 - 0515	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
0515 - 0530	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
0530 - 0545	0	0	1	7	1	0	0	0	0	0	0	0	0	0	0	9
0545 - 0600	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
0600 - 0615	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	8
0615 - 0630	0	1	5	7	1	0	0	0	0	0	0	0	0	0	0	14
0630 - 0645	0	3	9	10	0	0	0	0	0	0	0	0	0	0	0	22
0645 - 0700	0	2	9	16	0	0	0	0	0	0	0	0	0	0	0	27
0700 - 0715	0	3	18	24	1	1	0	0	0	0	0	0	0	0	0	47
0715 - 0730	0	1	38	23	0	0	0	0	0	0	0	0	0	0	0	62
0730 - 0745	0	6	37	25	1	0	1	0	0	0	0	0	0	0	0	70
0745 - 0800	0	6	37	18	0	0	0	0	0	0	0	0	0	0	0	61
0800 - 0815	0	4	20	13	0	0	0	0	0	0	0	0	0	0	0	37
0815 - 0830	0	0	13	17	0	1	0	0	0	0	0	0	0	0	0	31
0830 - 0845	0	2	33	21	0	0	1	0	0	0	0	0	0	0	0	57
0845 - 0900	0	0	10	14	3	0	0	0	0	0	0	0	0	0	0	27
0900 - 0915	0	5	11	12	1	0	0	0	0	0	0	0	0	0	0	29
0915 - 0930	0	1	7	14	0	0	0	0	0	0	0	0	0	0	0	22
0930 - 0945	0	4	6	9	2	0	0	0	0	0	0	0	0	0	0	21
0945 - 1000	0	0	12	9	1	0	0	0	0	0	0	0	0	0	0	22
1000 - 1015	0	3	17	7	1	1	0	0	0	0	0	0	0	0	0	29
1015 - 1030	0	1	11	5	1	0	0	0	0	0	0	0	0	0	0	18
1030 - 1045	0	3	16	8	0	0	0	0	0	0	0	0	0	0	0	27
1045 - 1100	0	2	8	9	1	0	0	0	0	0	0	0	0	0	0	20
1100 - 1115	0	2	18	11	1	0	0	0	0	0	0	0	0	0	0	32
1115 - 1130	0	3	3	5	1	0	0	0	0	0	0	0	0	0	0	12
1130 - 1145	1	2	16	8	2	0	0	0	0	0	0	0	0	0	0	29
1145 - 1200	0	0	4	11	1	0	0	0	0	0	0	0	0	0	0	20
1200 - 1215	0	5	14	5	2	0	0	0	0	0	0	0	0	0	0	26
1215 - 1230	0	2	13	12	0	0	0	0	0	0	0	0	0	0	0	27
1230 - 1245	0	3	16	9	1	0	0	0	0	0	0	0	0	0	0	29
1245 - 1300	0	2	9	13	0	0	0	0	0	0	0	0	0	0	0	24
1300 - 1315	0	3	9	7	1	0	0	0	0	0	0	0	0	0	0	20
1315 - 1330	0	1	18	7	0	0	0	0	0	0	0	0	0	0	0	29
1330 - 1345	0	0	3	13	1	0	0	0	0	0	0	0	0	0	0	17
1345 - 1400	0	0	11	13	0	0	0	0	0	0	0	0	0	0	0	24
1400 - 1415	1	0	21	19	1	0	0	0	0	0	0	0	0	0	0	42
1415 - 1430	0	3	7	5	1	0	0	0	0	0	0	0	0	0	0	16
1430 - 1445	0	5	12	8	0	0	0	0	0	0	0	0	0	0	0	25
1445 - 1500	0	0	13	14	0	0	0	0	0	0	0	0	0	0	0	27
1500 - 1515	0	1	15	7	0	0	0	0	0	0	0	0	0	0	0	23
1515 - 1530	0	2	9	15	1	0	0	0	0	0	0	0	0	0	0	27
1530 - 1545	0	1	7	9	0	0	0	0	0	0	0	0	0	0	0	17
1545 - 1600	0	2	19	10	1	0	0	0	0	0	0	0	0	0	0	32
1600 - 1615	0	0	18	9	0	0	0	0	0	0	0	0	0	0	0	27
1615 - 1630	0	3	14	13	0	0	0	0	0	0	0	0	0	0	0	30
1630 - 1645	0	3	18	12	0	0	0	0	0	0	0	0	0	0	0	33
1645 - 1700	0	2	24	13	0	0	0	0	0	0	0	0	0	0	0	39
1700 - 1715	0	8	23	17	0	1	0	0	0	0	0	0	0	0	0	49
1715 - 1730	0	5	19	9	0	0	0	0	0	0	0	0	0	0	0	33
1730 - 1745	0	1	16	10	1	0	0	0	0	0	0	0	0	0	0	28
1745 - 1800	0	2	15	12	1	0	0	0	0	0	0	0	0	0	0	30
1800 - 1815	0	5	18	13	2	0	0	0	0	0	0	0	0	0	0	38
1815 - 1830	0	0	14	15	0	0	0	0	0	0	0	0	0	1	0	30
1830 - 1845	1	0	19	12	0	0	0	0	0	0	0	0	0	0	0	32
1845 - 1900	0	2	12	12	0	0	0	0	0	0	0	0	0	0	0	26
1900 - 1915	0	2	6	10	1	0	0	0	0	0	0	0	0	0	0	19
1915 - 1930	0	2	15	7	1	0	0	0	0	0	0	0	0	0	0	25
1930 - 1945	0	1	12	9	0	0	0	0	0	0	0	0	0	0	0	22
1945 - 2000	0	2	4	4	1	0	0	0	0	0	0	0	0	0	0	11
2000 - 2015	0	0	16	8	0	0	0	0	0	0	0	0	0	0	0	24
2015 - 2030	0	1	5	4	1	0	0	0	0	0	0	0	0	0	0	11
2030 - 2045	0	0	3	3	3	0	0	0	0	0	0	0	0	0	0	9
2045 - 2100	0	1	5	4	1	0	0	0	0	0	0	0	0	0	0	11
2100 - 2115	0	1	1	4	0	0	0	0	0	0	0	0	0	0	0	6
2115 - 2130	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	8
2130 - 2145	1	0	3	1	1	0	0	0	0	0	0	0	0	0	0	6
2145 - 2200	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	4
2200 - 2215	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	6
2215 - 2230	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	5
2230 - 2245	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2245 - 2300	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
2300 - 2315	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
2315 - 2330	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	5
2330 - 2345	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4
2345 - 2400	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2

Session Total 4 132 878 709 45 4 2 0 0 0 0 0 0 0 0 1 0 1775

10mph Pace Speed	Number in Pace	15th Percentile	50th Percentile
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Bi-Directional Speed & Class Count || Bi-Directional Speed 15min

Brookhaven, GA



Site 9
Caldwell Rd NE,
west of Redding Rd NE

Date
Thursday, January 20, 2022

Weather
Light Rain Shower
45°F

Lat/Long
33.874389°, -84.326404°

[Click here for Map](#)

0000 - 2400 (Weekday 24h Session)
Bi-Directional Speed 15min

Time	Westbound, (Movement 9.2)															15min Total
	5-14 mph	15-19 mph	20-24 mph	25-29 mph	30-34 mph	35-39 mph	40-44 mph	45-49 mph	50-54 mph	55-59 mph	60-64 mph	65-69 mph	70-74 mph	75-79 mph	80-99 mph	
0000 - 0015	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	6
0015 - 0030	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0030 - 0045	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0115	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
0115 - 0130	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0130 - 0145	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0145 - 0200	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0200 - 0215	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
0215 - 0230	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0230 - 0245	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345 - 0400	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0400 - 0415	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0415 - 0430	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	4
0430 - 0445	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0445 - 0500	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	5
0500 - 0515	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
0515 - 0530	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	6
0530 - 0545	0	0	1	7	1	0	0	0	0	0	0	0	0	0	0	9
0545 - 0600	0	1	6	2	0	0	0	0	0	0	0	0	0	0	0	9
0600 - 0615	0	3	5	6	1	0	0	0	0	0	0	0	0	0	0	15
0615 - 0630	0	1	7	9	1	0	0	0	0	0	0	0	0	0	0	18
0630 - 0645	0	3	11	16	1	0	0	0	0	0	0	0	0	0	0	31
0645 - 0700	0	4	12	17	0	0	0	0	0	0	0	0	0	0	0	33
0700 - 0715	0	4	21	29	3	1	0	0	0	0	0	0	0	0	0	58
0715 - 0730	1	3	56	42	2	0	0	0	0	0	0	0	0	0	0	104
0730 - 0745	0	9	76	39	2	0	1	0	0	0	0	0	0	0	0	127
0745 - 0800	1	11	63	30	1	0	0	0	0	0	0	0	0	0	0	106
0800 - 0815	0	6	35	35	0	0	0	0	0	0	0	0	0	0	0	76
0815 - 0830	0	0	32	29	0	1	0	0	0	0	0	0	0	0	0	62
0830 - 0845	1	3	49	28	1	0	1	0	0	0	0	0	0	0	0	83
0845 - 0900	1	2	25	27	6	1	0	0	0	0	0	0	0	0	0	62
0900 - 0915	0	6	19	22	5	0	0	0	0	0	0	0	0	0	0	52
0915 - 0930	0	3	15	23	2	0	0	1	0	0	0	0	0	0	0	44
0930 - 0945	1	7	12	16	4	0	0	0	0	0	0	0	0	0	0	40
0945 - 1000	0	0	20	18	3	0	0	0	0	0	0	0	0	0	0	41
1000 - 1015	0	4	23	15	1	1	0	0	0	0	0	0	0	0	0	44
1015 - 1030	0	3	14	17	3	0	0	0	0	0	0	0	0	0	0	37
1030 - 1045	0	3	27	15	1	0	0	0	0	0	0	0	0	0	0	46
1045 - 1100	0	4	19	18	2	0	0	0	0	0	0	0	0	0	0	43
1100 - 1115	0	4	26	19	1	1	0	0	0	0	0	0	0	0	0	51
1115 - 1130	1	7	16	10	3	0	0	0	0	0	0	0	0	0	0	37
1130 - 1145	2	7	21	16	3	0	0	0	0	0	0	0	0	0	0	44
1145 - 1200	0	3	21	23	1	0	0	0	0	0	0	0	0	0	0	48
1200 - 1215	0	8	25	19	6	0	0	0	0	0	0	0	0	0	0	58
1215 - 1230	1	4	29	28	0	0	0	0	0	0	0	0	0	0	0	62
1230 - 1245	0	6	25	17	3	0	0	0	0	0	0	0	0	0	0	51
1245 - 1300	1	6	24	33	4	0	0	0	0	0	0	0	0	0	0	68
1300 - 1315	0	8	23	17	4	0	0	0	0	0	0	0	0	0	0	52
1315 - 1330	1	1	32	22	1	0	0	0	0	0	0	0	0	0	0	57
1330 - 1345	0	2	10	30	3	0	0	0	0	0	0	0	0	0	0	45
1345 - 1400	0	1	21	34	3	1	0	0	0	0	0	0	0	0	0	60
1400 - 1415	2	3	26	29	3	0	0	0	0	0	0	0	0	0	0	63
1415 - 1430	0	6	21	20	5	0	0	0	0	0	0	0	0	0	0	52
1430 - 1445	0	8	27	25	3	0	0	0	0	0	0	0	0	0	0	63
1445 - 1500	0	6	35	29	0	0	0	0	0	0	0	0	0	0	0	70
1500 - 1515	0	2	23	20	2	0	0	0	0	0	0	0	0	0	0	47
1515 - 1530	0	4	28	39	3	0	0	0	0	0	0	0	0	0	0	74
1530 - 1545	0	6	31	29	2	0	0	0	0	0	0	0	0	0	0	68
1545 - 1600	0	2	30	18	7	0	0	0	0	0	0	0	0	0	0	57
1600 - 1615	0	2	32	34	3	0	0	0	0	0	0	0	0	0	0	71
1615 - 1630	0	5	33	33	2	0	0	0	0	0	0	0	0	0	0	73
1630 - 1645	6	9	54	29	6	0	0	0	0	0	0	0	0	0	0	104
1645 - 1700	0	4	45	35	3	0	0	0	0	0	0	0	0	0	0	87
1700 - 1715	0	11	61	33	4	1	0	0	0	0	0	0	0	0	0	110
1715 - 1730	2	8	42	34	1	0	0	0	0	0	0	0	0	1	0	88
1730 - 1745	0	5	35	53	5	0	0	0	0	0	0	0	0	0	0	98
1745 - 1800	1	10	44	40	7	0	0	0	0	0	0	0	0	0	0	102
1800 - 1815	0	6	46	38	5	0	0	0	0	0	0	0	0	0	0	95
1815 - 1830	0	7	47	45	7	0	0	0	0	0	0	0	0	1	0	107
1830 - 1845	1	3	48	34	2	0	0	0	0	0	0	0	0	0	0	88
1845 - 1900	2	3	26	39	4	1	0	0	0	0	0	0	0	0	0	75
1900 - 1915	0	5	29	36	1	1	0	0	0	0	0	0	0	0	0	72
1915 - 1930	0	4	31	21	5	0	0	0	0	0	0	0	0	0	0	61
1930 - 1945	1	2	26	30	2	0	0	0	0	0	0	0	0	0	0	61
1945 - 2000	0	4	25	17	2	0	0	0	0	0	0	0	0	0	0	48
2000 - 2015	0	0	26	25	2	0	0	0	0	0	0	0	0	0	0	53
2015 - 2030	0	2	16	19	2	0	0	0	0	0	0	0	0	0	0	39
2030 - 2045	0	0	14	21	6	0	0	0	0	0	0	0	0	0	0	41
2045 - 2100	0	1	14	16	2	0	0	0	0	0	0	0	0	0	0	33
2100 - 2115	0	1	7	13	4	0	0	0	0	0	0	0	0	0	0	25
2115 - 2130	0	1	12	12	2	0	0	0	0	0	0	0	0	0	0	27
2130 - 2145	1	0	11	3	1	0	0	0	0	0	0	0	0	0	0	16
2145 - 2200	1	0	7	7	4	0	0	0	0	0	0	0	0	0	0	19
2200 - 2215	0	0	3	9	1	0	0	0	0	0	0	0	0	0	0	13
2215 - 2230	0	2	8	6	2	0	0	0	0	0	0	0	0	0	0	18
2230 - 2245	0	2	4	3	0	0	0	0	0	0	0	0	0	0	0	9
2245 - 2300	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	5
2300 - 2315	0	1	4	4	1	0	0	0	0	0	0	0	0	0	0	10
2315 - 2330	0	1	4	3	1	0	0	0	0	0	0	0	0	0	0	9
2330 - 2345	0	2	3	3	0	0	0	0	0	0	0	0	0	0	0	8
2345 - 2400	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	5

Session Total: 28 | 271 | 1822 | 1659 | 187 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3981

10mph Pace Speed	Number in Pace
20-29	3481 (87.4%)

15th Percentile

Bi-Directional Speed & Class Count || Graphical Analysis NB EB

Brookhaven, GA

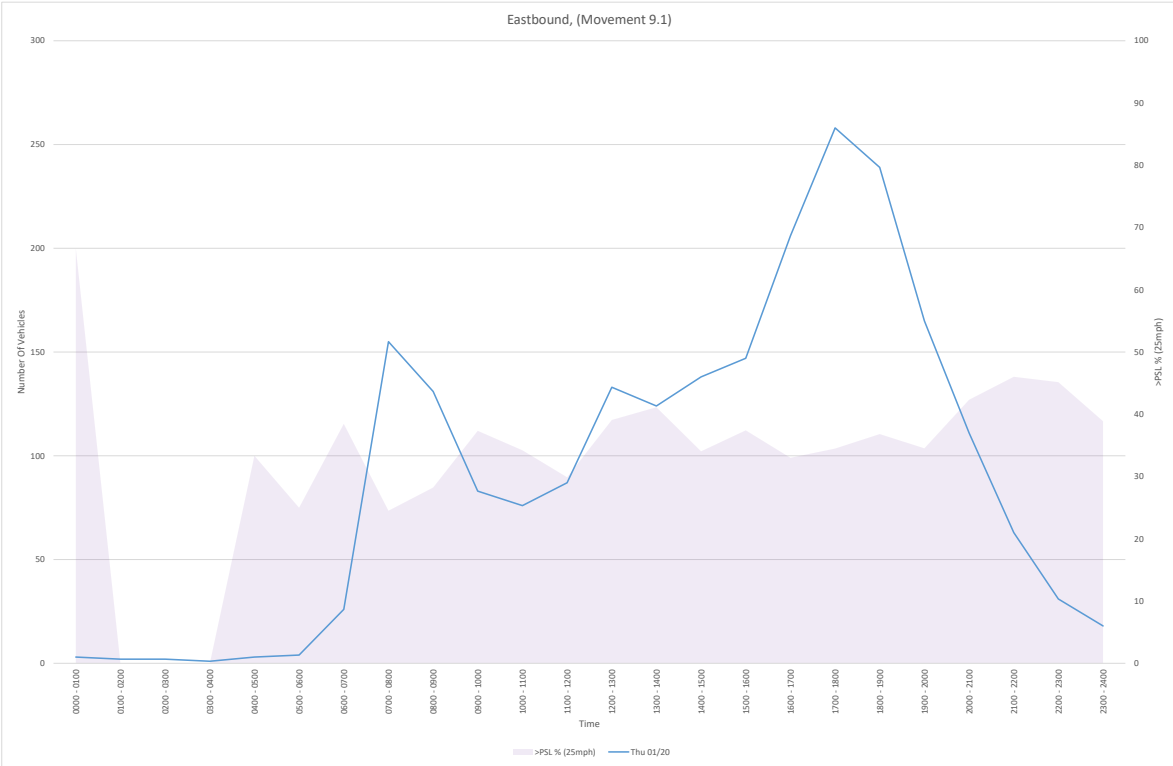
Site 9

Caldwell Rd NE,
west of Redding Rd NE

Lat/Long
33.874389°, -84.326404°

 [Click here for Map](#)

0000 - 2400 (Weekday 24h Session) Graphical Analysis NB EB



Bi-Directional Speed & Class Count || Graphical Analysis SB WB

Brookhaven, GA

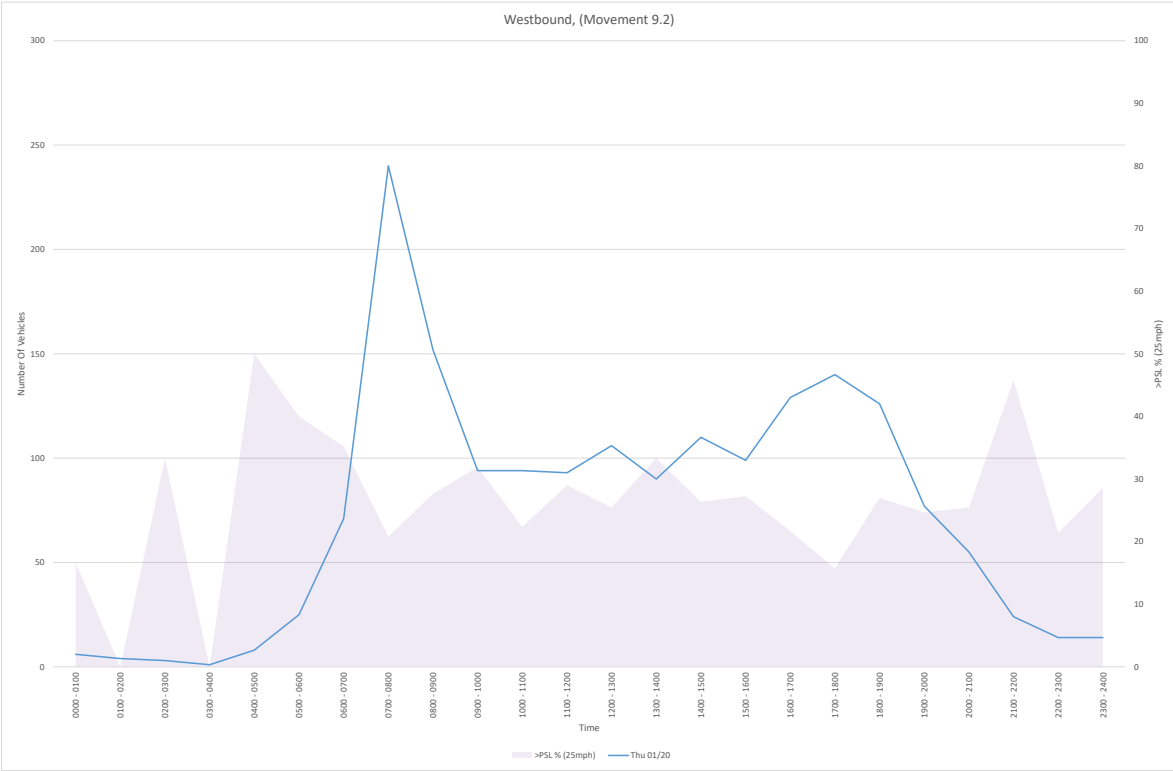
Site 9

Caldwell Rd NE,
west of Redding Rd NE

Lat/Long
33.874389°, -84.326404°

 [Click here for Map](#)

0000 - 2400 (Weekday 24h Session)
Graphical Analysis SB WB



Bi-Directional Speed & Class Count || SB WB 15min



Brookhaven, GA

Site 10

Caldwell Rd NE,
west of Cynthia Dr NE

Date

Thursday, January 20, 2022

Weather

Light Rain Shower
45°F

Lat/Long

33.875996°, -84.323703°



[Click here for Map](#)

0000 - 2400 (Weekday 24h Session)

SB WB 15min

Time	Westbound, (Movement 10.2)													15min Total	60min Total	
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13			
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015 - 0030	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445 - 0500	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
0500 - 0515	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0515 - 0530	0	3	2	0	1	0	0	0	0	0	0	0	0	0	0	6
0530 - 0545	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0545 - 0600	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0600 - 0615	0	7	1	0	1	0	0	0	0	0	0	0	0	0	0	9
0615 - 0630	0	3	0	0	2	0	0	0	0	0	0	0	0	0	0	5
0630 - 0645	0	4	0	0	2	0	0	0	0	0	0	0	0	0	0	6
0645 - 0700	0	10	0	0	1	0	0	0	0	0	0	0	0	0	0	11
0700 - 0715	0	29	4	2	1	0	0	0	0	0	0	0	0	0	0	36
0715 - 0730	0	93	9	0	3	0	0	0	0	0	0	0	0	0	0	105
0730 - 0745	1	100	9	1	2	0	0	0	0	0	0	0	0	0	0	113
0745 - 0800	0	51	7	0	4	0	0	0	0	0	0	0	0	0	0	62
0800 - 0815	0	29	2	0	3	0	0	0	0	0	0	0	0	0	0	34
0815 - 0830	0	35	4	0	2	0	0	0	0	0	0	0	0	0	0	41
0830 - 0845	0	33	4	0	1	0	0	0	0	0	0	0	0	0	0	38
0845 - 0900	0	25	4	0	5	0	0	0	0	0	0	0	0	0	0	34
0900 - 0915	0	19	3	0	0	0	0	0	0	0	0	0	0	0	0	22
0915 - 0930	0	8	3	0	1	0	0	0	0	0	0	0	0	0	0	12
0930 - 0945	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	16
0945 - 1000	0	10	1	0	1	0	0	0	0	0	0	0	0	0	0	12
1000 - 1015	0	11	4	0	1	0	0	0	0	0	0	0	0	0	0	16
1015 - 1030	0	15	3	0	1	0	0	0	0	0	0	0	0	0	0	19
1030 - 1045	0	12	1	0	1	0	0	0	0	0	0	0	0	0	0	14
1045 - 1100	0	18	1	0	2	1	0	0	0	0	0	0	0	0	0	22
1100 - 1115	0	11	2	0	4	0	0	0	0	0	0	0	0	0	0	17
1115 - 1130	0	15	3	0	1	0	0	0	0	0	0	0	0	0	0	19
1130 - 1145	0	16	3	0	3	0	0	0	0	0	0	0	0	0	0	22
1145 - 1200	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	16
1200 - 1215	0	18	2	0	2	0	0	0	0	0	0	0	0	0	0	22
1215 - 1230	1	17	2	0	3	0	0	0	0	0	0	0	0	0	0	23
1230 - 1245	0	22	3	0	1	1	0	0	0	0	0	0	0	0	0	27
1245 - 1300	0	15	6	0	4	0	0	1	0	0	0	0	0	0	0	26
1300 - 1315	0	22	1	0	2	0	0	0	0	0	0	0	0	0	0	25
1315 - 1330	0	11	1	0	1	0	0	0	0	0	0	0	0	0	0	13
1330 - 1345	0	15	3	0	1	0	0	0	0	0	0	0	0	0	0	19
1345 - 1400	0	23	1	0	2	0	0	0	0	0	0	0	0	0	0	26
1400 - 1415	0	20	3	1	4	0	0	0	0	0	0	0	0	0	0	28
1415 - 1430	1	55	4	2	3	0	0	0	0	0	0	0	0	0	0	65
1430 - 1445	0	49	8	0	2	0	0	0	0	0	0	0	0	0	0	59
1445 - 1500	0	33	2	1	5	0	0	0	0	0	0	0	0	0	0	41
1500 - 1515	0	23	1	0	1	0	0	1	0	0	0	0	0	0	0	26
1515 - 1530	0	31	0	0	2	0	0	0	0	0	0	0	0	0	0	33
1530 - 1545	0	37	5	0	4	0	0	0	0	0	0	0	0	0	0	46
1545 - 1600	0	18	1	0	2	0	0	0	0	0	0	0	0	0	0	21
1600 - 1615	0	25	0	0	1	0	0	0	0	0	0	0	0	0	0	26
1615 - 1630	0	26	1	1	4	0	0	0	0	0	0	0	0	0	0	32
1630 - 1645	0	34	4	0	1	0	0	0	0	0	0	0	0	0	0	39
1645 - 1700	0	34	6	0	0	0	0	0	0	0	0	0	0	0	0	40
1700 - 1715	1	32	3	0	2	0	0	0	0	0	0	0	0	0	0	38
1715 - 1730	0	30	5	0	1	0	0	0	0	0	0	0	0	0	0	36
1730 - 1745	0	24	1	0	4	0	0	0	0	0	0	0	0	0	0	29
1745 - 1800	0	20	1	0	3	0	0	0	0	0	0	0	0	0	0	24
1800 - 1815	0	25	1	0	0	0	0	0	0	0	0	0	0	0	0	26
1815 - 1830	0	30	2	0	2	0	0	0	0	0	0	0	0	0	0	34
1830 - 1845	0	14	1	0	1	0	0	0	0	0	0	0	0	0	0	16
1845 - 1900	0	14	3	1	0	0	0	0	0	0	0	0	0	0	0	18
1900 - 1915	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	22
1915 - 1930	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
1930 - 1945	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15
1945 - 2000	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
2000 - 2015	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
2015 - 2030	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
2030 - 2045	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
2045 - 2100	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
2100 - 2115	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
2115 - 2130	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
2130 - 2145	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
2145 - 2200	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2200 - 2215	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2215 - 2230	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	5
2230 - 2245	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2315	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330 - 2345	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2345 - 0000	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Session Total	4	1434	146	9	102	2	0	2	0	0	0	0	0	0	0	1699
Session Average	0.04	14.94	1.													

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



Brookhaven, GA

Site 10
Caldwell Rd NE,
west of Cynthia Dr NE

Date
Thursday, January 20, 2022

Weather
Light Rain Shower
45°F

Lat/Long
33.875996°, -84.323703°

[Click here for Map](#)

0000 - 2400 (Weekday 24h Session)

Bi-Directional 15min

Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	15min Total	60min Total
0000 - 0015	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0015 - 0030	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0300 - 0315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0415 - 0430	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445 - 0500	0	6	0	0	0	0	0	0	0	0	0	0	0	6	7
0500 - 0515	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0515 - 0530	0	4	2	0	1	0	0	0	0	0	0	0	0	7	
0530 - 0545	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0545 - 0600	0	3	0	0	0	0	0	0	0	0	0	0	0	3	18
0600 - 0615	0	12	1	0	1	0	0	0	0	0	0	0	0	14	
0615 - 0630	0	8	2	0	2	0	0	0	0	0	0	0	0	12	
0630 - 0645	0	7	0	0	2	0	0	0	0	0	0	0	0	9	
0645 - 0700	0	26	0	1	1	0	0	0	0	0	0	0	0	28	63
0700 - 0715	0	86	9	2	1	0	0	0	0	0	0	0	0	98	
0715 - 0730	0	178	19	0	4	0	0	0	0	0	0	0	0	201	
0730 - 0745	2	153	12	1	3	0	0	0	0	0	0	0	0	171	
0745 - 0800	0	86	12	0	5	0	0	0	0	0	0	0	0	103	573
0800 - 0815	0	53	4	0	6	0	0	1	0	0	0	0	0	64	
0815 - 0830	0	60	8	0	2	0	0	0	0	0	0	0	0	70	
0830 - 0845	0	53	6	0	1	0	0	0	0	0	0	0	0	60	
0845 - 0900	0	38	6	0	7	0	0	0	0	0	0	0	0	51	245
0900 - 0915	0	39	5	0	1	0	0	0	0	0	0	0	0	45	
0915 - 0930	0	21	5	0	2	0	0	0	0	0	0	0	0	28	
0930 - 0945	0	25	5	0	2	0	0	0	0	0	0	0	0	32	
0945 - 1000	0	18	2	1	2	0	0	0	0	0	0	0	0	23	128
1000 - 1015	0	21	8	0	2	0	0	0	0	0	0	0	0	31	
1015 - 1030	0	29	5	0	1	0	0	0	0	0	0	0	0	35	
1030 - 1045	0	20	3	0	1	0	0	0	0	0	0	0	0	24	
1045 - 1100	0	33	4	0	2	1	0	0	0	0	0	0	0	40	130
1100 - 1115	0	28	4	0	5	0	0	0	0	0	0	0	0	37	
1115 - 1130	0	22	5	0	3	0	0	0	0	0	0	0	0	30	
1130 - 1145	0	30	3	0	4	0	0	0	0	0	0	0	0	37	
1145 - 1200	0	24	2	0	1	0	0	0	0	0	0	0	0	27	131
1200 - 1215	0	45	4	0	3	0	0	0	0	0	0	0	0	52	
1215 - 1230	1	28	5	0	6	1	0	0	0	0	0	0	0	41	
1230 - 1245	0	44	9	1	2	1	0	0	0	0	0	0	0	57	
1245 - 1300	0	39	10	0	4	0	0	1	0	0	0	0	0	54	204
1300 - 1315	0	46	2	0	2	0	0	0	0	0	0	0	0	50	
1315 - 1330	0	43	8	0	3	0	0	0	0	0	0	0	0	54	
1330 - 1345	0	38	7	0	1	1	0	0	0	0	0	0	0	47	
1345 - 1400	0	50	7	1	3	0	0	0	0	0	0	0	0	61	212
1400 - 1415	0	64	8	2	5	0	0	0	0	0	0	0	0	79	
1415 - 1430	1	77	12	2	4	0	0	0	0	0	0	0	0	96	
1430 - 1445	0	75	10	0	8	0	0	0	0	0	0	0	0	93	
1445 - 1500	0	60	7	2	7	0	0	1	0	0	0	0	0	77	345
1500 - 1515	0	44	3	0	3	0	0	1	0	0	0	0	0	51	
1515 - 1530	0	70	10	0	2	0	0	0	0	0	0	0	0	82	
1530 - 1545	0	57	6	0	4	0	0	0	0	0	0	0	0	67	
1545 - 1600	0	47	6	0	2	0	0	0	0	0	0	0	0	55	255
1600 - 1615	0	60	5	0	2	0	0	0	0	0	0	0	0	67	
1615 - 1630	0	71	4	1	4	0	0	0	0	0	0	0	0	80	
1630 - 1645	0	67	9	1	2	0	0	0	0	0	0	0	0	79	
1645 - 1700	0	78	10	0	2	0	0	0	0	0	0	0	0	90	316
1700 - 1715	1	73	5	0	4	0	0	0	0	0	0	0	0	83	
1715 - 1730	0	83	10	0	2	0	0	0	0	0	0	0	0	95	
1730 - 1745	0	70	2	0	7	0	0	0	0	0	0	0	0	79	
1745 - 1800	0	55	5	0	4	0	0	0	0	0	0	0	0	64	321
1800 - 1815	0	44	4	0	1	0	0	0	0	0	0	0	0	49	
1815 - 1830	0	53	5	0	3	0	0	0	0	0	0	0	0	61	
1830 - 1845	0	53	2	0	2	0	0	0	0	0	0	0	0	57	
1845 - 1900	0	33	6	1	1	0	0	0	0	0	0	0	0	41	208
1900 - 1915	0	49	0	0	1	0	0	0	0	0	0	0	0	50	
1915 - 1930	0	30	3	0	0	0	0	0	0	0	0	0	0	33	
1930 - 1945	0	26	2	0	1	0	0	0	0	0	0	0	0	29	
1945 - 2000	0	29	2	0	0	0	0	0	0	0	0	0	0	31	143
2000 - 2015	0	15	3	0	0	0	0	0	0	0	0	0	0	18	
2015 - 2030	0	21	1	0	0	0	0	0	0	0	0	0	0	22	
2030 - 2045	0	17	2	0	1	0	0	0	0	0	0	0	0	20	
2045 - 2100	0	11	1	0	0	0	0	0	0	0	0	0	0	12	72
2100 - 2115	0	12	0	0	0	0	0	0	0	0	0	0	0	12	
2115 - 2130	0	16	2	0	0	0	0	0	0	0	0	0	0	18	
2130 - 2145	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
2145 - 2200	0	6	0	0	0	0	0	0	0	0	0	0	0	6	44
2200 - 2215	0	10	0	0	0	0	0	0	0	0	0	0	0	10	
2215 - 2230	0	8	0	0	1	0	0	0	0	0	0	0	0	9	
2230 - 2245	0	4	0	0	1	0	0	0	0	0	0	0	0	5	
2245 - 2300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	25
2300 - 2315	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
2315 - 2330	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2330 - 2345	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2345 - 0000	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15

Session Total	5	2941	322	16	160	4	0	4	0	0	0	0	0	3462
Session Average	0.05	30.64	3.46	0.17	1.67	0.04	0.00	0.04	0.00	0.00	0.00	0.00	0.00	36.06
Session Percentage	0.14	84.95	9.59	0.46	4.62	0.12	0.00	0.12	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	0645 - 0745	0700 - 0800	0700 - 0800	0645 - 0745	0715 - 0815	-	-	0715 - 0815	-	-	-	-	-	0700 - 0800
AM Peak Hour Volume	2	503	52	4	18	0	0	1	0	0	0	0	0	573

Noon Peak Hour	1130 - 1230	1400 - 1500	1345 - 1445	1400 - 1500	1400 - 1500	1145 - 1245	-	1415 - 1515	-	-	-	-	-	1400 - 1500
Noon Peak Hour Volume	1	276	37	6</										

Bi-Directional Speed & Class Count || SB WB Speed 15min

Brookhaven, GA

Site 10

Caldwell Rd NE,
west of Cynthia Dr NE

Date

Thursday, January 20, 2022

Weather

Light Rain Shower
45°F

Lat/Long

33.875996°, -84.323703°



[Click here for Map](#)

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

Time	Westbound, (Movement 10.2)															15min Total
	5-14 mph	15-19 mph	20-24 mph	25-29 mph	30-34 mph	35-39 mph	40-44 mph	45-49 mph	50-54 mph	55-59 mph	60-64 mph	65-69 mph	70-74 mph	75-79 mph	80-99 mph	
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015 - 0030	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130 - 0145	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330 - 0345	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445 - 0500	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	5
0500 - 0515	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
0515 - 0530	0	0	1	0	2	2	1	0	0	0	0	0	0	0	0	6
0530 - 0545	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	3
0545 - 0600	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0600 - 0615	0	0	0	3	5	1	0	0	0	0	0	0	0	0	0	9
0615 - 0630	0	0	1	1	2	0	1	0	0	0	0	0	0	0	0	5
0630 - 0645	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	6
0645 - 0700	0	0	2	2	4	3	0	0	0	0	0	0	0	0	0	11
0700 - 0715	0	1	10	9	7	8	1	0	0	0	0	0	0	0	0	36
0715 - 0730	0	2	33	41	24	4	1	0	0	0	0	0	0	0	0	105
0730 - 0745	18	22	40	25	6	7	0	0	0	0	0	1	0	0	0	113
0745 - 0800	9	8	15	16	7	7	0	0	0	0	0	0	0	0	0	62
0800 - 0815	0	2	6	2	14	10	0	0	0	0	0	0	0	0	0	34
0815 - 0830	0	0	7	8	18	8	0	0	0	0	0	0	0	0	0	41
0830 - 0845	0	0	8	6	13	10	1	0	0	0	0	0	0	0	0	38
0845 - 0900	0	0	3	3	15	11	2	0	0	0	0	0	0	0	0	34
0900 - 0915	0	0	7	4	7	3	1	0	0	0	0	0	0	0	0	22
0915 - 0930	0	1	0	1	6	1	3	0	0	0	0	0	0	0	0	12
0930 - 0945	0	0	2	4	5	4	1	0	0	0	0	0	0	0	0	16
0945 - 1000	0	0	2	0	7	2	1	0	0	0	0	0	0	0	0	12
1000 - 1015	0	0	3	4	4	5	0	0	0	0	0	0	0	0	0	16
1015 - 1030	0	0	3	2	7	4	2	0	1	0	0	0	0	0	0	19
1030 - 1045	0	1	2	2	6	3	0	0	0	0	0	0	0	0	0	14
1045 - 1100	0	0	1	3	8	8	2	0	0	0	0	0	0	0	0	22
1100 - 1115	0	0	1	6	7	2	1	0	0	0	0	0	0	0	0	17
1115 - 1130	0	0	4	2	10	3	0	0	0	0	0	0	0	0	0	19
1130 - 1145	0	0	5	5	5	4	3	0	0	0	0	0	0	0	0	22
1145 - 1200	0	0	3	2	5	1	5	0	0	0	0	0	0	0	0	16
1200 - 1215	0	1	4	2	10	4	1	0	0	0	0	0	0	0	0	22
1215 - 1230	0	1	3	7	7	4	1	0	0	0	0	0	0	0	0	23
1230 - 1245	0	0	3	3	8	9	3	0	0	0	0	0	0	0	0	27
1245 - 1300	0	0	4	1	12	6	0	2	0	0	1	0	0	0	0	26
1300 - 1315	0	0	6	3	9	6	0	1	0	0	0	0	0	0	0	25
1315 - 1330	0	0	2	0	3	8	0	1	0	0	0	0	0	0	0	15
1330 - 1345	0	0	1	5	5	4	4	0	0	0	0	0	0	0	0	19
1345 - 1400	0	1	5	2	9	7	2	0	0	0	0	0	0	0	0	26
1400 - 1415	0	0	5	6	9	6	1	0	0	0	0	0	0	0	0	28
1415 - 1430	0	2	24	13	18	5	2	1	0	0	0	0	0	0	0	65
1430 - 1445	0	0	13	16	19	9	1	0	0	0	0	1	0	0	0	59
1445 - 1500	0	0	9	9	12	9	2	0	0	0	0	0	0	0	0	41
1500 - 1515	0	0	2	6	12	6	0	0	0	0	0	0	0	0	0	26
1515 - 1530	0	1	8	8	14	2	0	0	0	0	0	0	0	0	0	33
1530 - 1545	1	0	9	12	12	11	1	0	0	0	0	0	0	0	0	46
1545 - 1600	0	0	4	3	6	6	2	0	0	0	0	0	0	0	0	21
1600 - 1615	0	0	1	5	11	7	2	0	0	0	0	0	0	0	0	26
1615 - 1630	0	0	5	3	13	11	0	0	0	0	0	0	0	0	0	32
1630 - 1645	0	3	4	5	19	6	2	0	0	0	0	0	0	0	0	39
1645 - 1700	1	0	3	12	13	9	2	0	0	0	0	0	0	0	0	40
1700 - 1715	0	2	4	8	19	4	1	0	0	0	0	0	0	0	0	38
1715 - 1730	0	1	5	7	14	8	1	0	0	0	0	0	0	0	0	36
1730 - 1745	0	0	2	7	15	5	5	0	0	0	0	0	0	0	0	29
1745 - 1800	0	1	3	5	10	3	2	0	0	0	0	0	0	0	0	24
1800 - 1815	0	0	2	13	7	2	2	0	0	0	0	0	0	0	0	26
1815 - 1830	0	0	5	6	13	8	2	0	0	0	0	0	0	0	0	34
1830 - 1845	0	0	2	3	6	4	1	0	0	0	0	0	0	0	0	16
1845 - 1900	0	0	4	2	5	6	1	0	0	0	0	0	0	0	0	18
1900 - 1915	0	0	2	3	14	3	0	0	0	0	0	0	0	0	0	22
1915 - 1930	0	0	4	1	4	2	1	0	0	0	0	0	0	0	0	12
1930 - 1945	0	0	1	2	10	2	0	0	0	0	0	0	0	0	0	15
1945 - 2000	0	0	2	0	4	4	0	0	0	0	0	0	0	0	0	10
2000 - 2015	0	0	3	0	5	0	0	0	0	0	0	0	0	0	0	8
2015 - 2030	0	2	1	2	3	2	1	0	0	0	0	0	0	0	0	11
2030 - 2045	1	1	2	1	0	1	0	0	0	0	0	0	0	0	0	6
2045 - 2100	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	4
2100 - 2115	0	0	1	1	1	2	0	0	0	0	0	0	0	0	0	5
2115 - 2130	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	6
2130 - 2145	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
2145 - 2200	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
2200 - 2215	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	3
2215 - 2230	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	5
2230 - 2245	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2315	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330 - 2345	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2345 - 2400	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1

Session Total 30 54 326 335 567 307 70 6 1 0 1 2 0 0 0 1699

10mph Pace Speed

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

Brookhaven, GA

Site 10
Caldwell Rd NE,
west of Cynthia Dr NE

Date
Thursday, January 20, 2022

Weather
Light Rain Shower
45°F

Lat/Long
33.875996°, -84.323703°

 [Click here for Map](#)

0000 - 2400 (Weekday 24h Session)
Bi-Directional Speed 15min

Time	Westbound, (Movement 10.2)															15min Total
	5-14 mph	15-19 mph	20-24 mph	25-29 mph	30-34 mph	35-39 mph	40-44 mph	45-49 mph	50-54 mph	55-59 mph	60-64 mph	65-69 mph	70-74 mph	75-79 mph	80-99 mph	
0000 - 0015	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
0015 - 0030	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130 - 0145	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0315	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330 - 0345	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415 - 0430	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445 - 0500	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	6
0500 - 0515	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	4
0515 - 0530	0	0	1	0	3	2	1	0	0	0	0	0	0	0	0	7
0530 - 0545	0	0	1	0	1	1	1	0	0	0	0	0	0	0	0	4
0545 - 0600	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3
0600 - 0615	0	0	1	5	7	1	0	0	0	0	0	0	0	0	0	14
0615 - 0630	0	0	1	3	6	1	1	0	0	0	0	0	0	0	0	12
0630 - 0645	0	0	0	2	6	1	0	0	0	0	0	0	0	0	0	9
0645 - 0700	0	1	8	5	8	5	1	0	0	0	0	0	0	0	0	28
0700 - 0715	0	3	23	30	26	14	2	0	0	0	0	0	0	0	0	98
0715 - 0730	0	4	42	99	44	9	3	0	0	0	0	0	0	0	0	201
0730 - 0745	19	25	54	57	14	1	0	0	0	0	0	1	0	0	0	171
0745 - 0800	10	10	19	34	22	8	0	0	0	0	0	0	0	0	0	103
0800 - 0815	0	4	14	4	27	15	0	0	0	0	0	0	0	0	0	64
0815 - 0830	0	2	13	12	31	12	0	0	0	0	0	0	0	0	0	70
0830 - 0845	0	2	12	10	20	13	3	0	0	0	0	0	0	0	0	60
0845 - 0900	0	1	7	5	22	14	2	0	0	0	0	0	0	0	0	51
0900 - 0915	0	0	11	10	17	5	2	0	0	0	0	0	0	0	0	45
0915 - 0930	0	2	2	6	10	4	4	0	0	0	0	0	0	0	0	28
0930 - 0945	0	1	4	10	8	7	2	0	0	0	0	0	0	0	0	32
0945 - 1000	0	0	7	1	10	4	1	0	0	0	0	0	0	0	0	23
1000 - 1015	0	0	6	8	7	10	0	0	0	0	0	0	0	0	0	31
1015 - 1030	0	0	6	3	15	8	2	0	1	0	0	0	0	0	0	35
1030 - 1045	0	1	3	6	11	3	0	0	0	0	0	0	0	0	0	24
1045 - 1100	0	0	4	8	16	8	4	0	0	0	0	0	0	0	0	40
1100 - 1115	0	0	8	13	11	4	1	0	0	0	0	0	0	0	0	37
1115 - 1130	0	1	6	4	15	4	0	0	0	0	0	0	0	0	0	30
1130 - 1145	0	0	13	6	8	7	3	0	0	0	0	0	0	0	0	37
1145 - 1200	0	0	5	4	9	3	6	0	0	0	0	0	0	0	0	27
1200 - 1215	0	2	9	10	19	9	3	0	0	0	0	0	0	0	0	52
1215 - 1230	0	1	9	9	12	8	1	0	1	0	0	0	0	0	0	41
1230 - 1245	0	1	8	12	20	11	4	1	0	0	0	0	0	0	0	57
1245 - 1300	0	1	5	11	22	12	0	2	0	0	0	1	0	0	0	54
1300 - 1315	0	0	8	11	23	8	1	1	0	0	0	0	0	0	0	50
1315 - 1330	0	2	9	10	21	12	0	1	0	0	0	0	0	0	0	54
1330 - 1345	0	0	4	10	19	9	4	0	0	0	0	0	1	0	0	47
1345 - 1400	0	4	8	7	29	9	3	0	0	0	1	0	0	0	0	61
1400 - 1415	0	1	11	21	32	12	1	1	0	0	0	0	0	0	0	79
1415 - 1430	0	4	27	19	33	8	3	1	1	0	0	0	0	0	0	96
1430 - 1445	0	4	18	29	27	11	2	1	0	0	0	1	0	0	0	93
1445 - 1500	0	1	17	17	26	13	3	0	0	0	0	0	0	0	0	77
1500 - 1515	0	0	7	14	19	10	1	0	0	0	0	0	0	0	0	51
1515 - 1530	0	4	18	23	32	5	0	0	0	0	0	0	0	0	0	82
1530 - 1545	1	0	14	17	20	13	2	0	0	0	0	0	0	0	0	67
1545 - 1600	0	1	9	9	25	9	2	0	0	0	0	0	0	0	0	55
1600 - 1615	0	1	10	17	23	14	2	0	0	0	0	0	0	0	0	67
1615 - 1630	0	0	14	18	33	15	0	0	0	0	0	0	0	0	0	80
1630 - 1645	0	3	9	15	39	10	3	0	0	0	0	0	0	0	0	79
1645 - 1700	1	1	13	27	29	15	4	0	0	0	0	0	0	0	0	90
1700 - 1715	0	2	11	21	39	9	1	0	0	0	0	0	0	0	0	83
1715 - 1730	0	4	15	27	31	17	1	0	0	0	0	0	0	0	0	95
1730 - 1745	0	2	10	22	30	9	6	0	0	0	0	0	0	0	0	79
1745 - 1800	0	1	14	14	23	10	2	0	0	0	0	0	0	0	0	64
1800 - 1815	0	1	5	19	13	6	4	0	0	0	0	0	0	0	1	49
1815 - 1830	0	1	11	13	25	9	2	0	0	0	0	0	0	0	0	61
1830 - 1845	0	0	10	15	22	9	1	0	0	0	0	0	0	0	0	57
1845 - 1900	0	4	9	7	12	8	1	0	0	0	0	0	0	0	0	41
1900 - 1915	0	1	5	10	28	6	0	0	0	0	0	0	0	0	0	50
1915 - 1930	0	0	9	7	13	3	1	0	0	0	0	0	0	0	0	33
1930 - 1945	0	0	3	9	13	4	0	0	0	0	0	0	0	0	0	29
1945 - 2000	0	0	4	8	10	7	1	1	0	0	0	0	0	0	0	31
2000 - 2015	0	1	6	0	11	0	0	0	0	0	0	0	0	0	0	18
2015 - 2030	0	3	3	4	6	5	1	0	0	0	0	0	0	0	0	22
2030 - 2045	1	1	5	2	6	4	1	0	0	0	0	0	0	0	0	20
2045 - 2100	0	4	4	1	3	0	0	0	0	0	0	0	0	0	0	12
2100 - 2115	0	0	6	2	2	2	0	0	0	0	0	0	0	0	0	12
2115 - 2130	0	0	4	2	7	4	1	0	0	0	0	0	0	0	0	18
2130 - 2145	0	0	1	2	4	0	1	0	0	0	0	0	0	0	0	8
2145 - 2200	0	0	2	0	3	1	0	0	0	0	0	0	0	0	0	6
2200 - 2215	0	0	2	3	1	4	0	0	0	0	0	0	0	0	0	10
2215 - 2230	0	0	1	4	3	1	0	0	0	0	0	0	0	0	0	9
2230 - 2245	0	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
2245 - 2300	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2300 - 2315	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	5
2315 - 2330	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	4
2330 - 2345	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	4
2345 - 2400	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
Session Total	32	115	649	850	1194	500	105	8	3	0	2	2	1	0	1	3462

Bi-Directional Speed & Class Count || Graphical Analysis NB EB

Brookhaven, GA

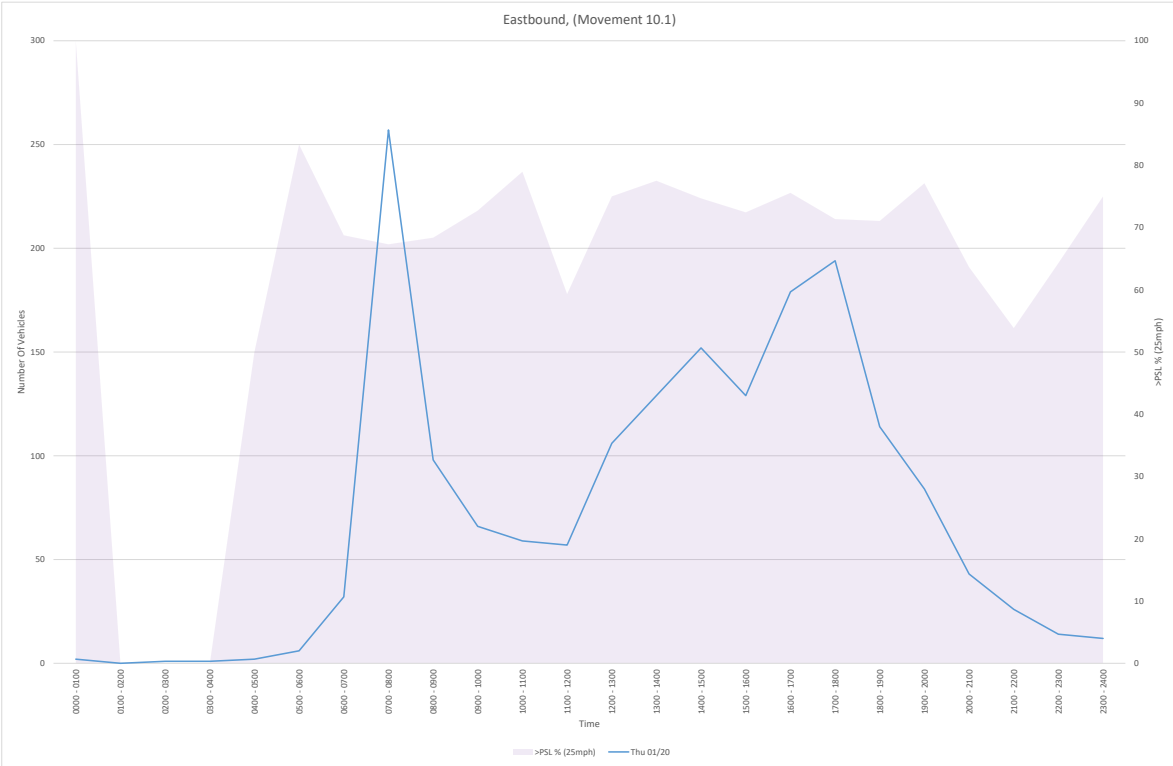
Site 10

Caldwell Rd NE,
west of Cynthia Dr NE

Lat/Long
33.875996°, -84.323703°

 [Click here for Map](#)

0000 - 2400 (Weekday 24h Session)
Graphical Analysis NB EB



Bi-Directional Speed & Class Count || Graphical Analysis SB WB

Brookhaven, GA

Site 10

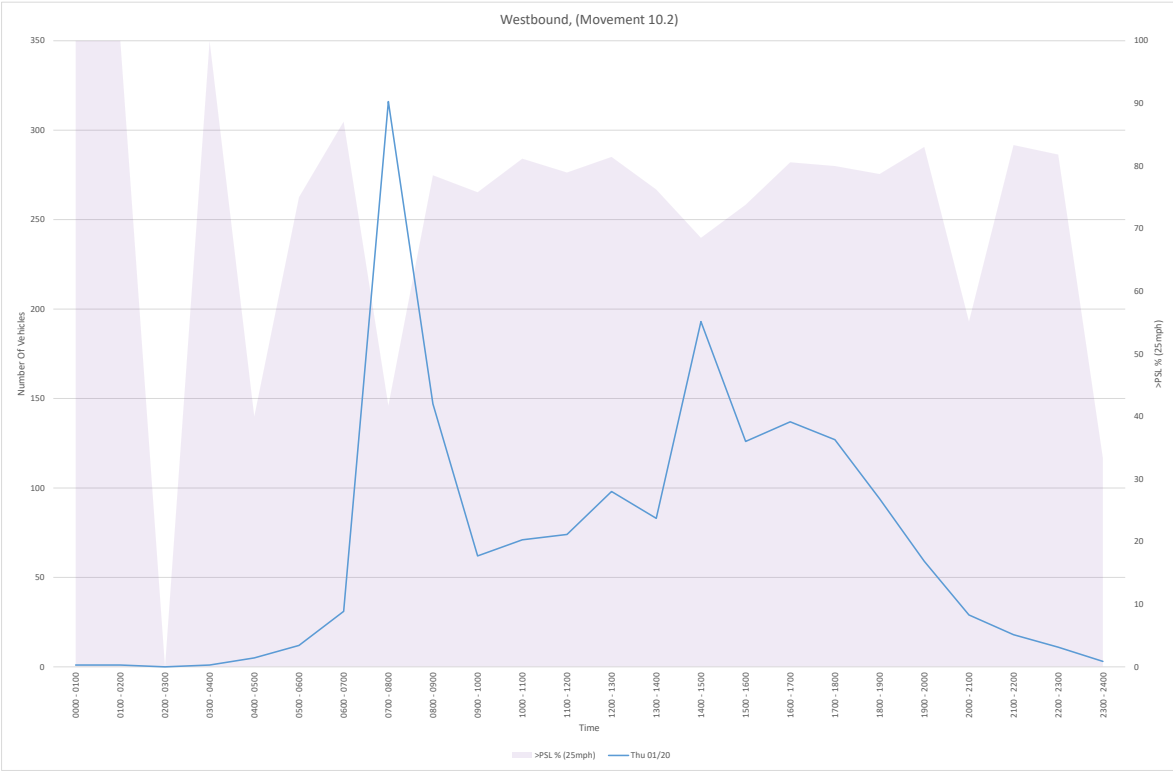
Caldwell Rd NE,
west of Cynthia Dr NE

Lat/Long
33.875996°, -84.323703°

 [Click here for Map](#)

0000 - 2400 (Weekday 24h Session)

Graphical Analysis SB WB



Bi-Directional Speed & Class Count || SB WB 15min



Brookhaven, GA

Site 11
Redding Rd NE,
north of Caldwell Rd NE

Date
Thursday, January 20, 2022

Weather
Light Rain Shower
45°F

Lat/Long
33.875820°, -84.325190°



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

Main data table with columns: Time, Class 1-13, 15min Total, 60min Total. Rows list time intervals and class counts.

Summary table with rows: Session Total, Session Average, Session Percentage. Columns: 13 classes, 15min Total, 60min Total.

Peak hour summary table with rows: AM Peak Hour, Noon Peak Hour, PM Peak Hour. Columns: Time intervals, 15min Total, 60min Total.

Bi-Directional Speed & Class Count || Graphical Analysis NB EB

Brookhaven, GA

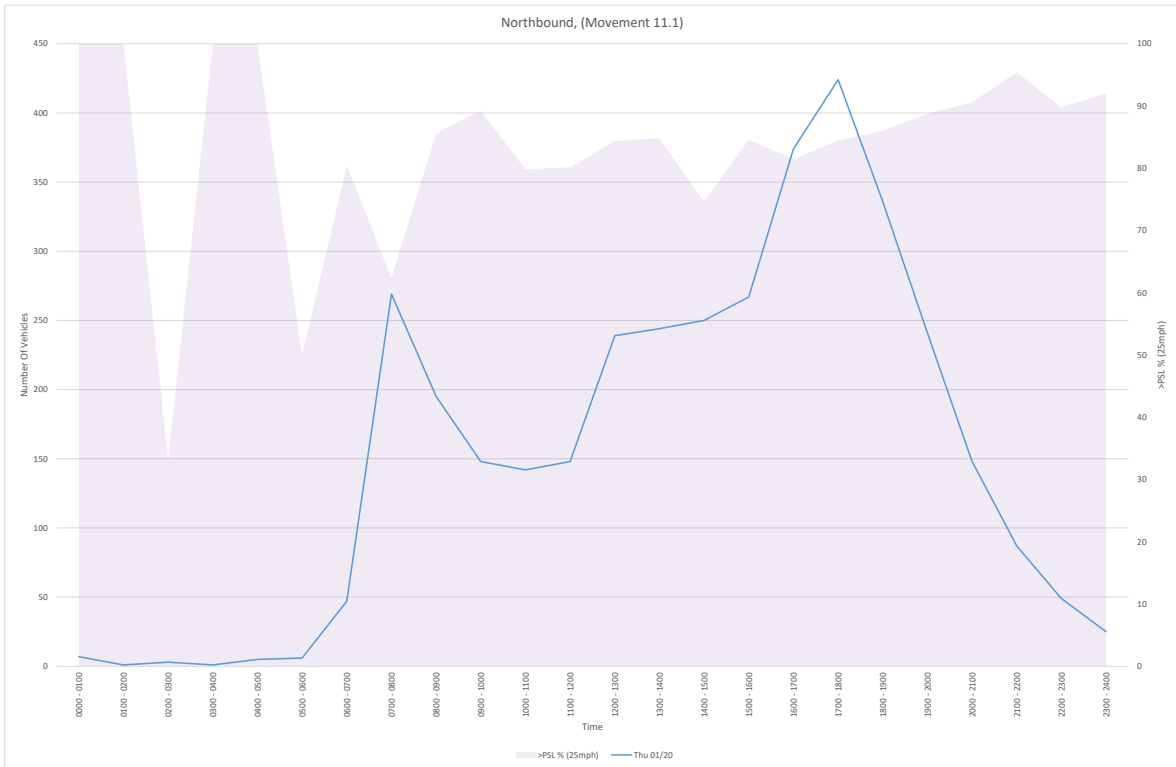
Site 11

Redding Rd NE,
north of Caldwell Rd NE

Lat/Long
33.875820°, -84.325190°

 [Click here for Map](#)

0000 - 2400 (Weekday 24h Session)
Graphical Analysis NB EB



Bi-Directional Speed & Class Count || Graphical Analysis SB WB

Brookhaven, GA

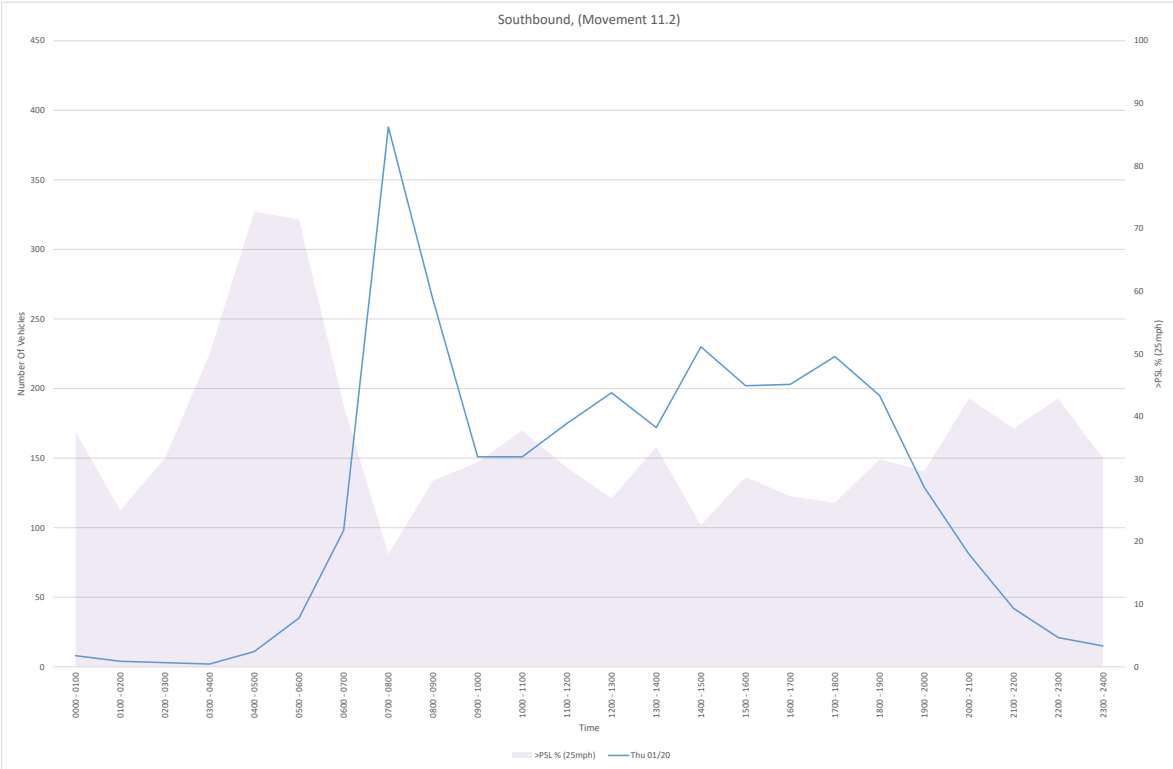
Site 11

Redding Rd NE,
north of Caldwell Rd NE

Lat/Long
33.875820°, -84.325190°

 [Click here for Map](#)

0000 - 2400 (Weekday 24h Session) Graphical Analysis SB WB



Bi-Directional Speed & Class Count || NB EB 15min



Brookhaven, GA

Site 12
Redding Rd NE,
north of Redding Way NE

Date
Thursday, January 20, 2022

Weather
Light Rain Shower
45°F

Lat/Long
33.867020, -84.321551



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

Main data table with columns for Time, Class 1-13, 15min Total, and 60min Total. Rows represent 15-minute intervals from 0000-0015 to 2345-0000.

