DeKalb County
GEORGIA

404.371.2155 (o)
404.371.4556 (f)
DeKalbCountyGa.gov

Clark Harrison Building
330 W. Ponce de Leon Ave
Decatur, GA 30030

DEPARTMENT OF PLANNING & SUSTAINABILITY

Rezoning Application to Amend the Official Zoning Map of DeKalb County, Georgia

Date Received: _____ Application No: _____

Applicant Name: Craig Wasilewsky

Applicant E-Mail Address: cwasilewsky@perennialproperties.net

Applicant Mailing Address: 1777 Peachtree St. NE, Suite 200, Atlanta, GA 30309

Applicant Daytime Phone: 678-478-9859 Fax: 404-881-0755

Owner Name: Masjid Muhammad of Al-Islam, Ltd.
If more than one owner, attach list of owners.

Owner Mailing Address: 560 Fayetteville Road SE Atlanta, GA 30316

Owner Daytime Phone: 770-469-7271

Address of Subject Property: 710 Fayetteville Road SE Atlanta, GA 30316

Parcel ID#: 15 173 07 022

Acreage: 1.972 Acres Commission District: District 3
Super District 6

Present Zoning District(s): R-75

Proposed Zoning District: MR-2

Present Land Use Designation: Suburban

Proposed Land Use Designation (if applicable): Neighborhood Center

12/20/22

B. PRE-SUBMITTAL COMMUNITY MEETING NOTICE AND SIGN-IN SHEET

December 1st, 2022

RE: Invitation to In-Person and Virtual Meeting to Discuss Planned Application to Rezone Property at 710 Fayetteville Road (also known as the Bag Factory Site)

Dear Neighbor:

Perennial Properties is exploring an opportunity to develop the property described above (please refer to the attached map) with a residential development in concert with the Bag Factory Development at 1851 2nd Avenue. We want to initiate the community conversation on our development proposal with an intimate community stakeholder meeting with our surrounding neighbors. We hope you can join us for at least one of the following meetings—to be held both virtually and in-person at a to-be-determined location nearby—so that you may learn more about our company and the proposed development, ask questions, and provide feedback. *Please note that the meeting on December 7th will be online only.*

Dates: December 7th (online only), 14th, and 20th, 2022

Time: 6:00pm – 7:30pm

In-Person Location: TBD, please RSVP.

Virtual Log-In Credentials:

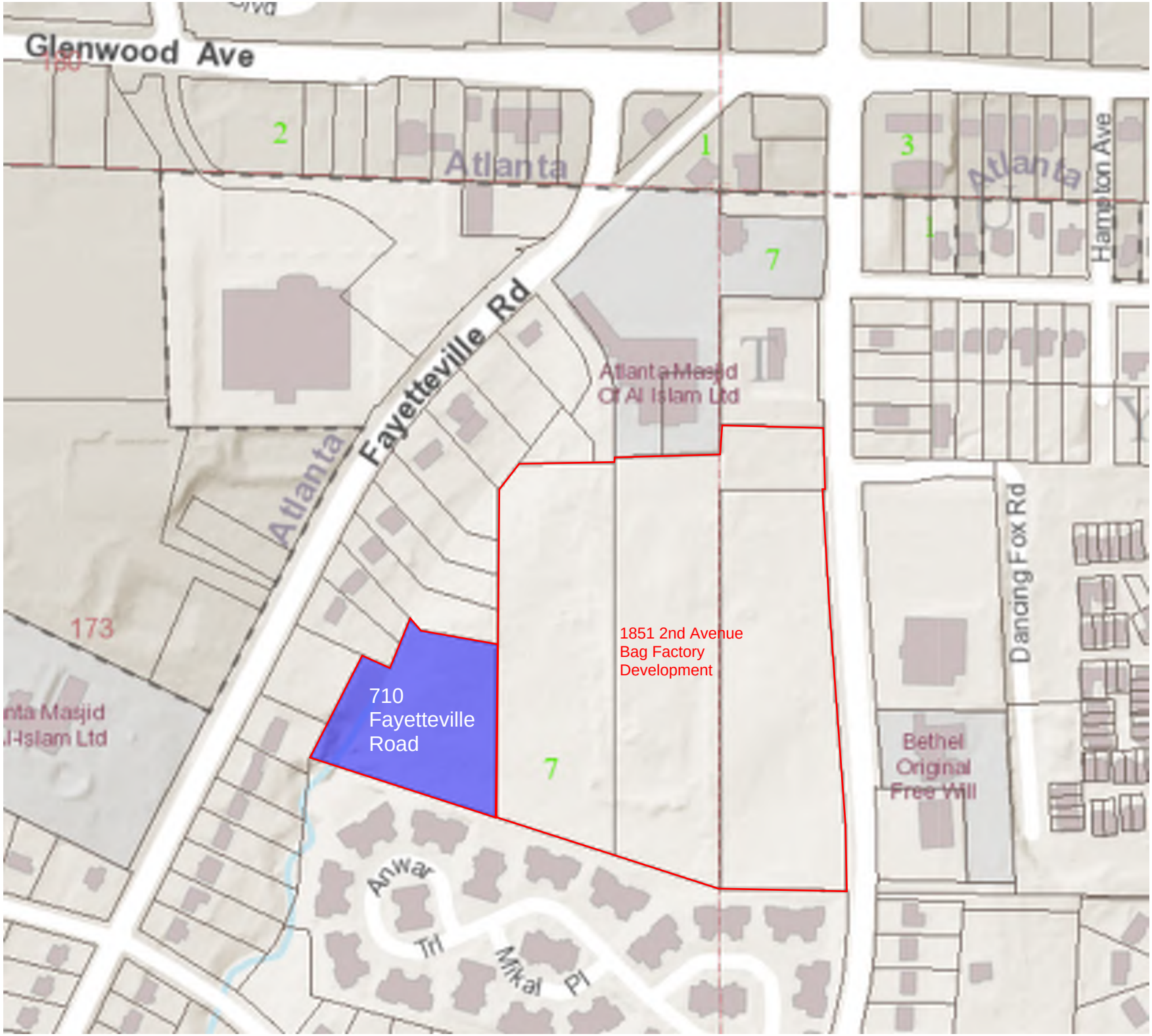
https://gracehill.zoom.us
Meeting ID: 942 9487 2239
Passcode: 215018
Dial by Phone: +1 305 224 1968 US

Please RSVP to BagFactory@PerennialProperties.net to stay involved with updates to this project and receive details about the location for the in-person meetings.

If you have any additional questions, please feel free to contact me by phone at (678) 723-4876 or by email at cwasilewsky@perennialproperties.net. We look forward to meeting you to kick off the community conversation!

Sincerely,

Craig Wasilewsky
Development Manager
Perennial Properties, Inc.


Glenwood Ave
Atlanta
Fayetteville Rd
Atlanta
Atlanta
Hampton Ave
Atlanta Masjid
Of Al Islam Ltd
1851 2nd Avenue
Bag Factory
Development
710
Fayetteville
Road
Dancing Fox Rd
Bethel
Original
Free Will
173
Anwar
Tri
Mikal
Pl

Meaghan McKEnna
754 Fayetville Rd SE
Atlanta GA 30316

Katie Addison
680 Fayetville Rd SE
Atlanta GA 30316

David Colestock
730 Fayetville Rd SE
Atlanta GA 30316

Current Resident
700 Fayetville Rd SE
Atlanta GA 30316

Current Resident
712 Fayetville Rd SE
Atlanta GA 30316

Jameel Hanif
93 Rockyford Rd NE
Atlanta GA 30317

Deadra Havner Turner
1934 Second Ave
Decatur GA 30032

Porter Hubbard
696 Fayetville Rd SE
Atlanta GA 30316

Rose Jackson
706 Fayetville Rd SE
Atlanta GA 30316

Jerry Lattimer
1920 Second Ave
Decatur GA 30032

Edna Mae Lockett
734 Fayetville Rd SE
Atlanta GA 30316

Meaghan McKenna
3503 Billingsley Dr
Marietta GA 30062

Felecia Mcleod
686 Fayetville Rd SE
Atlanta GA 30316

Stuart Myerburg
1910 Second Ave
Decatur GA 30032

Nahdee Numan
748 Fayetville Rd SE
Atlanta GA 30316

Brownie Rooks
742 Fayetville Rd SE
Atlanta GA 30316

Current Resident
610 Fayetville Rd SE
Atlanta GA 30316

Tamrat Selassie
680 Memorial Dr SE
Atlanta GA 30316

Rasheedah Shabazz
738 Fayetville Rd SE
Atlanta GA 30316

Mark Stedina
1926 Second Ave
Decatur GA 30032

Bill Trimble
1876 Second Ave
Decatur GA 30032

Deadra Turner
3254 Tulip Dr
Decatur GA 30032

Current Resident Saleem & Co LLC
1816 Second Ave
Decatur GA 30032

Current Resident Saleem & Co LLC
1816 Second Ave
Decatur GA 30032

Current Resident Saleem and Co LLC
1820 Second Ave
Decatur GA 30032

Current Resident Saleem and Co LLC
1824 Second Ave
Decatur GA 30032

Current Resident Saleem and Co LLC
1828 Second Ave
Decatur GA 30032

Current Resident Saleem and Co LLC
1832 Second Ave
Decatur GA 30032

Current Resident Saleem and Co LLC
1836 Second Ave
Decatur, GA 30032

Huskey's Kitchen
1900 Second Ave
Decatur GA 30032

Current Resident FYR SFR Borrower LLC
1936 Second Ave
Decatur GA 30032

HIR Investment Group
213 Landsdowne Ave
Atlanta GA 30032

FYR SFR Borrower LLC
3505 Kroger Blvd STE 400
Duluth GA 30096

Current Resident ATL Masjid Mosque
596 Fayetville Rd SE
Atlanta GA 30316

Current Resident HIR Investment Group
600 Fayetville Rd SE
Atlanta GA 30316

Current Resident
708 Fayetville Rd SE
Atlanta GA 30316

Saleem & Co LLC
85 Mount Zion Rd SW
Atlanta GA 30354

Na In Tuk
2349 Glenwood Ave SE
Atlanta GA 30317

Kristen Dicarlo
1980 Swazey Dr
Decatur GA 30032

Current Resident
1984 Swazey Dr
Decatur GA 30032

Hui Chen
849 Mentelle Dr NE
Atlanta GA 30308

Wade Burrell
1988 Swazey Dr
Decatur GA 30032

Joseph Hart
1994 Swazey Dr
Decatur GA 30032

Current Resident Artham Realty LLC
1996 Swazey Dr
Decatur GA 30032

John Ohalloran
2004 Swazey Dr
Decatur GA 30032

Willie Broome
1985 Swazey Dr
Decatur GA 30032

Current Resident
1989 Swazey Dr
Decatur GA 30032

LD Latimer
2771 Terratim Ln
Decatur GA 30034

Zoe Rousseau
1993 Swazey Dr
Decatur GA 30032

Tammie Renee Brown
1997 Swazey Dr
Decatur GA 30032

Current Resident
2001 Swazey Dr
Decatur GA 30032

Current Resident
2005 Swazey Dr
Decatur GA 30032

Current Resident
2005 Swazey Dr
Decatur GA 30032

David Patton
124 Avery St
Decatur GA 30030

Shinji Morokuma
80 Dancing Fox Rd
Decatur GA 30032

Current Resident
1988 Dancing Fox Rd
Decatur Ga 30032

Current Resident
1992 Dancing Fox Rd
Decatur GA 30032

Current Resident
1996 Dancing Fox Rd
Decatur GA 30032

Current Resident
2004 Dancing Fox Rd
Decatur GA 30032

East Lake Commons Inc
2027 Powers Ferry Rd SE APT B
Marietta GA 30067

Veronica Johnson
1884 Terry Mill Rd SE
Atlanta GA 30316

Mariah Weathersby
1892 Terry Mill Rd SE
Atlanta GA 30316

Brenda Cobb
1900 Terry Mill Rd SE
Atlanta GA 30316

Juanita Ball
1906 Terry Mill Rd SE
Atlanta GA 30316

Rebie Burson
1912 Terry Mill Rd SE
Atlanta GA 30316

Yvonne Marian Wright
1916 Terry Mill Rd SE
Atlanta GA 30316

Mansoor Sabree
1922 Terry Mill Rd SE
Atlanta GA 30316

Loran Bruce
1926 Terry Mill Rd SE
Atlanta GA 30316

Christopher Montgomery Cella
1932 Terry Mill Rd SE
Atlanta GA 30316

Mildred Gotell
1938 Terry Mill Rd SE
Atlanta GA 30316

Gwendolyn Edwards
1942 Terry Mill Rd SE
Atlanta GA 30316

Michael McPherson
1967 Cogar Dr
Decatur GA 30032

Current Resident
1979 Cogar Dr
Decatur GA 30032

Harold Craft
1987 Cogar Dr
Decatur GA 30032

Current Resident
1993 Cogar Dr
Decatur GA 30032

Thomas Newton
4243 Janice Dr
College Park GA 30337

Grace Jones Pass
1997 Cogar Dr
Decatur GA 30032

Current Resident
1986 Cogar Dr
Decatur GA 30032

PMN Realty Inc
791 Wylie St SE
Atlanta GA 30316

William Clark
1994 Cogar Dr
Decatur GA 30032

Nolan Roberson
2004 Cogar Dr
Decatur GA 30032

Nolan Roberson
2004 Cogar Dr
Decatur GA 30032

Melanie White
300 Colonial Center Pkwy STE 100
Roswell GA 30076

Profusion Enterprise INC
1030 Marietta St NW
Atlanta GA 30318

Current Resident
1918 Second Ave
Decatur GA 30032

Ecotone LLC
704 Dancing Fox Rd
Decatur GA 30032

Sarah Rucker
1959 Barberrie Ln
Decatur GA 30032

Wakita Bradford
1958 Barberrie Ln
Decatur GA 30032

Fred Albert Skellie
2303 Dancing Fox rd
Decatur GA 30032

Robert Goodman
2302 Dancing Fox Rd
Decatur GA 30032

John Brian Dixon
2301 Dancing Fox Rd
Decatur GA 30032

Andrew Jason Cohen
2104 Dancing Fox Rd
Decatur GA 30032

John Gimnig
2103 Dancing Fox Rd
Decatur GA 30032

Asha Leong
2102 Dancing Fox Rd
Decatur GA 30032

Katherine Klein
2101 Dancing Fox Rd
Decatur GA 30032

Lisa Marquardt
2203 Dancing Fox Rd
Decatur GA 30032

Roger Milliken
2202 Dancing Fox Rd
Decatur GA 30032

Thierr yMinvielle
2201 Dancing Fox Rd
Decatur GA 30032

Current Resident
1805 Dancing Fox Rd
Decatur GA 30032

Current Resident
1804 Dancing Fox Rd
Decatur GA 30032

Stellar JMC Enterprises
105 Three Oaks Dr
Athens GA 30607

NikishkaIyengar
1803 Dancing Fox Rd
Decatur GA 30032

Ronit Elk
1801 Dancing Fox Rd
Decatur GA30032

Karin Ryan
1802 Dancing Fox Rd
Decatur GA 30032

Leslie Suson
1902 Dancing Fox Rd
Decatur GA 30032

Lora Schroeder
1901 Dancing Fox Rd
Decatur GA 30032

Martha Collier
1702 Dancing Fox Rd
Decatur GA 30032

Katherine Brown
1701 Dancing Fox Rd
Decatur GA 30032

Hellen Keller
1504 Dancing Fox Rd
Decatur GA 30032

Safiyyah Saleem
1502 Dancing Fox Rd
Decatur GA 30032

Safiyyah Saleem
1502 Dancing Fox Rd
Decatur GA 30032

Nelson Modesto Silverio
1501 Dancing Fox Rd
Decatur GA 30032

Andrew Jason Walter
1604 Dancing Fox Rd
Decatur GA 30032

Edward Amos
1603 Dancing Fox Rd
Decatur GA 30032

Carolyn Aidman
1602 Dancing Fox Rd
Decatur GA 30032

Detsey TateYntema
1601 Dancing Fox Rd
Decatur GA 30032

Kristen Dunkle
1401 Dancing Fox Rd
Decatur GA 30032

Mary Starck
1304 Dancing Fox Rd
Decatur GA 30032

Mary Korechoff Sabel
1303 Dancing Fox Rd
Decatur GA 30032

Shelly Guberman
1302 Dancing Fox Rd
Decatur GA 30032

GeorgeThomas
1301 DancingFfox Rd
Decatur GA 30032

Jacqueline Minvielle
801 Dancing Fox Rd
Decatur GA 30032

Carla Jean Bradley
802 Dancing Fox Rd
Decatur GA 30032

Aaron Scott
803 Dancing Fox Rd
Decatur GA 30032

Jessica Marie Waechter
1001 Dancing Fox Rd
Decatur GA 30032

Christine Fortuin
1002 Dancing Fox Rd
Decatur GA 30032

Joshua Sklare
1003 Dancing Fox Rd
Decatur GA 30032

Susanna Stoltzfus
1004 Dancing Fox Rd
Decatur GA 30032

Elizabeth LeilaLabate
1201 Dancing Fox Rd
Decatur GA 30032

Peter Baltrus
1202 Dancing Fox Rd
Decatur GA 30032

Pamela Willoughby
1101 Dancing Fox Rd
Decatur GA 30032

Barbara Copeland
1102 Dancing Fox Rd
Decatur GA 30032

Jamie Roberts
1103 Dancing Fox Rd
Decatur GA 30032

Current Resident
1104 Dancing Fox Rd
Decatur GA 30032

Anna Ingeborg Franjione
1105 Dancing Fox Rd
Decatur GA 30032

James Combs
1106 Dancing Fox Rd
Decatur GA 30032

Aaron Scott
701 Dancing Fox Rd
Decatur GA 30032

Helen Galiotto
702 Dancing Fox Rd
Decatur GA 30032

Gwendolyn Davies
704 Dancing Fox Rd
Decatur GA 30032

Gwendolyn Davies
704 Dancing Fox Rd
Decatur GA 30032

Anne Olson
201 Dancing Fox Rd
Decatur GA 30032

Meredith Marchbank
202 Dancing Fox Rd
Decatur GA 30032

Tovah Melaver
400 Dancing Fox Rd
Decatur GA 30032

Eleanor Smith
401 Dancing Fox Rd
Decatur GA 30032

SarahThorsen
101 Dancing Fox Rd
Decatur GA 30032

Marta Gazman
103 Dancing Fox Rd
Decatur GA 30032

Maxim Eremine
104 Dancing Fox Rd
Decatur GA 30032

Jasmina Krnjetin
105 Dancing Fox Rd
Decatur GA 30032

Catherine Shiel
106 Dancing Fox Rd
Decatur GA 30032

Katherine Johnson
301 Dancing Fox Rd
Decatur GA 30032

Ping Tan
302 Dancing Fox Rd
Decatur GA 30032

Jason Martin
501 Dancing Fox Rd
Decatur GA 30032

Joan Sanford
502 Dancing Fox Rd
Decatur GA 30032

Dorothy Wuichet
503 Dancing Fox Rd
Decatur GA 30032

Audrey Thiault
504 Dancing Fox Rd
Decatur GA 30032

Quincy Green
1964 Barberrie Lane
Decatur GA 30032

Patricia Green
1972 Barberrie Lane
Decatur GA 30032

JaymeHudgins
1980 Barberrie Lane
Decatur GA 30032

Larry Filoso
1986 Barberrie Lane
Decatur GA 30032

Earnest Redwine
1992 Barberrie Lane
Decatur GA 30032

Rebecca Burgess
1998 Barberrie Lane
Decatur GA 30032

Marinda Pfeiffer
1999 Barberrie Lane
Decatur GA 30032

Mitchell Jordan
1993 Barberrie Lane
Decatur GA 30032

Rosa Lee Robinson
1987 Barberrie Lane
Decatur GA 30032

Beverly Jordan
1981 Barberrie Lane
Decatur GA 30032

Jamal Sullivan
1973 Barberrie Lane
Decatur GA 30032

Alphonza Broadnax
1965 Barberrie Lane
Decatur GA 30032

Bcc Imam Plemon El-Amin (pelamin@bellsouth.net); taqiyy.saleem@gmail.com; Salih Faldon (salihf@yahoo.com); Msabree@gmail.com; Muhammad Jihad (springreens.atl@gmail.com); Taqqee Id-Deen <hitaqqee@gmail.com>; Tharon Johnson <tjohnson@paramountconsults.com>; cwoodling@eastlakefoundation.org; Illy Askia <iaskia@eastlakefoundation.org>; Ted Terry <ecterry@dekalbcountyga.gov>; Johnson, Larry L. <larryjohnson@dekalbcountyga.gov>; Bragg, Rachel L.; Johnson, Howard L <hljohnson@dekalbcountyga.gov>; Jay McGinnity; Greyson Blake; Harold Buckley (hbuckley@wbilegal.com); abdulhakimali49@gmail.com; a.colortribe@gmail.com; celebratingsacredconnections@gmail.com; aleathia2018@gmail.com; peace101@mindspring.com; awalter@atlantaga.gov; momojouljagne@yahoo.com; asb77bruce@hotmail.com; caidman@emory.edu; crasullah7@bellsouth.net; ecm.wolf@gmail.com; eznuman@gmail.com; sbgtelc@bellsouth.net; gwen.davies@pihcga.org; jhanif@bradconstruction.com; jhoffner@americanrivers.org; mrjesseaa5@gmail.com; juliebwalter@gmail.com; karenminvielle@gmail.com; k.p.brown@gatech.edu; kas4178@gmail.com; quran.shakir@mohammedschools.org; mansoor@imancentral.org; materry@vmware.com; sprigreens.atl@gmail.com; nafeesah@mindspring.com; getitdonevac@gmail.com; madyun@bellsouth.net; sambash06@gmail.com; owaajid@gmail.com; rtmillik@comcast.net; sara.james@icpnet.com; lashantaa@gmail.com; info@donaldtrimblemortuary.com; wade.burrell@mailchimp.com; zaheerah.shakir-khan@mohammedschools.org

Updated Details for 710 Fayetteville Road Development Proposal Meeting

Reply | Reply All | Forward

BF **Bag Factory**
To
Cc Craig Wasilewsky; Greyson Blake
Bcc Imam Plemon El-Amin (pelamin@bellsouth.net); taqiyy.saleem@gmail.com; Salih Faldon (salihf@yahoo.com); Msabree@gmail.com; Muhammad Jihad (springreens.atl@gmail.com); Taqqee Id-Deen; Tharon Johnson; cwoodling@eastlakefoundation.org; Illy Askia; Ted Terry; Johnson, Larry L.; Bragg, Rachel L.; Johnson, Howard L; **+39 others**

Tue 12/13/2022 10:22 AM

You forwarded this message on 12/14/2022 10:12 AM.

Perennial Properties Community Meeting Invites_Bag Factory Phase II.pdf 263 KB

710 Fayetteville Road Parcel Map.pdf 536 KB

Dear Neighbors,
First off, we want to thank those who attended our first community meeting last Wednesday evening via Zoom. During that meeting, we shared conceptual site plans and answered preliminary questions about the new proposed residential project at 710 Fayetteville Road. We look forward to meeting with more neighbors and sharing additional information during our next two meetings on Wednesday, December 14th, and Tuesday, December 20th. As noted in our original meeting invitation, these two meetings will have an in-person option for those interested. The in-person details for these meetings are provided below:

- December 14th from 6:00 to 7:30 pm
  - The East Lake Common's "Common House" (900 Dancing Fox Rd). A map can be found here.
  - The gate will open starting a little before 6pm and parking is available in ELC's lot. Please RSVP to this email if you intend to drive so we can make sure there's adequate parking space.
  - (Thank you to John and Karen for helping to organize)
- December 20th from 6:00 to 7:30 pm
  - The Atlanta Masjid of Al-Islam's multi-use space (562 Fayetteville Rd).

Light food and beverages will be offered at both meetings. Furthermore, the virtual Zoom option will still be available using the below login credentials:

https://gracehill.zoom.us
Meeting ID: 942 9487 2239
Passcode: 215018
Dial by Phone: +1 305 224 1968 US

As always, please don't hesitate to reach out to us with any questions. We look forward to continuing the conversation about our development proposal.

Sincerely,
Craig

Craig Wasilewsky, SE
Development Manager | Perennial Properties, Inc.
1777 Peachtree St NE, Suite 200, Atlanta, GA 30309
D: (678) 723-4876 | C: (678) 478-9859 | E: cwasilewsky@perennialproperties.net
www.perennialproperties.net | www.MidtownBowl.com

DeKalb County Neighborhood Registry - Commission District 3

Last Name	First Name	Email	Address	City	State	Zip Code	Affiliation Name	CD	SD
Berry	Elfreda	berryelfreda227@gmail.com					Community Council 3	3	
Bond	Beth	bethbond@bellsouth.net					Community Council 3	3	
Craig	Pat	pat.lawrencecraig@gmail.com	3830 Brookview Point	Decatur	GA	30034	Community Council 3	3	
Hodby	Peggy	phthompson3@msn.com					Community Council 3	3	
Jackson	Nettie	NettieJackson@me.com	3714 Valpariso Circle	Decatur	GA	30034	Community Council 3	3	
Jones	Carolyn	carolyn.jones818@yahoo.com					Community Council 3	3	
Pringle	Willie	apringle@bellsouth.net					Community Council 3	3	
Smith	Samuel	samandbettysmith@bellsouth.net					Community Council 3	3	
Travis	Tommy	TommyTTravisconsulting@gmail.com					Community Council 3	3	
Washington	Norma	nahwash4ms@aol.com					Community Council 3	3	
Harris	Tene	tharris@galleryatsouthdekalb.com	2801 Candler Rd	Decatur	GA	30031	Gallery at South DeKalb	3	6
Sanders	Christopher	csanders@eastmetrocid.com	2724 Wesley Chapel Road #360909	Decatur	GA	30036	East Metro DeKalb CID	3	7
Wayne	Powell	Pdk-powell@comcast.net	P.O. 374	Decatur	GA	30031	Belvidere Civic Club	3	7
Roark	Rob	robroark@allsouthwarehouse.com	1775 Continental Way	Atlanta	GA	30316	CABA Vice President	3	6
Gross	Joel L.	jgross@stickybusiness.net	4140 Bonsal Road	Conley	GA	30288	Greater Conley Ind. CID Chair	3	6
Roark	Rob	robroark@allsouthwarehouse.com					Greater Conley Ind. CID Secretary/Treasurer	3	6
Hassan	Ali	AliHasanandassociates.com	3496 Midway	Decatur	GA	30032	Ali Hasan and Associates	3	7
Locks	Danita	dlocks1019@aol.com	1211 Crescentwood Lane	Decatur	GA			3	7
Stephens	Sandra	sls1289@gmail.com	1289 Crescentwood Lane	Decatur	GA	30032	Crescentwood HOA	3	7
Frank	Leanne	leannef@lightnountain.com	3141 Bonway Dr	Decatur	GA	30032	Meadow Acres Neighborhood Assoc.	3	7
Golley	Frank	frank@golleyrealty.com	3392 Midway Rd	Decatur	GA	30032	Meadow Acres Neighborhood Assoc.	3	7
Funk	Melanie	mfunk64@att.net	3392 Midway Rd	Decatur	GA	30032	Meadow Acres Neighborhood Assoc.	3	7
Barrow	Rachel	rbarrow@comcast.net	3355 Beech Dr	Decatur	GA	30032	Meadow Acres Neighborhood Assoc.	3	7
Preston	Judy	hjpreston23@gmail.com	2305 Bailey St				Corner Stone Of Praise	3	6
Lips	Erik		1307 Crescent Wood Lane	Decatur	GA	30032	Meadow Acres Neighborhood Assoc.	3	7
Akins	Pat		3347 Beech Dr	Decatur	GA	30032		3	7
Berlinsky	Samantha	saberlinsky@gmail.com	1301 Crescentwood Lane	Decatur	GA	30032	Crescentwood	3	7
McGannon	Monica	mhand27@gahoe.com	1305 Crescentwood Lane				Meadowbrook Acres Neighborhood	3	7
Gross	Joel	jgross@stickybusiness.net	4140 Bonsal Rd	Conley	GA		GCI CID	3	6
Arnold	Sandra	edsan@bellsouth.net	4296 Cedar Valley Court	Conley	GA	30328	Cedar Grove Civic Association	3	6
Barnes, AIA	Vernell	barnesve@yahoo.com	3826 Loyola Court	Decatur	GA	30034	Staff/Appointee - Commissioner Watson	3	7
Evans	John	naacpdek@comcast.net	3011 Rainbow Drive, Suite 180A	Decatur	GA	30034	NAACP DeKalb County Branch	3	7
Pace	Brenda	bcpace2@gmail.com	2638 Glenvalley Drive	Decatur	GA	30032	East Lake Terrace Community Association, Inc.	3	7
Roberts	Regenia	regeniaroberts@bellsouth.net					Community Council 3	3	
Culp	Patricia	ppculp@att.net					Cedar Grove Neighborhood Associaton	3	6
Dennis	Robert	christinedennis@bellsouth.net	1987 Joseph Court	Decatur	GA	30032	Concerned Neighbors Association	3	6
Bonino	Doninck	dbonino1@aol.com	4125 Milton Parkway	Alpharetta	GA	30055	Brighton Village HOA	3	6
Schwartz	Eric	ericwschwartz@gmail.com		Atlanta	GA	30316	Parkview Civic Club	3	6
Club	Parkview Civic	parkviewcivicclub@gmail.com					Parkview Civic Club	3	6
Stewart	Willie J.	wazulamor@aol.com	2902 Cedar Trace	Ellenwood	GA	30294	Royal Hills	3	6
Stewart	Erica	ericastewart2009@gmail.com	2902 Cedar Trace Drive	Ellenwood	GA	30294	South DeKalb Neighborhoods Coalition	3	6
Buie-Brown	Jacquelyn	jacquelynbuiebrown@gmail.com		Decatur	GA	30034	Huntingdale Association	3	7
Jordan	Alberta	albertajordan@bellsouth.net		Decatur	GA	30034	Huntingdale Association	3	7
Jackson	Brenda	bjaevnt@gmail.com		Decatur	GA	30034	Pointe Bleue Neighborhood Association	3	7
Mustafa	Laurel	elitedesignsatl@yahoo.com		Decatur	GA	30034	Pointe Bleue Neighborhood Association	3	7
Freeman	James	jasu1@bellsouth.ne		Decatur	GA	30034	The Summit at Chapel Lake	3	7

Houston	S B	sbhouston@bellsouth.net		Decatur	GA	30034	Kings Row Coomunity Association	3	7
Coleman	Michael	norfley@yahoo.com		Decatur	GA	30034	Kings Row Coomunity Association	3	7
Hardy	Teresa	president@naacpdekalb.org		Decatur	GA	30034	NAACP DeKalb County Branch	3	7
Dennis	Christine	christinedennis@bellsouth.net	1987 Joseph Court	Decatur	GA	30032	Greystone Park Community Association	3	6
Banks	Kenneth	k1776usa@yahoo.com	4116 Marquette Court	Decatur	GA	30034	Chapel Hill Neighborhood Association	3	7
Carter	Rachel	info@greshamhills.org		Atlanta	GA		Gresham Hills Neighborhood Association	3	6

710 Fayetteville Rd Community Meeting Sign-In

Name	Email	Meeting Date 12/7/2022	12/14/2022	12/20/2022
Jamal A. Rahman	Jdbouzini@juno.com			✓
ABDUL AKBAR	JAb[illegible]AT Hotmail.com			✓
Sharif Mohammed	Sharif@gmail.com			✓
Amin Uwajid	awwajid@live.com			✓
Pleman Fili-Amin	pelamin@bellsouth.net			✓
JOHN WRIGHT	jwwright@mindspr.com		✓	✓
MUSA SIDDEEQ	SIDDEEQM@GMAIL.com			✓
Dorothy Rose	dorothyrose@mail.com			✓
Djazia Filosa				✓
Chris Ray				✓
DTM inc				✓
Kelvin Floyd	Kelvinfloyd89@gmail.com			✓
ASMAL FATIR	doughall426@gmail.com			✓
Ilham Askia	iaskia@eastlakefoundation.org			✓
Reverend Speakman				✓
Roger Miliken			✓	
Muhammad Jihad		✓	✓	✓
Andrew Walter	awalter@atlantaga.gov		✓	
Bert			✓	
Carolyn Aidman	caidman@emory.edu		✓	
Bob			✓	
Howard Johnson			✓	
Jasmine			✓	
Catherine			✓	
Deirdre			✓	
Gwen Davies	gwen.davies@pihcga.com		✓	
Janet			✓	
Tovah Wolf	ecm.wolf@gmail.com		✓	
Julie Walter	juliebwalter@gmail.com		✓	
Helen			✓	
Karen Mirivelle			✓	
Lisa			✓	
Marty			✓	
Meredith			✓	
Roger Milliken			✓	
Susanna			✓	
Terry			✓	
Renee Schatteman				✓
Djazia Filoso				✓
Josh S				✓

C. LETTER OF APPLICATION AND IMPACT ANALYSIS

1777 Peachtree Street NE | Suite 200 | Atlanta, GA 30309

December 22, 2022

VIA: EMAIL DELIVERY

Mr. Cedric Hudson, Interim Director
Dekalb County Dept. of Planning and Sustainability
330 West Ponce de Leon Avenue, Suite 500
Decatur, GA 30030

RE: Application by Perennial Properties, Inc. ("Perennial") to Rezone Property at 710 Fayetteville Road SE (Parcel 15 173 07 022) (the "710 Fayetteville Site") to Facilitate a Phase II Multifamily Expansion (the "Bag Factory Phase II Development") of the Bag Factory Phase I Development at 1845 2nd Avenue, 1851 2nd Avenue, and 1939 Alexander Avenue (collectively, the "Bag Factory Phase I Site")

Dear Cedric:

Founded in 1988, Perennial Properties is an Atlanta-based developer that specializes in creating high-quality residential and mixed-use communities. As long-term holders of the communities we develop, our core mission is to provide exceptional housing and retail experiences with extraordinary services for our residents and commercial tenants and their customers. We have developed and operated more than 20 properties in and around Atlanta since our founding. One of our most recently built multi-family communities is the new ELLA Apartments at 2201 Glenwood Avenue, next door to the Publix and just around the corner from the Bag Factory site.

Stretching back to the early 2000's, the Cousins Foundation, the original owner of the 12-acre Bag Factory Phase I Site, conducted research and community charettes to inform its vision for its site prior to inviting select developers to compete for the opportunity to develop the vision. The Foundation learned that rather than bringing a large commercial or industrial use to the site, which would heavily burden local infrastructure, a residential-focused development was needed to boost access to workforce housing and contribute to further enhancing the nascent economic revitalization of the neighborhood. The plan that ultimately earned the Foundation's support offers an array of housing options with 237 apartments and 44 townhomes to meet the lack of economical market-rate housing in the area, a centralized green space as a community amenity, and an architecturally compelling design. These features form the backbone of the site plan dated 15 June 2022 and that which was included in the rezoning of the Bag Factory Phase I site in Case Z-22-1245577 to MR-2 with 24 units/acre on 28 June 2022.

The Bag Factory Phase I development will provide major community enhancements to neighborhood connectivity and mobility and to the overall health and wellness of the broader public with such features as: (1) more than two acres of land at the heart of the development set aside for public use as a central village green area that will function as the heart of the development and as a defining amenity for residents and the surrounding community; (2) a public pedestrian path connecting 2nd Avenue and Fayetteville Road with protected pedestrian crossings on 2nd Avenue and Fayetteville Road; and (3)

roadway/traffic improvements to 2nd Avenue and the intersection of 2nd Avenue and Glenwood Avenue to alleviate existing and current traffic congestion.

The 710 Fayetteville Site is a landlocked parcel currently owned by the Atlanta Masjid of Al-Islam (the "Atlanta Masjid"), a religious institution located at 562 Fayetteville Road that was founded in East Lake in 1958. Since its establishment, the Atlanta Masjid has assembled a large portfolio of land holdings in East Lake and purchased the 710 Fayetteville Site in the early 2000s with hopes of incorporating it into other land purchases. As neighbors to our north (the location of the religious center) and to the west with the undeveloped 710 Fayetteville Road parcel, we engaged the Atlanta Masjid early in our rezoning efforts for Bag Factory Phase I to discuss the proposed development and how we could facilitate future access of their landlocked 710 Fayetteville Site to 2nd Avenue through the Bag Factory Phase I Site. After months of conversations, the Atlanta Masjid determined it no longer had use for the 710 Fayetteville Site and preferred to sell the parcel to someone who could develop it. Given Perennial's impending ownership and redevelopment of the Bag Factory Phase I Site that shares a boundary with the 710 Fayetteville Site, we were uniquely positioned to unlock the future development potential intrinsic with that parcel of land once given access to a right-of-way. Accordingly, Perennial negotiated a deal to purchase the land from the Masjid upon its successful rezoning to permit construction of an array of multi-family housing units that can leverage the infrastructure already being constructed as part of Perennial's development of the Bag Factory Phase I at the Phase I site that fronts 2nd Avenue.

While the 710 Fayetteville Site is currently vacant, landlocked, and partially encumbered by a large stream to the west, which prevents any viable connections to adjoining parcels to the west and Fayetteville Road, Perennial desires to build a diversity of housing units to further address the community-wide need for more quality housing. Specifically, Perennial endeavors to develop the 710 Fayetteville Site with a four story/basement 47-unit apartment building and accompanying parking that blends seamlessly into the larger 281-unit mixed-used project at the Phase I Site. The new building would be constructed in the same style and with the same quality façade and finishes as the two larger buildings included in Bag Factory Phase I. The 47-unit expansion of the Bag Factory development on the 710 Fayetteville Site will make use of all the oversized infrastructure already being constructed at Bag Factory with little additional burden placed on the systems.

The 710 Fayetteville Site currently has residential medium lot (R-75) zoning, which would not allow the site to be improved with a multi-family residential development in the style of Bag Factory Phase I. Therefore, to facilitate its development vision, Perennial respectfully requests the county to rezone the 710 Fayetteville Site from R-75 to the MR-2 multi-family residential zoning classification with bonus density of 24 dwelling units per acre. In accordance with Sec 2.14.5.C and Table 2.6, the 710 Fayetteville Site qualifies for the "Bonus Max" density in MR-2 of 24 dwelling units per acre because the Site is located in a Federal Opportunity Zone and can achieve a 100% increase in bonus density above the Base Max of 12 dwelling units per acre. Perennial also requests that the Land Use Category of the 710 Fayetteville Site be amended from Suburban to Neighborhood Center to allow for a MR-2 zoning classification. Perennial's request for the Land Use Category amendment is detailed in a separate application. Perennial's rezoning request satisfies all the county's standards for such relief, as set forth in section 27-7.3.5 of the zoning ordinance, as follows:

I. Rezoning approval Standards

A. The rezoning request requires a Land Use Category Change to the 710 Fayetteville Site but is consistent with the the comprehensive plan's policies and intent and with the character areas of adjacent lots and the Bag Factory Phase I Site.

The comprehensive plan includes a future land use map that was created by delineating various character areas based on the county's concept map and various countywide small area studies.[1] The future land use map does not currently designate the 710 Fayetteville Site with a "character area" (also known as a Land Use Category) that permits an MR-2 zoning classification. Therefore, Perennial requests that the Land Use Category of the 710 Fayetteville Site be amended from Suburban to Neighborhood Center in a separate Land Use Category amendment application. Table 7.4 of the comprehensive plan confirms that the MR-2 zoning classification, with a density of up to 24 units/acre, is consistent with the Neighborhood Center character area designation. The comprehensive plan designates the Bag Factory Phase I Site to the east of the 710 Fayetteville Site to the Neighborhood Center character area and this character area extends north along 2nd Avenue and Alexander Avenue to Glenwood Avenue to fully encompass the northern block.

B. The rezoning permits a use that is suitable in view of the use and development of adjacent and nearby properties.

The 710 Fayetteville Site and the proposed 47-unit Phase II expansion thereon is located on the western property line of the approximately 12-acre Bag Factory Phase I Site on 2nd Avenue. The two development sites, together, and the combined development thereon is henceforth referred to, collectively, as the "Combined Bag Factory Development." The Combined Bag Factory Development on 2nd Avenue is less than a quarter mile south of its intersection with Glenwood Avenue and directly across the street from the Donald Trimble Mortuary. 2nd Avenue and Glenwood Avenue are both important roadways characterized by varying development types, ranging from commercial and institutional uses to single-family residential uses. However, the area between the Combined Bag Factory Development and the foregoing street intersection to the north is mainly characterized by commercial development. The properties abutting the north side of the Combined Bag Factory Development site are developed with a vacant auto repair garage, which is in a state of disrepair, and a commercial development that houses the Atlanta Masjid religious center, which is a vibrant community of faith. Furthermore, the developments across 2nd Avenue from the Combined Bag Factory Development site are all non-residential in character. Perennial's proposed expansion of the Bag Factory Phase I multi-family residential development to the 710 Fayetteville Site is suitable considering the use and development of adjacent and nearby properties between the development sites and the intersection of 2nd Avenue and Glenwood Avenue to the north.

The Columbia Village Villas, a duplex-style senior apartment development, abuts the south side of the entire Bag Factory Development site, including the 710 Fayetteville Site, and would serve as an area of transition between Perennial's medium-density multi-family development and adjacent single-family homes fronting on Terry Mill Road. With the addition of the 710 Fayetteville Site, the larger Bag Factory Development Site directly backs up to nine single-family residential properties, which all front Fayetteville

[1] Comprehensive Plan, P. 55.

Road on the opposite side of the above-mentioned Publix grocery store. Perennial has already zoned Bag Factory Phase I Development and now the proposed Phase II expansion of the development at 710 Fayetteville Site includes 50-foot buffers to protect all abutting residential properties, including its neighbors along Fayetteville Road and those in Columbia Village to the south. Perennial's development proposal is suitable considering: (1) the 50-foot buffers between Perennial's proposed development and all adjoining residential developments, and (2) the downward density transition from the commercial developments at the corner of 2nd Avenue and Glenwood Avenue through the Bag Factory Site and Columbia Village to most of the adjacent single-family residential community to the south and west.

C. The current residential medium lot zoning (R-75) does not provide the 710 Fayetteville Site Bag Factory Site with a reasonable economic use.

The 710 Fayetteville Site has remained undeveloped under its current residential medium lot zoning for several decades. Besides being landlocked and impossible to access from a public right-of-way, the site's exceptionally challenging topographic and ecological constraints make it technically and economically impractical to build with single family residences. Furthermore, access to the landlocked site is only practical through the MR-2 -zoned Bag Factory Phase I Site, which will host a large mixed-use development. The site cannot be accessed through the R-75 -zoned 708 Fayetteville Road property because of the severe topography and the protected stream that extends the full length of the boundary between the two properties.

Given these factors, the 710 Fayetteville Site does not have a reasonable economic use under its current low density, residential medium lot zoning. But given access to the public right-of-way through the Bag Factory Phase I Site, it is only natural for the 710 Fayetteville Site to take on the Land Use Character and zoning classification of the Bag Factory Phase 1 Site—Neighborhood Center and MR-2 zoning—and it be developed with a use and construction-type that allows it to share resources and meld seamlessly with the Bag Factory Phase I Development.

D. The rezoning will not adversely impact adjacent or nearby properties.

Perennial's proposed development will not adversely impact adjacent or nearby properties for the same reasons that are presented in paragraph B above.

E. There are existing conditions that affect the 710 Fayetteville Site's use and development that support the rezoning's approval.

There are several existing conditions that support the approval of Perennial's rezoning request.

First, the 710 Fayetteville Road Site shares a boundary line and would be incorporated into the Bag Factory Phase I Site, which is already zoned with a MR-2 classification and located within a Neighborhood Center development node that is centered on the intersection of 2nd Avenue and Glenwood Avenue. The county's land use policies strongly encourage medium density residential developments that promote pedestrian walkability within neighborhood centers. The area around the Bag Factory Site contains several existing community services, such as the Publix grocery store, Dream Wings restaurant, Almadina Market, and a Wells Fargo bank. Developing medium density residential uses on the Bag Factory Site will inherently place more community residents within easy walking distance of these community services. Even more

community services would be within easy biking distance, such as the East Lake YMCA and several restaurants at the intersection of 2nd Avenue and Hosea Williams.

Second, and as discussed above, the 710 Fayetteville Site is landlocked without access to any public right-of-way, is characterized by very steep topography, and is encumbered by a documented stream thar runs most of the length of its western boundary. The geographic, topographic, and ecological constraints of the 710 Fayetteville Site mean that it cannot be developed or monetized by its current owner, the Atlanta Masjid, but for access through The Bag Factory Phase I Site and development with a similar use and product as the Phase I Development. Furthermore, the steep topographic conditions and stream plus stream buffers that encumber much of the western half of the site make any use of and construction on the site highly cost prohibitive unless it's tied to and sharing the infrastructure resources of a larger adjacent project, like that of the Phase I Development.

F. The rezoning will not adversely affect historic or archaeological resources.

There are no established historic or archaeological resources on the Site, which is undeveloped.

G. The requested rezoning will not impose excessive or burdensome demands on utilities, or transportation and education infrastructure.

The 710 Fayetteville Site and the 47-unit building thereon will tie into the larger Bag Factory Phase I Development and the complete Bag Factory Development will together be located along 2nd Avenue near its intersection with Glenwood Avenue. Both roadways are major transportation corridors. Furthermore, two MARTA bus stops are located directly in front of the Bag Factory Development Site on 2nd Avenue; and the East Lake MARTA transit station is located less than two miles away, as measured by the most direct pedestrian route. Furthermore, as explained above, the Bag Factory Site is located within easy walking and biking distance of several attractive community services.

While the Bag Factory Phase 1 Site was originally zoned for commercial and industrial land uses, both of which generate significant demands on physical infrastructure, and our rezoning proposal to MR-2 classification did not require a traffic study, we still commissioned a traffic study by Kimley-Horn to investigate the existing traffic conditions and develop recommendations for roadway improvements. Kimley-Horn collected real-time traffic data and we've now updated that traffic study to include the addition of the 47 dwelling units proposed in this rezoning application for the 710 Fayetteville Site. The complete Bag Factory Development with a total of 328 dwelling units will produce <u>24% fewer total daily trips including 6% fewer Peak AM trips and 45% fewer Peak PM trips</u> than would the industrial and commercial uses that the original commercial and industrial zoning permitted. Since the complete Bag Factory Development still represents a downzone, the Board of Commissioners has clearly determined that the Bag Factory Development's roadway infrastructure is sufficient to support medium density residential developments like that proposed herein.

However, to further ensure that our Bag Factory Phase I Development would not worsen existing traffic conditions and impose a greater burden on roadway infrastructure, we elected to include the following roadway improvements: (1) restripe the northbound right-turn lane on 2nd Avenue at Glenwood Avenue to a shared through/right turn lane; (2) create a middle turn lane on 2nd Avenue in front of the Bag Factory Development; and (3) upgrade the traffic lights at 2nd and Glenwood with the latest GDOT signalization technology. Even with the additional 47 dwelling units, Kimley-Horn shows that restriping the lane at the

2nd and Glenwood Avenue intersection would, by itself, shorten delays at the intersection and reduce backups on 2nd Avenue as compared to today's traffic conditions without any new developments in place. Furthermore, even though the additional 47 units (Phase II) on the 710 Fayetteville Site will produce between 10% and 11% more total traffic than the original Bag Factory Phase I Development with 281 units, during the peak AM hour, this equates to between 7 and 8 more cars through the intersection of 2nd and Glenwood Avenue, or just one extra car every 8 to 9 minutes. The addition of one car every 8 or 9 minutes through the intersection produces a negligible impact on the traffic signal, as evidenced by Kimley-Horn's "Level-of-Service" analysis in the traffic report.

Finally, Perennial's Phase II Development, like its Phase I Development, is targeted toward young professionals and empty nesters who desire an amenity rich intown living experience. Therefore, while some resident households may include school aged children, Perennial does not anticipate such households to comprise a significant portion of the development's overall demographics. Therefore, Perennial's proposed development will not impose an appreciable increase in demand for educational infrastructure. The Phase I Development on the 710 Fayetteville Site will include a traditional unit mix of studio, one-bedroom, and two-bedroom units

H. The rezoning will not adversely impact the environment or natural resources.

While the 710 Fayetteville Site contains a stream along its western edge, Perennial's proposed improvements for the Site will respect and remain well outside the State's 25-foot stream buffer and the County's supplemental 50-foot stream buffer. Furthermore, the stormwater management and other environmental improvements, including the removal of trees, will be in strict compliance with the County's regulations and best engineering practices. Besides the stream, which we've well documented, the Site does not include any other environmentally sensitive features or areas. Furthermore, Perennial's proposed residential use is not an environmentally adverse land use. Therefore, Perennial's development proposal satisfies this rezoning approval standard.

For all the foregoing reasons, Perennial's request to rezone the 710 Fayetteville Site from its residential medium lot zoning (R-75) to the MR-2 zoning classification satisfies all the county's prescribed approval standards for such zoning requests.

II. Constitutional objections and conclusion

Georgia courts have long held that an aggrieved party must present any potential constitutional objections to the local government during the zoning review process, which includes administrative zoning appeals. Applicants who fail to do so substantially deprive themselves of a legal basis to appeal adverse zoning decisions.[2] Therefore, solely to satisfy mandatory requirements of Georgia law, Perennial respectfully advises Dekalb County of its constitutional objections. Perennial has demonstrated that its rezoning request fully satisfies all applicable standards for the approval of such applications. Therefore, any action by the Board of Commissioners to deny Perennial's requested rezoning or to grant some lesser form of relief would violate Perennial's rights to due process of law and equal protection under the laws.

[2] DeKalb County v. Bembry, 252 Ga. 510, 314 S.E.2d 900 (1984) (Held that the trial court erred in failing to grant DeKalb County's request for summary judgment because the applicant's constitutional objections were not first raised before the county commission).

For all the foregoing reasons, Perennial respectfully requests the approval of its rezoning application. Please do not hesitate to let me know if I may provide you with any additional information or clarify anything in this letter.

Sincerely,

PERENNIAL PROPERTIES, INC.

Craig J. Wasilewsky, SE
Development Manager, Perennial Properties, Inc.

Attachments.

cc: Mr. John Reid, Dekalb County Dept. of Planning and Sustainability (via email)
Ms. Rachel Bragg, Dekalb County Dept. of Planning and Sustainability (via email)
Ms. Yasmin Ayala, Dekalb County Dept. of Planning and Sustainability (via email)

D. AUTHORIZATION FORM

DeKalb County
GEORGIA

404.371.2155 (o)
404.371.4556 (f)
DeKalbCountyGa.gov

Clark Harrison Building
330 W. Ponce de Leon Ave
Decatur, GA 30030

DEPARTMENT OF PLANNING & SUSTAINABILITY

AUTHORIZATION

The property owner should complete this form or a similar signed and notarized form if the individual who will file the application with the County is not the property owner.

Date: 12/20/22

TO WHOM IT MAY CONCERN:

(I) (WE) Masjid Muhammad of Al-Islam, Ltd.
Name of owner(s)

being (owner) (owners) of the subject property described below or attached hereby delegate authority to

Perennial Properties (c/o Craig Wasilewsky)
Name of Agent or Representative

to file an application on (my) (our) behalf.

C WASILEWSKY
My Commission Expires
NOTARY PUBLIC
12-29-2024
DeKalb COUNTY, GEORGIA

Notary Public

Owner Majlis Member of Atlanta Masjid of Al-Islam
Masjid Muhammad of Al-Islam, Ltd

Notary Public

Owner

Notary Public

Owner

Notary Public

Owner

REZONING
AUTHORIZATION FROM
MASJID MUHAMMAD OF
AL-ISLAM, LTD.

E. CAMPAIGN DISCLOSURE STATEMENT

DeKalb County
GEORGIA

404.371.2155 (o)
404.371.4556 (f)
DeKalbCountyGa.gov

Clark Harrison Building
330 W. Ponce de Leon Ave
Decatur, GA 30030

DEPARTMENT OF PLANNING & SUSTAINABILITY

DISCLOSURE OF CAMPAIGN CONTRIBUTION

In accordance with the Conflict of Interest in Zoning Act, OCGA Chapter 36-67A, the following questions must be answered.

Have you, the applicant, made $250.00 or more in campaign contribution to a local government official within two years immediately preceding the filling of this application?

Yes_____ No_X_*

If the answer is yes, you must file a disclosure report with the governing authority of DeKalb County showing:

1. The name and official position of the local government official to whom the campaign contribution was made.

2. The dollar amount and description of each campaign contribution made during the two years immediately preceding the filing of this application and the date of each such contribution.

The disclosure must be filed within 10 days after the application is first filed and must be submitted to the C.E.O. and to the Board of Commissioners of DeKalb County, 1300 Commerce Drive, Decatur, GA 30030.

_____
Notary

Elise Ostendorf
NOTARY PUBLIC
Cobb County, Georgia
My Commission Expires
January 27, 2024

01. 27. 2024.
Expiration Date/ Seal

_____ 12/20/22
Signature of Applicant /Date

Check one: Owner_____ Agent_X_

*Notary seal not needed if answer is "no".

F. LEGAL BOUNDARY SURVEY

SUPERIOR COURT RECORD INFORMATION

SURVEYOR'S CERTIFICATION BOX

This plat is a retracement of an existing parcel or parcels of land and does not subdivide or create a new parcel or make any changes to any real property boundaries. The recording Information of the documents, maps, plats, or other instruments which created the parcel or parcels are stated hereon. RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION, AVAILABILITY OF PERMITS, COMPLIANCE WITH LOCAL REGULATIONS OR REQUIREMENTS, OR SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND. Furthermore, the undersigned land surveyor certifies that this plat complies with the minimum technical standards for property surveys in Georgia as set forth in the rules and regulations of the Georgia Board of Registration for Professional Engineers and Land Surveyors and as set forth in O.C.G.A. Section 15–6–67.

GEORGIA REGISTERED PROFESSIONAL No. 2672 LAND SURVEYOR J. CHRIS WHITLEY

7/13/22

TO: PERENNIAL PROPERTIES, INC., OR ITS ASSIGNS AND CHICAGO TITLE INSURANCE COMPANY.

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 5, 8, 9, 11(b), 13 AND 16 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON JUNE 10, 2022.

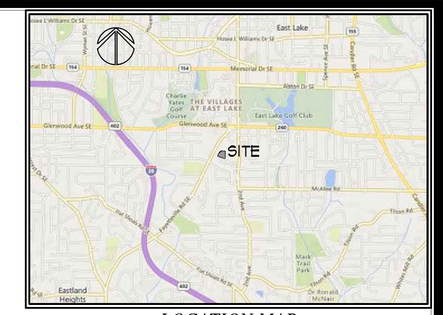
DATE: 7/13/22

J. CHRIS WHITLEY
REGISTRATION NUMBER: **2672**

REGISTERED PROFESSIONAL No. 2672 LAND SURVEYOR J. CHRIS WHITLEY

GRID NORTH
GA WEST ZONE

GRAPHIC SCALE
30 0 30 60
(IN FEET)
1 INCH = 30 FT.



LOCATION MAP
N.T.S.

REFERENCES:

1. DEED BOOK 7347 PAGE 796
2. DEED BOOK 15363 PAGE 84
3. SURVEY FOR WADE J. TURNIPSEED BY McCLUNG SURVEYING SERVICES. INC DATED 10–24–03.
4. SURVEY FOR MEADOW NOOK PROPERTIES BY CHRISTOPHER E. MOORE & ASSOCIATES DATED MAY 23, 2007.

NOTES:

– THERE ARE NO STRIPED PARKING SPACES ON THE SUBJECT PROPERTY.

– THERE IS NO EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.

