



SANDY SPRINGS

GEORGIA

CITY COUNCIL

Rusty Paul, Mayor

John Paulson – District 1

Melody Kelley – District 2

Melissa Mular – District 3

Jody Reichel – District 4

Tibby DeJulio – District 5

Andy Bauman – District 6

Tuesday, September 17, 2024

Regular Meeting

6:00 PM

The City Council meeting will be held in the Studio Theatre at Sandy Springs City Hall
(1 Galambos Way, Sandy Springs, GA 30328).

Live-stream: www.SandySpringsGA.gov/stream

Public Comment: <http://spr.gs/publiccomment>

I. Call to Order - Mayor Rusty Paul

II. Roll Call and General Announcements - City Clerk

III. Pledge of Allegiance - Mayor Rusty Paul

IV. Public Comment

V. Approval of Meeting Agenda

VI. Consent Agenda

- A. **2024-232** Meeting Minutes
September 3, 2024 City Council Work Session
September 3, 2024 City Council Meeting
- B. **2024-233** Request for Mayor and City Council Consideration of Acceptance of an Agreement to Purchase Fee Simple Right of Way and Temporary Construction Easement on Property Located at 661 Hammond Drive in Land Lot 70 of the 17th District, City of Sandy Springs (Tax ID #17-0070-0001-006-7); S2-193 Hammond Drive Widening Project
(Presented by William H. Martin, Jr. AIA Public Works Director)
- C. **2024-234** Request for Mayor and City Council Consideration of Acceptance of an Agreement to Purchase Fee Simple Right of Way on Property Located at 325 Francyne Court in Land Lot 36 of the 17th District, City of Sandy Springs (Tax ID #17-0036-0001-058-8); S2-193 Hammond Drive Widening Project
(Presented by William H. Martin, Jr. AIA Public Works Director)

Individuals with disabilities who require certain accommodations in order to allow them to observe and/or participate in a public meeting, or who have questions regarding the accessibility of the meeting or facilities should contact the City Clerk at 770-730-5600 promptly for assistance.

The City will make reasonable accommodations for those persons.
1 Galambos Way, Sandy Springs, Georgia 30328 • 770-730-5600 • SandySpringsGA.gov



SANDY SPRINGS

GEORGIA

VII. Presentations

VIII. Public Hearing

- A. **2024-235** U24-0001 - 6450 Barfield Road and 6449 Glenridge Drive - Request for Mayor and City Council consideration of a Conditional Use Permit, to Modify the Scope of Expansion of an Existing Place of Worship Campus in the RE-2 Zoning District
(Presented by Michele McIntosh-Ross, Planning & Zoning Manager)

IX. New Business

- A. **2024-236** Request for Mayor and City Council Consideration to Approve Contract Award to BackBone Infrastructure, LLC to Construct the Brandon Mill Road Sidewalk Construction Project and to Authorize the City Manager to Execute the Contract
(Presented by William H. Martin, Jr., AIA, Public Works Director)
- B. **2024-237** Request for Mayor and City Council Consideration to Approve a Contract Award to Vertical Earth, Inc. to Construct the Riverside Drive Stormwater Mitigation Phase II Project and to Authorize the City Manager to Execute the Contract
(Presented by William H. Martin, Jr. AIA Public Works Director)
- C. **2024-238** Request for Mayor and City Council Consideration of a Resolution to Approve a Memorandum of Understanding by and between the City of Sandy Springs, Georgia and Cumberland Academy of Georgia Inc to Collaborate on Access to City Owned Facilities and Cumberland Academy Owned Facilities for Athletic and Recreational Programming
(Presented by Brent Walker, Director of Recreation and Parks)
- D. **2024-239** Request for Mayor and City Council Consideration to Approve an Intergovernmental Agreement between the Metropolitan Atlanta Rapid Transit Authority and the City of Sandy Springs for Shared Access to 800 MHZ Trunking Talk Groups
(Presented by Dan Nable, Mayor)

X. Reports

- A. **2024-240** Mayor and Council Report
- B. **2024-241** Staff Reports
1. July 2024 Unaudited Financials
(Presented by Toni Carlisle, Chief Financial Officer)

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XI. Executive Session - Real Estate & Litigation

XII. Adjournment

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SANDY SPRINGS

CITY CLERK'S OFFICE

TO: Eden Freeman, City Manager
FROM: William H. Martin, Jr. AIA Public Works Director
DATE: August 29, 2024 Submission for the September 17, 2024 City Council Meeting
ITEM: Request for Mayor and City Council Consideration of Acceptance of an Agreement to Purchase Fee Simple Right of Way and Temporary Construction Easement on Property Located at 661 Hammond Drive in Land Lot 70 of the 17th District, City of Sandy Springs (Tax ID #17-0070-0001-006-7); S2-193 Hammond Drive Widening Project

Recommendation:

Staff recommends that the Mayor and City Council accept an Agreement to Purchase Fee Simple Right of Way and Temporary Construction Easement on that tract of land lying and located in Land Lot 70 of the 17th District, Fulton County, Georgia. The property is owned by Pablo H Casas and Maria J. Casas and is located at 661 Hammond Drive, Sandy Springs, Georgia, as shown in the attached exhibits.

Background:

The acquisition of 1,112.22 square feet of Fee Simple Right of Way and 889.62 square feet of Temporary Construction Easement on the subject property is necessary to construct the S2-193 Hammond Drive Widening Project.

Discussion:

After lengthy negotiations and exchanges of settlement figures, City Staff and the property owner have come to an amicable settlement agreement in the amount of \$54,000.00, which is \$7,700.00 above the City's fair market value offer of \$46,300.00. Data contained within the City's appraisal does support this settlement figure, therefore, Staff recommends Council's acceptance and approval of the agreement.

Financial Impact:

Sufficient funds are available for this acquisition in S2-193 Project's budget.

Alternatives:

The acquisition reflects the minimum amount of property rights required to deliver the desired project. The City can decline to execute the ROW Agreement and not execute the project as designed.

Review:

Karen Lugassy, Executive Assistant
Marty Martin, Director of Public Works
Chris Owens, Assistant City Manager
Toni Carlisle, Chief Financial Officer

Created/Initiated - 9/5/2024
Approved - 9/5/2024
Approved - 9/5/2024
Approved - 9/13/2024

Dan Lee, City Attorney
Eden Freeman, City Manager

Approved - 9/13/2024
Final Approval - 9/13/2024

Attachments:

1. Aerial Map
2. GIS Map
3. Executed Agreement
4. Resolution. Agreement to Purchase



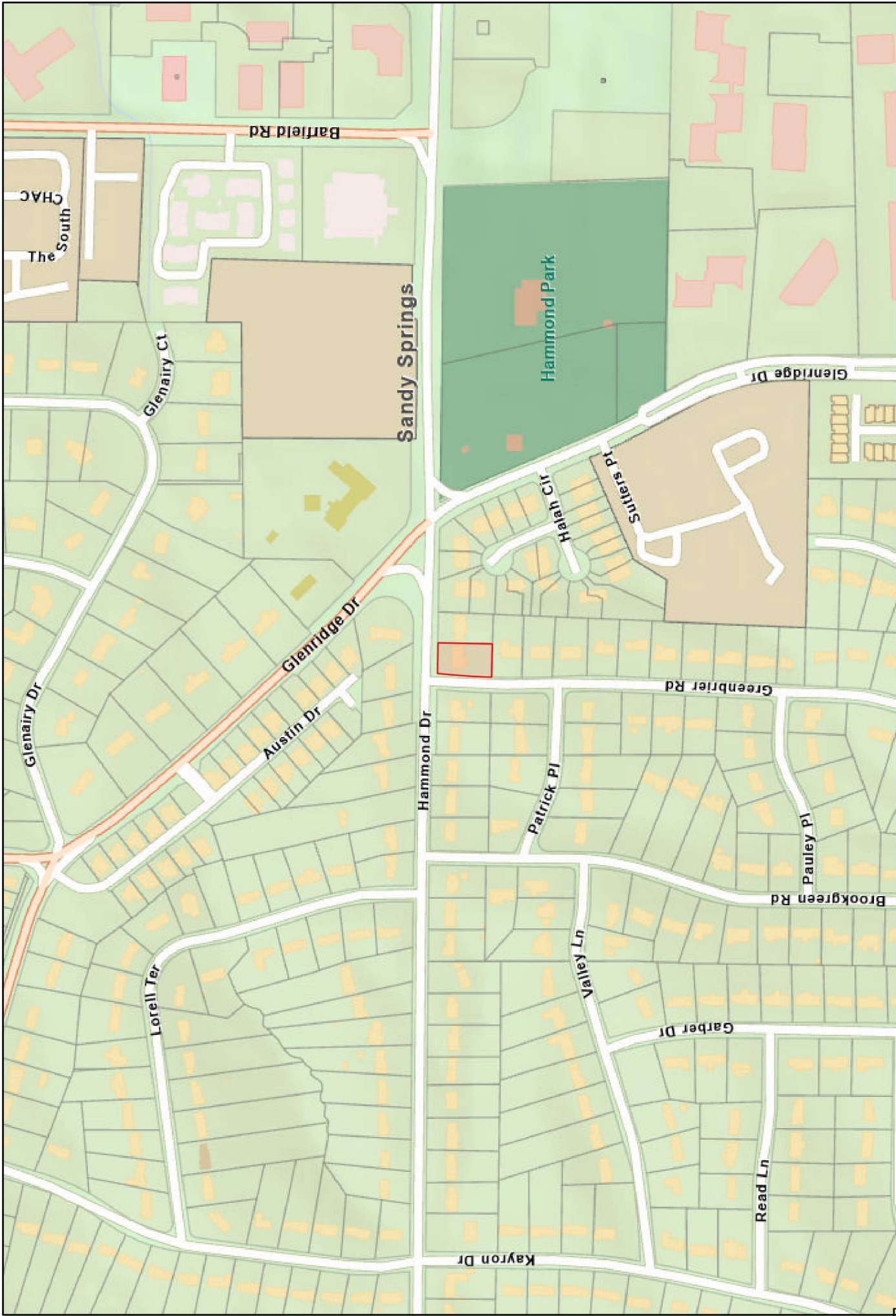
Fulton County provides the data on this map for your personal use "as is". The data are not guaranteed to be accurate, correct, or complete. The feature locations depicted in these maps are approximate and are not necessarily accurate to surveying or engineering standards. Fulton County assumes no responsibility for losses resulting from the use these data, even if Fulton County is advised of the possibility of such losses.