Summary table with 15 columns corresponding to classes and totals. Values include Session Total (322), Session Average (0.00), and Session Percentage (86.65).

AM Peak Hour summary table showing AM Peak Hour Volume (45) and AM Peak Hour (0715 - 0815).

Noon Peak Hour summary table showing Noon Peak Hour Volume (34) and Noon Peak Hour (1430 - 1530).

PM Peak Hour summary table showing PM Peak Hour Volume (35) and PM Peak Hour (1615 - 1715).

Bi-Directional Speed & Class Count | SB WB 15min



Brookhaven, GA

Site 12 Redding Rd NE, north of Redding Way NE

Date Thursday, January 20, 2022

Weather Light Rain Shower 45°F

Lat/Long 33.867020, -84.321551

Click here for Map

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

Main data table with columns: Time, Class 1-13, 15min Total, 60min Total. Contains traffic volume counts for various time intervals.

Summary table with 16 columns: Session Total, Session Average, Session Percentage, and 13 Class counts.

AM Peak Hour summary table with 16 columns: AM Peak Hour, AM Peak Hour Volume, and 13 Class counts.

Noon Peak Hour summary table with 16 columns: Noon Peak Hour, Noon Peak Hour Volume, and 13 Class counts.

PM Peak Hour summary table with 16 columns: PM Peak Hour, PM Peak Hour Volume, and 13 Class counts.

Bi-Directional Speed & Class Count || Graphical Analysis NB EB

Brookhaven, GA

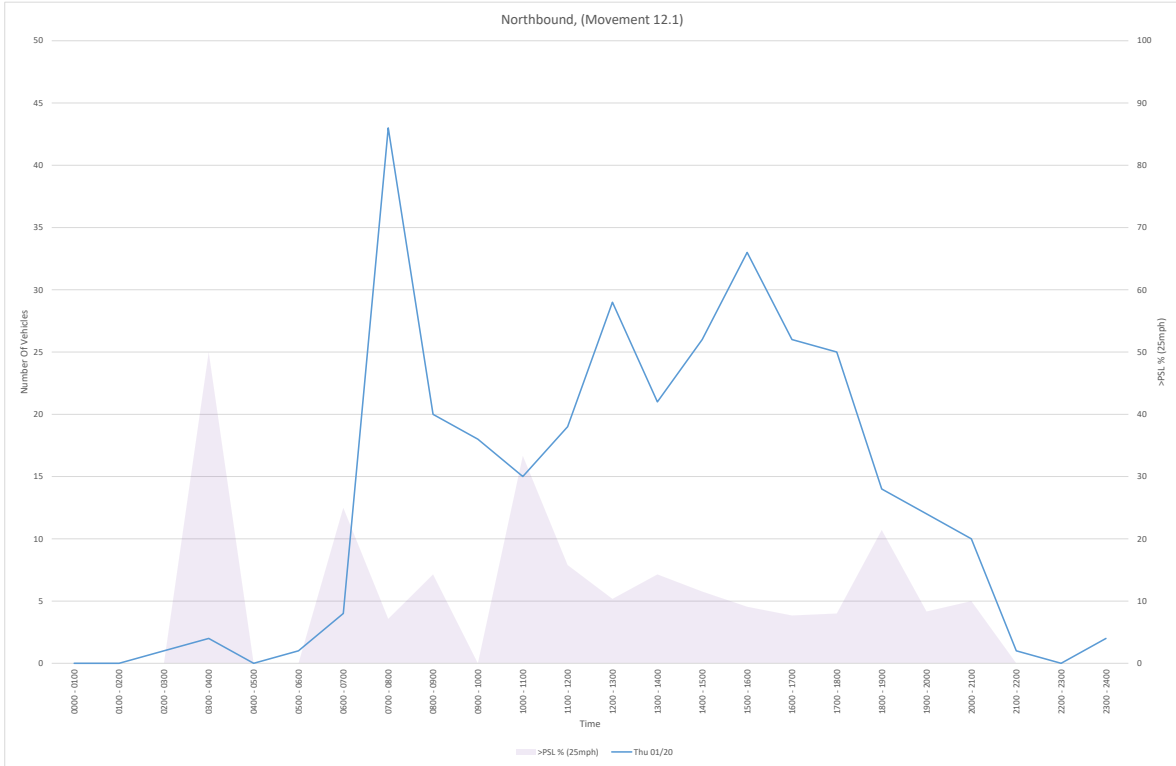
Site 12

Redding Rd NE,
north of Redding Way NE

Lat/Long
33.867020°, -84.321551°

 [Click here for Map](#)

0000 - 2400 (Weekday 24h Session)
Graphical Analysis NB EB



Bi-Directional Speed & Class Count || Graphical Analysis SB WB

Brookhaven, GA

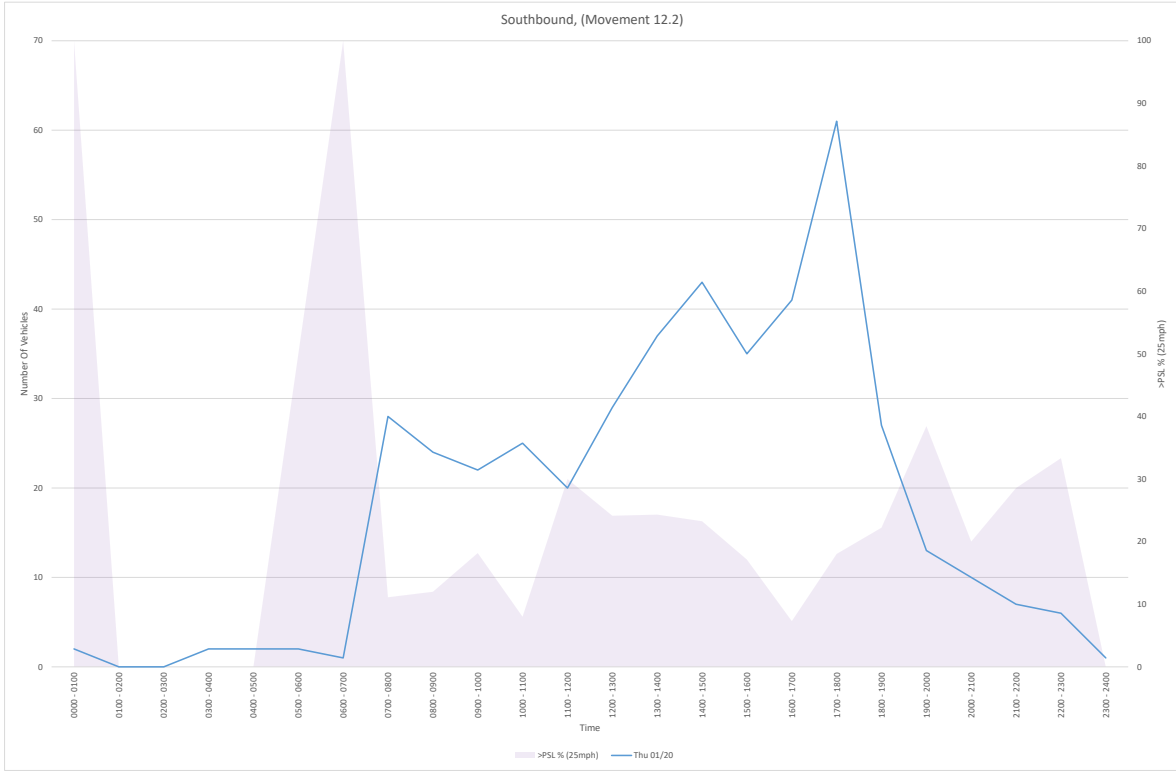
Site 12

Redding Rd NE,
north of Redding Way NE

Lat/Long
33.867020°, -84.321551°

 [Click here for Map](#)

0000 - 2400 (Weekday 24h Session)
Graphical Analysis SB WB



Bi-Directional Speed & Class Count || SB WB Speed 15min

Brookhaven, GA



Site 13 Apple Valley Rd, south of Fernwood Cir NE

Date Thursday, January 20, 2022

Weather Light Rain Shower 45°F

Lat/Long 33.858932°, -84.337812°



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

Table with 17 columns (Time, 5-14 mph, 15-19 mph, 20-24 mph, 25-29 mph, 30-34 mph, 35-39 mph, 40-44 mph, 45-49 mph, 50-54 mph, 55-59 mph, 60-64 mph, 65-69 mph, 70-74 mph, 75-79 mph, 80-99 mph, 15min Total) and 240 rows of speed class counts.

Summary statistics table with columns: 10mph Pace Speed (27-36), Number in Pace (1595 (77.8%)), 15th Percentile (27), 50th Percentile (32), Average (31), 85th Percentile (35), 95th Percentile (38)

Bi-Directional Speed & Class Count || Graphical Analysis NB EB

Brookhaven, GA

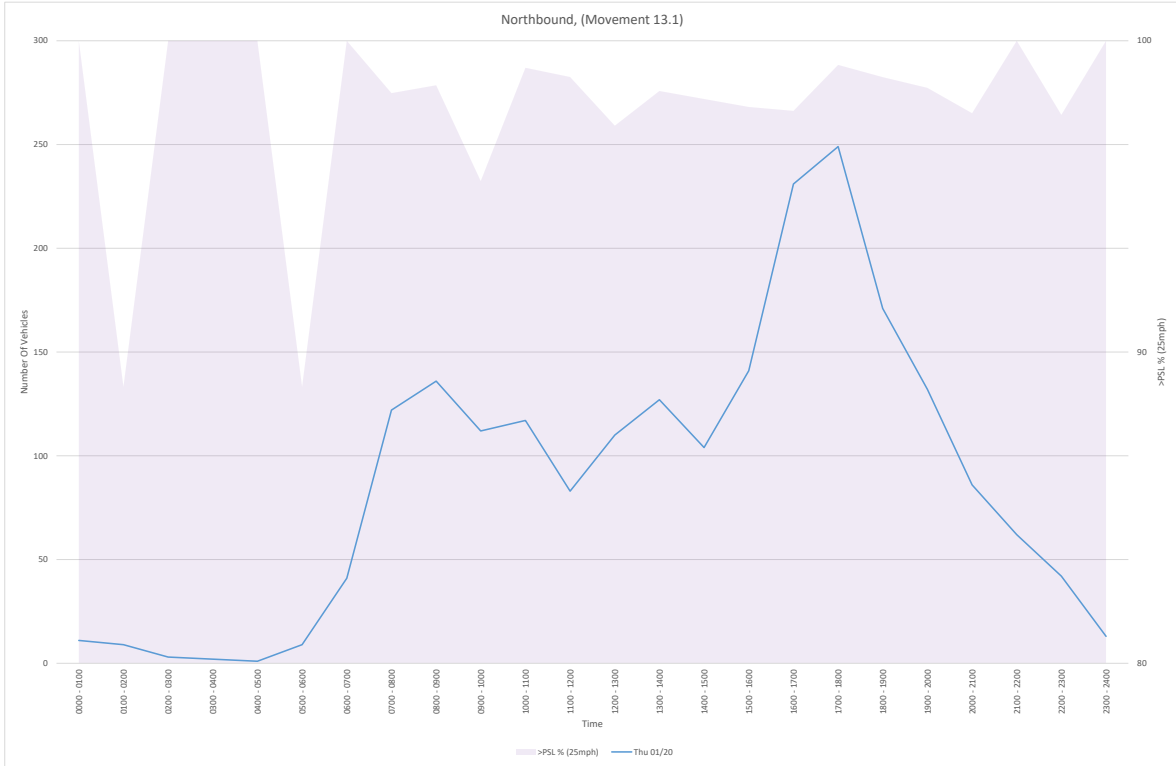
Site 13

Apple Valley Rd,
south of Fernwood Cir NE

Lat/Long
33.858932°, -84.337812°

 [Click here for Map](#)

0000 - 2400 (Weekday 24h Session)
Graphical Analysis NB EB



Bi-Directional Speed & Class Count || Graphical Analysis SB WB

Brookhaven, GA

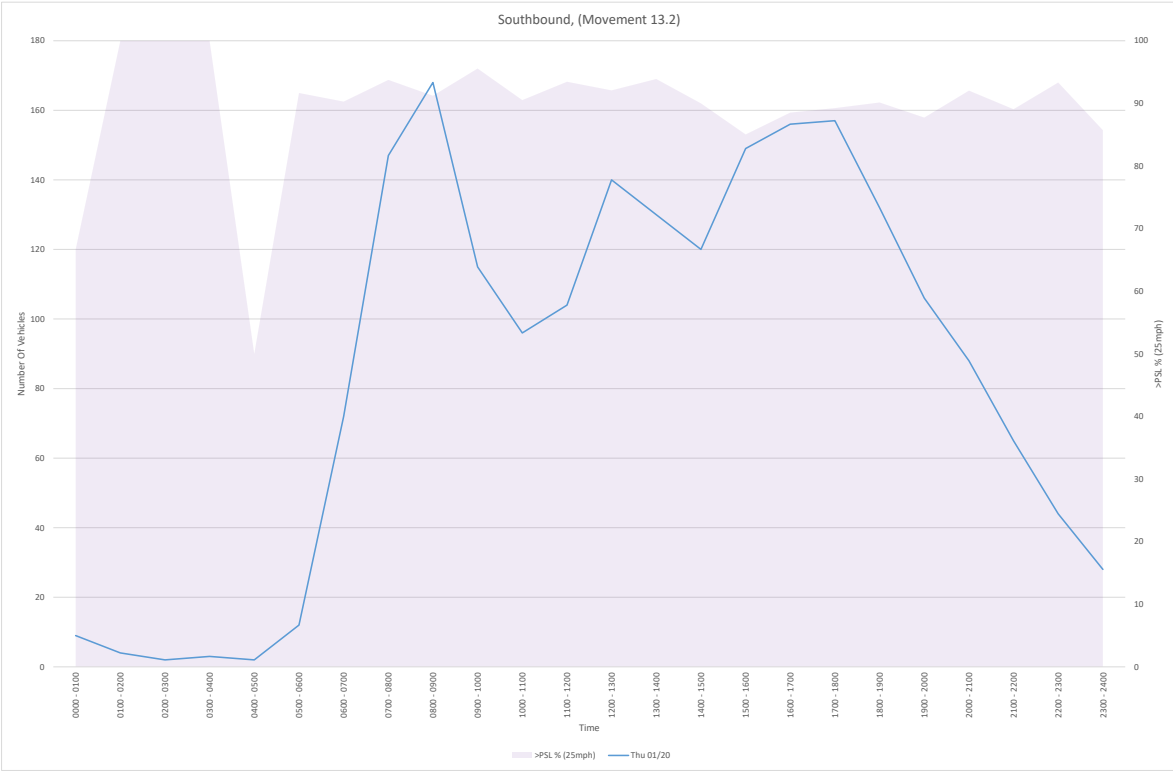
Site 13

Apple Valley Rd,
south of Fernwood Cir NE

Lat/Long
33.858932°, -84.337812°

 [Click here for Map](#)

0000 - 2400 (Weekday 24h Session)
Graphical Analysis SB WB



Bi-Directional Speed & Class Count || Graphical Analysis NB EB

Brookhaven, GA

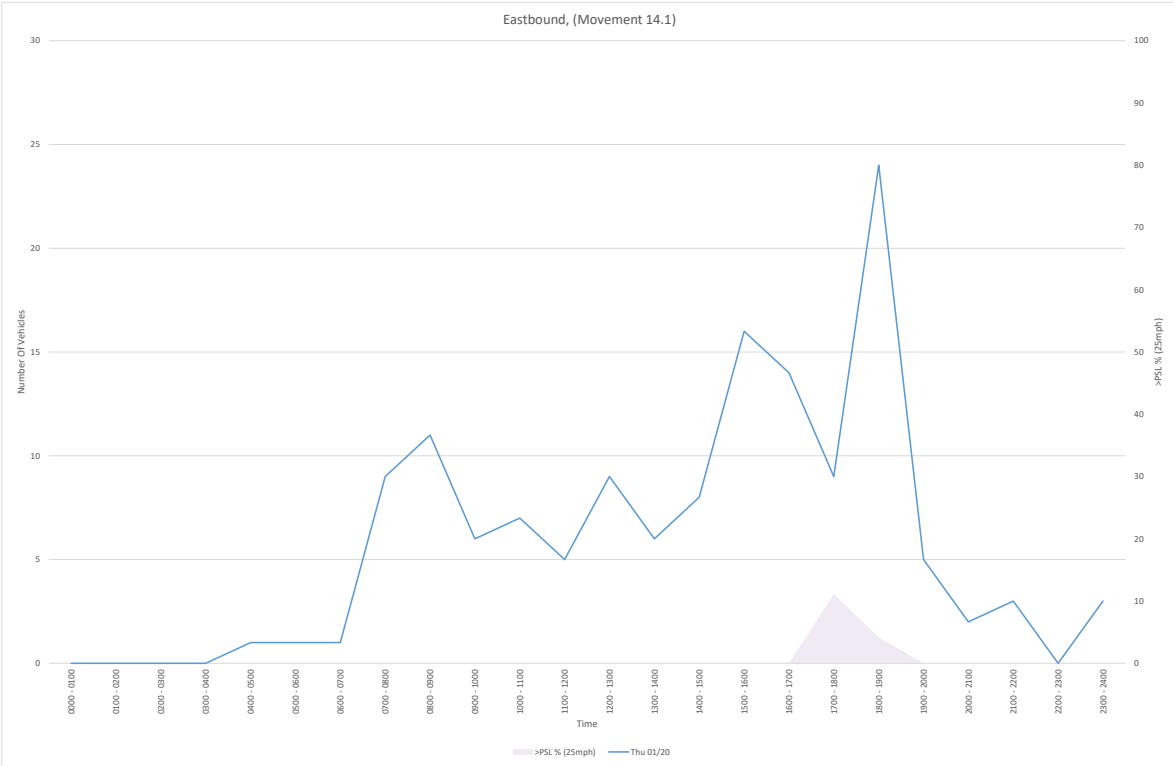
Site 14

Sylvan Cir NE,
east of Fernwood Cir NE

Lat/Long
33.858022°, -84.337109°

 [Click here for Map](#)

0000 - 2400 (Weekday 24h Session)
Graphical Analysis NB EB



Bi-Directional Speed & Class Count || SB WB Speed 15min

Brookhaven, GA

Site 15

Star Dr, east of N Druid Hills Rd

Date

Thursday, January 20, 2022

Weather

Light Rain Shower 45°F

Lat/Long

33.856345°, -84.337834°

Click here for Map

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

Table with 17 columns (Speed Classes: 5-14 mph to 80-99 mph, Total) and 240 rows (Time Intervals: 0000-0015 to 2345-2400). Summary row: Session Total 17, 40, 56, 25, 5, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 143.

Summary statistics table: 10mph Pace Speed (16-25), Number in Pace (98 (68.5%)), 15th Percentile (15), 50th Percentile (21), Average (21), 85th Percentile (26), 95th Percentile (28).

Bi-Directional Speed & Class Count || Graphical Analysis NB EB

Brookhaven, GA

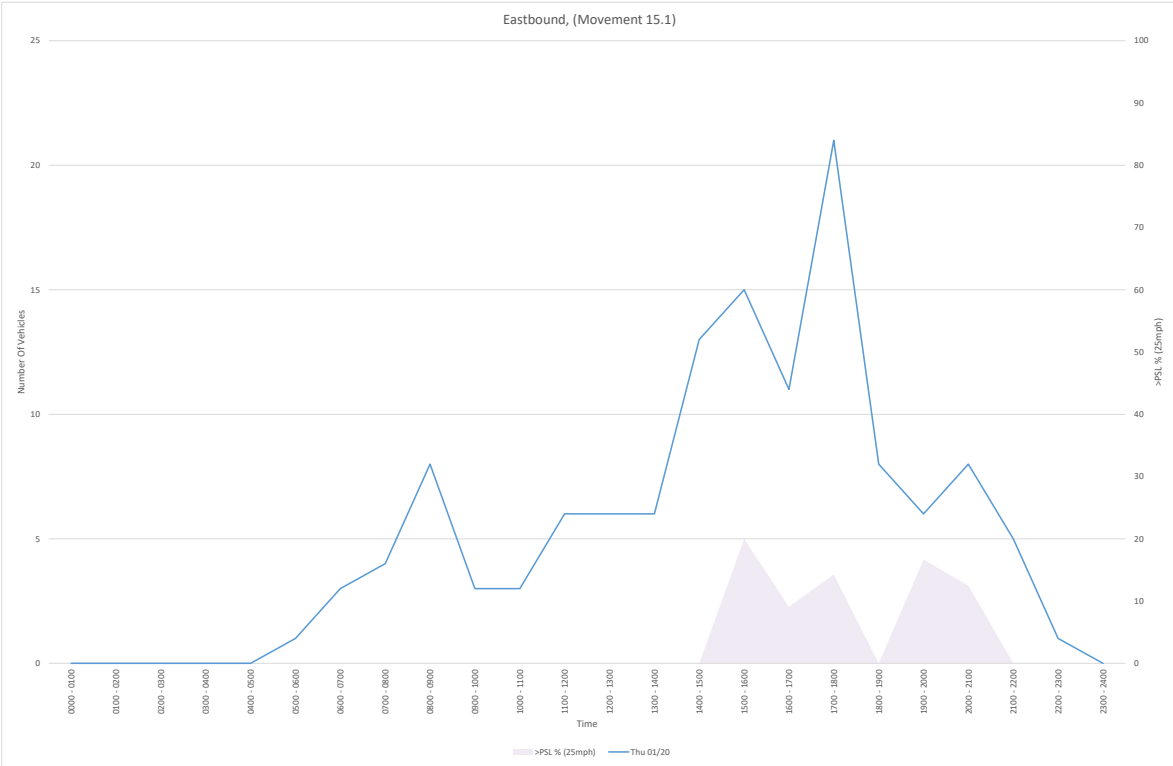
Site 15

Star Dr,
east of N Druid Hills Rd

Lat/Long
33.856345°, -84.337834°

 [Click here for Map](#)

0000 - 2400 (Weekday 24h Session)
Graphical Analysis NB EB



Bi-Directional Speed & Class Count || Graphical Analysis SB WB

Brookhaven, GA

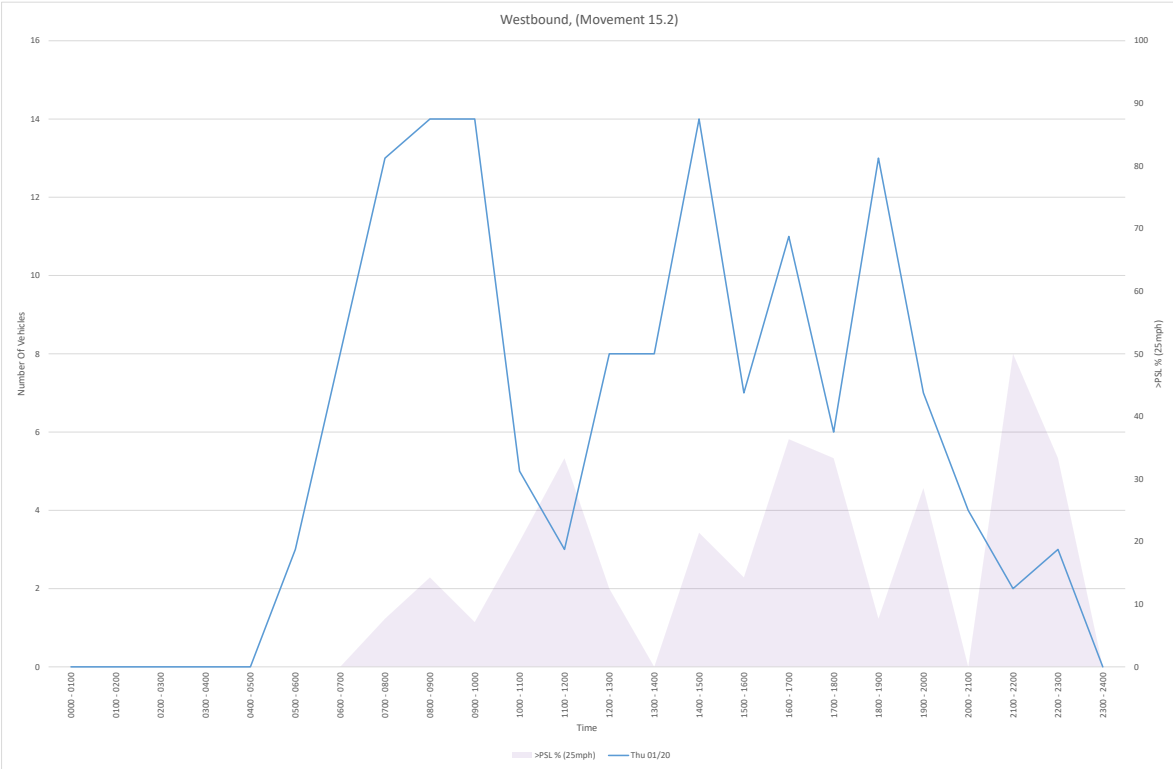
Site 15

Star Dr,
east of N Druid Hills Rd

Lat/Long
33.856345°, -84.337834°

 [Click here for Map](#)

0000 - 2400 (Weekday 24h Session)
Graphical Analysis SB WB



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

Brookhaven, GA

Site 16
Sylvan Cir NE,
east of Brissett Ln

Date
Thursday, January 20, 2022

Weather
Light Rain Shower
45°F

Lat/Long
33.855109°, -84.337389°

Click here for Map

0000 - 2400 (Weekday 24h Session)
Bi-Directional Speed 15min

Table with columns: Time, 5-14 mph, 15-19 mph, 20-24 mph, 25-29 mph, 30-34 mph, 35-39 mph, 40-44 mph, 45-49 mph, 50-54 mph, 55-59 mph, 60-64 mph, 65-69 mph, 70-74 mph, 75-79 mph, 80-99 mph, 15min Total. Contains 240 rows of speed class counts for 15-minute intervals.

Summary statistics table with columns: 10mph Pace Speed (14-23), Number in Pace (156 (70.0%)), 15th Percentile (14), 50th Percentile (19), Average (18), 85th Percentile (24), 95th Percentile (25).

Bi-Directional Speed & Class Count || Graphical Analysis NB EB

Brookhaven, GA

Site 16

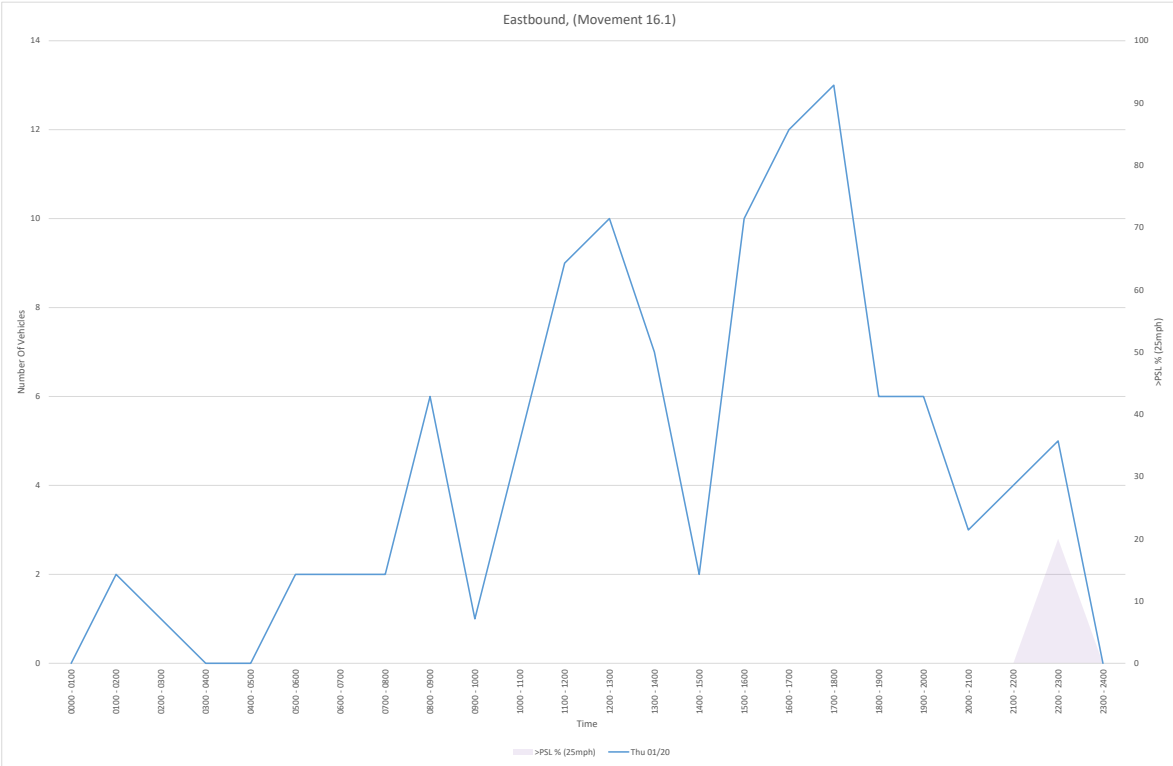
Sylvan Cir NE,
east of Brissett Ln

Lat/Long
33.855109°, -84.337389°

 [Click here for Map](#)

0000 - 2400 (Weekday 24h Session)

Graphical Analysis NB EB



Bi-Directional Speed & Class Count || Graphical Analysis SB WB

Brookhaven, GA

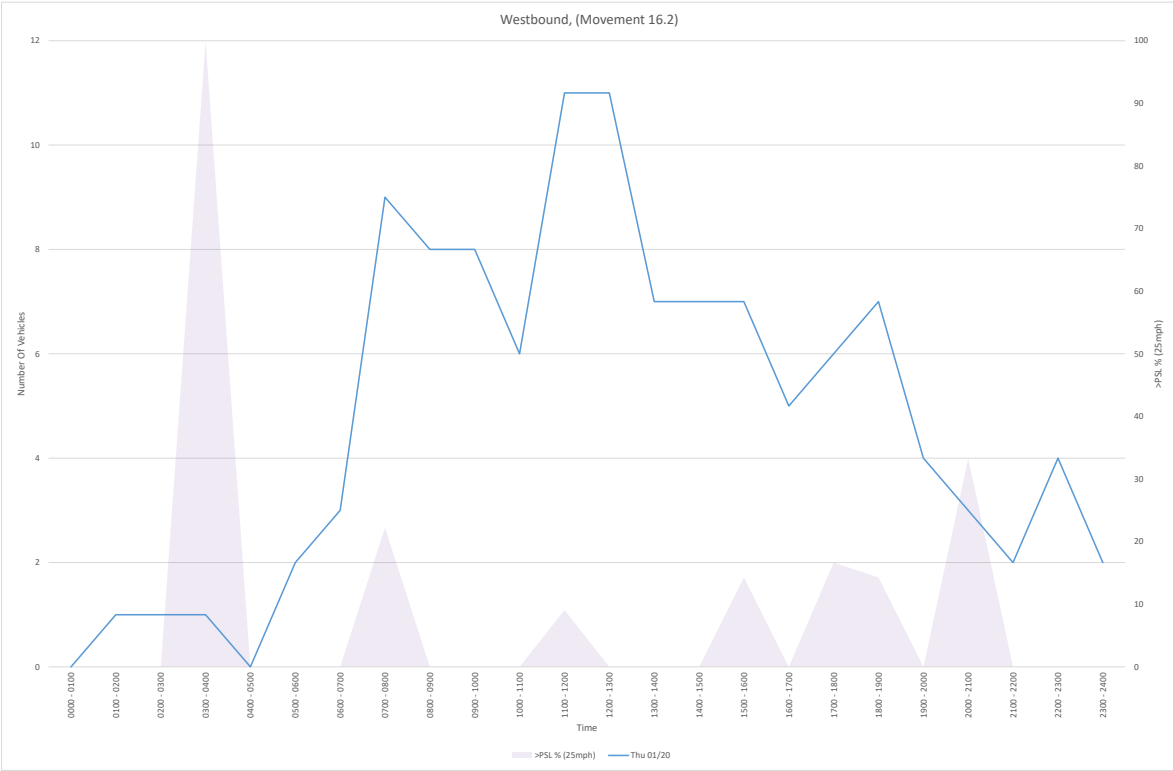
Site 16

Sylvan Cir NE,
east of Brissett Ln

Lat/Long
33.855109°, -84.337389°

 [Click here for Map](#)

0000 - 2400 (Weekday 24h Session)
Graphical Analysis SB WB



Bi-Directional Speed & Class Count || SB WB 15min

Brookhaven, GA

Site 17 Ellijay Dr NE, north of Canoochee Dr NE

Date Thursday, January 20, 2022

Weather Light Rain Shower 45°F

Lat/Long 33.859584, -84.332843

Click here for Map

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

Table with columns: Time, Class 1-13, 15min Total, 60min Total. Rows represent 15-minute intervals from 0000-0015 to 2345-0000.

Summary statistics table with columns: Session Total, Session Average, Session Percentage, and 13 class counts.

Peak hour analysis table with columns: AM Peak Hour, Noon Peak Hour, PM Peak Hour, and 13 class counts.

Bi-Directional Speed & Class Count || Graphical Analysis NB EB

Brookhaven, GA

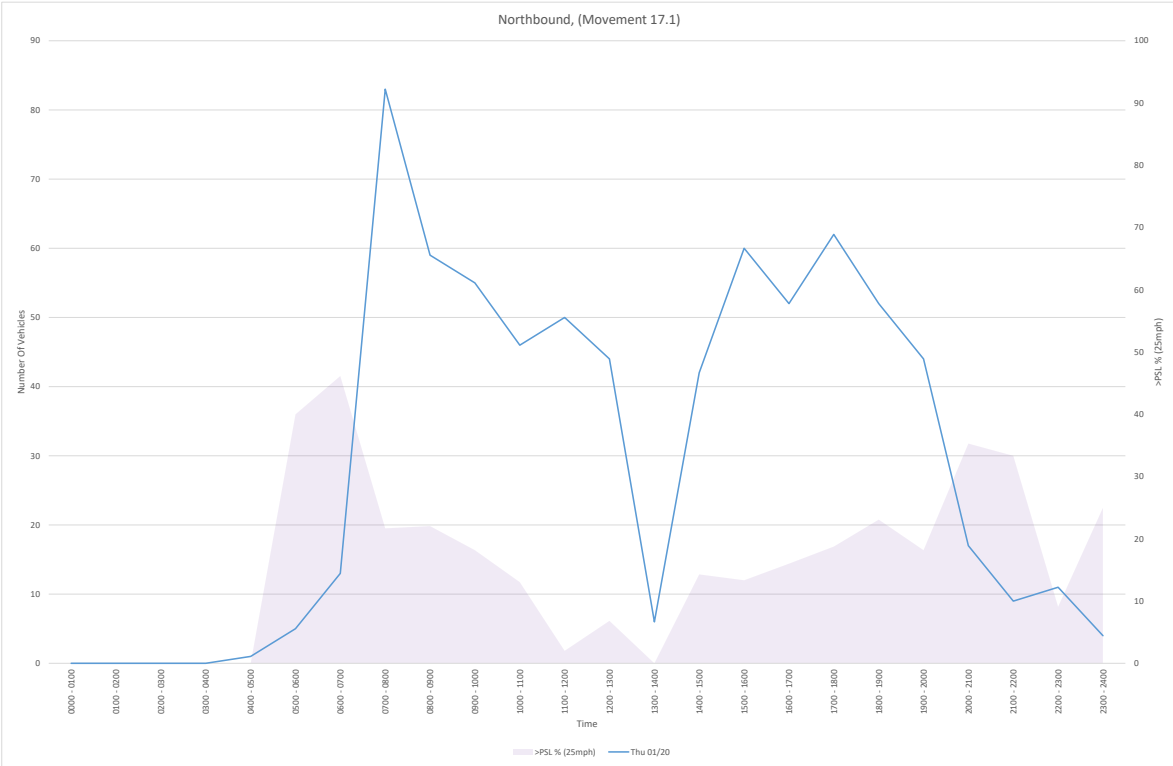
Site 17

Ellijsay Dr NE,
north of Canoochee Dr NE

Lat/Long
33.859584°, -84.332843°

 [Click here for Map](#)

0000 - 2400 (Weekday 24h Session)
Graphical Analysis NB EB



Bi-Directional Speed & Class Count || Graphical Analysis SB WB

Brookhaven, GA

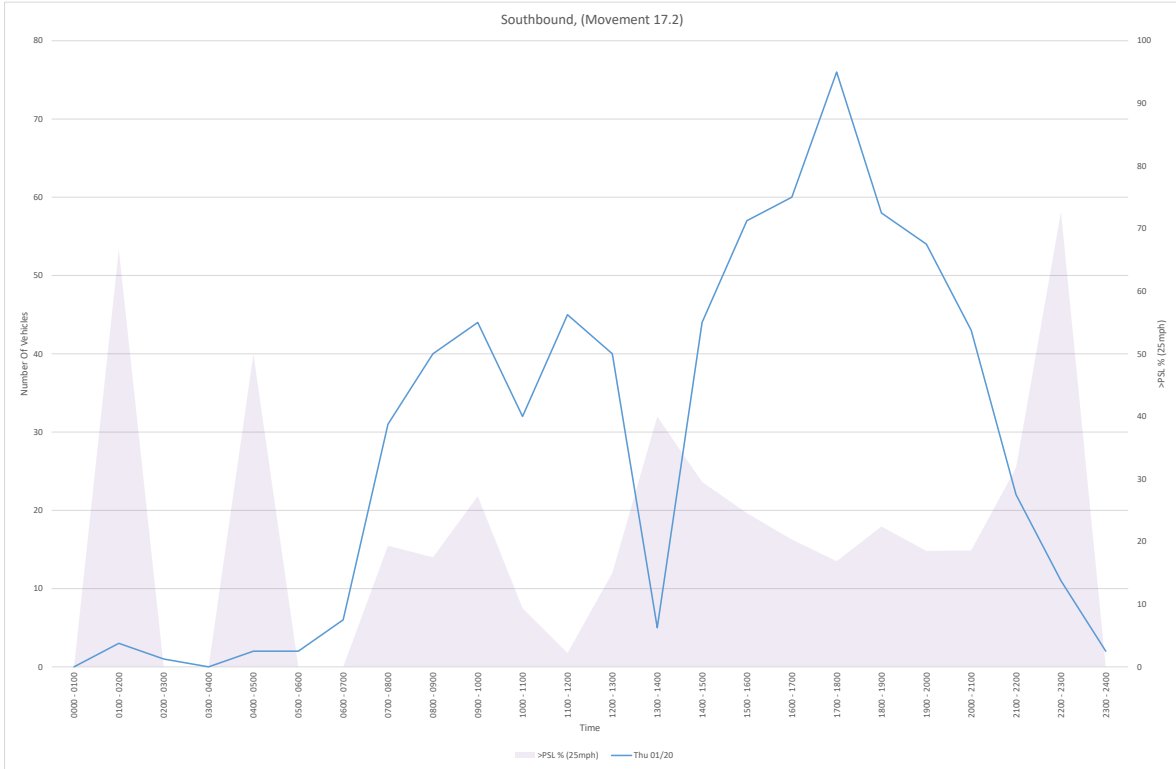
Site 17

Elijay Dr NE,
north of Canoochee Dr NE

Lat/Long
33.859584°, -84.332843°

 [Click here for Map](#)

0000 - 2400 (Weekday 24h Session)
Graphical Analysis SB WB



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

Brookhaven, GA



Site 18
Appalachee Dr NE,
south of Dresden Dr

Date
Thursday, January 20, 2022

Weather
Light Rain Shower
45°F

Lat/Long
33.860200°, -84.330748°



0000 - 2400 (Weekday 24h Session)
Bi-Directional Speed 15min

Table with 17 columns: Time, 5-14 mph, 15-19 mph, 20-24 mph, 25-29 mph, 30-34 mph, 35-39 mph, 40-44 mph, 45-49 mph, 50-54 mph, 55-59 mph, 60-64 mph, 65-69 mph, 70-74 mph, 75-79 mph, 80-99 mph, 15min Total. Rows represent 15-minute intervals from 0000-0015 to 2345-2400.

Summary statistics table with 5 columns: 10mph Pace Speed, Number in Pace, 15th Percentile, 50th Percentile, Average, 85th Percentile, 95th Percentile. Values include 14-23, 241 (71.3%), 14, 19, 19, 23, 25.

Bi-Directional Speed & Class Count || Graphical Analysis NB EB

Brookhaven, GA

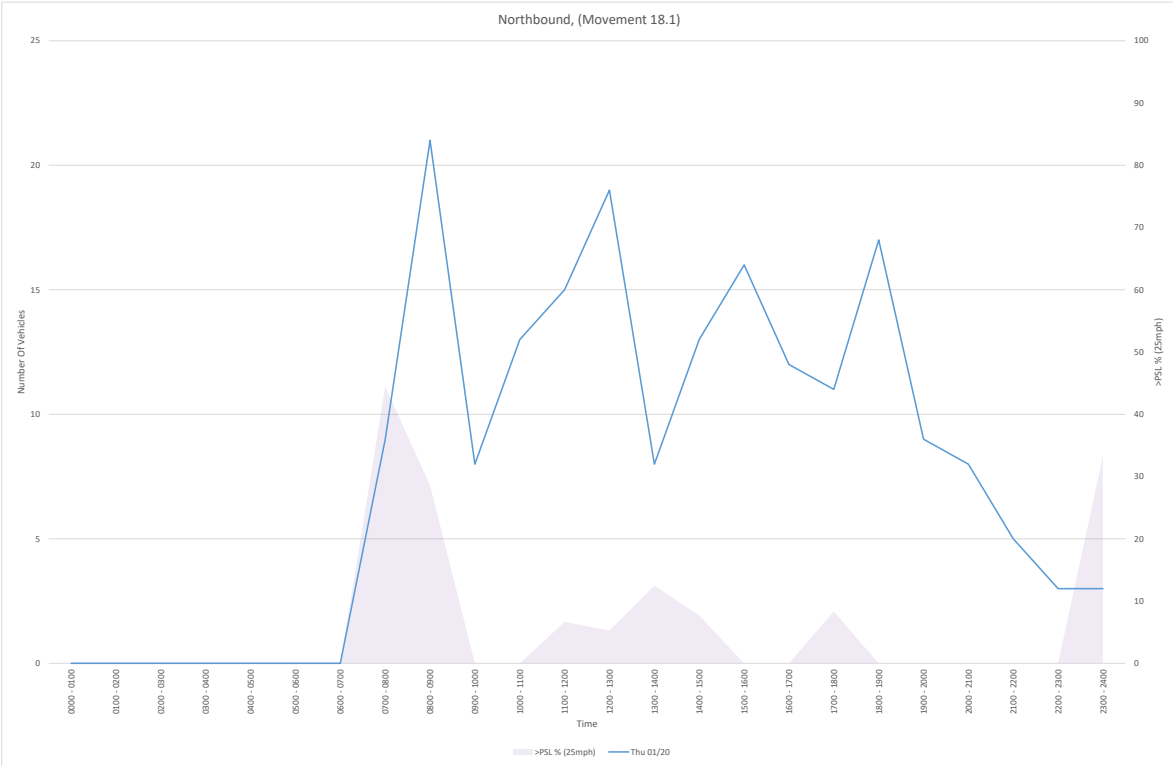
Site 18

Appalachee Dr NE,
south of Dresden Dr

Lat/Long
33.860200°, -84.330748°

 [Click here for Map](#)

0000 - 2400 (Weekday 24h Session)
Graphical Analysis NB EB



Bi-Directional Speed & Class Count || Graphical Analysis SB WB

Brookhaven, GA

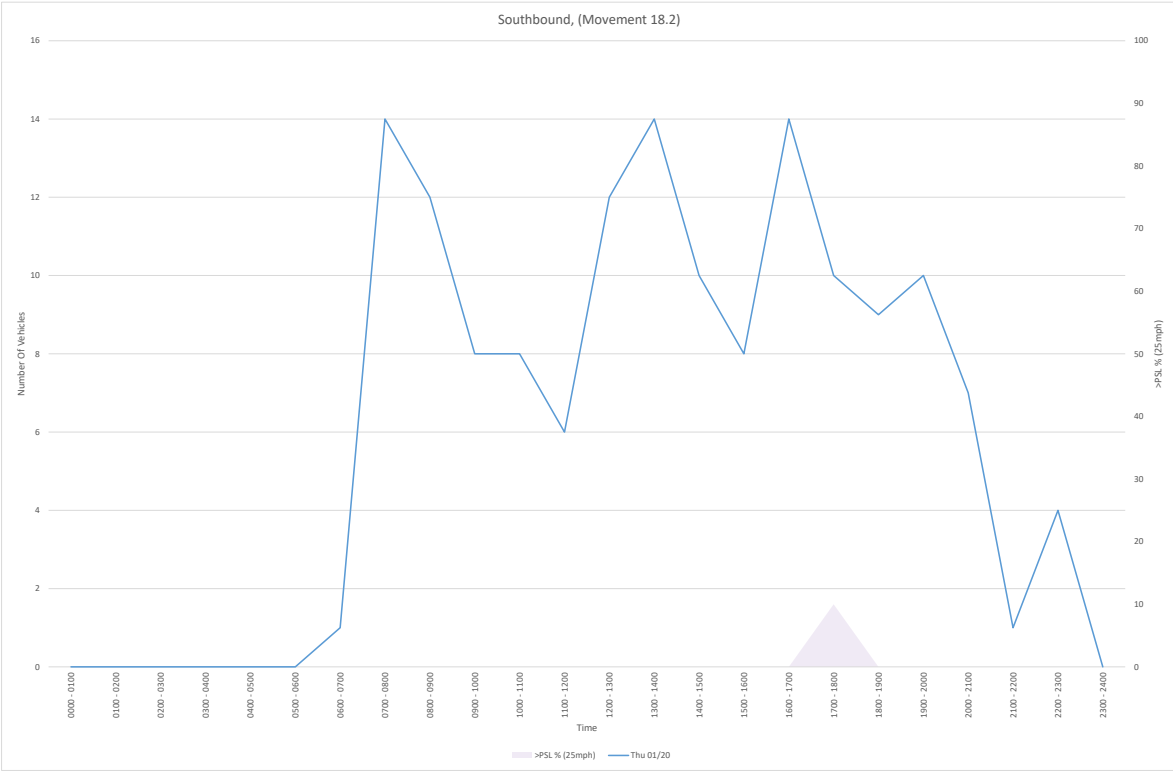
Site 18

Appalachee Dr NE,
south of Dresden Dr

Lat/Long
33.860200°, -84.330748°

 [Click here for Map](#)

0000 - 2400 (Weekday 24h Session)
Graphical Analysis SB WB



Bi-Directional Speed & Class Count || Graphical Analysis NB EB

Brookhaven, GA

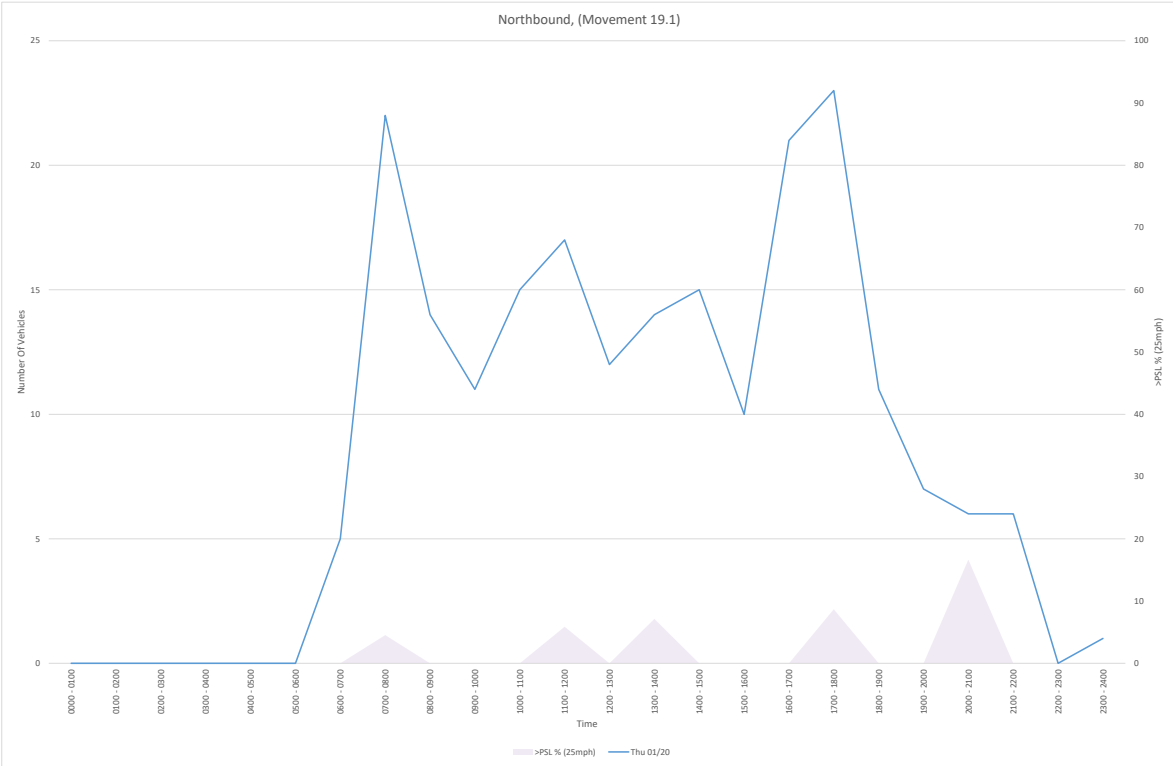
Site 19

Conasauga Ave NE,
south of Dresden Dr

Lat/Long
33.860657°, -84.328492°

 [Click here for Map](#)

0000 - 2400 (Weekday 24h Session)
Graphical Analysis NB EB



Bi-Directional Speed & Class Count || Graphical Analysis SB WB

Brookhaven, GA

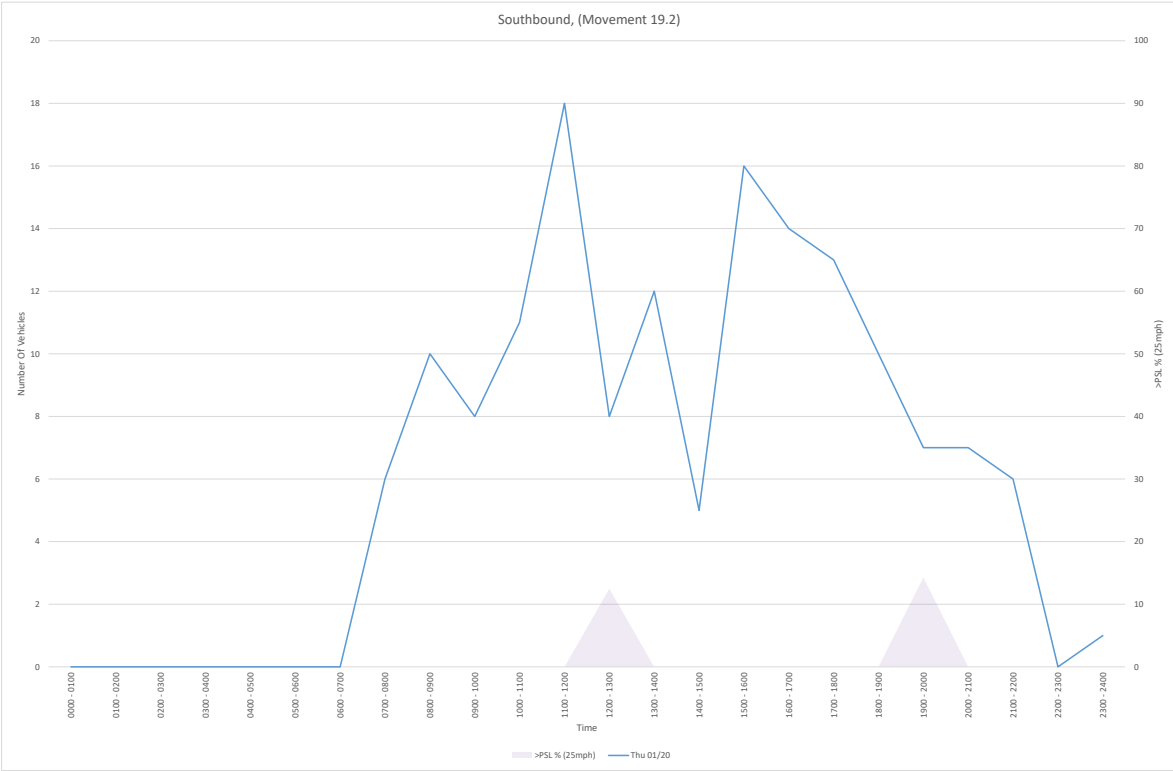
Site 19

Conasauga Ave NE,
south of Dresden Dr

Lat/Long
33.860657, -84.328492

 [Click here for Map](#)

0000 - 2400 (Weekday 24h Session)
Graphical Analysis SB WB



Bi-Directional Speed & Class Count | NB EB 15min



Brookhaven, GA

Site 20
Coosawatee Dr NE,
north of Noel Dr NE

Date
Thursday, January 20, 2022

Weather
Light Rain Shower
45°F

Lat/Long
33.8549437, -84.3332177

[Click here for Map](#)

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

Table with 15 columns: Time, Class 1-13, 15min Total, 60min Total. Contains traffic data for Northbound (Movement 20.1) from 0000-0015 to 2345-0000.

Summary table with 15 columns: Session Total, Session Average, Session Percentage, and 13 class counts.

AM Peak Hour summary table with 15 columns: AM Peak Hour, AM Peak Hour Volume, and 13 class counts.

Noon Peak Hour summary table with 15 columns: Noon Peak Hour, Noon Peak Hour Volume, and 13 class counts.

PM Peak Hour summary table with 15 columns: PM Peak Hour, PM Peak Hour Volume, and 13 class counts.

Bi-Directional Speed & Class Count || NB EB Speed 15min

Brookhaven, GA



Site 20

Coosawattee Dr NE, north of Noel Dr NE

Date

Thursday, January 20, 2022

Weather

Light Rain Shower 45°F

Lat/Long

33.854943°, -84.333217°



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

Main data table with columns for Time, speed bins (5-14 mph to 80-99 mph), and Total 15min count. Includes a Session Total row at the bottom.

Summary table: 10mph Pace Speed 19-28, Number in Pace 463 (70.2%)

Summary table: 15th Percentile 18, 50th Percentile 24, Average 23, 85th Percentile 28, 95th Percentile 30

Bi-Directional Speed & Class Count || Graphical Analysis NB EB

Brookhaven, GA

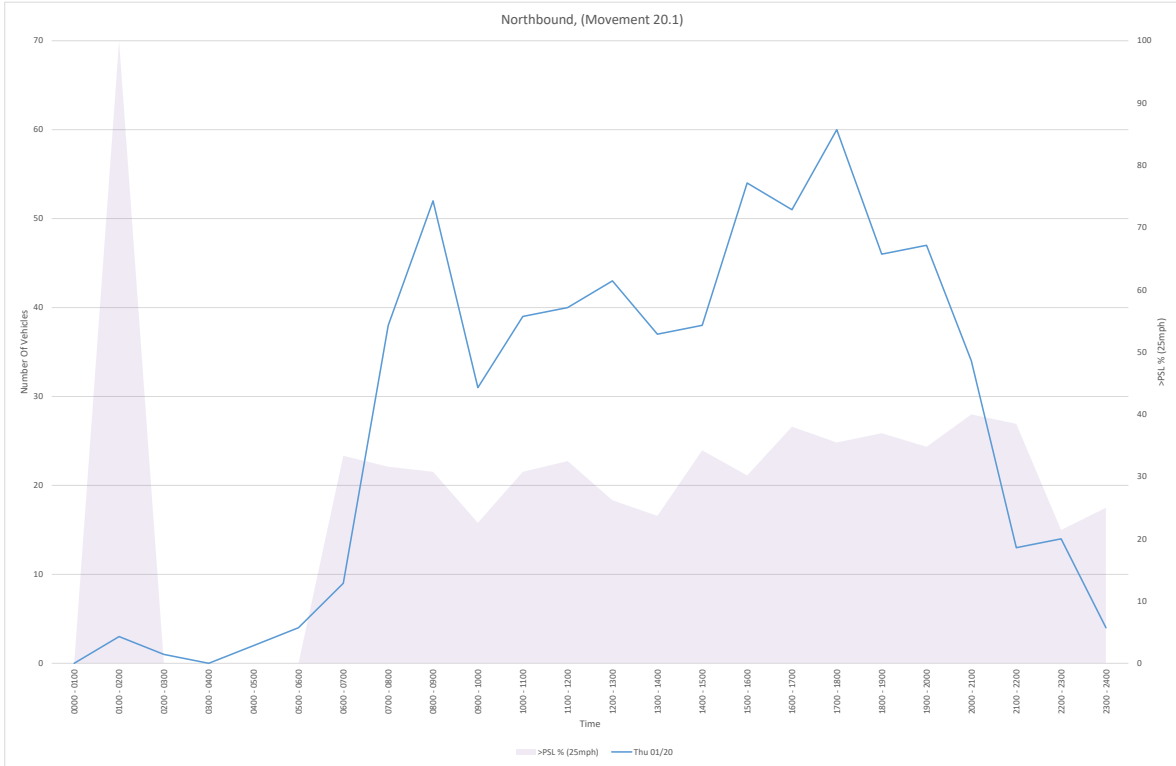
Site 20

Coosawatee Dr NE,
north of Noel Dr NE

Lat/Long
33.854943°, -84.333217°

 [Click here for Map](#)

0000 - 2400 (Weekday 24h Session) Graphical Analysis NB EB



Bi-Directional Speed & Class Count || Graphical Analysis SB WB

Brookhaven, GA

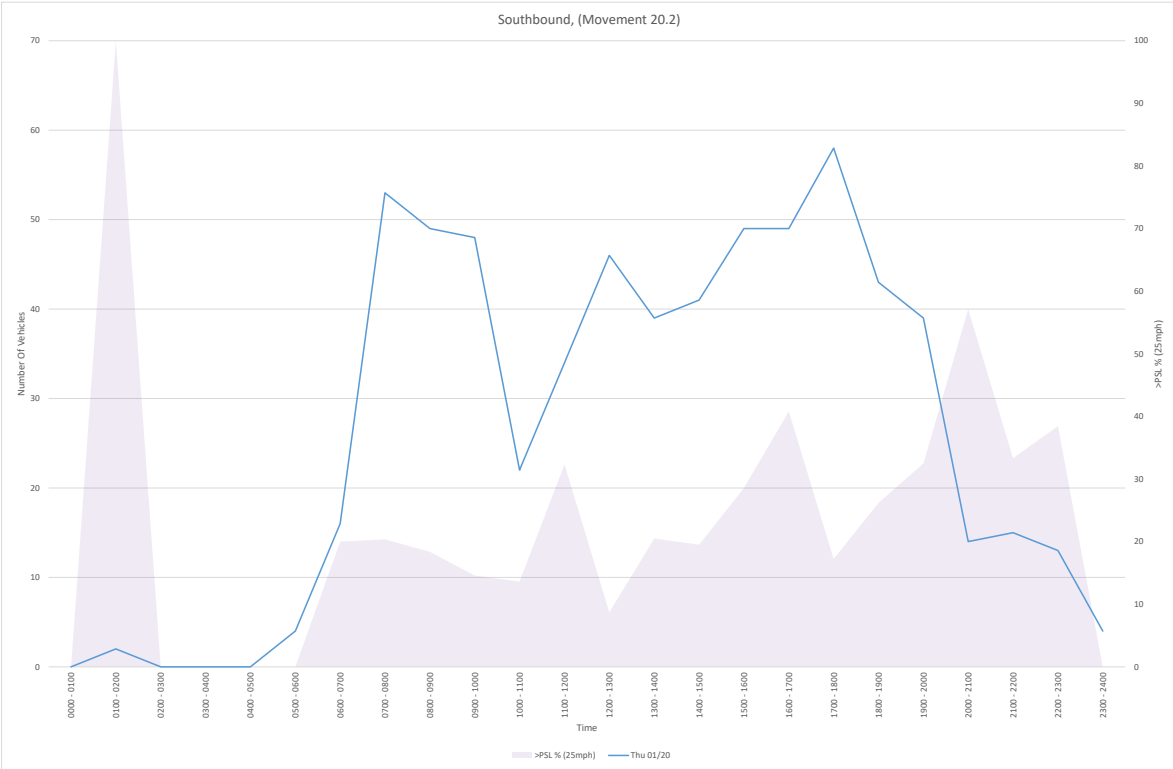
Site 20

Coosawatee Dr NE,
north of Noel Dr NE

Lat/Long
33.854943°, -84.333217°

 [Click here for Map](#)

0000 - 2400 (Weekday 24h Session)
Graphical Analysis SB WB



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



Brookhaven, GA

Site 21
Briarwood Hills Dr NE,
north of Briarwood Rd NE

Date
Thursday, January 20, 2022

Weather
Light Rain Shower
45°F

Lat/Long
33.852308, -84.334067

Click here for Map

0000 - 2400 (Weekday 24h Session)

Bi-Directional 15min

Main data table with columns: Time, Class 1-13, 15min Total, 60min Total. Rows list 15-minute intervals from 0000-0015 to 2345-0000.

Summary row: Session Total, Session Average, Session Percentage.

AM Peak Hour summary: AM Peak Hour, AM Peak Hour Volume.

Noon Peak Hour summary: Noon Peak Hour, Noon Peak Hour Volume.

PM Peak Hour summary: PM Peak Hour, PM Peak Hour Volume.