CURRENT ADDRESS:

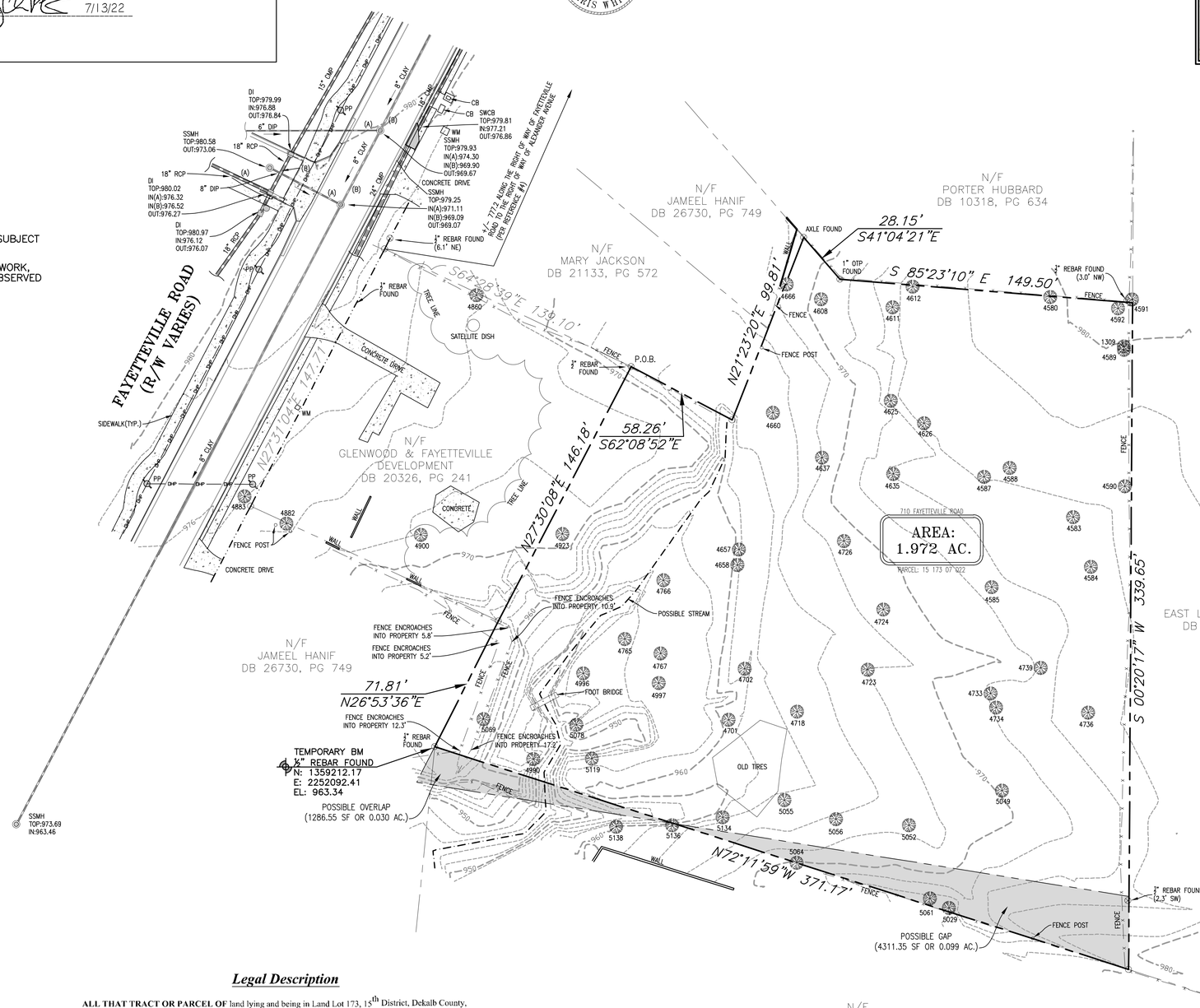
710 FAYETTEVILLE ROAD
ATLANTA, GEORGIA 30316

LEGEND

- UTILITY POLE (PP)
- GUY WIRE
- LIGHT POLE (LP)
- FLAG POLE (FP)
- FIRE HYDRANT (FH)
- SIGN
- JUNCTION BOX (JB)
- DROP INLET (DI)
- WATER VALVE (WV)
- ROOF DRAIN (RD)
- CLEAN OUT (CO)
- WATER METER (WM)
- SANITARY MANHOLE
- IRON PIN FOUND
- CONCRETE
- WALL
- HEAD WALL (HW)
- FENCE LINE
- TREE LINE
- HANDICAP RAMP
- CURB AND GUTTER

ABBREVIATIONS

INV	INVERT ELEVATION
CMP	CORRUGATED METAL PIPE
RCP	REINFORCED CONCRETE PIPE
DIP	DUCTILE IRON PIPE
FFE	FINISHED FLOOR ELEVATION
TBM	TEMPORARY BENCHMARK
GM	GAS METER
GV	GAS VALVE
FDC	FIRE DEPARTMENT CONNECTION
UGCM	UNDERGROUND CABLE MARKER
GLM	GAS LINE MARKER
WLM	WATER LINE MARKER
CB	COMMUNICATIONS BOX
UB	UTILITY BOX
PB	PLAT BOOK
DB	DEED BOOK
N/F	NOW OR FORMERLY
SSMH	SANITARY SEWER MANHOLE
DWCB	DOUBLE WING CATCH BASIN
SWCB	SINGLE WING CATCH BASIN
FES	FLARED END SECTION
CONC	CONCRETE
SB	SWITCH BOX
TF	TRANSFORMER
TSB	TRAFFIC SIGNAL BOX
TSP	TRAFFIC SIGNAL POLE
H/C	HEATING AND COOLING UNIT
OTP	OPEN TOP PIPE
CTP	CRIMP TOP PIPE
P.O.B.	POINT OF BEGINNING
P.O.C.	POINT OF COMMENCEMENT



TREE TABLE

TREE #	TREE SIZE	TREE TYPE
1309	28"	PINE
4580	43"	OAK
4583	22"	PINE
4584	22"	OAK
4585	18"	PINE
4587	20"	OAK
4588	23"	POPLAR
4589	29"	PINE
4590	24"	PINE
4592	26"	OAK
4608	36"	OAK
4611	21"	PINE
4612	25"	OAK
4625	18"	OAK
4626	18"	OAK
4635	21"	PINE
4637	21"	PINE
4657	23"	POPLAR
4658	26"	POPLAR
4660	29"	OAK
4666	20"	POPLAR
4701	20"	PINE
4702	19"	PINE
4718	22"	PINE
4723	18"	PINE
4724	29"	PINE
4726	18"	POPLAR
4733	19"	PINE
4734	18"	PINE
4736	24"	OAK
4739	23"	OAK
4765	20"	POPLAR
4766	19"	POPLAR
4767	19"	PINE
4860	36"	OAK
4882	30"	OAK
4883	19"	OAK
4900	48"	OAK
4923	19"	POPLAR
4990	19"	POPLAR
4996	26"	POPLAR
4997	19"	PINE
5029	20"	PINE
5049	19"	PINE
5052	23"	PINE
5055	18"	WALNUT
5056	18"	PINE
5061	18"	OAK
5064	30"	OAK
5069	33"	POPLAR
5078	20"	POPLAR
5119	24"	POPLAR
5134	19"	MAPLE
5136	23"	OAK
5138	22"	PINE

CURRENT ZONNING:

R–75

Legal Description

ALL THAT TRACT OR PARCEL OF land lying and being in Land Lot 173, 15th District, Dekalb County, Georgia, being more particularly described as follows:

TO FIND THE POINT OF BEGINNING commence at the intersection of the right of way of Fayetteville Road (right of way varies) and the right of way of Alexander Avenue (right of way varies); thence southwesterly along the eastern right of way of Fayetteville Road 777.20 feet to a point; thence leaving said right of way South 64°28'39" East a distance of 139.10 feet to a point, that is the **POINT OF BEGINNING;** thence South 62°08'52" East a distance of 58.26 feet to a point; thence North 21°23'20" East a distance of 99.81 feet to a point; thence South 41°04'21" East a distance of 28.15 feet to a point; thence South 85°23'10" East a distance of 149.50 feet to a point; thence South 00°20'17" West a distance of 339.65 feet to a point; thence North 72°11'59" West a distance of 371.17 feet to a point; thence North 26°53'36" East a distance of 71.81 feet to a point; thence North 27°30'08" East a distance of 146.18 feet to a point, being the **POINT OF BEGINNING**. Said tract contains 1.972 Acres.

The property described above is the same property that is insured in the title policy issued by Chicago Title Insurance Company, Commitment Number: 2002.05.023, Commitment Date: May 27, 2022.

FLOOD HAZARD NOTE:

FIRM MAP NUMBER 13089C0127J, DATED MAY 16, 2013 AND FIRM MAP NUMBER 13089C0131J, DATED MAY 16, 2013 INDICATES THAT THIS TRACT DOES NOT LIE IN AN AREA DESIGNATED AS HAVING FLOOD HAZARD.

TITLE EXCEPTIONS FROM CHICAGO TITLE INSURANCE COMPANY, COMMITMENT NUMBER.: 2022.05.023, COMMITMENT DATE: MAY 27, 2022.

9. RIGHT OF WAY EASEMENT TO DEKALB COUNTY DATED OCTOBER 21, 1998, RECORDED IN DEED BOOK 10331, PAGE 556, DEKALB COUNTY, GEORGIA RECORDS. **(DOES NOT AFFECT SUBJECT PROPERTY)**

THIS SURVEY WAS PREPARED IN CONFORMITY WITH THE TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN CHAPTER 180–7 OF THE RULES OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN THE GEORGIA PLAT ACT O.C.G.A. 15–6–67. AUTHORITY O.C.G.A. SECS. 15–6–67, 43–15–4, 43–15–6, 43–15–19, 43–15–22.

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This plat was prepared for the exclusive use of the person, persons, or entity named hereon. This plat does not extend to any unnamed person, persons, or entity without the express recertification of the surveyor naming such person, persons, or entity.

REGISTERED PROFESSIONAL No. 2672 LAND SURVEYOR J. CHRIS WHITLEY
7/13/22

MDA
McFARLAND-DYER & ASSOCIATES
1071 SHORT PUMP TRACE NORTH
SUWANEE, GEORGIA 30024
PHONE (770) 932-6550
FAX (770) 932-6553
WWW.CMDA.NET

THE FIELD DATA UPON WHICH THIS PLAT IS BASED HAS A CLOSURE PRECISION OF ONE FOOT IN 22,243 FEET AND AN ANGULAR ERROR OF 07 PER ANGLE POINT, AND WAS ADJUSTED USING LEAST SQUARES.
THIS MAP OR PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 22,243 FEET.
A TRIMBLE S6 ROBOTIC TOTAL STATION WAS USED TO OBTAIN THE LINEAR AND ANGULAR MEASUREMENTS USED IN THE PREPARATION OF THIS PLAT.
THE FIELD DATA WAS COLLECTED ON 06-10-2022.

DATE	DESCRIPTION
07/13/2022	ALTA/NSPS LAND TITLE SURVEY

JOB NO: 22-0509
DRAWN BY: CD
CHECKED BY: MP
SURVEYED BY: KB

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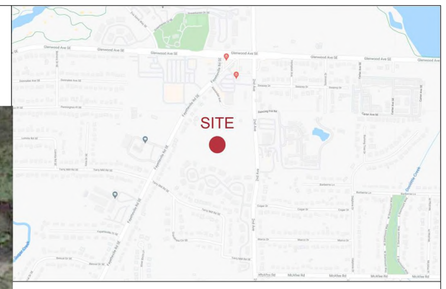
PERENNIAL PROPERTIES, INC., OR ITS ASSIGNES AND CHICAGO TITLE INSURANCE COMPANY
LL 173, 15TH DISTRICT
DEKALB COUNTY, GEORGIA

ALTA/NSPS
LAND TITLE
SURVEY

SHEET 1 OF 1

G. SITE PLAN



PHASE I

MULTIFAMILY

(M1) (M2) 4/5 SPLIT RESIDENTIAL
TOTAL : 237 UNITS

AVG HEATED AREA - MF : 815 SF (APPROX.)

RENTAL TOWNHOMES

(TH) 2 STORY TOWNHOMES : 44 UNITS
WITH TUCK-UNDER GARAGES
AVG HEATED AREA - TH : 1350 SF (APPROX.)

TOTAL 281 UNITS

RETAIL / RESTAURANT

(R1) 3,000 SF

PHASE 1 PARKING : 461 SPACES
TOTAL PARKING REQUIRED BY MR-2 ZONING : 448 SPACES
PARKING SUPLUS : 13 SPACES

PHASE II

MULTIFAMILY

(M3) 4/5 SPLIT RESIDENTIAL
TOTAL : 47 UNITS

AVG HEATED AREA - MF : 815 SF (APPROX.)

TOTAL 47 UNITS

PHASE II ADDITIONAL PARKING: 66 SPACES
66 NEW SPACES + 5 SURPLUS SPACES FROM PHASE 1 = 71 SPACES PROVIDED AS REQUIRED BY MR-2 ZONING
(SEE PAGE 2 FOR PARKING CALCULATIONS).

1 ARCHITECTURAL SITE PLAN
SCALE: 1" = 40'-0"

DYNAMIK DESIGN
5901 PEACHTREE DUNWOODY RD.
BUILDING C, SUITE 250
ATLANTA, GA 30328
TELEPHONE: 678-506-8830
DYNAMIKDESIGN.COM

CONSULTANT:

SEAL:

1845 2ND AVENUE, 1851 2ND AVENUE,
AND 1939 ALABAMA AVENUE
DECATUR, GEORGIA 30032

1777 PEACHTREE STREET NE
SUITE 200
ATLANTA, GEORGIA 30309

PROJECT NUMBER: PRP2018-02
BAG FACTORY DEVELOPMENT

CLIENT: perennial PROPERTIES

DRAWING RELEASE	DATE
SITE PLAN	04/27/2022
SITE PLAN REV. 1	06/15/2022

TITLE:

ARCHITECTURAL SITE PLAN

SHEET NUMBER:

SP-01

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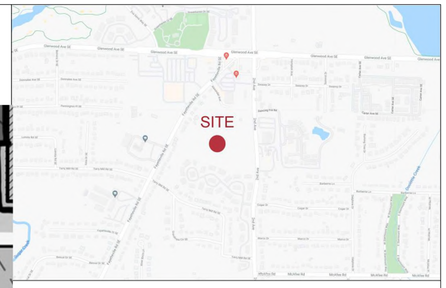

SITE DATA

1. **ADDRESS**
   710 FAYETTEVILLE ROAD TO CONNECT TO EXISTING PHASE 1 AT 1845 2ND AVENUE, 1851 2ND AVENUE, AND 1939 ALEXANDER AVENUE DECATUR, GEORGIA 30032

2. **SITE AREA**
   LAND AREA: 1.972 AC

3. **ZONING**
   CURRENT LAND USE: SUBURBAN
   CURRENT ZONING: R-75
   PROPOSED LAND USE: NEIGHBORHOOD CENTER
   PROPOSED ZONING: MR-2

4. **RESIDENTIAL FLOOR AREA**
   TOTAL MULTI-FAMILY UNITS: 47 UNITS
   SITE DENSITY PROVIDED: 23.83 UNITS/ACRE (WITH BONUS)
   RESIDENTIAL FLOOR AREA/UNITS: 57,600 SF / 47 UNITS
   MAXIMUM ALLOWABLE FAR (MR-2): N/A
   PROPOSED RESIDENTIAL FLOOR AREA/RATIO: 57,600 SF / 0.67 FAR

5. **PROPERTY SETBACKS**
   SIDE YARD SETBACKS: 0 FEET
   2ND SIDE YARD SETBACK: 50 FEET (TRANSITIONAL BUFFER)
   REAR YARD SETBACK: 50 FEET (TRANSITIONAL BUFFER)

6. **BUILDING HEIGHT**
   MAXIMUM ALLOWABLE BUILDING HEIGHT (MR-2): 4 STORIES IN 60'-0"
   PROPOSED MAXIMUM BUILDING HEIGHT: 4 STORIES IN 52'-0"

7. **PARKING**
   OFF-STREET PARKING REQUIREMENTS PER MR-2 ZONING:
   MULTIFAMILY RESIDENTIAL: 71 SPACES (1.5 SPACES / DU + 0.25 GUEST MIN.)
   TOTAL PARKING REQUIRED BY MR-2 ZONING: 71 SPACES
   OFF-STREET PARKING PROVIDED:
   MULTIFAMILY RESIDENTIAL: 66 SPACES + 5 PHASE I SURPLUS PARKING
   TOTAL PARKING PROVIDED: 71 SPACES

PHASE II

MULTIFAMILY

M3 4/5 SPLIT RESIDENTIAL
TOTAL : 47 UNITS

AVG HEATED AREA - MF : 815 SF (APPROX.)

TOTAL 47 UNITS

PHASE II ADDITIONAL PARKING: 66 SPACES
66 NEW SPACES + 5 SURPLUS SPACES FROM PHASE 1 = 71 SPACES PROVIDED AS REQUIRED BY MR-2 ZONING.

1 ARCHITECTURAL SITE PLAN
SCALE: 1" = 20'-0"

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5901 PEACHTREE DUNWOODY RD.
BUILDING C, SUITE 250
ATLANTA, GA 30328
TELEPHONE: 678-508-8830
DYNAMIKDESIGN.COM

CONSULTANT:

SEAL:

1845 2ND AVENUE, 1851 2ND AVENUE, AND 1939 ALEXANDER AVENUE DECATUR, GEORGIA 30032

1777 PEACHTREE STREET NE
SUITE 200
ATLANTA, GEORGIA 30309

PROJECT NUMBER: PRP2018-02
BAG FACTORY DEVELOPMENT

CLIENT: perennial PROPERTIES

DRAWING RELEASE	DATE
SITE PLAN	04/27/2022
SITE PLAN REV. 1	06/15/2022

TITLE:

ARCHITECTURAL SITE PLAN

SHEET NUMBER:

SP-02

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H. REDUCED SITE PLAN

PHASE I

MULTIFAMILY

(M1) (M2) 4/5 SPLIT RESIDENTIAL
TOTAL : 237 UNITS

AVG HEATED AREA - MF : 815 SF (APPROX.)

RENTAL TOWNHOMES

(TH) 2 STORY TOWNHOMES : 44 UNITS
WITH TUCK-UNDER GARAGES
AVG HEATED AREA - TH : 1350 SF (APPROX.)

TOTAL 281 UNITS

RETAIL / RESTAURANT

(R1) 3,000 SF

PHASE 1 PARKING : 461 SPACES
TOTAL PARKING REQUIRED BY MR-2 ZONING : 448 SPACES
PARKING SUPLUS : 13 SPACES

PHASE II

MULTIFAMILY

(M3) 4/5 SPLIT RESIDENTIAL
TOTAL : 47 UNITS

AVG HEATED AREA - MF : 815 SF (APPROX.)

TOTAL 47 UNITS

PHASE II ADDITIONAL PARKING: 66 SPACES
66 NEW SPACES + 5 SURPLUS SPACES FROM PHASE 1 = 71 SPACES PROVIDED AS REQUIRED BY MR-2 ZONING
(SEE PAGE 2 FOR PARKING CALCULATIONS).

1 ARCHITECTURAL SITE PLAN
SCALE: 1" = 40'-0"

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5901 PEACHTREE DUNWOODY RD.
BUILDING C, SUITE 250
ATLANTA, GEORGIA 30328
TELEPHONE: 678.506.8533
DYNAMIKDESIGN.COM

CONSULTANT:

SEAL:

1845 2ND AVENUE, 1851 2ND AVENUE, AND 1859 ALEXANDER AVENUE
DECATUR, GEORGIA 30032

1777 PEACHTREE STREET NE
SUITE 200
ATLANTA, GEORGIA 30309

PROJECT NUMBER: PRP2218-02

BAG FACTORY DEVELOPMENT

CLIENT: perennial PROPERTIES

DRAWING RELEASE	DATE
SITE PLAN	04/27/2022
SITE PLAN REV. 1	06/15/2022

TITLE:

ARCHITECTURAL SITE PLAN

SHEET NUMBER:

SP-01

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1 ARCHITECTURAL SITE PLAN
SCALE: 1" = 20'-0"

SITE DATA

1. **ADDRESS**
   710 FAYETTEVILLE ROAD TO CONNECT TO EXISTING PHASE 1 AT 1845 2ND AVENUE, 1851 2ND AVENUE, AND 1939 ALEXANDER AVENUE DECATUR, GEORGIA 30032
2. **SITE AREA**
   LAND AREA: 1.972 AC
3. **ZONING**
   CURRENT LAND USE: SUBURBAN
   CURRENT ZONING: R-75
   PROPOSED LAND USE: NEIGHBORHOOD CENTER
   PROPOSED ZONING: MR-2
4. **RESIDENTIAL FLOOR AREA**
   TOTAL MULTI-FAMILY UNITS: 47 UNITS
   SITE DENSITY PROVIDED: 23.83 UNITS/ACRE (WITH BONUS)
   RESIDENTIAL FLOOR AREA/UNITS: 57,600 SF / 47 UNITS
   MAXIMUM ALLOWABLE FAR (MR-2): N/A
   PROPOSED RESIDENTIAL FLOOR AREA/RATIO: 57,600 SF / 0.67 FAR
5. **PROPERTY SETBACKS**
   SIDE YARD SETBACKS: 0 FEET
   2ND SIDE YARD SETBACK: 50 FEET (TRANSITIONAL BUFFER)
   REAR YARD SETBACK: 50 FEET (TRANSITIONAL BUFFER)
6. **BUILDING HEIGHT**
   MAXIMUM ALLOWABLE BUILDING HEIGHT (MR-2): 4 STORIES IN 60'-0"
   PROPOSED MAXIMUM BUILDING HEIGHT: 4 STORIES IN 52'-0"
7. **PARKING**
   OFF-STREET PARKING REQUIREMENTS PER MR-2 ZONING:
   MULTIFAMILY RESIDENTIAL: 71 SPACES (1.5 SPACES / DU + 0.25 GUEST MIN.)
   TOTAL PARKING REQUIRED BY MR-2 ZONING: 71 SPACES
   OFF-STREET PARKING PROVIDED:
   MULTIFAMILY RESIDENTIAL: 66 SPACES + 5 PHASE I SURPLUS PARKING
   TOTAL PARKING PROVIDED: 71 SPACES

PHASE II

MULTIFAMILY

M3 *4/5 SPLIT RESIDENTIAL*
TOTAL : 47 UNITS

AVG HEATED AREA - MF : 815 SF (APPROX.)

TOTAL 47 UNITS

PHASE II ADDITIONAL PARKING: 66 SPACES
66 NEW SPACES + 5 SURPLUS SPACES FROM PHASE 1 = 71 SPACES PROVIDED AS REQUIRED BY MR-2 ZONING.

DYNAMIK DESIGN
5901 PEACHTREE DUNWOODY RD.
BUILDING C, SUITE 250
ATLANTA, GEORGIA 30328
TELEPHONE: 678.509.8533
DYNAMIKDESIGN.COM

CONSULTANT:

SEAL:

1945 2ND AVENUE, 1851 2ND AVENUE, AND 1939 ALEXANDER AVENUE DECATUR, GEORGIA 30032

1777 PEACHTREE STREET NE SUITE 200 ATLANTA, GEORGIA 30309

PROJECT NUMBER: PRP2016-02

BAG FACTORY DEVELOPMENT

CLIENT: perennial PROPERTIES

DRAWING RELEASE	DATE
SITE PLAN	04/27/2022
SITE PLAN REV. 1	06/15/2022

TITLE:

ARCHITECTURAL SITE PLAN

SHEET NUMBER:

SP-02

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I. WRITTEN LEGAL DESCRIPTION

Legal Description

ALL THAT TRACT OR PARCEL OF land lying and being in Land Lot 173, 15th District, Dekalb County, Georgia, being more particularly described as follows:

TO FIND THE POINT OF BEGINNING commence at the intersection of the right of way of Fayetteville Road (right of way varies) and the right of way of Alexander Avenue (right of way varies); thence southwesterly along the eastern right of way of Fayetteville Road 777.20 feet to a point; thence leaving said right of way South 64°28'39" East a distance of 139.10 feet to a point, that is the **POINT OF BEGINNING;** thence South 62°08'52" East a distance of 58.26 feet to a point; thence North 21°23'20" East a distance of 99.81 feet to a point; thence South 41°04'21" East a distance of 28.15 feet to a point; thence South 85°23'10" East a distance of 149.50 feet to a point; thence South 00°20'17" West a distance of 339.65 feet to a point; thence North 72°11'59" West a distance of 371.17 feet to a point; thence North 26°53'36" East a distance of 71.81 feet to a point; thence North 27°30'08" East a distance of 146.18 feet to a point, being the **POINT OF BEGINNING**. Said tract contains 1.972 Acres.

The property described above is the same property that is insured in the title policy issued by Chicago Title Insurance Company, Commitment Number: 2002.05.023, Commitment Date: May 27, 2022.

J. Building Form Information

CONCEPTUAL AERIAL SKETCH FOR REPRESENTATIVE PURPOSES

DYNAMIK DESIGN
5901 PEACHTREE DUNWOODY RD.
BUILDING C, SUITE 250
ATLANTA, GA 30328
TELEPHONE: 678-508-8830
DYNAMIKDESIGN.COM

CONSULTANT:

SEAL:

1845 2ND AVENUE, 1851 2ND AVENUE,
1839 ALEXANDER AVENUE
DECATUR, GEORGIA 30032

1777 PEACHTREE STREET NE
SUITE 200
ATLANTA, GEORGIA 30309

CLIENT: perennial PROPERTIES

PROJECT NUMBER: PRP2018-02

BAG FACTORY DEVELOPMENT

△	DRAWING RELEASE	DATE
	CONCEPTUAL AERIAL SKETCH	02/23/2022

TITLE:

ARCHITECTURAL RENDERINGS

SHEET NUMBER:

AR-01

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K. Completed, Signed Pre-Application Form

DeKalb County
GEORGIA

404.371.2155 (o)
404.371.4556 (f)
DeKalbCountyGa.gov

Clark Harrison Building
330 W. Ponce de Leon Ave
Decatur, GA 30030

Chief Executive Officer
Michael Thurmond

DEPARTMENT OF PLANNING & SUSTAINABILITY

Director
Andrew A. Baker, AICP

PRE-APPLICATION FORM
REZONE, SPECIAL LAND USE PERMIT, MODIFICATION, AND LAND USE
(Required prior to filing application: signed copy of this form must be submitted at filing)

Applicant Name: _ Craig Wasilewsky __ Phone: : 678-478-9859__ Email: cwasilewsky@perenialproperties.com__

Property Address: _710 Fayetteville Road_____

Tax Parcel ID: __ 15 173 07 022 ___ _ Comm. District(s): _3 & 6_____ Acreage: 1.96___ _____

Existing Use: Vacant_____ Proposed Use___ *Multi-Family apartments*

Supplemental Regs: _NA____ ___ Overlay District: _NA ___ DRI: ___NA_____

Rezoning: Yes __X ___ No __ ____

Existing Zoning: __R-75 (Residential Medium Lot) _____
Proposed Zoning: _MR-2 (Medium Residential Density-2) District
Square Footage/Number of Units: _____

Rezoning Request: R-75 to MR-2 to allow 47 multi-family apartments
_____

_____

Land Use Plan Amendment: Yes_ X____ No _ ___

Existing Land Use: _SUB_____ Proposed Land Use: _NC??____ Consistent _____ Inconsistent_____
MR-2 zoning not allowed in SUB, requires Land Use Amendment to Neighborhood Center (NC)—Land Use Amendments only heard in March and September agenda cycles.

Special Land Use Permit: Yes_ ___ No _X __

_____

Major Modification:

Existing Case Number(s): __NA_____

Condition(s) to be modified:

_____ _____

_____

_____

DeKalb County
GEORGIA

404.371.2155 (o)
404.371.4556 (f)
DeKalbCountyGa.gov

Clark Harrison Building
330 W. Ponce de Leon Ave
Decatur, GA 30030

WHAT TO KNOW BEFORE YOU FILE YOUR APPLICATION

Pre-submittal Community Meeting: __X_____ Review Calendar Dates: __X_____ PC: 03/07/23*_____ BOC: _03/30/23**_____ Letter of Intent: __X___Impact Analysis: _X____ Owner Authorization(s):__X___ Campaign Disclosure: __X___ Zoning Conditions: _X_____ Community Council Meeting: _02/08/23____ Public Notice, Signs: ___X_**(Applicant must pick up and post and/or will be done by Staff)**_____ Tree Survey, Conservation: _____ Land Disturbance Permit (LDP): ___X_____ Sketch Plat: __X_____ Bldg. Permits: __X_____ Fire Inspection: __X_____ Business License: __X_____ State License: _____ Lighting Plan: _____ Tent Permit: _____ Submittal Format: NO STAPLES, NO BINDERS PLEASE

***Applicant has already had two community meetings, and a third is scheduled for Tuesday December 20th.. Land Use Amendments are only heard in March and September Agenda cycles.**

****Filing Deadline for application is December 23, 2023 (estimated). If there are more than 20 cases on March 2023 agenda cycle then case would be heard in September 2023.**

Review of Site Plan

Density: __X_____ Density Bonuses: ___X_____ Mix of Uses: _____ Open Space: ___X____ Enhanced Open Space: _X_____ Setbacks: front __X____ sides __X____ side corner _____ rear ___X___ Lot Size: __X____ Frontage: ____X_____ Street Widths: ___X_____ Landscape Strips:__X_____ Buffers:__X_____ Parking Lot Landscaping: __X_____ Parking - Auto: __X_____ Parking - Bicycle: _____X___ Screening: ___X_____ Streetscapes: __X_____ Sidewalks: _X____Fencing/Walls:__X___ Bldg. Height: __X___ Bldg. Orientation: _____ Bldg. Separation: _____ Bldg. Materials: _X____ Roofs: _X____ Fenestration: ___X____ Façade Design: __X____ Garages: __X____ Pedestrian Plan:___X____ Perimeter Landscape Strip: __X____

Possible Variances: __ Applicant will need to provide justification as to why proposed MR-2 district is appropriate and compatible with surrounding uses and also demonstrate compliance with MR-2 zoning requirements including but not limited to minimum lot area and lot width, required parking, parking lot landscaping, minimum open space, maximum building height, transitional buffers, transitional height plane, streetscape improvements (sidewalks/street trees/street lighting), building materials, outdoor lighting, etc. Applicant must indicate how they comply with lot frontage requirement along a public road by consolidating properties along 2nd avenue as currently the property is landlocked with no public road frontage access.

DeKalb County
GEORGIA

404.371.2155 (o)
404.371.4556 (f)
DeKalbCountyGa.gov

Clark Harrison Building
330 W. Ponce de Leon Ave
Decatur, GA 30030

Maximum base density of MR-2 is 12 units per acre, with the option to provide up to 24 units per acre through provision of density bonuses as defined in the zoning code. The applicant is encouraged to discuss possible transportation improvements that may be required (if the rezoning is approved by the Board of Commissioners) with the county Transportation Department. The applicant is encouraged to contact Land Development Division of Public Works regarding required storm water management, floodplain, and stream buffer issues.

This only a preliminary review and is not a complete list of zoning requirements, a final and complete review will be done upon official submission of a rezoning application and concept plan.

_____

_____

_____

Planner:__John Reid _____ _____Date_12/15/22_____

Filing Fees

REZONING:	RE, RLG, R-100, R-85, R-75, R-60, MHP, RSM, MR-1	$500.00
	RNC, MR-2, HR-1, HR-2, HR-3, MU-1, MU-2, MU-3, MU-4, MU-5	$750.00
	OI, OD, OIT, NS, C1, C2, M, M2	$750.00
LAND USE MAP AMENDMENT		$500.00
SPECIAL LAND USE PERMIT		$400.00

L. TRAFFIC STUDY

Traffic Impact Study

Bag Factory Development

DeKalb County, Georgia

Report Prepared:

December 2022

Prepared for:

Perennial Properties

Prepared by:

Kimley-Horn and Associates, Inc.
11720 Amber Park Drive, Suite 600
Alpharetta, GA 30009
019608002

Traffic Impact Study

Bag Factory Development

DeKalb County, Georgia

Report Prepared:

December 2022

Prepared for:

Perennial Properties

Prepared by:

Kimley-Horn and Associates, Inc.
11720 Amber Park Drive, Suite 600
Alpharetta, GA 30009
019608002

GEORGIA REGISTERED No. PE047612 PROFESSIONAL ENGINEER HARRISON D. FORDER

12/21/2022

Kimley»Horn

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Appendix D: Raw Traffic Counts

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1.0 INTRODUCTION

This report presents the analysis of the anticipated traffic impacts associated with the proposed *Bag Factory Development*, which is expected to be completed in 2024 (referred to herein as "build-out year"). The site is located at 1851 2nd Avenue, south of Glenwood Avenue, in unincorporated DeKalb County, Georgia.

The site is currently undeveloped and is proposed to consist of approximately 284 multifamily residential units, 44 townhomes, and 3,500 SF of retail space on approximately 13.69 acres. A majority of the site was rezoned from C-1 (local commercial) and M (light industrial) land uses to a MR-2 (medium density residential-2) land use in June 2022 (zoning case Z-22-1245577). Since that time, an additional parcel was acquired, and an additional 47 multifamily units are proposed. The additional parcel will be rezoned to the MR-2 land use.

This report will summarize the analyses of the following three (3) scenarios:

1. Estimated 2022 Traffic Conditions
2. Projected 2024 No-Build Traffic Conditions (Estimated 2022 Traffic Conditions, plus background traffic growth).
3. Projected 2024 Build Traffic Conditions (Projected 2024 No-Build Traffic Conditions, plus the traffic associated with the proposed *Bag Factory Development*).

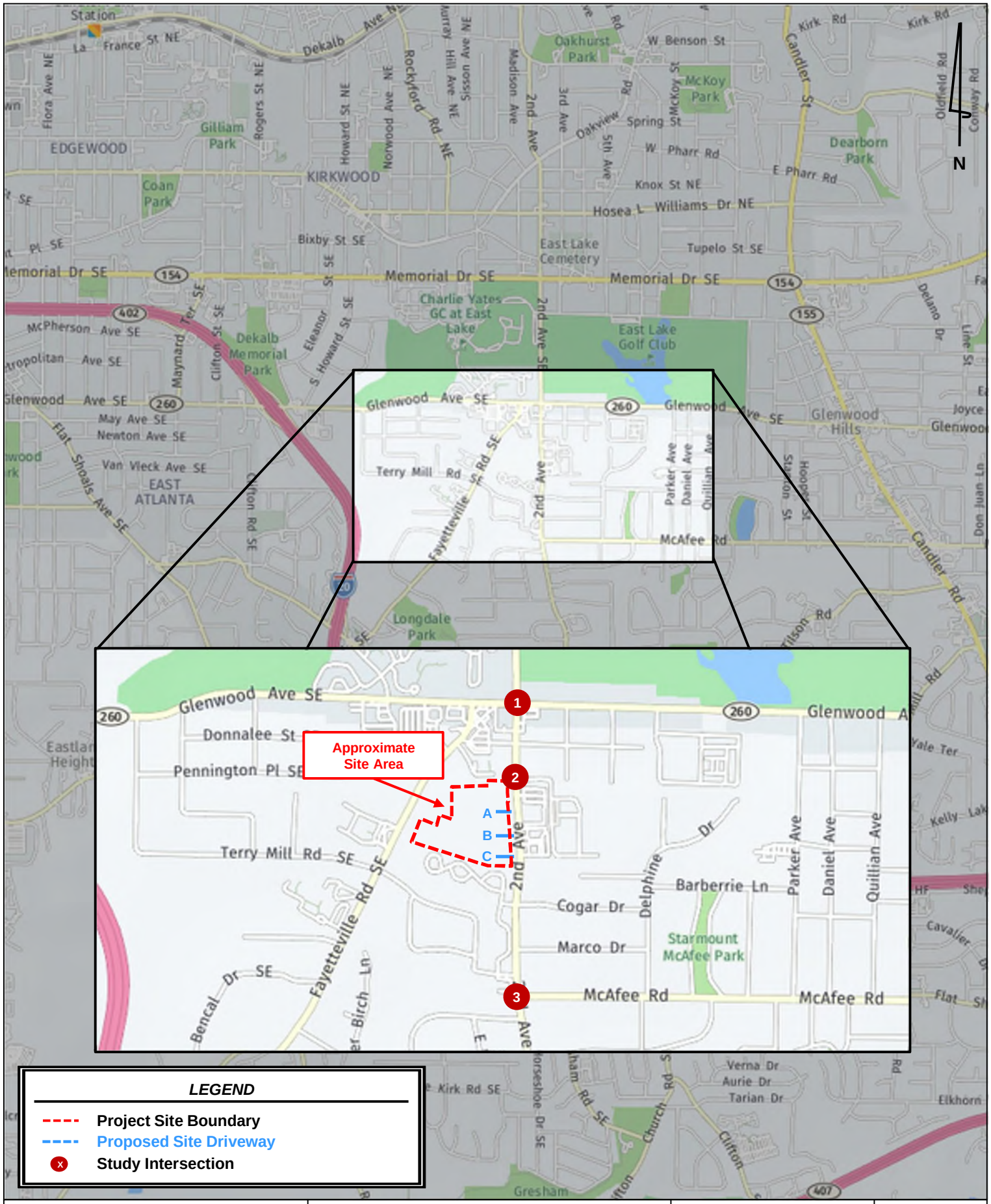
Figure 1 provides a location map of the project site. **Figure 2** provides aerial imagery of the project site. Additionally, a copy of the proposed site plan is provided in Appendix A.

2.0 STUDY AREA DETERMINATION

The study area consists of the following three (3) existing intersections, plus the site driveways:

1. Glenwood Avenue at 2nd Avenue (signalized)
2. 2nd Avenue at Dancing Fox Road (unsignalized)
3. 2nd Avenue at McAfee Road (signalized)

This analysis considers 2nd Avenue as having a north-south orientation, and Glenwood Avenue, Dancing Fox Road, McAfee Road, and all site driveways as having an east-west orientation.



Kimley»Horn

Bag Factory Development
Traffic Impact Study

Site Location Map

Figure 1

Kimley»Horn	***Bag Factory Development*** **Traffic Impact Study**	**Site Aerial**	**Figure 2**
			Page 3

3.0 EXISTING TRAFFIC CONDITIONS

3.1 ROADWAY CHARACTERISTICS

The roadways within the study network have the following characteristics:

2nd Avenue is a two-lane undivided collector roadway (per DeKalb County functional classification) with a posted speed limit of 35 MPH in the vicinity of the project site. GDOT counts taken south of McAfee Road indicated an AADT of 9,620 vehicles per day in 2019.

Glenwood Avenue is an undivided minor arterial roadway (per DeKalb County functional classification) with a posted speed limit of 35 MPH. Glenwood Avenue is a four-lane roadway west of 2nd Avenue and a two-lane roadway east of 2nd Avenue. GDOT counts taken east of 2nd Avenue indicated an AADT of 15,300 vehicles per day in 2019.

McAfee Road is a two-lane undivided collector roadway (per DeKalb County functional classification) with a posted speed limit of 35 MPH. There are no GDOT count stations along McAfee Road in the vicinity of the study network.

Dancing Fox Road is a two-lane, undivided local road with no posted speed limit in the vicinity of the study network. Dancing Fox Road serves a residential community and dead-ends approximately 1,500 feet west of 2nd Avenue There are no GDOT count stations along Dancing Fox Road.

3.2 EXISTING TRAFFIC VOLUMES

Vehicle peak hour turning movement counts were performed at the following existing study intersections:

1. Glenwood Avenue at 2nd Avenue (signalized)
2. 2nd Avenue at Dancing Fox Road (unsignalized)
3. 2nd Avenue at McAfee Road (signalized)

The vehicle peak hour turning movement counts for the study intersection were collected on Wednesday, March 9, 2022. The counts were performed during the AM period (7:00 AM to 9:00 AM) and the PM period (4:00 PM to 6:00 PM). The AM and PM peak hours for each intersection are shown in **Table 1**. Complete traffic count data is provided in Appendix D.

Table 1: Peak Hour Summary		
Intersection	**AM Peak Hour**	**PM Peak Hour**
1. Glenwood Avenue at 2nd Avenue	7:30 AM – 8:30 AM	5:00 PM – 6:00 PM
2. Haynes Bridge Road at Westside Parkway/Lakeview Parkway	7:30 AM – 8:30 AM	5:00 PM – 6:00 PM
3. Haynes Bridge Road at Rainwater Boulevard	7:15 AM – 8:15 AM	5:00 PM – 6:00 PM

Additionally, a 24-Hour volume count was performed along 2nd Avenue south of McAfee Road to line up with an existing GDOT count station (count station 089-3939).

Due to COVID-19's impact on traffic, the existing turning movement counts were adjusted based on historical data and engineering judgement. Average Daily Traffic (ADT) volumes collected in 2022 and Annual Average Daily Traffic (AADT) volumes from GDOT's Traffic Analysis & Data Application (TADA) were used to compare typical traffic volumes in the vicinity of the project site.

The volume comparison is shown in a tabular format in **Table 2**. **Figure 3** illustrates the comparison between the July 2018 GDOT AADT and the March 2022 collected ADT.

Table 2: Traffic Count Comparison and Adjustment Calculations									
Count Station	**Location**	**GDOT**					**Collected**		
		Two-Way AADT	**ADT Date**	**ADT**	**AM Peak**	**PM Peak**	**2022 ADT**	**AM Peak**	**PM Peak**
089-3939	2nd Ave s/o McAfee Road NB	9,620	November 2018	4,939	539	286	4,231	388	305
089-3939	2nd Ave s/o McAfee Road SB	9,620	November 2018	4,660	234	466	4,332	210	433

Difference Calculations		**ADT**			**AM Peak**			**PM Peak**		
		Vol Diff	**Percent**	**Factor**	**Vol Diff**	**Percent**	**Factor**	**Vol Diff**	**Percent**	**Factor**
089-3939	2nd Ave s/o McAfee Road NB	-708	-14%	1.17	-151	-28%	1.39	+19	+7%	0.94
089-3939	2nd Ave s/o McAfee Road SB	-328	-7%	1.08	-24	-10%	1.11	-33	-7%	1.08

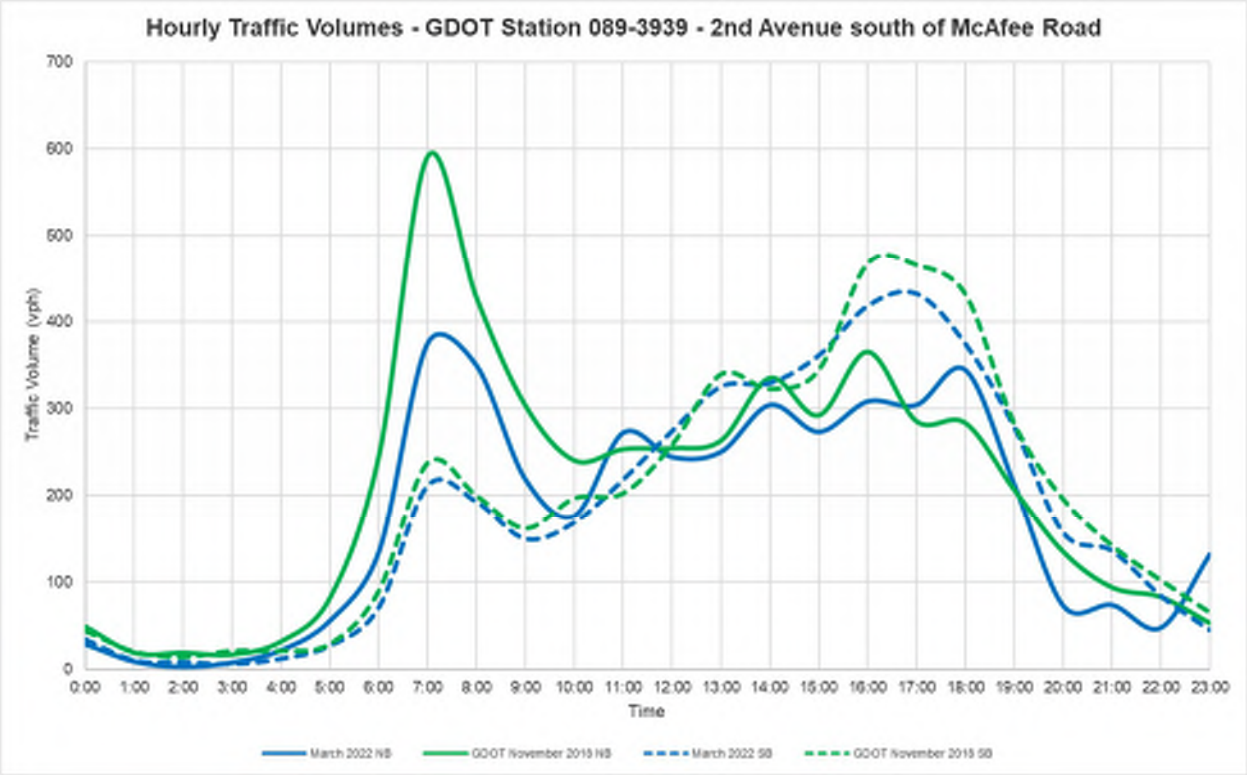
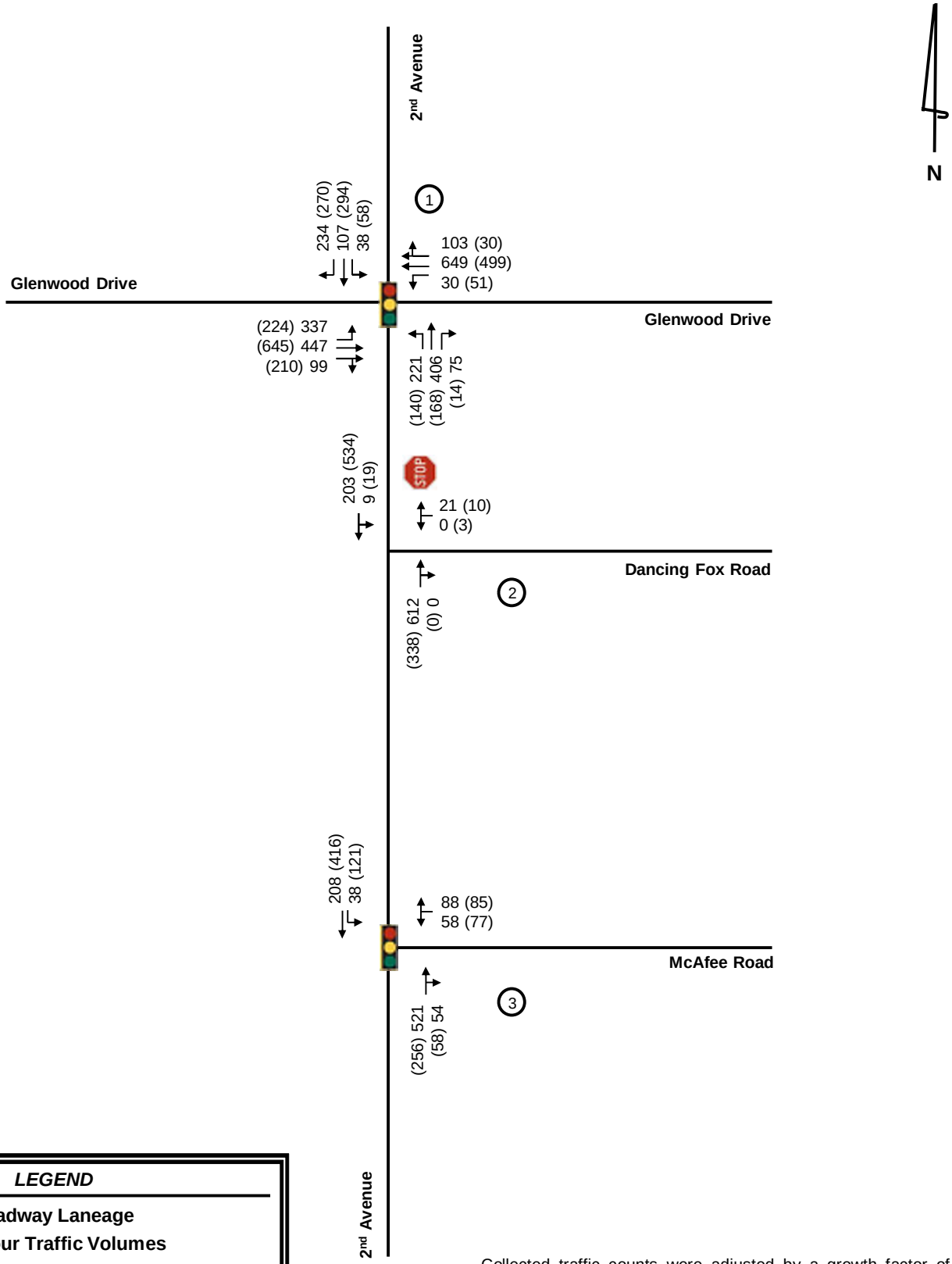


Figure 3: 2nd Avenue ADT Comparison

As a result of the volume comparison, it was determined that an adjustment factor of 1.39 should be used for northbound traffic during the AM peak and an adjustment factor of 1.0 (no adjustment) should be used for northbound traffic during the PM peak. It was determined that an adjustment factor of 1.11 should be used for southbound traffic during the AM peak and an adjustment factor of 1.08 should be used for southbound traffic during the PM peak. Eastbound and westbound traffic should be adjusted by the same factors as southbound traffic.

The complete traffic count data is provided in **Appendix C**.

Figure 4 illustrates the adjusted 2022 peak hour traffic volumes at the study intersections as well as the existing roadway geometry (intersection layout).



LEGEND

→	**Existing Roadway Laneage**
XX	**AM Peak Hour Traffic Volumes**
(XX)	**PM Peak Hour Traffic Volumes**
STOP	**Existing STOP Control**
	Existing Traffic Signal
X	**Intersection Reference Number**

Collected traffic counts were adjusted by a growth factor of 1.39 for the northbound direction and 1.11 for the southbound direction of 2nd Ave during the AM peak and 1.0 for the northbound direction and 1.08 for the southbound direction of 2nd Avenue during the PM peak to account for fluctuations in normal traffic patterns due to COVID-19. Sidestreets were adjusted by a factor of 1.11 during the AM peak and 1.08 during the PM peak.

Kimley»Horn	***Bag Factory Development*** **Traffic Impact Study**	**Estimated 2022 Conditions**	**Figure 4**
			Page 7

4.0 PROJECTED BACKGROUND (NON-PROJECT) TRAFFIC

Projected background (non-project) traffic is defined as the expected traffic on the roadway network in the future year(s) absent the construction and opening of the proposed *Bag Factory Development*. The Estimated 2022 peak hour traffic volumes were increased by 2.5% per year for two (2) years to account for the expected background growth in traffic through year 2024, build-out of the project.

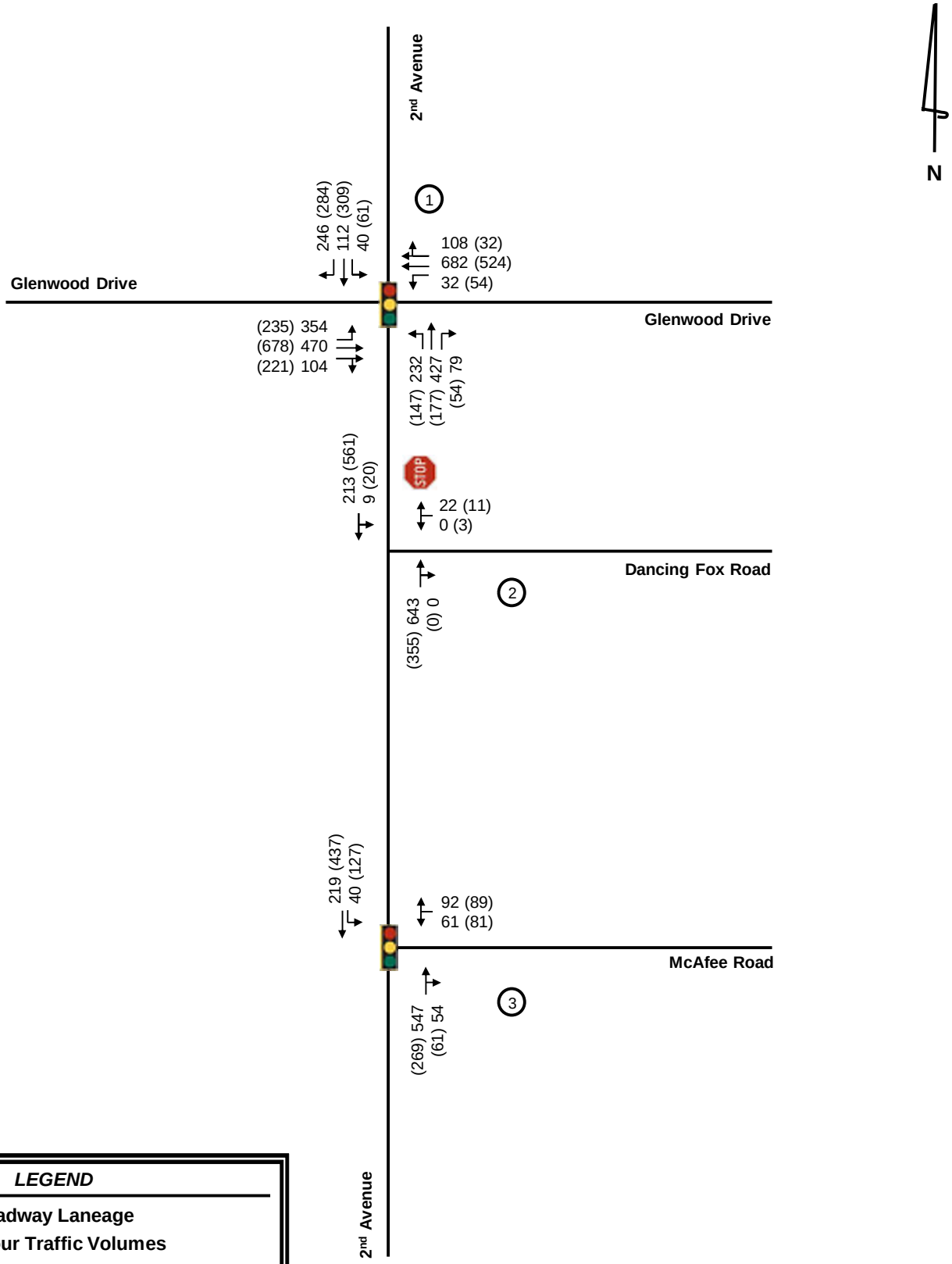
Figure 5 illustrates the Projected 2024 No-Build traffic conditions for the AM and PM peak hours.

4.1 FUTURE ROADWAY/INTERSECTION PROJECTS

The Atlanta Regional Commission's *Atlanta Region's Plan* and DeKalb County SPLOST project list were researched for programmed transportation projects within the vicinity of the proposed development. Fact sheets are included in Appendix E.

1. **AT-281/GDOT PI#0012597**: This project will construct and install recommendations for the completed Roadway Safety audit along Memorial Drive (SR 154). This includes improvements for pedestrian connectivity, accessibility for MARTA bus routes, and removal of the reversible lanes. The network year of the project is TBD.
2. **AT-243/GDOT PI#0007952**: The project will reconstruct sidewalks along Memorial Drive (SR 154). The network year of the project is TBD.
3. **AR-240**: The project will provide high capacity, premium transit service along I-20 between Downtown Atlanta and Stonecrest Mall through DeKalb County. The network year of the project is 2050.

The above listed projects do not impact the intersection laneage or phasing at any study intersections.



LEGEND

→	**Existing Roadway Laneage**
XX	**AM Peak Hour Traffic Volumes**
(XX)	**PM Peak Hour Traffic Volumes**
STOP	**Existing STOP Control**
	Existing Traffic Signal
X	**Intersection Reference Number**

Estimated 2022 Traffic Volumes grown at 2.5% per year for two (2) years.

Kimley»Horn	***Bag Factory Development*** **Traffic Impact Study**	**Projected 2024 No-Build Conditions**	**Figure 5**
			Page 9

5.0 PROJECT TRAFFIC

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the proposed *Bag Factory Development*, and the distribution and assignment of that traffic through the study roadway network. This traffic impact study evaluated the impacts of developing an approximately 13.69-acre residential development.

5.1 PROJECT SITE ACCESS

Access to the proposed *Bag Factory Development* will be provided at three locations listed below:

1. Site Driveway A – a proposed entry-only driveway along 2nd Avenue, approximately 250 feet south of Dancing Fox Road. The driveway is proposed to have one (1) ingress lane entering the site.
2. Site Driveway B – a proposed exit-only driveway along 2nd Avenue, approximately 175 feet south of Site Driveway A. The driveway is proposed to line up with a gated driveway to the Donald Trimble Mortuary. The driveway is proposed to have one (1) egress lane exiting the site.
3. Site Driveway C – a proposed right-in/right-out driveway along 2nd Avenue, approximately 300 feet south of Site Driveway B. The driveway is proposed to line up with the southern driveway for Huskey's Kitchen. The driveway is proposed to have one (1) egress lane exiting the site and one (1) ingress lane entering the site.

See the referenced site plans in Appendix A for a visual representation of vehicular access and circulation throughout the site.

