

Appendix B:

Traffic Study Technical Memorandum



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

Prepared by



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Introduction

As a part of the *Dresden Drive Intersection Improvement Study*, a traffic evaluation was conducted in July 2021 at intersection locations along Dresden Drive within the City of Brookhaven, located in DeKalb County, GA. The traffic evaluation included capacity, operational, and safety analyses of these intersections to aide in the recommendation of potential improvement projects along the study corridor. Based on further input from the City, the scope of the traffic study has been expanded to include additional and updated intersection analysis, as well as roadway segment analysis, under multiple growth scenarios. This memorandum details the updated traffic conditions, evaluation methodology, and analysis results.

The study area has been updated to include 21 intersection locations along Dresden Drive and the surrounding area. These locations are listed below and shown in **Figure 1**. Additionally, 22 roadway segments, including Dresden Drive, are included in the analysis. These locations are listed below and shown in **Figure 2**.

Study Intersections:

- Dresden Drive @ Peachtree Road
- Dresden Drive @ Apple Valley Road
- Dresden Drive @ Fernwood Circle
- Dresden Drive @ Ellijay Drive
- Dresden Drive @ Caldwell Road
- Dresden Drive @ Appalachian Drive
- Dresden Drive @ Camille Drive
- Dresden Drive @ Conasauga Avenue
- Dresden Drive @ North Thompson Road
- Dresden Drive @ Ashford Road
- Dresden Drive @ Winding Lane
- Dresden Drive @ Clairmont Road
- Redding Road @ Caldwell Road
- Redding Road @ Peachtree Road
- North Druid Hills Road @ Peachtree Road
- North Druid Hills Road @ Apple Valley Road
- North Druid Hills Road @ Sylvan Circle (N)
- North Druid Hills Road @ Star Drive
- North Druid Hills Road @ Sylvan Circle (S)
- Briarwood Road @ Briarwood Hills Drive
- Briarwood Road @ Coosawattee Drive

Study Roadway Segments:

- Dresden Drive between Peachtree Road and Clairmont Road
- Apple Valley Road between Parkside Drive and Sunland Drive
- Caldwell Road between Sunland Drive and Oaklawn Avenue
- Green Meadows Lane between Wilford Drive and East Osborne Road
- Camille Drive between Wilford Drive and E Osborne Road
- North Thompson Road between Dresden Drive and Trentwood Place
- Ashford Road between Dresden Drive and Trentwood Place
- Winding Lane between Dresden Drive and Redding Way
- Caldwell Road between Ashford Road and Redding Road
- Caldwell Road between Cynthia Drive and Redding Road
- Redding Road between Caldwell Road and Peachtree Road
- Redding Road between Caldwell Road and Redding Way
- Apple Valley Road between North Druid Hills Road and Fernwood Circle
- Sylvan Circle (N) between North Druid Hills Road and Fernwood Circle
- Star Drive between North Druid Hills Road and Sylvan Circle
- Sylvan Circle (S) between North Druid Hills Road and Star Drive
- Ellijay Drive between Towne Estates Drive and Canoochee Drive
- Appalachian Drive between Dresden Drive and Canoochee Drive
- Conasauga Avenue between Dresden Drive and Oostanaula Drive
- Coosawattee Drive between Tugaloo Drive and Noel Drive
- Briarwood Hills Drive between Briarwood Road and Telford Drive
- Coosawattee Drive between Briarwood Road and Wayside Drive

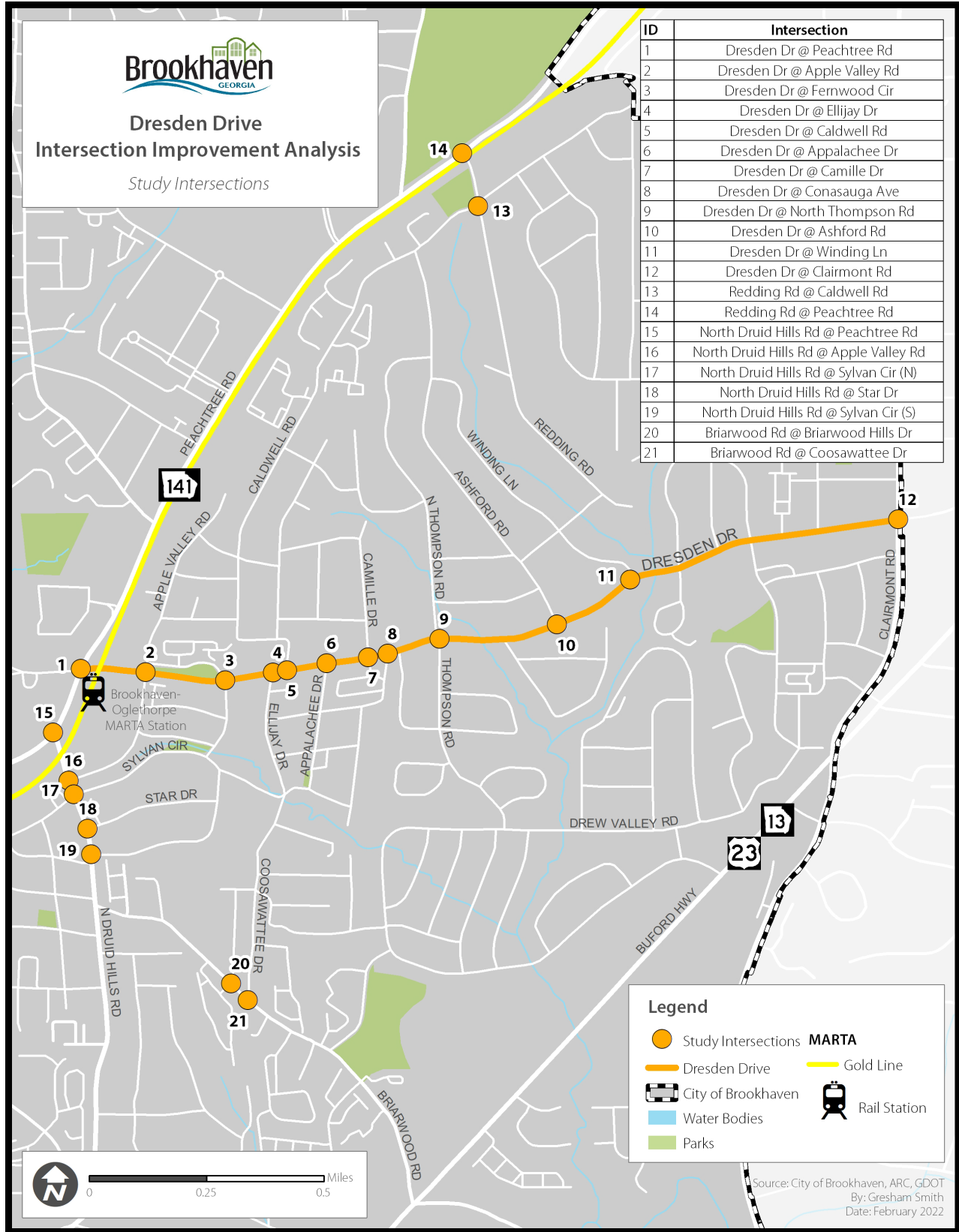


FIGURE 1: STUDY INTERSECTIONS

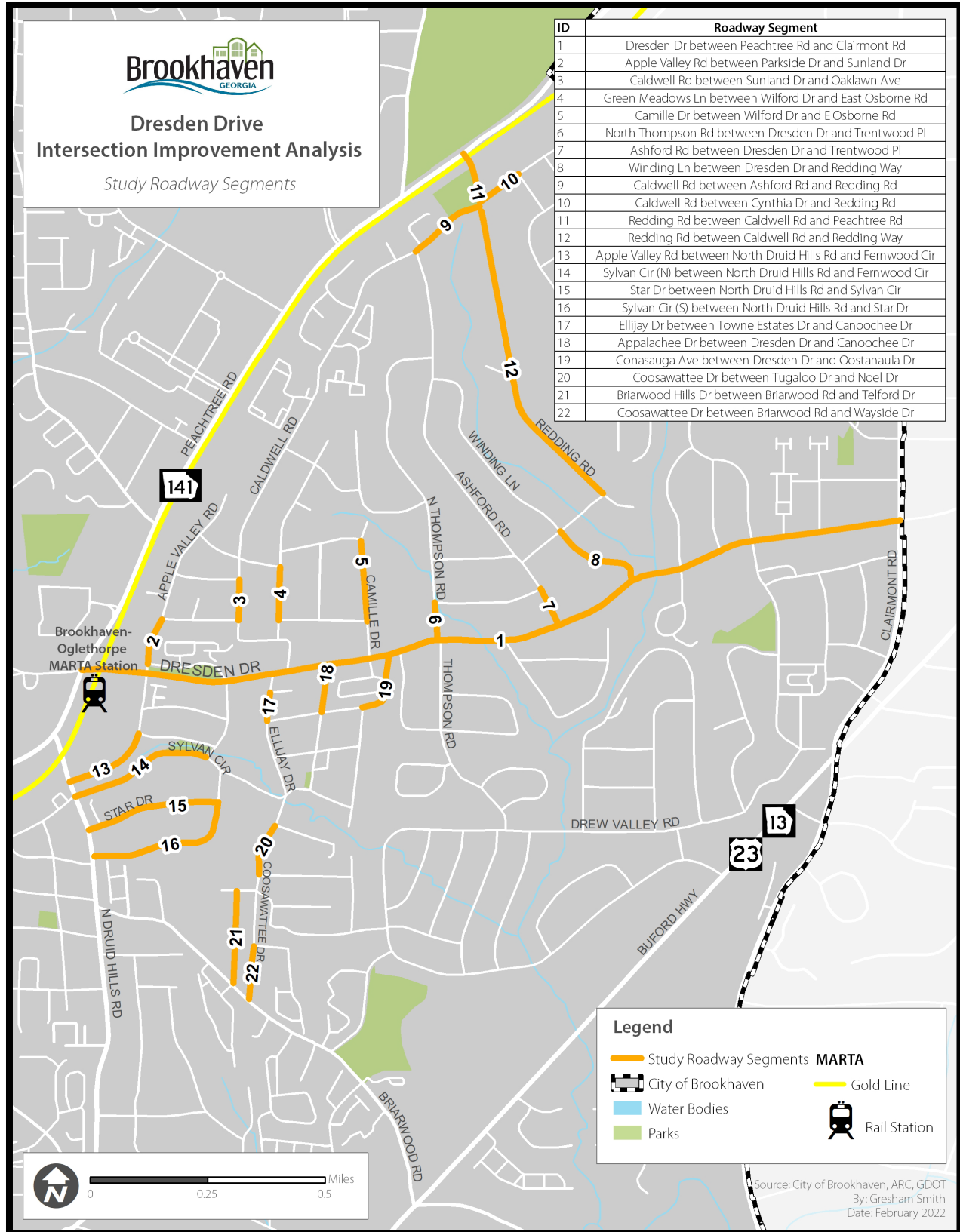


FIGURE 2: STUDY ROADWAY SEGMENTS

Existing Conditions

The following sections summarize the existing traffic conditions at each study location, including traffic volumes and capacity analysis at critical intersections along Dresden Drive.

Traffic Volumes

For the purposes of this study, new traffic count data was collected by Marr Traffic Data Collection on January 20th of 2022. Peak hour turning movement counts were collected at each of the 21 study intersections, and 24-hour bi-directional counts were collected on all 22 study roadway segments. The raw count data collected is provided in **Appendix A**.

HISTORICAL TRAFFIC DATA

Given the ongoing effects of COVID-19, historical traffic count data from other sources and studies were also obtained and reviewed to determine the accuracy of the traffic data collected during the pandemic. The historical data reviewed are summarized below.

- Dresden Drive Intersection Improvement Analysis – As part of the initial traffic evaluation, traffic count data was collected on May 11th and 12th of 2021. 48-hour bi-directional counts were collected on Dresden Drive and on Clairmont Road just south of Dresden Drive. Peak hour turning movement counts were collected at the Apple Valley Road, Ellijay Drive, Caldwell Drive and Clairmont Road intersections with Dresden Drive.
- Dresden Village Traffic Study – Turning movement counts are available at the Apple Valley Road and Ellijay Drive/Caldwell Road intersections. The counts were collected on January 20th, 2016 at the Ellijay Drive/Caldwell Road intersection, and on March 8th, 2016 at the Apple Valley Road intersection. All turning movement counts were recorded during the AM and PM peak hours between 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, respectively.
- City of Brookhaven Transportation Streetscape Improvements – Turning movement counts are available at Apple Valley Road, Ellijay Drive and Clairmont Road intersections. The counts were collected on November 10th, 2016. All turning movement counts were recorded during the AM and PM peak hours between 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, respectively.
- GDOT’s Traffic Analysis & Data Application (TADA) – 48-hour bi-directional counts are available on Dresden Drive east of Thompson Road (Station ID 089-3625), and on Clairmont Road south of Dresden Drive (Station ID 089-3445). The counts were collected over a 48-hour period on May 1st, 2nd and 3rd of 2017 on Dresden Drive, and August 26th, 27th and 28th of 2019 on Clairmont Road.

HISTORICAL GROWTH ANALYSIS

To compare the turning movement counts collected during the ongoing effects of COVID-19 with pre-pandemic data, recent historical growth in traffic in the study area was reviewed. For the purposes of this study, three (3) GDOT historical count stations were identified to determine the recent rate of traffic growth. Based on the pre-pandemic count data available over the past 15 years, growth rates were calculated at each of count station. As shown in **Table 1**, the average annual historical growth rate in the study area was 1.3%.

TABLE 1: HISTORICAL GROWTH RATES

GDOT Count Location	Location Description	Growth Rate
0893445	Clairmont Rd S/O Dresden Dr	1.3%
0893625	Dresden Dr E/O Thompson Rd	1.8%
0893627	Dresden Dr E/O Clairmont Rd	0.9%
Average		1.3%

COVID-19 ADJUSTMENTS

COVID-19 factors were developed to adjust the traffic counts collected to account for the effect of the ongoing pandemic on traffic volumes. The historical count data was grown using an annual growth rate of 1.5%, based on the historical traffic growth analysis. The turning movement counts collected during the ongoing pandemic were then compared to the grown historical counts. After reviewing the traffic patterns reflected in the 2021 collected counts versus the grown historical data, the following COVID-19 adjustment factors shown in **Table 2** were developed.

TABLE 2: COVID-19 ADJUSTMENT FACTORS

Time Period	Adjustment Factor
AM Peak Hour	1.25
PM Peak Hour	1.15
24 Hours	1.20

The AM and PM peak hour COVID-19 adjustment factors were applied to the latest turning movement counts collected at each study intersection to develop the Existing Year (2022) AM and PM peak hour turning movement volumes used for analysis. These volumes are provided in **Appendix B**. The 24-hour COVID-19 adjustment factor was applied to the 24-hour traffic counts collected on each study roadway segment to develop the Existing Year (2022) daily volumes used for analysis. These volumes are provided in **Appendix C**.

Intersection Capacity Analysis

Based on input from the City, the following five (5) critical study intersections were identified along the Dresden Drive corridor:

- Dresden Drive at Peachtree Road
- Dresden Drive at Apple Valley Road
- Dresden Drive at Ellijay Drive
- Dresden Drive at Caldwell Road
- Dresden Drive at Clairmont Road

Based on the Existing Year (2022) AM and PM peak hour turning movement traffic volumes, the existing traffic controls, and existing lane configurations, AM and PM peak hour traffic operations were analyzed at each of the five (5) critical study intersections along Dresden Drive. The methodologies outlined in the Highway Capacity Manual (HCM) 6th Edition, and the Synchro 11.0 software program were utilized for this analysis. According to the HCM, there are six levels of service (LOS) by which the operational performance of an intersection may be described. These levels of service range between LOS A, which indicates a relatively free-flowing condition, and LOS F, which indicates operational breakdown.

For signalized intersections, LOS is defined in terms of a weighted average control delay for all traffic movements at the intersection. Control delay is a complex measure that quantifies the increase in travel time that a vehicle experiences due to the traffic signal control, which is based on multiple variables, including signal phasing and coordination (i.e., progression of movements through the intersection and along the corridor), signal cycle length, and traffic volumes with respect to intersection capacity and resulting queues. Signalized intersection LOS is stated in terms of average control delay per vehicle (in seconds) during a specified time period (e.g., weekday PM peak hour). **Table 3** summarizes the LOS criteria for signalized intersections, as described in the HCM (Transportation Research Board, 2016).

TABLE 3: LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

Level of Service	Control Delay (sec/veh)	General Description
A	≤ 10 seconds	Free flow
B	> 10 seconds and ≤ 20 seconds	Stable flow (slight delays)
C	> 20 seconds and ≤ 35 seconds	Stable flow (acceptable delays)
D	> 35 seconds and ≤ 55 seconds	Approaching unstable flow
E	> 55 seconds and ≤ 80 seconds	Approaching intersection capacity unstable flow, unfavorable progression
F*	> 80 seconds	Forced flow, poor progression

Source: Highway Capacity Manual, 6th Edition, Transportation Research Board, 2016.

*If the volume-to-capacity (v/c) ratio exceeds 1.0, LOS F is assigned.

The results of the intersection LOS and delay analysis for the Existing Year (2022) conditions are summarized in **Table 4**. As shown, four (4) intersections operate at LOS D or better in the AM and PM peak hours, and one intersection (Peachtree Road at Dresden Drive and Brookhaven Drive) operates at LOS E or worse during both the AM and PM peaks. Detailed HCM analyses, including capacity analysis worksheets that summarize queueing and detailed delay and LOS data by approach and movement, can be found in **Appendix D**.

While the capacity analysis reflects a LOS D or better for four critical study intersections, heavy congestion does exist due to multiple operational issues, such as closely spaced intersections, on-street parking, and weaving patterns. While it appears that this section of Dresden Drive has the capacity to accommodate the existing traffic volumes, these issues have been observed to impact operations along the corridor.

TABLE 4: EXISTING YEAR (2022) INTERSECTION CAPACITY ANALYSIS

ID	Intersection Name	Intersection Control Type	AM LOS Delay (s)	PM LOS Delay (s)
1	Dresden Dr @ Peachtree Rd	Signal	E 59.1	F 85.2
2	Dresden Dr @ Apple Valley Rd	Signal	B 10.8	B 13.2
3	Dresden Dr @ Ellijay Dr	Signal	A 6.1	A 6.9
4	Dresden Dr @ Caldwell Rd	Signal	A 6.8	A 7.4
5	Dresden Dr @ Clairmont Rd	Signal	D 35.7	D 36.3

Future Conditions

Future conditions were analyzed at all the study intersections and study roadway segments based on projected traffic volumes. The years 2027, 2037 and 2047 were chosen as the 5-year, 15-year, and 25-year horizons to conduct the traffic analysis for future conditions. To perform the future analysis, anticipated traffic volumes were developed at each of the 21 study intersections and 22 roadway segments for low-, medium-, and high-growth scenarios.

The future condition traffic is defined as the existing condition traffic, plus the anticipated background growth in traffic along the corridor, plus any anticipated traffic due to planned development near the study area. Hence, the following formula was used to calculate the future condition traffic volumes.

$$F = P(1 + r)^n + \text{Development Traffic}$$

Where:

F = future projected traffic volume (vehicles per hour)

P = existing traffic volume (vehicles per hour)

r = annual background growth rate

n = number of projection years = future projection year – existing year

Projected Growth Analysis

The anticipated future background growth in traffic was based on traffic and population predictions in the vicinity of the study area. Projected annual growth rates were calculated based on data obtained from the Atlanta Regional Commission (ARC).

The projected annual growth in traffic was calculated based on traffic assignments from the ARC’s Travel Demand Model (TDM) over several roadway links throughout the study area. As shown in **Table 5**, the average annual projected traffic growth rate was calculated to be 0.6%.

TABLE 5: PROJECTED TRAFFIC GROWTH RATES

Model Link	ARC Travel Demand Model Output - Daily Volume		
	2015	2050	Growth Rate
Dresden Dr E/O Apple Valley Rd	20,012	23,127	0.4%
Dresden Dr E/O Thompson Rd	12,158	16,123	0.8%
Dresden Dr W/O Thompson Rd	11,396	13,512	0.5%
Dresden Dr E/O Winding Ln	16,910	20,058	0.5%
Dresden Dr W/O Winding Ln	15,306	18,794	0.6%
Dresden Dr E/O Clairmont Rd	15,412	19,261	0.6%
Dresden Dr W/O Clairmont Rd	12,912	15,791	0.6%
Clairmont Rd S/O Dresden Dr	14,395	19,266	0.8%
Clairmont Rd N/O Dresden Dr	17,327	23,547	0.9%
Average	0.6%		

Annual growth rates were also calculated based on the ARC’s future population predictions for DeKalb County and the Chamblee Super District (SD), which includes the City of Brookhaven. The population forecasts and calculated annual growth rates for the region are shown in **Table 6**. The average annual projected population growth rate was calculated to be 0.8%.

TABLE 6: PROJECTED POPULATION GROWTH RATES

Location	2020	2030	2040	2050	Growth Rate		
					2020-2030	2020-2040	2020-2050
DeKalb	809,802	889,371	941,158	1,012,022	0.9%	0.8%	0.7%
Chamblee SD	156,996	175,482	187,671	200,650	1.1%	0.9%	0.8%
Average							0.8%

Growth Scenarios

Based on the projected growth analyses, three (3) different growth scenarios were developed to be representative of the possible future traffic volumes along Dresden Drive and other roadways within the study area. The three (3) growth scenarios are as follows:

Low-Growth Scenario – An applied annual background growth rate of 0.5% plus anticipated development traffic

Medium-Growth Scenario – An applied average annual background growth rate of 0.75% plus anticipated development traffic

High-Growth Scenario – An applied average annual background growth rate of 1.0% plus anticipated development traffic

The three (3) growth scenarios were applied at each study intersection and roadway segment to develop projected traffic volumes for the 5-year, 15-year and 25-year horizons and to conduct the traffic analysis for all future conditions.

Future Developments

Several planned and potential development projects in the vicinity of Dresden Drive were identified by the City of Brookhaven. Based on information provided by the City, an updated list of developments and their planned land uses is provided in **Table 7**. The location of each development is shown in **Figure 3**.

TABLE 7: FUTURE DEVELOPMENT LAND USES

Property	Acres	Built By (Year)	Apartments/Condos	Townhomes	Retail (Sq.ft)	Office (Sq.ft)	Hotel Rooms
MARTA	17.76	2026	196	32	140,000	936,000	225
North of Apple Valley Rd	20.84	2026	250		101,700	31,500	70
Pappas-Terwilliger	2.03	2026	50		25,054		
Dresden Village	4.00	2026	177	7	26,601		
University Baptist Church	1.48	2026	36		18,266		
Total	46.11		709	39	311,621	967,500	295

Based on the anticipated land uses, generated development trips were derived using the methodologies outlined in the Trip Generation Manual, 11th Edition (Institute of Transportation Engineers). Mixed-use, internal trip reductions were applied per the ITE Trip Generation Handbook, 3rd Edition (Institute of Transportation Engineers) to account for the anticipated interaction between the residential, office and/or retail land uses within each development. An alternative transportation mode reduction of 25%, consistent with guidance from the Georgia Road and Toll Authority (GRTA), was applied to all land uses for each development to account for the use of alternative modes of transportation in the area, such as walking, biking, and transit. The net external trips generated by each development were distributed throughout the study area based on surrounding traffic patterns to identify the vehicle trips traversing through each study intersection and roadway segment. The total number of estimated vehicle trips generated by each development, as well as the net external vehicle trips generated, are included in **Appendix E**.

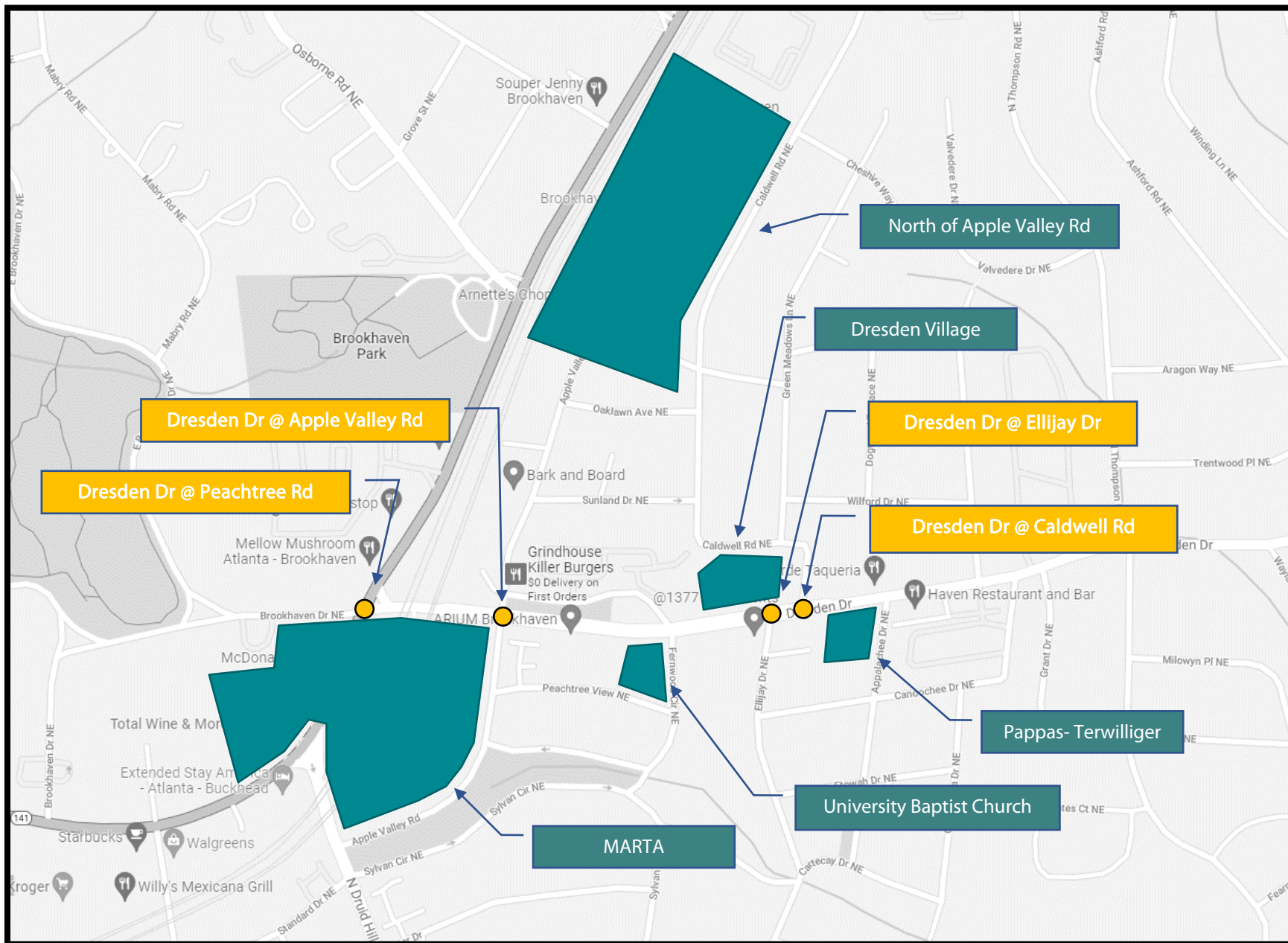


FIGURE 3: FUTURE DEVELOPMENT SITES

Future Traffic Volumes

Future Year traffic volumes were developed for the low-, medium-, and high-growth scenarios for each of the 21 study intersections and 22 roadway segments for the 5-year, 15-year, and 25-year horizons. The projected Future Year AM and PM peak hour turning movement volumes are provided in **Appendix B**. The projected Future Year daily roadway segment volumes are provided in **Appendix C**.

INCREASE IN TRAFFIC VOLUMES – INTERSECTION ANALYSIS

The anticipated increase in traffic based on the Future Year traffic volumes projected for the low-, medium-, and high-growth scenarios for the 5-year, 15-year, and 25-year horizons at each of the 21 study intersections was reviewed. The percent increase in total traffic at each study intersection for the 2027, 2037 and 2047 Future Years are provided in **Table 8**, **Table 9** and **Table 10**, respectively. As shown, the largest percent increase in traffic is anticipated at the Dresden Drive at Apple Valley Road intersection under each growth scenario.

TABLE 8: FUTURE YEAR (2027) INCREASE IN INTERSECTION TRAFFIC VOLUMES

ID	Intersection Name	AM Peak Hour			PM Peak Hour		
		Low-Growth	Medium-Growth	High-Growth	Low-Growth	Medium-Growth	High-Growth
1	Dresden Dr @ Peachtree Rd	20%	20%	20%	25%	25%	25%
2	Dresden Dr @ Apple Valley Rd	40%	45%	45%	60%	60%	60%
3	Dresden Dr @ Fernwood Cir	35%	35%	40%	50%	50%	50%
4	Dresden Dr @ Ellijay Dr	30%	35%	35%	40%	45%	45%
5	Dresden Dr @ Caldwell Rd	35%	35%	35%	40%	45%	45%
6	Dresden Dr @ Appalachian Dr	30%	30%	35%	40%	40%	40%
7	Dresden Dr @ Camille Dr	30%	30%	35%	40%	40%	45%
8	Dresden Dr @ Conasauga Ave	30%	30%	30%	40%	40%	40%
9	Dresden Dr @ North Thompson Rd	30%	30%	30%	35%	40%	40%
10	Dresden Dr @ Ashford Rd	30%	30%	30%	40%	40%	40%
11	Dresden Dr @ Winding Ln	25%	30%	30%	35%	40%	40%
12	Dresden Dr @ Clairmont Rd	10%	10%	15%	15%	15%	15%
13	Redding Rd @ Caldwell Rd	15%	15%	15%	25%	25%	30%
14	Redding Rd @ Peachtree Rd	20%	20%	20%	25%	25%	25%
15	North Druid Hills Rd @ Peachtree Rd	30%	30%	30%	35%	35%	35%
16	North Druid Hills Rd @ Apple Valley Rd	40%	40%	40%	40%	40%	45%
17	North Druid Hills Rd @ Sylvan Cir (N)	25%	30%	30%	30%	30%	30%
18	North Druid Hills Rd @ Star Dr	25%	30%	30%	30%	30%	30%
19	North Druid Hills Rd @ Sylvan Cir (S)	30%	30%	30%	30%	30%	30%
20	Briarwood Rd @ Briarwood Hills Dr	30%	35%	35%	35%	35%	40%
21	Briarwood Rd @ Coosawattee Dr	30%	35%	35%	35%	40%	40%

TABLE 9: FUTURE YEAR (2037) INCREASE IN INTERSECTION TRAFFIC VOLUMES

ID	Intersection Name	AM Peak Hour			PM Peak Hour		
		Low-Growth	Medium-Growth	High-Growth	Low-Growth	Medium-Growth	High-Growth
1	Dresden Dr @ Peachtree Rd	25%	25%	30%	30%	30%	35%
2	Dresden Dr @ Apple Valley Rd	45%	50%	55%	65%	65%	70%
3	Dresden Dr @ Fernwood Cir	40%	45%	50%	55%	60%	60%
4	Dresden Dr @ Ellijay Dr	35%	40%	45%	45%	50%	55%
5	Dresden Dr @ Caldwell Rd	40%	40%	45%	45%	50%	55%
6	Dresden Dr @ Appalachian Dr	35%	40%	45%	45%	50%	55%
7	Dresden Dr @ Camille Dr	35%	40%	45%	45%	50%	55%
8	Dresden Dr @ Conasauga Ave	35%	40%	45%	45%	50%	55%
9	Dresden Dr @ North Thompson Rd	35%	40%	40%	45%	45%	50%
10	Dresden Dr @ Ashford Rd	35%	40%	45%	45%	50%	50%
11	Dresden Dr @ Winding Ln	35%	35%	40%	40%	45%	50%
12	Dresden Dr @ Clairmont Rd	15%	20%	25%	20%	25%	30%
13	Redding Rd @ Caldwell Rd	20%	25%	30%	30%	35%	40%
14	Redding Rd @ Peachtree Rd	25%	25%	30%	30%	30%	35%
15	North Druid Hills Rd @ Peachtree Rd	35%	40%	45%	40%	40%	45%
16	North Druid Hills Rd @ Apple Valley Rd	45%	45%	50%	45%	50%	55%
17	North Druid Hills Rd @ Sylvan Cir (N)	30%	35%	40%	35%	35%	40%
18	North Druid Hills Rd @ Star Dr	35%	35%	40%	35%	40%	40%
19	North Druid Hills Rd @ Sylvan Cir (S)	35%	35%	40%	35%	40%	40%
20	Briarwood Rd @ Briarwood Hills Dr	40%	45%	50%	40%	45%	50%
21	Briarwood Rd @ Coosawattee Dr	35%	40%	45%	40%	45%	50%

TABLE 10: FUTURE YEAR (2047) INCREASE IN INTERSECTION TRAFFIC VOLUMES

ID	Intersection Name	AM Peak Hour			PM Peak Hour		
		Low-Growth	Medium-Growth	High-Growth	Low-Growth	Medium-Growth	High-Growth
1	Dresden Dr @ Peachtree Rd	30%	35%	45%	35%	40%	50%
2	Dresden Dr @ Apple Valley Rd	50%	60%	65%	70%	75%	85%
3	Dresden Dr @ Fernwood Cir	45%	55%	60%	60%	65%	75%
4	Dresden Dr @ Ellijay Dr	40%	50%	55%	55%	60%	70%
5	Dresden Dr @ Caldwell Rd	45%	50%	60%	55%	60%	70%
6	Dresden Dr @ Appalachian Dr	40%	50%	55%	50%	60%	65%
7	Dresden Dr @ Camille Dr	40%	50%	55%	50%	60%	65%
8	Dresden Dr @ Conasauga Ave	40%	50%	55%	50%	55%	65%
9	Dresden Dr @ North Thompson Rd	40%	45%	55%	50%	55%	65%
10	Dresden Dr @ Ashford Rd	40%	45%	55%	50%	55%	65%
11	Dresden Dr @ Winding Ln	40%	45%	55%	45%	55%	60%
12	Dresden Dr @ Clairmont Rd	20%	30%	35%	25%	30%	40%
13	Redding Rd @ Caldwell Rd	25%	30%	40%	35%	45%	50%
14	Redding Rd @ Peachtree Rd	30%	35%	45%	35%	40%	50%
15	North Druid Hills Rd @ Peachtree Rd	40%	45%	55%	45%	50%	60%
16	North Druid Hills Rd @ Apple Valley Rd	50%	55%	65%	50%	60%	65%
17	North Druid Hills Rd @ Sylvan Cir (N)	35%	45%	50%	40%	45%	55%
18	North Druid Hills Rd @ Star Dr	40%	45%	55%	40%	45%	55%
19	North Druid Hills Rd @ Sylvan Cir (S)	40%	45%	55%	40%	45%	55%
20	Briarwood Rd @ Briarwood Hills Dr	45%	50%	60%	45%	55%	60%
21	Briarwood Rd @ Coosawattee Dr	45%	50%	60%	50%	55%	65%

INCREASE IN TRAFFIC VOLUMES – ROADWAY SEGMENT ANALYSIS

The anticipated increase in traffic based on the Future Year traffic volumes projected for the low-, medium-, and high-growth scenarios for the 5-year, 15-year, and 25-year horizons on each of the 22 study roadway segments was reviewed. The percent increase in total traffic on each study roadway segment for the 2027, 2037 and 2047 Future Years are provided in **Table 11**. As shown, the largest percent increase in traffic is anticipated on Apple Valley Road under each growth scenario.

TABLE 11: FUTURE YEAR INCREASE IN ROADWAY SEGMENT TRAFFIC VOLUMES

ID	Roadway Segment	2027			2037			2047		
		Low-Growth	Medium-Growth	High-Growth	Low-Growth	Medium-Growth	High-Growth	Low-Growth	Medium-Growth	High-Growth
1	Dresden Dr, east of Ashford Rd NE	40%	40%	40%	45%	45%	50%	50%	55%	65%
2	Apple Valley Rd NE, south of Sunland Dr NE	220%	220%	220%	225%	225%	230%	230%	235%	245%
3	Caldwell Rd NE, south of Oaklawn Ave NE	15%	20%	20%	20%	25%	30%	25%	35%	40%
4	Green Meadows Ln NE, south of E Osborne Rd NE	50%	50%	55%	55%	60%	65%	60%	70%	75%
5	Camille Dr NE, north of Wilford Dr NE	90%	90%	90%	95%	95%	100%	100%	105%	115%
6	N Thompson Rd NE, north of Trentwood Pl NE	25%	30%	30%	30%	35%	40%	40%	45%	55%
7	Ashford Rd NE, south of Trentwood Pl NE	40%	45%	45%	45%	50%	55%	55%	60%	70%
8	Winding Ln NE, west of Dresden Dr	40%	40%	40%	45%	50%	50%	50%	55%	65%
9	Caldwell Rd NE, west of Redding Rd NE	40%	40%	40%	45%	50%	50%	50%	55%	65%
10	Caldwell Rd NE, west of Cynthia Dr NE	10%	10%	10%	15%	15%	20%	20%	25%	35%
11	Redding Rd NE, north of Caldwell Rd NE	25%	25%	25%	30%	30%	35%	35%	40%	50%
12	Redding Rd NE, north of Redding Way NE	15%	15%	20%	20%	25%	30%	25%	35%	40%
13	Apple Valley Rd, south of Fernwood Cir NE	90%	90%	90%	95%	100%	100%	100%	105%	115%
14	Sylvan Cir NE, east of Fernwood Cir NE	115%	120%	120%	120%	125%	130%	125%	135%	140%
15	Star Dr, east of N Druid Hills Rd	60%	65%	65%	65%	70%	75%	70%	80%	85%
16	Sylvan Cir NE, east of Brissett Ln	75%	75%	75%	80%	85%	90%	85%	90%	100%
17	Elijay Dr NE, north of Canoochee Dr NE	20%	20%	20%	25%	30%	35%	30%	40%	45%
18	Appalachee Dr NE, south of Dresden Dr	45%	45%	45%	50%	55%	60%	55%	60%	70%
19	Conasauga Ave NE, south of Dresden Dr	45%	50%	50%	50%	55%	60%	60%	65%	75%
20	Coosawattee Dr NE, north of Noel Dr NE	20%	20%	25%	25%	30%	35%	30%	40%	45%
21	Briarwood Hills Dr NE, north of Briarwood Rd NE	115%	115%	115%	120%	125%	130%	125%	135%	140%
22	Coosawattee Dr NE, north of Briarwood Rd NE	35%	35%	35%	40%	45%	50%	45%	55%	60%

Intersection Capacity Analysis (Without Recommendations)

Based on the Future Year AM and PM peak hour turning movement traffic volumes provided in **Appendix B**, AM and PM peak hour traffic operations were analyzed at the five (5) critical study intersections along Dresden Drive for the 5-year, 15-year, and 25-year horizons for low-, medium-, and high-growth scenarios to determine the future operations if no changes are made. It should be noted that existing signal phasings were retained in this analysis, with only minor changes to phase splits to accommodate changes in volume. Detailed HCM analyses, including capacity analysis worksheets that summarize queuing, delay, and LOS data by approach and movement, can be found in **Appendix D**.

FUTURE YEAR (2027) CAPACITY ANALYSIS

The results of the intersection LOS and delay analysis for the Future Year (2027) conditions are summarized in **Table 12**. As shown, three (3) intersections operate at LOS D or better in the AM and PM peak hours (one less than in the existing year) for each growth scenario. The Peachtree Road at Dresden Drive and Brookhaven Drive intersection operates at LOS E or worse during both the AM and PM peaks for each growth scenario. The Dresden Drive at Apple Valley Road intersection operates at LOS E during the PM peak under each growth scenario. Detailed HCM analyses, including capacity analysis worksheets that summarize queuing and detailed delay and LOS data by approach and movement, can be found in **Appendix D**.

TABLE 12: FUTURE YEAR (2027) INTERSECTION CAPACITY ANALYSIS (WITHOUT RECOMMENDATIONS)

ID	Intersection Name	Low-Growth Scenario		Medium-Growth Scenario		High-Growth Scenario	
		AM LOS Delay (s)	PM LOS Delay (s)	AM LOS Delay (s)	PM LOS Delay (s)	AM LOS Delay (s)	PM LOS Delay (s)
1	Dresden Dr @ Peachtree Rd	E 70.9	F >100	E 74.4	F >100	E 77.0	F >100
2	Dresden Dr @ Apple Valley Rd	B 13.0	E 63.8	B 15.9	E 65.5	B 13.7	E 67.7
3	Dresden Dr @ Ellijay Dr	A 6.0	B 10.5	A 6.0	B 10.3	A 6.2	B 10.6
4	Dresden Dr @ Caldwell Rd	A 9.4	A 8.2	A 9.5	A 8.6	A 9.5	A 8.7
5	Dresden Dr @ Clairmont Rd	C 38.8	D 45.3	D 39.0	D 45.7	D 39.2	D 46.6

FUTURE YEAR (2037) CAPACITY ANALYSIS

The results of the intersection LOS and delay analysis for the Future Year (2037) conditions are summarized in **Table 13**. As shown, three (3) intersections operate at LOS D or better in the AM and PM peak hours (one less than in the existing year) for each growth scenario. The Peachtree Road at Dresden Drive and Brookhaven Drive intersection operates at LOS F during both the AM and PM peaks, and the Dresden Drive at Apple Valley Road intersection operates at LOS E during the PM peak for the low-growth scenario and falls to LOS F under the medium- and high-growth scenarios. Detailed HCM analyses, including capacity analysis worksheets that summarize queuing and detailed delay and LOS data by approach and movement, can be found in **Appendix D**.

TABLE 13: FUTURE YEAR (2037) INTERSECTION CAPACITY ANALYSIS (WITHOUT RECOMMENDATIONS)

ID	Intersection Name	Low-Growth Scenario		Medium-Growth Scenario		High-Growth Scenario	
		AM LOS Delay (s)	PM LOS Delay (s)	AM LOS Delay (s)	PM LOS Delay (s)	AM LOS Delay (s)	PM LOS Delay (s)
1	Dresden Dr @ Peachtree Rd	F 81.2	F >100	F 94.1	F >100	F >100	F >100
2	Dresden Dr @ Apple Valley Rd	B 18.0	E 72.2	C 29.9	F 81.4	C 34.3	F 93.5
3	Dresden Dr @ Ellijay Dr	A 6.3	B 11.3	A 6.4	B 12.1	A 6.4	B 13.3
4	Dresden Dr @ Caldwell Rd	A 9.8	A 8.9	B 10.2	A 9.5	B 10.7	B 10.8
5	Dresden Dr @ Clairmont Rd	D 39.9	D 47.6	D 40.8	D 49.2	D 41.8	D 51.4

FUTURE YEAR (2047) CAPACITY ANALYSIS

The results of the intersection LOS and delay analysis for the Future Year (2047) conditions are summarized in **Table 14**. As shown, three (3) intersections operate at LOS D or better in the AM and PM peak hours (one less than in the existing year) under the low- and medium-growth scenarios. Two (2) intersections operate at LOS D or better in the AM and PM peak hours (two less than in the existing year) under the high-growth scenario. The Peachtree Road at Dresden Drive and Brookhaven Drive intersection operates at LOS F during both the AM and PM peaks for each growth scenario. The Dresden Drive at Apple Valley Road intersection operates at LOS F during the PM peak under each growth scenario and falls to LOS E during the AM peak only under the high-growth scenario. The Dresden Drive at Clairmont Road intersection operates at LOS E during the PM peak only under the high-growth scenario. Detailed HCM analyses, including capacity analysis worksheets that summarize queuing and detailed delay and LOS data by approach and movement, can be found in **Appendix D**.

TABLE 14: FUTURE YEAR (2047) INTERSECTION CAPACITY ANALYSIS (WITHOUT RECOMMENDATIONS)

ID	Intersection Name	Low-Growth Scenario		Medium-Growth Scenario		High-Growth Scenario	
		AM LOS Delay (s)	PM LOS Delay (s)	AM LOS Delay (s)	PM LOS Delay (s)	AM LOS Delay (s)	PM LOS Delay (s)
1	Dresden Dr @ Peachtree Rd	F 97.2	F >100	F >100	F >100	F >100	F >100
2	Dresden Dr @ Apple Valley Rd	C 31.4	F 85.0	D 39.0	F >100	E 59.6	F >100
3	Dresden Dr @ Ellijay Dr	A 6.4	B 12.8	A 6.6	B 15.0	A 6.9	C 21.4
4	Dresden Dr @ Caldwell Rd	B 10.3	A 9.6	B 11.3	B 10.7	B 12.9	B 16.8
5	Dresden Dr @ Clairmont Rd	D 41.1	D 49.9	D 42.9	D 54.4	D 45.1	E 61.7

Intersection Capacity Analysis (With Recommendations)

Of the different analysis years, under the various growth scenarios discussed in the previous sections, recommendations were developed based on the 25-year horizon under the medium-growth scenario for the Future Year (2047). Based on the Future Year (2047) conditions under the medium-growth scenario, field observations, and input from the City and local community, several recommendations are proposed to address operational deficiencies at the five (5) critical study intersections along Dresden Drive and implement traffic calming measures throughout the surrounding Brookhaven Fields and Ashford Park neighborhoods on the north and south sides of Dresden Drive. These recommendations are provided in the following section. A full list of recommendations and considerations proposed as part of the *Dresden Drive Intersection Improvement Study* is provided in the study report.

PROPOSED RECOMMENDATIONS

Intersection Improvements – Dresden Drive at Peachtree Road

- Widen Peachtree Road to 6-lanes with 3 through lanes on the northbound and southbound approaches
- Install a second left-turn-only lane for southbound left turns; change signal phasing to protected-only
- Install a dedicated right-turn-only lane for southbound right turns and add a right-turn overlap phase
- Add a right-turn overlap phase for northbound and westbound right turns

Intersection Improvements – Dresden Drive at Apple Valley Road

- Install a second left-turn-only lane for northbound left turns; change signal phasing to protected-only
- Shift eastbound approach lanes south to accommodate additional receiving lane on Dresden Drive west of Apple Valley Road
- Provide a protected left-turn signal phase and change signal phasing to protected-only for eastbound left-turns (to address limited sight distance caused by vehicles in the opposing left-turn lane)
- Add a protected left-turn signal phase for westbound left turns
- Lengthen the southbound right-turn lane and install a dedicated southbound left-turn lane, so the southbound approach consists of one right-turn lane, one through lane, and one left-turn lane
- Add flashing yellow arrows (FYAs) for westbound and southbound permissive left-turn phases
- Add a right-turn overlap signal phase for eastbound and southbound right turns

Intersection Improvements – Dresden Dr at Ellijay Drive and Caldwell Road

- Install a crosswalk across the east leg of the Ellijay Drive intersection, with pedestrian ramps and signals for crossing in both directions
- Install new sidewalk along the north side of Dresden Drive, from west of Caldwell Road to the edge of the proposed crosswalk on the east leg of the Ellijay Drive intersection

Intersection Improvements – Dresden Dr at Clairmont Rd

- Extend the eastbound right-turn-only lane
- Add FYAs for all permissive left-turn phases
- Convert the outside westbound through/right-turn lane to a dedicated right-turn-only lane, with a single through-lane and a single receiving lane on Dresden Drive west of Clairmont Road
- Prohibit right-turns on red and add right-turn overlap signal phases for eastbound and westbound right-turns

Intersection Turn Restrictions & Roadway Access Restrictions

- Install a diagonal diverter at the intersection of Ashford Road and North Thompson Road to restrict northbound and southbound through and right-turn movements through the intersection
- Install a diagonal diverter at the intersection of Caldwell Road and Cheshire Way to restrict northbound and southbound through and left-turn movements through the intersection
- Close access on Redding Way at the location of the bridge/culvert between Redding Road and Winding Lane.
- As an alternative to the three (3) previous restrictions listed, install a single diagonal diverter between the intersections of Redding Road and Caldwell Road to restrict northbound and southbound through and right-turn movements at the intersection
- As an alternative to a diagonal diverter at the intersection of Ashford Road and North Thompson Road, close access on Ashford Road just north of North Thompson Road (where the power lines cross the roadway).
- Install a diagonal diverter between the intersections of Ellijay Road and Cartecay Drive and Coosawattee Drive and Cartecay Drive to restrict movements between Coosawattee Drive and Ellijay Drive as well as northbound and southbound right turn through the intersections
- Close the segment of Fernwood Cir between Sylvan Cir and Fernwood Cir.

Other Traffic Calming Measures

- Install speed tables along Briarwood Hills Drive
- As an alternative to the proposed diagonal diverters and road closures previously listed, install a series of mini roundabouts at the following intersections:
 - Redding Road at Caldwell Road
 - Ashford Road at North Thompson Road
 - Redding Way at Winding Lane
 - Caldwell Road at Cheshire Way
 - Ellijay Road and Coosawattee Drive at Cartecay Drive
 - Sylvan Circle at Fernwood Circle

FUTURE YEAR (2047) CAPACITY ANALYSIS

The results of the intersection LOS and delay analysis for the Future Year (2047) conditions under the medium-growth scenario with the proposed recommendations are summarized in **Table 15**. Based on community and City feedback on the preliminary proposed traffic calming strategies, the *Dresden Drive Intersection Improvement Study* recommends implementing a series of mini-roundabouts (in lieu of a combination of diagonal diverters and access restrictions). Therefore, the analysis with recommendations does not assume diversions due to diagonal diverters and access restrictions.

As shown, three (3) intersections are expected to operate at LOS D or better in the AM and PM peak hours. All five (5) intersections operate at LOS D or better in the AM peak hour, and three (3) intersections operated at LOS D or better in the PM peak hour under this scenario. The Dresden Drive at Peachtree Road and Dresden Drive at Apple Valley Road intersections operate at LOS E during the PM peak under, but with significant reductions in delay when compared to the analysis without recommendations. Detailed HCM analyses, including capacity analysis worksheets that summarize queuing and detailed delay and LOS data by approach and movement, can be found in **Appendix D**.

TABLE 15: FUTURE YEAR (2047) INTERSECTION CAPACITY ANALYSIS (WITH RECOMMENDATIONS)

ID	Intersection Name	Medium-Growth Scenario	
		AM LOS Delay (s)	PM LOS Delay (s)
1	Dresden Dr @ Peachtree Rd	D 37.9	E 79.2
2	Dresden Dr @ Apple Valley Rd	D 42.4	E 76.7
3	Dresden Dr @ Ellijay Dr	A 5.3	B 15.0
4	Dresden Dr @ Caldwell Rd	B 11.3	B 10.7
5	Dresden Dr @ Clairmont Rd	D 44.3	D 52.0

Conclusions

The following key conclusions were developed from the traffic analysis for the study intersections:

- Under the Existing Year (2022) conditions, four (4) of the five (5) critical study intersections operate at LOS D or better in the AM and PM peak hours, and one intersection (Peachtree Road at Dresden Drive and Brookhaven Drive) operates at LOS E or worse during both the AM and PM peaks.
- The anticipated increase in traffic based on the Future Year traffic volumes projected for the low-, medium-, and high-growth scenarios for the 5-year, 15-year, and 25-year horizons at each of the 21 study intersections and 22 roadway segments was reviewed. The largest percent increase in intersection traffic is anticipated at the Dresden Drive at Apple Valley Road intersection under each growth scenario. The largest percent increase in roadway segment traffic is anticipated on Apple Valley Road under each growth scenario.
- Based on each growth scenario, under the Future Year (2027) conditions, three (3) intersections operate at LOS D or better in the AM and PM peak hours (one less than in the existing year) for each growth scenario. The Peachtree Road at Dresden Drive and Brookhaven Drive intersection operates at LOS E or worse during both the AM and PM peaks for each growth scenario. The Dresden Drive at Apple Valley Road intersection operates at LOS E during the PM peak under each growth scenario.

- Based on each growth scenario, under the Future Year (2037) conditions, three (3) intersections operate at LOS D or better in the AM and PM peak hours (one less than in the existing year) for each growth scenario. The Peachtree Road at Dresden Drive and Brookhaven Drive intersection operates at LOS F during both the AM and PM peaks, and the Dresden Drive at Apple Valley Road intersection operates at LOS E during the PM peak for the low-growth scenario and falls to LOS F under the medium- and high-growth scenarios.
- Based on each growth scenario, under the Future Year (2047) conditions, three (3) intersections operate at LOS D or better in the AM and PM peak hours (one less than in the existing year) under the low- and medium-growth scenarios. Two (2) intersections operate at LOS D or better in the AM and PM peak hours (two less than in the existing year) under the high-growth scenario. The Peachtree Road at Dresden Drive and Brookhaven Drive intersection operates at LOS F during both the AM and PM peaks for each growth scenario. The Dresden Drive at Apple Valley Road intersection operates at LOS F during the PM peak under each growth scenario and falls to LOS E during the AM peak only under the high-growth scenario. The Dresden Drive at Clairmont Road intersection operates at LOS E during the PM peak only under the high-growth scenario.
- Recommendations were developed based in the Future Year (2047) conditions under the medium-growth scenario. Based on the Future Year (2047) conditions with the proposed recommendations for this scenario, three (3) intersections are expected to operate at LOS D or better in the AM and PM peak hours. All five (5) intersections operate at LOS D or better in the AM peak hour, and three (3) intersections operated at LOS D or better in the PM peak hour under this scenario. The Dresden Drive at Peachtree Road and Dresden Drive at Apple Valley Road intersections operate at LOS E during the PM peak under, but with significant reductions in delay when compared to the analysis without recommendations.