Page 6 of 15

Date: 8/28/2024

Map Size: 8.5x11 (LETTER)





661 Hammond Drive/ Casas

Fulton County provides the data on this map for your personal use "as is." The data are not guaranteed to be accurate, correct, or complete. The feature locations depicted in these maps are approximate and are not necessarily accurate to surveying or engineering standards. Fulton County assumes no responsibility for losses resulting from the use of these data, and if Fulton County is advised of the possibility of such losses.



Date: 8/28/2024
Map Size: 8.5x11 (LETTER)

**AGREEMENT TO PURCHASE FEE SIMPLE RIGHT OF WAY AND TEMPORARY
CONSTRUCTION EASEMENT**

May 28, 2024

Pablo and Maria Casas
661 Hammond Drive
Sandy Springs, GA 30328

RE: Project No.: S2-193
Project Name: Hammond Drive Widening (from Boylston Dr. to Glenridge Dr.)
Parcel No.: 61
Tax ID#: 17-0070-0001-006-7

STATE OF GEORGIA, FULTON COUNTY

For and in consideration of the sum of One Dollar (\$1.00), receipt whereof being acknowledged, the undersigned grants to the City of Sandy Springs, Georgia, an option to acquire the following described real estate:

Fee Simple Right of Way and/or Easement rights through that tract or parcel of land located in Land Lot 37 of the 17th District, of Fulton County, Georgia, and being more particularly described on Exhibit "A" attached hereto and made a part hereof by reference.

\$54,000.00 ML initial

For the sum of ~~\$46,300.00~~, the undersigned agrees to execute and deliver to the City of Sandy Springs, Georgia, fee simple title and easements to the lands owned by the undersigned as reflected on the attached Exhibit "A" and "B".

* * * * *

The following conditions are imposed upon the grant of this option:

- 1) This option shall extend for 90 days from this date.
- 2) The consideration recited is full payment for the rights conveyed.

1,112.220
889.62
1

Square Feet of Fee Simple Right of Way
Square Feet of Temporary Construction Easement
Temporary Driveway Easement(s)

- 3) All Temporary Easements shall terminate after Three (3) years from the commencement of the use of the Easement Area for construction of the S2-193 Project or upon the completion and final acceptance of the Project, whichever date shall first occur.
- 4) The undersigned shall obtain all quit claim deeds or releases from any tenant now in possession and any other parties having a claim or interest in the property described above.
- 5) Special Provisions, if any, are listed on Exhibit "C", which is attached hereto and incorporated herein by reference.

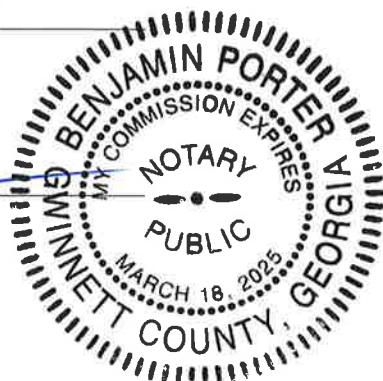
Witness my hand and seal this 28 day of August, 2024.

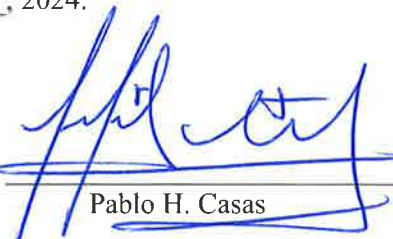
Signed, Sealed and Delivered in
the presence of:



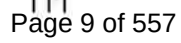
Witness


Notary Public

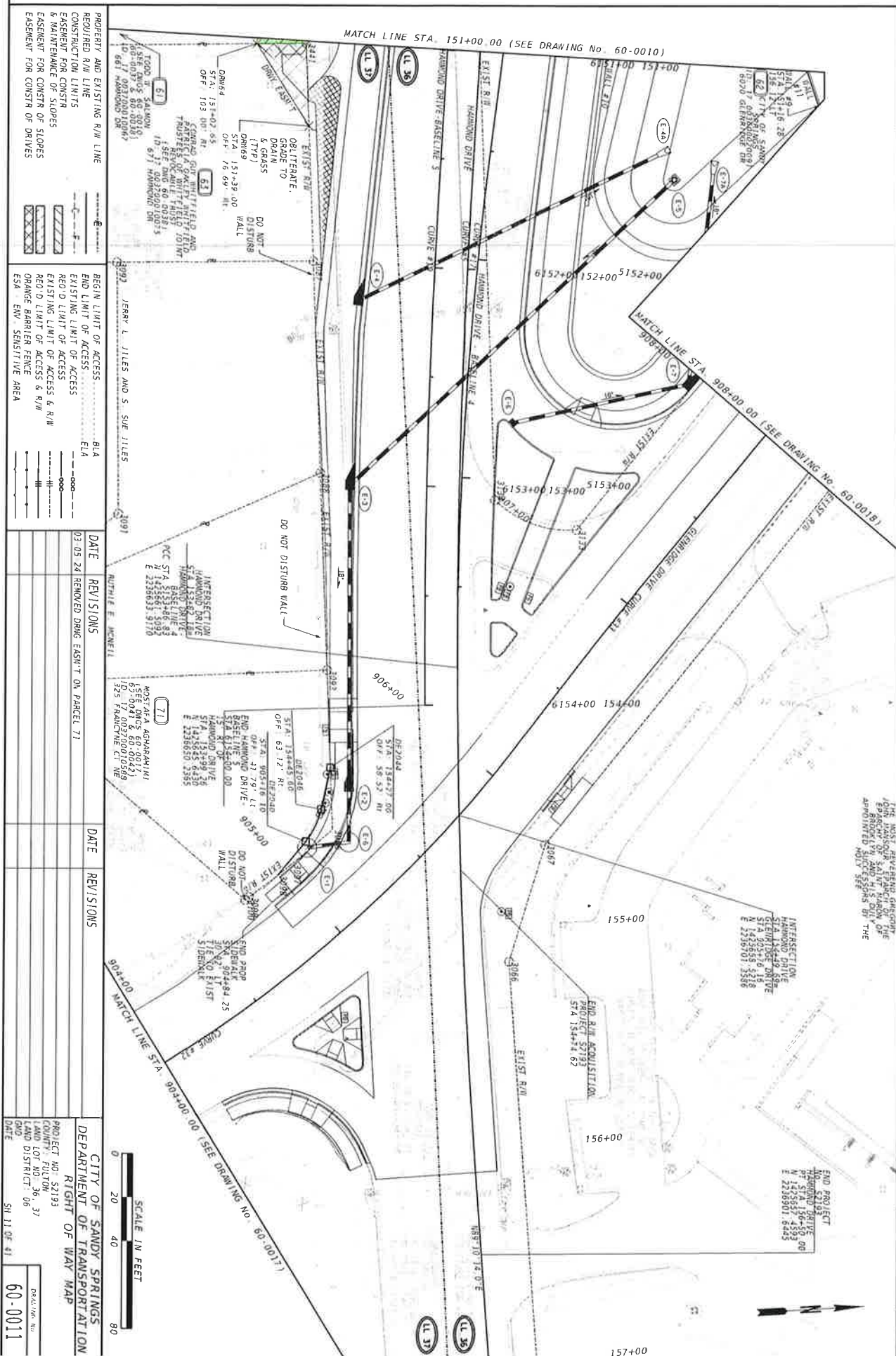


By:  (L.S.)
Pablo H. Casas

By:  (L.S.)
Maria J. Casas



PRELIMINARY



CITY OF SANDY SPRINGS	
DEPARTMENT OF TRANSPORTATION	
RIGHT OF WAY MAP	
PROJECT NO: 52193	
COUNTY: FULTON	
LAND LOT NO:	
LAND DISTRICT: 06	
GMD	
DATE	SH 37 OF 41
60-0037	