As a condition of zoning approval, an 8-foot-wide public pedestrian path will be provided connecting 2nd Avenue to Fayetteville Road, utilizing the public right-of-way along Alexander Avenue. A connection from the development to the pedestrian facility shall be provided. Additionally, crosswalks and pedestrian protection elements such as a Rectangular Rapid Flashing Beacon (RRFB) will be provided across 2nd Avenue and Fayetteville Road. These improvements are currently in design and permitting with DeKalb County.

5.2 TRIP GENERATION

Traffic for the proposed development was calculated using equations contained in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, Tenth Edition, 2017. The trip generation was calculated assuming multifamily housing (low-rise) (Land Use 220), multifamily housing (mid-rise) (Land Use 221), and retail (Land Use 820). **Table 3** summarizes the trip generation for the proposed development under full build-out (year 2024).

Table 3: Trip Generation											
Land Use	**Density**	**ITE Code**	**Daily Traffic**			**AM Peak Hour**			**PM Peak Hour**		
			Total	**Enter**	**Exit**	**Total**	**Enter**	**Exit**	**Total**	**Enter**	**Exit**
Townhomes (Low-Rise)	*44 units*	220	292	146	146	22	5	17	28	18	10
Multifamily Housing (Mid-Rise)	*284 units*	220	1,546	773	773	95	25	70	121	74	47
Shopping Center	*3,500 SF*	820	132	64	64	3	2	1	13	6	7
Total Gross Trips			**1,970**	**985**	**985**	**120**	**32**	**88**	**162**	**98**	**64**
Mixed-Use Reduction			*-0*	*-0*	*-0*	*-0*	*-0*	*-0*	*-0*	*-0*	*-0*
Alternative Mode Reduction			*-0*	*-0*	*-0*	*-0*	*-0*	*-0*	*-0*	*-0*	*-0*
Pass-by Reduction			*-0*	*-0*	*-0*	*-0*	*-0*	*-0*	*-0*	*-0*	*-0*
Total Net New Trips			**1,970**	**985**	**985**	**120**	**32**	**88**	**162**	**98**	**64**

To present a conservative analysis (higher traffic volumes), Mixed-Use, Alternative Mode, and Pass-By Reductions were not taken for the proposed *Bag Factory Development*, although they are expected based on the proposed site plan and neighborhood characteristics.

Mixed-use reductions occur when a site has a combination of different land uses that interact with one another. For example, people living in a residential development may walk to the restaurants and retail instead of driving off-site or to the site. This reduces the number of vehicle trips that will be made on the roadway.

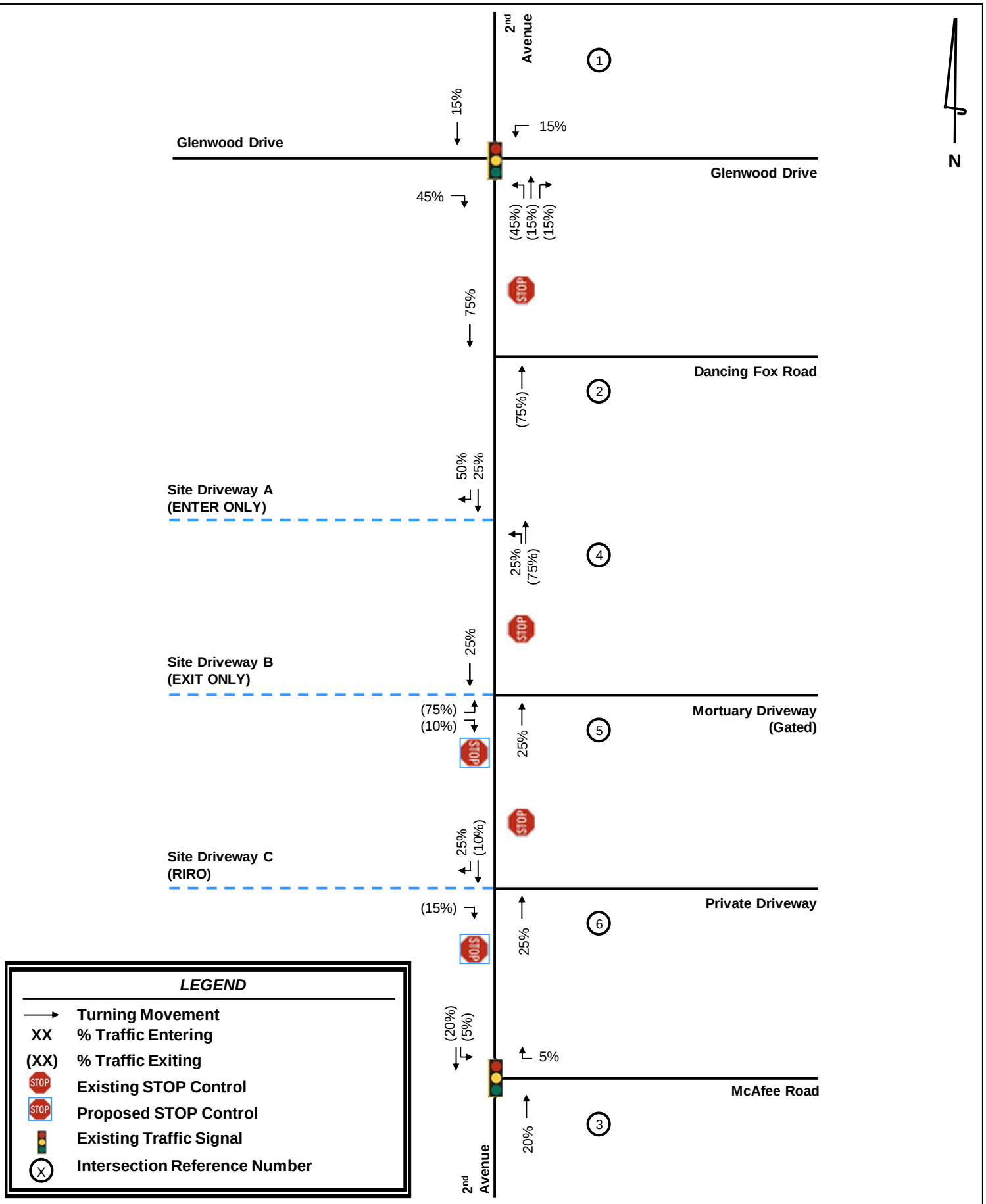
Alternative mode reductions occur when a site can be accessed by modes other than vehicles, such as walking, biking, or transit. Use of alternative modes is expected for the project site, as there are multiple retail destinations (including a Publix-anchored shopping center), three schools, and Starmount-McAfee Park all within 2,000 feet walking distance from the site. Additionally, MARTA bus routes 24 and 34 have stops immediately adjacent to the site along 2nd Avenue, providing service to the Atlanta-DeKalb Human Services Complex, GSU Perimeter-Decatur Campus, Gresham Park, and the Blue/Green MARTA rail lines.

Pass-by reductions are considered for traffic normally traveling along a roadway which may choose to visit a retail or restaurant establishment that is along the vehicle's path. These trips were already on the road, and would therefore only be new trips on the driveways. It should be noted that pass-by trips are not new trips to the roadway network, rather, they are vehicles already travelling along the existing roadway network that stop to visit the retail land uses. No pass-by reductions were taken to present a conservative analysis.

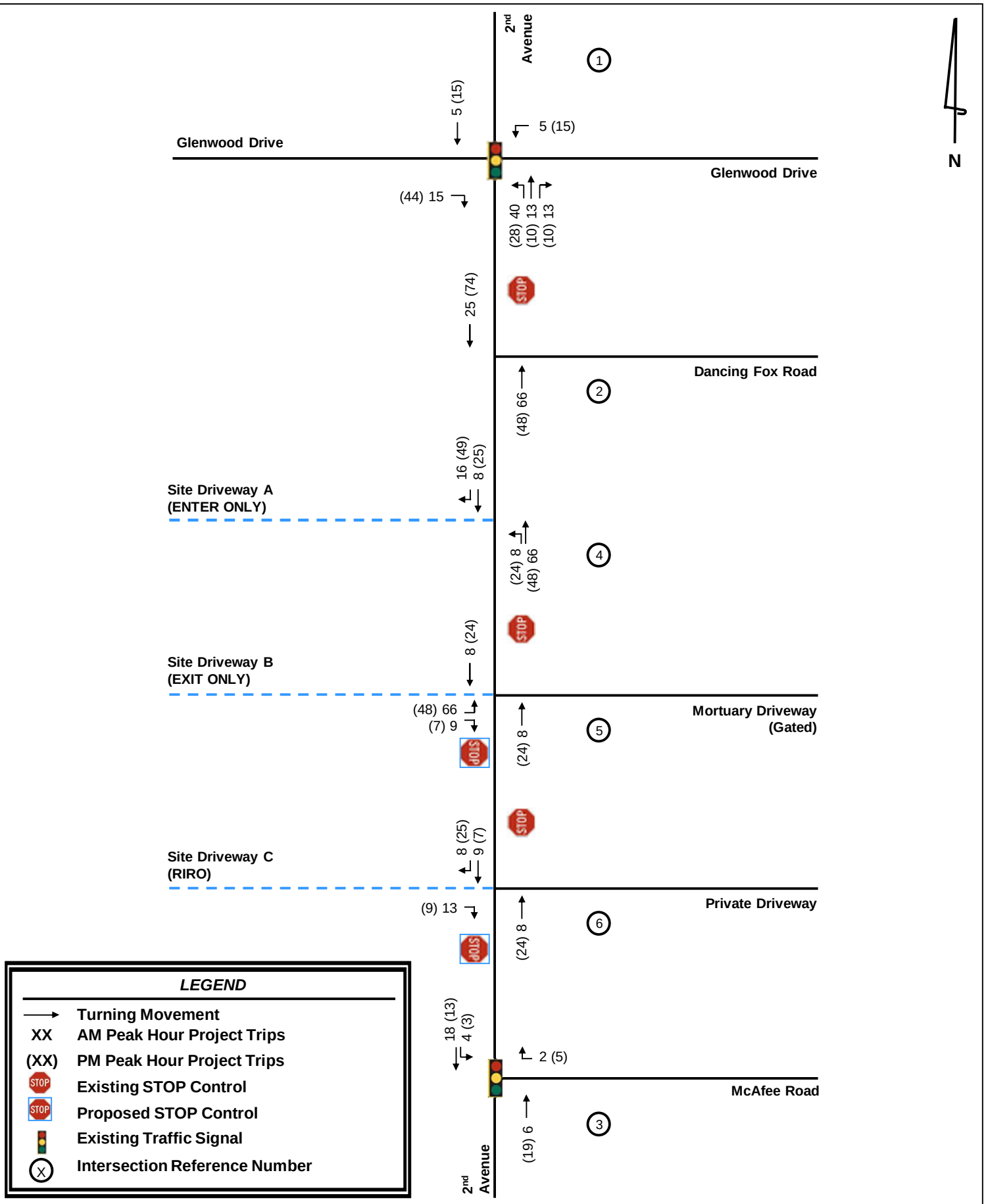
5.3 TRIP DISTRIBUTION AND ASSIGNMENT

The directional distribution and assignment of new project trips was based on a review of land uses and population densities in the area; and the existing peak hour turning movement counts. Detailed trip distributions are illustrated in **Figure 6**.

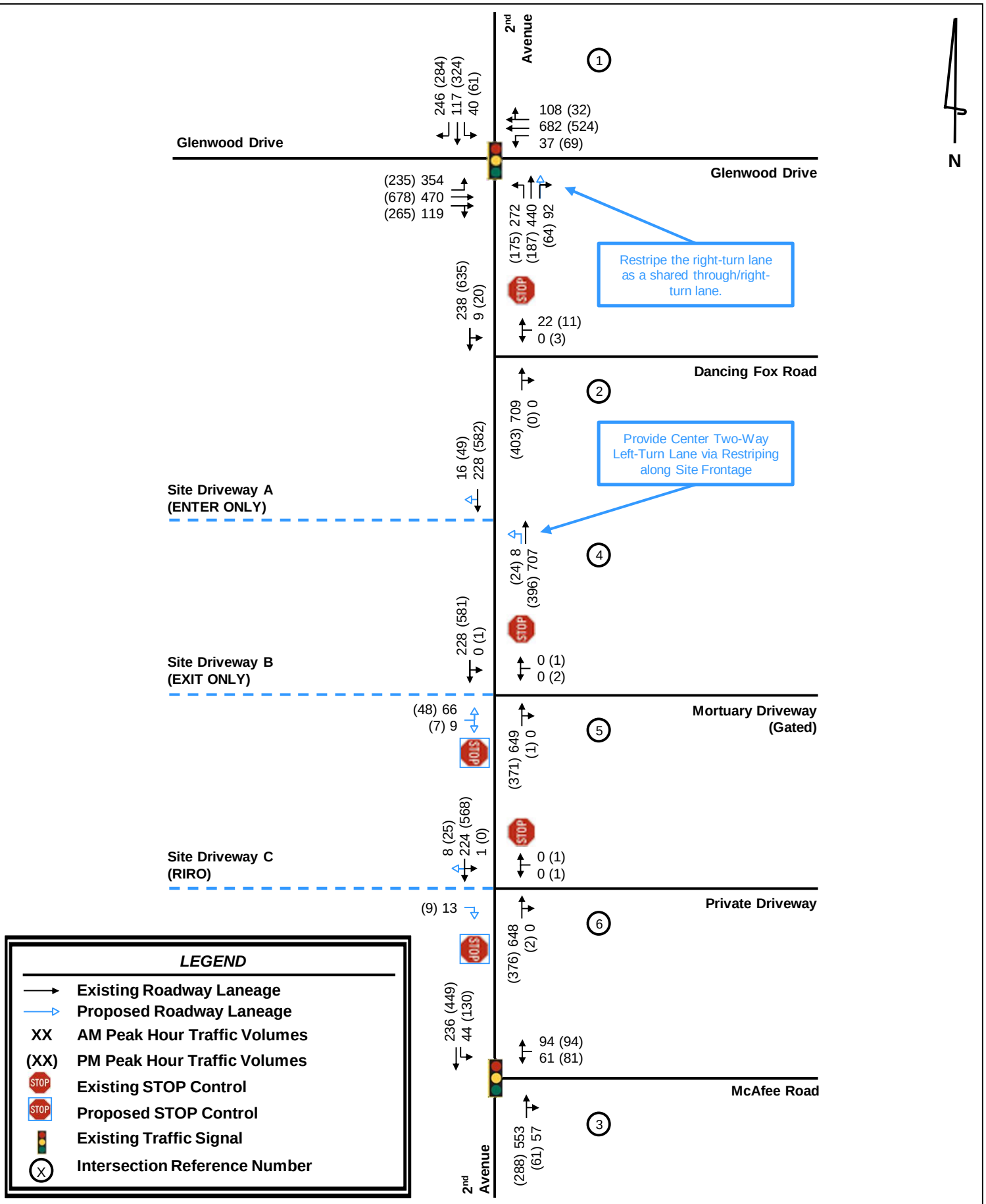
Based on the trip generation from **Table 3** and the anticipated trip distribution (shown on **Figure 6**), net new project trips were assigned to the study roadway network and are illustrated on **Figure 7**. **Figure 8** illustrates the Projected 2024 Build traffic conditions for the AM and PM peak hours. Appendix B provides intersection volume worksheets for the study network.



Kimley»Horn	*Bag Factory Development* Traffic Impact Study	Trip Distribution & Assignment	Figure 6
			Page 13



Kimley»Horn	***Bag Factory Development*** **Traffic Impact Study**	**Project Trips**	**Figure 7**
			Page 14



Kimley»Horn

Bag Factory Development
Traffic Impact Study

Projected 2024 Build Conditions

Figure 8

6.0 LEVEL-OF-SERVICE ANALYSIS

Level-of-service (LOS) determinations were made for the weekday AM and PM peak hours for the existing study network intersections and proposed access intersections using *Synchro Professional, Version 11.0*. The program uses methodologies contained in the *Highway Capacity Manual, 6th Edition* to determine the operating characteristics of an intersection. Capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a specified period under prevailing roadway, traffic, and control conditions.

LOS is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions of a traffic stream. The *Highway Capacity Manual* defines six levels of service, LOS A through LOS F, with A being the best and F the worst.

LOS for signalized intersections are reported for the intersection as a whole. One or more movements at an intersection may experience a low level-of-service, while the intersection as a whole may operate acceptably.

LOS for unsignalized intersections, with stop control on the minor street(s) only, are reported for the side street approaches.

In addition to the Estimated 2022 traffic conditions, an analysis was performed for the AM and PM peak hours for the Projected 2024 No-Build and Build traffic conditions. The results of the LOS analysis for the Estimated 2022 and the Projected 2024 traffic conditions are summarized in **Table 4**. A detailed set of analyses from *Synchro* is available in Appendix C.

Table 4: Level-of-Service Summary *LOS (Delay, in seconds)*							
Intersection	**Approach / Movement**	**Estimated 2022**		**Projected 2024 No-Build**		**Projected 2024 Build**	
		AM Peak	**PM Peak**	**AM Peak**	**PM Peak**	**AM Peak**	**PM Peak**
1. Glenwood Avenue at 2nd Avenue (signalized)	Overall	D (47.8)	C (30.3)	E (55.2)	C (31.4)	E (57.5)	C (34.1)
2. 2nd Avenue at Dancing Fox Road (unsignalized)	SBL	A (8.8)	A (8.0)	A (8.9)	A (8.1)	A (9.2)	A (8.2)
	WB	B (12.8)	B (12.1)	B (13.2)	B (12.3)	B (14.0)	B (13.1)
3. 2nd Avenue at McAfee Road (signalized)	Overall	B (10.2)	A (9.5)	B (10.5)	A (9.8)	B (10.5)	A (9.9)
4. 2nd Avenue at Site Driveway A (enter-only)	NBL					A (7.8)	A (9.1)
5. 2nd Avenue at Site Driveway B (exit-only)	EB					C (16.8)	C (16.5)
6. 2nd Avenue at Site Driveway C (RIRO)	EB					A (9.5)	B (12.4)

As shown in **Table 4**, all study intersections currently operate at acceptable LOS during both the AM and PM peak hours. Under the Projected 2024 No-Build and Build conditions, all study intersections except one (1) are projected to continue to operate at acceptable LOS during both the AM and PM peak hours. The intersection of Glenwood Avenue at 2nd Avenue (Intersection 1) is projected to operate at LOS E during the AM peak hour.

In order to improve the intersection of Glenwood Avenue at 2nd Avenue (Intersection 1) to an acceptable LOS, the following improvements should be constructed:

- Restripe the northbound right-turn lane along 2nd Avenue at Glenwood Avenue to a shared through/right-turn lane.
    - Note: A second northbound receiving lane exists and tapers into one lane approximately 400 feet north of the intersection.

This improvement was included as a condition of approval for the rezoning of the site in June 2022 (Z-22-1245577) and is currently in design and permitting with DeKalb County and the City of Atlanta.

Table 5 provides results for the No-Build Improved traffic conditions.

Table 5: No-Build Improved Level-of-Service Summary *LOS (Delay in Seconds)*					
Intersection	**Approach & Movement**	**Projected 2024 No-Build**		**Projected 2024 Build**	
		AM Peak	**PM Peak**	**AM Peak**	**PM Peak**
1. Glenwood Avenue at 2nd Avenue	Overall	D (41.4)	C (31.3)	D (46.5)	C (34.0)

As shown in **Table 5**, the intersection of Glenwood Avenue at 2nd Avenue (Intersection 1) is projected to operate at acceptable LOS after the improvements under all scenarios. Additionally, the improvements at the intersection are expected to decrease delay during the AM peak hour to less than existing conditions.

7.0 ADDITIONAL CONSIDERATIONS

A trip generation comparison was submitted to DeKalb County as a part of the rezoning application for the previous zoning case (Z-22-1245577) comparing the trip generation potential of the previous C-1 and M zoning to the proposed MR-2 zoning. The trip generation comparison was updated based on the following scenarios, which includes the 47 multifamily residential units proposed in Phase 2 of the *Bag Factory Development*:

1. Previous Zoning: 58,400 SF Retail, 5,000 SF Day Care Center, 27,200 SF Light Industrial
2. June 2022 Development Plan: 237 Multi-Family Housing (Mid-Rise) units, 44 Townhomes (Low-Rise), 5,000 SF Retail
3. December 2022 Development Plan: 284 Multi-Family Housing (Mid-Rise) units, 44 Townhomes (Low-Rise), 3,500 SF Retail

Table 6: Trip Generation Comparison (Gross Trips)											
Land Use	**ITE Code**	**Density**	**Daily Traffic**			**AM Peak**			**PM Peak Hour**		
			Total	**Enter**	**Exit**	**Total**	**Enter**	**Exit**	**Total**	**Enter**	**Exit**
Previous Zoning (C-1 & M)											
Light Industrial	*110*	*27,200 SF*	162	81	81	17	15	2	15	2	13
Day Care Center	*565*	*5,000 SF*	238	119	119	55	29	26	56	26	30
Retail/Shopping Center	*820*	*58,400 SF*	2,204	1,102	1,102	55	34	21	223	107	116
Total Gross Trips			2,604	1,302	1,302	127	78	49	294	135	159
June 2022 Development Plan (MR-2)											
Multi-Family Housing (Low Rise)	*220*	*44 d.u.*	292	146	146	22	5	17	28	18	10
Multi-Family Housing (Mid-Rise)	*221*	*237 d.u.*	1,290	645	645	80	21	59	101	62	39
Retail/Shopping Center	*820*	*5,000 SF*	188	94	94	5	3	2	19	9	10
Total Gross Trips			1,770	885	885	107	29	78	148	89	59
Proposed December 2022 Development Plan (MR-2)											
Multi-Family Housing (Low Rise)	*220*	*44 d.u.*	292	146	146	22	5	17	28	18	10
Multi-Family Housing (Mid-Rise)	*221*	*284 d.u.*	1,546	773	773	95	25	70	121	74	47
Retail/Shopping Center	*820*	*3,500 SF*	132	64	64	3	2	1	13	6	7
Total Gross Trips			1,970	985	985	120	32	88	162	98	64
Difference in Gross Project Trips to Previous Zoning			*-634*	*-317*	*-317*	*-7*	*-46*	*+39*	*-132*	*-37*	*-95*
% Difference in Gross Project Trips to Previous Zoning			*-24%*	*-24%*	*-24%*	*-6%*	*-59%*	*+80%*	*-45%*	*-27%*	*-59%*
Difference in Gross Project Trips to June 2022 Plan			*+200*	*+100*	*+100*	*+13*	*+3*	*+10*	*+14*	*+9*	*+5*
% Difference in Gross Project Trips to June 2022 Plan			*+11%*	*+11%*	*+11%*	*+12%*	*+10%*	*+13%*	*+9%*	*+10%*	*+8%*

**Note: No reductions for mixed-use, alternative mode, or pass-by were taken in order to present a conservative analysis.*

Based on the trip generation shown in **Table 6**, the proposed *Bag Factory Development* is projected to generate approximately 634 less total daily trips (317 in; 289 out), 7 less AM peak hour trips, and 132 less PM peak hour trips than the previous zoning. The proposed *Bag Factory* development will generate approximately 24% less gross daily trips, 6% less AM peak hour trips, and approximately 45% less PM peak hour trips compared to the previous zoning. Additionally, the development is expected to generate approximately 11% more gross daily trips, 12% more AM peak hour trips, and approximately 9% more PM peak hour trips compared to the June 2022 development plan.

8.0 CONCLUSION

This traffic study evaluated the traffic impacts associated with the *Bag Factory Development*, located at 1851 2nd Avenue, south of Glenwood Avenue, in unincorporated DeKalb County, Georgia. The development, which is approximately 13.69-acres in size, will consist of 284 multifamily residential units, 44 townhomes, and 3,500 SF of retail space. The development is expected to be completed in 2024.

A majority of the site was rezoned from C-1 (local commercial) and M (light industrial) land uses to a MR-2 (medium density residential-2) land use in June 2022 (zoning case Z-22-1245577). Since that time, an additional parcel was acquired, and an additional 47 multifamily units are proposed for a Phase 2. The additional parcel will be rezoned to the MR-2 land use.

The proposed *Bag Factory* development will generate approximately 24% less gross daily trips, 6% less AM peak hour trips, and approximately 45% less PM peak hour trips when compared to the trip generation potential of the previous C-1 and MR-2 zoning.

The study network, which consists of three (3) existing intersections, was analyzed for the weekday AM and PM peak hours under Estimated 2022 conditions, Projected 2024 No-Build conditions (two years of background traffic growth), and Projected 2024 Build conditions (Projected 2024 No-Build conditions plus traffic generated by the proposed *Bag Factory Development*).

Based on the results of this traffic impact study, all study intersections currently operate at acceptable LOS during both the AM and PM peak hours. Under the Projected 2024 No-Build and Build conditions, all study intersections except one (1) are projected to continue to operate at acceptable LOS during both the AM and PM peak hours. The intersection of Glenwood Avenue at 2nd Avenue (Intersection 1) is projected to operate at LOS E during the AM peak under both Projected 2024 No-Build and Build conditions. With the improvements conditioned through the rezoning process, the intersection of Glenwood Avenue at 2nd Avenue is expected to operate at an acceptable LOS and with less delay than existing conditions. No further infrastructure improvements beyond those conditioned in June 2022 are required to serve the Phase 2 development traffic. The infrastructure improvements included in the rezoning conditions are summarized on the next page.

8.1 Z-22-1245577 ZONING CONDITIONS

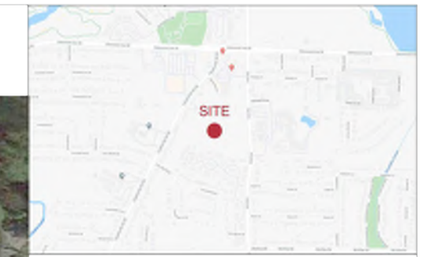
During the rezoning process in June 2022, several conditions of approval were placed on the property. The following conditions include transportation infrastructure improvements which will mitigate the impact of the proposed *Bag Factory Development*. These improvements are currently in the design and permitting stage.

- Provide an 8-foot wide public pedestrian path connecting 2nd Avenue to Fayetteville Road through the public right-of-way along Alexander Avenue, with gated access to the development, subject to the approval of the DeKalb County Department of Public Works
- Provide pedestrian crossings along 2nd Avenue and Fayetteville Road to connect to the proposed pedestrian path. The crosswalks should include pedestrian protection elements such as Rectangular Rapid Flashing Beacons (RRFBs), subject to the approval of the DeKalb County Department of Public Works.
- Restripe 2nd Avenue in front of the development to provide a center two-way left-turn lane, subject to the approval of the DeKalb County Department of Public Works.
- Restripe the northbound right-turn lane along 2nd Avenue at the intersection with Glenwood Avenue to allow the through movement and provide a shared through/right-turn lane, subject to the approval of the DeKalb County Department of Public Works and City of Atlanta DOT.

APPENDIX A

Site Plan

1 ARCHITECTURAL SITE PLAN
SCALE 1" = 40'-0"



PHASE I

MULTIFAMILY

M1 M2 4/5 SPLIT RESIDENTIAL
TOTAL : 237 UNITS

AVG HEATED AREA - MF : 815 SF (APPROX.)

RENTAL TOWNHOMES

TH 2 STORY TOWNHOMES : 44 UNITS
WITH TUCK-UNDER GARAGES
AVG HEATED AREA - TH : 1350 SF (APPROX.)

TOTAL 281 UNITS

RETAIL / RESTAURANT

R1 3,000 SF

PHASE 1 PARKING : 461 SPACES
TOTAL PARKING REQUIRED BY MR-2 ZONING : 448 SPACES
PARKING SUPLUS : 13 SPACES

PHASE II

MULTIFAMILY

M3 4/5 SPLIT RESIDENTIAL
TOTAL : 47 UNITS

AVG HEATED AREA - MF : 815 SF (APPROX.)

TOTAL 47 UNITS

PHASE II ADDITIONAL PARKING: 66 SPACES
66 NEW SPACES + 5 SURPLUS SPACES FROM PHASE 1 = 71 SPACES PROVIDED AS REQUIRED BY MR-2 ZONING
(SEE PAGE 2 FOR PARKING CALCULATIONS).

DYNAMIK DESIGN
5901 PEACHTREE DUNWOODY RD.
BUILDING C, SUITE 255
ATLANTA, GA 30328
TELEPHONE: 678-506-8003
DYNAMIKDESIGN.COM

CONSULTANT:

SEAL:

1845 2ND AVENUE, 1851 2ND AVENUE, AND 1859 ALEXANDER AVENUE
DECATUR, GEORGIA 30032

1777 PEACHTREE STREET NE
SUITE 250
ATLANTA, GEORGIA 30309

PROJECT NUMBER: PRP2018-02

BAG FACTORY DEVELOPMENT

CLIENT: perennial PROPERTIES

DRAWING RELEASE	DATE
SITE PLAN	04/27/2022
SITE PLAN REV 1	06/15/2022

TITLE:

ARCHITECTURAL SITE PLAN

SHEET NUMBER:

SP-01

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APPENDIX B

Intersection Volume Worksheets

Trip Generation Analysis (10th Ed.)
Bag Factory Development (Previous Zoning)
Dekalb County, Georgia

Land Use		Intensity		Daily Trips	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
Proposed Site Traffic										
110	General Light Industrial	27,200	s.f.	162	17	15	2	15	2	13
565	Day Care Center	5,000	s.f.	238	55	29	26	56	26	30
820	Shopping Center	58,400	s.f. gross leasable area	2,204	55	34	21	223	107	116
Gross Trips				**2,604**	**127**	**78**	**49**	**294**	**135**	**159**

Trip Generation Analysis (10th Ed.)
Bag Factory Development (June 2022 Development Plan)
Dekalb County, Georgia

Land Use		Intensity		Daily Trips	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
Proposed Site Traffic										
220	Multi-Family Housing (Low-Rise)	44	d.u.	292	22	5	17	28	18	10
221	Multi-Family Housing (Mid-Rise)	237	d.u.	1,290	80	21	59	101	62	39
820	Shopping Center	5,000	s.f. gross leasable area	188	5	3	2	19	9	10
Gross Trips				**1,770**	**107**	**29**	**78**	**148**	**89**	**59**

Trip Generation Analysis (10th Ed.)
Bag Factory Development (December 2022 Development Plan)
Dekalb County, Georgia

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
220 Multi-Family Housing (Low-Rise)	44 d.u.	292	22	5	17	28	18	10
221 Multi-Family Housing (Mid-Rise)	284 d.u.	1,546	95	25	70	121	74	47
820 Shopping Center	3,500 s.f. gross leasable area	132	3	2	1	13	6	7
Gross Trips		**1,970**	**120**	**32**	**88**	**162**	**98**	**64**

INTERSECTION VOLUME DEVELOPMENT

Intersection #1: Glenwood Avenue @ 2nd Avenue
AM PEAK HOUR

Description	2nd Avenue Northbound Left	Through	Right	2nd Avenue Southbound Left	Through	Right	Glenwood Avenue Eastbound Left	Through	Right	Glenwood Avenue Westbound Left	Through	Right
Observed 2022 Traffic Volumes	159	292	54	34	96	211	304	403	89	27	585	93
Pedestrians		0			0			0			7	
Conflicting Pedestrians	0		7	7		0	0		0	0		0
Heavy Vehicles	4	8	2	0	1	2	1	10	3	0	11	1
Heavy Vehicle %	3%	3%	4%	2%	2%	2%	2%	2%	3%	2%	2%	2%
Peak Hour Factor		0.82			0.82			0.82			0.82	
Adjustment	1.39	1.39	1.39	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Adjusted 2022 Volumes	221	406	75	38	107	234	337	447	99	30	649	103
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	232	427	79	40	112	246	354	470	104	32	682	108
Project Trips												
Trip Distribution IN					15%				45%	15%		
Trip Distribution OUT	45%	15%	15%									
Residential Trips	39	13	13	0	5	0	0	0	14	5	0	0
Trip Distribution IN					15%				45%	15%		
Trip Distribution OUT	45%	15%	15%									
Retail Trips	1	0	0	0	0	0	0	0	1	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	40	13	13	0	5	0	0	0	15	5	0	0
2024 Buildout Total	272	440	92	40	117	246	354	470	119	37	682	108

PM PEAK HOUR

Description	2nd Avenue Northbound Left	Through	Right	2nd Avenue Southbound Left	Through	Right	Glenwood Avenue Eastbound Left	Through	Right	Glenwood Avenue Westbound Left	Through	Right
Observed 2022 Traffic Volumes	140	168	51	54	272	250	207	597	194	47	462	28
Pedestrians		0			0			0			3	
Conflicting Pedestrians	0		3	3		0	0		0	0		0
Heavy Vehicles	1	2	0	1	3	3	0	8	3	0	7	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment	1	1	1	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Adjusted 2022 Volumes	140	168	51	58	294	270	224	645	210	51	499	30
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	147	177	54	61	309	284	235	678	221	54	524	32
Project Trips												
Trip Distribution IN					15%				45%	15%		
Trip Distribution OUT	45%	15%	15%									
Residential Trips	25	9	9	0	14	0	0	0	41	14	0	0
Trip Distribution IN					15%				45%	15%		
Trip Distribution OUT	45%	15%	15%									
Retail Trips	3	1	1	0	1	0	0	0	3	1	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	28	10	10	0	15	0	0	0	44	15	0	0
2024 Buildout Total	175	187	64	61	324	284	235	678	265	69	524	32

INTERSECTION VOLUME DEVELOPMENT

Intersection #2: 2nd Avenue @ Private Driveway / Dancing Fox Road
AM PEAK HOUR

	2nd Avenue			2nd Avenue			Private Driveway			Dancing Fox Road		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	440	0	8	183	0	0	0	0	0	0	19
Pedestrians		0			0			1			1	
Conflicting Pedestrians	1		1	1		1	0		0	0		0
Heavy Vehicles	0	13	0	0	6	0	0	0	0	0	0	0
Heavy Vehicle %	0%	3%	0%	2%	3%	0%	0%	0%	0%	0%	0%	2%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment	1.39	1.39	1.39	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Adjusted 2022 Volumes	0	612	0	9	203	0	0	0	0	0	0	21
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	643	0	9	213	0	0	0	0	0	0	22
Project Trips												
Trip Distribution IN					75%							
Trip Distribution OUT		75%										
Residential Trips	0	65	0	0	23	0	0	0	0	0	0	0
Trip Distribution IN					75%							
Trip Distribution OUT		75%										
Retail Trips	0	1	0	0	2	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	66	0	0	25	0	0	0	0	0	0	0
2024 Buildout Total	0	709	0	9	238	0	0	0	0	0	0	22

PM PEAK HOUR

	2nd Avenue			2nd Avenue			Private Driveway			Dancing Fox Road		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	338	0	18	494	0	0	0	0	3	0	9
Pedestrians		0			0			0			3	
Conflicting Pedestrians	0		3	3		0	0		0	0		0
Heavy Vehicles	0	3	0	0	6	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	0%	2%	2%	0%	0%	0%	0%	2%	0%	2%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment	1	1	1	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Adjusted 2022 Volumes	0	338	0	19	534	0	0	0	0	3	0	10
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	355	0	20	561	0	0	0	0	3	0	11
Project Trips												
Trip Distribution IN					75%							
Trip Distribution OUT		75%										
Residential Trips	0	43	0	0	69	0	0	0	0	0	0	0
Trip Distribution IN					75%							
Trip Distribution OUT		75%										
Retail Trips	0	5	0	0	5	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	48	0	0	74	0	0	0	0	0	0	0
2024 Buildout Total	0	403	0	20	635	0	0	0	0	3	0	11

INTERSECTION VOLUME DEVELOPMENT

Intersection #3: 2nd Avenue @ McAfee Road
AM PEAK HOUR

Description	2nd Avenue Northbound Left	Through	Right	2nd Avenue Southbound Left	Through	Right	Eastbound Left	Through	Right	McAfee Road Westbound Left	Through	Right
Observed 2022 Traffic Volumes	0	375	39	34	187	0	0	0	0	52	0	79
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	11	2	1	2	0	0	0	0	0	0	3
Heavy Vehicle %	0%	3%	5%	3%	2%	0%	0%	0%	0%	2%	0%	4%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment	1.39	1.39	1.39	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Adjusted 2022 Volumes	0	521	54	38	208	0	0	0	0	58	0	88
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	547	57	40	219	0	0	0	0	61	0	92
Project Trips												
Trip Distribution IN		20%										5%
Trip Distribution OUT				5%	20%							
Residential Trips	0	6	0	4	18	0	0	0	0	0	0	2
Trip Distribution IN		20%										5%
Trip Distribution OUT				5%	20%							
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	6	0	4	18	0	0	0	0	0	0	2
2024 Buildout Total	0	553	57	44	237	0	0	0	0	61	0	94

PM PEAK HOUR

Description	2nd Avenue Northbound Left	Through	Right	2nd Avenue Southbound Left	Through	Right	Eastbound Left	Through	Right	McAfee Road Westbound Left	Through	Right
Observed 2022 Traffic Volumes	0	256	58	112	385	0	0	0	0	71	0	79
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	2	0	2	4	0	0	0	0	1	0	1
Heavy Vehicle %	0%	2%	2%	2%	2%	0%	0%	0%	0%	2%	0%	2%
Peak Hour Factor		0.91			0.91			0.91			0.91	
Adjustment	1	1	1	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Adjusted 2022 Volumes	0	256	58	121	416	0	0	0	0	77	0	85
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	269	61	127	437	0	0	0	0	81	0	89
Project Trips												
Trip Distribution IN		20%										5%
Trip Distribution OUT				5%	20%							
Residential Trips	0	18	0	3	12	0	0	0	0	0	0	5
Trip Distribution IN		20%										5%
Trip Distribution OUT				5%	20%							
Retail Trips	0	1	0	0	1	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	19	0	3	13	0	0	0	0	0	0	5
2024 Buildout Total	0	288	61	130	450	0	0	0	0	81	0	94

INTERSECTION VOLUME DEVELOPMENT

Intersection #4: 2nd Avenue @ Site Driveway A (Enter)
AM PEAK HOUR

Description	2nd Avenue Northbound Left	Through	Right	2nd Avenue Southbound Left	Through	Right	Site Driveway A (Enter) Eastbound Left	Through	Right	Westbound Left	Through	Right
Observed 2022 Traffic Volumes	0	439	0	0	188	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	11	2	1	2	0	0	0	0	0	0	3
Heavy Vehicle %	0%	3%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment	1.39	1.39	1.39	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Adjusted 2022 Volumes	0	610	0	0	209	0	0	0	0	0	0	0
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	641	0	0	220	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	25%				25%	50%						
Trip Distribution OUT		75%										
Residential Trips	7	65	0	0	7	15	0	0	0	0	0	0
Trip Distribution IN	25%				25%	50%						
Trip Distribution OUT		75%										
Retail Trips	1	1	0	0	1	1	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	8	66	0	0	8	16	0	0	0	0	0	0
2024 Buildout Total	8	707	0	0	228	16	0	0	0	0	0	0

PM PEAK HOUR

Description	2nd Avenue Northbound Left	Through	Right	2nd Avenue Southbound Left	Through	Right	Site Driveway A (Enter) Eastbound Left	Through	Right	Westbound Left	Through	Right
Observed 2022 Traffic Volumes	0	331	0	0	491	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	2	0	2	4	0	0	0	0	1	0	1
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.91			0.91			0.91			0.91	
Adjustment	1	1	1	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Adjusted 2022 Volumes	0	331	0	0	530	0	0	0	0	0	0	0
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	348	0	0	557	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	25%				25%	50%						
Trip Distribution OUT		75%										
Residential Trips	22	43	0	0	23	46	0	0	0	0	0	0
Trip Distribution IN	25%				25%	50%						
Trip Distribution OUT		75%										
Retail Trips	2	5	0	0	2	3	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	24	48	0	0	25	49	0	0	0	0	0	0
2024 Buildout Total	24	396	0	0	582	49	0	0	0	0	0	0

INTERSECTION VOLUME DEVELOPMENT

Intersection #5: 2nd Avenue @ Site Driveway B (Exit) / Mortuary Driveway
AM PEAK HOUR

Description	2nd Avenue Northbound Left	Through	Right	2nd Avenue Southbound Left	Through	Right	Site Driveway B (Exit) Eastbound Left	Through	Right	Mortuary Driveway Westbound Left	Through	Right
Observed 2022 Traffic Volumes	0	439	0	0	188	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	13	0	0	6	0	0	0	0	0	0	3
Heavy Vehicle %	0%	3%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment	1.39	1.39	1.39	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Adjusted 2022 Volumes	0	610	0	0	209	0	0	0	0	0	0	0
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	641	0	0	220	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN		25%			25%							
Trip Distribution OUT							75%		10%			
Residential Trips	0	7	0	0	7	0	65	0	9	0	0	0
Trip Distribution IN		25%			25%							
Trip Distribution OUT							75%		10%			
Retail Trips	0	1	0	0	1	0	1	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	8	0	0	8	0	66	0	9	0	0	0
2024 Buildout Total	0	649	0	0	228	0	66	0	9	0	0	0

PM PEAK HOUR

Description	2nd Avenue Northbound Left	Through	Right	2nd Avenue Southbound Left	Through	Right	Site Driveway B (Exit) Eastbound Left	Through	Right	Mortuary Driveway Westbound Left	Through	Right
Observed 2022 Traffic Volumes	0	330	1	1	490	0	0	0	0	2	0	1
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	3	0	0	6	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	2%	2%	2%	0%	0%	0%	0%	2%	0%	2%
Peak Hour Factor		0.98			0.98			0.98			0.98	
Adjustment	1	1	1	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Adjusted 2022 Volumes	0	330	1	1	529	0	0	0	0	2	0	1
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	347	1	1	556	0	0	0	0	2	0	1
Project Trips												
Trip Distribution IN		25%			25%							
Trip Distribution OUT							75%		10%			
Residential Trips	0	22	0	0	23	0	43	0	6	0	0	0
Trip Distribution IN		25%			25%							
Trip Distribution OUT							75%		10%			
Retail Trips	0	2	0	0	2	0	5	0	1	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	24	0	0	25	0	48	0	7	0	0	0
2024 Buildout Total	0	371	1	1	581	0	48	0	7	2	0	1

INTERSECTION VOLUME DEVELOPMENT

Intersection #6: 2nd Avenue @ Site Driveway C (RIRO) / Private Driveway
AM PEAK HOUR

Description	2nd Avenue Northbound Left	Through	Right	2nd Avenue Southbound Left	Through	Right	Site Driveway C (RIRO) Eastbound Left	Through	Right	Private Driveway Westbound Left	Through	Right
Observed 2022 Traffic Volumes	0	438	0	1	185	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	11	0	0	4	0	0	0	0	0	0	0
Heavy Vehicle %	0%	3%	0%	2%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment	1.39	1.39	1.39	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Adjusted 2022 Volumes	0	609	0	1	205	0	0	0	0	0	0	0
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	640	0	1	215	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN		25%				25%						
Trip Distribution OUT					10%				15%			
Residential Trips	0	7	0	0	9	7	0	0	13	0	0	0
Trip Distribution IN		25%				25%						
Trip Distribution OUT					10%				15%			
Retail Trips	0	1	0	0	0	1	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	8	0	0	9	8	0	0	13	0	0	0
2024 Buildout Total	0	648	0	1	224	8	0	0	13	0	0	0

PM PEAK HOUR

Description	2nd Avenue Northbound Left	Through	Right	2nd Avenue Southbound Left	Through	Right	Site Driveway C (RIRO) Eastbound Left	Through	Right	Private Driveway Westbound Left	Through	Right
Observed 2022 Traffic Volumes	0	335	2	0	494	0	0	0	0	1	0	1
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	3	0	0	6	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	2%	0%	2%	0%	0%	0%	0%	2%	0%	2%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment	1	1	1	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Adjusted 2022 Volumes	0	335	2	0	534	0	0	0	0	1	0	1
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	352	2	0	561	0	0	0	0	1	0	1
Project Trips												
Trip Distribution IN		25%				25%						
Trip Distribution OUT					10%				15%			
Residential Trips	0	22	0	0	6	23	0	0	8	0	0	0
Trip Distribution IN		25%				25%						
Trip Distribution OUT					10%				15%			
Retail Trips	0	2	0	0	1	2	0	0	1	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	24	0	0	7	25	0	0	9	0	0	0
2024 Buildout Total	0	376	2	0	568	25	0	0	9	1	0	1

APPENDIX C

Synchro Analysis Reports

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	337	447	99	30	649	103	221	406	75	38	107	234
Future Volume (veh/h)	337	447	99	30	649	103	221	406	75	38	107	234
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	0.99		0.99	1.00		0.99
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	1870	1856	1870	1870	1870	1856	1856	1841	1870	1870	1870
Adj Flow Rate, veh/h	411	545	105	37	791	114	270	495	12	46	130	31
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	3	2	2	2	3	3	4	2	2	2
Cap, veh/h	414	1405	270	371	1058	152	406	526	439	131	459	385
Arrive On Green	0.16	0.47	0.47	0.03	0.34	0.34	0.07	0.28	0.28	0.03	0.25	0.25
Sat Flow, veh/h	1781	2974	571	1781	3117	449	1767	1856	1548	1781	1870	1571
Grp Volume(v), veh/h	411	325	325	37	451	454	270	495	12	46	130	31
Grp Sat Flow(s),veh/h/ln	1781	1777	1768	1781	1777	1790	1767	1856	1548	1781	1870	1571
Q Serve(g_s), s	20.7	15.3	15.5	1.7	29.2	29.2	9.0	33.9	0.7	2.5	7.3	2.0
Cycle Q Clear(g_c), s	20.7	15.3	15.5	1.7	29.2	29.2	9.0	33.9	0.7	2.5	7.3	2.0
Prop In Lane	1.00		0.32	1.00		0.25	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	414	840	835	371	603	607	406	526	439	131	459	385
V/C Ratio(X)	0.99	0.39	0.39	0.10	0.75	0.75	0.67	0.94	0.03	0.35	0.28	0.08
Avail Cap(c_a), veh/h	414	840	835	513	603	607	406	557	465	199	561	471
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	30.6	22.1	22.2	26.5	38.0	38.0	39.4	45.5	33.7	38.3	39.8	37.8
Incr Delay (d2), s/veh	42.3	1.3	1.4	0.1	8.2	8.2	4.1	23.9	0.0	1.6	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.5	6.6	6.7	0.8	13.9	14.0	3.9	18.9	0.3	1.1	3.4	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.0	23.5	23.5	26.6	46.2	46.2	43.5	69.5	33.7	39.9	40.1	37.9
LnGrp LOS	E	C	C	C	D	D	D	E	C	D	D	D
Approach Vol, veh/h		1061			942			777			207	
Approach Delay, s/veh		42.7			45.4			59.9			39.8	
Approach LOS		D			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.0	50.1	15.0	37.9	9.7	67.4	10.1	42.8
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	21.0	37.0	9.0	39.0	14.0	44.0	9.0	39.0
Max Q Clear Time (g_c+I1), s	22.7	31.2	11.0	9.3	3.7	17.5	4.5	35.9
Green Ext Time (p_c), s	0.0	2.7	0.0	0.8	0.0	4.1	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	47.8
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	21	612	0	9	203
Future Vol, veh/h	0	21	612	0	9	203
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	100	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	3	2	2	3
Mvmt Flow	0	22	631	0	9	209

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	858	631	0	0	631	0
Stage 1	631	-	-	-	-	-
Stage 2	227	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	327	481	-	-	951	-
Stage 1	530	-	-	-	-	-
Stage 2	811	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	323	481	-	-	951	-
Mov Cap-2 Maneuver	323	-	-	-	-	-
Stage 1	530	-	-	-	-	-
Stage 2	802	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.8	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	481	951	-
HCM Lane V/C Ratio	-	-	0.045	0.01	-
HCM Control Delay (s)	-	-	12.8	8.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	58	88	521	54	38	208
Future Volume (veh/h)	58	88	521	54	38	208
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	1870	1841	1856	1826	1856	1870
Adj Flow Rate, veh/h	61	27	548	52	40	219
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	4	3	5	3	2
Cap, veh/h	92	41	725	69	372	1161
Arrive On Green	0.08	0.08	0.43	0.43	0.04	0.62
Sat Flow, veh/h	1177	521	1669	158	1767	1870
Grp Volume(v), veh/h	89	0	0	600	40	219
Grp Sat Flow(s),veh/h/ln	1718	0	0	1827	1767	1870
Q Serve(g_s), s	2.0	0.0	0.0	11.0	0.4	2.0
Cycle Q Clear(g_c), s	2.0	0.0	0.0	11.0	0.4	2.0
Prop In Lane	0.69	0.30		0.09	1.00	
Lane Grp Cap(c), veh/h	135	0	0	794	372	1161
V/C Ratio(X)	0.66	0.00	0.00	0.76	0.11	0.19
Avail Cap(c_a), veh/h	516	0	0	2013	929	2061
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.9	0.0	0.0	9.5	6.9	3.2
Incr Delay (d2), s/veh	5.4	0.0	0.0	1.5	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	3.1	0.1	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.3	0.0	0.0	11.0	7.1	3.3
LnGrp LOS	C	A	A	B	A	A
Approach Vol, veh/h	89		600			259
Approach Delay, s/veh	23.3		11.0			3.9
Approach LOS	C		B			A

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		30.8		9.1	7.4	23.4
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		44.0		12.0	14.0	44.0
Max Q Clear Time (g_c+I1), s		4.0		4.0	2.4	13.0
Green Ext Time (p_c), s		1.3		0.1	0.0	4.3

Intersection Summary	
HCM 6th Ctrl Delay	10.2
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	224	645	210	51	499	30	140	168	51	58	294	270
Future Volume (veh/h)	224	645	210	51	499	30	140	168	51	58	294	270
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	236	679	201	54	525	29	147	177	11	61	309	51
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	528	1417	419	344	1619	89	208	411	347	289	353	298
Arrive On Green	0.08	0.52	0.52	0.03	0.47	0.47	0.07	0.22	0.22	0.04	0.19	0.19
Sat Flow, veh/h	1781	2703	800	1781	3424	189	1781	1870	1579	1781	1870	1578
Grp Volume(v), veh/h	236	446	434	54	272	282	147	177	11	61	309	51
Grp Sat Flow(s),veh/h/ln	1781	1777	1726	1781	1777	1836	1781	1870	1579	1781	1870	1578
Q Serve(g_s), s	8.5	20.7	20.8	2.0	12.4	12.4	8.7	10.6	0.7	3.6	20.9	3.5
Cycle Q Clear(g_c), s	8.5	20.7	20.8	2.0	12.4	12.4	8.7	10.6	0.7	3.6	20.9	3.5
Prop In Lane	1.00		0.46	1.00		0.10	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	528	931	905	344	840	868	208	411	347	289	353	298
V/C Ratio(X)	0.45	0.48	0.48	0.16	0.32	0.32	0.71	0.43	0.03	0.21	0.87	0.17
Avail Cap(c_a), veh/h	665	931	905	477	840	868	208	561	474	344	561	473
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	14.8	19.6	19.7	17.2	21.3	21.3	40.9	43.7	39.8	40.4	51.2	44.2
Incr Delay (d2), s/veh	0.6	1.8	1.8	0.2	1.0	1.0	10.5	0.7	0.0	0.4	9.0	0.3
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(50%),veh/ln	3.4	8.8	8.6	0.8	5.4	5.6	4.4	5.0	0.3	1.6	10.6	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.4	21.4	21.5	17.4	22.3	22.3	51.4	44.4	39.9	40.7	60.3	44.5
LnGrp LOS	B	C	C	B	C	C	D	D	D	D	E	D
Approach Vol, veh/h		1116			608			335			421	
Approach Delay, s/veh		20.2			21.9			47.3			55.5	
Approach LOS		C			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	67.5	15.0	30.6	10.3	74.1	11.0	34.6
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	21.0	37.0	9.0	39.0	14.0	44.0	9.0	39.0
Max Q Clear Time (g_c+I1), s	10.5	14.4	10.7	22.9	4.0	22.8	5.6	12.6
Green Ext Time (p_c), s	0.5	3.2	0.0	1.7	0.1	5.7	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	30.3
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	10	338	0	19	534
Future Vol, veh/h	3	10	338	0	19	534
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	100	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	10	348	0	20	551

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	939	348	0	0	348	0
Stage 1	348	-	-	-	-	-
Stage 2	591	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	293	695	-	-	1211	-
Stage 1	715	-	-	-	-	-
Stage 2	553	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	286	695	-	-	1211	-
Mov Cap-2 Maneuver	286	-	-	-	-	-
Stage 1	715	-	-	-	-	-
Stage 2	540	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.1	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	523	1211	-
HCM Lane V/C Ratio	-	-	0.026	0.016	-
HCM Control Delay (s)	-	-	12.1	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	77	85	256	58	121	416
Future Volume (veh/h)	77	85	256	58	121	416
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	85	47	281	50	133	457
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	115	63	433	77	489	1012
Arrive On Green	0.11	0.11	0.28	0.28	0.08	0.54
Sat Flow, veh/h	1091	603	1546	275	1781	1870
Grp Volume(v), veh/h	133	0	0	331	133	457
Grp Sat Flow(s),veh/h/ln	1707	0	0	1821	1781	1870
Q Serve(g_s), s	2.6	0.0	0.0	5.4	1.6	5.0
Cycle Q Clear(g_c), s	2.6	0.0	0.0	5.4	1.6	5.0
Prop In Lane	0.64	0.35		0.15	1.00	
Lane Grp Cap(c), veh/h	180	0	0	511	489	1012
V/C Ratio(X)	0.74	0.00	0.00	0.65	0.27	0.45
Avail Cap(c_a), veh/h	603	0	0	2360	1073	2424
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.7	0.0	0.0	10.7	7.0	4.7
Incr Delay (d2), s/veh	5.9	0.0	0.0	1.4	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	1.7	0.4	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.6	0.0	0.0	12.1	7.3	5.0
LnGrp LOS	C	A	A	B	A	A
Approach Vol, veh/h	133		331			590
Approach Delay, s/veh	20.6		12.1			5.6
Approach LOS	C		B			A

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		24.4		9.6	8.9	15.5
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		44.0		12.0	14.0	44.0
Max Q Clear Time (g_c+I1), s		7.0		4.6	3.6	7.4
Green Ext Time (p_c), s		3.0		0.2	0.2	2.1

Intersection Summary	
HCM 6th Ctrl Delay	9.5
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	354	470	104	32	682	108	232	427	79	40	112	246
Future Volume (veh/h)	354	470	104	32	682	108	232	427	79	40	112	246
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	0.99		0.99	1.00		0.99
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	1870	1856	1870	1870	1870	1856	1856	1841	1870	1870	1870
Adj Flow Rate, veh/h	432	573	111	39	832	120	283	521	14	49	137	37
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	3	2	2	2	3	3	4	2	2	2
Cap, veh/h	392	1367	264	355	1022	147	414	546	455	128	480	404
Arrive On Green	0.16	0.46	0.46	0.03	0.33	0.33	0.07	0.29	0.29	0.03	0.26	0.26
Sat Flow, veh/h	1781	2970	574	1781	3117	450	1767	1856	1549	1781	1870	1572
Grp Volume(v), veh/h	432	342	342	39	474	478	283	521	14	49	137	37
Grp Sat Flow(s),veh/h/ln	1781	1777	1767	1781	1777	1789	1767	1856	1549	1781	1870	1572
Q Serve(g_s), s	21.0	16.7	16.8	1.9	31.8	31.8	9.0	35.8	0.8	2.6	7.6	2.3
Cycle Q Clear(g_c), s	21.0	16.7	16.8	1.9	31.8	31.8	9.0	35.8	0.8	2.6	7.6	2.3
Prop In Lane	1.00		0.32	1.00		0.25	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	392	818	813	355	583	587	414	546	455	128	480	404
V/C Ratio(X)	1.10	0.42	0.42	0.11	0.81	0.81	0.68	0.95	0.03	0.38	0.29	0.09
Avail Cap(c_a), veh/h	392	818	813	495	583	587	414	557	465	195	561	472
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	33.9	23.4	23.5	27.5	40.1	40.1	38.9	45.0	32.7	37.7	38.7	36.8
Incr Delay (d2), s/veh	75.8	1.6	1.6	0.1	11.9	11.8	4.6	26.9	0.0	1.9	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.1	7.3	7.3	0.8	15.6	15.7	4.3	20.3	0.3	1.2	3.6	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	109.7	25.0	25.1	27.6	51.9	51.8	43.5	72.0	32.7	39.6	39.1	36.9
LnGrp LOS	F	C	C	C	D	D	D	E	C	D	D	D
Approach Vol, veh/h		1116			991			818			223	
Approach Delay, s/veh		57.8			50.9			61.5			38.8	
Approach LOS		E			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.0	48.6	15.0	39.4	9.8	65.8	10.1	44.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	21.0	37.0	9.0	39.0	14.0	44.0	9.0	39.0
Max Q Clear Time (g_c+I1), s	23.0	33.8	11.0	9.6	3.9	18.8	4.6	37.8
Green Ext Time (p_c), s	0.0	1.7	0.0	0.8	0.0	4.3	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	55.2
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	22	643	0	9	213
Future Vol, veh/h	0	22	643	0	9	213
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	100	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	3	2	2	3
Mvmt Flow	0	23	663	0	9	220