Appendix A:

Raw Traffic Counts

Classified Turn Movement Count || All vehicles



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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

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

Date

Thursday, January 20, 2022

Weather

Cloudy
 33°F

Lat/Long

33.860659°, -84.339797°

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)					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	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	-

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)					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	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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Brookhaven, GA

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)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	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	

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)					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	
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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Brookhaven, GA

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)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total					
	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	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	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	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	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	0	0	0	0	0	1
Hourly Total	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	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	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	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	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	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	0	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						

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)					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						
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	1	0	2	0	0	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	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	1	0	1	0	2	0	0	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	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	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	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	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	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						

Pedestrian Count | | All vehicles



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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

Date

Thursday, January 20, 2022

Weather

Cloudy
 33°F

Lat/Long

33.860659°, -84.339797°

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

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	GA-141 Peachtree Rd (South)			GA-141 Peachtree Rd (North)			Brookhaven Dr NE			Dresden Dr				
	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total		
0700 - 0715	0	0	0	0	0	0	2	1	1	2	2	0	2	6
0715 - 0730	1	0	1	0	2	2	1	1	2	1	0	1	1	6
0730 - 0745	0	1	1	1	0	1	0	1	1	0	1	1	0	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	4	21	
0800 - 0815	0	0	0	0	0	0	1	0	1	3	0	3	4	
0815 - 0830	0	0	0	0	2	2	0	1	1	1	0	1	4	
0830 - 0845	0	2	2	0	0	0	1	1	2	0	0	0	4	
0845 - 0900	1	0	1	0	0	0	0	1	1	0	0	0	2	
Hourly Total	1	2	3	0	2	2	2	3	5	4	0	4	14	
Grand Total	3	4	7	1	8	9	4	7	11	7	1	8	35	
Approach %	42.86	57.14	-	11.11	88.89	-	36.36	63.64	-	87.50	12.50	-	-	
Intersection %	8.57	11.43	20.00	2.86	22.86	25.71	11.43	20.00	31.43	20.00	2.86	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)			GA-141 Peachtree Rd (North)			Brookhaven Dr NE			Dresden Dr				
	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total		
1600 - 1615	1	2	3	1	0	1	2	1	3	0	0	0	7	
1615 - 1630	2	1	3	1	0	1	0	3	3	0	0	0	7	
1630 - 1645	2	1	3	0	1	1	0	1	1	1	0	1	6	
1645 - 1700	2	3	5	1	2	3	3	1	4	0	0	0	12	
Hourly Total	7	7	14	3	3	6	5	6	11	1	0	1	32	
1700 - 1715	1	2	3	0	1	1	1	1	2	0	0	0	6	
1715 - 1730	1	0	1	2	0	2	2	4	6	0	0	0	9	
1730 - 1745	1	1	2	1	0	1	2	2	4	0	0	0	7	
1745 - 1800	2	1	3	0	4	4	1	2	3	2	0	2	12	
Hourly Total	5	4	9	3	5	8	6	9	15	2	0	2	34	
Grand Total	12	11	23	6	8	14	11	15	26	3	0	3	66	
Approach %	52.17	47.83	-	42.86	57.14	-	42.31	57.69	-	100.00	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	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)



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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
 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
 33°F

Lat/Long

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
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	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
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	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	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
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	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	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
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	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
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	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
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	2	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	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



www.marrtraffic.com

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
 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	1	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	1	0	1	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



www.marrtraffic.com

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)

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 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	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	
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 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	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	
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



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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)

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)



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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)

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)



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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)

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	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	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
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	0
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	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
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	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	0	0	0
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	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	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					

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	1	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	0	1	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
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	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	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	2	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	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	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 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	17	
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

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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)



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)

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)



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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)

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)



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)

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	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	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	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	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
0830 - 0845	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
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
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
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	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	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					

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	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	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
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	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	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	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	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					

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	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	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)



www.marrtraffic.com

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	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	1
0730 - 0745	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	1
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	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	1	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	1	0	0	0	1	1	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	0	2	1	0	0	0	0	1	0	0	0	3
Grand Total	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	1	1	0	0	0	2	0	0	0	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	0	1	0	0	0	1	0	0	0	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	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	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	0	2	0	0	0	2	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	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	-						
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



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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)

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	2	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



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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)

All vehicles

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	1	0	0	0	1	5	0	1	0	6	1	49	1	0	51	0	69	2	0	71	129
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					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	1	0	1	0	2	2	112	2	0	116	1	105	0	0	106	224
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 || Bikes



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)

Bikes

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	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	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	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	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-	
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	0.00	0.00	0.00	0.00	

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

Bikes

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	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-	
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	0.00	0.00	0.00	0.00	

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



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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)

Pedestrians

TIME	Northbound Village Park Ct NE			Southbound Camille Dr NE			Eastbound Dresden Dr (West)			Westbound Dresden Dr (East)			App Total	Int Total
	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		
0715 - 0730	0	0	0	2	0	2	0	0	0	0	0	0	2	
0730 - 0745	1	0	1	0	0	0	0	0	0	0	0	0	1	
0745 - 0800	0	0	0	1	1	2	0	0	0	0	0	0	2	
Hourly Total	2	0	2	3	1	4	0	0	0	0	0	0	6	
0800 - 0815	0	1	1	0	0	0	1	0	0	1	0	0	2	
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	
0830 - 0845	2	1	3	0	1	1	1	2	3	0	0	0	7	
0845 - 0900	1	1	2	0	1	1	0	1	1	0	0	0	4	
Hourly Total	3	3	6	0	2	2	2	3	5	0	0	0	13	
Grand Total	5	3	8	3	3	6	2	3	5	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	-	

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

Pedestrians

TIME	Northbound Village Park Ct NE			Southbound Camille Dr NE			Eastbound Dresden Dr (West)			Westbound Dresden Dr (East)			App Total	Int Total
	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		
1615 - 1630	2	1	3	1	2	3	0	1	1	1	0	0	7	
1630 - 1645	3	3	6	0	1	1	0	1	1	0	0	0	8	
1645 - 1700	1	3	4	0	0	0	5	0	5	0	0	0	9	
Hourly Total	8	9	17	1	3	4	5	2	7	0	0	0	28	
1700 - 1715	4	1	5	0	0	0	0	0	0	0	0	0	5	
1715 - 1730	0	2	2	0	0	0	1	2	3	0	0	0	5	
1730 - 1745	4	6	10	0	0	0	1	2	3	0	0	0	13	
1745 - 1800	2	3	5	1	1	2	2	0	2	0	0	0	9	
Hourly Total	10	12	22	1	1	2	4	4	8	0	0	0	32	
Grand Total	18	21	39	2	4	6	9	6	15	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	-	

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 || Bikes



Brookhaven, GA

www.marrtraffic.com

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)

Bikes

		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 Dresden Dr (West)				Westbound 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	0		0	0	0
	0	0	0	0	0	0		0	0	0
	0	0	0	0	0	0		0	0	0
	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	

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

Bikes

		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	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 Dresden Dr (West)				Westbound 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	0		0	0	0
	0	0	0	0	0	0		0	0	0
	0	0	0	0	0	0		0	0	0
	0	0	0	0	0	0		0	0	0
Hourly Total	0	0	0	0	0	0		0	0	0
1700 - 1715	0	0	0	0	0	0		0	0	0
1715 - 1730	0	0	0	0	0	0		0	0	0
1730 - 1745	0	0	0	0	0	0		0	0	0
1745 - 1800	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	

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



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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)

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

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)

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			App Total	Int Total
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	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	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	1
0	0	0	0	0	0	0	1
0	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	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			App Total	Int Total
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	0	4
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	5
1	0	1	0	0	0	0	3
1	0	1	0	0	0	0	12
0	0	0	0	0	0	0	4
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	11
0	0	0	0	0	0	0	3
0	0	0	0	0	0	0	18
1	0	1	0	0	0	0	30
100.00	0.00	-	0.00	0.00	-	-	-
3.33	0.00	3.33	0.00	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)



www.marrtraffic.com

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)

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					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	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	1	0	0	1	2
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	1	0	2	4
Grand Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	1	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					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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	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	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
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	1	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



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Brookhaven, GA

Site 10 of 21

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

Date

Thursday, January 20, 2022

Lat/Long

33.862082°, -84.322178°

Weather

Cloudy
33°F

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)



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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)

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
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
30	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
21	26	0	47	18	253	0	271	370	15	0	385	703
51	43	0	94	31	556	0	587	697	26	0	723	1404
54.26	45.74	0.00	-	5.28	94.72	0.00	-	96.40	3.60	0.00	-	-
3.63	3.06	0.00	6.70	2.21	39.60	0.00	41.81	49.64	1.85	0.00	51.50	-

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
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
22	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
12	24	0	36	18	454	0	472	391	16	0	407	915
34	41	0	75	34	897	0	931	792	32	0	824	1830
45.33	54.67	0.00	-	3.65	96.35	0.00	-	96.12	3.88	0.00	-	-
1.86	2.24	0.00	4.10	1.86	49.02	0.00	50.87	43.28	1.75	0.00	45.03	-

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				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
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
Hourly Total	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
Hourly Total	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				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
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
Hourly Total	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
Hourly Total	1	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)



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Brookhaven, GA

Site 10 of 21

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

Date

Thursday, January 20, 2022

Lat/Long

33.862082°, -84.322178°

Weather

Cloudy
33°F

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				Eastbound				Westbound				
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
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				Eastbound				Westbound				
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
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	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	1	0	0	1	1
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	

Pedestrian Count | | All vehicles



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Brookhaven, GA

Site 10 of 21

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

Date
Thursday, January 20, 2022

Lat/Long
33.862082°, -84.322178°

Weather
Cloudy
33°F

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					
Ashford Rd NE				Dresden Dr (West)			Dresden Dr (East)					
EB 10c	WB 10d		App Total	NB 10e	SB 10f		App Total	NB 10g	SB 10h		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
0	0		0	0	0		0	0	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	

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					
Ashford Rd NE				Dresden Dr (West)			Dresden Dr (East)					
EB 10c	WB 10d		App Total	NB 10e	SB 10f		App Total	NB 10g	SB 10h		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
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	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	

Classified Turn Movement Count || All vehicles



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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)

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)



www.marrtraffic.com

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				
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				
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)



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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)

Single Unit Trucks (4-7)

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	1	0	0	1	0	2	0	2	3	0	0	3	6
0715 - 0730	2	0	0	2	0	2	0	2	3	1	0	4	8
0730 - 0745	1	0	0	1	0	0	0	0	1	0	0	1	2
0745 - 0800	1	0	0	1	0	2	0	2	5	0	0	5	8
Hourly Total	5	0	0	5	0	6	0	6	12	1	0	13	24
0800 - 0815	1	0	0	1	0	1	0	1	3	1	0	4	6
0815 - 0830	0	0	0	0	0	2	0	2	0	0	0	0	2
0830 - 0845	0	0	0	0	0	1	0	1	3	0	0	3	4
0845 - 0900	0	0	0	0	0	2	0	2	4	0	0	4	6
Hourly Total	1	0	0	1	0	6	0	6	10	1	0	11	18
Grand Total	6	0	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	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	1	0	1	2	0	0	2	3
1615 - 1630	0	0	0	0	0	2	0	2	1	1	0	2	4
1630 - 1645	1	0	0	1	0	0	0	0	1	0	0	1	2
1645 - 1700	0	1	0	1	0	4	0	4	1	0	0	1	6
Hourly Total	1	1	0	2	0	7	0	7	5	1	0	6	15
1700 - 1715	0	0	0	0	0	4	0	4	0	0	0	0	4
1715 - 1730	0	0	0	0	0	2	0	2	0	0	0	0	2
1730 - 1745	0	0	0	0	0	1	0	1	3	0	0	3	4
1745 - 1800	1	0	0	1	0	1	0	1	0	0	0	0	2
Hourly Total	1	0	0	1	0	8	0	8	3	0	0	3	12
Grand Total	2	1	0	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)



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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
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				
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	0	0	0	0	0	0	0	0
1	0	0	1	0	0	0	0	1	0	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
1	0	0	1	0	0	0	0	1	0	0	1	2
0	0	0	0	0	1	0	1	0	0	0	0	1
0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	1	0	1	1	0	0	1	2
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	2	0	2	3	0	0	3	5
1	0	0	1	0	2	0	2	4	0	0	4	7
100.00	0.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
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
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				
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	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	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	1	0	0	1	1
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 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)



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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)

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	2	12
0715 - 0730	2	3	1	0	6	1	3	0	0	4	0	2	1	0	3	0	1	2	0	3	16	16
0730 - 0745	0	4	0	0	4	0	7	0	0	7	0	0	2	0	2	0	1	0	0	1	14	14
0745 - 0800	2	2	0	0	4	0	2	1	0	3	0	0	1	0	1	0	2	3	0	5	13	13
Hourly Total	6	13	1	0	20	2	12	1	0	15	0	3	6	0	9	1	0	5	6	11	55	55
0800 - 0815	0	4	0	0	4	0	6	1	0	7	0	1	0	0	1	0	3	1	0	4	16	16
0815 - 0830	0	6	0	0	6	0	5	0	0	5	0	0	2	0	2	0	0	0	0	0	13	13
0830 - 0845	0	3	0	0	3	0	8	0	0	8	0	1	0	0	1	0	2	0	0	2	14	14
0845 - 0900	1	3	0	0	4	0	5	0	0	5	0	1	2	0	3	1	3	5	0	9	21	21
Hourly Total	1	16	0	0	17	0	24	1	0	25	0	3	4	0	7	1	8	6	0	15	64	64
Grand Total	7	29	1	0	37	2	36	2	0	40	0	6	10	0	16	1	13	12	0	26	119	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	8
1615 - 1630	0	2	0	0	2	0	1	1	0	2	0	1	1	0	2	0	1	0	0	1	7	7
1630 - 1645	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	2	0	2	6	6
1645 - 1700	0	1	0	0	1	0	5	2	0	7	0	3	0	0	3	0	0	0	0	0	11	11
Hourly Total	0	6	0	0	6	0	12	3	0	15	0	6	1	0	7	0	2	2	0	4	32	32
1700 - 1715	1	0	1	0	2	2	2	0	0	4	0	3	1	0	4	0	0	1	0	1	11	11
1715 - 1730	0	3	1	0	4	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	8	8
1730 - 1745	1	1	0	0	2	0	6	0	0	6	1	0	0	0	1	0	1	1	0	2	11	11
1745 - 1800	0	1	0	0	1	1	0	1	0	2	0	0	2	0	2	0	0	0	0	0	5	5
Hourly Total	2	5	2	0	9	3	11	1	0	15	1	4	3	0	8	0	1	2	0	3	35	35
Grand Total	2	11	2	0	15	3	23	4	0	30	1	10	4	0	15	0	3	4	0	7	67	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)



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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)

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	1	0	0	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	2	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



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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)

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	0	1	0	0	2	
1745 - 1800	0	0	0	0	0	0	0	0	0	1	1	0	2	
Hourly Total	0	1	1	0	0	0	1	0	0	1	1	0	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 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	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 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	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



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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)

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)



www.marrtraffic.com

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)

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	1	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	2	0	0	0	0	0	13	
Grand Total	9	8	17	0	2	2	2	0	0	0	0	1	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



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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)

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 || Bikes



Brookhaven, GA

www.marrtraffic.com

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)

Bikes

		Northbound			
		Redding Rd NE			
TIME	Left 14.1	Right 14.2	U-Turn 14.3	App 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	-	
Intersection %	0.00	0.00	0.00	0.00	

		Eastbound				Westbound				Int Total
		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	
	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	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	

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

Bikes

		Northbound			
		Redding Rd NE			
TIME	Left 14.1	Right 14.2	U-Turn 14.3	App 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	-	
Intersection %	0.00	0.00	0.00	0.00	

		Eastbound				Westbound				Int Total
		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	
	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	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	

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



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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)



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)

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)



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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
1	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
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
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



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)

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)



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)

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)



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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)

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	0	1	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

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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)

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	5		
0715 - 0730	0	0	0	0	0	0	0	1	1	0	0	1		
0730 - 0745	0	0	0	0	0	0	0	1	1	0	3	4		
0745 - 0800	1	0	1	0	0	0	0	1	1	1	1	4		
Hourly Total	1	0	1	0	0	0	0	1	5	6	6	14		
0800 - 0815	0	0	0	0	0	0	0	1	0	1	4	5		
0815 - 0830	0	0	0	0	0	0	0	2	2	1	0	3		
0830 - 0845	1	0	1	0	0	0	0	0	0	1	1	3		
0845 - 0900	0	0	0	1	0	0	1	0	0	0	3	4		
Hourly Total	1	0	1	1	0	0	1	2	3	6	4	15		
Grand Total	2	0	2	1	0	1	2	7	9	7	10	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	2	1	3	3	1	4	7	
1630 - 1645	0	0	0	0	0	0	1	1	2	1	0	1	3	
1645 - 1700	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	1	1	2	3	1	4	6	
1715 - 1730	0	0	0	0	0	0	3	3	6	3	2	5	11	
1730 - 1745	0	0	0	0	0	0	0	1	1	2	3	5	6	
1745 - 1800	1	0	1	0	0	0	0	2	2	1	6	7	10	
Hourly Total	1	0	1	0	0	0	4	7	11	9	12	21	33	
Grand Total	1	0	1	1	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



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Brookhaven, GA

Site 16 of 21

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

Date

Thursday, January 20, 2022

Weather

Cloudy
33°F

Apple Valley Rd

Lat/Long

33.857239°, -84.340203°

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

All vehicles

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	71	22	0	93	5	74	0	79
0715 - 0730	99	26	0	125	1	85	0	86
0730 - 0745	105	25	0	130	1	95	0	96
0745 - 0800	142	39	0	181	2	87	0	89
Hourly Total	417	112	0	529	9	341	0	350
0800 - 0815	106	37	0	143	3	124	0	127
0815 - 0830	112	34	0	146	3	106	0	109
0830 - 0845	116	31	0	147	5	117	0	122
0845 - 0900	111	36	0	147	2	110	0	112
Hourly Total	445	138	0	583	13	457	0	470
Grand Total	862	250	0	1112	22	798	0	820
Approach %	77.52	22.48	0.00	-	2.68	97.32	0.00	-
Intersection %	38.21	11.08	0.00	49.29	0.98	35.37	0.00	36.35
PHF	0.84	0.90	0.00	0.85	0.65	0.88	0.00	0.88

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

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

All vehicles

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	162	0	166
1615 - 1630	151	40	0	191	4	146	0	150
1630 - 1645	151	49	0	200	9	142	0	151
1645 - 1700	141	59	0	200	6	155	0	161
Hourly Total	580	201	0	781	23	605	0	628
1700 - 1715	143	54	0	197	8	121	0	129
1715 - 1730	181	47	0	228	10	167	0	177
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

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

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

TIME	Westbound				
	Apple Valley Rd				
	Left 16.7	Right 16.8	U-Turn 16.9	App Total	Int Total
0700 - 0715	30	3	0	33	198
0715 - 0730	29	4	0	33	241
0730 - 0745	32	5	0	37	260
0745 - 0800	34	3	0	37	301
Hourly Total	125	15	0	140	1000
0800 - 0815	39	6	0	45	308
0815 - 0830	41	4	0	45	294
0830 - 0845	47	5	0	52	316
0845 - 0900	27	5	0	32	284
Hourly Total	154	20	0	174	1202
Grand Total	279	35	0	314	2202
Approach %	88.85	11.15	0.00	-	-
Intersection %	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

TIME	Westbound				
	Apple Valley Rd				
	Left 16.7	Right 16.8	U-Turn 16.9	App Total	Int Total
1600 - 1615	29	1	0	30	384
1615 - 1630	31	4	0	35	368
1630 - 1645	45	7	0	52	400
1645 - 1700	39	7	0	46	402
Hourly Total	144	19	0	163	1554
1700 - 1715	48	2	0	50	374
1715 - 1730	35	5	0	40	439
1730 - 1745	30	2	0	32	395
1745 - 1800	36	1	0	37	369
Hourly Total	149	10	0	159	1577
Grand Total	293	29	0	322	3131
Approach %	90.99	9.01	0.00	-	-
Intersection %	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)



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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)

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	1	
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 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	2	
0	0	0	0	1	
0	0	0	0	0	
0	0	0	0	3	
0	0	0	0	3	
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 || Bikes



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)

Bikes

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	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
	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	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 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



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)

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)



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)

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)



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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)

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)



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)

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	

Pedestrian Count || All vehicles



Marr Traffic
DATA COLLECTION

Brookhaven, GA

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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)

Pedestrians

TIME	Northbound			Southbound			App Total
	N Druid Hills Rd (South)			N Druid Hills Rd (North)			
	EB 18a	WB 18b	App Total	EB 18c	WB 18d	App Total	
0700 - 0715	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Westbound				
Sylvan Cir NE				
NB 18g	SB 18h	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
0.00	0.00	-	-	0
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 18a	WB 18b	App Total	EB 18c	WB 18d	App Total	
1600 - 1615	0	0	0	0	0	0	0
1615 - 1630	1	0	1	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0
Hourly Total	1	0	1	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0
1715 - 1730	0	1	1	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	1	1	0	0	0	0
Grand Total	1	1	2	0	0	0	0
Approach %	50.00	50.00	-	0.00	0.00	-	-
Intersection %	50.00	50.00	100.00	0.00	0.00	0.00	0.00

Westbound				
Sylvan Cir NE				
NB 18g	SB 18h	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	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	1
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		

Classified Turn Movement Count || All vehicles



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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			
	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	94	1	0	95	0	100	0	100
0715 - 0730	126	1	0	127	1	110	0	111
0730 - 0745	134	0	0	134	0	124	0	124
0745 - 0800	186	2	0	188	0	123	0	123
Hourly Total	540	4	0	544	1	457	0	458
0800 - 0815	136	0	0	136	3	153	0	156
0815 - 0830	148	0	0	148	5	134	0	139
0830 - 0845	153	1	0	154	4	156	0	160
0845 - 0900	144	1	0	145	2	138	0	140
Hourly Total	581	2	0	583	14	581	0	595
Grand Total	1121	6	0	1127	15	1038	0	1053
Approach %	99.47	0.53	0.00	-	1.42	98.58	0.00	-
Intersection %	50.66	0.27	0.00	50.93	0.68	46.90	0.00	47.58
PHF	0.84	0.38	0.00	0.83	0.60	0.91	0.00	0.90

Westbound				
Star Dr				
Left 19.7	Right 19.8	U-Turn 19.9	App Total	Int Total
1	1	0	2	197
2	6	0	8	246
1	5	0	6	264
1	4	0	5	316
5	16	0	21	1023
0	1	0	1	293
3	1	0	4	291
2	3	0	5	319
0	2	0	2	287
5	7	0	12	1190
10	23	0	33	2213
30.30	69.70	0.00	-	
0.45	1.04	0.00	1.49	
0.50	0.56	0.00	0.75	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 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	187	0	188
1615 - 1630	199	3	0	202	2	175	0	177
1630 - 1645	210	0	0	210	2	183	0	185
1645 - 1700	201	2	0	203	1	186	0	187
Hourly Total	802	8	0	810	6	731	0	737
1700 - 1715	198	3	0	201	5	166	0	171
1715 - 1730	232	5	0	237	4	198	0	202
1730 - 1745	216	3	0	219	2	183	0	185
1745 - 1800	189	1	0	190	3	182	0	185
Hourly Total	835	12	0	847	14	729	0	743
Grand Total	1637	20	0	1657	20	1460	0	1480
Approach %	98.79	1.21	0.00	-	1.35	98.65	0.00	-
Intersection %	51.77	0.63	0.00	52.40	0.63	46.17	0.00	46.81
PHF	0.91	0.65	0.00	0.91	0.60	0.93	0.00	0.92

Westbound				
Star Dr				
Left 19.7	Right 19.8	U-Turn 19.9	App Total	Int Total
0	4	0	4	387
2	1	0	3	382
1	2	0	3	398
3	2	0	5	395
6	9	0	15	1562
3	2	0	5	377
0	3	0	3	442
1	1	0	2	406
0	0	0	0	375
4	6	0	10	1600
10	15	0	25	3162
40.00	60.00	0.00	-	
0.32	0.47	0.00	0.79	
0.58	0.67	0.00	0.75	0.92

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



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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)



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Brookhaven, GA

Site 19 of 21

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

Star Dr

Date

Thursday, January 20, 2022

Lat/Long

33.855702°, -84.339503°

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 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	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				
Star Dr				
Left 19.7	Right 19.8	U-Turn 19.9	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	0
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 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	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	0	0	0
1730 - 1745	0	0	0	0	0	1	0	1
1745 - 1800	1	0	0	1	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				
Star Dr				
Left 19.7	Right 19.8	U-Turn 19.9	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	1
0	0	0	0	0
0	0	0	0	1
0	0	0	0	1
0	0	0	0	3
0	0	0	0	3
0.00	0.00	0.00	-	
0.00	0.00	0.00	0.00	

Classified Turn Movement Count || All vehicles



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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)

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



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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)

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	Int 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	Int 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				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	Int 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	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				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	Int 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	1	1	0	2	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	1	5	0	6	0	0	0	0	6
Grand Total	2	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				Eastbound				Westbound				
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	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	-	
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				Eastbound				Westbound				
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	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

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		
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	1	1	0	0	0	1
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	1	1	0	0	0	1
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	1	1	1	0	0	0	0	0	0	1
Hourly Total	0	1	1	1	0	0	0	0	0	0	1
Grand Total	0	1	1	1	0	1	1	0	0	0	2
Approach %	0.00	100.00	-	-	0.00	100.00	-	0.00	0.00	-	-
Intersection %	0.00	50.00	50.00	0.00	50.00	50.00	0.00	0.00	0.00	0.00	-

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
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		
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	-	-	0.00	0.00	-	0.00	0.00	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	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 %

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



Brookhaven, GA

Site 1

Dresden Dr, east of Ashford Rd NE

Date

Thursday, January 20, 2022

Weather

Light Rain Shower 45°F

Lat/Long

33.862535°, -84.320871°



Click here for Map

0000 - 2400 (Weekday 24h Session)

NB EB 15min

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

Summary table with columns: Session Total, Session Average, Session Percentage, and 15min/60min Totals.

AM Peak Hour summary table with columns: AM Peak Hour, AM Peak Hour Volume, and 15min/60min Totals.

Noon Peak Hour summary table with columns: Noon Peak Hour, Noon Peak Hour Volume, and 15min/60min Totals.

PM Peak Hour summary table with columns: PM Peak Hour, PM Peak Hour Volume, and 15min/60min Totals.

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

Brookhaven, GA



Site 1
Dresden Dr,
east of Ashford Rd NE

Date
Thursday, January 20, 2022

Weather
Light Rain Shower
45°F

Lat/Long
33.862535°, -84.320871°



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	1	0	0	0	0	0	0	0	0	11	
0015 - 0030	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0030 - 0045	0	5	3	0	0	0	0	0	0	0	0	0	0	8	
0045 - 0100	0	8	0	0	0	0	0	0	0	0	0	0	0	8	34
0100 - 0115	0	11	1	0	0	0	0	0	0	0	0	0	0	12	
0115 - 0130	0	10	0	0	0	0	0	0	0	0	0	0	0	10	
0130 - 0145	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0145 - 0200	0	7	0	0	0	0	0	0	0	0	0	0	0	7	35
0200 - 0215	0	4	1	0	1	0	0	0	0	0	0	0	0	6	
0215 - 0230	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0230 - 0245	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0245 - 0300	0	2	1	0	0	0	0	0	0	0	0	0	0	3	20
0300 - 0315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0315 - 0330	1	4	0	0	0	0	0	0	0	0	0	0	0	5	
0330 - 0345	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0345 - 0400	0	5	1	0	0	0	0	0	0	0	0	0	0	6	16
0400 - 0415	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0415 - 0430	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0430 - 0445	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0445 - 0500	0	10	0	0	1	0	0	0	0	0	0	0	0	11	23
0500 - 0515	0	15	1	0	0	0	0	0	0	0	0	0	0	16	
0515 - 0530	0	21	0	0	1	0	0	0	0	0	0	0	0	22	
0530 - 0545	0	18	2	0	1	0	0	0	0	0	0	0	0	21	
0545 - 0600	0	18	2	0	2	0	0	0	0	0	0	0	0	22	81
0600 - 0615	0	34	6	0	1	0	0	0	0	0	0	0	0	41	
0615 - 0630	0	44	3	0	1	0	0	0	0	0	0	0	0	48	
0630 - 0645	0	47	7	0	1	1	0	0	0	0	0	0	0	56	
0645 - 0700	0	71	8	2	1	0	0	1	0	0	0	0	0	83	228
0700 - 0715	0	103	10	1	1	0	0	0	0	0	0	0	0	115	
0715 - 0730	0	144	28	1	8	2	0	0	0	0	0	0	0	183	
0730 - 0745	0	179	21	0	5	0	0	0	0	0	0	0	0	205	
0745 - 0800	0	156	19	1	8	0	0	0	0	0	0	0	0	184	687
0800 - 0815	0	191	23	1	9	1	0	0	0	0	0	0	0	225	
0815 - 0830	0	124	19	0	6	1	0	0	0	0	0	0	0	150	
0830 - 0845	0	112	24	0	5	1	0	2	0	0	0	0	0	144	
0845 - 0900	0	130	20	1	10	1	0	0	0	0	0	0	0	162	681
0900 - 0915	0	124	21	0	13	1	0	0	0	0	0	0	0	159	
0915 - 0930	0	124	16	0	6	0	0	1	0	0	0	0	0	147	
0930 - 0945	0	94	11	0	8	0	0	0	0	0	0	0	0	113	
0945 - 1000	0	109	15	0	12	1	0	0	0	0	0	0	0	137	556
1000 - 1015	0	107	14	0	9	1	0	1	0	0	0	0	0	132	
1015 - 1030	0	102	18	0	13	1	0	0	0	0	0	0	0	134	
1030 - 1045	0	95	23	1	5	1	0	0	0	0	0	0	0	125	
1045 - 1100	0	92	26	1	12	1	0	0	0	0	0	0	0	132	523
1100 - 1115	0	125	18	0	14	0	0	0	0	0	0	0	0	157	
1115 - 1130	0	100	21	0	12	0	0	1	0	0	0	0	0	134	
1130 - 1145	0	149	35	0	11	0	0	1	0	0	0	0	0	196	
1145 - 1200	0	145	15	4	7	2	0	1	0	0	0	0	0	174	661
1200 - 1215	0	120	15	0	10	2	0	0	0	0	0	0	0	147	
1215 - 1230	0	153	18	1	12	0	0	0	0	0	0	0	0	184	
1230 - 1245	0	134	16	0	11	1	0	0	0	0	0	0	0	162	
1245 - 1300	0	136	18	0	13	1	0	0	0	0	0	0	0	168	661
1300 - 1315	0	142	24	1	13	0	0	0	0	0	0	0	0	180	
1315 - 1330	0	135	18	0	14	0	0	0	0	0	0	0	0	167	
1330 - 1345	0	162	25	0	17	0	0	0	0	0	0	0	0	204	
1345 - 1400	0	110	17	0	13	2	0	0	0	0	0	0	0	142	693
1400 - 1415	1	139	22	1	9	0	0	0	0	0	0	0	0	172	
1415 - 1430	0	134	19	0	8	0	0	1	0	0	0	0	0	162	
1430 - 1445	0	112	15	1	5	0	0	0	0	0	0	0	0	133	
1445 - 1500	0	140	22	1	11	0	0	0	0	0	0	0	0	174	641
1500 - 1515	0	153	18	0	8	1	0	1	0	0	0	0	0	181	
1515 - 1530	0	167	26	1	12	0	0	0	0	0	0	0	0	206	
1530 - 1545	0	166	19	0	11	0	0	0	0	0	0	0	0	196	
1545 - 1600	0	166	21	2	13	0	0	2	0	0	0	0	0	202	785
1600 - 1615	0	166	23	0	11	1	0	0	0	0	0	0	0	201	
1615 - 1630	0	179	27	1	13	2	0	0	0	0	0	0	0	222	
1630 - 1645	0	212	20	0	11	0	0	0	0	0	0	0	0	243	
1645 - 1700	0	197	26	0	12	1	0	0	0	0	0	0	0	236	902
1700 - 1715	0	222	29	2	12	0	0	1	0	0	0	0	0	266	
1715 - 1730	0	184	23	0	4	0	0	0	0	0	0	0	0	211	
1730 - 1745	0	174	22	0	7	1	0	0	0	0	0	0	0	204	
1745 - 1800	0	186	11	0	9	0	0	0	0	0	0	0	0	206	887
1800 - 1815	0	153	17	0	10	0	0	0	0	0	0	0	0	180	
1815 - 1830	0	205	22	0	14	0	0	0	0	0	0	0	0	241	
1830 - 1845	0	126	12	0	4	0	0	0	0	0	0	0	0	142	
1845 - 1900	0	152	19	0	4	0	0	0	0	0	0	0	0	175	738
1900 - 1915	0	120	12	1	9	0	0	0	0	0	0	0	0	142	
1915 - 1930	0	112	10	0	4	0	0	0	0	0	0	0	0	126	
1930 - 1945	0	117	13	0	5	0	0	0	0	0	0	0	0	135	
1945 - 2000	0	82	4	0	1	0	0	0	0	0	0	0	0	87	490
2000 - 2015	0	82	2	0	5	0	0	0	0	0	0	0	0	89	
2015 - 2030	0	77	3	0	3	0	0	0	0	0	0	0	0	83	
2030 - 2045	0	63	5	0	0	0	0	0	0	0	0	0	0	68	
2045 - 2100	0	53	5	0	0	0	0	0	0	0	0	0	0	58	298
2100 - 2115	0	54	6	0	5	0	0	0	0	0	0	0	0	65	
2115 - 2130	0	51	4	0	3	0	0	0	0	0	0	0	0	58	
2130 - 2145	0	39	4	0	1	0	0	0	0	0	0	0	0	44	
2145 - 2200	0	43	4	0	1	0	0	0	0	0	0	0	0	48	215
2200 - 2215	0	34	10	0	6	0	0	0	0	0	0	0	0	50	
2215 - 2230	0	51	0	0	1	0	0	0	0	0	0	0	0	52	
2230 - 2245	0	38	5	0	2	0	0	0	0	0	0	0	0	45	
2245 - 2300	0	18	2	0	3	0	0	0	0	0	0	0	0	23	170
2300 - 2315	0	27	4	0	0	0	0	0	0	0	0	0	0	31	
2315 - 2330	0	22	2	0	1	0	0	0	0	0	0	0	0	25	
2330 - 2345	0	19	8	0	0	0	0	0	0	0	0	0	0	27	
2345 - 0000	0	20	2	0	1	0	0	0	0	0	0	0	0	23	106

Session Total		2	8432	1107	25	527	27	0	6	5	0	0	0	0	10131
Session Average		0.02	87.83	11.53	0.26	5.49	0.28	0.00	0.06	0.05	0.00	0.00	0.00	0.00	105.53
Session Percentage		0.02	83.23	10.93	0.25	5.20	0.27	0.00	0.06	0.05	0.00	0.00	0.00	0.00	

AM Peak Hour	0715 - 0815	0815 - 0915	0930 - 1030	0630 - 0730	0930 - 1030	0800 - 0900	-	0745 - 0845	0600 - 0700	-	-	-	-	0715 - 0815
AM Peak Hour Volume	0	670	91	4	42	4	4	2	1	0	0	0	0	797

Noon Peak Hour	1315 - 1415	1445 - 1545	1045 - 1145	1130 - 1230	1245 - 1345
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Bi-Directional Speed & Class Count || NB EB Speed 15min

Brookhaven, GA

Site 1

Dresden Dr,
east of Ashford Rd NE

Date

Thursday, January 20, 2022

Weather

Light Rain Shower
45°F

Lat/Long

33.862535°, -84.320871°



[Click here for Map](#)

0000 - 2400 (Weekday 24h Session)

NB EB Speed 15min

Time	Eastbound, (Movement 1.1)														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	3	2	0	0	0	0	0	0	0	0	0	7
0015 - 0030	0	0	0	2	0	2	0	1	0	0	0	0	0	0	0	5
0030 - 0045	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	5
0045 - 0100	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	5
0100 - 0115	0	0	0	0	3	3	2	2	0	0	0	0	0	0	0	10
0115 - 0130	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	4
0130 - 0145	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
0145 - 0200	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
0200 - 0215	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230 - 0245	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
0245 - 0300	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
0300 - 0315	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0315 - 0330	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	3
0330 - 0345	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
0345 - 0400	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
0400 - 0415	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
0415 - 0430	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
0430 - 0445	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0445 - 0500	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
0500 - 0515	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3
0515 - 0530	0	0	0	1	2	6	0	0	0	0	0	0	0	0	0	9
0530 - 0545	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	6
0545 - 0600	0	0	0	0	5	3	2	1	0	0	0	0	0	0	0	11
0600 - 0615	0	0	0	1	3	6	5	1	0	0	0	0	0	0	0	16
0615 - 0630	0	0	0	0	5	10	3	0	0	0	0	0	0	0	0	18
0630 - 0645	0	0	0	2	5	13	4	0	0	0	0	0	0	0	0	24
0645 - 0700	0	0	0	1	12	7	9	3	1	0	0	0	0	0	0	33
0700 - 0715	0	0	0	2	26	23	5	2	0	0	0	0	0	0	0	58
0715 - 0730	0	0	0	8	58	37	11	1	0	0	0	0	0	0	0	115
0730 - 0745	0	0	0	1	43	42	8	0	0	0	0	0	0	0	0	94
0745 - 0800	1	0	0	0	18	46	4	1	1	0	0	0	0	0	0	71
0800 - 0815	0	0	0	3	25	40	15	1	0	0	0	0	0	0	0	84
0815 - 0830	0	0	0	3	34	25	9	2	1	0	0	0	0	0	0	74
0830 - 0845	0	0	2	1	10	37	8	1	0	0	0	0	0	0	0	59
0845 - 0900	0	1	0	0	18	44	4	0	0	0	0	0	0	0	0	67
0900 - 0915	0	0	0	0	35	39	3	0	0	0	0	0	0	0	0	77
0915 - 0930	0	0	1	2	28	35	5	1	0	0	0	0	0	0	0	72
0930 - 0945	0	0	0	8	14	16	4	2	1	0	0	0	0	0	0	45
0945 - 1000	0	0	0	4	16	28	5	1	0	0	0	0	0	0	0	54
1000 - 1015	0	0	0	5	15	18	5	0	0	0	0	0	0	0	0	43
1015 - 1030	0	0	0	9	35	24	5	0	0	0	0	0	0	0	0	73
1030 - 1045	0	0	0	4	24	35	6	0	0	0	0	0	0	0	0	69
1045 - 1100	0	0	0	12	26	18	3	1	0	0	0	0	0	0	0	60
1100 - 1115	0	0	1	7	25	27	13	2	0	0	0	0	0	0	0	75
1115 - 1130	0	0	0	13	25	18	5	0	0	0	0	0	0	0	0	61
1130 - 1145	0	0	0	11	46	21	2	2	1	0	0	0	0	0	0	83
1145 - 1200	0	0	3	24	24	33	1	0	0	0	0	0	0	0	0	82
1200 - 1215	0	0	0	20	33	16	8	2	0	0	0	0	0	0	0	79
1215 - 1230	0	1	0	16	52	18	6	0	0	0	0	0	0	0	0	93
1230 - 1245	0	0	0	13	44	22	4	0	0	0	0	0	0	0	0	83
1245 - 1300	0	1	1	8	38	39	7	1	0	0	0	0	0	0	0	95
1300 - 1315	0	0	2	15	53	21	5	0	0	0	0	0	0	0	0	96
1315 - 1330	0	0	5	12	47	24	5	0	0	0	0	0	0	0	0	93
1330 - 1345	0	0	1	17	55	41	5	1	0	0	0	0	0	0	0	120
1345 - 1400	0	0	3	5	21	44	4	0	0	0	0	0	0	0	0	77
1400 - 1415	0	0	0	8	54	37	7	1	0	0	0	0	0	0	0	107
1415 - 1430	0	1	0	19	52	15	4	0	0	0	0	0	0	0	0	91
1430 - 1445	0	0	0	4	36	32	5	0	0	0	0	0	0	0	0	77
1445 - 1500	1	3	0	6	50	29	7	0	0	0	0	0	0	0	0	96
1500 - 1515	1	0	0	8	43	31	5	1	0	0	0	0	0	0	0	88
1515 - 1530	0	0	0	10	58	28	11	1	0	0	0	0	0	0	0	108
1530 - 1545	0	0	1	16	45	38	8	0	0	0	0	0	0	0	0	108
1545 - 1600	0	0	1	16	31	43	8	0	0	0	0	0	0	0	0	99
1600 - 1615	1	0	0	11	43	39	9	0	1	1	0	0	0	0	0	105
1615 - 1630	0	0	0	15	58	39	4	0	0	0	0	0	0	0	0	116
1630 - 1645	0	0	0	16	72	36	5	0	0	0	0	0	0	0	0	129
1645 - 1700	0	0	3	35	60	24	4	1	0	0	0	0	0	0	0	127
1700 - 1715	0	0	0	33	86	34	8	0	0	0	0	0	0	0	0	161
1715 - 1730	0	0	1	15	55	23	10	1	0	0	0	0	0	0	0	105
1730 - 1745	0	0	4	10	53	25	7	0	0	0	0	0	0	0	0	99
1745 - 1800	0	0	0	5	52	50	7	0	0	0	0	0	0	0	0	114
1800 - 1815	0	0	1	22	47	33	3	0	0	0	0	0	0	0	0	106
1815 - 1830	0	0	2	37	66	29	5	0	0	0	0	0	0	0	0	139
1830 - 1845	0	0	0	7	29	29	7	0	0	0	0	0	0	0	0	72
1845 - 1900	0	0	1	7	42	40	7	0	0	0	0	0	0	0	0	97
1900 - 1915	0	0	9	12	28	22	3	0	0	0	0	0	0	0	0	74
1915 - 1930	0	0	1	5	34	20	9	1	0	0	0	0	0	0	0	70
1930 - 1945	0	0	0	5	35	26	10	1	0	0	0	0	0	0	0	77
1945 - 2000	0	0	0	2	12	31	3	0	0	0	0	0	0	0	0	48
2000 - 2015	0	0	0	1	20	18	8	0	0	0	0	0	0	0	0	47
2015 - 2030	0	0	0	0	12	22	6	2	0	0	0	0	0	0	0	42
2030 - 2045	0	0	0	0	19	11	7	0	0	0	0	0	0	0	0	37
2045 - 2100	0	0	1	2	18	10	3	0	0	0	0	0	0	0	0	34
2100 - 2115	0	0	0	4	12	15	7	1	0	0	0	0	0	0	0	39
2115 - 2130	0	0	0	2	4	21	8	0	0	0	0	0	0	0	0	35
2130 - 2145	0	0	0	3	13	12	2	1	0	0	0	0	0	0	0	31
2145 - 2200	0	0	1	2	13	11	2	0	0	0	0	0	0	0	0	29
2200 - 2215	0	1	0	2	17	11	0	1	0	0	0	0	0	0	0	32
2215 - 2230	0	2	1	4	14	17	3	0	0	0	0	0	0	0	0	41
2230 - 2245	0	0	0	2	16	11	0	0	0	0	0	0	0	0	0	29
2245 - 2300	0	0	0	3	4	6	3	1	0	0	0	0	0	0	0	17
2300 - 2315	0	0	0	0	3	5	8	2	0	0	0	0	0	0	0	18
2315 - 2330	0	0	0	2	2	3	2	0	0	0	0	0	0	0	0	9
2330 - 2345	0	0	0	2	6	4	3	0	0	0	0	0	0	0	0	15
2345 - 2400	0	0	0	1	4	4	4	0	0	0	0	0	0	0	0	13</

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

Brookhaven, GA

Site 1

Dresden Dr,
east of Ashford Rd NE

Date

Thursday, January 20, 2022

Weather

Light Rain Shower
45°F

Lat/Long

33.862535°, -84.320871°



[Click here for Map](#)

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

Time	Westbound, (Movement 1,2)															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	1	2	1	0	0	0	0	0	0	0	0	0	4
0015 - 0030	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
0030 - 0045	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
0045 - 0100	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	3
0100 - 0115	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
0115 - 0130	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	6
0130 - 0145	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	4
0145 - 0200	0	0	0	0	1	3	0	1	0	0	0	0	0	0	0	5
0200 - 0215	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	3
0215 - 0230	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	5
0230 - 0245	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
0245 - 0300	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
0330 - 0345	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
0345 - 0400	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	4
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415 - 0430	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0430 - 0445	0	0	0	3	1	2	0	0	0	0	0	0	0	0	0	6
0445 - 0500	0	0	1	3	3	1	0	0	0	0	0	0	0	0	0	8
0500 - 0515	0	0	0	2	4	7	0	0	0	0	0	0	0	0	0	13
0515 - 0530	0	0	1	2	10	0	0	0	0	0	0	0	0	0	0	13
0530 - 0545	0	0	0	7	6	2	0	0	0	0	0	0	0	0	0	15
0545 - 0600	0	0	0	3	8	0	0	0	0	0	0	0	0	0	0	11
0600 - 0615	0	0	0	4	16	5	0	0	0	0	0	0	0	0	0	25
0615 - 0630	0	0	1	12	10	7	0	0	0	0	0	0	0	0	0	30
0630 - 0645	0	0	1	12	14	4	0	1	0	0	0	0	0	0	0	32
0645 - 0700	0	1	1	17	29	2	0	0	0	0	0	0	0	0	0	50
0700 - 0715	0	0	1	22	26	8	0	0	0	0	0	0	0	0	0	57
0715 - 0730	0	0	3	24	32	9	0	0	0	0	0	0	0	0	0	68
0730 - 0745	0	0	6	36	56	11	2	0	0	0	0	0	0	0	0	111
0745 - 0800	0	0	6	44	56	6	1	0	0	0	0	0	0	0	0	113
0800 - 0815	0	0	14	44	77	5	1	0	0	0	0	0	0	0	0	141
0815 - 0830	0	2	8	23	35	8	0	0	0	0	0	0	0	0	0	76
0830 - 0845	0	2	9	31	44	10	0	0	0	0	0	0	0	0	0	85
0845 - 0900	0	2	9	28	48	8	0	0	0	0	0	0	0	0	0	95
0900 - 0915	0	3	11	30	31	7	0	0	0	0	0	0	0	0	0	82
0915 - 0930	0	1	8	28	33	5	0	0	0	0	0	0	0	0	0	75
0930 - 0945	0	0	3	16	41	8	0	0	0	0	0	0	0	0	0	68
0945 - 1000	0	0	3	31	41	8	0	0	0	0	0	0	0	0	0	83
1000 - 1015	0	0	6	49	31	3	0	0	0	0	0	0	0	0	0	89
1015 - 1030	1	0	8	9	33	10	0	0	0	0	0	0	0	0	0	61
1030 - 1045	1	2	4	14	29	6	0	0	0	0	0	0	0	0	0	56
1045 - 1100	0	0	0	27	37	6	0	0	0	0	0	0	0	0	0	72
1100 - 1115	0	0	3	31	36	11	1	0	0	0	0	0	0	0	0	82
1115 - 1130	0	2	1	18	36	16	0	0	0	0	0	0	0	0	0	73
1130 - 1145	0	0	3	53	45	10	1	0	0	0	0	0	0	0	0	113
1145 - 1200	0	0	2	42	43	5	0	0	0	0	0	0	0	0	0	92
1200 - 1215	0	0	2	26	30	10	0	0	0	0	0	0	0	0	0	68
1215 - 1230	1	1	7	34	37	11	0	0	0	0	0	0	0	0	0	91
1230 - 1245	2	3	4	18	35	15	2	0	0	0	0	0	0	0	0	79
1245 - 1300	0	0	6	24	34	9	0	0	0	0	0	0	0	0	0	73
1300 - 1315	0	0	8	29	34	11	2	0	0	0	0	0	0	0	0	84
1315 - 1330	0	0	6	17	42	9	0	0	0	0	0	0	0	0	0	74
1330 - 1345	0	0	1	26	42	15	0	0	0	0	0	0	0	0	0	84
1345 - 1400	0	0	2	22	34	7	0	0	0	0	0	0	0	0	0	65
1400 - 1415	1	3	3	10	34	14	0	0	0	0	0	0	0	0	0	65
1415 - 1430	0	0	2	26	35	7	1	0	0	0	0	0	0	0	0	71
1430 - 1445	0	0	1	16	28	11	0	0	0	0	0	0	0	0	0	56
1445 - 1500	0	0	5	32	30	10	1	0	0	0	0	0	0	0	0	78
1500 - 1515	0	0	1	24	54	13	1	0	0	0	0	0	0	0	0	93
1515 - 1530	0	0	0	30	53	13	2	0	0	0	0	0	0	0	0	98
1530 - 1545	1	0	0	30	41	15	1	0	0	0	0	0	0	0	0	88
1545 - 1600	0	0	1	29	56	16	1	0	0	0	0	0	0	0	0	103
1600 - 1615	0	0	6	17	54	19	0	0	0	0	0	0	0	0	0	96
1615 - 1630	0	0	0	30	58	18	0	0	0	0	0	0	0	0	0	106
1630 - 1645	0	0	5	24	65	20	0	0	0	0	0	0	0	0	0	114
1645 - 1700	0	0	4	30	54	21	0	0	0	0	0	0	0	0	0	109
1700 - 1715	0	1	2	18	62	22	0	0	0	0	0	0	0	0	0	105
1715 - 1730	0	0	0	30	56	19	1	0	0	0	0	0	0	0	0	106
1730 - 1745	0	0	2	22	68	13	0	0	0	0	0	0	0	0	0	105
1745 - 1800	0	0	3	28	45	13	3	0	0	0	0	0	0	0	0	92
1800 - 1815	0	0	5	18	39	11	1	0	0	0	0	0	0	0	0	74
1815 - 1830	0	0	4	39	47	12	0	0	0	0	0	0	0	0	0	102
1830 - 1845	0	0	1	17	43	8	1	0	0	0	0	0	0	0	0	70
1845 - 1900	0	0	0	18	46	14	0	0	0	0	0	0	0	0	0	78
1900 - 1915	0	0	8	13	38	8	1	0	0	0	0	0	0	0	0	68
1915 - 1930	0	0	0	14	33	9	0	0	0	0	0	0	0	0	0	56
1930 - 1945	0	0	4	12	30	12	0	0	0	0	0	0	0	0	0	58
1945 - 2000	0	0	1	6	25	6	1	0	0	0	0	0	0	0	0	39
2000 - 2015	0	0	0	4	30	8	0	0	0	0	0	0	0	0	0	42
2015 - 2030	0	0	0	14	22	5	0	0	0	0	0	0	0	0	0	41
2030 - 2045	0	0	0	3	21	5	2	0	0	0	0	0	0	0	0	31
2045 - 2100	0	0	0	7	12	4	1	0	0	0	0	0	0	0	0	24
2100 - 2115	0	0	1	3	16	4	2	0	0	0	0	0	0	0	0	26
2115 - 2130	1	0	0	4	12	6	0	0	0	0	0	0	0	0	0	23
2130 - 2145	0	0	1	0	7	3	2	0	0	0	0	0	0	0	0	13
2145 - 2200	0	0	0	4	10	2	2	1	0	0	0	0	0	0	0	19
2200 - 2215	0	0	1	3	5	9	0	0	0	0	0	0	0	0	0	18
2215 - 2230	0	0	0	1	5	3	2	0	0	0	0	0	0	0	0	11
2230 - 2245	0	0	0	4	9	2	1	0	0	0	0	0	0	0	0	16
2245 - 2300	0	1	2	1	2	0	0	0	0	0	0	0	0	0	0	6
2300 - 2315	0	0	0	1	6	6	0	0	0	0	0	0	0	0	0	13
2315 - 2330	0	0	1	3	9	2	1	0	0	0	0	0	0	0	0	16
2330 - 2345	0	0	0	4	4	2	1	0	0	0	0	0	0	0	0	12
2345 - 2400	0	0	0	1	7	1	1	0	0	0	0	0	0	0	0	10

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

Brookhaven, GA



Site 1
Dresden Dr,
east of Ashford Rd NE

Date
Thursday, January 20, 2022

Weather
Light Rain Shower
45°F

Lat/Long
33.862535°, -84.320871°

[Click here for Map](#)

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

Time	Westbound, (Movement 1.2)														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	3	5	3	0	0	0	0	0	0	0	0	0	11
0015 - 0030	0	0	0	3	1	2	0	1	0	0	0	0	0	0	0	7
0030 - 0045	0	0	0	1	2	3	2	0	0	0	0	0	0	0	0	8
0045 - 0100	0	0	0	0	2	5	1	0	0	0	0	0	0	0	0	8
0100 - 0115	0	0	0	0	4	4	2	2	0	0	0	0	0	0	0	12
0115 - 0130	0	0	2	2	2	2	2	0	0	0	0	0	0	0	0	10
0130 - 0145	0	0	0	3	1	1	1	0	0	0	0	0	0	0	0	6
0145 - 0200	0	0	0	0	2	3	1	1	0	0	0	0	0	0	0	7
0200 - 0215	0	0	1	0	1	2	1	1	0	0	0	0	0	0	0	6
0215 - 0230	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	5
0230 - 0245	1	0	0	2	1	1	0	0	0	1	0	0	0	0	0	6
0245 - 0300	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	3
0300 - 0315	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0315 - 0330	1	0	0	1	2	0	1	0	0	0	0	0	0	0	0	5
0330 - 0345	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	4
0345 - 0400	0	0	2	0	4	0	0	0	0	0	0	0	0	0	0	6
0400 - 0415	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
0415 - 0430	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
0430 - 0445	0	0	0	3	2	2	0	0	0	0	0	0	0	0	0	7
0445 - 0500	0	0	1	3	4	2	1	0	0	0	0	0	0	0	0	11
0500 - 0515	0	0	0	4	4	8	0	0	0	0	0	0	0	0	0	16
0515 - 0530	0	0	1	3	12	6	0	0	0	0	0	0	0	0	0	22
0530 - 0545	0	0	0	7	8	5	1	0	0	0	0	0	0	0	0	21
0545 - 0600	0	0	0	3	13	3	2	1	0	0	0	0	0	0	0	22
0600 - 0615	0	0	0	5	19	11	5	1	0	0	0	0	0	0	0	41
0615 - 0630	0	0	1	12	15	17	3	0	0	0	0	0	0	0	0	48
0630 - 0645	0	0	1	14	19	17	4	1	0	0	0	0	0	0	0	56
0645 - 0700	0	1	1	18	41	9	9	3	1	0	0	0	0	0	0	83
0700 - 0715	0	0	1	24	52	31	5	2	0	0	0	0	0	0	0	115
0715 - 0730	0	0	3	32	90	46	11	1	0	0	0	0	0	0	0	183
0730 - 0745	0	0	6	37	99	53	10	0	0	0	0	0	0	0	0	205
0745 - 0800	1	0	6	44	74	52	5	1	1	0	0	0	0	0	0	184
0800 - 0815	0	0	14	47	102	45	16	1	0	0	0	0	0	0	0	225
0815 - 0830	0	2	8	26	69	33	9	2	1	0	0	0	0	0	0	150
0830 - 0845	0	0	2	32	54	47	8	1	0	0	0	0	0	0	0	144
0845 - 0900	0	3	9	28	66	52	4	0	0	0	0	0	0	0	0	162
0900 - 0915	0	3	11	30	66	46	3	0	0	0	0	0	0	0	0	159
0915 - 0930	0	1	9	30	61	40	5	1	0	0	0	0	0	0	0	147
0930 - 0945	0	0	3	24	55	24	4	2	1	0	0	0	0	0	0	113
0945 - 1000	0	0	3	35	57	36	5	1	0	0	0	0	0	0	0	137
1000 - 1015	0	0	6	54	46	21	5	0	0	0	0	0	0	0	0	132
1015 - 1030	1	0	8	18	68	34	5	0	0	0	0	0	0	0	0	134
1030 - 1045	1	2	4	18	53	41	6	0	0	0	0	0	0	0	0	125
1045 - 1100	0	0	0	39	63	24	5	1	0	0	0	0	0	0	0	132
1100 - 1115	0	0	4	38	61	38	14	2	0	0	0	0	0	0	0	157
1115 - 1130	0	2	1	31	61	34	5	0	0	0	0	0	0	0	0	134
1130 - 1145	0	0	3	64	92	31	3	2	1	0	0	0	0	0	0	196
1145 - 1200	0	0	5	66	67	35	1	0	0	0	0	0	0	0	0	174
1200 - 1215	0	0	2	46	63	26	8	2	0	0	0	0	0	0	0	147
1215 - 1230	1	2	7	50	89	29	6	0	0	0	0	0	0	0	0	184
1230 - 1245	2	3	4	31	79	37	6	0	0	0	0	0	0	0	0	162
1245 - 1300	0	1	7	32	72	48	7	1	0	0	0	0	0	0	0	168
1300 - 1315	0	0	10	44	87	32	7	0	0	0	0	0	0	0	0	180
1315 - 1330	0	0	11	29	89	33	5	0	0	0	0	0	0	0	0	167
1330 - 1345	0	0	2	43	97	56	5	1	0	0	0	0	0	0	0	204
1345 - 1400	0	0	5	27	55	51	4	0	0	0	0	0	0	0	0	142
1400 - 1415	1	3	3	18	88	51	7	1	0	0	0	0	0	0	0	172
1415 - 1430	0	1	2	45	87	22	5	0	0	0	0	0	0	0	0	162
1430 - 1445	0	0	1	20	64	43	5	0	0	0	0	0	0	0	0	133
1445 - 1500	1	3	5	38	80	39	8	0	0	0	0	0	0	0	0	174
1500 - 1515	1	0	1	32	97	44	6	1	0	0	0	0	0	0	0	181
1515 - 1530	0	0	0	40	111	41	13	1	0	0	0	0	0	0	0	206
1530 - 1545	1	0	1	46	86	53	9	0	0	0	0	0	0	0	0	196
1545 - 1600	0	0	2	45	87	59	9	0	0	0	0	0	0	0	0	202
1600 - 1615	1	0	6	28	97	58	9	0	1	1	0	0	0	0	0	201
1615 - 1630	0	0	0	45	116	57	4	0	0	0	0	0	0	0	0	222
1630 - 1645	0	0	5	40	137	56	5	0	0	0	0	0	0	0	0	243
1645 - 1700	0	0	7	65	114	45	4	1	0	0	0	0	0	0	0	236
1700 - 1715	0	1	2	51	148	56	8	0	0	0	0	0	0	0	0	266
1715 - 1730	0	0	1	45	111	42	11	1	0	0	0	0	0	0	0	211
1730 - 1745	0	0	6	32	121	38	7	0	0	0	0	0	0	0	0	204
1745 - 1800	0	0	3	33	97	63	10	0	0	0	0	0	0	0	0	206
1800 - 1815	0	0	6	40	86	44	4	0	0	0	0	0	0	0	0	180
1815 - 1830	0	0	6	76	113	41	5	0	0	0	0	0	0	0	0	241
1830 - 1845	0	0	1	24	72	37	8	0	0	0	0	0	0	0	0	142
1845 - 1900	0	0	1	25	88	54	7	0	0	0	0	0	0	0	0	175
1900 - 1915	0	0	17	25	66	30	4	0	0	0	0	0	0	0	0	142
1915 - 1930	0	0	1	19	67	29	9	1	0	0	0	0	0	0	0	126
1930 - 1945	0	0	4	17	65	38	10	1	0	0	0	0	0	0	0	135
1945 - 2000	0	0	1	8	37	37	4	0	0	0	0	0	0	0	0	87
2000 - 2015	0	0	0	5	50	26	8	0	0	0	0	0	0	0	0	89
2015 - 2030	0	0	0	14	34	27	6	2	0	0	0	0	0	0	0	83
2030 - 2045	0	0	0	3	40	16	9	0	0	0	0	0	0	0	0	68
2045 - 2100	0	0	1	9	30	14	4	0	0	0	0	0	0	0	0	58
2100 - 2115	0	0	1	7	28	19	9	1	0	0	0	0	0	0	0	65
2115 - 2130	1	0	0	6	16	27	8	0	0	0	0	0	0	0	0	58
2130 - 2145	0	0	1	3	20	15	4	1	0	0	0	0	0	0	0	44
2145 - 2200	0	0	1	6	23	13	4	1	0	0	0	0	0	0	0	48
2200 - 2215	0	1	1	5	22	20	0	1	0	0	0	0	0	0	0	50
2215 - 2230	0	2	1	5	19	20	5	0	0	0	0	0	0	0	0	52
2230 - 2245	0	0	0	6	25	13	1	0	0	0	0	0	0	0	0	45
2245 - 2300	0	1	2	4	6	6	3	1	0	0	0	0	0	0	0	23
2300 - 2315	0	0	0	1	9	11	8	2	0	0	0	0	0	0	0	31
2315 - 2330	0	0	1	5	11	5	3	0	0	0	0	0	0	0	0	25
2330 - 2345	0	0	0	6	10	6	4	1	0	0	0	0	0	0	0	27
2345 - 2400	0	0	0	2	11	5	5	0	0	0	0	0	0	0	0	23