	(57)	ID: 17 003700010042 PANAJI TALLURI 641 HAMMOND DR	
PARTCEL 57 DRIV EASMT			
PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
DRI63	20.42 R	703+72.00	EXISTING HAMMOND DRIVE - 3
3426	30.67 R	S88°44'49.5"E	EXISTING HAMMOND DRIVE - 3
3427	17.40 R	704+02.52	EXISTING HAMMOND DRIVE - 3
3427	15.03 R	500°24'01.1"W	EXISTING HAMMOND DRIVE - 3
3427	32.33 R	704+04.22	EXISTING HAMMOND DRIVE - 3
DRI61	9.73 R	500°23'56.1"W	EXISTING HAMMOND DRIVE - 3
DRI62	42.00 R	704+05.32	EXISTING HAMMOND DRIVE - 3
DRI62	43.32 R	N83°13'53.2"W	EXISTING HAMMOND DRIVE - 3
DRI62	9.07 R	703+72.00	EXISTING HAMMOND DRIVE - 3
DE4061	33.00 R	M06°53'41.9"E	EXISTING HAMMOND DRIVE - 3
DRI63	12.58 R	703+72.00	EXISTING HAMMOND DRIVE - 3
REOD EASMT = 740.30 SF			
REOD EASMT = 0.017 ACRES			
(59)		ID: 17 003700010059 CATHERINE B. HORGAN AND STEPHEN F. HORGAN 651 HAMMOND DR	
PARTCEL 59 TEMP EASMT			
PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
DE4056	26.61 R	704+62.00	EXISTING HAMMOND DRIVE - 3
DE4056	18.09 R	S88°45'59.5"E	EXISTING HAMMOND DRIVE - 3
DE4056	24.82 R	704+80.00	EXISTING HAMMOND DRIVE - 3
DE4056	18.18 L	506°53'41.9"W	GREENBRIER RD NE
DE4056	52.87 L	800+86.92	GREENBRIER RD NE
DE4056	58.11 L	527°20'49.1"E	GREENBRIER RD NE
DE4056	24.88 L	800+36.00	GREENBRIER RD NE
DE4056	26.47 L	N36°03'52.5"W	GREENBRIER RD NE
DE4056	41.00 L	800+57.00	GREENBRIER RD NE
DE4056	29.51 L	N57°41'52.8"W	GREENBRIER RD NE
DE4056	59.00 R	704+68.00	EXISTING HAMMOND DRIVE - 3
DE4056	14.32 R	N17°52'48.6"W	EXISTING HAMMOND DRIVE - 3
DE4056	46.00 R	704+63.00	EXISTING HAMMOND DRIVE - 3
DE4056	19.39 R	M06°53'41.9"E	EXISTING HAMMOND DRIVE - 3
REOD EASMT = 869.93 SF			
REOD EASMT = 0.020 ACRES			
(61)		ID: 17 003700010067 TODD W. SALMON 661 HAMMOND DR	
PARTCEL 61 TEMP EASMT			
PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
DRI65	84.29 R	150+59.00	HAMMOND DRIVE
3441	42.26 R	S88°45'04.9"E	HAMMOND DRIVE
3441	80.27 R	151+01.07	HAMMOND DRIVE
DRI64	22.79 R	502°44'18.7"W	HAMMOND DRIVE
DRI64	103.00 R	151+02.65	HAMMOND DRIVE
DRI64	43.65 R	N83°17'17.7"W	HAMMOND DRIVE
DE4060	103.00 R	150+59.00	HAMMOND DRIVE
DRI65	18.71 R	N06°42'42.3"E	HAMMOND DRIVE
REOD EASMT = 889.62 SF			
REOD EASMT = 0.020 ACRES			
CITY OF SANDY SPRINGS DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP			
PROJECT NO: S2193 LAND LOT NO: LAND DISTRICT: 06 DATE: SH 37 OF 41			
60-0037			

PRELIMINARY

ID: 17 0037000 0067
TODD W. SALMON
661 HAMMOND DR

PARCEL 61
DE281
DRURY EAST H T

PMT	OFFSET/ DIST	STATION/ BEARINGS	ALIGNMENT
DE2028	87.35 R 32.15	150+27.00 588°45'07.1"E	HAMMOND DRIVE
DRW65	84.29 R 18.71	150+59.00 506°42'42.3"W	HAMMOND DRIVE
DE4060	103.00 R 22.00	150+59.00 506°42'42.3"W	HAMMOND DRIVE
DRW66	125.00 R 35.57	150+59.00 N88°78'57.4"W	HAMMOND DRIVE
DRW67	45.00 R 12.65	800+45.00 546°47'00.6"W	GREENBRIER RD NE
DRW68	36.00 R 29.44	800+56.11 N29°50'33.1"E	GREENBRIER RD NE
DE2029	50.00 R 23.48	800+42.00 N06°44'06.2"E	GREENBRIER RD NE
DE2028	87.35 R = 1283.93	150+27.00 SF	HAMMOND DRIVE
RECD EASMT	= 0.032	APRES	

ID: 17 003700010075
CONRAD GUY WHITEFIELD AND PATRICIA OAKLEY WHITEFIELD
TRUSTEES OF WHITEFIELD JOINT REVOCABLE TRUST
671 HAMMOND DR

PARCEL 63
DRWY 20

UNIT	ENGIN	PNT	OFFSET/ DIST	STATION/ BEARINGS	ALIGNMENT
3441	80.27 R	151+01.07		HAMMOND DRIVE	
	38.10	588+41.99 0°E			
DR#69	76.69 R	151+39.90		HAMMOND DRIVE	
	44.88	560+48.36 5°W			
DR#64	103.00 R	151+02.55		HAMMOND DRIVE	
	22.79	N02+44.18 7°E			
3441	80.27 R	151+01.07		HAMMOND DRIVE	
RECD EASMT	= 433.91	St			
RECD EASMT	= 0.010	ACRES			

JD: 17 007100020352
BLAKE WHITESELL CALLAWAY, JR AND REBECCA
JANE SHOEMAKER AKA REBECCA JANE CALLAWAY
501 HILDBRAND DR

PARCEL 64
DE424

TEMP EASHT		*****		ALIGNMENT		*****	
PNT	OFFSET/ DIST	STATION/ BEARING					
3174	24.31 L 12.78	1202+85.55 532°12.04.4"W	HILDBRAND	DR-N			
3467	24.73 L 12.78	1202+72.78 530°09.39.2"W	HILDBRAND	DR-N			
3468	24.71 L 12.78	1202+60.25 528°07.38.5"W	HILDBRAND	DR-N			
3469	24.61 L 12.78	1202+48.44 526°05.30.5"W	HILDBRAND	DR-N			
3470	24.55 L 16.45	1202+38.63 N63°50.01.8"W	HILDBRAND	DR-N			
DE4019	41.00 L 46.77	1202+36.87 N56°02.57.3"E	HILDBRAND	DR-N			
DE4020	35.00 L 12.13	1202+79.84 587°49.02.9"E	HILDBRAND	DR-N			
3174	24.31 L 625.99	1202+85.55 SF	HILDBRAND	DR-N			
RECD EASHT =	0.014	ACRES					

ID: 17 007100920352
BLAKE WHITESSELL CALLAWAY, JR AND REBECCA
JANE SHOEMAKER AKA REBECCA JANE CALLAWAY
501 HILDEBRAND DR

PARCEL 64
DE217
BEOLD B/W

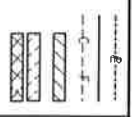
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*****
NEW U N/I *****
PNT      OFFSET/ STATION/ ALIGNMENT
          DIST     BEARING
*****

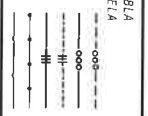
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3472	2.58 L	1202+13.00	HILDEBRAND DR-N
3473	12.78 L	519°58.39"W	HILDEBRAND DR-N
3474	2.67 L	1202+01.19	HILDEBRAND DR-N
3475	10.62 L	517°56.16.6"W	HILDEBRAND DR-N
3476	2.75 L	1201+91.38	HILDEBRAND DR-N
3477	3.39 L	N89°49.25.6"W	HILDEBRAND DR-N
DE2034	28.00 L	1201+90.51	HILDEBRAND DR-N
3472	24.70 L	N26°30.50.8"E	HILDEBRAND DR-N
3472	24.58 L	1202+13.00	HILDEBRAND DR-N
RECD R/W	= 35.11	SF	
RECD R/W	= 0.001	ACRES	
REMAINDR	= +/- 0.44	ACRES	