Bi-Directional Speed & Class Count || Graphical Analysis NB EB

Brookhaven, GA

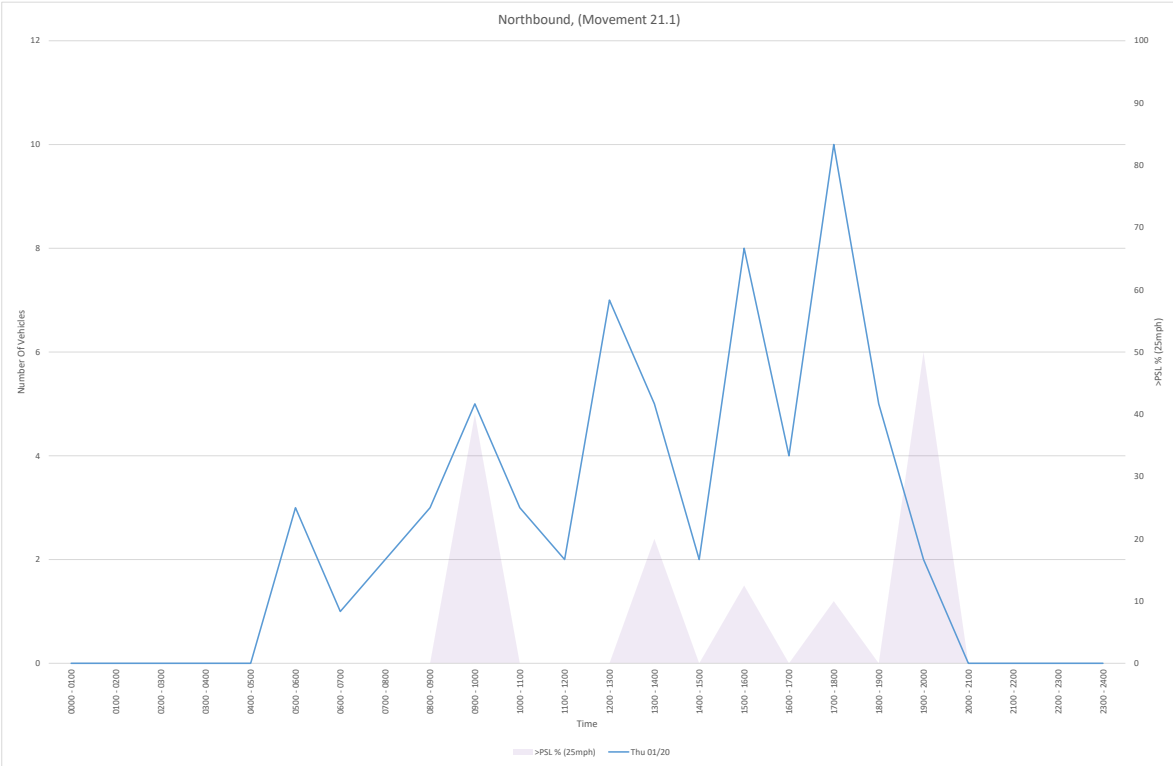
Site 21

Briarwood Hills Dr NE,
north of Briarwood Rd NE

Lat/Long
33.852308°, -84.334067°

 [Click here for Map](#)

0000 - 2400 (Weekday 24h Session)
Graphical Analysis NB EB



Bi-Directional Speed & Class Count || Graphical Analysis SB WB

Brookhaven, GA

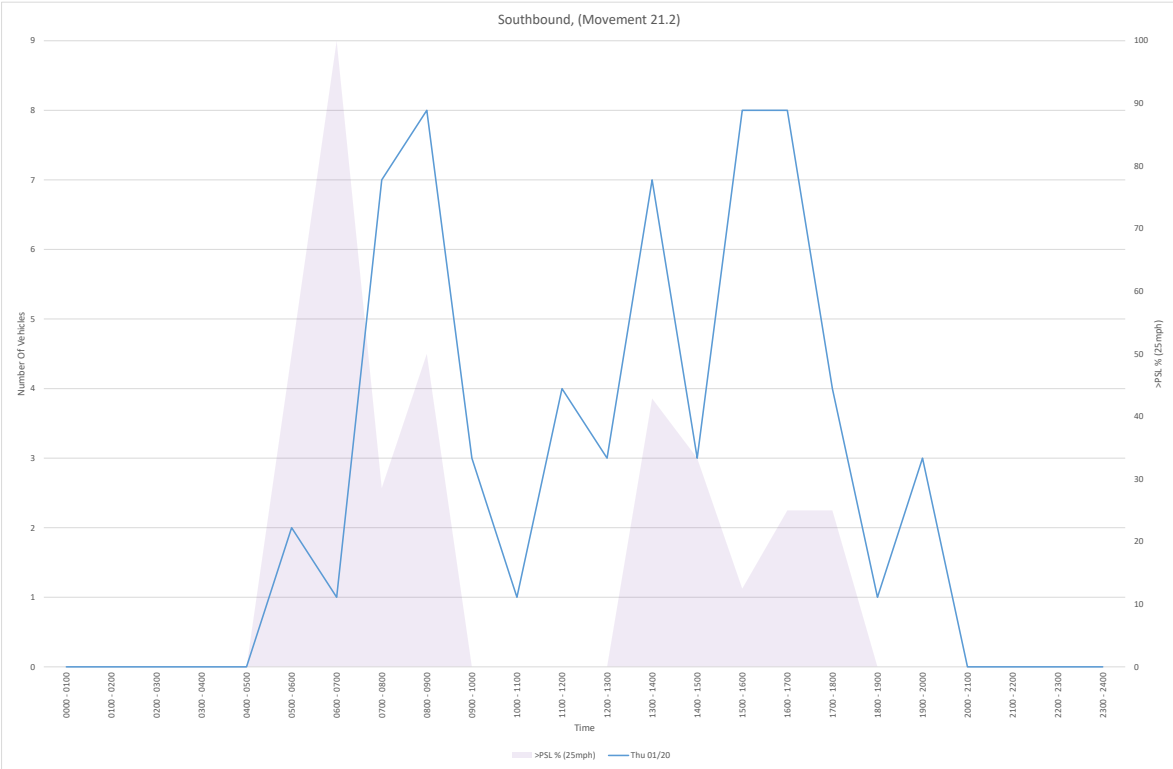
Site 21

Briarwood Hills Dr NE,
north of Briarwood Rd NE

Lat/Long
33.852308°, -84.334067°

 [Click here for Map](#)

0000 - 2400 (Weekday 24h Session)
Graphical Analysis SB WB



Bi-Directional Speed & Class Count || NB EB Speed 15min

Brookhaven, GA



Site 22
Coosawattee Dr NE,
north of Briarwood Rd NE

Date
Thursday, January 20, 2022

Weather
Light Rain Shower
45°F

Lat/Long
33.851699°, -84.333449°

Click here for Map

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

Table with 17 columns: Time, 5-14 mph, 15-19 mph, 20-24 mph, 25-29 mph, 30-34 mph, 35-39 mph, 40-44 mph, 45-49 mph, 50-54 mph, 55-59 mph, 60-64 mph, 65-69 mph, 70-74 mph, 75-79 mph, 80-99 mph, 15min Total. Rows represent 5-minute intervals from 0000-0015 to 2345-2400.

Summary table: 10mph Pace Speed: 18-27; Number in Pace: 516 (81.4%)

Summary table: 15th Percentile: 19; 50th Percentile: 23; Average: 23; 85th Percentile: 27; 95th Percentile: 29

Bi-Directional Speed & Class Count || Graphical Analysis NB EB

Brookhaven, GA

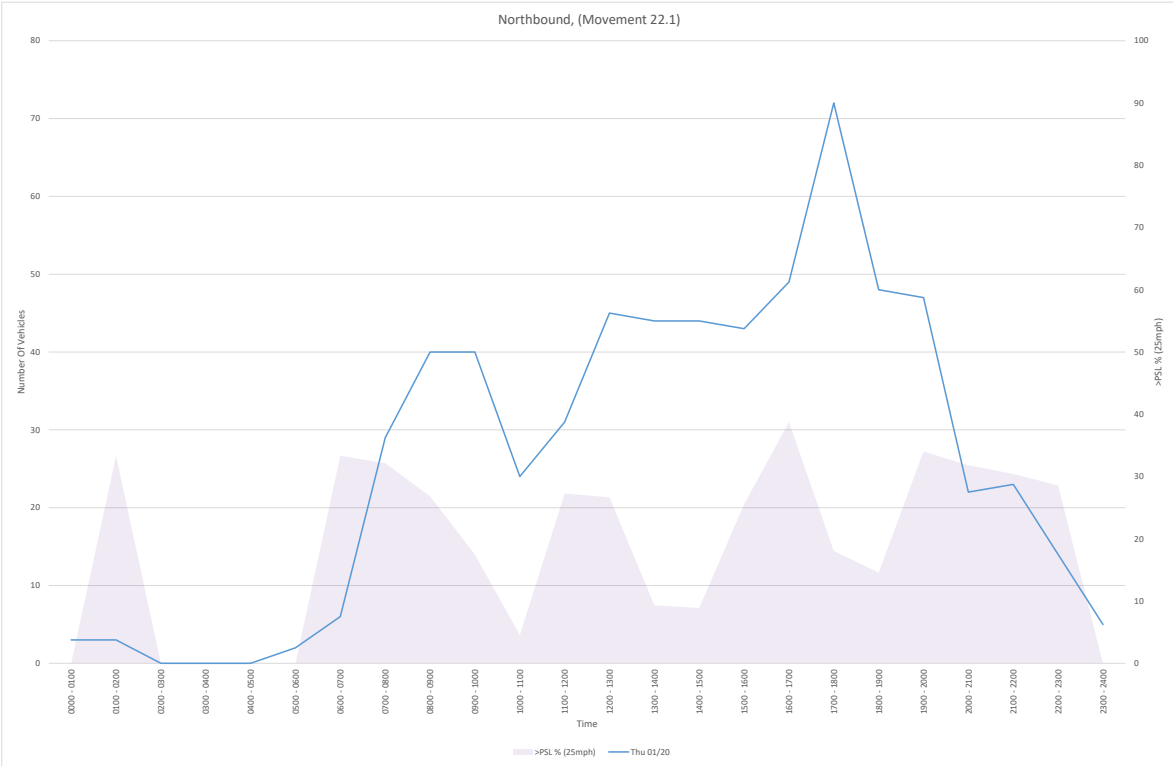
Site 22

Coosawattie Dr NE,
north of Briarwood Rd NE

Lat/Long
33.851699°, -84.333449°

 [Click here for Map](#)

0000 - 2400 (Weekday 24h Session)
Graphical Analysis NB EB



Bi-Directional Speed & Class Count || Graphical Analysis SB WB

Brookhaven, GA

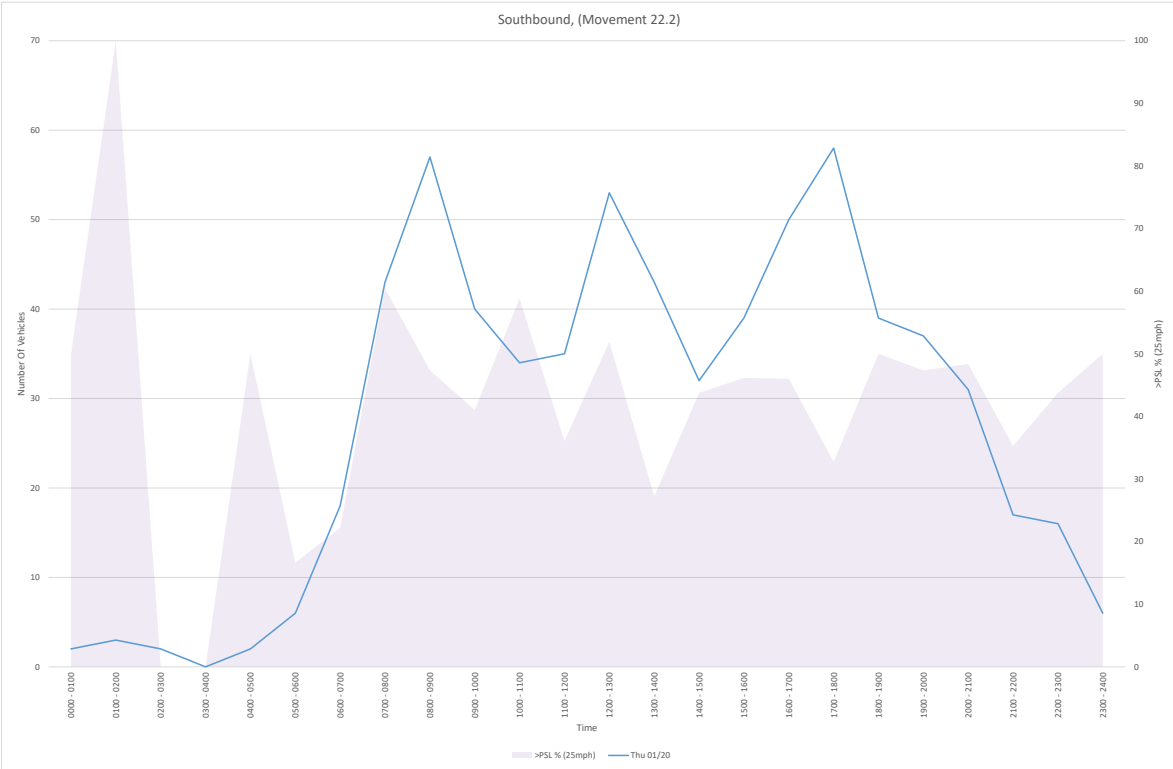
Site 22

Coosawatee Dr NE,
north of Briarwood Rd NE

Lat/Long
33.851699°, -84.333449°

 [Click here for Map](#)

0000 - 2400 (Weekday 24h Session)
Graphical Analysis SB WB



Appendix B:

Intersection Traffic Volumes

Increase in Intersection Traffic Volumes

AM Peak Hour		2022 Volume	Expected Development Traffic	Low Background Growth (0.5%)								
ID #	Intersection Name			2027			2037			2047		
				Growth	Volume	% Increase	Growth	Volume	% Increase	Growth	Volume	% Increase
1	Dresden Dr @ Peachtree Rd	4,149	647	106	4,902	20%	323	5,119	25%	552	5,348	30%
2	Dresden Dr @ Apple Valley Rd	1,775	688	45	2,508	40%	138	2,601	45%	235	2,698	50%
3	Dresden Dr @ Fernwood Cir	1,316	427	32	1,775	35%	102	1,845	40%	175	1,918	45%
4	Dresden Dr @ Ellijay Dr	1,288	373	32	1,693	30%	100	1,761	35%	170	1,831	40%
5	Dresden Dr @ Caldwell Rd	1,199	367	30	1,596	35%	94	1,660	40%	159	1,725	45%
6	Dresden Dr @ Appalachian Dr	1,122	321	27	1,470	30%	88	1,531	35%	149	1,592	40%
7	Dresden Dr @ Camille Dr	1,101	314	27	1,442	30%	85	1,500	35%	146	1,561	40%
8	Dresden Dr @ Conasauga Ave	1,090	298	27	1,415	30%	85	1,473	35%	145	1,533	40%
9	Dresden Dr @ North Thompson Rd	1,105	290	27	1,422	30%	85	1,480	35%	146	1,541	40%
10	Dresden Dr @ Ashford Rd	1,029	272	26	1,327	30%	80	1,381	35%	136	1,437	40%
11	Dresden Dr @ Winding Ln	1,027	256	26	1,309	25%	80	1,363	35%	135	1,418	40%
12	Dresden Dr @ Clairmont Rd	2,773	240	69	3,082	10%	215	3,228	15%	369	3,382	20%
13	Redding Rd @ Caldwell Rd	1,224	142	31	1,397	15%	95	1,461	20%	161	1,527	25%
14	Redding Rd @ Peachtree Rd	3,167	529	80	3,776	20%	246	3,942	25%	419	4,115	30%
15	North Druid Hills Rd @ Peachtree Rd	3,616	964	93	4,673	30%	283	4,863	35%	480	5,060	40%
16	North Druid Hills Rd @ Apple Valley Rd	1,559	551	39	2,149	40%	121	2,231	45%	206	2,316	50%
17	North Druid Hills Rd @ Sylvan Cir (N)	1,564	377	38	1,979	25%	121	2,062	30%	207	2,148	35%
18	North Druid Hills Rd @ Star Dr	1,525	379	38	1,942	25%	119	2,023	35%	202	2,106	40%
19	North Druid Hills Rd @ Sylvan Cir (S)	1,519	384	38	1,941	30%	119	2,022	35%	201	2,104	40%
20	Briarwood Rd @ Briarwood Hills Dr	584	175	14	773	30%	45	804	40%	78	837	45%
21	Briarwood Rd @ Coosawattee Dr	638	187	16	841	30%	51	876	35%	85	910	45%

PM Peak Hour		2022 Volume	Expected Development Traffic	Low Background Growth (0.5%)								
ID #	Intersection Name			2027			2037			2047		
				Growth	Volume	% Increase	Growth	Volume	% Increase	Growth	Volume	% Increase
1	Dresden Dr @ Peachtree Rd	4,629	1,135	117	5,881	25%	359	6,123	30%	616	6,380	40%
2	Dresden Dr @ Apple Valley Rd	2,006	1,260	51	3,317	65%	156	3,422	70%	268	3,534	75%
3	Dresden Dr @ Fernwood Cir	1,493	835	37	2,365	60%	116	2,444	65%	198	2,526	70%
4	Dresden Dr @ Ellijay Dr	1,517	567	38	2,122	40%	116	2,200	45%	201	2,285	50%
5	Dresden Dr @ Caldwell Rd	1,472	554	37	2,063	40%	114	2,140	45%	194	2,220	50%
6	Dresden Dr @ Appalachian Dr	1,334	398	34	1,766	30%	104	1,836	40%	178	1,910	45%
7	Dresden Dr @ Camille Dr	1,253	389	30	1,672	35%	96	1,738	40%	166	1,808	45%
8	Dresden Dr @ Conasauga Ave	1,248	373	30	1,651	30%	97	1,718	40%	166	1,787	45%
9	Dresden Dr @ North Thompson Rd	1,265	364	31	1,660	30%	98	1,727	35%	168	1,797	40%
10	Dresden Dr @ Ashford Rd	1,150	348	31	1,529	35%	90	1,588	40%	153	1,651	45%
11	Dresden Dr @ Winding Ln	1,151	332	29	1,512	30%	91	1,574	35%	153	1,636	40%
12	Dresden Dr @ Clairmont Rd	3,201	316	81	3,598	10%	250	3,767	20%	426	3,943	25%
13	Redding Rd @ Caldwell Rd	921	146	23	1,090	20%	73	1,140	25%	121	1,188	30%
14	Redding Rd @ Peachtree Rd	3,433	629	86	4,148	20%	268	4,330	25%	456	4,518	30%
15	North Druid Hills Rd @ Peachtree Rd	4,145	1,126	105	5,376	30%	322	5,593	35%	551	5,822	40%
16	North Druid Hills Rd @ Apple Valley Rd	1,880	685	48	2,613	40%	146	2,711	45%	249	2,814	50%
17	North Druid Hills Rd @ Sylvan Cir (N)	1,883	462	48	2,393	25%	145	2,490	30%	249	2,594	40%
18	North Druid Hills Rd @ Star Dr	1,863	471	46	2,380	30%	145	2,479	35%	247	2,581	40%
19	North Druid Hills Rd @ Sylvan Cir (S)	1,870	480	48	2,398	30%	145	2,495	35%	248	2,598	40%
20	Briarwood Rd @ Briarwood Hills Dr	706	217	17	940	35%	54	977	40%	94	1,017	45%
21	Briarwood Rd @ Coosawattee Dr	764	240	20	1,024	35%	59	1,063	40%	102	1,106	45%

Increase in Intersection Traffic Volumes

AM Peak Hour		2022 Volume	Expected Development Traffic	Medium Background Growth (0.75%)								
ID #	Intersection Name			2027			2037			2047		
				Growth	Volume	% Increase	Growth	Volume	% Increase	Growth	Volume	% Increase
1	Dresden Dr @ Peachtree Rd	4,149	647	159	4,955	20%	492	5,288	25%	851	5,647	35%
2	Dresden Dr @ Apple Valley Rd	1,775	688	67	2,530	45%	210	2,673	50%	365	2,828	60%
3	Dresden Dr @ Fernwood Cir	1,316	427	51	1,794	35%	155	1,898	45%	269	2,012	55%
4	Dresden Dr @ Ellijay Dr	1,288	373	50	1,711	35%	152	1,813	40%	265	1,926	50%
5	Dresden Dr @ Caldwell Rd	1,199	367	45	1,611	35%	141	1,707	40%	245	1,811	50%
6	Dresden Dr @ Appalachian Dr	1,122	321	40	1,483	30%	133	1,576	40%	231	1,674	50%
7	Dresden Dr @ Camille Dr	1,101	314	42	1,457	30%	131	1,546	40%	226	1,641	50%
8	Dresden Dr @ Conasauga Ave	1,090	298	41	1,429	30%	129	1,517	40%	224	1,612	50%
9	Dresden Dr @ North Thompson Rd	1,105	290	44	1,439	30%	131	1,526	40%	227	1,622	45%
10	Dresden Dr @ Ashford Rd	1,029	272	40	1,341	30%	122	1,423	40%	211	1,512	45%
11	Dresden Dr @ Winding Ln	1,027	256	39	1,322	30%	122	1,405	35%	210	1,493	45%
12	Dresden Dr @ Clairmont Rd	2,773	240	105	3,118	10%	329	3,342	20%	569	3,582	30%
13	Redding Rd @ Caldwell Rd	1,224	142	49	1,415	15%	147	1,513	25%	253	1,619	30%
14	Redding Rd @ Peachtree Rd	3,167	529	72	3,768	20%	327	4,023	25%	602	4,298	35%
15	North Druid Hills Rd @ Peachtree Rd	3,616	964	137	4,717	30%	428	5,008	40%	743	5,323	45%
16	North Druid Hills Rd @ Apple Valley Rd	1,559	551	61	2,171	40%	185	2,295	45%	320	2,430	55%
17	North Druid Hills Rd @ Sylvan Cir (N)	1,564	377	59	2,000	30%	185	2,126	35%	321	2,262	45%
18	North Druid Hills Rd @ Star Dr	1,525	379	58	1,962	30%	180	2,084	35%	313	2,217	45%
19	North Druid Hills Rd @ Sylvan Cir (S)	1,519	384	57	1,960	30%	180	2,083	35%	312	2,215	45%
20	Briarwood Rd @ Briarwood Hills Dr	584	175	29	788	35%	76	835	45%	128	887	50%
21	Briarwood Rd @ Coosawattee Dr	638	187	25	850	35%	77	902	40%	131	956	50%

PM Peak Hour		2022 Volume	Expected Development Traffic	Medium Background Growth (0.75%)								
ID #	Intersection Name			2027			2037			2047		
				Growth	Volume	% Increase	Growth	Volume	% Increase	Growth	Volume	% Increase
1	Dresden Dr @ Peachtree Rd	4,629	1,135	178	5,942	30%	549	6,313	35%	953	6,717	45%
2	Dresden Dr @ Apple Valley Rd	2,006	1,260	76	3,342	65%	239	3,505	75%	413	3,679	85%
3	Dresden Dr @ Fernwood Cir	1,493	835	57	2,385	60%	178	2,506	70%	307	2,635	75%
4	Dresden Dr @ Ellijay Dr	1,517	567	58	2,142	40%	180	2,264	50%	311	2,395	60%
5	Dresden Dr @ Caldwell Rd	1,472	554	55	2,081	40%	175	2,201	50%	303	2,329	60%
6	Dresden Dr @ Appalachian Dr	1,334	398	49	1,781	35%	159	1,891	40%	274	2,006	50%
7	Dresden Dr @ Camille Dr	1,253	389	46	1,688	35%	148	1,790	45%	257	1,899	50%
8	Dresden Dr @ Conasauga Ave	1,248	373	47	1,668	35%	148	1,769	40%	256	1,877	50%
9	Dresden Dr @ North Thompson Rd	1,265	364	47	1,676	30%	150	1,779	40%	259	1,888	50%
10	Dresden Dr @ Ashford Rd	1,150	348	44	1,542	35%	137	1,635	40%	238	1,736	50%
11	Dresden Dr @ Winding Ln	1,151	332	43	1,526	35%	136	1,619	40%	236	1,719	50%
12	Dresden Dr @ Clairmont Rd	3,201	316	121	3,638	15%	380	3,897	20%	657	4,174	30%
13	Redding Rd @ Caldwell Rd	921	146	35	1,102	20%	111	1,178	30%	192	1,259	35%
14	Redding Rd @ Peachtree Rd	3,433	629	77	4,139	20%	354	4,416	30%	651	4,713	35%
15	North Druid Hills Rd @ Peachtree Rd	4,145	1,126	158	5,429	30%	490	5,761	40%	851	6,122	50%
16	North Druid Hills Rd @ Apple Valley Rd	1,880	685	71	2,636	40%	223	2,788	50%	385	2,950	55%
17	North Druid Hills Rd @ Sylvan Cir (N)	1,883	462	71	2,416	30%	224	2,569	35%	386	2,731	45%
18	North Druid Hills Rd @ Star Dr	1,863	471	71	2,405	30%	222	2,556	35%	383	2,717	45%
19	North Druid Hills Rd @ Sylvan Cir (S)	1,870	480	72	2,422	30%	223	2,573	40%	385	2,735	45%
20	Briarwood Rd @ Briarwood Hills Dr	706	217	34	957	35%	92	1,015	45%	153	1,076	50%
21	Briarwood Rd @ Coosawattee Dr	764	240	30	1,034	35%	90	1,094	45%	157	1,161	50%

Increase in Intersection Traffic Volumes

AM Peak Hour		2022 Volume	Expected Development Traffic	High Background Growth (1.0%)								
ID #	Intersection Name			2027			2037			2047		
				Growth	Volume	% Increase	Growth	Volume	% Increase	Growth	Volume	% Increase
1	Dresden Dr @ Peachtree Rd	4,149	647	212	5,008	20%	667	5,463	30%	1,172	5,968	45%
2	Dresden Dr @ Apple Valley Rd	1,775	688	92	2,555	45%	285	2,748	55%	501	2,964	65%
3	Dresden Dr @ Fernwood Cir	1,316	427	68	1,811	40%	212	1,955	50%	371	2,114	60%
4	Dresden Dr @ Ellijay Dr	1,288	373	66	1,727	35%	206	1,867	45%	364	2,025	55%
5	Dresden Dr @ Caldwell Rd	1,199	367	60	1,626	35%	191	1,757	45%	337	1,903	60%
6	Dresden Dr @ Appalachian Dr	1,122	321	56	1,499	35%	180	1,623	45%	317	1,760	55%
7	Dresden Dr @ Camille Dr	1,101	314	56	1,471	35%	176	1,591	45%	311	1,726	55%
8	Dresden Dr @ Conasauga Ave	1,090	298	56	1,444	30%	176	1,564	45%	308	1,696	55%
9	Dresden Dr @ North Thompson Rd	1,105	290	57	1,452	30%	177	1,572	40%	312	1,707	55%
10	Dresden Dr @ Ashford Rd	1,029	272	52	1,353	30%	166	1,467	45%	291	1,592	55%
11	Dresden Dr @ Winding Ln	1,027	256	52	1,335	30%	164	1,447	40%	290	1,573	55%
12	Dresden Dr @ Clairmont Rd	2,773	240	141	3,154	15%	448	3,461	25%	785	3,798	35%
13	Redding Rd @ Caldwell Rd	1,224	142	64	1,430	15%	197	1,563	30%	346	1,712	40%
14	Redding Rd @ Peachtree Rd	3,167	529	114	3,810	20%	462	4,158	30%	848	4,544	45%
15	North Druid Hills Rd @ Peachtree Rd	3,616	964	184	4,764	30%	581	5,161	45%	1,021	5,601	55%
16	North Druid Hills Rd @ Apple Valley Rd	1,559	551	80	2,190	40%	251	2,361	50%	440	2,550	65%
17	North Druid Hills Rd @ Sylvan Cir (N)	1,564	377	80	2,021	30%	252	2,193	40%	442	2,383	50%
18	North Druid Hills Rd @ Star Dr	1,525	379	78	1,982	30%	245	2,149	40%	430	2,334	55%
19	North Druid Hills Rd @ Sylvan Cir (S)	1,519	384	77	1,980	30%	244	2,147	40%	430	2,333	55%
20	Briarwood Rd @ Briarwood Hills Dr	584	175	38	797	35%	103	862	50%	172	931	60%
21	Briarwood Rd @ Coosawatee Dr	638	187	33	858	35%	103	928	45%	180	1,005	60%

PM Peak Hour		2022 Volume	Expected Development Traffic	High Background Growth (1.0%)								
ID #	Intersection Name			2027			2037			2047		
				Growth	Volume	% Increase	Growth	Volume	% Increase	Growth	Volume	% Increase
1	Dresden Dr @ Peachtree Rd	4,629	1,135	235	5,999	30%	746	6,510	40%	1,308	7,072	55%
2	Dresden Dr @ Apple Valley Rd	2,006	1,260	101	3,367	70%	324	3,590	80%	566	3,832	90%
3	Dresden Dr @ Fernwood Cir	1,493	835	76	2,404	60%	239	2,567	70%	421	2,749	85%
4	Dresden Dr @ Ellijay Dr	1,517	567	77	2,161	40%	245	2,329	55%	429	2,513	65%
5	Dresden Dr @ Caldwell Rd	1,472	554	74	2,100	45%	235	2,261	55%	416	2,442	65%
6	Dresden Dr @ Appalachian Dr	1,334	398	67	1,799	35%	213	1,945	45%	377	2,109	60%
7	Dresden Dr @ Camille Dr	1,253	389	62	1,704	35%	200	1,842	45%	355	1,997	60%
8	Dresden Dr @ Conasauga Ave	1,248	373	64	1,685	35%	201	1,822	45%	352	1,973	60%
9	Dresden Dr @ North Thompson Rd	1,265	364	66	1,695	35%	203	1,832	45%	355	1,984	55%
10	Dresden Dr @ Ashford Rd	1,150	348	58	1,556	35%	186	1,684	45%	325	1,823	60%
11	Dresden Dr @ Winding Ln	1,151	332	59	1,542	35%	184	1,667	45%	326	1,809	55%
12	Dresden Dr @ Clairmont Rd	3,201	316	163	3,680	15%	516	4,033	25%	904	4,421	40%
13	Redding Rd @ Caldwell Rd	921	146	50	1,117	20%	149	1,216	30%	264	1,331	45%
14	Redding Rd @ Peachtree Rd	3,433	629	122	4,184	20%	498	4,560	35%	916	4,978	45%
15	North Druid Hills Rd @ Peachtree Rd	4,145	1,126	211	5,482	30%	667	5,938	45%	1,171	6,442	55%
16	North Druid Hills Rd @ Apple Valley Rd	1,880	685	95	2,660	40%	303	2,868	55%	532	3,097	65%
17	North Druid Hills Rd @ Sylvan Cir (N)	1,883	462	96	2,441	30%	304	2,649	40%	532	2,877	55%
18	North Druid Hills Rd @ Star Dr	1,863	471	95	2,429	30%	299	2,633	40%	526	2,860	55%
19	North Druid Hills Rd @ Sylvan Cir (S)	1,870	480	95	2,445	30%	302	2,652	40%	528	2,878	55%
20	Briarwood Rd @ Briarwood Hills Dr	706	217	43	966	35%	121	1,044	50%	207	1,130	60%
21	Briarwood Rd @ Coosawatee Dr	764	240	39	1,043	35%	124	1,128	50%	216	1,220	60%

Existing Year (2022) Intersection Volumes

Existing AM/PM

<p>1 : Dresden Dr @ Peachtree Rd</p> <p>Dresden Dr</p> <p>Peachtree Rd</p>		<p>2 : Dresden Dr @ Apple Valley Rd</p> <p>Dresden Dr</p> <p>Apple Valley Rd</p>		<p>3 : Dresden Dr @ Fernwood Cir</p> <p>Dresden Dr</p> <p>Parkside Dr</p> <p>Fernwood Cir</p>	
<p>4 : Dresden Dr @ Ellijay Dr</p> <p>Dresden Dr</p> <p>Ellijay Dr</p>		<p>5 : Dresden Dr @ Caldwell Rd</p> <p>Dresden Dr</p> <p>Caldwell Rd</p>		<p>6 : Dresden Dr @ Appalachee Dr</p> <p>Dresden Dr</p> <p>Dwy</p> <p>Appalachee Dr</p>	
<p>7 : Dresden Dr @ Camille Dr</p> <p>Dresden Dr</p> <p>Camille Dr</p>		<p>8 : Dresden Dr @ Conasauga Ave</p> <p>Dresden Dr</p> <p>Conasauga Ave</p>		<p>9 : Dresden Dr @ North Thompson Rd</p> <p>Dresden Dr</p> <p>N Thompson Rd</p>	
<p>10 : Dresden Dr @ Ashford Rd</p> <p>Dresden Dr</p> <p>Ashford Rd</p>		<p>11 : Dresden Dr @ Winding Ln</p> <p>Dresden Dr</p> <p>Winding Ln</p>		<p>12 : Dresden Dr @ Clairmont Rd</p> <p>Dresden Dr</p> <p>Clairmont Rd</p>	
<p>Dresden Dr</p>		<p>Dresden Dr</p>		<p>Dresden Dr</p>	
<p>Dresden Dr</p>		<p>Dresden Dr</p>		<p>Dresden Dr</p>	
<p>Dresden Dr</p>		<p>Dresden Dr</p>		<p>Dresden Dr</p>	
<p>Dresden Dr</p>		<p>Dresden Dr</p>		<p>Dresden Dr</p>	

Existing Year (2022) Intersection Volumes

Existing AM/PM

<p>13 : Redding Rd @ Caldwell Rd</p> <p>Redding Rd 124/239 40/71 203/194</p> <p>Caldwell Rd 311/116 114/45 20/10</p>		<p>14 : Redding Rd @ Peachtree Rd</p> <p>Redding Rd 1291/1167 93/179</p> <p>Peachtree Rd</p>		<p>15 : North Druid Hills Rd @ Peachtree Rd</p> <p>North Druid Hills Rd 11/44 1610/1102 358/388</p> <p>Peachtree Rd 394/523 21/28 194/159</p>	
<p>Caldwell Rd</p> <p>221/150 90/38 3/10</p> <p>Redding Rd 3/0 76/39 19/9</p>		<p>Peachtree Rd</p> <p>1004/1463 239/336</p> <p>Redding Rd 349/174 191/114</p>		<p>Dwy</p> <p>24/77 11/62 25/36</p> <p>Peachtree Rd 21/44 773/1428 174/254</p>	
<p>16 : North Druid Hills Rd @ Apple Valley Rd</p> <p>North Druid Hills Rd 543/673 16/38</p> <p>Apple Valley Rd 23/24 206/197</p>		<p>17 : North Druid Hills Rd @ Sylvan Cir (N)</p> <p>North Druid Hills Rd 16/22 716/827 18/10</p> <p>Sylvan Cir</p>		<p>18 : North Druid Hills Rd @ Star Dr</p> <p>North Druid Hills Rd 708/843 15/14</p> <p>Star Dr 11/9 8/8</p>	
<p>North Druid Hills Rd</p> <p>595/708 176/240</p>		<p>Standard Dr</p> <p>9/16 0/5 10/26</p> <p>North Druid Hills Rd 26/30 765/945 4/2</p>		<p>North Druid Hills Rd</p> <p>779/974 4/15</p>	
<p>19 : North Druid Hills Rd @ Sylvan Cir (S)</p> <p>North Druid Hills Rd 704/830 9/14</p> <p>Sylvan Cir 5/22 11/22</p>		<p>20 : Briarwood Rd @ Briarwood Hills Dr</p> <p>Briarwood Hills Dr 10/6 0/1 3/2</p> <p>Briarwood Rd 4/8 306/312 4/13</p>		<p>21 : Briarwood Rd @ Coosawattee Dr</p> <p>Briarwood Rd 23/22 49/52</p> <p>Coosawattee Dr 33/44 291/314</p>	
<p>North Druid Hills Rd</p> <p>781/958 9/24</p>		<p>Briarwood Rd</p> <p>5/5 241/331 11/28</p> <p>Clarendon Way</p>		<p>Briarwood Rd</p> <p>16/28 226/304</p>	

Future Year (2027) Intersection Volumes - Low Growth

No Build AM/PM

<p>1 : Dresden Dr @ Peachtree Rd</p> <p>62/48 1704/1340 437/448</p> <p>Peachtree Rd</p> <p>453/595 112/282 575/356</p> <p>Dresden Dr</p>	<p>2 : Dresden Dr @ Apple Valley Rd</p> <p>169/256 80/75 44/115</p> <p>Apple Valley Rd</p> <p>81/99 836/789 156/109</p> <p>Dresden Dr</p>	<p>3 : Dresden Dr @ Fernwood Cir</p> <p>1/0 0/0 0/1</p> <p>Parkside Dr</p> <p>4/5 1060/989 17/23</p> <p>Dresden Dr</p>
<p>Dresden Dr</p> <p>46/68 91/308 47/39</p> <p>Peachtree Rd</p> <p>76/68 967/1803 332/526</p>	<p>Dresden Dr</p> <p>142/181 525/977 189/155</p> <p>Apple Valley Rd</p> <p>133/269 66/68 87/224</p>	<p>Dresden Dr</p> <p>1/2 622/1275 28/30</p> <p>Fernwood Cir</p> <p>25/25 0/1 17/14</p>
<p>4 : Dresden Dr @ Ellijay Dr</p> <p>963/837 19/33</p> <p>Dresden Dr</p>	<p>5 : Dresden Dr @ Caldwell Rd</p> <p>68/93 0/0 29/48</p> <p>Caldwell Rd</p> <p>22/34 901/749 1/2</p> <p>Dresden Dr</p>	<p>6 : Dresden Dr @ Appalachee Dr</p> <p>8/24 0/1 4/8</p> <p>Dwy</p> <p>10/13 907/689 11/9</p> <p>Dresden Dr</p>
<p>Dresden Dr</p> <p>563/1108 50/63</p> <p>Ellijay Dr</p> <p>79/52 19/29</p>	<p>Dresden Dr</p> <p>63/127 501/999 8/1</p> <p>Dwy</p> <p>1/6 1/1 1/3</p>	<p>Dresden Dr</p> <p>13/46 486/926 12/26</p> <p>Appalachee Dr</p> <p>9/9 1/2 9/13</p>
<p>7 : Dresden Dr @ Camille Dr</p> <p>28/14 0/1 5/6</p> <p>Camille Dr</p> <p>10/8 913/703 0/2</p> <p>Dresden Dr</p>	<p>8 : Dresden Dr @ Conasauga Ave</p> <p>903/694 9/8</p> <p>Dresden Dr</p>	<p>9 : Dresden Dr @ North Thompson Rd</p> <p>55/32 21/13 19/10</p> <p>N Thompson Rd</p> <p>14/15 737/580 18/30</p> <p>Dresden Dr</p>
<p>Dresden Dr</p> <p>4/14 466/905 13/12</p> <p>Village Park Ct</p> <p>3/2 0/0 0/5</p>	<p>Dresden Dr</p> <p>465/899 8/17</p> <p>Conasauga Ave</p> <p>19/20 11/13</p>	<p>Dresden Dr</p> <p>15/55 415/811 21/34</p> <p>Thompson Rd</p> <p>42/37 8/12 57/31</p>
<p>10 : Dresden Dr @ Ashford Rd</p> <p>45/28 47/24</p> <p>Ashford Rd</p> <p>18/23 720/612</p> <p>Dresden Dr</p>	<p>11 : Dresden Dr @ Winding Ln</p> <p>22/14 27/34</p> <p>Winding Ln</p> <p>25/21 714/611</p> <p>Dresden Dr</p>	<p>12 : Dresden Dr @ Clairmont Rd</p> <p>130/133 652/961 106/198</p> <p>Clairmont Rd</p> <p>147/167 342/274 13/27</p> <p>Dresden Dr</p>
<p>Dresden Dr</p> <p>27/32 470/810</p>	<p>Dresden Dr</p> <p>4/17 517/815</p>	<p>Dresden Dr</p> <p>111/157 239/341 178/274</p> <p>Clairmont Rd</p> <p>206/241 942/787 16/38</p>

Future Year (2027) Intersection Volumes - Low Growth

No Build AM/PM

<p>13 : Redding Rd @ Caldwell Rd</p> <p>Redding Rd</p> <p>214/288 46/75 208/199</p> <p>319/119 130/51 24/11</p> <p>Caldwell Rd</p>		<p>14 : Redding Rd @ Peachtree Rd</p> <p>Redding Rd</p> <p>1648/1357 187/229</p> <p>Peachtree Rd</p>		<p>15 : North Druid Hills Rd @ Peachtree Rd</p> <p>North Druid Hills Rd</p> <p>248/123 1681/1184 367/398</p> <p>404/536 199/87 243/313</p> <p>Peachtree Rd</p> <p>N Druid Hills Rd</p>	
<p>Caldwell Rd</p> <p>252/233 98/49 3/10</p> <p>Redding Rd</p> <p>3/0 78/45 22/10</p>		<p>Peachtree Rd</p> <p>1117/1839 245/344</p> <p>Redding Rd</p> <p>358/178 221/201</p>		<p>Dwy</p> <p>64/318 40/243 56/221</p> <p>Peachtree Rd</p> <p>205/105 852/1511 314/337</p>	
<p>16 : North Druid Hills Rd @ Apple Valley Rd</p> <p>North Druid Hills Rd</p> <p>589/865 149/120</p> <p>70/176 249/346</p> <p>Apple Valley Rd</p>		<p>17 : North Druid Hills Rd @ Sylvan Cir (N)</p> <p>North Druid Hills Rd</p> <p>16/23 802/1167 20/10</p> <p>Sylvan Cir</p>		<p>18 : North Druid Hills Rd @ Star Dr</p> <p>North Druid Hills Rd</p> <p>794/1188 17/14</p> <p>12/9 10/13</p> <p>Star Dr</p>	
<p>North Druid Hills Rd</p> <p>785/783 307/323</p>		<p>Standard Dr</p> <p>9/16 0/5 10/27</p> <p>North Druid Hills Rd</p> <p>27/31 1085/1103 7/6</p>		<p>North Druid Hills Rd</p> <p>1102/1137 7/19</p>	
<p>19 : North Druid Hills Rd @ Sylvan Cir (S)</p> <p>North Druid Hills Rd</p> <p>792/1180 9/14</p> <p>5/23 14/28</p> <p>Sylvan Cir</p>		<p>20 : Briarwood Rd @ Briarwood Hills Dr</p> <p>Briarwood Hills Dr</p> <p>10/6 0/1 6/6</p> <p>9/12 450/383 4/13</p> <p>Briarwood Rd</p>		<p>21 : Briarwood Rd @ Coosawattee Dr</p> <p>Briarwood Rd</p> <p>24/23 54/66</p> <p>42/55 439/389</p> <p>Coosawattee Dr</p> <p>Briarwood Rd</p>	
<p>North Druid Hills Rd</p> <p>1107/1124 14/29</p>		<p>Briarwood Rd</p> <p>5/5 278/485 11/29</p> <p>Clarendon Way</p>		<p>Briarwood Rd</p> <p>16/29 266/462</p>	

Future Year (2037) Intersection Volumes - Low Growth

No Build AM/PM

<p>1 : Dresden Dr @ Peachtree Rd</p> <p>Dresden Dr</p> <p>Peachtree Rd</p> <p>65/51 1783/1405 451/466</p> <p>473/617 116/285 598/370</p>	<p>2 : Dresden Dr @ Apple Valley Rd</p> <p>Dresden Dr</p> <p>Apple Valley Rd</p> <p>176/263 83/79 45/116</p> <p>82/100 872/818 159/112</p>	<p>3 : Dresden Dr @ Fernwood Cir</p> <p>Dresden Dr</p> <p>Parkside Dr</p> <p>1/0 0/0 0/1</p> <p>4/5 1100/1022 18/24</p>
<p>Dresden Dr</p> <p>48/71 94/313 50/41</p> <p>Peachtree Rd</p> <p>80/71 1015/1887 346/546</p>	<p>Dresden Dr</p> <p>146/185 549/1012 192/159</p> <p>Apple Valley Rd</p> <p>138/276 69/71 90/231</p>	<p>Dresden Dr</p> <p>1/2 648/1317 29/31</p> <p>Fernwood Cir</p> <p>26/26 0/1 18/15</p>
<p>4 : Dresden Dr @ Ellijay Dr</p> <p>Dresden Dr</p> <p>999/869 20/34</p>	<p>5 : Dresden Dr @ Caldwell Rd</p> <p>Dresden Dr</p> <p>Caldwell Rd</p> <p>70/97 0/0 30/51</p> <p>23/36 935/777 1/2</p>	<p>6 : Dresden Dr @ Appalachee Dr</p> <p>Dresden Dr</p> <p>Dwy</p> <p>9/25 0/1 4/9</p> <p>11/14 941/717 12/10</p>
<p>Dresden Dr</p> <p>586/1147 53/66</p> <p>Ellijay Dr</p> <p>83/54 20/30</p>	<p>Dresden Dr</p> <p>67/132 522/1034 9/1</p> <p>Dwy</p> <p>1/6 1/1 1/3</p>	<p>Dresden Dr</p> <p>14/48 507/960 13/27</p> <p>Appalachee Dr</p> <p>9/9 1/2 10/14</p>
<p>7 : Dresden Dr @ Camille Dr</p> <p>Dresden Dr</p> <p>29/15 0/1 5/6</p> <p>11/9 948/732 0/2</p>	<p>8 : Dresden Dr @ Conasauga Ave</p> <p>Dresden Dr</p> <p>938/723 10/9</p>	<p>9 : Dresden Dr @ North Thompson Rd</p> <p>Dresden Dr</p> <p>N Thompson Rd</p> <p>57/33 22/14 20/11</p> <p>15/16 764/603 19/31</p>
<p>Dresden Dr</p> <p>4/14 486/939 14/13</p> <p>Village Park Ct</p> <p>3/2 0/0 0/5</p>	<p>Dresden Dr</p> <p>485/933 8/18</p> <p>Conasauga Ave</p> <p>20/21 12/14</p>	<p>Dresden Dr</p> <p>16/57 432/842 22/36</p> <p>Thompson Rd</p> <p>44/39 9/13 60/32</p>
<p>10 : Dresden Dr @ Ashford Rd</p> <p>Dresden Dr</p> <p>Ashford Rd</p> <p>46/29 50/25</p> <p>19/24 747/637</p>	<p>11 : Dresden Dr @ Winding Ln</p> <p>Dresden Dr</p> <p>23/15 28/36</p> <p>26/22 742/637</p>	<p>12 : Dresden Dr @ Clairmont Rd</p> <p>Dresden Dr</p> <p>Clairmont Rd</p> <p>133/138 685/1010 111/208</p> <p>154/176 357/286 14/28</p>
<p>Dresden Dr</p> <p>28/33 491/840</p>	<p>Dresden Dr</p> <p>4/17 540/847</p>	<p>Dresden Dr</p> <p>116/161 251/355 186/285</p> <p>Clairmont Rd</p> <p>214/252 990/828 17/40</p>

Future Year (2037) Intersection Volumes - Low Growth

No Build AM/PM

<p>13 : Redding Rd @ Caldwell Rd</p> <p>Redding Rd 221/301 48/79 219/209</p> <p>Caldwell Rd 335/125 136/53 25/12</p>		<p>14 : Redding Rd @ Peachtree Rd</p> <p>Redding Rd 1715/1419 192/238</p> <p>Peachtree Rd</p>		<p>15 : North Druid Hills Rd @ Peachtree Rd</p> <p>North Druid Hills Rd 249/125 1765/1242 386/418</p> <p>Peachtree Rd 425/564 200/88 253/321</p>	
<p>Caldwell Rd 263/241 103/51 3/11</p> <p>Redding Rd 3/0 82/47 23/11</p>		<p>Peachtree Rd 1170/1916 258/362</p> <p>Redding Rd 376/188 231/207</p>		<p>Dwy 65/322 41/246 57/223</p> <p>Peachtree Rd 206/107 892/1586 324/351</p>	
<p>16 : North Druid Hills Rd @ Apple Valley Rd</p> <p>North Druid Hills Rd 617/900 150/122</p> <p>Apple Valley Rd 71/177 260/356</p>		<p>17 : North Druid Hills Rd @ Sylvan Cir (N)</p> <p>North Druid Hills Rd 17/24 840/1210 21/11</p> <p>Sylvan Cir 10/17 0/5 11/28</p>		<p>18 : North Druid Hills Rd @ Star Dr</p> <p>North Druid Hills Rd 831/1232 18/15</p> <p>Star Dr 13/10 11/14</p>	
<p>North Druid Hills Rd 816/820 317/336</p>		<p>Standard Dr 10/17 0/5 11/28</p> <p>North Druid Hills Rd 28/32 1125/1152 7/6</p>		<p>North Druid Hills Rd 1143/1188 7/20</p>	
<p>19 : North Druid Hills Rd @ Sylvan Cir (S)</p> <p>North Druid Hills Rd 829/1223 10/15</p> <p>Sylvan Cir 5/24 15/29</p>		<p>20 : Briarwood Rd @ Briarwood Hills Dr</p> <p>Briarwood Hills Dr 11/6 0/1 6/6</p> <p>Briarwood Rd 9/13 466/399 4/14</p>		<p>21 : Briarwood Rd @ Coosawattee Dr</p> <p>Briarwood Rd 25/24 57/69</p> <p>Coosawattee Dr 44/57 455/405</p>	
<p>North Druid Hills Rd 1148/1174 15/30</p>		<p>Briarwood Rd 5/5 291/503 12/30</p> <p>Clarendon Way</p>		<p>Briarwood Rd 17/30 278/478</p>	

Future Year (2047) Intersection Volumes - Low Growth

No Build AM/PM

<p>1 : Dresden Dr @ Peachtree Rd</p> <p>Dresden Dr</p> <p>Peachtree Rd</p> <p>68/53 1866/1475 465/484</p> <p>494/639 120/289 624/385</p>	<p>2 : Dresden Dr @ Apple Valley Rd</p> <p>Dresden Dr</p> <p>Apple Valley Rd</p> <p>184/271 87/82 45/117</p> <p>83/101 909/849 163/115</p>	<p>3 : Dresden Dr @ Fernwood Cir</p> <p>Dresden Dr</p> <p>Fernwood Cir</p> <p>1/0 0/0 0/1</p> <p>5/6 1142/1056 19/25</p>
<p>Dresden Dr</p> <p>Peachtree Rd</p> <p>51/75 98/318 52/43</p> <p>84/75 1066/1976 360/568</p>	<p>Dresden Dr</p> <p>Apple Valley Rd</p> <p>150/190 573/1050 195/164</p> <p>144/283 72/773 93/239</p>	<p>Dresden Dr</p> <p>Fernwood Cir</p> <p>1/2 674/1360 30/32</p> <p>27/27 0/1 19/16</p>
<p>4 : Dresden Dr @ Ellijay Dr</p> <p>Dresden Dr</p> <p>Ellijay Dr</p> <p>1036/902 21/36</p> <p>86/57 21/32</p>	<p>5 : Dresden Dr @ Caldwell Rd</p> <p>Dresden Dr</p> <p>Caldwell Rd</p> <p>73/102 0/0 31/53</p> <p>24/37 970/806 1/2</p>	<p>6 : Dresden Dr @ Appalachee Dr</p> <p>Dresden Dr</p> <p>Appalachee Dr</p> <p>9/26 0/1 5/9</p> <p>11/15 977/746 12/10</p>
<p>Dresden Dr</p> <p>Ellijay Dr</p> <p>612/1189 55/69</p> <p>70/138 544/1070 9/1</p>	<p>Dresden Dr</p> <p>Caldwell Rd</p> <p>1/7 1/1 1/3</p> <p>15/51 529/997 13/28</p>	<p>Dresden Dr</p> <p>Appalachee Dr</p> <p>10/10 1/2 10/15</p>
<p>7 : Dresden Dr @ Camille Dr</p> <p>Dresden Dr</p> <p>Camille Dr</p> <p>30/15 0/1 6/7</p> <p>11/9 985/763 0/2</p>	<p>8 : Dresden Dr @ Conasauga Ave</p> <p>Dresden Dr</p> <p>Conasauga Ave</p> <p>975/753 10/9</p> <p>21/22 12/15</p>	<p>9 : Dresden Dr @ North Thompson Rd</p> <p>Dresden Dr</p> <p>N Thompson Rd</p> <p>59/34 23/15 22/11</p> <p>16/17 793/628 20/33</p>
<p>Dresden Dr</p> <p>Camille Dr</p> <p>4/14 507/975 15/14</p> <p>3/2 0/0 0/6</p>	<p>Dresden Dr</p> <p>Conasauga Ave</p> <p>506/969 9/19</p> <p>16/60 451/873 23/37</p>	<p>Dresden Dr</p> <p>N Thompson Rd</p> <p>46/41 9/14 63/34</p>
<p>10 : Dresden Dr @ Ashford Rd</p> <p>Dresden Dr</p> <p>Ashford Rd</p> <p>48/30 52/26</p> <p>20/25 776/664</p>	<p>11 : Dresden Dr @ Winding Ln</p> <p>Dresden Dr</p> <p>Winding Ln</p> <p>23/15 29/37</p> <p>27/23 770/663</p>	<p>12 : Dresden Dr @ Clairmont Rd</p> <p>Dresden Dr</p> <p>Clairmont Rd</p> <p>136/142 720/1061 117/219</p> <p>162/185 373/299 15/29</p>
<p>Dresden Dr</p> <p>Ashford Rd</p> <p>29/34 512/872</p>	<p>Dresden Dr</p> <p>Winding Ln</p> <p>4/18 565/880</p>	<p>Dresden Dr</p> <p>Clairmont Rd</p> <p>120/165 263/371 195/297</p> <p>222/263 1041/870 18/42</p>

Future Year (2047) Intersection Volumes - Low Growth

No Build AM/PM

<p>13 : Redding Rd @ Caldwell Rd</p> <p>Redding Rd</p> <p>227/314 50/82 230/220</p> <p>352/131 142/56 26/12</p> <p>Caldwell Rd</p>		<p>14 : Redding Rd @ Peachtree Rd</p> <p>1786/1483 197/248</p> <p>Peachtree Rd</p>		<p>15 : North Druid Hills Rd @ Peachtree Rd</p> <p>Peachtree Rd</p> <p>249/128 1854/1302 406/440</p> <p>446/592 201/90 264/330</p> <p>N Druid Hills Rd</p>	
<p>Caldwell Rd</p> <p>275/249 108/53 3/11</p> <p>Redding Rd</p> <p>3/0 86/49 25/11</p>		<p>Peachtree Rd</p> <p>1225/1996 271/381</p> <p>Redding Rd</p> <p>395/197 241/213</p>		<p>Dwy</p> <p>66/326 41/249 58/225</p> <p>Peachtree Rd</p> <p>207/110 935/1665 333/365</p>	
<p>16 : North Druid Hills Rd @ Apple Valley Rd</p> <p>N Druid Hills Rd</p> <p>647/937 151/124</p> <p>72/178 271/367</p> <p>Apple Valley Rd</p>		<p>17 : North Druid Hills Rd @ Sylvan Cir (N)</p> <p>N Druid Hills Rd</p> <p>18/25 879/1256 22/11</p> <p>Sylvan Cir</p>		<p>18 : North Druid Hills Rd @ Star Dr</p> <p>N Druid Hills Rd</p> <p>870/1279 19/16</p> <p>13/10 11/14</p> <p>Star Dr</p>	
<p>N Druid Hills Rd</p> <p>849/859 326/349</p>		<p>Standard Dr</p> <p>10/18 0/6 11/29</p> <p>N Druid Hills Rd</p> <p>29/34 1168/1204 8/6</p>		<p>N Druid Hills Rd</p> <p>1185/1241 8/21</p>	
<p>19 : North Druid Hills Rd @ Sylvan Cir (S)</p> <p>N Druid Hills Rd</p> <p>867/1269 10/16</p> <p>6/25 15/30</p> <p>Sylvan Cir</p>		<p>20 : Briarwood Rd @ Briarwood Hills Dr</p> <p>Briarwood Hills Dr</p> <p>11/7 0/1 6/6</p> <p>Briarwood Rd</p> <p>10/13 483/416 5/15</p>		<p>21 : Briarwood Rd @ Coosawattee Dr</p> <p>Coosawattee Dr</p> <p>26/25 60/72</p> <p>45/60 471/423</p> <p>Briarwood Rd</p>	
<p>N Druid Hills Rd</p> <p>1191/1227 15/31</p>		<p>Briarwood Rd</p> <p>6/6 304/521 12/32</p> <p>Clarendon Way</p>		<p>Briarwood Rd</p> <p>18/32 290/494</p>	

Future Year (2027) Intersection Volumes - Medium Growth

No Build AM/PM

<p>1 : Dresden Dr @ Peachtree Rd</p> <p>62/49 1723/1356 440/453</p> <p>Peachtree Rd</p> <p>458/601 113/283 580/359</p> <p>Dresden Dr</p>	<p>2 : Dresden Dr @ Apple Valley Rd</p> <p>171/257 80/76 44/115</p> <p>Apple Valley Rd</p> <p>81/99 845/796 157/109</p> <p>Dresden Dr</p>	<p>3 : Dresden Dr @ Fernwood Cir</p> <p>1/0 0/0 0/1</p> <p>Parkside Dr</p> <p>4/5 1070/997 18/23</p> <p>Dresden Dr</p>
<p>Dresden Dr</p> <p>47/69 92/309 48/39</p> <p>Peachtree Rd</p> <p>77/69 979/1824 336/531</p>	<p>Dresden Dr</p> <p>143/182 531/986 189/156</p> <p>Apple Valley Rd</p> <p>135/271 67/69 87/226</p>	<p>Dresden Dr</p> <p>1/2 628/1285 28/31</p> <p>Fernwood Cir</p> <p>26/25 0/1 18/15</p>
<p>4 : Dresden Dr @ Ellijay Dr</p> <p>972/845 20/33</p> <p>Dresden Dr</p>	<p>5 : Dresden Dr @ Caldwell Rd</p> <p>69/94 0/0 29/49</p> <p>Caldwell Rd</p> <p>22/34 909/756 1/2</p> <p>Dresden Dr</p>	<p>6 : Dresden Dr @ Appalachee Dr</p> <p>8/24 0/1 4/8</p> <p>Dwy</p> <p>10/13 915/695 11/9</p> <p>Dresden Dr</p>
<p>Dresden Dr</p> <p>568/1118 51/64</p> <p>Ellijay Dr</p> <p>80/53 20/29</p>	<p>Dresden Dr</p> <p>64/128 506/1007 8/1</p> <p>Dwy</p> <p>1/6 1/1 1/3</p>	<p>Dresden Dr</p> <p>13/47 491/934 12/26</p> <p>Appalachee Dr</p> <p>9/9 1/2 9/13</p>
<p>7 : Dresden Dr @ Camille Dr</p> <p>29/14 0/1 5/6</p> <p>Camille Dr</p> <p>10/8 922/710 0/2</p> <p>Dresden Dr</p>	<p>8 : Dresden Dr @ Conasauga Ave</p> <p>911/701 9/8</p> <p>Dresden Dr</p>	<p>9 : Dresden Dr @ North Thompson Rd</p> <p>56/32 21/13 20/10</p> <p>N Thompson Rd</p> <p>15/16 744/586 19/30</p> <p>Dresden Dr</p>
<p>Dresden Dr</p> <p>4/14 471/914 13/12</p> <p>Village Park Ct</p> <p>3/2 0/0 0/5</p>	<p>Dresden Dr</p> <p>470/908 8/17</p> <p>Conasauga Ave</p> <p>20/21 11/13</p>	<p>Dresden Dr</p> <p>15/56 419/819 21/34</p> <p>Thompson Rd</p> <p>43/37 8/12 58/31</p>
<p>10 : Dresden Dr @ Ashford Rd</p> <p>45/28 48/24</p> <p>Ashford Rd</p> <p>19/23 727/618</p> <p>Dresden Dr</p>	<p>11 : Dresden Dr @ Winding Ln</p> <p>22/14 27/34</p> <p>Winding Ln</p> <p>25/21 721/617</p> <p>Dresden Dr</p>	<p>12 : Dresden Dr @ Clairmont Rd</p> <p>131/134 660/973 107/200</p> <p>Clairmont Rd</p> <p>148/169 346/277 13/27</p> <p>Dresden Dr</p>
<p>Dresden Dr</p> <p>27/32 475/817</p>	<p>Dresden Dr</p> <p>4/17 523/823</p>	<p>Dresden Dr</p> <p>112/158 242/344 180/277</p> <p>Clairmont Rd</p> <p>208/244 954/797 17/38</p>

Future Year (2027) Intersection Volumes - Medium Growth

No Build AM/PM

<p>13 : Redding Rd @ Caldwell Rd</p> <p>Redding Rd 179/273 45/76 211/201</p> <p>Caldwell Rd 323/120 170/70 26/11</p>		<p>14 : Redding Rd @ Peachtree Rd</p> <p>Redding Rd 1664/1372 150/213</p> <p>Peachtree Rd</p>		<p>15 : North Druid Hills Rd @ Peachtree Rd</p> <p>North Druid Hills Rd 248/124 1701/1198 372/403</p> <p>Peachtree Rd 409/543 199/87 245/315</p>	
<p>Caldwell Rd</p> <p>245/201 108/85 3/10</p> <p>Redding Rd 3/0 79/43 23/12</p>		<p>Peachtree Rd</p> <p>1130/1858 248/349</p> <p>Redding Rd 362/181 214/166</p>		<p>Dwy</p> <p>64/319 40/243 56/221</p> <p>Peachtree Rd 205/106 861/1529 317/341</p>	
<p>16 : North Druid Hills Rd @ Apple Valley Rd</p> <p>North Druid Hills Rd 596/874 150/120</p> <p>Apple Valley Rd 70/176 252/348</p>		<p>17 : North Druid Hills Rd @ Sylvan Cir (N)</p> <p>North Druid Hills Rd 17/23 811/1177 21/10</p> <p>Sylvan Cir 9/17 0/5 10/27</p>		<p>18 : North Druid Hills Rd @ Star Dr</p> <p>North Druid Hills Rd 803/1199 18/15</p> <p>Star Dr 12/9 10/13</p>	
<p>North Druid Hills Rd</p> <p>793/792 310/326</p>		<p>Standard Dr</p> <p>9/17 0/5 10/27</p> <p>North Druid Hills Rd 27/31 1095/1115 7/6</p>		<p>North Druid Hills Rd</p> <p>1112/1149 7/20</p>	
<p>19 : North Druid Hills Rd @ Sylvan Cir (S)</p> <p>North Druid Hills Rd 801/1191 9/15</p> <p>Sylvan Cir 5/23 14/28</p>		<p>20 : Briarwood Rd @ Briarwood Hills Dr</p> <p>Briarwood Hills Dr 10/6 0/1 9/11</p> <p>Briarwood Rd 14/15 454/387 4/13</p>		<p>21 : Briarwood Rd @ Coosawattee Dr</p> <p>Briarwood Rd 24/23 52/62</p> <p>Coosawattee Dr 37/53 448/396</p>	
<p>North Druid Hills Rd</p> <p>1117/1136 14/29</p>		<p>Briarwood Rd</p> <p>5/5 281/490 11/29</p> <p>Clarendon Way</p>		<p>Briarwood Rd</p> <p>17/29 272/471</p>	