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	901	663	0	0	663	0
Stage 1	663	-	-	-	-	-
Stage 2	238	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	309	461	-	-	926	-
Stage 1	512	-	-	-	-	-
Stage 2	802	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	306	461	-	-	926	-
Mov Cap-2 Maneuver	306	-	-	-	-	-
Stage 1	512	-	-	-	-	-
Stage 2	793	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.2	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	461	926	-
HCM Lane V/C Ratio	-	-	0.049	0.01	-
HCM Control Delay (s)	-	-	13.2	8.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	61	92	547	57	40	219
Future Volume (veh/h)	61	92	547	57	40	219
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	1870	1841	1856	1826	1856	1870
Adj Flow Rate, veh/h	64	31	576	55	42	231
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	4	3	5	3	2
Cap, veh/h	92	45	750	72	364	1180
Arrive On Green	0.08	0.08	0.45	0.45	0.04	0.63
Sat Flow, veh/h	1142	553	1668	159	1767	1870
Grp Volume(v), veh/h	96	0	0	631	42	231
Grp Sat Flow(s),veh/h/ln	1714	0	0	1827	1767	1870
Q Serve(g_s), s	2.3	0.0	0.0	12.1	0.5	2.2
Cycle Q Clear(g_c), s	2.3	0.0	0.0	12.1	0.5	2.2
Prop In Lane	0.67	0.32		0.09	1.00	
Lane Grp Cap(c), veh/h	138	0	0	821	364	1180
V/C Ratio(X)	0.70	0.00	0.00	0.77	0.12	0.20
Avail Cap(c_a), veh/h	495	0	0	1934	894	1980
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.6	0.0	0.0	9.6	7.1	3.2
Incr Delay (d2), s/veh	6.1	0.0	0.0	1.5	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	3.5	0.1	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	24.8	0.0	0.0	11.2	7.3	3.3
LnGrp LOS	C	A	A	B	A	A
Approach Vol, veh/h	96		631			273
Approach Delay, s/veh	24.8		11.2			3.9
Approach LOS	C		B			A

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		32.2		9.3	7.5	24.7
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		44.0		12.0	14.0	44.0
Max Q Clear Time (g_c+I1), s		4.2		4.3	2.5	14.1
Green Ext Time (p_c), s		1.4		0.1	0.0	4.6

Intersection Summary	
HCM 6th Ctrl Delay	10.5
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	235	678	221	54	524	32	147	177	54	61	309	284
Future Volume (veh/h)	235	678	221	54	524	32	147	177	54	61	309	284
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	247	714	212	57	552	31	155	186	12	64	325	47
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	510	1391	413	321	1571	88	208	425	358	293	369	312
Arrive On Green	0.09	0.52	0.52	0.03	0.46	0.46	0.07	0.23	0.23	0.04	0.20	0.20
Sat Flow, veh/h	1781	2701	802	1781	3421	192	1781	1870	1579	1781	1870	1578
Grp Volume(v), veh/h	247	470	456	57	286	297	155	186	12	64	325	47
Grp Sat Flow(s),veh/h/ln	1781	1777	1726	1781	1777	1836	1781	1870	1579	1781	1870	1578
Q Serve(g_s), s	9.1	22.6	22.7	2.2	13.5	13.5	9.0	11.1	0.8	3.7	21.9	3.2
Cycle Q Clear(g_c), s	9.1	22.6	22.7	2.2	13.5	13.5	9.0	11.1	0.8	3.7	21.9	3.2
Prop In Lane	1.00		0.46	1.00		0.10	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	510	915	889	321	816	843	208	425	358	293	369	312
V/C Ratio(X)	0.48	0.51	0.51	0.18	0.35	0.35	0.75	0.44	0.03	0.22	0.88	0.15
Avail Cap(c_a), veh/h	639	915	889	453	816	843	208	561	474	346	561	473
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	15.7	20.8	20.8	18.3	22.6	22.7	40.6	43.1	39.1	39.5	50.7	43.1
Incr Delay (d2), s/veh	0.7	2.1	2.1	0.3	1.2	1.2	13.7	0.7	0.0	0.4	10.2	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(50%),veh/ln	3.7	9.7	9.5	0.9	5.9	6.1	4.8	5.2	0.3	1.6	11.2	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	22.8	22.9	18.5	23.8	23.8	54.4	43.8	39.2	39.8	60.9	43.4
LnGrp LOS	B	C	C	B	C	C	D	D	D	D	E	D
Approach Vol, veh/h		1173			640			353			436	
Approach Delay, s/veh		21.5			23.4			48.3			55.9	
Approach LOS		C			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.6	65.7	15.0	31.7	10.4	73.0	11.2	35.5
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	21.0	37.0	9.0	39.0	14.0	44.0	9.0	39.0
Max Q Clear Time (g_c+I1), s	11.1	15.5	11.0	23.9	4.2	24.7	5.7	13.1
Green Ext Time (p_c), s	0.5	3.4	0.0	1.7	0.1	5.8	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	31.4
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	11	355	0	20	561
Future Vol, veh/h	3	11	355	0	20	561
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	100	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	11	366	0	21	578

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	986	366	0	0	366	0
Stage 1	366	-	-	-	-	-
Stage 2	620	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	275	679	-	-	1193	-
Stage 1	702	-	-	-	-	-
Stage 2	536	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	268	679	-	-	1193	-
Mov Cap-2 Maneuver	268	-	-	-	-	-
Stage 1	702	-	-	-	-	-
Stage 2	522	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.3	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	511	1193	-
HCM Lane V/C Ratio	-	-	0.028	0.017	-
HCM Control Delay (s)	-	-	12.3	8.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	81	89	269	61	127	437
Future Volume (veh/h)	81	89	269	61	127	437
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	89	52	296	53	140	480
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	115	67	448	80	484	1024
Arrive On Green	0.11	0.11	0.29	0.29	0.09	0.55
Sat Flow, veh/h	1068	624	1544	276	1781	1870
Grp Volume(v), veh/h	142	0	0	349	140	480
Grp Sat Flow(s),veh/h/ln	1705	0	0	1821	1781	1870
Q Serve(g_s), s	2.8	0.0	0.0	5.9	1.7	5.4
Cycle Q Clear(g_c), s	2.8	0.0	0.0	5.9	1.7	5.4
Prop In Lane	0.63	0.37		0.15	1.00	
Lane Grp Cap(c), veh/h	184	0	0	528	484	1024
V/C Ratio(X)	0.77	0.00	0.00	0.66	0.29	0.47
Avail Cap(c_a), veh/h	588	0	0	2302	1049	2364
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.1	0.0	0.0	10.9	7.1	4.8
Incr Delay (d2), s/veh	6.8	0.0	0.0	1.4	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	1.8	0.4	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.9	0.0	0.0	12.3	7.4	5.1
LnGrp LOS	C	A	A	B	A	A
Approach Vol, veh/h	142		349			620
Approach Delay, s/veh	21.9		12.3			5.6
Approach LOS	C		B			A

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		25.1		9.7	9.0	16.1
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		44.0		12.0	14.0	44.0
Max Q Clear Time (g_c+I1), s		7.4		4.8	3.7	7.9
Green Ext Time (p_c), s		3.2		0.2	0.2	2.2

Intersection Summary	
HCM 6th Ctrl Delay	9.8
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	354	470	104	32	682	108	232	427	79	40	112	246
Future Volume (veh/h)	354	470	104	32	682	108	232	427	79	40	112	246
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	0.99		0.99	1.00		0.98
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	1870	1856	1870	1870	1870	1856	1856	1841	1870	1870	1870
Adj Flow Rate, veh/h	432	573	114	39	832	120	283	521	80	49	137	4
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	3	2	2	2	3	3	4	2	2	2
Cap, veh/h	455	1625	322	429	1329	192	316	624	95	146	255	213
Arrive On Green	0.15	0.55	0.55	0.03	0.43	0.43	0.10	0.20	0.20	0.03	0.14	0.14
Sat Flow, veh/h	1781	2955	586	1781	3117	450	1767	3060	468	1781	1870	1561
Grp Volume(v), veh/h	432	344	343	39	474	478	283	299	302	49	137	4
Grp Sat Flow(s),veh/h/ln	1781	1777	1765	1781	1777	1789	1767	1763	1766	1781	1870	1561
Q Serve(g_s), s	17.6	14.0	14.1	1.6	27.2	27.2	13.0	21.2	21.3	3.1	8.9	0.3
Cycle Q Clear(g_c), s	17.6	14.0	14.1	1.6	27.2	27.2	13.0	21.2	21.3	3.1	8.9	0.3
Prop In Lane	1.00		0.33	1.00		0.25	1.00		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	455	977	970	429	757	763	316	360	360	146	255	213
V/C Ratio(X)	0.95	0.35	0.35	0.09	0.63	0.63	0.90	0.83	0.84	0.34	0.54	0.02
Avail Cap(c_a), veh/h	471	977	970	569	757	763	316	529	530	266	561	468
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	23.8	16.3	16.4	19.7	29.2	29.2	47.3	49.6	49.7	46.8	52.3	48.6
Incr Delay (d2), s/veh	28.5	1.0	1.0	0.1	3.9	3.9	26.2	7.2	7.6	1.3	1.7	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(50%),veh/ln	10.5	5.9	5.9	0.7	12.2	12.3	5.2	10.0	10.1	1.4	4.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.3	17.3	17.4	19.8	33.1	33.0	73.5	56.8	57.3	48.1	54.0	48.6
LnGrp LOS	D	B	B	B	C	C	E	E	E	D	D	D
Approach Vol, veh/h		1119			991			884			190	
Approach Delay, s/veh		30.9			32.5			62.3			52.4	
Approach LOS		C			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.8	61.4	19.0	23.8	9.8	77.5	10.2	32.5
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	21.0	33.0	13.0	39.0	14.0	40.0	13.0	39.0
Max Q Clear Time (g_c+I1), s	19.6	29.2	15.0	10.9	3.6	16.1	5.1	23.3
Green Ext Time (p_c), s	0.2	2.0	0.0	0.7	0.0	4.3	0.0	3.2

Intersection Summary	
HCM 6th Ctrl Delay	41.4
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	235	678	221	54	524	32	147	177	54	61	309	284
Future Volume (veh/h)	235	678	221	54	524	32	147	177	54	61	309	284
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	247	714	212	57	552	31	155	186	32	64	325	58
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	510	1391	413	321	1570	88	208	691	117	330	370	312
Arrive On Green	0.09	0.51	0.51	0.03	0.46	0.46	0.07	0.23	0.23	0.04	0.20	0.20
Sat Flow, veh/h	1781	2701	802	1781	3421	192	1781	3039	513	1781	1870	1578
Grp Volume(v), veh/h	247	470	456	57	286	297	155	107	111	64	325	58
Grp Sat Flow(s),veh/h/ln	1781	1777	1726	1781	1777	1836	1781	1777	1776	1781	1870	1578
Q Serve(g_s), s	9.1	22.7	22.7	2.2	13.5	13.6	9.0	6.5	6.7	3.7	21.9	4.0
Cycle Q Clear(g_c), s	9.1	22.7	22.7	2.2	13.5	13.6	9.0	6.5	6.7	3.7	21.9	4.0
Prop In Lane	1.00		0.46	1.00		0.10	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	510	915	889	321	816	843	208	404	404	330	370	312
V/C Ratio(X)	0.48	0.51	0.51	0.18	0.35	0.35	0.75	0.27	0.27	0.19	0.88	0.19
Avail Cap(c_a), veh/h	638	915	889	453	816	843	208	533	533	383	561	473
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	15.7	20.8	20.8	18.3	22.7	22.7	40.6	41.3	41.4	39.2	50.6	43.4
Incr Delay (d2), s/veh	0.7	2.1	2.1	0.3	1.2	1.2	13.7	0.3	0.4	0.3	10.1	0.3
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(50%),veh/ln	3.7	9.7	9.5	0.9	5.9	6.1	4.7	2.9	3.0	1.6	11.2	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	22.8	22.9	18.6	23.9	23.8	54.3	41.7	41.8	39.5	60.8	43.7
LnGrp LOS	B	C	C	B	C	C	D	D	D	D	E	D
Approach Vol, veh/h		1173			640			373			447	
Approach Delay, s/veh		21.5			23.4			47.0			55.5	
Approach LOS		C			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.6	65.7	15.0	31.7	10.4	72.9	11.2	35.5
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	21.0	37.0	9.0	39.0	14.0	44.0	9.0	39.0
Max Q Clear Time (g_c+I1), s	11.1	15.6	11.0	23.9	4.2	24.7	5.7	8.7
Green Ext Time (p_c), s	0.5	3.4	0.0	1.8	0.1	5.8	0.0	1.2

Intersection Summary	
HCM 6th Ctrl Delay	31.3
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	354	470	119	37	682	108	272	440	92	40	117	246
Future Volume (veh/h)	354	470	119	37	682	108	272	440	92	40	117	246
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	0.99		0.99	1.00		0.99
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	1870	1856	1870	1870	1870	1856	1856	1841	1870	1870	1870
Adj Flow Rate, veh/h	432	573	127	45	832	120	332	537	18	49	143	38
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	3	2	2	2	3	3	4	2	2	2
Cap, veh/h	387	1309	289	347	1003	145	417	557	465	125	491	413
Arrive On Green	0.16	0.45	0.45	0.03	0.32	0.32	0.07	0.30	0.30	0.03	0.26	0.26
Sat Flow, veh/h	1781	2893	639	1781	3117	450	1767	1856	1549	1781	1870	1572
Grp Volume(v), veh/h	432	351	349	45	474	478	332	537	18	49	143	38
Grp Sat Flow(s),veh/h/ln	1781	1777	1755	1781	1777	1789	1767	1856	1549	1781	1870	1572
Q Serve(g_s), s	21.0	17.5	17.6	2.2	32.1	32.1	9.0	37.1	1.1	2.6	7.9	2.4
Cycle Q Clear(g_c), s	21.0	17.5	17.6	2.2	32.1	32.1	9.0	37.1	1.1	2.6	7.9	2.4
Prop In Lane	1.00		0.36	1.00		0.25	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	387	804	794	347	572	576	417	557	465	125	491	413
V/C Ratio(X)	1.12	0.44	0.44	0.13	0.83	0.83	0.80	0.96	0.04	0.39	0.29	0.09
Avail Cap(c_a), veh/h	387	804	794	484	572	576	417	557	465	191	561	472
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	34.5	24.3	24.3	27.9	40.8	40.8	41.2	44.8	32.2	37.5	38.3	36.2
Incr Delay (d2), s/veh	80.8	1.7	1.8	0.2	13.1	13.0	10.3	29.3	0.0	2.0	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.5	7.7	7.6	0.9	15.9	16.0	6.9	21.3	0.4	1.2	3.7	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	115.2	26.0	26.1	28.1	53.8	53.7	51.5	74.1	32.3	39.5	38.6	36.3
LnGrp LOS	F	C	C	C	D	D	D	E	C	D	D	D
Approach Vol, veh/h		1132			997			887			230	
Approach Delay, s/veh		60.1			52.6			64.8			38.4	
Approach LOS		E			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.0	47.9	15.0	40.1	10.0	64.8	10.1	45.0
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	21.0	37.0	9.0	39.0	14.0	44.0	9.0	39.0
Max Q Clear Time (g_c+I1), s	23.0	34.1	11.0	9.9	4.2	19.6	4.6	39.1
Green Ext Time (p_c), s	0.0	1.6	0.0	0.9	0.0	4.4	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	57.5
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	22	709	0	9	236
Future Vol, veh/h	0	22	709	0	9	236
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	3	2	2	3
Mvmt Flow	0	23	731	0	9	243

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	992	731	0	0	731	0
Stage 1	731	-	-	-	-	-
Stage 2	261	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	272	422	-	-	873	-
Stage 1	476	-	-	-	-	-
Stage 2	783	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	269	422	-	-	873	-
Mov Cap-2 Maneuver	269	-	-	-	-	-
Stage 1	476	-	-	-	-	-
Stage 2	774	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	422	873	-
HCM Lane V/C Ratio	-	-	0.054	0.011	-
HCM Control Delay (s)	-	-	14	9.2	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	61	94	553	57	44	237
Future Volume (veh/h)	61	94	553	57	44	237
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	1870	1841	1856	1826	1856	1870
Adj Flow Rate, veh/h	64	32	582	56	46	249
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	4	3	5	3	2
Cap, veh/h	91	46	754	73	365	1187
Arrive On Green	0.08	0.08	0.45	0.45	0.04	0.63
Sat Flow, veh/h	1130	565	1666	160	1767	1870
Grp Volume(v), veh/h	97	0	0	638	46	249
Grp Sat Flow(s),veh/h/ln	1712	0	0	1827	1767	1870
Q Serve(g_s), s	2.3	0.0	0.0	12.4	0.5	2.4
Cycle Q Clear(g_c), s	2.3	0.0	0.0	12.4	0.5	2.4
Prop In Lane	0.66	0.33		0.09	1.00	
Lane Grp Cap(c), veh/h	138	0	0	826	365	1187
V/C Ratio(X)	0.70	0.00	0.00	0.77	0.13	0.21
Avail Cap(c_a), veh/h	488	0	0	1909	883	1955
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.9	0.0	0.0	9.7	7.2	3.2
Incr Delay (d2), s/veh	6.4	0.0	0.0	1.6	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	3.6	0.1	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.2	0.0	0.0	11.3	7.3	3.3
LnGrp LOS	C	A	A	B	A	A
Approach Vol, veh/h	97		638			295
Approach Delay, s/veh	25.2		11.3			4.0
Approach LOS	C		B			A

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		32.7		9.4	7.7	25.0
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		44.0		12.0	14.0	44.0
Max Q Clear Time (g_c+I1), s		4.4		4.3	2.5	14.4
Green Ext Time (p_c), s		1.5		0.1	0.0	4.7

Intersection Summary	
HCM 6th Ctrl Delay	10.5
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	8	707	228	16
Future Vol, veh/h	0	0	8	707	228	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	3	2	2
Mvmt Flow	0	0	8	744	240	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1009	249	257	0	-	0
Stage 1	249	-	-	-	-	-
Stage 2	760	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	266	790	1308	-	-	-
Stage 1	792	-	-	-	-	-
Stage 2	462	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	264	790	1308	-	-	-
Mov Cap-2 Maneuver	264	-	-	-	-	-
Stage 1	787	-	-	-	-	-
Stage 2	462	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1308	-	-	-	-
HCM Lane V/C Ratio	0.006	-	-	-	-
HCM Control Delay (s)	7.8	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	66	0	9	0	0	0	0	649	0	0	228	0
Future Vol, veh/h	66	0	9	0	0	0	0	649	0	0	228	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	3	2	2	3	2
Mvmt Flow	69	0	9	0	0	0	0	676	0	0	238	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	914	914	238	919	914	676	-	0	0	676	0	0
Stage 1	238	238	-	676	676	-	-	-	-	-	-	-
Stage 2	676	676	-	243	238	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	-	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	254	273	801	252	273	453	0	-	-	915	-	0
Stage 1	765	708	-	443	453	-	0	-	-	-	-	0
Stage 2	443	453	-	761	708	-	0	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	254	273	801	249	273	453	-	-	-	915	-	-
Mov Cap-2 Maneuver	358	365	-	355	365	-	-	-	-	-	-	-
Stage 1	765	708	-	443	453	-	-	-	-	-	-	-
Stage 2	443	453	-	752	708	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.8	0	0	0
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	383	-	915	-
HCM Lane V/C Ratio	-	-	0.204	-	-	-
HCM Control Delay (s)	-	-	16.8	0	0	-
HCM Lane LOS	-	-	C	A	A	-
HCM 95th %tile Q(veh)	-	-	0.8	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	8	0	0	0	0	648	0	1	224	8
Future Vol, veh/h	0	0	8	0	0	0	0	648	0	1	224	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	3	2	2	2	2
Mvmt Flow	0	0	8	0	0	0	0	675	0	1	233	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	237	918	918	675	-	0	0	675	0	0
Stage 1	-	-	-	675	675	-	-	-	-	-	-	-
Stage 2	-	-	-	243	243	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.22	7.12	6.52	6.22	-	-	-	4.12	-	-
Critical Hdwy Stg 1	-	-	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.318	3.518	4.018	3.318	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	0	0	802	252	272	454	0	-	-	916	-	-
Stage 1	0	0	-	444	453	-	0	-	-	-	-	-
Stage 2	0	0	-	761	705	-	0	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	802	249	272	454	-	-	-	916	-	-
Mov Cap-2 Maneuver	-	-	-	249	272	-	-	-	-	-	-	-
Stage 1	-	-	-	444	453	-	-	-	-	-	-	-
Stage 2	-	-	-	752	704	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.5	0	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	802	-	916	-	-
HCM Lane V/C Ratio	-	-	0.01	-	0.001	-	-
HCM Control Delay (s)	-	-	9.5	0	8.9	0	-
HCM Lane LOS	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	-	-	0	-	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	235	678	265	69	524	32	175	187	64	61	324	284
Future Volume (veh/h)	235	678	265	69	524	32	175	187	64	61	324	284
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	247	714	252	73	552	31	184	197	15	64	341	60
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	502	1298	458	302	1537	86	208	442	373	296	386	326
Arrive On Green	0.09	0.50	0.50	0.04	0.45	0.45	0.07	0.24	0.24	0.04	0.21	0.21
Sat Flow, veh/h	1781	2575	909	1781	3421	192	1781	1870	1579	1781	1870	1578
Grp Volume(v), veh/h	247	493	473	73	286	297	184	197	15	64	341	60
Grp Sat Flow(s),veh/h/ln	1781	1777	1707	1781	1777	1836	1781	1870	1579	1781	1870	1578
Q Serve(g_s), s	9.3	24.7	24.7	2.9	13.8	13.8	9.0	11.7	1.0	3.7	23.0	4.1
Cycle Q Clear(g_c), s	9.3	24.7	24.7	2.9	13.8	13.8	9.0	11.7	1.0	3.7	23.0	4.1
Prop In Lane	1.00		0.53	1.00		0.10	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	502	896	860	302	798	825	208	442	373	296	386	326
V/C Ratio(X)	0.49	0.55	0.55	0.24	0.36	0.36	0.89	0.45	0.04	0.22	0.88	0.18
Avail Cap(c_a), veh/h	628	896	860	430	798	825	208	561	474	349	561	473
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	16.3	22.1	22.1	19.3	23.5	23.5	43.7	42.4	38.3	38.6	50.1	42.6
Incr Delay (d2), s/veh	0.7	2.4	2.5	0.4	1.3	1.2	33.6	0.7	0.0	0.4	11.2	0.3
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(50%),veh/ln	3.8	10.7	10.3	1.2	6.0	6.2	3.6	5.5	0.4	1.6	11.9	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.0	24.5	24.6	19.8	24.8	24.7	77.3	43.1	38.3	39.0	61.3	42.8
LnGrp LOS	B	C	C	B	C	C	E	D	D	D	E	D
Approach Vol, veh/h		1213			656			396			465	
Approach Delay, s/veh		23.1			24.2			58.8			55.9	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.8	64.4	15.0	32.8	10.6	71.5	11.1	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	21.0	37.0	9.0	39.0	14.0	44.0	9.0	39.0
Max Q Clear Time (g_c+I1), s	11.3	15.8	11.0	25.0	4.9	26.7	5.7	13.7
Green Ext Time (p_c), s	0.5	3.4	0.0	1.8	0.1	5.9	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	34.1
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	11	403	0	20	635
Future Vol, veh/h	3	11	403	0	20	635
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	11	415	0	21	655

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1112	415	0	0	415	0
Stage 1	415	-	-	-	-	-
Stage 2	697	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	231	637	-	-	1144	-
Stage 1	666	-	-	-	-	-
Stage 2	494	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	224	637	-	-	1144	-
Mov Cap-2 Maneuver	224	-	-	-	-	-
Stage 1	666	-	-	-	-	-
Stage 2	480	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.1	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	457	1144	-
HCM Lane V/C Ratio	-	-	0.032	0.018	-
HCM Control Delay (s)	-	-	13.1	8.2	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	81	94	288	61	130	450
Future Volume (veh/h)	81	94	288	61	130	450
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	89	56	316	54	143	495
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	115	72	468	80	477	1035
Arrive On Green	0.11	0.11	0.30	0.30	0.08	0.55
Sat Flow, veh/h	1037	652	1556	266	1781	1870
Grp Volume(v), veh/h	146	0	0	370	143	495
Grp Sat Flow(s),veh/h/ln	1701	0	0	1822	1781	1870
Q Serve(g_s), s	3.0	0.0	0.0	6.4	1.7	5.7
Cycle Q Clear(g_c), s	3.0	0.0	0.0	6.4	1.7	5.7
Prop In Lane	0.61	0.38		0.15	1.00	
Lane Grp Cap(c), veh/h	189	0	0	548	477	1035
V/C Ratio(X)	0.77	0.00	0.00	0.68	0.30	0.48
Avail Cap(c_a), veh/h	571	0	0	2242	1023	2301
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.5	0.0	0.0	11.0	7.2	4.9
Incr Delay (d2), s/veh	6.6	0.0	0.0	1.5	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	2.0	0.4	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.0	0.0	0.0	12.4	7.6	5.2
LnGrp LOS	C	A	A	B	A	A
Approach Vol, veh/h	146		370			638
Approach Delay, s/veh	22.0		12.4			5.7
Approach LOS	C		B			A

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		25.8		10.0	9.0	16.8
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		44.0		12.0	14.0	44.0
Max Q Clear Time (g_c+I1), s		7.7		5.0	3.7	8.4
Green Ext Time (p_c), s		3.4		0.2	0.2	2.4

Intersection Summary	
HCM 6th Ctrl Delay	9.9
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	24	396	582	49
Future Vol, veh/h	0	0	24	396	582	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	26	435	640	54

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1154	667	694	0	-	0
Stage 1	667	-	-	-	-	-
Stage 2	487	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	218	459	901	-	-	-
Stage 1	510	-	-	-	-	-
Stage 2	618	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	212	459	901	-	-	-
Mov Cap-2 Maneuver	212	-	-	-	-	-
Stage 1	495	-	-	-	-	-
Stage 2	618	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	901	-	-	-	-
HCM Lane V/C Ratio	0.029	-	-	-	-
HCM Control Delay (s)	9.1	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	48	0	7	2	0	1	0	371	1	1	581	0
Future Vol, veh/h	48	0	7	2	0	1	0	371	1	1	581	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	0	7	2	0	1	0	379	1	1	593	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	975	975	593	979	975	380	-	0	0	380	0	0
Stage 1	595	595	-	380	380	-	-	-	-	-	-	-
Stage 2	380	380	-	599	595	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	-	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	231	251	506	229	251	667	0	-	-	1178	-	0
Stage 1	491	492	-	642	614	-	0	-	-	-	-	0
Stage 2	642	614	-	488	492	-	0	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	231	251	506	226	251	667	-	-	-	1178	-	-
Mov Cap-2 Maneuver	356	361	-	351	361	-	-	-	-	-	-	-
Stage 1	491	492	-	642	614	-	-	-	-	-	-	-
Stage 2	641	614	-	481	492	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.5	13.7	0	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	370	417	1178	-
HCM Lane V/C Ratio	-	-	0.152	0.007	0.001	-
HCM Control Delay (s)	-	-	16.5	13.7	8.1	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	9	1	0	1	0	376	2	0	568	25
Future Vol, veh/h	0	0	9	1	0	1	0	376	2	0	568	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	9	1	0	1	0	392	2	0	592	26

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	605	1003	1011	393	-	0	0	394	0	0
Stage 1	-	-	-	393	393	-	-	-	-	-	-	-
Stage 2	-	-	-	610	618	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.22	7.12	6.52	6.22	-	-	-	4.12	-	-
Critical Hdwy Stg 1	-	-	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.318	3.518	4.018	3.318	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	0	0	498	221	240	656	0	-	-	1165	-	-
Stage 1	0	0	-	632	606	-	0	-	-	-	-	-
Stage 2	0	0	-	482	481	-	0	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	498	217	240	656	-	-	-	1165	-	-
Mov Cap-2 Maneuver	-	-	-	217	240	-	-	-	-	-	-	-
Stage 1	-	-	-	632	606	-	-	-	-	-	-	-
Stage 2	-	-	-	473	481	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.4	16.1	0	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	498	326	1165	-	-
HCM Lane V/C Ratio	-	-	0.019	0.006	-	-	-
HCM Control Delay (s)	-	-	12.4	16.1	0	-	-
HCM Lane LOS	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	-	-	0.1	0	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	354	470	119	37	682	108	272	440	92	40	117	246
Future Volume (veh/h)	354	470	119	37	682	108	272	440	92	40	117	246
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	0.99		0.99	1.00		0.99
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	1870	1856	1870	1870	1870	1856	1856	1841	1870	1870	1870
Adj Flow Rate, veh/h	432	573	129	45	832	120	332	537	95	49	143	7
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	3	2	2	2	3	3	4	2	2	2
Cap, veh/h	449	1553	349	420	1296	187	324	639	113	145	273	228
Arrive On Green	0.15	0.54	0.54	0.03	0.42	0.42	0.10	0.21	0.21	0.03	0.15	0.15
Sat Flow, veh/h	1781	2883	647	1781	3117	450	1767	2990	527	1781	1870	1562
Grp Volume(v), veh/h	432	352	350	45	474	478	332	316	316	49	143	7
Grp Sat Flow(s),veh/h/ln	1781	1777	1754	1781	1777	1789	1767	1763	1755	1781	1870	1562
Q Serve(g_s), s	18.4	14.8	14.9	1.9	27.7	27.7	13.0	22.3	22.5	3.0	9.2	0.5
Cycle Q Clear(g_c), s	18.4	14.8	14.9	1.9	27.7	27.7	13.0	22.3	22.5	3.0	9.2	0.5
Prop In Lane	1.00		0.37	1.00		0.25	1.00		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	449	957	945	420	739	744	324	376	375	145	273	228
V/C Ratio(X)	0.96	0.37	0.37	0.11	0.64	0.64	1.03	0.84	0.84	0.34	0.52	0.03
Avail Cap(c_a), veh/h	449	957	945	557	739	744	324	529	526	266	561	469
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	25.1	17.3	17.3	20.4	30.3	30.3	48.6	49.0	49.0	45.9	51.3	47.6
Incr Delay (d2), s/veh	32.8	1.1	1.1	0.1	4.3	4.2	56.8	8.2	8.7	1.4	1.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.4	6.2	6.2	0.8	12.5	12.6	9.4	10.6	10.7	1.4	4.4	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.9	18.4	18.4	20.5	34.5	34.5	105.4	57.2	57.7	47.3	52.9	47.7
LnGrp LOS	E	B	B	C	C	C	F	E	E	D	D	D
Approach Vol, veh/h		1134			997			964			199	
Approach Delay, s/veh		33.4			33.9			74.0			51.3	
Approach LOS		C			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.0	60.0	19.0	25.0	10.0	76.0	10.2	33.8
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	20.0	34.0	13.0	39.0	14.0	40.0	13.0	39.0
Max Q Clear Time (g_c+I1), s	20.4	29.7	15.0	11.2	3.9	16.9	5.0	24.5
Green Ext Time (p_c), s	0.0	2.3	0.0	0.8	0.0	4.4	0.0	3.3

Intersection Summary	
HCM 6th Ctrl Delay	46.5
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	235	678	265	69	524	32	175	187	64	61	324	284
Future Volume (veh/h)	235	678	265	69	524	32	175	187	64	61	324	284
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	247	714	252	73	552	31	184	197	39	64	341	60
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	502	1298	458	302	1537	86	208	700	136	332	386	326
Arrive On Green	0.09	0.50	0.50	0.04	0.45	0.45	0.07	0.24	0.24	0.04	0.21	0.21
Sat Flow, veh/h	1781	2575	909	1781	3421	192	1781	2965	576	1781	1870	1578
Grp Volume(v), veh/h	247	493	473	73	286	297	184	116	120	64	341	60
Grp Sat Flow(s),veh/h/ln	1781	1777	1707	1781	1777	1836	1781	1777	1764	1781	1870	1578
Q Serve(g_s), s	9.3	24.7	24.7	2.9	13.8	13.8	9.0	7.0	7.2	3.7	23.0	4.1
Cycle Q Clear(g_c), s	9.3	24.7	24.7	2.9	13.8	13.8	9.0	7.0	7.2	3.7	23.0	4.1
Prop In Lane	1.00		0.53	1.00		0.10	1.00		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	502	896	860	302	798	825	208	420	417	332	386	326
V/C Ratio(X)	0.49	0.55	0.55	0.24	0.36	0.36	0.89	0.28	0.29	0.19	0.88	0.18
Avail Cap(c_a), veh/h	628	896	860	430	798	825	208	533	529	385	561	473
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	16.3	22.1	22.1	19.3	23.5	23.5	43.7	40.6	40.7	38.4	50.1	42.6
Incr Delay (d2), s/veh	0.7	2.4	2.5	0.4	1.3	1.2	33.6	0.4	0.4	0.3	11.2	0.3
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(50%),veh/ln	3.8	10.7	10.3	1.2	6.0	6.2	3.6	3.1	3.2	1.6	11.9	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.0	24.5	24.6	19.8	24.8	24.7	77.3	40.9	41.1	38.7	61.3	42.8
LnGrp LOS	B	C	C	B	C	C	E	D	D	D	E	D
Approach Vol, veh/h		1213			656			420			465	
Approach Delay, s/veh		23.1			24.2			56.9			55.8	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.8	64.4	15.0	32.8	10.6	71.5	11.1	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	21.0	37.0	9.0	39.0	14.0	44.0	9.0	39.0
Max Q Clear Time (g_c+I1), s	11.3	15.8	11.0	25.0	4.9	26.7	5.7	9.2
Green Ext Time (p_c), s	0.5	3.4	0.0	1.8	0.1	5.9	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	34.0
HCM 6th LOS	C

APPENDIX D

Raw Traffic Counts

Peak Hour Turning Movement Count

Dekalb County, GA

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Wednesday, March 9, 2022	
Period	0700 - 0900
Peak Hour	0730 - 0830

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

2nd Ave SE (North)

Southbound

(1-3)	209	95	34	0	338	679	(1-3)
(4-7)	2	1	0	0	3	10	(4-7)
(8-13)	0	0	0	0	0	0	(8-13)
Total	211	96	34	0	341	689	Total

0

0

Glenwood Ave SE (West)

Eastbound

(1-3)	(4-7)	(8-13)	Total
939	16	1	956
783	14	0	797
1	0	0	1
303	1	0	304
393	10	0	403
86	3	0	89
(1-3)	(4-7)	(8-13)	Total

0

0

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	2305	42	1	2348
PHF				0.8187

4

3

Glenwood Ave SE (East)

Westbound

Total	(8-13)	(4-7)	(1-3)
93	0	1	92
585	0	11	574
27	0	0	27
0	0	0	0
705	0	12	693
491	0	12	479
Total	(8-13)	(4-7)	(1-3)

0

0

Total	212	505	0	159	292	54	Total
(8-13)	0	1	0	1	0	0	(8-13)
(4-7)	4	13	0	3	8	2	(4-7)
(1-3)	208	491	0	155	284	52	(1-3)

Northbound

2nd Ave SE (South)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	2nd Ave SE (South)					2nd Ave SE (North)					Glenwood Ave SE (West)					Glenwood Ave SE (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
0730 - 0745	41	72	14	0	127	3	25	48	0	76	84	87	20	1	192	4	107	26	0	137	532
0745 - 0800	43	83	18	0	144	11	21	63	0	95	88	129	25	0	242	10	197	29	0	236	717
0800 - 0815	42	78	10	0	130	14	27	69	0	110	67	97	26	0	190	8	141	24	0	173	603
0815 - 0830	33	59	12	0	104	6	23	31	0	60	65	90	18	0	173	5	140	14	0	159	496
Total	159	292	54	0	505	34	96	211	0	341	304	403	89	1	797	27	585	93	0	705	2348
Approach %	31.49	57.82	10.69	0.00	-	9.97	28.15	61.88	0.00	-	38.14	50.56	11.17	0.13	-	3.83	82.98	13.19	0.00	-	
PHF	0.92	0.88	0.75	0.00	**0.88**	0.61	0.89	0.76	0.00	**0.78**	0.86	0.78	0.86	0.25	**0.82**	0.68	0.74	0.80	0.00	**0.75**	**0.82**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	2nd Ave SE (South)					2nd Ave SE (North)					Glenwood Ave SE (West)					Glenwood Ave SE (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
0730 - 0745	41	70	13	0	124	3	25	47	0	75	84	83	20	1	188	4	104	26	0	134	521
0745 - 0800	43	80	17	0	140	11	21	62	0	94	87	128	24	0	239	10	195	29	0	234	707
0800 - 0815	40	76	10	0	126	14	26	69	0	109	67	97	25	0	189	8	140	24	0	172	596
0815 - 0830	31	58	12	0	101	6	23	31	0	60	65	85	17	0	167	5	135	13	0	153	481
Total	155	284	52	0	491	34	95	209	0	338	303	393	86	1	783	27	574	92	0	693	2305
Approach %	31.57	57.84	10.59	0.00	-	10.06	28.11	61.83	0.00	-	38.70	50.19	10.98	0.13	-	3.90	82.83	13.28	0.00	-	
PHF	0.90	0.89	0.76	0.00	**0.88**	0.61	0.91	0.76	0.00	**0.78**	0.87	0.77	0.86	0.25	**0.82**	0.68	0.74	0.79	0.00	**0.74**	**0.82**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	2nd Ave SE (South)					2nd Ave SE (North)					Glenwood Ave SE (West)					Glenwood Ave SE (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
0730 - 0745	0	2	1	0	3	0	0	1	0	1	0	4	0	0	4	0	3	0	0	3	11
0745 - 0800	0	3	1	0	4	0	0	1	0	1	1	1	1	0	3	0	2	0	0	2	10
0800 - 0815	2	2	0	0	4	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	7
0815 - 0830	1	1	0	0	2	0	0	0	0	0	0	5	1	0	6	0	5	1	0	6	14
Total	3	8	2	0	13	0	1	2	0	3	1	10	3	0	14	0	11	1	0	12	42
Approach %	23.08	61.54	15.38	0.00	-	0.00	33.33	66.67	0.00	-	7.14	71.43	21.43	0.00	-	0.00	91.67	8.33	0.00	-	
PHF	0.38	0.67	0.50	0.00	**0.81**	0.00	0.25	0.50	0.00	**0.75**	0.25	0.50	0.75	0.00	**0.58**	0.00	0.55	0.25	0.00	**0.50**	**0.75**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	2nd Ave SE (South)					2nd Ave SE (North)					Glenwood Ave SE (West)					Glenwood Ave SE (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	2nd Ave SE (South)					2nd Ave SE (North)					Glenwood Ave SE (West)					Glenwood Ave SE (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Pedestrians

	Northbound					Southbound					Eastbound					Westbound					
	2nd Ave SE (South)					2nd Ave SE (North)					Glenwood Ave SE (West)					Glenwood Ave SE (East)					
	EB	WB			App	EB	WB			App	NB	SB			App	NB	SB			App	Int
Time	1a	1b			Total	1c	1d			Total	1e	1f			Total	1g	1h			Total	Total
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
0800 - 0815	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0815 - 0830	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
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	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Dekalb County, GA

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Wednesday, March 9, 2022	
Period	1600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

2nd Ave SE (North)

Southbound

(1-3)	247	269	53	0	569	401	(1-3)
(4-7)	3	3	1	0	7	2	(4-7)
(8-13)	0	0	0	0	0	0	(8-13)
Total	250	272	54	0	576	403	Total

0

0

Glenwood Ave SE (West)

Eastbound

(1-3)	(4-7)	(8-13)	Total
841	11	0	852
987	11	0	998
0	0	0	0
207	0	0	207
589	8	0	597
191	3	0	194
(1-3)	(4-7)	(8-13)	Total

0

0

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	2442	28	0	2470
PHF				0.9515

1

2

Glenwood Ave SE (East)

Westbound

Total	(8-13)	(4-7)	(1-3)
28	0	0	28
462	0	7	455
47	0	0	47
0	0	0	0
537	0	7	530
702	0	9	693
Total	(8-13)	(4-7)	(1-3)

0

0

2nd Ave SE (South)

Northbound

Total	513	359	0	140	168	51	Total
(8-13)	0	0	0	0	0	0	(8-13)
(4-7)	6	3	0	1	2	0	(4-7)
(1-3)	507	356	0	139	166	51	(1-3)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	2nd Ave SE (South)					2nd Ave SE (North)					Glenwood Ave SE (West)					Glenwood Ave SE (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
1700 - 1715	32	42	13	0	87	12	66	56	0	134	55	158	37	0	250	17	109	9	0	135	606
1715 - 1730	32	43	15	0	90	16	82	56	0	154	55	154	65	0	274	7	119	6	0	132	650
1730 - 1745	32	43	13	0	88	16	64	63	0	143	43	154	41	0	238	9	103	4	0	116	585
1745 - 1800	44	40	10	0	94	11	61	75	0	147	56	131	51	0	238	14	131	9	0	154	633
Total	140	168	51	0	359	55	273	250	0	578	209	597	194	0	1000	47	462	28	0	537	2474
Approach %	39.00	46.80	14.21	0.00	-	9.52	47.23	43.25	0.00	-	20.90	59.70	19.40	0.00	-	8.75	86.03	5.21	0.00	-	
PHF	0.80	0.98	0.85	0.00	**0.95**	0.86	0.83	0.83	0.00	**0.94**	0.93	0.94	0.75	0.00	**0.91**	0.69	0.88	0.78	0.00	**0.87**	**0.95**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	2nd Ave SE (South)					2nd Ave SE (North)					Glenwood Ave SE (West)					Glenwood Ave SE (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
1700 - 1715	31	41	13	0	85	11	64	55	0	130	55	155	37	0	247	17	108	9	0	134	596
1715 - 1730	32	43	15	0	90	15	80	56	0	151	55	151	64	0	270	7	115	6	0	128	639
1730 - 1745	32	42	13	0	87	16	64	62	0	142	43	154	40	0	237	9	103	4	0	116	582
1745 - 1800	44	40	10	0	94	11	61	74	0	146	54	129	50	0	233	14	129	9	0	152	625
Total	139	166	51	0	356	53	269	247	0	569	207	589	191	0	987	47	455	28	0	530	2442
Approach %	39.04	46.63	14.33	0.00	-	9.31	47.28	43.41	0.00	-	20.97	59.68	19.35	0.00	-	8.87	85.85	5.28	0.00	-	
PHF	0.79	0.97	0.85	0.00	**0.95**	0.83	0.84	0.83	0.00	**0.94**	0.94	0.95	0.75	0.00	**0.91**	0.69	0.88	0.78	0.00	**0.87**	**0.96**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	2nd Ave SE (South)					2nd Ave SE (North)					Glenwood Ave SE (West)					Glenwood Ave SE (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
1700 - 1715	1	1	0	0	2	0	2	1	0	3	0	3	0	0	3	0	1	0	0	1	9
1715 - 1730	0	0	0	0	0	1	1	0	0	2	0	3	1	0	4	0	4	0	0	4	10
1730 - 1745	0	1	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	3
1745 - 1800	0	0	0	0	0	0	0	1	0	1	0	2	1	0	3	0	2	0	0	2	6
Total	1	2	0	0	3	1	3	3	0	7	0	8	3	0	11	0	7	0	0	7	28
Approach %	33.33	66.67	0.00	0.00	-	14.29	42.86	42.86	0.00	-	0.00	72.73	27.27	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.25	0.50	0.00	0.00	**0.38**	0.25	0.38	0.75	0.00	**0.58**	0.00	0.67	0.75	0.00	**0.69**	0.00	0.44	0.00	0.00	**0.44**	**0.70**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	2nd Ave SE (South)					2nd Ave SE (North)					Glenwood Ave SE (West)					Glenwood Ave SE (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
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
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	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	2nd Ave SE (South)					2nd Ave SE (North)					Glenwood Ave SE (West)					Glenwood Ave SE (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
1700 - 1715	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1715 - 1730	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	1	1	0	0	2	2	0	0	0	2	0	0	0	0	0	4
Approach %	0.00	0.00	0.00	0.00	-	50.00	50.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.25	0.25	0.00	0.00	**0.50**	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	**0.00**	**0.50**

Pedestrians

	Northbound					Southbound					Eastbound					Westbound					
	2nd Ave SE (South)					2nd Ave SE (North)					Glenwood Ave SE (West)					Glenwood Ave SE (East)					
	EB	WB			App	EB	WB			App	NB	SB			App	NB	SB			App	Int
Time	1a	1b			Total	1c	1d			Total	1e	1f			Total	1g	1h			Total	Total
1700 - 1715	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1715 - 1730	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1730 - 1745	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1745 - 1800	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
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	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Dekalb County, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 1 of 6
2nd Ave SE (South)
2nd Ave SE (North)
Glenwood Ave SE (West)
Glenwood Ave SE (East)

Date
Wednesday, March 9, 2022

Lat/Long
33.740046°, -84.309651°

Weather
Cloudy
54°F

0700 - 0900 (Weekday 2h Session) (03-09-2022)
All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	2nd Ave SE (South)					2nd Ave SE (North)					Glenwood Ave SE (West)					Glenwood Ave SE (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
0700 - 0715	28	40	7	0	75	0	10	26	0	36	35	43	13	0	91	1	87	10	0	98	300
0715 - 0730	34	53	8	0	95	1	20	25	0	46	58	62	18	0	138	5	112	10	0	127	406
0730 - 0745	41	72	14	0	127	3	25	48	0	76	84	87	20	1	192	4	107	26	0	137	532
0745 - 0800	43	83	18	0	144	11	21	63	0	95	88	129	25	0	242	10	197	29	0	236	717
Hourly Total	146	248	47	0	**441**	15	76	162	0	**253**	265	321	76	1	**663**	20	503	75	0	**598**	**1955**
0800 - 0815	42	78	10	0	130	14	27	69	0	110	67	97	26	0	190	8	141	24	0	173	603
0815 - 0830	33	59	12	0	104	6	23	31	0	60	65	90	18	0	173	5	140	14	0	159	496
0830 - 0845	31	60	9	0	100	5	23	34	0	62	51	76	11	0	138	7	154	10	0	171	471
0845 - 0900	32	56	15	0	103	4	19	43	0	66	49	70	23	0	142	4	125	12	0	141	452
Hourly Total	138	253	46	0	**437**	29	92	177	0	**298**	232	333	78	0	**643**	24	560	60	0	**644**	**2022**
Grand Total	284	501	93	0	**878**	44	168	339	0	**551**	497	654	154	1	**1306**	44	1063	135	0	**1242**	**3977**
Approach %	32.35	57.06	10.59	0.00	-	7.99	30.49	61.52	0.00	-	38.06	50.08	11.79	0.08	-	3.54	85.59	10.87	0.00	-	
Intersection %	7.14	12.60	2.34	0.00	22.08	1.11	4.22	8.52	0.00	13.85	12.50	16.44	3.87	0.03	32.84	1.11	26.73	3.39	0.00	31.23	
PHF	0.92	0.88	0.75	0.00	**0.88**	0.61	0.89	0.76	0.00	**0.78**	0.86	0.78	0.86	0.25	**0.82**	0.68	0.74	0.80	0.00	**0.75**	**0.82**

1600 - 1800 (Weekday 2h Session) (03-09-2022)
All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	2nd Ave SE (South)					2nd Ave SE (North)					Glenwood Ave SE (West)					Glenwood Ave SE (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
1600 - 1615	30	24	11	0	65	9	54	67	0	130	32	123	38	0	193	18	109	7	0	134	522
1615 - 1630	48	41	20	0	109	8	49	65	0	122	46	124	50	0	220	5	112	4	0	121	572
1630 - 1645	30	37	15	0	82	12	49	69	0	130	50	125	47	0	222	10	98	7	0	115	549
1645 - 1700	40	29	18	0	87	7	49	68	0	124	61	114	43	0	218	11	109	5	0	125	554
Hourly Total	148	131	64	0	**343**	36	201	269	0	**506**	189	486	178	0	**853**	44	428	23	0	**495**	**2197**
1700 - 1715	32	42	13	0	87	12	66	56	0	134	55	158	37	0	250	17	109	9	0	135	606
1715 - 1730	32	43	15	0	90	16	82	56	0	154	55	154	65	0	274	7	119	6	0	132	650
1730 - 1745	32	43	13	0	88	16	64	63	0	143	43	154	41	0	238	9	103	4	0	116	585
1745 - 1800	44	40	10	0	94	11	61	75	0	147	56	131	51	0	238	14	131	9	0	154	633
Hourly Total	140	168	51	0	**359**	55	273	250	0	**578**	209	597	194	0	**1000**	47	462	28	0	**537**	**2474**
Grand Total	288	299	115	0	**702**	91	474	519	0	**1084**	398	1083	372	0	**1853**	91	890	51	0	**1032**	**4671**
Approach %	41.03	42.59	16.38	0.00	-	8.39	43.73	47.88	0.00	-	21.48	58.45	20.08	0.00	-	8.82	86.24	4.94	0.00	-	
Intersection %	6.17	6.40	2.46	0.00	15.03	1.95	10.15	11.11	0.00	23.21	8.52	23.19	7.96	0.00	39.67	1.95	19.05	1.09	0.00	22.09	
PHF	0.80	0.98	0.85	0.00	**0.95**	0.86	0.83	0.83	0.00	**0.94**	0.93	0.94	0.75	0.00	**0.91**	0.69	0.88	0.78	0.00	**0.87**	**0.95**

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

Dekalb County, GA

Marr Traffic DATA COLLECTION

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Site 1 of 6
2nd Ave SE (South)
2nd Ave SE (North)
Glenwood Ave SE (West)
Glenwood Ave SE (East)

Date
Wednesday, March 9, 2022

Lat/Long
33.740046°, -84.309651°

Weather
Cloudy
54°F

0700 - 0900 (Weekday 2h Session) (03-09-2022)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	2nd Ave SE (South)					2nd Ave SE (North)					Glenwood Ave SE (West)					Glenwood Ave SE (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
0700 - 0715	27	37	7	0	71	0	10	26	0	36	35	42	13	0	90	1	86	10	0	97	294
0715 - 0730	33	52	8	0	93	1	18	25	0	44	58	61	18	0	137	5	111	10	0	126	400
0730 - 0745	41	70	13	0	124	3	25	47	0	75	84	83	20	1	188	4	104	26	0	134	521
0745 - 0800	43	80	17	0	140	11	21	62	0	94	87	128	24	0	239	10	195	29	0	234	707
Hourly Total	144	239	45	0	**428**	15	74	160	0	**249**	264	314	75	1	**654**	20	496	75	0	**591**	**1922**
0800 - 0815	40	76	10	0	126	14	26	69	0	109	67	97	25	0	189	8	140	24	0	172	596
0815 - 0830	31	58	12	0	101	6	23	31	0	60	65	85	17	0	167	5	135	13	0	153	481
0830 - 0845	29	59	9	0	97	5	20	32	0	57	49	74	11	0	134	7	150	10	0	167	455
0845 - 0900	31	53	15	0	99	4	19	42	0	65	49	69	22	0	140	4	123	12	0	139	443
Hourly Total	131	246	46	0	**423**	29	88	174	0	**291**	230	325	75	0	**630**	24	548	59	0	**631**	**1975**
Grand Total	275	485	91	0	**851**	44	162	334	0	**540**	494	639	150	1	**1284**	44	1044	134	0	**1222**	**3897**
Approach %	32.31	56.99	10.69	0.00	-	8.15	30.00	61.85	0.00	-	38.47	49.77	11.68	0.08	-	3.60	85.43	10.97	0.00	-	
Intersection %	7.06	12.45	2.34	0.00	21.84	1.13	4.16	8.57	0.00	13.86	12.68	16.40	3.85	0.03	32.95	1.13	26.79	3.44	0.00	31.36	

1600 - 1800 (Weekday 2h Session) (03-09-2022)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	2nd Ave SE (South)					2nd Ave SE (North)					Glenwood Ave SE (West)					Glenwood Ave SE (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
1600 - 1615	29	21	11	0	61	9	52	67	0	128	32	121	36	0	189	18	108	7	0	133	511
1615 - 1630	47	38	20	0	105	8	46	65	0	119	46	122	50	0	218	5	109	4	0	118	560
1630 - 1645	30	35	15	0	80	12	48	69	0	129	50	122	47	0	219	10	93	7	0	110	538
1645 - 1700	40	28	18	0	86	6	48	68	0	122	60	112	42	0	214	11	106	5	0	122	544
Hourly Total	146	122	64	0	**332**	35	194	269	0	**498**	188	477	175	0	**840**	44	416	23	0	**483**	**2153**
1700 - 1715	31	41	13	0	85	11	64	55	0	130	55	155	37	0	247	17	108	9	0	134	596
1715 - 1730	32	43	15	0	90	15	80	56	0	151	55	151	64	0	270	7	115	6	0	128	639
1730 - 1745	32	42	13	0	87	16	64	62	0	142	43	154	40	0	237	9	103	4	0	116	582
1745 - 1800	44	40	10	0	94	11	61	74	0	146	54	129	50	0	233	14	129	9	0	152	625
Hourly Total	139	166	51	0	**356**	53	269	247	0	**569**	207	589	191	0	**987**	47	455	28	0	**530**	**2442**
Grand Total	285	288	115	0	**688**	88	463	516	0	**1067**	395	1066	366	0	**1827**	91	871	51	0	**1013**	**4595**
Approach %	41.42	41.86	16.72	0.00	-	8.25	43.39	48.36	0.00	-	21.62	58.35	20.03	0.00	-	8.98	85.98	5.03	0.00	-	
Intersection %	6.20	6.27	2.50	0.00	14.97	1.92	10.08	11.23	0.00	23.22	8.60	23.20	7.97	0.00	39.76	1.98	18.96	1.11	0.00	22.05	

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

Dekalb County, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1 of 6
2nd Ave SE (South)
2nd Ave SE (North)
Glenwood Ave SE (West)
Glenwood Ave SE (East)

Date
Wednesday, March 9, 2022

Lat/Long
33.740046°, -84.309651°

Weather
Cloudy
54°F

0700 - 0900 (Weekday 2h Session) (03-09-2022)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	2nd Ave SE (South)					2nd Ave SE (North)					Glenwood Ave SE (West)					Glenwood Ave SE (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	1	3	0	0	4	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	6
0715 - 0730	1	1	0	0	2	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	6
0730 - 0745	0	2	1	0	3	0	0	1	0	1	0	4	0	0	4	0	3	0	0	3	11
0745 - 0800	0	3	1	0	4	0	0	1	0	1	1	1	1	0	3	0	2	0	0	2	10
Hourly Total	2	9	2	0	**13**	0	2	2	0	**4**	1	7	1	0	**9**	0	7	0	0	**7**	**33**
0800 - 0815	2	2	0	0	4	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	7
0815 - 0830	1	1	0	0	2	0	0	0	0	0	0	5	1	0	6	0	5	1	0	6	14
0830 - 0845	2	1	0	0	3	0	3	2	0	5	2	2	0	0	4	0	3	0	0	3	15
0845 - 0900	1	3	0	0	4	0	0	1	0	1	0	1	1	0	2	0	2	0	0	2	9
Hourly Total	6	7	0	0	**13**	0	4	3	0	**7**	2	8	3	0	**13**	0	11	1	0	**12**	**45**
Grand Total	8	16	2	0	**26**	0	6	5	0	**11**	3	15	4	0	**22**	0	18	1	0	**19**	**78**
Approach %	30.77	61.54	7.69	0.00	-	0.00	54.55	45.45	0.00	-	13.64	68.18	18.18	0.00	-	0.00	94.74	5.26	0.00	-	
Intersection %	10.26	20.51	2.56	0.00	33.33	0.00	7.69	6.41	0.00	14.10	3.85	19.23	5.13	0.00	28.21	0.00	23.08	1.28	0.00	24.36	