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR
& MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES



BEGIN LIMIT OF ACCESS	B/LA
END LIMIT OF ACCESS	E/LA
EXISTING LIMIT OF ACCESS	
REQ'D LIMIT OF ACCESS	
EXISTING LIMIT OF ACCESS & R/W	
REQ'D LIMIT OF ACCESS & R/W	
ORANGE BARRIER FENCE	
ESA	
ENV. SENSITIVE AREA	



	CITY OF SANDY SPRINGS DEPARTMENT OF TRANSPORTATION
	RIGHT-OF-WAY MAP
DATE _____	REVISIONS _____
_____	_____
PROJECT NO.: S2193	
SUBMITTER'S ADDRESS:	
LAND LOT NO.	
LAND DISTRICT: 06	
GND _____	
SH 38 OF 47	60-0038

STATE OF GEORGIA
COUNTY OF FULTON

**A RESOLUTION TO ACCEPT AN AGREEMENT TO PURCHASE FEE SIMPLE RIGHT OF WAY
AND TEMPORARY CONSTRUCTION EASEMENT ON THAT CERTAIN TRACT OF LAND
LOCATED AT 661 HAMMOND DRIVE, (TAX ID# 17-0070-0001-006-7), LAND LOT 70 OF THE
17TH DISTRICT, CITY OF SANDY SPRINGS, FULTON COUNTY, GEORGIA**

WHEREAS, the City of Sandy Springs (“City”) is currently in the process of constructing the S2-193 Hammond Drive Widening Project (“Project”); and

WHEREAS, to facilitate construction of the Project, the City requires the acquisition of 1,112.22 square feet of Fee Simple Right of Way and 889.62 square feet of Temporary Construction Easement (“Property”), located at 661 Hammond Drive (Tax Id# 17-0070-0001-006-7), in Land Lot 70 of the 17th District, Fulton County, City of Sandy Springs, Georgia, and owned by Pablo H. Casas and Maria J. Casas (“Owner”); and

WHEREAS, City staff has reached an amicable settlement with the Owner for purchase of the Property in the amount of \$54,000.00; and

WHEREAS, the Department of Public Works, in response to guidance provided by the City Manager, has reviewed and desires that City Council approve the attached Agreement to Purchase Fee Simple Right of Way and Temporary Construction Easement (“Agreement”) for purchase of the Property in the amount of \$54,000.00; and

WHEREAS, the City desires to purchase the Property and to enter into the Agreement;

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF SANDY SPRINGS, GEORGIA:

1. That purchase of the Property, as defined above and in the Agreement, is hereby authorized in the amount of \$54,000.00;
2. That the attached Agreement is hereby approved;
3. That the Mayor or appropriate City official is hereby authorized to execute the Agreement, subject to approval of the City Attorney and the City Finance Director; and
4. That the City Manager and appropriate City staff are hereby authorized to take such actions as may be deemed necessary to effectuate the intent of this Resolution.

RESOLVED this 17th day of September, 2024.

Approved:

Russell K. Paul, Mayor

Attest:

Raquel D. Gonzalez, City Clerk

(Seal)



SANDY SPRINGS

CITY CLERK'S OFFICE

TO: Eden Freeman, City Manager
FROM: William H. Martin, Jr. AIA Public Works Director
DATE: August 29, 2024 Submission for the September 17, 2024 City Council Meeting
ITEM: Request for Mayor and City Council Consideration of Acceptance of an Agreement to Purchase Fee Simple Right of Way on Property Located at 325 Francyne Court in Land Lot 36 of the 17th District, City of Sandy Springs (Tax ID #17-0036-0001-058-8); S2-193 Hammond Drive Widening Project

Recommendation:

Staff recommends that the Mayor and City Council accept an Agreement to Purchase Fee Simple Right of Way on that tract of land lying and located in Land Lot 36 of the 17th District, Fulton County, Georgia. The property is owned by Mostafa Agharahimi and is located at 325 Francyne Court, Sandy Springs, Georgia, as shown in the attached exhibits.

Background:

The acquisition of 196.42 square feet of Fee Simple Right of Way on the subject property is necessary to construct the S2-193 Hammond Drive Widening Project.

Discussion:

After lengthy negotiations and exchanges of settlement figures, City Staff and the property owner have come to an amicable settlement agreement in the amount of \$7,500.00, which is \$3,170.00 above the City's fair market value offer of \$4,330.00. Data contained within the City's appraisal does support this settlement figure, therefore, Staff recommends Council's acceptance and approval of the agreement.

Financial Impact:

Sufficient funds are available for this acquisition in S2-193 Project's budget.

Alternatives:

The acquisition reflects the minimum amount of property rights required to deliver the desired project. The City can decline to execute the ROW Agreement and not execute the project as designed.

Review:

Karen Lugassy, Executive Assistant
Marty Martin, Director of Public Works
Chris Owens, Assistant City Manager
Toni Carlisle, Chief Financial Officer
Dan Lee, City Attorney

Created/Initiated - 9/5/2024
Approved - 9/5/2024
Approved - 9/5/2024
Approved - 9/13/2024
Approved - 9/13/2024

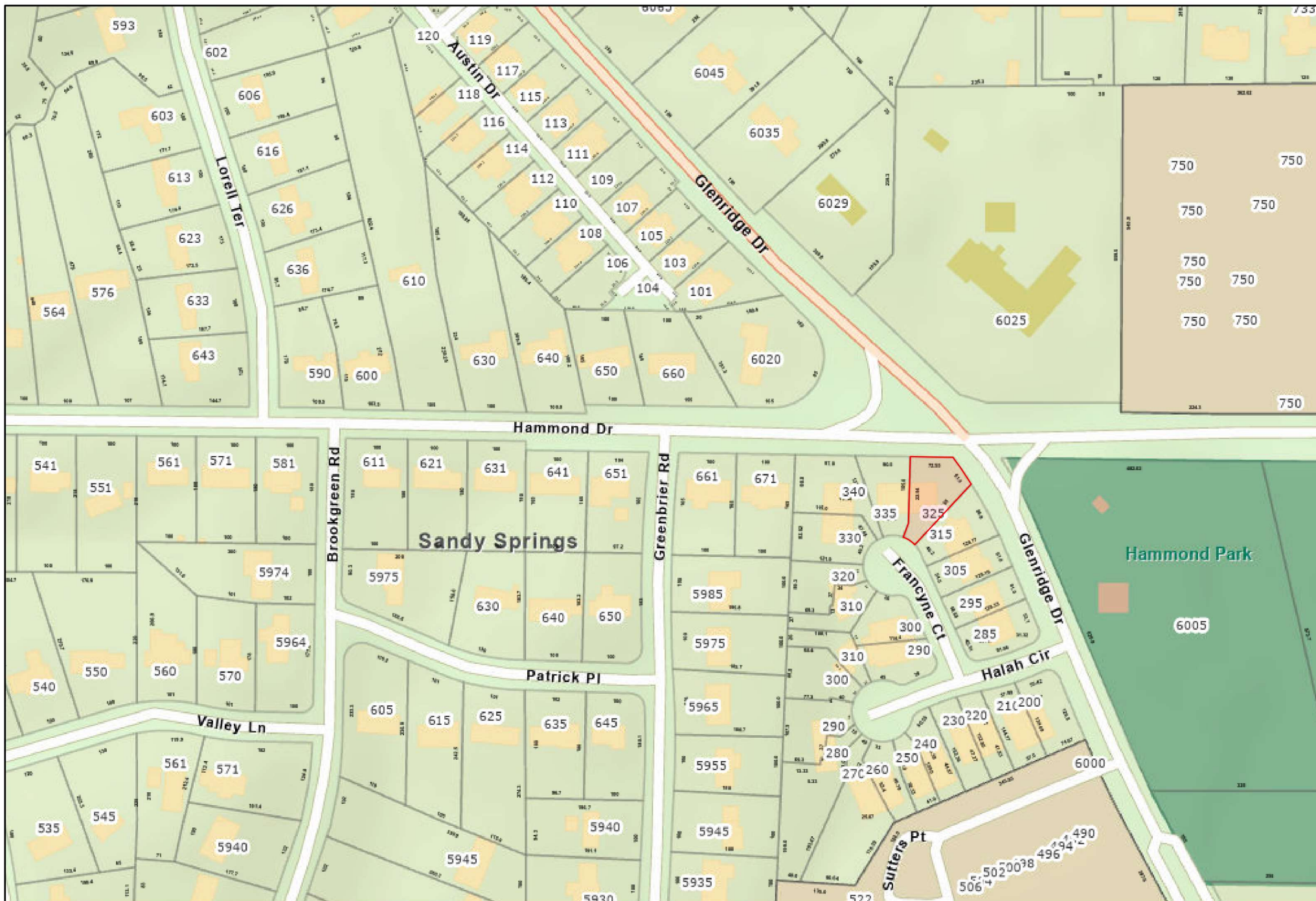
Eden Freeman, City Manager

Final Approval - 9/13/2024

Attachments:

1. Aerial Map
2. GIS Map
3. Executed Agreement
4. Resolution. Agreement to Purchase





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Date: 8/27/2024
Map Size: 8.5x11 (LETTER)

325 Francyne Ct/ Agharahimi

Fulton County provides the data on this map for your personal use "as is". The data are not guaranteed to be accurate, correct, or complete. The feature locations depicted in these maps are approximate and are not necessarily accurate to surveying or engineering standards. Fulton County assumes no responsibility for losses resulting from the use these data, even if Fulton County is advised of the possibility of such losses.