Future Year (2037) Intersection Volumes - Medium Growth

No Build AM/PM

<p>1 : Dresden Dr @ Peachtree Rd</p> <p>Dresden Dr: 67/53 (left), 1845/1457 (through), 462/479 (right)</p> <p>Peachtree Rd: 488/633 (left), 119/288 (through), 617/381 (right)</p>		<p>2 : Dresden Dr @ Apple Valley Rd</p> <p>Dresden Dr: 182/269 (left), 86/81 (through), 45/117 (right)</p> <p>Apple Valley Rd: 82/100 (left), 900/841 (through), 162/114 (right)</p>		<p>3 : Dresden Dr @ Fernwood Cir</p> <p>Dresden Dr: 1/0 (left), 0/0 (through), 0/1 (right)</p> <p>Fernwood Cir: 4/6 (left), 1131/1047 (through), 19/25 (right)</p>	
<p>Dresden Dr</p> <p>Peachtree Rd: 83/74 (left), 1053/1953 (through), 356/562 (right)</p> <p>Dresden Dr: 50/74 (left), 97/316 (through), 51/43 (right)</p>		<p>Dresden Dr</p> <p>Apple Valley Rd: 142/281 (left), 72/73 (through), 92/237 (right)</p> <p>Dresden Dr: 149/189 (left), 567/1040 (through), 194/163 (right)</p>		<p>Dresden Dr</p> <p>Fernwood Cir: 27/27 (left), 0/1 (through), 19/16 (right)</p> <p>Dresden Dr: 1/2 (left), 667/1349 (through), 29/32 (right)</p>	
<p>4 : Dresden Dr @ Ellijay Dr</p> <p>Dresden Dr: 1027/894 (left), 21/36 (right)</p> <p>Ellijay Dr: 85/56 (left), 21/31 (right)</p>		<p>5 : Dresden Dr @ Caldwell Rd</p> <p>Dresden Dr: 72/101 (left), 0/0 (through), 31/53 (right)</p> <p>Caldwell Rd: 23/37 (left), 961/799 (through), 1/2 (right)</p>		<p>6 : Dresden Dr @ Appalachee Dr</p> <p>Dresden Dr: 9/26 (left), 0/1 (through), 4/9 (right)</p> <p>Appalachee Dr: 11/15 (left), 968/739 (through), 12/10 (right)</p>	
<p>Dresden Dr</p> <p>Ellijay Dr: 605/1178 (left), 54/69 (right)</p> <p>Dresden Dr: 69/136 (left), 538/1061 (through), 9/1 (right)</p>		<p>Dresden Dr</p> <p>Caldwell Rd: 1/7 (left), 1/1 (through), 1/3 (right)</p> <p>Dresden Dr: 15/50 (left), 523/987 (through), 13/27 (right)</p>		<p>Dresden Dr</p> <p>Appalachee Dr: 10/10 (left), 1/2 (through), 10/15 (right)</p> <p>Dresden Dr: 15/50 (left), 523/987 (through), 13/27 (right)</p>	
<p>7 : Dresden Dr @ Camille Dr</p> <p>Dresden Dr: 30/15 (left), 0/1 (through), 6/7 (right)</p> <p>Camille Dr: 11/9 (left), 976/755 (through), 0/2 (right)</p>		<p>8 : Dresden Dr @ Conasauga Ave</p> <p>Dresden Dr: 965/745 (left), 10/9 (right)</p> <p>Conasauga Ave: 21/22 (left), 12/15 (right)</p>		<p>9 : Dresden Dr @ North Thompson Rd</p> <p>Dresden Dr: 59/34 (left), 22/15 (through), 21/11 (right)</p> <p>North Thompson Rd: 16/17 (left), 786/622 (through), 20/32 (right)</p>	
<p>Dresden Dr</p> <p>Village Park Ct: 3/2 (left), 0/0 (through), 0/6 (right)</p> <p>Dresden Dr: 4/14 (left), 501/966 (through), 15/13 (right)</p>		<p>Dresden Dr</p> <p>Conasauga Ave: 16/59 (left), 446/865 (through), 22/37 (right)</p> <p>Dresden Dr: 500/960 (left), 9/18 (right)</p>		<p>Dresden Dr</p> <p>Thompson Rd: 46/40 (left), 9/13 (through), 63/34 (right)</p> <p>Dresden Dr: 16/59 (left), 446/865 (through), 22/37 (right)</p>	
<p>10 : Dresden Dr @ Ashford Rd</p> <p>Dresden Dr: 20/25 (left), 768/657 (right)</p> <p>Ashford Rd: 48/30 (left), 51/26 (right)</p>		<p>11 : Dresden Dr @ Winding Ln</p> <p>Dresden Dr: 23/15 (left), 29/37 (right)</p> <p>Winding Ln: 27/22 (left), 763/656 (right)</p>		<p>12 : Dresden Dr @ Clairmont Rd</p> <p>Dresden Dr: 136/141 (left), 711/1048 (through), 115/216 (right)</p> <p>Clairmont Rd: 160/182 (left), 369/296 (through), 15/29 (right)</p>	
<p>Dresden Dr</p> <p>Ashford Rd: 29/33 (left), 507/864 (right)</p> <p>Dresden Dr: 29/33 (left), 507/864 (right)</p>		<p>Dresden Dr</p> <p>Winding Ln: 4/18 (left), 559/871 (right)</p> <p>Dresden Dr: 4/18 (left), 559/871 (right)</p>		<p>Dresden Dr</p> <p>Clairmont Rd: 220/260 (left), 1028/859 (through), 18/41 (right)</p> <p>Dresden Dr: 119/164 (left), 259/367 (through), 192/294 (right)</p>	

Future Year (2037) Intersection Volumes - Medium Growth

No Build AM/PM

<p>13 : Redding Rd @ Caldwell Rd</p> <p>Redding Rd 189/292 48/81 227/217</p> <p>Caldwell Rd 348/130 180/73 27/12</p>		<p>14 : Redding Rd @ Peachtree Rd</p> <p>Redding Rd 1768/1466 157/227</p> <p>Peachtree Rd</p>		<p>15 : North Druid Hills Rd @ Peachtree Rd</p> <p>North Druid Hills Rd 249/127 1831/1287 400/434</p> <p>Peachtree Rd 441/585 200/89 261/328</p>	
<p>Caldwell Rd</p> <p>263/213 116/89 3/11</p> <p>Redding Rd 3/0 85/47 24/13</p>		<p>Peachtree Rd</p> <p>1211/1976 267/376</p> <p>Redding Rd 390/195 230/176</p>		<p>Dwy</p> <p>66/325 41/248 58/224</p> <p>Peachtree Rd 206/109 924/1644 331/361</p>	
<p>16 : North Druid Hills Rd @ Apple Valley Rd</p> <p>North Druid Hills Rd 639/928 151/124</p> <p>Apple Valley Rd 72/178 268/364</p>		<p>17 : North Druid Hills Rd @ Sylvan Cir (N)</p> <p>North Druid Hills Rd 18/25 869/1244 22/11</p> <p>Sylvan Cir 10/18 0/6 11/29</p>		<p>18 : North Druid Hills Rd @ Star Dr</p> <p>North Druid Hills Rd 860/1267 19/16</p> <p>Star Dr 13/10 11/14</p>	
<p>19 : North Druid Hills Rd @ Sylvan Cir (S)</p> <p>North Druid Hills Rd 857/1257 10/16</p> <p>Sylvan Cir 6/25 15/30</p>		<p>20 : Briarwood Rd @ Briarwood Hills Dr</p> <p>Briarwood Hills Dr 11/7 0/1 9/11</p> <p>Briarwood Rd 14/16 478/412 4/15</p>		<p>21 : Briarwood Rd @ Coosawattee Dr</p> <p>Briarwood Rd 26/25 56/66</p> <p>Coosawattee Dr 40/56 472/421</p>	
<p>N Druid Hills Rd</p> <p>1180/1214 15/31</p>		<p>Briarwood Rd</p> <p>6/6 301/516 12/31</p> <p>Clarendon Way</p>		<p>Briarwood Rd</p> <p>18/31 290/495</p>	

Future Year (2047) Intersection Volumes - Medium Growth

No Build AM/PM

<p>1 : Dresden Dr @ Peachtree Rd</p>	<p>2 : Dresden Dr @ Apple Valley Rd</p>	<p>3 : Dresden Dr @ Fernwood Cir</p>
<p>Dresden Dr</p>	<p>Dresden Dr</p>	<p>Dresden Dr</p>
<p>4 : Dresden Dr @ Ellijay Dr</p>	<p>5 : Dresden Dr @ Caldwell Rd</p>	<p>6 : Dresden Dr @ Appalachee Dr</p>
<p>Dresden Dr</p>	<p>Dresden Dr</p>	<p>Dresden Dr</p>
<p>7 : Dresden Dr @ Camille Dr</p>	<p>8 : Dresden Dr @ Conasauga Ave</p>	<p>9 : Dresden Dr @ North Thompson Rd</p>
<p>Dresden Dr</p>	<p>Dresden Dr</p>	<p>Dresden Dr</p>
<p>10 : Dresden Dr @ Ashford Rd</p>	<p>11 : Dresden Dr @ Winding Ln</p>	<p>12 : Dresden Dr @ Clairmont Rd</p>
<p>Dresden Dr</p>	<p>Dresden Dr</p>	<p>Dresden Dr</p>

Future Year (2047) Intersection Volumes - Medium Growth

No Build AM/PM

<p>13 : Redding Rd @ Caldwell Rd</p> <p>Redding Rd 199/313 51/88 245/234</p> <p>Caldwell Rd 375/140 189/77 29/13</p>		<p>14 : Redding Rd @ Peachtree Rd</p> <p>Redding Rd 1880/1568 165/243</p> <p>Peachtree Rd</p>		<p>15 : North Druid Hills Rd @ Peachtree Rd</p> <p>North Druid Hills Rd 250/131 1971/1382 432/468</p> <p>Peachtree Rd 475/630 202/92 278/342</p>	
<p>Caldwell Rd</p> <p>Caldwell Rd 282/226 123/92 4/12</p> <p>Redding Rd 4/0 92/50 26/14</p>		<p>Peachtree Rd</p> <p>Peachtree Rd 1298/2102 288/405</p> <p>Redding Rd 421/210 246/185</p>		<p>Dwy</p> <p>Dwy 68/332 42/254 60/227</p> <p>Peachtree Rd 208/113 991/1768 346/383</p>	
<p>16 : North Druid Hills Rd @ Apple Valley Rd</p> <p>North Druid Hills Rd 687/986 152/127</p> <p>Apple Valley Rd 74/180 286/381</p>		<p>17 : North Druid Hills Rd @ Sylvan Cir (N)</p> <p>North Druid Hills Rd 19/27 931/1316 24/12</p> <p>Sylvan Cir 11/19 0/6 12/31</p>		<p>18 : North Druid Hills Rd @ Star Dr</p> <p>North Druid Hills Rd 921/1340 20/17</p> <p>Star Dr 14/11 12/15</p>	
<p>19 : North Druid Hills Rd @ Sylvan Cir (S)</p> <p>North Druid Hills Rd 919/1329 11/17</p> <p>Sylvan Cir 6/27 16/32</p>		<p>20 : Briarwood Rd @ Briarwood Hills Dr</p> <p>Briarwood Hills Dr 12/7 0/1 10/11</p> <p>Briarwood Rd 15/17 505/439 5/16</p>		<p>21 : Briarwood Rd @ Coosawatee Dr</p> <p>Coosawatee Dr 28/27 60/71</p> <p>Briarwood Rd 43/60 497/448</p>	
<p>N Druid Hills Rd</p> <p>N Druid Hills Rd 1247/1297 16/33</p>		<p>Briarwood Rd</p> <p>Briarwood Rd 6/6 321/545 13/34</p> <p>Clarendon Way</p>		<p>Briarwood Rd</p> <p>Briarwood Rd 19/34 309/521</p>	

Future Year (2027) Intersection Volumes - High Growth

No Build AM/PM

<p>1 : Dresden Dr @ Peachtree Rd</p> <p>63/49 1743/1372 444/457</p> <p>Peachtree Rd</p> <p>462/606 114/283 586/363</p> <p>Dresden Dr</p>	<p>2 : Dresden Dr @ Apple Valley Rd</p> <p>173/259 81/77 45/115</p> <p>Apple Valley Rd</p> <p>81/99 854/803 158/110</p> <p>Dresden Dr</p>	<p>3 : Dresden Dr @ Fernwood Cir</p> <p>1/0 0/0 0/1</p> <p>Parkside Dr</p> <p>4/5 1080/1005 18/23</p> <p>Dresden Dr</p>
<p>Dresden Dr</p> <p>47/69 93/310 48/40</p> <p>Peachtree Rd</p> <p>78/69 991/1845 339/536</p>	<p>Dresden Dr</p> <p>144/183 537/994 190/157</p> <p>Apple Valley Rd</p> <p>136/273 68/69 88/228</p>	<p>Dresden Dr</p> <p>1/2 635/1295 28/31</p> <p>Fernwood Cir</p> <p>26/26 0/1 18/15</p>
<p>4 : Dresden Dr @ Ellijay Dr</p> <p>981/853 20/34</p> <p>Dresden Dr</p>	<p>5 : Dresden Dr @ Caldwell Rd</p> <p>69/95 0/0 29/49</p> <p>Caldwell Rd</p> <p>22/35 918/763 1/2</p> <p>Dresden Dr</p>	<p>6 : Dresden Dr @ Appalachee Dr</p> <p>8/24 0/1 4/8</p> <p>Dwy</p> <p>11/14 923/702 12/9</p> <p>Dresden Dr</p>
<p>Dresden Dr</p> <p>574/1127 51/65</p> <p>Ellijay Dr</p> <p>81/53 20/29</p>	<p>Dresden Dr</p> <p>65/129 511/1016 8/1</p> <p>Dwy</p> <p>1/6 1/1 1/3</p>	<p>Dresden Dr</p> <p>14/47 496/943 12/26</p> <p>Appalachee Dr</p> <p>9/9 1/2 9/14</p>
<p>7 : Dresden Dr @ Camille Dr</p> <p>29/14 0/1 5/6</p> <p>Camille Dr</p> <p>11/8 930/717 0/2</p> <p>Dresden Dr</p>	<p>8 : Dresden Dr @ Conasauga Ave</p> <p>920/708 9/8</p> <p>Dresden Dr</p>	<p>9 : Dresden Dr @ North Thompson Rd</p> <p>56/32 21/14 20/11</p> <p>N Thompson Rd</p> <p>15/16 751/592 19/30</p> <p>Dresden Dr</p>
<p>Dresden Dr</p> <p>4/14 475/922 14/13</p> <p>Village Park Ct</p> <p>3/2 0/0 0/5</p>	<p>Dresden Dr</p> <p>475/916 8/18</p> <p>Conasauga Ave</p> <p>20/21 12/14</p>	<p>Dresden Dr</p> <p>16/56 423/826 21/35</p> <p>Thompson Rd</p> <p>43/38 8/13 59/32</p>
<p>10 : Dresden Dr @ Ashford Rd</p> <p>46/28 48/24</p> <p>Ashford Rd</p> <p>19/23 733/624</p> <p>Dresden Dr</p>	<p>11 : Dresden Dr @ Winding Ln</p> <p>22/14 27/35</p> <p>Winding Ln</p> <p>25/21 728/624</p> <p>Dresden Dr</p>	<p>12 : Dresden Dr @ Clairmont Rd</p> <p>132/135 668/985 108/203</p> <p>Clairmont Rd</p> <p>150/171 349/280 14/27</p> <p>Dresden Dr</p>
<p>Dresden Dr</p> <p>27/32 480/825</p>	<p>Dresden Dr</p> <p>4/17 529/831</p>	<p>Dresden Dr</p> <p>113/159 245/348 182/280</p> <p>Clairmont Rd</p> <p>210/246 966/807 17/39</p>

Future Year (2027) Intersection Volumes - High Growth

No Build AM/PM

<p>13 : Redding Rd @ Caldwell Rd</p> <p>Redding Rd</p> <p>180/276 45/77 213/204</p> <p>Caldwell Rd</p> <p>327/122 172/70 26/12</p>		<p>14 : Redding Rd @ Peachtree Rd</p> <p>Redding Rd</p> <p>1681/1388 151/215</p> <p>Peachtree Rd</p>		<p>15 : North Druid Hills Rd @ Peachtree Rd</p> <p>North Druid Hills Rd</p> <p>249/124 1722/1212 376/408</p> <p>Peachtree Rd</p> <p>414/550 199/87 248/317</p>	
<p>Caldwell Rd</p> <p>248/203 110/86 3/11</p> <p>Redding Rd</p> <p>3/0 80/44 23/12</p>		<p>Peachtree Rd</p> <p>1143/1877 251/353</p> <p>Redding Rd</p> <p>367/183 217/168</p>		<p>Dwy</p> <p>64/320 41/244 56/222</p> <p>Peachtree Rd</p> <p>205/106 871/1548 319/344</p>	
<p>16 : North Druid Hills Rd @ Apple Valley Rd</p> <p>North Druid Hills Rd</p> <p>603/882 150/121</p> <p>Apple Valley Rd</p> <p>70/176 255/351</p>		<p>17 : North Druid Hills Rd @ Sylvan Cir (N)</p> <p>North Druid Hills Rd</p> <p>17/23 821/1188 21/11</p> <p>Sylvan Cir</p>		<p>18 : North Druid Hills Rd @ Star Dr</p> <p>North Druid Hills Rd</p> <p>812/1210 18/15</p> <p>Star Dr</p> <p>13/9 10/13</p>	
<p>North Druid Hills Rd</p> <p>800/801 312/329</p>		<p>Standard Dr</p> <p>9/17 0/5 11/27</p> <p>North Druid Hills Rd</p> <p>27/32 1105/1127 7/6</p>		<p>North Druid Hills Rd</p> <p>1122/1162 7/20</p>	
<p>19 : North Druid Hills Rd @ Sylvan Cir (S)</p> <p>North Druid Hills Rd</p> <p>810/1201 9/15</p> <p>Sylvan Cir</p> <p>5/23 15/28</p>		<p>20 : Briarwood Rd @ Briarwood Hills Dr</p> <p>Briarwood Hills Dr</p> <p>11/6 0/1 9/11</p> <p>Briarwood Rd</p> <p>14/15 458/391 4/14</p>		<p>21 : Briarwood Rd @ Coosawattee Dr</p> <p>Briarwood Rd</p> <p>24/23 52/63</p> <p>Coosawattee Dr</p> <p>38/53 452/400</p>	
<p>North Druid Hills Rd</p> <p>1127/1149 14/29</p>		<p>Briarwood Rd</p> <p>5/5 284/494 12/29</p> <p>Clarendon Way</p>		<p>Briarwood Rd</p> <p>17/29 275/475</p>	

Future Year (2037) Intersection Volumes - High Growth

No Build AM/PM

<p>1 : Dresden Dr @ Peachtree Rd</p> <p>Dresden Dr 70/55 1908/1510 473/493</p> <p>Peachtree Rd 504/651 122/291 636/392</p>	<p>2 : Dresden Dr @ Apple Valley Rd</p> <p>Dresden Dr 187/275 88/83 46/118</p> <p>Apple Valley Rd 83/101 929/864 165/117</p>	<p>3 : Dresden Dr @ Fernwood Cir</p> <p>Dresden Dr 1/0 0/0 0/1</p> <p>Parkside Dr 5/6 1163/1074 20/26</p>
<p>Dresden Dr 52/77 100/320 53/44</p> <p>Peachtree Rd 86/77 1092/2021 367/579</p>	<p>Dresden Dr 152/192 586/1069 197/166</p> <p>Apple Valley Rd 146/287 74/75 95/243</p>	<p>Dresden Dr 1/2 688/1382 30/32</p> <p>Fernwood Cir 28/27 0/1 19/16</p>
<p>4 : Dresden Dr @ Ellijay Dr</p> <p>Dresden Dr 1055/920 22/37</p> <p>Ellijay Dr 88/58 22/33</p>	<p>5 : Dresden Dr @ Caldwell Rd</p> <p>Dresden Dr 74/104 0/0 32/55</p> <p>Caldwell Rd 24/38 988/821 1/2</p>	<p>6 : Dresden Dr @ Appalachee Dr</p> <p>Dresden Dr 9/27 0/1 5/9</p> <p>Dwy 12/15 995/761 13/10</p>
<p>Dresden Dr 624/1210 56/71</p> <p>Ellijay Dr 88/58 22/33</p>	<p>Dresden Dr 71/140 555/1089 9/1</p> <p>Dwy 1/7 1/1 1/3</p>	<p>Dresden Dr 15/52 540/1015 13/28</p> <p>Appalachee Dr 10/10 1/2 10/15</p>
<p>7 : Dresden Dr @ Camille Dr</p> <p>Dresden Dr 30/15 0/1 6/7</p> <p>Camille Dr 12/9 1004/778 0/2</p>	<p>8 : Dresden Dr @ Conasauga Ave</p> <p>Dresden Dr 994/769 10/9</p> <p>Conasauga Ave 21/23 13/15</p>	<p>9 : Dresden Dr @ North Thompson Rd</p> <p>Dresden Dr 60/35 23/15 22/12</p> <p>N Thompson Rd 16/17 808/640 21/34</p>
<p>Dresden Dr 4/14 517/994 15/14</p> <p>Village Park Ct 3/2 0/0 0/6</p>	<p>Dresden Dr 517/987 9/19</p> <p>Conasauga Ave 21/23 13/15</p>	<p>Dresden Dr 17/61 460/889 23/38</p> <p>Thompson Rd 48/42 9/14 65/35</p>
<p>10 : Dresden Dr @ Ashford Rd</p> <p>Dresden Dr 49/31 53/27</p> <p>Ashford Rd 21/26 790/677</p>	<p>11 : Dresden Dr @ Winding Ln</p> <p>Dresden Dr 23/15 30/38</p> <p>Winding Ln 28/23 785/677</p>	<p>12 : Dresden Dr @ Clairmont Rd</p> <p>Dresden Dr 138/145 738/1088 120/224</p> <p>Clairmont Rd 166/189 381/306 15/30</p>
<p>Dresden Dr 30/34 524/889</p>	<p>Dresden Dr 4/18 577/896</p>	<p>Dresden Dr 123/167 269/378 199/303</p> <p>Clairmont Rd 226/268 1067/892 19/43</p>

Future Year (2037) Intersection Volumes - High Growth

No Build AM/PM

<p>13 : Redding Rd @ Caldwell Rd</p> <p>Redding Rd</p> <p>194/302 49/84 236/225</p> <p>361/135 184/75 28/13</p> <p>Caldwell Rd</p>		<p>14 : Redding Rd @ Peachtree Rd</p> <p>Redding Rd</p> <p>1823/1516 161/235</p> <p>Peachtree Rd</p>		<p>15 : North Druid Hills Rd @ Peachtree Rd</p> <p>North Druid Hills Rd</p> <p>250/129 1899/1333 416/450</p> <p>Peachtree Rd</p> <p>457/607 201/91 269/335</p> <p>N Druid Hills Rd</p>	
<p>Caldwell Rd</p> <p>273/219 119/90 3/12</p> <p>Redding Rd</p> <p>3/0 88/48 25/13</p>		<p>Peachtree Rd</p> <p>1254/2037 277/390</p> <p>Redding Rd</p> <p>405/202 238/180</p>		<p>Dwy</p> <p>67/328 42/251 59/226</p> <p>Peachtree Rd</p> <p>207/111 956/1705 338/372</p>	
<p>16 : North Druid Hills Rd @ Apple Valley Rd</p> <p>North Druid Hills Rd</p> <p>662/956 152/125</p> <p>73/179 277/373</p> <p>Apple Valley Rd</p>		<p>17 : North Druid Hills Rd @ Sylvan Cir (N)</p> <p>North Druid Hills Rd</p> <p>19/26 899/1279 23/12</p> <p>Sylvan Cir</p>		<p>18 : North Druid Hills Rd @ Star Dr</p> <p>North Druid Hills Rd</p> <p>890/1303 19/16</p> <p>Star Dr</p> <p>14/10 11/14</p>	
<p>North Druid Hills Rd</p> <p>866/879 331/356</p>		<p>Standard Dr</p> <p>10/19 0/6 12/30</p> <p>North Druid Hills Rd</p> <p>30/35 1189/1231 8/6</p>		<p>North Druid Hills Rd</p> <p>1207/1269 8/21</p>	
<p>19 : North Druid Hills Rd @ Sylvan Cir (S)</p> <p>North Druid Hills Rd</p> <p>887/1293 10/16</p> <p>6/26 16/31</p> <p>Sylvan Cir</p>		<p>20 : Briarwood Rd @ Briarwood Hills Dr</p> <p>Briarwood Hills Dr</p> <p>12/7 0/1 9/11</p> <p>15/16 491/425 5/15</p> <p>Briarwood Rd</p>		<p>21 : Briarwood Rd @ Coosawattee Dr</p> <p>Briarwood Rd</p> <p>27/26 58/68</p> <p>41/58 484/435</p> <p>Briarwood Rd</p>	
<p>North Druid Hills Rd</p> <p>1213/1254 15/32</p>		<p>Briarwood Rd</p> <p>6/6 311/530 13/33</p> <p>Clarendon Way</p>		<p>Briarwood Rd</p> <p>19/33 299/508</p>	

Future Year (2047) Intersection Volumes - High Growth

No Build AM/PM

<p>1 : Dresden Dr @ Peachtree Rd</p> <p>Dresden Dr</p> <p>Peachtree Rd</p> <p>77/60 2091/1662 505/534</p> <p>551/700 131/299 692/425</p>		<p>2 : Dresden Dr @ Apple Valley Rd</p> <p>Dresden Dr</p> <p>Apple Valley Rd</p> <p>204/292 96/90 47/120</p> <p>86/104 1011/931 173/124</p>		<p>3 : Dresden Dr @ Fernwood Cir</p> <p>Dresden Dr</p> <p>Parkside Dr</p> <p>1/0 0/0 0/1</p> <p>5/6 1255/1150 22/28</p>	
<p>Dresden Dr</p> <p>58/85 108/331 59/49</p> <p>Peachtree Rd</p> <p>95/85 1203/2215 398/627</p>		<p>Dresden Dr</p> <p>161/202 640/1151 205/176</p> <p>Apple Valley Rd</p> <p>158/302 81/81 102/259</p>		<p>Dresden Dr</p> <p>1/3 746/1479 33/34</p> <p>Fernwood Cir</p> <p>30/29 0/1 21/18</p>	
<p>4 : Dresden Dr @ Ellijay Dr</p> <p>Dresden Dr</p> <p>Ellijay Dr</p> <p>1138/993 24/41</p>		<p>5 : Dresden Dr @ Caldwell Rd</p> <p>Dresden Dr</p> <p>Caldwell Rd</p> <p>80/114 0/0 35/60</p> <p>27/42 1065/886 1/3</p>		<p>6 : Dresden Dr @ Appalachee Dr</p> <p>Dresden Dr</p> <p>Dwy</p> <p>10/29 0/1 5/10</p> <p>13/17 1075/826 14/12</p>	
<p>Dresden Dr</p> <p>680/1301 62/78</p> <p>Ellijay Dr</p> <p>97/64 24/36</p>		<p>Dresden Dr</p> <p>78/153 604/1170 10/1</p> <p>Dwy</p> <p>1/8 1/1 1/4</p>		<p>Dresden Dr</p> <p>17/58 588/1095 15/31</p> <p>Appalachee Dr</p> <p>10/10 1/3 12/17</p>	
<p>7 : Dresden Dr @ Camille Dr</p> <p>Dresden Dr</p> <p>Camille Dr</p> <p>32/17 0/1 6/8</p> <p>13/10 1086/846 0/3</p>		<p>8 : Dresden Dr @ Conasauga Ave</p> <p>Dresden Dr</p> <p>Conasauga Ave</p> <p>1075/835 12/10</p>		<p>9 : Dresden Dr @ North Thompson Rd</p> <p>Dresden Dr</p> <p>N Thompson Rd</p> <p>65/38 26/17 24/13</p> <p>18/19 871/694 23/37</p>	
<p>Dresden Dr</p> <p>4/15 564/1073 17/15</p> <p>Village Park Ct</p> <p>4/3 0/0 0/6</p>		<p>Dresden Dr</p> <p>563/1066 9/20</p> <p>Conasauga Ave</p> <p>23/25 14/17</p>		<p>Dresden Dr</p> <p>18/66 501/959 26/42</p> <p>Thompson Rd</p> <p>53/46 10/15 72/38</p>	
<p>10 : Dresden Dr @ Ashford Rd</p> <p>Dresden Dr</p> <p>Ashford Rd</p> <p>53/33 59/29</p> <p>23/28 853/736</p>		<p>11 : Dresden Dr @ Winding Ln</p> <p>Dresden Dr</p> <p>Winding Ln</p> <p>25/17 33/42</p> <p>31/26 849/736</p>		<p>12 : Dresden Dr @ Clairmont Rd</p> <p>Dresden Dr</p> <p>Clairmont Rd</p> <p>145/155 816/1202 132/248</p> <p>183/209 415/334 17/33</p>	
<p>Dresden Dr</p> <p>32/37 572/960</p>		<p>Dresden Dr</p> <p>4/19 631/969</p>		<p>Dresden Dr</p> <p>133/175 295/412 218/328</p> <p>Clairmont Rd</p> <p>244/293 1179/985 21/47</p>	

Future Year (2047) Intersection Volumes - High Growth

No Build AM/PM

<p>13 : Redding Rd @ Caldwell Rd</p> <p>Redding Rd 209/332 54/93 260/249</p> <p>Caldwell Rd 399/149 198/81 31/14</p>		<p>14 : Redding Rd @ Peachtree Rd</p> <p>Redding Rd 1980/1658 172/257</p> <p>Peachtree Rd 448/223 261/194</p>		<p>15 : North Druid Hills Rd @ Peachtree Rd</p> <p>North Druid Hills Rd 251/134 2095/1467 459/498</p> <p>Peachtree Rd 505/671 204/94 293/354</p>	
<p>Caldwell Rd</p> <p>299/237 130/95 4/13</p> <p>Redding Rd 4/0 97/53 27/15</p>		<p>Peachtree Rd</p> <p>1376/2215 307/431</p> <p>Redding Rd 448/223 261/194</p>		<p>Dwy</p> <p>70/338 43/259 62/230</p> <p>Peachtree Rd 210/116 1050/1878 359/403</p>	
<p>16 : North Druid Hills Rd @ Apple Valley Rd</p> <p>North Druid Hills Rd 728/1038 154/130</p> <p>Apple Valley Rd 75/182 302/397</p>		<p>17 : North Druid Hills Rd @ Sylvan Cir (N)</p> <p>North Druid Hills Rd 21/28 986/1380 25/13</p> <p>Sylvan Cir 12/21 0/6 13/33</p>		<p>18 : North Druid Hills Rd @ Star Dr</p> <p>North Druid Hills Rd 976/1405 21/18</p> <p>Star Dr 15/12 12/15</p>	
<p>19 : North Druid Hills Rd @ Sylvan Cir (S)</p> <p>North Druid Hills Rd 973/1393 12/18</p> <p>Sylvan Cir 6/28 17/33</p>		<p>20 : Briarwood Rd @ Briarwood Hills Dr</p> <p>Briarwood Hills Dr 13/8 0/1 10/12</p> <p>Briarwood Rd 15/17 528/463 5/17</p>		<p>21 : Briarwood Rd @ Coosawattee Dr</p> <p>Coosawattee Dr 29/28 64/75</p> <p>Briarwood Rd 45/63 519/473</p>	
<p>N Druid Hills Rd</p> <p>1308/1371 17/35</p>		<p>Briarwood Rd</p> <p>6/6 340/570 14/36</p> <p>Clarendon Way</p>		<p>Briarwood Rd</p> <p>21/36 327/545</p>	

Appendix C:

Roadway Segment Traffic Volumes

Increase in Roadway Segment Traffic Volumes

24-Hour		2022 Volume	Expected Development Traffic	Low Background Growth (0.5%)								
ID #	Road Name			2027			2037			2047		
				Growth	Volume	% Increase	Growth	Volume	% Increase	Growth	Volume	% Increase
1	Dresden Dr, east of Ashford Rd NE	12,157	4,318	307	16,782	40%	944	17,419	45%	1,614	18,089	50%
2	Apple Valley Rd NE, south of Sunland Dr NE	2,610	5,617	66	8,293	220%	203	8,430	225%	347	8,574	230%
3	Caldwell Rd NE, south of Oaklawn Ave NE	1,358	192	34	1,584	15%	105	1,655	20%	180	1,730	25%
4	Green Meadows Ln NE, south of E Osborne Rd N	376	182	9	567	50%	29	587	55%	50	608	60%
5	Camille Dr NE, north of Wilford Dr NE	270	230	7	507	90%	21	521	95%	36	536	100%
6	N Thompson Rd NE, north of Trentwood PI NE	1,078	262	27	1,367	25%	84	1,424	30%	143	1,483	40%
7	Ashford Rd NE, south of Trentwood PI NE	580	230	15	825	40%	45	855	45%	77	887	55%
8	Winding Ln NE, west of Dresden Dr	638	230	16	884	40%	50	918	45%	85	953	50%
9	Caldwell Rd NE, west of Redding Rd NE	4,777	1,714	121	6,612	40%	371	6,862	45%	634	7,125	50%
10	Caldwell Rd NE, west of Cynthia Dr NE	4,154	232	105	4,491	10%	323	4,709	15%	552	4,938	20%
11	Redding Rd NE, north of Caldwell Rd NE	7,987	1,598	202	9,787	25%	620	10,205	30%	1,061	10,646	35%
12	Redding Rd NE, north of Redding Way NE	912	116	23	1,051	15%	71	1,099	20%	121	1,149	25%
13	Apple Valley Rd, south of Fernwood Cir NE	4,996	4,295	126	9,417	90%	388	9,679	95%	663	9,954	100%
14	Sylvan Cir NE, east of Fernwood Cir NE	168	192	4	364	115%	13	373	120%	22	382	125%
15	Star Dr, east of N Druid Hills Rd	325	192	8	525	60%	25	542	65%	43	560	70%
16	Sylvan Cir NE, east of Brissett Ln	268	192	7	467	75%	21	481	80%	36	496	85%
17	Ellijay Dr NE, north of Canoochee Dr NE	1,672	284	42	1,998	20%	130	2,086	25%	222	2,178	30%
18	Appalachee Dr NE, south of Dresden Dr	406	170	10	586	45%	32	608	50%	54	630	55%
19	Conasauga Ave NE, south of Dresden Dr	434	192	11	637	45%	34	660	50%	58	684	60%
20	Coosawattee Dr NE, north of Noel Dr NE	1,558	284	39	1,881	20%	121	1,963	25%	207	2,049	30%
21	Briarwood Hills Dr NE, north of Briarwood Rd NE	150	168	4	322	115%	12	330	120%	20	338	125%
22	Coosawattee Dr NE, north of Briarwood Rd NE	1,556	500	39	2,095	35%	121	2,177	40%	207	2,263	45%

24-Hour		2022 Volume	Expected Development Traffic	Medium Background Growth (0.75%)								
ID #	Road Name			2027			2037			2047		
				Growth	Volume	% Increase	Growth	Volume	% Increase	Growth	Volume	% Increase
1	Dresden Dr, east of Ashford Rd NE	12,157	4,318	463	16,938	40%	1,442	17,917	45%	2,497	18,972	55%
2	Apple Valley Rd NE, south of Sunland Dr NE	2,610	5,617	99	8,326	220%	310	8,537	225%	536	8,763	235%
3	Caldwell Rd NE, south of Oaklawn Ave NE	1,358	192	52	1,602	20%	161	1,711	25%	279	1,829	35%
4	Green Meadows Ln NE, south of E Osborne Rd N	376	182	14	572	50%	45	603	60%	77	635	70%
5	Camille Dr NE, north of Wilford Dr NE	270	230	10	510	90%	32	532	95%	55	555	105%
6	N Thompson Rd NE, north of Trentwood PI NE	1,078	262	41	1,381	30%	128	1,468	35%	221	1,561	45%
7	Ashford Rd NE, south of Trentwood PI NE	580	230	22	832	45%	69	879	50%	119	929	60%
8	Winding Ln NE, west of Dresden Dr	638	230	24	892	40%	76	944	50%	131	999	55%
9	Caldwell Rd NE, west of Redding Rd NE	4,777	1,714	182	6,673	40%	567	7,058	50%	981	7,472	55%
10	Caldwell Rd NE, west of Cynthia Dr NE	4,154	232	158	4,544	10%	493	4,879	15%	853	5,239	25%
11	Redding Rd NE, north of Caldwell Rd NE	7,987	1,598	304	9,889	25%	947	10,532	30%	1,640	11,225	40%
12	Redding Rd NE, north of Redding Way NE	912	116	35	1,063	15%	108	1,136	25%	187	1,215	35%
13	Apple Valley Rd, south of Fernwood Cir NE	4,996	4,295	190	9,481	90%	593	9,884	100%	1,026	10,317	105%
14	Sylvan Cir NE, east of Fernwood Cir NE	168	192	6	366	120%	20	380	125%	35	395	135%
15	Star Dr, east of N Druid Hills Rd	325	192	12	529	65%	39	556	70%	67	584	80%
16	Sylvan Cir NE, east of Brissett Ln	268	192	10	470	75%	32	492	85%	55	515	90%
17	Ellijay Dr NE, north of Canoochee Dr NE	1,672	284	64	2,020	20%	198	2,154	30%	343	2,299	40%
18	Appalachee Dr NE, south of Dresden Dr	406	170	15	591	45%	48	624	55%	83	659	60%
19	Conasauga Ave NE, south of Dresden Dr	434	192	17	643	50%	51	677	55%	89	715	65%
20	Coosawattee Dr NE, north of Noel Dr NE	1,558	284	59	1,901	20%	185	2,027	30%	320	2,162	40%
21	Briarwood Hills Dr NE, north of Briarwood Rd NE	150	168	6	324	115%	18	336	125%	31	349	135%
22	Coosawattee Dr NE, north of Briarwood Rd NE	1,556	500	59	2,115	35%	185	2,241	45%	320	2,376	55%

Increase in Roadway Segment Traffic Volumes

24-Hour		2022 Volume	Expected Development Traffic	High Background Growth (1.0%)								
ID #	Road Name			2027			2037			2047		
				Growth	Volume	% Increase	Growth	Volume	% Increase	Growth	Volume	% Increase
1	Dresden Dr, east of Ashford Rd NE	12,157	4,318	620	17,095	40%	1,957	18,432	50%	3,434	19,909	65%
2	Apple Valley Rd NE, south of Sunland Dr NE	2,610	5,617	133	8,360	220%	420	8,647	230%	737	8,964	245%
3	Caldwell Rd NE, south of Oaklawn Ave NE	1,358	192	69	1,619	20%	219	1,769	30%	384	1,934	40%
4	Green Meadows Ln NE, south of E Osborne Rd N	376	182	19	577	55%	61	619	65%	106	664	75%
5	Camille Dr NE, north of Wilford Dr NE	270	230	14	514	90%	43	543	100%	76	576	115%
6	N Thompson Rd NE, north of Trentwood Pl NE	1,078	262	55	1,395	30%	174	1,514	40%	304	1,644	55%
7	Ashford Rd NE, south of Trentwood Pl NE	580	230	30	840	45%	93	903	55%	164	974	70%
8	Winding Ln NE, west of Dresden Dr	638	230	33	901	40%	103	971	50%	180	1,048	65%
9	Caldwell Rd NE, west of Redding Rd NE	4,777	1,714	244	6,735	40%	769	7,260	50%	1,349	7,840	65%
10	Caldwell Rd NE, west of Cynthia Dr NE	4,154	232	212	4,598	10%	669	5,055	20%	1,173	5,559	35%
11	Redding Rd NE, north of Caldwell Rd NE	7,987	1,598	407	9,992	25%	1,286	10,871	35%	2,256	11,841	50%
12	Redding Rd NE, north of Redding Way NE	912	116	47	1,075	20%	147	1,175	30%	258	1,286	40%
13	Apple Valley Rd, south of Fernwood Cir NE	4,996	4,295	255	9,546	90%	804	10,095	100%	1,411	10,702	115%
14	Sylvan Cir NE, east of Fernwood Cir NE	168	192	9	369	120%	27	387	130%	47	407	140%
15	Star Dr, east of N Druid Hills Rd	325	192	17	534	65%	52	569	75%	92	609	85%
16	Sylvan Cir NE, east of Brissett Ln	268	192	14	474	75%	43	503	90%	76	536	100%
17	Elijay Dr NE, north of Canoochee Dr NE	1,672	284	85	2,041	20%	269	2,225	35%	472	2,428	45%
18	Appalachee Dr NE, south of Dresden Dr	406	170	21	597	45%	65	641	60%	115	691	70%
19	Conasauga Ave NE, south of Dresden Dr	434	192	22	648	50%	70	696	60%	123	749	75%
20	Coosawattee Dr NE, north of Noel Dr NE	1,558	284	79	1,921	25%	251	2,093	35%	440	2,282	45%
21	Briarwood Hills Dr NE, north of Briarwood Rd NE	150	168	8	326	115%	24	342	130%	42	360	140%
22	Coosawattee Dr NE, north of Briarwood Rd NE	1,556	500	79	2,135	35%	250	2,306	50%	439	2,495	60%

Appendix D:

Intersection Capacity Analysis

HCM 6th Signalized Intersection Summary
 1: Peachtree Rd & Brookhaven Dr/Dresden Dr

02/08/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗	↖	↖	↗	↖	↖	↗	↖	↖	↖
Traffic Volume (veh/h)	45	69	46	456	74	381	74	918	254	266	1506	60
Future Volume (veh/h)	45	69	46	456	74	381	74	918	254	266	1506	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1870	1870	1870	1826	1856	1826	1885	1856	1870
Adj Flow Rate, veh/h	48	73	49	541	0	405	79	977	270	283	1602	64
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	2	0	2	2	2	5	3	5	1	3	2
Cap, veh/h	49	74	107	594	0	264	154	1360	855	353	1581	63
Arrive On Green	0.07	0.07	0.07	0.17	0.00	0.17	0.04	0.39	0.39	0.11	0.46	0.46
Sat Flow, veh/h	728	1106	1610	3563	0	1585	1739	3526	1547	1795	3456	138
Grp Volume(v), veh/h	121	0	49	541	0	405	79	977	270	283	814	852
Grp Sat Flow(s),veh/h/ln	1834	0	1610	1781	0	1585	1739	1763	1547	1795	1763	1831
Q Serve(g_s), s	5.9	0.0	2.6	13.4	0.0	15.0	2.4	21.2	8.5	8.0	41.2	41.2
Cycle Q Clear(g_c), s	5.9	0.0	2.6	13.4	0.0	15.0	2.4	21.2	8.5	8.0	41.2	41.2
Prop In Lane	0.40		1.00	1.00		1.00	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	122	0	107	594	0	264	154	1360	855	353	806	837
V/C Ratio(X)	0.99	0.00	0.46	0.91	0.00	1.53	0.51	0.72	0.32	0.80	1.01	1.02
Avail Cap(c_a), veh/h	122	0	107	594	0	264	157	1360	855	407	806	837
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.83	0.00	0.83	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	42.0	0.0	40.4	36.8	0.0	37.5	22.1	23.5	10.9	18.1	24.4	24.4
Incr Delay (d2), s/veh	78.0	0.0	3.0	15.9	0.0	255.2	0.2	0.3	0.1	1.0	12.1	13.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.1	0.0	2.0	10.9	0.0	37.7	1.4	9.4	4.8	3.9	20.5	21.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	120.0	0.0	43.4	52.7	0.0	292.7	22.3	23.8	11.0	19.0	36.5	38.4
LnGrp LOS	F	A	D	D	A	F	C	C	B	B	F	F
Approach Vol, veh/h		170			946			1326			1949	
Approach Delay, s/veh		97.9			155.5			21.1			34.8	
Approach LOS		F			F			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.3	40.7		12.0	9.8	47.2		21.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	13.0	32.0		6.0	4.0	41.0		15.0				
Max Q Clear Time (g_c+I1), s	10.0	23.2		7.9	4.4	43.2		17.0				
Green Ext Time (p_c), s	0.2	4.6		0.0	0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	59.1
HCM 6th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 2: Apple Valley Rd & Dresden Dr

02/08/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	446	63	69	681	21	95	56	60	10	65	133
Future Volume (veh/h)	76	446	63	69	681	21	95	56	60	10	65	133
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1870	1811	1870	1870	1722	1885	1900	1870	1530	1900	1885
Adj Flow Rate, veh/h	80	469	66	73	717	22	100	59	63	11	68	140
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	2	6	2	2	12	1	0	2	25	0	1
Cap, veh/h	403	1205	989	577	1163	36	261	131	140	86	271	249
Arrive On Green	0.64	0.64	0.64	0.64	0.64	0.64	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	691	1870	1535	870	1805	55	1183	841	898	110	1738	1598
Grp Volume(v), veh/h	80	469	66	73	0	739	100	0	122	79	0	140
Grp Sat Flow(s),veh/h/ln	691	1870	1535	870	0	1860	1183	0	1738	1848	0	1598
Q Serve(g_s), s	4.6	7.1	1.0	2.6	0.0	14.1	4.9	0.0	3.8	0.0	0.0	4.9
Cycle Q Clear(g_c), s	18.7	7.1	1.0	9.8	0.0	14.1	7.1	0.0	3.8	2.2	0.0	4.9
Prop In Lane	1.00		1.00	1.00		0.03	1.00		0.52	0.14		1.00
Lane Grp Cap(c), veh/h	403	1205	989	577	0	1198	261	0	271	356	0	249
V/C Ratio(X)	0.20	0.39	0.07	0.13	0.00	0.62	0.38	0.00	0.45	0.22	0.00	0.56
Avail Cap(c_a), veh/h	403	1205	989	577	0	1198	313	0	348	435	0	320
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.72	0.72	0.72	0.09	0.00	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.8	5.1	4.0	7.4	0.0	6.3	25.4	0.0	23.0	22.3	0.0	23.4
Incr Delay (d2), s/veh	0.8	0.7	0.1	0.0	0.0	0.2	0.9	0.0	1.2	0.3	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.3	3.6	0.4	0.7	0.0	4.5	2.5	0.0	2.9	1.7	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.6	5.8	4.1	7.4	0.0	6.5	26.3	0.0	24.2	22.6	0.0	25.4
LnGrp LOS	B	A	A	A	A	A	C	A	C	C	A	C
Approach Vol, veh/h		615			812			222				219
Approach Delay, s/veh		6.5			6.6			25.1				24.4
Approach LOS		A			A			C				C
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		44.7		15.3		44.7		15.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		36.0		12.0		36.0		12.0				
Max Q Clear Time (g_c+I1), s		20.7		6.9		16.1		9.1				
Green Ext Time (p_c), s		3.3		0.4		5.6		0.3				
Intersection Summary												
HCM 6th Ctrl Delay				10.8								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary

4: Ellijay Dr & Dresden Dr

02/08/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩		↩	↩	↩	↩
Traffic Volume (veh/h)	456	46	18	679	71	18
Future Volume (veh/h)	456	46	18	679	71	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1856	1900	1856	1841	1900
Adj Flow Rate, veh/h	485	49	19	722	76	19
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	3	0	3	4	0
Cap, veh/h	1027	104	552	1351	98	24
Arrive On Green	0.61	0.61	0.04	1.00	0.07	0.07
Sat Flow, veh/h	1684	170	1810	1856	1355	339
Grp Volume(v), veh/h	0	534	19	722	96	0
Grp Sat Flow(s),veh/h/ln	0	1855	1810	1856	1712	0
Q Serve(g_s), s	0.0	9.5	0.2	0.0	3.3	0.0
Cycle Q Clear(g_c), s	0.0	9.5	0.2	0.0	3.3	0.0
Prop In Lane		0.09	1.00		0.79	0.20
Lane Grp Cap(c), veh/h	0	1131	552	1351	123	0
V/C Ratio(X)	0.00	0.47	0.03	0.53	0.78	0.00
Avail Cap(c_a), veh/h	0	1131	640	1351	342	0
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.00	0.53	0.80	0.80	1.00	0.00
Uniform Delay (d), s/veh	0.0	6.4	4.5	0.0	27.4	0.0
Incr Delay (d2), s/veh	0.0	0.8	0.0	1.2	10.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	4.8	0.1	0.8	3.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	7.2	4.5	1.2	37.4	0.0
LnGrp LOS	A	A	A	A	D	A
Approach Vol, veh/h	534			741	96	
Approach Delay, s/veh	7.2			1.3	37.4	
Approach LOS	A			A	D	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.1	42.6			49.7	10.3
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	4.0	26.0			26.0	12.0
Max Q Clear Time (g_c+I1), s	2.2	11.5			2.0	5.3
Green Ext Time (p_c), s	0.0	2.9			5.2	0.1

Intersection Summary

HCM 6th Ctrl Delay	6.1
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
5: Caldwell Rd & Dresden Dr

02/08/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	399	8	1	639	20	1	1	1	26	0	45
Future Volume (veh/h)	58	399	8	1	639	20	1	1	1	26	0	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1870	1811	1900	1900	1900	1826	1900	1856
Adj Flow Rate, veh/h	64	443	9	1	710	22	1	1	0	29	0	50
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	2	0	0	2	6	0	0	0	5	0	3
Cap, veh/h	554	1345	27	60	1069	33	125	81		116	2	63
Arrive On Green	0.09	1.00	1.00	0.59	0.59	0.59	0.06	0.06	0.00	0.06	0.00	0.06
Sat Flow, veh/h	1810	1827	37	0	1804	56	543	1273	0	533	36	982
Grp Volume(v), veh/h	64	0	452	733	0	0	2	0	0	79	0	0
Grp Sat Flow(s),veh/h/ln	1810	0	1864	1860	0	0	1816	0	0	1552	0	0
Q Serve(g_s), s	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0
Cycle Q Clear(g_c), s	0.7	0.0	0.0	15.9	0.0	0.0	0.1	0.0	0.0	3.0	0.0	0.0
Prop In Lane	1.00		0.02	0.00		0.03	0.50		0.00	0.37		0.63
Lane Grp Cap(c), veh/h	554	0	1372	1162	0	0	206	0		181	0	0
V/C Ratio(X)	0.12	0.00	0.33	0.63	0.00	0.00	0.01	0.00		0.44	0.00	0.00
Avail Cap(c_a), veh/h	596	0	1372	1162	0	0	423	0		391	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.00	0.91	0.09	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.2	0.0	0.0	8.2	0.0	0.0	26.3	0.0	0.0	27.7	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.6	0.2	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	0.0	0.4	5.6	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.3	0.0	0.6	8.5	0.0	0.0	26.3	0.0	0.0	29.3	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C	A		C	A	A
Approach Vol, veh/h		516			733			2	A		79	
Approach Delay, s/veh		0.9			8.5			26.3			29.3	
Approach LOS		A			A			C			C	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		50.2		9.8	8.6	41.5		9.8				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		26.0		12.0	4.0	26.0		12.0				
Max Q Clear Time (g_c+I1), s		2.0		5.0	2.7	17.9		2.1				
Green Ext Time (p_c), s		2.8		0.2	0.0	3.1		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			6.8									
HCM 6th LOS			A									
Notes												
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary
 12: Clairmont Rd & Dresden Dr

02/08/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	215	155	13	283	143	150	919	16	103	636	55
Future Volume (veh/h)	85	215	155	13	283	143	150	919	16	103	636	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1826	1900	1856	1841	1870	1870	1900	1900	1841	1826
Adj Flow Rate, veh/h	88	222	160	13	292	147	155	947	16	106	656	57
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	1	5	0	3	4	2	2	0	0	4	5
Cap, veh/h	156	362	297	145	348	171	505	2255	38	395	2016	175
Arrive On Green	0.05	0.19	0.19	0.01	0.15	0.15	0.04	0.63	0.63	0.03	0.62	0.62
Sat Flow, veh/h	1810	1885	1547	1810	2291	1124	1781	3576	60	1810	3256	283
Grp Volume(v), veh/h	88	222	160	13	223	216	155	471	492	106	352	361
Grp Sat Flow(s),veh/h/ln	1810	1885	1547	1810	1763	1653	1781	1777	1859	1810	1749	1790
Q Serve(g_s), s	7.2	19.4	16.8	1.1	22.1	23.0	5.8	24.0	24.0	3.9	17.3	17.3
Cycle Q Clear(g_c), s	7.2	19.4	16.8	1.1	22.1	23.0	5.8	24.0	24.0	3.9	17.3	17.3
Prop In Lane	1.00		1.00	1.00		0.68	1.00		0.03	1.00		0.16
Lane Grp Cap(c), veh/h	156	362	297	145	267	251	505	1120	1173	395	1083	1108
V/C Ratio(X)	0.57	0.61	0.54	0.09	0.83	0.86	0.31	0.42	0.42	0.27	0.33	0.33
Avail Cap(c_a), veh/h	194	513	421	186	411	386	643	1120	1173	496	1083	1108
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.4	66.6	65.5	64.0	74.1	74.5	12.2	16.7	16.7	13.2	16.3	16.4
Incr Delay (d2), s/veh	3.2	1.7	1.5	0.3	8.5	11.7	0.3	1.2	1.1	0.4	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.3	14.6	11.0	0.9	16.0	15.9	4.2	15.2	15.8	2.9	11.6	11.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.6	68.3	67.0	64.3	82.6	86.2	12.5	17.9	17.8	13.5	17.1	17.1
LnGrp LOS	E	E	E	E	F	F	B	B	B	B	B	B
Approach Vol, veh/h		470			452			1118			819	
Approach Delay, s/veh		67.0			83.8			17.1			16.7	
Approach LOS		E			F			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	119.5	7.9	40.6	14.1	117.4	15.2	33.3				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	16.0	85.0	6.0	49.0	22.0	79.0	13.0	42.0				
Max Q Clear Time (g_c+I1), s	5.9	26.0	3.1	21.4	7.8	19.3	9.2	25.0				
Green Ext Time (p_c), s	0.2	7.0	0.0	1.8	0.3	4.7	0.1	2.3				
Intersection Summary												
HCM 6th Ctrl Delay			35.7									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary
 1: Peachtree Rd & Brookhaven Dr/Dresden Dr

02/08/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗	↖	↖	↗	↖	↕	↗	↖	↕	↗
Traffic Volume (veh/h)	66	87	38	270	67	408	66	1601	392	332	1255	47
Future Volume (veh/h)	66	87	38	270	67	408	66	1601	392	332	1255	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1885	1856	1900	1900	1885	1900	1870	1856	1900	1885	1900
Adj Flow Rate, veh/h	68	90	39	174	215	421	68	1651	404	342	1294	48
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	1	3	0	0	1	0	2	3	0	1	0
Cap, veh/h	69	91	136	241	253	213	249	1682	954	317	2075	77
Arrive On Green	0.09	0.09	0.09	0.13	0.13	0.13	0.03	0.47	0.47	0.15	0.59	0.59
Sat Flow, veh/h	794	1051	1572	1810	1900	1598	1810	3554	1572	1810	3522	131
Grp Volume(v), veh/h	158	0	39	174	215	421	68	1651	404	342	657	685
Grp Sat Flow(s),veh/h/ln	1845	0	1572	1810	1900	1598	1810	1777	1572	1810	1791	1862
Q Serve(g_s), s	12.8	0.0	3.5	13.8	16.6	20.0	2.9	68.6	20.4	22.0	35.7	35.8
Cycle Q Clear(g_c), s	12.8	0.0	3.5	13.8	16.6	20.0	2.9	68.6	20.4	22.0	35.7	35.8
Prop In Lane	0.43		1.00	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	160	0	136	241	253	213	249	1682	954	317	1055	1097
V/C Ratio(X)	0.99	0.00	0.29	0.72	0.85	1.98	0.27	0.98	0.42	1.08	0.62	0.62
Avail Cap(c_a), veh/h	160	0	136	241	253	213	265	1682	954	317	1055	1097
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.85	0.85	0.85	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	68.4	0.0	64.2	62.3	63.5	65.0	20.5	38.9	15.6	53.3	20.0	20.0
Incr Delay (d2), s/veh	67.4	0.0	1.1	8.6	20.0	453.5	0.1	3.6	0.1	41.8	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.1	0.0	2.6	10.9	14.0	54.3	1.7	31.8	11.6	18.0	16.5	17.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	135.8	0.0	65.3	71.0	83.5	518.5	20.6	42.4	15.7	95.1	20.3	20.3
LnGrp LOS	F	A	E	E	F	F	C	D	B	F	C	C
Approach Vol, veh/h		197			810			2123			1684	
Approach Delay, s/veh		121.8			306.9			36.7			35.4	
Approach LOS		F			F			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	28.0	77.0		19.0	10.6	94.4		26.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	22.0	71.0		13.0	6.0	87.0		20.0				
Max Q Clear Time (g_c+I1), s	24.0	70.6		14.8	4.9	37.8		22.0				
Green Ext Time (p_c), s	0.0	0.4		0.0	0.0	12.6		0.0				

Intersection Summary

HCM 6th Ctrl Delay	85.2
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 2: Apple Valley Rd & Dresden Dr

02/08/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	675	82	60	554	21	128	48	135	22	58	141
Future Volume (veh/h)	82	675	82	60	554	21	128	48	135	22	58	141
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1885	1885	1900	1885	1811	1900	1826	1900	1900	1900	1885
Adj Flow Rate, veh/h	88	726	88	65	596	23	138	52	145	24	62	152
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	11	1	1	0	1	6	0	5	0	0	0	1
Cap, veh/h	421	1131	959	358	1082	42	223	85	237	117	245	320
Arrive On Green	0.60	0.60	0.60	0.60	0.60	0.60	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	747	1885	1598	681	1803	70	1186	426	1187	202	1226	1598
Grp Volume(v), veh/h	88	726	88	65	0	619	138	0	197	86	0	152
Grp Sat Flow(s),veh/h/ln	747	1885	1598	681	0	1873	1186	0	1612	1428	0	1598
Q Serve(g_s), s	4.8	15.0	1.4	4.1	0.0	11.9	5.2	0.0	6.7	0.1	0.0	5.0
Cycle Q Clear(g_c), s	16.6	15.0	1.4	19.1	0.0	11.9	12.0	0.0	6.7	6.8	0.0	5.0
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.74	0.28		1.00
Lane Grp Cap(c), veh/h	421	1131	959	358	0	1124	223	0	322	362	0	320
V/C Ratio(X)	0.21	0.64	0.09	0.18	0.00	0.55	0.62	0.00	0.61	0.24	0.00	0.48
Avail Cap(c_a), veh/h	421	1131	959	358	0	1124	223	0	322	362	0	320
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.56	0.56	0.56	0.09	0.00	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.1	7.8	5.1	14.0	0.0	7.2	28.1	0.0	21.9	20.2	0.0	21.2
Incr Delay (d2), s/veh	0.6	1.6	0.1	0.1	0.0	0.2	5.2	0.0	3.4	0.3	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.4	7.3	0.6	0.9	0.0	4.2	4.0	0.0	4.8	1.8	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.8	9.4	5.2	14.1	0.0	7.3	33.2	0.0	25.2	20.5	0.0	22.3
LnGrp LOS	B	A	A	B	A	A	C	A	C	C	A	C
Approach Vol, veh/h		902			684			335				238
Approach Delay, s/veh		9.3			8.0			28.5				21.7
Approach LOS		A			A			C				C
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		42.0		18.0		42.0		18.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		36.0		12.0		36.0		12.0				
Max Q Clear Time (g_c+I1), s		18.6		8.8		21.1		14.0				
Green Ext Time (p_c), s		5.6		0.3		4.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				13.2								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary

4: Ellijay Dr & Dresden Dr

02/08/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→	↘	↙	→	↙	↘
Traffic Volume (veh/h)	751	55	32	606	45	28
Future Volume (veh/h)	751	55	32	606	45	28
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1900	1796	1885	1900	1841
Adj Flow Rate, veh/h	791	58	34	638	47	29
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	0	7	1	0	4
Cap, veh/h	1107	81	368	1430	60	37
Arrive On Green	0.64	0.64	0.06	1.00	0.06	0.06
Sat Flow, veh/h	1735	127	1711	1885	1056	652
Grp Volume(v), veh/h	0	849	34	638	77	0
Grp Sat Flow(s),veh/h/ln	0	1862	1711	1885	1730	0
Q Serve(g_s), s	0.0	19.7	0.4	0.0	2.9	0.0
Cycle Q Clear(g_c), s	0.0	19.7	0.4	0.0	2.9	0.0
Prop In Lane		0.07	1.00		0.61	0.38
Lane Grp Cap(c), veh/h	0	1188	368	1430	99	0
V/C Ratio(X)	0.00	0.71	0.09	0.45	0.78	0.00
Avail Cap(c_a), veh/h	0	1188	425	1430	319	0
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.83	0.83	1.00	0.00
Uniform Delay (d), s/veh	0.0	7.8	6.7	0.0	30.2	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.1	0.8	12.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	6.6	0.2	0.6	2.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	8.2	6.8	0.8	42.7	0.0
LnGrp LOS	A	A	A	A	D	A
Approach Vol, veh/h	849			672	77	
Approach Delay, s/veh	8.2			1.1	42.7	
Approach LOS	A			A	D	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.8	47.5			55.3	9.7
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	4.0	31.0			31.0	12.0
Max Q Clear Time (g_c+I1), s	2.4	21.7			2.0	4.9
Green Ext Time (p_c), s	0.0	4.1			4.6	0.1

Intersection Summary

HCM 6th Ctrl Delay	6.9
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
5: Caldwell Rd & Dresden Dr