1600 - 1800 (Weekday 2h Session) (03-09-2022)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	2nd Ave SE (South)					2nd Ave SE (North)					Glenwood Ave SE (West)					Glenwood Ave SE (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	1	3	0	0	4	0	2	0	0	2	0	2	2	0	4	0	1	0	0	1	11
1615 - 1630	1	3	0	0	4	0	3	0	0	3	0	2	0	0	2	0	3	0	0	3	12
1630 - 1645	0	2	0	0	2	0	1	0	0	1	0	3	0	0	3	0	5	0	0	5	11
1645 - 1700	0	1	0	0	1	1	1	0	0	2	1	2	1	0	4	0	3	0	0	3	10
Hourly Total	2	9	0	0	**11**	1	7	0	0	**8**	1	9	3	0	**13**	0	12	0	0	**12**	**44**
1700 - 1715	1	1	0	0	2	0	2	1	0	3	0	3	0	0	3	0	1	0	0	1	9
1715 - 1730	0	0	0	0	0	1	1	0	0	2	0	3	1	0	4	0	4	0	0	4	10
1730 - 1745	0	1	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	3
1745 - 1800	0	0	0	0	0	0	0	1	0	1	0	2	1	0	3	0	2	0	0	2	6
Hourly Total	1	2	0	0	**3**	1	3	3	0	**7**	0	8	3	0	**11**	0	7	0	0	**7**	**28**
Grand Total	3	11	0	0	**14**	2	10	3	0	**15**	1	17	6	0	**24**	0	19	0	0	**19**	**72**
Approach %	21.43	78.57	0.00	0.00	-	13.33	66.67	20.00	0.00	-	4.17	70.83	25.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	4.17	15.28	0.00	0.00	19.44	2.78	13.89	4.17	0.00	20.83	1.39	23.61	8.33	0.00	33.33	0.00	26.39	0.00	0.00	26.39	

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

Dekalb County, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 1 of 6
2nd Ave SE (South)
2nd Ave SE (North)
Glenwood Ave SE (West)
Glenwood Ave SE (East)

Date
Wednesday, March 9, 2022

Lat/Long
33.740046°, -84.309651°

Weather
Cloudy
54°F

0700 - 0900 (Weekday 2h Session) (03-09-2022)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	2nd Ave SE (South)					2nd Ave SE (North)					Glenwood Ave SE (West)					Glenwood Ave SE (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
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	1	0	0	0	1	0	0	0	0	0	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	1	0	0	1	1
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	1	0	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	**2**
Grand Total	1	0	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	**2**
Approach %	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	50.00	0.00	0.00	0.00	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	50.00	0.00	0.00	50.00	

1600 - 1800 (Weekday 2h Session) (03-09-2022)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	2nd Ave SE (South)					2nd Ave SE (North)					Glenwood Ave SE (West)					Glenwood Ave SE (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
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	-	
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	

Classified Turn Movement Count || Bikes

Dekalb County, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1 of 6
2nd Ave SE (South)
2nd Ave SE (North)
Glenwood Ave SE (West)
Glenwood Ave SE (East)

Date
Wednesday, March 9, 2022

Lat/Long
33.740046°, -84.309651°

Weather
Cloudy
54°F

0700 - 0900 (Weekday 2h Session) (03-09-2022)
Bikes

	Northbound					Southbound					Eastbound					Westbound					
	2nd Ave SE (South)					2nd Ave SE (North)					Glenwood Ave SE (West)					Glenwood Ave SE (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
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	-	
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	

1600 - 1800 (Weekday 2h Session) (03-09-2022)
Bikes

	Northbound					Southbound					Eastbound					Westbound					
	2nd Ave SE (South)					2nd Ave SE (North)					Glenwood Ave SE (West)					Glenwood Ave SE (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	1	0	0	0	1	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	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
Hourly Total	0	0	0	0	**0**	1	1	0	0	**2**	2	0	0	0	**2**	0	0	0	0	**0**	**4**
Grand Total	0	0	0	0	**0**	1	1	0	0	**2**	2	0	0	0	**2**	0	0	0	0	**0**	**4**
Approach %	0.00	0.00	0.00	0.00	-	50.00	50.00	0.00	0.00	-	100.00	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	25.00	25.00	0.00	0.00	50.00	50.00	0.00	0.00	0.00	50.00	0.00	0.00	0.00	0.00	0.00	

Pedestrian Count || All vehicles

Dekalb County, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1 of 6
2nd Ave SE (South)
2nd Ave SE (North)
Glenwood Ave SE (West)
Glenwood Ave SE (East)

Date
Wednesday, March 9, 2022

Lat/Long
33.740046°, -84.309651°

Weather
Cloudy
54°F

0700 - 0900 (Weekday 2h Session) (03-09-2022)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	2nd Ave SE (South)			2nd Ave SE (North)			Glenwood Ave SE (West)			Glenwood Ave SE (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
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	1	1	1
0730 - 0745	0	0	0	0	0	0	0	0	0	0	3	3	3
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	4	**4**	**4**
0800 - 0815	0	0	0	0	0	0	0	0	0	1	0	1	1
0815 - 0830	0	0	0	0	0	0	0	0	0	2	1	3	3
0830 - 0845	0	0	0	0	0	0	0	0	0	1	0	1	1
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	4	1	**5**	**5**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	4	5	**9**	**9**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	44.44	55.56	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	44.44	55.56	100.00	

1600 - 1800 (Weekday 2h Session) (03-09-2022)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	2nd Ave SE (South)			2nd Ave SE (North)			Glenwood Ave SE (West)			Glenwood Ave SE (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	1	1	2	2
1615 - 1630	0	0	0	0	0	0	0	0	0	0	1	1	1
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	1	2	**3**	**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	1	1	1
1730 - 1745	0	0	0	0	0	0	0	0	0	1	0	1	1
1745 - 1800	0	0	0	0	0	0	0	0	0	1	0	1	1
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	2	1	**3**	**3**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	3	3	**6**	**6**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	50.00	50.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	50.00	50.00	100.00	

Start Date: 3/9/2022	2nd Ave SE (South) Northbound			2nd Ave SE (North) Southbound			Glenwood Ave SE (West) Eastbound			Glenwood Ave SE (East) Westbound			
Time	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	28	40	7	0	10	26	35	43	13	1	87	10	300
07:15 AM - 07:30 AM	34	53	8	1	20	25	58	62	18	5	112	10	407
07:30 AM - 07:45 AM	41	72	14	3	25	48	84	87	20	4	107	26	535
07:45 AM - 08:00 AM	43	83	18	11	21	63	88	129	25	10	197	29	717
08:00 AM - 08:15 AM	42	78	10	14	27	69	67	97	26	8	141	24	604
08:15 AM - 08:30 AM	33	59	12	6	23	31	65	90	18	5	140	14	499
08:30 AM - 08:45 AM	31	60	9	5	23	34	51	76	11	7	154	10	472
08:45 AM - 09:00 AM	32	56	15	4	19	43	49	70	23	4	125	12	452
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	30	24	11	9	54	67	32	123	38	18	109	7	524
04:15 PM - 04:30 PM	48	41	20	8	49	65	46	124	50	5	112	4	573
04:30 PM - 04:45 PM	30	37	15	12	49	69	50	125	47	10	98	7	549
04:45 PM - 05:00 PM	40	29	18	7	49	68	61	114	43	11	109	5	554
05:00 PM - 05:15 PM	32	42	13	12	66	56	55	158	37	17	109	9	606
05:15 PM - 05:30 PM	32	43	15	16	82	56	55	154	65	7	119	6	651
05:30 PM - 05:45 PM	32	43	13	16	64	63	43	154	41	9	103	4	586
05:45 PM - 06:00 PM	44	40	10	11	61	75	56	131	51	14	131	9	634
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Dekalb County, GA

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Wednesday, March 9, 2022	
Period	0700 - 0900
Peak Hour	0730 - 0830

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

2nd Ave (North) — Southbound

(1-3)	0	177	8	0	185	446	(1-3)
(4-7)	0	6	0	0	6	12	(4-7)
(8-13)	0	0	0	0	0	1	(8-13)
Total	0	183	8	0	191	459	Total

0

0

Driveway — Eastbound

(1-3)	(4-7)	(8-13)	Total
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
(1-3)	(4-7)	(8-13)	Total

0

1

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	631	18	1	650
PHF				0.9673

Dancing Fox Rd — Westbound

Total	(8-13)	(4-7)	(1-3)
19	0	0	19
0	0	0	0
0	0	0	0
0	0	0	0
19	0	0	19
8	0	0	8
Total	(8-13)	(4-7)	(1-3)

0

1

0

0

2nd Ave (South) — Northbound

Total	183	440	0	0	440	0	Total
(8-13)	0	1	0	0	1	0	(8-13)
(4-7)	6	12	0	0	12	0	(4-7)
(1-3)	177	427	0	0	427	0	(1-3)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	2nd Ave (South)					2nd Ave (North)					Driveway					Dancing Fox Rd					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
0730 - 0745	0	115	0	0	115	1	45	0	0	46	0	0	0	0	0	0	0	7	0	7	168
0745 - 0800	0	112	0	0	112	2	43	0	0	45	0	0	0	0	0	0	0	7	0	7	164
0800 - 0815	0	114	0	0	114	2	50	0	0	52	0	0	0	0	0	0	0	0	0	0	166
0815 - 0830	0	99	0	0	99	3	45	0	0	48	0	0	0	0	0	0	0	5	0	5	152
Total	0	440	0	0	440	8	183	0	0	191	0	0	0	0	0	0	0	19	0	19	650
Approach %	0.00	100.00	0.00	0.00	-	4.19	95.81	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	
PHF	0.00	0.96	0.00	0.00	**0.96**	0.67	0.92	0.00	0.00	**0.92**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.68	0.00	**0.68**	**0.97**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	2nd Ave (South)					2nd Ave (North)					Driveway					Dancing Fox Rd					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
0730 - 0745	0	113	0	0	113	1	44	0	0	45	0	0	0	0	0	0	0	7	0	7	165
0745 - 0800	0	107	0	0	107	2	42	0	0	44	0	0	0	0	0	0	0	7	0	7	158
0800 - 0815	0	110	0	0	110	2	48	0	0	50	0	0	0	0	0	0	0	0	0	0	160
0815 - 0830	0	97	0	0	97	3	43	0	0	46	0	0	0	0	0	0	0	5	0	5	148
Total	0	427	0	0	427	8	177	0	0	185	0	0	0	0	0	0	0	19	0	19	631
Approach %	0.00	100.00	0.00	0.00	-	4.32	95.68	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	
PHF	0.00	0.94	0.00	0.00	**0.94**	0.67	0.92	0.00	0.00	**0.93**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.68	0.00	**0.68**	**0.96**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	2nd Ave (South)					2nd Ave (North)					Driveway					Dancing Fox Rd					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
0730 - 0745	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
0745 - 0800	0	5	0	0	5	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	6
0800 - 0815	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
0815 - 0830	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
Total	0	12	0	0	12	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	18
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.60	0.00	0.00	**0.60**	0.00	0.75	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.75**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	2nd Ave (South)					2nd Ave (North)					Driveway					Dancing Fox Rd					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	2nd Ave (South)					2nd Ave (North)					Driveway					Dancing Fox Rd					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Pedestrians

	Northbound					Southbound					Eastbound					Westbound					
	2nd Ave (South)					2nd Ave (North)					Driveway					Dancing Fox Rd					
	EB	WB			App	EB	WB			App	NB	SB			App	NB	SB			App	Int
Time	2a	2b			Total	2c	2d			Total	2e	2f			Total	2g	2h			Total	Total
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
0800 - 0815	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0815 - 0830	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
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	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Dekalb County, GA

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Wednesday, March 9, 2022	
Period	1600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

2nd Ave (North)

Southbound

(1-3)	0	488	18	0	506	344	(1-3)
(4-7)	0	6	0	0	6	3	(4-7)
(8-13)	0	0	0	0	0	0	(8-13)
Total	0	494	18	0	512	347	Total

0

0

Driveway

Eastbound

(1-3)	(4-7)	(8-13)	Total
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
(1-3)	(4-7)	(8-13)	Total

1

3

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	853	9	0	862
PHF				0.9675

2

0

Dancing Fox Rd

Westbound

Total	(8-13)	(4-7)	(1-3)
9	0	0	9
0	0	0	0
3	0	0	3
0	0	0	0
12	0	0	12
18	0	0	18
Total	(8-13)	(4-7)	(1-3)

0

0

2nd Ave (South)

Northbound

Total	497	338	0	0	338	0	Total
(8-13)	0	0	0	0	0	0	(8-13)
(4-7)	6	3	0	0	3	0	(4-7)
(1-3)	491	335	0	0	335	0	(1-3)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	2nd Ave (South)					2nd Ave (North)					Driveway					Dancing Fox Rd					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
1700 - 1715	0	78	0	0	78	5	131	0	0	136	0	0	0	0	0	1	0	1	0	2	216
1715 - 1730	0	85	0	0	85	2	125	0	0	127	0	0	0	0	0	1	0	4	0	5	217
1730 - 1745	0	87	0	0	87	5	112	0	0	117	0	0	0	0	0	0	0	3	0	3	207
1745 - 1800	0	88	0	0	88	7	126	0	0	133	0	0	0	0	0	1	0	1	0	2	223
Total	0	338	0	0	338	19	494	0	0	513	0	0	0	0	0	3	0	9	0	12	863
Approach %	0.00	100.00	0.00	0.00	-	3.70	96.30	0.00	0.00	-	0.00	0.00	0.00	0.00	-	25.00	0.00	75.00	0.00	-	
PHF	0.00	0.96	0.00	0.00	**0.96**	0.68	0.94	0.00	0.00	**0.94**	0.00	0.00	0.00	0.00	**0.00**	0.75	0.00	0.56	0.00	**0.60**	**0.97**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	2nd Ave (South)					2nd Ave (North)					Driveway					Dancing Fox Rd					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
1700 - 1715	0	77	0	0	77	5	130	0	0	135	0	0	0	0	0	1	0	1	0	2	214
1715 - 1730	0	84	0	0	84	1	123	0	0	124	0	0	0	0	0	1	0	4	0	5	213
1730 - 1745	0	86	0	0	86	5	110	0	0	115	0	0	0	0	0	0	0	3	0	3	204
1745 - 1800	0	88	0	0	88	7	125	0	0	132	0	0	0	0	0	1	0	1	0	2	222
Total	0	335	0	0	335	18	488	0	0	506	0	0	0	0	0	3	0	9	0	12	853
Approach %	0.00	100.00	0.00	0.00	-	3.56	96.44	0.00	0.00	-	0.00	0.00	0.00	0.00	-	25.00	0.00	75.00	0.00	-	
PHF	0.00	0.95	0.00	0.00	**0.95**	0.64	0.94	0.00	0.00	**0.94**	0.00	0.00	0.00	0.00	**0.00**	0.75	0.00	0.56	0.00	**0.60**	**0.96**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	2nd Ave (South)					2nd Ave (North)					Driveway					Dancing Fox Rd					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
1700 - 1715	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1715 - 1730	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
1730 - 1745	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
1745 - 1800	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	3	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	9
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.75	0.00	0.00	**0.75**	0.00	0.75	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.75**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	2nd Ave (South)					2nd Ave (North)					Driveway					Dancing Fox Rd					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
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
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	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	2nd Ave (South)					2nd Ave (North)					Driveway					Dancing Fox Rd					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Pedestrians

	Northbound					Southbound					Eastbound					Westbound					
	2nd Ave (South)					2nd Ave (North)					Driveway					Dancing Fox Rd					
	EB	WB			App	EB	WB			App	NB	SB			App	NB	SB			App	Int
Time	2a	2b			Total	2c	2d			Total	2e	2f			Total	2g	2h			Total	Total
1700 - 1715	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1715 - 1730	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1730 - 1745	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1745 - 1800	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
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	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Dekalb County, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 2 of 6
2nd Ave (South)
2nd Ave (North)
Driveway
Dancing Fox Rd

Date
Wednesday, March 9, 2022

Lat/Long
33.737967°, -84.309662°

Weather
Cloudy
54°F

0700 - 0900 (Weekday 2h Session) (03-09-2022)
All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	2nd Ave (South)					2nd Ave (North)					Driveway					Dancing Fox Rd					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
0700 - 0715	0	82	0	0	82	0	28	0	0	28	0	0	0	0	0	0	0	2	0	2	112
0715 - 0730	0	88	1	0	89	1	44	0	0	45	0	0	0	0	0	0	0	4	0	4	138
0730 - 0745	0	115	0	0	115	1	45	0	0	46	0	0	0	0	0	0	0	7	0	7	168
0745 - 0800	0	112	0	0	112	2	43	0	0	45	0	0	0	0	0	0	0	7	0	7	164
Hourly Total	0	397	1	0	**398**	4	160	0	0	**164**	0	0	0	0	**0**	0	0	20	0	**20**	**582**
0800 - 0815	0	114	0	0	114	2	50	0	0	52	0	0	0	0	0	0	0	0	0	0	166
0815 - 0830	0	99	0	0	99	3	45	0	0	48	0	0	0	0	0	0	0	5	0	5	152
0830 - 0845	0	99	0	0	99	1	42	0	0	43	0	0	0	0	0	0	0	2	0	2	144
0845 - 0900	0	95	1	0	96	2	43	0	1	46	0	0	0	0	0	0	0	1	0	1	143
Hourly Total	0	407	1	0	**408**	8	180	0	1	**189**	0	0	0	0	**0**	0	0	8	0	**8**	**605**
Grand Total	0	804	2	0	**806**	12	340	0	1	**353**	0	0	0	0	**0**	0	0	28	0	**28**	**1187**
Approach %	0.00	99.75	0.25	0.00	-	3.40	96.32	0.00	0.28	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	0.00	67.73	0.17	0.00	67.90	1.01	28.64	0.00	0.08	29.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.36	0.00	2.36	
PHF	0.00	0.96	0.00	0.00	**0.96**	0.67	0.92	0.00	0.00	**0.92**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.68	0.00	**0.68**	**0.97**

1600 - 1800 (Weekday 2h Session) (03-09-2022)
All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	2nd Ave (South)					2nd Ave (North)					Driveway					Dancing Fox Rd					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
1600 - 1615	0	70	1	0	71	6	99	0	0	105	0	0	0	0	0	0	0	1	0	1	177
1615 - 1630	0	99	1	0	100	5	99	0	1	105	0	0	0	0	0	1	0	4	0	5	210
1630 - 1645	0	72	2	0	74	6	108	0	0	114	0	0	0	0	0	0	0	4	0	4	192
1645 - 1700	0	77	0	0	77	1	121	0	0	122	0	0	0	0	0	1	0	2	0	3	202
Hourly Total	0	318	4	0	**322**	18	427	0	1	**446**	0	0	0	0	**0**	2	0	11	0	**13**	**781**
1700 - 1715	0	78	0	0	78	5	131	0	0	136	0	0	0	0	0	1	0	1	0	2	216
1715 - 1730	0	85	0	0	85	2	125	0	0	127	0	0	0	0	0	1	0	4	0	5	217
1730 - 1745	0	87	0	0	87	5	112	0	0	117	0	0	0	0	0	0	0	3	0	3	207
1745 - 1800	0	88	0	0	88	7	126	0	0	133	0	0	0	0	0	1	0	1	0	2	223
Hourly Total	0	338	0	0	**338**	19	494	0	0	**513**	0	0	0	0	**0**	3	0	9	0	**12**	**863**
Grand Total	0	656	4	0	**660**	37	921	0	1	**959**	0	0	0	0	**0**	5	0	20	0	**25**	**1644**
Approach %	0.00	99.39	0.61	0.00	-	3.86	96.04	0.00	0.10	-	0.00	0.00	0.00	0.00	-	20.00	0.00	80.00	0.00	-	
Intersection %	0.00	39.90	0.24	0.00	40.15	2.25	56.02	0.00	0.06	58.33	0.00	0.00	0.00	0.00	0.00	0.30	0.00	1.22	0.00	1.52	
PHF	0.00	0.96	0.00	0.00	**0.96**	0.68	0.94	0.00	0.00	**0.94**	0.00	0.00	0.00	0.00	**0.00**	0.75	0.00	0.56	0.00	**0.60**	**0.97**

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

Dekalb County, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 2 of 6
2nd Ave (South)
2nd Ave (North)
Driveway
Dancing Fox Rd

Date
Wednesday, March 9, 2022

Lat/Long
33.737967°, -84.309662°

Weather
Cloudy
54°F

0700 - 0900 (Weekday 2h Session) (03-09-2022)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	2nd Ave (South)					2nd Ave (North)					Driveway					Dancing Fox Rd					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
0700 - 0715	0	79	0	0	79	0	28	0	0	28	0	0	0	0	0	0	0	2	0	2	109
0715 - 0730	0	85	1	0	86	1	43	0	0	44	0	0	0	0	0	0	0	4	0	4	134
0730 - 0745	0	113	0	0	113	1	44	0	0	45	0	0	0	0	0	0	0	7	0	7	165
0745 - 0800	0	107	0	0	107	2	42	0	0	44	0	0	0	0	0	0	0	7	0	7	158
Hourly Total	0	384	1	0	**385**	4	157	0	0	**161**	0	0	0	0	**0**	0	0	20	0	**20**	**566**
0800 - 0815	0	110	0	0	110	2	48	0	0	50	0	0	0	0	0	0	0	0	0	0	160
0815 - 0830	0	97	0	0	97	3	43	0	0	46	0	0	0	0	0	0	0	5	0	5	148
0830 - 0845	0	95	0	0	95	1	40	0	0	41	0	0	0	0	0	0	0	2	0	2	138
0845 - 0900	0	91	1	0	92	2	42	0	1	45	0	0	0	0	0	0	0	1	0	1	138
Hourly Total	0	393	1	0	**394**	8	173	0	1	**182**	0	0	0	0	**0**	0	0	8	0	**8**	**584**
Grand Total	0	777	2	0	**779**	12	330	0	1	**343**	0	0	0	0	**0**	0	0	28	0	**28**	**1150**
Approach %	0.00	99.74	0.26	0.00	-	3.50	96.21	0.00	0.29	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	0.00	67.57	0.17	0.00	67.74	1.04	28.70	0.00	0.09	29.83	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.43	0.00	2.43	

1600 - 1800 (Weekday 2h Session) (03-09-2022)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	2nd Ave (South)					2nd Ave (North)					Driveway					Dancing Fox Rd					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
1600 - 1615	0	67	1	0	68	6	96	0	0	102	0	0	0	0	0	0	0	1	0	1	171
1615 - 1630	0	96	0	0	96	5	96	0	1	102	0	0	0	0	0	1	0	4	0	5	203
1630 - 1645	0	70	2	0	72	6	107	0	0	113	0	0	0	0	0	0	0	4	0	4	189
1645 - 1700	0	75	0	0	75	1	118	0	0	119	0	0	0	0	0	1	0	1	0	2	196
Hourly Total	0	308	3	0	**311**	18	417	0	1	**436**	0	0	0	0	**0**	2	0	10	0	**12**	**759**
1700 - 1715	0	77	0	0	77	5	130	0	0	135	0	0	0	0	0	1	0	1	0	2	214
1715 - 1730	0	84	0	0	84	1	123	0	0	124	0	0	0	0	0	1	0	4	0	5	213
1730 - 1745	0	86	0	0	86	5	110	0	0	115	0	0	0	0	0	0	0	3	0	3	204
1745 - 1800	0	88	0	0	88	7	125	0	0	132	0	0	0	0	0	1	0	1	0	2	222
Hourly Total	0	335	0	0	**335**	18	488	0	0	**506**	0	0	0	0	**0**	3	0	9	0	**12**	**853**
Grand Total	0	643	3	0	**646**	36	905	0	1	**942**	0	0	0	0	**0**	5	0	19	0	**24**	**1612**
Approach %	0.00	99.54	0.46	0.00	-	3.82	96.07	0.00	0.11	-	0.00	0.00	0.00	0.00	-	20.83	0.00	79.17	0.00	-	
Intersection %	0.00	39.89	0.19	0.00	40.07	2.23	56.14	0.00	0.06	58.44	0.00	0.00	0.00	0.00	0.00	0.31	0.00	1.18	0.00	1.49	

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

Dekalb County, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 2 of 6
2nd Ave (South)
2nd Ave (North)
Driveway
Dancing Fox Rd

Date
Wednesday, March 9, 2022

Lat/Long
33.737967°, -84.309662°

Weather
Cloudy
54°F

0700 - 0900 (Weekday 2h Session) (03-09-2022)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	2nd Ave (South)					2nd Ave (North)					Driveway					Dancing Fox Rd					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
0700 - 0715	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0715 - 0730	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
0730 - 0745	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
0745 - 0800	0	5	0	0	5	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	0	13	0	0	**13**	0	3	0	0	**3**	0	0	0	0	**0**	0	0	0	0	**0**	**16**
0800 - 0815	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
0815 - 0830	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
0830 - 0845	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
0845 - 0900	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	13	0	0	**13**	0	7	0	0	**7**	0	0	0	0	**0**	0	0	0	0	**0**	**20**
Grand Total	0	26	0	0	**26**	0	10	0	0	**10**	0	0	0	0	**0**	0	0	0	0	**0**	**36**
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	72.22	0.00	0.00	72.22	0.00	27.78	0.00	0.00	27.78	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) (03-09-2022)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	2nd Ave (South)					2nd Ave (North)					Driveway					Dancing Fox Rd					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
1600 - 1615	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
1615 - 1630	0	3	1	0	4	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	7
1630 - 1645	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
1645 - 1700	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	6
Hourly Total	0	10	1	0	**11**	0	10	0	0	**10**	0	0	0	0	**0**	0	0	1	0	**1**	**22**
1700 - 1715	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1715 - 1730	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
1730 - 1745	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
1745 - 1800	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	3	0	0	**3**	0	6	0	0	**6**	0	0	0	0	**0**	0	0	0	0	**0**	**9**
Grand Total	0	13	1	0	**14**	0	16	0	0	**16**	0	0	0	0	**0**	0	0	1	0	**1**	**31**
Approach %	0.00	92.86	7.14	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	41.94	3.23	0.00	45.16	0.00	51.61	0.00	0.00	51.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.23	0.00	3.23	

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

Dekalb County, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 2 of 6
2nd Ave (South)
2nd Ave (North)
Driveway
Dancing Fox Rd

Date
Wednesday, March 9, 2022

Lat/Long
33.737967°, -84.309662°

Weather
Cloudy
54°F

0700 - 0900 (Weekday 2h Session) (03-09-2022)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	2nd Ave (South)					2nd Ave (North)					Driveway					Dancing Fox Rd					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
Grand Total	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
Approach %	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
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	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (03-09-2022)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	2nd Ave (South)					2nd Ave (North)					Driveway					Dancing Fox Rd					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
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	-	
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	

Classified Turn Movement Count || Bikes

Dekalb County, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 2 of 6
2nd Ave (South)
2nd Ave (North)
Driveway
Dancing Fox Rd

Date
Wednesday, March 9, 2022

Lat/Long
33.737967°, -84.309662°

Weather
Cloudy
54°F

0700 - 0900 (Weekday 2h Session) (03-09-2022)
Bikes

	Northbound					Southbound					Eastbound					Westbound					
	2nd Ave (South)					2nd Ave (North)					Driveway					Dancing Fox Rd					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
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	-	
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	

1600 - 1800 (Weekday 2h Session) (03-09-2022)
Bikes

	Northbound					Southbound					Eastbound					Westbound					
	2nd Ave (South)					2nd Ave (North)					Driveway					Dancing Fox Rd					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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**	1	0	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
Grand Total	0	0	0	0	**0**	1	0	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
Approach %	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	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	0.00	0.00	0.00	0.00	

Pedestrian Count || All vehicles

Dekalb County, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 2 of 6
2nd Ave (South)
2nd Ave (North)
Driveway
Dancing Fox Rd

Date
Wednesday, March 9, 2022

Lat/Long
33.737967°, -84.309662°

Weather
Cloudy
54°F

0700 - 0900 (Weekday 2h Session) (03-09-2022)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	2nd Ave (South)			2nd Ave (North)			Driveway			Dancing Fox Rd			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
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	1	0	1	1
0730 - 0745	0	0	0	0	0	0	0	0	0	1	0	1	1
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**	2	0	**2**	**2**
0800 - 0815	0	0	0	0	0	0	1	0	1	0	0	0	1
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	1	1	0	1	1	2
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	1	1	**2**	0	1	**1**	**3**
Grand Total	0	0	**0**	0	0	**0**	1	1	**2**	2	1	**3**	**5**
Approach %	0.00	0.00	-	0.00	0.00	-	50.00	50.00	-	66.67	33.33	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	20.00	20.00	40.00	40.00	20.00	60.00	

1600 - 1800 (Weekday 2h Session) (03-09-2022)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	2nd Ave (South)			2nd Ave (North)			Driveway			Dancing Fox Rd			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	1	1	4	0	4	5
1615 - 1630	0	0	0	0	0	0	1	0	1	1	0	1	2
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	1	1	2	1	3	4
Hourly Total	0	0	**0**	0	0	**0**	1	2	**3**	7	1	**8**	**11**
1700 - 1715	0	0	0	0	0	0	1	1	2	0	0	0	2
1715 - 1730	0	0	0	0	0	0	0	0	0	0	1	1	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	1	1	1
1745 - 1800	0	0	0	0	0	0	2	0	2	0	0	0	2
Hourly Total	0	0	**0**	0	0	**0**	3	1	**4**	0	2	**2**	**6**
Grand Total	0	0	**0**	0	0	**0**	4	3	**7**	7	3	**10**	**17**
Approach %	0.00	0.00	-	0.00	0.00	-	57.14	42.86	-	70.00	30.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	23.53	17.65	41.18	41.18	17.65	58.82	

Start Date: 3/9/2022	2nd Ave (South) Northbound			2nd Ave (North) Southbound			Driveway Eastbound			Dancing Fox Rd Westbound			
Time	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	0	82	0	0	28	0	0	0	0	0	0	2	112
07:15 AM - 07:30 AM	0	88	1	1	44	0	0	0	0	0	0	4	139
07:30 AM - 07:45 AM	0	115	0	1	45	0	0	0	0	0	0	7	169
07:45 AM - 08:00 AM	0	112	0	2	43	0	0	0	0	0	0	7	164
08:00 AM - 08:15 AM	0	114	0	2	50	0	0	0	0	0	0	0	167
08:15 AM - 08:30 AM	0	99	0	3	45	0	0	0	0	0	0	5	152
08:30 AM - 08:45 AM	0	99	0	1	42	0	0	0	0	0	0	2	146
08:45 AM - 09:00 AM	0	95	1	2	43	0	0	0	0	0	0	1	143
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	0	70	1	6	99	0	0	0	0	0	0	1	182
04:15 PM - 04:30 PM	0	99	1	5	99	0	0	0	0	1	0	4	212
04:30 PM - 04:45 PM	0	72	2	6	108	0	0	0	0	0	0	4	192
04:45 PM - 05:00 PM	0	77	0	1	121	0	0	0	0	1	0	2	206
05:00 PM - 05:15 PM	0	78	0	5	131	0	0	0	0	1	0	1	218
05:15 PM - 05:30 PM	0	85	0	2	125	0	0	0	0	1	0	4	218
05:30 PM - 05:45 PM	0	87	0	5	112	0	0	0	0	0	0	3	208
05:45 PM - 06:00 PM	0	88	0	7	126	0	0	0	0	1	0	1	225
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Dekalb County, GA

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Wednesday, March 9, 2022	
Period	0700 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

2nd Ave (North)

Southbound

(1-3)	185	33	0	218	440	(1-3)
(4-7)	2	1	0	3	13	(4-7)
(8-13)	0	0	0	0	1	(8-13)
Total	187	34	0	221	454	Total

0

0

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	747	18	1	766
PHF				0.948

0

0

	Total	(8-13)	(4-7)	(1-3)
	79	0	3	76
	52	0	0	52
	0	0	0	0
	131	0	3	128
	73	0	3	70
	Total	(8-13)	(4-7)	(1-3)

Westbound

McAfee Rd

0

0

Total	239	414	0	375	39	Total
(8-13)	0	1	0	1	0	(8-13)
(4-7)	2	12	0	10	2	(4-7)
(1-3)	237	401	0	364	37	(1-3)

Northbound

2nd Ave (South)

All vehicles

	Northbound					Southbound										Westbound					
	2nd Ave (South)					2nd Ave (North)										McAfee Rd					
Time		Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5		U-Turn 3.6	App Total					App Total	Left 3.7		Right 3.8	U-Turn 3.9	App Total	Int Total
0715 - 0730	-	90	9	0	99	8	49	-	0	57	-	-	-	-	0	13	-	15	0	28	184
0730 - 0745	-	97	10	0	107	9	46	-	0	55	-	-	-	-	0	8	-	22	0	30	192
0745 - 0800	-	102	11	0	113	11	47	-	0	58	-	-	-	-	0	16	-	15	0	31	202
0800 - 0815	-	86	9	0	95	6	45	-	0	51	-	-	-	-	0	15	-	27	0	42	188
Total	0	375	39	0	414	34	187	0	0	221	0	0	0	0	0	52	0	79	0	131	766
Approach %	0.00	90.58	9.42	0.00	-	15.38	84.62	0.00	0.00	-	0.00	0.00	0.00	0.00	-	39.69	0.00	60.31	0.00	-	
PHF	0.00	0.92	0.89	0.00	**0.92**	0.77	0.95	0.00	0.00	**0.95**	0.00	0.00	0.00	0.00	**0.00**	0.81	0.00	0.73	0.00	**0.78**	**0.95**

Passenger Vehicles (1-3)

	Northbound					Southbound										Westbound					
	2nd Ave (South)					2nd Ave (North)										McAfee Rd					
Time		Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5		U-Turn 3.6	App Total					App Total	Left 3.7		Right 3.8	U-Turn 3.9	App Total	Int Total
0715 - 0730	-	88	8	0	96	8	48	-	0	56	-	-	-	-	0	13	-	15	0	28	180
0730 - 0745	-	94	10	0	104	9	46	-	0	55	-	-	-	-	0	8	-	21	0	29	188
0745 - 0800	-	98	11	0	109	10	47	-	0	57	-	-	-	-	0	16	-	14	0	30	196
0800 - 0815	-	84	8	0	92	6	44	-	0	50	-	-	-	-	0	15	-	26	0	41	183
Total	0	364	37	0	401	33	185	0	0	218	0	0	0	0	0	52	0	76	0	128	747
Approach %	0.00	90.77	9.23	0.00	-	15.14	84.86	0.00	0.00	-	0.00	0.00	0.00	0.00	-	40.63	0.00	59.38	0.00	-	
PHF	0.00	0.93	0.84	0.00	**0.92**	0.83	0.96	0.00	0.00	**0.96**	0.00	0.00	0.00	0.00	**0.00**	0.81	0.00	0.73	0.00	**0.78**	**0.95**

Single Unit Trucks (4-7)

	Northbound					Southbound										Westbound					
	2nd Ave (South)					2nd Ave (North)										McAfee Rd					
Time		Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5		U-Turn 3.6	App Total					App Total	Left 3.7		Right 3.8	U-Turn 3.9	App Total	Int Total
0715 - 0730	-	2	1	0	3	0	1	-	0	1	-	-	-	-	0	0	-	0	0	0	4
0730 - 0745	-	3	0	0	3	0	0	-	0	0	-	-	-	-	0	0	-	1	0	1	4
0745 - 0800	-	4	0	0	4	1	0	-	0	1	-	-	-	-	0	0	-	1	0	1	6
0800 - 0815	-	1	1	0	2	0	1	-	0	1	-	-	-	-	0	0	-	1	0	1	4
Total	0	10	2	0	12	1	2	0	0	3	0	0	0	0	0	0	0	3	0	3	18
Approach %	0.00	83.33	16.67	0.00	-	33.33	66.67	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	
PHF	0.00	0.63	0.50	0.00	**0.75**	0.25	0.50	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.75	0.00	**0.75**	**0.75**

Combination Trucks (8-13)

	Northbound					Southbound										Westbound					
	2nd Ave (South)					2nd Ave (North)										McAfee Rd					
Time		Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5		U-Turn 3.6	App Total					App Total	Left 3.7		Right 3.8	U-Turn 3.9	App Total	Int Total
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
0800 - 0815	-	1	0	0	1	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Bikes

	Northbound					Southbound										Westbound					
	2nd Ave (South)					2nd Ave (North)										McAfee Rd					
Time		Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5		U-Turn 3.6	App Total					App Total	Left 3.7		Right 3.8	U-Turn 3.9	App Total	Int Total
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
0800 - 0815	-	0	0	0	0	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Pedestrians

	Northbound					Southbound										Westbound					
	2nd Ave (South)					2nd Ave (North)										McAfee Rd					
Time	EB 3a	WB 3b			App Total	EB 3c	WB 3d			App Total					App Total	NB 3g	SB 3h			App Total	Int Total
0715 - 0730	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0
0730 - 0745	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0
0745 - 0800	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0
0800 - 0815	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Dekalb County, GA

Click here for Map

Marr Traffic DATA COLLECTION

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Wednesday, March 9, 2022	
Period	1600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

2nd Ave (North)

Southbound

(1-3)	381	110	0	491	332	(1-3)
(4-7)	4	2	0	6	3	(4-7)
(8-13)	0	0	0	0	0	(8-13)
Total	385	112	0	497	335	Total

0

0

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	951	10	0	961
PHF				0.91

0

0

McAfee Rd

Westbound

	Total	(8-13)	(4-7)	(1-3)
	79	0	1	78
	71	0	1	70
	0	0	0	0
	150	0	2	148
	170	0	2	168
Total		(8-13)	(4-7)	(1-3)

0

0

Total	456	314	0	256	58	Total
(8-13)	0	0	0	0	0	(8-13)
(4-7)	5	2	0	2	0	(4-7)
(1-3)	451	312	0	254	58	(1-3)

Northbound

2nd Ave (South)

All vehicles

	Northbound					Southbound										Westbound					
	2nd Ave (South)					2nd Ave (North)										McAfee Rd					
Time		Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5		U-Turn 3.6	App Total					App Total	Left 3.7		Right 3.8	U-Turn 3.9	App Total	Int Total
1700 - 1715	-	59	16	0	75	30	92	-	0	122	-	-	-	-	0	19	-	20	0	39	236
1715 - 1730	-	69	19	0	88	25	100	-	0	125	-	-	-	-	0	25	-	26	0	51	264
1730 - 1745	-	63	10	0	73	24	88	-	0	112	-	-	-	-	0	13	-	17	0	30	215
1745 - 1800	-	65	13	0	78	33	105	-	0	138	-	-	-	-	0	14	-	16	0	30	246
Total	0	256	58	0	314	112	385	0	0	497	0	0	0	0	0	71	0	79	0	150	961
Approach %	0.00	81.53	18.47	0.00	-	22.54	77.46	0.00	0.00	-	0.00	0.00	0.00	0.00	-	47.33	0.00	52.67	0.00	-	
PHF	0.00	0.93	0.76	0.00	**0.89**	0.85	0.92	0.00	0.00	**0.90**	0.00	0.00	0.00	0.00	**0.00**	0.71	0.00	0.76	0.00	**0.74**	**0.91**

Passenger Vehicles (1-3)

	Northbound					Southbound										Westbound					
	2nd Ave (South)					2nd Ave (North)										McAfee Rd					
Time		Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5		U-Turn 3.6	App Total					App Total	Left 3.7		Right 3.8	U-Turn 3.9	App Total	Int Total
1700 - 1715	-	59	16	0	75	30	91	-	0	121	-	-	-	-	0	18	-	20	0	38	234
1715 - 1730	-	69	19	0	88	25	98	-	0	123	-	-	-	-	0	25	-	26	0	51	262
1730 - 1745	-	62	10	0	72	23	87	-	0	110	-	-	-	-	0	13	-	17	0	30	212
1745 - 1800	-	64	13	0	77	32	105	-	0	137	-	-	-	-	0	14	-	15	0	29	243
Total	0	254	58	0	312	110	381	0	0	491	0	0	0	0	0	70	0	78	0	148	951
Approach %	0.00	81.41	18.59	0.00	-	22.40	77.60	0.00	0.00	-	0.00	0.00	0.00	0.00	-	47.30	0.00	52.70	0.00	-	
PHF	0.00	0.92	0.76	0.00	**0.89**	0.86	0.91	0.00	0.00	**0.90**	0.00	0.00	0.00	0.00	**0.00**	0.70	0.00	0.75	0.00	**0.73**	**0.91**

Single Unit Trucks (4-7)

	Northbound					Southbound										Westbound					
	2nd Ave (South)					2nd Ave (North)										McAfee Rd					
Time		Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5		U-Turn 3.6	App Total					App Total	Left 3.7		Right 3.8	U-Turn 3.9	App Total	Int Total
1700 - 1715	-	0	0	0	0	0	1	-	0	1	-	-	-	-	0	1	-	0	0	1	2
1715 - 1730	-	0	0	0	0	0	2	-	0	2	-	-	-	-	0	0	-	0	0	0	2
1730 - 1745	-	1	0	0	1	1	1	-	0	2	-	-	-	-	0	0	-	0	0	0	3
1745 - 1800	-	1	0	0	1	1	0	-	0	1	-	-	-	-	0	0	-	1	0	1	3
Total	0	2	0	0	2	2	4	0	0	6	0	0	0	0	0	1	0	1	0	2	10
Approach %	0.00	100.00	0.00	0.00	-	33.33	66.67	0.00	0.00	-	0.00	0.00	0.00	0.00	-	50.00	0.00	50.00	0.00	-	
PHF	0.00	0.50	0.00	0.00	**0.50**	0.50	0.50	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	**0.00**	0.25	0.00	0.25	0.00	**0.50**	**0.83**

Combination Trucks (8-13)

	Northbound					Southbound										Westbound					
	2nd Ave (South)					2nd Ave (North)										McAfee Rd					
Time		Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5		U-Turn 3.6	App Total					App Total	Left 3.7		Right 3.8	U-Turn 3.9	App Total	Int Total
1700 - 1715	-	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
1730 - 1745	-	0	0	0	0	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	0
1745 - 1800	-	0	0	0	0	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	0
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	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Bikes

	Northbound					Southbound										Westbound					
	2nd Ave (South)					2nd Ave (North)										McAfee Rd					
Time		Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5		U-Turn 3.6	App Total					App Total	Left 3.7		Right 3.8	U-Turn 3.9	App Total	Int Total
1700 - 1715	-	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
1730 - 1745	-	0	0	0	0	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	0
1745 - 1800	-	0	0	0	0	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	0
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	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Pedestrians

	Northbound					Southbound										Westbound					
	2nd Ave (South)					2nd Ave (North)										McAfee Rd					
Time	EB 3a	WB 3b			App Total	EB 3c	WB 3d			App Total					App Total	NB 3g	SB 3h			App Total	Int Total
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
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	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Dekalb County, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 3 of 6
2nd Ave (South)
2nd Ave (North)

McAfee Rd

Date
Wednesday, March 9, 2022

Lat/Long
33.732116°, -84.309635°

Weather
Cloudy
54°F

0700 - 0900 (Weekday 2h Session) (03-09-2022)
All vehicles

	Northbound				Southbound				Westbound				
	2nd Ave (South)				2nd Ave (North)				McAfee Rd				
TIME	Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
0700 - 0715	66	8	0	74	2	32	0	34	7	15	0	22	130
0715 - 0730	90	9	0	99	8	49	0	57	13	15	0	28	184
0730 - 0745	97	10	0	107	9	46	0	55	8	22	0	30	192
0745 - 0800	102	11	0	113	11	47	0	58	16	15	0	31	202
Hourly Total	355	38	0	**393**	30	174	0	**204**	44	67	0	**111**	**708**
0800 - 0815	86	9	0	95	6	45	0	51	15	27	0	42	188
0815 - 0830	79	7	0	86	10	35	0	45	15	17	0	32	163
0830 - 0845	88	7	0	95	9	37	0	46	13	17	0	30	171
0845 - 0900	75	10	0	85	14	30	0	44	9	18	0	27	156
Hourly Total	328	33	0	**361**	39	147	0	**186**	52	79	0	**131**	**678**
Grand Total	683	71	0	**754**	69	321	0	**390**	96	146	0	**242**	**1386**
Approach %	90.58	9.42	0.00	-	17.69	82.31	0.00	-	39.67	60.33	0.00	-	
Intersection %	49.28	5.12	0.00	54.40	4.98	23.16	0.00	28.14	6.93	10.53	0.00	17.46	
PHF	0.92	0.89	0.00	**0.92**	0.77	0.95	0.00	**0.95**	0.81	0.73	0.00	**0.78**	**0.95**

1600 - 1800 (Weekday 2h Session) (03-09-2022)
All vehicles

	Northbound				Southbound				Westbound				
	2nd Ave (South)				2nd Ave (North)				McAfee Rd				
TIME	Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
1600 - 1615	59	21	0	80	21	81	0	102	27	29	0	56	238
1615 - 1630	77	18	0	95	16	97	0	113	12	20	0	32	240
1630 - 1645	52	20	0	72	23	81	0	104	21	20	0	41	217
1645 - 1700	52	19	0	71	27	99	0	126	20	20	0	40	237
Hourly Total	240	78	0	**318**	87	358	0	**445**	80	89	0	**169**	**932**
1700 - 1715	59	16	0	75	30	92	0	122	19	20	0	39	236
1715 - 1730	69	19	0	88	25	100	0	125	25	26	0	51	264
1730 - 1745	63	10	0	73	24	88	0	112	13	17	0	30	215
1745 - 1800	65	13	0	78	33	105	0	138	14	16	0	30	246
Hourly Total	256	58	0	**314**	112	385	0	**497**	71	79	0	**150**	**961**
Grand Total	496	136	0	**632**	199	743	0	**942**	151	168	0	**319**	**1893**
Approach %	78.48	21.52	0.00	-	21.13	78.87	0.00	-	47.34	52.66	0.00	-	
Intersection %	26.20	7.18	0.00	33.39	10.51	39.25	0.00	49.76	7.98	8.87	0.00	16.85	
PHF	0.93	0.76	0.00	**0.89**	0.85	0.92	0.00	**0.90**	0.71	0.76	0.00	**0.74**	**0.91**

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

Dekalb County, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 3 of 6
2nd Ave (South)
2nd Ave (North)

McAfee Rd

Date
Wednesday, March 9, 2022

Lat/Long
33.732116°, -84.309635°

Weather
Cloudy
54°F

0700 - 0900 (Weekday 2h Session) (03-09-2022)
Passenger Vehicles (1-3)

	Northbound				Southbound				Westbound				
	2nd Ave (South)				2nd Ave (North)				McAfee Rd				
TIME	Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
0700 - 0715	64	6	0	70	2	30	0	32	7	15	0	22	124
0715 - 0730	88	8	0	96	8	48	0	56	13	15	0	28	180
0730 - 0745	94	10	0	104	9	46	0	55	8	21	0	29	188
0745 - 0800	98	11	0	109	10	47	0	57	16	14	0	30	196
Hourly Total	344	35	0	**379**	29	171	0	**200**	44	65	0	**109**	**688**
0800 - 0815	84	8	0	92	6	44	0	50	15	26	0	41	183
0815 - 0830	78	7	0	85	10	33	0	43	14	16	0	30	158
0830 - 0845	85	7	0	92	9	35	0	44	13	16	0	29	165
0845 - 0900	74	10	0	84	13	30	0	43	9	15	0	24	151
Hourly Total	321	32	0	**353**	38	142	0	**180**	51	73	0	**124**	**657**
Grand Total	665	67	0	**732**	67	313	0	**380**	95	138	0	**233**	**1345**
Approach %	90.85	9.15	0.00	-	17.63	82.37	0.00	-	40.77	59.23	0.00	-	
Intersection %	49.44	4.98	0.00	54.42	4.98	23.27	0.00	28.25	7.06	10.26	0.00	17.32	

1600 - 1800 (Weekday 2h Session) (03-09-2022)
Passenger Vehicles (1-3)

	Northbound				Southbound				Westbound				
	2nd Ave (South)				2nd Ave (North)				McAfee Rd				
TIME	Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
1600 - 1615	58	20	0	78	19	80	0	99	26	26	0	52	229
1615 - 1630	75	18	0	93	16	96	0	112	11	20	0	31	236
1630 - 1645	50	20	0	70	23	79	0	102	21	20	0	41	213
1645 - 1700	50	19	0	69	26	96	0	122	20	19	0	39	230
Hourly Total	233	77	0	**310**	84	351	0	**435**	78	85	0	**163**	**908**
1700 - 1715	59	16	0	75	30	91	0	121	18	20	0	38	234
1715 - 1730	69	19	0	88	25	98	0	123	25	26	0	51	262
1730 - 1745	62	10	0	72	23	87	0	110	13	17	0	30	212
1745 - 1800	64	13	0	77	32	105	0	137	14	15	0	29	243
Hourly Total	254	58	0	**312**	110	381	0	**491**	70	78	0	**148**	**951**
Grand Total	487	135	0	**622**	194	732	0	**926**	148	163	0	**311**	**1859**
Approach %	78.30	21.70	0.00	-	20.95	79.05	0.00	-	47.59	52.41	0.00	-	
Intersection %	26.20	7.26	0.00	33.46	10.44	39.38	0.00	49.81	7.96	8.77	0.00	16.73	

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

Dekalb County, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 3 of 6
2nd Ave (South)
2nd Ave (North)

McAfee Rd

Date
Wednesday, March 9, 2022

Lat/Long
33.732116°, -84.309635°

Weather
Cloudy
54°F

0700 - 0900 (Weekday 2h Session) (03-09-2022)
Single Unit Trucks (4-7)

	Northbound				Southbound				Westbound				
	2nd Ave (South)				2nd Ave (North)				McAfee Rd				
TIME	Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
0700 - 0715	2	2	0	4	0	2	0	2	0	0	0	0	6
0715 - 0730	2	1	0	3	0	1	0	1	0	0	0	0	4
0730 - 0745	3	0	0	3	0	0	0	0	0	1	0	1	4
0745 - 0800	4	0	0	4	1	0	0	1	0	1	0	1	6
Hourly Total	11	3	0	**14**	1	3	0	**4**	0	2	0	**2**	**20**
0800 - 0815	1	1	0	2	0	1	0	1	0	1	0	1	4
0815 - 0830	1	0	0	1	0	2	0	2	1	1	0	2	5
0830 - 0845	3	0	0	3	0	2	0	2	0	1	0	1	6
0845 - 0900	1	0	0	1	1	0	0	1	0	3	0	3	5
Hourly Total	6	1	0	**7**	1	5	0	**6**	1	6	0	**7**	**20**
Grand Total	17	4	0	**21**	2	8	0	**10**	1	8	0	**9**	**40**
Approach %	80.95	19.05	0.00	-	20.00	80.00	0.00	-	11.11	88.89	0.00	-	
Intersection %	42.50	10.00	0.00	52.50	5.00	20.00	0.00	25.00	2.50	20.00	0.00	22.50	

1600 - 1800 (Weekday 2h Session) (03-09-2022)
Single Unit Trucks (4-7)

	Northbound				Southbound				Westbound				
	2nd Ave (South)				2nd Ave (North)				McAfee Rd				
TIME	Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
1600 - 1615	1	1	0	2	2	1	0	3	1	3	0	4	9
1615 - 1630	2	0	0	2	0	1	0	1	1	0	0	1	4
1630 - 1645	2	0	0	2	0	2	0	2	0	0	0	0	4
1645 - 1700	2	0	0	2	1	3	0	4	0	1	0	1	7
Hourly Total	7	1	0	**8**	3	7	0	**10**	2	4	0	**6**	**24**
1700 - 1715	0	0	0	0	0	1	0	1	1	0	0	1	2
1715 - 1730	0	0	0	0	0	2	0	2	0	0	0	0	2
1730 - 1745	1	0	0	1	1	1	0	2	0	0	0	0	3
1745 - 1800	1	0	0	1	1	0	0	1	0	1	0	1	3
Hourly Total	2	0	0	**2**	2	4	0	**6**	1	1	0	**2**	**10**
Grand Total	9	1	0	**10**	5	11	0	**16**	3	5	0	**8**	**34**
Approach %	90.00	10.00	0.00	-	31.25	68.75	0.00	-	37.50	62.50	0.00	-	
Intersection %	26.47	2.94	0.00	29.41	14.71	32.35	0.00	47.06	8.82	14.71	0.00	23.53	

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

Dekalb County, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 3 of 6
2nd Ave (South)
2nd Ave (North)

McAfee Rd

Date
Wednesday, March 9, 2022

Lat/Long
33.732116°, -84.309635°

Weather
Cloudy
54°F

0700 - 0900 (Weekday 2h Session) (03-09-2022)
Combination Trucks (8-13)

	Northbound				Southbound				Westbound				
	2nd Ave (South)				2nd Ave (North)				McAfee Rd				
TIME	Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
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	1	0	0	1	0	0	0	0	0	0	0	0	1
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	**1**
Grand Total	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	**1**
Approach %	100.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (03-09-2022)
Combination Trucks (8-13)

	Northbound				Southbound				Westbound				
	2nd Ave (South)				2nd Ave (North)				McAfee Rd				
TIME	Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	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	

Classified Turn Movement Count || Bikes

Dekalb County, GA

Marr Traffic DATA COLLECTION
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Site 3 of 6
2nd Ave (South)
2nd Ave (North)

McAfee Rd

Date
Wednesday, March 9, 2022

Lat/Long
33.732116°, -84.309635°

Weather
Cloudy
54°F

0700 - 0900 (Weekday 2h Session) (03-09-2022)
Bikes

	Northbound				Southbound				Westbound				
	2nd Ave (South)				2nd Ave (North)				McAfee Rd				
TIME	Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	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	

1600 - 1800 (Weekday 2h Session) (03-09-2022)
Bikes

	Northbound				Southbound				Westbound				
	2nd Ave (South)				2nd Ave (North)				McAfee Rd				
TIME	Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	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	

Pedestrian Count || All vehicles

Dekalb County, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 3 of 6
2nd Ave (South)
2nd Ave (North)

McAfee Rd

Date
Wednesday, March 9, 2022

Lat/Long
33.732116°, -84.309635°

Weather
Cloudy
54°F

0700 - 0900 (Weekday 2h Session) (03-09-2022)
Pedestrians

	Northbound			Southbound			Westbound			
	2nd Ave (South)			2nd Ave (North)			McAfee Rd			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3g	SB 3h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	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	

1600 - 1800 (Weekday 2h Session) (03-09-2022)
Pedestrians

	Northbound			Southbound			Westbound			
	2nd Ave (South)			2nd Ave (North)			McAfee Rd			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3g	SB 3h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	1	0	1	0	0	0	1
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	1	0	**1**	0	0	**0**	**1**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	1	0	**1**	0	0	**0**	**1**
Approach %	0.00	0.00	-	100.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	100.00	0.00	100.00	0.00	0.00	0.00	

Start Date: 3/9/2022	2nd Ave (South) Northbound			2nd Ave (North) Southbound			Eastbound			McAfee Rd Westbound			
Time	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	0	66	8	2	32	0	0	0	0	7	0	15	130
07:15 AM - 07:30 AM	0	90	9	8	49	0	0	0	0	13	0	15	184
07:30 AM - 07:45 AM	0	97	10	9	46	0	0	0	0	8	0	22	192
07:45 AM - 08:00 AM	0	102	11	11	47	0	0	0	0	16	0	15	202
08:00 AM - 08:15 AM	0	86	9	6	45	0	0	0	0	15	0	27	188
08:15 AM - 08:30 AM	0	79	7	10	35	0	0	0	0	15	0	17	163
08:30 AM - 08:45 AM	0	88	7	9	37	0	0	0	0	13	0	17	171
08:45 AM - 09:00 AM	0	75	10	14	30	0	0	0	0	9	0	18	156
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	0	59	21	21	81	0	0	0	0	27	0	29	238
04:15 PM - 04:30 PM	0	77	18	16	97	0	0	0	0	12	0	20	240
04:30 PM - 04:45 PM	0	52	20	23	81	0	0	0	0	21	0	20	218
04:45 PM - 05:00 PM	0	52	19	27	99	0	0	0	0	20	0	20	237
05:00 PM - 05:15 PM	0	59	16	30	92	0	0	0	0	19	0	20	236
05:15 PM - 05:30 PM	0	69	19	25	100	0	0	0	0	25	0	26	264
05:30 PM - 05:45 PM	0	63	10	24	88	0	0	0	0	13	0	17	215
05:45 PM - 06:00 PM	0	65	13	33	105	0	0	0	0	14	0	16	246
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Dekalb County, GA