AGREEMENT TO PURCHASE FEE SIMPLE RIGHT OF WAY

June 12, 2024

Mostafa Agharahimi
325 Francine Court
Sandy Springs, GA 30328

RE: Project No.: S2-193
Project Name: Hammond Drive Widening (from Boylston Dr. to Glenridge Dr.)
Parcel No.: 71
Tax ID#: 17-0036-0001-058-8

STATE OF GEORGIA, FULTON COUNTY

For and in consideration of the sum of One Dollar (\$1.00), receipt whereof being acknowledged, the undersigned grants to the City of Sandy Springs, Georgia, an option to acquire the following described real estate:

Fee Simple Right of Way and/or Easement rights through that tract or parcel of land located in Land Lot 37 of the 17th District, of Fulton County, Georgia, and being more particularly described on Exhibit "A" attached hereto and made a part hereof by reference.

\$7,500.00 _____ initial

For the sum of ~~\$4,330.00~~, the undersigned agrees to execute and deliver to the City of Sandy Springs, Georgia, fee simple title and easements to the lands owned by the undersigned as reflected on the attached Exhibit "A" and "B".

* * * * *

The following conditions are imposed upon the grant of this option:

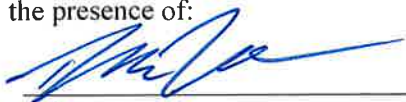
- 1) This option shall extend for 90 days from this date.
- 2) The consideration recited is full payment for the rights conveyed.

<u>196.420</u>	Square Feet of Fee Simple Right of Way
<u>0</u>	Square Feet of Temporary Construction Easement
<u>0</u>	Temporary Driveway Easement(s)

- 3) All Temporary Easements shall terminate after Three (3) years from the commencement of the use of the Easement Area for construction of the S2-193 Project or upon the completion and final acceptance of the Project, whichever date shall first occur.
- 4) The undersigned shall obtain all quit claim deeds or releases from any tenant now in possession and any other parties having a claim or interest in the property described above.
- 5) Special Provisions, if any, are listed on Exhibit "C", which is attached hereto and incorporated herein by reference.

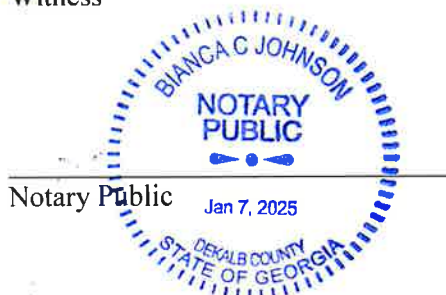
Witness my hand and seal this 26th day of August, 2024.

Signed, Sealed and Delivered in
the presence of:



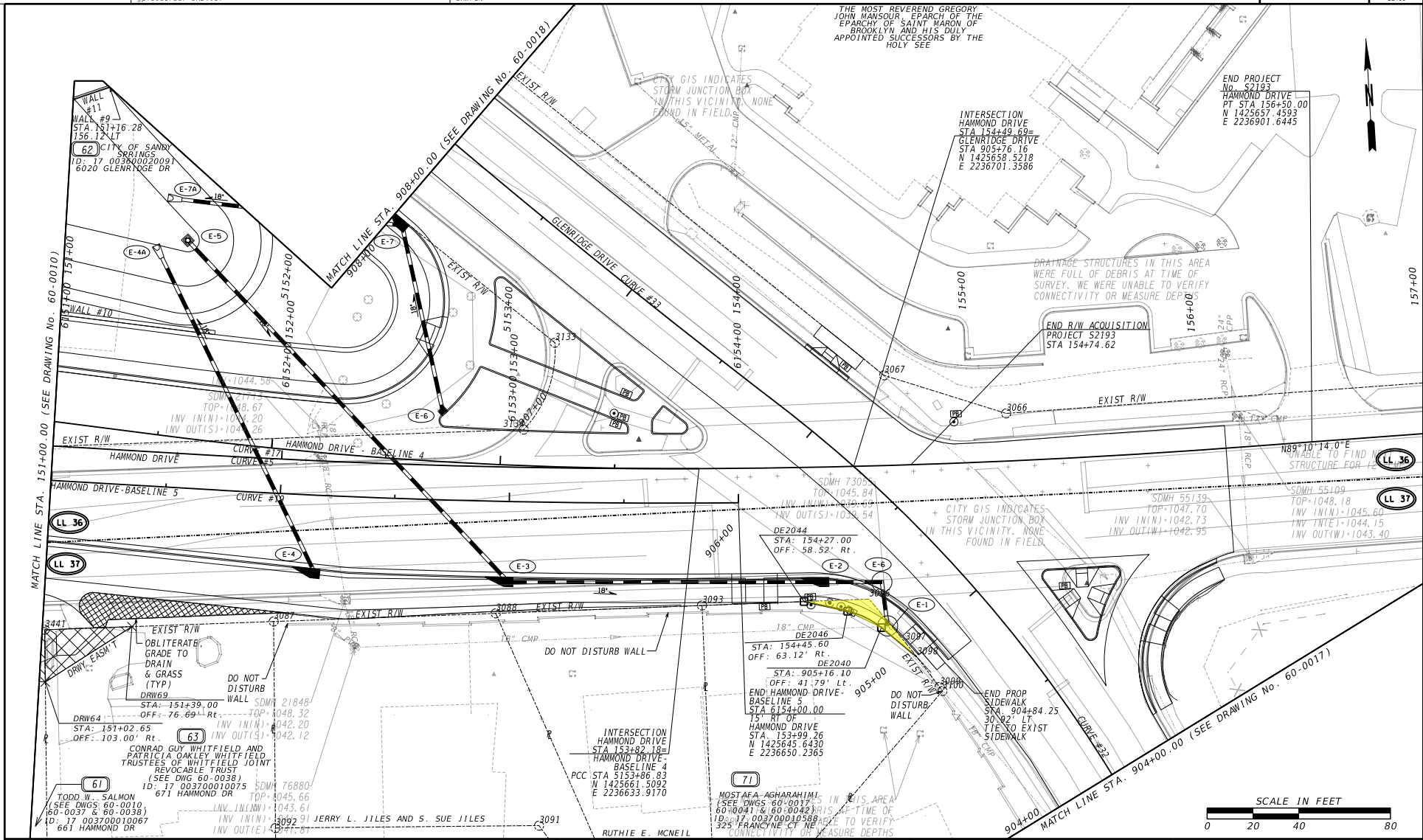
Witness

By:  (L.S.)
Mostafa Agharahimi



By:  (L.S.)