02/08/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	666	1	2	530	33	6	1	3	47	0	81
Future Volume (veh/h)	102	666	1	2	530	33	6	1	3	47	0	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1159	1885	1900	1900	1900	1900	1900	1900	1885
Adj Flow Rate, veh/h	110	716	1	2	570	35	6	1	0	51	0	87
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	1	0	50	1	0	0	0	0	0	0	1
Cap, veh/h	599	1325	2	56	981	60	236	32		129	12	110
Arrive On Green	0.11	1.00	1.00	0.56	0.56	0.56	0.11	0.11	0.00	0.11	0.00	0.11
Sat Flow, veh/h	1810	1882	3	1	1756	107	1201	288	0	476	104	989
Grp Volume(v), veh/h	110	0	717	607	0	0	7	0	0	138	0	0
Grp Sat Flow(s),veh/h/ln	1810	0	1885	1864	0	0	1488	0	0	1569	0	0
Q Serve(g_s), s	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0
Cycle Q Clear(g_c), s	1.5	0.0	0.0	13.8	0.0	0.0	0.2	0.0	0.0	5.5	0.0	0.0
Prop In Lane	1.00		0.00	0.00		0.06	0.86		0.00	0.37		0.63
Lane Grp Cap(c), veh/h	599	0	1327	1097	0	0	268	0		250	0	0
V/C Ratio(X)	0.18	0.00	0.54	0.55	0.00	0.00	0.03	0.00		0.55	0.00	0.00
Avail Cap(c_a), veh/h	614	0	1327	1097	0	0	370	0		364	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.00	0.69	0.39	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.2	0.0	0.0	9.4	0.0	0.0	25.8	0.0	0.0	28.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	1.1	0.8	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	0.0	0.7	6.8	0.0	0.0	0.2	0.0	0.0	3.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.3	0.0	1.1	10.2	0.0	0.0	25.8	0.0	0.0	30.0	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	C	A		C	A	A
Approach Vol, veh/h		827			607			7	A		138	
Approach Delay, s/veh		1.5			10.2			25.8			30.0	
Approach LOS		A			B			C			C	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		51.8		13.2	9.5	42.3		13.2				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		31.0		12.0	4.0	31.0		12.0				
Max Q Clear Time (g_c+I1), s		2.0		7.5	3.5	15.8		2.2				
Green Ext Time (p_c), s		5.4		0.3	0.0	3.5		0.0				

Intersection Summary

HCM 6th Ctrl Delay	7.4
HCM 6th LOS	A

Notes

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

HCM 6th Signalized Intersection Summary
12: Clairmont Rd & Dresden Dr

02/08/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	275	210	26	233	163	201	768	37	193	937	86
Future Volume (veh/h)	72	275	210	26	233	163	201	768	37	193	937	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1885	1900	1900	1885	1885	1885	1811	1885	1870	1856
Adj Flow Rate, veh/h	73	281	214	27	238	166	205	784	38	197	956	88
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	3	1	0	0	1	1	1	6	1	2	3
Cap, veh/h	139	317	273	93	321	215	395	2173	105	482	2049	189
Arrive On Green	0.03	0.17	0.17	0.02	0.16	0.16	0.06	0.62	0.62	0.05	0.62	0.62
Sat Flow, veh/h	1781	1856	1598	1810	2069	1386	1795	3477	169	1795	3290	303
Grp Volume(v), veh/h	73	281	214	27	206	198	205	404	418	197	516	528
Grp Sat Flow(s),veh/h/ln	1781	1856	1598	1810	1805	1650	1795	1791	1855	1795	1777	1816
Q Serve(g_s), s	6.0	26.6	23.1	2.3	19.6	20.7	7.5	19.6	19.7	7.2	27.8	27.8
Cycle Q Clear(g_c), s	6.0	26.6	23.1	2.3	19.6	20.7	7.5	19.6	19.7	7.2	27.8	27.8
Prop In Lane	1.00		1.00	1.00		0.84	1.00		0.09	1.00		0.17
Lane Grp Cap(c), veh/h	139	317	273	93	280	256	395	1119	1159	482	1107	1131
V/C Ratio(X)	0.53	0.89	0.78	0.29	0.74	0.77	0.52	0.36	0.36	0.41	0.47	0.47
Avail Cap(c_a), veh/h	139	474	408	101	441	403	584	1119	1159	596	1107	1131
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.8	72.9	71.4	64.2	72.5	73.0	14.0	16.3	16.3	12.1	18.1	18.1
Incr Delay (d2), s/veh	3.6	12.7	5.7	1.7	3.8	4.9	1.1	0.9	0.9	0.6	1.4	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.4	19.9	15.1	2.0	14.4	14.1	5.5	13.1	13.4	5.3	17.4	17.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.4	85.6	77.1	65.9	76.3	77.9	15.0	17.2	17.2	12.6	19.5	19.4
LnGrp LOS	E	F	E	E	E	E	B	B	B	B	B	B
Approach Vol, veh/h		568			431			1027			1241	
Approach Delay, s/veh		80.1			76.4			16.8			18.4	
Approach LOS		F			E			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.6	118.5	9.2	36.8	16.0	118.1	12.0	33.9				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	21.0	85.0	4.0	46.0	29.0	77.0	6.0	44.0				
Max Q Clear Time (g_c+I1), s	9.2	21.7	4.3	28.6	9.5	29.8	8.0	22.7				
Green Ext Time (p_c), s	0.4	5.6	0.0	2.1	0.5	7.9	0.0	2.3				
Intersection Summary												
HCM 6th Ctrl Delay			36.3									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary
 1: Peachtree Rd & Brookhaven Dr/Dresden Dr

02/09/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↗	↘	↖	↗	↘	↖	↑↑	↗	↖	↗↘	
Traffic Volume (veh/h)	46	91	47	575	112	453	76	967	332	437	1704	62
Future Volume (veh/h)	46	91	47	575	112	453	76	967	332	437	1704	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1870	1870	1870	1826	1856	1826	1885	1856	1870
Adj Flow Rate, veh/h	49	97	50	697	0	482	81	1029	353	465	1813	66
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	2	0	2	2	2	5	3	5	1	3	2
Cap, veh/h	49	96	127	738	0	328	101	1133	818	465	1785	65
Arrive On Green	0.08	0.08	0.08	0.35	0.00	0.35	0.03	0.32	0.32	0.22	0.51	0.51
Sat Flow, veh/h	617	1222	1610	3563	0	1585	1739	3526	1547	1795	3470	126
Grp Volume(v), veh/h	146	0	50	697	0	482	81	1029	353	465	916	963
Grp Sat Flow(s),veh/h/ln	1839	0	1610	1781	0	1585	1739	1763	1547	1795	1763	1833
Q Serve(g_s), s	11.0	0.0	4.1	26.6	0.0	29.0	4.0	39.2	19.5	31.0	72.0	72.0
Cycle Q Clear(g_c), s	11.0	0.0	4.1	26.6	0.0	29.0	4.0	39.2	19.5	31.0	72.0	72.0
Prop In Lane	0.34		1.00	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	145	0	127	738	0	328	101	1133	818	465	907	943
V/C Ratio(X)	1.01	0.00	0.40	0.94	0.00	1.47	0.80	0.91	0.43	1.00	1.01	1.02
Avail Cap(c_a), veh/h	145	0	127	738	0	328	101	1133	818	465	907	943
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.61	0.00	0.61	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	64.5	0.0	61.3	45.0	0.0	45.8	41.2	45.5	20.2	43.1	34.0	34.0
Incr Delay (d2), s/veh	77.6	0.0	2.0	14.6	0.0	220.6	4.2	1.4	0.2	12.3	11.7	14.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.1	0.0	3.2	16.4	0.0	44.7	2.6	18.8	12.1	19.0	35.6	38.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	142.1	0.0	63.3	59.6	0.0	266.4	45.4	46.9	20.3	55.3	45.7	48.9
LnGrp LOS	F	A	E	E	A	F	D	D	C	E	F	F
Approach Vol, veh/h		196			1179			1463			2344	
Approach Delay, s/veh		122.0			144.1			40.4			48.9	
Approach LOS		F			F			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	37.0	51.0		17.0	10.0	78.0		35.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	31.0	45.0		11.0	4.0	72.0		29.0				
Max Q Clear Time (g_c+I1), s	33.0	41.2		13.0	6.0	74.0		31.0				
Green Ext Time (p_c), s	0.0	2.6		0.0	0.0	0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay				70.9								
HCM 6th LOS				E								

Notes
 User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
2: Apple Valley Rd & Dresden Dr

02/09/2022

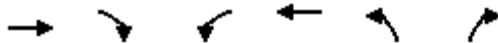


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	142	525	189	156	836	81	133	66	87	44	80	169
Future Volume (veh/h)	142	525	189	156	836	81	133	66	87	44	80	169
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1870	1811	1870	1870	1722	1885	1900	1870	1530	1900	1885
Adj Flow Rate, veh/h	149	553	199	164	880	85	140	69	92	46	84	178
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	2	6	2	2	12	1	0	2	25	0	1
Cap, veh/h	259	1229	1009	570	1103	107	178	127	169	118	179	274
Arrive On Green	1.00	1.00	1.00	0.66	0.66	0.66	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	559	1870	1535	711	1679	162	1126	738	984	284	1044	1598
Grp Volume(v), veh/h	149	553	199	164	0	965	140	0	161	130	0	178
Grp Sat Flow(s),veh/h/ln	559	1870	1535	711	0	1841	1126	0	1723	1329	0	1598
Q Serve(g_s), s	18.0	0.0	0.0	7.2	0.0	26.4	4.7	0.0	6.0	1.4	0.0	7.3
Cycle Q Clear(g_c), s	44.5	0.0	0.0	7.2	0.0	26.4	12.0	0.0	6.0	7.3	0.0	7.3
Prop In Lane	1.00		1.00	1.00		0.09	1.00		0.57	0.35		1.00
Lane Grp Cap(c), veh/h	259	1229	1009	570	0	1210	178	0	295	297	0	274
V/C Ratio(X)	0.57	0.45	0.20	0.29	0.00	0.80	0.79	0.00	0.55	0.44	0.00	0.65
Avail Cap(c_a), veh/h	259	1229	1009	570	0	1210	178	0	295	297	0	274
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.50	0.50	0.50	0.09	0.00	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.8	0.0	0.0	5.3	0.0	8.6	33.8	0.0	26.5	26.4	0.0	27.0
Incr Delay (d2), s/veh	4.6	0.6	0.2	0.1	0.0	0.5	20.7	0.0	2.1	1.0	0.0	5.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.5	0.4	0.1	1.2	0.0	8.7	6.1	0.0	4.6	3.7	0.0	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.4	0.6	0.2	5.5	0.0	9.2	54.4	0.0	28.6	27.4	0.0	32.4
LnGrp LOS	B	A	A	A	A	A	D	A	C	C	A	C
Approach Vol, veh/h		901			1129			301				308
Approach Delay, s/veh		3.3			8.6			40.6				30.3
Approach LOS		A			A			D				C
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		52.0		18.0		52.0		18.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		46.0		12.0		46.0		12.0				
Max Q Clear Time (g_c+I1), s		46.5		9.3		28.4		14.0				
Green Ext Time (p_c), s		0.0		0.4		8.4		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				13.0								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary

4: Ellijay Dr & Dresden Dr

02/09/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩		↩	↩	↩	
Traffic Volume (veh/h)	563	50	19	963	79	19
Future Volume (veh/h)	563	50	19	963	79	19
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1856	1900	1856	1841	1900
Adj Flow Rate, veh/h	599	53	20	1024	84	20
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	3	0	3	4	0
Cap, veh/h	1159	103	523	1432	107	25
Arrive On Green	0.68	0.68	0.04	1.00	0.08	0.08
Sat Flow, veh/h	1707	151	1810	1856	1371	326
Grp Volume(v), veh/h	0	652	20	1024	105	0
Grp Sat Flow(s),veh/h/ln	0	1858	1810	1856	1713	0
Q Serve(g_s), s	0.0	13.9	0.2	0.0	4.8	0.0
Cycle Q Clear(g_c), s	0.0	13.9	0.2	0.0	4.8	0.0
Prop In Lane		0.08	1.00		0.80	0.19
Lane Grp Cap(c), veh/h	0	1262	523	1432	134	0
V/C Ratio(X)	0.00	0.52	0.04	0.71	0.79	0.00
Avail Cap(c_a), veh/h	0	1262	581	1432	257	0
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.50	0.50	1.00	0.00
Uniform Delay (d), s/veh	0.0	6.3	4.7	0.0	36.2	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	1.6	9.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	5.1	0.1	1.1	4.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	6.5	4.7	1.6	45.9	0.0
LnGrp LOS	A	A	A	A	D	A
Approach Vol, veh/h	652			1044	105	
Approach Delay, s/veh	6.5			1.6	45.9	
Approach LOS	A			A	D	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.4	60.3			67.8	12.2
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	4.0	46.0			46.0	12.0
Max Q Clear Time (g_c+I1), s	2.2	15.9			2.0	6.8
Green Ext Time (p_c), s	0.0	4.8			11.1	0.1

Intersection Summary

HCM 6th Ctrl Delay	6.0
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
5: Caldwell Rd & Dresden Dr

02/09/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	501	8	1	901	22	1	1	1	29	0	68
Future Volume (veh/h)	63	501	8	1	901	22	1	1	1	29	0	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1870	1811	1900	1900	1900	1826	1900	1856
Adj Flow Rate, veh/h	70	557	9	1	1001	24	1	1	0	32	0	76
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	2	0	0	2	6	0	0	0	5	0	3
Cap, veh/h	370	1403	23	45	1182	28	123	99		90	9	96
Arrive On Green	0.08	1.00	1.00	0.65	0.65	0.65	0.09	0.09	0.00	0.09	0.00	0.09
Sat Flow, veh/h	1810	1835	30	0	1818	44	651	1153	0	365	104	1114
Grp Volume(v), veh/h	70	0	566	1026	0	0	2	0	0	108	0	0
Grp Sat Flow(s),veh/h/ln	1810	0	1865	1862	0	0	1804	0	0	1583	0	0
Q Serve(g_s), s	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.9	0.0	0.0
Cycle Q Clear(g_c), s	0.9	0.0	0.0	34.4	0.0	0.0	0.1	0.0	0.0	5.3	0.0	0.0
Prop In Lane	1.00		0.02	0.00		0.02	0.50		0.00	0.30		0.70
Lane Grp Cap(c), veh/h	370	0	1425	1255	0	0	222	0		194	0	0
V/C Ratio(X)	0.19	0.00	0.40	0.82	0.00	0.00	0.01	0.00		0.56	0.00	0.00
Avail Cap(c_a), veh/h	389	0	1425	1255	0	0	323	0		294	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.00	0.87	0.09	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.3	0.0	0.0	10.9	0.0	0.0	33.5	0.0	0.0	35.8	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.7	0.6	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	0.0	0.5	12.5	0.0	0.0	0.1	0.0	0.0	3.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.5	0.0	0.7	11.5	0.0	0.0	33.5	0.0	0.0	38.3	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	C	A		D	A	A
Approach Vol, veh/h		636			1026			2	A		108	
Approach Delay, s/veh		1.0			11.5			33.5			38.3	
Approach LOS		A			B			C			D	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		67.1		12.9	9.2	58.0		12.9				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		46.0		12.0	4.0	46.0		12.0				
Max Q Clear Time (g_c+I1), s		2.0		7.3	2.9	36.4		2.1				
Green Ext Time (p_c), s		4.1		0.2	0.0	5.3		0.0				

Intersection Summary

HCM 6th Ctrl Delay	9.4
HCM 6th LOS	A

Notes

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

HCM 6th Signalized Intersection Summary

12: Clairmont Rd & Dresden Dr

02/09/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	239	178	13	342	147	206	942	16	106	652	130
Future Volume (veh/h)	111	239	178	13	342	147	206	942	16	106	652	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1826	1900	1856	1841	1870	1870	1900	1900	1841	1826
Adj Flow Rate, veh/h	114	246	184	13	353	152	212	971	16	109	672	134
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	1	5	0	3	4	2	2	0	0	4	5
Cap, veh/h	176	419	344	162	412	174	451	2136	35	366	1659	331
Arrive On Green	0.06	0.22	0.22	0.01	0.17	0.17	0.06	0.60	0.60	0.04	0.57	0.57
Sat Flow, veh/h	1810	1885	1547	1810	2413	1022	1781	3578	59	1810	2906	579
Grp Volume(v), veh/h	114	246	184	13	256	249	212	482	505	109	404	402
Grp Sat Flow(s),veh/h/ln	1810	1885	1547	1810	1763	1672	1781	1777	1860	1810	1749	1737
Q Serve(g_s), s	9.2	21.0	18.9	1.1	25.4	26.1	8.8	27.0	27.0	4.5	23.2	23.3
Cycle Q Clear(g_c), s	9.2	21.0	18.9	1.1	25.4	26.1	8.8	27.0	27.0	4.5	23.2	23.3
Prop In Lane	1.00		1.00	1.00		0.61	1.00		0.03	1.00		0.33
Lane Grp Cap(c), veh/h	176	419	344	162	301	285	451	1061	1110	366	998	991
V/C Ratio(X)	0.65	0.59	0.54	0.08	0.85	0.87	0.47	0.45	0.45	0.30	0.40	0.41
Avail Cap(c_a), veh/h	214	566	464	183	421	399	635	1061	1110	440	998	991
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.4	62.6	61.8	61.2	72.4	72.7	15.7	20.1	20.1	16.4	21.5	21.6
Incr Delay (d2), s/veh	4.9	1.3	1.3	0.2	11.4	14.1	0.8	1.4	1.3	0.5	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.9	15.5	12.1	0.9	18.2	18.1	6.6	17.1	17.8	3.5	15.0	14.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.3	63.9	63.1	61.4	83.8	86.9	16.5	21.5	21.4	16.9	22.8	22.8
LnGrp LOS	E	E	E	E	F	F	B	C	C	B	C	C
Approach Vol, veh/h	544		518				1199			915		
Approach Delay, s/veh	63.3		84.7				20.6			22.1		
Approach LOS	E		F				C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.6	113.5	7.9	46.0	17.3	108.8	17.2	36.7				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	14.0	84.0	4.0	54.0	30.0	68.0	15.0	43.0				
Max Q Clear Time (g_c+I1), s	6.5	29.0	3.1	23.0	10.8	25.3	11.2	28.1				
Green Ext Time (p_c), s	0.1	7.2	0.0	2.1	0.5	5.5	0.1	2.6				

Intersection Summary

HCM 6th Ctrl Delay	38.8
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 1: Peachtree Rd & Brookhaven Dr/Dresden Dr

02/09/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗	↖	↖	↗	↖	↖	↖	↖	↖	↖
Traffic Volume (veh/h)	68	308	39	356	282	595	68	1803	526	448	1340	48
Future Volume (veh/h)	68	308	39	356	282	595	68	1803	526	448	1340	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1885	1856	1900	1900	1885	1900	1870	1856	1900	1885	1900
Adj Flow Rate, veh/h	70	318	40	329	344	613	70	1859	542	462	1381	49
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	1	3	0	0	1	0	2	3	0	1	0
Cap, veh/h	52	235	241	241	253	213	188	1445	849	313	1835	65
Arrive On Green	0.15	0.15	0.15	0.13	0.13	0.13	0.03	0.41	0.41	0.15	0.52	0.52
Sat Flow, veh/h	337	1531	1572	1810	1900	1598	1810	3554	1572	1810	3529	125
Grp Volume(v), veh/h	388	0	40	329	344	613	70	1859	542	462	700	730
Grp Sat Flow(s),veh/h/ln	1868	0	1572	1810	1900	1598	1810	1777	1572	1810	1791	1863
Q Serve(g_s), s	23.0	0.0	3.3	20.0	20.0	20.0	3.4	61.0	36.3	22.0	46.2	46.4
Cycle Q Clear(g_c), s	23.0	0.0	3.3	20.0	20.0	20.0	3.4	61.0	36.3	22.0	46.2	46.4
Prop In Lane	0.18		1.00	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	286	0	241	241	253	213	188	1445	849	313	931	969
V/C Ratio(X)	1.35	0.00	0.17	1.36	1.36	2.88	0.37	1.29	0.64	1.47	0.75	0.75
Avail Cap(c_a), veh/h	286	0	241	241	253	213	188	1445	849	313	931	969
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.33	0.33	0.33	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	63.5	0.0	55.2	65.0	65.0	65.0	28.0	44.5	24.2	52.4	28.4	28.4
Incr Delay (d2), s/veh	180.7	0.0	0.3	172.4	169.5	849.2	0.1	129.4	0.3	215.0	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	38.4	0.0	2.4	28.7	29.8	85.4	2.0	66.6	19.6	39.5	21.7	22.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	244.2	0.0	55.5	237.4	234.5	914.2	28.1	173.9	24.6	267.3	28.9	28.9
LnGrp LOS	F	A	E	F	F	F	C	F	C	F	C	C
Approach Vol, veh/h		428			1286			2471			1892	
Approach Delay, s/veh		226.5			559.3			137.0			87.1	
Approach LOS		F			F			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	28.0	67.0		29.0	11.0	84.0		26.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	22.0	61.0		23.0	5.0	78.0		20.0				
Max Q Clear Time (g_c+I1), s	24.0	63.0		25.0	5.4	48.4		22.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	12.1		0.0				

Intersection Summary

HCM 6th Ctrl Delay	217.1
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
2: Apple Valley Rd & Dresden Dr

02/09/2022

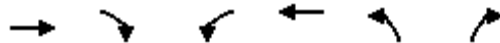


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	181	977	155	109	789	99	269	68	224	115	75	256
Future Volume (veh/h)	181	977	155	109	789	99	269	68	224	115	75	256
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1885	1885	1900	1885	1811	1900	1826	1900	1900	1900	1885
Adj Flow Rate, veh/h	195	1051	167	117	848	106	289	73	241	124	81	275
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	11	1	1	0	1	6	0	5	0	0	0	1
Cap, veh/h	185	1063	900	137	926	116	131	81	269	127	48	349
Arrive On Green	0.56	0.56	0.56	0.56	0.56	0.56	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	546	1885	1598	466	1643	205	1042	373	1231	101	220	1598
Grp Volume(v), veh/h	195	1051	167	117	0	954	289	0	314	205	0	275
Grp Sat Flow(s),veh/h/ln	546	1885	1598	466	0	1848	1042	0	1604	321	0	1598
Q Serve(g_s), s	5.4	30.2	2.8	0.8	0.0	25.6	0.0	0.0	10.5	1.5	0.0	8.9
Cycle Q Clear(g_c), s	31.0	30.2	2.8	31.0	0.0	25.6	12.0	0.0	10.5	12.0	0.0	8.9
Prop In Lane	1.00		1.00	1.00		0.11	1.00		0.77	0.60		1.00
Lane Grp Cap(c), veh/h	185	1063	900	137	0	1042	131	0	350	175	0	349
V/C Ratio(X)	1.06	0.99	0.19	0.85	0.00	0.92	2.21	0.00	0.90	1.17	0.00	0.79
Avail Cap(c_a), veh/h	185	1063	900	137	0	1042	131	0	350	175	0	349
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.00	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.7	11.8	5.8	27.5	0.0	10.8	27.5	0.0	20.9	25.1	0.0	20.3
Incr Delay (d2), s/veh	36.9	6.1	0.0	6.2	0.0	1.6	567.5	0.0	24.6	121.3	0.0	11.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.4	11.8	1.1	2.3	0.0	8.8	38.3	0.0	10.0	13.7	0.0	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.6	18.0	5.9	33.7	0.0	12.4	595.0	0.0	45.5	146.4	0.0	31.8
LnGrp LOS	F	B	A	C	A	B	F	A	D	F	A	C
Approach Vol, veh/h		1413			1071			603				480
Approach Delay, s/veh		22.9			14.8			308.8				80.8
Approach LOS		C			B			F				F
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		37.0		18.0		37.0		18.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		31.0		12.0		31.0		12.0				
Max Q Clear Time (g_c+I1), s		33.0		14.0		33.0		14.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				76.6								
HCM 6th LOS				E								

HCM 6th Signalized Intersection Summary

4: Ellijay Dr & Dresden Dr

02/09/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1108	63	33	837	52	29
Future Volume (veh/h)	1108	63	33	837	52	29
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1900	1796	1885	1900	1841
Adj Flow Rate, veh/h	1166	66	35	881	55	31
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	0	7	1	0	4
Cap, veh/h	1254	71	188	1513	70	40
Arrive On Green	0.71	0.71	0.05	1.00	0.06	0.06
Sat Flow, veh/h	1767	100	1711	1885	1096	618
Grp Volume(v), veh/h	0	1232	35	881	87	0
Grp Sat Flow(s),veh/h/ln	0	1867	1711	1885	1734	0
Q Serve(g_s), s	0.0	50.7	0.5	0.0	4.4	0.0
Cycle Q Clear(g_c), s	0.0	50.7	0.5	0.0	4.4	0.0
Prop In Lane		0.05	1.00		0.63	0.36
Lane Grp Cap(c), veh/h	0	1325	188	1513	111	0
V/C Ratio(X)	0.00	0.93	0.19	0.58	0.78	0.00
Avail Cap(c_a), veh/h	0	1325	220	1513	231	0
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.65	0.65	1.00	0.00
Uniform Delay (d), s/veh	0.0	11.1	18.9	0.0	41.5	0.0
Incr Delay (d2), s/veh	0.0	1.5	0.3	1.1	11.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	17.6	0.8	0.8	4.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	12.7	19.2	1.1	52.6	0.0
LnGrp LOS	A	B	B	A	D	A
Approach Vol, veh/h	1232			916	87	
Approach Delay, s/veh	12.7			1.8	52.6	
Approach LOS	B			A	D	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.3	69.9			78.2	11.8
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	4.0	56.0			56.0	12.0
Max Q Clear Time (g_c+I1), s	2.5	52.7			2.0	6.4
Green Ext Time (p_c), s	0.0	2.6			8.4	0.1

Intersection Summary

HCM 6th Ctrl Delay	9.8
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
12: Clairmont Rd & Dresden Dr

02/09/2022


























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↕		↖	↕		↖	↕	
Traffic Volume (veh/h)	157	341	274	27	274	167	241	787	38	198	961	133
Future Volume (veh/h)	157	341	274	27	274	167	241	787	38	198	961	133
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1885	1900	1900	1885	1885	1885	1811	1885	1870	1856
Adj Flow Rate, veh/h	160	348	280	28	280	170	246	803	39	202	981	136
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	3	1	0	0	1	1	1	6	1	2	3
Cap, veh/h	213	404	348	103	328	193	352	1980	96	440	1748	242
Arrive On Green	0.09	0.22	0.22	0.02	0.15	0.15	0.07	0.57	0.57	0.06	0.56	0.56
Sat Flow, veh/h	1781	1856	1598	1810	2185	1288	1795	3477	169	1795	3135	434
Grp Volume(v), veh/h	160	348	280	28	230	220	246	414	428	202	556	561
Grp Sat Flow(s),veh/h/ln	1781	1856	1598	1810	1805	1668	1795	1791	1855	1795	1777	1792
Q Serve(g_s), s	13.4	32.5	29.9	2.4	22.3	23.3	10.6	23.3	23.3	8.7	36.3	36.3
Cycle Q Clear(g_c), s	13.4	32.5	29.9	2.4	22.3	23.3	10.6	23.3	23.3	8.7	36.3	36.3
Prop In Lane	1.00		1.00	1.00		0.77	1.00		0.09	1.00		0.24
Lane Grp Cap(c), veh/h	213	404	348	103	271	250	352	1020	1056	440	991	999
V/C Ratio(X)	0.75	0.86	0.81	0.27	0.85	0.88	0.70	0.41	0.41	0.46	0.56	0.56
Avail Cap(c_a), veh/h	238	495	426	110	341	315	530	1020	1056	519	991	999
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.2	67.8	66.8	64.4	74.5	74.9	21.3	21.7	21.7	16.5	25.6	25.6
Incr Delay (d2), s/veh	11.4	12.4	9.0	1.4	15.0	20.3	2.5	1.2	1.2	0.7	2.3	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.0	23.5	19.0	2.0	17.1	16.9	8.0	15.3	15.8	6.6	22.3	22.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.6	80.2	75.8	65.8	89.5	95.2	23.8	22.9	22.8	17.3	27.9	27.9
LnGrp LOS	E	F	E	E	F	F	C	C	C	B	C	C
Approach Vol, veh/h		788			478			1088			1319	
Approach Delay, s/veh		76.5			90.8			23.1			26.3	
Approach LOS		E			F			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.0	108.5	9.3	45.2	19.2	106.4	21.5	33.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	19.0	85.0	4.0	48.0	31.0	73.0	18.0	34.0				
Max Q Clear Time (g_c+I1), s	10.7	25.3	4.4	34.5	12.6	38.3	15.4	25.3				
Green Ext Time (p_c), s	0.3	5.8	0.0	2.6	0.6	8.4	0.1	1.7				

Intersection Summary

HCM 6th Ctrl Delay	44.5
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 1: Peachtree Rd & Brookhaven Dr/Dresden Dr

02/09/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	94	50	598	116	473	80	1015	346	451	1783	65
Future Volume (veh/h)	48	94	50	598	116	473	80	1015	346	451	1783	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1870	1870	1870	1826	1856	1826	1885	1856	1870
Adj Flow Rate, veh/h	51	100	53	724	0	503	85	1080	368	480	1897	69
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	2	0	2	2	2	5	3	5	1	3	2
Cap, veh/h	50	97	129	736	0	328	94	1152	825	466	1828	66
Arrive On Green	0.08	0.08	0.08	0.35	0.00	0.35	0.03	0.33	0.33	0.23	0.53	0.53
Sat Flow, veh/h	621	1218	1610	3563	0	1585	1739	3526	1547	1795	3470	125
Grp Volume(v), veh/h	151	0	53	724	0	503	85	1080	368	480	958	1008
Grp Sat Flow(s),veh/h/ln	1839	0	1610	1781	0	1585	1739	1763	1547	1795	1763	1833
Q Serve(g_s), s	12.0	0.0	4.7	30.2	0.0	31.0	4.0	44.6	21.8	34.0	79.0	79.0
Cycle Q Clear(g_c), s	12.0	0.0	4.7	30.2	0.0	31.0	4.0	44.6	21.8	34.0	79.0	79.0
Prop In Lane	0.34		1.00	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	147	0	129	736	0	328	94	1152	825	466	928	965
V/C Ratio(X)	1.03	0.00	0.41	0.98	0.00	1.54	0.90	0.94	0.45	1.03	1.03	1.04
Avail Cap(c_a), veh/h	147	0	129	736	0	328	94	1152	825	466	928	965
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.58	0.00	0.58	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	69.0	0.0	65.6	48.9	0.0	49.1	47.2	49.0	21.4	47.6	35.5	35.5
Incr Delay (d2), s/veh	81.3	0.0	2.1	21.3	0.0	249.8	10.6	2.0	0.2	21.3	18.6	23.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.1	0.0	3.6	19.0	0.0	49.9	2.2	21.5	13.6	22.1	41.6	45.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	150.3	0.0	67.7	70.1	0.0	298.9	57.8	51.0	21.6	68.9	54.1	58.9
LnGrp LOS	F	A	E	E	A	F	E	D	C	F	F	F
Approach Vol, veh/h		204			1227			1533			2446	
Approach Delay, s/veh		128.8			163.9			44.3			59.0	
Approach LOS		F			F			D			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	40.0	55.0		18.0	10.0	85.0		37.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	34.0	49.0		12.0	4.0	79.0		31.0				
Max Q Clear Time (g_c+I1), s	36.0	46.6		14.0	6.0	81.0		33.0				
Green Ext Time (p_c), s	0.0	1.7		0.0	0.0	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				81.2								
HCM 6th LOS				F								
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary
 2: Apple Valley Rd & Dresden Dr

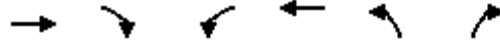
02/09/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	549	192	159	872	82	138	69	90	45	83	176
Future Volume (veh/h)	146	549	192	159	872	82	138	69	90	45	83	176
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1870	1811	1870	1870	1722	1885	1900	1870	1530	1900	1885
Adj Flow Rate, veh/h	154	578	202	167	918	86	145	73	95	47	87	185
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	2	6	2	2	12	1	0	2	25	0	1
Cap, veh/h	256	1272	1044	567	1145	107	137	120	156	104	149	256
Arrive On Green	1.00	1.00	1.00	0.68	0.68	0.68	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	539	1870	1535	693	1684	158	1116	749	975	243	930	1598
Grp Volume(v), veh/h	154	578	202	167	0	1004	145	0	168	134	0	185
Grp Sat Flow(s),veh/h/ln	539	1870	1535	693	0	1842	1116	0	1724	1173	0	1598
Q Serve(g_s), s	20.8	0.0	0.0	7.6	0.0	28.8	2.8	0.0	6.8	2.4	0.0	8.3
Cycle Q Clear(g_c), s	49.6	0.0	0.0	7.6	0.0	28.8	12.0	0.0	6.8	9.2	0.0	8.3
Prop In Lane	1.00		1.00	1.00		0.09	1.00		0.57	0.35		1.00
Lane Grp Cap(c), veh/h	256	1272	1044	567	0	1253	137	0	276	253	0	256
V/C Ratio(X)	0.60	0.45	0.19	0.29	0.00	0.80	1.06	0.00	0.61	0.53	0.00	0.72
Avail Cap(c_a), veh/h	256	1272	1044	567	0	1253	137	0	276	253	0	256
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.47	0.47	0.47	0.09	0.00	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.0	0.0	0.0	5.1	0.0	8.4	37.1	0.0	29.3	29.9	0.0	29.9
Incr Delay (d2), s/veh	4.9	0.6	0.2	0.1	0.0	0.5	93.5	0.0	3.8	2.1	0.0	9.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.9	0.4	0.1	1.2	0.0	9.4	10.3	0.0	5.5	4.4	0.0	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.8	0.6	0.2	5.2	0.0	9.0	130.6	0.0	33.2	32.0	0.0	39.6
LnGrp LOS	B	A	A	A	A	A	F	A	C	C	A	D
Approach Vol, veh/h		934			1171			313				319
Approach Delay, s/veh		3.5			8.4			78.3				36.4
Approach LOS		A			A			E				D
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		57.0		18.0		57.0		18.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		51.0		12.0		51.0		12.0				
Max Q Clear Time (g_c+I1), s		51.6		11.2		30.8		14.0				
Green Ext Time (p_c), s		0.0		0.1		9.6		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				18.0								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary
4: Ellijay Dr & Dresden Dr

02/09/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→		←	→	←	→
Traffic Volume (veh/h)	586	53	20	999	83	20
Future Volume (veh/h)	586	53	20	999	83	20
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1856	1900	1856	1841	1900
Adj Flow Rate, veh/h	623	56	21	1063	88	21
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	3	0	3	4	0
Cap, veh/h	1195	107	522	1458	111	26
Arrive On Green	0.70	0.70	0.04	1.00	0.08	0.08
Sat Flow, veh/h	1704	153	1810	1856	1371	327
Grp Volume(v), veh/h	0	679	21	1063	110	0
Grp Sat Flow(s),veh/h/ln	0	1858	1810	1856	1713	0
Q Serve(g_s), s	0.0	15.5	0.3	0.0	5.7	0.0
Cycle Q Clear(g_c), s	0.0	15.5	0.3	0.0	5.7	0.0
Prop In Lane		0.08	1.00		0.80	0.19
Lane Grp Cap(c), veh/h	0	1302	522	1458	138	0
V/C Ratio(X)	0.00	0.52	0.04	0.73	0.79	0.00
Avail Cap(c_a), veh/h	0	1302	569	1458	228	0
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.51	0.51	1.00	0.00
Uniform Delay (d), s/veh	0.0	6.3	4.7	0.0	40.6	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	1.7	9.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	5.8	0.1	1.2	5.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	6.5	4.7	1.7	50.5	0.0
LnGrp LOS	A	A	A	A	D	A
Approach Vol, veh/h	679			1084	110	
Approach Delay, s/veh	6.5			1.7	50.5	
Approach LOS	A			A	D	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.6	69.1			76.7	13.3
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	4.0	56.0			56.0	12.0
Max Q Clear Time (g_c+I1), s	2.3	17.5			2.0	7.7
Green Ext Time (p_c), s	0.0	5.3			12.5	0.1

Intersection Summary

HCM 6th Ctrl Delay	6.3
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
5: Caldwell Rd & Dresden Dr

02/09/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	522	9	1	935	23	1	1	1	30	0	70
Future Volume (veh/h)	67	522	9	1	935	23	1	1	1	30	0	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1870	1811	1900	1900	1900	1826	1900	1856
Adj Flow Rate, veh/h	74	580	10	1	1039	26	1	1	0	33	0	78
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	2	0	0	2	6	0	0	0	5	0	3
Cap, veh/h	354	1429	25	40	1227	31	117	96		84	9	97
Arrive On Green	0.07	1.00	1.00	0.68	0.68	0.68	0.09	0.09	0.00	0.09	0.00	0.09
Sat Flow, veh/h	1810	1833	32	0	1816	45	651	1104	0	365	106	1112
Grp Volume(v), veh/h	74	0	590	1066	0	0	2	0	0	111	0	0
Grp Sat Flow(s),veh/h/ln	1810	0	1865	1862	0	0	1755	0	0	1583	0	0
Q Serve(g_s), s	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.5	0.0	0.0
Cycle Q Clear(g_c), s	1.0	0.0	0.0	39.1	0.0	0.0	0.1	0.0	0.0	6.2	0.0	0.0
Prop In Lane	1.00		0.02	0.00		0.02	0.50		0.00	0.30		0.70
Lane Grp Cap(c), veh/h	354	0	1454	1298	0	0	213	0		190	0	0
V/C Ratio(X)	0.21	0.00	0.41	0.82	0.00	0.00	0.01	0.00		0.59	0.00	0.00
Avail Cap(c_a), veh/h	367	0	1454	1298	0	0	286	0		262	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.00	0.87	0.09	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.2	0.0	0.0	11.1	0.0	0.0	37.5	0.0	0.0	40.3	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.7	0.6	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	0.0	0.5	14.5	0.0	0.0	0.1	0.0	0.0	4.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.4	0.0	0.7	11.7	0.0	0.0	37.6	0.0	0.0	43.1	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	D	A		D	A	A
Approach Vol, veh/h		664			1066			2	A		111	
Approach Delay, s/veh		1.0			11.7			37.6			43.1	
Approach LOS		A			B			D			D	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		76.2		13.8	9.4	66.8		13.8				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		56.0		12.0	4.0	56.0		12.0				
Max Q Clear Time (g_c+I1), s		2.0		8.2	3.0	41.1		2.1				
Green Ext Time (p_c), s		4.4		0.2	0.0	7.5		0.0				

Intersection Summary

























HCM 6th Ctrl Delay	9.8
HCM 6th LOS	A

Notes

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

HCM 6th Signalized Intersection Summary
 12: Clairmont Rd & Dresden Dr

02/09/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	251	186	14	357	154	214	990	17	111	685	133
Future Volume (veh/h)	116	251	186	14	357	154	214	990	17	111	685	133
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1826	1900	1856	1841	1870	1870	1900	1900	1841	1826
Adj Flow Rate, veh/h	120	259	192	14	368	159	221	1021	18	114	706	137
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	1	5	0	3	4	2	2	0	0	4	5
Cap, veh/h	180	434	356	163	426	181	431	2095	37	342	1632	317
Arrive On Green	0.06	0.23	0.23	0.01	0.18	0.18	0.07	0.59	0.59	0.04	0.56	0.56
Sat Flow, veh/h	1810	1885	1547	1810	2409	1025	1781	3573	63	1810	2921	566
Grp Volume(v), veh/h	120	259	192	14	268	259	221	508	531	114	422	421
Grp Sat Flow(s),veh/h/ln	1810	1885	1547	1810	1763	1671	1781	1777	1859	1810	1749	1739
Q Serve(g_s), s	9.6	22.1	19.6	1.1	26.5	27.2	9.4	29.8	29.8	4.9	25.3	25.3
Cycle Q Clear(g_c), s	9.6	22.1	19.6	1.1	26.5	27.2	9.4	29.8	29.8	4.9	25.3	25.3
Prop In Lane	1.00		1.00	1.00		0.61	1.00		0.03	1.00		0.33
Lane Grp Cap(c), veh/h	180	434	356	163	312	296	431	1042	1090	342	977	972
V/C Ratio(X)	0.67	0.60	0.54	0.09	0.86	0.88	0.51	0.49	0.49	0.33	0.43	0.43
Avail Cap(c_a), veh/h	214	566	464	183	421	399	610	1042	1090	423	977	972
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.6	61.8	60.9	60.2	71.9	72.2	16.9	21.6	21.6	17.7	23.1	23.1
Incr Delay (d2), s/veh	6.1	1.3	1.3	0.2	12.6	15.3	0.9	1.6	1.6	0.6	1.4	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.3	16.2	12.5	1.0	19.0	18.8	7.1	18.7	19.4	3.8	16.2	16.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.6	63.1	62.2	60.4	84.4	87.5	17.9	23.2	23.1	18.3	24.5	24.5
LnGrp LOS	E	E	E	E	F	F	B	C	C	B	C	C
Approach Vol, veh/h		571			541			1260			957	
Approach Delay, s/veh		62.7			85.3			22.2			23.8	
Approach LOS		E			F			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	111.6	8.0	47.4	18.0	106.6	17.6	37.8				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	15.0	83.0	4.0	54.0	30.0	68.0	15.0	43.0				
Max Q Clear Time (g_c+I1), s	6.9	31.8	3.1	24.1	11.4	27.3	11.6	29.2				
Green Ext Time (p_c), s	0.1	7.8	0.0	2.2	0.6	5.8	0.1	2.6				
Intersection Summary												
HCM 6th Ctrl Delay				39.9								
HCM 6th LOS				D								

HCM 6th Signalized Intersection Summary
 1: Peachtree Rd & Brookhaven Dr/Dresden Dr

02/09/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗	↖	↕	↗	↖	↕	↗	↖	↕	↗
Traffic Volume (veh/h)	71	313	41	370	285	617	71	1887	546	466	1405	51
Future Volume (veh/h)	71	313	41	370	285	617	71	1887	546	466	1405	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1885	1856	1900	1900	1885	1900	1870	1856	1900	1885	1900
Adj Flow Rate, veh/h	73	323	42	338	355	636	73	1945	563	480	1448	53
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	1	3	0	0	1	0	2	3	0	1	0
Cap, veh/h	51	223	231	253	266	224	176	1445	860	313	1826	67
Arrive On Green	0.15	0.15	0.15	0.14	0.14	0.14	0.04	0.41	0.41	0.15	0.52	0.52
Sat Flow, veh/h	344	1524	1572	1810	1900	1598	1810	3554	1572	1810	3524	129
Grp Volume(v), veh/h	396	0	42	338	355	636	73	1945	563	480	735	766
Grp Sat Flow(s),veh/h/ln	1868	0	1572	1810	1900	1598	1810	1777	1572	1810	1791	1862
Q Serve(g_s), s	22.0	0.0	3.5	21.0	21.0	21.0	3.5	61.0	37.9	22.0	50.2	50.6
Cycle Q Clear(g_c), s	22.0	0.0	3.5	21.0	21.0	21.0	3.5	61.0	37.9	22.0	50.2	50.6
Prop In Lane	0.18		1.00	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	274	0	231	253	266	224	176	1445	860	313	928	965
V/C Ratio(X)	1.45	0.00	0.18	1.33	1.33	2.84	0.42	1.35	0.65	1.53	0.79	0.79
Avail Cap(c_a), veh/h	274	0	231	253	266	224	185	1445	860	313	928	965
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.26	0.26	0.26	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	64.0	0.0	56.1	64.5	64.5	64.5	29.2	44.5	24.0	52.4	29.5	29.6
Incr Delay (d2), s/veh	219.9	0.0	0.4	157.4	157.3	832.8	0.1	156.1	0.4	240.7	0.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	41.6	0.0	2.6	28.1	29.4	87.5	2.1	75.1	20.7	42.8	23.6	24.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	283.9	0.0	56.5	221.9	221.8	897.3	29.3	200.6	24.4	293.1	30.2	30.2
LnGrp LOS	F	A	E	F	F	F	C	F	C	F	C	C
Approach Vol, veh/h		438			1329			2581			1981	
Approach Delay, s/veh		262.1			545.1			157.3			93.9	
Approach LOS		F			F			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	28.0	67.0		28.0	11.3	83.7		27.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	22.0	61.0		22.0	6.0	77.0		21.0				
Max Q Clear Time (g_c+I1), s	24.0	63.0		24.0	5.5	52.6		23.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	11.9		0.0				

Intersection Summary

HCM 6th Ctrl Delay	226.1
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
2: Apple Valley Rd & Dresden Dr

02/09/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	185	1012	159	112	818	100	276	71	231	116	79	263
Future Volume (veh/h)	185	1012	159	112	818	100	276	71	231	116	79	263
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1885	1885	1900	1885	1811	1900	1826	1900	1900	1900	1885
Adj Flow Rate, veh/h	199	1088	171	120	880	108	297	76	248	125	85	283
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	11	1	1	0	1	6	0	5	0	0	0	1
Cap, veh/h	164	1063	900	131	928	114	131	82	268	120	44	349
Arrive On Green	0.56	0.56	0.56	0.56	0.56	0.56	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	529	1885	1598	448	1647	202	1030	376	1228	72	200	1598
Grp Volume(v), veh/h	199	1088	171	120	0	988	297	0	324	210	0	283
Grp Sat Flow(s),veh/h/ln	529	1885	1598	448	0	1849	1030	0	1605	272	0	1598
Q Serve(g_s), s	3.5	31.0	2.9	0.0	0.0	27.5	0.0	0.0	10.9	1.1	0.0	9.3
Cycle Q Clear(g_c), s	31.0	31.0	2.9	31.0	0.0	27.5	12.0	0.0	10.9	12.0	0.0	9.3
Prop In Lane	1.00		1.00	1.00		0.11	1.00		0.77	0.60		1.00
Lane Grp Cap(c), veh/h	164	1063	900	131	0	1042	131	0	350	164	0	349
V/C Ratio(X)	1.21	1.02	0.19	0.92	0.00	0.95	2.27	0.00	0.93	1.28	0.00	0.81
Avail Cap(c_a), veh/h	164	1063	900	131	0	1042	131	0	350	164	0	349
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.00	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.2	12.0	5.9	27.5	0.0	11.2	27.5	0.0	21.1	25.1	0.0	20.4
Incr Delay (d2), s/veh	100.9	15.4	0.0	10.6	0.0	2.6	594.5	0.0	29.8	165.1	0.0	13.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.1	15.3	1.1	2.5	0.0	9.7	39.9	0.0	10.9	16.3	0.0	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	128.1	27.4	5.9	38.1	0.0	13.8	622.0	0.0	50.9	190.2	0.0	34.0
LnGrp LOS	F	F	A	D	A	B	F	A	D	F	A	C
Approach Vol, veh/h		1458			1108			621				493
Approach Delay, s/veh		38.6			16.4			324.0				100.5
Approach LOS		D			B			F				F
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		37.0		18.0		37.0		18.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		31.0		12.0		31.0		12.0				
Max Q Clear Time (g_c+I1), s		33.0		14.0		33.0		14.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				88.4								
HCM 6th LOS				F								

HCM 6th Signalized Intersection Summary

4: Ellijay Dr & Dresden Dr

02/09/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1147	66	34	869	54	30
Future Volume (veh/h)	1147	66	34	869	54	30
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1900	1796	1885	1900	1841
Adj Flow Rate, veh/h	1207	69	36	915	57	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	0	7	1	0	4
Cap, veh/h	1287	74	175	1535	72	41
Arrive On Green	0.73	0.73	0.05	1.00	0.07	0.07
Sat Flow, veh/h	1766	101	1711	1885	1098	617
Grp Volume(v), veh/h	0	1276	36	915	90	0
Grp Sat Flow(s),veh/h/ln	0	1867	1711	1885	1734	0
Q Serve(g_s), s	0.0	58.6	0.5	0.0	5.1	0.0
Cycle Q Clear(g_c), s	0.0	58.6	0.5	0.0	5.1	0.0
Prop In Lane		0.05	1.00		0.63	0.36
Lane Grp Cap(c), veh/h	0	1361	175	1535	114	0
V/C Ratio(X)	0.00	0.94	0.21	0.60	0.79	0.00
Avail Cap(c_a), veh/h	0	1361	200	1535	208	0
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.66	0.66	1.00	0.00
Uniform Delay (d), s/veh	0.0	11.6	22.0	0.0	46.0	0.0
Incr Delay (d2), s/veh	0.0	1.7	0.4	1.1	11.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	20.7	1.0	0.9	4.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	13.3	22.4	1.1	57.2	0.0
LnGrp LOS	A	B	C	A	E	A
Approach Vol, veh/h	1276			951	90	
Approach Delay, s/veh	13.3			1.9	57.2	
Approach LOS	B			A	E	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.5	78.9			87.4	12.6
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	4.0	66.0			66.0	12.0
Max Q Clear Time (g_c+I1), s	2.5	60.6			2.0	7.1
Green Ext Time (p_c), s	0.0	4.2			9.1	0.1

Intersection Summary

HCM 6th Ctrl Delay	10.4
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
5: Caldwell Rd & Dresden Dr

02/09/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↘			↔			↔			↔	
Traffic Volume (veh/h)	132	1034	1	2	777	36	6	1	3	51	0	97
Future Volume (veh/h)	132	1034	1	2	777	36	6	1	3	51	0	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1159	1885	1900	1900	1900	1900	1900	1900	1885
Adj Flow Rate, veh/h	142	1112	1	2	835	39	6	1	0	55	0	104
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	1	0	50	1	0	0	0	0	0	0	1
Cap, veh/h	448	1435	1	37	1181	55	175	24		102	11	121
Arrive On Green	0.08	1.00	1.00	0.66	0.66	0.66	0.12	0.12	0.00	0.12	0.00	0.12
Sat Flow, veh/h	1810	1883	2	1	1785	83	915	206	0	452	92	1027
Grp Volume(v), veh/h	142	0	1113	876	0	0	7	0	0	159	0	0
Grp Sat Flow(s),veh/h/ln	1810	0	1885	1868	0	0	1121	0	0	1570	0	0
Q Serve(g_s), s	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.1	0.0	0.0
Cycle Q Clear(g_c), s	2.5	0.0	0.0	29.8	0.0	0.0	0.3	0.0	0.0	9.9	0.0	0.0
Prop In Lane	1.00		0.00	0.00		0.04	0.86		0.00	0.35		0.65
Lane Grp Cap(c), veh/h	448	0	1436	1273	0	0	199	0		234	0	0
V/C Ratio(X)	0.32	0.00	0.77	0.69	0.00	0.00	0.04	0.00		0.68	0.00	0.00
Avail Cap(c_a), veh/h	448	0	1436	1273	0	0	202	0		237	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.32	0.00	0.32	0.09	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.0	0.0	0.0	10.7	0.0	0.0	39.0	0.0	0.0	43.2	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	1.4	0.3	0.0	0.0	0.1	0.0	0.0	7.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	0.0	1.0	12.0	0.0	0.0	0.3	0.0	0.0	7.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.2	0.0	1.4	11.0	0.0	0.0	39.1	0.0	0.0	50.8	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	D	A		D	A	A
Approach Vol, veh/h		1255			876			7	A			159
Approach Delay, s/veh		1.7			11.0			39.1				50.8
Approach LOS		A			B			D				D
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		82.2		17.8	10.0	72.2		17.8				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		66.0		12.0	4.0	66.0		12.0				
Max Q Clear Time (g_c+I1), s		2.0		11.9	4.5	31.8		2.3				
Green Ext Time (p_c), s		14.2		0.0	0.0	7.9		0.0				

Intersection Summary























HCM 6th Ctrl Delay	8.8
HCM 6th LOS	A

Notes

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

HCM 6th Signalized Intersection Summary
 12: Clairmont Rd & Dresden Dr

02/09/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	161	355	285	28	286	176	252	828	40	208	1010	138
Future Volume (veh/h)	161	355	285	28	286	176	252	828	40	208	1010	138
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1885	1900	1900	1885	1885	1885	1811	1885	1870	1856
Adj Flow Rate, veh/h	164	362	291	29	292	180	257	845	41	212	1031	141
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	3	1	0	0	1	1	1	6	1	2	3
Cap, veh/h	214	417	359	103	340	204	335	1939	94	420	1713	234
Arrive On Green	0.09	0.22	0.22	0.02	0.16	0.16	0.08	0.56	0.56	0.07	0.55	0.55
Sat Flow, veh/h	1781	1856	1598	1810	2170	1301	1795	3477	169	1795	3141	429
Grp Volume(v), veh/h	164	362	291	29	242	230	257	435	451	212	583	589
Grp Sat Flow(s),veh/h/ln	1781	1856	1598	1810	1805	1666	1795	1791	1855	1795	1777	1793
Q Serve(g_s), s	13.6	33.8	31.1	2.4	23.5	24.4	11.3	25.6	25.6	9.4	39.9	40.0
Cycle Q Clear(g_c), s	13.6	33.8	31.1	2.4	23.5	24.4	11.3	25.6	25.6	9.4	39.9	40.0
Prop In Lane	1.00		1.00	1.00		0.78	1.00		0.09	1.00		0.24
Lane Grp Cap(c), veh/h	214	417	359	103	283	261	335	999	1035	420	969	978
V/C Ratio(X)	0.76	0.87	0.81	0.28	0.85	0.88	0.77	0.44	0.44	0.50	0.60	0.60
Avail Cap(c_a), veh/h	228	495	426	109	351	324	505	999	1035	512	969	978
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.4	67.2	66.1	63.5	73.9	74.3	24.4	23.3	23.3	17.7	27.7	27.7
Incr Delay (d2), s/veh	13.6	13.4	9.7	1.5	15.5	20.6	3.9	1.4	1.3	0.9	2.8	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.3	24.5	19.7	2.1	17.8	17.6	8.7	16.7	17.1	7.2	24.5	24.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.0	80.6	75.8	65.0	89.4	94.9	28.4	24.6	24.6	18.7	30.4	30.4
LnGrp LOS	E	F	E	E	F	F	C	C	C	B	C	C
Approach Vol, veh/h		817			501			1143			1384	
Approach Delay, s/veh		77.0			90.5			25.5			28.6	
Approach LOS		E			F			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.8	106.4	9.4	46.5	20.0	104.2	21.7	34.2				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	21.0	83.0	4.0	48.0	31.0	73.0	17.0	35.0				
Max Q Clear Time (g_c+I1), s	11.4	27.6	4.4	35.8	13.3	42.0	15.6	26.4				
Green Ext Time (p_c), s	0.4	6.2	0.0	2.6	0.7	8.8	0.1	1.8				
Intersection Summary												
HCM 6th Ctrl Delay			46.0									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary
 1: Peachtree Rd & Brookhaven Dr/Dresden Dr

02/09/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗	↖	↖	↗	↖	↖↗	↗	↖	↖↗	
Traffic Volume (veh/h)	51	98	52	624	120	494	84	1066	360	465	1866	68
Future Volume (veh/h)	51	98	52	624	120	494	84	1066	360	465	1866	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1870	1870	1870	1826	1856	1826	1885	1856	1870
Adj Flow Rate, veh/h	54	104	55	755	0	526	89	1134	383	495	1985	72
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	2	0	2	2	2	5	3	5	1	3	2
Cap, veh/h	40	78	104	713	0	317	101	1209	840	460	1859	67
Arrive On Green	0.06	0.06	0.06	0.20	0.00	0.20	0.03	0.34	0.34	0.22	0.54	0.54
Sat Flow, veh/h	628	1210	1610	3563	0	1585	1739	3526	1547	1795	3471	125
Grp Volume(v), veh/h	158	0	55	755	0	526	89	1134	383	495	1002	1055
Grp Sat Flow(s),veh/h/ln	1839	0	1610	1781	0	1585	1739	1763	1547	1795	1763	1833
Q Serve(g_s), s	9.0	0.0	4.6	28.0	0.0	28.0	4.0	43.6	21.1	31.0	75.0	75.0
Cycle Q Clear(g_c), s	9.0	0.0	4.6	28.0	0.0	28.0	4.0	43.6	21.1	31.0	75.0	75.0
Prop In Lane	0.34		1.00	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	118	0	104	713	0	317	101	1209	840	460	944	982
V/C Ratio(X)	1.34	0.00	0.53	1.06	0.00	1.66	0.88	0.94	0.46	1.08	1.06	1.07
Avail Cap(c_a), veh/h	118	0	104	713	0	317	101	1209	840	460	944	982
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.54	0.00	0.54	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	65.5	0.0	63.5	56.0	0.0	56.0	42.1	44.6	19.4	44.4	32.5	32.5
Incr Delay (d2), s/veh	197.7	0.0	5.1	42.2	0.0	304.2	8.3	1.9	0.2	38.8	30.2	35.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	17.6	0.0	3.7	22.3	0.0	56.3	2.0	20.8	12.9	23.6	43.8	47.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	263.2	0.0	68.6	98.2	0.0	360.2	50.4	46.5	19.6	83.2	62.7	68.1
LnGrp LOS	F	A	E	F	A	F	D	D	B	F	F	F
Approach Vol, veh/h		213			1281			1606			2552	
Approach Delay, s/veh		213.0			205.8			40.3			68.9	
Approach LOS		F			F			D			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	37.0	54.0		15.0	10.0	81.0		34.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	31.0	48.0		9.0	4.0	75.0		28.0				
Max Q Clear Time (g_c+I1), s	33.0	45.6		11.0	6.0	77.0		30.0				
Green Ext Time (p_c), s	0.0	1.8		0.0	0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	97.2
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 2: Apple Valley Rd & Dresden Dr

02/09/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	573	195	163	909	83	144	72	93	45	87	184
Future Volume (veh/h)	150	573	195	163	909	83	144	72	93	45	87	184
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1870	1811	1870	1870	1722	1885	1900	1870	1530	1900	1885
Adj Flow Rate, veh/h	158	603	205	172	957	87	152	76	98	47	92	194
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	2	6	2	2	12	1	0	2	25	0	1
Cap, veh/h	250	1309	1074	466	1182	107	102	113	146	90	125	240
Arrive On Green	0.70	0.70	0.70	0.70	0.70	0.70	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	519	1870	1535	675	1689	154	1102	753	972	198	835	1598
Grp Volume(v), veh/h	158	603	205	172	0	1044	152	0	174	139	0	194
Grp Sat Flow(s),veh/h/ln	519	1870	1535	675	0	1843	1102	0	1725	1033	0	1598
Q Serve(g_s), s	24.2	11.4	3.7	12.1	0.0	31.4	0.9	0.0	7.6	3.5	0.0	9.4
Cycle Q Clear(g_c), s	55.6	11.4	3.7	23.5	0.0	31.4	12.0	0.0	7.6	11.1	0.0	9.4
Prop In Lane	1.00		1.00	1.00		0.08	1.00		0.56	0.34		1.00
Lane Grp Cap(c), veh/h	250	1309	1074	466	0	1290	102	0	259	215	0	240
V/C Ratio(X)	0.63	0.46	0.19	0.37	0.00	0.81	1.49	0.00	0.67	0.65	0.00	0.81
Avail Cap(c_a), veh/h	250	1309	1074	466	0	1290	102	0	259	215	0	240
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.33	0.33	0.33	0.09	0.00	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.5	5.3	4.2	10.5	0.0	8.3	39.9	0.0	32.1	33.6	0.0	32.9
Incr Delay (d2), s/veh	4.0	0.4	0.1	0.2	0.0	0.5	265.5	0.0	6.6	6.5	0.0	18.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.7	5.0	1.6	2.2	0.0	10.2	16.7	0.0	6.5	5.5	0.0	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.5	5.7	4.3	10.7	0.0	8.8	305.4	0.0	38.8	40.1	0.0	51.3
LnGrp LOS	C	A	A	B	A	A	F	A	D	D	A	D
Approach Vol, veh/h		966			1216			326				333
Approach Delay, s/veh		9.6			9.1			163.1				46.6
Approach LOS		A			A			F				D
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		62.0		18.0		62.0		18.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		56.0		12.0		56.0		12.0				
Max Q Clear Time (g_c+I1), s		57.6		13.1		33.4		14.0				
Green Ext Time (p_c), s		0.0		0.0		10.9		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				31.4								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary

4: Ellijay Dr & Dresden Dr

02/09/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻		↻	↻	↻	
Traffic Volume (veh/h)	612	55	21	1036	86	21
Future Volume (veh/h)	612	55	21	1036	86	21
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1856	1900	1856	1841	1900
Adj Flow Rate, veh/h	651	59	22	1102	91	22
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	3	0	3	4	0
Cap, veh/h	1188	108	498	1453	114	28
Arrive On Green	0.70	0.70	0.04	1.00	0.08	0.08
Sat Flow, veh/h	1703	154	1810	1856	1367	331
Grp Volume(v), veh/h	0	710	22	1102	114	0
Grp Sat Flow(s),veh/h/ln	0	1857	1810	1856	1713	0
Q Serve(g_s), s	0.0	16.8	0.3	0.0	5.9	0.0
Cycle Q Clear(g_c), s	0.0	16.8	0.3	0.0	5.9	0.0
Prop In Lane		0.08	1.00		0.80	0.19
Lane Grp Cap(c), veh/h	0	1296	498	1453	143	0
V/C Ratio(X)	0.00	0.55	0.04	0.76	0.80	0.00
Avail Cap(c_a), veh/h	0	1296	544	1453	228	0
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.45	0.45	1.00	0.00
Uniform Delay (d), s/veh	0.0	6.7	5.0	0.0	40.5	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	1.7	9.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	6.3	0.1	1.3	5.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	6.8	5.1	1.7	50.2	0.0
LnGrp LOS	A	A	A	A	D	A
Approach Vol, veh/h	710			1124	114	
Approach Delay, s/veh	6.8			1.8	50.2	
Approach LOS	A			A	D	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.7	68.8			76.5	13.5
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	4.0	56.0			56.0	12.0
Max Q Clear Time (g_c+I1), s	2.3	18.8			2.0	7.9
Green Ext Time (p_c), s	0.0	5.7			13.6	0.1