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Wednesday, March 9, 2022	
Period	0700 - 0900
Peak Hour	0730 - 0830

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

2nd Ave (North)

Southbound

(1-3)	182	0	0	182	426	(1-3)
(4-7)	6	0	0	6	12	(4-7)
(8-13)	0	0	0	0	1	(8-13)
Total	188	0	0	188	439	Total

0

0

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	608	18	1	627
PHF				0.9558

0

0

	Total	(8-13)	(4-7)	(1-3)
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
Total		(8-13)	(4-7)	(1-3)

Westbound

Driveway

0

0

Total	188	439	0	439	0	Total
(8-13)	0	1	0	1	0	(8-13)
(4-7)	6	12	0	12	0	(4-7)
(1-3)	182	426	0	426	0	(1-3)

Northbound

2nd Ave (South)

All vehicles

	Northbound					Southbound										Westbound					
	2nd Ave (South)					2nd Ave (North)										Driveway					
Time		Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5		U-Turn 4.6	App Total					App Total	Left 4.7		Right 4.8	U-Turn 4.9	App Total	Int Total
0730 - 0745	-	115	0	0	115	0	45	-	0	45	-	-	-	-	0	0	-	0	0	0	160
0745 - 0800	-	115	0	0	115	0	46	-	0	46	-	-	-	-	0	0	-	0	0	0	161
0800 - 0815	-	112	0	0	112	0	52	-	0	52	-	-	-	-	0	0	-	0	0	0	164
0815 - 0830	-	97	0	0	97	0	45	-	0	45	-	-	-	-	0	0	-	0	0	0	142
Total	0	439	0	0	439	0	188	0	0	188	0	0	0	0	0	0	0	0	0	0	627
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.95	0.00	0.00	**0.95**	0.00	0.90	0.00	0.00	**0.90**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.96**

Passenger Vehicles (1-3)

	Northbound					Southbound										Westbound					
	2nd Ave (South)					2nd Ave (North)										Driveway					
Time		Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5		U-Turn 4.6	App Total					App Total	Left 4.7		Right 4.8	U-Turn 4.9	App Total	Int Total
0730 - 0745	-	113	0	0	113	0	44	-	0	44	-	-	-	-	0	0	-	0	0	0	157
0745 - 0800	-	110	0	0	110	0	45	-	0	45	-	-	-	-	0	0	-	0	0	0	155
0800 - 0815	-	108	0	0	108	0	50	-	0	50	-	-	-	-	0	0	-	0	0	0	158
0815 - 0830	-	95	0	0	95	0	43	-	0	43	-	-	-	-	0	0	-	0	0	0	138
Total	0	426	0	0	426	0	182	0	0	182	0	0	0	0	0	0	0	0	0	0	608
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.94	0.00	0.00	**0.94**	0.00	0.91	0.00	0.00	**0.91**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.96**

Single Unit Trucks (4-7)

	Northbound					Southbound										Westbound					
	2nd Ave (South)					2nd Ave (North)										Driveway					
Time		Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5		U-Turn 4.6	App Total					App Total	Left 4.7		Right 4.8	U-Turn 4.9	App Total	Int Total
0730 - 0745	-	2	0	0	2	0	1	-	0	1	-	-	-	-	0	0	-	0	0	0	3
0745 - 0800	-	5	0	0	5	0	1	-	0	1	-	-	-	-	0	0	-	0	0	0	6
0800 - 0815	-	3	0	0	3	0	2	-	0	2	-	-	-	-	0	0	-	0	0	0	5
0815 - 0830	-	2	0	0	2	0	2	-	0	2	-	-	-	-	0	0	-	0	0	0	4
Total	0	12	0	0	12	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	18
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.60	0.00	0.00	**0.60**	0.00	0.75	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.75**

Combination Trucks (8-13)

	Northbound					Southbound										Westbound					
	2nd Ave (South)					2nd Ave (North)										Driveway					
Time		Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5		U-Turn 4.6	App Total					App Total	Left 4.7		Right 4.8	U-Turn 4.9	App Total	Int Total
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
0800 - 0815	-	1	0	0	1	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	1
0815 - 0830	-	0	0	0	0	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Bikes

	Northbound					Southbound										Westbound					
	2nd Ave (South)					2nd Ave (North)										Driveway					
Time		Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5		U-Turn 4.6	App Total					App Total	Left 4.7		Right 4.8	U-Turn 4.9	App Total	Int Total
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
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
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	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Pedestrians

	Northbound					Southbound										Westbound					
	2nd Ave (South)					2nd Ave (North)										Driveway					
Time	EB 4a	WB 4b			App Total	EB 4c	WB 4d			App Total					App Total	NB 4g	SB 4h			App Total	Int Total
0730 - 0745	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0
0745 - 0800	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0
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
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	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Dekalb County, GA

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Marr Traffic DATA COLLECTION

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Wednesday, March 9, 2022	
Period	1600 - 1800
Peak Hour	1700 - 1800

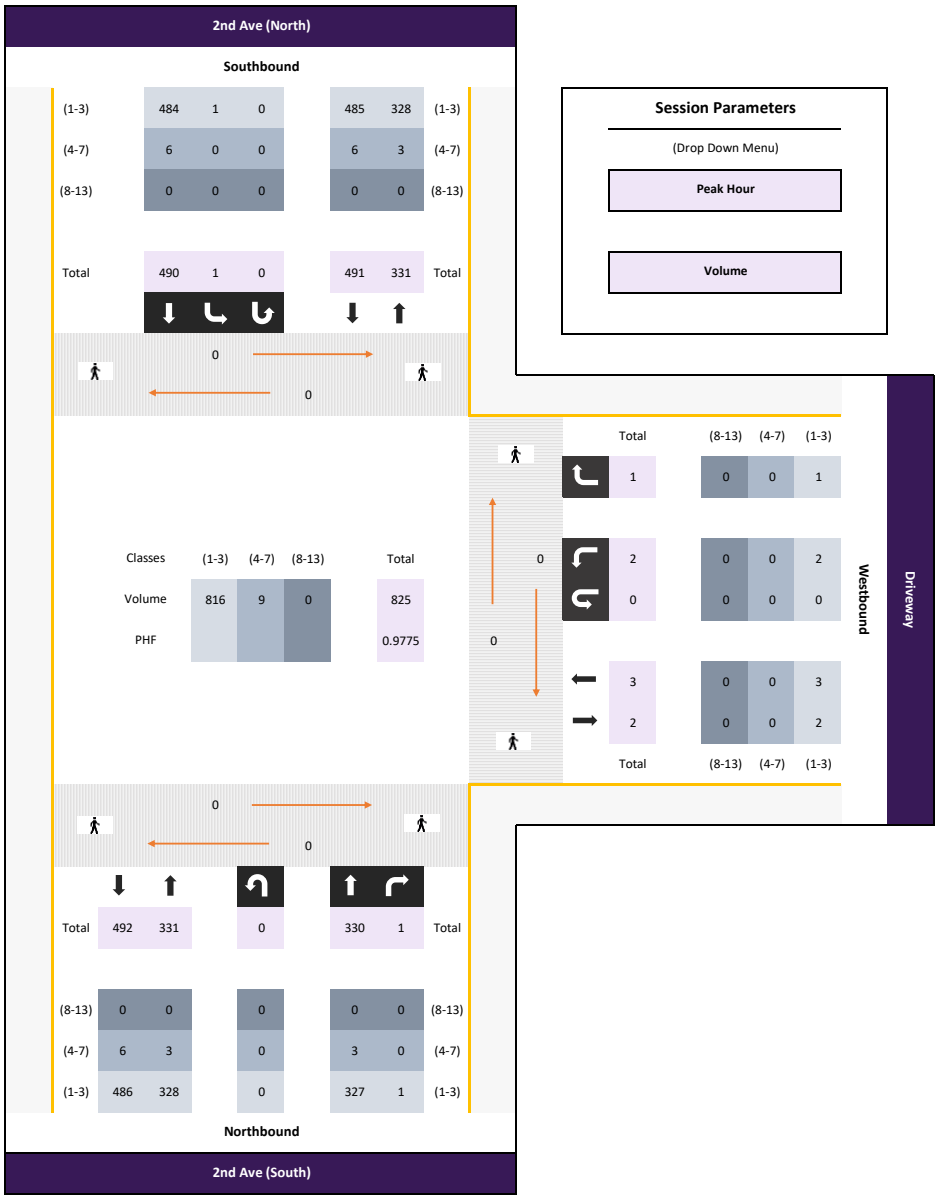
* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound					Southbound										Westbound					
	2nd Ave (South)					2nd Ave (North)										Driveway					
Time		Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5		U-Turn 4.6	App Total					App Total	Left 4.7		Right 4.8	U-Turn 4.9	App Total	Int Total
1700 - 1715	-	76	1	0	77	1	129	-	0	130	-	-	-	-	0	0	-	0	0	0	207
1715 - 1730	-	86	0	0	86	0	116	-	0	116	-	-	-	-	0	1	-	1	0	2	204
1730 - 1745	-	88	0	0	88	0	114	-	0	114	-	-	-	-	0	1	-	0	0	1	203
1745 - 1800	-	80	0	0	80	0	131	-	0	131	-	-	-	-	0	0	-	0	0	0	211
Total	0	330	1	0	331	1	490	0	0	491	0	0	0	0	0	2	0	1	0	3	825
Approach %	0.00	99.70	0.30	0.00	-	0.20	99.80	0.00	0.00	-	0.00	0.00	0.00	0.00	-	66.67	0.00	33.33	0.00	-	
PHF	0.00	0.94	0.25	0.00	**0.94**	0.25	0.94	0.00	0.00	**0.94**	0.00	0.00	0.00	0.00	**0.00**	0.50	0.00	0.25	0.00	**0.38**	**0.98**

Passenger Vehicles (1-3)

	Northbound					Southbound										Westbound					
	2nd Ave (South)					2nd Ave (North)										Driveway					
Time		Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5		U-Turn 4.6	App Total					App Total	Left 4.7		Right 4.8	U-Turn 4.9	App Total	Int Total
1700 - 1715	-	75	1	0	76	1	128	-	0	129	-	-	-	-	0	0	-	0	0	0	205
1715 - 1730	-	85	0	0	85	0	114	-	0	114	-	-	-	-	0	1	-	1	0	2	201
1730 - 1745	-	87	0	0	87	0	112	-	0	112	-	-	-	-	0	1	-	0	0	1	200
1745 - 1800	-	80	0	0	80	0	130	-	0	130	-	-	-	-	0	0	-	0	0	0	210
Total	0	327	1	0	328	1	484	0	0	485	0	0	0	0	0	2	0	1	0	3	816
Approach %	0.00	99.70	0.30	0.00	-	0.21	99.79	0.00	0.00	-	0.00	0.00	0.00	0.00	-	66.67	0.00	33.33	0.00	-	
PHF	0.00	0.94	0.25	0.00	**0.94**	0.25	0.93	0.00	0.00	**0.93**	0.00	0.00	0.00	0.00	**0.00**	0.50	0.00	0.25	0.00	**0.38**	**0.97**

Single Unit Trucks (4-7)

	Northbound					Southbound										Westbound					
	2nd Ave (South)					2nd Ave (North)										Driveway					
Time		Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5		U-Turn 4.6	App Total					App Total	Left 4.7		Right 4.8	U-Turn 4.9	App Total	Int Total
1700 - 1715	-	1	0	0	1	0	1	-	0	1	-	-	-	-	0	0	-	0	0	0	2
1715 - 1730	-	1	0	0	1	0	2	-	0	2	-	-	-	-	0	0	-	0	0	0	3
1730 - 1745	-	1	0	0	1	0	2	-	0	2	-	-	-	-	0	0	-	0	0	0	3
1745 - 1800	-	0	0	0	0	0	1	-	0	1	-	-	-	-	0	0	-	0	0	0	1
Total	0	3	0	0	3	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	9
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.75	0.00	0.00	**0.75**	0.00	0.75	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.75**

Combination Trucks (8-13)

	Northbound					Southbound										Westbound					
	2nd Ave (South)					2nd Ave (North)										Driveway					
Time		Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5		U-Turn 4.6	App Total					App Total	Left 4.7		Right 4.8	U-Turn 4.9	App Total	Int Total
1700 - 1715	-	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
1730 - 1745	-	0	0	0	0	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	0
1745 - 1800	-	0	0	0	0	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	0
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	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Bikes

	Northbound					Southbound										Westbound					
	2nd Ave (South)					2nd Ave (North)										Driveway					
Time		Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5		U-Turn 4.6	App Total					App Total	Left 4.7		Right 4.8	U-Turn 4.9	App Total	Int Total
1700 - 1715	-	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
1730 - 1745	-	0	0	0	0	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	0
1745 - 1800	-	0	0	0	0	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	0
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	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Pedestrians

	Northbound					Southbound										Westbound					
	2nd Ave (South)					2nd Ave (North)										Driveway					
Time	EB 4a	WB 4b			App Total	EB 4c	WB 4d			App Total					App Total	NB 4g	SB 4h			App Total	Int Total
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
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	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Dekalb County, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 4 of 6
2nd Ave (South)
2nd Ave (North)

Driveway

Date
Wednesday, March 9, 2022

Lat/Long
33.736818°, -84.309615°

Weather
Cloudy
54°F

0700 - 0900 (Weekday 2h Session) (03-09-2022)
All vehicles

	Northbound				Southbound				Westbound				
	2nd Ave (South)				2nd Ave (North)				Driveway				
TIME	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
0700 - 0715	82	0	0	82	0	27	0	27	0	0	0	0	109
0715 - 0730	90	0	0	90	0	44	0	44	0	0	0	0	134
0730 - 0745	115	0	0	115	0	45	0	45	0	0	0	0	160
0745 - 0800	115	0	0	115	0	46	0	46	0	0	0	0	161
Hourly Total	402	0	0	**402**	0	162	0	**162**	0	0	0	**0**	**564**
0800 - 0815	112	0	0	112	0	52	0	52	0	0	0	0	164
0815 - 0830	97	0	0	97	0	45	0	45	0	0	0	0	142
0830 - 0845	101	0	0	101	0	41	0	41	0	0	0	0	142
0845 - 0900	93	0	0	93	0	41	0	41	0	0	0	0	134
Hourly Total	403	0	0	**403**	0	179	0	**179**	0	0	0	**0**	**582**
Grand Total	805	0	0	**805**	0	341	0	**341**	0	0	0	**0**	**1146**
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	70.24	0.00	0.00	70.24	0.00	29.76	0.00	29.76	0.00	0.00	0.00	0.00	
PHF	0.95	0.00	0.00	**0.95**	0.00	0.90	0.00	**0.90**	0.00	0.00	0.00	**0.00**	**0.96**

1600 - 1800 (Weekday 2h Session) (03-09-2022)
All vehicles

	Northbound				Southbound				Westbound				
	2nd Ave (South)				2nd Ave (North)				Driveway				
TIME	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
1600 - 1615	70	0	0	70	0	98	0	98	0	1	0	1	169
1615 - 1630	101	0	0	101	0	99	0	99	0	0	0	0	200
1630 - 1645	70	0	0	70	1	102	0	103	0	1	0	1	174
1645 - 1700	75	0	0	75	0	124	0	124	0	1	0	1	200
Hourly Total	316	0	0	**316**	1	423	0	**424**	0	3	0	**3**	**743**
1700 - 1715	76	1	0	77	1	129	0	130	0	0	0	0	207
1715 - 1730	86	0	0	86	0	116	0	116	1	1	0	2	204
1730 - 1745	88	0	0	88	0	114	0	114	1	0	0	1	203
1745 - 1800	80	0	0	80	0	131	0	131	0	0	0	0	211
Hourly Total	330	1	0	**331**	1	490	0	**491**	2	1	0	**3**	**825**
Grand Total	646	1	0	**647**	2	913	0	**915**	2	4	0	**6**	**1568**
Approach %	99.85	0.15	0.00	-	0.22	99.78	0.00	-	33.33	66.67	0.00	-	
Intersection %	41.20	0.06	0.00	41.26	0.13	58.23	0.00	58.35	0.13	0.26	0.00	0.38	
PHF	0.94	0.25	0.00	**0.94**	0.25	0.94	0.00	**0.94**	0.50	0.25	0.00	**0.38**	**0.98**

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

Dekalb County, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 4 of 6
2nd Ave (South)
2nd Ave (North)

Driveway

Date
Wednesday, March 9, 2022

Lat/Long
33.736818°, -84.309615°

Weather
Cloudy
54°F

0700 - 0900 (Weekday 2h Session) (03-09-2022)
Passenger Vehicles (1-3)

	Northbound				Southbound				Westbound				
	2nd Ave (South)				2nd Ave (North)				Driveway				
TIME	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
0700 - 0715	80	0	0	80	0	27	0	27	0	0	0	0	107
0715 - 0730	86	0	0	86	0	43	0	43	0	0	0	0	129
0730 - 0745	113	0	0	113	0	44	0	44	0	0	0	0	157
0745 - 0800	110	0	0	110	0	45	0	45	0	0	0	0	155
Hourly Total	389	0	0	**389**	0	159	0	**159**	0	0	0	**0**	**548**
0800 - 0815	108	0	0	108	0	50	0	50	0	0	0	0	158
0815 - 0830	95	0	0	95	0	43	0	43	0	0	0	0	138
0830 - 0845	97	0	0	97	0	39	0	39	0	0	0	0	136
0845 - 0900	89	0	0	89	0	40	0	40	0	0	0	0	129
Hourly Total	389	0	0	**389**	0	172	0	**172**	0	0	0	**0**	**561**
Grand Total	778	0	0	**778**	0	331	0	**331**	0	0	0	**0**	**1109**
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	70.15	0.00	0.00	70.15	0.00	29.85	0.00	29.85	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (03-09-2022)
Passenger Vehicles (1-3)

	Northbound				Southbound				Westbound				
	2nd Ave (South)				2nd Ave (North)				Driveway				
TIME	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
1600 - 1615	67	0	0	67	0	96	0	96	0	1	0	1	164
1615 - 1630	98	0	0	98	0	97	0	97	0	0	0	0	195
1630 - 1645	66	0	0	66	1	100	0	101	0	1	0	1	168
1645 - 1700	74	0	0	74	0	120	0	120	0	1	0	1	195
Hourly Total	305	0	0	**305**	1	413	0	**414**	0	3	0	**3**	**722**
1700 - 1715	75	1	0	76	1	128	0	129	0	0	0	0	205
1715 - 1730	85	0	0	85	0	114	0	114	1	1	0	2	201
1730 - 1745	87	0	0	87	0	112	0	112	1	0	0	1	200
1745 - 1800	80	0	0	80	0	130	0	130	0	0	0	0	210
Hourly Total	327	1	0	**328**	1	484	0	**485**	2	1	0	**3**	**816**
Grand Total	632	1	0	**633**	2	897	0	**899**	2	4	0	**6**	**1538**
Approach %	99.84	0.16	0.00	-	0.22	99.78	0.00	-	33.33	66.67	0.00	-	
Intersection %	41.09	0.07	0.00	41.16	0.13	58.32	0.00	58.45	0.13	0.26	0.00	0.39	

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

Dekalb County, GA

Marr Traffic DATA COLLECTION

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Site 4 of 6
2nd Ave (South)
2nd Ave (North)

Driveway

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Wednesday, March 9, 2022

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Single Unit Trucks (4-7)

	Northbound				Southbound				Westbound				
	2nd Ave (South)				2nd Ave (North)				Driveway				
TIME	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
0700 - 0715	2	0	0	2	0	0	0	0	0	0	0	0	2
0715 - 0730	4	0	0	4	0	1	0	1	0	0	0	0	5
0730 - 0745	2	0	0	2	0	1	0	1	0	0	0	0	3
0745 - 0800	5	0	0	5	0	1	0	1	0	0	0	0	6
Hourly Total	13	0	0	**13**	0	3	0	**3**	0	0	0	**0**	**16**
0800 - 0815	3	0	0	3	0	2	0	2	0	0	0	0	5
0815 - 0830	2	0	0	2	0	2	0	2	0	0	0	0	4
0830 - 0845	4	0	0	4	0	2	0	2	0	0	0	0	6
0845 - 0900	4	0	0	4	0	1	0	1	0	0	0	0	5
Hourly Total	13	0	0	**13**	0	7	0	**7**	0	0	0	**0**	**20**
Grand Total	26	0	0	**26**	0	10	0	**10**	0	0	0	**0**	**36**
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	72.22	0.00	0.00	72.22	0.00	27.78	0.00	27.78	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (03-09-2022)
Single Unit Trucks (4-7)

	Northbound				Southbound				Westbound				
	2nd Ave (South)				2nd Ave (North)				Driveway				
TIME	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
1600 - 1615	3	0	0	3	0	2	0	2	0	0	0	0	5
1615 - 1630	3	0	0	3	0	2	0	2	0	0	0	0	5
1630 - 1645	4	0	0	4	0	2	0	2	0	0	0	0	6
1645 - 1700	1	0	0	1	0	4	0	4	0	0	0	0	5
Hourly Total	11	0	0	**11**	0	10	0	**10**	0	0	0	**0**	**21**
1700 - 1715	1	0	0	1	0	1	0	1	0	0	0	0	2
1715 - 1730	1	0	0	1	0	2	0	2	0	0	0	0	3
1730 - 1745	1	0	0	1	0	2	0	2	0	0	0	0	3
1745 - 1800	0	0	0	0	0	1	0	1	0	0	0	0	1
Hourly Total	3	0	0	**3**	0	6	0	**6**	0	0	0	**0**	**9**
Grand Total	14	0	0	**14**	0	16	0	**16**	0	0	0	**0**	**30**
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	46.67	0.00	0.00	46.67	0.00	53.33	0.00	53.33	0.00	0.00	0.00	0.00	

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

Dekalb County, GA

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Site 4 of 6
2nd Ave (South)
2nd Ave (North)

Driveway

Date
Wednesday, March 9, 2022

Lat/Long
33.736818°, -84.309615°

Weather
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0700 - 0900 (Weekday 2h Session) (03-09-2022)
Combination Trucks (8-13)

	Northbound				Southbound				Westbound				
	2nd Ave (South)				2nd Ave (North)				Driveway				
TIME	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
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	1	0	0	1	0	0	0	0	0	0	0	0	1
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	**1**
Grand Total	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	**1**
Approach %	100.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (03-09-2022)
Combination Trucks (8-13)

	Northbound				Southbound				Westbound				
	2nd Ave (South)				2nd Ave (North)				Driveway				
TIME	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	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	

Classified Turn Movement Count || Bikes

Dekalb County, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 4 of 6
2nd Ave (South)
2nd Ave (North)

Driveway

Date
Wednesday, March 9, 2022

Lat/Long
33.736818°, -84.309615°

Weather
Cloudy
54°F

0700 - 0900 (Weekday 2h Session) (03-09-2022)
Bikes

	Northbound				Southbound				Westbound				
	2nd Ave (South)				2nd Ave (North)				Driveway				
TIME	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	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	

1600 - 1800 (Weekday 2h Session) (03-09-2022)
Bikes

	Northbound				Southbound				Westbound				
	2nd Ave (South)				2nd Ave (North)				Driveway				
TIME	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	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	

Pedestrian Count || All vehicles

Dekalb County, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 4 of 6
2nd Ave (South)
2nd Ave (North)

Driveway

Date
Wednesday, March 9, 2022

Lat/Long
33.736818°, -84.309615°

Weather
Cloudy
54°F

0700 - 0900 (Weekday 2h Session) (03-09-2022)
Pedestrians

	Northbound			Southbound			Westbound			
	2nd Ave (South)			2nd Ave (North)			Driveway			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4g	SB 4h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	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	

1600 - 1800 (Weekday 2h Session) (03-09-2022)
Pedestrians

	Northbound			Southbound			Westbound			
	2nd Ave (South)			2nd Ave (North)			Driveway			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4g	SB 4h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	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	

Start Date: 3/9/2022	2nd Ave (South) Northbound			2nd Ave (North) Southbound			Eastbound			Driveway Westbound			
Time	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	0	82	0	0	27	0	0	0	0	0	0	0	109
07:15 AM - 07:30 AM	0	90	0	0	44	0	0	0	0	0	0	0	134
07:30 AM - 07:45 AM	0	115	0	0	45	0	0	0	0	0	0	0	160
07:45 AM - 08:00 AM	0	115	0	0	46	0	0	0	0	0	0	0	161
08:00 AM - 08:15 AM	0	112	0	0	52	0	0	0	0	0	0	0	164
08:15 AM - 08:30 AM	0	97	0	0	45	0	0	0	0	0	0	0	142
08:30 AM - 08:45 AM	0	101	0	0	41	0	0	0	0	0	0	0	142
08:45 AM - 09:00 AM	0	93	0	0	41	0	0	0	0	0	0	0	134
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	0	70	0	0	98	0	0	0	0	0	0	1	169
04:15 PM - 04:30 PM	0	101	0	0	99	0	0	0	0	0	0	0	200
04:30 PM - 04:45 PM	0	70	0	1	102	0	0	0	0	0	0	1	174
04:45 PM - 05:00 PM	0	75	0	0	124	0	0	0	0	0	0	1	200
05:00 PM - 05:15 PM	0	76	1	1	129	0	0	0	0	0	0	0	207
05:15 PM - 05:30 PM	0	86	0	0	116	0	0	0	0	1	0	1	204
05:30 PM - 05:45 PM	0	88	0	0	114	0	0	0	0	1	0	0	203
05:45 PM - 06:00 PM	0	80	0	0	131	0	0	0	0	0	0	0	211
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Dekalb County, GA

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Wednesday, March 9, 2022	
Period	0700 - 0900
Peak Hour	0730 - 0830

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

2nd Ave (North)

Southbound

(1-3)	181	1	0	182	427	(1-3)
(4-7)	4	0	1	5	11	(4-7)
(8-13)	0	0	0	0	1	(8-13)
Total	185	1	1	187	439	Total

0

0

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	609	15	1	625
PHF				0.9586

0

0

	Total	(8-13)	(4-7)	(1-3)
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	1	0	0	1
	Total	(8-13)	(4-7)	(1-3)

Westbound

Driveway

0

0

Total	185	438	0	438	0	Total
(8-13)	0	1	0	1	0	(8-13)
(4-7)	4	10	0	10	0	(4-7)
(1-3)	181	427	0	427	0	(1-3)

Northbound

2nd Ave (South)

All vehicles

	Northbound					Southbound										Westbound					
	2nd Ave (South)					2nd Ave (North)										Driveway					
Time		Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5		U-Turn 5.6	App Total					App Total	Left 5.7		Right 5.8	U-Turn 5.9	App Total	Int Total
0730 - 0745	-	115	0	0	115	0	45	-	0	45	-	-	-	-	0	0	-	0	0	0	160
0745 - 0800	-	117	0	0	117	1	45	-	0	46	-	-	-	-	0	0	-	0	0	0	163
0800 - 0815	-	110	0	0	110	0	52	-	1	53	-	-	-	-	0	0	-	0	0	0	163
0815 - 0830	-	96	0	0	96	0	43	-	0	43	-	-	-	-	0	0	-	0	0	0	139
Total	0	438	0	0	438	1	185	0	1	187	0	0	0	0	0	0	0	0	0	0	625
Approach %	0.00	100.00	0.00	0.00	-	0.53	98.93	0.00	0.53	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.94	0.00	0.00	**0.94**	0.25	0.89	0.00	0.25	**0.88**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.96**

Passenger Vehicles (1-3)

	Northbound					Southbound										Westbound					
	2nd Ave (South)					2nd Ave (North)										Driveway					
Time		Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5		U-Turn 5.6	App Total					App Total	Left 5.7		Right 5.8	U-Turn 5.9	App Total	Int Total
0730 - 0745	-	113	0	0	113	0	45	-	0	45	-	-	-	-	0	0	-	0	0	0	158
0745 - 0800	-	112	0	0	112	1	44	-	0	45	-	-	-	-	0	0	-	0	0	0	157
0800 - 0815	-	107	0	0	107	0	51	-	0	51	-	-	-	-	0	0	-	0	0	0	158
0815 - 0830	-	95	0	0	95	0	41	-	0	41	-	-	-	-	0	0	-	0	0	0	136
Total	0	427	0	0	427	1	181	0	0	182	0	0	0	0	0	0	0	0	0	0	609
Approach %	0.00	100.00	0.00	0.00	-	0.55	99.45	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.94	0.00	0.00	**0.94**	0.25	0.89	0.00	0.00	**0.89**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.96**

Single Unit Trucks (4-7)

	Northbound					Southbound										Westbound					
	2nd Ave (South)					2nd Ave (North)										Driveway					
Time		Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5		U-Turn 5.6	App Total					App Total	Left 5.7		Right 5.8	U-Turn 5.9	App Total	Int Total
0730 - 0745	-	2	0	0	2	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	2
0745 - 0800	-	5	0	0	5	0	1	-	0	1	-	-	-	-	0	0	-	0	0	0	6
0800 - 0815	-	2	0	0	2	0	1	-	1	2	-	-	-	-	0	0	-	0	0	0	4
0815 - 0830	-	1	0	0	1	0	2	-	0	2	-	-	-	-	0	0	-	0	0	0	3
Total	0	10	0	0	10	0	4	0	1	5	0	0	0	0	0	0	0	0	0	0	15
Approach %	0.00	100.00	0.00	0.00	-	0.00	80.00	0.00	20.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.50	0.00	0.00	**0.50**	0.00	0.50	0.00	0.25	**0.63**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.63**

Combination Trucks (8-13)

	Northbound					Southbound										Westbound					
	2nd Ave (South)					2nd Ave (North)										Driveway					
Time		Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5		U-Turn 5.6	App Total					App Total	Left 5.7		Right 5.8	U-Turn 5.9	App Total	Int Total
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
0800 - 0815	-	1	0	0	1	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	1
0815 - 0830	-	0	0	0	0	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Bikes

	Northbound					Southbound										Westbound					
	2nd Ave (South)					2nd Ave (North)										Driveway					
Time		Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5		U-Turn 5.6	App Total					App Total	Left 5.7		Right 5.8	U-Turn 5.9	App Total	Int Total
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
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
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	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Pedestrians

	Northbound					Southbound										Westbound					
	2nd Ave (South)					2nd Ave (North)										Driveway					
Time	EB 5a	WB 5b			App Total	EB 5c	WB 5d			App Total					App Total	NB 5g	SB 5h			App Total	Int Total
0730 - 0745	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0
0745 - 0800	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0
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
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	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Dekalb County, GA

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Wednesday, March 9, 2022	
Period	1600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

2nd Ave (North)

Southbound

(1-3)	488	0	0	488	333	(1-3)
(4-7)	6	0	0	6	3	(4-7)
(8-13)	0	0	0	0	0	(8-13)
Total	494	0	0	494	336	Total

0

0

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	826	9	0	835
PHF				0.9576

0

0

	Total	(8-13)	(4-7)	(1-3)
	1	0	0	1
	1	0	0	1
	0	0	0	0
	2	0	0	2
	2	0	0	2
Total		(8-13)	(4-7)	(1-3)

Westbound

Driveway

0

0

Total	497	339	2	335	2	Total
(8-13)	0	0	0	0	0	(8-13)
(4-7)	6	3	0	3	0	(4-7)
(1-3)	491	336	2	332	2	(1-3)

Northbound

2nd Ave (South)

All vehicles

	Northbound					Southbound										Westbound					
	2nd Ave (South)					2nd Ave (North)										Driveway					
Time		Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5		U-Turn 5.6	App Total					App Total	Left 5.7		Right 5.8	U-Turn 5.9	App Total	Int Total
1700 - 1715	-	78	1	0	79	0	128	-	0	128	-	-	-	-	0	1	-	0	0	1	208
1715 - 1730	-	90	1	0	91	0	116	-	0	116	-	-	-	-	0	0	-	0	0	0	207
1730 - 1745	-	85	0	1	86	0	115	-	0	115	-	-	-	-	0	0	-	1	0	1	202
1745 - 1800	-	82	0	1	83	0	135	-	0	135	-	-	-	-	0	0	-	0	0	0	218
Total	0	335	2	2	339	0	494	0	0	494	0	0	0	0	0	1	0	1	0	2	835
Approach %	0.00	98.82	0.59	0.59	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	50.00	0.00	50.00	0.00	-	
PHF	0.00	0.93	0.50	0.50	**0.93**	0.00	0.91	0.00	0.00	**0.91**	0.00	0.00	0.00	0.00	**0.00**	0.25	0.00	0.25	0.00	**0.50**	**0.96**

Passenger Vehicles (1-3)

	Northbound					Southbound										Westbound					
	2nd Ave (South)					2nd Ave (North)										Driveway					
Time		Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5		U-Turn 5.6	App Total					App Total	Left 5.7		Right 5.8	U-Turn 5.9	App Total	Int Total
1700 - 1715	-	77	1	0	78	0	126	-	0	126	-	-	-	-	0	1	-	0	0	1	205
1715 - 1730	-	90	1	0	91	0	114	-	0	114	-	-	-	-	0	0	-	0	0	0	205
1730 - 1745	-	84	0	1	85	0	114	-	0	114	-	-	-	-	0	0	-	1	0	1	200
1745 - 1800	-	81	0	1	82	0	134	-	0	134	-	-	-	-	0	0	-	0	0	0	216
Total	0	332	2	2	336	0	488	0	0	488	0	0	0	0	0	1	0	1	0	2	826
Approach %	0.00	98.81	0.60	0.60	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	50.00	0.00	50.00	0.00	-	
PHF	0.00	0.92	0.50	0.50	**0.92**	0.00	0.91	0.00	0.00	**0.91**	0.00	0.00	0.00	0.00	**0.00**	0.25	0.00	0.25	0.00	**0.50**	**0.96**

Single Unit Trucks (4-7)

	Northbound					Southbound										Westbound					
	2nd Ave (South)					2nd Ave (North)										Driveway					
Time		Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5		U-Turn 5.6	App Total					App Total	Left 5.7		Right 5.8	U-Turn 5.9	App Total	Int Total
1700 - 1715	-	1	0	0	1	0	2	-	0	2	-	-	-	-	0	0	-	0	0	0	3
1715 - 1730	-	0	0	0	0	0	2	-	0	2	-	-	-	-	0	0	-	0	0	0	2
1730 - 1745	-	1	0	0	1	0	1	-	0	1	-	-	-	-	0	0	-	0	0	0	2
1745 - 1800	-	1	0	0	1	0	1	-	0	1	-	-	-	-	0	0	-	0	0	0	2
Total	0	3	0	0	3	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	9
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.75	0.00	0.00	**0.75**	0.00	0.75	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.75**

Combination Trucks (8-13)

	Northbound					Southbound										Westbound					
	2nd Ave (South)					2nd Ave (North)										Driveway					
Time		Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5		U-Turn 5.6	App Total					App Total	Left 5.7		Right 5.8	U-Turn 5.9	App Total	Int Total
1700 - 1715	-	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
1730 - 1745	-	0	0	0	0	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	0
1745 - 1800	-	0	0	0	0	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	0
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	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Bikes

	Northbound					Southbound										Westbound					
	2nd Ave (South)					2nd Ave (North)										Driveway					
Time		Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5		U-Turn 5.6	App Total					App Total	Left 5.7		Right 5.8	U-Turn 5.9	App Total	Int Total
1700 - 1715	-	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
1730 - 1745	-	0	0	0	0	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	0
1745 - 1800	-	0	0	0	0	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	0
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	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Pedestrians

	Northbound					Southbound										Westbound					
	2nd Ave (South)					2nd Ave (North)										Driveway					
Time	EB 5a	WB 5b			App Total	EB 5c	WB 5d			App Total					App Total	NB 5g	SB 5h			App Total	Int Total
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
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	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Dekalb County, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 5 of 6
2nd Ave (South)
2nd Ave (North)

Driveway

Date
Wednesday, March 9, 2022

Lat/Long
33.735935°, -84.309507°

Weather
Cloudy
54°F

0700 - 0900 (Weekday 2h Session) (03-09-2022)
All vehicles

	Northbound				Southbound				Westbound				
	2nd Ave (South)				2nd Ave (North)				Driveway				
TIME	Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5	U-Turn 5.6	App Total	Left 5.7	Right 5.8	U-Turn 5.9	App Total	Int Total
0700 - 0715	82	0	0	82	0	27	0	27	0	0	0	0	109
0715 - 0730	90	0	0	90	0	44	0	44	0	0	0	0	134
0730 - 0745	115	0	0	115	0	45	0	45	0	0	0	0	160
0745 - 0800	117	0	0	117	1	45	0	46	0	0	0	0	163
Hourly Total	404	0	0	**404**	1	161	0	**162**	0	0	0	**0**	**566**
0800 - 0815	110	0	0	110	0	52	1	53	0	0	0	0	163
0815 - 0830	96	0	0	96	0	43	0	43	0	0	0	0	139
0830 - 0845	103	0	0	103	0	43	0	43	0	0	0	0	146
0845 - 0900	92	0	0	92	0	42	0	42	0	0	0	0	134
Hourly Total	401	0	0	**401**	0	180	1	**181**	0	0	0	**0**	**582**
Grand Total	805	0	0	**805**	1	341	1	**343**	0	0	0	**0**	**1148**
Approach %	100.00	0.00	0.00	-	0.29	99.42	0.29	-	0.00	0.00	0.00	-	
Intersection %	70.12	0.00	0.00	70.12	0.09	29.70	0.09	29.88	0.00	0.00	0.00	0.00	
PHF	0.94	0.00	0.00	**0.94**	0.25	0.89	0.25	**0.88**	0.00	0.00	0.00	**0.00**	**0.96**

1600 - 1800 (Weekday 2h Session) (03-09-2022)
All vehicles

	Northbound				Southbound				Westbound				
	2nd Ave (South)				2nd Ave (North)				Driveway				
TIME	Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5	U-Turn 5.6	App Total	Left 5.7	Right 5.8	U-Turn 5.9	App Total	Int Total
1600 - 1615	72	0	0	72	1	102	0	103	1	0	0	1	176
1615 - 1630	100	0	0	100	0	99	0	99	0	0	0	0	199
1630 - 1645	71	0	0	71	0	102	0	102	0	0	0	0	173
1645 - 1700	75	0	0	75	0	123	0	123	0	1	0	1	199
Hourly Total	318	0	0	**318**	1	426	0	**427**	1	1	0	**2**	**747**
1700 - 1715	78	1	0	79	0	128	0	128	1	0	0	1	208
1715 - 1730	90	1	0	91	0	116	0	116	0	0	0	0	207
1730 - 1745	85	0	1	86	0	115	0	115	0	1	0	1	202
1745 - 1800	82	0	1	83	0	135	0	135	0	0	0	0	218
Hourly Total	335	2	2	**339**	0	494	0	**494**	1	1	0	**2**	**835**
Grand Total	653	2	2	**657**	1	920	0	**921**	2	2	0	**4**	**1582**
Approach %	99.39	0.30	0.30	-	0.11	99.89	0.00	-	50.00	50.00	0.00	-	
Intersection %	41.28	0.13	0.13	41.53	0.06	58.15	0.00	58.22	0.13	0.13	0.00	0.25	
PHF	0.93	0.50	0.50	**0.93**	0.00	0.91	0.00	**0.91**	0.25	0.25	0.00	**0.50**	**0.96**

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

Dekalb County, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 5 of 6
2nd Ave (South)
2nd Ave (North)

Driveway

Date
Wednesday, March 9, 2022

Lat/Long
33.735935°, -84.309507°

Weather
Cloudy
54°F

0700 - 0900 (Weekday 2h Session) (03-09-2022)
Passenger Vehicles (1-3)

	Northbound				Southbound				Westbound				
	2nd Ave (South)				2nd Ave (North)				Driveway				
TIME	Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5	U-Turn 5.6	App Total	Left 5.7	Right 5.8	U-Turn 5.9	App Total	Int Total
0700 - 0715	79	0	0	79	0	26	0	26	0	0	0	0	105
0715 - 0730	87	0	0	87	0	43	0	43	0	0	0	0	130
0730 - 0745	113	0	0	113	0	45	0	45	0	0	0	0	158
0745 - 0800	112	0	0	112	1	44	0	45	0	0	0	0	157
Hourly Total	391	0	0	**391**	1	158	0	**159**	0	0	0	**0**	**550**
0800 - 0815	107	0	0	107	0	51	0	51	0	0	0	0	158
0815 - 0830	95	0	0	95	0	41	0	41	0	0	0	0	136
0830 - 0845	98	0	0	98	0	42	0	42	0	0	0	0	140
0845 - 0900	88	0	0	88	0	40	0	40	0	0	0	0	128
Hourly Total	388	0	0	**388**	0	174	0	**174**	0	0	0	**0**	**562**
Grand Total	779	0	0	**779**	1	332	0	**333**	0	0	0	**0**	**1112**
Approach %	100.00	0.00	0.00	-	0.30	99.70	0.00	-	0.00	0.00	0.00	-	
Intersection %	70.05	0.00	0.00	70.05	0.09	29.86	0.00	29.95	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (03-09-2022)
Passenger Vehicles (1-3)

	Northbound				Southbound				Westbound				
	2nd Ave (South)				2nd Ave (North)				Driveway				
TIME	Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5	U-Turn 5.6	App Total	Left 5.7	Right 5.8	U-Turn 5.9	App Total	Int Total
1600 - 1615	69	0	0	69	1	99	0	100	1	0	0	1	170
1615 - 1630	98	0	0	98	0	97	0	97	0	0	0	0	195
1630 - 1645	67	0	0	67	0	100	0	100	0	0	0	0	167
1645 - 1700	73	0	0	73	0	120	0	120	0	1	0	1	194
Hourly Total	307	0	0	**307**	1	416	0	**417**	1	1	0	**2**	**726**
1700 - 1715	77	1	0	78	0	126	0	126	1	0	0	1	205
1715 - 1730	90	1	0	91	0	114	0	114	0	0	0	0	205
1730 - 1745	84	0	1	85	0	114	0	114	0	1	0	1	200
1745 - 1800	81	0	1	82	0	134	0	134	0	0	0	0	216
Hourly Total	332	2	2	**336**	0	488	0	**488**	1	1	0	**2**	**826**
Grand Total	639	2	2	**643**	1	904	0	**905**	2	2	0	**4**	**1552**
Approach %	99.38	0.31	0.31	-	0.11	99.89	0.00	-	50.00	50.00	0.00	-	
Intersection %	41.17	0.13	0.13	41.43	0.06	58.25	0.00	58.31	0.13	0.13	0.00	0.26	

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

Dekalb County, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 5 of 6
2nd Ave (South)
2nd Ave (North)

Driveway

Date
Wednesday, March 9, 2022

Lat/Long
33.735935°, -84.309507°

Weather
Cloudy
54°F

0700 - 0900 (Weekday 2h Session) (03-09-2022)
Single Unit Trucks (4-7)

	Northbound				Southbound				Westbound				
	2nd Ave (South)				2nd Ave (North)				Driveway				
TIME	Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5	U-Turn 5.6	App Total	Left 5.7	Right 5.8	U-Turn 5.9	App Total	Int Total
0700 - 0715	3	0	0	3	0	1	0	1	0	0	0	0	4
0715 - 0730	3	0	0	3	0	1	0	1	0	0	0	0	4
0730 - 0745	2	0	0	2	0	0	0	0	0	0	0	0	2
0745 - 0800	5	0	0	5	0	1	0	1	0	0	0	0	6
Hourly Total	13	0	0	**13**	0	3	0	**3**	0	0	0	**0**	**16**
0800 - 0815	2	0	0	2	0	1	1	2	0	0	0	0	4
0815 - 0830	1	0	0	1	0	2	0	2	0	0	0	0	3
0830 - 0845	5	0	0	5	0	1	0	1	0	0	0	0	6
0845 - 0900	4	0	0	4	0	2	0	2	0	0	0	0	6
Hourly Total	12	0	0	**12**	0	6	1	**7**	0	0	0	**0**	**19**
Grand Total	25	0	0	**25**	0	9	1	**10**	0	0	0	**0**	**35**
Approach %	100.00	0.00	0.00	-	0.00	90.00	10.00	-	0.00	0.00	0.00	-	
Intersection %	71.43	0.00	0.00	71.43	0.00	25.71	2.86	28.57	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (03-09-2022)
Single Unit Trucks (4-7)

	Northbound				Southbound				Westbound				
	2nd Ave (South)				2nd Ave (North)				Driveway				
TIME	Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5	U-Turn 5.6	App Total	Left 5.7	Right 5.8	U-Turn 5.9	App Total	Int Total
1600 - 1615	3	0	0	3	0	3	0	3	0	0	0	0	6
1615 - 1630	2	0	0	2	0	2	0	2	0	0	0	0	4
1630 - 1645	4	0	0	4	0	2	0	2	0	0	0	0	6
1645 - 1700	2	0	0	2	0	3	0	3	0	0	0	0	5
Hourly Total	11	0	0	**11**	0	10	0	**10**	0	0	0	**0**	**21**
1700 - 1715	1	0	0	1	0	2	0	2	0	0	0	0	3
1715 - 1730	0	0	0	0	0	2	0	2	0	0	0	0	2
1730 - 1745	1	0	0	1	0	1	0	1	0	0	0	0	2
1745 - 1800	1	0	0	1	0	1	0	1	0	0	0	0	2
Hourly Total	3	0	0	**3**	0	6	0	**6**	0	0	0	**0**	**9**
Grand Total	14	0	0	**14**	0	16	0	**16**	0	0	0	**0**	**30**
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	46.67	0.00	0.00	46.67	0.00	53.33	0.00	53.33	0.00	0.00	0.00	0.00	

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

Dekalb County, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 5 of 6
2nd Ave (South)
2nd Ave (North)

Driveway

Date
Wednesday, March 9, 2022

Lat/Long
33.735935°, -84.309507°

Weather
Cloudy
54°F

0700 - 0900 (Weekday 2h Session) (03-09-2022)
Combination Trucks (8-13)

	Northbound				Southbound				Westbound				
	2nd Ave (South)				2nd Ave (North)				Driveway				
TIME	Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5	U-Turn 5.6	App Total	Left 5.7	Right 5.8	U-Turn 5.9	App Total	Int Total
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	1	0	0	1	0	0	0	0	0	0	0	0	1
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	**1**
Grand Total	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	**1**
Approach %	100.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (03-09-2022)
Combination Trucks (8-13)

	Northbound				Southbound				Westbound				
	2nd Ave (South)				2nd Ave (North)				Driveway				
TIME	Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5	U-Turn 5.6	App Total	Left 5.7	Right 5.8	U-Turn 5.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	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	

Classified Turn Movement Count || Bikes

Dekalb County, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 5 of 6
2nd Ave (South)
2nd Ave (North)

Driveway

Date
Wednesday, March 9, 2022

Lat/Long
33.735935°, -84.309507°

Weather
Cloudy
54°F

0700 - 0900 (Weekday 2h Session) (03-09-2022)
Bikes

	Northbound				Southbound				Westbound				
	2nd Ave (South)				2nd Ave (North)				Driveway				
TIME	Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5	U-Turn 5.6	App Total	Left 5.7	Right 5.8	U-Turn 5.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	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	

1600 - 1800 (Weekday 2h Session) (03-09-2022)
Bikes

	Northbound				Southbound				Westbound				
	2nd Ave (South)				2nd Ave (North)				Driveway				
TIME	Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5	U-Turn 5.6	App Total	Left 5.7	Right 5.8	U-Turn 5.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	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	

Pedestrian Count || All vehicles

Dekalb County, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 5 of 6
2nd Ave (South)
2nd Ave (North)

Driveway

Date
Wednesday, March 9, 2022

Lat/Long
33.735935°, -84.309507°

Weather
Cloudy
54°F

0700 - 0900 (Weekday 2h Session) (03-09-2022)
Pedestrians

	Northbound			Southbound			Westbound			
	2nd Ave (South)			2nd Ave (North)			Driveway			
TIME	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total	NB 5g	SB 5h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	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	

1600 - 1800 (Weekday 2h Session) (03-09-2022)
Pedestrians

	Northbound			Southbound			Westbound			
	2nd Ave (South)			2nd Ave (North)			Driveway			
TIME	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total	NB 5g	SB 5h	App Total	Int Total
1600 - 1615	1	0	1	0	0	0	0	0	0	1
1615 - 1630	0	1	1	0	0	0	0	0	0	1
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	1	**2**	0	0	**0**	0	0	**0**	**2**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	1	1	**2**	0	0	**0**	0	0	**0**	**2**
Approach %	50.00	50.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	50.00	50.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 3/9/2022	2nd Ave (South) Northbound			2nd Ave (North) Southbound			Eastbound			Driveway Westbound			
Time	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	0	82	0	0	27	0	0	0	0	0	0	0	109
07:15 AM - 07:30 AM	0	90	0	0	44	0	0	0	0	0	0	0	134
07:30 AM - 07:45 AM	0	115	0	0	45	0	0	0	0	0	0	0	160
07:45 AM - 08:00 AM	0	117	0	1	45	0	0	0	0	0	0	0	163
08:00 AM - 08:15 AM	0	110	0	0	52	0	0	0	0	0	0	0	163
08:15 AM - 08:30 AM	0	96	0	0	43	0	0	0	0	0	0	0	139
08:30 AM - 08:45 AM	0	103	0	0	43	0	0	0	0	0	0	0	146
08:45 AM - 09:00 AM	0	92	0	0	42	0	0	0	0	0	0	0	134
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	0	72	0	1	102	0	0	0	0	1	0	0	177
04:15 PM - 04:30 PM	0	100	0	0	99	0	0	0	0	0	0	0	200
04:30 PM - 04:45 PM	0	71	0	0	102	0	0	0	0	0	0	0	173
04:45 PM - 05:00 PM	0	75	0	0	123	0	0	0	0	0	0	1	199
05:00 PM - 05:15 PM	0	78	1	0	128	0	0	0	0	1	0	0	208
05:15 PM - 05:30 PM	0	90	1	0	116	0	0	0	0	0	0	0	207
05:30 PM - 05:45 PM	0	85	0	0	115	0	0	0	0	0	0	1	202
05:45 PM - 06:00 PM	0	82	0	0	135	0	0	0	0	0	0	0	218
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Dekalb County, GA

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Wednesday, March 9, 2022	
Period	0700 - 0900
Peak Hour	0730 - 0830

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

2nd Ave (North)

Southbound

(1-3)	182	1	0	183	423	(1-3)
(4-7)	6	0	0	6	14	(4-7)
(8-13)	0	0	0	0	1	(8-13)
Total	188	1	0	189	438	Total

0

0

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	606	20	1	627
PHF				0.9558

0

0

	Total	(8-13)	(4-7)	(1-3)
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	1	0	0	1
	Total	(8-13)	(4-7)	(1-3)

Westbound

Driveway

0

0

Total	188	438	0	438	0	Total
(8-13)	0	1	0	1	0	(8-13)
(4-7)	6	14	0	14	0	(4-7)
(1-3)	182	423	0	423	0	(1-3)

Northbound

2nd Ave (South)

All vehicles

	Northbound					Southbound										Westbound					
	2nd Ave (South)					2nd Ave (North)										Driveway					
Time		Thru 6.1	Right 6.2	U-Turn 6.3	App Total	Left 6.4	Thru 6.5		U-Turn 6.6	App Total					App Total	Left 6.7		Right 6.8	U-Turn 6.9	App Total	Int Total
0730 - 0745	-	113	0	0	113	0	46	-	0	46	-	-	-	-	0	0	-	0	0	0	159
0745 - 0800	-	117	0	0	117	1	46	-	0	47	-	-	-	-	0	0	-	0	0	0	164
0800 - 0815	-	112	0	0	112	0	51	-	0	51	-	-	-	-	0	0	-	0	0	0	163
0815 - 0830	-	96	0	0	96	0	45	-	0	45	-	-	-	-	0	0	-	0	0	0	141
Total	0	438	0	0	438	1	188	0	0	189	0	0	0	0	0	0	0	0	0	0	627
Approach %	0.00	100.00	0.00	0.00	-	0.53	99.47	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.94	0.00	0.00	**0.94**	0.25	0.92	0.00	0.00	**0.93**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.96**

Passenger Vehicles (1-3)

	Northbound					Southbound										Westbound					
	2nd Ave (South)					2nd Ave (North)										Driveway					
Time		Thru 6.1	Right 6.2	U-Turn 6.3	App Total	Left 6.4	Thru 6.5		U-Turn 6.6	App Total					App Total	Left 6.7		Right 6.8	U-Turn 6.9	App Total	Int Total
0730 - 0745	-	110	0	0	110	0	45	-	0	45	-	-	-	-	0	0	-	0	0	0	155
0745 - 0800	-	112	0	0	112	1	45	-	0	46	-	-	-	-	0	0	-	0	0	0	158
0800 - 0815	-	108	0	0	108	0	49	-	0	49	-	-	-	-	0	0	-	0	0	0	157
0815 - 0830	-	93	0	0	93	0	43	-	0	43	-	-	-	-	0	0	-	0	0	0	136
Total	0	423	0	0	423	1	182	0	0	183	0	0	0	0	0	0	0	0	0	0	606
Approach %	0.00	100.00	0.00	0.00	-	0.55	99.45	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.94	0.00	0.00	**0.94**	0.25	0.93	0.00	0.00	**0.93**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.96**

Single Unit Trucks (4-7)

	Northbound					Southbound										Westbound					
	2nd Ave (South)					2nd Ave (North)										Driveway					
Time		Thru 6.1	Right 6.2	U-Turn 6.3	App Total	Left 6.4	Thru 6.5		U-Turn 6.6	App Total					App Total	Left 6.7		Right 6.8	U-Turn 6.9	App Total	Int Total
0730 - 0745	-	3	0	0	3	0	1	-	0	1	-	-	-	-	0	0	-	0	0	0	4
0745 - 0800	-	5	0	0	5	0	1	-	0	1	-	-	-	-	0	0	-	0	0	0	6
0800 - 0815	-	3	0	0	3	0	2	-	0	2	-	-	-	-	0	0	-	0	0	0	5
0815 - 0830	-	3	0	0	3	0	2	-	0	2	-	-	-	-	0	0	-	0	0	0	5
Total	0	14	0	0	14	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	20
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.70	0.00	0.00	**0.70**	0.00	0.75	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.83**

Combination Trucks (8-13)

	Northbound					Southbound										Westbound					
	2nd Ave (South)					2nd Ave (North)										Driveway					
Time		Thru 6.1	Right 6.2	U-Turn 6.3	App Total	Left 6.4	Thru 6.5		U-Turn 6.6	App Total					App Total	Left 6.7		Right 6.8	U-Turn 6.9	App Total	Int Total
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
0800 - 0815	-	1	0	0	1	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	1
0815 - 0830	-	0	0	0	0	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Bikes

	Northbound					Southbound										Westbound					
	2nd Ave (South)					2nd Ave (North)										Driveway					
Time		Thru 6.1	Right 6.2	U-Turn 6.3	App Total	Left 6.4	Thru 6.5		U-Turn 6.6	App Total					App Total	Left 6.7		Right 6.8	U-Turn 6.9	App Total	Int Total
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
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
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	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Pedestrians

	Northbound					Southbound										Westbound					
	2nd Ave (South)					2nd Ave (North)										Driveway					
Time	EB 6a	WB 6b			App Total	EB 6c	WB 6d			App Total					App Total	NB 6g	SB 6h			App Total	Int Total
0730 - 0745	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0
0745 - 0800	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0
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
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	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Dekalb County, GA

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Wednesday, March 9, 2022	
Period	1600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

2nd Ave (North)

Southbound

(1-3)	479	11	0	490	329	(1-3)
(4-7)	6	0	0	6	3	(4-7)
(8-13)	0	0	0	0	0	(8-13)
Total	485	11	0	496	332	Total

0

0

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	830	9	0	839
PHF				0.9711

1

0

Total	488	327	0	319	8	Total
(8-13)	0	0	0	0	0	(8-13)
(4-7)	6	3	0	3	0	(4-7)
(1-3)	482	324	0	316	8	(1-3)

Northbound

2nd Ave (South)

Westbound

	Total	(8-13)	(4-7)	(1-3)
	13	0	0	13
	3	0	0	3
	0	0	0	0
	16	0	0	16
	19	0	0	19
Total		(8-13)	(4-7)	(1-3)