Session Total 13 32 256 2052 4748 2505 467 50 6 2 0 0

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

Brookhaven, GA

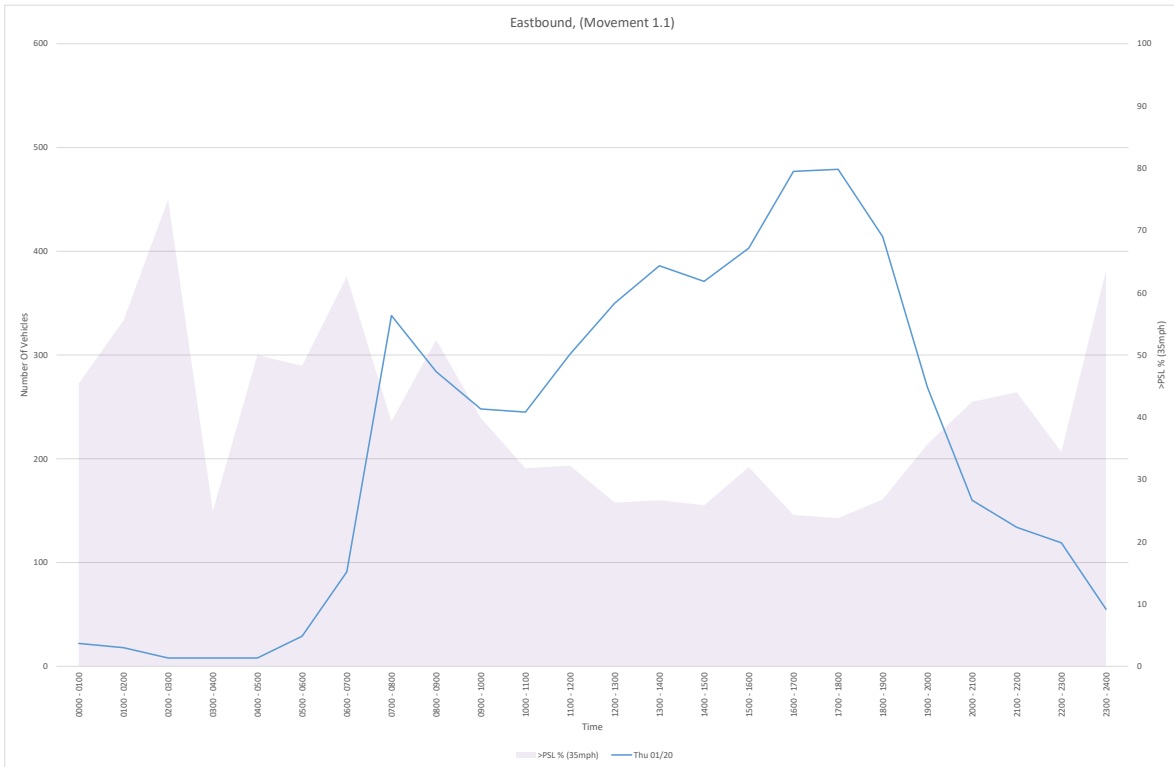
Site 1

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

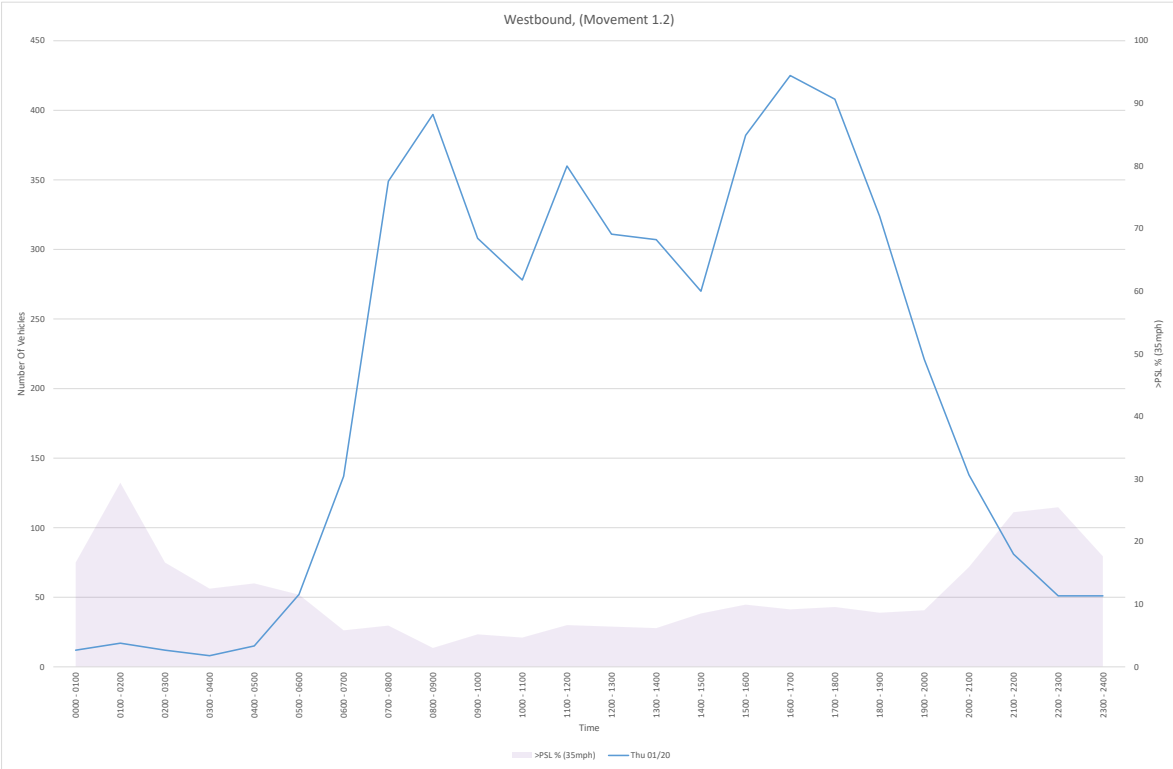
Site 1

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 || Graphical Analysis NB EB

Brookhaven, GA

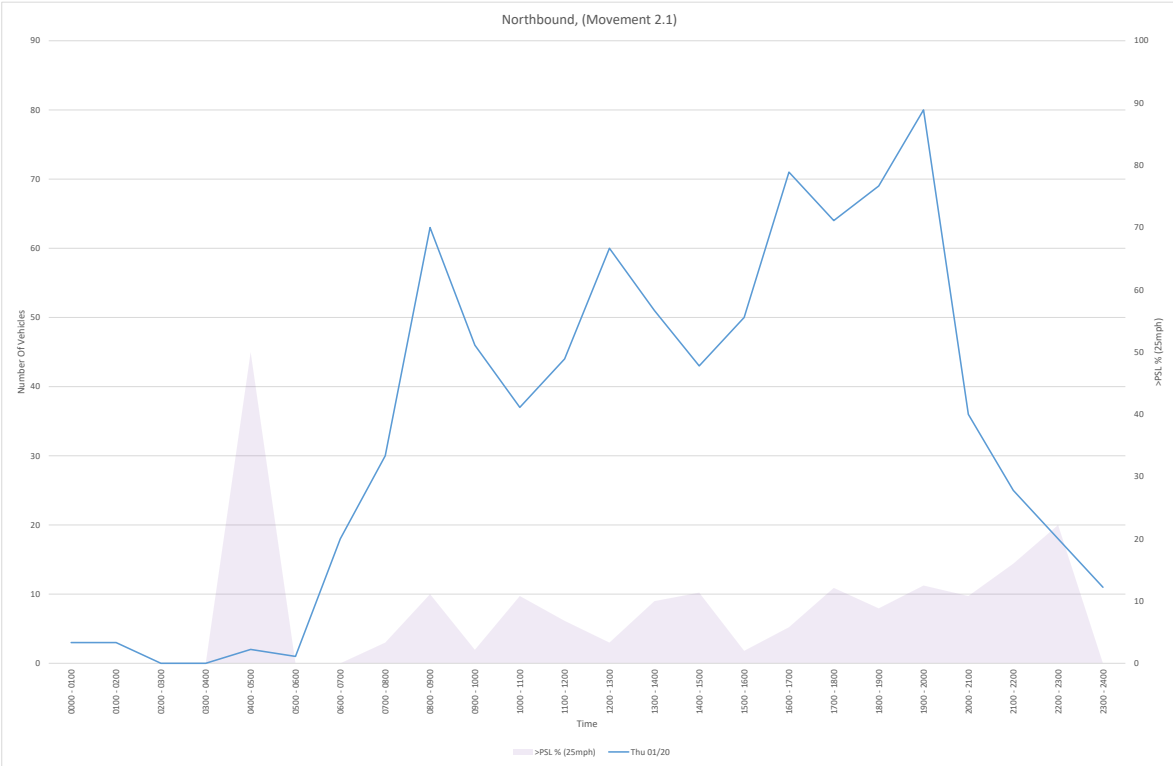
Site 2

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

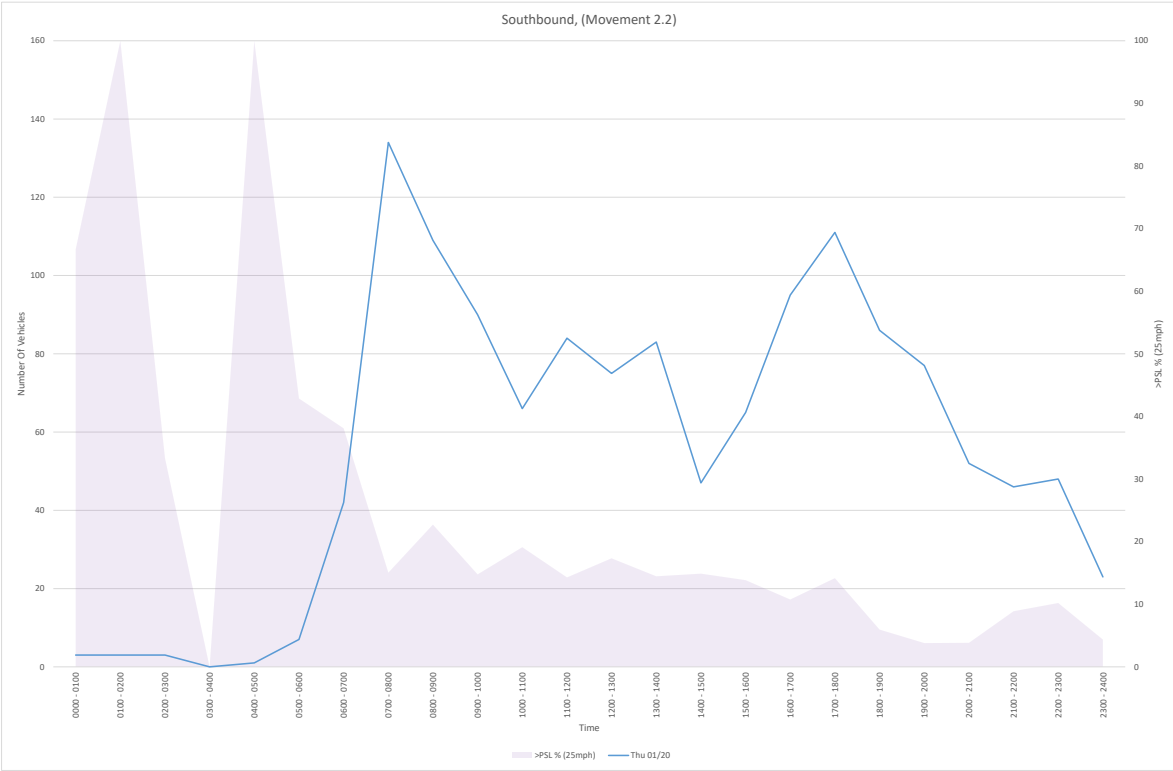
Site 2

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

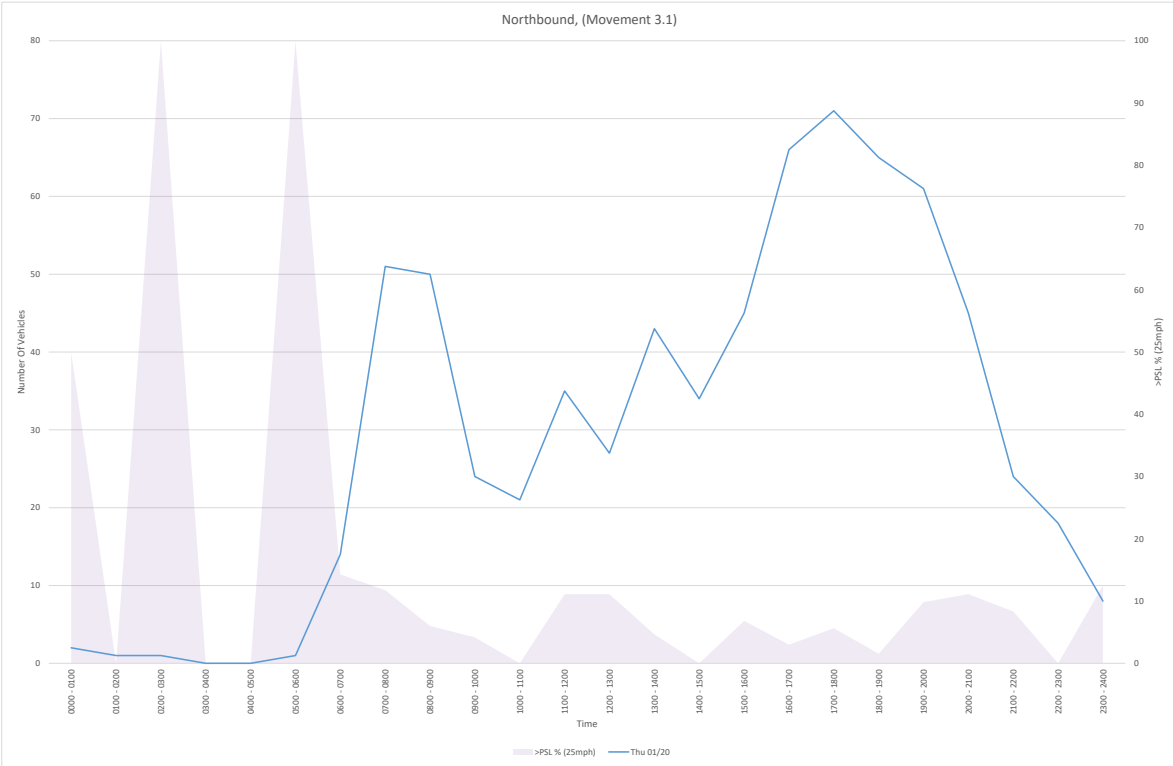
Site 3

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

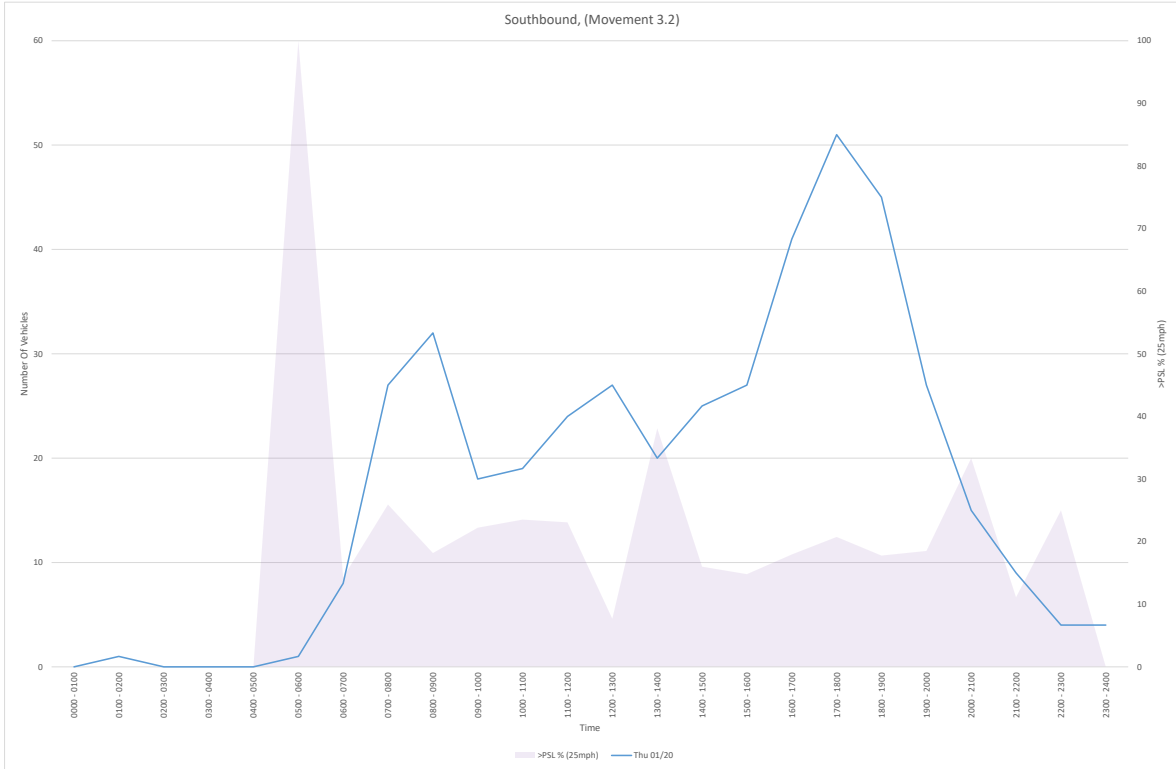
Site 3

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 33.863411, -84.332425

Click here for Map

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

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

Summary row: Session Total (1), Session Average (0.01), Session Percentage (0.79), and totals (127, 1.32).

Peak hour summary table with columns: AM Peak Hour, Noon Peak Hour, PM Peak Hour, and corresponding volumes.

Bi-Directional Speed & Class Count || Bi-Directional 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°



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

Table with columns for Time, speed classes (5-14 mph to 80-99 mph), and 15min Total. Includes a summary row at the bottom.

Summary table with 2 columns: 10mph Pace Speed (14-23) and Number in Pace (250 (79.9%)).

Summary table with 5 columns: 15th Percentile (14), 50th Percentile (18), Average (18), 85th Percentile (22), and 95th Percentile (25).

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

Brookhaven, GA

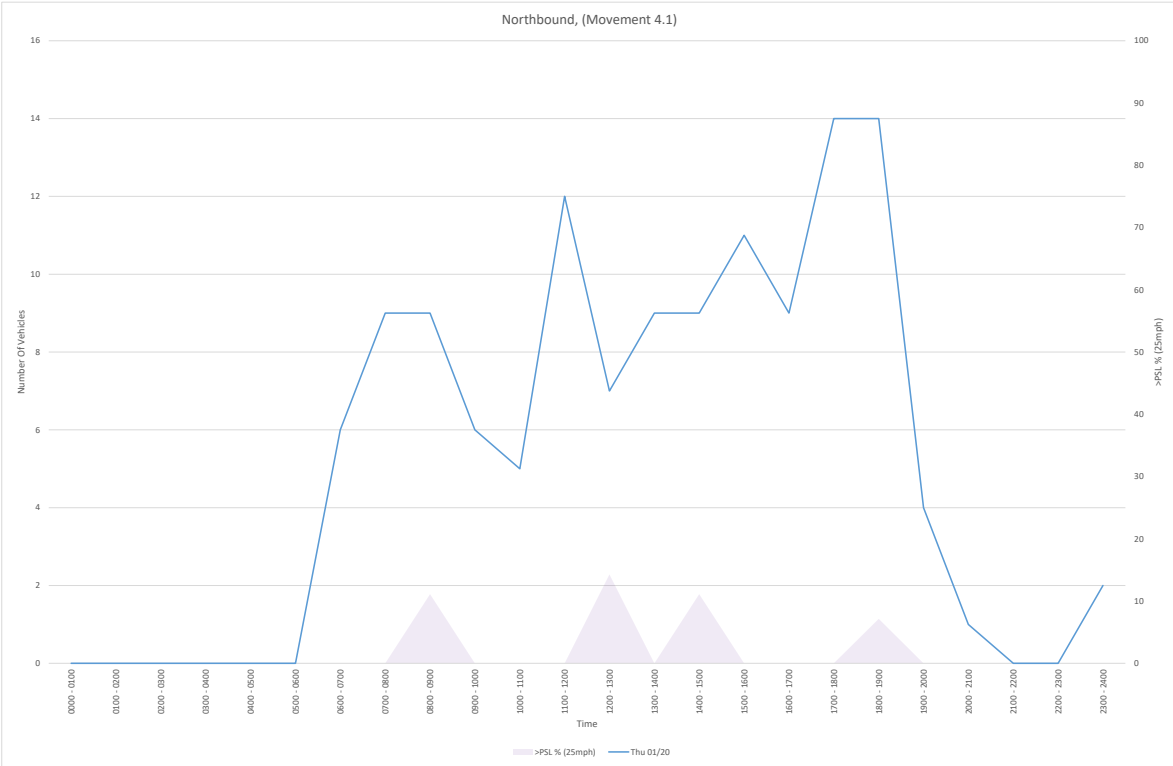
Site 4

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

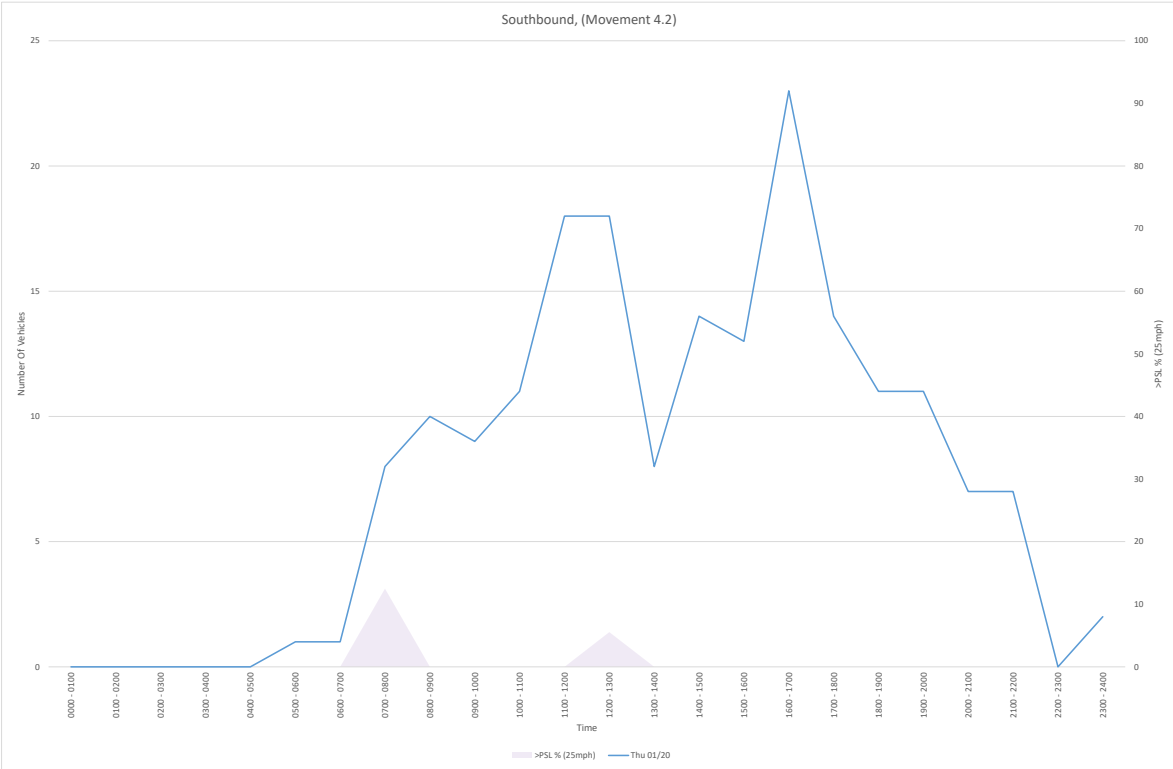
Green Meadows Ln NE,
south of E Osborne Rd NE

Lat/Long
33.863411°, -84.332425°

 [Click here for Map](#)

0000 - 2400 (Weekday 24h Session)

Graphical Analysis SB WB



Bi-Directional Speed & Class Count || NB EB 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
33.863177, -84.329288



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

Main data table with columns for Time intervals and speed classes (5-14 mph to 80-99 mph) and a Total column. Includes a Session Total row at the bottom.

Summary table: 10mph Pace Speed (14-23), Number in Pace (78 (66.1%))

Summary table: 15th Percentile (14), 50th Percentile (19), Average (19), 85th Percentile (24), 95th Percentile (26)

Bi-Directional Speed & Class Count || SB WB 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, -84.329288°

Click here for Map

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

Table with columns for Time, Speed Ranges (5-14 mph to 80-99 mph), and Total. Contains 240 rows of 15-minute session data.

Summary statistics table including 10mph Pace Speed (17-26), Number in Pace (67 (62.6%)), 15th Percentile (14), 50th Percentile (22), Average (21), 85th Percentile (27), and 95th Percentile (29).

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

Brookhaven, GA

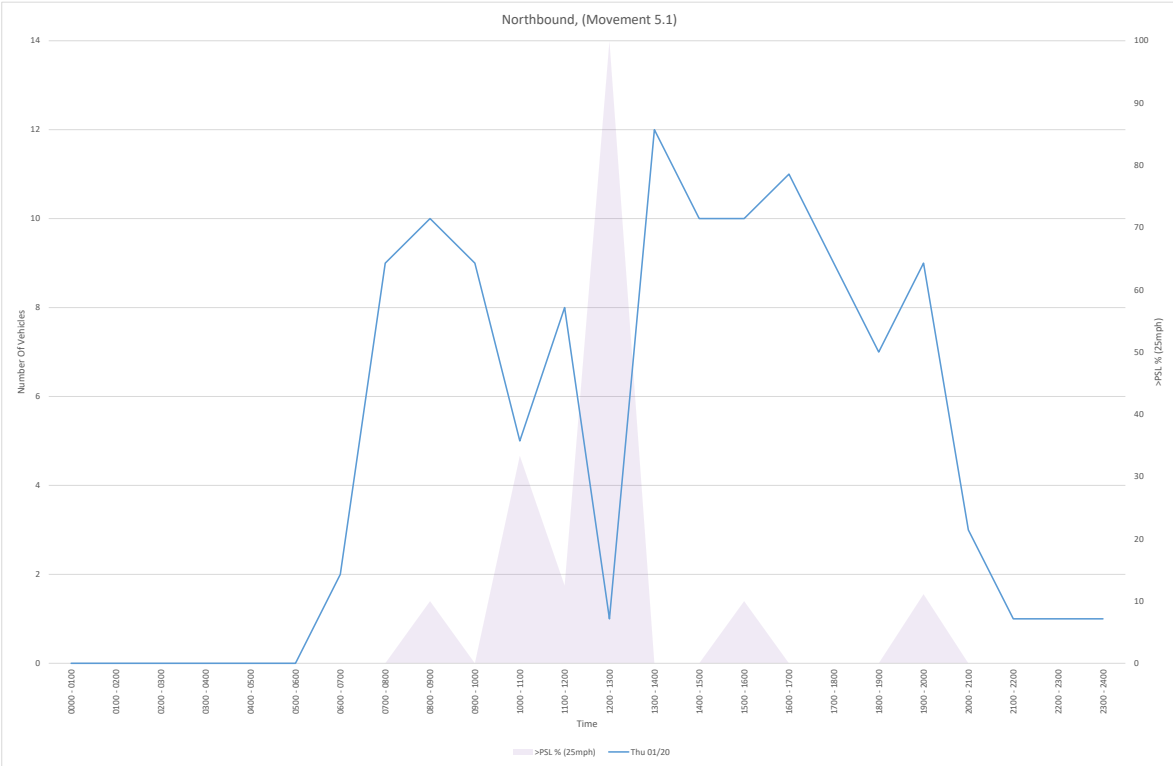
Site 5

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

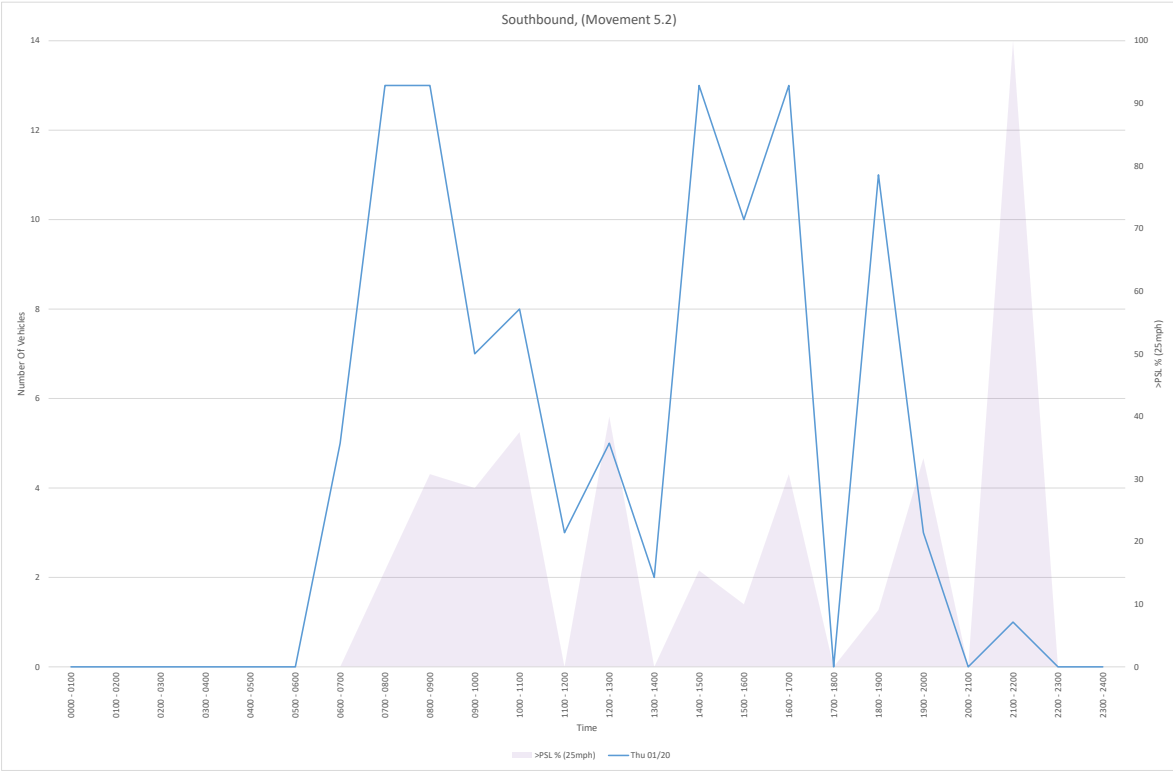
Site 5

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

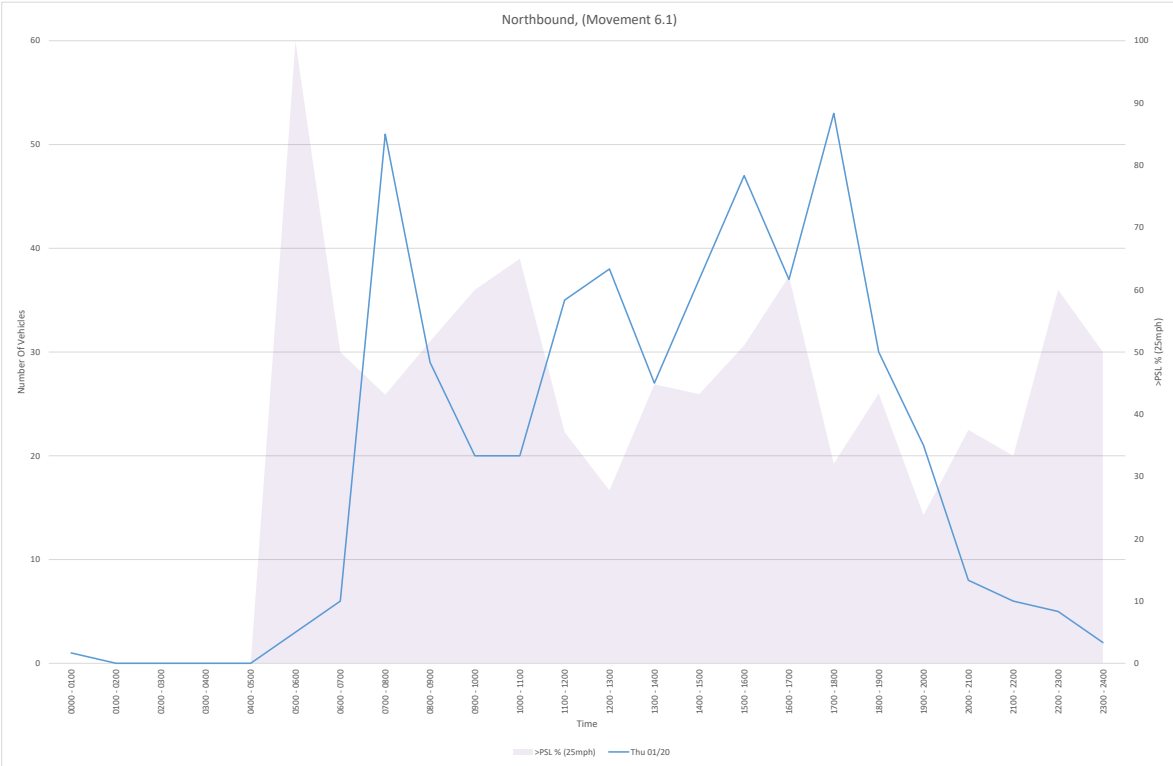
Site 6

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

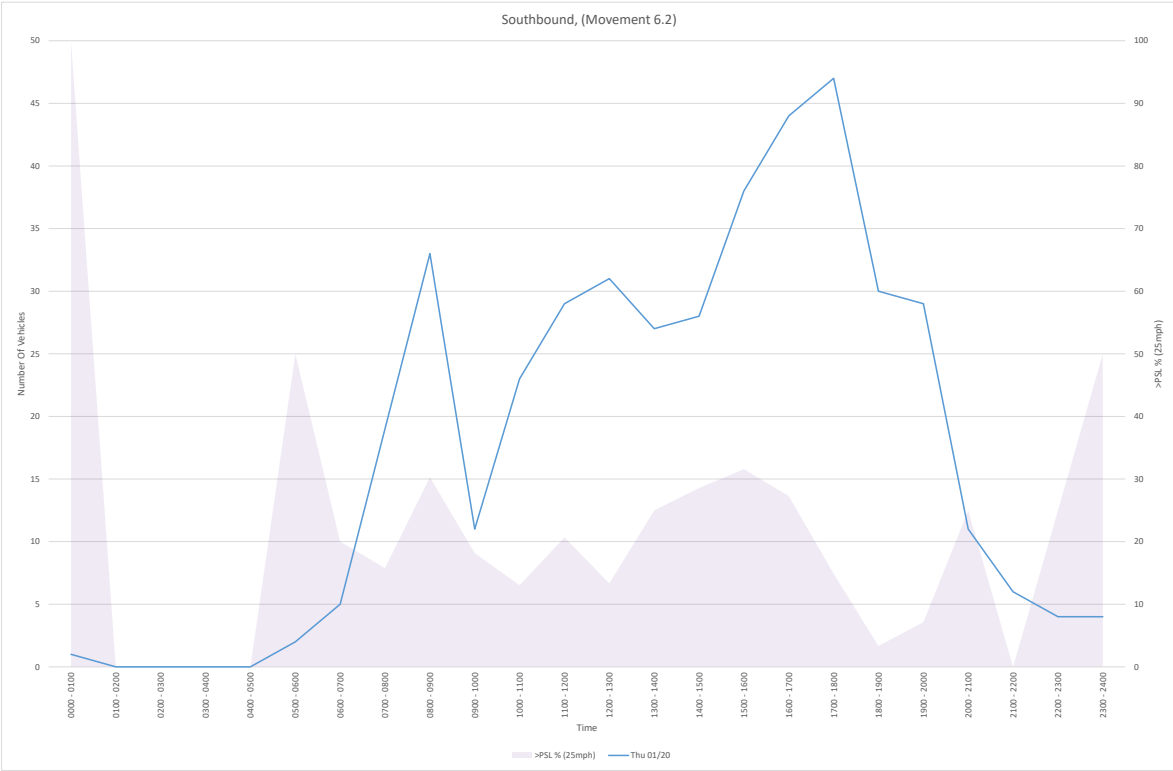
Site 6

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

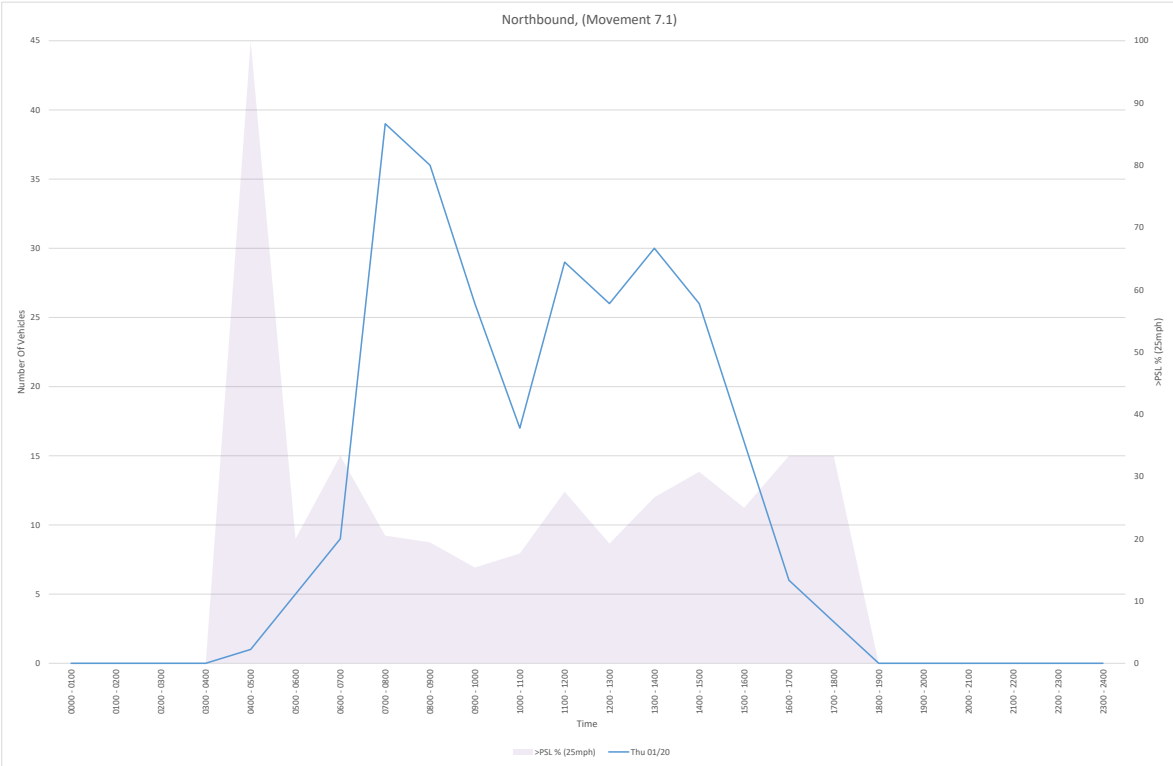
Site 7

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

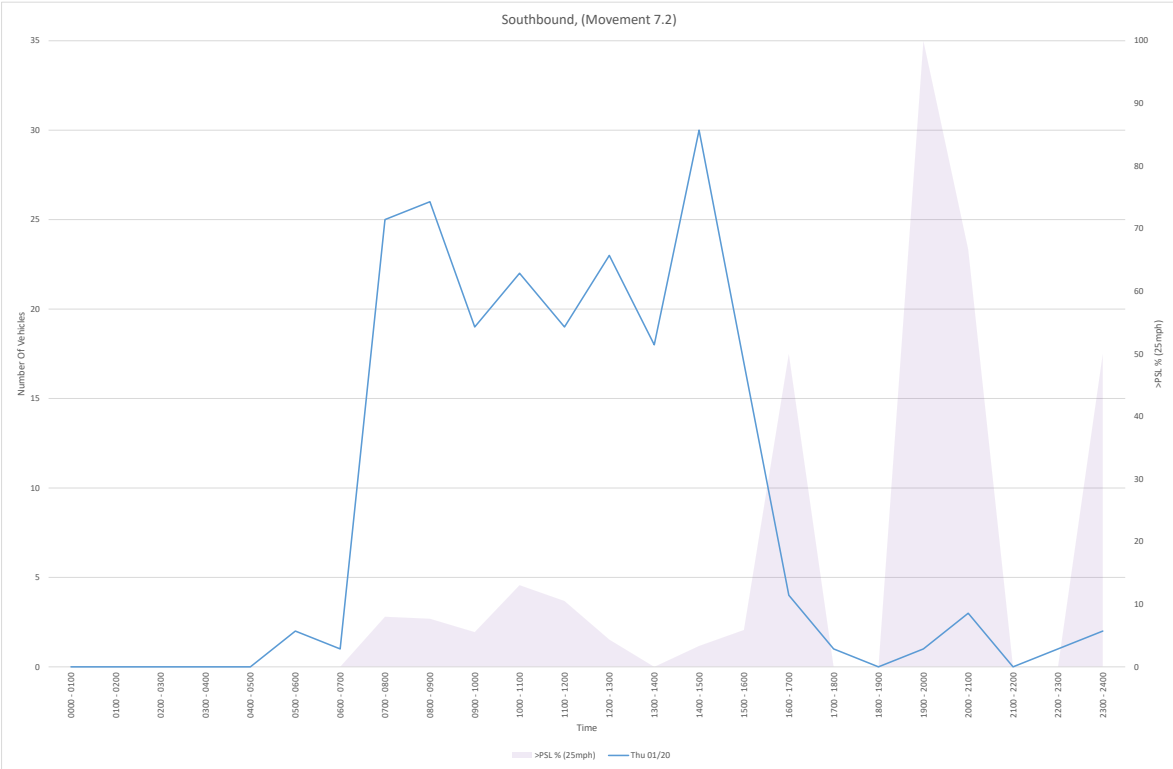
Site 7

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 || Graphical Analysis NB EB

Brookhaven, GA

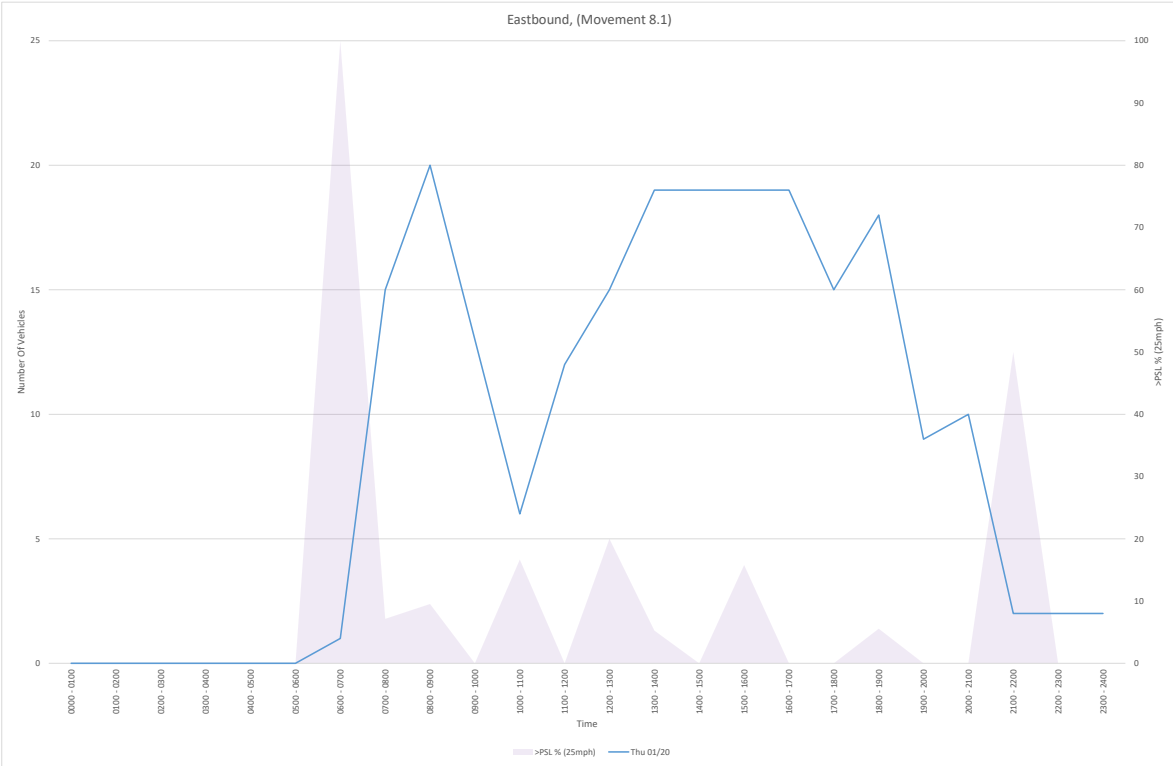
Site 8

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

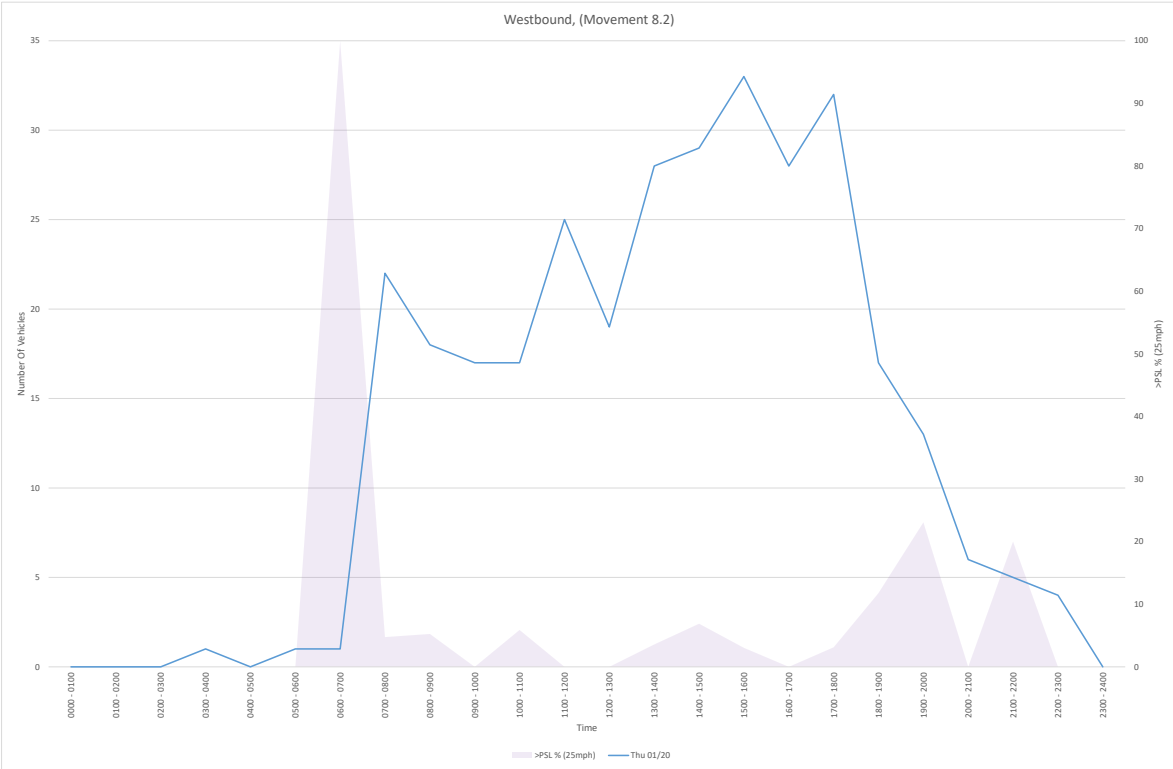
Site 8

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 || 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°



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

Main data 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. Includes a summary row at the bottom.

Summary table with columns: 10mph Pace Speed, Number in Pace, 15th Percentile, 50th Percentile, Average, 85th Percentile, 95th Percentile.