Intersection Summary

HCM 6th Ctrl Delay	6.4
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary

5: Caldwell Rd & Dresden Dr

02/09/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	544	9	1	970	24	1	1	1	31	0	73
Future Volume (veh/h)	70	544	9	1	970	24	1	1	1	31	0	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1870	1811	1900	1900	1900	1826	1900	1856
Adj Flow Rate, veh/h	78	604	10	1	1078	27	1	1	0	34	0	81
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	2	0	0	2	6	0	0	0	5	0	3
Cap, veh/h	325	1425	24	40	1221	31	118	98		84	10	100
Arrive On Green	0.08	1.00	1.00	0.67	0.67	0.67	0.09	0.09	0.00	0.09	0.00	0.09
Sat Flow, veh/h	1810	1835	30	0	1816	45	646	1088	0	362	106	1115
Grp Volume(v), veh/h	78	0	614	1106	0	0	2	0	0	115	0	0
Grp Sat Flow(s),veh/h/ln	1810	0	1865	1862	0	0	1734	0	0	1583	0	0
Q Serve(g_s), s	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.7	0.0	0.0
Cycle Q Clear(g_c), s	1.1	0.0	0.0	43.2	0.0	0.0	0.1	0.0	0.0	6.4	0.0	0.0
Prop In Lane	1.00		0.02	0.00		0.02	0.50		0.00	0.30		0.70
Lane Grp Cap(c), veh/h	325	0	1449	1291	0	0	216	0		194	0	0
V/C Ratio(X)	0.24	0.00	0.42	0.86	0.00	0.00	0.01	0.00		0.59	0.00	0.00
Avail Cap(c_a), veh/h	336	0	1449	1291	0	0	284	0		262	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.00	0.85	0.09	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.2	0.0	0.0	11.9	0.0	0.0	37.3	0.0	0.0	40.1	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.8	0.7	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	0.0	0.6	16.0	0.0	0.0	0.1	0.0	0.0	4.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.6	0.0	0.8	12.7	0.0	0.0	37.3	0.0	0.0	43.0	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	D	A		D	A	A
Approach Vol, veh/h		692			1106			2	A		115	
Approach Delay, s/veh		1.1			12.7			37.3			43.0	
Approach LOS		A			B			D			D	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		75.9		14.1	9.4	66.5		14.1				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		56.0		12.0	4.0	56.0		12.0				
Max Q Clear Time (g_c+I1), s		2.0		8.4	3.1	45.2		2.1				
Green Ext Time (p_c), s		4.6		0.2	0.0	6.4		0.0				

Intersection Summary

























HCM 6th Ctrl Delay	10.3
HCM 6th LOS	B

Notes

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
























HCM 6th Signalized Intersection Summary
 12: Clairmont Rd & Dresden Dr

02/09/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	263	195	15	373	162	222	1041	18	117	720	136
Future Volume (veh/h)	120	263	195	15	373	162	222	1041	18	117	720	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1826	1900	1856	1841	1870	1870	1900	1900	1841	1826
Adj Flow Rate, veh/h	124	271	201	15	385	167	229	1073	19	121	742	140
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	1	5	0	3	4	2	2	0	0	4	5
Cap, veh/h	181	448	368	164	441	189	412	2057	36	321	1607	303
Arrive On Green	0.07	0.24	0.24	0.01	0.18	0.18	0.07	0.58	0.58	0.04	0.55	0.55
Sat Flow, veh/h	1810	1885	1547	1810	2404	1029	1781	3573	63	1810	2936	554
Grp Volume(v), veh/h	124	271	201	15	281	271	229	534	558	121	442	440
Grp Sat Flow(s),veh/h/ln	1810	1885	1547	1810	1763	1670	1781	1777	1859	1810	1749	1741
Q Serve(g_s), s	9.8	23.0	20.5	1.2	27.9	28.5	10.0	32.8	32.8	5.3	27.6	27.6
Cycle Q Clear(g_c), s	9.8	23.0	20.5	1.2	27.9	28.5	10.0	32.8	32.8	5.3	27.6	27.6
Prop In Lane	1.00		1.00	1.00		0.62	1.00		0.03	1.00		0.32
Lane Grp Cap(c), veh/h	181	448	368	164	323	307	412	1023	1070	321	957	953
V/C Ratio(X)	0.68	0.60	0.55	0.09	0.87	0.88	0.56	0.52	0.52	0.38	0.46	0.46
Avail Cap(c_a), veh/h	233	576	473	183	411	390	585	1023	1070	407	957	953
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.8	61.1	60.1	59.3	71.4	71.6	18.2	23.2	23.2	19.1	24.7	24.7
Incr Delay (d2), s/veh	5.5	1.3	1.3	0.2	14.7	17.6	1.2	1.9	1.8	0.7	1.6	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.4	16.7	12.9	1.0	20.0	19.8	7.6	20.4	21.1	4.1	17.5	17.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.3	62.4	61.4	59.5	86.1	89.2	19.4	25.1	25.0	19.8	26.3	26.3
LnGrp LOS	E	E	E	E	F	F	B	C	C	B	C	C
Approach Vol, veh/h		596			567			1321			1003	
Approach Delay, s/veh		61.8			86.9			24.0			25.5	
Approach LOS		E			F			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.5	109.6	8.1	48.8	18.6	104.5	17.9	39.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	16.0	81.0	4.0	55.0	30.0	67.0	17.0	42.0				
Max Q Clear Time (g_c+I1), s	7.3	34.8	3.2	25.0	12.0	29.6	11.8	30.5				
Green Ext Time (p_c), s	0.2	8.3	0.0	2.3	0.6	6.1	0.1	2.5				
Intersection Summary												
HCM 6th Ctrl Delay			41.1									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary
 1: Peachtree Rd & Brookhaven Dr/Dresden Dr

02/09/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	318	43	385	289	639	75	1976	568	484	1475	53
Future Volume (veh/h)	75	318	43	385	289	639	75	1976	568	484	1475	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1885	1856	1900	1900	1885	1900	1870	1856	1900	1885	1900
Adj Flow Rate, veh/h	77	328	44	348	367	659	77	2037	586	499	1521	55
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	1	3	0	0	1	0	2	3	0	1	0
Cap, veh/h	52	222	231	229	241	202	171	1469	849	325	1870	67
Arrive On Green	0.15	0.15	0.15	0.13	0.13	0.13	0.04	0.41	0.41	0.15	0.53	0.53
Sat Flow, veh/h	355	1512	1572	1810	1900	1598	1810	3554	1572	1810	3526	127
Grp Volume(v), veh/h	405	0	44	348	367	659	77	2037	586	499	771	805
Grp Sat Flow(s),veh/h/ln	1867	0	1572	1810	1900	1598	1810	1777	1572	1810	1791	1862
Q Serve(g_s), s	22.0	0.0	3.7	19.0	19.0	19.0	3.7	62.0	41.0	23.0	53.2	53.7
Cycle Q Clear(g_c), s	22.0	0.0	3.7	19.0	19.0	19.0	3.7	62.0	41.0	23.0	53.2	53.7
Prop In Lane	0.19		1.00	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	274	0	231	229	241	202	171	1469	849	325	950	988
V/C Ratio(X)	1.48	0.00	0.19	1.52	1.52	3.26	0.45	1.39	0.69	1.53	0.81	0.82
Avail Cap(c_a), veh/h	274	0	231	229	241	202	177	1469	849	325	950	988
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.19	0.19	0.19	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	64.0	0.0	56.2	65.5	65.5	65.5	29.4	44.0	25.3	52.5	29.0	29.1
Incr Delay (d2), s/veh	234.1	0.0	0.4	237.5	240.3	1017.9	0.2	174.5	0.4	241.4	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	43.4	0.0	2.7	32.6	34.4	92.6	2.2	82.4	21.8	44.6	24.8	25.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	298.1	0.0	56.6	303.0	305.8	1083.4	29.6	218.5	25.7	293.9	29.8	29.9
LnGrp LOS	F	A	E	F	F	F	C	F	C	F	C	C
Approach Vol, veh/h		449			1374			2700			2075	
Approach Delay, s/veh		274.4			678.0			171.2			93.3	
Approach LOS		F			F			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	29.0	68.0		28.0	11.4	85.6		25.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	23.0	62.0		22.0	6.0	79.0		19.0				
Max Q Clear Time (g_c+I1), s	25.0	64.0		24.0	5.7	55.7		21.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	12.4		0.0				

Intersection Summary

HCM 6th Ctrl Delay	259.3
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
2: Apple Valley Rd & Dresden Dr

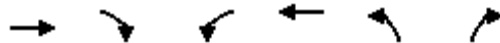
02/09/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	1050	164	115	849	101	283	73	239	117	82	271
Future Volume (veh/h)	190	1050	164	115	849	101	283	73	239	117	82	271
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1885	1885	1900	1885	1811	1900	1826	1900	1900	1900	1885
Adj Flow Rate, veh/h	204	1129	176	124	913	109	304	78	257	126	88	291
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	11	1	1	0	1	6	0	5	0	0	0	1
Cap, veh/h	144	1063	900	131	931	111	131	82	269	113	38	349
Arrive On Green	0.56	0.56	0.56	0.56	0.56	0.56	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	512	1885	1598	428	1652	197	1020	374	1231	41	176	1598
Grp Volume(v), veh/h	204	1129	176	124	0	1022	304	0	335	214	0	291
Grp Sat Flow(s),veh/h/ln	512	1885	1598	428	0	1850	1020	0	1604	217	0	1598
Q Serve(g_s), s	1.4	31.0	3.0	0.0	0.0	29.6	0.0	0.0	11.3	0.7	0.0	9.6
Cycle Q Clear(g_c), s	31.0	31.0	3.0	31.0	0.0	29.6	12.0	0.0	11.3	12.0	0.0	9.6
Prop In Lane	1.00		1.00	1.00		0.11	1.00		0.77	0.59		1.00
Lane Grp Cap(c), veh/h	144	1063	900	131	0	1043	131	0	350	151	0	349
V/C Ratio(X)	1.42	1.06	0.20	0.95	0.00	0.98	2.32	0.00	0.96	1.41	0.00	0.83
Avail Cap(c_a), veh/h	144	1063	900	131	0	1043	131	0	350	151	0	349
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.00	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.4	12.0	5.9	27.5	0.0	11.7	27.5	0.0	21.2	25.0	0.0	20.6
Incr Delay (d2), s/veh	192.9	30.5	0.0	14.0	0.0	5.0	618.2	0.0	36.8	220.3	0.0	15.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.0	20.9	1.1	2.7	0.0	11.1	41.3	0.0	12.0	19.2	0.0	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	220.3	42.5	5.9	41.5	0.0	16.7	645.7	0.0	58.0	245.3	0.0	36.5
LnGrp LOS	F	F	A	D	A	B	F	A	E	F	A	D
Approach Vol, veh/h		1509			1146			639				505
Approach Delay, s/veh		62.3			19.3			337.6				125.0
Approach LOS		E			B			F				F
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		37.0		18.0		37.0		18.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		31.0		12.0		31.0		12.0				
Max Q Clear Time (g_c+I1), s		33.0		14.0		33.0		14.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				104.0								
HCM 6th LOS				F								

HCM 6th Signalized Intersection Summary

4: Ellijay Dr & Dresden Dr

02/09/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩		↩	↩	↩	↩
Traffic Volume (veh/h)	1189	69	36	902	57	32
Future Volume (veh/h)	1189	69	36	902	57	32
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1900	1796	1885	1900	1841
Adj Flow Rate, veh/h	1252	73	38	949	60	34
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	0	7	1	0	4
Cap, veh/h	1310	76	153	1550	75	43
Arrive On Green	0.74	0.74	0.05	1.00	0.07	0.07
Sat Flow, veh/h	1764	103	1711	1885	1095	620
Grp Volume(v), veh/h	0	1325	38	949	95	0
Grp Sat Flow(s),veh/h/ln	0	1867	1711	1885	1734	0
Q Serve(g_s), s	0.0	69.3	0.5	0.0	5.9	0.0
Cycle Q Clear(g_c), s	0.0	69.3	0.5	0.0	5.9	0.0
Prop In Lane		0.06	1.00		0.63	0.36
Lane Grp Cap(c), veh/h	0	1386	153	1550	119	0
V/C Ratio(X)	0.00	0.96	0.25	0.61	0.80	0.00
Avail Cap(c_a), veh/h	0	1386	173	1550	189	0
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.65	0.65	1.00	0.00
Uniform Delay (d), s/veh	0.0	12.6	27.3	0.0	50.5	0.0
Incr Delay (d2), s/veh	0.0	2.3	0.5	1.2	11.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	25.0	1.3	0.9	5.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	14.8	27.9	1.2	62.0	0.0
LnGrp LOS	A	B	C	A	E	A
Approach Vol, veh/h	1325			987	95	
Approach Delay, s/veh	14.8			2.2	62.0	
Approach LOS	B			A	E	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.7	87.7			96.4	13.6
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	4.0	76.0			76.0	12.0
Max Q Clear Time (g_c+I1), s	2.5	71.3			2.0	7.9
Green Ext Time (p_c), s	0.0	3.8			9.9	0.1

Intersection Summary

HCM 6th Ctrl Delay	11.5
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary

5: Caldwell Rd & Dresden Dr

02/09/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	1070	1	2	806	37	7	1	3	53	0	102
Future Volume (veh/h)	138	1070	1	2	806	37	7	1	3	53	0	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1159	1885	1900	1900	1900	1900	1900	1900	1885
Adj Flow Rate, veh/h	148	1151	1	2	867	40	8	1	0	57	0	110
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	1	0	50	1	0	0	0	0	0	0	1
Cap, veh/h	443	1472	1	33	1234	57	152	16		94	8	113
Arrive On Green	0.07	1.00	1.00	0.69	0.69	0.69	0.11	0.11	0.00	0.11	0.00	0.11
Sat Flow, veh/h	1810	1883	2	1	1786	82	826	143	0	460	75	1032
Grp Volume(v), veh/h	148	0	1152	909	0	0	9	0	0	167	0	0
Grp Sat Flow(s),veh/h/ln	1810	0	1885	1868	0	0	969	0	0	1567	0	0
Q Serve(g_s), s	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.1	0.0	0.0
Cycle Q Clear(g_c), s	2.6	0.0	0.0	32.1	0.0	0.0	0.7	0.0	0.0	11.7	0.0	0.0
Prop In Lane	1.00		0.00	0.00		0.04	0.89		0.00	0.34		0.66
Lane Grp Cap(c), veh/h	443	0	1474	1324	0	0	168	0		215	0	0
V/C Ratio(X)	0.33	0.00	0.78	0.69	0.00	0.00	0.05	0.00		0.78	0.00	0.00
Avail Cap(c_a), veh/h	443	0	1474	1324	0	0	168	0		215	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.29	0.00	0.29	0.09	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.8	0.0	0.0	10.2	0.0	0.0	43.9	0.0	0.0	48.8	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	1.3	0.3	0.0	0.0	0.1	0.0	0.0	16.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.3	0.0	0.9	12.9	0.0	0.0	0.4	0.0	0.0	9.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.9	0.0	1.3	10.5	0.0	0.0	44.0	0.0	0.0	65.2	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	D	A		E	A	A
Approach Vol, veh/h		1300			909			9	A		167	
Approach Delay, s/veh		1.6			10.5			44.0			65.2	
Approach LOS		A			B			D			E	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		92.0		18.0	10.0	82.0		18.0				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		76.0		12.0	4.0	76.0		12.0				
Max Q Clear Time (g_c+I1), s		2.0		13.7	4.6	34.1		2.7				
Green Ext Time (p_c), s		15.8		0.0	0.0	8.7		0.0				

Intersection Summary

HCM 6th Ctrl Delay	9.6
HCM 6th LOS	A

Notes

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

HCM 6th Signalized Intersection Summary
 12: Clairmont Rd & Dresden Dr

02/09/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	371	297	29	299	185	263	870	42	219	1061	142
Future Volume (veh/h)	165	371	297	29	299	185	263	870	42	219	1061	142
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1885	1900	1900	1885	1885	1885	1811	1885	1870	1856
Adj Flow Rate, veh/h	168	379	303	30	305	189	268	888	43	223	1083	145
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	3	1	0	0	1	1	1	6	1	2	3
Cap, veh/h	216	428	369	101	350	211	320	1901	92	402	1684	225
Arrive On Green	0.09	0.23	0.23	0.02	0.16	0.16	0.08	0.55	0.55	0.07	0.53	0.53
Sat Flow, veh/h	1781	1856	1598	1810	2163	1307	1795	3477	168	1795	3150	421
Grp Volume(v), veh/h	168	379	303	30	253	241	268	457	474	223	610	618
Grp Sat Flow(s),veh/h/ln	1781	1856	1598	1810	1805	1665	1795	1791	1855	1795	1777	1795
Q Serve(g_s), s	13.8	35.5	32.4	2.5	24.6	25.5	12.1	28.0	28.0	10.1	43.8	44.0
Cycle Q Clear(g_c), s	13.8	35.5	32.4	2.5	24.6	25.5	12.1	28.0	28.0	10.1	43.8	44.0
Prop In Lane	1.00		1.00	1.00		0.78	1.00		0.09	1.00		0.23
Lane Grp Cap(c), veh/h	216	428	369	101	292	269	320	979	1014	402	950	959
V/C Ratio(X)	0.78	0.89	0.82	0.30	0.87	0.89	0.84	0.47	0.47	0.55	0.64	0.64
Avail Cap(c_a), veh/h	236	495	426	106	341	314	482	979	1014	516	950	959
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.7	66.9	65.7	62.9	73.6	74.0	28.3	24.8	24.8	19.0	29.7	29.8
Incr Delay (d2), s/veh	14.1	15.7	10.9	1.6	18.5	23.9	7.9	1.6	1.5	1.2	3.3	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.5	25.8	20.5	2.2	18.8	18.6	10.6	18.0	18.6	7.7	26.6	27.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.9	82.7	76.6	64.6	92.1	97.9	36.3	26.4	26.4	20.2	33.0	33.1
LnGrp LOS	E	F	E	E	F	F	D	C	C	C	C	C
Approach Vol, veh/h		850			524			1199			1451	
Approach Delay, s/veh		78.2			93.2			28.6			31.1	
Approach LOS		E			F			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.6	104.4	9.5	47.5	20.8	102.2	21.9	35.1				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	24.0	80.0	4.0	48.0	31.0	73.0	18.0	34.0				
Max Q Clear Time (g_c+I1), s	12.1	30.0	4.5	37.5	14.1	46.0	15.8	27.5				
Green Ext Time (p_c), s	0.5	6.6	0.0	2.5	0.7	9.0	0.1	1.6				

Intersection Summary

HCM 6th Ctrl Delay	48.4
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary

1: Peachtree Rd & Brookhaven Dr/Dresden Dr

02/09/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗	↖	↖	↗	↖	↕	↗	↖	↕	↗
Traffic Volume (veh/h)	47	92	48	580	113	458	77	979	336	440	1723	62
Future Volume (veh/h)	47	92	48	580	113	458	77	979	336	440	1723	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1870	1870	1870	1826	1856	1826	1885	1856	1870
Adj Flow Rate, veh/h	50	98	51	703	0	487	82	1041	357	468	1833	66
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	2	0	2	2	2	5	3	5	1	3	2
Cap, veh/h	50	97	129	760	0	338	94	1128	825	469	1805	65
Arrive On Green	0.08	0.08	0.08	0.21	0.00	0.21	0.03	0.32	0.32	0.23	0.52	0.52
Sat Flow, veh/h	621	1218	1610	3563	0	1585	1739	3526	1547	1795	3472	124
Grp Volume(v), veh/h	148	0	51	703	0	487	82	1041	357	468	926	973
Grp Sat Flow(s),veh/h/ln	1839	0	1610	1781	0	1585	1739	1763	1547	1795	1763	1833
Q Serve(g_s), s	12.0	0.0	4.5	29.0	0.0	32.0	4.0	42.7	21.0	33.9	78.0	78.0
Cycle Q Clear(g_c), s	12.0	0.0	4.5	29.0	0.0	32.0	4.0	42.7	21.0	33.9	78.0	78.0
Prop In Lane	0.34		1.00	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	147	0	129	760	0	338	94	1128	825	469	917	953
V/C Ratio(X)	1.01	0.00	0.40	0.92	0.00	1.44	0.87	0.92	0.43	1.00	1.01	1.02
Avail Cap(c_a), veh/h	147	0	129	760	0	338	94	1128	825	469	917	953
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.60	0.00	0.60	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	69.0	0.0	65.6	57.8	0.0	59.0	46.7	49.2	21.2	47.0	36.0	36.0
Incr Delay (d2), s/veh	75.7	0.0	2.0	11.5	0.0	208.0	8.0	1.6	0.1	12.2	11.5	14.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.7	0.0	3.5	19.0	0.0	47.2	2.0	20.6	13.2	20.5	38.4	41.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	144.7	0.0	67.5	69.3	0.0	267.0	54.7	50.8	21.4	59.1	47.5	50.8
LnGrp LOS	F	A	E	E	A	F	D	D	C	E	F	F
Approach Vol, veh/h		199			1190			1480			2367	
Approach Delay, s/veh		124.9			150.3			44.0			51.1	
Approach LOS		F			F			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	40.0	54.0		18.0	10.0	84.0		38.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	34.0	48.0		12.0	4.0	78.0		32.0				
Max Q Clear Time (g_c+I1), s	35.9	44.7		14.0	6.0	80.0		34.0				
Green Ext Time (p_c), s	0.0	2.2		0.0	0.0	0.0		0.0				

Intersection Summary






















HCM 6th Ctrl Delay	74.4
HCM 6th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 2: Apple Valley Rd & Dresden Dr

02/09/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	143	531	189	157	845	81	135	67	87	44	80	171
Future Volume (veh/h)	143	531	189	157	845	81	135	67	87	44	80	171
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1870	1811	1870	1870	1722	1885	1900	1870	1530	1900	1885
Adj Flow Rate, veh/h	151	559	199	165	889	85	142	71	92	46	84	180
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	2	6	2	2	12	1	0	2	25	0	1
Cap, veh/h	254	1229	1009	464	1104	106	176	129	167	118	178	274
Arrive On Green	0.66	0.66	0.66	0.66	0.66	0.66	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	554	1870	1535	707	1681	161	1124	751	973	281	1037	1598
Grp Volume(v), veh/h	151	559	199	165	0	974	142	0	163	130	0	180
Grp Sat Flow(s),veh/h/ln	554	1870	1535	707	0	1841	1124	0	1725	1318	0	1598
Q Serve(g_s), s	19.1	10.2	3.6	10.4	0.0	26.9	4.6	0.0	6.1	1.4	0.0	7.4
Cycle Q Clear(g_c), s	46.0	10.2	3.6	20.7	0.0	26.9	12.0	0.0	6.1	7.4	0.0	7.4
Prop In Lane	1.00		1.00	1.00		0.09	1.00		0.56	0.35		1.00
Lane Grp Cap(c), veh/h	254	1229	1009	464	0	1210	176	0	296	296	0	274
V/C Ratio(X)	0.60	0.45	0.20	0.36	0.00	0.80	0.81	0.00	0.55	0.44	0.00	0.66
Avail Cap(c_a), veh/h	254	1229	1009	464	0	1210	176	0	296	296	0	274
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.51	0.51	0.51	0.09	0.00	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.5	5.9	4.7	10.9	0.0	8.7	33.8	0.0	26.5	26.4	0.0	27.1
Incr Delay (d2), s/veh	5.2	0.6	0.2	0.2	0.0	0.5	23.3	0.0	2.2	1.0	0.0	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.6	5.1	1.6	2.0	0.0	8.9	6.3	0.0	4.7	3.7	0.0	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.7	6.5	5.0	11.1	0.0	9.3	57.1	0.0	28.7	27.4	0.0	32.7
LnGrp LOS	C	A	A	B	A	A	E	A	C	C	A	C
Approach Vol, veh/h		909			1139			305				310
Approach Delay, s/veh		10.2			9.5			41.9				30.5
Approach LOS		B			A			D				C
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		52.0		18.0		52.0		18.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		46.0		12.0		46.0		12.0				
Max Q Clear Time (g_c+I1), s		48.0		9.4		28.9		14.0				
Green Ext Time (p_c), s		0.0		0.4		8.4		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			15.9									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary

4: Ellijay Dr & Dresden Dr

02/09/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→		↵	↑	↵	↶
Traffic Volume (veh/h)	568	51	20	972	80	20
Future Volume (veh/h)	568	51	20	972	80	20
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1856	1900	1856	1841	1900
Adj Flow Rate, veh/h	604	54	21	1034	85	21
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	3	0	3	4	0
Cap, veh/h	1154	103	518	1430	108	27
Arrive On Green	0.68	0.68	0.04	1.00	0.08	0.08
Sat Flow, veh/h	1705	152	1810	1856	1360	336
Grp Volume(v), veh/h	0	658	21	1034	107	0
Grp Sat Flow(s),veh/h/ln	0	1858	1810	1856	1712	0
Q Serve(g_s), s	0.0	14.2	0.3	0.0	4.9	0.0
Cycle Q Clear(g_c), s	0.0	14.2	0.3	0.0	4.9	0.0
Prop In Lane		0.08	1.00		0.79	0.20
Lane Grp Cap(c), veh/h	0	1257	518	1430	136	0
V/C Ratio(X)	0.00	0.52	0.04	0.72	0.79	0.00
Avail Cap(c_a), veh/h	0	1257	574	1430	257	0
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.49	0.49	1.00	0.00
Uniform Delay (d), s/veh	0.0	6.5	4.7	0.0	36.2	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	1.6	9.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	5.2	0.1	1.1	4.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	6.6	4.8	1.6	45.7	0.0
LnGrp LOS	A	A	A	A	D	A
Approach Vol, veh/h	658			1055	107	
Approach Delay, s/veh	6.6			1.7	45.7	
Approach LOS	A			A	D	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.5	60.1			67.6	12.4
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	4.0	46.0			46.0	12.0
Max Q Clear Time (g_c+I1), s	2.3	16.2			2.0	6.9
Green Ext Time (p_c), s	0.0	4.9			11.3	0.1

Intersection Summary

HCM 6th Ctrl Delay	6.0
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary

5: Caldwell Rd & Dresden Dr

02/09/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↘			↔			↔			↔	
Traffic Volume (veh/h)	64	506	8	1	909	22	1	1	1	29	0	69
Future Volume (veh/h)	64	506	8	1	909	22	1	1	1	29	0	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1870	1811	1900	1900	1900	1826	1900	1856
Adj Flow Rate, veh/h	71	562	9	1	1010	24	1	1	0	32	0	77
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	2	0	0	2	6	0	0	0	5	0	3
Cap, veh/h	364	1402	22	45	1180	28	124	100		89	9	97
Arrive On Green	0.08	1.00	1.00	0.65	0.65	0.65	0.09	0.09	0.00	0.09	0.00	0.09
Sat Flow, veh/h	1810	1836	29	0	1819	43	652	1151	0	361	104	1118
Grp Volume(v), veh/h	71	0	571	1035	0	0	2	0	0	109	0	0
Grp Sat Flow(s),veh/h/ln	1810	0	1865	1862	0	0	1803	0	0	1583	0	0
Q Serve(g_s), s	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.9	0.0	0.0
Cycle Q Clear(g_c), s	0.9	0.0	0.0	35.1	0.0	0.0	0.1	0.0	0.0	5.4	0.0	0.0
Prop In Lane	1.00		0.02	0.00		0.02	0.50		0.00	0.29		0.71
Lane Grp Cap(c), veh/h	364	0	1424	1253	0	0	224	0		195	0	0
V/C Ratio(X)	0.20	0.00	0.40	0.83	0.00	0.00	0.01	0.00		0.56	0.00	0.00
Avail Cap(c_a), veh/h	383	0	1424	1253	0	0	323	0		294	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.00	0.87	0.09	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.3	0.0	0.0	11.1	0.0	0.0	33.4	0.0	0.0	35.8	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.7	0.6	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	0.0	0.5	12.8	0.0	0.0	0.1	0.0	0.0	4.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.5	0.0	0.7	11.7	0.0	0.0	33.4	0.0	0.0	38.3	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	C	A		D	A	A
Approach Vol, veh/h		642			1035			2	A		109	
Approach Delay, s/veh		1.0			11.7			33.4			38.3	
Approach LOS		A			B			C			D	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		67.1		12.9	9.2	57.9		12.9				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		46.0		12.0	4.0	46.0		12.0				
Max Q Clear Time (g_c+I1), s		2.0		7.4	2.9	37.1		2.1				
Green Ext Time (p_c), s		4.1		0.2	0.0	5.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	9.5
HCM 6th LOS	A

Notes

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

HCM 6th Signalized Intersection Summary
12: Clairmont Rd & Dresden Dr
























02/09/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	242	180	13	346	148	208	954	17	107	660	131
Future Volume (veh/h)	112	242	180	13	346	148	208	954	17	107	660	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1826	1900	1856	1841	1870	1870	1900	1900	1841	1826
Adj Flow Rate, veh/h	115	249	186	13	357	153	214	984	18	110	680	135
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	1	5	0	3	4	2	2	0	0	4	5
Cap, veh/h	176	422	346	162	416	175	446	2124	39	359	1653	328
Arrive On Green	0.06	0.22	0.22	0.01	0.17	0.17	0.06	0.59	0.59	0.04	0.57	0.57
Sat Flow, veh/h	1810	1885	1547	1810	2416	1019	1781	3570	65	1810	2909	577
Grp Volume(v), veh/h	115	249	186	13	259	251	214	490	512	110	409	406
Grp Sat Flow(s),veh/h/ln	1810	1885	1547	1810	1763	1672	1781	1777	1859	1810	1749	1737
Q Serve(g_s), s	9.2	21.3	19.1	1.1	25.7	26.3	8.9	27.7	27.7	4.6	23.7	23.7
Cycle Q Clear(g_c), s	9.2	21.3	19.1	1.1	25.7	26.3	8.9	27.7	27.7	4.6	23.7	23.7
Prop In Lane	1.00		1.00	1.00		0.61	1.00		0.04	1.00		0.33
Lane Grp Cap(c), veh/h	176	422	346	162	303	288	446	1057	1106	359	994	987
V/C Ratio(X)	0.65	0.59	0.54	0.08	0.85	0.87	0.48	0.46	0.46	0.31	0.41	0.41
Avail Cap(c_a), veh/h	214	566	464	183	421	399	629	1057	1106	443	994	987
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.2	62.5	61.6	61.0	72.3	72.6	16.0	20.4	20.4	16.7	21.9	21.9
Incr Delay (d2), s/veh	5.1	1.3	1.3	0.2	11.7	14.4	0.8	1.5	1.4	0.5	1.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.0	15.7	12.2	0.9	18.4	18.3	6.7	17.5	18.2	3.5	15.3	15.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.3	63.8	62.9	61.2	84.0	87.0	16.8	21.9	21.8	17.2	23.1	23.2
LnGrp LOS	E	E	E	E	F	F	B	C	C	B	C	C
Approach Vol, veh/h		550			523			1216			925	
Approach Delay, s/veh		63.2			84.9			20.9			22.4	
Approach LOS		E			F			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.7	113.1	7.9	46.3	17.5	108.3	17.3	37.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	15.0	83.0	4.0	54.0	30.0	68.0	15.0	43.0				
Max Q Clear Time (g_c+I1), s	6.6	29.7	3.1	23.3	10.9	25.7	11.2	28.3				
Green Ext Time (p_c), s	0.1	7.4	0.0	2.1	0.5	5.6	0.1	2.6				
Intersection Summary												
HCM 6th Ctrl Delay				39.0								
HCM 6th LOS				D								

HCM 6th Signalized Intersection Summary
1: Peachtree Rd & Brookhaven Dr/Dresden Dr

02/09/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	309	39	359	283	601	69	1824	531	453	1356	49
Future Volume (veh/h)	69	309	39	359	283	601	69	1824	531	453	1356	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1885	1856	1900	1900	1885	1900	1870	1856	1900	1885	1900
Adj Flow Rate, veh/h	71	319	40	331	347	620	71	1880	547	467	1398	51
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	1	3	0	0	1	0	2	3	0	1	0
Cap, veh/h	52	234	241	241	253	213	184	1445	849	313	1833	67
Arrive On Green	0.15	0.15	0.15	0.13	0.13	0.13	0.03	0.41	0.41	0.15	0.52	0.52
Sat Flow, veh/h	340	1528	1572	1810	1900	1598	1810	3554	1572	1810	3525	128
Grp Volume(v), veh/h	390	0	40	331	347	620	71	1880	547	467	709	740
Grp Sat Flow(s),veh/h/ln	1868	0	1572	1810	1900	1598	1810	1777	1572	1810	1791	1862
Q Serve(g_s), s	23.0	0.0	3.3	20.0	20.0	20.0	3.4	61.0	36.8	22.0	47.2	47.4
Cycle Q Clear(g_c), s	23.0	0.0	3.3	20.0	20.0	20.0	3.4	61.0	36.8	22.0	47.2	47.4
Prop In Lane	0.18		1.00	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	286	0	241	241	253	213	184	1445	849	313	931	968
V/C Ratio(X)	1.36	0.00	0.17	1.37	1.37	2.91	0.39	1.30	0.64	1.49	0.76	0.76
Avail Cap(c_a), veh/h	286	0	241	241	253	213	184	1445	849	313	931	968
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.31	0.31	0.31	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	63.5	0.0	55.2	65.0	65.0	65.0	28.3	44.5	24.3	52.4	28.6	28.7
Incr Delay (d2), s/veh	183.6	0.0	0.3	175.5	174.2	863.7	0.1	135.9	0.3	222.1	0.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	38.7	0.0	2.4	28.9	30.1	86.4	2.1	68.6	19.9	40.4	22.2	23.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	247.1	0.0	55.5	240.5	239.2	928.7	28.4	180.4	24.7	274.5	29.2	29.2
LnGrp LOS	F	A	E	F	F	F	C	F	C	F	C	C
Approach Vol, veh/h		430			1298			2498			1916	
Approach Delay, s/veh		229.3			568.9			142.0			89.0	
Approach LOS		F			F			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	28.0	67.0		29.0	11.0	84.0		26.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	22.0	61.0		23.0	5.0	78.0		20.0				
Max Q Clear Time (g_c+I1), s	24.0	63.0		25.0	5.4	49.4		22.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	12.2		0.0				

Intersection Summary

HCM 6th Ctrl Delay	221.8
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 2: Apple Valley Rd & Dresden Dr

02/09/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	182	986	156	109	796	99	271	69	226	115	76	257
Future Volume (veh/h)	182	986	156	109	796	99	271	69	226	115	76	257
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1885	1885	1900	1885	1811	1900	1826	1900	1900	1900	1885
Adj Flow Rate, veh/h	196	1060	168	117	856	106	291	74	243	124	82	276
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	11	1	1	0	1	6	0	5	0	0	0	1
Cap, veh/h	180	1063	900	132	927	115	131	82	268	125	47	349
Arrive On Green	0.56	0.56	0.56	0.56	0.56	0.56	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	542	1885	1598	461	1645	204	1040	375	1230	92	216	1598
Grp Volume(v), veh/h	196	1060	168	117	0	962	291	0	317	206	0	276
Grp Sat Flow(s),veh/h/ln	542	1885	1598	461	0	1849	1040	0	1605	308	0	1598
Q Serve(g_s), s	5.0	30.8	2.8	0.2	0.0	26.0	0.0	0.0	10.6	1.4	0.0	9.0
Cycle Q Clear(g_c), s	31.0	30.8	2.8	31.0	0.0	26.0	12.0	0.0	10.6	12.0	0.0	9.0
Prop In Lane	1.00		1.00	1.00		0.11	1.00		0.77	0.60		1.00
Lane Grp Cap(c), veh/h	180	1063	900	132	0	1042	131	0	350	172	0	349
V/C Ratio(X)	1.09	1.00	0.19	0.88	0.00	0.92	2.22	0.00	0.91	1.20	0.00	0.79
Avail Cap(c_a), veh/h	180	1063	900	132	0	1042	131	0	350	172	0	349
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.00	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.8	12.0	5.9	27.5	0.0	10.9	27.5	0.0	20.9	25.1	0.0	20.3
Incr Delay (d2), s/veh	49.5	7.7	0.0	8.1	0.0	1.8	574.3	0.0	26.0	131.7	0.0	11.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.1	12.5	1.1	2.4	0.0	9.0	38.7	0.0	10.3	14.4	0.0	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.4	19.7	5.9	35.6	0.0	12.7	601.8	0.0	47.0	156.8	0.0	32.1
LnGrp LOS	F	B	A	D	A	B	F	A	D	F	A	C
Approach Vol, veh/h		1424			1079			608				482
Approach Delay, s/veh		25.9			15.2			312.5				85.4
Approach LOS		C			B			F				F
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		37.0		18.0		37.0		18.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		31.0		12.0		31.0		12.0				
Max Q Clear Time (g_c+I1), s		33.0		14.0		33.0		14.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	79.1
HCM 6th LOS	E

HCM 6th Signalized Intersection Summary

4: Ellijay Dr & Dresden Dr

02/09/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩		↩	↩	↩	↩
Traffic Volume (veh/h)	1118	64	33	845	53	29
Future Volume (veh/h)	1118	64	33	845	53	29
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1900	1796	1885	1900	1841
Adj Flow Rate, veh/h	1177	67	35	889	56	31
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	0	7	1	0	4
Cap, veh/h	1253	71	179	1511	72	40
Arrive On Green	0.71	0.71	0.05	1.00	0.06	0.06
Sat Flow, veh/h	1767	101	1711	1885	1104	611
Grp Volume(v), veh/h	0	1244	35	889	88	0
Grp Sat Flow(s),veh/h/ln	0	1867	1711	1885	1735	0
Q Serve(g_s), s	0.0	52.3	0.5	0.0	4.5	0.0
Cycle Q Clear(g_c), s	0.0	52.3	0.5	0.0	4.5	0.0
Prop In Lane		0.05	1.00		0.64	0.35
Lane Grp Cap(c), veh/h	0	1324	179	1511	113	0
V/C Ratio(X)	0.00	0.94	0.20	0.59	0.78	0.00
Avail Cap(c_a), veh/h	0	1324	211	1511	231	0
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.64	0.64	1.00	0.00
Uniform Delay (d), s/veh	0.0	11.4	19.9	0.0	41.4	0.0
Incr Delay (d2), s/veh	0.0	1.8	0.3	1.1	11.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	18.2	0.8	0.8	4.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	13.2	20.3	1.1	52.5	0.0
LnGrp LOS	A	B	C	A	D	A
Approach Vol, veh/h	1244			924	88	
Approach Delay, s/veh	13.2			1.8	52.5	
Approach LOS	B			A	D	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.3	69.8			78.2	11.8
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	4.0	56.0			56.0	12.0
Max Q Clear Time (g_c+I1), s	2.5	54.3			2.0	6.5
Green Ext Time (p_c), s	0.0	1.4			8.5	0.1

Intersection Summary

HCM 6th Ctrl Delay	10.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
5: Caldwell Rd & Dresden Dr

02/09/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	1007	1	2	756	34	6	1	3	49	0	94
Future Volume (veh/h)	128	1007	1	2	756	34	6	1	3	49	0	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1159	1885	1900	1900	1900	1900	1900	1900	1885
Adj Flow Rate, veh/h	138	1083	1	2	813	37	6	1	0	53	0	101
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	1	0	50	1	0	0	0	0	0	0	1
Cap, veh/h	459	1412	1	41	1141	52	188	26		105	11	120
Arrive On Green	0.09	1.00	1.00	0.64	0.64	0.64	0.12	0.12	0.00	0.12	0.00	0.12
Sat Flow, veh/h	1810	1883	2	1	1787	81	973	222	0	443	98	1031
Grp Volume(v), veh/h	138	0	1084	852	0	0	7	0	0	154	0	0
Grp Sat Flow(s),veh/h/ln	1810	0	1885	1869	0	0	1196	0	0	1572	0	0
Q Serve(g_s), s	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.8	0.0	0.0
Cycle Q Clear(g_c), s	2.3	0.0	0.0	27.2	0.0	0.0	0.3	0.0	0.0	8.6	0.0	0.0
Prop In Lane	1.00		0.00	0.00		0.04	0.86		0.00	0.34		0.66
Lane Grp Cap(c), veh/h	459	0	1413	1234	0	0	214	0		237	0	0
V/C Ratio(X)	0.30	0.00	0.77	0.69	0.00	0.00	0.03	0.00		0.65	0.00	0.00
Avail Cap(c_a), veh/h	459	0	1413	1234	0	0	237	0		263	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.30	0.00	0.30	0.09	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.0	0.0	0.0	10.8	0.0	0.0	35.2	0.0	0.0	38.8	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	1.2	0.3	0.0	0.0	0.1	0.0	0.0	4.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.1	0.0	0.9	10.9	0.0	0.0	0.3	0.0	0.0	6.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.2	0.0	1.2	11.1	0.0	0.0	35.3	0.0	0.0	43.6	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	D	A		D	A	A
Approach Vol, veh/h		1222			852			7	A		154	
Approach Delay, s/veh		1.6			11.1			35.3			43.6	
Approach LOS		A			B			D			D	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		73.5		16.5	10.0	63.5		16.5				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		56.0		12.0	4.0	56.0		12.0				
Max Q Clear Time (g_c+I1), s		2.0		10.6	4.3	29.2		2.3				
Green Ext Time (p_c), s		13.0		0.1	0.0	7.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	8.2
HCM 6th LOS	A

Notes

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

HCM 6th Signalized Intersection Summary
12: Clairmont Rd & Dresden Dr

02/09/2022


























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	344	277	27	277	169	244	797	38	200	973	134
Future Volume (veh/h)	158	344	277	27	277	169	244	797	38	200	973	134
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1885	1900	1900	1885	1885	1885	1811	1885	1870	1856
Adj Flow Rate, veh/h	161	351	283	28	283	172	249	813	39	204	993	137
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	3	1	0	0	1	1	1	6	1	2	3
Cap, veh/h	214	409	352	104	333	197	348	1969	94	435	1737	239
Arrive On Green	0.09	0.22	0.22	0.02	0.15	0.15	0.07	0.57	0.57	0.06	0.55	0.55
Sat Flow, veh/h	1781	1856	1598	1810	2184	1289	1795	3479	167	1795	3137	433
Grp Volume(v), veh/h	161	351	283	28	232	223	249	418	434	204	562	568
Grp Sat Flow(s),veh/h/ln	1781	1856	1598	1810	1805	1668	1795	1791	1855	1795	1777	1793
Q Serve(g_s), s	13.4	32.7	30.2	2.3	22.6	23.5	10.8	23.8	23.8	8.9	37.2	37.2
Cycle Q Clear(g_c), s	13.4	32.7	30.2	2.3	22.6	23.5	10.8	23.8	23.8	8.9	37.2	37.2
Prop In Lane	1.00		1.00	1.00		0.77	1.00		0.09	1.00		0.24
Lane Grp Cap(c), veh/h	214	409	352	104	275	254	348	1014	1050	435	984	993
V/C Ratio(X)	0.75	0.86	0.80	0.27	0.84	0.88	0.72	0.41	0.41	0.47	0.57	0.57
Avail Cap(c_a), veh/h	229	505	435	111	361	334	533	1014	1050	513	984	993
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.9	67.5	66.5	64.1	74.2	74.6	22.1	22.1	22.1	16.9	26.2	26.2
Incr Delay (d2), s/veh	12.4	11.8	8.7	1.4	13.2	18.0	2.8	1.2	1.2	0.8	2.4	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.1	23.6	19.1	2.0	17.1	16.9	8.2	15.7	16.1	6.7	22.9	23.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.3	79.3	75.2	65.5	87.5	92.6	24.8	23.4	23.3	17.7	28.6	28.6
LnGrp LOS	E	E	E	E	F	F	C	C	C	B	C	C
Approach Vol, veh/h		795			483			1101			1334	
Approach Delay, s/veh		76.0			88.6			23.7			27.0	
Approach LOS		E			F			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.2	107.9	9.3	45.6	19.4	105.7	21.5	33.4				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	19.0	84.0	4.0	49.0	32.0	71.0	17.0	36.0				
Max Q Clear Time (g_c+I1), s	10.9	25.8	4.3	34.7	12.8	39.2	15.4	25.5				
Green Ext Time (p_c), s	0.3	5.9	0.0	2.6	0.6	8.4	0.1	1.9				
Intersection Summary												
HCM 6th Ctrl Delay			44.5									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary

1: Peachtree Rd & Brookhaven Dr/Dresden Dr

02/09/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	97	51	617	119	488	83	1053	356	462	1845	67
Future Volume (veh/h)	50	97	51	617	119	488	83	1053	356	462	1845	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1870	1870	1870	1826	1856	1826	1885	1856	1870
Adj Flow Rate, veh/h	53	103	54	747	0	519	88	1120	379	491	1963	71
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	2	0	2	2	2	5	3	5	1	3	2
Cap, veh/h	45	87	115	738	0	328	101	1133	818	464	1810	65
Arrive On Green	0.07	0.07	0.07	0.21	0.00	0.21	0.03	0.32	0.32	0.23	0.52	0.52
Sat Flow, veh/h	625	1214	1610	3563	0	1585	1739	3526	1547	1795	3471	125
Grp Volume(v), veh/h	156	0	54	747	0	519	88	1120	379	491	991	1043
Grp Sat Flow(s),veh/h/ln	1839	0	1610	1781	0	1585	1739	1763	1547	1795	1763	1833
Q Serve(g_s), s	10.0	0.0	4.5	29.0	0.0	29.0	4.0	44.2	21.4	32.0	73.0	73.0
Cycle Q Clear(g_c), s	10.0	0.0	4.5	29.0	0.0	29.0	4.0	44.2	21.4	32.0	73.0	73.0
Prop In Lane	0.34		1.00	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	131	0	115	738	0	328	101	1133	818	464	919	956
V/C Ratio(X)	1.19	0.00	0.47	1.01	0.00	1.58	0.87	0.99	0.46	1.06	1.08	1.09
Avail Cap(c_a), veh/h	131	0	115	738	0	328	101	1133	818	464	919	956
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.56	0.00	0.56	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	65.0	0.0	62.5	55.5	0.0	55.5	43.5	47.2	20.6	45.1	33.5	33.5
Incr Delay (d2), s/veh	137.6	0.0	3.0	27.8	0.0	269.4	7.6	5.8	0.2	31.7	37.4	43.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	15.7	0.0	3.5	20.8	0.0	53.4	2.0	21.8	13.1	22.5	45.5	49.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	202.6	0.0	65.4	83.3	0.0	324.9	51.0	53.0	20.8	76.8	70.9	76.5
LnGrp LOS	F	A	E	F	A	F	D	D	C	F	F	F
Approach Vol, veh/h		210			1266			1587			2525	
Approach Delay, s/veh		167.3			182.4			45.2			74.4	
Approach LOS		F			F			D			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	38.0	51.0		16.0	10.0	79.0		35.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	32.0	45.0		10.0	4.0	73.0		29.0				
Max Q Clear Time (g_c+I1), s	34.0	46.2		12.0	6.0	75.0		31.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	94.1
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 2: Apple Valley Rd & Dresden Dr

02/09/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	149	567	194	162	900	82	142	72	92	45	86	182
Future Volume (veh/h)	149	567	194	162	900	82	142	72	92	45	86	182
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1870	1811	1870	1870	1722	1885	1900	1870	1530	1900	1885
Adj Flow Rate, veh/h	157	597	204	171	947	86	149	76	97	47	91	192
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	2	6	2	2	12	1	0	2	25	0	1
Cap, veh/h	256	1309	1074	470	1183	107	103	114	145	91	126	240
Arrive On Green	0.70	0.70	0.70	0.70	0.70	0.70	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	524	1870	1535	679	1689	153	1105	758	968	201	838	1598
Grp Volume(v), veh/h	157	597	204	171	0	1033	149	0	173	138	0	192
Grp Sat Flow(s),veh/h/ln	524	1870	1535	679	0	1843	1105	0	1726	1039	0	1598
Q Serve(g_s), s	23.3	11.3	3.7	11.9	0.0	30.6	1.0	0.0	7.6	3.4	0.0	9.3
Cycle Q Clear(g_c), s	54.0	11.3	3.7	23.1	0.0	30.6	12.0	0.0	7.6	11.0	0.0	9.3
Prop In Lane	1.00		1.00	1.00		0.08	1.00		0.56	0.34		1.00
Lane Grp Cap(c), veh/h	256	1309	1074	470	0	1290	103	0	259	216	0	240
V/C Ratio(X)	0.61	0.46	0.19	0.36	0.00	0.80	1.44	0.00	0.67	0.64	0.00	0.80
Avail Cap(c_a), veh/h	256	1309	1074	470	0	1290	103	0	259	216	0	240
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.41	0.41	0.41	0.09	0.00	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.6	5.3	4.2	10.4	0.0	8.2	39.9	0.0	32.1	33.5	0.0	32.8
Incr Delay (d2), s/veh	4.4	0.5	0.2	0.2	0.0	0.5	244.1	0.0	6.4	6.1	0.0	17.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.8	5.2	1.6	2.2	0.0	10.0	15.9	0.0	6.4	5.4	0.0	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.0	5.8	4.3	10.6	0.0	8.7	284.0	0.0	38.6	39.6	0.0	50.3
LnGrp LOS	C	A	A	B	A	A	F	A	D	D	A	D
Approach Vol, veh/h		958			1204			322				330
Approach Delay, s/veh		9.6			9.0			152.1				45.8
Approach LOS		A			A			F				D
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		62.0		18.0		62.0		18.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		56.0		12.0		56.0		12.0				
Max Q Clear Time (g_c+I1), s		56.0		13.0		32.6		14.0				
Green Ext Time (p_c), s		0.0		0.0		10.9		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				29.9								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary

4: Ellijay Dr & Dresden Dr

02/09/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩		↩	↩	↩	↩
Traffic Volume (veh/h)	605	54	21	1027	85	21
Future Volume (veh/h)	605	54	21	1027	85	21
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1856	1900	1856	1841	1900
Adj Flow Rate, veh/h	644	57	22	1093	90	22
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	3	0	3	4	0
Cap, veh/h	1192	106	504	1454	113	28
Arrive On Green	0.70	0.70	0.04	1.00	0.08	0.08
Sat Flow, veh/h	1707	151	1810	1856	1364	333
Grp Volume(v), veh/h	0	701	22	1093	113	0
Grp Sat Flow(s),veh/h/ln	0	1858	1810	1856	1713	0
Q Serve(g_s), s	0.0	16.4	0.3	0.0	5.8	0.0
Cycle Q Clear(g_c), s	0.0	16.4	0.3	0.0	5.8	0.0
Prop In Lane		0.08	1.00		0.80	0.19
Lane Grp Cap(c), veh/h	0	1298	504	1454	142	0
V/C Ratio(X)	0.00	0.54	0.04	0.75	0.80	0.00
Avail Cap(c_a), veh/h	0	1298	551	1454	228	0
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.47	0.47	1.00	0.00
Uniform Delay (d), s/veh	0.0	6.6	4.9	0.0	40.5	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	1.7	9.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	6.1	0.1	1.3	5.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	6.7	5.0	1.7	50.2	0.0
LnGrp LOS	A	A	A	A	D	A
Approach Vol, veh/h	701			1115	113	
Approach Delay, s/veh	6.7			1.8	50.2	
Approach LOS	A			A	D	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.7	68.9			76.5	13.5
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	4.0	56.0			56.0	12.0
Max Q Clear Time (g_c+I1), s	2.3	18.4			2.0	7.8
Green Ext Time (p_c), s	0.0	5.6			13.3	0.1

Intersection Summary

HCM 6th Ctrl Delay	6.4
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
5: Caldwell Rd & Dresden Dr

02/09/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	538	9	1	961	23	1	1	1	31	0	72
Future Volume (veh/h)	69	538	9	1	961	23	1	1	1	31	0	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1870	1811	1900	1900	1900	1826	1900	1856
Adj Flow Rate, veh/h	77	598	10	1	1068	26	1	1	0	34	0	80
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	2	0	0	2	6	0	0	0	5	0	3
Cap, veh/h	333	1426	24	40	1223	30	118	97		85	9	99
Arrive On Green	0.08	1.00	1.00	0.67	0.67	0.67	0.09	0.09	0.00	0.09	0.00	0.09
Sat Flow, veh/h	1810	1834	31	0	1818	44	648	1092	0	366	106	1111
Grp Volume(v), veh/h	77	0	608	1095	0	0	2	0	0	114	0	0
Grp Sat Flow(s),veh/h/ln	1810	0	1865	1862	0	0	1739	0	0	1583	0	0
Q Serve(g_s), s	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.6	0.0	0.0
Cycle Q Clear(g_c), s	1.1	0.0	0.0	42.0	0.0	0.0	0.1	0.0	0.0	6.3	0.0	0.0
Prop In Lane	1.00		0.02	0.00		0.02	0.50		0.00	0.30		0.70
Lane Grp Cap(c), veh/h	333	0	1450	1293	0	0	215	0		193	0	0
V/C Ratio(X)	0.23	0.00	0.42	0.85	0.00	0.00	0.01	0.00		0.59	0.00	0.00
Avail Cap(c_a), veh/h	345	0	1450	1293	0	0	284	0		262	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.00	0.86	0.09	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.2	0.0	0.0	11.7	0.0	0.0	37.4	0.0	0.0	40.2	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.8	0.7	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	0.0	0.6	15.6	0.0	0.0	0.1	0.0	0.0	4.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.5	0.0	0.8	12.4	0.0	0.0	37.4	0.0	0.0	43.0	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	D	A		D	A	A
Approach Vol, veh/h		685			1095			2	A		114	
Approach Delay, s/veh		1.1			12.4			37.4			43.0	
Approach LOS		A			B			D			D	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		76.0		14.0	9.4	66.6		14.0				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		56.0		12.0	4.0	56.0		12.0				
Max Q Clear Time (g_c+I1), s		2.0		8.3	3.1	44.0		2.1				
Green Ext Time (p_c), s		4.6		0.2	0.0	6.8		0.0				

Intersection Summary























HCM 6th Ctrl Delay	10.2
HCM 6th LOS	B

Notes

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

HCM 6th Signalized Intersection Summary
 12: Clairmont Rd & Dresden Dr

02/09/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	259	192	15	369	160	220	1028	18	115	711	136
Future Volume (veh/h)	119	259	192	15	369	160	220	1028	18	115	711	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1826	1900	1856	1841	1870	1870	1900	1900	1841	1826
Adj Flow Rate, veh/h	123	267	198	15	380	165	227	1060	19	119	733	140
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	1	5	0	3	4	2	2	0	0	4	5
Cap, veh/h	181	444	364	164	436	187	417	2067	37	327	1612	308
Arrive On Green	0.07	0.24	0.24	0.01	0.18	0.18	0.07	0.58	0.58	0.04	0.55	0.55
Sat Flow, veh/h	1810	1885	1547	1810	2404	1029	1781	3572	64	1810	2929	559
Grp Volume(v), veh/h	123	267	198	15	277	268	227	527	552	119	437	436
Grp Sat Flow(s),veh/h/ln	1810	1885	1547	1810	1763	1670	1781	1777	1859	1810	1749	1740
Q Serve(g_s), s	9.7	22.7	20.2	1.2	27.5	28.1	9.8	32.0	32.0	5.2	27.0	27.0
Cycle Q Clear(g_c), s	9.7	22.7	20.2	1.2	27.5	28.1	9.8	32.0	32.0	5.2	27.0	27.0
Prop In Lane	1.00		1.00	1.00		0.62	1.00		0.03	1.00		0.32
Lane Grp Cap(c), veh/h	181	444	364	164	320	303	417	1028	1076	327	962	958
V/C Ratio(X)	0.68	0.60	0.54	0.09	0.87	0.88	0.54	0.51	0.51	0.36	0.45	0.45
Avail Cap(c_a), veh/h	233	576	473	183	411	390	601	1028	1076	414	962	958
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.0	61.3	60.3	59.5	71.5	71.8	17.9	22.7	22.7	18.7	24.3	24.3
Incr Delay (d2), s/veh	5.3	1.3	1.3	0.2	14.4	17.2	1.1	1.8	1.7	0.7	1.5	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.3	16.5	12.8	1.0	19.8	19.5	7.4	19.9	20.7	4.0	17.2	17.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.3	62.6	61.6	59.8	85.9	89.0	19.0	24.5	24.5	19.4	25.8	25.8
LnGrp LOS	E	E	E	E	F	F	B	C	C	B	C	C
Approach Vol, veh/h		588			560			1306			992	
Approach Delay, s/veh		62.0			86.7			23.5			25.0	
Approach LOS		E			F			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.3	110.2	8.1	48.4	18.4	105.1	17.8	38.7				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	16.0	81.0	4.0	55.0	31.0	66.0	17.0	42.0				
Max Q Clear Time (g_c+I1), s	7.2	34.0	3.2	24.7	11.8	29.0	11.7	30.1				
Green Ext Time (p_c), s	0.2	8.2	0.0	2.3	0.6	6.0	0.1	2.6				
Intersection Summary												
HCM 6th Ctrl Delay			40.8									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary
1: Peachtree Rd & Brookhaven Dr/Dresden Dr

02/09/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗	↖	↖	↗	↖	↖↗	↗	↖	↖↗	
Traffic Volume (veh/h)	74	316	43	381	288	633	74	1953	562	479	1457	53
Future Volume (veh/h)	74	316	43	381	288	633	74	1953	562	479	1457	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1885	1856	1900	1900	1885	1900	1870	1856	1900	1885	1900
Adj Flow Rate, veh/h	76	326	44	345	364	653	76	2013	579	494	1502	55
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	1	3	0	0	1	0	2	3	0	1	0
Cap, veh/h	52	222	231	241	253	213	170	1445	849	325	1846	67
Arrive On Green	0.15	0.15	0.15	0.13	0.13	0.13	0.04	0.41	0.41	0.15	0.52	0.52
Sat Flow, veh/h	353	1514	1572	1810	1900	1598	1810	3554	1572	1810	3524	129
Grp Volume(v), veh/h	402	0	44	345	364	653	76	2013	579	494	762	795
Grp Sat Flow(s),veh/h/ln	1868	0	1572	1810	1900	1598	1810	1777	1572	1810	1791	1862
Q Serve(g_s), s	22.0	0.0	3.7	20.0	20.0	20.0	3.7	61.0	40.2	23.0	52.9	53.3
Cycle Q Clear(g_c), s	22.0	0.0	3.7	20.0	20.0	20.0	3.7	61.0	40.2	23.0	52.9	53.3
Prop In Lane	0.19		1.00	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	274	0	231	241	253	213	170	1445	849	325	938	975
V/C Ratio(X)	1.47	0.00	0.19	1.43	1.44	3.07	0.45	1.39	0.68	1.52	0.81	0.82
Avail Cap(c_a), veh/h	274	0	231	241	253	213	177	1445	849	325	938	975
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.21	0.21	0.21	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	64.0	0.0	56.2	65.0	65.0	65.0	29.8	44.5	25.1	52.4	29.6	29.7
Incr Delay (d2), s/veh	229.4	0.0	0.4	198.5	201.4	932.1	0.2	177.2	0.4	234.5	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	42.8	0.0	2.7	30.6	32.3	90.9	2.2	81.9	21.6	43.7	24.7	25.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	293.4	0.0	56.6	263.5	266.4	997.1	30.0	221.7	25.5	286.8	30.3	30.4
LnGrp LOS	F	A	E	F	F	F	C	F	C	F	C	C
Approach Vol, veh/h		446			1362			2668			2051	
Approach Delay, s/veh		270.0			616.0			173.7			92.1	
Approach LOS		F			F			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	29.0	67.0		28.0	11.4	84.6		26.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	23.0	61.0		22.0	6.0	78.0		20.0				
Max Q Clear Time (g_c+I1), s	25.0	63.0		24.0	5.7	55.3		22.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	12.1		0.0				

Intersection Summary

HCM 6th Ctrl Delay	246.9
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 2: Apple Valley Rd & Dresden Dr

02/09/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	189	1040	163	114	841	100	281	73	237	117	81	269
Future Volume (veh/h)	189	1040	163	114	841	100	281	73	237	117	81	269
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1885	1885	1900	1885	1811	1900	1826	1900	1900	1900	1885
Adj Flow Rate, veh/h	203	1118	175	123	904	108	302	78	255	126	87	289
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	11	1	1	0	1	6	0	5	0	0	0	1
Cap, veh/h	150	1063	900	131	931	111	131	82	268	115	39	349
Arrive On Green	0.56	0.56	0.56	0.56	0.56	0.56	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	517	1885	1598	433	1652	197	1023	376	1229	47	180	1598
Grp Volume(v), veh/h	203	1118	175	123	0	1012	302	0	333	213	0	289
Grp Sat Flow(s),veh/h/ln	517	1885	1598	433	0	1850	1023	0	1605	227	0	1598
Q Serve(g_s), s	2.0	31.0	3.0	0.0	0.0	29.0	0.0	0.0	11.3	0.7	0.0	9.5
Cycle Q Clear(g_c), s	31.0	31.0	3.0	31.0	0.0	29.0	12.0	0.0	11.3	12.0	0.0	9.5
Prop In Lane	1.00		1.00	1.00		0.11	1.00		0.77	0.59		1.00
Lane Grp Cap(c), veh/h	150	1063	900	131	0	1043	131	0	350	154	0	349
V/C Ratio(X)	1.36	1.05	0.19	0.94	0.00	0.97	2.31	0.00	0.95	1.39	0.00	0.83
Avail Cap(c_a), veh/h	150	1063	900	131	0	1043	131	0	350	154	0	349
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.00	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.4	12.0	5.9	27.5	0.0	11.6	27.5	0.0	21.2	25.1	0.0	20.5
Incr Delay (d2), s/veh	164.0	26.2	0.0	13.0	0.0	4.0	611.5	0.0	35.4	208.7	0.0	15.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.5	19.3	1.1	2.7	0.0	10.6	40.9	0.0	11.8	18.6	0.0	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	191.4	38.2	5.9	40.5	0.0	15.5	639.0	0.0	56.6	233.7	0.0	35.8
LnGrp LOS	F	F	A	D	A	B	F	A	E	F	A	D
Approach Vol, veh/h		1496			1135			635				502
Approach Delay, s/veh		55.2			18.2			333.6				119.8
Approach LOS		E			B			F				F
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		37.0		18.0		37.0		18.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		31.0		12.0		31.0		12.0				
Max Q Clear Time (g_c+I1), s		33.0		14.0		33.0		14.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				99.6								
HCM 6th LOS				F								