PRELIMINARY

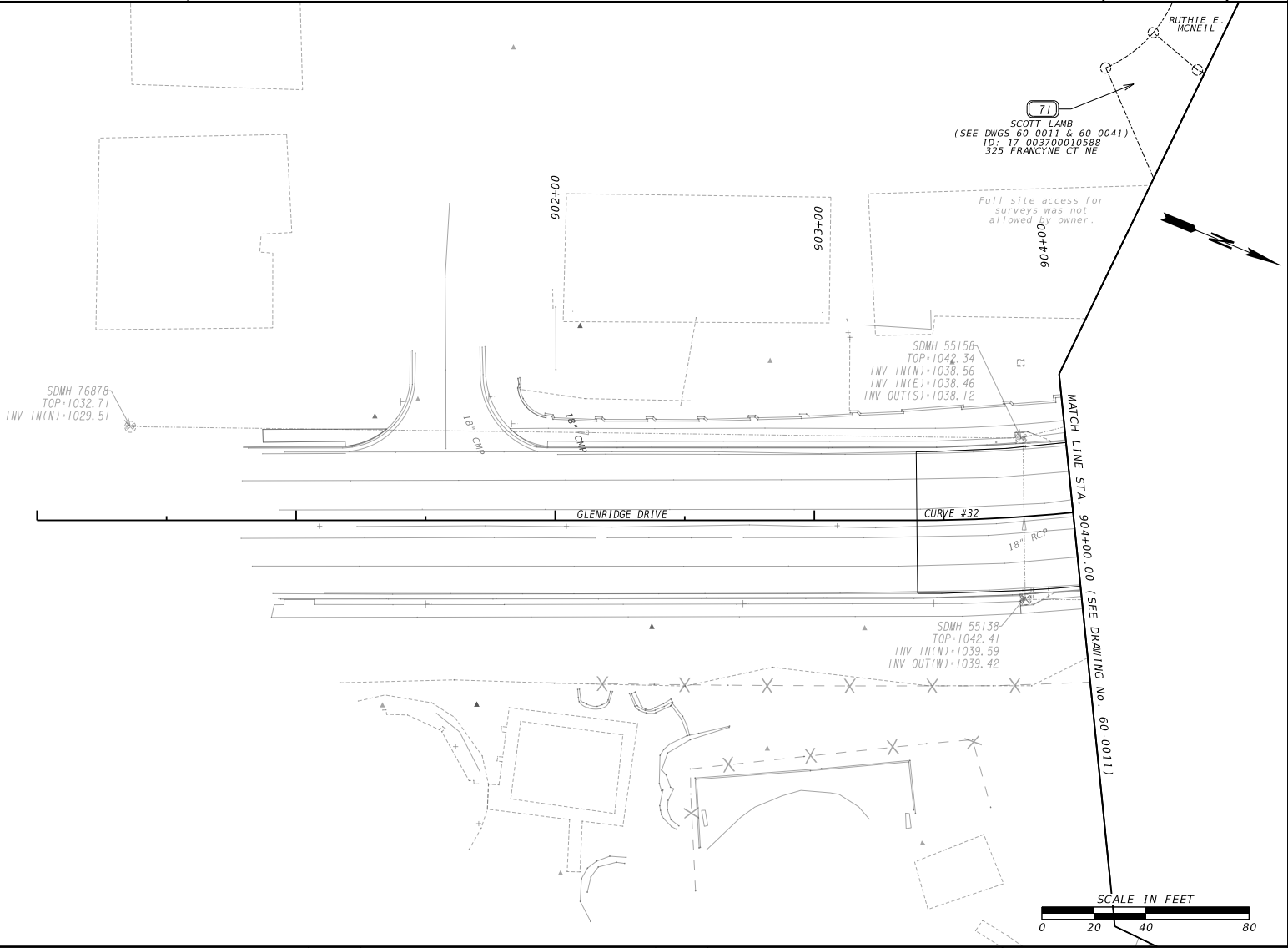


PROPERTY AND EXISTING R/W LINE REQUIRED R/W LINE CONSTRUCTION LIMITS EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES EASEMENT FOR CONSTR OF SLOPES EASEMENT FOR CONSTR OF DRIVES		BEGIN LIMIT OF ACCESS.....BLA END LIMIT OF ACCESS.....ELA EXISTING LIMIT OF ACCESS REQ'D LIMIT OF ACCESS EXISTING LIMIT OF ACCESS & R/W REQ'D LIMIT OF ACCESS & R/W ORANGE BARRIER FENCE ESA - ENV. SENSITIVE AREA		DATE	REVISIONS	DATE	REVISIONS
				03-05-24	REMOVED DRNG EASM'T ON PARCEL 71		

CITY OF SANDY SPRINGS DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP			
PROJECT NO: S2193			
COUNTY: FULTON			
LAND LOT NO: 36, 37			
LAND DISTRICT: 06			
GMD			
DATE	SH	Page 19 of 557	

DRAWING No.
60-0017

PRELIMINARY



PROPERTY AND EXISTING R/W LINE		-----E-----	BEGIN LIMIT OF ACCESS.....BLA	DATE	REVISIONS	DATE	REVISIONS	CITY OF SANDY SPRINGS	
REQUIRED R/W LINE		-----C-----F-----	END LIMIT OF ACCESS.....ELA					DEPARTMENT OF TRANSPORTATION	
CONSTRUCTION LIMITS			EXISTING LIMIT OF ACCESS					RIGHT OF WAY MAP	
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES			REQ'D LIMIT OF ACCESS					PROJECT NO: S2193	
EASEMENT FOR CONSTR OF SLOPES			EXISTING LIMIT OF ACCESS & R/W					COUNTY: FULTON	
EASEMENT FOR CONSTR OF DRIVES			REQ'D LIMIT OF ACCESS & R/W					LAND LOT NO: 71, 70	
			ORANGE BARRIER FENCE					LAND DISTRICT: 06	
			ESA - ENV. SENSITIVE AREA					GMD	
								DATE	
								SH	
								DRAWING No.	
								60-0017	
								Page 20 of 57	

68

ID: 17 007100030328
ERNEST BARNES, IV AND K. HARTLEY C. WASSER
6046 KAYRON DR

PARCEL 68
DE427
TEMP EASM'T

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
DE4032	23.43 L	1001+56.00	KAYRON DR - N
	15.18	S07°00'24.3"W	
3497	23.40 L	1001+40.82	KAYRON DR - N
	32.83	S53°03'35.2"W	
DE2039	47.00 L	1001+18.00	KAYRON DR - N
	23.00	S14°36'04.1"W	
DE2038	50.00 L	1000+95.20	KAYRON DR - N
	30.00	N82°50'18.7"W	
DRW40	80.00 L	1000+95.23	KAYRON DR - N
	38.39	N38°30'02.9"E	
DE4030	60.00 L	1001+28.00	KAYRON DR - N
	27.66	N56°30'15.0"E	
DE4031	39.00 L	1001+46.00	KAYRON DR - N
	18.50	N64°23'39.5"E	
DE4032	23.43 L	1001+56.00	KAYRON DR - N
REQD EASMT	= 1234.40	SF	
REQD EASMT	= 0.028	ACRES	

69

ID: 17 07100060093
NICHOLAS SHE
626 LORELL TERRACE

PARCEL 69
DE219
REQ'D R/W

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
3448	18.42 R	1402+21.41	LORELL TERRACE NE
	17.76	N15°31'15.0"W	
3455	22.49 R	1402+40.68	LORELL TERRACE NE
	18.25	S33°40'03.0"E	
DE2041	24.00 R	1402+20.09	LORELL TERRACE NE
	5.70	S70°16'18.6"W	
3448	18.42 R	1402+21.41	LORELL TERRACE NE
REQD R/W	= 50.46	SF	
REQD R/W	= 0.001	ACRES	
REMAINDER	= +/- 0.41	ACRES	

69

ID: 17 07100060093
NICHOLAS SHE
626 LORELL TERRACE

PARCEL 69
DRWY 25
DRWY EASM'T

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
3455	22.49 R	1402+40.68	LORELL TERRACE NE
	17.76	N16°56'28.3"W	
3456	24.40 R	1402+60.69	LORELL TERRACE NE
	24.02	N17°19'57.5"W	
DRW56	24.59 R	1402+86.00	LORELL TERRACE NE
	41.82	N80°47'45.6"E	
DRW57	66.00 R	1402+80.18	LORELL TERRACE NE
	51.87	S22°36'47.8"E	
DRW58	64.00 R	1402+07.34	LORELL TERRACE NE
	41.20	S70°16'05.6"W	
DE2041	24.00 R	1402+20.09	LORELL TERRACE NE
	18.25	N33°40'03.0"W	
3455	22.49 R	1402+40.68	LORELL TERRACE NE
REQD EASMT	= 2386.36	SF	
REQD EASMT	= 0.055	ACRES	

71

ID: 17 003700010588
MOSTAFA AGHARAHIMI
325 FRANCYNE CT NE

PARCEL 71
DE223
REQ'D R/W

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
DE2044	58.52 R	154+27.00	HAMMOND DRIVE
	28.38	S88°49'57.46"E	
3096	58.05 R	154+54.89	HAMMOND DRIVE
	24.60	S36°27'49.57"E	
3097	38.38 L	905+03.55	GLENRIDGE DR
	8.20	S35°21'45.35"E	
3098	38.71 L	904+94.79	GLENRIDGE DR
	20.12	N47°05'37.94"W	
DE2040	41.79 L	905+16.10	GLENRIDGE DR
ARC LENGTH	= 16.52		
CHORD BEAR	= N60°37'02.45"W		
LNTH CHORD	= 16.37		
RADIUS	= 35.00		
DEGREE	= 163°42'08.02"		
DE2046	63.12 R	154+45.60	HAMMOND DRIVE
	19.49	N74°08'26.96"W	
DE2044	58.52 R	154+27.00	HAMMOND DRIVE
REQD R/W	= 196.42	SF	
REQD R/W	= 0.005	ACRES	
REMAINDER	= +/- 0.21	ACRES	

PRELIMINARY

STATE OF GEORGIA
COUNTY OF FULTON

**A RESOLUTION TO ACCEPT AN AGREEMENT TO PURCHASE FEE SIMPLE RIGHT OF WAY
ON THAT CERTAIN TRACT OF LAND LOCATED AT 325 FRANCYNE COURT,
(TAX ID# 17-0036-0001-058-8), LAND LOT 36 OF THE 17TH DISTRICT,
CITY OF SANDY SPRINGS, FULTON COUNTY, GEORGIA**