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

Brookhaven, GA

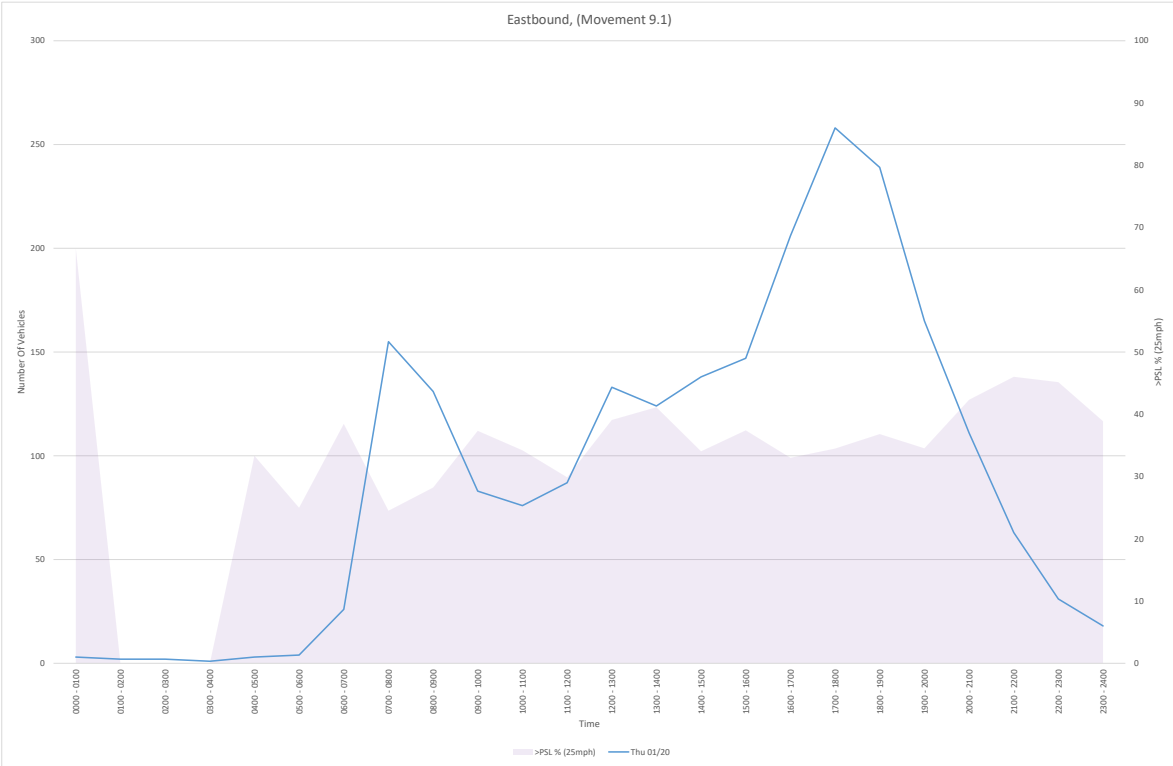
Site 9

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

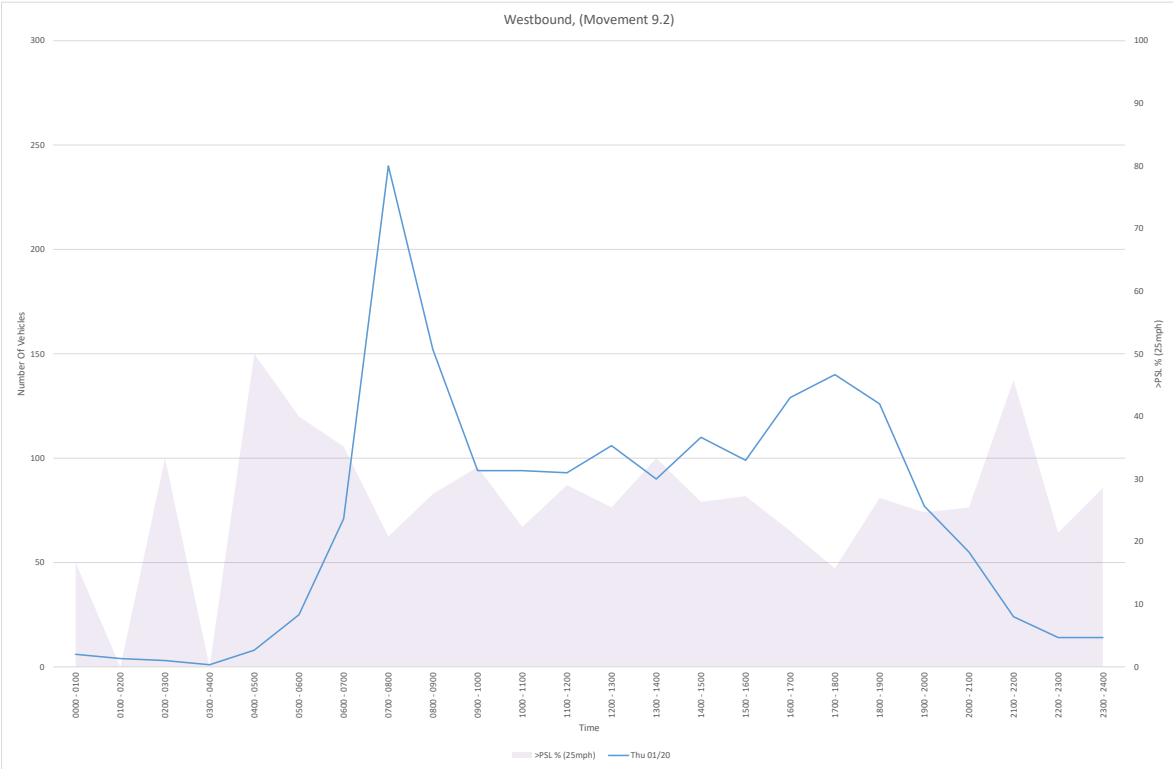
33.874389°, -84.326404°



[Click here for Map](#)

0000 - 2400 (Weekday 24h Session)

Graphical Analysis SB WB



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

Brookhaven, GA

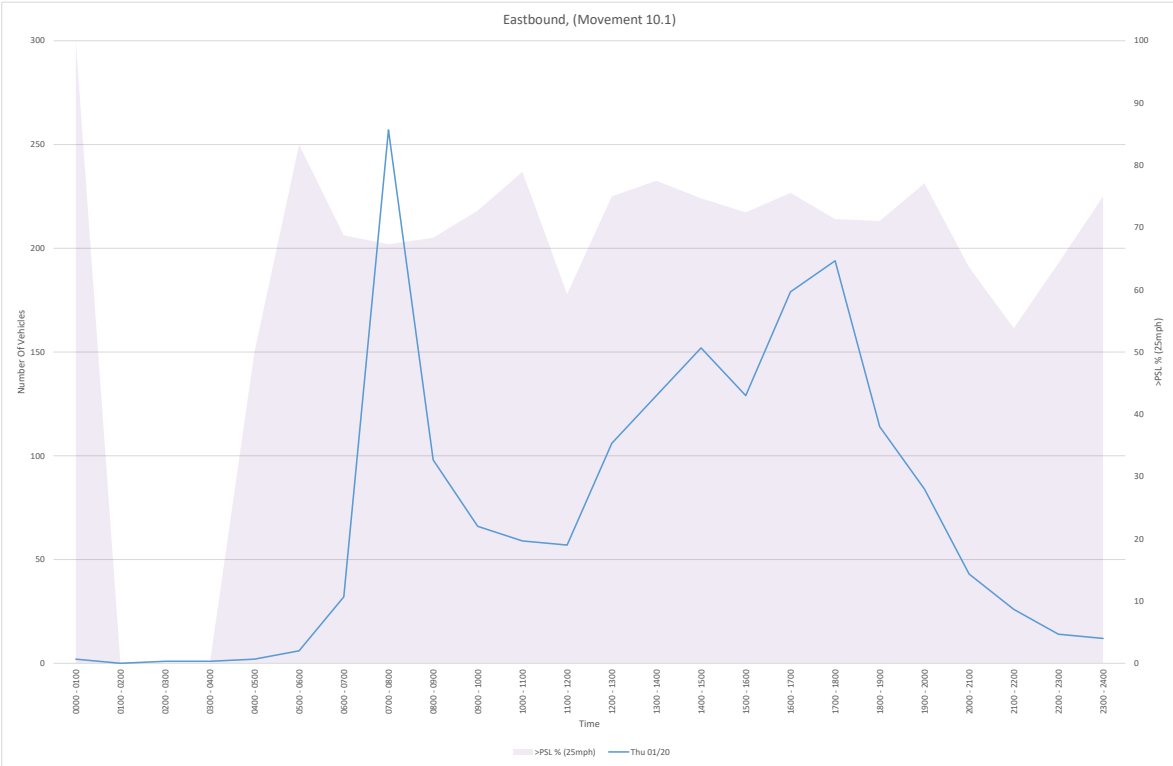
Site 10

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

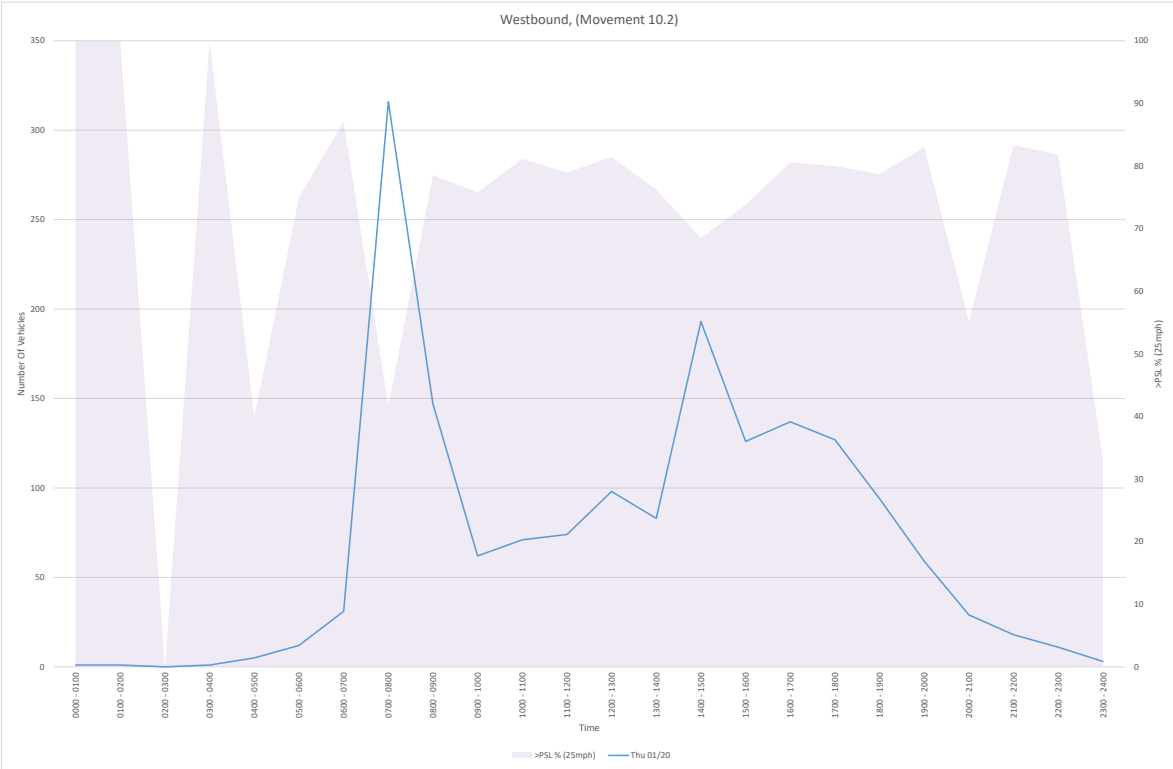
Site 10

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 || Graphical Analysis NB EB

Brookhaven, GA

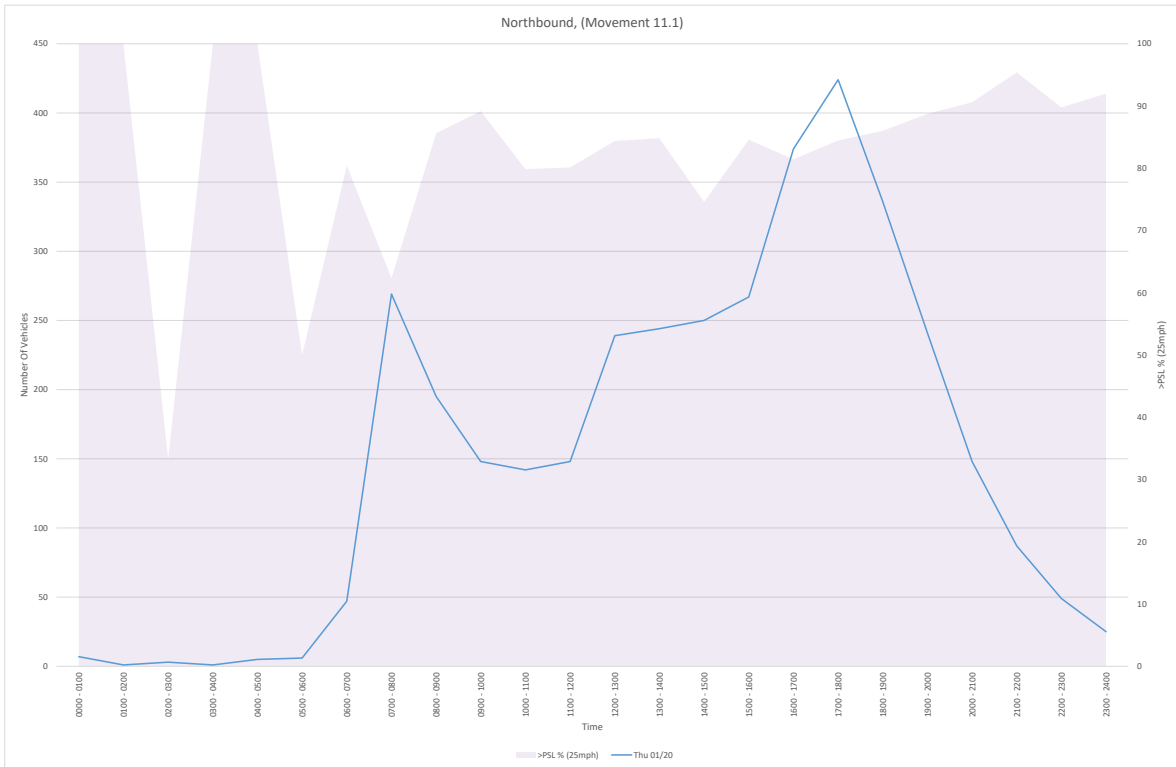
Site 11

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

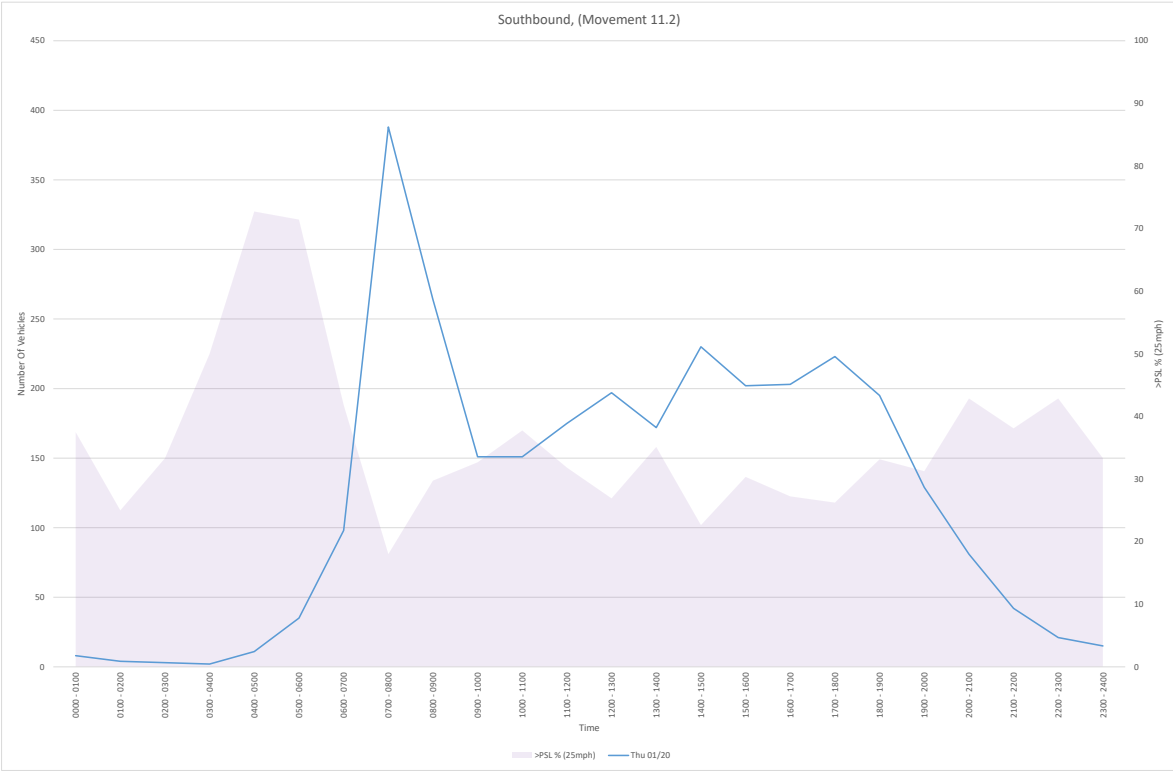
Site 11

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 || Graphical Analysis NB EB

Brookhaven, GA

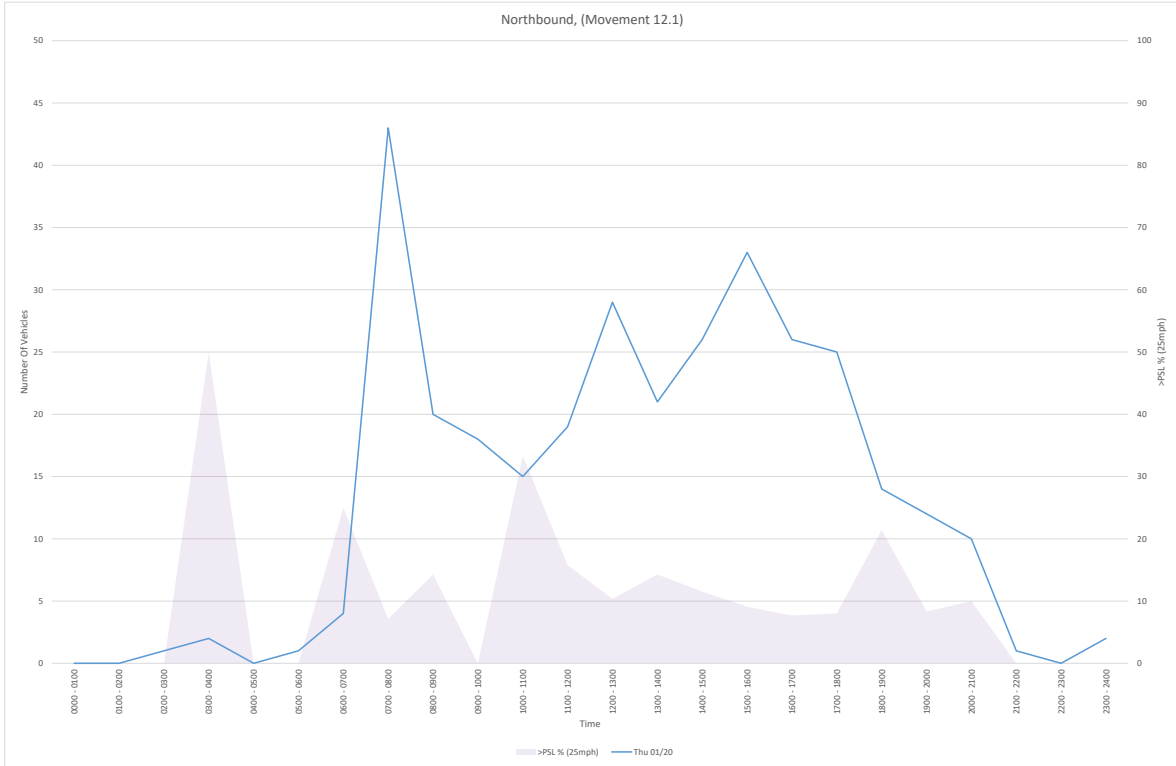
Site 12

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

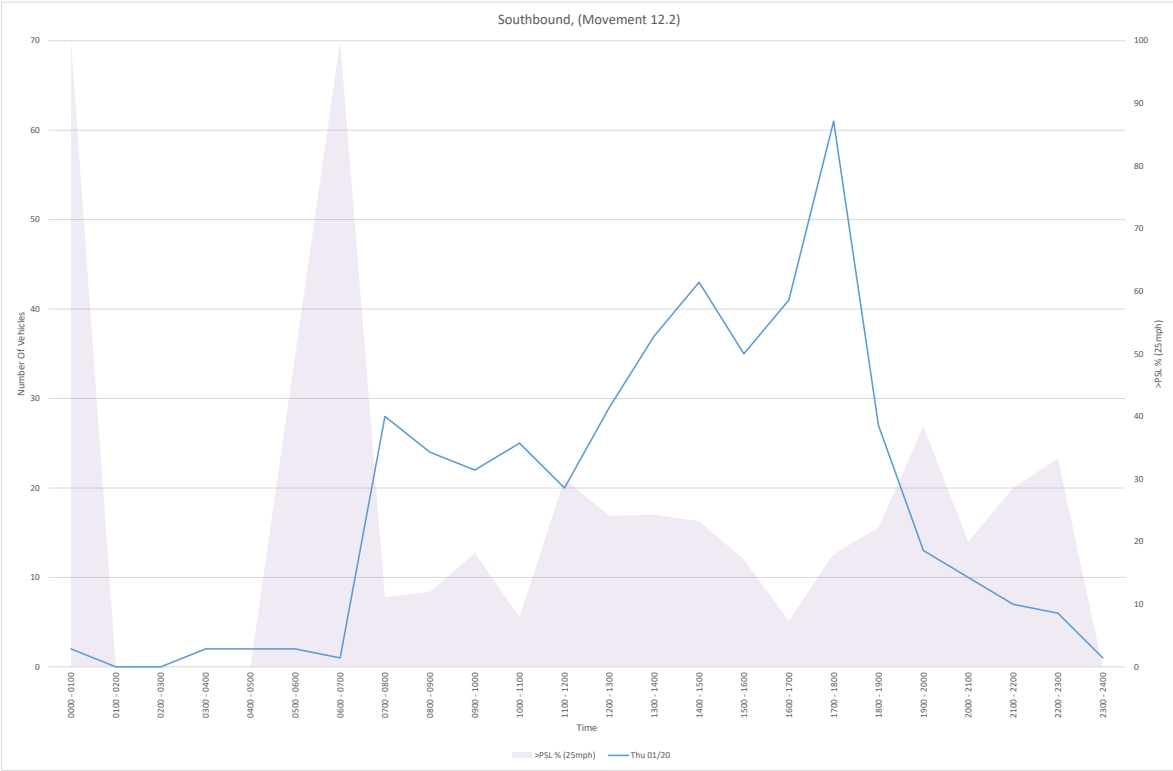
Site 12

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 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 15min

Main data table with columns for Time, Class 1-13, 15min Total, and 60min Total. Contains hourly class counts for southbound traffic.

Summary tables including Session Total, Session Average, Session Percentage, and AM/Noon/PM Peak Hour Volume for various time intervals.

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

Brookhaven, GA

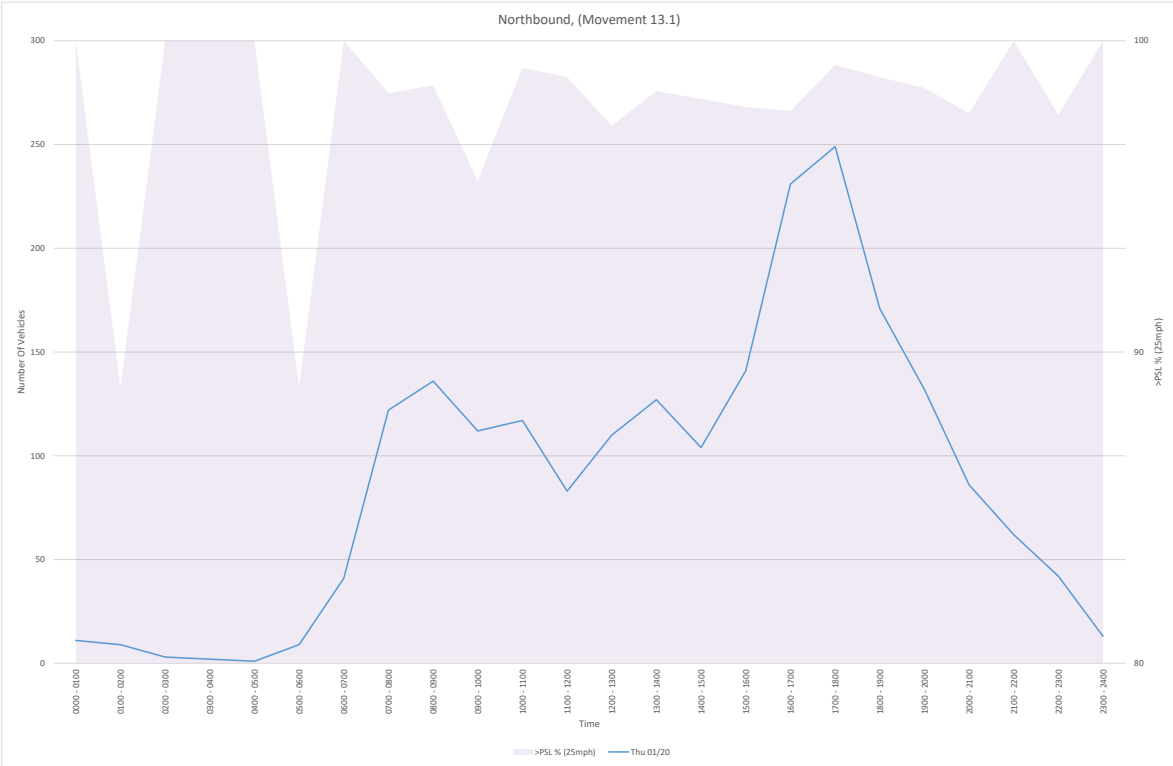
Site 13

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

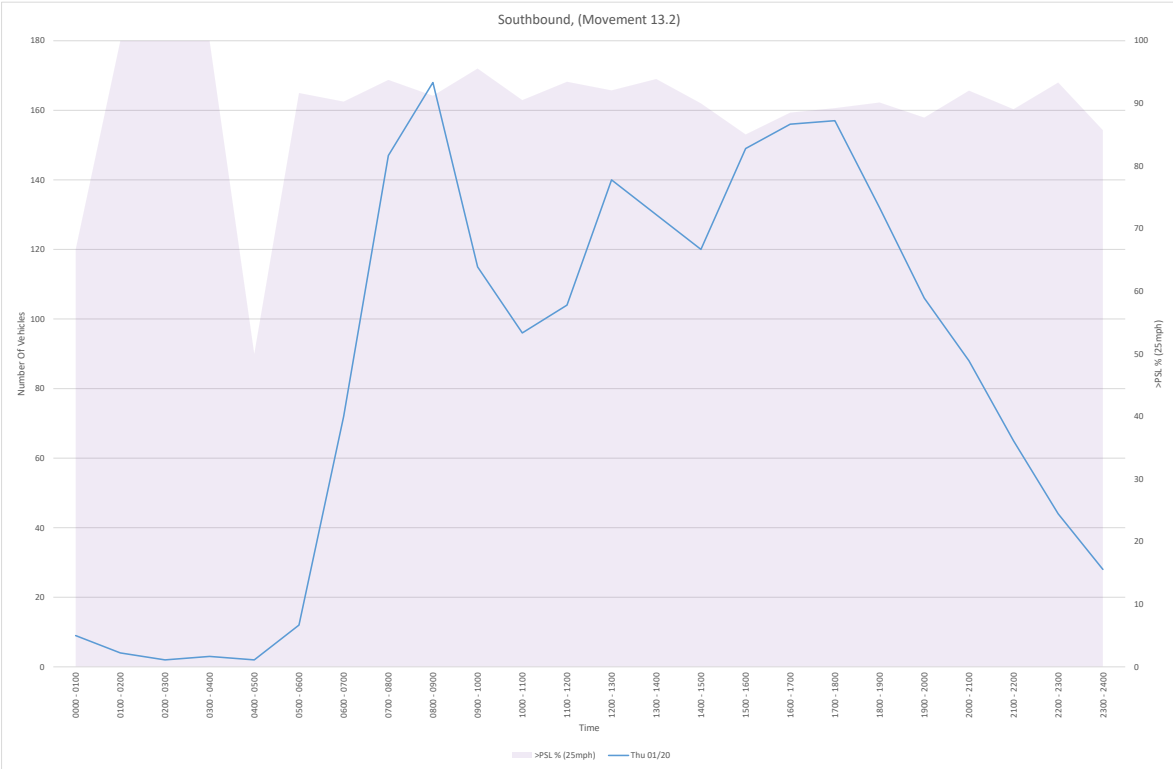
Site 13

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 || NB EB Speed 15min

Brookhaven, GA



Site 14
Sylvan Cir NE,
east of Fernwood Cir NE

Date
Thursday, January 20, 2022

Weather
Light Rain Shower
45°F

Lat/Long
33.858022°, -84.337109°



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

Time	Eastbound, (Movement 14.1)														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	1	0	0	0	0	0	0	0	0	0	0	0	1
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	0	0	0	0	0	0	0	0	0	0	1
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0715	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	4
0745 - 0800	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0800 - 0815	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0815 - 0830	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0830 - 0845	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0845 - 0900	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0900 - 0915	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0915 - 0930	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0930 - 0945	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0945 - 1000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1000 - 1015	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1015 - 1030	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1030 - 1045	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1045 - 1100	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1100 - 1115	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1215	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1215 - 1230	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
1230 - 1245	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1245 - 1300	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1330 - 1345	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1415	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1415 - 1430	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1430 - 1445	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1445 - 1500	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1500 - 1515	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
1515 - 1530	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1530 - 1545	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5
1545 - 1600	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
1600 - 1615	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1615 - 1630	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	6
1630 - 1645	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1645 - 1700	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1700 - 1715	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1715 - 1730	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1730 - 1745	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
1745 - 1800	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1800 - 1815	1	3	5	0	1	0	0	0	0	0	0	0	0	0	0	10
1815 - 1830	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	6
1830 - 1845	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	5
1845 - 1900	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3
1900 - 1915	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1915 - 1930	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1930 - 1945	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1945 - 2000	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2000 - 2015	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2015 - 2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030 - 2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045 - 2100	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2130 - 2145	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2145 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200 - 2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315 - 2330	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2330 - 2345	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2345 - 2400	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Session Total	55	55	23	6	1	0	0	0	0	0	0	0	0	0	0	140

10mph Pace Speed 11-20	Number in Pace 99 (70.7%)	15th Percentile 11	50th Percentile 15	Average 16	85th Percentile 21	95th Percentile 24
----------------------------------	-------------------------------------	------------------------------	------------------------------	----------------------	------------------------------	------------------------------

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

Brookhaven, GA



Site 14
Sylvan Cir NE,
east of Fernwood Cir NE

Date
Thursday, January 20, 2022

Weather
Light Rain Shower
45°F

Lat/Long
33.858022°, -84.337109°

[Click here for Map](#)

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

Time	0, (Movement 14.2)														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	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	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	1	0	0	0	0	0	0	0	0	0	0	0	1
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0715	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	4
0745 - 0800	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0800 - 0815	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0815 - 0830	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0830 - 0845	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0845 - 0900	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0900 - 0915	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0915 - 0930	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0930 - 0945	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0945 - 1000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1000 - 1015	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1015 - 1030	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1030 - 1045	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1045 - 1100	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1100 - 1115	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1215	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1215 - 1230	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
1230 - 1245	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1245 - 1300	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1330 - 1345	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1415	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1415 - 1430	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1430 - 1445	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1445 - 1500	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1500 - 1515	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
1515 - 1530	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1530 - 1545	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5
1545 - 1600	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
1600 - 1615	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1615 - 1630	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	6
1630 - 1645	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1645 - 1700	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1700 - 1715	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1715 - 1730	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1730 - 1745	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
1745 - 1800	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1800 - 1815	1	3	5	0	1	0	0	0	0	0	0	0	0	0	0	10
1815 - 1830	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	6
1830 - 1845	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	5
1845 - 1900	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3
1900 - 1915	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1915 - 1930	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1930 - 1945	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1945 - 2000	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2000 - 2015	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2015 - 2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030 - 2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045 - 2100	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2130 - 2145	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2145 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200 - 2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315 - 2330	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2330 - 2345	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2345 - 2400	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Session Total	55	55	23	6	1	0	0	0	0	0	0	0	0	0	0	140

10mph Pace Speed	Number in Pace	15th Percentile	50th Percentile	Average	85th Percentile	95th Percentile
44885	99 (70.7%)	11	15	16	21	24

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

Brookhaven, GA

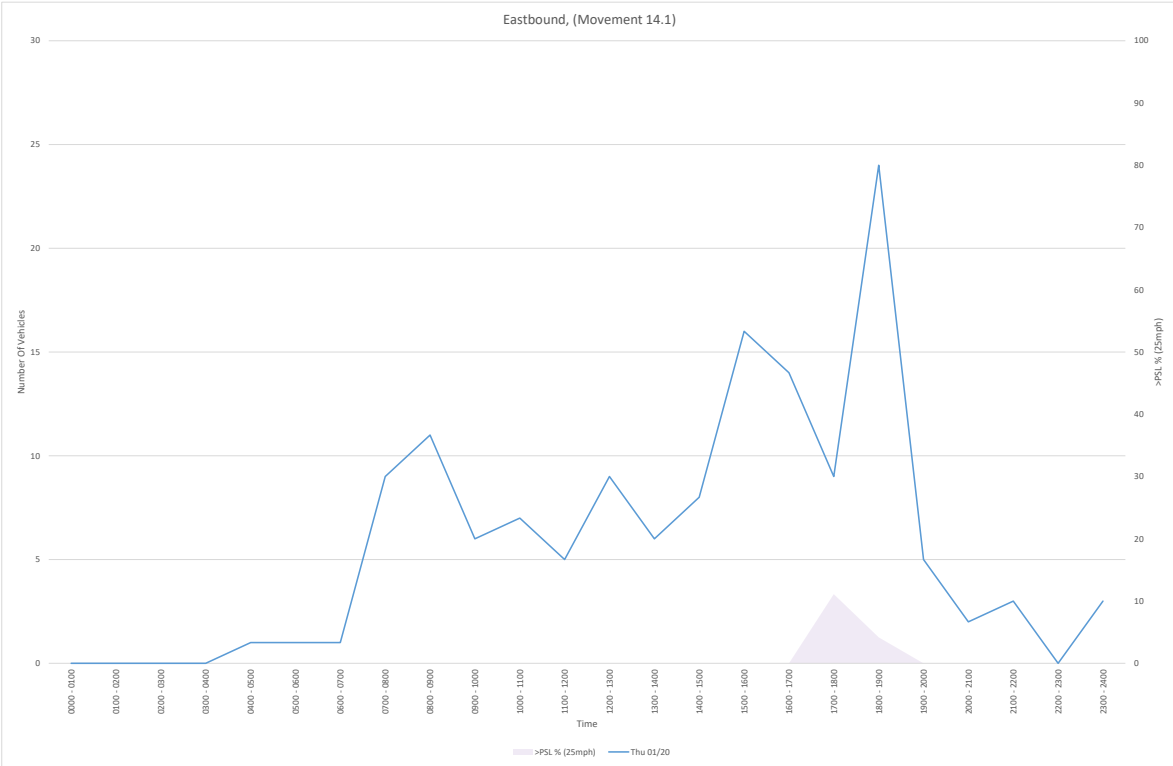
Site 14

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 | Bi-Directional 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°



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	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	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0545 - 0600	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
0600 - 0615	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0645 - 0700	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
0700 - 0715	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0715 - 0730	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	7
0730 - 0745	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0745 - 0800	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0800 - 0815	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
0815 - 0830	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
0830 - 0845	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
0845 - 0900	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
0900 - 0915	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
0915 - 0930	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
0930 - 0945	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1015	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1015 - 1030	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1030 - 1045	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1045 - 1100	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
1100 - 1115	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
1115 - 1130	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
1200 - 1215	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
1215 - 1230	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1230 - 1245	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
1245 - 1300	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
1300 - 1315	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	4
1315 - 1330	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1330 - 1345	0	2	1	0	2	0	0	0	0	0	0	0	0	0	0	5
1345 - 1400	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3
1400 - 1415	0	5	1	0	4	0	0	0	0	0	0	0	0	0	0	10
1415 - 1430	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
1430 - 1445	0	5	0	1	1	0	0	0	0	0	0	0	0	0	0	7
1445 - 1500	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1500 - 1515	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
1515 - 1530	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
1530 - 1545	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
1545 - 1600	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
1600 - 1615	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
1615 - 1630	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
1630 - 1645	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
1645 - 1700	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
1700 - 1715	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
1715 - 1730	0	9	2	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	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1800 - 1815	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	6
1815 - 1830	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
1830 - 1845	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	4
1845 - 1900	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
1900 - 1915	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
1915 - 1930	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
1930 - 1945	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
1945 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2015	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2015 - 2030	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
2030 - 2045	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2045 - 2100	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2100 - 2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115 - 2130	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2130 - 2145	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2145 - 2200	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
2200 - 2215	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2215 - 2230	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
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	228	24	4	15	0	0	0	0	0	0	0	0	0	0	271
Session Average	0.00	2.38	0.25	0.04	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.82
Session Percentage	0.00</															

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

Time	Eastbound, (Movement 15.1)														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	1	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	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0645 - 0700	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
0700 - 0715	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0715 - 0730	0	0	1	0	0	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0800 - 0815	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0815 - 0830	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
0830 - 0845	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
0845 - 0900	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0900 - 0915	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
0915 - 0930	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1015	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
1100 - 1115	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
1115 - 1130	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
1245 - 1300	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3
1300 - 1315	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1315 - 1330	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1330 - 1345	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1345 - 1400	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1400 - 1415	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
1415 - 1430	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
1430 - 1445	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	4
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1515	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
1515 - 1530	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3
1530 - 1545	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	6
1545 - 1600	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1600 - 1615	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	5
1615 - 1630	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	4
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
1700 - 1715	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	5
1715 - 1730	0	3	4	2	0	0	0	0	0	0	0	0	0	0	0	9
1730 - 1745	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
1745 - 1800	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
1800 - 1815	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1845 - 1900	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	5
1900 - 1915	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
1915 - 1930	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
1930 - 1945	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1945 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2015	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
2015 - 2030	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0	5
2030 - 2045	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2045 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115 - 2130	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2130 - 2145	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
2145 - 2200	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2200 - 2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2215 - 2230	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	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	15	38	56	18	1	0	0	0	0	0	0	0	0	0	0	128

10mph Pace Speed	Number in Pace	15th Percentile	50th Percentile	Average	85th Percentile	95th Percentile
16-25	102 (79.7%)	17	21	20	24	27

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

Time	Westbound, (Movement 15.2)														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	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	1	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	1	0	0	0	0	0	0	0	0	0	0	0	1
0545 - 0600	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0600 - 0615	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
0645 - 0700	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4
0700 - 0715	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
0715 - 0730	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	6
0730 - 0745	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
0745 - 0800	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0800 - 0815	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0815 - 0830	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	5
0830 - 0845	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4
0845 - 0900	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0900 - 0915	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
0915 - 0930	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	6
0930 - 0945	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
1030 - 1045	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1045 - 1100	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1100 - 1115	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1115 - 1130	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1200 - 1215	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1215 - 1230	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1230 - 1245	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
1245 - 1300	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1300 - 1315	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
1315 - 1330	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1330 - 1345	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1415	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	5
1415 - 1430	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
1430 - 1445	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
1445 - 1500	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1530 - 1545	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4
1545 - 1600	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1600 - 1615	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
1615 - 1630	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
1630 - 1645	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
1645 - 1700	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
1700 - 1715	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
1715 - 1730	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
1730 - 1745	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1815	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
1815 - 1830	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4
1830 - 1845	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3
1845 - 1900	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
1900 - 1915	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3
1915 - 1930	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1930 - 1945	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3
1945 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2015	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2015 - 2030	0	1	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115 - 2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2130 - 2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2145 - 2200	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
2200 - 2215	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2215 - 2230	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2230 - 2245	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2245 - 2300	0	0	0	0	0	0	0	0	0	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 17 40 56 25 5 0 0 0 0 0 0 0 0 0 0 0 143

10mph Pace Speed	Number in Pace
16-25	98 (68.5%)

15th Percentile	50th Percentile	Average	85th Percentile	95th Percentile
15	21	21	26	28

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

Brookhaven, GA

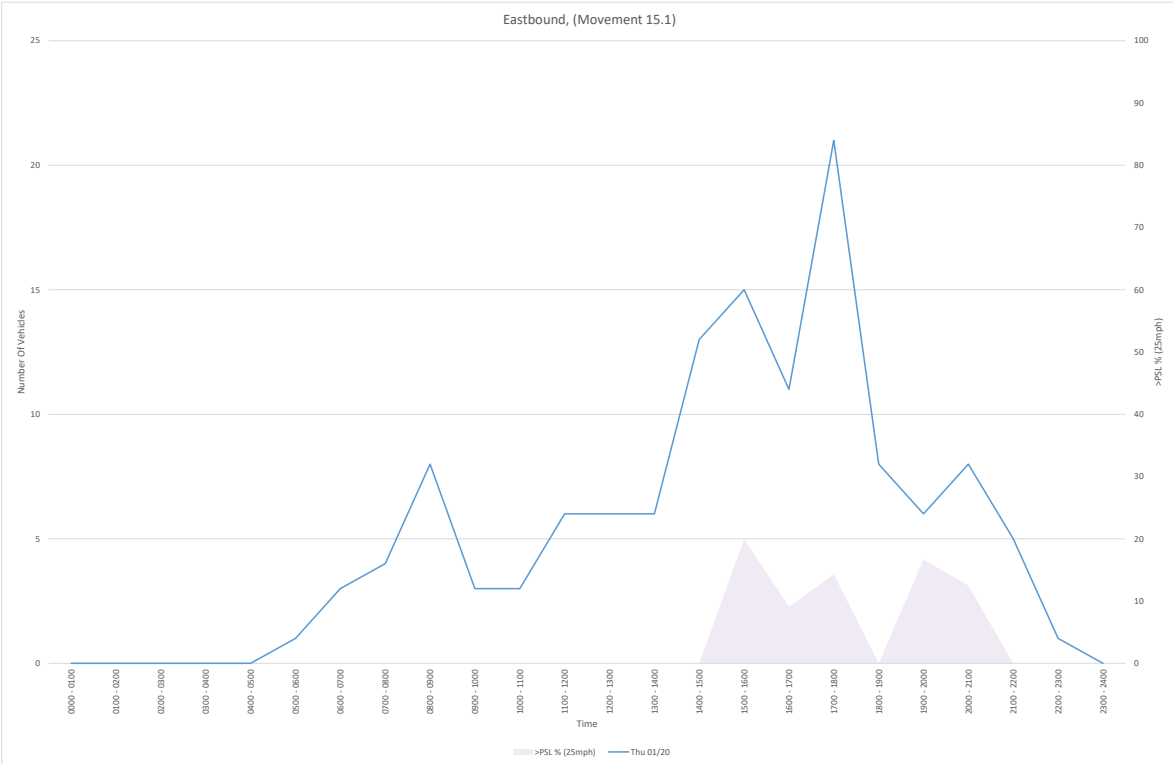
Site 15

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

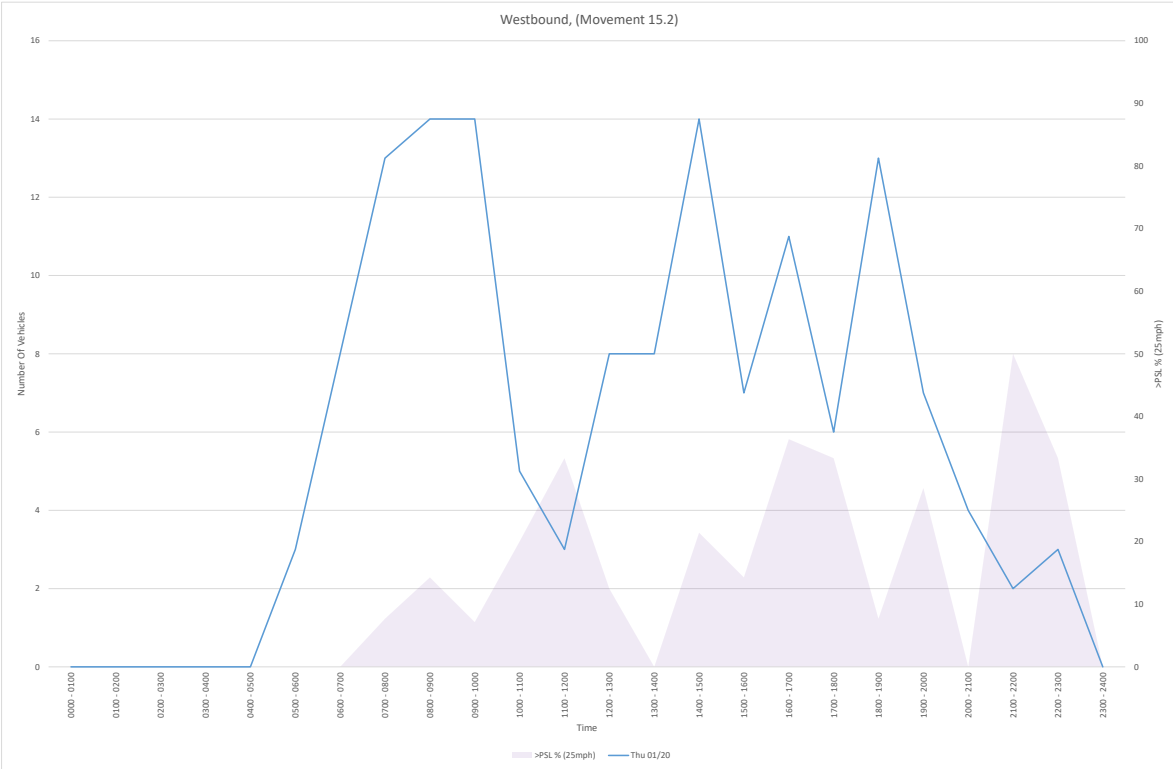
Star Dr,
east of N Druid Hills Rd

Lat/Long
33.856345°, -84.337834°

 [Click here for Map](#)

0000 - 2400 (Weekday 24h Session)

Graphical Analysis SB WB



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

Brookhaven, GA

Site 16

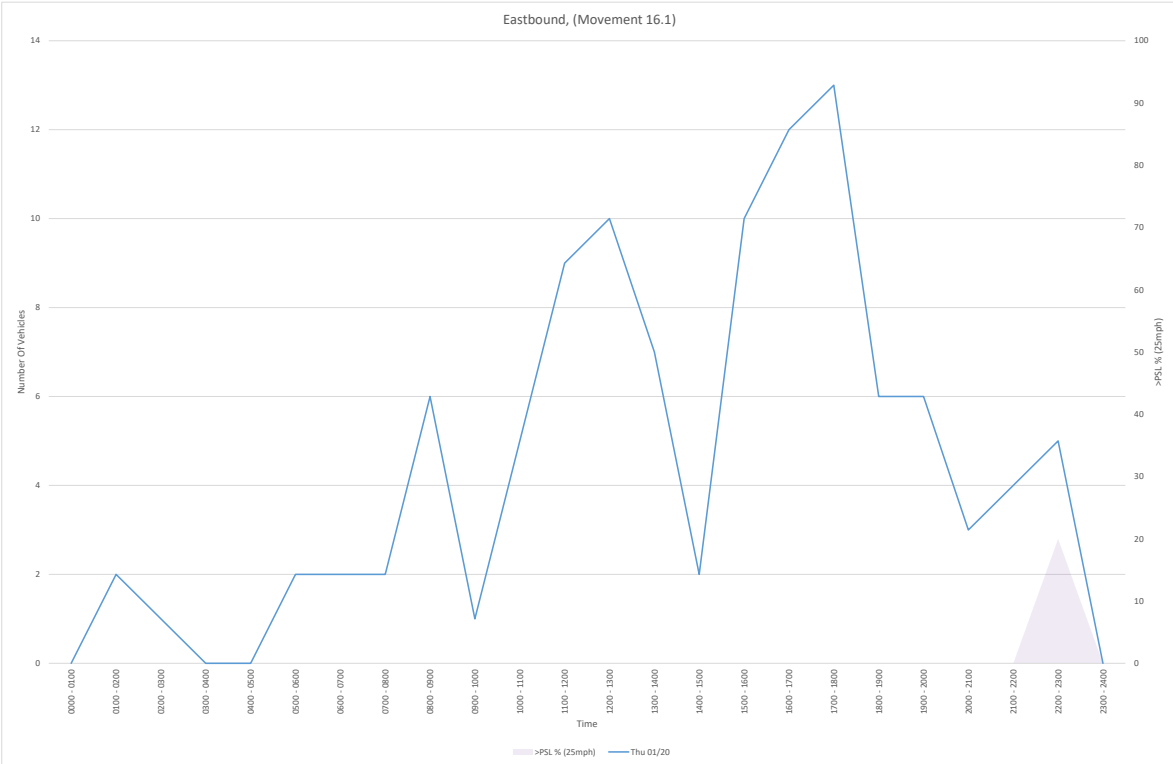
Sylvan Cir NE,
east of Brissett Ln

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

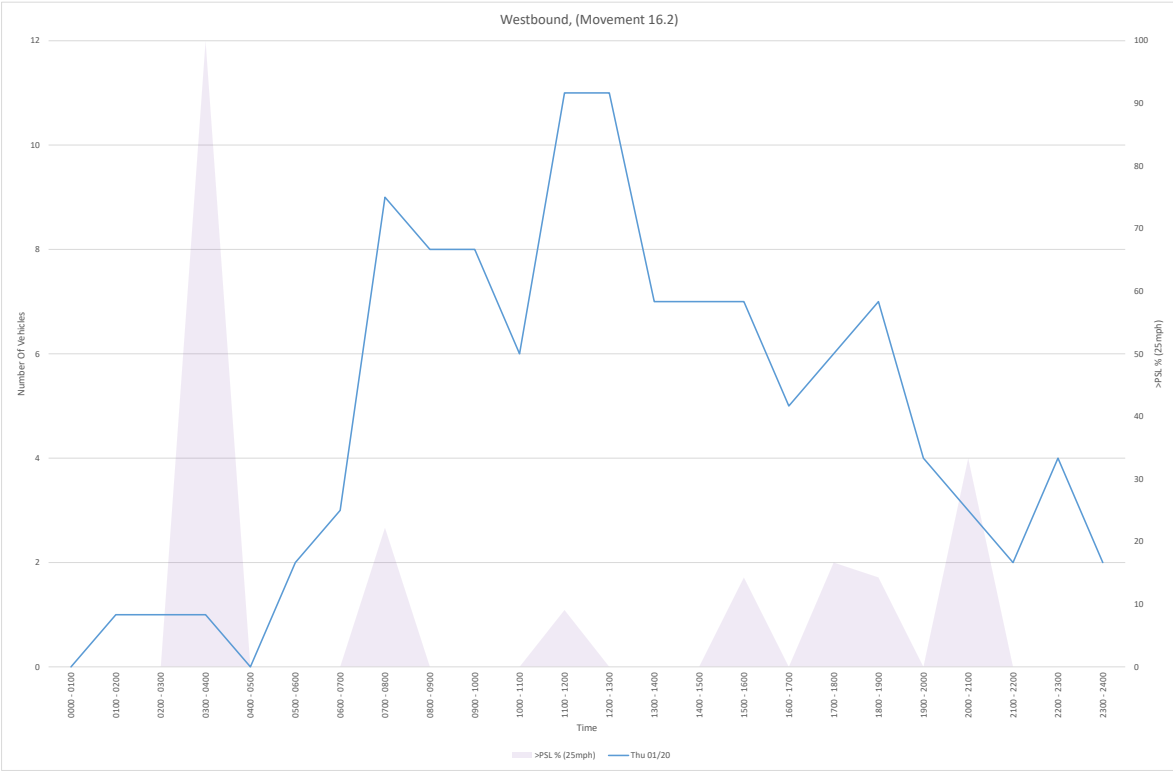
Site 16

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 || Graphical Analysis NB EB

Brookhaven, GA

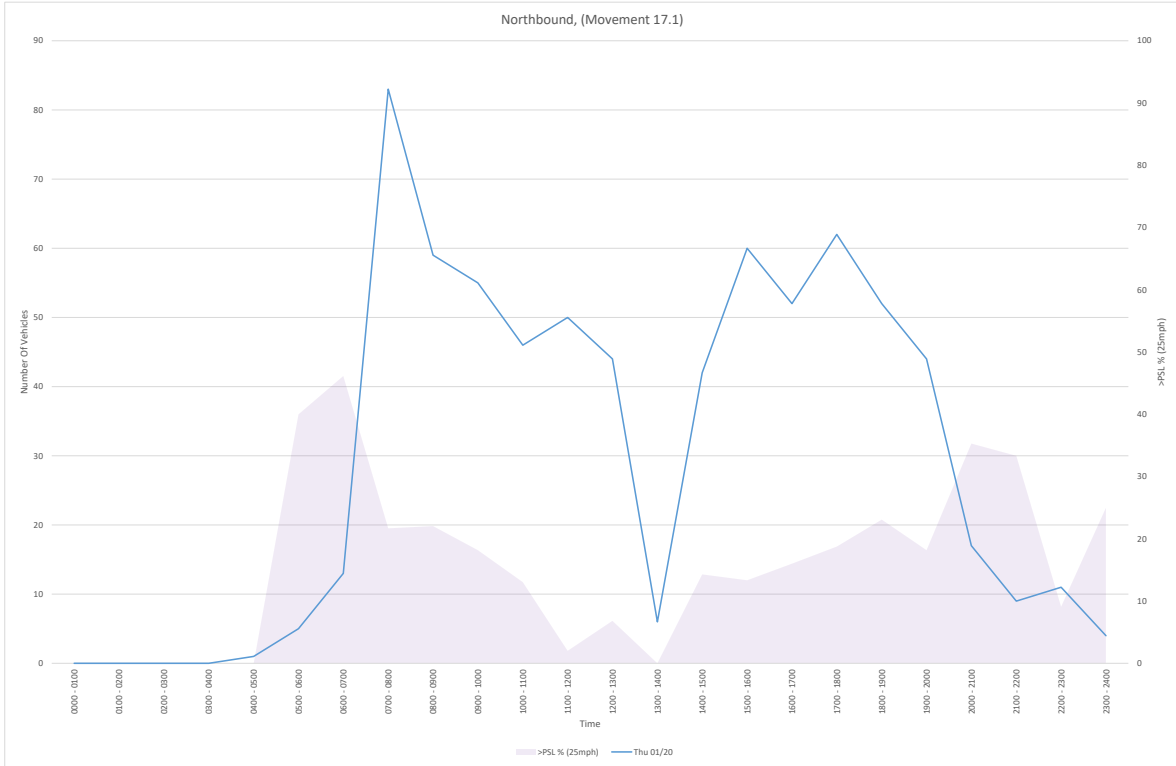
Site 17

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 NB EB



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

Brookhaven, GA

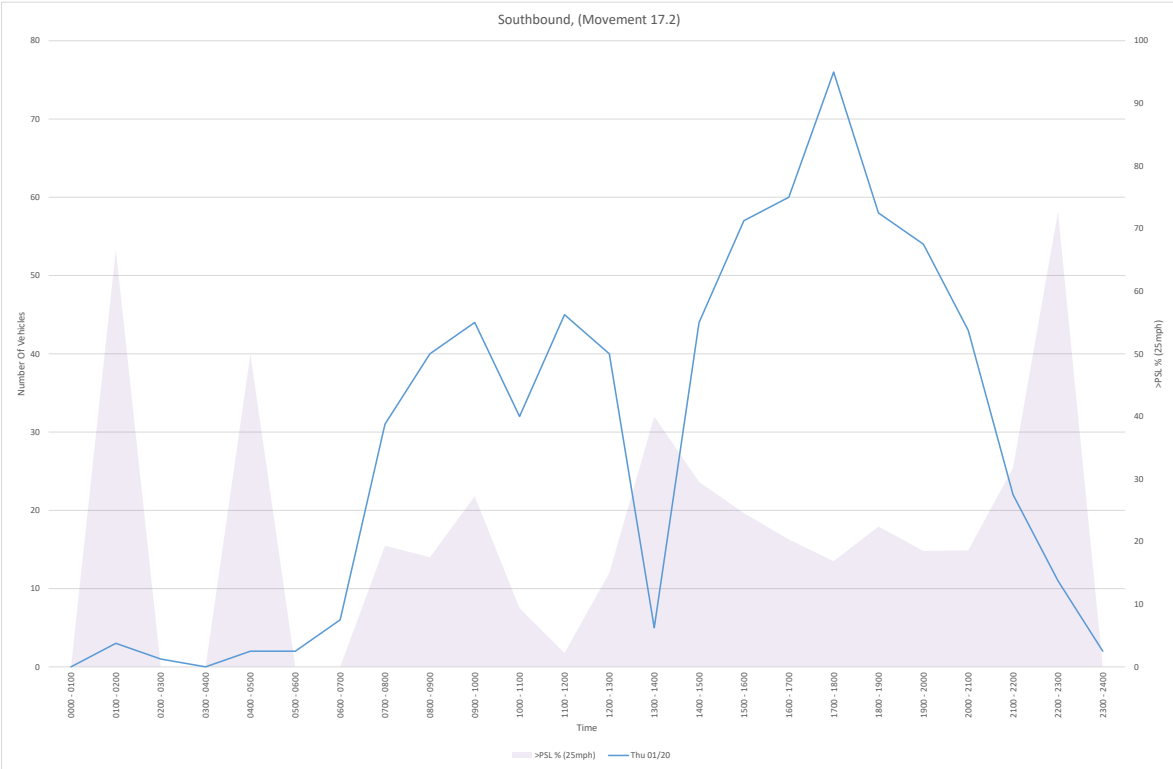
Site 17

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 | SB WB 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

[Click here for Map](#)

0000 - 2400 (Weekday 24h Session)

SB WB 15min

Table with 15 columns for traffic classes (Class 1-13), 15min Total, and 60min Total. Rows represent 15-minute time intervals from 0000-0015 to 2345-0000. The table shows counts for each class and totals for each 15-minute interval and for the 60-minute session.