HCM 6th Signalized Intersection Summary

4: Ellijay Dr & Dresden Dr

02/09/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩		↩	↩	↩	↩
Traffic Volume (veh/h)	1178	69	36	894	56	31
Future Volume (veh/h)	1178	69	36	894	56	31
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1900	1796	1885	1900	1841
Adj Flow Rate, veh/h	1240	73	38	941	59	33
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	0	7	1	0	4
Cap, veh/h	1311	77	163	1552	74	42
Arrive On Green	0.74	0.74	0.05	1.00	0.07	0.07
Sat Flow, veh/h	1763	104	1711	1885	1100	615
Grp Volume(v), veh/h	0	1313	38	941	93	0
Grp Sat Flow(s),veh/h/ln	0	1867	1711	1885	1734	0
Q Serve(g_s), s	0.0	66.8	0.5	0.0	5.8	0.0
Cycle Q Clear(g_c), s	0.0	66.8	0.5	0.0	5.8	0.0
Prop In Lane		0.06	1.00		0.63	0.35
Lane Grp Cap(c), veh/h	0	1389	163	1552	117	0
V/C Ratio(X)	0.00	0.95	0.23	0.61	0.79	0.00
Avail Cap(c_a), veh/h	0	1389	183	1552	189	0
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.66	0.66	1.00	0.00
Uniform Delay (d), s/veh	0.0	12.2	25.6	0.0	50.5	0.0
Incr Delay (d2), s/veh	0.0	1.9	0.5	1.2	11.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	23.9	1.2	0.9	5.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	14.0	26.1	1.2	62.0	0.0
LnGrp LOS	A	B	C	A	E	A
Approach Vol, veh/h	1313			979	93	
Approach Delay, s/veh	14.0			2.1	62.0	
Approach LOS	B			A	E	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.7	87.8			96.6	13.4
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	4.0	76.0			76.0	12.0
Max Q Clear Time (g_c+I1), s	2.5	68.8			2.0	7.8
Green Ext Time (p_c), s	0.0	5.6			9.7	0.1

Intersection Summary

HCM 6th Ctrl Delay	11.0
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary

5: Caldwell Rd & Dresden Dr

02/09/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	1061	1	2	799	37	7	1	3	53	0	101
Future Volume (veh/h)	136	1061	1	2	799	37	7	1	3	53	0	101
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1159	1885	1900	1900	1900	1900	1900	1900	1885
Adj Flow Rate, veh/h	146	1141	1	2	859	40	8	1	0	57	0	109
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	1	0	50	1	0	0	0	0	0	0	1
Cap, veh/h	448	1472	1	33	1233	57	153	16		94	8	112
Arrive On Green	0.07	1.00	1.00	0.69	0.69	0.69	0.11	0.11	0.00	0.11	0.00	0.11
Sat Flow, veh/h	1810	1883	2	1	1785	83	833	144	0	463	75	1029
Grp Volume(v), veh/h	146	0	1142	901	0	0	9	0	0	166	0	0
Grp Sat Flow(s),veh/h/ln	1810	0	1885	1868	0	0	977	0	0	1566	0	0
Q Serve(g_s), s	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.1	0.0	0.0
Cycle Q Clear(g_c), s	2.6	0.0	0.0	31.6	0.0	0.0	0.7	0.0	0.0	11.6	0.0	0.0
Prop In Lane	1.00		0.00	0.00		0.04	0.89		0.00	0.34		0.66
Lane Grp Cap(c), veh/h	448	0	1474	1324	0	0	168	0		215	0	0
V/C Ratio(X)	0.33	0.00	0.77	0.68	0.00	0.00	0.05	0.00		0.77	0.00	0.00
Avail Cap(c_a), veh/h	448	0	1474	1324	0	0	168	0		215	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.31	0.00	0.31	0.09	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.7	0.0	0.0	10.1	0.0	0.0	43.9	0.0	0.0	48.8	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	1.3	0.3	0.0	0.0	0.1	0.0	0.0	15.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.3	0.0	0.9	12.7	0.0	0.0	0.4	0.0	0.0	9.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.9	0.0	1.3	10.4	0.0	0.0	44.0	0.0	0.0	64.6	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	D	A		E	A	A
Approach Vol, veh/h		1288			901			9	A		166	
Approach Delay, s/veh		1.6			10.4			44.0			64.6	
Approach LOS		A			B			D			E	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		92.0		18.0	10.0	82.0		18.0				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		76.0		12.0	4.0	76.0		12.0				
Max Q Clear Time (g_c+I1), s		2.0		13.6	4.6	33.6		2.7				
Green Ext Time (p_c), s		15.4		0.0	0.0	8.6		0.0				

Intersection Summary























HCM 6th Ctrl Delay	9.5
HCM 6th LOS	A

Notes

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

HCM 6th Signalized Intersection Summary
 12: Clairmont Rd & Dresden Dr

02/09/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	367	294	29	296	182	260	859	41	216	1048	141
Future Volume (veh/h)	164	367	294	29	296	182	260	859	41	216	1048	141
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1885	1900	1900	1885	1885	1885	1811	1885	1870	1856
Adj Flow Rate, veh/h	167	374	300	30	302	186	265	877	42	220	1069	144
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	3	1	0	0	1	1	1	6	1	2	3
Cap, veh/h	215	425	366	102	347	208	324	1913	92	407	1692	228
Arrive On Green	0.09	0.23	0.23	0.02	0.16	0.16	0.08	0.55	0.55	0.07	0.54	0.54
Sat Flow, veh/h	1781	1856	1598	1810	2169	1302	1795	3479	167	1795	3148	423
Grp Volume(v), veh/h	167	374	300	30	250	238	265	451	468	220	603	610
Grp Sat Flow(s),veh/h/ln	1781	1856	1598	1810	1805	1666	1795	1791	1855	1795	1777	1794
Q Serve(g_s), s	13.8	35.0	32.1	2.5	24.3	25.2	11.9	27.3	27.3	9.9	42.7	42.9
Cycle Q Clear(g_c), s	13.8	35.0	32.1	2.5	24.3	25.2	11.9	27.3	27.3	9.9	42.7	42.9
Prop In Lane	1.00		1.00	1.00		0.78	1.00		0.09	1.00		0.24
Lane Grp Cap(c), veh/h	215	425	366	102	289	267	324	985	1020	407	955	964
V/C Ratio(X)	0.78	0.88	0.82	0.30	0.87	0.89	0.82	0.46	0.46	0.54	0.63	0.63
Avail Cap(c_a), veh/h	236	495	426	107	341	315	488	985	1020	513	955	964
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.9	67.0	65.9	63.1	73.7	74.1	27.3	24.4	24.4	18.6	29.1	29.2
Incr Delay (d2), s/veh	13.7	15.1	10.7	1.6	18.0	23.4	6.5	1.5	1.5	1.1	3.2	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.4	25.4	20.3	2.2	18.6	18.3	9.9	17.7	18.2	7.6	26.0	26.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.7	82.1	76.6	64.7	91.7	97.5	33.8	25.9	25.9	19.8	32.3	32.3
LnGrp LOS	E	F	E	E	F	F	C	C	C	B	C	C
Approach Vol, veh/h		841			518			1184			1433	
Approach Delay, s/veh		77.9			92.8			27.7			30.4	
Approach LOS		E			F			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.3	105.0	9.5	47.2	20.6	102.8	21.9	34.8				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	23.0	81.0	4.0	48.0	31.0	73.0	18.0	34.0				
Max Q Clear Time (g_c+I1), s	11.9	29.3	4.5	37.0	13.9	44.9	15.8	27.2				
Green Ext Time (p_c), s	0.4	6.5	0.0	2.5	0.7	9.0	0.1	1.6				
Intersection Summary												
HCM 6th Ctrl Delay			47.7									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary
 1: Peachtree Rd & Brookhaven Dr/Dresden Dr

02/09/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗	↖	↖	↗	↖	↖	↗	↖	↖	↗
Traffic Volume (veh/h)	54	103	55	657	125	521	89	1133	378	485	1975	72
Future Volume (veh/h)	54	103	55	657	125	521	89	1133	378	485	1975	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1870	1870	1870	1826	1856	1826	1885	1856	1870
Adj Flow Rate, veh/h	57	110	59	794	0	554	95	1205	402	516	2101	77
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	2	0	2	2	2	5	3	5	1	3	2
Cap, veh/h	46	89	118	736	0	328	94	1199	846	443	1850	67
Arrive On Green	0.07	0.07	0.07	0.21	0.00	0.21	0.03	0.34	0.34	0.22	0.53	0.53
Sat Flow, veh/h	628	1211	1610	3563	0	1585	1739	3526	1547	1795	3469	126
Grp Volume(v), veh/h	167	0	59	794	0	554	95	1205	402	516	1061	1117
Grp Sat Flow(s),veh/h/ln	1839	0	1610	1781	0	1585	1739	1763	1547	1795	1763	1833
Q Serve(g_s), s	11.0	0.0	5.3	31.0	0.0	31.0	4.0	51.0	23.9	33.0	80.0	80.0
Cycle Q Clear(g_c), s	11.0	0.0	5.3	31.0	0.0	31.0	4.0	51.0	23.9	33.0	80.0	80.0
Prop In Lane	0.34		1.00	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	135	0	118	736	0	328	94	1199	846	443	940	977
V/C Ratio(X)	1.24	0.00	0.50	1.08	0.00	1.69	1.01	1.01	0.48	1.16	1.13	1.14
Avail Cap(c_a), veh/h	135	0	118	736	0	328	94	1199	846	443	940	977
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.48	0.00	0.48	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	69.5	0.0	66.9	59.5	0.0	59.5	49.0	49.5	20.8	49.8	35.0	35.0
Incr Delay (d2), s/veh	155.2	0.0	3.2	47.3	0.0	317.4	29.4	9.1	0.2	76.7	59.4	65.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	17.7	0.0	4.1	24.7	0.0	60.9	3.2	25.7	14.8	30.8	57.9	62.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	224.7	0.0	70.1	106.8	0.0	376.9	78.4	58.6	21.0	126.4	94.4	100.5
LnGrp LOS	F	A	E	F	A	F	F	F	C	F	F	F
Approach Vol, veh/h		226			1348			1702			2694	
Approach Delay, s/veh		184.3			217.8			50.8			103.0	
Approach LOS		F			F			D			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	39.0	57.0		17.0	10.0	86.0		37.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	33.0	51.0		11.0	4.0	80.0		31.0				
Max Q Clear Time (g_c+I1), s	35.0	53.0		13.0	6.0	82.0		33.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	117.1
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 2: Apple Valley Rd & Dresden Dr

02/09/2022

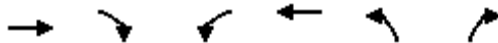


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	156	606	200	168	959	84	151	77	97	46	91	193
Future Volume (veh/h)	156	606	200	168	959	84	151	77	97	46	91	193
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1870	1811	1870	1870	1722	1885	1900	1870	1530	1900	1885
Adj Flow Rate, veh/h	164	638	211	177	1009	88	159	81	102	48	96	203
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	2	6	2	2	12	1	0	2	25	0	1
Cap, veh/h	218	1309	1074	444	1187	104	90	115	144	86	118	240
Arrive On Green	0.70	0.70	0.70	0.70	0.70	0.70	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	494	1870	1535	649	1696	148	1089	764	962	175	788	1598
Grp Volume(v), veh/h	164	638	211	177	0	1097	159	0	183	144	0	203
Grp Sat Flow(s),veh/h/ln	494	1870	1535	649	0	1844	1089	0	1727	964	0	1598
Q Serve(g_s), s	20.7	12.4	3.8	13.7	0.0	35.3	0.0	0.0	8.1	3.9	0.0	9.9
Cycle Q Clear(g_c), s	56.0	12.4	3.8	26.1	0.0	35.3	12.0	0.0	8.1	12.0	0.0	9.9
Prop In Lane	1.00		1.00	1.00		0.08	1.00		0.56	0.33		1.00
Lane Grp Cap(c), veh/h	218	1309	1074	444	0	1291	90	0	259	205	0	240
V/C Ratio(X)	0.75	0.49	0.20	0.40	0.00	0.85	1.76	0.00	0.71	0.70	0.00	0.85
Avail Cap(c_a), veh/h	218	1309	1074	444	0	1291	90	0	259	205	0	240
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.29	0.29	0.29	0.09	0.00	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.9	5.5	4.2	11.4	0.0	8.9	40.0	0.0	32.3	34.1	0.0	33.1
Incr Delay (d2), s/veh	6.9	0.4	0.1	0.2	0.0	0.7	382.6	0.0	8.5	10.4	0.0	23.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.2	5.2	1.6	2.4	0.0	11.4	20.1	0.0	7.1	6.1	0.0	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.8	5.8	4.3	11.6	0.0	9.6	422.6	0.0	40.8	44.5	0.0	56.7
LnGrp LOS	D	A	A	B	A	A	F	A	D	D	A	E
Approach Vol, veh/h		1013			1274			342				347
Approach Delay, s/veh		10.8			9.9			218.3				51.6
Approach LOS		B			A			F				D
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		62.0		18.0		62.0		18.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		56.0		12.0		56.0		12.0				
Max Q Clear Time (g_c+I1), s		58.0		14.0		37.3		14.0				
Green Ext Time (p_c), s		0.0		0.0		10.5		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				39.0								
HCM 6th LOS				D								

HCM 6th Signalized Intersection Summary

4: Ellijay Dr & Dresden Dr

02/09/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩		↩	↩	↩	↩
Traffic Volume (veh/h)	645	58	23	1085	92	23
Future Volume (veh/h)	645	58	23	1085	92	23
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1856	1900	1856	1841	1900
Adj Flow Rate, veh/h	686	62	24	1154	98	24
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	3	0	3	4	0
Cap, veh/h	1176	106	466	1442	122	30
Arrive On Green	0.69	0.69	0.04	1.00	0.09	0.09
Sat Flow, veh/h	1704	154	1810	1856	1364	334
Grp Volume(v), veh/h	0	748	24	1154	123	0
Grp Sat Flow(s),veh/h/ln	0	1857	1810	1856	1712	0
Q Serve(g_s), s	0.0	18.8	0.3	0.0	6.3	0.0
Cycle Q Clear(g_c), s	0.0	18.8	0.3	0.0	6.3	0.0
Prop In Lane		0.08	1.00		0.80	0.20
Lane Grp Cap(c), veh/h	0	1283	466	1442	153	0
V/C Ratio(X)	0.00	0.58	0.05	0.80	0.80	0.00
Avail Cap(c_a), veh/h	0	1283	510	1442	228	0
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.27	0.27	1.00	0.00
Uniform Delay (d), s/veh	0.0	7.2	5.6	0.0	40.2	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	1.3	11.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	7.1	0.2	1.0	5.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	7.4	5.6	1.3	51.9	0.0
LnGrp LOS	A	A	A	A	D	A
Approach Vol, veh/h	748			1178	123	
Approach Delay, s/veh	7.4			1.4	51.9	
Approach LOS	A			A	D	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.8	68.1			76.0	14.0
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	4.0	56.0			56.0	12.0
Max Q Clear Time (g_c+I1), s	2.3	20.8			2.0	8.3
Green Ext Time (p_c), s	0.0	6.1			15.2	0.1

Intersection Summary

HCM 6th Ctrl Delay	6.6
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
5: Caldwell Rd & Dresden Dr

02/09/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	573	10	1	1016	25	1	1	1	33	0	76
Future Volume (veh/h)	74	573	10	1	1016	25	1	1	1	33	0	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1870	1811	1900	1900	1900	1826	1900	1856
Adj Flow Rate, veh/h	82	637	11	1	1129	28	1	1	0	37	0	84
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	2	0	0	2	6	0	0	0	5	0	3
Cap, veh/h	286	1416	24	40	1212	30	120	100		88	10	103
Arrive On Green	0.08	1.00	1.00	0.67	0.67	0.67	0.09	0.09	0.00	0.09	0.00	0.09
Sat Flow, veh/h	1810	1833	32	0	1817	45	640	1065	0	378	106	1098
Grp Volume(v), veh/h	82	0	648	1158	0	0	2	0	0	121	0	0
Grp Sat Flow(s),veh/h/ln	1810	0	1865	1862	0	0	1704	0	0	1581	0	0
Q Serve(g_s), s	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0
Cycle Q Clear(g_c), s	1.2	0.0	0.0	49.3	0.0	0.0	0.1	0.0	0.0	6.7	0.0	0.0
Prop In Lane	1.00		0.02	0.00		0.02	0.50		0.00	0.31		0.69
Lane Grp Cap(c), veh/h	286	0	1440	1282	0	0	220	0		201	0	0
V/C Ratio(X)	0.29	0.00	0.45	0.90	0.00	0.00	0.01	0.00		0.60	0.00	0.00
Avail Cap(c_a), veh/h	296	0	1440	1282	0	0	282	0		262	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.00	0.80	0.09	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.3	0.0	0.0	13.2	0.0	0.0	37.0	0.0	0.0	39.9	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.8	1.1	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	0.0	0.6	18.4	0.0	0.0	0.1	0.0	0.0	5.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.8	0.0	0.8	14.3	0.0	0.0	37.0	0.0	0.0	42.8	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	D	A		D	A	A
Approach Vol, veh/h		730			1158			2	A		121	
Approach Delay, s/veh		1.1			14.3			37.0			42.8	
Approach LOS		A			B			D			D	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		75.5		14.5	9.5	66.0		14.5				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		56.0		12.0	4.0	56.0		12.0				
Max Q Clear Time (g_c+I1), s		2.0		8.7	3.2	51.3		2.1				
Green Ext Time (p_c), s		5.0		0.2	0.0	3.4		0.0				

Intersection Summary

HCM 6th Ctrl Delay	11.3
HCM 6th LOS	B

Notes

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

HCM 6th Signalized Intersection Summary
 12: Clairmont Rd & Dresden Dr

02/09/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	278	206	16	393	172	233	1108	19	124	767	140
Future Volume (veh/h)	126	278	206	16	393	172	233	1108	19	124	767	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1826	1900	1856	1841	1870	1870	1900	1900	1841	1826
Adj Flow Rate, veh/h	130	287	212	16	405	177	240	1142	20	128	791	144
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	1	5	0	3	4	2	2	0	0	4	5
Cap, veh/h	184	466	383	165	460	198	389	2011	35	296	1574	286
Arrive On Green	0.07	0.25	0.25	0.01	0.19	0.19	0.07	0.56	0.56	0.04	0.53	0.53
Sat Flow, veh/h	1810	1885	1547	1810	2397	1035	1781	3573	63	1810	2955	538
Grp Volume(v), veh/h	130	287	212	16	297	285	240	568	594	128	468	467
Grp Sat Flow(s),veh/h/ln	1810	1885	1547	1810	1763	1669	1781	1777	1859	1810	1749	1744
Q Serve(g_s), s	10.2	24.3	21.5	1.3	29.4	30.0	10.8	37.0	37.0	5.8	30.8	30.8
Cycle Q Clear(g_c), s	10.2	24.3	21.5	1.3	29.4	30.0	10.8	37.0	37.0	5.8	30.8	30.8
Prop In Lane	1.00		1.00	1.00		0.62	1.00		0.03	1.00		0.31
Lane Grp Cap(c), veh/h	184	466	383	165	338	320	389	1000	1046	296	931	929
V/C Ratio(X)	0.71	0.62	0.55	0.10	0.88	0.89	0.62	0.57	0.57	0.43	0.50	0.50
Avail Cap(c_a), veh/h	212	555	456	183	411	389	563	1000	1046	376	931	929
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.9	60.1	59.1	58.1	70.7	70.9	20.2	25.3	25.3	21.1	26.8	26.8
Incr Delay (d2), s/veh	8.7	1.5	1.3	0.3	16.5	19.3	1.6	2.3	2.2	1.0	1.9	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.8	17.5	13.4	1.1	21.2	20.8	8.1	22.7	23.6	4.6	19.3	19.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.6	61.6	60.3	58.4	87.2	90.2	21.8	27.6	27.5	22.1	28.8	28.8
LnGrp LOS	E	E	E	E	F	F	C	C	C	C	C	C
Approach Vol, veh/h		629			598			1402			1063	
Approach Delay, s/veh		61.6			87.9			26.6			28.0	
Approach LOS		E			F			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	107.3	8.2	50.5	19.4	101.9	18.2	40.5				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	16.0	83.0	4.0	53.0	31.0	68.0	15.0	42.0				
Max Q Clear Time (g_c+I1), s	7.8	39.0	3.3	26.3	12.8	32.8	12.2	32.0				
Green Ext Time (p_c), s	0.2	9.2	0.0	2.4	0.6	6.6	0.1	2.5				
Intersection Summary												
HCM 6th Ctrl Delay			42.9									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary
 1: Peachtree Rd & Brookhaven Dr/Dresden Dr

02/09/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗	↖	↖	↗	↖	↖↗	↗	↖	↖↗	
Traffic Volume (veh/h)	80	324	46	404	294	669	80	2092	597	508	1566	57
Future Volume (veh/h)	80	324	46	404	294	669	80	2092	597	508	1566	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1885	1856	1900	1900	1885	1900	1870	1856	1900	1885	1900
Adj Flow Rate, veh/h	82	334	47	360	382	690	82	2157	615	524	1614	59
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	1	3	0	0	1	0	2	3	0	1	0
Cap, veh/h	52	210	220	241	253	213	149	1493	870	313	1880	68
Arrive On Green	0.14	0.14	0.14	0.13	0.13	0.13	0.03	0.42	0.42	0.15	0.53	0.53
Sat Flow, veh/h	368	1499	1572	1810	1900	1598	1810	3554	1572	1810	3525	128
Grp Volume(v), veh/h	416	0	47	360	382	690	82	2157	615	524	818	855
Grp Sat Flow(s),veh/h/ln	1867	0	1572	1810	1900	1598	1810	1777	1572	1810	1791	1862
Q Serve(g_s), s	21.0	0.0	4.0	20.0	20.0	20.0	3.9	63.0	43.0	22.0	58.8	59.5
Cycle Q Clear(g_c), s	21.0	0.0	4.0	20.0	20.0	20.0	3.9	63.0	43.0	22.0	58.8	59.5
Prop In Lane	0.20		1.00	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	261	0	220	241	253	213	149	1493	870	313	955	993
V/C Ratio(X)	1.59	0.00	0.21	1.49	1.51	3.24	0.55	1.45	0.71	1.67	0.86	0.86
Avail Cap(c_a), veh/h	261	0	220	241	253	213	149	1493	870	313	955	993
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.14	0.14	0.14	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	64.5	0.0	57.2	65.0	65.0	65.0	31.8	43.5	24.6	52.7	30.1	30.2
Incr Delay (d2), s/veh	283.7	0.0	0.5	224.6	231.5	1009.4	0.4	200.7	0.4	303.7	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	47.3	0.0	2.9	32.5	34.8	96.2	2.3	92.5	23.2	51.0	27.3	28.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	348.2	0.0	57.7	289.6	296.5	1074.4	32.1	244.2	25.0	356.3	31.0	31.2
LnGrp LOS	F	A	E	F	F	F	C	F	C	F	C	C
Approach Vol, veh/h		463			1432			2854			2197	
Approach Delay, s/veh		318.7			669.6			190.9			108.7	
Approach LOS		F			F			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	28.0	69.0		27.0	11.0	86.0		26.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	22.0	63.0		21.0	5.0	80.0		20.0				
Max Q Clear Time (g_c+I1), s	24.0	65.0		23.0	5.9	61.5		22.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	11.6		0.0				

Intersection Summary






















HCM 6th Ctrl Delay	272.1
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 2: Apple Valley Rd & Dresden Dr

02/09/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	196	1099	170	119	889	102	292	77	249	119	86	281
Future Volume (veh/h)	196	1099	170	119	889	102	292	77	249	119	86	281
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1885	1885	1900	1885	1811	1900	1826	1900	1900	1900	1885
Adj Flow Rate, veh/h	211	1182	183	128	956	110	314	83	268	128	92	302
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	11	1	1	0	1	6	0	5	0	0	0	1
Cap, veh/h	120	1068	905	120	941	108	120	89	286	109	44	373
Arrive On Green	0.57	0.57	0.57	0.57	0.57	0.57	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	492	1885	1598	405	1660	191	1006	380	1226	60	188	1598
Grp Volume(v), veh/h	211	1182	183	128	0	1066	314	0	351	220	0	302
Grp Sat Flow(s),veh/h/ln	492	1885	1598	405	0	1851	1006	0	1605	249	0	1598
Q Serve(g_s), s	0.0	34.0	3.4	0.0	0.0	34.0	0.0	0.0	12.9	1.1	0.0	10.7
Cycle Q Clear(g_c), s	34.0	34.0	3.4	34.0	0.0	34.0	14.0	0.0	12.9	14.0	0.0	10.7
Prop In Lane	1.00		1.00	1.00		0.10	1.00		0.76	0.58		1.00
Lane Grp Cap(c), veh/h	120	1068	905	120	0	1049	120	0	375	153	0	373
V/C Ratio(X)	1.76	1.11	0.20	1.07	0.00	1.02	2.62	0.00	0.94	1.44	0.00	0.81
Avail Cap(c_a), veh/h	120	1068	905	120	0	1049	120	0	375	153	0	373
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.00	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.0	13.0	6.4	30.0	0.0	13.0	30.0	0.0	22.6	26.9	0.0	21.7
Incr Delay (d2), s/veh	344.4	49.4	0.0	44.5	0.0	12.9	751.0	0.0	30.9	230.6	0.0	12.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	20.6	29.9	1.3	4.2	0.0	15.8	45.9	0.0	12.3	20.5	0.0	8.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	374.4	62.4	6.4	74.5	0.0	25.9	781.0	0.0	53.4	257.5	0.0	34.4
LnGrp LOS	F	F	A	F	A	F	F	A	D	F	A	C
Approach Vol, veh/h		1576			1194			665				522
Approach Delay, s/veh		97.7			31.1			397.0				128.4
Approach LOS		F			C			F				F
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		40.0		20.0		40.0		20.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		34.0		14.0		34.0		14.0				
Max Q Clear Time (g_c+I1), s		36.0		16.0		36.0		16.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				131.9								
HCM 6th LOS				F								

HCM 6th Signalized Intersection Summary
 4: Ellijay Dr & Dresden Dr

02/09/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→		↵	↑	↵	
Traffic Volume (veh/h)	1243	73	39	946	60	34
Future Volume (veh/h)	1243	73	39	946	60	34
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1900	1796	1885	1900	1841
Adj Flow Rate, veh/h	1308	77	41	996	63	36
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	0	7	1	0	4
Cap, veh/h	1329	78	120	1562	78	45
Arrive On Green	0.75	0.75	0.05	1.00	0.07	0.07
Sat Flow, veh/h	1763	104	1711	1885	1092	624
Grp Volume(v), veh/h	0	1385	41	996	100	0
Grp Sat Flow(s),veh/h/ln	0	1867	1711	1885	1733	0
Q Serve(g_s), s	0.0	85.0	0.6	0.0	6.8	0.0
Cycle Q Clear(g_c), s	0.0	85.0	0.6	0.0	6.8	0.0
Prop In Lane		0.06	1.00		0.63	0.36
Lane Grp Cap(c), veh/h	0	1407	120	1562	124	0
V/C Ratio(X)	0.00	0.98	0.34	0.64	0.81	0.00
Avail Cap(c_a), veh/h	0	1407	134	1562	173	0
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.64	0.64	1.00	0.00
Uniform Delay (d), s/veh	0.0	14.1	36.1	0.0	54.9	0.0
Incr Delay (d2), s/veh	0.0	4.5	1.1	1.3	17.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	31.8	1.7	1.0	6.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	18.6	37.2	1.3	72.1	0.0
LnGrp LOS	A	B	D	A	E	A
Approach Vol, veh/h	1385			1037	100	
Approach Delay, s/veh	18.6			2.7	72.1	
Approach LOS	B			A	E	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.0	96.5			105.4	14.6
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	4.0	86.0			86.0	12.0
Max Q Clear Time (g_c+I1), s	2.6	87.0			2.0	8.8
Green Ext Time (p_c), s	0.0	0.0			11.0	0.1

Intersection Summary

HCM 6th Ctrl Delay	14.2
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary

5: Caldwell Rd & Dresden Dr

02/09/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	145	1119	1	2	845	40	7	1	4	57	0	108
Future Volume (veh/h)	145	1119	1	2	845	40	7	1	4	57	0	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1159	1885	1900	1900	1900	1900	1900	1900	1885
Adj Flow Rate, veh/h	156	1203	1	2	909	43	8	1	0	61	0	116
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	1	0	50	1	0	0	0	0	0	0	1
Cap, veh/h	430	1507	1	31	1278	60	138	14		89	6	102
Arrive On Green	0.07	1.00	1.00	0.72	0.72	0.72	0.10	0.10	0.00	0.10	0.00	0.10
Sat Flow, veh/h	1810	1883	2	1	1783	84	810	141	0	483	55	1023
Grp Volume(v), veh/h	156	0	1204	954	0	0	9	0	0	177	0	0
Grp Sat Flow(s),veh/h/ln	1810	0	1885	1868	0	0	951	0	0	1561	0	0
Q Serve(g_s), s	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.9	0.0	0.0
Cycle Q Clear(g_c), s	2.8	0.0	0.0	35.4	0.0	0.0	0.8	0.0	0.0	12.0	0.0	0.0
Prop In Lane	1.00		0.00	0.00		0.05	0.89		0.00	0.34		0.66
Lane Grp Cap(c), veh/h	430	0	1508	1369	0	0	152	0		196	0	0
V/C Ratio(X)	0.36	0.00	0.80	0.70	0.00	0.00	0.06	0.00		0.90	0.00	0.00
Avail Cap(c_a), veh/h	430	0	1508	1369	0	0	152	0		196	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.10	0.00	0.10	0.09	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.5	0.0	0.0	9.8	0.0	0.0	48.9	0.0	0.0	54.7	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.5	0.3	0.0	0.0	0.2	0.0	0.0	38.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	0.0	0.4	14.2	0.0	0.0	0.5	0.0	0.0	12.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.5	0.0	0.5	10.1	0.0	0.0	49.1	0.0	0.0	92.7	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	D	A		F	A	A
Approach Vol, veh/h		1360			954			9	A			177
Approach Delay, s/veh		0.8			10.1			49.1				92.7
Approach LOS		A			B			D				F
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		102.0		18.0	10.0	92.0		18.0				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		86.0		12.0	4.0	86.0		12.0				
Max Q Clear Time (g_c+I1), s		2.0		14.0	4.8	37.4		2.8				
Green Ext Time (p_c), s		18.2		0.0	0.0	9.8		0.0				

Intersection Summary

HCM 6th Ctrl Delay	11.0
HCM 6th LOS	B

Notes

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

HCM 6th Signalized Intersection Summary
 12: Clairmont Rd & Dresden Dr

02/09/2022


























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	390	312	31	316	196	277	926	45	233	1129	149
Future Volume (veh/h)	170	390	312	31	316	196	277	926	45	233	1129	149
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1885	1900	1900	1885	1885	1885	1811	1885	1870	1856
Adj Flow Rate, veh/h	173	398	318	32	322	200	283	945	46	238	1152	152
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	3	1	0	0	1	1	1	6	1	2	3
Cap, veh/h	207	433	373	95	368	223	306	1869	91	384	1655	218
Arrive On Green	0.08	0.23	0.23	0.02	0.17	0.17	0.09	0.54	0.54	0.08	0.52	0.52
Sat Flow, veh/h	1781	1856	1598	1810	2158	1311	1795	3476	169	1795	3157	415
Grp Volume(v), veh/h	173	398	318	32	268	254	283	487	504	238	647	657
Grp Sat Flow(s),veh/h/ln	1781	1856	1598	1810	1805	1664	1795	1791	1855	1795	1777	1796
Q Serve(g_s), s	14.2	37.7	34.3	2.6	26.0	26.9	13.3	31.1	31.1	11.0	49.1	49.4
Cycle Q Clear(g_c), s	14.2	37.7	34.3	2.6	26.0	26.9	13.3	31.1	31.1	11.0	49.1	49.4
Prop In Lane	1.00		1.00	1.00		0.79	1.00		0.09	1.00		0.23
Lane Grp Cap(c), veh/h	207	433	373	95	308	284	306	963	997	384	931	941
V/C Ratio(X)	0.84	0.92	0.85	0.34	0.87	0.90	0.93	0.51	0.51	0.62	0.69	0.70
Avail Cap(c_a), veh/h	207	485	417	98	361	333	445	963	997	518	931	941
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.6	67.4	66.1	62.0	72.7	73.1	32.9	26.4	26.4	20.5	32.0	32.1
Incr Delay (d2), s/veh	24.7	21.5	14.5	2.1	18.0	23.0	19.8	1.9	1.8	1.6	4.3	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.5	27.9	21.9	2.3	19.7	19.3	12.8	19.8	20.4	8.3	29.6	30.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.3	88.8	80.5	64.1	90.8	96.0	52.7	28.3	28.3	22.2	36.3	36.4
LnGrp LOS	F	F	F	E	F	F	D	C	C	C	D	D
Approach Vol, veh/h		889			554			1274			1542	
Approach Delay, s/veh		84.4			91.7			33.7			34.2	
Approach LOS		F			F			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.6	102.8	9.7	48.0	22.0	100.3	21.0	36.7				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	27.0	78.0	4.0	47.0	30.0	75.0	15.0	36.0				
Max Q Clear Time (g_c+I1), s	13.0	33.1	4.6	39.7	15.3	51.4	16.2	28.9				
Green Ext Time (p_c), s	0.5	7.2	0.0	2.1	0.7	9.3	0.0	1.8				
Intersection Summary												
HCM 6th Ctrl Delay			52.0									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary

1: Peachtree Rd & Brookhaven Dr/Dresden Dr

02/09/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	93	48	586	114	462	78	991	339	444	1743	63
Future Volume (veh/h)	47	93	48	586	114	462	78	991	339	444	1743	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1870	1870	1870	1826	1856	1826	1885	1856	1870
Adj Flow Rate, veh/h	50	99	51	709	0	491	83	1054	361	472	1854	67
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	2	0	2	2	2	5	3	5	1	3	2
Cap, veh/h	49	96	127	713	0	317	101	1133	807	474	1810	65
Arrive On Green	0.08	0.08	0.08	0.33	0.00	0.33	0.03	0.32	0.32	0.23	0.52	0.52
Sat Flow, veh/h	617	1222	1610	3563	0	1585	1739	3526	1547	1795	3471	125
Grp Volume(v), veh/h	149	0	51	709	0	491	83	1054	361	472	936	985
Grp Sat Flow(s),veh/h/ln	1839	0	1610	1781	0	1585	1739	1763	1547	1795	1763	1833
Q Serve(g_s), s	11.0	0.0	4.2	27.8	0.0	28.0	4.0	40.5	20.4	31.8	73.0	73.0
Cycle Q Clear(g_c), s	11.0	0.0	4.2	27.8	0.0	28.0	4.0	40.5	20.4	31.8	73.0	73.0
Prop In Lane	0.34		1.00	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	145	0	127	713	0	317	101	1133	807	474	919	956
V/C Ratio(X)	1.03	0.00	0.40	1.00	0.00	1.55	0.82	0.93	0.45	1.00	1.02	1.03
Avail Cap(c_a), veh/h	145	0	127	713	0	317	101	1133	807	474	919	956
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.59	0.00	0.59	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	64.5	0.0	61.4	46.6	0.0	46.6	41.9	46.0	20.9	43.5	33.5	33.5
Incr Delay (d2), s/veh	83.3	0.0	2.1	24.6	0.0	256.1	5.0	1.8	0.2	11.4	14.1	18.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.5	0.0	3.2	18.0	0.0	48.1	2.7	19.5	12.4	19.2	36.8	39.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	147.8	0.0	63.4	71.2	0.0	302.7	46.8	47.8	21.1	54.9	47.6	51.5
LnGrp LOS	F	A	E	E	A	F	D	D	C	D	F	F
Approach Vol, veh/h		200			1200			1498			2393	
Approach Delay, s/veh		126.3			165.9			41.3			50.6	
Approach LOS		F			F			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	38.0	51.0		17.0	10.0	79.0		34.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	32.0	45.0		11.0	4.0	73.0		28.0				
Max Q Clear Time (g_c+I1), s	33.8	42.5		13.0	6.0	75.0		30.0				
Green Ext Time (p_c), s	0.0	1.8		0.0	0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	77.0
HCM 6th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 2: Apple Valley Rd & Dresden Dr

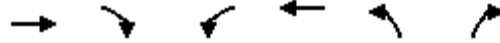
02/09/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	144	537	190	158	854	81	136	68	88	45	81	173
Future Volume (veh/h)	144	537	190	158	854	81	136	68	88	45	81	173
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1870	1811	1870	1870	1722	1885	1900	1870	1530	1900	1885
Adj Flow Rate, veh/h	152	565	200	166	899	85	143	72	93	47	85	182
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	2	6	2	2	12	1	0	2	25	0	1
Cap, veh/h	248	1229	1009	564	1106	105	172	129	167	117	174	274
Arrive On Green	1.00	1.00	1.00	0.66	0.66	0.66	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	549	1870	1535	702	1683	159	1121	753	972	278	1017	1598
Grp Volume(v), veh/h	152	565	200	166	0	984	143	0	165	132	0	182
Grp Sat Flow(s),veh/h/ln	549	1870	1535	702	0	1842	1121	0	1725	1295	0	1598
Q Serve(g_s), s	18.5	0.0	0.0	7.4	0.0	27.5	4.3	0.0	6.1	1.6	0.0	7.5
Cycle Q Clear(g_c), s	46.0	0.0	0.0	7.4	0.0	27.5	12.0	0.0	6.1	7.7	0.0	7.5
Prop In Lane	1.00		1.00	1.00		0.09	1.00		0.56	0.36		1.00
Lane Grp Cap(c), veh/h	248	1229	1009	564	0	1210	172	0	296	292	0	274
V/C Ratio(X)	0.61	0.46	0.20	0.29	0.00	0.81	0.83	0.00	0.56	0.45	0.00	0.66
Avail Cap(c_a), veh/h	248	1229	1009	564	0	1210	172	0	296	292	0	274
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.50	0.50	0.50	0.09	0.00	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.2	0.0	0.0	5.4	0.0	8.8	34.0	0.0	26.6	26.6	0.0	27.1
Incr Delay (d2), s/veh	5.6	0.6	0.2	0.1	0.0	0.6	28.0	0.0	2.3	1.1	0.0	5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.9	0.4	0.1	1.2	0.0	9.0	6.7	0.0	4.8	3.8	0.0	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.8	0.6	0.2	5.5	0.0	9.4	62.0	0.0	28.9	27.7	0.0	33.1
LnGrp LOS	B	A	A	A	A	A	E	A	C	C	A	C
Approach Vol, veh/h		917			1150			308				314
Approach Delay, s/veh		3.7			8.8			44.3				30.8
Approach LOS		A			A			D				C
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		52.0		18.0		52.0		18.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		46.0		12.0		46.0		12.0				
Max Q Clear Time (g_c+I1), s		48.0		9.7		29.5		14.0				
Green Ext Time (p_c), s		0.0		0.3		8.3		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				13.7								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary
4: Ellijay Dr & Dresden Dr

02/09/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→		↵	↑	↵	
Traffic Volume (veh/h)	574	51	20	981	81	20
Future Volume (veh/h)	574	51	20	981	81	20
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1856	1900	1856	1841	1900
Adj Flow Rate, veh/h	611	54	21	1044	86	21
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	3	0	3	4	0
Cap, veh/h	1199	106	533	1461	108	26
Arrive On Green	0.70	0.70	0.04	1.00	0.08	0.08
Sat Flow, veh/h	1707	151	1810	1856	1364	333
Grp Volume(v), veh/h	0	665	21	1044	108	0
Grp Sat Flow(s),veh/h/ln	0	1858	1810	1856	1713	0
Q Serve(g_s), s	0.0	14.9	0.3	0.0	5.6	0.0
Cycle Q Clear(g_c), s	0.0	14.9	0.3	0.0	5.6	0.0
Prop In Lane		0.08	1.00		0.80	0.19
Lane Grp Cap(c), veh/h	0	1305	533	1461	136	0
V/C Ratio(X)	0.00	0.51	0.04	0.71	0.79	0.00
Avail Cap(c_a), veh/h	0	1305	581	1461	228	0
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.53	0.53	1.00	0.00
Uniform Delay (d), s/veh	0.0	6.2	4.6	0.0	40.7	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	1.6	9.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	5.6	0.1	1.2	4.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	6.3	4.6	1.6	50.6	0.0
LnGrp LOS	A	A	A	A	D	A
Approach Vol, veh/h	665			1065	108	
Approach Delay, s/veh	6.3			1.7	50.6	
Approach LOS	A			A	D	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.6	69.2			76.8	13.2
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	4.0	56.0			56.0	12.0
Max Q Clear Time (g_c+I1), s	2.3	16.9			2.0	7.6
Green Ext Time (p_c), s	0.0	5.2			11.9	0.1

Intersection Summary

HCM 6th Ctrl Delay	6.2
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary

5: Caldwell Rd & Dresden Dr

02/09/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	511	8	1	918	22	1	1	1	29	0	69
Future Volume (veh/h)	65	511	8	1	918	22	1	1	1	29	0	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1870	1811	1900	1900	1900	1826	1900	1856
Adj Flow Rate, veh/h	72	568	9	1	1020	24	1	1	0	32	0	77
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	2	0	0	2	6	0	0	0	5	0	3
Cap, veh/h	369	1434	23	40	1232	29	116	95		82	9	96
Arrive On Green	0.07	1.00	1.00	0.68	0.68	0.68	0.09	0.09	0.00	0.09	0.00	0.09
Sat Flow, veh/h	1810	1836	29	0	1819	43	653	1112	0	359	106	1119
Grp Volume(v), veh/h	72	0	577	1045	0	0	2	0	0	109	0	0
Grp Sat Flow(s),veh/h/ln	1810	0	1865	1862	0	0	1765	0	0	1584	0	0
Q Serve(g_s), s	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.4	0.0	0.0
Cycle Q Clear(g_c), s	1.0	0.0	0.0	37.1	0.0	0.0	0.1	0.0	0.0	6.1	0.0	0.0
Prop In Lane	1.00		0.02	0.00		0.02	0.50		0.00	0.29		0.71
Lane Grp Cap(c), veh/h	369	0	1457	1301	0	0	211	0		187	0	0
V/C Ratio(X)	0.20	0.00	0.40	0.80	0.00	0.00	0.01	0.00		0.58	0.00	0.00
Avail Cap(c_a), veh/h	382	0	1457	1301	0	0	286	0		262	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.00	0.88	0.09	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.1	0.0	0.0	10.7	0.0	0.0	37.7	0.0	0.0	40.3	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.7	0.5	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	0.0	0.5	13.7	0.0	0.0	0.1	0.0	0.0	4.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.4	0.0	0.7	11.2	0.0	0.0	37.7	0.0	0.0	43.2	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	D	A		D	A	A
Approach Vol, veh/h		649			1045			2	A		109	
Approach Delay, s/veh		1.0			11.2			37.7			43.2	
Approach LOS		A			B			D			D	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		76.3		13.7	9.3	67.0		13.7				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		56.0		12.0	4.0	56.0		12.0				
Max Q Clear Time (g_c+I1), s		2.0		8.1	3.0	39.1		2.1				
Green Ext Time (p_c), s		4.2		0.2	0.0	7.9		0.0				

Intersection Summary

HCM 6th Ctrl Delay	9.5
HCM 6th LOS	A

Notes

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

HCM 6th Signalized Intersection Summary
 12: Clairmont Rd & Dresden Dr

02/09/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	245	182	14	349	150	210	966	17	108	668	132
Future Volume (veh/h)	113	245	182	14	349	150	210	966	17	108	668	132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1826	1900	1856	1841	1870	1870	1900	1900	1841	1826
Adj Flow Rate, veh/h	116	253	188	14	360	155	216	996	18	111	689	136
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	1	5	0	3	4	2	2	0	0	4	5
Cap, veh/h	177	425	348	161	418	177	441	2117	38	354	1648	325
Arrive On Green	0.06	0.23	0.23	0.01	0.17	0.17	0.06	0.59	0.59	0.04	0.57	0.57
Sat Flow, veh/h	1810	1885	1547	1810	2412	1022	1781	3571	65	1810	2912	574
Grp Volume(v), veh/h	116	253	188	14	261	254	216	496	518	111	414	411
Grp Sat Flow(s),veh/h/ln	1810	1885	1547	1810	1763	1672	1781	1777	1859	1810	1749	1737
Q Serve(g_s), s	9.3	21.6	19.3	1.1	25.9	26.6	9.1	28.4	28.4	4.7	24.2	24.2
Cycle Q Clear(g_c), s	9.3	21.6	19.3	1.1	25.9	26.6	9.1	28.4	28.4	4.7	24.2	24.2
Prop In Lane	1.00		1.00	1.00		0.61	1.00		0.03	1.00		0.33
Lane Grp Cap(c), veh/h	177	425	348	161	306	290	441	1053	1102	354	990	983
V/C Ratio(X)	0.66	0.60	0.54	0.09	0.86	0.87	0.49	0.47	0.47	0.31	0.42	0.42
Avail Cap(c_a), veh/h	214	566	464	181	421	399	613	1053	1102	427	990	983
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.1	62.4	61.5	60.7	72.2	72.5	16.2	20.7	20.7	17.0	22.2	22.2
Incr Delay (d2), s/veh	5.3	1.3	1.3	0.2	11.9	14.7	0.8	1.5	1.4	0.5	1.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.0	15.9	12.3	1.0	18.6	18.4	6.8	17.9	18.5	3.6	15.6	15.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.3	63.7	62.8	61.0	84.1	87.1	17.1	22.2	22.1	17.5	23.5	23.5
LnGrp LOS	E	E	E	E	F	F	B	C	C	B	C	C
Approach Vol, veh/h		557			529			1230			936	
Approach Delay, s/veh		63.1			85.0			21.3			22.8	
Approach LOS		E			F			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.8	112.7	8.0	46.5	17.6	107.9	17.3	37.2				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	14.0	84.0	4.0	54.0	29.0	69.0	15.0	43.0				
Max Q Clear Time (g_c+I1), s	6.7	30.4	3.1	23.6	11.1	26.2	11.3	28.6				
Green Ext Time (p_c), s	0.1	7.5	0.0	2.1	0.5	5.7	0.1	2.6				
Intersection Summary												
HCM 6th Ctrl Delay			39.2									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary
 1: Peachtree Rd & Brookhaven Dr/Dresden Dr

02/09/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗	↖	↖	↗	↖	↖↗	↗	↖	↖↗	
Traffic Volume (veh/h)	69	310	40	363	283	606	69	1845	536	457	1372	49
Future Volume (veh/h)	69	310	40	363	283	606	69	1845	536	457	1372	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1885	1856	1900	1900	1885	1900	1870	1856	1900	1885	1900
Adj Flow Rate, veh/h	71	320	41	333	349	625	71	1902	553	471	1414	51
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	1	3	0	0	1	0	2	3	0	1	0
Cap, veh/h	52	234	241	241	253	213	183	1421	839	325	1829	66
Arrive On Green	0.15	0.15	0.15	0.13	0.13	0.13	0.03	0.40	0.40	0.15	0.52	0.52
Sat Flow, veh/h	339	1529	1572	1810	1900	1598	1810	3554	1572	1810	3526	127
Grp Volume(v), veh/h	391	0	41	333	349	625	71	1902	553	471	717	748
Grp Sat Flow(s),veh/h/ln	1868	0	1572	1810	1900	1598	1810	1777	1572	1810	1791	1862
Q Serve(g_s), s	23.0	0.0	3.4	20.0	20.0	20.0	3.5	60.0	38.0	23.0	48.2	48.5
Cycle Q Clear(g_c), s	23.0	0.0	3.4	20.0	20.0	20.0	3.5	60.0	38.0	23.0	48.2	48.5
Prop In Lane	0.18		1.00	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	286	0	241	241	253	213	183	1421	839	325	929	966
V/C Ratio(X)	1.36	0.00	0.17	1.38	1.38	2.93	0.39	1.34	0.66	1.45	0.77	0.77
Avail Cap(c_a), veh/h	286	0	241	241	253	213	204	1421	839	325	929	966
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.30	0.30	0.30	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	63.5	0.0	55.2	65.0	65.0	65.0	28.8	45.0	25.2	52.2	29.0	29.0
Incr Delay (d2), s/veh	185.1	0.0	0.3	178.9	177.4	874.2	0.1	152.6	0.4	202.8	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	38.9	0.0	2.5	29.2	30.4	87.1	2.1	72.8	20.5	39.4	22.6	23.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	248.6	0.0	55.5	243.9	242.4	939.2	29.0	197.6	25.6	255.0	29.6	29.6
LnGrp LOS	F	A	E	F	F	F	C	F	C	F	C	C
Approach Vol, veh/h		432			1307			2526			1936	
Approach Delay, s/veh		230.3			576.0			155.2			84.4	
Approach LOS		F			F			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	29.0	66.0		29.0	11.2	83.8		26.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	23.0	60.0		23.0	7.0	76.0		20.0				
Max Q Clear Time (g_c+I1), s	25.0	62.0		25.0	5.5	50.5		22.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	11.8		0.0				

Intersection Summary

HCM 6th Ctrl Delay	227.0
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 2: Apple Valley Rd & Dresden Dr

02/09/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗		↖	↗			↖	↗
Traffic Volume (veh/h)	183	994	157	110	803	99	273	69	228	115	77	259
Future Volume (veh/h)	183	994	157	110	803	99	273	69	228	115	77	259
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1885	1885	1900	1885	1811	1900	1826	1900	1900	1900	1885
Adj Flow Rate, veh/h	197	1069	169	118	863	106	294	74	245	124	83	278
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	11	1	1	0	1	6	0	5	0	0	0	1
Cap, veh/h	176	1063	900	131	928	114	131	81	269	123	46	349
Arrive On Green	0.56	0.56	0.56	0.56	0.56	0.56	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	539	1885	1598	457	1647	202	1037	372	1232	86	212	1598
Grp Volume(v), veh/h	197	1069	169	118	0	969	294	0	319	207	0	278
Grp Sat Flow(s),veh/h/ln	539	1885	1598	457	0	1849	1037	0	1604	299	0	1598
Q Serve(g_s), s	4.6	31.0	2.8	0.0	0.0	26.4	0.0	0.0	10.7	1.3	0.0	9.1
Cycle Q Clear(g_c), s	31.0	31.0	2.8	31.0	0.0	26.4	12.0	0.0	10.7	12.0	0.0	9.1
Prop In Lane	1.00		1.00	1.00		0.11	1.00		0.77	0.60		1.00
Lane Grp Cap(c), veh/h	176	1063	900	131	0	1042	131	0	350	170	0	349
V/C Ratio(X)	1.12	1.01	0.19	0.90	0.00	0.93	2.25	0.00	0.91	1.22	0.00	0.80
Avail Cap(c_a), veh/h	176	1063	900	131	0	1042	131	0	350	170	0	349
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.00	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.9	12.0	5.9	27.5	0.0	11.0	27.5	0.0	21.0	25.1	0.0	20.4
Incr Delay (d2), s/veh	62.2	9.8	0.0	9.3	0.0	1.9	584.4	0.0	27.1	140.1	0.0	12.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.9	13.3	1.1	2.4	0.0	9.1	39.3	0.0	10.4	14.9	0.0	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	89.2	21.8	5.9	36.8	0.0	12.9	611.9	0.0	48.1	165.2	0.0	32.6
LnGrp LOS	F	F	A	D	A	B	F	A	D	F	A	C
Approach Vol, veh/h		1435			1087			613				485
Approach Delay, s/veh		29.2			15.5			318.5				89.2
Approach LOS		C			B			F				F
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		37.0		18.0		37.0		18.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		31.0		12.0		31.0		12.0				
Max Q Clear Time (g_c+I1), s		33.0		14.0		33.0		14.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	82.1
HCM 6th LOS	F

HCM 6th Signalized Intersection Summary
 4: Ellijay Dr & Dresden Dr

02/09/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻		↻	↻	↻	
Traffic Volume (veh/h)	1127	65	34	853	53	29
Future Volume (veh/h)	1127	65	34	853	53	29
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1900	1796	1885	1900	1841
Adj Flow Rate, veh/h	1186	68	36	898	56	31
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	0	7	1	0	4
Cap, veh/h	1289	74	191	1537	71	39
Arrive On Green	0.73	0.73	0.05	1.00	0.06	0.06
Sat Flow, veh/h	1766	101	1711	1885	1104	611
Grp Volume(v), veh/h	0	1254	36	898	88	0
Grp Sat Flow(s),veh/h/ln	0	1867	1711	1885	1735	0
Q Serve(g_s), s	0.0	55.2	0.5	0.0	5.0	0.0
Cycle Q Clear(g_c), s	0.0	55.2	0.5	0.0	5.0	0.0
Prop In Lane		0.05	1.00		0.64	0.35
Lane Grp Cap(c), veh/h	0	1363	191	1537	112	0
V/C Ratio(X)	0.00	0.92	0.19	0.58	0.79	0.00
Avail Cap(c_a), veh/h	0	1363	216	1537	208	0
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.67	0.67	1.00	0.00
Uniform Delay (d), s/veh	0.0	11.1	19.9	0.0	46.1	0.0
Incr Delay (d2), s/veh	0.0	1.3	0.3	1.1	11.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	19.3	0.9	0.8	4.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	12.4	20.2	1.1	57.5	0.0
LnGrp LOS	A	B	C	A	E	A
Approach Vol, veh/h	1254			934	88	
Approach Delay, s/veh	12.4			1.8	57.5	
Approach LOS	B			A	E	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.5	79.0			87.5	12.5
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	4.0	66.0			66.0	12.0
Max Q Clear Time (g_c+I1), s	2.5	57.2			2.0	7.0
Green Ext Time (p_c), s	0.0	6.3			8.8	0.1

Intersection Summary

HCM 6th Ctrl Delay	9.8
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary

5: Caldwell Rd & Dresden Dr

02/09/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	1016	1	2	763	35	6	1	3	49	0	95
Future Volume (veh/h)	129	1016	1	2	763	35	6	1	3	49	0	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1159	1885	1900	1900	1900	1900	1900	1900	1885
Adj Flow Rate, veh/h	139	1092	1	2	820	38	6	1	0	53	0	102
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	1	0	50	1	0	0	0	0	0	0	1
Cap, veh/h	461	1440	1	37	1186	55	173	24		100	11	119
Arrive On Green	0.08	1.00	1.00	0.66	0.66	0.66	0.12	0.12	0.00	0.12	0.00	0.12
Sat Flow, veh/h	1810	1883	2	1	1785	83	923	209	0	444	93	1034
Grp Volume(v), veh/h	139	0	1093	860	0	0	7	0	0	155	0	0
Grp Sat Flow(s),veh/h/ln	1810	0	1885	1868	0	0	1132	0	0	1571	0	0
Q Serve(g_s), s	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.8	0.0	0.0
Cycle Q Clear(g_c), s	2.4	0.0	0.0	28.6	0.0	0.0	0.3	0.0	0.0	9.6	0.0	0.0
Prop In Lane	1.00		0.00	0.00		0.04	0.86		0.00	0.34		0.66
Lane Grp Cap(c), veh/h	461	0	1441	1278	0	0	198	0		230	0	0
V/C Ratio(X)	0.30	0.00	0.76	0.67	0.00	0.00	0.04	0.00		0.67	0.00	0.00
Avail Cap(c_a), veh/h	461	0	1441	1278	0	0	204	0		237	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.35	0.00	0.35	0.09	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.0	0.0	0.0	10.4	0.0	0.0	39.3	0.0	0.0	43.3	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	1.4	0.3	0.0	0.0	0.1	0.0	0.0	7.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	0.0	1.0	11.5	0.0	0.0	0.3	0.0	0.0	7.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.1	0.0	1.4	10.7	0.0	0.0	39.3	0.0	0.0	50.4	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	D	A		D	A	A
Approach Vol, veh/h		1232			860			7	A			155
Approach Delay, s/veh		1.7			10.7			39.3				50.4
Approach LOS		A			B			D				D
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		82.5		17.5	10.0	72.5		17.5				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		66.0		12.0	4.0	66.0		12.0				
Max Q Clear Time (g_c+I1), s		2.0		11.6	4.4	30.6		2.3				
Green Ext Time (p_c), s		13.6		0.0	0.0	7.7		0.0				

Intersection Summary























HCM 6th Ctrl Delay	8.6
HCM 6th LOS	A

Notes

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

HCM 6th Signalized Intersection Summary
12: Clairmont Rd & Dresden Dr

02/09/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	348	280	27	280	171	246	807	39	203	985	135
Future Volume (veh/h)	159	348	280	27	280	171	246	807	39	203	985	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1885	1900	1900	1885	1885	1885	1811	1885	1870	1856
Adj Flow Rate, veh/h	162	355	286	28	286	174	251	823	40	207	1005	138
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	3	1	0	0	1	1	1	6	1	2	3
Cap, veh/h	214	412	355	103	336	198	344	1958	95	430	1730	237
Arrive On Green	0.09	0.22	0.22	0.02	0.15	0.15	0.08	0.56	0.56	0.06	0.55	0.55
Sat Flow, veh/h	1781	1856	1598	1810	2182	1290	1795	3477	169	1795	3139	431
Grp Volume(v), veh/h	162	355	286	28	235	225	251	424	439	207	569	574
Grp Sat Flow(s),veh/h/ln	1781	1856	1598	1810	1805	1668	1795	1791	1855	1795	1777	1793
Q Serve(g_s), s	13.5	33.1	30.5	2.3	22.8	23.7	10.9	24.4	24.4	9.0	38.0	38.1
Cycle Q Clear(g_c), s	13.5	33.1	30.5	2.3	22.8	23.7	10.9	24.4	24.4	9.0	38.0	38.1
Prop In Lane	1.00		1.00	1.00		0.77	1.00		0.09	1.00		0.24
Lane Grp Cap(c), veh/h	214	412	355	103	278	257	344	1008	1044	430	979	988
V/C Ratio(X)	0.76	0.86	0.81	0.27	0.85	0.88	0.73	0.42	0.42	0.48	0.58	0.58
Avail Cap(c_a), veh/h	229	505	435	111	361	334	538	1008	1044	526	979	988
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.7	67.4	66.4	63.9	74.1	74.5	22.8	22.5	22.5	17.1	26.7	26.7
Incr Delay (d2), s/veh	12.7	12.2	8.9	1.4	13.6	18.3	3.0	1.3	1.2	0.8	2.5	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.2	23.9	19.3	2.0	17.2	17.1	8.3	16.0	16.5	6.9	23.4	23.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.4	79.6	75.3	65.3	87.7	92.8	25.7	23.8	23.8	18.0	29.2	29.2
LnGrp LOS	E	E	E	E	F	F	C	C	C	B	C	C
Approach Vol, veh/h		803			488			1114			1350	
Approach Delay, s/veh		76.2			88.8			24.2			27.5	
Approach LOS		E			F			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.4	107.4	9.3	46.0	19.6	105.2	21.5	33.7				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	21.0	82.0	4.0	49.0	33.0	70.0	17.0	36.0				
Max Q Clear Time (g_c+I1), s	11.0	26.4	4.3	35.1	12.9	40.1	15.5	25.7				
Green Ext Time (p_c), s	0.4	6.0	0.0	2.7	0.7	8.4	0.1	1.9				
Intersection Summary												
HCM 6th Ctrl Delay			44.9									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary
1: Peachtree Rd & Brookhaven Dr/Dresden Dr

02/09/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗	↖	↖	↗	↖	↕	↗	↖	↕	↗
Traffic Volume (veh/h)	52	100	53	636	122	504	86	1092	367	473	1908	70
Future Volume (veh/h)	52	100	53	636	122	504	86	1092	367	473	1908	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1870	1870	1870	1826	1856	1826	1885	1856	1870
Adj Flow Rate, veh/h	55	106	56	770	0	536	91	1162	390	503	2030	74
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	2	0	2	2	2	5	3	5	1	3	2
Cap, veh/h	42	81	107	736	0	328	94	1222	856	452	1874	68
Arrive On Green	0.07	0.07	0.07	0.21	0.00	0.21	0.03	0.35	0.35	0.22	0.54	0.54
Sat Flow, veh/h	628	1211	1610	3563	0	1585	1739	3526	1547	1795	3470	126
Grp Volume(v), veh/h	161	0	56	770	0	536	91	1162	390	503	1025	1079
Grp Sat Flow(s),veh/h/ln	1839	0	1610	1781	0	1585	1739	1763	1547	1795	1763	1833
Q Serve(g_s), s	10.0	0.0	5.0	31.0	0.0	31.0	4.0	48.2	22.6	33.0	81.0	81.0
Cycle Q Clear(g_c), s	10.0	0.0	5.0	31.0	0.0	31.0	4.0	48.2	22.6	33.0	81.0	81.0
Prop In Lane	0.34		1.00	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	123	0	107	736	0	328	94	1222	856	452	952	990
V/C Ratio(X)	1.31	0.00	0.52	1.05	0.00	1.64	0.96	0.95	0.46	1.11	1.08	1.09
Avail Cap(c_a), veh/h	123	0	107	736	0	328	94	1222	856	452	952	990
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.52	0.00	0.52	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	70.0	0.0	67.7	59.5	0.0	59.5	47.5	47.8	20.0	48.5	34.5	34.5
Incr Delay (d2), s/veh	187.3	0.0	4.5	36.9	0.0	293.5	19.7	2.3	0.2	54.6	36.8	42.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	18.0	0.0	4.0	23.2	0.0	57.7	2.8	23.1	14.1	27.4	49.5	53.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	257.3	0.0	72.2	96.4	0.0	353.0	67.2	50.1	20.2	103.1	71.3	76.9
LnGrp LOS	F	A	E	F	A	F	E	D	C	F	F	F
Approach Vol, veh/h		217			1306			1643			2607	
Approach Delay, s/veh		209.5			201.7			43.9			79.8	
Approach LOS		F			F			D			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	39.0	58.0		16.0	10.0	87.0		37.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	33.0	52.0		10.0	4.0	81.0		31.0				
Max Q Clear Time (g_c+I1), s	35.0	50.2		12.0	6.0	83.0		33.0				
Green Ext Time (p_c), s	0.0	1.4		0.0	0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	102.0
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 2: Apple Valley Rd & Dresden Dr