0

0

Driveway

All vehicles

	Northbound					Southbound										Westbound					
	2nd Ave (South)					2nd Ave (North)										Driveway					
Time		Thru 6.1	Right 6.2	U-Turn 6.3	App Total	Left 6.4	Thru 6.5		U-Turn 6.6	App Total					App Total	Left 6.7		Right 6.8	U-Turn 6.9	App Total	Int Total
1700 - 1715	-	76	1	0	77	5	128	-	0	133	-	-	-	-	0	1	-	0	0	1	211
1715 - 1730	-	81	3	0	84	3	118	-	0	121	-	-	-	-	0	0	-	4	0	4	209
1730 - 1745	-	85	2	0	87	0	112	-	0	112	-	-	-	-	0	0	-	4	0	4	203
1745 - 1800	-	77	2	0	79	3	127	-	0	130	-	-	-	-	0	2	-	5	0	7	216
Total	0	319	8	0	327	11	485	0	0	496	0	0	0	0	0	3	0	13	0	16	839
Approach %	0.00	97.55	2.45	0.00	-	2.22	97.78	0.00	0.00	-	0.00	0.00	0.00	0.00	-	18.75	0.00	81.25	0.00	-	
PHF	0.00	0.94	0.67	0.00	**0.94**	0.55	0.95	0.00	0.00	**0.93**	0.00	0.00	0.00	0.00	**0.00**	0.38	0.00	0.65	0.00	**0.57**	**0.97**

Passenger Vehicles (1-3)

	Northbound					Southbound										Westbound					
	2nd Ave (South)					2nd Ave (North)										Driveway					
Time		Thru 6.1	Right 6.2	U-Turn 6.3	App Total	Left 6.4	Thru 6.5		U-Turn 6.6	App Total					App Total	Left 6.7		Right 6.8	U-Turn 6.9	App Total	Int Total
1700 - 1715	-	75	1	0	76	5	127	-	0	132	-	-	-	-	0	1	-	0	0	1	209
1715 - 1730	-	80	3	0	83	3	116	-	0	119	-	-	-	-	0	0	-	4	0	4	206
1730 - 1745	-	84	2	0	86	0	110	-	0	110	-	-	-	-	0	0	-	4	0	4	200
1745 - 1800	-	77	2	0	79	3	126	-	0	129	-	-	-	-	0	2	-	5	0	7	215
Total	0	316	8	0	324	11	479	0	0	490	0	0	0	0	0	3	0	13	0	16	830
Approach %	0.00	97.53	2.47	0.00	-	2.24	97.76	0.00	0.00	-	0.00	0.00	0.00	0.00	-	18.75	0.00	81.25	0.00	-	
PHF	0.00	0.94	0.67	0.00	**0.94**	0.55	0.94	0.00	0.00	**0.93**	0.00	0.00	0.00	0.00	**0.00**	0.38	0.00	0.65	0.00	**0.57**	**0.97**

Single Unit Trucks (4-7)

	Northbound					Southbound										Westbound					
	2nd Ave (South)					2nd Ave (North)										Driveway					
Time		Thru 6.1	Right 6.2	U-Turn 6.3	App Total	Left 6.4	Thru 6.5		U-Turn 6.6	App Total					App Total	Left 6.7		Right 6.8	U-Turn 6.9	App Total	Int Total
1700 - 1715	-	1	0	0	1	0	1	-	0	1	-	-	-	-	0	0	-	0	0	0	2
1715 - 1730	-	1	0	0	1	0	2	-	0	2	-	-	-	-	0	0	-	0	0	0	3
1730 - 1745	-	1	0	0	1	0	2	-	0	2	-	-	-	-	0	0	-	0	0	0	3
1745 - 1800	-	0	0	0	0	0	1	-	0	1	-	-	-	-	0	0	-	0	0	0	1
Total	0	3	0	0	3	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	9
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.75	0.00	0.00	**0.75**	0.00	0.75	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.75**

Combination Trucks (8-13)

	Northbound					Southbound										Westbound					
	2nd Ave (South)					2nd Ave (North)										Driveway					
Time		Thru 6.1	Right 6.2	U-Turn 6.3	App Total	Left 6.4	Thru 6.5		U-Turn 6.6	App Total					App Total	Left 6.7		Right 6.8	U-Turn 6.9	App Total	Int Total
1700 - 1715	-	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
1730 - 1745	-	0	0	0	0	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	0
1745 - 1800	-	0	0	0	0	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	0
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	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Bikes

	Northbound					Southbound										Westbound					
	2nd Ave (South)					2nd Ave (North)										Driveway					
Time		Thru 6.1	Right 6.2	U-Turn 6.3	App Total	Left 6.4	Thru 6.5		U-Turn 6.6	App Total					App Total	Left 6.7		Right 6.8	U-Turn 6.9	App Total	Int Total
1700 - 1715	-	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
1730 - 1745	-	0	0	0	0	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	0
1745 - 1800	-	0	0	0	0	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	0
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	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Pedestrians

	Northbound					Southbound										Westbound					
	2nd Ave (South)					2nd Ave (North)										Driveway					
Time	EB 6a	WB 6b			App Total	EB 6c	WB 6d			App Total					App Total	NB 6g	SB 6h			App Total	Int Total
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
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	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Dekalb County, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 6 of 6
2nd Ave (South)
2nd Ave (North)

Driveway

Date
Wednesday, March 9, 2022

Lat/Long
33.737577°, -84.309662°

Weather
Cloudy
54°F

0700 - 0900 (Weekday 2h Session) (03-09-2022)
All vehicles

	Northbound				Southbound				Westbound				
	2nd Ave (South)				2nd Ave (North)				Driveway				
TIME	Thru 6.1	Right 6.2	U-Turn 6.3	App Total	Left 6.4	Thru 6.5	U-Turn 6.6	App Total	Left 6.7	Right 6.8	U-Turn 6.9	App Total	Int Total
0700 - 0715	82	0	0	82	0	26	0	26	1	0	0	1	109
0715 - 0730	90	0	0	90	1	44	0	45	0	1	0	1	136
0730 - 0745	113	0	0	113	0	46	0	46	0	0	0	0	159
0745 - 0800	117	0	0	117	1	46	0	47	0	0	0	0	164
Hourly Total	402	0	0	**402**	2	162	0	**164**	1	1	0	**2**	**568**
0800 - 0815	112	0	0	112	0	51	0	51	0	0	0	0	163
0815 - 0830	96	0	0	96	0	45	0	45	0	0	0	0	141
0830 - 0845	103	0	0	103	0	41	0	41	0	0	0	0	144
0845 - 0900	91	0	0	91	0	40	0	40	0	0	0	0	131
Hourly Total	402	0	0	**402**	0	177	0	**177**	0	0	0	**0**	**579**
Grand Total	804	0	0	**804**	2	339	0	**341**	1	1	0	**2**	**1147**
Approach %	100.00	0.00	0.00	-	0.59	99.41	0.00	-	50.00	50.00	0.00	-	
Intersection %	70.10	0.00	0.00	70.10	0.17	29.56	0.00	29.73	0.09	0.09	0.00	0.17	
PHF	0.94	0.00	0.00	**0.94**	0.25	0.92	0.00	**0.93**	0.00	0.00	0.00	**0.00**	**0.96**

1600 - 1800 (Weekday 2h Session) (03-09-2022)
All vehicles

	Northbound				Southbound				Westbound				
	2nd Ave (South)				2nd Ave (North)				Driveway				
TIME	Thru 6.1	Right 6.2	U-Turn 6.3	App Total	Left 6.4	Thru 6.5	U-Turn 6.6	App Total	Left 6.7	Right 6.8	U-Turn 6.9	App Total	Int Total
1600 - 1615	73	1	0	74	4	97	0	101	3	1	0	4	179
1615 - 1630	98	0	0	98	2	98	0	100	1	2	0	3	201
1630 - 1645	73	2	0	75	4	103	0	107	2	6	0	8	190
1645 - 1700	75	0	0	75	3	120	0	123	2	1	0	3	201
Hourly Total	319	3	0	**322**	13	418	0	**431**	8	10	0	**18**	**771**
1700 - 1715	76	1	0	77	5	128	0	133	1	0	0	1	211
1715 - 1730	81	3	0	84	3	118	0	121	0	4	0	4	209
1730 - 1745	85	2	0	87	0	112	0	112	0	4	0	4	203
1745 - 1800	77	2	0	79	3	127	0	130	2	5	0	7	216
Hourly Total	319	8	0	**327**	11	485	0	**496**	3	13	0	**16**	**839**
Grand Total	638	11	0	**649**	24	903	0	**927**	11	23	0	**34**	**1610**
Approach %	98.31	1.69	0.00	-	2.59	97.41	0.00	-	32.35	67.65	0.00	-	
Intersection %	39.63	0.68	0.00	40.31	1.49	56.09	0.00	57.58	0.68	1.43	0.00	2.11	
PHF	0.94	0.67	0.00	**0.94**	0.55	0.95	0.00	**0.93**	0.38	0.65	0.00	**0.57**	**0.97**

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

Dekalb County, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 6 of 6
2nd Ave (South)
2nd Ave (North)

Driveway

Date
Wednesday, March 9, 2022

Lat/Long
33.737577°, -84.309662°

Weather
Cloudy
54°F

0700 - 0900 (Weekday 2h Session) (03-09-2022)
Passenger Vehicles (1-3)

	Northbound				Southbound				Westbound				
	2nd Ave (South)				2nd Ave (North)				Driveway				
TIME	Thru 6.1	Right 6.2	U-Turn 6.3	App Total	Left 6.4	Thru 6.5	U-Turn 6.6	App Total	Left 6.7	Right 6.8	U-Turn 6.9	App Total	Int Total
0700 - 0715	79	0	0	79	0	26	0	26	1	0	0	1	106
0715 - 0730	88	0	0	88	1	43	0	44	0	1	0	1	133
0730 - 0745	110	0	0	110	0	45	0	45	0	0	0	0	155
0745 - 0800	112	0	0	112	1	45	0	46	0	0	0	0	158
Hourly Total	389	0	0	**389**	2	159	0	**161**	1	1	0	**2**	**552**
0800 - 0815	108	0	0	108	0	49	0	49	0	0	0	0	157
0815 - 0830	93	0	0	93	0	43	0	43	0	0	0	0	136
0830 - 0845	99	0	0	99	0	39	0	39	0	0	0	0	138
0845 - 0900	88	0	0	88	0	39	0	39	0	0	0	0	127
Hourly Total	388	0	0	**388**	0	170	0	**170**	0	0	0	**0**	**558**
Grand Total	777	0	0	**777**	2	329	0	**331**	1	1	0	**2**	**1110**
Approach %	100.00	0.00	0.00	-	0.60	99.40	0.00	-	50.00	50.00	0.00	-	
Intersection %	70.00	0.00	0.00	70.00	0.18	29.64	0.00	29.82	0.09	0.09	0.00	0.18	

1600 - 1800 (Weekday 2h Session) (03-09-2022)
Passenger Vehicles (1-3)

	Northbound				Southbound				Westbound				
	2nd Ave (South)				2nd Ave (North)				Driveway				
TIME	Thru 6.1	Right 6.2	U-Turn 6.3	App Total	Left 6.4	Thru 6.5	U-Turn 6.6	App Total	Left 6.7	Right 6.8	U-Turn 6.9	App Total	Int Total
1600 - 1615	71	1	0	72	4	95	0	99	3	1	0	4	175
1615 - 1630	96	0	0	96	2	96	0	98	1	2	0	3	197
1630 - 1645	69	2	0	71	4	101	0	105	2	6	0	8	184
1645 - 1700	72	0	0	72	3	116	0	119	2	1	0	3	194
Hourly Total	308	3	0	**311**	13	408	0	**421**	8	10	0	**18**	**750**
1700 - 1715	75	1	0	76	5	127	0	132	1	0	0	1	209
1715 - 1730	80	3	0	83	3	116	0	119	0	4	0	4	206
1730 - 1745	84	2	0	86	0	110	0	110	0	4	0	4	200
1745 - 1800	77	2	0	79	3	126	0	129	2	5	0	7	215
Hourly Total	316	8	0	**324**	11	479	0	**490**	3	13	0	**16**	**830**
Grand Total	624	11	0	**635**	24	887	0	**911**	11	23	0	**34**	**1580**
Approach %	98.27	1.73	0.00	-	2.63	97.37	0.00	-	32.35	67.65	0.00	-	
Intersection %	39.49	0.70	0.00	40.19	1.52	56.14	0.00	57.66	0.70	1.46	0.00	2.15	

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

Dekalb County, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 6 of 6
2nd Ave (South)
2nd Ave (North)

Driveway

Date
Wednesday, March 9, 2022

Lat/Long
33.737577°, -84.309662°

Weather
Cloudy
54°F

0700 - 0900 (Weekday 2h Session) (03-09-2022)
Single Unit Trucks (4-7)

	Northbound				Southbound				Westbound				
	2nd Ave (South)				2nd Ave (North)				Driveway				
TIME	Thru 6.1	Right 6.2	U-Turn 6.3	App Total	Left 6.4	Thru 6.5	U-Turn 6.6	App Total	Left 6.7	Right 6.8	U-Turn 6.9	App Total	Int Total
0700 - 0715	3	0	0	3	0	0	0	0	0	0	0	0	3
0715 - 0730	2	0	0	2	0	1	0	1	0	0	0	0	3
0730 - 0745	3	0	0	3	0	1	0	1	0	0	0	0	4
0745 - 0800	5	0	0	5	0	1	0	1	0	0	0	0	6
Hourly Total	13	0	0	**13**	0	3	0	**3**	0	0	0	**0**	**16**
0800 - 0815	3	0	0	3	0	2	0	2	0	0	0	0	5
0815 - 0830	3	0	0	3	0	2	0	2	0	0	0	0	5
0830 - 0845	4	0	0	4	0	2	0	2	0	0	0	0	6
0845 - 0900	3	0	0	3	0	1	0	1	0	0	0	0	4
Hourly Total	13	0	0	**13**	0	7	0	**7**	0	0	0	**0**	**20**
Grand Total	26	0	0	**26**	0	10	0	**10**	0	0	0	**0**	**36**
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	72.22	0.00	0.00	72.22	0.00	27.78	0.00	27.78	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (03-09-2022)
Single Unit Trucks (4-7)

	Northbound				Southbound				Westbound				
	2nd Ave (South)				2nd Ave (North)				Driveway				
TIME	Thru 6.1	Right 6.2	U-Turn 6.3	App Total	Left 6.4	Thru 6.5	U-Turn 6.6	App Total	Left 6.7	Right 6.8	U-Turn 6.9	App Total	Int Total
1600 - 1615	2	0	0	2	0	2	0	2	0	0	0	0	4
1615 - 1630	2	0	0	2	0	2	0	2	0	0	0	0	4
1630 - 1645	4	0	0	4	0	2	0	2	0	0	0	0	6
1645 - 1700	3	0	0	3	0	4	0	4	0	0	0	0	7
Hourly Total	11	0	0	**11**	0	10	0	**10**	0	0	0	**0**	**21**
1700 - 1715	1	0	0	1	0	1	0	1	0	0	0	0	2
1715 - 1730	1	0	0	1	0	2	0	2	0	0	0	0	3
1730 - 1745	1	0	0	1	0	2	0	2	0	0	0	0	3
1745 - 1800	0	0	0	0	0	1	0	1	0	0	0	0	1
Hourly Total	3	0	0	**3**	0	6	0	**6**	0	0	0	**0**	**9**
Grand Total	14	0	0	**14**	0	16	0	**16**	0	0	0	**0**	**30**
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	46.67	0.00	0.00	46.67	0.00	53.33	0.00	53.33	0.00	0.00	0.00	0.00	

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

Dekalb County, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 6 of 6
2nd Ave (South)
2nd Ave (North)

Driveway

Date
Wednesday, March 9, 2022

Lat/Long
33.737577°, -84.309662°

Weather
Cloudy
54°F

0700 - 0900 (Weekday 2h Session) (03-09-2022)
Combination Trucks (8-13)

	Northbound				Southbound				Westbound				
	2nd Ave (South)				2nd Ave (North)				Driveway				
TIME	Thru 6.1	Right 6.2	U-Turn 6.3	App Total	Left 6.4	Thru 6.5	U-Turn 6.6	App Total	Left 6.7	Right 6.8	U-Turn 6.9	App Total	Int Total
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	1	0	0	1	0	0	0	0	0	0	0	0	1
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	**1**
Grand Total	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	**1**
Approach %	100.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (03-09-2022)
Combination Trucks (8-13)

	Northbound				Southbound				Westbound				
	2nd Ave (South)				2nd Ave (North)				Driveway				
TIME	Thru 6.1	Right 6.2	U-Turn 6.3	App Total	Left 6.4	Thru 6.5	U-Turn 6.6	App Total	Left 6.7	Right 6.8	U-Turn 6.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	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	

Classified Turn Movement Count || Bikes

Dekalb County, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 6 of 6
2nd Ave (South)
2nd Ave (North)

Driveway

Date
Wednesday, March 9, 2022

Lat/Long
33.737577°, -84.309662°

Weather
Cloudy
54°F

0700 - 0900 (Weekday 2h Session) (03-09-2022)
Bikes

	Northbound				Southbound				Westbound				
	2nd Ave (South)				2nd Ave (North)				Driveway				
TIME	Thru 6.1	Right 6.2	U-Turn 6.3	App Total	Left 6.4	Thru 6.5	U-Turn 6.6	App Total	Left 6.7	Right 6.8	U-Turn 6.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	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	

1600 - 1800 (Weekday 2h Session) (03-09-2022)
Bikes

	Northbound				Southbound				Westbound				
	2nd Ave (South)				2nd Ave (North)				Driveway				
TIME	Thru 6.1	Right 6.2	U-Turn 6.3	App Total	Left 6.4	Thru 6.5	U-Turn 6.6	App Total	Left 6.7	Right 6.8	U-Turn 6.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	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	

Pedestrian Count || All vehicles

Dekalb County, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 6 of 6
2nd Ave (South)
2nd Ave (North)

Driveway

Date
Wednesday, March 9, 2022

Lat/Long
33.737577°, -84.309662°

Weather
Cloudy
54°F

0700 - 0900 (Weekday 2h Session) (03-09-2022)
Pedestrians

	Northbound			Southbound			Westbound			
	2nd Ave (South)			2nd Ave (North)			Driveway			
TIME	EB 6a	WB 6b	App Total	EB 6c	WB 6d	App Total	NB 6g	SB 6h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	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	

1600 - 1800 (Weekday 2h Session) (03-09-2022)
Pedestrians

	Northbound			Southbound			Westbound			
	2nd Ave (South)			2nd Ave (North)			Driveway			
TIME	EB 6a	WB 6b	App Total	EB 6c	WB 6d	App Total	NB 6g	SB 6h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	1	1	0	0	0	0	0	0	1
Hourly Total	0	1	**1**	0	0	**0**	0	0	**0**	**1**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	1	0	1	0	0	0	0	0	0	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	**1**	0	0	**0**	0	0	**0**	**1**
Grand Total	1	1	**2**	0	0	**0**	0	0	**0**	**2**
Approach %	50.00	50.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	50.00	50.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 3/9/2022	2nd Ave (South) Northbound			2nd Ave (North) Southbound			Eastbound			Driveway Westbound			
Time	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	0	82	0	0	26	0	0	0	0	1	0	0	109
07:15 AM - 07:30 AM	0	90	0	1	44	0	0	0	0	0	0	1	136
07:30 AM - 07:45 AM	0	113	0	0	46	0	0	0	0	0	0	0	159
07:45 AM - 08:00 AM	0	117	0	1	46	0	0	0	0	0	0	0	164
08:00 AM - 08:15 AM	0	112	0	0	51	0	0	0	0	0	0	0	163
08:15 AM - 08:30 AM	0	96	0	0	45	0	0	0	0	0	0	0	141
08:30 AM - 08:45 AM	0	103	0	0	41	0	0	0	0	0	0	0	144
08:45 AM - 09:00 AM	0	91	0	0	40	0	0	0	0	0	0	0	131
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	0	73	1	4	97	0	0	0	0	3	0	1	179
04:15 PM - 04:30 PM	0	98	0	2	98	0	0	0	0	1	0	2	201
04:30 PM - 04:45 PM	0	73	2	4	103	0	0	0	0	2	0	6	190
04:45 PM - 05:00 PM	0	75	0	3	120	0	0	0	0	2	0	1	202
05:00 PM - 05:15 PM	0	76	1	5	128	0	0	0	0	1	0	0	211
05:15 PM - 05:30 PM	0	81	3	3	118	0	0	0	0	0	0	4	209
05:30 PM - 05:45 PM	0	85	2	0	112	0	0	0	0	0	0	4	204
05:45 PM - 06:00 PM	0	77	2	3	127	0	0	0	0	2	0	5	216
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Bi-Directional Class Count || NB EB 15min

Dekalb County, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 7
2nd Ave,
north of Garden Cir

Date
Wednesday, March 9, 2022

Weather
Cloudy
54°F

Lat/Long
33.730883°, -84.309439°

Click here for Map

0000 - 2400 (24h Session) (03-09-2022)
NB EB 15min

	Northbound (Movement 7.1)													15min	60min
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	Total	Total
0000 - 0015	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**	
0015 - 0030	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	
0030 - 0045	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	
0045 - 0100	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**29**
0100 - 0115	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
0115 - 0130	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0145 - 0200	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	**9**
0200 - 0215	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0230 - 0245	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**3**
0300 - 0315	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	
0315 - 0330	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**	
0330 - 0345	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0345 - 0400	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**8**
0400 - 0415	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	
0415 - 0430	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
0430 - 0445	0	5	1	1	0	0	0	0	0	0	0	0	0	**7**	
0445 - 0500	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**22**
0500 - 0515	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	
0515 - 0530	0	14	2	0	0	0	0	0	0	0	0	0	0	**16**	
0530 - 0545	0	13	3	0	0	0	0	0	0	0	0	0	0	**16**	
0545 - 0600	0	12	2	1	1	0	0	0	0	0	0	0	0	**16**	**56**
0600 - 0615	0	16	3	2	0	0	0	0	0	0	0	0	0	**21**	
0615 - 0630	0	30	4	1	0	0	0	0	0	0	0	0	0	**35**	
0630 - 0645	0	29	3	1	0	0	0	0	0	0	0	0	0	**33**	
0645 - 0700	0	41	2	2	1	0	0	0	0	0	0	0	0	**46**	**135**
0700 - 0715	0	59	8	3	1	0	0	0	0	0	0	0	0	**71**	
0715 - 0730	0	84	4	4	0	0	0	0	0	0	0	0	0	**92**	
0730 - 0745	0	88	10	2	1	0	0	0	0	0	0	0	0	**101**	
0745 - 0800	0	99	10	1	2	0	0	0	0	0	0	0	0	**112**	**376**
0800 - 0815	0	80	10	1	1	0	0	1	0	0	0	0	0	**93**	
0815 - 0830	0	72	9	1	0	0	0	0	0	0	0	0	0	**82**	
0830 - 0845	0	80	7	1	2	0	0	0	0	0	0	0	0	**90**	
0845 - 0900	0	76	8	1	0	0	0	0	0	0	0	0	0	**85**	**350**
0900 - 0915	0	58	7	0	1	0	0	0	0	0	0	0	0	**66**	
0915 - 0930	0	42	10	1	2	0	0	0	0	0	0	0	0	**55**	
0930 - 0945	0	39	9	2	2	0	0	0	0	0	0	0	0	**52**	
0945 - 1000	0	34	10	2	0	0	0	0	0	0	0	0	0	**46**	**219**
1000 - 1015	0	28	6	1	0	0	0	0	0	0	0	0	0	**35**	
1015 - 1030	0	46	7	0	2	0	0	0	0	0	0	0	0	**55**	
1030 - 1045	0	37	10	1	4	0	0	1	0	0	0	0	0	**53**	
1045 - 1100	0	26	5	2	1	0	0	0	0	0	0	0	0	**34**	**177**
1100 - 1115	0	47	14	0	2	0	0	0	0	0	0	0	0	**63**	
1115 - 1130	0	38	11	1	2	0	0	0	0	0	0	0	0	**52**	
1130 - 1145	0	67	10	1	1	0	0	0	0	0	0	0	0	**79**	
1145 - 1200	0	69	9	0	0	0	0	1	0	0	0	0	0	**79**	**273**
1200 - 1215	0	58	6	1	1	0	0	0	0	0	0	0	0	**66**	
1215 - 1230	0	51	3	0	1	0	0	0	0	0	0	0	0	**55**	
1230 - 1245	0	57	5	0	0	0	0	0	0	0	0	0	0	**62**	
1245 - 1300	0	56	4	1	1	0	0	0	0	0	0	0	0	**62**	**245**
1300 - 1315	0	53	5	0	2	0	1	0	0	0	0	0	0	**61**	
1315 - 1330	0	46	3	2	1	0	0	1	0	0	0	0	0	**53**	
1330 - 1345	0	52	7	3	0	0	0	0	0	0	0	0	0	**62**	
1345 - 1400	0	66	7	1	1	0	0	0	0	0	0	0	0	**75**	**251**
1400 - 1415	0	79	6	7	0	0	0	0	0	0	0	0	0	**92**	
1415 - 1430	0	67	7	1	2	0	0	0	0	0	0	0	0	**77**	
1430 - 1445	0	67	3	0	1	0	0	0	0	0	0	0	0	**71**	
1445 - 1500	1	60	2	2	0	0	0	0	0	0	0	0	0	**65**	**305**
1500 - 1515	0	53	6	0	2	0	0	0	0	0	0	0	0	**61**	
1515 - 1530	0	71	3	2	1	0	0	0	0	0	0	0	0	**77**	
1530 - 1545	0	57	3	0	0	0	0	0	0	0	0	0	0	**60**	
1545 - 1600	0	66	10	0	0	0	0	0	0	0	0	0	0	**76**	**274**
1600 - 1615	0	62	6	1	1	0	0	0	0	0	0	0	0	**70**	
1615 - 1630	0	80	11	3	0	0	0	0	0	0	0	0	0	**94**	
1630 - 1645	0	66	8	1	1	0	0	0	0	0	0	0	0	**76**	
1645 - 1700	0	60	8	0	1	0	0	0	0	0	0	0	0	**69**	**309**
1700 - 1715	0	62	8	0	0	0	0	0	0	0	0	0	0	**70**	
1715 - 1730	1	74	6	0	0	0	0	0	0	0	0	0	0	**81**	
1730 - 1745	0	68	5	1	0	0	0	0	0	0	0	0	0	**74**	
1745 - 1800	0	75	4	1	0	0	0	0	0	0	0	0	0	**80**	**305**
1800 - 1815	0	85	9	0	1	0	0	0	0	0	0	0	0	**95**	
1815 - 1830	0	94	6	5	0	0	0	0	0	0	0	0	0	**105**	
1830 - 1845	1	74	6	0	0	0	0	0	0	0	0	0	0	**81**	
1845 - 1900	0	54	9	1	0	0	0	0	0	0	0	0	0	**64**	**345**
1900 - 1915	0	48	3	1	1	0	0	0	0	0	0	0	0	**53**	
1915 - 1930	0	55	6	2	0	0	0	0	0	0	0	0	0	**63**	
1930 - 1945	0	48	2	0	0	0	0	0	0	0	0	0	0	**50**	
1945 - 2000	0	43	4	0	0	0	0	0	0	0	0	0	0	**47**	**213**
2000 - 2015	0	15	3	0	0	0	0	0	0	0	0	0	0	**18**	
2015 - 2030	0	19	2	1	0	0	0	0	0	0	0	0	0	**22**	
2030 - 2045	0	17	1	0	0	0	0	0	0	0	0	0	0	**18**	
2045 - 2100	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**	**73**
2100 - 2115	0	18	2	1	0	0	0	0	0	0	0	0	0	**21**	
2115 - 2130	0	18	0	0	0	0	0	0	0	0	0	0	0	**18**	
2130 - 2145	0	15	1	1	0	0	0	0	0	0	0	0	0	**17**	
2145 - 2200	0	17	1	0	0	0	0	0	0	0	0	0	0	**18**	**74**
2200 - 2215	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**	
2215 - 2230	0	14	0	1	0	0	0	0	0	0	0	0	0	**15**	
2230 - 2245	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	
2245 - 2300	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	**48**
2300 - 2315	0	37	2	1	0	0	0	0	0	0	0	0	0	**40**	
2315 - 2330	0	36	1	0	0	0	0	0	0	0	0	0	0	**37**	
2330 - 2345	0	26	1	1	0	0	0	0	0	0	0	0	0	**28**	
2345 - 0000	0	26	1	0	0	0	0	0	0	0	0	0	0	**27**	**132**

Session Total	3	3704	399	75	45	0	1	4	0	0	0	0	0	**4231**
Session Average	0.03	38.58	4.16	0.78	0.47	0.00	0.01	0.04	0.00	0.00	0.00	0.00	0.00	**44.07**
Session Percentage	0.07	87.54	9.43	1.77	1.06	0.00	0.02	0.09	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0715 - 0815	0730 - 0830	0645 - 0745	0945 - 1045	-	-	0715 - 0815	-	-	-	-	-	**0715 - 0815**
AM Peak Volume	0	351	39	11	6	0	0	1	0	0	0	0	0	**398**

Noon Peak Hour	1400 - 1500	1345 - 1445	1100 - 1200	1315 - 1415	1015 - 1115	-	1215 - 1315	1000 - 1100	-	-	-	-	-	**1345 - 1445**
Noon Peak Volume	1	279	44	13	9	0	1	1	0	0	0	0	0	**315**

PM Peak Hour	1630 - 1730	1745 - 1845	1545 - 1645	1730 - 1830	1500 - 1600	-	-	-	-	-	-	-	-	**1745 - 1845**
PM Peak Volume	1	328	35	7	3	0	0	0	0	0	0	0	0	**361**

Bi-Directional Class Count || SB WB 15min

Dekalb County, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 7
2nd Ave,
north of Garden Cir

Date
Wednesday, March 9, 2022

Weather
Cloudy
54°F

Lat/Long
33.730883°, -84.309439°

Click here for Map

0000 - 2400 (24h Session) (03-09-2022)
SB WB 15min

	Southbound (Movement 7,2)													15min	60min
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	Total	Total
0000 - 0015	0	14	0	1	0	0	0	0	0	0	0	0	0	**15**	
0015 - 0030	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	
0030 - 0045	0	9	0	1	0	0	0	0	0	0	0	0	0	**10**	
0045 - 0100	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**34**
0100 - 0115	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	
0115 - 0130	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0130 - 0145	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0145 - 0200	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**10**
0200 - 0215	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0230 - 0245	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0245 - 0300	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**8**
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0315 - 0330	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
0330 - 0345	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**	
0345 - 0400	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**6**
0400 - 0415	0	2	0	1	0	0	0	0	0	0	0	0	0	**3**	
0415 - 0430	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0430 - 0445	0	3	0	0	1	0	0	0	0	0	0	0	0	**4**	
0445 - 0500	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**	**12**
0500 - 0515	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
0515 - 0530	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**	
0530 - 0545	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	
0545 - 0600	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**	**27**
0600 - 0615	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**	
0615 - 0630	0	9	2	1	0	0	0	0	0	0	0	0	0	**12**	
0630 - 0645	0	21	3	2	0	0	0	0	0	0	0	0	0	**26**	
0645 - 0700	0	19	3	2	0	0	0	0	0	0	0	0	0	**24**	**71**
0700 - 0715	0	31	4	2	0	0	0	0	0	0	0	0	0	**37**	
0715 - 0730	0	58	4	1	0	0	0	0	0	0	0	0	0	**63**	
0730 - 0745	0	45	10	0	0	0	0	0	0	0	0	0	0	**55**	
0745 - 0800	0	53	4	0	0	0	0	0	0	0	0	0	0	**57**	**212**
0800 - 0815	0	45	3	1	0	0	0	0	0	0	0	0	0	**49**	
0815 - 0830	0	44	3	1	1	0	0	0	0	0	0	0	0	**49**	
0830 - 0845	0	45	5	1	2	0	0	0	0	0	0	0	0	**53**	
0845 - 0900	0	40	2	0	0	0	0	0	0	0	0	0	0	**42**	**193**
0900 - 0915	0	26	3	0	2	0	0	0	0	0	0	0	0	**31**	
0915 - 0930	0	32	4	0	2	2	0	0	0	0	0	0	0	**40**	
0930 - 0945	0	31	7	0	0	0	0	0	0	0	0	0	0	**38**	
0945 - 1000	1	28	10	2	0	0	0	0	0	0	0	0	0	**41**	**150**
1000 - 1015	0	42	7	1	0	0	0	0	0	0	0	0	0	**50**	
1015 - 1030	0	27	8	0	1	0	0	0	0	0	0	0	0	**36**	
1030 - 1045	0	41	4	1	0	0	0	0	0	0	0	0	0	**46**	
1045 - 1100	0	33	4	0	0	0	0	0	0	0	0	0	0	**37**	**169**
1100 - 1115	1	45	2	0	3	0	0	0	0	0	0	0	0	**51**	
1115 - 1130	0	40	7	2	1	0	0	0	0	0	0	0	0	**50**	
1130 - 1145	0	43	13	0	2	0	0	1	0	0	0	0	0	**59**	
1145 - 1200	0	50	8	0	1	0	0	0	0	0	0	0	0	**59**	**219**
1200 - 1215	0	61	6	4	3	0	0	0	0	0	0	0	0	**74**	
1215 - 1230	0	69	5	0	1	0	0	0	0	0	0	0	0	**75**	
1230 - 1245	0	55	7	0	1	0	0	0	0	0	0	0	0	**63**	
1245 - 1300	0	46	13	2	2	0	0	0	0	0	0	0	0	**63**	**275**
1300 - 1315	0	60	5	0	1	0	0	0	0	0	0	0	0	**66**	
1315 - 1330	0	79	7	1	1	0	0	0	0	0	0	0	0	**88**	
1330 - 1345	0	76	5	1	2	0	0	1	0	0	0	0	0	**85**	
1345 - 1400	0	80	6	0	1	0	0	0	0	0	0	0	0	**87**	**326**
1400 - 1415	1	95	2	4	0	0	0	0	0	0	0	0	0	**102**	
1415 - 1430	0	58	5	2	1	0	0	0	0	0	0	0	0	**66**	
1430 - 1445	1	71	9	1	1	0	0	0	0	0	0	0	0	**83**	
1445 - 1500	0	73	6	0	0	0	0	0	0	0	0	0	0	**79**	**330**
1500 - 1515	0	79	4	0	2	0	0	0	0	0	0	0	0	**85**	
1515 - 1530	0	81	12	3	0	0	0	1	0	0	0	0	0	**97**	
1530 - 1545	0	76	6	2	0	0	0	0	0	0	0	0	0	**84**	
1545 - 1600	0	84	8	2	2	0	0	0	0	0	0	0	0	**96**	**362**
1600 - 1615	0	96	7	1	1	0	0	0	0	0	0	0	0	**105**	
1615 - 1630	0	90	15	2	0	0	0	0	0	0	0	0	0	**107**	
1630 - 1645	0	81	18	1	1	0	0	0	0	0	0	0	0	**101**	
1645 - 1700	0	95	8	0	3	0	0	0	0	0	0	0	0	**106**	**419**
1700 - 1715	0	86	11	2	0	0	0	0	0	0	0	0	0	**99**	
1715 - 1730	0	111	11	2	0	0	0	0	0	0	0	0	0	**124**	
1730 - 1745	1	93	10	0	1	0	0	0	0	0	0	0	0	**105**	
1745 - 1800	0	102	3	0	0	0	0	0	0	0	0	0	0	**105**	**433**
1800 - 1815	0	81	5	1	1	0	0	1	0	0	0	0	0	**89**	
1815 - 1830	0	85	8	0	0	0	0	0	0	0	0	0	0	**93**	
1830 - 1845	0	84	2	2	0	0	0	0	0	0	0	0	0	**88**	
1845 - 1900	0	99	5	0	1	0	0	0	0	0	0	0	0	**105**	**375**
1900 - 1915	0	80	4	0	0	0	0	0	0	0	0	0	0	**84**	
1915 - 1930	0	66	3	1	0	0	0	0	0	0	0	0	0	**70**	
1930 - 1945	0	54	3	0	0	0	0	0	0	0	0	0	0	**57**	
1945 - 2000	0	63	4	1	0	0	0	0	0	0	0	0	0	**68**	**279**
2000 - 2015	0	54	4	0	0	0	0	1	0	0	0	0	0	**59**	
2015 - 2030	0	25	1	0	0	0	0	0	0	0	0	0	0	**26**	
2030 - 2045	0	29	5	1	1	0	0	0	0	0	0	0	0	**36**	
2045 - 2100	0	35	1	0	0	0	0	0	0	0	0	0	0	**36**	**157**
2100 - 2115	0	20	5	0	0	0	0	0	0	0	0	0	0	**25**	
2115 - 2130	0	34	6	1	0	0	0	0	0	0	0	0	0	**41**	
2130 - 2145	0	27	4	0	0	0	0	0	0	0	0	0	0	**31**	
2145 - 2200	0	34	5	0	0	0	0	0	0	0	0	0	0	**39**	**136**
2200 - 2215	0	19	1	1	0	0	0	0	0	0	0	0	0	**21**	
2215 - 2230	0	19	1	0	0	0	0	0	0	0	0	0	0	**20**	
2230 - 2245	0	22	4	1	0	0	0	0	0	0	0	0	0	**27**	
2245 - 2300	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**	**84**
2300 - 2315	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	
2315 - 2330	0	18	0	1	0	0	0	0	0	0	0	0	0	**19**	
2330 - 2345	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**	
2345 - 0000	0	5	1	1	1	0	0	0	0	0	0	0	0	**8**	**45**

Session Total	5	3820	394	61	45	2	0	5	0	0	0	0	0	**4332**
Session Average	0.05	39.79	4.10	0.64	0.47	0.02	0.00	0.05	0.00	0.00	0.00	0.00	0.00	**45.13**
Session Percentage	0.12	88.18	9.10	1.41	1.04	0.05	0.00	0.12	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	0900 - 1000	0715 - 0815	0930 - 1030	0615 - 0715	0830 - 0930	0830 - 0930	-	-	-	-	-	-	-	**0715 - 0815**
AM Peak Volume	1	201	32	7	6	2	0	0	0	0	0	0	0	**224**

Noon Peak Hour	1345 - 1445	1315 - 1415	1115 - 1215	1330 - 1430	1100 - 1200	-	-	1045 - 1145	-	-	-	-	-	**1315 - 1415**
Noon Peak Volume	2	330	34	7	7	0	0	1	0	0	0	0	0	**362**

PM Peak Hour	1645 - 1745	1700 - 1800	1615 - 1715	1515 - 1615	1600 - 1700	-	-	1500 - 1600	-	-	-	-	-	**1645 - 1745**
PM Peak Volume	1	392	52	8	5	0	0	1	0	0	0	0	0	**434**

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

Dekalb County, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 7
2nd Ave,
north of Garden Cir

Date
Wednesday, March 9, 2022

Lat/Long
33.730883°, -84.309439°

Weather
Cloudy
54°F

0000 - 2400 (24h Session) (03-09-2022)
Bi-Directional 15min

	Bi-Directional 15min													15min	60min
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	Total	Total
0000 - 0015	0	21	2	1	0	0	0	0	0	0	0	0	0	**24**	
0015 - 0030	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	
0030 - 0045	0	19	0	1	0	0	0	0	0	0	0	0	0	**20**	
0045 - 0100	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**	**63**
0100 - 0115	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	
0115 - 0130	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0130 - 0145	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
0145 - 0200	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	**19**
0200 - 0215	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
0215 - 0230	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0230 - 0245	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0245 - 0300	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**11**
0300 - 0315	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	
0315 - 0330	0	5	0	0	1	0	0	0	0	0	0	0	0	**6**	
0330 - 0345	0	3	0	0	1	0	0	0	0	0	0	0	0	**4**	
0345 - 0400	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**14**
0400 - 0415	0	8	0	1	0	0	0	0	0	0	0	0	0	**9**	
0415 - 0430	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	
0430 - 0445	0	8	1	1	1	0	0	0	0	0	0	0	0	**11**	
0445 - 0500	0	5	3	0	0	0	0	0	0	0	0	0	0	**8**	**34**
0500 - 0515	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**	
0515 - 0530	0	18	4	0	0	0	0	0	0	0	0	0	0	**22**	
0530 - 0545	0	17	4	0	0	0	0	0	0	0	0	0	0	**21**	
0545 - 0600	0	24	3	1	1	0	0	0	0	0	0	0	0	**29**	**83**
0600 - 0615	0	23	5	2	0	0	0	0	0	0	0	0	0	**30**	
0615 - 0630	0	39	6	2	0	0	0	0	0	0	0	0	0	**47**	
0630 - 0645	0	50	6	3	0	0	0	0	0	0	0	0	0	**59**	
0645 - 0700	0	60	5	4	1	0	0	0	0	0	0	0	0	**70**	**206**
0700 - 0715	0	90	12	5	1	0	0	0	0	0	0	0	0	**108**	
0715 - 0730	0	142	8	5	0	0	0	0	0	0	0	0	0	**155**	
0730 - 0745	0	133	20	2	1	0	0	0	0	0	0	0	0	**156**	
0745 - 0800	0	152	14	1	2	0	0	0	0	0	0	0	0	**169**	**588**
0800 - 0815	0	125	13	2	1	0	0	1	0	0	0	0	0	**142**	
0815 - 0830	0	116	12	2	1	0	0	0	0	0	0	0	0	**131**	
0830 - 0845	0	125	12	2	4	0	0	0	0	0	0	0	0	**143**	
0845 - 0900	0	116	10	1	0	0	0	0	0	0	0	0	0	**127**	**543**
0900 - 0915	0	84	10	0	3	0	0	0	0	0	0	0	0	**97**	
0915 - 0930	0	74	14	1	4	2	0	0	0	0	0	0	0	**95**	
0930 - 0945	0	70	16	2	2	0	0	0	0	0	0	0	0	**90**	
0945 - 1000	1	62	20	4	0	0	0	0	0	0	0	0	0	**87**	**369**
1000 - 1015	0	70	13	2	0	0	0	0	0	0	0	0	0	**85**	
1015 - 1030	0	73	15	0	3	0	0	0	0	0	0	0	0	**91**	
1030 - 1045	0	78	14	2	4	0	0	1	0	0	0	0	0	**99**	
1045 - 1100	0	59	9	2	1	0	0	0	0	0	0	0	0	**71**	**346**
1100 - 1115	1	92	16	0	5	0	0	0	0	0	0	0	0	**114**	
1115 - 1130	0	78	18	3	3	0	0	0	0	0	0	0	0	**102**	
1130 - 1145	0	110	23	1	3	0	0	1	0	0	0	0	0	**138**	
1145 - 1200	0	119	17	0	1	0	0	1	0	0	0	0	0	**138**	**492**
1200 - 1215	0	119	12	5	4	0	0	0	0	0	0	0	0	**140**	
1215 - 1230	0	120	8	0	2	0	0	0	0	0	0	0	0	**130**	
1230 - 1245	0	112	12	0	1	0	0	0	0	0	0	0	0	**125**	
1245 - 1300	0	102	17	3	3	0	0	0	0	0	0	0	0	**125**	**520**
1300 - 1315	0	113	10	0	3	0	1	0	0	0	0	0	0	**127**	
1315 - 1330	0	125	10	3	2	0	0	1	0	0	0	0	0	**141**	
1330 - 1345	0	128	12	4	2	0	0	1	0	0	0	0	0	**147**	
1345 - 1400	0	146	13	1	2	0	0	0	0	0	0	0	0	**162**	**577**
1400 - 1415	1	174	8	11	0	0	0	0	0	0	0	0	0	**194**	
1415 - 1430	0	125	12	3	3	0	0	0	0	0	0	0	0	**143**	
1430 - 1445	1	138	12	1	2	0	0	0	0	0	0	0	0	**154**	
1445 - 1500	1	133	8	2	0	0	0	0	0	0	0	0	0	**144**	**635**
1500 - 1515	0	132	10	0	4	0	0	0	0	0	0	0	0	**146**	
1515 - 1530	0	152	15	5	1	0	0	1	0	0	0	0	0	**174**	
1530 - 1545	0	133	9	2	0	0	0	0	0	0	0	0	0	**144**	
1545 - 1600	0	150	18	2	2	0	0	0	0	0	0	0	0	**172**	**636**
1600 - 1615	0	158	13	2	2	0	0	0	0	0	0	0	0	**175**	
1615 - 1630	0	170	26	5	0	0	0	0	0	0	0	0	0	**201**	
1630 - 1645	0	147	26	2	2	0	0	0	0	0	0	0	0	**177**	
1645 - 1700	0	155	16	0	4	0	0	0	0	0	0	0	0	**175**	**728**
1700 - 1715	0	148	19	2	0	0	0	0	0	0	0	0	0	**169**	
1715 - 1730	1	185	17	2	0	0	0	0	0	0	0	0	0	**205**	
1730 - 1745	1	161	15	1	1	0	0	0	0	0	0	0	0	**179**	
1745 - 1800	0	177	7	1	0	0	0	0	0	0	0	0	0	**185**	**738**
1800 - 1815	0	166	14	1	2	0	0	1	0	0	0	0	0	**184**	
1815 - 1830	0	179	14	5	0	0	0	0	0	0	0	0	0	**198**	
1830 - 1845	1	158	8	2	0	0	0	0	0	0	0	0	0	**169**	
1845 - 1900	0	153	14	1	1	0	0	0	0	0	0	0	0	**169**	**720**
1900 - 1915	0	128	7	1	1	0	0	0	0	0	0	0	0	**137**	
1915 - 1930	0	121	9	3	0	0	0	0	0	0	0	0	0	**133**	
1930 - 1945	0	102	5	0	0	0	0	0	0	0	0	0	0	**107**	
1945 - 2000	0	106	8	1	0	0	0	0	0	0	0	0	0	**115**	**492**
2000 - 2015	0	69	7	0	0	0	0	1	0	0	0	0	0	**77**	
2015 - 2030	0	44	3	1	0	0	0	0	0	0	0	0	0	**48**	
2030 - 2045	0	46	6	1	1	0	0	0	0	0	0	0	0	**54**	
2045 - 2100	0	49	2	0	0	0	0	0	0	0	0	0	0	**51**	**230**
2100 - 2115	0	38	7	1	0	0	0	0	0	0	0	0	0	**46**	
2115 - 2130	0	52	6	1	0	0	0	0	0	0	0	0	0	**59**	
2130 - 2145	0	42	5	1	0	0	0	0	0	0	0	0	0	**48**	
2145 - 2200	0	51	6	0	0	0	0	0	0	0	0	0	0	**57**	**210**
2200 - 2215	0	31	2	1	0	0	0	0	0	0	0	0	0	**34**	
2215 - 2230	0	33	1	1	0	0	0	0	0	0	0	0	0	**35**	
2230 - 2245	0	32	4	1	0	0	0	0	0	0	0	0	0	**37**	
2245 - 2300	0	25	1	0	0	0	0	0	0	0	0	0	0	**26**	**132**
2300 - 2315	0	43	3	1	0	0	0	0	0	0	0	0	0	**47**	
2315 - 2330	0	54	1	1	0	0	0	0	0	0	0	0	0	**56**	
2330 - 2345	0	35	3	1	0	0	0	0	0	0	0	0	0	**39**	
2345 - 0000	0	31	2	1	1	0	0	0	0	0	0	0	0	**35**	**177**

Session Total	8	7524	793	136	90	2	1	9	0	0	0	0	0	**8563**
Session Average	0.08	78.38	8.26	1.42	0.94	0.02	0.01	0.09	0.00	0.00	0.00	0.00	0.00	**89.20**
Session Percentage	0.09	87.87	9.26	1.59	1.05	0.02	0.01	0.11	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	0900 - 1000	0715 - 0815	0930 - 1030	0630 - 0730	0830 - 0930	0830 - 0930	-	0715 - 0815	-	-	-	-	-	**0715 - 0815**
AM Peak Volume	1	552	64	17	11	2	0	1	0	0	0	0	0	**622**

Noon Peak Hour	1400 - 1500	1345 - 1445	1100 - 1200	1315 - 1415	1015 - 1115	-	1215 - 1315	1100 - 1200	-	-	-	-	-	**1345 - 1445**
Noon Peak Volume	3	583	74	19	13	0	1	2	0	0	0	0	0	**653**

PM Peak Hour	1645 - 1745	1715 - 1815	1615 - 1715	1515 - 1615	1600 - 1700	-	-	1500 - 1600	-	-	-	-	-	**1715 - 1815**
PM Peak Volume	2	689	87	11	8	0	0	1	0	0	0	0	0	**753**

Bi-Directional Class Count || Volume Summary 15min

Dekalb County, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 7
2nd Ave,
north of Garden Cir

Date
Wednesday, March 9, 2022

Lat/Long
33.730883°, -84.309439°

Weather
Cloudy
54°F

0000 - 2400 (24h Session) (03-09-2022)
Volume Summary 15min

	Volume Summary 15min		15min	60min
TIME	NB	SB	Total	Total
0000 - 0015	9	15	**24**	
0015 - 0030	3	5	**8**	
0030 - 0045	10	10	**20**	
0045 - 0100	7	4	**11**	**63**
0100 - 0115	4	3	**7**	
0115 - 0130	1	1	**2**	
0130 - 0145	1	2	**3**	
0145 - 0200	3	4	**7**	**19**
0200 - 0215	1	3	**4**	
0215 - 0230	1	1	**2**	
0230 - 0245	1	1	**2**	
0245 - 0300	0	3	**3**	**11**
0300 - 0315	2	0	**2**	
0315 - 0330	3	3	**6**	
0330 - 0345	2	2	**4**	
0345 - 0400	1	1	**2**	**14**
0400 - 0415	6	3	**9**	
0415 - 0430	4	2	**6**	
0430 - 0445	7	4	**11**	
0445 - 0500	5	3	**8**	**34**
0500 - 0515	8	3	**11**	
0515 - 0530	16	6	**22**	
0530 - 0545	16	5	**21**	
0545 - 0600	16	13	**29**	**83**
0600 - 0615	21	9	**30**	
0615 - 0630	35	12	**47**	
0630 - 0645	33	26	**59**	
0645 - 0700	46	24	**70**	**206**
0700 - 0715	71	37	**108**	
0715 - 0730	92	63	**155**	
0730 - 0745	101	55	**156**	
0745 - 0800	112	57	**169**	**588**
0800 - 0815	93	49	**142**	
0815 - 0830	82	49	**131**	
0830 - 0845	90	53	**143**	
0845 - 0900	85	42	**127**	**543**
0900 - 0915	66	31	**97**	
0915 - 0930	55	40	**95**	
0930 - 0945	52	38	**90**	
0945 - 1000	46	41	**87**	**369**
1000 - 1015	35	50	**85**	
1015 - 1030	55	36	**91**	
1030 - 1045	53	46	**99**	
1045 - 1100	34	37	**71**	**346**
1100 - 1115	63	51	**114**	
1115 - 1130	52	50	**102**	
1130 - 1145	79	59	**138**	
1145 - 1200	79	59	**138**	**492**

	Volume Summary 15min		15min	60min
Time	NB	SB	Total	Total
1200 - 1215	66	74	**140**	
1215 - 1230	55	75	**130**	
1230 - 1245	62	63	**125**	
1245 - 1300	62	63	**125**	**520**
1300 - 1315	61	66	**127**	
1315 - 1330	53	88	**141**	
1330 - 1345	62	85	**147**	
1345 - 1400	75	87	**162**	**577**
1400 - 1415	92	102	**194**	
1415 - 1430	77	66	**143**	
1430 - 1445	71	83	**154**	
1445 - 1500	65	79	**144**	**635**
1500 - 1515	61	85	**146**	
1515 - 1530	77	97	**174**	
1530 - 1545	60	84	**144**	
1545 - 1600	76	96	**172**	**636**
1600 - 1615	70	105	**175**	
1615 - 1630	94	107	**201**	
1630 - 1645	76	101	**177**	
1645 - 1700	69	106	**175**	**728**
1700 - 1715	70	99	**169**	
1715 - 1730	81	124	**205**	
1730 - 1745	74	105	**179**	
1745 - 1800	80	105	**185**	**738**
1800 - 1815	95	89	**184**	
1815 - 1830	105	93	**198**	
1830 - 1845	81	88	**169**	
1845 - 1900	64	105	**169**	**720**
1900 - 1915	53	84	**137**	
1915 - 1930	63	70	**133**	
1930 - 1945	50	57	**107**	
1945 - 2000	47	68	**115**	**492**
2000 - 2015	18	59	**77**	
2015 - 2030	22	26	**48**	
2030 - 2045	18	36	**54**	
2045 - 2100	15	36	**51**	**230**
2100 - 2115	21	25	**46**	
2115 - 2130	18	41	**59**	
2130 - 2145	17	31	**48**	
2145 - 2200	18	39	**57**	**210**
2200 - 2215	13	21	**34**	
2215 - 2230	15	20	**35**	
2230 - 2245	10	27	**37**	
2245 - 2300	10	16	**26**	**132**
2300 - 2315	40	7	**47**	
2315 - 2330	37	19	**56**	
2330 - 2345	28	11	**39**	
2345 - 0000	27	8	**35**	**177**

Session Total	4231	4332	**8563**
Session Average	44.07	45.13	**89.20**
Session Percentage	49.41	50.59	

Bi-Directional Class Count || NB EB 60min

Dekalb County, GA

Marr Traffic DATA COLLECTION
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Site 7
2nd Ave,
north of Garden Cir

Date
Wednesday, March 9, 2022

Lat/Long
33.730883°, -84.309439°

Weather
Cloudy
54°F

0000 - 2400 (24h Session) (03-09-2022)
NB EB 60min

	Northbound (Movement 7.1)													
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	**Total**
0000 - 0100	0	26	3	0	0	0	0	0	0	0	0	0	0	**29**
0100 - 0200	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
0200 - 0300	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
0300 - 0400	0	6	1	0	1	0	0	0	0	0	0	0	0	**8**
0400 - 0500	0	19	2	1	0	0	0	0	0	0	0	0	0	**22**
0500 - 0600	0	46	8	1	1	0	0	0	0	0	0	0	0	**56**
0600 - 0700	0	116	12	6	1	0	0	0	0	0	0	0	0	**135**
0700 - 0800	0	330	32	10	4	0	0	0	0	0	0	0	0	**376**
0800 - 0900	0	308	34	4	3	0	0	1	0	0	0	0	0	**350**
0900 - 1000	0	173	36	5	5	0	0	0	0	0	0	0	0	**219**
1000 - 1100	0	137	28	4	7	0	0	1	0	0	0	0	0	**177**
1100 - 1200	0	221	44	2	5	0	0	1	0	0	0	0	0	**273**
1200 - 1300	0	222	18	2	3	0	0	0	0	0	0	0	0	**245**
1300 - 1400	0	217	22	6	4	0	1	1	0	0	0	0	0	**251**
1400 - 1500	1	273	18	10	3	0	0	0	0	0	0	0	0	**305**
1500 - 1600	0	247	22	2	3	0	0	0	0	0	0	0	0	**274**
1600 - 1700	0	268	33	5	3	0	0	0	0	0	0	0	0	**309**
1700 - 1800	1	279	23	2	0	0	0	0	0	0	0	0	0	**305**
1800 - 1900	1	307	30	6	1	0	0	0	0	0	0	0	0	**345**
1900 - 2000	0	194	15	3	1	0	0	0	0	0	0	0	0	**213**
2000 - 2100	0	65	7	1	0	0	0	0	0	0	0	0	0	**73**
2100 - 2200	0	68	4	2	0	0	0	0	0	0	0	0	0	**74**
2200 - 2300	0	46	1	1	0	0	0	0	0	0	0	0	0	**48**
2300 - 2400	0	125	5	2	0	0	0	0	0	0	0	0	0	**132**

Session Total	3	3704	399	75	45	0	1	4	0	0	0	0	0	**4231**
Session Average	0.13	154.33	16.63	3.13	1.88	0.00	0.04	0.17	0.00	0.00	0.00	0.00	0.00	**176.29**
Session Percentage	0.07	87.54	9.43	1.77	1.06	0.00	0.02	0.09	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0700 - 0800	0900 - 1000	0700 - 0800	0900 - 1000	-	-	0800 - 0900	-	-	-	-	-	**0700 - 0800**
AM Peak Volume	0	330	36	10	5	0	0	1	0	0	0	0	0	**376**

Noon Peak Hour	1400 - 1500	1400 - 1500	1100 - 1200	1400 - 1500	1000 - 1100	-	1300 - 1400	1000 - 1100	-	-	-	-	-	**1400 - 1500**
Noon Peak Volume	1	273	44	10	7	0	1	1	0	0	0	0	0	**305**

PM Peak Hour	1700 - 1800	1800 - 1900	1600 - 1700	1800 - 1900	1500 - 1600	-	-	-	-	-	-	-	-	**1800 - 1900**
PM Peak Volume	1	307	33	6	3	0	0	0	0	0	0	0	0	**345**