WHEREAS, the City of Sandy Springs (“City”) is currently in the process of constructing the S2-193 Hammond Drive Widening Project (“Project”); and

WHEREAS, to facilitate construction of the Project, the City requires the acquisition of 196.42 square feet of Fee Simple Right of Way (“Property”), located at 325 Francyne Court (Tax Id# 17-0036-0001-058-8), in Land Lot 36 of the 17th District, Fulton County, City of Sandy Springs, Georgia, and owned by Mostafa Agharahimi (“Owner”); and

WHEREAS, City staff has reached an amicable settlement with the Owner for purchase of the Property in the amount of \$7,500.00; and

WHEREAS, the Department of Public Works, in response to guidance provided by the City Manager, has reviewed and desires that City Council approve the attached Agreement to Purchase Fee Simple Right of Way (“Agreement”) for purchase of the Property in the amount of \$7,500.00; and

WHEREAS, the City desires to purchase the Property and to enter into the Agreement;

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF SANDY SPRINGS, GEORGIA:

1. That purchase of the Property, as defined above and in the Agreement, is hereby authorized in the amount of \$7,500.00;
2. That the attached Agreement is hereby approved;
3. That the Mayor or appropriate City official is hereby authorized to execute the Agreement, subject to approval of the City Attorney and the City Finance Director; and
4. That the City Manager and appropriate City staff are hereby authorized to take such actions as may be deemed necessary to effectuate the intent of this Resolution.

RESOLVED this 17th day of September, 2024.

Approved:

Russell K. Paul, Mayor

Attest:

Raquel D. Gonzalez, City Clerk

(Seal)



SANDY SPRINGS

CITY CLERK'S OFFICE

TO: Eden Freeman, City Manager

FROM: LaQuita Williams, Planner I

DATE: August 22, 2024 Submission for the September 17, 2024 City Council Meeting

ITEM: U24-0001 - 6450 Barfield Road and 6449 Glenridge Drive - Request for Mayor and City Council consideration of a Conditional Use Permit, to Modify the Scope of Expansion of an Existing Place of Worship Campus in the RE-2 Zoning District

Recommendation:

The Planning Commission, at its regularly scheduled August 21, 2024 meeting, recommended approval of U24-0001 with conditions provided by staff along with the latest site plan; and for the Mayor and City Council to also review and consider additional conditions agreed upon between the applicant and surrounding neighbors.

Staff recommends approval of U24-0001 with conditions provided and also that Mayor and City Council consider the additional conditions agreed upon between the applicant and surrounding neighbors.

Background:

In November 1980, the Fulton County Board of Commissioners approved a Use Application for The Church of Jesus Christ of Latter Day Saints to develop a temple and additional facilities comprising a campus at 6449 Glenridge Drive and 6450 Barfield Road. Since that time, the church has been approved for various subsequent additions and modifications to its use permit and site. The most recent update came in 2010 as an Administrative Modification (AM10-005), updating the site plan for the campus that guides the physical characteristics of the Place of Worship use.

The campus, located between Glenridge Drive to the west and Bardfield Road to the east, includes the temple, an annex (including facilities for ground keepers), a clothing distribution center, and a small apartment building for missionaries and other out-of-state temple workers. In 1988, the property was further developed to include a meetinghouse (chapel) for regular Sunday worship and other church activities. That meetinghouse is the only facility proposed for redevelopment at this time.

Discussion:

The current request for an updated Use Permit is due primarily to two potential impacts based on a partial redevelopment of their campus. The western half of the Latter Day Saints campus currently hosts the meeting house, which is being proposed for redevelopment from an approximately 15,000 square feet footprint to a footprint of 25,000 square feet, a nearly 70% increase. The building orientation would also change from a north-south direction to an east-west arrangement, bringing it significantly closer to the western property line fronting Glenridge Drive. Parking on the western portion of the campus would increase by 67 spaces or nearly 25%.

Financial Impact:

No financial impact is anticipated at this time.

Alternatives:

Mayor and City Council may also vote to defer their decision, modify the recommended conditions, or deny the proposed site modifications to the existing use permit for the Place of Worship.

Review:

Matthew Anspach, Senior Planner
Ginger Sottile, Director of Community Development
Toni Carlisle, Chief Financial Officer
Dan Lee, City Attorney
Eden Freeman, City Manager

Created/Initiated - 9/13/2024
Approved - 9/13/2024
Approved - 9/13/2024
Approved - 9/13/2024
Final Approval - 9/13/2024

Attachments:

1. U24-0001 Packet
2. U24-0001 Ordinance w SD cond
3. U24-0001 Ordinance
4. U24-0001 MCC Presentation



P&Z STAFF REPORT

Mayor & City Council Meeting, September 17, 2024

Case: **U24-0001 – 6449 Glenridge Drive and 6450 Barfield Road**
Staff Contact: Matthew Anspach (manspach@sandyspringsga.gov)
Report Date: August 29, 2024

REQUEST

Request for a Conditional Use Permit to modify the scope of expansion of an existing Place of Worship campus in the RE-2 zoning district.

APPLICANT

Property Owner:	Petitioner:	Representative:
Corporation of the Presiding Bishop of the Church of Jesus Christ of Latter-day Saints	The Church of Jesus Christ of Latter-day Saints	Jeffrey S. Haymore, Dillard Sellers

SUMMARY

The Applicant requests a Conditional Use Permit to allow for site improvements to an existing place of worship (church) campus. The church proposes increase their meeting house footprint and change its orientation. The proposal also includes adding additional parking.

RECOMMENDATION

Department of Community Development

Staff recommends **Approval with Conditions** of **Conditional Use Permit** U24-0001. Staff also recommends that Mayor & City Council consider the additional conditions agreed upon between the applicant and the neighboring communities, provided in this packet.

Planning Commission (August 21, 2024)

The Planning Commission recommended **Approval with Conditions** of **Conditional Use Permit** U24-0001. The conditions, referred to by the Planning Commission, included those provided by staff, as well as those agreed upon during discussion with the neighboring communities.

Motion:

Commissioner Settles motioned to recommend approval, provisional upon Staff's recommended conditions as well as those proposed by the applicant which were agreed upon with neighboring communities. Commissioner Nickles seconded the motion; the motion carried by a unanimous vote.

MATERIALS SUBMITTED AND REVIEWED**Materials:**

1. Application, received July 22, 2024

Plans:

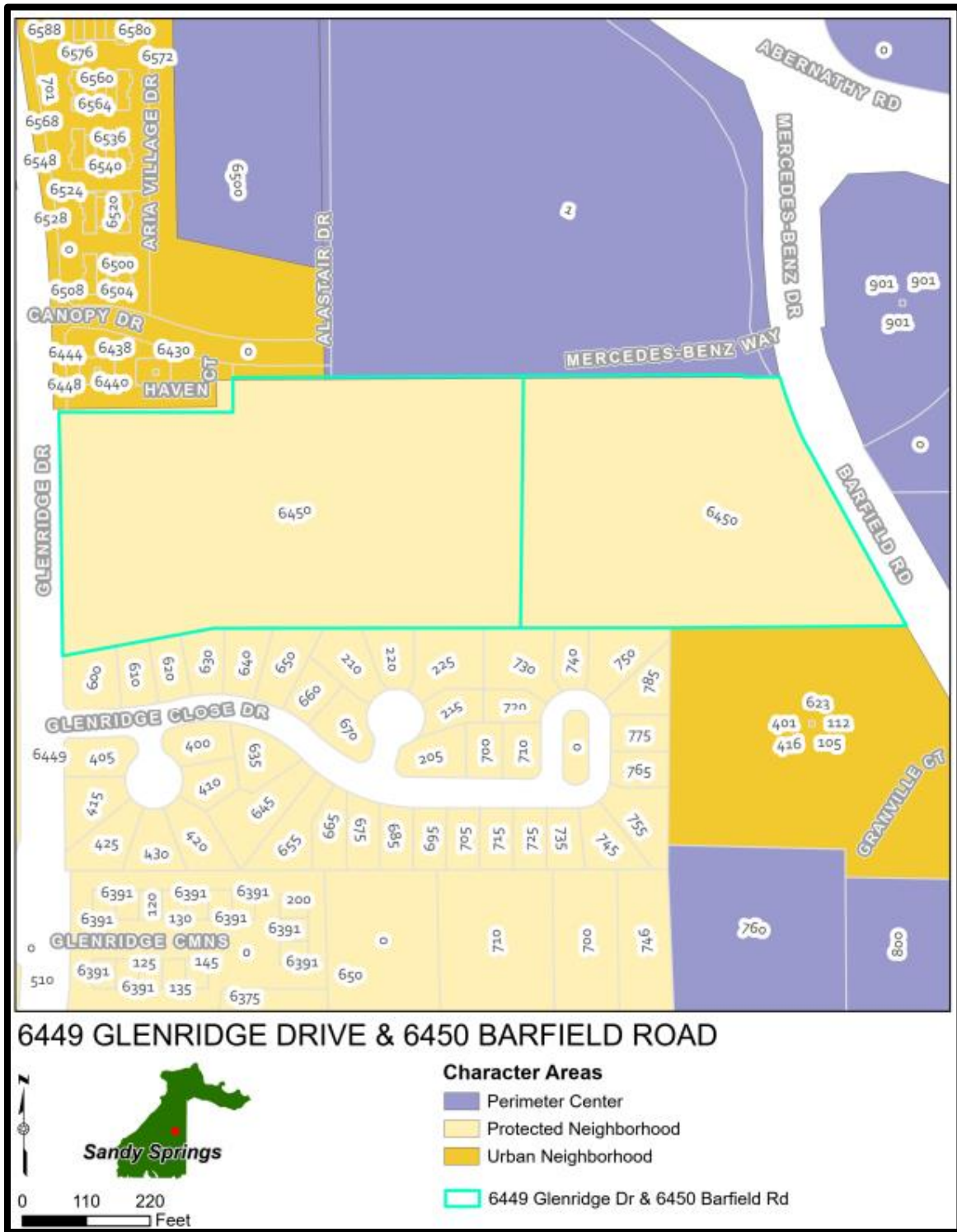
1. *"Boundary and Topographic Survey"* received July 22, 2024
2. *"CUP Site Plan"* prepared by Lowe Engineers and received on July 22, 2024
3. *"Elevations, Floor Plan and Renderings"* by Hillfoley Rossi received July 22, 2024
4. *"7.19.24 Landscape Plan Southern boundary.pdf"* prepared by Bilson & Associates received on July 29, 2024