02/09/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	586	197	165	929	83	146	74	95	46	88	187
Future Volume (veh/h)	152	586	197	165	929	83	146	74	95	46	88	187
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1870	1811	1870	1870	1722	1885	1900	1870	1530	1900	1885
Adj Flow Rate, veh/h	160	617	207	174	978	87	154	78	100	48	93	197
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	2	6	2	2	12	1	0	2	25	0	1
Cap, veh/h	237	1309	1074	457	1185	105	96	113	145	89	121	240
Arrive On Green	0.70	0.70	0.70	0.70	0.70	0.70	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	509	1870	1535	665	1693	151	1098	756	969	190	805	1598
Grp Volume(v), veh/h	160	617	207	174	0	1065	154	0	178	141	0	197
Grp Sat Flow(s),veh/h/ln	509	1870	1535	665	0	1843	1098	0	1726	995	0	1598
Q Serve(g_s), s	23.2	11.8	3.7	12.7	0.0	32.8	0.5	0.0	7.8	3.7	0.0	9.6
Cycle Q Clear(g_c), s	56.0	11.8	3.7	24.5	0.0	32.8	12.0	0.0	7.8	11.5	0.0	9.6
Prop In Lane	1.00		1.00	1.00		0.08	1.00		0.56	0.34		1.00
Lane Grp Cap(c), veh/h	237	1309	1074	457	0	1290	96	0	259	210	0	240
V/C Ratio(X)	0.67	0.47	0.19	0.38	0.00	0.83	1.60	0.00	0.69	0.67	0.00	0.82
Avail Cap(c_a), veh/h	237	1309	1074	457	0	1290	96	0	259	210	0	240
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.31	0.31	0.31	0.09	0.00	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.3	5.4	4.2	10.9	0.0	8.5	40.0	0.0	32.2	33.8	0.0	33.0
Incr Delay (d2), s/veh	4.7	0.4	0.1	0.2	0.0	0.6	313.5	0.0	7.4	8.2	0.0	20.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.9	5.1	1.6	2.3	0.0	10.7	18.1	0.0	6.8	5.7	0.0	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.1	5.8	4.3	11.1	0.0	9.1	353.4	0.0	39.6	42.0	0.0	53.0
LnGrp LOS	C	A	A	B	A	A	F	A	D	D	A	D
Approach Vol, veh/h		984			1239			332				338
Approach Delay, s/veh		10.0			9.4			185.2				48.4
Approach LOS		B			A			F				D
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		62.0		18.0		62.0		18.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		56.0		12.0		56.0		12.0				
Max Q Clear Time (g_c+I1), s		58.0		13.5		34.8		14.0				
Green Ext Time (p_c), s		0.0		0.0		10.8		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				34.3								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary

4: Ellijay Dr & Dresden Dr

02/09/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩		↩	↩	↩	↩
Traffic Volume (veh/h)	624	56	22	1055	88	22
Future Volume (veh/h)	624	56	22	1055	88	22
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1856	1900	1856	1841	1900
Adj Flow Rate, veh/h	664	60	23	1122	94	23
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	3	0	3	4	0
Cap, veh/h	1183	107	485	1448	117	29
Arrive On Green	0.69	0.69	0.04	1.00	0.09	0.09
Sat Flow, veh/h	1704	154	1810	1856	1364	334
Grp Volume(v), veh/h	0	724	23	1122	118	0
Grp Sat Flow(s),veh/h/ln	0	1857	1810	1856	1712	0
Q Serve(g_s), s	0.0	17.6	0.3	0.0	6.1	0.0
Cycle Q Clear(g_c), s	0.0	17.6	0.3	0.0	6.1	0.0
Prop In Lane		0.08	1.00		0.80	0.19
Lane Grp Cap(c), veh/h	0	1290	485	1448	147	0
V/C Ratio(X)	0.00	0.56	0.05	0.77	0.80	0.00
Avail Cap(c_a), veh/h	0	1290	530	1448	228	0
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.33	0.33	1.00	0.00
Uniform Delay (d), s/veh	0.0	6.9	5.3	0.0	40.4	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	1.4	10.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	6.6	0.1	1.0	5.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	7.0	5.3	1.4	51.0	0.0
LnGrp LOS	A	A	A	A	D	A
Approach Vol, veh/h	724			1145	118	
Approach Delay, s/veh	7.0			1.5	51.0	
Approach LOS	A			A	D	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.7	68.5			76.2	13.8
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	4.0	56.0			56.0	12.0
Max Q Clear Time (g_c+I1), s	2.3	19.6			2.0	8.1
Green Ext Time (p_c), s	0.0	5.8			14.2	0.1

Intersection Summary

HCM 6th Ctrl Delay	6.4
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 5: Caldwell Rd & Dresden Dr

02/09/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↘			↔			↔			↔	
Traffic Volume (veh/h)	71	555	9	1	988	24	1	1	1	32	0	74
Future Volume (veh/h)	71	555	9	1	988	24	1	1	1	32	0	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1870	1811	1900	1900	1900	1826	1900	1856
Adj Flow Rate, veh/h	79	617	10	1	1098	27	1	1	0	36	0	82
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	2	0	0	2	6	0	0	0	5	0	3
Cap, veh/h	309	1422	23	40	1217	30	119	99		87	10	101
Arrive On Green	0.08	1.00	1.00	0.67	0.67	0.67	0.09	0.09	0.00	0.09	0.00	0.09
Sat Flow, veh/h	1810	1835	30	0	1817	45	643	1076	0	376	106	1099
Grp Volume(v), veh/h	79	0	627	1126	0	0	2	0	0	118	0	0
Grp Sat Flow(s),veh/h/ln	1810	0	1865	1862	0	0	1719	0	0	1581	0	0
Q Serve(g_s), s	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.9	0.0	0.0
Cycle Q Clear(g_c), s	1.1	0.0	0.0	45.5	0.0	0.0	0.1	0.0	0.0	6.6	0.0	0.0
Prop In Lane	1.00		0.02	0.00		0.02	0.50		0.00	0.31		0.69
Lane Grp Cap(c), veh/h	309	0	1445	1287	0	0	218	0		198	0	0
V/C Ratio(X)	0.26	0.00	0.43	0.87	0.00	0.00	0.01	0.00		0.60	0.00	0.00
Avail Cap(c_a), veh/h	320	0	1445	1287	0	0	283	0		262	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.00	0.84	0.09	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.3	0.0	0.0	12.4	0.0	0.0	37.1	0.0	0.0	40.0	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.8	0.9	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	0.0	0.6	16.9	0.0	0.0	0.1	0.0	0.0	4.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.7	0.0	0.8	13.3	0.0	0.0	37.2	0.0	0.0	42.9	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	D	A		D	A	A
Approach Vol, veh/h		706			1126			2	A		118	
Approach Delay, s/veh		1.1			13.3			37.2			42.9	
Approach LOS		A			B			D			D	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		75.7		14.3	9.4	66.3		14.3				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		56.0		12.0	4.0	56.0		12.0				
Max Q Clear Time (g_c+I1), s		2.0		8.6	3.1	47.5		2.1				
Green Ext Time (p_c), s		4.8		0.2	0.0	5.4		0.0				

Intersection Summary

HCM 6th Ctrl Delay	10.7
HCM 6th LOS	B























Notes

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

HCM 6th Signalized Intersection Summary

12: Clairmont Rd & Dresden Dr

02/09/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	269	199	15	381	166	226	1067	19	120	738	138
Future Volume (veh/h)	123	269	199	15	381	166	226	1067	19	120	738	138
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1826	1900	1856	1841	1870	1870	1900	1900	1841	1826
Adj Flow Rate, veh/h	127	277	205	15	393	171	233	1100	20	124	761	142
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	1	5	0	3	4	2	2	0	0	4	5
Cap, veh/h	183	456	375	165	449	193	403	2036	37	311	1592	297
Arrive On Green	0.07	0.24	0.24	0.01	0.19	0.19	0.07	0.57	0.57	0.04	0.54	0.54
Sat Flow, veh/h	1810	1885	1547	1810	2401	1031	1781	3571	65	1810	2942	549
Grp Volume(v), veh/h	127	277	205	15	287	277	233	547	573	124	452	451
Grp Sat Flow(s),veh/h/ln	1810	1885	1547	1810	1763	1670	1781	1777	1859	1810	1749	1742
Q Serve(g_s), s	10.0	23.5	20.8	1.2	28.5	29.1	10.3	34.4	34.4	5.5	28.8	28.8
Cycle Q Clear(g_c), s	10.0	23.5	20.8	1.2	28.5	29.1	10.3	34.4	34.4	5.5	28.8	28.8
Prop In Lane	1.00		1.00	1.00		0.62	1.00		0.03	1.00		0.32
Lane Grp Cap(c), veh/h	183	456	375	165	329	312	403	1013	1060	311	946	943
V/C Ratio(X)	0.69	0.61	0.55	0.09	0.87	0.89	0.58	0.54	0.54	0.40	0.48	0.48
Avail Cap(c_a), veh/h	223	566	464	184	411	390	572	1013	1060	394	946	943
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.4	60.6	59.6	58.8	71.1	71.3	19.0	24.0	24.0	19.9	25.5	25.6
Incr Delay (d2), s/veh	7.0	1.3	1.2	0.2	15.4	18.3	1.3	2.1	2.0	0.8	1.7	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.6	17.0	13.1	1.0	20.5	20.2	7.8	21.3	22.1	4.3	18.2	18.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.4	61.9	60.8	59.0	86.5	89.6	20.3	26.1	26.0	20.7	27.3	27.3
LnGrp LOS	E	E	E	E	F	F	C	C	C	C	C	C
Approach Vol, veh/h		609			579			1353			1027	
Approach Delay, s/veh		61.6			87.3			25.1			26.5	
Approach LOS		E			F			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.7	108.6	8.1	49.6	18.9	103.4	18.1	39.6				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	16.0	82.0	4.0	54.0	30.0	68.0	16.0	42.0				
Max Q Clear Time (g_c+I1), s	7.5	36.4	3.2	25.5	12.3	30.8	12.0	31.1				
Green Ext Time (p_c), s	0.2	8.7	0.0	2.3	0.6	6.3	0.1	2.5				
Intersection Summary												
HCM 6th Ctrl Delay											41.8	
HCM 6th LOS											D	

HCM 6th Signalized Intersection Summary
 1: Peachtree Rd & Brookhaven Dr/Dresden Dr

02/09/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	320	44	392	291	651	77	2021	579	493	1510	55
Future Volume (veh/h)	77	320	44	392	291	651	77	2021	579	493	1510	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1885	1856	1900	1900	1885	1900	1870	1856	1900	1885	1900
Adj Flow Rate, veh/h	79	330	45	352	373	671	79	2084	597	508	1557	57
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	1	3	0	0	1	0	2	3	0	1	0
Cap, veh/h	53	221	231	241	253	213	161	1469	860	313	1843	67
Arrive On Green	0.15	0.15	0.15	0.13	0.13	0.13	0.04	0.41	0.41	0.15	0.52	0.52
Sat Flow, veh/h	361	1507	1572	1810	1900	1598	1810	3554	1572	1810	3524	129
Grp Volume(v), veh/h	409	0	45	352	373	671	79	2084	597	508	789	825
Grp Sat Flow(s),veh/h/ln	1867	0	1572	1810	1900	1598	1810	1777	1572	1810	1791	1862
Q Serve(g_s), s	22.0	0.0	3.8	20.0	20.0	20.0	3.8	62.0	41.6	22.0	56.4	56.9
Cycle Q Clear(g_c), s	22.0	0.0	3.8	20.0	20.0	20.0	3.8	62.0	41.6	22.0	56.4	56.9
Prop In Lane	0.19		1.00	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	274	0	231	241	253	213	161	1469	860	313	937	974
V/C Ratio(X)	1.49	0.00	0.20	1.46	1.47	3.15	0.49	1.42	0.69	1.62	0.84	0.85
Avail Cap(c_a), veh/h	274	0	231	241	253	213	166	1469	860	313	937	974
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.16	0.16	0.16	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	64.0	0.0	56.2	65.0	65.0	65.0	30.9	44.0	24.8	52.5	30.5	30.6
Incr Delay (d2), s/veh	240.5	0.0	0.4	210.3	216.1	969.5	0.2	188.8	0.4	280.8	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	44.1	0.0	2.8	31.3	33.4	93.2	2.2	87.1	22.4	48.0	26.3	27.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	304.5	0.0	56.6	275.3	281.1	1034.5	31.2	232.8	25.3	333.3	31.4	31.5
LnGrp LOS	F	A	E	F	F	F	C	F	C	F	C	C
Approach Vol, veh/h		454			1396			2760			2122	
Approach Delay, s/veh		279.9			641.7			182.2			103.7	
Approach LOS		F			F			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	28.0	68.0		28.0	11.6	84.4		26.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	22.0	62.0		22.0	6.0	78.0		20.0				
Max Q Clear Time (g_c+I1), s	24.0	64.0		24.0	5.8	58.9		22.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	11.3		0.0				
Intersection Summary												
HCM 6th Ctrl Delay	259.3											
HCM 6th LOS	F											
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary
2: Apple Valley Rd & Dresden Dr

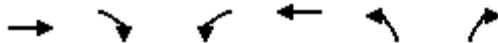
02/09/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	192	1069	166	117	864	101	287	75	243	118	83	275
Future Volume (veh/h)	192	1069	166	117	864	101	287	75	243	118	83	275
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1885	1885	1900	1885	1811	1900	1826	1900	1900	1900	1885
Adj Flow Rate, veh/h	206	1149	178	126	929	109	309	81	261	127	89	296
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	11	1	1	0	1	6	0	5	0	0	0	1
Cap, veh/h	134	1063	900	131	933	110	131	83	267	109	35	349
Arrive On Green	0.56	0.56	0.56	0.56	0.56	0.56	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	505	1885	1598	420	1656	194	1014	380	1225	23	159	1598
Grp Volume(v), veh/h	206	1149	178	126	0	1038	309	0	342	216	0	296
Grp Sat Flow(s),veh/h/ln	505	1885	1598	420	0	1850	1014	0	1605	182	0	1598
Q Serve(g_s), s	0.3	31.0	3.0	0.0	0.0	30.7	0.0	0.0	11.6	0.4	0.0	9.8
Cycle Q Clear(g_c), s	31.0	31.0	3.0	31.0	0.0	30.7	12.0	0.0	11.6	12.0	0.0	9.8
Prop In Lane	1.00		1.00	1.00		0.11	1.00		0.76	0.59		1.00
Lane Grp Cap(c), veh/h	134	1063	900	131	0	1043	131	0	350	144	0	349
V/C Ratio(X)	1.54	1.08	0.20	0.96	0.00	1.00	2.36	0.00	0.98	1.50	0.00	0.85
Avail Cap(c_a), veh/h	134	1063	900	131	0	1043	131	0	350	144	0	349
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.00	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.5	12.0	5.9	27.5	0.0	11.9	27.5	0.0	21.4	25.0	0.0	20.6
Incr Delay (d2), s/veh	245.6	38.5	0.0	16.2	0.0	7.4	635.2	0.0	41.6	259.4	0.0	17.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.3	23.9	1.1	2.8	0.0	12.1	42.4	0.0	12.7	21.0	0.0	8.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	273.1	50.5	5.9	43.7	0.0	19.3	662.7	0.0	63.0	284.4	0.0	38.3
LnGrp LOS	F	F	A	D	A	B	F	A	E	F	A	D
Approach Vol, veh/h		1533			1164			651				512
Approach Delay, s/veh		75.3			21.9			347.6				142.1
Approach LOS		E			C			F				F
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		37.0		18.0		37.0		18.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		31.0		12.0		31.0		12.0				
Max Q Clear Time (g_c+I1), s		33.0		14.0		33.0		14.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				114.0								
HCM 6th LOS				F								

HCM 6th Signalized Intersection Summary

4: Ellijay Dr & Dresden Dr

02/09/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→	↘	↙	→	↙	↘
Traffic Volume (veh/h)	1210	71	37	920	58	33
Future Volume (veh/h)	1210	71	37	920	58	33
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1900	1796	1885	1900	1841
Adj Flow Rate, veh/h	1274	75	39	968	61	35
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	0	7	1	0	4
Cap, veh/h	1306	77	134	1547	76	44
Arrive On Green	0.74	0.74	0.05	1.00	0.07	0.07
Sat Flow, veh/h	1763	104	1711	1885	1090	625
Grp Volume(v), veh/h	0	1349	39	968	97	0
Grp Sat Flow(s),veh/h/ln	0	1867	1711	1885	1733	0
Q Serve(g_s), s	0.0	74.3	0.6	0.0	6.1	0.0
Cycle Q Clear(g_c), s	0.0	74.3	0.6	0.0	6.1	0.0
Prop In Lane		0.06	1.00		0.63	0.36
Lane Grp Cap(c), veh/h	0	1383	134	1547	122	0
V/C Ratio(X)	0.00	0.98	0.29	0.63	0.80	0.00
Avail Cap(c_a), veh/h	0	1383	153	1547	189	0
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.64	0.64	1.00	0.00
Uniform Delay (d), s/veh	0.0	13.3	31.1	0.0	50.4	0.0
Incr Delay (d2), s/veh	0.0	3.5	0.8	1.2	12.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	27.3	1.4	1.0	5.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	16.8	31.8	1.2	62.6	0.0
LnGrp LOS	A	B	C	A	E	A
Approach Vol, veh/h	1349			1007	97	
Approach Delay, s/veh	16.8			2.4	62.6	
Approach LOS	B			A	E	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.8	87.5			96.3	13.7
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	4.0	76.0			76.0	12.0
Max Q Clear Time (g_c+I1), s	2.6	76.3			2.0	8.1
Green Ext Time (p_c), s	0.0	0.0			10.3	0.1

Intersection Summary

HCM 6th Ctrl Delay	12.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
5: Caldwell Rd & Dresden Dr

02/09/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	1089	1	2	821	38	7	1	3	55	0	104
Future Volume (veh/h)	140	1089	1	2	821	38	7	1	3	55	0	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1159	1885	1900	1900	1900	1900	1900	1900	1885
Adj Flow Rate, veh/h	151	1171	1	2	883	41	8	1	0	59	0	112
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	1	0	50	1	0	0	0	0	0	0	1
Cap, veh/h	432	1472	1	33	1233	57	150	15		95	8	112
Arrive On Green	0.07	1.00	1.00	0.69	0.69	0.69	0.11	0.11	0.00	0.11	0.00	0.11
Sat Flow, veh/h	1810	1883	2	1	1785	83	811	141	0	469	71	1025
Grp Volume(v), veh/h	151	0	1172	926	0	0	9	0	0	171	0	0
Grp Sat Flow(s),veh/h/ln	1810	0	1885	1868	0	0	952	0	0	1565	0	0
Q Serve(g_s), s	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.5	0.0	0.0
Cycle Q Clear(g_c), s	2.7	0.0	0.0	33.3	0.0	0.0	0.7	0.0	0.0	12.0	0.0	0.0
Prop In Lane	1.00		0.00	0.00		0.04	0.89		0.00	0.35		0.65
Lane Grp Cap(c), veh/h	432	0	1474	1324	0	0	166	0		215	0	0
V/C Ratio(X)	0.35	0.00	0.80	0.70	0.00	0.00	0.05	0.00		0.80	0.00	0.00
Avail Cap(c_a), veh/h	432	0	1474	1324	0	0	166	0		215	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.17	0.00	0.17	0.09	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.8	0.0	0.0	10.4	0.0	0.0	43.9	0.0	0.0	48.9	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.8	0.3	0.0	0.0	0.1	0.0	0.0	18.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.3	0.0	0.6	13.4	0.0	0.0	0.4	0.0	0.0	9.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.8	0.0	0.8	10.7	0.0	0.0	44.0	0.0	0.0	67.5	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	D	A		E	A	A
Approach Vol, veh/h		1323			926			9	A		171	
Approach Delay, s/veh		1.1			10.7			44.0			67.5	
Approach LOS		A			B			D			E	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		92.0		18.0	10.0	82.0		18.0				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		76.0		12.0	4.0	76.0		12.0				
Max Q Clear Time (g_c+I1), s		2.0		14.0	4.7	35.3		2.7				
Green Ext Time (p_c), s		16.6		0.0	0.0	9.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	9.6
HCM 6th LOS	A

Notes

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

HCM 6th Signalized Intersection Summary
 12: Clairmont Rd & Dresden Dr
























02/09/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	378	303	30	306	189	268	892	43	224	1088	145
Future Volume (veh/h)	167	378	303	30	306	189	268	892	43	224	1088	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1885	1900	1900	1885	1885	1885	1811	1885	1870	1856
Adj Flow Rate, veh/h	170	386	309	31	312	193	273	910	44	229	1110	148
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	3	1	0	0	1	1	1	6	1	2	3
Cap, veh/h	216	434	374	101	357	216	312	1880	91	394	1666	222
Arrive On Green	0.09	0.23	0.23	0.02	0.17	0.17	0.08	0.54	0.54	0.07	0.53	0.53
Sat Flow, veh/h	1781	1856	1598	1810	2164	1306	1795	3478	168	1795	3152	419
Grp Volume(v), veh/h	170	386	309	31	259	246	273	469	485	229	625	633
Grp Sat Flow(s),veh/h/ln	1781	1856	1598	1810	1805	1665	1795	1791	1855	1795	1777	1795
Q Serve(g_s), s	14.0	36.2	33.1	2.6	25.2	26.0	12.5	29.3	29.3	10.5	46.0	46.3
Cycle Q Clear(g_c), s	14.0	36.2	33.1	2.6	25.2	26.0	12.5	29.3	29.3	10.5	46.0	46.3
Prop In Lane	1.00		1.00	1.00		0.78	1.00		0.09	1.00		0.23
Lane Grp Cap(c), veh/h	216	434	374	101	298	275	312	968	1003	394	939	948
V/C Ratio(X)	0.79	0.89	0.83	0.31	0.87	0.89	0.87	0.48	0.48	0.58	0.67	0.67
Avail Cap(c_a), veh/h	217	485	417	105	351	324	470	968	1003	513	939	948
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.4	66.7	65.5	62.4	73.2	73.6	30.3	25.7	25.7	19.8	30.9	30.9
Incr Delay (d2), s/veh	17.2	16.9	11.8	1.7	18.0	23.2	11.5	1.7	1.7	1.4	3.7	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.8	26.4	21.0	2.2	19.1	18.8	11.7	18.8	19.4	8.0	27.9	28.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.5	83.6	77.3	64.1	91.2	96.8	41.7	27.5	27.4	21.1	34.6	34.6
LnGrp LOS	E	F	E	E	F	F	D	C	C	C	C	C
Approach Vol, veh/h		865			536			1227			1487	
Approach Delay, s/veh		79.4			92.2			30.6			32.5	
Approach LOS		E			F			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.0	103.3	9.6	48.1	21.2	101.1	22.0	35.7				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	25.0	80.0	4.0	47.0	31.0	74.0	16.0	35.0				
Max Q Clear Time (g_c+I1), s	12.5	31.3	4.6	38.2	14.5	48.3	16.0	28.0				
Green Ext Time (p_c), s	0.5	6.9	0.0	2.3	0.7	9.2	0.0	1.7				
Intersection Summary												
HCM 6th Ctrl Delay			49.6									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary
 1: Peachtree Rd & Brookhaven Dr/Dresden Dr

02/09/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	108	59	692	131	551	95	1203	398	505	2091	77
Future Volume (veh/h)	58	108	59	692	131	551	95	1203	398	505	2091	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1870	1870	1870	1826	1856	1826	1885	1856	1870
Adj Flow Rate, veh/h	62	115	63	835	0	586	101	1280	423	537	2224	82
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	2	0	2	2	2	5	3	5	1	3	2
Cap, veh/h	52	96	129	760	0	338	94	1246	877	395	1804	66
Arrive On Green	0.08	0.08	0.08	0.21	0.00	0.21	0.03	0.35	0.35	0.19	0.52	0.52
Sat Flow, veh/h	644	1194	1610	3563	0	1585	1739	3526	1547	1795	3468	127
Grp Volume(v), veh/h	177	0	63	835	0	586	101	1280	423	537	1123	1183
Grp Sat Flow(s),veh/h/ln	1838	0	1610	1781	0	1585	1739	1763	1547	1795	1763	1833
Q Serve(g_s), s	12.0	0.0	5.6	32.0	0.0	32.0	4.0	53.0	24.5	29.0	78.0	78.0
Cycle Q Clear(g_c), s	12.0	0.0	5.6	32.0	0.0	32.0	4.0	53.0	24.5	29.0	78.0	78.0
Prop In Lane	0.35		1.00	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	147	0	129	760	0	338	94	1246	877	395	917	953
V/C Ratio(X)	1.20	0.00	0.49	1.10	0.00	1.73	1.07	1.03	0.48	1.36	1.23	1.24
Avail Cap(c_a), veh/h	147	0	129	760	0	338	94	1246	877	395	917	953
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.41	0.00	0.41	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	69.0	0.0	66.1	59.0	0.0	59.0	48.0	48.5	19.4	50.7	36.0	36.0
Incr Delay (d2), s/veh	139.3	0.0	2.9	53.4	0.0	334.9	48.6	16.1	0.2	163.1	102.5	109.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	18.0	0.0	4.3	26.1	0.0	65.0	3.9	28.4	15.5	41.5	73.6	79.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	208.3	0.0	68.9	112.4	0.0	393.9	96.6	64.6	19.6	213.9	138.5	145.3
LnGrp LOS	F	A	E	F	A	F	F	F	B	F	F	F
Approach Vol, veh/h		240			1421			1804			2843	
Approach Delay, s/veh		171.7			228.5			55.8			155.5	
Approach LOS		F			F			E			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	35.0	59.0		18.0	10.0	84.0		38.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	29.0	53.0		12.0	4.0	78.0		32.0				
Max Q Clear Time (g_c+I1), s	31.0	55.0		14.0	6.0	80.0		34.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	144.1
HCM 6th LOS	F






















Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary

2: Apple Valley Rd & Dresden Dr

02/09/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	161	640	205	173	1011	86	158	81	102	47	96	204
Future Volume (veh/h)	161	640	205	173	1011	86	158	81	102	47	96	204
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1870	1811	1870	1870	1722	1885	1900	1870	1530	1900	1885
Adj Flow Rate, veh/h	169	674	216	182	1064	91	166	85	107	49	101	215
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	2	6	2	2	12	1	0	2	25	0	1
Cap, veh/h	214	1384	1136	443	1257	108	72	107	135	65	85	224
Arrive On Green	0.74	0.74	0.74	0.74	0.74	0.74	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	467	1870	1535	625	1699	145	1072	764	962	121	611	1598
Grp Volume(v), veh/h	169	674	216	182	0	1155	166	0	192	150	0	215
Grp Sat Flow(s),veh/h/ln	467	1870	1535	625	0	1844	1072	0	1727	732	0	1598
Q Serve(g_s), s	30.4	14.6	4.3	16.7	0.0	43.6	0.0	0.0	10.8	3.2	0.0	13.4
Cycle Q Clear(g_c), s	74.0	14.6	4.3	31.4	0.0	43.6	14.0	0.0	10.8	14.0	0.0	13.4
Prop In Lane	1.00		1.00	1.00		0.08	1.00		0.56	0.33		1.00
Lane Grp Cap(c), veh/h	214	1384	1136	443	0	1365	72	0	242	150	0	224
V/C Ratio(X)	0.79	0.49	0.19	0.41	0.00	0.85	2.31	0.00	0.79	1.00	0.00	0.96
Avail Cap(c_a), veh/h	214	1384	1136	443	0	1365	72	0	242	150	0	224
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.00	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.2	5.3	3.9	11.7	0.0	9.0	50.0	0.0	41.6	45.2	0.0	42.7
Incr Delay (d2), s/veh	2.7	0.1	0.0	0.3	0.0	0.6	628.8	0.0	16.5	73.0	0.0	49.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.4	5.4	1.5	2.9	0.0	14.7	25.3	0.0	9.6	11.1	0.0	13.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.0	5.4	4.0	11.9	0.0	9.7	678.8	0.0	58.1	118.2	0.0	91.9
LnGrp LOS	D	A	A	B	A	A	F	A	E	F	A	F
Approach Vol, veh/h		1059			1337			358				365
Approach Delay, s/veh		10.6			10.0			345.9				102.7
Approach LOS		B			A			F				F
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		80.0		20.0		80.0		20.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		74.0		14.0		74.0		14.0				
Max Q Clear Time (g_c+I1), s		76.0		16.0		45.6		16.0				
Green Ext Time (p_c), s		0.0		0.0		14.7		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				59.6								
HCM 6th LOS				E								

HCM 6th Signalized Intersection Summary

4: Ellijay Dr & Dresden Dr

02/09/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	680	62	24	1138	97	24
Future Volume (veh/h)	680	62	24	1138	97	24
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1856	1900	1856	1841	1900
Adj Flow Rate, veh/h	723	66	26	1211	103	26
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	3	0	3	4	0
Cap, veh/h	1165	106	434	1434	127	32
Arrive On Green	0.68	0.68	0.04	1.00	0.09	0.09
Sat Flow, veh/h	1702	155	1810	1856	1356	342
Grp Volume(v), veh/h	0	789	26	1211	130	0
Grp Sat Flow(s),veh/h/ln	0	1857	1810	1856	1711	0
Q Serve(g_s), s	0.0	21.0	0.4	0.0	6.7	0.0
Cycle Q Clear(g_c), s	0.0	21.0	0.4	0.0	6.7	0.0
Prop In Lane		0.08	1.00		0.79	0.20
Lane Grp Cap(c), veh/h	0	1272	434	1434	161	0
V/C Ratio(X)	0.00	0.62	0.06	0.84	0.81	0.00
Avail Cap(c_a), veh/h	0	1272	476	1434	228	0
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.17	0.17	1.00	0.00
Uniform Delay (d), s/veh	0.0	7.8	6.3	0.0	40.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	1.1	13.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	7.9	0.2	0.8	6.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	8.0	6.3	1.1	53.3	0.0
LnGrp LOS	A	A	A	A	D	A
Approach Vol, veh/h	789			1237	130	
Approach Delay, s/veh	8.0			1.2	53.3	
Approach LOS	A			A	D	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.9	67.6			75.5	14.5
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	4.0	56.0			56.0	12.0
Max Q Clear Time (g_c+I1), s	2.4	23.0			2.0	8.7
Green Ext Time (p_c), s	0.0	6.6			17.3	0.1

Intersection Summary

HCM 6th Ctrl Delay	6.9
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
5: Caldwell Rd & Dresden Dr

02/09/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	604	10	1	1065	27	1	1	1	35	0	80
Future Volume (veh/h)	78	604	10	1	1065	27	1	1	1	35	0	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1870	1811	1900	1900	1900	1826	1900	1856
Adj Flow Rate, veh/h	87	671	11	1	1183	30	1	1	0	39	0	89
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	2	0	0	2	6	0	0	0	5	0	3
Cap, veh/h	241	1409	23	40	1201	30	123	103		89	10	109
Arrive On Green	0.08	1.00	1.00	0.66	0.66	0.66	0.10	0.10	0.00	0.10	0.00	0.10
Sat Flow, veh/h	1810	1835	30	0	1816	46	632	1039	0	377	105	1100
Grp Volume(v), veh/h	87	0	682	1214	0	0	2	0	0	128	0	0
Grp Sat Flow(s),veh/h/ln	1810	0	1865	1862	0	0	1671	0	0	1581	0	0
Q Serve(g_s), s	1.3	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0
Cycle Q Clear(g_c), s	1.3	0.0	0.0	57.1	0.0	0.0	0.1	0.0	0.0	7.1	0.0	0.0
Prop In Lane	1.00		0.02	0.00		0.02	0.50		0.00	0.30		0.70
Lane Grp Cap(c), veh/h	241	0	1432	1272	0	0	225	0		209	0	0
V/C Ratio(X)	0.36	0.00	0.48	0.95	0.00	0.00	0.01	0.00		0.61	0.00	0.00
Avail Cap(c_a), veh/h	250	0	1432	1272	0	0	279	0		262	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.77	0.00	0.77	0.09	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.5	0.0	0.0	14.8	0.0	0.0	36.6	0.0	0.0	39.7	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.9	2.4	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	0.0	0.6	21.7	0.0	0.0	0.1	0.0	0.0	5.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.2	0.0	0.9	17.2	0.0	0.0	36.6	0.0	0.0	42.6	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	D	A		D	A	A
Approach Vol, veh/h		769			1214			2	A		128	
Approach Delay, s/veh		1.3			17.2			36.6			42.6	
Approach LOS		A			B			D			D	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		75.1		14.9	9.5	65.5		14.9				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		56.0		12.0	4.0	56.0		12.0				
Max Q Clear Time (g_c+I1), s		2.0		9.1	3.3	59.1		2.1				
Green Ext Time (p_c), s		5.4		0.2	0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	12.9
HCM 6th LOS	B

























Notes

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

HCM 6th Signalized Intersection Summary
























12: Clairmont Rd & Dresden Dr

02/09/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	295	218	17	415	183	244	1179	21	132	816	145
Future Volume (veh/h)	133	295	218	17	415	183	244	1179	21	132	816	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1826	1900	1856	1841	1870	1870	1900	1900	1841	1826
Adj Flow Rate, veh/h	137	304	225	18	428	189	252	1215	22	136	841	149
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	1	5	0	3	4	2	2	0	0	4	5
Cap, veh/h	187	487	400	167	480	210	366	1955	35	270	1530	271
Arrive On Green	0.07	0.26	0.26	0.01	0.20	0.20	0.08	0.55	0.55	0.05	0.52	0.52
Sat Flow, veh/h	1810	1885	1547	1810	2387	1044	1781	3571	65	1810	2969	526
Grp Volume(v), veh/h	137	304	225	18	315	302	252	604	633	136	495	495
Grp Sat Flow(s),veh/h/ln	1810	1885	1547	1810	1763	1668	1781	1777	1859	1810	1749	1746
Q Serve(g_s), s	10.6	25.7	22.7	1.4	31.3	31.8	11.7	42.0	42.0	6.4	34.5	34.5
Cycle Q Clear(g_c), s	10.6	25.7	22.7	1.4	31.3	31.8	11.7	42.0	42.0	6.4	34.5	34.5
Prop In Lane	1.00		1.00	1.00		0.63	1.00		0.03	1.00		0.30
Lane Grp Cap(c), veh/h	187	487	400	167	354	335	366	973	1018	270	901	900
V/C Ratio(X)	0.73	0.62	0.56	0.11	0.89	0.90	0.69	0.62	0.62	0.50	0.55	0.55
Avail Cap(c_a), veh/h	231	576	473	183	411	389	541	973	1018	365	901	900
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.9	59.0	57.9	56.8	70.0	70.2	22.9	27.9	27.9	23.8	29.5	29.5
Incr Delay (d2), s/veh	8.8	1.6	1.2	0.3	18.7	21.5	2.3	3.0	2.9	1.5	2.4	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.1	18.3	14.0	1.2	22.5	22.1	8.7	25.5	26.5	5.1	21.4	21.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.7	60.6	59.2	57.1	88.7	91.6	25.2	30.9	30.8	25.2	31.9	31.9
LnGrp LOS	E	E	E	E	F	F	C	C	C	C	C	C
Approach Vol, veh/h		666			635			1489			1126	
Approach Delay, s/veh		60.6			89.2			29.9			31.1	
Approach LOS		E			F			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.6	104.6	8.4	52.5	20.4	98.8	18.7	42.2				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	18.0	79.0	4.0	55.0	32.0	65.0	17.0	42.0				
Max Q Clear Time (g_c+I1), s	8.4	44.0	3.4	27.7	13.7	36.5	12.6	33.8				
Green Ext Time (p_c), s	0.2	9.7	0.0	2.6	0.6	6.8	0.1	2.4				
Intersection Summary												
HCM 6th Ctrl Delay			45.1									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary
 1: Peachtree Rd & Brookhaven Dr/Dresden Dr

02/09/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	331	49	425	299	700	85	2215	627	534	1662	60
Future Volume (veh/h)	85	331	49	425	299	700	85	2215	627	534	1662	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1885	1856	1900	1900	1885	1900	1870	1856	1900	1885	1900
Adj Flow Rate, veh/h	88	341	51	373	399	722	88	2284	646	551	1713	62
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	1	3	0	0	1	0	2	3	0	1	0
Cap, veh/h	54	208	220	241	253	213	133	1493	870	313	1881	68
Arrive On Green	0.14	0.14	0.14	0.13	0.13	0.13	0.03	0.42	0.42	0.15	0.53	0.53
Sat Flow, veh/h	383	1483	1572	1810	1900	1598	1810	3554	1572	1810	3526	127
Grp Volume(v), veh/h	429	0	51	373	399	722	88	2284	646	551	866	909
Grp Sat Flow(s),veh/h/ln	1866	0	1572	1810	1900	1598	1810	1777	1572	1810	1791	1862
Q Serve(g_s), s	21.0	0.0	4.3	20.0	20.0	20.0	4.2	63.0	46.7	22.0	65.6	66.7
Cycle Q Clear(g_c), s	21.0	0.0	4.3	20.0	20.0	20.0	4.2	63.0	46.7	22.0	65.6	66.7
Prop In Lane	0.21		1.00	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	261	0	220	241	253	213	133	1493	870	313	955	993
V/C Ratio(X)	1.64	0.00	0.23	1.55	1.57	3.39	0.66	1.53	0.74	1.76	0.91	0.91
Avail Cap(c_a), veh/h	261	0	220	241	253	213	133	1493	870	313	955	993
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	64.5	0.0	57.3	65.0	65.0	65.0	35.0	43.5	25.4	52.7	31.6	31.9
Incr Delay (d2), s/veh	305.6	0.0	0.5	247.6	260.5	1076.3	1.1	238.9	0.5	342.4	1.6	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	49.8	0.0	3.2	34.2	37.2	100.7	2.5	105.5	25.0	56.0	30.4	32.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	370.1	0.0	57.9	312.6	325.5	1141.3	36.1	282.4	25.9	395.0	33.2	33.6
LnGrp LOS	F	A	E	F	F	F	D	F	C	F	C	C
Approach Vol, veh/h		480			1494			3018			2326	
Approach Delay, s/veh		336.9			716.5			220.3			119.1	
Approach LOS		F			F			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	28.0	69.0		27.0	11.0	86.0		26.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	22.0	63.0		21.0	5.0	80.0		20.0				
Max Q Clear Time (g_c+I1), s	24.0	65.0		23.0	6.2	68.7		22.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	8.5		0.0				

Intersection Summary

HCM 6th Ctrl Delay	297.1
HCM 6th LOS	F

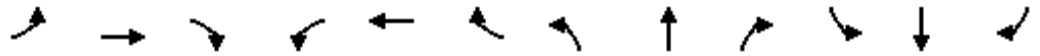
Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary

2: Apple Valley Rd & Dresden Dr

02/09/2022

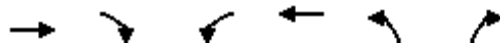


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	202	1151	176	124	931	104	302	81	259	120	90	292
Future Volume (veh/h)	202	1151	176	124	931	104	302	81	259	120	90	292
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1885	1885	1900	1885	1811	1900	1826	1900	1900	1900	1885
Adj Flow Rate, veh/h	217	1238	189	133	1001	112	325	87	278	129	97	314
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	11	1	1	0	1	6	0	5	0	0	0	1
Cap, veh/h	120	1068	905	120	944	106	120	89	285	100	37	373
Arrive On Green	0.57	0.57	0.57	0.57	0.57	0.57	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	470	1885	1598	381	1665	186	990	383	1223	25	160	1598
Grp Volume(v), veh/h	217	1238	189	133	0	1113	325	0	365	226	0	314
Grp Sat Flow(s),veh/h/ln	470	1885	1598	381	0	1852	990	0	1606	184	0	1598
Q Serve(g_s), s	0.0	34.0	3.5	0.0	0.0	34.0	0.0	0.0	13.5	0.5	0.0	11.3
Cycle Q Clear(g_c), s	34.0	34.0	3.5	34.0	0.0	34.0	14.0	0.0	13.5	14.0	0.0	11.3
Prop In Lane	1.00		1.00	1.00		0.10	1.00		0.76	0.57		1.00
Lane Grp Cap(c), veh/h	120	1068	905	120	0	1049	120	0	375	137	0	373
V/C Ratio(X)	1.81	1.16	0.21	1.11	0.00	1.06	2.71	0.00	0.97	1.65	0.00	0.84
Avail Cap(c_a), veh/h	120	1068	905	120	0	1049	120	0	375	137	0	373
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.00	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.0	13.0	6.4	30.0	0.0	13.0	30.0	0.0	22.8	26.7	0.0	21.9
Incr Delay (d2), s/veh	366.7	72.6	0.0	60.0	0.0	29.8	791.8	0.0	39.5	321.4	0.0	15.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	21.9	39.3	1.4	5.0	0.0	21.9	48.1	0.0	13.8	24.6	0.0	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	396.7	85.6	6.4	90.0	0.0	42.8	821.8	0.0	62.3	348.1	0.0	37.8
LnGrp LOS	F	F	A	F	A	F	F	A	E	F	A	D
Approach Vol, veh/h		1644			1246			690				540
Approach Delay, s/veh		117.6			47.8			420.1				167.7
Approach LOS		F			D			F				F
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		40.0		20.0		40.0		20.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		34.0		14.0		34.0		14.0				
Max Q Clear Time (g_c+I1), s		36.0		16.0		36.0		16.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				153.7								
HCM 6th LOS				F								

HCM 6th Signalized Intersection Summary

4: Ellijay Dr & Dresden Dr

02/09/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩		↩	↩	↩	↩
Traffic Volume (veh/h)	1301	78	41	993	64	36
Future Volume (veh/h)	1301	78	41	993	64	36
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1900	1796	1885	1900	1841
Adj Flow Rate, veh/h	1369	82	43	1045	67	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	0	7	1	0	4
Cap, veh/h	1364	82	91	1585	81	46
Arrive On Green	0.77	0.77	0.05	1.00	0.07	0.07
Sat Flow, veh/h	1761	105	1711	1885	1096	621
Grp Volume(v), veh/h	0	1451	43	1045	106	0
Grp Sat Flow(s),veh/h/ln	0	1866	1711	1885	1733	0
Q Serve(g_s), s	0.0	108.4	0.7	0.0	8.4	0.0
Cycle Q Clear(g_c), s	0.0	108.4	0.7	0.0	8.4	0.0
Prop In Lane		0.06	1.00		0.63	0.36
Lane Grp Cap(c), veh/h	0	1445	91	1585	128	0
V/C Ratio(X)	0.00	1.00	0.47	0.66	0.83	0.00
Avail Cap(c_a), veh/h	0	1445	100	1585	149	0
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.63	0.63	1.00	0.00
Uniform Delay (d), s/veh	0.0	15.8	45.0	0.0	64.0	0.0
Incr Delay (d2), s/veh	0.0	8.0	2.4	1.4	27.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	42.8	2.2	1.1	8.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	23.8	47.4	1.4	91.8	0.0
LnGrp LOS	A	F	D	A	F	A
Approach Vol, veh/h	1451			1088	106	
Approach Delay, s/veh	23.8			3.2	91.8	
Approach LOS	C			A	F	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.2	114.4			123.7	16.3
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	4.0	106.0			105.0	12.0
Max Q Clear Time (g_c+I1), s	2.7	110.4			2.0	10.4
Green Ext Time (p_c), s	0.0	0.0			12.4	0.0

Intersection Summary

HCM 6th Ctrl Delay	18.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
5: Caldwell Rd & Dresden Dr

02/09/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	1170	1	3	886	42	8	1	4	60	0	114
Future Volume (veh/h)	153	1170	1	3	886	42	8	1	4	60	0	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1159	1885	1900	1900	1900	1900	1900	1900	1885
Adj Flow Rate, veh/h	165	1258	1	3	953	45	9	1	0	65	0	123
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	1	0	50	1	0	0	0	0	0	0	1
Cap, veh/h	431	1561	1	27	1336	63	119	11		79	2	88
Arrive On Green	0.07	1.00	1.00	0.75	0.75	0.75	0.09	0.09	0.00	0.09	0.00	0.09
Sat Flow, veh/h	1810	1883	1	1	1781	84	817	126	0	515	28	1027
Grp Volume(v), veh/h	165	0	1259	1001	0	0	10	0	0	188	0	0
Grp Sat Flow(s),veh/h/ln	1810	0	1885	1866	0	0	943	0	0	1570	0	0
Q Serve(g_s), s	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.8	0.0	0.0
Cycle Q Clear(g_c), s	3.0	0.0	0.0	40.3	0.0	0.0	1.2	0.0	0.0	12.0	0.0	0.0
Prop In Lane	1.00		0.00	0.00		0.04	0.90		0.00	0.35		0.65
Lane Grp Cap(c), veh/h	431	0	1562	1425	0	0	130	0		169	0	0
V/C Ratio(X)	0.38	0.00	0.81	0.70	0.00	0.00	0.08	0.00		1.11	0.00	0.00
Avail Cap(c_a), veh/h	431	0	1562	1425	0	0	130	0		169	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.10	0.00	0.10	0.09	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.0	0.0	0.0	9.4	0.0	0.0	59.0	0.0	0.0	65.2	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.5	0.3	0.0	0.0	0.3	0.0	0.0	102.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.3	0.0	0.4	16.2	0.0	0.0	0.6	0.0	0.0	17.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.0	0.0	0.5	9.7	0.0	0.0	59.2	0.0	0.0	167.4	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	E	A		F	A	A
Approach Vol, veh/h		1424			1001			10	A			188
Approach Delay, s/veh		0.8			9.7			59.2				167.4
Approach LOS		A			A			E				F
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		122.0		18.0	11.0	111.0		18.0				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		106.0		12.0	5.0	105.0		12.0				
Max Q Clear Time (g_c+I1), s		2.0		14.0	5.0	42.3		3.2				
Green Ext Time (p_c), s		21.4		0.0	0.0	11.2		0.0				

Intersection Summary

HCM 6th Ctrl Delay	16.3
HCM 6th LOS	B























Notes

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

HCM 6th Signalized Intersection Summary

12: Clairmont Rd & Dresden Dr

02/09/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	412	328	33	334	209	293	985	47	248	1202	155
Future Volume (veh/h)	175	412	328	33	334	209	293	985	47	248	1202	155
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1885	1900	1900	1885	1885	1885	1811	1885	1870	1856
Adj Flow Rate, veh/h	179	420	335	34	341	213	299	1005	48	253	1227	158
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	3	1	0	0	1	1	1	6	1	2	3
Cap, veh/h	207	448	385	93	386	236	320	1803	86	368	1523	195
Arrive On Green	0.08	0.24	0.24	0.02	0.18	0.18	0.12	0.52	0.52	0.09	0.48	0.48
Sat Flow, veh/h	1781	1856	1598	1810	2151	1317	1795	3480	166	1795	3168	406
Grp Volume(v), veh/h	179	420	335	34	285	269	299	517	536	253	686	699
Grp Sat Flow(s),veh/h/ln	1781	1856	1598	1810	1805	1663	1795	1791	1855	1795	1777	1797
Q Serve(g_s), s	14.6	40.0	36.2	2.8	27.7	28.5	19.6	35.2	35.2	12.8	58.8	59.5
Cycle Q Clear(g_c), s	14.6	40.0	36.2	2.8	27.7	28.5	19.6	35.2	35.2	12.8	58.8	59.5
Prop In Lane	1.00		1.00	1.00		0.79	1.00		0.09	1.00		0.23
Lane Grp Cap(c), veh/h	207	448	385	93	324	299	320	928	961	368	854	864
V/C Ratio(X)	0.87	0.94	0.87	0.37	0.88	0.90	0.93	0.56	0.56	0.69	0.80	0.81
Avail Cap(c_a), veh/h	207	474	408	94	351	323	389	928	961	513	854	864
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.8	67.0	65.6	61.0	71.9	72.3	48.9	29.4	29.4	23.9	39.5	39.7
Incr Delay (d2), s/veh	29.8	25.9	17.2	2.4	20.7	25.6	26.8	2.4	2.3	2.3	7.9	8.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.0	29.8	23.3	2.4	21.0	20.5	22.5	22.2	22.9	9.5	35.7	36.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	85.6	92.9	82.8	63.4	92.7	97.9	75.7	31.8	31.7	26.2	47.4	47.7
LnGrp LOS	F	F	F	E	F	F	E	C	C	C	D	D
Approach Vol, veh/h		934			588			1352			1638	
Approach Delay, s/veh		87.9			93.4			41.5			44.3	
Approach LOS		F			F			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.4	99.3	9.9	49.4	28.1	92.6	21.0	38.3				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	30.0	76.0	4.0	46.0	29.0	77.0	15.0	35.0				
Max Q Clear Time (g_c+I1), s	14.8	37.2	4.8	42.0	21.6	61.5	16.6	30.5				
Green Ext Time (p_c), s	0.6	7.8	0.0	1.5	0.5	8.1	0.0	1.4				
Intersection Summary												
HCM 6th Ctrl Delay			58.9									
HCM 6th LOS			E									

Appendix E:

Development Trips

Dresden Drive Intersection Improvement Analysis Trip Generation - MARTA (Zone 1 - West of Peachtree)

Description	Land Use	ITE Code	Amount	Average Daily	Trip Generation Rates						Trips Generation							
					AM Peak			PM Peak			AM Peak			PM Peak				
					Total	% In	% Out	Total	% In	% Out	Total	In	Out	Total	In	Out		
Apartments/Condos	Multi-family Housing (Mid-Rise)*	221	-	d.u.	4.75	0.32	56%	44%	0.29	43%	57%	-	-	-	-	-	-	
Townhomes & Detached Homes	Single-Family Attached Housing	215	-	d.u.	7.2	0.48	31%	69%	0.57	57%	43%	-	-	-	-	-	-	
Retail (incl Restaurants)	Shopping Plaza (40-150k)**	821	60.0	1000 s.f.	67.52	1.73	62%	38%	5.19	49%	51%	4,051	104	64	40	311	153	158
Office	General Office Building	710	600.0	1000 s.f.	10.84	1.52	88%	12%	1.44	17%	83%	6,504	912	803	109	864	147	717
Hotel	Hotel	310	-	rooms	7.99	0.46	56%	44%	0.59	51%	49%	-	-	-	-	-	-	
Total												10,555	1,016	867	149	1,175	300	875

Dresden Drive Intersection Improvement Analysis Trip Generation - MARTA (Zone 2 - East of Peachtree)

Description	Land Use	ITE Code	Amount	Average Daily	Trip Generation Rates						Trips Generation							
					AM Peak			PM Peak			AM Peak			PM Peak				
					Total	% In	% Out	Total	% In	% Out	Total	In	Out	Total	In	Out		
Apartments/Condos	Multi-family Housing (Mid-Rise)*	221	196	d.u.	4.75	0.32	56%	44%	0.29	43%	57%	931	63	35	28	57	24	33
Townhomes & Detached Homes	Single-Family Attached Housing	215	32	d.u.	7.2	0.48	31%	69%	0.57	57%	43%	230	15	5	10	18	10	8
Retail (incl Restaurants)	Shopping Plaza (40-150k)**	821	80.0	1000 s.f.	67.52	1.73	62%	38%	5.19	49%	51%	5,402	138	86	52	415	203	212
Office	General Office Building	710	336.0	1000 s.f.	10.84	1.52	88%	12%	1.44	17%	83%	3,642	511	449	62	484	82	402
Hotel	Hotel	310	225	rooms	7.99	0.46	56%	44%	0.59	51%	49%	1,798	104	58	46	133	68	65
Total												12,003	831	633	198	1,107	387	720

Dresden Drive Intersection Improvement Analysis Trip Generation - North End of Apple Valley

Description	Land Use	ITE Code	Amount	Average Daily	Trip Generation Rates						Trips Generation							
					AM Peak			PM Peak			AM Peak			PM Peak				
					Total	% In	% Out	Total	% In	% Out	Total	In	Out	Total	In	Out		
Apartments/Condos	Multi-family Housing (Mid-Rise)*	221	250	d.u.	4.75	0.32	56%	44%	0.29	43%	57%	1,188	80	45	35	73	31	42
Townhomes & Detached Homes	Single-Family Attached Housing	215	-	d.u.	7.2	0.48	31%	69%	0.57	57%	43%	-	-	-	-	-	-	-
Retail (incl Restaurants)	Shopping Plaza (40-150k)**	821	101.7	1000 s.f.	67.52	1.73	62%	38%	5.19	49%	51%	6,867	176	109	67	528	259	269
Office	General Office Building	710	31.5	1000 s.f.	10.84	1.52	88%	12%	1.44	17%	83%	341	48	42	6	45	8	37
Hotel	Hotel	310	70	rooms	7.99	0.46	56%	44%	0.59	51%	49%	559	32	18	14	41	21	20
Total												8,955	336	214	122	687	319	368

Dresden Drive Intersection Improvement Analysis Trip Generation - Tenwilliger-Pappas

Description	Land Use	ITE Code	Amount	Average Daily	Trip Generation Rates						Trips Generation							
					AM Peak			PM Peak			AM Peak			PM Peak				
					Total	% In	% Out	Total	% In	% Out	Total	In	Out	Total	In	Out		
Apartments/Condos	Multi-family Housing (Mid-Rise)*	221	50	d.u.	4.75	0.32	56%	44%	0.29	43%	57%	238	16	9	7	15	6	9
Townhomes & Detached Homes	Single-Family Attached Housing	215	-	d.u.	7.2	0.48	31%	69%	0.57	57%	43%	-	-	-	-	-	-	-
Retail (incl Restaurants)	Strip Retail Plaza (<40k)	822	25.054	1000 s.f.	54.45	2.36	60%	40%	6.59	50%	50%	1,364	59	35	24	165	83	82
Office	General Office Building	710	-	1000 s.f.	10.84	1.52	88%	12%	1.44	17%	83%	-	-	-	-	-	-	-
Hotel	Hotel	310	-	rooms	7.99	0.46	56%	44%	0.59	51%	49%	-	-	-	-	-	-	-
Total												1,602	75	44	31	180	89	91

Dresden Drive Intersection Improvement Analysis Trip Generation - Dresden Village

Description	Land Use	ITE Code	Amount	Average Daily	Trip Generation Rates						Trips Generation							
					AM Peak			PM Peak			AM Peak			PM Peak				
					Total	% In	% Out	Total	% In	% Out	Total	In	Out	Total	In	Out		
Apartments/Condos	Multi-family Housing (Mid-Rise)*	221	177	d.u.	4.75	0.32	56%	44%	0.29	43%	57%	841	57	32	25	51	22	29
Townhomes & Detached Homes	Single-Family Attached Housing	215	7	d.u.	7.2	0.48	31%	69%	0.57	57%	43%	50	3	1	2	4	2	2
Retail (incl Restaurants)	Strip Retail Plaza (<40k)	822	26.601	1000 s.f.	54.45	2.36	60%	40%	6.59	50%	50%	1,448	63	38	25	175	88	87
Office	General Office Building	710	-	1000 s.f.	10.84	1.52	88%	12%	1.44	17%	83%	-	-	-	-	-	-	-
Hotel	Hotel	310	-	rooms	7.99	0.46	56%	44%	0.59	51%	49%	-	-	-	-	-	-	-
Total												2,339	123	71	52	230	112	118

Dresden Drive Intersection Improvement Analysis Trip Generation - University Baptist Church

Description	Land Use	ITE Code	Amount	Average Daily	Trip Generation Rates						Trips Generation							
					AM Peak			PM Peak			AM Peak			PM Peak				
					Total	% In	% Out	Total	% In	% Out	Total	In	Out	Total	In	Out		
Apartments/Condos	Multi-family Housing (Mid-Rise)*	221	36	d.u.	4.75	0.32	56%	44%	0.29	43%	57%	171	12	6	6	10	4	6
Townhomes & Detached Homes	Single-Family Attached Housing	215	-	d.u.	7.2	0.48	31%	69%	0.57	57%	43%	-	-	-	-	-	-	-
Retail (incl Restaurants)	Strip Retail Plaza (<40k)	822	18.266	1000 s.f.	54.45	2.36	60%	40%	6.59	50%	50%	995	43	26	17	120	60	60
Office	General Office Building	710	-	1000 s.f.	10.84	1.52	88%	12%	1.44	17%	83%	-	-	-	-	-	-	-
Hotel	Hotel	310	-	rooms	7.99	0.46	56%	44%	0.59	51%	49%	-	-	-	-	-	-	-
Total												1,166	55	32	23	130	64	66

Source: Trip Generation Manual, 11th Edition (Institute of Transportation Engineers)

*Close to Rail Transit

**No Supermarket

Dresden Drive Intersection Improvement Analysis Trip Generation - MARTA (Zone 1 - West of Peachtree)

Land Use		Average Daily	Trips Generation					
			AM Peak			PM Peak		
			Total	In	Out	Total	In	Out
Residential (LU 221 & 215)	Total Trips	-	-	-	-	-	-	-
	- Internal Trips	-	-	-	-	-	-	-
	- External Trips	-	-	-	-	-	-	-
Retail (LU 821 or 822)	Total Trips	4,051	104	64	40	311	153	158
	- Internal Trips	276	15	9	6	21	12	9
	- External Trips	3,775	89	55	34	290	141	149
Office (LU 710)	Total Trips	6,504	912	803	109	864	147	717
	- Internal Trips	197	7	3	4	12	7	5
	- External Trips	6,307	905	800	105	852	140	712
Hotel (LU 310)	Total Trips	-	-	-	-	-	-	-
Site Totals	New External Trips	10,082	994	855	139	1,142	281	861
	Alternative Mode Reduction (25%)	(2,521)	(249)	(214)	(35)	(286)	(70)	(215)
	Net New Trips	7,561	745	641	104	856	211	646

Dresden Drive Intersection Improvement Analysis Trip Generation - MARTA (Zone 2 - East of Peachtree)

Land Use		Average Daily	Trips Generation					
			AM Peak			PM Peak		
			Total	In	Out	Total	In	Out
Residential (LU 221 & 215)	Total Trips	1,161	78	40	38	75	34	41
	- Internal Trips	384	25	10	15	34	12	22
	- External Trips	777	53	30	23	41	22	19
Retail (LU 821 or 822)	Total Trips	5,402	138	86	52	415	203	212
	- Internal Trips	368	18	11	7	30	17	13
	- External Trips	5,034	120	75	45	385	186	199
Office (LU 710)	Total Trips	3,642	511	449	62	484	82	402
	- Internal Trips	111	3	1	2	7	4	3
	- External Trips	3,531	508	448	60	477	78	399
Hotel (LU 310)	Total Trips	1,798	104	58	46	133	68	65
Site Totals	New External Trips	11,140	785	611	174	1,036	354	682
	Alternative Mode Reduction (25%)	(2,785)	(196)	(153)	(44)	(259)	(89)	(171)
	Net New Trips	8,355	589	458	130	777	265	511

Dresden Drive Intersection Improvement Analysis Trip Generation - North End of Apple Valley

Land Use		Average Daily	Trips Generation					
			AM Peak			PM Peak		
			Total	In	Out	Total	In	Out
Residential (LU 221 & 215)	Total Trips	1,188	80	45	35	73	31	42
	- Internal Trips	374	17	7	10	33	11	22
	- External Trips	814	63	38	25	40	20	20
Retail (LU 821 or 822)	Total Trips	6,867	176	109	67	528	259	269
	- Internal Trips	420	20	11	9	39	27	12
	- External Trips	6,447	156	98	58	489	232	257
Office (LU 710)	Total Trips	341	48	42	6	45	8	37
	- Internal Trips	58	3	2	1	8	2	6
	- External Trips	283	45	40	5	37	6	31
Hotel (LU 310)	Total Trips	559	32	18	14	41	21	20
Site Totals	New External Trips	8,103	296	194	102	607	279	328
	Alternative Mode Reduction (25%)	(2,026)	(74)	(49)	(26)	(152)	(70)	(82)
	Net New Trips	6,077	222	145	76	455	209	246

Dresden Drive Intersection Improvement Analysis Trip Generation - Terwilliger-Pappas

Land Use		Average Daily	Trips Generation					
			AM Peak			PM Peak		
			Total	In	Out	Total	In	Out
Residential (LU 221 & 215)	Total Trips	238	16	9	7	15	6	9
	- Internal Trips	74	6	3	3	7	2	5
	- External Trips	164	10	6	4	8	4	4
Retail (LU 821 or 822)	Total Trips	1,364	59	35	24	165	83	82
	- Internal Trips	74	6	3	3	7	5	2
	- External Trips	1,290	53	32	21	158	78	80
Office (LU 710)	Total Trips	-	-	-	-	-	-	-
	- Internal Trips	-	-	-	-	-	-	-
	- External Trips	-	-	-	-	-	-	-
Hotel (LU 310)	Total Trips	-	-	-	-	-	-	-
Site Totals	New External Trips	1,454	63	38	25	166	82	84
	Alternative Mode Reduction (25%)	(364)	(16)	(10)	(6)	(42)	(21)	(21)
	Net New Trips	1,090	47	28	19	124	61	63

Dresden Drive Intersection Improvement Analysis Trip Generation - Dresden Village

Land Use		Average Daily	Trips Generation					
			AM Peak			PM Peak		
			Total	In	Out	Total	In	Out
Residential (LU 221 & 215)	Total Trips	891	60	33	27	55	24	31
	- Internal Trips	130	6	3	3	15	7	8
	- External Trips	761	54	30	24	40	17	23
Retail (LU 821 or 822)	Total Trips	1,448	63	38	25	175	88	87
	- Internal Trips	130	6	3	3	15	8	7
	- External Trips	1,318	57	35	22	160	80	80
Office (LU 710)	Total Trips	-	-	-	-	-	-	-
	- Internal Trips	-	-	-	-	-	-	-
	- External Trips	-	-	-	-	-	-	-
Hotel (LU 310)	Total Trips	-	-	-	-	-	-	-
Site Totals	New External Trips	2,079	111	65	46	200	97	103
	Alternative Mode Reduction (25%)	(520)	(28)	(16)	(12)	(50)	(24)	(26)
	Net New Trips	1,559	83	49	34	150	73	77

Dresden Drive Intersection Improvement Analysis Trip Generation - University Baptist Church

Land Use		Average Daily	Trips Generation					
			AM Peak			PM Peak		
			Total	In	Out	Total	In	Out
Residential (LU 221 & 215)	Total Trips	171	12	6	6	10	4	6
	- Internal Trips	54	4	2	2	4	1	3
	- External Trips	117	8	4	4	6	3	3
Retail (LU 821 or 822)	Total Trips	995	43	26	17	120	60	60
	- Internal Trips	54	4	2	2	4	3	1
	- External Trips	941	39	24	15	116	57	59
Office (LU 710)	Total Trips	-	-	-	-	-	-	-
	- Internal Trips	-	-	-	-	-	-	-
	- External Trips	-	-	-	-	-	-	-
Hotel (LU 310)	Total Trips	-	-	-	-	-	-	-
Site Totals	New External Trips	1,058	47	28	19	122	60	62
	Alternative Mode Reduction (25%)	(265)	(12)	(7)	(5)	(31)	(15)	(16)
	Net New Trips	793	35	21	14	91	45	46

Dresden Drive Intersection Improvement Analysis Trip Generation - Total New External Trips

Zone		Average Daily	Trips Generation					
			AM Peak			PM Peak		
			Total	In	Out	Total	In	Out
MARTA (Zone 1 - West of Peachtree)		7,561	745	641	104	856	211	646
MARTA (Zone 2 - East of Peachtree)		8,355	589	458	130	777	265	511
North End of Apple Valley		6,077	222	145	76	455	209	246
Terwilliger-Pappas		1,090	47	28	19	124	61	63
Dresden Village		1,559	83	49	34	150	73	77
University Baptist Church		793	35	21	14	91	45	46
Total		25,435	1,721	1,342	377	2,453	864	1,589