Summary table with 15 columns for traffic classes, 15min Total, and 60min Total. Rows include Session Total, Session Average, Session Percentage, AM Peak Hour (0700-0800), Noon Peak Hour (1300-1400), and PM Peak Hour (1630-1730) with their respective volumes.

Bi-Directional Speed & Class Count | Bi-Directional 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

Click here for Map

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

Table with 15 columns for time classes (Class 1-13), 15min Total, and 60min Total. Rows represent 15-minute intervals from 0000-0015 to 2345-0000.

Summary row: Session Total, Session Average, Session Percentage

AM Peak Hour summary row

Noon Peak Hour summary row

PM Peak Hour summary row

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

Brookhaven, GA

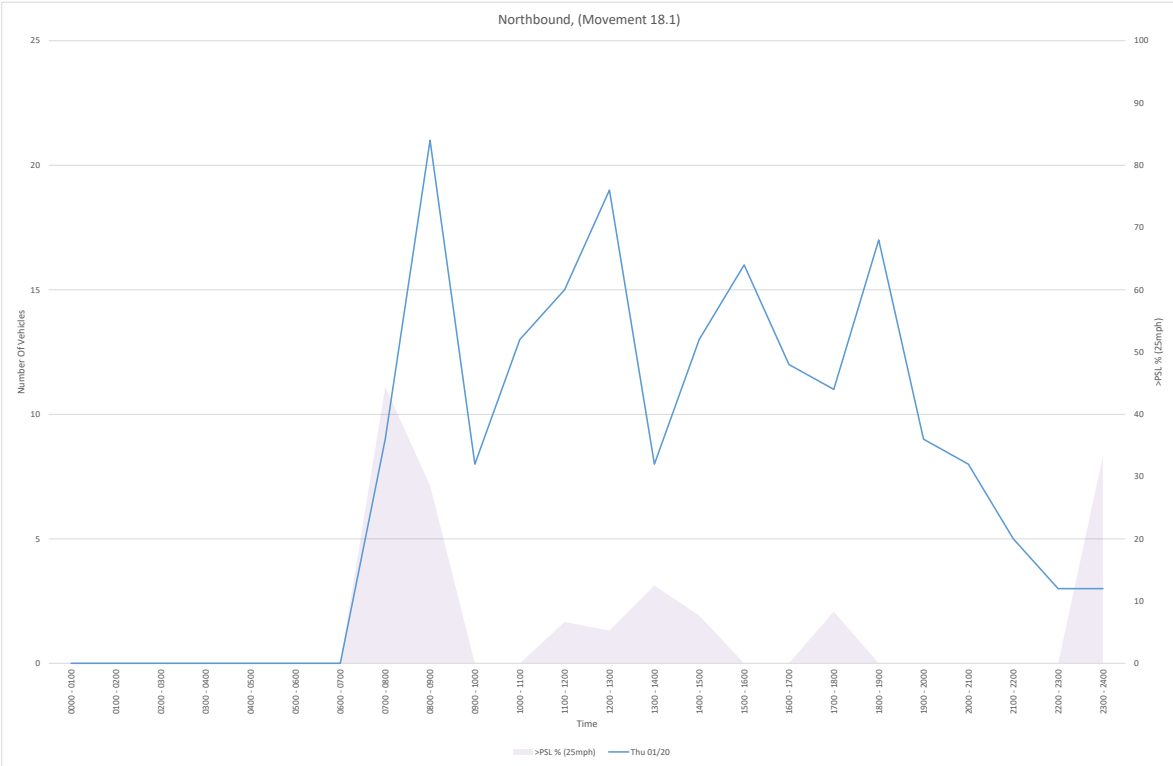
Site 18

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

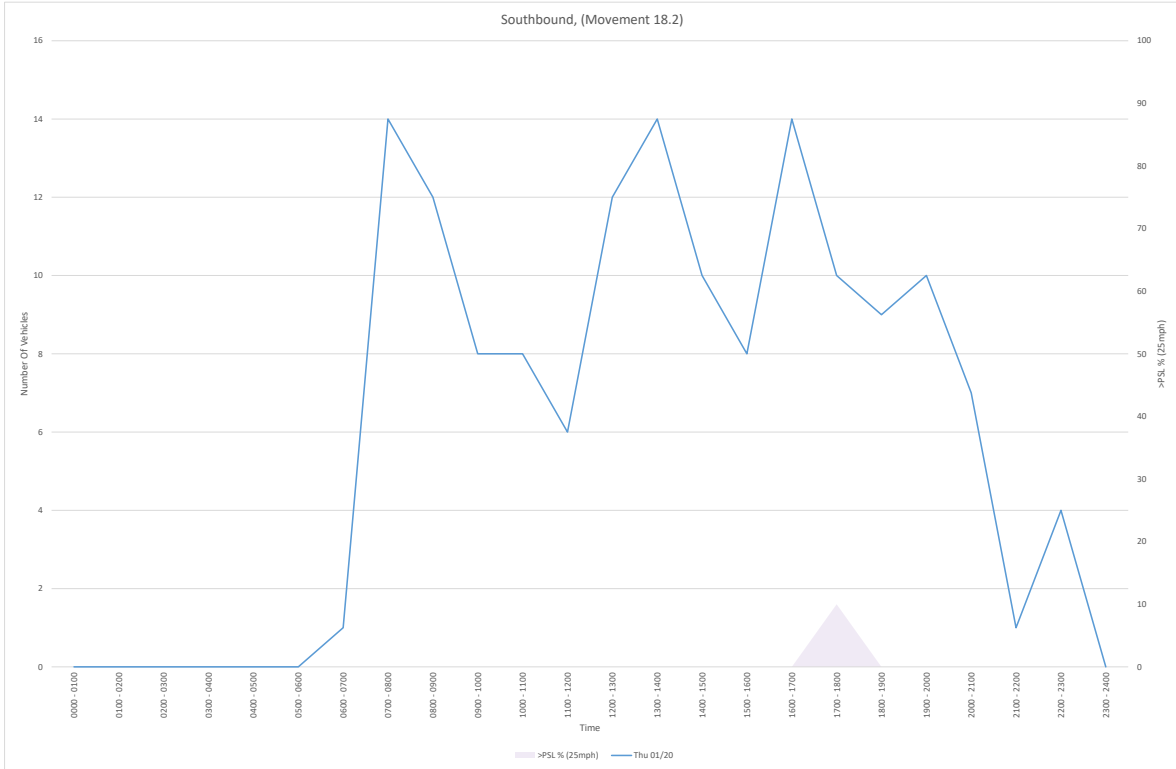
Site 18

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 || Bi-Directional Speed 15min

Brookhaven, GA



Site 19
Conasauga Ave NE,
south of Dresden Dr

Date
Thursday, January 20, 2022

Weather
Light Rain Shower
45°F

Lat/Long
33.860657, -84.328492

Click here for Map

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

Table with columns for Time, speed ranges (5-14 mph to 80-99 mph), and Total. It contains 240 rows of 15-minute intervals and a final 'Session Total' row.

Summary table with 2 columns: 10mph Pace Speed (14-23) and Number in Pace (291 (80.4%)).

Summary table with 5 columns: 15th Percentile (15), 50th Percentile (19), Average (19), 85th Percentile (22), and 95th Percentile (24).

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

Brookhaven, GA

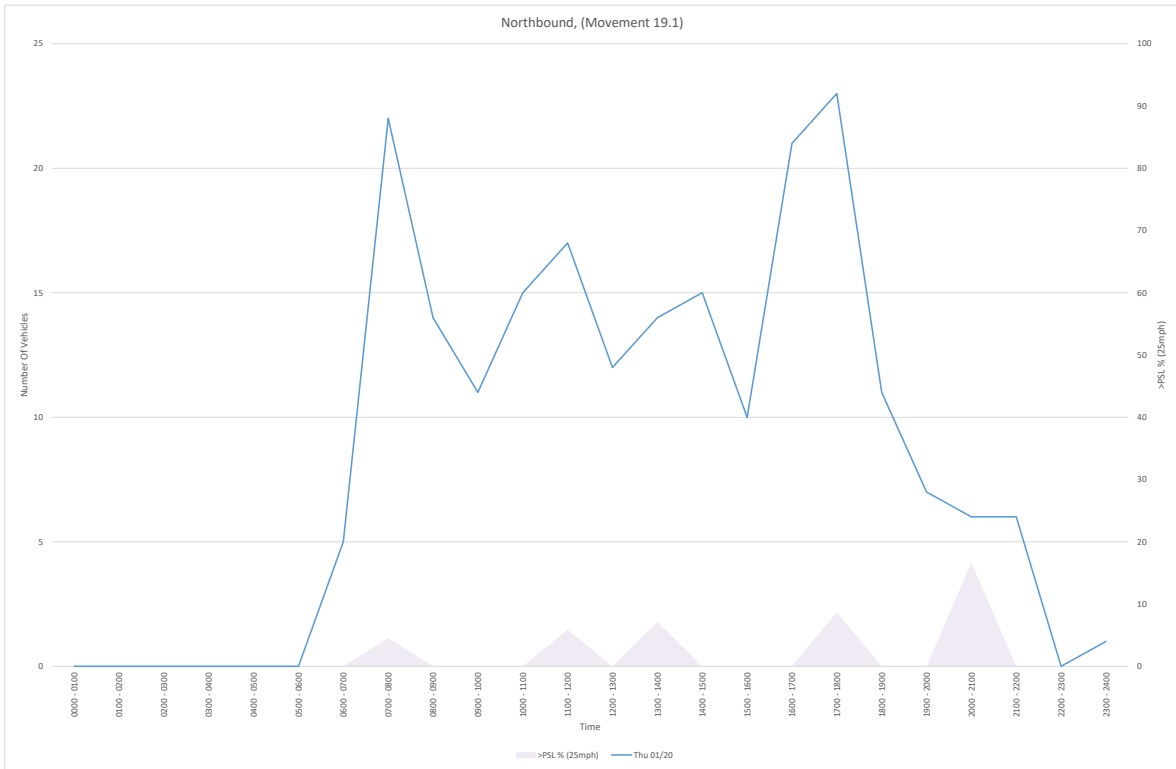
Site 19

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

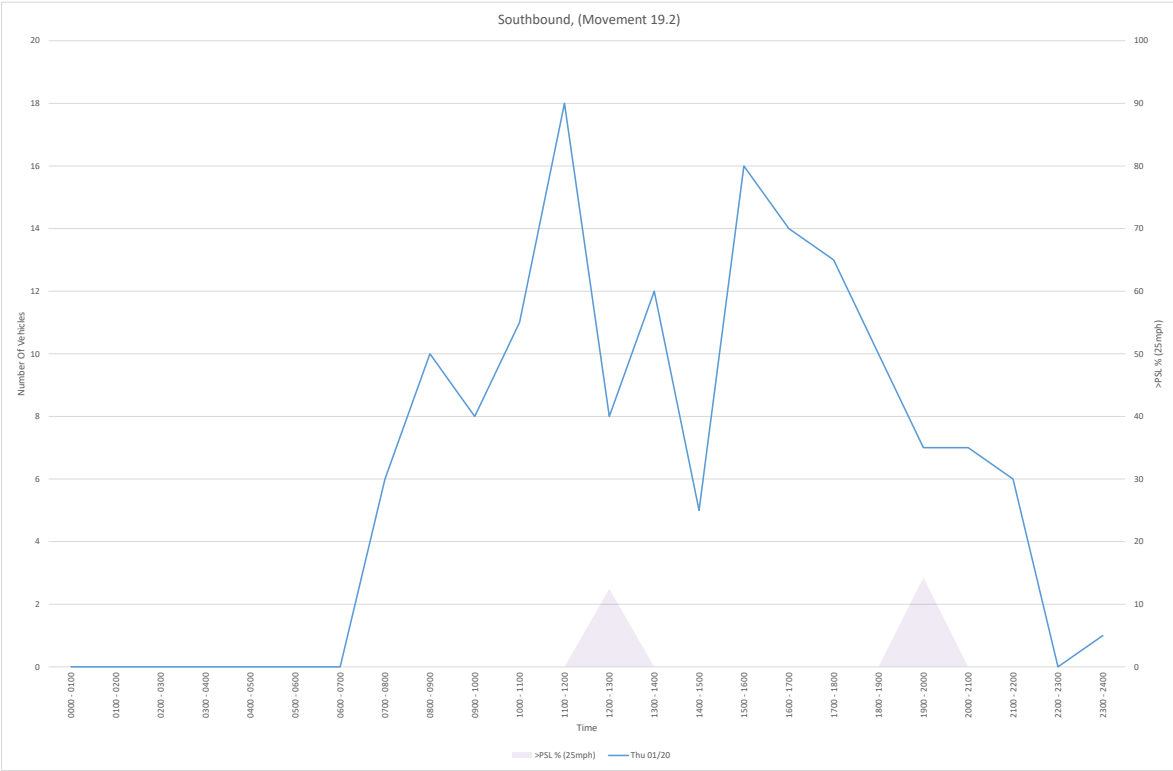
Site 19

Conasauga Ave NE,
south of Dresden Dr

Lat/Long
33.8606577, -84.3284927

 [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 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°

Click here for Map

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) and 48 rows of data.

Summary statistics table with 5 columns: 10mph Pace Speed (19-28), Number in Pace (940 (72.4%)), 15th Percentile (18), 50th Percentile (24), Average (23), 85th Percentile (27), 95th Percentile (30).

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

Brookhaven, GA

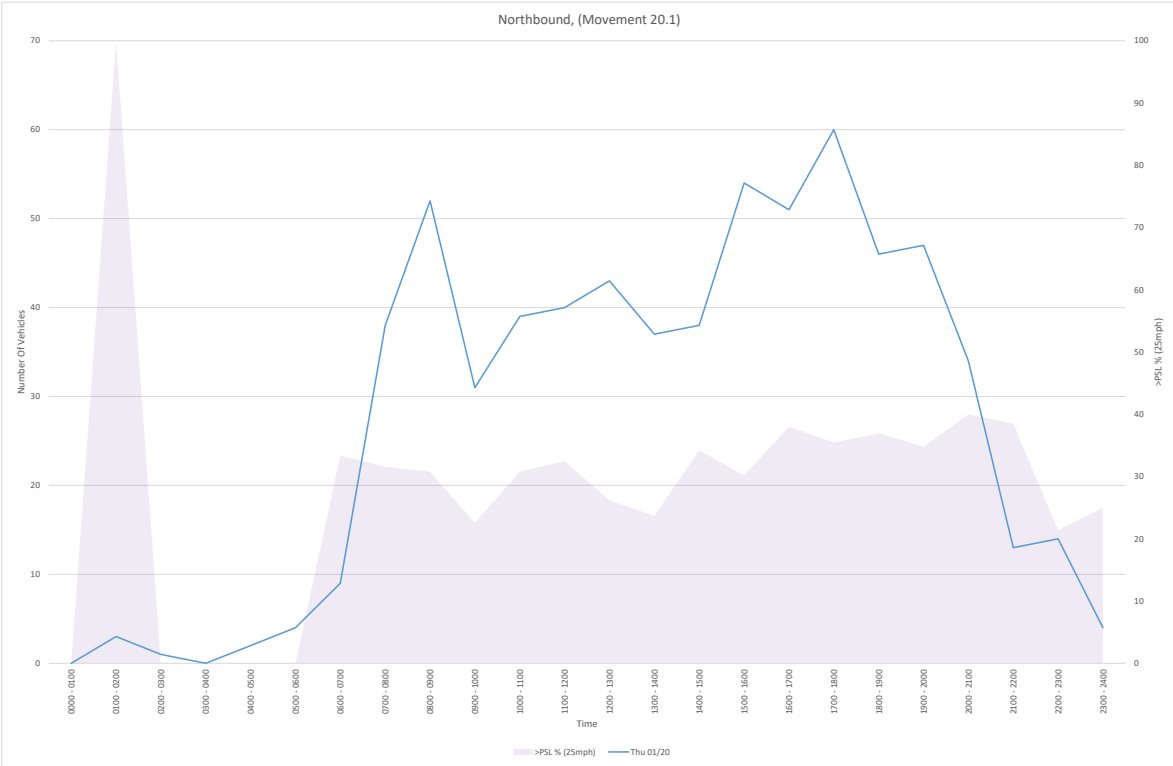
Site 20

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

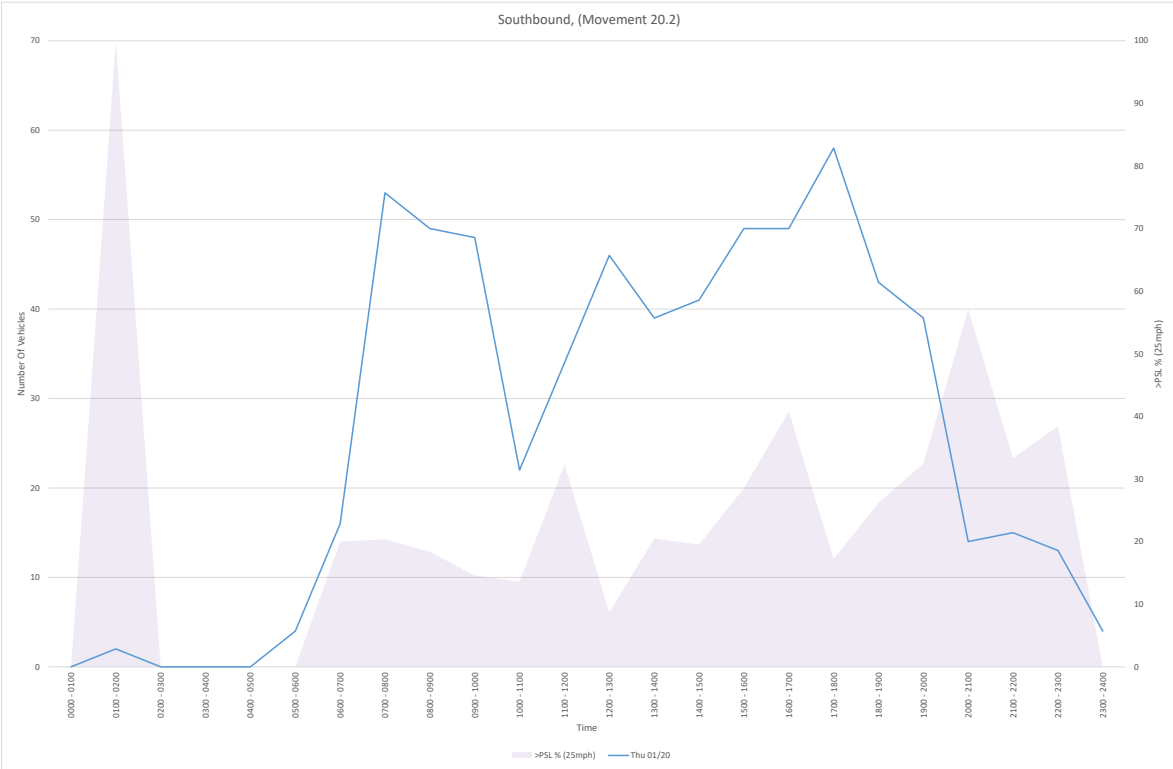
Site 20

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 || Graphical Analysis NB EB

Brookhaven, GA

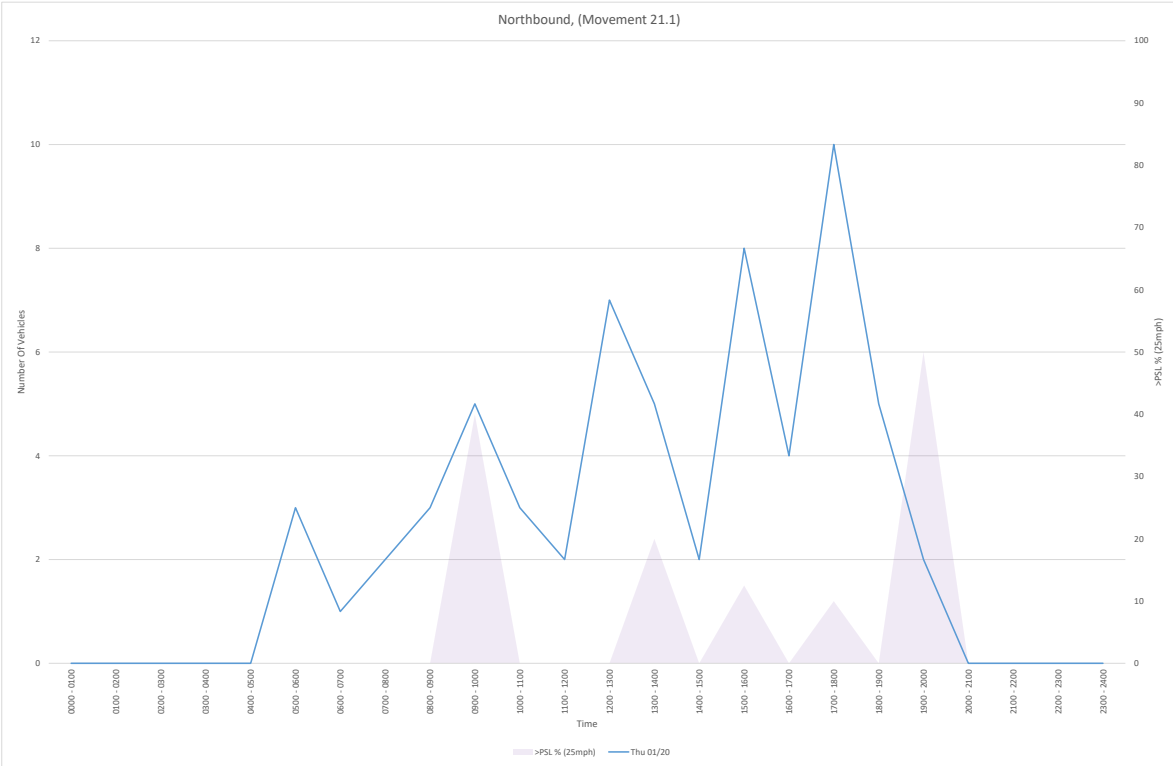
Site 21

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

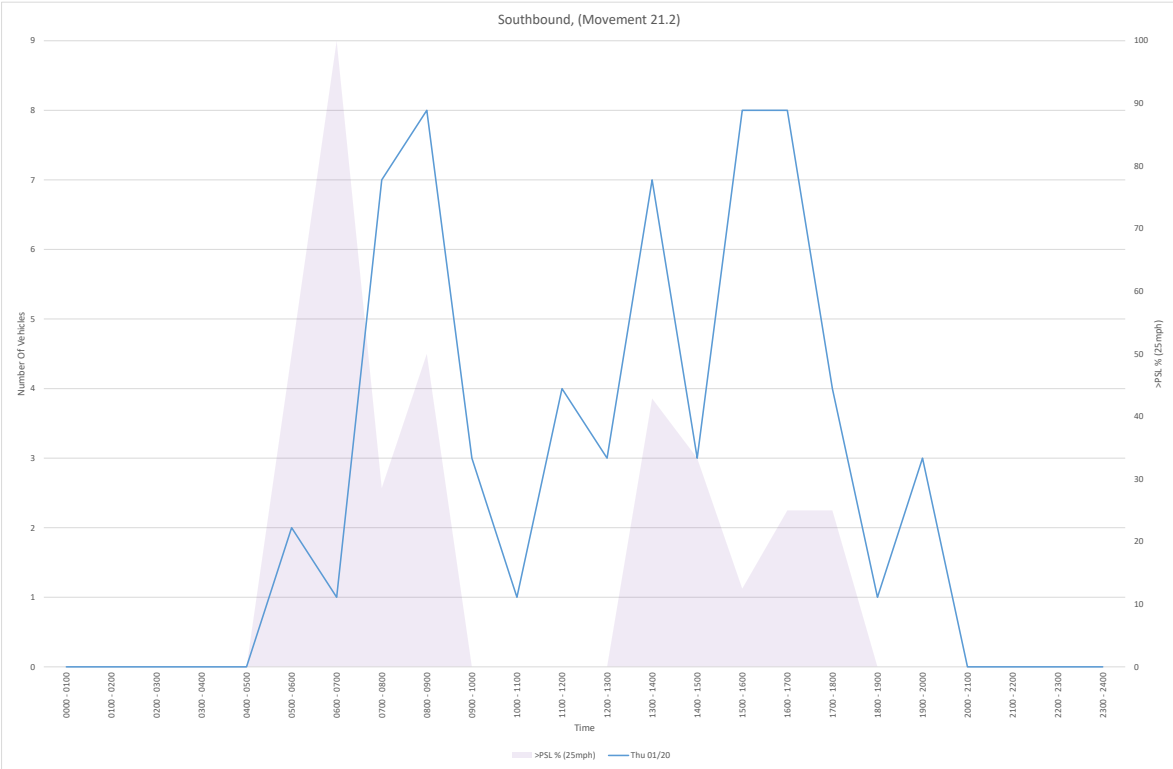
Site 21

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 | SB WB 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



0000 - 2400 (Weekday 24h Session)

SB WB 15min

Table with 15 columns (Time, Class 1-13, 15min Total, 60min Total) and 60 rows of traffic class counts for Southbound (Movement 22.2). Rows include time intervals from 0000-0015 to 2345-0000.

Summary table with 15 columns (same as main table) and 3 rows: Session Total, Session Average, and Session Percentage.

AM Peak Hour summary table with 15 columns and 2 rows: AM Peak Hour and AM Peak Hour Volume.

Noon Peak Hour summary table with 15 columns and 2 rows: Noon Peak Hour and Noon Peak Hour Volume.

PM Peak Hour summary table with 15 columns and 2 rows: PM Peak Hour and PM Peak Hour Volume.

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

Brookhaven, GA

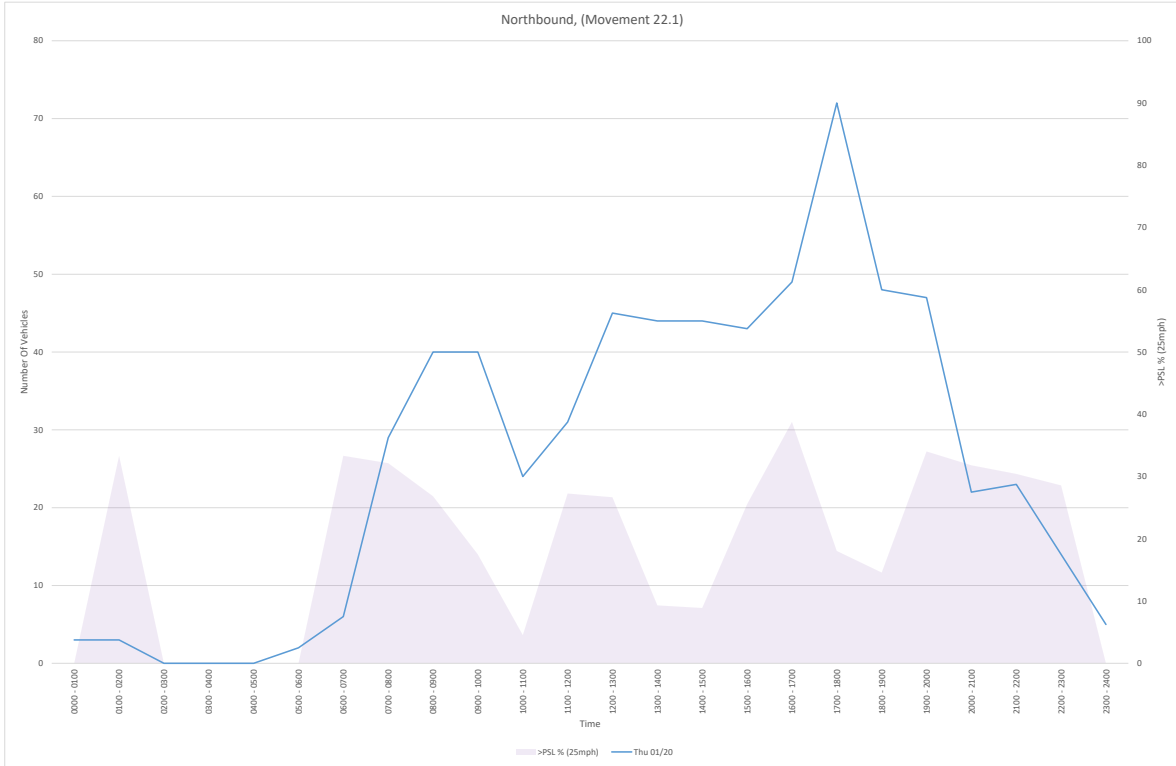
Site 22

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 NB EB



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

Brookhaven, GA

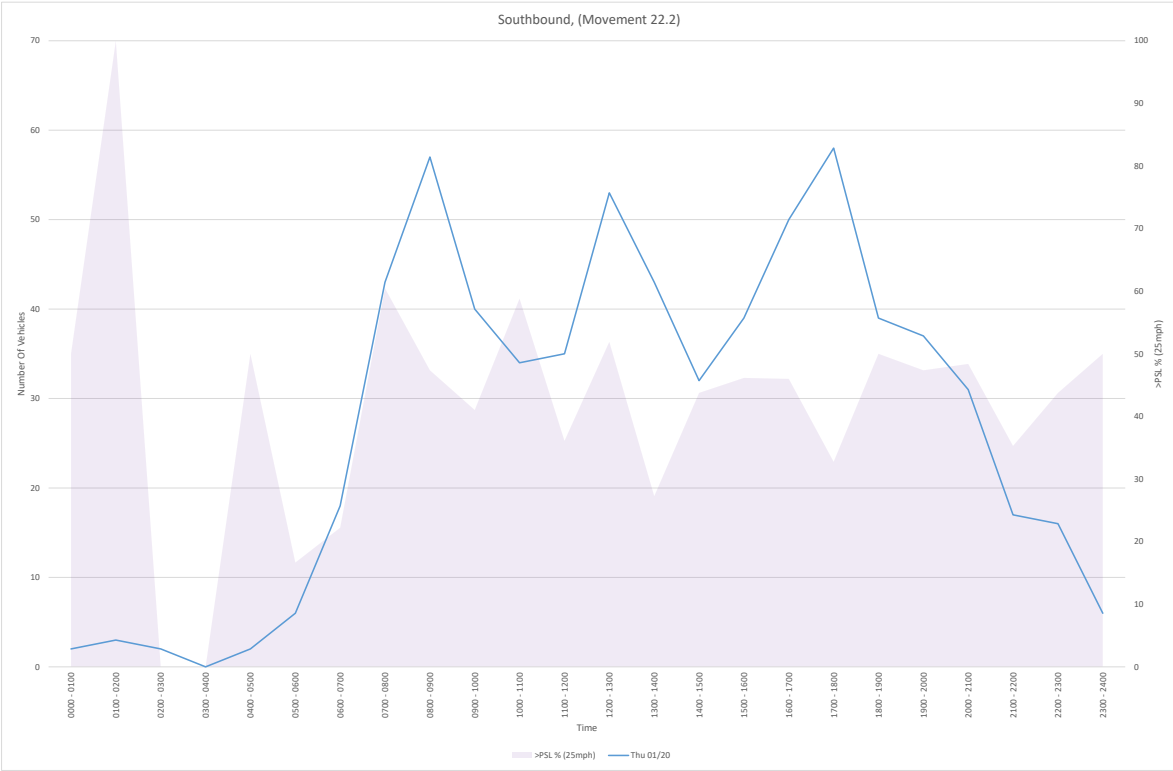
Site 22

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	952	117	5,698	25%	359	5,940	30%	616	6,197	35%
2	Dresden Dr @ Apple Valley Rd	2,006	1,113	51	3,170	60%	156	3,275	65%	268	3,387	70%
3	Dresden Dr @ Fernwood Cir	1,493	693	37	2,223	50%	116	2,302	55%	198	2,384	60%
4	Dresden Dr @ Ellijay Dr	1,517	598	38	2,153	40%	116	2,231	45%	201	2,316	55%
5	Dresden Dr @ Caldwell Rd	1,472	585	37	2,094	40%	114	2,171	45%	194	2,251	55%
6	Dresden Dr @ Appalachian Dr	1,334	495	34	1,863	40%	104	1,933	45%	178	2,007	50%
7	Dresden Dr @ Camille Dr	1,253	481	30	1,764	40%	96	1,830	45%	166	1,900	50%
8	Dresden Dr @ Conasauga Ave	1,248	458	30	1,736	40%	97	1,803	45%	166	1,872	50%
9	Dresden Dr @ North Thompson Rd	1,265	442	31	1,738	35%	98	1,805	45%	168	1,875	50%
10	Dresden Dr @ Ashford Rd	1,150	416	31	1,597	40%	90	1,656	45%	153	1,719	50%
11	Dresden Dr @ Winding Ln	1,151	393	29	1,573	35%	91	1,635	40%	153	1,697	45%
12	Dresden Dr @ Clairmont Rd	3,201	370	81	3,652	15%	250	3,821	20%	426	3,997	25%
13	Redding Rd @ Caldwell Rd	921	217	23	1,161	25%	73	1,211	30%	121	1,259	35%
14	Redding Rd @ Peachtree Rd	3,433	757	86	4,276	25%	268	4,458	30%	456	4,646	35%
15	North Druid Hills Rd @ Peachtree Rd	4,145	1,257	105	5,507	35%	322	5,724	40%	551	5,953	45%
16	North Druid Hills Rd @ Apple Valley Rd	1,880	717	48	2,645	40%	146	2,743	45%	249	2,846	50%
17	North Druid Hills Rd @ Sylvan Cir (N)	1,883	476	48	2,407	30%	145	2,504	35%	249	2,608	40%
18	North Druid Hills Rd @ Star Dr	1,863	478	46	2,387	30%	145	2,486	35%	247	2,588	40%
19	North Druid Hills Rd @ Sylvan Cir (S)	1,870	487	48	2,405	30%	145	2,502	35%	248	2,605	40%
20	Briarwood Rd @ Briarwood Hills Dr	706	224	17	947	35%	54	984	40%	94	1,024	45%
21	Briarwood Rd @ Coosawattee Dr	764	264	20	1,048	35%	59	1,087	40%	102	1,130	50%

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 @ Coosawatee 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	952	178	5,759	25%	549	6,130	30%	953	6,534	40%
2	Dresden Dr @ Apple Valley Rd	2,006	1,113	76	3,195	60%	239	3,358	65%	413	3,532	75%
3	Dresden Dr @ Fernwood Cir	1,493	693	57	2,243	50%	178	2,364	60%	307	2,493	65%
4	Dresden Dr @ Ellijay Dr	1,517	598	58	2,173	45%	180	2,295	50%	311	2,426	60%
5	Dresden Dr @ Caldwell Rd	1,472	585	55	2,112	45%	175	2,232	50%	303	2,360	60%
6	Dresden Dr @ Appalachian Dr	1,334	495	49	1,878	40%	159	1,988	50%	274	2,103	60%
7	Dresden Dr @ Camille Dr	1,253	481	46	1,780	40%	148	1,882	50%	257	1,991	60%
8	Dresden Dr @ Conasauga Ave	1,248	458	47	1,753	40%	148	1,854	50%	256	1,962	55%
9	Dresden Dr @ North Thompson Rd	1,265	442	47	1,754	40%	150	1,857	45%	259	1,966	55%
10	Dresden Dr @ Ashford Rd	1,150	416	44	1,610	40%	137	1,703	50%	238	1,804	55%
11	Dresden Dr @ Winding Ln	1,151	393	43	1,587	40%	136	1,680	45%	236	1,780	55%
12	Dresden Dr @ Clairmont Rd	3,201	370	121	3,692	15%	380	3,951	25%	657	4,228	30%
13	Redding Rd @ Caldwell Rd	921	217	35	1,173	25%	111	1,249	35%	192	1,330	45%
14	Redding Rd @ Peachtree Rd	3,433	757	55	4,245	25%	332	4,522	30%	629	4,819	40%
15	North Druid Hills Rd @ Peachtree Rd	4,145	1,257	158	5,560	35%	490	5,892	40%	851	6,253	50%
16	North Druid Hills Rd @ Apple Valley Rd	1,880	717	71	2,668	40%	223	2,820	50%	385	2,982	60%
17	North Druid Hills Rd @ Sylvan Cir (N)	1,883	476	71	2,430	30%	224	2,583	35%	386	2,745	45%
18	North Druid Hills Rd @ Star Dr	1,863	478	71	2,412	30%	222	2,563	40%	383	2,724	45%
19	North Druid Hills Rd @ Sylvan Cir (S)	1,870	487	72	2,429	30%	223	2,580	40%	385	2,742	45%
20	Briarwood Rd @ Briarwood Hills Dr	706	224	40	970	35%	98	1,028	45%	159	1,089	55%
21	Briarwood Rd @ Coosawatee Dr	764	264	30	1,058	40%	90	1,118	45%	157	1,185	55%

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 @ Coosawattee 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	952	235	5,816	25%	746	6,327	35%	1,308	6,889	50%
2	Dresden Dr @ Apple Valley Rd	2,006	1,113	101	3,220	60%	324	3,443	70%	566	3,685	85%
3	Dresden Dr @ Fernwood Cir	1,493	693	76	2,262	50%	239	2,425	60%	421	2,607	75%
4	Dresden Dr @ Ellijay Dr	1,517	598	77	2,192	45%	245	2,360	55%	429	2,544	70%
5	Dresden Dr @ Caldwell Rd	1,472	585	74	2,131	45%	235	2,292	55%	416	2,473	70%
6	Dresden Dr @ Appalachian Dr	1,334	495	67	1,896	40%	213	2,042	55%	377	2,206	65%
7	Dresden Dr @ Camille Dr	1,253	481	62	1,796	45%	200	1,934	55%	355	2,089	65%
8	Dresden Dr @ Conasauga Ave	1,248	458	64	1,770	40%	201	1,907	55%	352	2,058	65%
9	Dresden Dr @ North Thompson Rd	1,265	442	66	1,773	40%	203	1,910	50%	355	2,062	65%
10	Dresden Dr @ Ashford Rd	1,150	416	58	1,624	40%	186	1,752	50%	325	1,891	65%
11	Dresden Dr @ Winding Ln	1,151	393	59	1,603	40%	184	1,728	50%	326	1,870	60%
12	Dresden Dr @ Clairmont Rd	3,201	370	163	3,734	15%	516	4,087	30%	904	4,475	40%
13	Redding Rd @ Caldwell Rd	921	217	50	1,188	30%	149	1,287	40%	264	1,402	50%
14	Redding Rd @ Peachtree Rd	3,433	757	100	4,290	25%	476	4,666	35%	894	5,084	50%
15	North Druid Hills Rd @ Peachtree Rd	4,145	1,257	211	5,613	35%	667	6,069	45%	1,171	6,573	60%
16	North Druid Hills Rd @ Apple Valley Rd	1,880	717	95	2,692	45%	303	2,900	55%	532	3,129	65%
17	North Druid Hills Rd @ Sylvan Cir (N)	1,883	476	96	2,455	30%	304	2,663	40%	532	2,891	55%
18	North Druid Hills Rd @ Star Dr	1,863	478	95	2,436	30%	299	2,640	40%	526	2,867	55%
19	North Druid Hills Rd @ Sylvan Cir (S)	1,870	487	95	2,452	30%	302	2,659	40%	528	2,885	55%
20	Briarwood Rd @ Briarwood Hills Dr	706	224	49	979	40%	127	1,057	50%	213	1,143	60%
21	Briarwood Rd @ Coosawattee Dr	764	264	39	1,067	40%	124	1,152	50%	216	1,244	65%

Existing Year (2022) Intersection Volumes

Existing 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>	


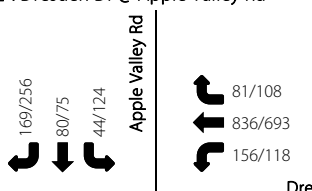
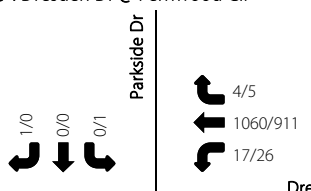
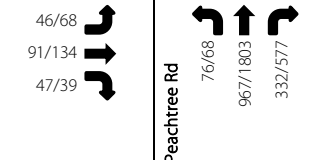
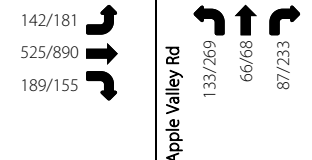
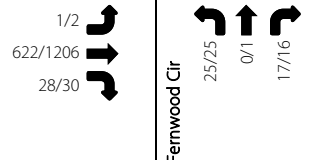
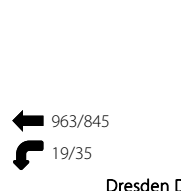
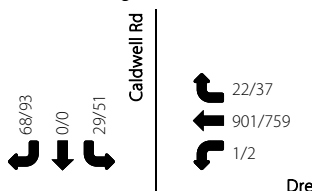
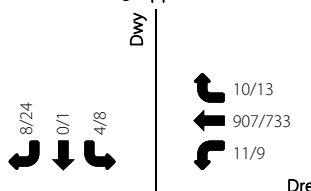
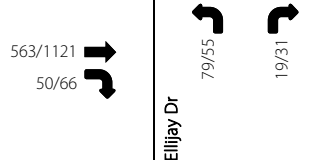
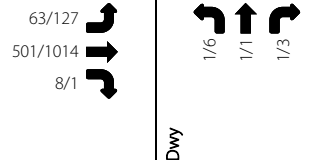
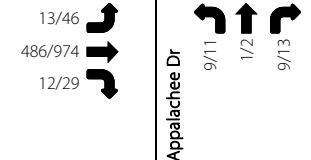
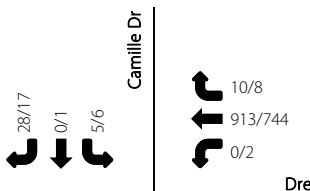
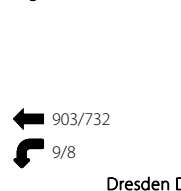
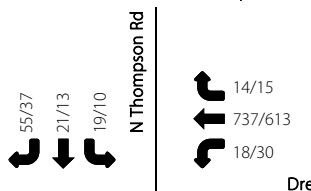
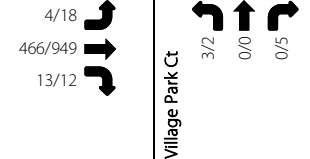
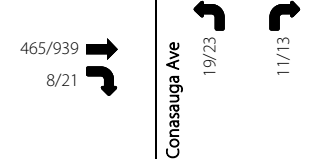
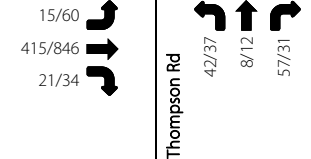
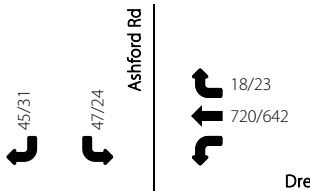

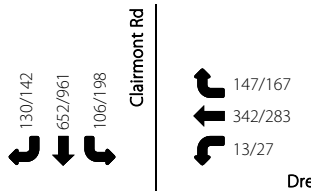
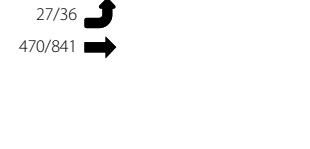
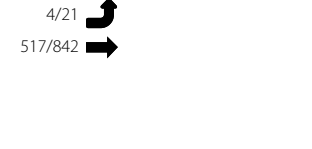
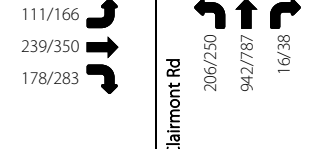
Existing Year (2022) Intersection Volumes

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 9/16 0/5 10/26</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>26/30 765/945 4/2</p> <p>North Druid Hills Rd</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>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 (2027) Intersection Volumes - Low Growth

No Build AM/PM

<p>13 : Redding Rd @ Caldwell Rd</p> <p>Redding Rd 214/313 46/75 208/199</p> <p>Caldwell Rd 319/119 130/57 24/14</p>		<p>14 : Redding Rd @ Peachtree Rd</p> <p>Redding Rd 1648/1393 187/254</p> <p>Peachtree Rd</p>		<p>15 : North Druid Hills Rd @ Peachtree Rd</p> <p>North Druid Hills Rd 248/123 1681/1232 367/398</p> <p>Peachtree Rd 404/536 199/87 243/330</p>	
<p>Caldwell Rd 252/262 98/54 3/10</p> <p>Redding Rd 3/0 78/46 22/12</p>		<p>Peachtree Rd 1117/1876 245/344</p> <p>Redding Rd 358/178 221/231</p>		<p>Dwy 64/318 40/243 56/221</p> <p>Peachtree Rd 205/105 852/1562 314/352</p>	
<p>16 : North Druid Hills Rd @ Apple Valley Rd</p> <p>North Druid Hills Rd 589/871 149/129</p> <p>Apple Valley Rd 70/185 249/346</p>		<p>17 : North Druid Hills Rd @ Sylvan Cir (N)</p> <p>North Druid Hills Rd 16/23 802/1170 20/13</p> <p>Sylvan Cir 9/16 0/5 10/27</p>		<p>18 : North Druid Hills Rd @ Star Dr</p> <p>North Druid Hills Rd 794/1188 17/17</p> <p>Star Dr 12/13 10/13</p>	
<p>North Druid Hills Rd 785/791 307/323</p>		<p>Standard Dr 9/16 0/5 10/27</p> <p>North Druid Hills Rd 27/31 1085/1107 7/6</p>		<p>North Druid Hills Rd 1102/1137 7/19</p>	
<p>19 : North Druid Hills Rd @ Sylvan Cir (S)</p> <p>North Druid Hills Rd 792/1180 9/14</p> <p>Sylvan Cir 5/23 14/32</p>		<p>20 : Briarwood Rd @ Briarwood Hills Dr</p> <p>Briarwood Hills Dr 10/6 0/1 6/10</p> <p>Briarwood Rd 9/15 450/383 4/13</p>		<p>21 : Briarwood Rd @ Coosawattee Dr</p> <p>Briarwood Rd 24/23 54/75</p> <p>Coosawattee Dr 42/63 439/392</p>	
<p>North Druid Hills Rd 1107/1124 14/32</p>		<p>Briarwood Rd 5/5 278/485 11/29</p> <p>Clarendon Way</p>		<p>Briarwood Rd 16/29 266/466</p>	

Future Year (2037) Intersection Volumes - Low 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>	
				<p>Dresden Dr</p>	

Future Year (2037) Intersection Volumes - Low Growth

No Build AM/PM

<p>13 : Redding Rd @ Caldwell Rd</p> <p>Redding Rd 221/326 48/79 219/209</p> <p>Caldwell Rd 335/125 136/59 25/15</p>		<p>14 : Redding Rd @ Peachtree Rd</p> <p>Redding Rd 1715/1455 192/263</p> <p>Peachtree Rd</p>		<p>15 : North Druid Hills Rd @ Peachtree Rd</p> <p>North Druid Hills Rd 249/125 1765/1290 386/418</p> <p>Peachtree Rd 425/564 200/88 253/338</p>	
<p>Caldwell Rd</p> <p>Caldwell Rd 263/270 103/56 3/11</p> <p>Redding Rd 3/0 82/48 23/13</p>		<p>Peachtree Rd</p> <p>Peachtree Rd 1170/1953 258/362</p> <p>Redding Rd 376/188 231/237</p>		<p>Dwy</p> <p>Dwy 65/322 41/246 57/223</p> <p>Peachtree Rd 206/107 892/1637 324/366</p>	
<p>16 : North Druid Hills Rd @ Apple Valley Rd</p> <p>North Druid Hills Rd 617/906 150/131</p> <p>Apple Valley Rd 71/186 260/356</p>		<p>17 : North Druid Hills Rd @ Sylvan Cir (N)</p> <p>North Druid Hills Rd 17/24 840/1213 21/14</p> <p>Sylvan Cir</p>		<p>18 : North Druid Hills Rd @ Star Dr</p> <p>North Druid Hills Rd 831/1232 18/18</p> <p>Star Dr 13/14 11/14</p>	
<p>North Druid Hills Rd</p> <p>North Druid Hills Rd 816/828 317/336</p>		<p>Standard Dr</p> <p>Standard Dr 10/17 0/5 11/28</p> <p>North Druid Hills Rd 28/32 1125/1156 7/6</p>		<p>North Druid Hills Rd</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 15/33</p>		<p>20 : Briarwood Rd @ Briarwood Hills Dr</p> <p>Briarwood Hills Dr 11/6 0/1 6/10</p> <p>Briarwood Rd 9/16 466/399 4/14</p>		<p>21 : Briarwood Rd @ Coosawattee Dr</p> <p>Briarwood Rd 25/24 57/78</p> <p>Coosawattee Dr 44/65 455/408</p>	
<p>North Druid Hills Rd</p> <p>North Druid Hills Rd 1148/1174 15/33</p>		<p>Briarwood Rd</p> <p>Briarwood Rd 5/5 291/503 12/30</p> <p>Clarendon Way</p>		<p>Briarwood Rd</p> <p>Briarwood Rd 17/30 278/482</p>	

Future Year (2047) Intersection Volumes - Low Growth

No Build AM/PM

<p>1 : Dresden Dr @ Peachtree Rd</p> <p>Peachtree Rd</p> <p>494/676 120/108 624/433</p> <p>Dresden Dr</p>		<p>2 : Dresden Dr @ Apple Valley Rd</p> <p>Apple Valley Rd</p> <p>83/110 909/753 163/124</p> <p>Dresden Dr</p>		<p>3 : Dresden Dr @ Fernwood Cir</p> <p>Parkside Dr</p> <p>5/6 1142/978 19/28</p> <p>Dresden Dr</p>	
<p>Dresden Dr</p> <p>Peachtree Rd</p> <p>84/75 1066/1976 360/619</p>		<p>Dresden Dr</p> <p>Apple Valley Rd</p> <p>144/283 72/773 93/248</p>		<p>Dresden Dr</p> <p>Fernwood Cir</p> <p>27/27 0/1 19/18</p>	
<p>4 : Dresden Dr @ Ellijay Dr</p> <p>Dresden Dr</p>		<p>5 : Dresden Dr @ Caldwell Rd</p> <p>Caldwell Rd</p> <p>24/40 970/816 1/2</p> <p>Dresden Dr</p>		<p>6 : Dresden Dr @ Appalachee Dr</p> <p>Dwy</p> <p>11/15 977/790 12/10</p> <p>Dresden Dr</p>	
<p>Dresden Dr</p> <p>Ellijay Dr</p> <p>86/60 21/34</p>		<p>Dresden Dr</p> <p>Dwy</p> <p>1/7 1/1 1/3</p>		<p>Dresden Dr</p> <p>Appalachee Dr</p> <p>10/12 1/2 10/15</p>	
<p>7 : Dresden Dr @ Camille Dr</p> <p>Camille Dr</p> <p>11/9 985/804 0/2</p> <p>Dresden Dr</p>		<p>8 : Dresden Dr @ Conasauga Ave</p> <p>Conasauga Ave</p> <p>21/25 12/15</p> <p>Dresden Dr</p>		<p>9 : Dresden Dr @ North Thompson Rd</p> <p>N Thompson Rd</p> <p>16/17 793/661 20/33</p> <p>Dresden Dr</p>	
<p>Dresden Dr</p> <p>Village Park Ct</p> <p>3/2 0/0 0/6</p>		<p>Dresden Dr</p> <p>Conasauga Ave</p> <p>21/25 12/15</p>		<p>Dresden Dr</p> <p>Thompson Rd</p> <p>46/41 9/14 63/34</p>	
<p>10 : Dresden Dr @ Ashford Rd</p> <p>Ashford Rd</p> <p>20/25 776/694</p> <p>Dresden Dr</p>		<p>11 : Dresden Dr @ Winding Ln</p> <p>Winding Ln</p> <p>23/18 29/37</p> <p>Dresden Dr</p>		<p>12 : Dresden Dr @ Clairmont Rd</p> <p>Clairmont Rd</p> <p>162/185 373/308 15/29</p> <p>Dresden Dr</p>	
<p>Dresden Dr</p>		<p>Dresden Dr</p>		<p>Dresden Dr</p> <p>Clairmont Rd</p> <p>222/272 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 227/339 50/82 230/220</p> <p>Caldwell Rd 352/131 142/62 26/15</p>		<p>14 : Redding Rd @ Peachtree Rd</p> <p>Redding Rd 1786/1519 197/273</p> <p>Peachtree Rd</p>		<p>15 : North Druid Hills Rd @ Peachtree Rd</p> <p>North Druid Hills Rd 249/128 1854/1350 406/440</p> <p>Peachtree Rd 446/592 201/90 264/347</p>	
<p>Caldwell Rd</p> <p>Caldwell Rd 275/278 108/58 3/11</p> <p>Redding Rd 3/0 86/50 25/13</p>		<p>Peachtree Rd</p> <p>Peachtree Rd 1225/2033 271/381</p> <p>Redding Rd 395/197 241/243</p>		<p>Dwy</p> <p>Dwy 66/326 41/249 58/225</p> <p>Peachtree Rd 207/110 935/1716 333/380</p>	
<p>16 : North Druid Hills Rd @ Apple Valley Rd</p> <p>North Druid Hills Rd 647/943 151/133</p> <p>Apple Valley Rd 72/187 271/367</p>		<p>17 : North Druid Hills Rd @ Sylvan Cir (N)</p> <p>North Druid Hills Rd 18/25 879/1259 22/14</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 870/1279 19/19</p> <p>Star Dr 13/14 11/14</p>	
<p>19 : North Druid Hills Rd @ Sylvan Cir (S)</p> <p>North Druid Hills Rd 867/1269 10/16</p> <p>Sylvan Cir 6/25 15/34</p>		<p>20 : Briarwood Rd @ Briarwood Hills Dr</p> <p>Briarwood Hills Dr 11/7 0/1 6/10</p> <p>Briarwood Rd 10/16 483/416 5/15</p>		<p>21 : Briarwood Rd @ Coosawattee Dr</p> <p>Coosawattee Dr 26/25 60/81</p> <p>Briarwood Rd 45/68 471/426</p>	
<p>N Druid Hills Rd</p> <p>N Druid Hills Rd 1191/1227 15/34</p>		<p>Briarwood Rd</p> <p>Briarwood Rd 6/6 304/521 12/32</p> <p>Clarendon Way</p>		<p>Briarwood Rd</p> <p>Briarwood Rd 18/32 290/498</p>	