Bi-Directional Class Count || SB WB 60min

Dekalb County, GA

Marr Traffic DATA COLLECTION
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Lat/Long
33.730883°, -84.309439°

Weather
Cloudy
54°F

0000 - 2400 (24h Session) (03-09-2022)
SB WB 60min

	Southbound (Movement 7.2)													
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	**Total**
0000 - 0100	0	32	0	2	0	0	0	0	0	0	0	0	0	**34**
0100 - 0200	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
0200 - 0300	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
0300 - 0400	0	5	0	0	1	0	0	0	0	0	0	0	0	**6**
0400 - 0500	0	8	2	1	1	0	0	0	0	0	0	0	0	**12**
0500 - 0600	0	23	4	0	0	0	0	0	0	0	0	0	0	**27**
0600 - 0700	0	56	10	5	0	0	0	0	0	0	0	0	0	**71**
0700 - 0800	0	187	22	3	0	0	0	0	0	0	0	0	0	**212**
0800 - 0900	0	174	13	3	3	0	0	0	0	0	0	0	0	**193**
0900 - 1000	1	117	24	2	4	2	0	0	0	0	0	0	0	**150**
1000 - 1100	0	143	23	2	1	0	0	0	0	0	0	0	0	**169**
1100 - 1200	1	178	30	2	7	0	0	1	0	0	0	0	0	**219**
1200 - 1300	0	231	31	6	7	0	0	0	0	0	0	0	0	**275**
1300 - 1400	0	295	23	2	5	0	0	1	0	0	0	0	0	**326**
1400 - 1500	2	297	22	7	2	0	0	0	0	0	0	0	0	**330**
1500 - 1600	0	320	30	7	4	0	0	1	0	0	0	0	0	**362**
1600 - 1700	0	362	48	4	5	0	0	0	0	0	0	0	0	**419**
1700 - 1800	1	392	35	4	1	0	0	0	0	0	0	0	0	**433**
1800 - 1900	0	349	20	3	2	0	0	1	0	0	0	0	0	**375**
1900 - 2000	0	263	14	2	0	0	0	0	0	0	0	0	0	**279**
2000 - 2100	0	143	11	1	1	0	0	1	0	0	0	0	0	**157**
2100 - 2200	0	115	20	1	0	0	0	0	0	0	0	0	0	**136**
2200 - 2300	0	75	7	2	0	0	0	0	0	0	0	0	0	**84**
2300 - 2400	0	38	4	2	1	0	0	0	0	0	0	0	0	**45**

Session Total	5	3820	394	61	45	2	0	5	0	0	0	0	0	**4332**
Session Average	0.21	159.17	16.42	2.54	1.88	0.08	0.00	0.21	0.00	0.00	0.00	0.00	0.00	**180.50**
Session Percentage	0.12	88.18	9.10	1.41	1.04	0.05	0.00	0.12	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	0900 - 1000	0700 - 0800	0900 - 1000	0600 - 0700	0900 - 1000	0900 - 1000	-	-	-	-	-	-	-	**0700 - 0800**
AM Peak Volume	1	187	24	5	4	2	0	0	0	0	0	0	0	**212**

Noon Peak Hour	1400 - 1500	1400 - 1500	1200 - 1300	1400 - 1500	1100 - 1200	-	-	1100 - 1200	-	-	-	-	-	**1400 - 1500**
Noon Peak Volume	2	297	31	7	7	0	0	1	0	0	0	0	0	**330**

PM Peak Hour	1700 - 1800	1700 - 1800	1600 - 1700	1500 - 1600	1600 - 1700	-	-	1500 - 1600	-	-	-	-	-	**1700 - 1800**
PM Peak Volume	1	392	48	7	5	0	0	1	0	0	0	0	0	**433**

Bi-Directional Class Count || Bi-Directional 60min

Dekalb County, GA

Marr Traffic DATA COLLECTION
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Lat/Long
33.730883°, -84.309439°

Weather
Cloudy
54°F

0000 - 2400 (24h Session) (03-09-2022)
Bi-Directional 60min

	Bi-Directional 60min													
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	**Total**
0000 - 0100	0	58	3	2	0	0	0	0	0	0	0	0	0	**63**
0100 - 0200	0	17	2	0	0	0	0	0	0	0	0	0	0	**19**
0200 - 0300	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
0300 - 0400	0	11	1	0	2	0	0	0	0	0	0	0	0	**14**
0400 - 0500	0	27	4	2	1	0	0	0	0	0	0	0	0	**34**
0500 - 0600	0	69	12	1	1	0	0	0	0	0	0	0	0	**83**
0600 - 0700	0	172	22	11	1	0	0	0	0	0	0	0	0	**206**
0700 - 0800	0	517	54	13	4	0	0	0	0	0	0	0	0	**588**
0800 - 0900	0	482	47	7	6	0	0	1	0	0	0	0	0	**543**
0900 - 1000	1	290	60	7	9	2	0	0	0	0	0	0	0	**369**
1000 - 1100	0	280	51	6	8	0	0	1	0	0	0	0	0	**346**
1100 - 1200	1	399	74	4	12	0	0	2	0	0	0	0	0	**492**
1200 - 1300	0	453	49	8	10	0	0	0	0	0	0	0	0	**520**
1300 - 1400	0	512	45	8	9	0	1	2	0	0	0	0	0	**577**
1400 - 1500	3	570	40	17	5	0	0	0	0	0	0	0	0	**635**
1500 - 1600	0	567	52	9	7	0	0	1	0	0	0	0	0	**636**
1600 - 1700	0	630	81	9	8	0	0	0	0	0	0	0	0	**728**
1700 - 1800	2	671	58	6	1	0	0	0	0	0	0	0	0	**738**
1800 - 1900	1	656	50	9	3	0	0	1	0	0	0	0	0	**720**
1900 - 2000	0	457	29	5	1	0	0	0	0	0	0	0	0	**492**
2000 - 2100	0	208	18	2	1	0	0	1	0	0	0	0	0	**230**
2100 - 2200	0	183	24	3	0	0	0	0	0	0	0	0	0	**210**
2200 - 2300	0	121	8	3	0	0	0	0	0	0	0	0	0	**132**
2300 - 2400	0	163	9	4	1	0	0	0	0	0	0	0	0	**177**

Session Total	8	7524	793	136	90	2	1	9	0	0	0	0	0	**8563**
Session Average	0.33	313.50	33.04	5.67	3.75	0.08	0.04	0.38	0.00	0.00	0.00	0.00	0.00	**356.79**
Session Percentage	0.09	87.87	9.26	1.59	1.05	0.02	0.01	0.11	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	0900 - 1000	0700 - 0800	0900 - 1000	0700 - 0800	0900 - 1000	0900 - 1000	-	0800 - 0900	-	-	-	-	-	**0700 - 0800**
AM Peak Volume	1	517	60	13	9	2	0	1	0	0	0	0	0	**588**

Noon Peak Hour	1400 - 1500	1400 - 1500	1100 - 1200	1400 - 1500	1100 - 1200	-	1300 - 1400	1100 - 1200	-	-	-	-	-	**1400 - 1500**
Noon Peak Volume	3	570	74	17	12	0	1	2	0	0	0	0	0	**635**

PM Peak Hour	1700 - 1800	1700 - 1800	1600 - 1700	1500 - 1600	1600 - 1700	-	-	1500 - 1600	-	-	-	-	-	**1700 - 1800**
PM Peak Volume	2	671	81	9	8	0	0	1	0	0	0	0	0	**738**

Bi-Directional Class Count || Volume Summary 60min

Dekalb County, GA

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Site 7
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Lat/Long
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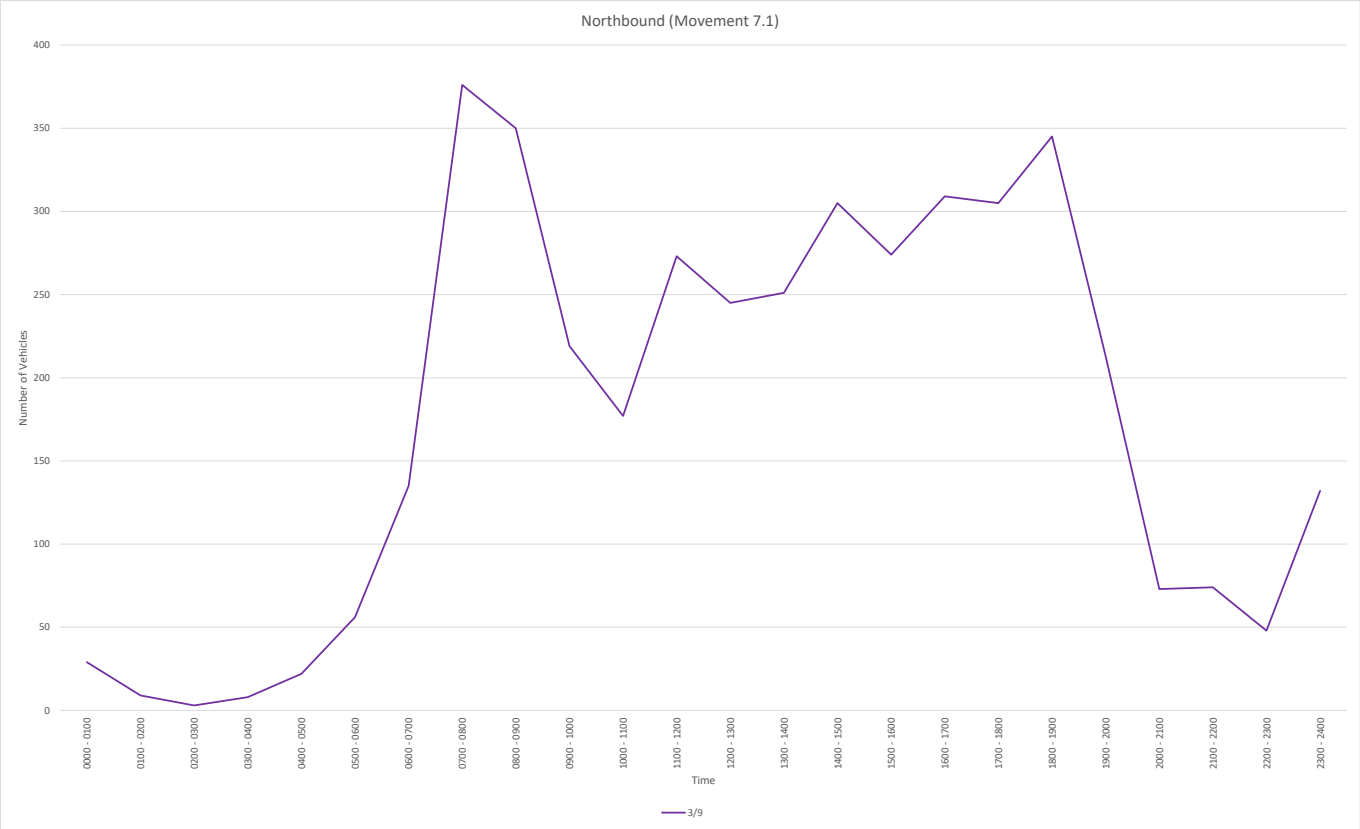
Weather
Cloudy
54°F

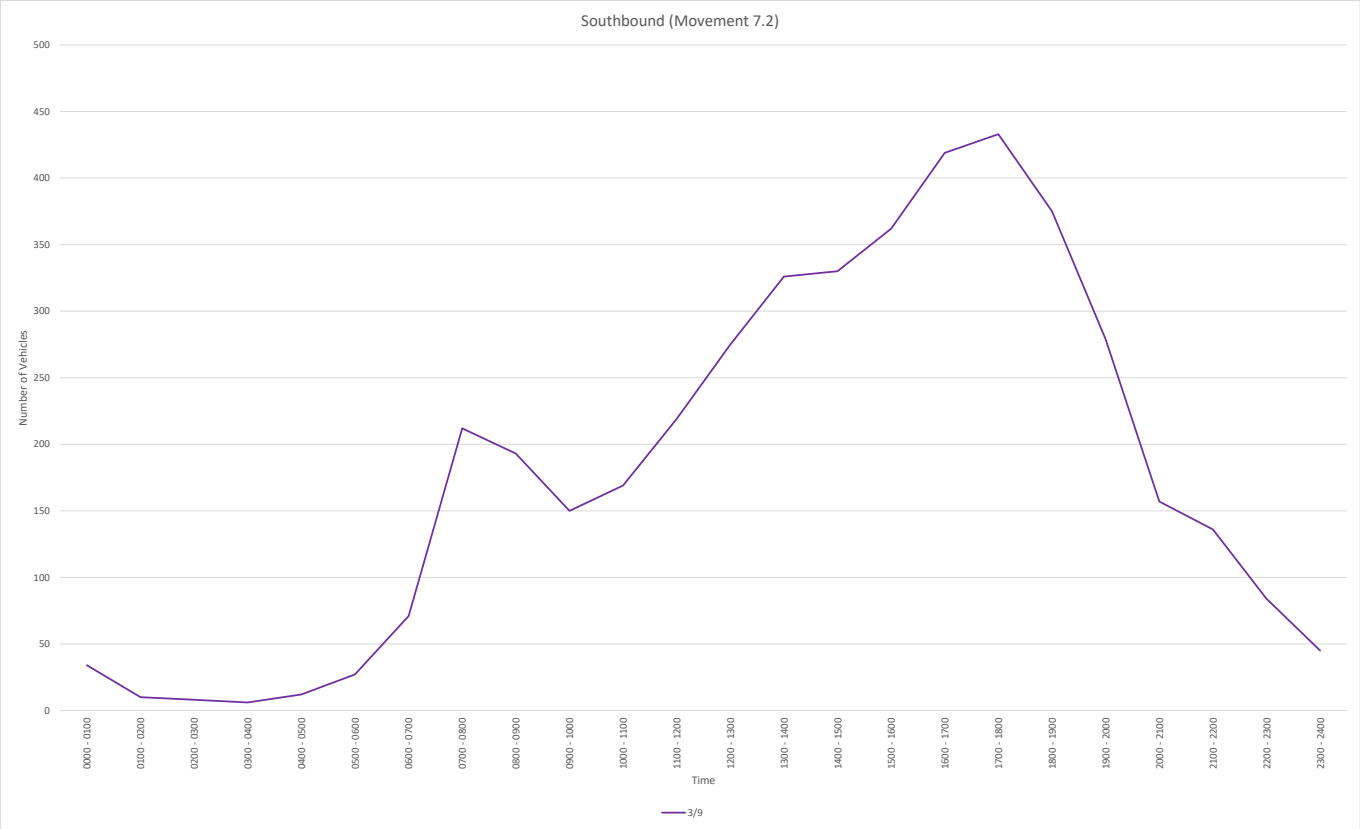
0000 - 2400 (24h Session) (03-09-2022)
Volume Summary 60min

	Volume Summary 60min		
TIME	NB	SB	**Total**
0000 - 0100	29	34	**63**
0100 - 0200	9	10	**19**
0200 - 0300	3	8	**11**
0300 - 0400	8	6	**14**
0400 - 0500	22	12	**34**
0500 - 0600	56	27	**83**
0600 - 0700	135	71	**206**
0700 - 0800	376	212	**588**
0800 - 0900	350	193	**543**
0900 - 1000	219	150	**369**
1000 - 1100	177	169	**346**
1100 - 1200	273	219	**492**

	Volume Summary 60min		
Time	NB	SB	**Total**
1200 - 1300	245	275	**520**
1300 - 1400	251	326	**577**
1400 - 1500	305	330	**635**
1500 - 1600	274	362	**636**
1600 - 1700	309	419	**728**
1700 - 1800	305	433	**738**
1800 - 1900	345	375	**720**
1900 - 2000	213	279	**492**
2000 - 2100	73	157	**230**
2100 - 2200	74	136	**210**
2200 - 2300	48	84	**132**
2300 - 2400	132	45	**177**

Session Total	4231	4332	**8563**
Session Average	176.29	180.50	**356.79**
Session Percentage	49.41	50.59	


Northbound (Movement 7.1)
Number of Vehicles
400
350
300
250
200
150
100
50
0
0000 - 0100
0100 - 0200
0200 - 0300
0300 - 0400
0400 - 0500
0500 - 0600
0600 - 0700
0700 - 0800
0800 - 0900
0900 - 1000
1000 - 1100
1100 - 1200
1200 - 1300
1300 - 1400
1400 - 1500
1500 - 1600
1600 - 1700
1700 - 1800
1800 - 1900
1900 - 2000
2000 - 2100
2100 - 2200
2200 - 2300
2300 - 2400
Time
3/9


Southbound (Movement 7.2)
Number of Vehicles
500
450
400
350
300
250
200
150
100
50
0
0000 - 0100
0100 - 0200
0200 - 0300
0300 - 0400
0400 - 0500
0500 - 0600
0600 - 0700
0700 - 0800
0800 - 0900
0900 - 1000
1000 - 1100
1100 - 1200
1200 - 1300
1300 - 1400
1400 - 1500
1500 - 1600
1600 - 1700
1700 - 1800
1800 - 1900
1900 - 2000
2000 - 2100
2100 - 2200
2200 - 2300
2300 - 2400
Time
3/9

NB
File Name:
Start Date: 3/9/2022
Start Time: 0
Site Code: 7
Station ID: 1
Location 1: 2nd Ave, north of Garden Cir
Location 2:

Date	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
3/9/2022	12:00 AM	0	7	2	0	0	0	0	0	0	0	0	0	0
3/9/2022	12:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0
3/9/2022	12:30 AM	0	10	0	0	0	0	0	0	0	0	0	0	0
3/9/2022	12:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
3/9/2022	1:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
3/9/2022	1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/9/2022	1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/9/2022	1:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0
3/9/2022	2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/9/2022	2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/9/2022	2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/9/2022	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/9/2022	3:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
3/9/2022	3:15 AM	0	2	0	0	1	0	0	0	0	0	0	0	0
3/9/2022	3:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/9/2022	3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/9/2022	4:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
3/9/2022	4:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
3/9/2022	4:30 AM	0	5	1	1	0	0	0	0	0	0	0	0	0
3/9/2022	4:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0
3/9/2022	5:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0
3/9/2022	5:15 AM	0	14	2	0	0	0	0	0	0	0	0	0	0
3/9/2022	5:30 AM	0	13	3	0	0	0	0	0	0	0	0	0	0
3/9/2022	5:45 AM	0	12	2	1	1	0	0	0	0	0	0	0	0
3/9/2022	6:00 AM	0	16	3	2	0	0	0	0	0	0	0	0	0
3/9/2022	6:15 AM	0	30	4	1	0	0	0	0	0	0	0	0	0
3/9/2022	6:30 AM	0	29	3	1	0	0	0	0	0	0	0	0	0
3/9/2022	6:45 AM	0	41	2	2	1	0	0	0	0	0	0	0	0
3/9/2022	7:00 AM	0	59	8	3	1	0	0	0	0	0	0	0	0
3/9/2022	7:15 AM	0	84	4	4	0	0	0	0	0	0	0	0	0
3/9/2022	7:30 AM	0	88	10	2	1	0	0	0	0	0	0	0	0
3/9/2022	7:45 AM	0	99	10	1	2	0	0	0	0	0	0	0	0
3/9/2022	8:00 AM	0	80	10	1	1	0	0	1	0	0	0	0	0
3/9/2022	8:15 AM	0	72	9	1	0	0	0	0	0	0	0	0	0
3/9/2022	8:30 AM	0	80	7	1	2	0	0	0	0	0	0	0	0
3/9/2022	8:45 AM	0	76	8	1	0	0	0	0	0	0	0	0	0
3/9/2022	9:00 AM	0	58	7	0	1	0	0	0	0	0	0	0	0
3/9/2022	9:15 AM	0	42	10	1	2	0	0	0	0	0	0	0	0
3/9/2022	9:30 AM	0	39	9	2	2	0	0	0	0	0	0	0	0
3/9/2022	9:45 AM	0	34	10	2	0	0	0	0	0	0	0	0	0
3/9/2022	10:00 AM	0	28	6	1	0	0	0	0	0	0	0	0	0
3/9/2022	10:15 AM	0	46	7	0	2	0	0	0	0	0	0	0	0
3/9/2022	10:30 AM	0	37	10	1	4	0	0	1	0	0	0	0	0
3/9/2022	10:45 AM	0	26	5	2	1	0	0	0	0	0	0	0	0
3/9/2022	11:00 AM	0	47	14	0	2	0	0	0	0	0	0	0	0
3/9/2022	11:15 AM	0	38	11	1	2	0	0	0	0	0	0	0	0
3/9/2022	11:30 AM	0	67	10	1	1	0	0	0	0	0	0	0	0
3/9/2022	11:45 AM	0	69	9	0	0	0	0	1	0	0	0	0	0
3/9/2022	12:00 PM	0	58	6	1	1	0	0	0	0	0	0	0	0
3/9/2022	12:15 PM	0	51	3	0	1	0	0	0	0	0	0	0	0
3/9/2022	12:30 PM	0	57	5	0	0	0	0	0	0	0	0	0	0
3/9/2022	12:45 PM	0	56	4	1	1	0	0	0	0	0	0	0	0
3/9/2022	1:00 PM	0	53	5	0	2	0	1	0	0	0	0	0	0
3/9/2022	1:15 PM	0	46	3	2	1	0	0	1	0	0	0	0	0
3/9/2022	1:30 PM	0	52	7	3	0	0	0	0	0	0	0	0	0
3/9/2022	1:45 PM	0	66	7	1	1	0	0	0	0	0	0	0	0
3/9/2022	2:00 PM	0	79	6	7	0	0	0	0	0	0	0	0	0
3/9/2022	2:15 PM	0	67	7	1	2	0	0	0	0	0	0	0	0
3/9/2022	2:30 PM	0	67	3	0	1	0	0	0	0	0	0	0	0
3/9/2022	2:45 PM	1	60	2	2	0	0	0	0	0	0	0	0	0
3/9/2022	3:00 PM	0	53	6	0	2	0	0	0	0	0	0	0	0
3/9/2022	3:15 PM	0	71	3	2	1	0	0	0	0	0	0	0	0
3/9/2022	3:30 PM	0	57	3	0	0	0	0	0	0	0	0	0	0
3/9/2022	3:45 PM	0	66	10	0	0	0	0	0	0	0	0	0	0
3/9/2022	4:00 PM	0	62	6	1	1	0	0	0	0	0	0	0	0
3/9/2022	4:15 PM	0	80	11	3	0	0	0	0	0	0	0	0	0
3/9/2022	4:30 PM	0	66	8	1	1	0	0	0	0	0	0	0	0
3/9/2022	4:45 PM	0	60	8	0	1	0	0	0	0	0	0	0	0
3/9/2022	5:00 PM	0	62	8	0	0	0	0	0	0	0	0	0	0
3/9/2022	5:15 PM	1	74	6	0	0	0	0	0	0	0	0	0	0
3/9/2022	5:30 PM	0	68	5	1	0	0	0	0	0	0	0	0	0
3/9/2022	5:45 PM	0	75	4	1	0	0	0	0	0	0	0	0	0
3/9/2022	6:00 PM	0	85	9	0	1	0	0	0	0	0	0	0	0
3/9/2022	6:15 PM	0	94	6	5	0	0	0	0	0	0	0	0	0
3/9/2022	6:30 PM	1	74	6	0	0	0	0	0	0	0	0	0	0
3/9/2022	6:45 PM	0	54	9	1	0	0	0	0	0	0	0	0	0
3/9/2022	7:00 PM	0	48	3	1	1	0	0	0	0	0	0	0	0
3/9/2022	7:15 PM	0	55	6	2	0	0	0	0	0	0	0	0	0
3/9/2022	7:30 PM	0	48	2	0	0	0	0	0	0	0	0	0	0
3/9/2022	7:45 PM	0	43	4	0	0	0	0	0	0	0	0	0	0
3/9/2022	8:00 PM	0	15	3	0	0	0	0	0	0	0	0	0	0
3/9/2022	8:15 PM	0	19	2	1	0	0	0	0	0	0	0	0	0
3/9/2022	8:30 PM	0	17	1	0	0	0	0	0	0	0	0	0	0
3/9/2022	8:45 PM	0	14	1	0	0	0	0	0	0	0	0	0	0
3/9/2022	9:00 PM	0	18	2	1	0	0	0	0	0	0	0	0	0
3/9/2022	9:15 PM	0	18	0	0	0	0	0	0	0	0	0	0	0
3/9/2022	9:30 PM	0	15	1	1	0	0	0	0	0	0	0	0	0
3/9/2022	9:45 PM	0	17	1	0	0	0	0	0	0	0	0	0	0
3/9/2022	10:00 PM	0	12	1	0	0	0	0	0	0	0	0	0	0
3/9/2022	10:15 PM	0	14	0	1	0	0	0	0	0	0	0	0	0
3/9/2022	10:30 PM	0	10	0	0	0	0	0	0	0	0	0	0	0
3/9/2022	10:45 PM	0	10	0	0	0	0	0	0	0	0	0	0	0
3/9/2022	11:00 PM	0	37	2	1	0	0	0	0	0	0	0	0	0
3/9/2022	11:15 PM	0	36	1	0	0	0	0	0	0	0	0	0	0
3/9/2022	11:30 PM	0	26	1	1	0	0	0	0	0	0	0	0	0
3/9/2022	11:45 PM	0	26	1	0	0	0	0	0	0	0	0	0	0

SB
File Name:
Start Date: 3/9/2022
Start Time: 0
Site Code: 7
Station ID: 1
Location 1: 2nd Ave, north of Garden Cir
Location 2:

Date	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
3/9/2022	12:00 AM	0	14	0	1	0	0	0	0	0	0	0	0	0
3/9/2022	12:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
3/9/2022	12:30 AM	0	9	0	1	0	0	0	0	0	0	0	0	0
3/9/2022	12:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
3/9/2022	1:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0
3/9/2022	1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/9/2022	1:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/9/2022	1:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
3/9/2022	2:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/9/2022	2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/9/2022	2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/9/2022	2:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/9/2022	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/9/2022	3:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/9/2022	3:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0
3/9/2022	3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/9/2022	4:00 AM	0	2	0	1	0	0	0	0	0	0	0	0	0
3/9/2022	4:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/9/2022	4:30 AM	0	3	0	0	1	0	0	0	0	0	0	0	0
3/9/2022	4:45 AM	0	1	2	0	0	0	0	0	0	0	0	0	0
3/9/2022	5:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/9/2022	5:15 AM	0	4	2	0	0	0	0	0	0	0	0	0	0
3/9/2022	5:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0
3/9/2022	5:45 AM	0	12	1	0	0	0	0	0	0	0	0	0	0
3/9/2022	6:00 AM	0	7	2	0	0	0	0	0	0	0	0	0	0
3/9/2022	6:15 AM	0	9	2	1	0	0	0	0	0	0	0	0	0
3/9/2022	6:30 AM	0	21	3	2	0	0	0	0	0	0	0	0	0
3/9/2022	6:45 AM	0	19	3	2	0	0	0	0	0	0	0	0	0
3/9/2022	7:00 AM	0	31	4	2	0	0	0	0	0	0	0	0	0
3/9/2022	7:15 AM	0	58	4	1	0	0	0	0	0	0	0	0	0
3/9/2022	7:30 AM	0	45	10	0	0	0	0	0	0	0	0	0	0
3/9/2022	7:45 AM	0	53	4	0	0	0	0	0	0	0	0	0	0
3/9/2022	8:00 AM	0	45	3	1	0	0	0	0	0	0	0	0	0
3/9/2022	8:15 AM	0	44	3	1	1	0	0	0	0	0	0	0	0
3/9/2022	8:30 AM	0	45	5	1	2	0	0	0	0	0	0	0	0
3/9/2022	8:45 AM	0	40	2	0	0	0	0	0	0	0	0	0	0
3/9/2022	9:00 AM	0	26	3	0	2	0	0	0	0	0	0	0	0
3/9/2022	9:15 AM	0	32	4	0	2	2	0	0	0	0	0	0	0
3/9/2022	9:30 AM	0	31	7	0	0	0	0	0	0	0	0	0	0
3/9/2022	9:45 AM	1	28	10	2	0	0	0	0	0	0	0	0	0
3/9/2022	10:00 AM	0	42	7	1	0	0	0	0	0	0	0	0	0
3/9/2022	10:15 AM	0	27	8	0	1	0	0	0	0	0	0	0	0
3/9/2022	10:30 AM	0	41	4	1	0	0	0	0	0	0	0	0	0
3/9/2022	10:45 AM	0	33	4	0	0	0	0	0	0	0	0	0	0
3/9/2022	11:00 AM	1	45	2	0	3	0	0	0	0	0	0	0	0
3/9/2022	11:15 AM	0	40	7	2	1	0	0	0	0	0	0	0	0
3/9/2022	11:30 AM	0	43	13	0	2	0	0	1	0	0	0	0	0
3/9/2022	11:45 AM	0	50	8	0	1	0	0	0	0	0	0	0	0
3/9/2022	12:00 PM	0	61	6	4	3	0	0	0	0	0	0	0	0
3/9/2022	12:15 PM	0	69	5	0	1	0	0	0	0	0	0	0	0
3/9/2022	12:30 PM	0	55	7	0	1	0	0	0	0	0	0	0	0
3/9/2022	12:45 PM	0	46	13	2	2	0	0	0	0	0	0	0	0
3/9/2022	1:00 PM	0	60	5	0	1	0	0	0	0	0	0	0	0
3/9/2022	1:15 PM	0	79	7	1	1	0	0	0	0	0	0	0	0
3/9/2022	1:30 PM	0	76	5	1	2	0	0	1	0	0	0	0	0
3/9/2022	1:45 PM	0	80	6	0	1	0	0	0	0	0	0	0	0
3/9/2022	2:00 PM	1	95	2	4	0	0	0	0	0	0	0	0	0
3/9/2022	2:15 PM	0	58	5	2	1	0	0	0	0	0	0	0	0
3/9/2022	2:30 PM	1	71	9	1	1	0	0	0	0	0	0	0	0
3/9/2022	2:45 PM	0	73	6	0	0	0	0	0	0	0	0	0	0
3/9/2022	3:00 PM	0	79	4	0	2	0	0	0	0	0	0	0	0
3/9/2022	3:15 PM	0	81	12	3	0	0	0	1	0	0	0	0	0
3/9/2022	3:30 PM	0	76	6	2	0	0	0	0	0	0	0	0	0
3/9/2022	3:45 PM	0	84	8	2	2	0	0	0	0	0	0	0	0
3/9/2022	4:00 PM	0	96	7	1	1	0	0	0	0	0	0	0	0
3/9/2022	4:15 PM	0	90	15	2	0	0	0	0	0	0	0	0	0
3/9/2022	4:30 PM	0	81	18	1	1	0	0	0	0	0	0	0	0
3/9/2022	4:45 PM	0	95	8	0	3	0	0	0	0	0	0	0	0
3/9/2022	5:00 PM	0	86	11	2	0	0	0	0	0	0	0	0	0
3/9/2022	5:15 PM	0	111	11	2	0	0	0	0	0	0	0	0	0
3/9/2022	5:30 PM	1	93	10	0	1	0	0	0	0	0	0	0	0
3/9/2022	5:45 PM	0	102	3	0	0	0	0	0	0	0	0	0	0
3/9/2022	6:00 PM	0	81	5	1	1	0	0	1	0	0	0	0	0
3/9/2022	6:15 PM	0	85	8	0	0	0	0	0	0	0	0	0	0
3/9/2022	6:30 PM	0	84	2	2	0	0	0	0	0	0	0	0	0
3/9/2022	6:45 PM	0	99	5	0	1	0	0	0	0	0	0	0	0
3/9/2022	7:00 PM	0	80	4	0	0	0	0	0	0	0	0	0	0
3/9/2022	7:15 PM	0	66	3	1	0	0	0	0	0	0	0	0	0
3/9/2022	7:30 PM	0	54	3	0	0	0	0	0	0	0	0	0	0
3/9/2022	7:45 PM	0	63	4	1	0	0	0	0	0	0	0	0	0
3/9/2022	8:00 PM	0	54	4	0	0	0	0	1	0	0	0	0	0
3/9/2022	8:15 PM	0	25	1	0	0	0	0	0	0	0	0	0	0
3/9/2022	8:30 PM	0	29	5	1	1	0	0	0	0	0	0	0	0
3/9/2022	8:45 PM	0	35	1	0	0	0	0	0	0	0	0	0	0
3/9/2022	9:00 PM	0	20	5	0	0	0	0	0	0	0	0	0	0
3/9/2022	9:15 PM	0	34	6	1	0	0	0	0	0	0	0	0	0
3/9/2022	9:30 PM	0	27	4	0	0	0	0	0	0	0	0	0	0
3/9/2022	9:45 PM	0	34	5	0	0	0	0	0	0	0	0	0	0
3/9/2022	10:00 PM	0	19	1	1	0	0	0	0	0	0	0	0	0
3/9/2022	10:15 PM	0	19	1	0	0	0	0	0	0	0	0	0	0
3/9/2022	10:30 PM	0	22	4	1	0	0	0	0	0	0	0	0	0
3/9/2022	10:45 PM	0	15	1	0	0	0	0	0	0	0	0	0	0
3/9/2022	11:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0
3/9/2022	11:15 PM	0	18	0	1	0	0	0	0	0	0	0	0	0
3/9/2022	11:30 PM	0	9	2	0	0	0	0	0	0	0	0	0	0
3/9/2022	11:45 PM	0	5	1	1	1	0	0	0	0	0	0	0	0

NB
File Name:
Start Date: 3/9/2022
Start Time: 0
Site Code: 7
Station ID: 1
Location 1: 2nd Ave, north of Garden Cir
Location 2:

Date	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
3/9/2022	12:00 AM	0	26	3	0	0	0	0	0	0	0	0	0	0
3/9/2022	12:15 AM	0	23	1	0	0	0	0	0	0	0	0	0	0
3/9/2022	12:30 AM	0	22	0	0	0	0	0	0	0	0	0	0	0
3/9/2022	12:45 AM	0	13	0	0	0	0	0	0	0	0	0	0	0
3/9/2022	1:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0
3/9/2022	1:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0
3/9/2022	1:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0
3/9/2022	1:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0
3/9/2022	2:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/9/2022	2:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0
3/9/2022	2:30 AM	0	4	1	0	1	0	0	0	0	0	0	0	0
3/9/2022	2:45 AM	0	5	1	0	1	0	0	0	0	0	0	0	0
3/9/2022	3:00 AM	0	6	1	0	1	0	0	0	0	0	0	0	0
3/9/2022	3:15 AM	0	11	0	0	1	0	0	0	0	0	0	0	0
3/9/2022	3:30 AM	0	13	0	0	0	0	0	0	0	0	0	0	0
3/9/2022	3:45 AM	0	16	1	1	0	0	0	0	0	0	0	0	0
3/9/2022	4:00 AM	0	19	2	1	0	0	0	0	0	0	0	0	0
3/9/2022	4:15 AM	0	20	3	1	0	0	0	0	0	0	0	0	0
3/9/2022	4:30 AM	0	30	5	1	0	0	0	0	0	0	0	0	0
3/9/2022	4:45 AM	0	38	7	0	0	0	0	0	0	0	0	0	0
3/9/2022	5:00 AM	0	46	8	1	1	0	0	0	0	0	0	0	0
3/9/2022	5:15 AM	0	55	10	3	1	0	0	0	0	0	0	0	0
3/9/2022	5:30 AM	0	71	12	4	1	0	0	0	0	0	0	0	0
3/9/2022	5:45 AM	0	87	12	5	1	0	0	0	0	0	0	0	0
3/9/2022	6:00 AM	0	116	12	6	1	0	0	0	0	0	0	0	0
3/9/2022	6:15 AM	0	159	17	7	2	0	0	0	0	0	0	0	0
3/9/2022	6:30 AM	0	213	17	10	2	0	0	0	0	0	0	0	0
3/9/2022	6:45 AM	0	272	24	11	3	0	0	0	0	0	0	0	0
3/9/2022	7:00 AM	0	330	32	10	4	0	0	0	0	0	0	0	0
3/9/2022	7:15 AM	0	351	34	8	4	0	0	1	0	0	0	0	0
3/9/2022	7:30 AM	0	339	39	5	4	0	0	1	0	0	0	0	0
3/9/2022	7:45 AM	0	331	36	4	5	0	0	1	0	0	0	0	0
3/9/2022	8:00 AM	0	308	34	4	3	0	0	1	0	0	0	0	0
3/9/2022	8:15 AM	0	286	31	3	3	0	0	0	0	0	0	0	0
3/9/2022	8:30 AM	0	256	32	3	5	0	0	0	0	0	0	0	0
3/9/2022	8:45 AM	0	215	34	4	5	0	0	0	0	0	0	0	0
3/9/2022	9:00 AM	0	173	36	5	5	0	0	0	0	0	0	0	0
3/9/2022	9:15 AM	0	143	35	6	4	0	0	0	0	0	0	0	0
3/9/2022	9:30 AM	0	147	32	5	4	0	0	0	0	0	0	0	0
3/9/2022	9:45 AM	0	145	33	4	6	0	0	1	0	0	0	0	0
3/9/2022	10:00 AM	0	137	28	4	7	0	0	1	0	0	0	0	0
3/9/2022	10:15 AM	0	156	36	3	9	0	0	1	0	0	0	0	0
3/9/2022	10:30 AM	0	148	40	4	9	0	0	1	0	0	0	0	0
3/9/2022	10:45 AM	0	178	40	4	6	0	0	0	0	0	0	0	0
3/9/2022	11:00 AM	0	221	44	2	5	0	0	1	0	0	0	0	0
3/9/2022	11:15 AM	0	232	36	3	4	0	0	1	0	0	0	0	0
3/9/2022	11:30 AM	0	245	28	2	3	0	0	1	0	0	0	0	0
3/9/2022	11:45 AM	0	235	23	1	2	0	0	1	0	0	0	0	0
3/9/2022	12:00 PM	0	222	18	2	3	0	0	0	0	0	0	0	0
3/9/2022	12:15 PM	0	217	17	1	4	0	1	0	0	0	0	0	0
3/9/2022	12:30 PM	0	212	17	3	4	0	1	1	0	0	0	0	0
3/9/2022	12:45 PM	0	207	19	6	4	0	1	1	0	0	0	0	0
3/9/2022	1:00 PM	0	217	22	6	4	0	1	1	0	0	0	0	0
3/9/2022	1:15 PM	0	243	23	13	2	0	0	1	0	0	0	0	0
3/9/2022	1:30 PM	0	264	27	12	3	0	0	0	0	0	0	0	0
3/9/2022	1:45 PM	0	279	23	9	4	0	0	0	0	0	0	0	0
3/9/2022	2:00 PM	1	273	18	10	3	0	0	0	0	0	0	0	0
3/9/2022	2:15 PM	1	247	18	3	5	0	0	0	0	0	0	0	0
3/9/2022	2:30 PM	1	251	14	4	4	0	0	0	0	0	0	0	0
3/9/2022	2:45 PM	1	241	14	4	3	0	0	0	0	0	0	0	0
3/9/2022	3:00 PM	0	247	22	2	3	0	0	0	0	0	0	0	0
3/9/2022	3:15 PM	0	256	22	3	2	0	0	0	0	0	0	0	0
3/9/2022	3:30 PM	0	265	30	4	1	0	0	0	0	0	0	0	0
3/9/2022	3:45 PM	0	274	35	5	2	0	0	0	0	0	0	0	0
3/9/2022	4:00 PM	0	268	33	5	3	0	0	0	0	0	0	0	0
3/9/2022	4:15 PM	0	268	35	4	2	0	0	0	0	0	0	0	0
3/9/2022	4:30 PM	1	262	30	1	2	0	0	0	0	0	0	0	0
3/9/2022	4:45 PM	1	264	27	1	1	0	0	0	0	0	0	0	0
3/9/2022	5:00 PM	1	279	23	2	0	0	0	0	0	0	0	0	0
3/9/2022	5:15 PM	1	302	24	2	1	0	0	0	0	0	0	0	0
3/9/2022	5:30 PM	0	322	24	7	1	0	0	0	0	0	0	0	0
3/9/2022	5:45 PM	1	328	25	6	1	0	0	0	0	0	0	0	0
3/9/2022	6:00 PM	1	307	30	6	1	0	0	0	0	0	0	0	0
3/9/2022	6:15 PM	1	270	24	7	1	0	0	0	0	0	0	0	0
3/9/2022	6:30 PM	1	231	24	4	1	0	0	0	0	0	0	0	0
3/9/2022	6:45 PM	0	205	20	4	1	0	0	0	0	0	0	0	0
3/9/2022	7:00 PM	0	194	15	3	1	0	0	0	0	0	0	0	0
3/9/2022	7:15 PM	0	161	15	2	0	0	0	0	0	0	0	0	0
3/9/2022	7:30 PM	0	125	11	1	0	0	0	0	0	0	0	0	0
3/9/2022	7:45 PM	0	94	10	1	0	0	0	0	0	0	0	0	0
3/9/2022	8:00 PM	0	65	7	1	0	0	0	0	0	0	0	0	0
3/9/2022	8:15 PM	0	68	6	2	0	0	0	0	0	0	0	0	0
3/9/2022	8:30 PM	0	67	4	1	0	0	0	0	0	0	0	0	0
3/9/2022	8:45 PM	0	65	4	2	0	0	0	0	0	0	0	0	0
3/9/2022	9:00 PM	0	68	4	2	0	0	0	0	0	0	0	0	0
3/9/2022	9:15 PM	0	62	3	1	0	0	0	0	0	0	0	0	0
3/9/2022	9:30 PM	0	58	3	2	0	0	0	0	0	0	0	0	0
3/9/2022	9:45 PM	0	53	2	1	0	0	0	0	0	0	0	0	0
3/9/2022	10:00 PM	0	46	1	1	0	0	0	0	0	0	0	0	0
3/9/2022	10:15 PM	0	71	2	2	0	0	0	0	0	0	0	0	0
3/9/2022	10:30 PM	0	93	3	1	0	0	0	0	0	0	0	0	0
3/9/2022	10:45 PM	0	109	4	2	0	0	0	0	0	0	0	0	0
3/9/2022	11:00 PM	0	125	5	2	0	0	0	0	0	0	0	0	0
3/9/2022	11:15 PM	0	88	3	1	0	0	0	0	0	0	0	0	0
3/9/2022	11:30 PM	0	52	2	1	0	0	0	0	0	0	0	0	0
3/9/2022	11:45 PM	0	26	1	0	0	0	0	0	0	0	0	0	0

SB
File Name:
Start Date: 3/9/2022
Start Time: 0
Site Code: 7
Station ID: 1
Location 1: 2nd Ave, north of Garden Cir
Location 2:

Date	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
3/9/2022	12:00 AM	0	32	0	2	0	0	0	0	0	0	0	0	0
3/9/2022	12:15 AM	0	20	1	1	0	0	0	0	0	0	0	0	0
3/9/2022	12:30 AM	0	16	1	1	0	0	0	0	0	0	0	0	0
3/9/2022	12:45 AM	0	9	1	0	0	0	0	0	0	0	0	0	0
3/9/2022	1:00 AM	0	9	1	0	0	0	0	0	0	0	0	0	0
3/9/2022	1:15 AM	0	10	0	0	0	0	0	0	0	0	0	0	0
3/9/2022	1:30 AM	0	10	0	0	0	0	0	0	0	0	0	0	0
3/9/2022	1:45 AM	0	9	0	0	0	0	0	0	0	0	0	0	0
3/9/2022	2:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0
3/9/2022	2:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
3/9/2022	2:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
3/9/2022	2:45 AM	0	7	0	0	1	0	0	0	0	0	0	0	0
3/9/2022	3:00 AM	0	5	0	0	1	0	0	0	0	0	0	0	0
3/9/2022	3:15 AM	0	7	0	1	1	0	0	0	0	0	0	0	0
3/9/2022	3:30 AM	0	6	0	1	1	0	0	0	0	0	0	0	0
3/9/2022	3:45 AM	0	8	0	1	1	0	0	0	0	0	0	0	0
3/9/2022	4:00 AM	0	8	2	1	1	0	0	0	0	0	0	0	0
3/9/2022	4:15 AM	0	9	2	0	1	0	0	0	0	0	0	0	0
3/9/2022	4:30 AM	0	11	4	0	1	0	0	0	0	0	0	0	0
3/9/2022	4:45 AM	0	12	5	0	0	0	0	0	0	0	0	0	0
3/9/2022	5:00 AM	0	23	4	0	0	0	0	0	0	0	0	0	0
3/9/2022	5:15 AM	0	27	6	0	0	0	0	0	0	0	0	0	0
3/9/2022	5:30 AM	0	32	6	1	0	0	0	0	0	0	0	0	0
3/9/2022	5:45 AM	0	49	8	3	0	0	0	0	0	0	0	0	0
3/9/2022	6:00 AM	0	56	10	5	0	0	0	0	0	0	0	0	0
3/9/2022	6:15 AM	0	80	12	7	0	0	0	0	0	0	0	0	0
3/9/2022	6:30 AM	0	129	14	7	0	0	0	0	0	0	0	0	0
3/9/2022	6:45 AM	0	153	21	5	0	0	0	0	0	0	0	0	0
3/9/2022	7:00 AM	0	187	22	3	0	0	0	0	0	0	0	0	0
3/9/2022	7:15 AM	0	201	21	2	0	0	0	0	0	0	0	0	0
3/9/2022	7:30 AM	0	187	20	2	1	0	0	0	0	0	0	0	0
3/9/2022	7:45 AM	0	187	15	3	3	0	0	0	0	0	0	0	0
3/9/2022	8:00 AM	0	174	13	3	3	0	0	0	0	0	0	0	0
3/9/2022	8:15 AM	0	155	13	2	5	0	0	0	0	0	0	0	0
3/9/2022	8:30 AM	0	143	14	1	6	2	0	0	0	0	0	0	0
3/9/2022	8:45 AM	0	129	16	0	4	2	0	0	0	0	0	0	0
3/9/2022	9:00 AM	1	117	24	2	4	2	0	0	0	0	0	0	0
3/9/2022	9:15 AM	1	133	28	3	2	2	0	0	0	0	0	0	0
3/9/2022	9:30 AM	1	128	32	3	1	0	0	0	0	0	0	0	0
3/9/2022	9:45 AM	1	138	29	4	1	0	0	0	0	0	0	0	0
3/9/2022	10:00 AM	0	143	23	2	1	0	0	0	0	0	0	0	0
3/9/2022	10:15 AM	1	146	18	1	4	0	0	0	0	0	0	0	0
3/9/2022	10:30 AM	1	159	17	3	4	0	0	0	0	0	0	0	0
3/9/2022	10:45 AM	1	161	26	2	6	0	0	1	0	0	0	0	0
3/9/2022	11:00 AM	1	178	30	2	7	0	0	1	0	0	0	0	0
3/9/2022	11:15 AM	0	194	34	6	7	0	0	1	0	0	0	0	0
3/9/2022	11:30 AM	0	223	32	4	7	0	0	1	0	0	0	0	0
3/9/2022	11:45 AM	0	235	26	4	6	0	0	0	0	0	0	0	0
3/9/2022	12:00 PM	0	231	31	6	7	0	0	0	0	0	0	0	0
3/9/2022	12:15 PM	0	230	30	2	5	0	0	0	0	0	0	0	0
3/9/2022	12:30 PM	0	240	32	3	5	0	0	0	0	0	0	0	0
3/9/2022	12:45 PM	0	261	30	4	6	0	0	1	0	0	0	0	0
3/9/2022	1:00 PM	0	295	23	2	5	0	0	1	0	0	0	0	0
3/9/2022	1:15 PM	1	330	20	6	4	0	0	1	0	0	0	0	0
3/9/2022	1:30 PM	1	309	18	7	4	0	0	1	0	0	0	0	0
3/9/2022	1:45 PM	2	304	22	7	3	0	0	0	0	0	0	0	0
3/9/2022	2:00 PM	2	297	22	7	2	0	0	0	0	0	0	0	0
3/9/2022	2:15 PM	1	281	24	3	4	0	0	0	0	0	0	0	0
3/9/2022	2:30 PM	1	304	31	4	3	0	0	1	0	0	0	0	0
3/9/2022	2:45 PM	0	309	28	5	2	0	0	1	0	0	0	0	0
3/9/2022	3:00 PM	0	320	30	7	4	0	0	1	0	0	0	0	0
3/9/2022	3:15 PM	0	337	33	8	3	0	0	1	0	0	0	0	0
3/9/2022	3:30 PM	0	346	36	7	3	0	0	0	0	0	0	0	0
3/9/2022	3:45 PM	0	351	48	6	4	0	0	0	0	0	0	0	0
3/9/2022	4:00 PM	0	362	48	4	5	0	0	0	0	0	0	0	0
3/9/2022	4:15 PM	0	352	52	5	4	0	0	0	0	0	0	0	0
3/9/2022	4:30 PM	0	373	48	5	4	0	0	0	0	0	0	0	0
3/9/2022	4:45 PM	1	385	40	4	4	0	0	0	0	0	0	0	0
3/9/2022	5:00 PM	1	392	35	4	1	0	0	0	0	0	0	0	0
3/9/2022	5:15 PM	1	387	29	3	2	0	0	1	0	0	0	0	0
3/9/2022	5:30 PM	1	361	26	1	2	0	0	1	0	0	0	0	0
3/9/2022	5:45 PM	0	352	18	3	1	0	0	1	0	0	0	0	0
3/9/2022	6:00 PM	0	349	20	3	2	0	0	1	0	0	0	0	0
3/9/2022	6:15 PM	0	348	19	2	1	0	0	0	0	0	0	0	0
3/9/2022	6:30 PM	0	329	14	3	1	0	0	0	0	0	0	0	0
3/9/2022	6:45 PM	0	299	15	1	1	0	0	0	0	0	0	0	0
3/9/2022	7:00 PM	0	263	14	2	0	0	0	0	0	0	0	0	0
3/9/2022	7:15 PM	0	237	14	2	0	0	0	1	0	0	0	0	0
3/9/2022	7:30 PM	0	196	12	1	0	0	0	1	0	0	0	0	0
3/9/2022	7:45 PM	0	171	14	2	1	0	0	1	0	0	0	0	0
3/9/2022	8:00 PM	0	143	11	1	1	0	0	1	0	0	0	0	0
3/9/2022	8:15 PM	0	109	12	1	1	0	0	0	0	0	0	0	0
3/9/2022	8:30 PM	0	118	17	2	1	0	0	0	0	0	0	0	0
3/9/2022	8:45 PM	0	116	16	1	0	0	0	0	0	0	0	0	0
3/9/2022	9:00 PM	0	115	20	1	0	0	0	0	0	0	0	0	0
3/9/2022	9:15 PM	0	114	16	2	0	0	0	0	0	0	0	0	0
3/9/2022	9:30 PM	0	99	11	1	0	0	0	0	0	0	0	0	0
3/9/2022	9:45 PM	0	94	11	2	0	0	0	0	0	0	0	0	0
3/9/2022	10:00 PM	0	75	7	2	0	0	0	0	0	0	0	0	0
3/9/2022	10:15 PM	0	62	7	1	0	0	0	0	0	0	0	0	0
3/9/2022	10:30 PM	0	61	6	2	0	0	0	0	0	0	0	0	0
3/9/2022	10:45 PM	0	48	4	1	0	0	0	0	0	0	0	0	0
3/9/2022	11:00 PM	0	38	4	2	1	0	0	0	0	0	0	0	0
3/9/2022	11:15 PM	0	32	3	2	1	0	0	0	0	0	0	0	0
3/9/2022	11:30 PM	0	14	3	1	1	0	0	0	0	0	0	0	0
3/9/2022	11:45 PM	0	5	1	1	1	0	0	0	0	0	0	0	0

APPENDIX E

Project Fact Sheets

AT-281

Atlanta Region's Plan RTP (2020) PROJECT FACT SHEET

Short Title: SR 154 (MEMORIAL DRIVE) MULTIMODAL SAFETY IMPROVEMENTS FROM US 23 (MORELAND AVENUE) TO SR 155 (CANDLER ROAD)

GDOT Project No.	0012597
Federal ID No.	N/A
Status	Programmed
Service Type	Last Mile Connectivity / Joint Bike-Ped Facilities
Sponsor	GDOT
Jurisdiction	City of Atlanta
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)

Existing Thru Lane	4	**LCI**		**Network Year**	TBD
Planned Thru Lane	4	**Flex**		**Corridor Length**	3.3 miles

Detailed Description and Justification

This project involves constructing/installing recommendations identified in the recently completed Roadway Safety Audit (RSA) along SR 154 (Memorial Drive) conducted by GDOT, in coordination with the City of Atlanta and other stakeholders. The corridor is served by MARTA bus route 107, one of the busiest in the system, as well as routes 4, 15, 21, 24, 34 and 86. Types of improvements which may be made with available funding include signage upgrades, improved pavement markings, midblock pedestrian crossings, ADA ramps, traffic signal upgrades, resurfacing, and updates to the reversible lane configuration. The project is being funded under the Last Mile Connectivity Program, a regional program defined in PLAN 2040 to improve pedestrian and bicyclist mobility, accessibility and safety along transit corridors, within employment and commercial centers, and in the vicinity of other major origins and destinations such as schools. Memorial Drive is designated as a Level 1 Regional Thoroughfare and an ASTRoMaP Connector (element of regional truck route network). This project is also located entirely within Equitable Target Areas.

Phase Status & Funding Information		**Status**	**FISCAL YEAR**	**TOTAL PHASE COST**	**BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE**			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	STP - Urban (>200K) (ARC)	AUTH	2014	**$450,000**	~~$360,000~~	~~$90,000~~	~~$0,000~~	~~$0,000~~
ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2023	**$337,000**	$269,600	$67,400	$0,000	$0,000
CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2025	**$1,415,270**	$1,132,216	$283,054	$0,000	$0,000
				$2,202,270	**$1,761,816**	**$440,454**	**$0,000**	**$0,000**

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

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AT-243

Atlanta Region's Plan RTP (2020) PROJECT FACT SHEET

Short Title	SR 154 (MEMORIAL DRIVE) CORRIDOR IMPROVEMENTS FROM CONNALLY STREET TO GRANT STREET
GDOT Project No.	0007952
Federal ID No.	CSHPP-0007-00(952)
Status	Programmed
Service Type	Roadway / Operations & Safety
Sponsor	City of Atlanta
Jurisdiction	City of Atlanta
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)

Existing Thru Lane	Var	**LCI**		**Network Year**	TBD
Planned Thru Lane	Var	**Flex**		**Corridor Length**	0.2 miles

Detailed Description and Justification

The project would consist of sidewalk improvements on Memorial Drive to connect missing, broken, or damaged sidewalk portions and to upgrade to Americans with Disabilities Act (ADA) standards where required between Connally Street and Grant Street. Existing curb is to remain where possible, and a planting strip would be installed between the new sidewalks and the existing curb radius return.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Federal Earmark Funding	AUTH	2013	**$437,500**	~~$350,000~~	~~$0,000~~	~~$0,000~~	~~$87,500~~
ROW	Federal Earmark Funding		2023	**$174,800**	$139,840	$0,000	$0,000	$34,960
CST	Federal Earmark Funding		2024	**$1,309,219**	$950,000	$0,000	$0,000	$359,219
				$1,921,519	**$1,439,840**	**$0,000**	**$0,000**	**$481,679**

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

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ARC

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AR-420

Atlanta Region's Plan RTP (2020) PROJECT FACT SHEET

Short Title	I-20 EAST HIGH CAPACITY PREMIUM TRANSIT SERVICE FROM DOWNTOWN ATLANTA TO STONECREST MALL AREA
GDOT Project No.	0015525
Federal ID No.	N/A
Status	Long Range
Service Type	Transit / BRT Capital
Sponsor	MARTA
Jurisdiction	Regional - East
Analysis Level	In the Region's Air Quality Conformity Analysis

Existing Thru Lane	N/A	**LCI**		**Network Year**	2050
Planned Thru Lane	N/A	**Flex**	X	**Corridor Length**	TBD miles

Detailed Description and Justification

This project will provide premium transit service from Downtown Atlanta along the I-20 east corridor to the Stonecrest Mall area.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	5307 Discretionary	AUTH	2006	**$6,553,476**	~~$3,454,233~~	~~$0,000~~	~~$0,000~~	~~$3,099,243~~
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2017	**$648,000**	~~$518,400~~	~~$0,000~~	~~$0,000~~	~~$129,600~~
ALL	New Starts		LR 2041-2050	**$289,390,000**	$101,290,000	$0,000	$0,000	$188,100,000
				$296,591,476	**$105,262,633**	**$0,000**	**$0,000**	**$191,328,843**

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

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