Future Year (2027) Intersection Volumes - Medium Growth

No Build AM/PM

<p>1 : Dresden Dr @ Peachtree Rd</p> <p>Dresden Dr: 62/49, 1723/1356, 440/489 Peachtree Rd: 458/638, 113/102, 580/407</p>		<p>2 : Dresden Dr @ Apple Valley Rd</p> <p>Dresden Dr: 171/257, 80/76, 44/124 Apple Valley Rd: 81/108, 845/700, 157/118</p>		<p>3 : Dresden Dr @ Fernwood Cir</p> <p>Dresden Dr: 1/0, 0/0, 0/1 Fernwood Cir: 4/5, 1070/919, 18/26</p>	
<p>Dresden Dr</p> <p>Dresden Dr: 47/69, 92/135, 48/39 Peachtree Rd: 77/69, 979/1824, 336/582</p>		<p>Dresden Dr</p> <p>Dresden Dr: 143/182, 531/899, 189/156 Apple Valley Rd: 135/271, 67/69, 87/235</p>		<p>Dresden Dr</p> <p>Dresden Dr: 1/2, 628/1216, 28/31 Fernwood Cir: 26/25, 0/1, 18/17</p>	
<p>4 : Dresden Dr @ Ellijay Dr</p> <p>Dresden Dr: 972/853, 20/35 Ellijay Dr: 80/56, 20/31</p>		<p>5 : Dresden Dr @ Caldwell Rd</p> <p>Dresden Dr: 69/94, 0/0, 29/52 Caldwell Rd: 22/37, 909/766, 1/2</p>		<p>6 : Dresden Dr @ Appalachee Dr</p> <p>Dresden Dr: 8/24, 0/1, 4/8 Appalachee Dr: 10/13, 915/739, 11/9</p>	
<p>Dresden Dr</p> <p>Dresden Dr: 568/1131, 51/67 Ellijay Dr: 80/56, 20/31</p>		<p>Dresden Dr</p> <p>Dresden Dr: 64/128, 506/1022, 8/1 Dwy: 1/6, 1/1, 1/3</p>		<p>Dresden Dr</p> <p>Dresden Dr: 13/47, 491/982, 12/29 Appalachee Dr: 9/11, 1/2, 9/13</p>	
<p>7 : Dresden Dr @ Camille Dr</p> <p>Dresden Dr: 29/17, 0/1, 5/6 Camille Dr: 10/8, 922/751, 0/2</p>		<p>8 : Dresden Dr @ Conasauga Ave</p> <p>Dresden Dr: 911/739, 9/8 Conasauga Ave: 20/24, 11/13</p>		<p>9 : Dresden Dr @ North Thompson Rd</p> <p>Dresden Dr: 56/37, 21/13, 20/10 N Thompson Rd: 15/16, 744/619, 19/30</p>	
<p>Dresden Dr</p> <p>Dresden Dr: 4/18, 471/958, 13/12 Village Park Ct: 3/2, 0/0, 0/5</p>		<p>Dresden Dr</p> <p>Dresden Dr: 470/948, 8/21 Conasauga Ave: 20/24, 11/13</p>		<p>Dresden Dr</p> <p>Dresden Dr: 15/61, 419/854, 21/34 Thompson Rd: 43/37, 8/12, 58/31</p>	
<p>10 : Dresden Dr @ Ashford Rd</p> <p>Dresden Dr: 45/31, 48/24 Ashford Rd: 19/23, 727/648</p>		<p>11 : Dresden Dr @ Winding Ln</p> <p>Dresden Dr: 22/17, 27/34 Winding Ln: 25/21, 721/644</p>		<p>12 : Dresden Dr @ Clairmont Rd</p> <p>Dresden Dr: 131/143, 660/973, 107/200 Clairmont Rd: 148/169, 346/286, 13/27</p>	
<p>Dresden Dr</p> <p>Dresden Dr: 27/36, 475/848</p>		<p>Dresden Dr</p> <p>Dresden Dr: 4/21, 523/850</p>		<p>Dresden Dr</p> <p>Dresden Dr: 112/167, 242/353, 180/286 Clairmont Rd: 208/253, 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</p> <p>179/288 45/76 211/201</p> <p>323/120 170/86 26/14</p> <p>Caldwell Rd</p>		<p>14 : Redding Rd @ Peachtree Rd</p> <p>1664/1408 150/228</p> <p>Peachtree Rd</p>		<p>15 : North Druid Hills Rd @ Peachtree Rd</p> <p>Peachtree Rd</p> <p>248/124 1701/1246 372/403</p> <p>409/543 199/87 245/332</p> <p>N Druid Hills Rd</p>	
<p>Caldwell Rd</p> <p>245/218 108/102 3/10</p> <p>Redding Rd</p> <p>3/0 79/44 23/14</p>		<p>Peachtree Rd</p> <p>1130/1895 248/349</p> <p>Redding Rd</p> <p>362/181 214/184</p>		<p>Dwy</p> <p>64/319 40/243 56/221</p> <p>Peachtree Rd</p> <p>205/106 861/1580 317/356</p>	
<p>16 : North Druid Hills Rd @ Apple Valley Rd</p> <p>N Druid Hills Rd</p> <p>596/880 150/129</p> <p>70/185 252/348</p> <p>Apple Valley Rd</p>		<p>17 : North Druid Hills Rd @ Sylvan Cir (N)</p> <p>N Druid Hills Rd</p> <p>17/23 811/1180 211/13</p> <p>Sylvan Cir</p>		<p>18 : North Druid Hills Rd @ Star Dr</p> <p>N Druid Hills Rd</p> <p>803/1199 18/18</p> <p>12/13 10/13</p> <p>Star Dr</p>	
<p>N Druid Hills Rd</p> <p>793/800 310/326</p>		<p>Standard Dr</p> <p>9/17 0/5 10/27</p> <p>N Druid Hills Rd</p> <p>27/31 1095/1119 7/6</p>		<p>N Druid Hills Rd</p> <p>1112/1149 7/20</p>	
<p>19 : North Druid Hills Rd @ Sylvan Cir (S)</p> <p>N Druid Hills Rd</p> <p>801/1191 9/15</p> <p>5/23 14/32</p> <p>Sylvan Cir</p>		<p>20 : Briarwood Rd @ Briarwood Hills Dr</p> <p>Briarwood Hills Dr</p> <p>10/6 0/1 9/18</p> <p>14/21 454/387 4/13</p> <p>Briarwood Rd</p>		<p>21 : Briarwood Rd @ Coosawattee Dr</p> <p>Coosawattee Dr</p> <p>24/23 52/68</p> <p>37/58 448/402</p> <p>Briarwood Rd</p>	
<p>N Druid Hills Rd</p> <p>1117/1136 14/32</p>		<p>Briarwood Rd</p> <p>5/5 281/490 11/29</p> <p>Clarendon Way</p>		<p>Briarwood Rd</p> <p>17/29 272/478</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), 462/515 (right)</p> <p>Peachtree Rd: 488/670 (left), 119/107 (through), 617/429 (right)</p>		<p>2 : Dresden Dr @ Apple Valley Rd</p> <p>Dresden Dr: 182/269 (left), 86/81 (through), 45/126 (right)</p> <p>Apple Valley Rd: 82/109 (left), 900/745 (through), 162/123 (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), 1131/969 (through), 19/28 (right)</p>	
<p>Dresden Dr</p> <p>Peachtree Rd: 83/74 (left), 1053/1953 (through), 356/613 (right)</p> <p>Dresden Dr: 50/74 (left), 97/142 (through), 51/43 (right)</p>		<p>Dresden Dr</p> <p>Apple Valley Rd: 142/281 (left), 72/73 (through), 92/246 (right)</p> <p>Dresden Dr: 149/189 (left), 567/953 (through), 194/163 (right)</p>		<p>Dresden Dr</p> <p>Fernwood Cir: 27/27 (left), 0/1 (through), 19/18 (right)</p> <p>Dresden Dr: 1/2 (left), 667/1280 (through), 29/32 (right)</p>	
<p>4 : Dresden Dr @ Ellijay Dr</p> <p>Dresden Dr: 1027/902 (left), 21/38 (right)</p> <p>Ellijay Dr: 85/59 (left), 21/33 (right)</p>		<p>5 : Dresden Dr @ Caldwell Rd</p> <p>Dresden Dr: 72/101 (left), 0/0 (through), 31/56 (right)</p> <p>Caldwell Rd: 23/40 (left), 961/809 (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), 968/783 (through), 12/10 (right)</p>	
<p>Dresden Dr</p> <p>Ellijay Dr: 605/1191 (left), 54/72 (right)</p> <p>Dresden Dr: 69/136 (left), 538/1076 (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), 523/1035 (through), 13/30 (right)</p>		<p>Dresden Dr</p> <p>Appalachee Dr: 10/12 (left), 1/2 (through), 10/15 (right)</p> <p>Dresden Dr: 15/50 (left), 523/1035 (through), 13/30 (right)</p>	
<p>7 : Dresden Dr @ Camille Dr</p> <p>Dresden Dr: 30/18 (left), 0/1 (through), 6/7 (right)</p> <p>Camille Dr: 11/9 (left), 976/796 (through), 0/2 (right)</p>		<p>8 : Dresden Dr @ Conasauga Ave</p> <p>Dresden Dr: 965/783 (left), 10/9 (right)</p> <p>Conasauga Ave: 21/25 (left), 12/15 (right)</p>		<p>9 : Dresden Dr @ North Thompson Rd</p> <p>Dresden Dr: 59/39 (left), 22/15 (through), 21/11 (right)</p> <p>North Thompson Rd: 16/17 (left), 786/655 (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: 4/18 (left), 501/1010 (through), 15/13 (right)</p>		<p>Dresden Dr</p> <p>Conasauga Ave: 500/1000 (left), 9/22 (right)</p> <p>Dresden Dr: 16/64 (left), 446/900 (through), 22/37 (right)</p>		<p>Dresden Dr</p> <p>Thompson Rd: 46/40 (left), 9/13 (through), 63/34 (right)</p> <p>Dresden Dr: 16/64 (left), 446/900 (through), 22/37 (right)</p>	
<p>10 : Dresden Dr @ Ashford Rd</p> <p>Dresden Dr: 48/33 (left), 51/26 (right)</p> <p>Ashford Rd: 20/25 (left), 768/687 (through)</p>		<p>11 : Dresden Dr @ Winding Ln</p> <p>Dresden Dr: 23/18 (left), 29/37 (right)</p> <p>Winding Ln: 27/22 (left), 763/683 (right)</p>		<p>12 : Dresden Dr @ Clairmont Rd</p> <p>Dresden Dr: 136/150 (left), 711/1048 (through), 115/216 (right)</p> <p>Clairmont Rd: 160/182 (left), 369/305 (through), 15/29 (right)</p>	
<p>Dresden Dr</p> <p>Ashford Rd: 29/37 (left), 507/895 (right)</p> <p>Dresden Dr: 4/22 (left), 559/898 (right)</p>		<p>Dresden Dr</p> <p>Winding Ln: 4/22 (left), 559/898 (right)</p> <p>Dresden Dr: 119/173 (left), 259/376 (through), 192/303 (right)</p>		<p>Dresden Dr</p> <p>Clairmont Rd: 220/269 (left), 1028/859 (through), 18/41 (right)</p> <p>Dresden Dr: 119/173 (left), 259/376 (through), 192/303 (right)</p>	

Future Year (2037) Intersection Volumes - Medium Growth

No Build AM/PM

<p>13 : Redding Rd @ Caldwell Rd</p> <p>Redding Rd 189/307 48/81 227/217</p> <p>Caldwell Rd 348/130 180/89 27/15</p>		<p>14 : Redding Rd @ Peachtree Rd</p> <p>Redding Rd 1768/1502 157/242</p> <p>Peachtree Rd</p>		<p>15 : North Druid Hills Rd @ Peachtree Rd</p> <p>North Druid Hills Rd 249/127 1831/1335 400/434</p> <p>Peachtree Rd 441/585 200/89 261/345</p>	
<p>Caldwell Rd</p> <p>263/230 116/106 3/11</p> <p>Redding Rd 3/0 85/48 24/15</p>		<p>Peachtree Rd</p> <p>1211/2013 267/376</p> <p>Redding Rd 390/195 230/194</p>		<p>Dwy</p> <p>66/325 41/248 58/224</p> <p>Peachtree Rd 206/109 924/1695 331/376</p>	
<p>16 : North Druid Hills Rd @ Apple Valley Rd</p> <p>North Druid Hills Rd 639/934 151/133</p> <p>Apple Valley Rd 72/187 268/364</p>		<p>17 : North Druid Hills Rd @ Sylvan Cir (N)</p> <p>North Druid Hills Rd 18/25 869/1247 22/14</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 19/19</p> <p>Star Dr 13/14 11/14</p>	
<p>North Druid Hills Rd</p> <p>841/857 324/345</p>		<p>Standard Dr</p> <p>29/34 1157/1195 7/6</p> <p>North Druid Hills Rd</p>		<p>North Druid Hills Rd</p> <p>1174/1228 7/21</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 15/34</p>		<p>20 : Briarwood Rd @ Briarwood Hills Dr</p> <p>Briarwood Hills Dr 11/7 0/1 9/18</p> <p>Briarwood Rd 14/22 478/412 4/15</p>		<p>21 : Briarwood Rd @ Coosawattee Dr</p> <p>Briarwood Rd 26/25 56/72</p> <p>Coosawattee Dr 40/61 472/427</p>	
<p>North Druid Hills Rd</p> <p>1180/1214 15/34</p>		<p>Briarwood Rd</p> <p>6/6 301/516 12/31</p> <p>Clarendon Way</p>		<p>Briarwood Rd</p> <p>18/31 290/502</p>	

Future Year (2047) Intersection Volumes - Medium Growth

No Build AM/PM

<p>1 : Dresden Dr @ Peachtree Rd</p> <p>Dresden Dr</p> <p>Peachtree Rd</p> <p>72/57 1975/1566 485/544</p> <p>521/706 125/113 657/452</p>		<p>2 : Dresden Dr @ Apple Valley Rd</p> <p>Dresden Dr</p> <p>Apple Valley Rd</p> <p>193/281 91/86 46/128</p> <p>84/111 959/793 168/128</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 1197/1024 20/30</p>	
<p>Dresden Dr</p> <p>54/80 103/150 55/46</p> <p>Peachtree Rd</p> <p>89/80 1133/2092 378/648</p>		<p>Dresden Dr</p> <p>156/196 606/1012 200/170</p> <p>Apple Valley Rd</p> <p>151/292 71/777 97/258</p>		<p>Dresden Dr</p> <p>1/2 709/1349 31/33</p> <p>Fernwood Cir</p> <p>28/28 0/1 20/19</p>	
<p>4 : Dresden Dr @ Ellijay Dr</p> <p>Dresden Dr</p> <p>Ellijay Dr</p> <p>1085/954 23/41</p>		<p>5 : Dresden Dr @ Caldwell Rd</p> <p>Dresden Dr</p> <p>Caldwell Rd</p> <p>76/108 0/0 33/60</p> <p>25/43 1016/855 1/2</p>		<p>6 : Dresden Dr @ Appalachee Dr</p> <p>Dresden Dr</p> <p>Dwy</p> <p>10/28 0/1 5/10</p> <p>12/16 1024/829 13/11</p>	
<p>Dresden Dr</p> <p>645/1256 58/76</p> <p>Ellijay Dr</p> <p>92/63 23/36</p>		<p>Dresden Dr</p> <p>74/145 573/1134 10/1</p> <p>Dwy</p> <p>1/7 1/1 1/4</p>		<p>Dresden Dr</p> <p>16/54 558/1092 14/32</p> <p>Appalachee Dr</p> <p>10/12 1/2 11/16</p>	
<p>7 : Dresden Dr @ Camille Dr</p> <p>Dresden Dr</p> <p>Camille Dr</p> <p>31/19 0/1 6/7</p> <p>12/10 1034/844 0/2</p>		<p>8 : Dresden Dr @ Conasauga Ave</p> <p>Dresden Dr</p> <p>Conasauga Ave</p> <p>1023/831 11/10</p>		<p>9 : Dresden Dr @ North Thompson Rd</p> <p>Dresden Dr</p> <p>N Thompson Rd</p> <p>62/41 24/16 23/12</p> <p>17/18 831/693 22/35</p>	
<p>Dresden Dr</p> <p>4/19 534/1067 16/14</p> <p>Village Park Ct</p> <p>4/2 0/0 0/6</p>		<p>Dresden Dr</p> <p>534/1056 9/23</p> <p>Conasauga Ave</p> <p>22/26 13/16</p>		<p>Dresden Dr</p> <p>17/68 475/950 24/40</p> <p>Thompson Rd</p> <p>49/43 10/14 68/36</p>	
<p>10 : Dresden Dr @ Ashford Rd</p> <p>Dresden Dr</p> <p>Ashford Rd</p> <p>50/35 55/28</p> <p>22/27 813/729</p>		<p>11 : Dresden Dr @ Winding Ln</p> <p>Dresden Dr</p> <p>Winding Ln</p> <p>24/19 31/40</p> <p>29/24 808/725</p>		<p>12 : Dresden Dr @ Clairmont Rd</p> <p>Dresden Dr</p> <p>Clairmont Rd</p> <p>140/158 767/1129 124/233</p> <p>172/196 393/325 16/31</p>	
<p>Dresden Dr</p> <p>31/39 541/946</p>		<p>Dresden Dr</p> <p>4/22 597/950</p>		<p>Dresden Dr</p> <p>126/179 278/399 206/321</p> <p>Clairmont Rd</p> <p>233/286 1108/926 19/45</p>	

Future Year (2047) Intersection Volumes - Medium Growth

No Build AM/PM

<p>13 : Redding Rd @ Caldwell Rd</p> <p>Redding Rd</p> <p>199/328 51/88 245/234</p> <p>375/140 189/93 29/16</p> <p>Caldwell Rd</p>		<p>14 : Redding Rd @ Peachtree Rd</p> <p>1880/1604 165/258</p> <p>Peachtree Rd</p>		<p>15 : North Druid Hills Rd @ Peachtree Rd</p> <p>250/131 1971/1430 432/468</p> <p>Peachtree Rd</p> <p>475/630 202/92 278/359</p> <p>N Druid Hills Rd</p>	
<p>Caldwell Rd</p> <p>282/243 123/109 4/12</p> <p>Redding Rd</p> <p>4/0 92/51 26/16</p>		<p>Peachtree Rd</p> <p>1298/2139 288/405</p> <p>Redding Rd</p> <p>421/210 246/203</p>		<p>Dwy</p> <p>68/332 42/254 60/227</p> <p>Peachtree Rd</p> <p>208/113 991/1819 346/398</p>	
<p>16 : North Druid Hills Rd @ Apple Valley Rd</p> <p>N Druid Hills Rd</p> <p>687/992 152/136</p> <p>74/189 286/381</p> <p>Apple Valley Rd</p>		<p>17 : North Druid Hills Rd @ Sylvan Cir (N)</p> <p>N Druid Hills Rd</p> <p>19/27 931/1319 24/15</p> <p>Sylvan Cir</p>		<p>18 : North Druid Hills Rd @ Star Dr</p> <p>N Druid Hills Rd</p> <p>921/1340 20/20</p> <p>Star Dr</p> <p>14/15 12/15</p>	
<p>N Druid Hills Rd</p> <p>892/918 339/366</p>		<p>Standard Dr</p> <p>11/19 0/6 12/31</p> <p>N Druid Hills Rd</p> <p>31/36 1223/1277 8/6</p>		<p>N Druid Hills Rd</p> <p>1242/1312 8/22</p>	
<p>19 : North Druid Hills Rd @ Sylvan Cir (S)</p> <p>N Druid Hills Rd</p> <p>919/1329 11/17</p> <p>6/27 16/36</p> <p>Sylvan Cir</p>		<p>20 : Briarwood Rd @ Briarwood Hills Dr</p> <p>Briarwood Hills Dr</p> <p>12/7 0/1 10/18</p> <p>15/23 505/439 5/16</p> <p>Briarwood Rd</p>		<p>21 : Briarwood Rd @ Coosawattee Dr</p> <p>Coosawattee Dr</p> <p>28/27 60/77</p> <p>43/65 497/454</p> <p>Briarwood Rd</p>	
<p>N Druid Hills Rd</p> <p>1247/1297 16/36</p>		<p>Briarwood Rd</p> <p>6/6 321/545 13/34</p> <p>Clarendon Way</p>		<p>Briarwood Rd</p> <p>19/34 309/528</p>	

Future Year (2027) Intersection Volumes - High Growth

No Build AM/PM

<p>1 : Dresden Dr @ Peachtree Rd</p> <p>Dresden Dr 63/49 1743/1372 444/493</p> <p>Peachtree Rd 462/643 114/102 586/411</p>	<p>2 : Dresden Dr @ Apple Valley Rd</p> <p>Dresden Dr 173/259 81/77 45/124</p> <p>Apple Valley Rd 81/108 854/707 158/119</p>	<p>3 : Dresden Dr @ Fernwood Cir</p> <p>Dresden Dr 1/0 0/0 0/1</p> <p>Fernwood Cir 4/5 1080/927 18/26</p>
<p>Dresden Dr 47/69 93/136 48/40</p> <p>Peachtree Rd 78/69 991/1845 339/587</p>	<p>Dresden Dr 144/183 537/907 190/157</p> <p>Apple Valley Rd 136/273 68/69 88/237</p>	<p>Dresden Dr 1/2 635/1226 28/31</p> <p>Fernwood Cir 26/26 0/1 18/17</p>
<p>4 : Dresden Dr @ Ellijay Dr</p> <p>Dresden Dr 981/861 20/36</p> <p>Ellijay Dr 81/56 20/31</p>	<p>5 : Dresden Dr @ Caldwell Rd</p> <p>Dresden Dr 69/95 0/0 29/52</p> <p>Caldwell Rd 22/38 918/773 1/2</p>	<p>6 : Dresden Dr @ Appalachee Dr</p> <p>Dresden Dr 8/24 0/1 4/8</p> <p>Appalachee Dr 11/14 923/746 12/9</p>
<p>Dresden Dr 574/1140 51/68</p> <p>Ellijay Dr 81/56 20/31</p>	<p>Dresden Dr 65/129 511/1031 8/1</p> <p>Dwy 1/6 1/1 1/3</p>	<p>Dresden Dr 14/47 496/991 12/29</p> <p>Appalachee Dr 9/11 1/2 9/14</p>
<p>7 : Dresden Dr @ Camille Dr</p> <p>Dresden Dr 29/17 0/1 5/6</p> <p>Camille Dr 11/8 930/758 0/2</p>	<p>8 : Dresden Dr @ Conasauga Ave</p> <p>Dresden Dr 920/746 9/8</p> <p>Conasauga Ave 20/24 12/14</p>	<p>9 : Dresden Dr @ North Thompson Rd</p> <p>Dresden Dr 56/37 21/14 20/11</p> <p>North Thompson Rd 15/16 751/625 19/30</p>
<p>Dresden Dr 4/18 475/966 14/13</p> <p>Village Park Ct 3/2 0/0 0/5</p>	<p>Dresden Dr 475/956 8/22</p> <p>Conasauga Ave 20/24 12/14</p>	<p>Dresden Dr 16/61 423/861 21/35</p> <p>Thompson Rd 43/38 8/13 59/32</p>
<p>10 : Dresden Dr @ Ashford Rd</p> <p>Dresden Dr 46/31 48/24</p> <p>Ashford Rd 19/23 733/654</p>	<p>11 : Dresden Dr @ Winding Ln</p> <p>Dresden Dr 22/17 27/35</p> <p>Winding Ln 25/21 728/651</p>	<p>12 : Dresden Dr @ Clairmont Rd</p> <p>Dresden Dr 132/144 668/985 108/203</p> <p>Clairmont Rd 150/171 349/289 14/27</p>
<p>Dresden Dr 27/36 480/856</p>	<p>Dresden Dr 4/21 529/858</p>	<p>Dresden Dr 113/168 245/357 182/289</p> <p>Clairmont Rd 210/255 966/807 17/39</p>

Future Year (2027) Intersection Volumes - High Growth

No Build AM/PM

<p>13 : Redding Rd @ Caldwell Rd</p> <p>Redding Rd 180/291 45/77 213/204</p> <p>Caldwell Rd 327/122 172/86 26/15</p>		<p>14 : Redding Rd @ Peachtree Rd</p> <p>Redding Rd 1681/1424 151/230</p> <p>Peachtree Rd</p>		<p>15 : North Druid Hills Rd @ Peachtree Rd</p> <p>North Druid Hills Rd 249/124 1722/1260 376/408</p> <p>Peachtree Rd 414/550 199/87 248/334</p>	
<p>Caldwell Rd</p> <p>Caldwell Rd 248/220 110/103 3/11</p> <p>Redding Rd 3/0 80/45 23/14</p>		<p>Peachtree Rd</p> <p>Peachtree Rd 1143/1914 251/353</p> <p>Redding Rd 367/183 217/186</p>		<p>Dwy</p> <p>North Druid Hills Rd 64/320 41/244 56/222</p> <p>Peachtree Rd 205/106 871/1599 319/359</p>	
<p>16 : North Druid Hills Rd @ Apple Valley Rd</p> <p>North Druid Hills Rd 603/888 150/130</p> <p>Apple Valley Rd 70/185 255/351</p>		<p>17 : North Druid Hills Rd @ Sylvan Cir (N)</p> <p>North Druid Hills Rd 17/23 821/1191 21/14</p> <p>Sylvan Cir 9/17 0/5 11/27</p>		<p>18 : North Druid Hills Rd @ Star Dr</p> <p>North Druid Hills Rd 812/1210 18/18</p> <p>Star Dr 13/13 10/13</p>	
<p>19 : North Druid Hills Rd @ Sylvan Cir (S)</p> <p>North Druid Hills Rd 810/1201 9/15</p> <p>Sylvan Cir 5/23 15/32</p>		<p>20 : Briarwood Rd @ Briarwood Hills Dr</p> <p>Briarwood Hills Dr 11/6 0/1 9/18</p> <p>Briarwood Rd 14/21 458/391 4/14</p>		<p>21 : Briarwood Rd @ Coosawattee Dr</p> <p>Coosawattee Dr 24/23 52/69</p> <p>Briarwood Rd 38/58 452/406</p>	
<p>N Druid Hills Rd</p> <p>N Druid Hills Rd 1127/1149 14/32</p>		<p>Briarwood Rd</p> <p>Briarwood Rd 5/5 284/494 12/29</p> <p>Clarendon Way</p>		<p>Briarwood Rd</p> <p>Briarwood Rd 17/29 275/482</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 473/529</p> <p>Peachtree Rd 504/688 122/110 636/440</p>	<p>2 : Dresden Dr @ Apple Valley Rd</p> <p>Dresden Dr 187/275 88/83 46/127</p> <p>Apple Valley Rd 83/110 929/768 165/126</p>	<p>3 : Dresden Dr @ Fernwood Cir</p> <p>Dresden Dr 1/0 0/0 0/1</p> <p>Parkside Dr 5/6 1163/996 20/29</p>
<p>Dresden Dr 52/77 100/146 53/44</p> <p>Peachtree Rd 86/77 1092/2021 367/630</p>	<p>Dresden Dr 152/192 586/982 197/166</p> <p>Apple Valley Rd 146/287 74/75 95/252</p>	<p>Dresden Dr 1/2 688/1313 30/32</p> <p>Fernwood Cir 28/27 0/1 19/18</p>
<p>4 : Dresden Dr @ Ellijay Dr</p> <p>Dresden Dr 1055/928 22/39</p> <p>Ellijay Dr 88/61 22/35</p>	<p>5 : Dresden Dr @ Caldwell Rd</p> <p>Dresden Dr 74/104 0/0 32/58</p> <p>Caldwell Rd 24/41 988/831 1/2</p>	<p>6 : Dresden Dr @ Appalachee Dr</p> <p>Dresden Dr 9/27 0/1 5/9</p> <p>Dwy 12/15 995/805 13/10</p>
<p>Dresden Dr 624/1223 56/74</p> <p>Ellijay Dr 88/61 22/35</p>	<p>Dresden Dr 71/140 555/1104 9/1</p> <p>Dwy 1/7 1/1 1/3</p>	<p>Dresden Dr 15/52 540/1063 13/31</p> <p>Appalachee Dr 10/12 1/2 10/15</p>
<p>7 : Dresden Dr @ Camille Dr</p> <p>Dresden Dr 30/18 0/1 6/7</p> <p>Camille Dr 12/9 1004/819 0/2</p>	<p>8 : Dresden Dr @ Conasauga Ave</p> <p>Dresden Dr 994/807 10/9</p> <p>Conasauga Ave 21/26 13/15</p>	<p>9 : Dresden Dr @ North Thompson Rd</p> <p>Dresden Dr 60/40 23/15 22/12</p> <p>N Thompson Rd 16/17 808/673 21/34</p>
<p>Dresden Dr 4/18 517/1038 15/14</p> <p>Village Park Ct 3/2 0/0 0/6</p>	<p>Dresden Dr 517/1027 9/23</p> <p>Conasauga Ave 21/26 13/15</p>	<p>Dresden Dr 17/66 460/924 23/38</p> <p>Thompson Rd 48/42 9/14 65/35</p>
<p>10 : Dresden Dr @ Ashford Rd</p> <p>Dresden Dr 49/34 53/27</p> <p>Ashford Rd 21/26 790/707</p>	<p>11 : Dresden Dr @ Winding Ln</p> <p>Dresden Dr 23/18 30/38</p> <p>Winding Ln 28/23 785/704</p>	<p>12 : Dresden Dr @ Clairmont Rd</p> <p>Dresden Dr 138/154 738/1088 120/224</p> <p>Clairmont Rd 166/189 381/315 15/30</p>
<p>Dresden Dr 30/38 524/920</p>	<p>Dresden Dr 4/22 577/923</p>	<p>Dresden Dr 123/176 269/387 199/312</p> <p>Clairmont Rd 226/277 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>194/317 49/84 236/225</p> <p>361/135 184/91 28/16</p> <p>Caldwell Rd</p>		<p>14 : Redding Rd @ Peachtree Rd</p> <p>1823/1552 161/250</p> <p>Peachtree Rd</p>		<p>15 : North Druid Hills Rd @ Peachtree Rd</p> <p>250/129 1899/1381 416/450</p> <p>Peachtree Rd</p> <p>457/607 201/91 269/352</p> <p>N Druid Hills Rd</p>	
<p>Caldwell Rd</p> <p>273/236 119/107 3/12</p> <p>Redding Rd</p> <p>3/0 88/49 25/15</p>		<p>Peachtree Rd</p> <p>1254/2074 277/390</p> <p>Redding Rd</p> <p>405/202 238/198</p>		<p>Dwy</p> <p>67/328 42/251 59/226</p> <p>Peachtree Rd</p> <p>207/111 956/1756 338/387</p>	
<p>16 : North Druid Hills Rd @ Apple Valley Rd</p> <p>N Druid Hills Rd</p> <p>662/962 152/134</p> <p>73/188 277/373</p> <p>Apple Valley Rd</p>		<p>17 : North Druid Hills Rd @ Sylvan Cir (N)</p> <p>N Druid Hills Rd</p> <p>19/26 899/1282 23/15</p> <p>Sylvan Cir</p>		<p>18 : North Druid Hills Rd @ Star Dr</p> <p>N Druid Hills Rd</p> <p>890/1303 19/19</p> <p>Star Dr</p> <p>14/14 11/14</p>	
<p>N Druid Hills Rd</p> <p>866/887 331/356</p>		<p>Standard Dr</p> <p>10/19 0/6 12/30</p> <p>N Druid Hills Rd</p> <p>30/35 1189/1235 8/6</p>		<p>N Druid Hills Rd</p> <p>1207/1269 8/21</p>	
<p>19 : North Druid Hills Rd @ Sylvan Cir (S)</p> <p>N Druid Hills Rd</p> <p>887/1293 10/16</p> <p>6/26 16/35</p> <p>Sylvan Cir</p>		<p>20 : Briarwood Rd @ Briarwood Hills Dr</p> <p>Briarwood Hills Dr</p> <p>12/7 0/1 9/18</p> <p>Briarwood Rd</p> <p>15/22 491/425 5/15</p>		<p>21 : Briarwood Rd @ Coosawattee Dr</p> <p>Coosawattee Dr</p> <p>27/26 58/74</p> <p>Briarwood Rd</p> <p>41/63 484/441</p>	
<p>N Druid Hills Rd</p> <p>1213/1254 15/35</p>		<p>Briarwood Rd</p> <p>6/6 311/530 13/33</p> <p>Clarendon Way</p>		<p>Briarwood Rd</p> <p>19/33 299/515</p>	

Future Year (2047) Intersection Volumes - High Growth

No Build AM/PM

<p>1 : Dresden Dr @ Peachtree Rd</p> <p>Dresden Dr: 77/60 (left), 2091/1662 (through), 505/570 (right)</p> <p>Peachtree Rd: 551/737 (left), 131/118 (through), 692/473 (right)</p>		<p>2 : Dresden Dr @ Apple Valley Rd</p> <p>Dresden Dr: 204/292 (left), 96/90 (through), 47/129 (right)</p> <p>Apple Valley Rd: 86/113 (left), 1011/835 (through), 173/133 (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: 5/6 (left), 1255/1072 (through), 22/31 (right)</p>	
<p>Dresden Dr</p> <p>Peachtree Rd: 58/85 (left), 108/157 (through), 59/49 (right)</p> <p>Dresden Dr: 95/85 (left), 1203/2215 (through), 398/678 (right)</p>		<p>Dresden Dr</p> <p>Apple Valley Rd: 158/302 (left), 81/81 (through), 102/268 (right)</p> <p>Dresden Dr: 161/202 (left), 640/1064 (through), 205/176 (right)</p>		<p>Dresden Dr</p> <p>Fernwood Cir: 30/29 (left), 0/1 (through), 21/20 (right)</p> <p>Dresden Dr: 1/3 (left), 746/1410 (through), 33/34 (right)</p>	
<p>4 : Dresden Dr @ Ellijay Dr</p> <p>Dresden Dr: 1138/1001 (left), 24/43 (right)</p> <p>Ellijay Dr: 97/67 (left), 24/38 (right)</p>		<p>5 : Dresden Dr @ Caldwell Rd</p> <p>Dresden Dr: 80/114 (left), 0/0 (through), 35/63 (right)</p> <p>Caldwell Rd: 27/45 (left), 1065/896 (through), 1/3 (right)</p>		<p>6 : Dresden Dr @ Appalachee Dr</p> <p>Dresden Dr: 10/29 (left), 0/1 (through), 5/10 (right)</p> <p>Appalachee Dr: 13/17 (left), 1075/870 (through), 14/12 (right)</p>	
<p>Dresden Dr</p> <p>Ellijay Dr: 680/1314 (left), 62/81 (right)</p> <p>Dresden Dr: 78/153 (left), 604/1185 (through), 10/1 (right)</p>		<p>Dresden Dr</p> <p>Caldwell Rd: 1/8 (left), 1/1 (through), 1/4 (right)</p> <p>Dresden Dr: 17/58 (left), 588/1143 (through), 15/34 (right)</p>		<p>Dresden Dr</p> <p>Appalachee Dr: 10/12 (left), 1/3 (through), 12/17 (right)</p> <p>Dresden Dr: 17/58 (left), 588/1143 (through), 15/34 (right)</p>	
<p>7 : Dresden Dr @ Camille Dr</p> <p>Dresden Dr: 32/20 (left), 0/1 (through), 6/8 (right)</p> <p>Camille Dr: 13/10 (left), 1086/887 (through), 0/3 (right)</p>		<p>8 : Dresden Dr @ Conasauga Ave</p> <p>Dresden Dr: 1075/873 (left), 12/10 (right)</p> <p>Conasauga Ave: 23/28 (left), 14/17 (right)</p>		<p>9 : Dresden Dr @ North Thompson Rd</p> <p>Dresden Dr: 65/43 (left), 26/17 (through), 24/13 (right)</p> <p>North Thompson Rd: 18/19 (left), 871/727 (through), 23/37 (right)</p>	
<p>Dresden Dr</p> <p>Camille Dr: 4/19 (left), 564/1117 (through), 17/15 (right)</p> <p>Dresden Dr: 563/1106 (left), 9/24 (right)</p>		<p>Dresden Dr</p> <p>Conasauga Ave: 18/71 (left), 501/994 (through), 26/42 (right)</p> <p>Dresden Dr: 18/71 (left), 501/994 (through), 26/42 (right)</p>		<p>Dresden Dr</p> <p>North Thompson Rd: 53/46 (left), 10/15 (through), 72/38 (right)</p> <p>Dresden Dr: 18/71 (left), 501/994 (through), 26/42 (right)</p>	
<p>10 : Dresden Dr @ Ashford Rd</p> <p>Dresden Dr: 53/36 (left), 59/29 (right)</p> <p>Ashford Rd: 23/28 (left), 853/766 (through)</p>		<p>11 : Dresden Dr @ Winding Ln</p> <p>Dresden Dr: 25/20 (left), 33/42 (right)</p> <p>Winding Ln: 31/26 (left), 849/763 (right)</p>		<p>12 : Dresden Dr @ Clairmont Rd</p> <p>Dresden Dr: 145/164 (left), 816/1202 (through), 132/248 (right)</p> <p>Clairmont Rd: 183/209 (left), 415/343 (through), 17/33 (right)</p>	
<p>Dresden Dr</p> <p>Ashford Rd: 32/41 (left), 572/991 (right)</p> <p>Dresden Dr: 4/23 (left), 631/996 (right)</p>		<p>Dresden Dr</p> <p>Winding Ln: 133/184 (left), 295/421 (through), 218/337 (right)</p> <p>Dresden Dr: 133/184 (left), 295/421 (through), 218/337 (right)</p>		<p>Dresden Dr</p> <p>Clairmont Rd: 244/302 (left), 1179/985 (through), 21/47 (right)</p> <p>Dresden Dr: 133/184 (left), 295/421 (through), 218/337 (right)</p>	

Future Year (2047) Intersection Volumes - High Growth

No Build AM/PM

<p>13 : Redding Rd @ Caldwell Rd</p> <p>Redding Rd 209/347 54/93 260/249</p> <p>Caldwell Rd 399/149 198/97 31/17</p>		<p>14 : Redding Rd @ Peachtree Rd</p> <p>Redding Rd 1980/1694 172/272</p> <p>Peachtree Rd 448/223 261/212</p>		<p>15 : North Druid Hills Rd @ Peachtree Rd</p> <p>North Druid Hills Rd 251/134 2095/1515 459/498</p> <p>Peachtree Rd 505/671 204/94 293/371</p>	
<p>Caldwell Rd</p> <p>299/254 130/112 4/13</p> <p>Redding Rd 4/0 97/54 27/17</p>		<p>Peachtree Rd</p> <p>1376/2252 307/431</p> <p>Redding Rd 448/223 261/212</p>		<p>Dwy</p> <p>70/338 43/259 62/230</p> <p>Peachtree Rd 210/116 1050/1929 359/418</p>	
<p>16 : North Druid Hills Rd @ Apple Valley Rd</p> <p>North Druid Hills Rd 728/1044 154/139</p> <p>Apple Valley Rd 75/191 302/397</p>		<p>17 : North Druid Hills Rd @ Sylvan Cir (N)</p> <p>North Druid Hills Rd 21/28 986/1383 25/16</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 21/21</p> <p>Star Dr 15/16 12/15</p>	
<p>North Druid Hills Rd</p> <p>938/973 353/385</p>		<p>Standard Dr</p> <p>12/21 0/6 13/33</p> <p>North Druid Hills Rd 33/38 1282/1350 8/7</p>		<p>North Druid Hills Rd</p> <p>1302/1387 8/23</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 17/37</p>		<p>20 : Briarwood Rd @ Briarwood Hills Dr</p> <p>Briarwood Hills Dr 13/8 0/1 10/19</p> <p>Briarwood Rd 15/23 528/463 5/17</p>		<p>21 : Briarwood Rd @ Coosawattee Dr</p> <p>Coosawattee Dr 29/28 64/81</p> <p>Briarwood Rd 45/68 519/479</p>	
<p>North Druid Hills Rd</p> <p>1308/1371 17/38</p>		<p>Briarwood Rd</p> <p>6/6 340/570 14/36</p> <p>Clarendon Way</p>		<p>Briarwood Rd</p> <p>21/36 327/552</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	Elijay 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	Elijay 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%

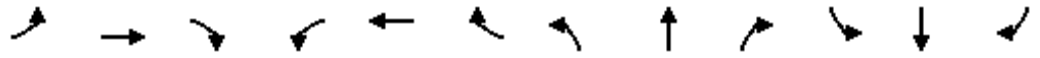
Appendix D:

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

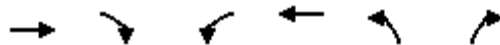


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	446	63	69	681	21	95	56	60	10	65	133
Future Volume (veh/h)	76	446	63	69	681	21	95	56	60	10	65	133
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		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

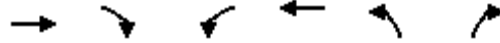


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	675	82	60	554	21	128	48	135	22	58	141
Future Volume (veh/h)	82	675	82	60	554	21	128	48	135	22	58	141
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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(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	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

03/30/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗	↖	↖	↗	↖	↖	↖	↖	↖	↖
Traffic Volume (veh/h)	68	134	39	404	101	632	68	1803	577	484	1340	48
Future Volume (veh/h)	68	134	39	404	101	632	68	1803	577	484	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	138	40	260	322	652	70	1859	595	499	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	50	98	126	314	329	277	209	1493	933	350	1952	69
Arrive On Green	0.08	0.08	0.08	0.17	0.17	0.17	0.03	0.42	0.42	0.17	0.55	0.55
Sat Flow, veh/h	624	1230	1572	1810	1900	1598	1810	3554	1572	1810	3529	125
Grp Volume(v), veh/h	208	0	40	260	322	652	70	1859	595	499	700	730
Grp Sat Flow(s),veh/h/ln	1854	0	1572	1810	1900	1598	1810	1777	1572	1810	1791	1863
Q Serve(g_s), s	12.0	0.0	3.6	20.8	25.3	26.0	3.3	63.0	37.1	25.0	43.0	43.2
Cycle Q Clear(g_c), s	12.0	0.0	3.6	20.8	25.3	26.0	3.3	63.0	37.1	25.0	43.0	43.2
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	148	0	126	314	329	277	209	1493	933	350	991	1030
V/C Ratio(X)	1.40	0.00	0.32	0.83	0.98	2.35	0.33	1.25	0.64	1.43	0.71	0.71
Avail Cap(c_a), veh/h	148	0	126	314	329	277	233	1493	933	350	991	1030
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	0.00	1.00	0.41	0.41	0.41	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	69.0	0.0	65.1	59.9	61.7	62.0	25.5	43.5	20.0	52.5	24.6	24.6
Incr Delay (d2), s/veh	216.5	0.0	1.4	7.6	26.2	614.1	0.1	111.0	0.3	193.9	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	23.3	0.0	2.7	13.5	18.6	86.1	2.0	62.7	22.0	41.1	20.0	20.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	285.5	0.0	66.6	67.4	88.0	676.1	25.6	154.5	20.3	246.4	25.0	25.0
LnGrp LOS	F	A	E	E	F	F	C	F	C	F	C	C
Approach Vol, veh/h		248			1234			2524			1929	
Approach Delay, s/veh		250.2			394.4			119.3			82.3	
Approach LOS		F			F			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	31.0	69.0		18.0	11.0	89.0		32.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	25.0	63.0		12.0	7.0	81.0		26.0				
Max Q Clear Time (g_c+I1), s	27.0	65.0		14.0	5.3	45.2		28.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	13.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	169.9
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

03/30/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	181	890	155	118	693	108	269	68	233	124	75	256
Future Volume (veh/h)	181	890	155	118	693	108	269	68	233	124	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	957	167	127	745	116	289	73	251	133	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	202	980	831	157	828	129	144	87	298	155	63	383
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	596	1885	1598	509	1593	248	1042	361	1241	158	262	1598
Grp Volume(v), veh/h	195	957	167	127	0	861	289	0	324	214	0	275
Grp Sat Flow(s),veh/h/ln	596	1885	1598	509	0	1841	1042	0	1602	420	0	1598
Q Serve(g_s), s	4.9	24.7	2.8	1.3	0.0	21.1	0.0	0.0	9.6	2.4	0.0	7.9
Cycle Q Clear(g_c), s	26.0	24.7	2.8	26.0	0.0	21.1	12.0	0.0	9.6	12.0	0.0	7.9
Prop In Lane	1.00		1.00	1.00		0.13	1.00		0.77	0.62		1.00
Lane Grp Cap(c), veh/h	202	980	831	157	0	957	144	0	385	218	0	383
V/C Ratio(X)	0.96	0.98	0.20	0.81	0.00	0.90	2.01	0.00	0.84	0.98	0.00	0.72
Avail Cap(c_a), veh/h	202	980	831	157	0	957	144	0	385	218	0	383
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)	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	24.3	11.7	6.4	24.9	0.0	10.8	25.0	0.0	18.1	22.5	0.0	17.4
Incr Delay (d2), s/veh	12.1	4.7	0.0	4.2	0.0	1.5	476.8	0.0	15.5	56.2	0.0	6.3
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	3.6	9.6	1.1	2.2	0.0	7.3	35.7	0.0	8.5	9.7	0.0	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.3	16.4	6.5	29.1	0.0	12.3	501.8	0.0	33.6	78.7	0.0	23.8
LnGrp LOS	D	B	A	C	A	B	F	A	C	E	A	C
Approach Vol, veh/h		1319			988			613				489
Approach Delay, s/veh		18.1			14.5			254.3				47.8
Approach LOS		B			B			F				D
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		32.0		18.0		32.0		18.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		26.0		12.0		26.0		12.0				
Max Q Clear Time (g_c+I1), s		28.0		14.0		28.0		14.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				63.8								
HCM 6th LOS				E								

HCM 6th Signalized Intersection Summary

4: Ellijay Dr & Dresden Dr

03/30/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩		↩	↩	↩	↩
Traffic Volume (veh/h)	1121	66	35	845	55	31
Future Volume (veh/h)	1121	66	35	845	55	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	1180	69	37	889	58	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	1244	73	173	1506	74	42
Arrive On Green	0.71	0.71	0.05	1.00	0.07	0.07
Sat Flow, veh/h	1763	103	1711	1885	1093	622
Grp Volume(v), veh/h	0	1249	37	889	92	0
Grp Sat Flow(s),veh/h/ln	0	1867	1711	1885	1733	0
Q Serve(g_s), s	0.0	53.6	0.5	0.0	4.7	0.0
Cycle Q Clear(g_c), s	0.0	53.6	0.5	0.0	4.7	0.0
Prop In Lane		0.06	1.00		0.63	0.36
Lane Grp Cap(c), veh/h	0	1317	173	1506	118	0
V/C Ratio(X)	0.00	0.95	0.21	0.59	0.78	0.00
Avail Cap(c_a), veh/h	0	1317	203	1506	231	0
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(l)	0.00	0.09	0.63	0.63	1.00	0.00
Uniform Delay (d), s/veh	0.0	11.8	21.0	0.0	41.3	0.0
Incr Delay (d2), s/veh	0.0	2.1	0.4	1.1	10.7	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	18.9	0.9	0.8	4.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	13.9	21.3	1.1	52.0	0.0
LnGrp LOS	A	B	C	A	D	A
Approach Vol, veh/h	1249			926	92	
Approach Delay, s/veh	13.9			1.9	52.0	
Approach LOS	B			A	D	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.4	69.5			77.9	12.1
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	55.6			2.0	6.7
Green Ext Time (p_c), s	0.0	0.3			8.5	0.1

Intersection Summary

HCM 6th Ctrl Delay	10.5
HCM 6th LOS	B

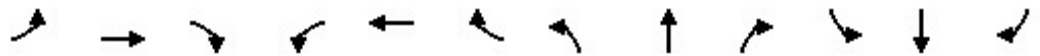
Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary

5: Caldwell Rd & Dresden Dr

03/30/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	1014	1	2	759	37	6	1	3	51	0	93
Future Volume (veh/h)	127	1014	1	2	759	37	6	1	3	51	0	93
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	137	1090	1	2	816	40	6	1	0	55	0	100
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	454	1411	1	41	1136	56	189	26		108	11	119
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	1780	87	976	223	0	460	97	1013
Grp Volume(v), veh/h	137	0	1091	858	0	0	7	0	0	155	0	0
Grp Sat Flow(s),veh/h/ln	1810	0	1885	1868	0	0	1198	0	0	1570	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	7.0	0.0	0.0
Cycle Q Clear(g_c), s	2.3	0.0	0.0	27.6	0.0	0.0	0.3	0.0	0.0	8.7	0.0	0.0
Prop In Lane	1.00		0.00	0.00		0.05	0.86		0.00	0.35		0.65
Lane Grp Cap(c), veh/h	454	0	1412	1232	0	0	215	0		239	0	0
V/C Ratio(X)	0.30	0.00	0.77	0.70	0.00	0.00	0.03	0.00		0.65	0.00	0.00
Avail Cap(c_a), veh/h	454	0	1412	1232	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(l)	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	4.1	0.0	0.0	10.9	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	11.0	0.0	0.0	0.3	0.0	0.0	6.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.2	0.0	1.2	11.2	0.0	0.0	35.2	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		1228			858			7	A		155	
Approach Delay, s/veh		1.6			11.2			35.2			43.6	
Approach LOS		A			B			D			D	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		73.4		16.6	10.0	63.4		16.6				
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		10.7	4.3	29.6		2.3				
Green Ext Time (p_c), s		13.2		0.1	0.0	7.1		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

03/30/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	166	350	283	27	283	167	250	787	38	198	961	142
Future Volume (veh/h)	166	350	283	27	283	167	250	787	38	198	961	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	169	357	289	28	289	170	255	803	39	202	981	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	220	416	358	104	338	193	349	1953	95	435	1699	251
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	2212	1265	1795	3477	169	1795	3106	459
Grp Volume(v), veh/h	169	357	289	28	234	225	255	414	428	202	561	565
Grp Sat Flow(s),veh/h/ln	1781	1856	1598	1810	1805	1672	1795	1791	1855	1795	1777	1788
Q Serve(g_s), s	14.1	33.3	30.8	2.3	22.8	23.7	11.2	23.7	23.7	8.9	37.6	37.7
Cycle Q Clear(g_c), s	14.1	33.3	30.8	2.3	22.8	23.7	11.2	23.7	23.7	8.9	37.6	37.7
Prop In Lane	1.00		1.00	1.00		0.76	1.00		0.09	1.00		0.26
Lane Grp Cap(c), veh/h	220	416	358	104	276	255	349	1006	1042	435	972	978
V/C Ratio(X)	0.77	0.86	0.81	0.27	0.85	0.88	0.73	0.41	0.41	0.46	0.58	0.58
Avail Cap(c_a), veh/h	238	505	435	112	351	325	539	1006	1042	513	972	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	57.6	67.0	66.1	64.0	74.2	74.6	22.8	22.5	22.5	17.2	27.0	27.0
Incr Delay (d2), s/veh	13.2	11.9	9.0	1.4	14.6	19.5	3.0	1.2	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	11.6	23.9	19.5	2.0	17.3	17.2	8.5	15.6	16.1	6.8	23.2	23.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.8	78.9	75.1	65.4	88.8	94.1	25.8	23.7	23.7	18.0	29.5	29.5
LnGrp LOS	E	E	E	E	F	F	C	C	C	B	C	C
Approach Vol, veh/h		815			487			1097			1328	
Approach Delay, s/veh		75.9			89.9			24.2			27.7	
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	107.1	9.3	46.4	19.9	104.5	22.2	33.5				
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	19.0	84.0	4.0	49.0	33.0	70.0	18.0	35.0				
Max Q Clear Time (g_c+I1), s	10.9	25.7	4.3	35.3	13.2	39.7	16.1	25.7				
Green Ext Time (p_c), s	0.3	5.8	0.0	2.7	0.7	8.3	0.1	1.8				
Intersection Summary												
HCM 6th Ctrl Delay			45.3									
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)	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



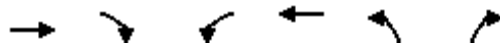
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	549	192	159	872	82	138	69	90	45	83	176
Future Volume (veh/h)	146	549	192	159	872	82	138	69	90	45	83	176
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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

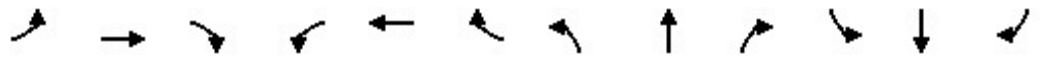
02/09/2022



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

03/30/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗	↖	↖	↗	↖	↖	↖	↖	↖	↖
Traffic Volume (veh/h)	71	139	41	418	104	654	71	1887	597	502	1405	51
Future Volume (veh/h)	71	139	41	418	104	654	71	1887	597	502	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	143	42	269	334	674	73	1945	615	518	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	50	98	126	302	317	266	199	1516	933	350	1970	72
Arrive On Green	0.08	0.08	0.08	0.17	0.17	0.17	0.03	0.43	0.43	0.17	0.56	0.56
Sat Flow, veh/h	627	1227	1572	1810	1900	1598	1810	3554	1572	1810	3524	129
Grp Volume(v), veh/h	216	0	42	269	334	674	73	1945	615	518	735	766
Grp Sat Flow(s),veh/h/ln	1854	0	1572	1810	1900	1598	1810	1777	1572	1810	1791	1862
Q Serve(g_s), s	12.0	0.0	3.8	21.8	25.0	25.0	3.4	64.0	39.2	25.0	46.0	46.3
Cycle Q Clear(g_c), s	12.0	0.0	3.8	21.8	25.0	25.0	3.4	64.0	39.2	25.0	46.0	46.3
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	148	0	126	302	317	266	199	1516	933	350	1001	1041
V/C Ratio(X)	1.46	0.00	0.33	0.89	1.05	2.53	0.37	1.28	0.66	1.48	0.73	0.74
Avail Cap(c_a), veh/h	148	0	126	302	317	266	221	1516	933	350	1001	1041
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	0.00	1.00	0.35	0.35	0.35	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	69.0	0.0	65.2	61.2	62.5	62.5	25.6	43.0	20.4	52.7	24.7	24.8
Incr Delay (d2), s/veh	238.7	0.0	1.5	11.6	45.4	693.0	0.1	127.7	0.3	218.2	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	24.8	0.0	2.8	14.2	20.5	90.8	2.0	69.2	22.9	44.6	21.3	22.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	307.7	0.0	66.8	72.7	107.9	755.5	25.7	170.7	20.7	270.9	25.2	25.2
LnGrp LOS	F	A	E	E	F	F	C	F	C	F	C	C
Approach Vol, veh/h		258			1277			2633			2019	
Approach Delay, s/veh		268.5			442.3			131.7			88.2	
Approach LOS		F			F			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	31.0	70.0		18.0	11.2	89.8		31.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	25.0	64.0		12.0	7.0	82.0		25.0				
Max Q Clear Time (g_c+I1), s	27.0	66.0		14.0	5.4	48.3		27.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	13.8		0.0				

Intersection Summary

HCM 6th Ctrl Delay	187.3
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

03/30/2022

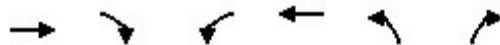


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	185	925	159	121	722	109	276	71	240	125	79	263
Future Volume (veh/h)	185	925	159	121	722	109	276	71	240	125	79	263
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	995	171	130	776	117	297	76	258	134	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	183	980	831	144	832	125	144	88	297	147	59	383
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	579	1885	1598	489	1600	241	1030	365	1238	131	246	1598
Grp Volume(v), veh/h	199	995	171	130	0	893	297	0	334	219	0	283
Grp Sat Flow(s),veh/h/ln	579	1885	1598	489	0	1842	1030	0	1603	376	0	1598
Q Serve(g_s), s	3.4	26.0	2.9	0.0	0.0	22.6	0.0	0.0	10.0	2.0	0.0	8.2
Cycle Q Clear(g_c), s	26.0	26.0	2.9	26.0	0.0	22.6	12.0	0.0	10.0	12.0	0.0	8.2
Prop In Lane	1.00		1.00	1.00		0.13	1.00		0.77	0.61		1.00
Lane Grp Cap(c), veh/h	183	980	831	144	0	958	144	0	385	206	0	383
V/C Ratio(X)	1.08	1.02	0.21	0.90	0.00	0.93	2.06	0.00	0.87	1.06	0.00	0.74
Avail Cap(c_a), veh/h	183	980	831	144	0	958	144	0	385	206	0	383
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)	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	24.6	12.0	6.5	25.0	0.0	11.2	25.0	0.0	18.2	22.6	0.0	17.5
Incr Delay (d2), s/veh	47.2	12.7	0.1	8.7	0.0	2.2	501.3	0.0	18.6	79.7	0.0	7.3
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	5.8	12.5	1.1	2.4	0.0	8.0	37.3	0.0	9.1	11.5	0.0	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.9	24.7	6.5	33.7	0.0	13.4	526.3	0.0	36.8	102.3	0.0	24.9
LnGrp LOS	F	F	A	C	A	B	F	A	D	F	A	C
Approach Vol, veh/h		1365			1023			631				502
Approach Delay, s/veh		29.3			15.9			267.2				58.7
Approach LOS		C			B			F				E
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		32.0		18.0		32.0		18.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		26.0		12.0		26.0		12.0				
Max Q Clear Time (g_c+I1), s		28.0		14.0		28.0		14.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				72.2								
HCM 6th LOS				E								

HCM 6th Signalized Intersection Summary

4: Ellijay Dr & Dresden Dr

03/30/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→		←	→	←	→
Traffic Volume (veh/h)	1160	69	36	877	57	32
Future Volume (veh/h)	1160	69	36	877	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	1221	73	38	923	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	1276	76	158	1528	76	43
Arrive On Green	0.72	0.72	0.05	1.00	0.07	0.07
Sat Flow, veh/h	1761	105	1711	1885	1095	620
Grp Volume(v), veh/h	0	1294	38	923	95	0
Grp Sat Flow(s),veh/h/ln	0	1866	1711	1885	1734	0
Q Serve(g_s), s	0.0	62.3	0.5	0.0	5.4	0.0
Cycle Q Clear(g_c), s	0.0	62.3	0.5	0.0	5.4	0.0
Prop In Lane		0.06	1.00		0.63	0.36
Lane Grp Cap(c), veh/h	0	1352	158	1528	120	0
V/C Ratio(X)	0.00	0.96	0.24	0.60	0.79	0.00
Avail Cap(c_a), veh/h	0	1352	182	1528	208	0
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(l)	0.00	0.09	0.64	0.64	1.00	0.00
Uniform Delay (d), s/veh	0.0	12.4	24.7	0.0	45.8	0.0
Incr Delay (d2), s/veh	0.0	2.4	0.5	1.1	10.9	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	22.3	1.1	0.9	4.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	14.7	25.2	1.1	56.7	0.0
LnGrp LOS	A	B	C	A	E	A
Approach Vol, veh/h	1294			961	95	
Approach Delay, s/veh	14.7			2.1	56.7	
Approach LOS	B			A	E	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.6	78.5			87.1	12.9
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	64.3			2.0	7.4
Green Ext Time (p_c), s	0.0	1.4			9.3	0.1

Intersection Summary

HCM 6th Ctrl Delay	11.3
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

03/30/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	1049	1	2	787	39	6	1	3	54	0	97
Future Volume (veh/h)	132	1049	1	2	787	39	6	1	3	54	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	1128	1	2	846	42	6	1	0	58	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	437	1431	1	37	1174	58	177	25		106	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	1779	88	915	205	0	472	89	1006
Grp Volume(v), veh/h	142	0	1129	890	0	0	7	0	0	162	0	0
Grp Sat Flow(s),veh/h/ln	1810	0	1885	1867	0	0	1120	0	0	1568	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	8.4	0.0	0.0
Cycle Q Clear(g_c), s	2.5	0.0	0.0	30.9	0.0	0.0	0.3	0.0	0.0	10.1	0.0	0.0
Prop In Lane	1.00		0.00	0.00		0.05	0.86		0.00	0.36		0.64
Lane Grp Cap(c), veh/h	437	0	1433	1269	0	0	201	0		237	0	0
V/C Ratio(X)	0.33	0.00	0.79	0.70	0.00	0.00	0.03	0.00		0.68	0.00	0.00
Avail Cap(c_a), veh/h	437	0	1433	1269	0	0	201	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)	0.29	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	4.1	0.0	0.0	11.0	0.0	0.0	38.9	0.0	0.0	43.1	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	7.8	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	1.2	0.0	1.0	12.5	0.0	0.0	0.3	0.0	0.0	7.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.2	0.0	1.3	11.3	0.0	0.0	38.9	0.0	0.0	50.9	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	D	A		D	A	A
Approach Vol, veh/h		1271			890			7	A			162
Approach Delay, s/veh		1.7			11.3			38.9				50.9
Approach LOS		A			B			D				D
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		82.0		18.0	10.0	72.0		18.0				
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		12.1	4.5	32.9		2.3				
Green Ext Time (p_c), s		14.7		0.0	0.0	8.0		0.0				

Intersection Summary

























HCM 6th Ctrl Delay	8.9
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

03/30/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	364	294	28	295	176	261	828	40	208	1010	147
Future Volume (veh/h)	170	364	294	28	295	176	261	828	40	208	1010	147
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	371	300	29	301	180	266	845	41	212	1031	150
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	220	426	367	103	345	201	333	1918	93	417	1671	243
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	2195	1279	1795	3477	169	1795	3113	452
Grp Volume(v), veh/h	173	371	300	29	246	235	266	435	451	212	588	593
Grp Sat Flow(s),veh/h/ln	1781	1856	1598	1810	1805	1670	1795	1791	1855	1795	1777	1789
Q Serve(g_s), s	14.3	34.6	32.1	2.4	23.9	24.8	12.0	25.9	25.9	9.6	41.2	41.4
Cycle Q Clear(g_c), s	14.3	34.6	32.1	2.4	23.9	24.8	12.0	25.9	25.9	9.6	41.2	41.4
Prop In Lane	1.00		1.00	1.00		0.77	1.00		0.09	1.00		0.25
Lane Grp Cap(c), veh/h	220	426	367	103	284	263	333	988	1023	417	954	960
V/C Ratio(X)	0.79	0.87	0.82	0.28	0.87	0.89	0.80	0.44	0.44	0.51	0.62	0.62
Avail Cap(c_a), veh/h	246	495	426	109	331	306	506	988	1023	507	954	960
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	57.0	66.7	65.7	63.4	74.0	74.4	26.1	23.9	23.9	18.3	28.9	28.9
Incr Delay (d2), s/veh	14.0	13.9	10.4	1.5	18.8	24.4	5.2	1.4	1.4	1.0	3.0	3.0
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	11.8	25.0	20.3	2.1	18.4	18.2	9.2	16.9	17.4	7.3	25.2	25.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.0	80.6	76.2	64.9	92.8	98.8	31.3	25.3	25.3	19.3	31.8	31.9
LnGrp LOS	E	F	E	E	F	F	C	C	C	B	C	C
Approach Vol, veh/h		844			510			1152			1393	
Approach Delay, s/veh		77.1			94.0			26.7			29.9	
Approach LOS		E			F			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.9	105.3	9.4	47.4	20.6	102.6	22.4	34.3				
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	21.0	83.0	4.0	48.0	32.0	72.0	19.0	33.0				
Max Q Clear Time (g_c+I1), s	11.6	27.9	4.4	36.6	14.0	43.4	16.3	26.8				
Green Ext Time (p_c), s	0.4	6.2	0.0	2.6	0.7	8.7	0.1	1.5				
Intersection Summary												
HCM 6th Ctrl Delay			47.6									
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)	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



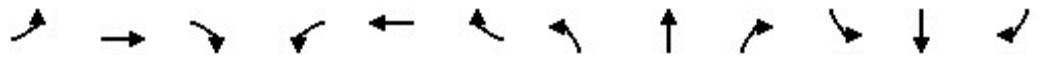
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	263	195	15	373	162	222	1041	18	117	720	136
Future Volume (veh/h)	120	263	195	15	373	162	222	1041	18	117	720	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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

03/30/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗	↖	↖	↗	↖	↖	↖	↖	↖	↖
Traffic Volume (veh/h)	75	144	43	433	108	676	75	1976	619	520	1475	53
Future Volume (veh/h)	75	144	43	433	108	676	75	1976	619	520	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	148	44	278	345	697	77	2037	638	536	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	55	106	136	302	317	266	182	1469	912	362	1941	70
Arrive On Green	0.09	0.09	0.09	0.06	0.06	0.06	0.04	0.41	0.41	0.17	0.55	0.55
Sat Flow, veh/h	634	1219	1572	1810	1900	1598	1810	3554	1572	1810	3526	127
Grp Volume(v), veh/h	225	0	44	278	345	697	77	2037	638	536	771	805
Grp Sat Flow(s),veh/h/ln	1853	0	1572	1810	1900	1598	1810	1777	1572	1810	1791	1862
Q Serve(g_s), s	13.0	0.0	3.9	22.9	25.0	25.0	3.7	62.0	43.0	26.0	51.0	51.4
Cycle Q Clear(g_c), s	13.0	0.0	3.9	22.9	25.0	25.0	3.7	62.0	43.0	26.0	51.0	51.4
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	161	0	136	302	317	266	182	1469	912	362	986	1025
V/C Ratio(X)	1.40	0.00	0.32	0.92	1.09	2.62	0.42	1.39	0.70	1.48	0.78	0.79
Avail Cap(c_a), veh/h	161	0	136	302	317	266	189	1469	912	362	986	1025
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	0.28	0.28	0.28	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	68.5	0.0	64.4	69.9	70.9	70.9	27.9	44.0	22.3	52.3	26.6	26.7
Incr Delay (d2), s/veh	213.4	0.0	1.4	12.7	54.6	731.0	0.1	174.5	0.4	218.3	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	24.9	0.0	2.9	15.3	22.4	95.2	2.2	82.4	24.9	46.2	23.6	24.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	281.9	0.0	65.7	82.6	125.4	801.9	28.0	218.5	22.7	270.6	27.2	27.3
LnGrp LOS	F	A	E	F	F	F	C	F	C	F	C	C
Approach Vol, veh/h		269			1320			2752			2112	
Approach Delay, s/veh		246.5			473.6			167.7			89.0	
Approach LOS		F			F			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	32.0	68.0		19.0	11.4	88.6		31.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	26.0	62.0		13.0	6.0	82.0		25.0				
Max Q Clear Time (g_c+I1), s	28.0	64.0		15.0	5.7	53.4		27.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	13.9		0.0				

Intersection Summary

HCM 6th Ctrl Delay	207.8
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

03/30/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	963	164	124	753	110	283	73	248	126	82	271
Future Volume (veh/h)	190	963	164	124	753	110	283	73	248	126	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	1035	176	133	810	118	304	78	267	135	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	163	980	831	144	836	122	144	87	298	140	54	383
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	560	1885	1598	469	1609	234	1020	362	1240	102	225	1598
Grp Volume(v), veh/h	204	1035	176	133	0	928	304	0	345	223	0	291
Grp Sat Flow(s),veh/h/ln	560	1885	1598	469	0	1843	1020	0	1603	327	0	1598
Q Serve(g_s), s	1.7	26.0	3.0	0.0	0.0	24.3	0.0	0.0	10.4	1.6	0.0	8.5
Cycle Q Clear(g_c), s	26.0	26.0	3.0	26.0	0.0	24.3	12.0	0.0	10.4	12.0	0.0	8.5
Prop In Lane	1.00		1.00	1.00		0.13	1.00		0.77	0.61		1.00
Lane Grp Cap(c), veh/h	163	980	831	144	0	958	144	0	385	194	0	383
V/C Ratio(X)	1.25	1.06	0.21	0.92	0.00	0.97	2.11	0.00	0.90	1.15	0.00	0.76
Avail Cap(c_a), veh/h	163	980	831	144	0	958	144	0	385	194	0	383
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)	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	24.9	12.0	6.5	25.0	0.0	11.6	25.0	0.0	18.4	22.6	0.0	17.7
Incr Delay (d2), s/veh	119.4	27.9	0.1	10.4	0.0	4.0	522.7	0.0	22.9	110.5	0.0	8.5
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	10.0	17.6	1.1	2.5	0.0	9.1	38.8	0.0	9.9	13.7	0.0	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	144.3	39.9	6.5	35.4	0.0	15.6	547.7	0.0	41.3	133.1	0.0	26.2
LnGrp LOS	F	F	A	D	A	B	F	A	D	F	A	C
Approach Vol, veh/h		1415			1061			649				514
Approach Delay, s/veh		50.8			18.1			278.5				72.6
Approach LOS		D			B			F				E
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		32.0		18.0		32.0		18.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		26.0		12.0		26.0		12.0				
Max Q Clear Time (g_c+I1), s		28.0		14.0		28.0		14.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				85.0								
HCM 6th LOS				F								

HCM 6th Signalized Intersection Summary

4: Ellijay Dr & Dresden Dr

03/30/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩		↩	↩	↩	↩
Traffic Volume (veh/h)	1202	72	38	910	60	34
Future Volume (veh/h)	1202	72	38	910	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	1265	76	40	958	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	1300	78	137	1544	79	45
Arrive On Green	0.74	0.74	0.05	1.00	0.07	0.07
Sat Flow, veh/h	1760	106	1711	1885	1092	624
Grp Volume(v), veh/h	0	1341	40	958	100	0
Grp Sat Flow(s),veh/h/ln	0	1866	1711	1885	1733	0
Q Serve(g_s), s	0.0	73.4	0.6	0.0	6.3	0.0
Cycle Q Clear(g_c), s	0.0	73.4	0.6	0.0	6.3	0.0
Prop In Lane		0.06	1.00		0.63	0.36
Lane Grp Cap(c), veh/h	0	1378	137	1544	125	0
V/C Ratio(X)	0.00	0.97	0.29	0.62	0.80	0.00
Avail Cap(c_a), veh/h	0	1378	156	1544	189	0
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(l)	0.00	0.09	0.64	0.64	1.00	0.00
Uniform Delay (d), s/veh	0.0	13.4	30.5	0.0	50.3	0.0
Incr Delay (d2), s/veh	0.0	3.3	0.7	1.2	13.2	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	27.0	1.4	0.9	5.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	16.7	31.3	1.2	63.4	0.0
LnGrp LOS	A	B	C	A	E	A
Approach Vol, veh/h	1341			998	100	
Approach Delay, s/veh	16.7			2.4	63.4	
Approach LOS	B			A	E	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.8	87.2			96.1	13.9
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	75.4			2.0	8.3
Green Ext Time (p_c), s	0.0	0.5			10.1	0.1

Intersection Summary

HCM 6th Ctrl Delay	12.8
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

03/30/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	1085	1	2	816	40	7	1	3	56	0	102
Future Volume (veh/h)	138	1085	1	2	816	40	7	1	3	56	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	1167	1	2	877	43	8	1	0	60	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	435	1472	1	33	1230	60	151	16		97	8	110
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	1780	87	821	142	0	481	70	1012
Grp Volume(v), veh/h	148	0	1168	922	0	0	9	0	0	170	0	0
Grp Sat Flow(s),veh/h/ln	1810	0	1885	1868	0	0	963	0	0	1564	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	10.5	0.0	0.0
Cycle Q Clear(g_c), s	2.6	0.0	0.0	33.1	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		0.05	0.89		0.00	0.35		0.65
Lane Grp Cap(c), veh/h	435	0	1474	1323	0	0	167	0		215	0	0
V/C Ratio(X)	0.34	0.00	0.79	0.70	0.00	0.00	0.05	0.00		0.79	0.00	0.00
Avail Cap(c_a), veh/h	435	0	1474	1323	0	0	167	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)	0.18	0.00	0.18	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	17.9	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	0.6	13.3	0.0	0.0	0.4	0.0	0.0	9.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.8	0.0	0.8	10.6	0.0	0.0	44.0	0.0	0.0	66.9	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	D	A		E	A	A
Approach Vol, veh/h		1316			922			9	A		170	
Approach Delay, s/veh		1.2			10.6			44.0			66.9	
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	4.6	35.1		2.7				
Green Ext Time (p_c), s		16.4		0.0	0.0	8.9		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

03/30/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	380	306	29	308	185	272	870	42	219	1061	151
Future Volume (veh/h)	174	380	306	29	308	185	272	870	42	219	1061	151
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	178	388	312	30	314	189	278	888	43	223	1083	154
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	217	434	374	99	360	212	319	1887	91	401	1648	234
Arrive On Green	0.09	0.23	0.23	0.02	0.16	0.16	0.09	0.54	0.54	0.07	0.53	0.53
Sat Flow, veh/h	1781	1856	1598	1810	2188	1286	1795	3477	168	1795	3124	443
Grp Volume(v), veh/h	178	388	312	30	258	245	278	457	474	223	615	622
Grp Sat Flow(s),veh/h/ln	1781	1856	1598	1810	1805	1669	1795	1791	1855	1795	1777	1791
Q Serve(g_s), s	14.7	36.4	33.5	2.5	25.1	25.9	12.8	28.2	28.2	10.3	45.0	45.3
Cycle Q Clear(g_c), s	14.7	36.4	33.5	2.5	25.1	25.9	12.8	28.2	28.2	10.3	45.0	45.3
Prop In Lane	1.00		1.00	1.00		0.77	1.00		0.09	1.00		0.25
Lane Grp Cap(c), veh/h	217	434	374	99	297	275	319	972	1006	401	937	944
V/C Ratio(X)	0.82	0.89	0.83	0.30	0.87	0.89	0.87	0.47	0.47	0.56	0.66	0.66
Avail Cap(c_a), veh/h	217	485	417	104	351	324	474	972	1006	513	937	944
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	56.7	66.7	65.6	62.6	73.3	73.6	29.8	25.3	25.3	19.5	30.7	30.8
Incr Delay (d2), s/veh	21.6	17.5	12.5	1.7	17.9	22.9	11.2	1.6	1.6	1.2	3.6	3.6
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	12.6	26.6	21.3	2.2	19.0	18.7	11.9	18.2	18.7	7.8	27.4	27.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.3	84.2	78.1	64.3	91.1	96.6	41.0	26.9	26.9	20.7	34.3	34.4
LnGrp LOS	E	F	E	E	F	F	D	C	C	C	C	C
Approach Vol, veh/h		878			533			1209			1460	
Approach Delay, s/veh		80.9			92.1			30.1			32.3	
Approach LOS		F			F			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.7	103.7	9.5	48.1	21.5	100.9	22.0	35.6				
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	24.0	81.0	4.0	47.0	31.0	74.0	16.0	35.0				
Max Q Clear Time (g_c+I1), s	12.3	30.2	4.5	38.4	14.8	47.3	16.7	27.9				
Green Ext Time (p_c), s	0.5	6.6	0.0	2.3	0.7	9.1	0.0	1.7				
Intersection Summary												
HCM 6th Ctrl Delay											49.9	
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)	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

03/30/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗	↖	↖	↗	↖	↖	↖	↖	↖	↖
Traffic Volume (veh/h)	69	135	39	407	102	638	69	1824	582	489	1356	49
Future Volume (veh/h)	69	135	39	407	102	638	69	1824	582	489	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	139	40	262	325	658	71	1880	600	504	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	50	98	126	314	329	277	206	1469	923	362	1947	71
Arrive On Green	0.08	0.08	0.08	0.17	0.17	0.17	0.03	0.41	0.41	0.17	0.55	0.55
Sat Flow, veh/h	627	1227	1572	1810	1900	1598	1810	3554	1572	1810	3525	128
Grp Volume(v), veh/h	210	0	40	262	325	658	71	1880	600	504	709	740
Grp Sat Flow(s),veh/h/ln	1854	0	1572	1810	1900	1598	1810	1777	1572	1810	1791	1862
Q Serve(g_s), s	12.0	0.0	3.6	21.0	25.6	26.0	3.4	62.0	38.3	26.0	44.0	44.2
Cycle Q Clear(g_c), s	12.0	0.0	3.6	21.0	25.6	26.0	3.4	62.0	38.3	26.0	44.0	44.2
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	148	0	126	314	329	277	206	1469	923	362	990	1029
V/C Ratio(X)	1.42	0.00	0.32	0.84	0.99	2.38	0.34	1.28	0.65	1.39	0.72	0.72
Avail Cap(c_a), veh/h	148	0	126	314	329	277	229	1469	923	362	990	1029
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	0.40	0.40	0.40	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	69.0	0.0	65.1	59.9	61.8	62.0	26.1	44.0	20.7	52.3	24.9	24.9
Incr Delay (d2), s/veh	222.0	0.0	1.4	7.8	28.0	623.7	0.1	126.5	0.3	178.7	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	23.7	0.0	2.7	13.6	18.8	87.1	2.0	66.7	22.5	40.3	20.5	21.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	291.0	0.0	66.6	67.7	89.8	685.7	26.2	170.5	21.0	231.0	25.3	25.3
LnGrp LOS	F	A	E	E	F	F	C	F	C	F	C	C
Approach Vol, veh/h		250			1245			2551			1953	
Approach Delay, s/veh		255.1			400.1			131.3			78.4	
Approach LOS		F			F			F			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	32.0	68.0		18.0	11.1	88.9		32.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	26.0	62.0		12.0	7.0	81.0		26.0				
Max Q Clear Time (g_c+I1), s	28.0	64.0		14.0	5.4	46.2		28.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	13.2		0.0				

Intersection Summary

HCM 6th Ctrl Delay	175.0
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

03/30/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	182	899	156	118	700	108	271	69	235	124	76	257
Future Volume (veh/h)	182	899	156	118	700	108	271	69	235	124	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	967	168	127	753	116	291	74	253	133	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	198	980	831	151	830	128	144	87	298	152	62	383
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	592	1885	1598	504	1595	246	1040	363	1240	150	259	1598
Grp Volume(v), veh/h	196	967	168	127	0	869	291	0	327	215	0	276
Grp Sat Flow(s),veh/h/ln	592	1885	1598	504	0	1841	1040	0	1603	408	0	1598
Q Serve(g_s), s	4.5	25.3	2.8	0.7	0.0	21.5	0.0	0.0	9.7	2.3	0.0	7.9
Cycle Q Clear(g_c), s	26.0	25.3	2.8	26.0	0.0	21.5	12.0	0.0	9.7	12.0	0.0	7.9
Prop In Lane	1.00		1.00	1.00		0.13	1.00		0.77	0.62		1.00
Lane Grp Cap(c), veh/h	198	980	831	151	0	957	144	0	385	214	0	383
V/C Ratio(X)	0.99	0.99	0.20	0.84	0.00	0.91	2.02	0.00	0.85	1.00	0.00	0.72
Avail Cap(c_a), veh/h	198	980	831	151	0	957	144	0	385	214	0	383
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)	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	24.4	11.8	6.4	25.0	0.0	10.9	25.0	0.0	18.1	22.6	0.0	17.5
Incr Delay (d2), s/veh	17.2	6.0	0.0	5.2	0.0	1.6	482.9	0.0	16.3	62.1	0.0	6.4
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	3.9	10.1	1.1	2.2	0.0	7.5	36.1	0.0	8.6	10.2	0.0	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.6	17.9	6.5	30.2	0.0	12.5	507.9	0.0	34.5	84.6	0.0	23.9
LnGrp LOS	D	B	A	C	A	B	F	A	C	F	A	C
Approach Vol, veh/h		1331			996			618				491
Approach Delay, s/veh		19.9			14.8			257.4				50.5
Approach LOS		B			B			F				D
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		32.0		18.0		32.0		18.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		26.0		12.0		26.0		12.0				
Max Q Clear Time (g_c+I1), s		28.0		14.0		28.0		14.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				65.5								
HCM 6th LOS				E								

HCM 6th Signalized Intersection Summary

4: Ellijay Dr & Dresden Dr

03/30/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩		↩	↩	↩	↩
Traffic Volume (veh/h)	1131	67	35	853	56	31
Future Volume (veh/h)	1131	67	35	853	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	1191	71	37	898	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	1279	76	181	1531	75	42
Arrive On Green	0.73	0.73	0.05	1.00	0.07	0.07
Sat Flow, veh/h	1761	105	1711	1885	1100	615
Grp Volume(v), veh/h	0	1262	37	898	93	0
Grp Sat Flow(s),veh/h/ln	0	1866	1711	1885	1734	0
Q Serve(g_s), s	0.0	57.2	0.5	0.0	5.3	0.0
Cycle Q Clear(g_c), s	0.0	57.2	0.5	0.0	5.3	0.0
Prop In Lane		0.06	1.00		0.63	0.35
Lane Grp Cap(c), veh/h	0	1355	181	1531	118	0
V/C Ratio(X)	0.00	0.93	0.20	0.59	0.79	0.00
Avail Cap(c_a), veh/h	0	1355	206	1531	208	0
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(l)	0.00	0.09	0.67	0.67	1.00	0.00
Uniform Delay (d), s/veh	0.0	11.6	21.2	0.0	45.9	0.0
Incr Delay (d2), s/veh	0.0	1.5	0.4	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	20.2	1.0	0.9	4.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	13.1	21.6	1.1	56.9	0.0
LnGrp LOS	A	B	C	A	E	A
Approach Vol, veh/h	1262			935	93	
Approach Delay, s/veh	13.1			1.9	56.9	
Approach LOS	B			A	E	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.6	78.6			87.2	12.8
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	59.2			2.0	7.3
Green Ext Time (p_c), s	0.0	5.1			8.8	0.1

Intersection Summary

HCM 6th Ctrl Delay	10.3
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

03/30/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	1022	1	2	766	37	6	1	3	52	0	94
Future Volume (veh/h)	128	1022	1	2	766	37	6	1	3	52	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	1099	1	2	824	40	6	1	0	56	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	456	1437	1	37	1181	57	175	24		104	11	118
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	1781	86	927	209	0	468	91	1009
Grp Volume(v), veh/h	138	0	1100	866	0	0	7	0	0	157	0	0
Grp Sat Flow(s),veh/h/ln	1810	0	1885	1868	0	0	1135	0	0	1568	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	8.0	0.0	0.0
Cycle Q Clear(g_c), s	2.4	0.0	0.0	29.1	0.0	0.0	0.3	0.0	0.0	9.8	0.0	0.0
Prop In Lane	1.00		0.00	0.00		0.05	0.86		0.00	0.36		0.64
Lane Grp Cap(c), veh/h	456	0	1438	1275	0	0	200	0		232	0	0
V/C Ratio(X)	0.30	0.00	0.76	0.68	0.00	0.00	0.04	0.00		0.68	0.00	0.00
Avail Cap(c_a), veh/h	456	0	1438	1275	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)	0.33	0.00	0.33	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	10.6	0.0	0.0	39.1	0.0	0.0	43.3	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	7.3	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	11.7	0.0	0.0	0.3	0.0	0.0	7.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.1	0.0	1.3	10.8	0.0	0.0	39.2	0.0	0.0	50.5	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	D	A		D	A	A
Approach Vol, veh/h		1238			866			7	A			157
Approach Delay, s/veh		1.6			10.8			39.2				50.5
Approach LOS		A			B			D				D
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		82.3		17.7	10.0	72.3		17.7				
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		11.8	4.4	31.1		2.3				
Green Ext Time (p_c), s		13.8		0.0	0.0	7.7		0.0				

Intersection Summary

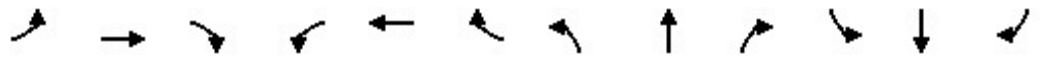
HCM 6th Ctrl Delay	8.6
HCM 6th LOS	A

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

03/30/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↕	↗	↖	↕	↗	↖	↕	↗
Traffic Volume (veh/h)	167	353	286	27	286	169	253	797	38	200	973	143
Future Volume (veh/h)	167	353	286	27	286	169	253	797	38	200	973	143
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	360	292	28	292	172	258	813	39	204	993	146
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	220	419	361	104	341	195	345	1946	93	431	1692	249
Arrive On Green	0.09	0.23	0.23	0.02	0.15	0.15	0.08	0.56	0.56	0.06	0.54	0.54
Sat Flow, veh/h	1781	1856	1598	1810	2210	1267	1795	3479	167	1795	3108	457
Grp Volume(v), veh/h	170	360	292	28	237	227	258	418	434	204	567	572
Grp Sat Flow(s),veh/h/ln	1781	1856	1598	1810	1805	1672	1795	1791	1855	1795	1777	1788
Q Serve(g_s), s	14.1	33.5	31.2	2.3	23.0	23.9	11.4	24.2	24.2	9.1	38.5	38.5
Cycle Q Clear(g_c), s	14.1	33.5	31.2	2.3	23.0	23.9	11.4	24.2	24.2	9.1	38.5	38.5
Prop In Lane	1.00		1.00	1.00		0.76	1.00		0.09	1.00		0.26
Lane Grp Cap(c), veh/h	220	419	361	104	278	258	345	1001	1037	431	967	973
V/C Ratio(X)	0.77	0.86	0.81	0.27	0.85	0.88	0.75	0.42	0.42	0.47	0.59	0.59
Avail Cap(c_a), veh/h	238	505	435	112	351	325	524	1001	1037	507	967	973
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	66.9	66.0	63.8	74.1	74.5	23.6	22.8	22.8	17.5	27.5	27.5
Incr Delay (d2), s/veh	13.5	12.0	9.2	1.4	14.9	19.8	3.3	1.3	1.2	0.8	2.6	2.6
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	11.6	24.1	19.7	2.0	17.5	17.3	8.6	15.9	16.4	6.9	23.6	23.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.9	78.9	75.2	65.2	89.1	94.4	26.8	24.1	24.1	18.3	30.1	30.1
LnGrp LOS	E	E	E	E	F	F	C	C	C	B	C	C
Approach Vol, veh/h		822			492			1110			1343	
Approach Delay, s/veh		75.9			90.1			24.7			28.3	
Approach LOS		E			F			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.4	106.7	9.3	46.7	20.1	104.0	22.2	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	19.0	84.0	4.0	49.0	32.0	71.0	18.0	35.0				
Max Q Clear Time (g_c+I1), s	11.1	26.2	4.3	35.5	13.4	40.5	16.1	25.9				
Green Ext Time (p_c), s	0.3	5.9	0.0	2.7	0.7	8.4	0.1	1.8				
Intersection Summary												
HCM 6th Ctrl Delay			45.7									
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)	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

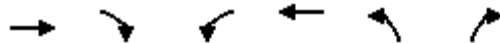


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	149	567	194	162	900	82	142	72	92	45	86	182
Future Volume (veh/h)	149	567	194	162	900	82	142	72	92	45	86	182
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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

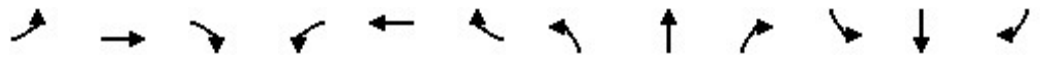
02/09/2022



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

03/30/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗	↖	↖	↗	↖	↑↑	↗	↖	↖↗	
Traffic Volume (veh/h)	74	142	43	429	107	670	74	1953	613	515	1457	53
Future Volume (veh/h)	74	142	43	429	107	670	74	1953	613	515	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	146	44	276	342	691	76	2013	632	531	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	55	106	136	314	329	277	182	1469	923	350	1917	70
Arrive On Green	0.09	0.09	0.09	0.17	0.17	0.17	0.04	0.41	0.41	0.17	0.54	0.54
Sat Flow, veh/h	635	1219	1572	1810	1900	1598	1810	3554	1572	1810	3524	129
Grp Volume(v), veh/h	222	0	44	276	342	691	76	2013	632	531	762	795
Grp Sat Flow(s),veh/h/ln	1853	0	1572	1810	1900	1598	1810	1777	1572	1810	1791	1862
Q Serve(g_s), s	13.0	0.0	3.9	22.3	26.0	26.0	3.6	62.0	41.7	25.0	50.6	51.0
Cycle Q Clear(g_c), s	13.0	0.0	3.9	22.3	26.0	26.0	3.6	62.0	41.7	25.0	50.6	51.0
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	161	0	136	314	329	277	182	1469	923	350	974	1013
V/C Ratio(X)	1.38	0.00	0.32	0.88	1.04	2.50	0.42	1.37	0.69	1.52	0.78	0.79
Avail Cap(c_a), veh/h	161	0	136	314	329	277	189	1469	923	350	974	1013
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	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	68.5	0.0	64.4	60.5	62.0	62.0	28.0	44.0	21.4	52.4	27.1	27.2
Incr Delay (d2), s/veh	205.8	0.0	1.4	8.8	37.7	676.1	0.1	167.1	0.4	234.9	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	24.3	0.0	2.9	13.9	20.0	92.1	2.2	80.0	24.5	47.1	23.5	24.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	274.3	0.0	65.7	69.3	99.7	738.1	28.1	211.1	21.8	287.3	27.7	27.8
LnGrp LOS	F	A	E	E	F	F	C	F	C	F	C	C
Approach Vol, veh/h		266			1309			2721			2088	
Approach Delay, s/veh		239.8			430.3			162.0			93.8	
Approach LOS		F			F			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	31.0	68.0		19.0	11.4	87.6		32.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	25.0	62.0		13.0	6.0	81.0		26.0				
Max Q Clear Time (g_c+I1), s	27.0	64.0		15.0	5.6	53.0		28.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	13.5		0.0				

Intersection Summary

HCM 6th Ctrl Delay	197.9
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

03/30/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	189	953	163	123	745	109	281	73	246	126	81	269
Future Volume (veh/h)	189	953	163	123	745	109	281	73	246	126	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	1025	175	132	801	117	302	78	265	135	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	169	980	831	144	836	122	144	87	297	141	55	383
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	565	1885	1598	474	1608	235	1023	365	1238	107	228	1598
Grp Volume(v), veh/h	203	1025	175	132	0	918	302	0	343	222	0	289
Grp Sat Flow(s),veh/h/ln	565	1885	1598	474	0	1843	1023	0	1603	335	0	1598
Q Serve(g_s), s	2.2	26.0	3.0	0.0	0.0	23.8	0.0	0.0	10.3	1.7	0.0	8.4
Cycle Q Clear(g_c), s	26.0	26.0	3.0	26.0	0.0	23.8	12.0	0.0	10.3	12.0	0.0	8.4
Prop In Lane	1.00		1.00	1.00		0.13	1.00		0.77	0.61		1.00
Lane Grp Cap(c), veh/h	169	980	831	144	0	958	144	0	385	196	0	383
V/C Ratio(X)	1.20	1.05	0.21	0.92	0.00	0.96	2.10	0.00	0.89	1.13	0.00	0.75
Avail Cap(c_a), veh/h	169	980	831	144	0	958	144	0	385	196	0	383
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)	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	24.8	12.0	6.5	25.0	0.0	11.5	25.0	0.0	18.4	22.6	0.0	17.6
Incr Delay (d2), s/veh	97.1	23.8	0.1	9.8	0.0	3.3	516.6	0.0	22.0	103.9	0.0	8.2
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	8.8	16.2	1.1	2.5	0.0	8.7	38.4	0.0	9.7	13.2	0.0	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	121.9	35.8	6.5	34.8	0.0	14.8	541.6	0.0	40.4	126.5	0.0	25.8
LnGrp LOS	F	F	A	C	A	B	F	A	D	F	A	C
Approach Vol, veh/h		1403			1050			645				511
Approach Delay, s/veh		44.6			17.3			275.1				69.6
Approach LOS		D			B			F				E
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		32.0		18.0		32.0		18.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		26.0		12.0		26.0		12.0				
Max Q Clear Time (g_c+I1), s		28.0		14.0		28.0		14.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	81.4
HCM 6th LOS	F

HCM 6th Signalized Intersection Summary

4: Ellijay Dr & Dresden Dr

03/30/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩		↩	↩	↩	↩
Traffic Volume (veh/h)	1191	72	38	902	59	33
Future Volume (veh/h)	1191	72	38	902	59	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	1254	76	40	949	62	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	1302	79	147	1546	78	44
Arrive On Green	0.74	0.74	0.05	1.00	0.07	0.07
Sat Flow, veh/h	1759	107	1711	1885	1097	619
Grp Volume(v), veh/h	0	1330	40	949	98	0
Grp Sat Flow(s),veh/h/ln	0	1866	1711	1885	1734	0
Q Serve(g_s), s	0.0	71.0	0.6	0.0	6.1	0.0
Cycle Q Clear(g_c), s	0.0	71.0	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	1381	147	1546	123	0
V/C Ratio(X)	0.00	0.96	0.27	0.61	0.80	0.00
Avail Cap(c_a), veh/h	0	1381	165	1546	189	0
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(l)	0.00	0.09	0.65	0.65	1.00	0.00
Uniform Delay (d), s/veh	0.0	12.9	28.7	0.0	50.3	0.0
Incr Delay (d2), s/veh	0.0	2.7	0.6	1.2	12.5	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	25.9	1.4	0.9	5.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	15.6	29.4	1.2	62.9	0.0
LnGrp LOS	A	B	C	A	E	A
Approach Vol, veh/h	1330			989	98	
Approach Delay, s/veh	15.6			2.3	62.9	
Approach LOS	B			A	E	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.8	87.4			96.2	13.8
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	73.0			2.0	8.1
Green Ext Time (p_c), s	0.0	2.5			9.9	0.1

Intersection Summary

HCM 6th Ctrl Delay	12.1
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

03/30/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	1076	1	2	809	40	7	1	3	56	0	101
Future Volume (veh/h)	136	1076	1	2	809	40	7	1	3	56	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	1157	1	2	870	43	8	1	0	60	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	439	1472	1	33	1229	61	152	16		97	8	110
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	1779	88	827	143	0	484	71	1008
Grp Volume(v), veh/h	146	0	1158	915	0	0	9	0	0	169	0	0
Grp Sat Flow(s),veh/h/ln	1810	0	1885	1867	0	0	971	0	0	1563	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	10.5	0.0	0.0
Cycle Q Clear(g_c), s	2.6	0.0	0.0	32.6	0.0	0.0	0.7	0.0	0.0	11.9	0.0	0.0
Prop In Lane	1.00		0.00	0.00		0.05	0.89		0.00	0.36		0.64
Lane Grp Cap(c), veh/h	439	0	1474	1323	0	0	168	0		215	0	0
V/C Ratio(X)	0.33	0.00	0.79	0.69	0.00	0.00	0.05	0.00		0.79	0.00	0.00
Avail Cap(c_a), veh/h	439	0	1474	1323	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(l)	0.20	0.00	0.20	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	10.3	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	0.9	0.3	0.0	0.0	0.1	0.0	0.0	17.4	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	0.7	13.1	0.0	0.0	0.4	0.0	0.0	9.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.8	0.0	0.9	10.6	0.0	0.0	44.0	0.0	0.0	66.3	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	D	A		E	A	A
Approach Vol, veh/h		1304			915			9	A		169	
Approach Delay, s/veh		1.2			10.6			44.0			66.3	
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		13.9	4.6	34.6		2.7				
Green Ext Time (p_c), s		16.0		0.0	0.0	8.8		0.0				

Intersection Summary

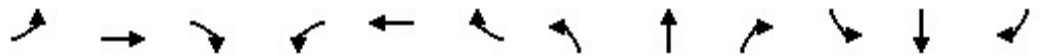
HCM 6th Ctrl Delay	9.5
HCM 6th LOS	A

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

03/30/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	173	376	303	29	305	182	269	859	41	216	1048	150
Future Volume (veh/h)	173	376	303	29	305	182	269	859	41	216	1048	150
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	177	384	309	30	311	186	274	877	42	220	1069	153
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	223	437	376	102	356	208	321	1887	90	403	1646	235
Arrive On Green	0.09	0.24	0.24	0.02	0.16	0.16	0.08	0.54	0.54	0.07	0.53	0.53
Sat Flow, veh/h	1781	1856	1598	1810	2194	1281	1795	3479	167	1795	3121	446
Grp Volume(v), veh/h	177	384	309	30	255	242	274	451	468	220	608	614
Grp Sat Flow(s),veh/h/ln	1781	1856	1598	1810	1805	1669	1795	1791	1855	1795	1777	1790
Q Serve(g_s), s	14.6	35.9	33.0	2.5	24.8	25.6	12.6	27.8	27.8	10.1	44.2	44.4
Cycle Q Clear(g_c), s	14.6	35.9	33.0	2.5	24.8	25.6	12.6	27.8	27.8	10.1	44.2	44.4
Prop In Lane	1.00		1.00	1.00		0.77	1.00		0.09	1.00		0.25
Lane Grp Cap(c), veh/h	223	437	376	102	293	271	321	971	1006	403	937	944
V/C Ratio(X)	0.80	0.88	0.82	0.29	0.87	0.90	0.85	0.46	0.46	0.55	0.65	0.65
Avail Cap(c_a), veh/h	236	495	426	107	341	315	478	971	1006	507	937	944
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	66.4	65.3	62.8	73.6	73.9	29.1	25.2	25.2	19.4	30.6	30.6
Incr Delay (d2), s/veh	16.3	15.3	11.1	1.6	18.7	24.1	9.4	1.6	1.5	1.2	3.5	3.5
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	12.1	26.0	20.9	2.2	18.9	18.7	11.3	18.0	18.5	7.7	26.9	27.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.7	81.6	76.3	64.4	92.3	98.0	38.5	26.8	26.8	20.5	34.0	34.1
LnGrp LOS	E	F	E	E	F	F	D	C	C	C	C	C
Approach Vol, veh/h		870			527			1193			1442	
Approach Delay, s/veh		77.9			93.3			29.5			32.0	
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	103.6	9.5	48.3	21.3	100.9	22.6	35.2				
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	23.0	81.0	4.0	48.0	31.0	73.0	18.0	34.0				
Max Q Clear Time (g_c+I1), s	12.1	29.8	4.5	37.9	14.6	46.4	16.6	27.6				
Green Ext Time (p_c), s	0.4	6.5	0.0	2.5	0.7	8.9	0.1	1.6				
Intersection Summary												
HCM 6th Ctrl Delay			49.2									
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)	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



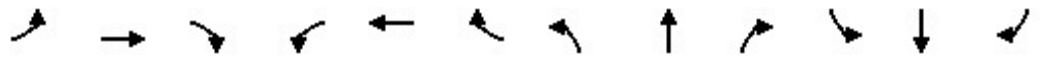
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑↓		↖	↑↓		↖	↑↓	
Traffic Volume (veh/h)	126	278	206	16	393	172	233	1108	19	124	767	140
Future Volume (veh/h)	126	278	206	16	393	172	233	1108	19	124	767	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	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

03/30/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗	↖	↖	↗	↖	↖↗	↗	↖	↖↗	
Traffic Volume (veh/h)	80	150	46	452	113	706	80	2092	648	544	1566	57
Future Volume (veh/h)	80	150	46	452	113	706	80	2092	648	544	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	155	47	291	361	728	82	2157	668	561	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	51	97	126	314	329	277	166	1493	933	350	1934	70
Arrive On Green	0.08	0.08	0.08	0.06	0.06	0.06	0.04	0.42	0.42	0.17	0.55	0.55
Sat Flow, veh/h	641	1212	1572	1810	1900	1598	1810	3554	1572	1810	3525	128
Grp Volume(v), veh/h	237	0	47	291	361	728	82	2157	668	561	818	855
Grp Sat Flow(s),veh/h/ln	1853	0	1572	1810	1900	1598	1810	1777	1572	1810	1791	1862
Q Serve(g_s), s	12.0	0.0	4.3	24.0	26.0	26.0	3.9	63.0	45.1	25.0	56.8	57.5
Cycle Q Clear(g_c), s	12.0	0.0	4.3	24.0	26.0	26.0	3.9	63.0	45.1	25.0	56.8	57.5
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	148	0	126	314	329	277	166	1493	933	350	983	1022
V/C Ratio(X)	1.60	0.00	0.37	0.93	1.10	2.63	0.49	1.45	0.72	1.60	0.83	0.84
Avail Cap(c_a), veh/h	148	0	126	314	329	277	182	1493	933	350	983	1022
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	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	69.0	0.0	65.4	69.8	70.7	70.7	29.8	43.5	21.6	52.5	28.1	28.2
Incr Delay (d2), s/veh	298.6	0.0	1.8	9.6	52.9	735.0	0.2	200.7	0.4	273.4	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	28.7	0.0	3.2	15.1	22.5	98.4	2.3	92.5	26.4	52.7	26.2	27.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	367.6	0.0	67.3	79.4	123.7	805.7	30.0	244.2	22.0	325.9	28.9	29.1
LnGrp LOS	F	A	E	E	F	F	C	F	C	F	C	C
Approach Vol, veh/h		284			1380			2907			2234	
Approach Delay, s/veh		317.9			474.1			187.1			103.5	
Approach LOS		F			F			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	31.0	69.0		18.0	11.7	88.3		32.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	25.0	63.0		12.0	7.0	81.0		26.0				
Max Q Clear Time (g_c+I1), s	27.0	65.0		14.0	5.9	59.5		28.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	12.8		0.0				

Intersection Summary

HCM 6th Ctrl Delay	223.3
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

03/30/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	196	1012	170	128	793	111	292	77	258	128	86	281
Future Volume (veh/h)	196	1012	170	128	793	111	292	77	258	128	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	1088	183	138	853	119	314	83	277	138	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	144	980	831	144	842	117	144	89	296	130	46	383
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	537	1885	1598	443	1619	226	1006	370	1234	63	191	1598
Grp Volume(v), veh/h	211	1088	183	138	0	972	314	0	360	230	0	302
Grp Sat Flow(s),veh/h/ln	537	1885	1598	443	0	1845	1006	0	1604	255	0	1598
Q Serve(g_s), s	0.0	26.0	3.1	0.0	0.0	26.0	0.0	0.0	11.0	1.0	0.0	8.9
Cycle Q Clear(g_c), s	26.0	26.0	3.1	26.0	0.0	26.0	12.0	0.0	11.0	12.0	0.0	8.9
Prop In Lane	1.00		1.00	1.00		0.12	1.00		0.77	0.60		1.00
Lane Grp Cap(c), veh/h	144	980	831	144	0	959	144	0	385	176	0	383
V/C Ratio(X)	1.47	1.11	0.22	0.96	0.00	1.01	2.18	0.00	0.94	1.30	0.00	0.79
Avail Cap(c_a), veh/h	144	980	831	144	0	959	144	0	385	176	0	383
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)	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	25.0	12.0	6.5	25.0	0.0	12.0	25.0	0.0	18.6	22.6	0.0	17.8
Incr Delay (d2), s/veh	212.9	51.1	0.1	14.6	0.0	12.3	553.4	0.0	29.9	171.8	0.0	10.5
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	14.9	25.7	1.2	2.8	0.0	12.1	40.8	0.0	11.2	17.7	0.0	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	237.9	63.1	6.6	39.6	0.0	24.3	578.4	0.0	48.6	194.4	0.0	28.3
LnGrp LOS	F	F	A	D	A	F	F	A	D	F	A	C
Approach Vol, veh/h		1482			1110			674				532
Approach Delay, s/veh		81.0			26.2			295.4				100.1
Approach LOS		F			C			F				F
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		32.0		18.0		32.0		18.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		26.0		12.0		26.0		12.0				
Max Q Clear Time (g_c+I1), s		28.0		14.0		28.0		14.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				105.7								
HCM 6th LOS				F								

HCM 6th Signalized Intersection Summary

4: Ellijay Dr & Dresden Dr

03/30/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩		↩	↩	↩	↩
Traffic Volume (veh/h)	1256	76	41	954	63	36
Future Volume (veh/h)	1256	76	41	954	63	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	1322	80	43	1004	66	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	1343	81	115	1572	80	46
Arrive On Green	0.76	0.76	0.05	1.00	0.07	0.07
Sat Flow, veh/h	1760	106	1711	1885	1089	627
Grp Volume(v), veh/h	0	1402	43	1004	105	0
Grp Sat Flow(s),veh/h/ln	0	1866	1711	1885	1733	0
Q Serve(g_s), s	0.0	92.9	0.7	0.0	7.8	0.0
Cycle Q Clear(g_c), s	0.0	92.9	0.7	0.0	7.8	0.0
Prop In Lane		0.06	1.00		0.63	0.36
Lane Grp Cap(c), veh/h	0	1425	115	1572	128	0
V/C Ratio(X)	0.00	0.98	0.37	0.64	0.82	0.00
Avail Cap(c_a), veh/h	0	1425	126	1572	160	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	14.6	39.6	0.0	59.4	0.0
Incr Delay (d2), s/veh	0.0	4.4	1.3	1.3	23.2	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	35.2	2.0	1.0	7.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	19.0	40.9	1.3	82.5	0.0
LnGrp LOS	A	B	D	A	F	A
Approach Vol, veh/h	1402			1047	105	
Approach Delay, s/veh	19.0			2.9	82.5	
Approach LOS	B			A	F	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.2	105.3			114.4	15.6
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	4.0	96.0			95.0	12.0
Max Q Clear Time (g_c+I1), s	2.7	94.9			2.0	9.8
Green Ext Time (p_c), s	0.0	1.0			11.2	0.0

Intersection Summary

HCM 6th Ctrl Delay	15.0
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

05/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	145	1134	1	2	855	43	7	1	4	60	0	108
Future Volume (veh/h)	145	1134	1	2	855	43	7	1	4	60	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	1219	1	2	919	46	8	1	0	65	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	394	1466	1	28	1233	62	158	17		101	9	129
Arrive On Green	0.08	1.00	1.00	0.69	0.69	0.69	0.13	0.13	0.00	0.13	0.00	0.13
Sat Flow, veh/h	1810	1883	2	1	1778	89	814	130	0	493	68	1001
Grp Volume(v), veh/h	156	0	1220	967	0	0	9	0	0	181	0	0
Grp Sat Flow(s),veh/h/ln	1810	0	1885	1867	0	0	944	0	0	1562	0	0
Q Serve(g_s), s	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.9	0.0	0.0
Cycle Q Clear(g_c), s	3.3	0.0	0.0	42.7	0.0	0.0	0.9	0.0	0.0	14.8	0.0	0.0
Prop In Lane	1.00		0.00	0.00		0.05	0.89		0.00	0.36		0.64
Lane Grp Cap(c), veh/h	394	0	1467	1323	0	0	174	0		240	0	0
V/C Ratio(X)	0.40	0.00	0.83	0.73	0.00	0.00	0.05	0.00		0.76	0.00	0.00
Avail Cap(c_a), veh/h	394	0	1467	1323	0	0	176	0		242	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)	0.13	0.00	0.13	0.09	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.4	0.0	0.0	12.6	0.0	0.0	49.6	0.0	0.0	55.6	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	12.6	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	1.6	0.0	0.6	18.1	0.0	0.0	0.5	0.0	0.0	11.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.5	0.0	0.8	13.0	0.0	0.0	49.7	0.0	0.0	68.2	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	D	A		E	A	A
Approach Vol, veh/h		1376			967			9	A		181	
Approach Delay, s/veh		1.2			13.0			49.7			68.2	
Approach LOS		A			B			D			E	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		107.2		22.8	11.0	96.2		22.8				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		101.0		17.0	5.0	90.0		17.0				
Max Q Clear Time (g_c+I1), s		2.0		16.8	5.3	44.7		2.9				
Green Ext Time (p_c), s		19.2		0.0	0.0	10.0		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

03/30/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	399	321	31	325	196	286	926	45	233	1129	158
Future Volume (veh/h)	179	399	321	31	325	196	286	926	45	233	1129	158
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	183	407	328	32	332	200	292	945	46	238	1152	161
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	208	439	378	93	380	224	314	1850	90	383	1594	222
Arrive On Green	0.08	0.24	0.24	0.02	0.17	0.17	0.10	0.53	0.53	0.08	0.51	0.51
Sat Flow, veh/h	1781	1856	1598	1810	2184	1289	1795	3476	169	1795	3132	436
Grp Volume(v), veh/h	183	407	328	32	273	259	292	487	504	238	652	661
Grp Sat Flow(s),veh/h/ln	1781	1856	1598	1810	1805	1668	1795	1791	1855	1795	1777	1792
Q Serve(g_s), s	15.0	38.6	35.5	2.6	26.5	27.3	15.5	31.4	31.4	11.4	51.3	51.7
Cycle Q Clear(g_c), s	15.0	38.6	35.5	2.6	26.5	27.3	15.5	31.4	31.4	11.4	51.3	51.7
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	208	439	378	93	314	290	314	953	987	383	904	912
V/C Ratio(X)	0.88	0.93	0.87	0.34	0.87	0.89	0.93	0.51	0.51	0.62	0.72	0.73
Avail Cap(c_a), veh/h	208	485	417	97	361	334	433	953	987	504	904	912
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	67.2	66.0	61.6	72.4	72.7	37.8	27.0	27.0	21.3	34.3	34.4
Incr Delay (d2), s/veh	32.5	22.9	16.2	2.2	18.2	22.8	21.8	2.0	1.9	1.6	5.0	5.0
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	28.6	22.8	2.3	20.0	19.6	13.2	20.1	20.6	8.6	31.0	31.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	89.2	90.0	82.2	63.8	90.5	95.5	59.6	29.0	28.9	22.9	39.3	39.4
LnGrp LOS	F	F	F	E	F	F	E	C	C	C	D	D
Approach Vol, veh/h		918			564			1283			1551	
Approach Delay, s/veh		87.1			91.3			35.9			36.8	
Approach LOS		F			F			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.9	101.8	9.7	48.6	24.1	97.6	21.0	37.3				
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	26.0	79.0	4.0	47.0	30.0	75.0	15.0	36.0				
Max Q Clear Time (g_c+I1), s	13.4	33.4	4.6	40.6	17.5	53.7	17.0	29.3				
Green Ext Time (p_c), s	0.5	7.2	0.0	2.0	0.7	9.0	0.0	1.7				
Intersection Summary												
HCM 6th Ctrl Delay			54.4									
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	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

03/30/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔	↔	↔	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (veh/h)	69	136	40	411	102	643	69	1845	587	493	1372	49
Future Volume (veh/h)	69	136	40	411	102	643	69	1845	587	493	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	140	41	264	328	663	71	1902	605	508	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	50	98	126	302	317	266	206	1516	933	350	1974	71
Arrive On Green	0.08	0.08	0.08	0.17	0.17	0.17	0.03	0.43	0.43	0.17	0.56	0.56
Sat Flow, veh/h	624	1230	1572	1810	1900	1598	1810	3554	1572	1810	3526	127
Grp Volume(v), veh/h	211	0	41	264	328	663	71	1902	605	508	717	748
Grp Sat Flow(s),veh/h/ln	1854	0	1572	1810	1900	1598	1810	1777	1572	1810	1791	1862
Q Serve(g_s), s	12.0	0.0	3.7	21.4	25.0	25.0	3.3	64.0	38.1	25.0	44.1	44.3
Cycle Q Clear(g_c), s	12.0	0.0	3.7	21.4	25.0	25.0	3.3	64.0	38.1	25.0	44.1	44.3
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	148	0	126	302	317	266	206	1516	933	350	1002	1042
V/C Ratio(X)	1.42	0.00	0.33	0.88	1.04	2.49	0.34	1.25	0.65	1.45	0.72	0.72
Avail Cap(c_a), veh/h	148	0	126	302	317	266	230	1516	933	350	1002	1042
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	0.00	1.00	0.38	0.38	0.38	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	69.0	0.0	65.2	61.0	62.5	62.5	25.2	43.0	20.2	52.7	24.2	24.3
Incr Delay (d2), s/veh	224.7	0.0	1.5	10.8	40.8	674.8	0.1	115.0	0.3	205.4	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	23.9	0.0	2.8	14.0	20.0	89.1	2.0	65.0	22.3	42.8	20.4	21.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	293.7	0.0	66.7	71.7	103.3	737.3	25.3	158.0	20.5	258.1	24.7	24.7
LnGrp LOS	F	A	E	E	F	F	C	F	C	F	C	C
Approach Vol, veh/h		252			1255			2578			1973	
Approach Delay, s/veh		256.8			431.6			122.1			84.8	
Approach LOS		F			F			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	31.0	70.0		18.0	11.0	90.0		31.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	25.0	64.0		12.0	7.0	82.0		25.0				
Max Q Clear Time (g_c+I1), s	27.0	66.0		14.0	5.3	46.3		27.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	13.5		0.0				

Intersection Summary

HCM 6th Ctrl Delay	179.6
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

03/30/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗		↖	↗			↖	↗
Traffic Volume (veh/h)	183	907	157	119	707	108	273	69	237	124	77	259
Future Volume (veh/h)	183	907	157	119	707	108	273	69	237	124	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	975	169	128	760	116	294	74	255	133	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	194	980	831	147	831	127	144	86	298	151	61	383
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	588	1885	1598	499	1597	244	1037	360	1242	144	256	1598
Grp Volume(v), veh/h	197	975	169	128	0	876	294	0	329	216	0	278
Grp Sat Flow(s),veh/h/ln	588	1885	1598	499	0	1841	1037	0	1602	400	0	1598
Q Serve(g_s), s	4.2	25.7	2.8	0.3	0.0	21.8	0.0	0.0	9.8	2.2	0.0	8.0
Cycle Q Clear(g_c), s	26.0	25.7	2.8	26.0	0.0	21.8	12.0	0.0	9.8	12.0	0.0	8.0
Prop In Lane	1.00		1.00	1.00		0.13	1.00		0.78	0.62		1.00
Lane Grp Cap(c), veh/h	194	980	831	147	0	957	144	0	385	212	0	383
V/C Ratio(X)	1.02	0.99	0.20	0.87	0.00	0.91	2.04	0.00	0.86	1.02	0.00	0.73
Avail Cap(c_a), veh/h	194	980	831	147	0	957	144	0	385	212	0	383
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)	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	24.5	11.9	6.4	25.0	0.0	11.0	25.0	0.0	18.2	22.6	0.0	17.5
Incr Delay (d2), s/veh	23.9	7.5	0.0	6.7	0.0	1.7	492.1	0.0	17.0	66.4	0.0	6.7
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	4.3	10.7	1.1	2.3	0.0	7.6	36.7	0.0	8.8	10.5	0.0	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.4	19.4	6.5	31.7	0.0	12.7	517.1	0.0	35.2	88.9	0.0	24.2
LnGrp LOS	F	B	A	C	A	B	F	A	D	F	A	C
Approach Vol, veh/h		1341			1004			623				494
Approach Delay, s/veh		22.0			15.1			262.6				52.5
Approach LOS		C			B			F				D
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		32.0		18.0		32.0		18.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		26.0		12.0		26.0		12.0				
Max Q Clear Time (g_c+I1), s		28.0		14.0		28.0		14.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				

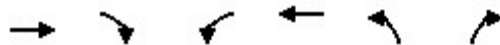
Intersection Summary

HCM 6th Ctrl Delay	67.7
HCM 6th LOS	E

HCM 6th Signalized Intersection Summary

4: Ellijay Dr & Dresden Dr

03/30/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩		↩	↩	↩	↩
Traffic Volume (veh/h)	1140	68	36	861	56	31
Future Volume (veh/h)	1140	68	36	861	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	1200	72	38	906	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	1278	77	175	1531	75	42
Arrive On Green	0.73	0.73	0.05	1.00	0.07	0.07
Sat Flow, veh/h	1761	106	1711	1885	1100	615
Grp Volume(v), veh/h	0	1272	38	906	93	0
Grp Sat Flow(s),veh/h/ln	0	1866	1711	1885	1734	0
Q Serve(g_s), s	0.0	58.7	0.5	0.0	5.3	0.0
Cycle Q Clear(g_c), s	0.0	58.7	0.5	0.0	5.3	0.0
Prop In Lane		0.06	1.00		0.63	0.35
Lane Grp Cap(c), veh/h	0	1355	175	1531	118	0
V/C Ratio(X)	0.00	0.94	0.22	0.59	0.79	0.00
Avail Cap(c_a), veh/h	0	1355	199	1531	208	0
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(l)	0.00	0.09	0.66	0.66	1.00	0.00
Uniform Delay (d), s/veh	0.0	11.8	22.2	0.0	45.9	0.0
Incr Delay (d2), s/veh	0.0	1.7	0.4	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	20.8	1.0	0.9	4.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	13.5	22.7	1.1	56.9	0.0
LnGrp LOS	A	B	C	A	E	A
Approach Vol, veh/h	1272			944	93	
Approach Delay, s/veh	13.5			2.0	56.9	
Approach LOS	B			A	E	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.6	78.6			87.2	12.8
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	60.7			2.0	7.3
Green Ext Time (p_c), s	0.0	4.1			8.9	0.1

Intersection Summary

HCM 6th Ctrl Delay	10.6
HCM 6th LOS	B

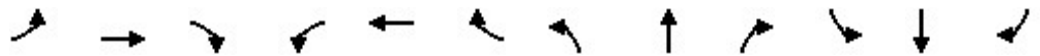
Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary

5: Caldwell Rd & Dresden Dr

03/30/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	1031	1	2	773	38	6	1	3	52	0	95
Future Volume (veh/h)	129	1031	1	2	773	38	6	1	3	52	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	1109	1	2	831	41	6	1	0	56	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	450	1436	1	37	1179	58	175	24		103	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	1779	88	923	208	0	465	91	1013
Grp Volume(v), veh/h	139	0	1110	874	0	0	7	0	0	158	0	0
Grp Sat Flow(s),veh/h/ln	1810	0	1885	1868	0	0	1130	0	0	1569	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	8.1	0.0	0.0
Cycle Q Clear(g_c), s	2.4	0.0	0.0	29.6	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		0.05	0.86		0.00	0.35		0.65
Lane Grp Cap(c), veh/h	450	0	1437	1273	0	0	200	0		233	0	0
V/C Ratio(X)	0.31	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	450	0	1437	1273	0	0	203	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	39.1	0.0	0.0	43.2	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	7.4	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	1.2	0.0	1.0	12.0	0.0	0.0	0.3	0.0	0.0	7.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.1	0.0	1.3	11.0	0.0	0.0	39.2	0.0	0.0	50.6	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	D	A		D	A	A
Approach Vol, veh/h		1249			874			7	A		158	
Approach Delay, s/veh		1.7			11.0			39.2			50.6	
Approach LOS		A			B			D			D	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		82.3		17.7	10.0	72.3		17.7				
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	4.4	31.6		2.3				
Green Ext Time (p_c), s		14.1		0.0	0.0	7.8		0.0				

Intersection Summary

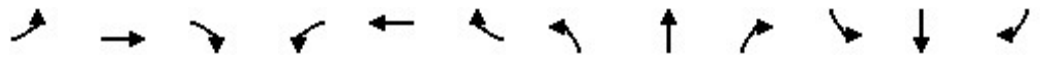
HCM 6th Ctrl Delay	8.7
HCM 6th LOS	A

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

03/30/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	168	357	289	27	289	171	255	807	39	203	985	144
Future Volume (veh/h)	168	357	289	27	289	171	255	807	39	203	985	144
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	171	364	295	28	295	174	260	823	40	207	1005	147
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	220	421	362	103	340	195	341	1938	94	427	1689	247
Arrive On Green	0.09	0.23	0.23	0.02	0.15	0.15	0.08	0.56	0.56	0.06	0.54	0.54
Sat Flow, veh/h	1781	1856	1598	1810	2208	1268	1795	3477	169	1795	3111	455
Grp Volume(v), veh/h	171	364	295	28	240	229	260	424	439	207	574	578
Grp Sat Flow(s),veh/h/ln	1781	1856	1598	1810	1805	1672	1795	1791	1855	1795	1777	1789
Q Serve(g_s), s	14.2	34.0	31.5	2.3	23.3	24.2	11.5	24.7	24.7	9.2	39.2	39.3
Cycle Q Clear(g_c), s	14.2	34.0	31.5	2.3	23.3	24.2	11.5	24.7	24.7	9.2	39.2	39.3
Prop In Lane	1.00		1.00	1.00		0.76	1.00		0.09	1.00		0.25
Lane Grp Cap(c), veh/h	220	421	362	103	278	258	341	998	1034	427	965	971
V/C Ratio(X)	0.78	0.87	0.81	0.27	0.86	0.89	0.76	0.42	0.42	0.48	0.59	0.60
Avail Cap(c_a), veh/h	246	495	426	110	331	306	509	998	1034	521	965	971
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	67.0	66.0	63.9	74.3	74.6	24.2	23.1	23.1	17.7	27.8	27.8
Incr Delay (d2), s/veh	13.2	13.2	10.1	1.4	17.8	23.3	3.8	1.3	1.3	0.9	2.7	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	11.7	24.5	20.0	2.0	17.9	17.8	8.8	16.2	16.7	7.0	24.1	24.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.6	80.2	76.1	65.3	92.0	98.0	28.0	24.4	24.4	18.5	30.5	30.5
LnGrp LOS	E	F	E	E	F	F	C	C	C	B	C	C
Approach Vol, veh/h		830			497			1123			1359	
Approach Delay, s/veh		76.8			93.3			25.2			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	17.6	106.3	9.3	46.8	20.2	103.7	22.3	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	83.0	4.0	48.0	31.0	73.0	19.0	33.0				
Max Q Clear Time (g_c+I1), s	11.2	26.7	4.3	36.0	13.5	41.3	16.2	26.2				
Green Ext Time (p_c), s	0.4	6.0	0.0	2.6	0.7	8.7	0.1	1.5				
Intersection Summary												
HCM 6th Ctrl Delay			46.6									
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)	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

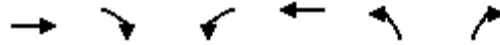


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	586	197	165	929	83	146	74	95	46	88	187
Future Volume (veh/h)	152	586	197	165	929	83	146	74	95	46	88	187
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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

03/30/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗	↖	↖	↗	↖	↖	↖	↖	↖	↖
Traffic Volume (veh/h)	77	146	44	440	110	688	77	2021	630	529	1510	55
Future Volume (veh/h)	77	146	44	440	110	688	77	2021	630	529	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	151	45	284	352	709	79	2084	649	545	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	55	105	136	302	317	266	176	1493	923	350	1938	71
Arrive On Green	0.09	0.09	0.09	0.06	0.06	0.06	0.04	0.42	0.42	0.17	0.55	0.55
Sat Flow, veh/h	637	1217	1572	1810	1900	1598	1810	3554	1572	1810	3524	129
Grp Volume(v), veh/h	230	0	45	284	352	709	79	2084	649	545	789	825
Grp Sat Flow(s),veh/h/ln	1853	0	1572	1810	1900	1598	1810	1777	1572	1810	1791	1862
Q Serve(g_s), s	13.0	0.0	4.0	23.5	25.0	25.0	3.7	63.0	43.6	25.0	53.2	53.7
Cycle Q Clear(g_c), s	13.0	0.0	4.0	23.5	25.0	25.0	3.7	63.0	43.6	25.0	53.2	53.7
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	161	0	136	302	317	266	176	1493	923	350	985	1024
V/C Ratio(X)	1.43	0.00	0.33	0.94	1.11	2.66	0.45	1.40	0.70	1.56	0.80	0.81
Avail Cap(c_a), veh/h	161	0	136	302	317	266	182	1493	923	350	985	1024
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	0.24	0.24	0.24	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	68.5	0.0	64.4	70.1	70.9	70.9	28.3	43.5	21.8	52.5	27.2	27.3
Incr Delay (d2), s/veh	226.3	0.0	1.4	13.8	61.3	750.8	0.2	178.7	0.4	252.8	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	25.8	0.0	3.0	15.5	23.0	96.8	2.2	85.1	25.2	49.7	24.6	25.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	294.8	0.0	65.8	83.9	132.2	821.7	28.5	222.2	22.2	305.4	27.8	27.9
LnGrp LOS	F	A	E	F	F	F	C	F	C	F	C	C
Approach Vol, veh/h		275			1345			2812			2159	
Approach Delay, s/veh		257.3			485.5			170.6			97.9	
Approach LOS		F			F			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	31.0	69.0		19.0	11.5	88.5		31.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	25.0	63.0		13.0	6.0	82.0		25.0				
Max Q Clear Time (g_c+I1), s	27.0	65.0		15.0	5.7	55.7		27.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	13.7		0.0				

Intersection Summary

HCM 6th Ctrl Delay	214.7
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

03/30/2022

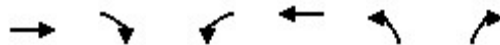


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	192	982	166	126	768	110	287	75	252	127	83	275
Future Volume (veh/h)	192	982	166	126	768	110	287	75	252	127	83	275
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1056	178	135	826	118	309	81	271	137	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	153	980	831	144	839	120	144	89	296	136	50	383
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	551	1885	1598	458	1613	230	1014	369	1235	84	207	1598
Grp Volume(v), veh/h	206	1056	178	135	0	944	309	0	352	226	0	296
Grp Sat Flow(s),veh/h/ln	551	1885	1598	458	0	1844	1014	0	1604	291	0	1598
Q Serve(g_s), s	0.8	26.0	3.0	0.0	0.0	25.2	0.0	0.0	10.7	1.3	0.0	8.6
Cycle Q Clear(g_c), s	26.0	26.0	3.0	26.0	0.0	25.2	12.0	0.0	10.7	12.0	0.0	8.6
Prop In Lane	1.00		1.00	1.00		0.13	1.00		0.77	0.61		1.00
Lane Grp Cap(c), veh/h	153	980	831	144	0	959	144	0	385	186	0	383
V/C Ratio(X)	1.35	1.08	0.21	0.94	0.00	0.98	2.15	0.00	0.91	1.22	0.00	0.77
Avail Cap(c_a), veh/h	153	980	831	144	0	959	144	0	385	186	0	383
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)	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	25.0	12.0	6.5	25.0	0.0	11.8	25.0	0.0	18.5	22.6	0.0	17.7
Incr Delay (d2), s/veh	159.8	36.9	0.1	11.9	0.0	5.9	538.1	0.0	25.9	136.8	0.0	9.4
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	12.2	20.7	1.1	2.6	0.0	9.9	39.8	0.0	10.4	15.4	0.0	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	184.8	48.9	6.5	36.9	0.0	17.7	563.1	0.0	44.4	159.4	0.0	27.1
LnGrp LOS	F	F	A	D	A	B	F	A	D	F	A	C
Approach Vol, veh/h		1440			1079			661				522
Approach Delay, s/veh		63.1			20.1			286.9				84.4
Approach LOS		E			C			F				F
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		32.0		18.0		32.0		18.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		26.0		12.0		26.0		12.0				
Max Q Clear Time (g_c+I1), s		28.0		14.0		28.0		14.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				93.5								
HCM 6th LOS				F								

HCM 6th Signalized Intersection Summary

4: Ellijay Dr & Dresden Dr

03/30/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→		←	→	←	→
Traffic Volume (veh/h)	1223	74	39	928	61	35
Future Volume (veh/h)	1223	74	39	928	61	35
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	1287	78	41	977	64	37
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	1324	80	132	1560	79	46
Arrive On Green	0.75	0.75	0.05	1.00	0.07	0.07
Sat Flow, veh/h	1759	107	1711	1885	1087	628
Grp Volume(v), veh/h	0	1365	41	977	102	0
Grp Sat Flow(s),veh/h/ln	0	1866	1711	1885	1733	0
Q Serve(g_s), s	0.0	80.9	0.6	0.0	7.0	0.0
Cycle Q Clear(g_c), s	0.0	80.9	0.6	0.0	7.0	0.0
Prop In Lane		0.06	1.00		0.63	0.36
Lane Grp Cap(c), veh/h	0	1404	132	1560	126	0
V/C Ratio(X)	0.00	0.97	0.31	0.63	0.81	0.00
Avail Cap(c_a), veh/h	0	1404	147	1560	173	0
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(l)	0.00	0.09	0.65	0.65	1.00	0.00
Uniform Delay (d), s/veh	0.0	13.7	33.7	0.0	54.8	0.0
Incr Delay (d2), s/veh	0.0	3.2	0.9	1.2	17.9	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	30.1	1.7	1.0	6.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	16.9	34.6	1.2	72.7	0.0
LnGrp LOS	A	B	C	A	E	A
Approach Vol, veh/h	1365			1018	102	
Approach Delay, s/veh	16.9			2.6	72.7	
Approach LOS	B			A	E	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.0	96.3			105.3	14.7
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	82.9			2.0	9.0
Green Ext Time (p_c), s	0.0	2.6			10.5	0.1

Intersection Summary

HCM 6th Ctrl Delay	13.3
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

03/30/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	1104	1	2	831	41	7	1	3	58	0	104
Future Volume (veh/h)	140	1104	1	2	831	41	7	1	3	58	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	1187	1	2	894	44	8	1	0	62	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	439	1507	1	31	1275	63	139	14		91	5	100
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	1779	87	821	142	0	501	55	1003
Grp Volume(v), veh/h	151	0	1188	940	0	0	9	0	0	174	0	0
Grp Sat Flow(s),veh/h/ln	1810	0	1885	1867	0	0	964	0	0	1559	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	10.9	0.0	0.0
Cycle Q Clear(g_c), s	2.7	0.0	0.0	34.4	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	0.36		0.64
Lane Grp Cap(c), veh/h	439	0	1508	1368	0	0	153	0		197	0	0
V/C Ratio(X)	0.34	0.00	0.79	0.69	0.00	0.00	0.06	0.00		0.89	0.00	0.00
Avail Cap(c_a), veh/h	439	0	1508	1368	0	0	153	0		197	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)	0.14	0.00	0.14	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	9.7	0.0	0.0	48.9	0.0	0.0	54.6	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.6	0.3	0.0	0.0	0.2	0.0	0.0	34.6	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	1.3	0.0	0.5	13.8	0.0	0.0	0.5	0.0	0.0	11.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.5	0.0	0.6	9.9	0.0	0.0	49.1	0.0	0.0	89.2	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D	A		F	A	A
Approach Vol, veh/h		1339			940			9	A			174
Approach Delay, s/veh		0.9			9.9			49.1				89.2
Approach LOS		A			A			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	4.7	36.4		2.8				
Green Ext Time (p_c), s		17.5		0.0	0.0	9.5		0.0				

Intersection Summary

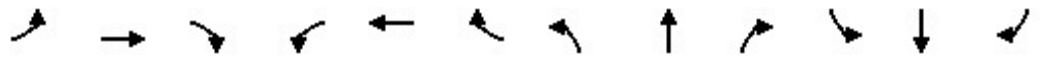
HCM 6th Ctrl Delay	10.8
HCM 6th LOS	B

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

03/30/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	176	387	312	30	315	189	277	892	43	224	1088	154
Future Volume (veh/h)	176	387	312	30	315	189	277	892	43	224	1088	154
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	180	395	318	31	321	193	283	910	44	229	1110	157
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	430	370	94	368	216	314	1888	91	395	1651	233
Arrive On Green	0.08	0.23	0.23	0.02	0.17	0.17	0.09	0.54	0.54	0.07	0.53	0.53
Sat Flow, veh/h	1781	1856	1598	1810	2188	1286	1795	3478	168	1795	3127	441
Grp Volume(v), veh/h	180	395	318	31	264	250	283	469	485	229	630	637
Grp Sat Flow(s),veh/h/ln	1781	1856	1598	1810	1805	1669	1795	1791	1855	1795	1777	1791
Q Serve(g_s), s	14.9	37.4	34.4	2.5	25.6	26.4	13.0	29.2	29.2	10.5	46.6	46.9
Cycle Q Clear(g_c), s	14.9	37.4	34.4	2.5	25.6	26.4	13.0	29.2	29.2	10.5	46.6	46.9
Prop In Lane	1.00		1.00	1.00		0.77	1.00		0.09	1.00		0.25
Lane Grp Cap(c), veh/h	207	430	370	94	304	281	314	972	1007	395	938	946
V/C Ratio(X)	0.87	0.92	0.86	0.33	0.87	0.89	0.90	0.48	0.48	0.58	0.67	0.67
Avail Cap(c_a), veh/h	207	485	417	98	361	334	467	972	1007	505	938	946
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	67.5	66.3	62.3	72.9	73.3	30.9	25.5	25.5	19.7	31.0	31.1
Incr Delay (d2), s/veh	30.1	21.3	15.1	2.0	17.4	22.2	14.9	1.7	1.7	1.3	3.8	3.8
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	13.3	27.7	22.0	2.2	19.3	19.0	12.4	18.7	19.3	8.0	28.2	28.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	87.3	88.8	81.4	64.4	90.4	95.5	45.8	27.2	27.1	21.0	34.9	34.9
LnGrp LOS	F	F	F	E	F	F	D	C	C	C	C	C
Approach Vol, veh/h		893			545			1237			1496	
Approach Delay, s/veh		85.9			91.2			31.4			32.8	
Approach LOS		F			F			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.0	103.7	9.6	47.7	21.7	101.1	21.0	36.3				
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	24.0	81.0	4.0	47.0	31.0	74.0	15.0	36.0				
Max Q Clear Time (g_c+I1), s	12.5	31.2	4.5	39.4	15.0	48.9	16.9	28.4				
Green Ext Time (p_c), s	0.5	6.9	0.0	2.2	0.7	9.2	0.0	1.8				

Intersection Summary

HCM 6th Ctrl Delay	51.4
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)	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

03/30/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔	↔	↔	↔	↔	↕	↔	↔	↕	↕
Traffic Volume (veh/h)	85	157	49	473	118	737	85	2215	678	570	1662	60
Future Volume (veh/h)	85	157	49	473	118	737	85	2215	678	570	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	162	51	305	378	760	88	2284	699	588	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	57	104	136	302	317	266	143	1493	923	350	1951	70
Arrive On Green	0.09	0.09	0.09	0.06	0.06	0.06	0.03	0.42	0.42	0.17	0.55	0.55
Sat Flow, veh/h	652	1200	1572	1810	1900	1598	1810	3554	1572	1810	3526	127
Grp Volume(v), veh/h	250	0	51	305	378	760	88	2284	699	588	866	909
Grp Sat Flow(s),veh/h/ln	1853	0	1572	1810	1900	1598	1810	1777	1572	1810	1791	1862
Q Serve(g_s), s	13.0	0.0	4.6	25.0	25.0	25.0	4.2	63.0	49.6	25.0	62.8	63.8
Cycle Q Clear(g_c), s	13.0	0.0	4.6	25.0	25.0	25.0	4.2	63.0	49.6	25.0	62.8	63.8
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	161	0	136	302	317	266	143	1493	923	350	991	1030
V/C Ratio(X)	1.56	0.00	0.37	1.01	1.19	2.85	0.61	1.53	0.76	1.68	0.87	0.88
Avail Cap(c_a), veh/h	161	0	136	302	317	266	143	1493	923	350	991	1030
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	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	68.5	0.0	64.7	70.9	70.9	70.9	33.0	43.5	23.1	52.5	29.0	29.2
Incr Delay (d2), s/veh	278.9	0.0	1.7	18.4	90.2	835.4	0.7	238.9	0.5	308.0	1.1	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	29.5	0.0	3.4	15.7	25.5	103.3	2.5	105.5	28.6	57.7	28.8	30.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	347.4	0.0	66.4	89.3	161.1	906.2	33.7	282.4	23.6	360.6	30.1	30.4
LnGrp LOS	F	A	E	F	F	F	C	F	C	F	C	C
Approach Vol, veh/h		301			1443			3071			2363	
Approach Delay, s/veh		299.7			538.4			216.4			112.4	
Approach LOS		F			F			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	31.0	69.0		19.0	11.0	89.0		31.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	25.0	63.0		13.0	5.0	83.0		25.0				
Max Q Clear Time (g_c+I1), s	27.0	65.0		15.0	6.2	65.8		27.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	11.8		0.0				

Intersection Summary

HCM 6th Ctrl Delay	250.4
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

03/30/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	202	1064	176	133	835	113	302	81	268	129	90	292
Future Volume (veh/h)	202	1064	176	133	835	113	302	81	268	129	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	1144	189	143	898	122	325	87	288	139	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	144	980	831	144	845	115	144	89	296	120	39	383
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	513	1885	1598	417	1625	221	990	372	1232	25	163	1598
Grp Volume(v), veh/h	217	1144	189	143	0	1020	325	0	375	236	0	314
Grp Sat Flow(s),veh/h/ln	513	1885	1598	417	0	1845	990	0	1604	188	0	1598
Q Serve(g_s), s	0.0	26.0	3.2	0.0	0.0	26.0	0.0	0.0	11.6	0.4	0.0	9.3
Cycle Q Clear(g_c), s	26.0	26.0	3.2	26.0	0.0	26.0	12.0	0.0	11.6	12.0	0.0	9.3
Prop In Lane	1.00		1.00	1.00		0.12	1.00		0.77	0.59		1.00
Lane Grp Cap(c), veh/h	144	980	831	144	0	960	144	0	385	160	0	383
V/C Ratio(X)	1.51	1.17	0.23	0.99	0.00	1.06	2.26	0.00	0.97	1.48	0.00	0.82
Avail Cap(c_a), veh/h	144	980	831	144	0	960	144	0	385	160	0	383
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)	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	25.0	12.0	6.5	25.0	0.0	12.0	25.0	0.0	18.8	22.5	0.0	18.0
Incr Delay (d2), s/veh	231.4	76.3	0.1	20.9	0.0	30.9	587.2	0.0	38.9	245.9	0.0	13.1
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	16.2	35.0	1.2	3.1	0.0	18.2	43.1	0.0	12.7	21.8	0.0	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	256.4	88.3	6.6	45.9	0.0	42.9	612.2	0.0	57.7	268.3	0.0	31.1
LnGrp LOS	F	F	A	D	A	F	F	A	E	F	A	C
Approach Vol, veh/h		1550			1163			700				550
Approach Delay, s/veh		101.9			43.3			315.2				132.9
Approach LOS		F			D			F				F
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		32.0		18.0		32.0		18.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		26.0		12.0		26.0		12.0				
Max Q Clear Time (g_c+I1), s		28.0		14.0		28.0		14.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				126.7								
HCM 6th LOS				F								

HCM 6th Signalized Intersection Summary

4: Ellijay Dr & Dresden Dr

03/30/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩		↩	↩	↩	↩
Traffic Volume (veh/h)	1314	81	43	1001	67	38
Future Volume (veh/h)	1314	81	43	1001	67	38
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	1383	85	45	1054	71	40
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	1355	83	92	1578	85	48
Arrive On Green	0.77	0.77	0.05	1.00	0.08	0.08
Sat Flow, veh/h	1758	108	1711	1885	1099	619
Grp Volume(v), veh/h	0	1468	45	1054	112	0
Grp Sat Flow(s),veh/h/ln	0	1866	1711	1885	1734	0
Q Serve(g_s), s	0.0	107.9	0.7	0.0	8.9	0.0
Cycle Q Clear(g_c), s	0.0	107.9	0.7	0.0	8.9	0.0
Prop In Lane		0.06	1.00		0.63	0.36
Lane Grp Cap(c), veh/h	0	1438	92	1578	134	0
V/C Ratio(X)	0.00	1.02	0.49	0.67	0.84	0.00
Avail Cap(c_a), veh/h	0	1438	100	1578	149	0
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(l)	0.00	0.09	0.61	0.61	1.00	0.00
Uniform Delay (d), s/veh	0.0	16.1	44.7	0.0	63.7	0.0
Incr Delay (d2), s/veh	0.0	13.3	2.5	1.4	30.0	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	46.1	2.3	1.1	8.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	29.4	47.1	1.4	93.8	0.0
LnGrp LOS	A	F	D	A	F	A
Approach Vol, veh/h	1468			1099	112	
Approach Delay, s/veh	29.4			3.3	93.8	
Approach LOS	C			A	F	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.3	113.9			123.2	16.8
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	109.9			2.0	10.9
Green Ext Time (p_c), s	0.0	0.0			12.7	0.0

Intersection Summary

HCM 6th Ctrl Delay	21.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary

5: Caldwell Rd & Dresden Dr

03/30/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	1185	1	3	896	45	8	1	4	63	0	114
Future Volume (veh/h)	153	1185	1	3	896	45	8	1	4	63	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	1274	1	3	963	48	9	1	0	68	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	423	1561	1	27	1332	66	120	11		81	2	87
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	1776	88	827	127	0	536	23	1011
Grp Volume(v), veh/h	165	0	1275	1014	0	0	10	0	0	191	0	0
Grp Sat Flow(s),veh/h/ln	1810	0	1885	1865	0	0	954	0	0	1569	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	41.5	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		0.05	0.90		0.00	0.36		0.64
Lane Grp Cap(c), veh/h	423	0	1562	1425	0	0	131	0		169	0	0
V/C Ratio(X)	0.39	0.00	0.82	0.71	0.00	0.00	0.08	0.00		1.13	0.00	0.00
Avail Cap(c_a), veh/h	423	0	1562	1425	0	0	131	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)	0.09	0.00	0.09	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	9.6	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	0.2	0.0	0.0	107.6	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	1.3	0.0	0.4	16.6	0.0	0.0	0.6	0.0	0.0	17.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.0	0.0	0.5	9.8	0.0	0.0	59.2	0.0	0.0	172.7	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	E	A		F	A	A
Approach Vol, veh/h		1440			1014			10	A			191
Approach Delay, s/veh		0.8			9.8			59.2				172.7
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	43.5		3.2				
Green Ext Time (p_c), s		22.4		0.0	0.0	11.5		0.0				

Intersection Summary

HCM 6th Ctrl Delay	16.8
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

03/30/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↕	↗	↖	↕	↗	↖	↕	↗
Traffic Volume (veh/h)	184	421	337	33	343	209	302	985	47	248	1202	164
Future Volume (veh/h)	184	421	337	33	343	209	302	985	47	248	1202	164
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	188	430	344	34	350	213	308	1005	48	253	1227	167
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	458	394	93	390	233	328	1776	85	366	1457	197
Arrive On Green	0.09	0.25	0.25	0.02	0.18	0.18	0.13	0.51	0.51	0.09	0.46	0.46
Sat Flow, veh/h	1781	1856	1598	1810	2173	1298	1795	3480	166	1795	3144	426
Grp Volume(v), veh/h	188	430	344	34	290	273	308	517	536	253	691	703
Grp Sat Flow(s),veh/h/ln	1781	1856	1598	1810	1805	1666	1795	1791	1855	1795	1777	1794
Q Serve(g_s), s	15.3	40.9	37.2	2.8	28.2	29.0	21.9	35.8	35.8	13.2	61.5	62.3
Cycle Q Clear(g_c), s	15.3	40.9	37.2	2.8	28.2	29.0	21.9	35.8	35.8	13.2	61.5	62.3
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	458	394	93	324	299	328	914	947	366	823	831
V/C Ratio(X)	0.88	0.94	0.87	0.37	0.89	0.91	0.94	0.57	0.57	0.69	0.84	0.85
Avail Cap(c_a), veh/h	214	485	417	94	351	324	375	914	947	507	823	831
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	66.5	65.1	61.0	72.2	72.5	52.6	30.4	30.4	25.0	42.4	42.6
Incr Delay (d2), s/veh	31.3	25.7	17.4	2.4	22.9	28.0	29.3	2.5	2.4	2.3	10.0	10.3
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	13.6	30.4	23.8	2.4	21.5	21.0	23.3	22.6	23.2	9.8	37.7	38.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.7	92.2	82.4	63.4	95.1	100.5	81.9	32.9	32.8	27.3	52.4	53.0
LnGrp LOS	F	F	F	E	F	F	F	C	C	C	D	D
Approach Vol, veh/h		962			597			1361			1647	
Approach Delay, s/veh		87.6			95.8			44.0			48.8	
Approach LOS		F			F			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.8	97.8	9.9	50.4	30.3	89.4	22.0	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	75.0	4.0	47.0	29.0	76.0	16.0	35.0				
Max Q Clear Time (g_c+I1), s	15.2	37.8	4.8	42.9	23.9	64.3	17.3	31.0				
Green Ext Time (p_c), s	0.6	7.7	0.0	1.5	0.4	6.8	0.0	1.3				

Intersection Summary

HCM 6th Ctrl Delay	61.7
HCM 6th LOS	E























HCM 6th Signalized Intersection Summary
 1: Peachtree Rd & Brookhaven Dr/Dresden Dr

05/12/2022

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	47	91	121	757	0	555	112	1393	754	479	2469	892
Arrive On Green	0.08	0.08	0.08	0.21	0.00	0.21	0.28	0.28	0.28	0.14	0.49	0.49
Sat Flow, veh/h	628	1211	1610	3563	0	1585	176	5066	1547	3483	5066	1585
Grp Volume(v), veh/h	167	0	59	794	0	554	95	1205	402	516	2101	77
Grp Sat Flow(s),veh/h/ln	1839	0	1610	1781	0	1585	176	1689	1547	1742	1689	1585
Q Serve(g_s), s	6.0	0.0	2.8	17.0	0.0	17.0	9.9	18.1	14.4	11.0	29.1	1.8
Cycle Q Clear(g_c), s	6.0	0.0	2.8	17.0	0.0	17.0	22.0	18.1	14.4	11.0	29.1	1.8
Prop In Lane	0.34		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	138	0	121	757	0	555	112	1393	754	479	2469	892
V/C Ratio(X)	1.21	0.00	0.49	1.05	0.00	1.00	0.85	0.87	0.53	1.08	0.85	0.09
Avail Cap(c_a), veh/h	138	0	121	757	0	555	112	1393	754	479	2469	892
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	0.00	0.21	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	37.0	0.0	35.5	31.5	0.0	26.0	38.9	27.6	14.2	34.5	18.0	8.0
Incr Delay (d2), s/veh	144.2	0.0	3.0	29.9	0.0	17.2	7.3	0.7	0.2	39.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.7	0.0	2.2	12.8	0.0	14.9	2.7	8.0	8.1	8.7	11.5	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	181.2	0.0	38.6	61.4	0.0	43.2	46.2	28.3	14.4	73.5	18.3	8.1
LnGrp LOS	F	A	D	F	A	D	D	C	B	F	B	A
Approach Vol, veh/h		226			1348			1702			2694	
Approach Delay, s/veh		144.0			53.9			26.0			28.6	
Approach LOS		F			D			C			C	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	17.0	28.0		12.0		45.0		23.0				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	11.0	22.0		6.0		39.0		17.0				
Max Q Clear Time (g_c+I1), s	13.0	24.0		8.0		31.1		19.0				
Green Ext Time (p_c), s	0.0	0.0		0.0		6.9		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				37.9								
HCM 6th LOS				D								
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary
 2: Apple Valley Rd & Dresden Dr

05/12/2022

												
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	171	1209	1063	411	978	85	161	141	178	142	175	307
Arrive On Green	0.10	0.65	0.65	0.03	0.58	0.58	0.05	0.18	0.18	0.09	0.09	0.09
Sat Flow, veh/h	1711	1870	1535	1781	1696	148	3483	764	962	982	1900	1598
Grp Volume(v), veh/h	164	638	211	177	0	1097	159	0	183	48	96	203
Grp Sat Flow(s),veh/h/ln	1711	1870	1535	1781	0	1844	1742	0	1727	982	1900	1598
Q Serve(g_s), s	12.4	23.8	6.4	4.0	0.0	75.0	5.9	0.0	12.6	6.1	6.3	12.0
Cycle Q Clear(g_c), s	12.4	23.8	6.4	4.0	0.0	75.0	5.9	0.0	12.6	6.7	6.3	12.0
Prop In Lane	1.00		1.00	1.00		0.08	1.00		0.56	1.00		1.00
Lane Grp Cap(c), veh/h	171	1209	1063	411	0	1064	161	0	319	142	175	307
V/C Ratio(X)	0.96	0.53	0.20	0.43	0.00	1.03	0.99	0.00	0.57	0.34	0.55	0.66
Avail Cap(c_a), veh/h	171	1209	1063	411	0	1064	161	0	319	142	175	307
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)	0.34	0.34	0.34	0.09	0.00	0.09	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.2	12.4	7.1	14.8	0.0	27.5	62.0	0.0	48.3	56.8	56.4	48.6
Incr Delay (d2), s/veh	29.8	0.6	0.1	0.1	0.0	18.0	67.6	0.0	2.5	1.4	3.5	5.2
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	9.2	12.5	0.1	1.8	0.0	40.1	7.5	0.0	9.6	2.8	5.8	10.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	88.0	12.9	7.3	14.9	0.0	45.5	129.5	0.0	50.8	58.2	59.9	53.7
LnGrp LOS	F	B	A	B	A	F	F	A	D	E	E	D
Approach Vol, veh/h		1013			1274			342			347	
Approach Delay, s/veh		23.9			41.3			87.4			56.1	
Approach LOS		C			D			F			E	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	90.0	12.0	18.0	19.0	81.0		30.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	4.0	84.0	6.0	12.0	13.0	75.0		24.0				
Max Q Clear Time (g_c+I1), s	6.0	25.8	7.9	14.0	14.4	77.0		14.6				
Green Ext Time (p_c), s	0.0	5.8	0.0	0.0	0.0	0.0		0.7				
Intersection Summary												
HCM 6th Ctrl Delay			42.4									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary

4: Ellijay Dr & Dresden Dr

05/12/2022



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	1324	120	535	1442	122	30
Arrive On Green	0.78	0.78	1.00	1.00	0.09	0.09
Sat Flow, veh/h	1704	154	725	1856	1364	334
Grp Volume(v), veh/h	0	748	24	1154	123	0
Grp Sat Flow(s),veh/h/ln	0	1857	725	1856	1712	0
Q Serve(g_s), s	0.0	13.5	0.6	0.0	6.3	0.0
Cycle Q Clear(g_c), s	0.0	13.5	14.1	0.0	6.3	0.0
Prop In Lane		0.08	1.00		0.80	0.20
Lane Grp Cap(c), veh/h	0	1444	535	1442	153	0
V/C Ratio(X)	0.00	0.52	0.04	0.80	0.80	0.00
Avail Cap(c_a), veh/h	0	1444	535	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	3.7	1.4	0.0	40.2	0.0
Incr Delay (d2), s/veh	0.0	0.1	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	4.0	0.0	1.0	5.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	3.9	1.4	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	3.9			1.3	51.9	
Approach LOS	A			A	D	
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		76.0			76.0	14.0
Change Period (Y+Rc), s		6.0			6.0	6.0
Max Green Setting (Gmax), s		66.0			66.0	12.0
Max Q Clear Time (g_c+I1), s		15.5			16.1	8.3
Green Ext Time (p_c), s		6.3			15.3	0.1

Intersection Summary


















HCM 6th Ctrl Delay	5.3
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

05/12/2022

												
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)	0.83	0.00	0.83	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	0.5	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		1.2			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		66.0		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

05/12/2022

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	169	531	559	202	424	430	366	1878	33	274	1457	265
Arrive On Green	0.07	0.28	0.28	0.01	0.23	0.23	0.08	0.53	0.53	0.05	0.49	0.49
Sat Flow, veh/h	1810	1885	1547	1810	1856	1560	1781	3573	63	1810	2955	538
Grp Volume(v), veh/h	130	287	212	16	405	177	240	568	594	128	468	467
Grp Sat Flow(s),veh/h/ln	1810	1885	1547	1810	1856	1560	1781	1777	1859	1810	1749	1744
Q Serve(g_s), s	9.7	23.2	18.3	1.2	38.8	16.7	11.7	40.1	40.1	6.3	33.3	33.3
Cycle Q Clear(g_c), s	9.7	23.2	18.3	1.2	38.8	16.7	11.7	40.1	40.1	6.3	33.3	33.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.03	1.00		0.31
Lane Grp Cap(c), veh/h	169	531	559	202	424	430	366	934	977	274	863	860
V/C Ratio(X)	0.77	0.54	0.38	0.08	0.95	0.41	0.66	0.61	0.61	0.47	0.54	0.54
Avail Cap(c_a), veh/h	202	555	578	220	433	437	531	934	977	350	863	860
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	51.9	54.8	42.6	52.8	68.5	53.3	23.8	29.8	29.8	24.9	31.6	31.6
Incr Delay (d2), s/veh	13.6	1.0	0.4	0.2	31.4	0.6	2.0	2.9	2.8	1.2	2.4	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	8.8	16.7	11.5	1.0	29.8	10.9	8.7	24.7	25.6	5.0	20.9	20.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.5	55.7	43.0	53.0	99.9	53.9	25.8	32.7	32.6	26.1	34.0	34.0
LnGrp LOS	E	E	D	D	F	D	C	C	C	C	C	C
Approach Vol, veh/h		629			598			1402			1063	
Approach Delay, s/veh		53.5			85.0			31.5			33.1	
Approach LOS		D			F			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.5	100.6	8.2	56.7	20.3	94.8	17.8	47.2				
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	16.0	83.0	4.0	53.0	31.0	68.0	15.0	42.0				
Max Q Clear Time (g_c+I1), s	8.3	42.1	3.2	25.2	13.7	35.3	11.7	40.8				
Green Ext Time (p_c), s	0.2	9.1	0.0	2.4	0.6	6.5	0.1	0.4				
Intersection Summary												
HCM 6th Ctrl Delay			44.3									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary
 1: Peachtree Rd & Brookhaven Dr/Dresden Dr

05/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗	↖	↖	↗	↖	↑↑↑	↗	↖↗	↑↑↑	↗
Traffic Volume (veh/h)	80	150	46	452	113	706	80	2092	648	544	1566	57
Future Volume (veh/h)	80	150	46	452	113	706	80	2092	648	544	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	155	47	291	361	728	82	2157	668	561	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	73	137	178	277	291	521	168	2044	871	607	3157	1170
Arrive On Green	0.11	0.11	0.11	0.15	0.15	0.15	0.40	0.40	0.40	0.17	0.61	0.61
Sat Flow, veh/h	641	1212	1572	1810	1900	1598	301	5106	1572	3510	5147	1610
Grp Volume(v), veh/h	237	0	47	291	361	728	82	2157	668	561	1614	59
Grp Sat Flow(s),veh/h/ln	1853	0	1572	1810	1900	1598	301	1702	1572	1755	1716	1610
Q Serve(g_s), s	17.0	0.0	4.1	23.0	23.0	23.0	33.7	60.0	49.4	23.6	26.5	1.6
Cycle Q Clear(g_c), s	17.0	0.0	4.1	23.0	23.0	23.0	33.7	60.0	49.4	23.6	26.5	1.6
Prop In Lane	0.35		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	210	0	178	277	291	521	168	2044	871	607	3157	1170
V/C Ratio(X)	1.13	0.00	0.26	1.05	1.24	1.40	0.49	1.06	0.77	0.92	0.51	0.05
Avail Cap(c_a), veh/h	210	0	178	277	291	521	168	2044	871	632	3157	1170
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	66.5	0.0	60.8	63.5	63.5	50.5	37.1	45.0	26.0	61.0	16.3	5.8
Incr Delay (d2), s/veh	100.9	0.0	0.8	34.4	111.9	180.0	0.9	26.3	0.6	2.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	21.2	0.0	3.1	15.9	25.7	58.6	3.2	33.5	27.5	12.3	11.8	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	167.4	0.0	61.6	97.9	175.4	230.6	38.0	71.3	26.6	63.5	16.4	5.8
LnGrp LOS	F	A	E	F	F	F	D	F	C	E	B	A
Approach Vol, veh/h		284			1380			2907			2234	
Approach Delay, s/veh		149.9			188.2			60.1			27.9	
Approach LOS		F			F			E			C	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	32.0	66.0		23.0		98.0		29.0				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	27.0	59.0		17.0		92.0		23.0				
Max Q Clear Time (g_c+I1), s	25.6	62.0		19.0		28.5		25.0				
Green Ext Time (p_c), s	0.4	0.0		0.0		19.6		0.0				

Intersection Summary























HCM 6th Ctrl Delay	79.2
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

05/12/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	196	1012	170	128	793	111	292	77	258	128	86	281
Future Volume (veh/h)	196	1012	170	128	793	111	292	77	258	128	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	1088	183	138	853	119	314	83	277	138	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	201	1064	1038	129	786	110	301	98	326	105	258	411
Arrive On Green	0.12	0.56	0.56	0.04	0.49	0.49	0.09	0.26	0.26	0.14	0.14	0.14
Sat Flow, veh/h	1654	1885	1598	1810	1619	226	3510	370	1234	1038	1900	1598
Grp Volume(v), veh/h	211	1088	183	138	0	972	314	0	360	138	92	302
Grp Sat Flow(s),veh/h/ln	1654	1885	1598	1810	0	1845	1755	0	1604	1038	1900	1598
Q Serve(g_s), s	17.0	79.0	6.3	6.0	0.0	68.0	12.0	0.0	29.8	7.2	6.2	19.0
Cycle Q Clear(g_c), s	17.0	79.0	6.3	6.0	0.0	68.0	12.0	0.0	29.8	19.0	6.2	19.0
Prop In Lane	1.00		1.00	1.00		0.12	1.00		0.77	1.00		1.00
Lane Grp Cap(c), veh/h	201	1064	1038	129	0	896	301	0	424	105	258	411
V/C Ratio(X)	1.05	1.02	0.18	1.07	0.00	1.08	1.04	0.00	0.85	1.32	0.36	0.74
Avail Cap(c_a), veh/h	201	1064	1038	129	0	896	301	0	424	105	258	411
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)	0.38	0.38	0.38	0.09	0.00	0.09	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.5	30.5	9.7	39.5	0.0	36.0	64.0	0.0	48.9	68.2	55.0	47.6
Incr Delay (d2), s/veh	53.0	23.1	0.1	44.9	0.0	40.4	63.7	0.0	15.0	195.3	0.8	6.7
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	13.6	48.0	3.8	4.8	0.0	45.8	12.9	0.0	19.9	16.1	5.5	15.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	114.5	53.6	9.8	84.4	0.0	76.4	127.7	0.0	63.8	263.5	55.8	54.4
LnGrp LOS	F	F	A	F	A	F	F	A	E	F	E	D
Approach Vol, veh/h		1482			1110			674				532
Approach Delay, s/veh		56.8			77.4			93.6				108.9
Approach LOS		E			E			F				F
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	85.0	18.0	25.0	23.0	74.0		43.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	6.0	79.0	12.0	19.0	17.0	68.0		37.0				
Max Q Clear Time (g_c+I1), s	8.0	81.0	14.0	21.0	19.0	70.0		31.8				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0		1.1				
Intersection Summary												
HCM 6th Ctrl Delay				76.7								
HCM 6th LOS				E								

HCM 6th Signalized Intersection Summary

4: Ellijay Dr & Dresden Dr

05/12/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→		↵	↑	↵	↶
Traffic Volume (veh/h)	1256	76	41	954	63	36
Future Volume (veh/h)	1256	76	41	954	63	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	1322	80	43	1004	66	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	1343	81	115	1572	80	46
Arrive On Green	0.76	0.76	0.05	1.00	0.07	0.07
Sat Flow, veh/h	1760	106	1711	1885	1089	627
Grp Volume(v), veh/h	0	1402	43	1004	105	0
Grp Sat Flow(s),veh/h/ln	0	1866	1711	1885	1733	0
Q Serve(g_s), s	0.0	92.9	0.7	0.0	7.8	0.0
Cycle Q Clear(g_c), s	0.0	92.9	0.7	0.0	7.8	0.0
Prop In Lane		0.06	1.00		0.63	0.36
Lane Grp Cap(c), veh/h	0	1425	115	1572	128	0
V/C Ratio(X)	0.00	0.98	0.37	0.64	0.82	0.00
Avail Cap(c_a), veh/h	0	1425	126	1572	160	0
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.61	0.61	1.00	0.00
Uniform Delay (d), s/veh	0.0	14.6	39.6	0.0	59.4	0.0
Incr Delay (d2), s/veh	0.0	4.4	1.2	1.2	23.2	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	35.2	2.0	1.0	7.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	19.0	40.9	1.2	82.5	0.0
LnGrp LOS	A	B	D	A	F	A
Approach Vol, veh/h	1402			1047	105	
Approach Delay, s/veh	19.0			2.9	82.5	
Approach LOS	B			A	F	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.2	105.3			114.4	15.6
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	4.0	96.0			106.0	12.0
Max Q Clear Time (g_c+I1), s	2.7	94.9			2.0	9.8
Green Ext Time (p_c), s	0.0	1.0			11.3	0.0

Intersection Summary

HCM 6th Ctrl Delay	15.0
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

05/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	145	1134	1	2	855	43	7	1	4	60	0	108
Future Volume (veh/h)	145	1134	1	2	855	43	7	1	4	60	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	1219	1	2	919	46	8	1	0	65	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	394	1466	1	28	1233	62	158	17		101	9	129
Arrive On Green	0.08	1.00	1.00	0.69	0.69	0.69	0.13	0.13	0.00	0.13	0.00	0.13
Sat Flow, veh/h	1810	1883	2	1	1778	89	814	130	0	493	68	1001
Grp Volume(v), veh/h	156	0	1220	967	0	0	9	0	0	181	0	0
Grp Sat Flow(s),veh/h/ln	1810	0	1885	1867	0	0	944	0	0	1562	0	0
Q Serve(g_s), s	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.9	0.0	0.0
Cycle Q Clear(g_c), s	3.3	0.0	0.0	42.7	0.0	0.0	0.9	0.0	0.0	14.8	0.0	0.0
Prop In Lane	1.00		0.00	0.00		0.05	0.89		0.00	0.36		0.64
Lane Grp Cap(c), veh/h	394	0	1467	1323	0	0	174	0		240	0	0
V/C Ratio(X)	0.40	0.00	0.83	0.73	0.00	0.00	0.05	0.00		0.76	0.00	0.00
Avail Cap(c_a), veh/h	394	0	1467	1323	0	0	176	0		242	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)	0.13	0.00	0.13	0.09	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.4	0.0	0.0	12.6	0.0	0.0	49.6	0.0	0.0	55.6	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	12.6	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	1.6	0.0	0.6	18.1	0.0	0.0	0.5	0.0	0.0	11.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.5	0.0	0.8	13.0	0.0	0.0	49.7	0.0	0.0	68.2	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	D	A		E	A	A
Approach Vol, veh/h		1376			967			9	A		181	
Approach Delay, s/veh		1.2			13.0			49.7			68.2	
Approach LOS		A			B			D			E	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		107.2		22.8	11.0	96.2		22.8				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		101.0		17.0	5.0	90.0		17.0				
Max Q Clear Time (g_c+I1), s		2.0		16.8	5.3	44.7		2.9				
Green Ext Time (p_c), s		19.2		0.0	0.0	10.0		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

05/12/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	399	321	31	325	196	286	926	45	233	1129	158
Future Volume (veh/h)	179	399	321	31	325	196	286	926	45	233	1129	158
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	183	407	328	32	332	200	292	945	46	238	1152	161
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	477	591	112	358	431	314	1765	86	372	1493	208
Arrive On Green	0.09	0.26	0.26	0.02	0.19	0.19	0.11	0.51	0.51	0.08	0.48	0.48
Sat Flow, veh/h	1781	1856	1598	1810	1900	1598	1795	3476	169	1795	3132	436
Grp Volume(v), veh/h	183	407	328	32	332	200	292	487	504	238	652	661
Grp Sat Flow(s),veh/h/ln	1781	1856	1598	1810	1900	1598	1795	1791	1855	1795	1777	1792
Q Serve(g_s), s	14.7	37.6	29.3	2.6	30.9	18.8	17.6	33.1	33.1	12.2	54.6	55.1
Cycle Q Clear(g_c), s	14.7	37.6	29.3	2.6	30.9	18.8	17.6	33.1	33.1	12.2	54.6	55.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.09	1.00		0.24
Lane Grp Cap(c), veh/h	213	477	591	112	358	431	314	909	942	372	847	854
V/C Ratio(X)	0.86	0.85	0.56	0.29	0.93	0.46	0.93	0.54	0.54	0.64	0.77	0.77
Avail Cap(c_a), veh/h	213	505	615	116	391	459	421	909	942	485	847	854
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	54.2	63.6	45.0	59.2	71.8	54.8	43.8	30.0	30.0	23.9	38.9	39.1
Incr Delay (d2), s/veh	27.9	12.7	1.0	1.4	26.8	0.8	22.8	2.3	2.2	1.8	6.7	6.8
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	13.0	26.7	17.5	2.2	24.6	12.3	21.6	21.1	21.7	9.1	33.3	33.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.1	76.3	46.0	60.6	98.6	55.6	66.6	32.2	32.1	25.7	45.6	45.8
LnGrp LOS	F	E	D	E	F	E	E	C	C	C	D	D
Approach Vol, veh/h		918			564			1283			1551	
Approach Delay, s/veh		66.6			81.2			40.0			42.7	
Approach LOS		E			F			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.7	97.4	9.6	52.3	26.3	91.8	22.0	40.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	26.0	77.0	4.0	49.0	31.0	72.0	16.0	37.0				
Max Q Clear Time (g_c+I1), s	14.2	35.1	4.6	39.6	19.6	57.1	16.7	32.9				
Green Ext Time (p_c), s	0.5	7.2	0.0	2.6	0.6	7.4	0.0	1.0				
Intersection Summary												
HCM 6th Ctrl Delay			52.0									
HCM 6th LOS			D									

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