PROPERTY INFORMATION	
Location:	6449 Glenridge Drive (Parcel # 17 0035LL3057) 6450 Barfield Road (Parcel # 17 0035LL0657)
Council District:	3 – Melissa Mular
Road frontage:	Approximately 420 feet of frontage on Glenridge Drive Approximately 482 feet of frontage on Barfield Road
Acreage:	Approximately 8.09 acres at the Meeting House Approximately 5.07 acres at the Place of Worship
Current Zoning: Existing Land Use:	RE-2 (Residential Estate – 2 acres minimum) Place of Worship
Previous Zoning Case/Cases:	AM10-005 AM09-003 M1988-027 M1987-020 U80-0063
Character Area:	Protected Neighborhood

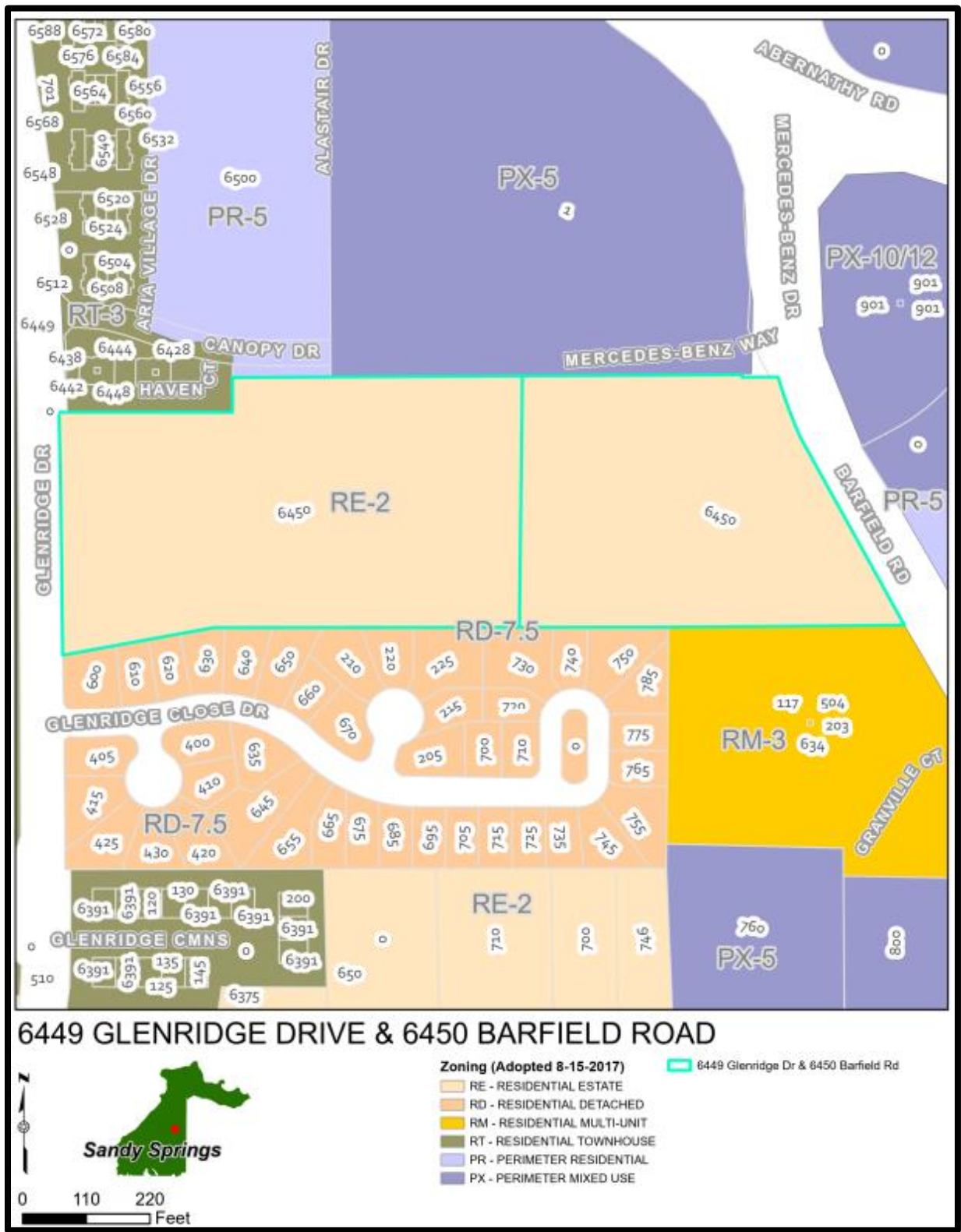
PROCESS			
Initial Community Meeting (CMI): May 23, 2024	Second Community Meeting (CMII): June 24, 2024	Planning Commission Hearing: August 21, 2024	Mayor and City Council Hearing: September 17, 2024

EXISTING ZONING AND LAND USES OF PROPERTY IN THE VICINITY			
Location relative to subject property	Zoning / Land use	Address(es)	Land area (acres) (approximate)
North	PX-5 (Perimeter Mixed Use) Office	1 Mercedes-Benz Drive	12.04 acres
North	PR-5 (Perimeter Residential) Multi-Unit Residential	6500 Aria Boulevard	5.51 acres
North	RT-3 (Residential Townhouse) Single Unit Attached Residential Neighborhood	Aria South Subdivision	Varies
West	RT-3 (Residential Townhouse) Single Unit Detached	Aria Subdivision	Varies
South	RD-7.5 (Residential Detached) Single Unit Detached	Glenridge Close Subdivision	Varies
South	RM-3 (Residential Multi-Family) Multi-Unit Residential	The Granville Condominiums	Varies
Southeast	PX-10/12 (Perimeter Mixed Use) Single Unit Attached Residential Neighborhood	North Place	Varies
Northeast	PX-10/12 (Perimeter Mixed Use) Multi-Unit Residential	Serrano	Varies
PROPOSED DEVELOPMENT			
--	RE-2 (Residential Estate)	6449 Glenridge Drive 6450 Barfield Road	13.16 acres

CHARACTER AREA MAP



ZONING MAP



AERIAL IMAGE



EXISTING DEVELOPMENT

The 13.16-acre site is zoned RE-2 (Residential Estate – 2 acres minimum) originally was one parcel holding the temple and a meetinghouse. The campus is now situated across two lots running east-west between Glenridge Drive and Barfield Road. The temple is on the eastside of the campus, while the existing meetinghouse and the other ancillary buildings constitute the western portion of the campus. The meetinghouse proposed to be torn down and redeveloped was built in 1988.

The property is adjacent to the Perimeter Center Character Area district to the north and east, with the Mercedes-Benz Headquarters Complex and Aria Village neighboring to the north, and the Serrano condominium complex to the northeast, the Promenade at North Place, a Perimeter Center townhouse community. To the south and west are Aria West and Glenridge Close subdivisions- both Protected Neighborhood Character Areas. To the southeast is the Urban Neighborhood condominium community, The Granville. The campus fits nicely in between a diversity of uses and residential housing types serving as a very appropriate land use transition for the community.



Above: South elevation of current meeting house facing north | Below: View of western entrance





View facing east showing existing parking and natural buffer at southern property line



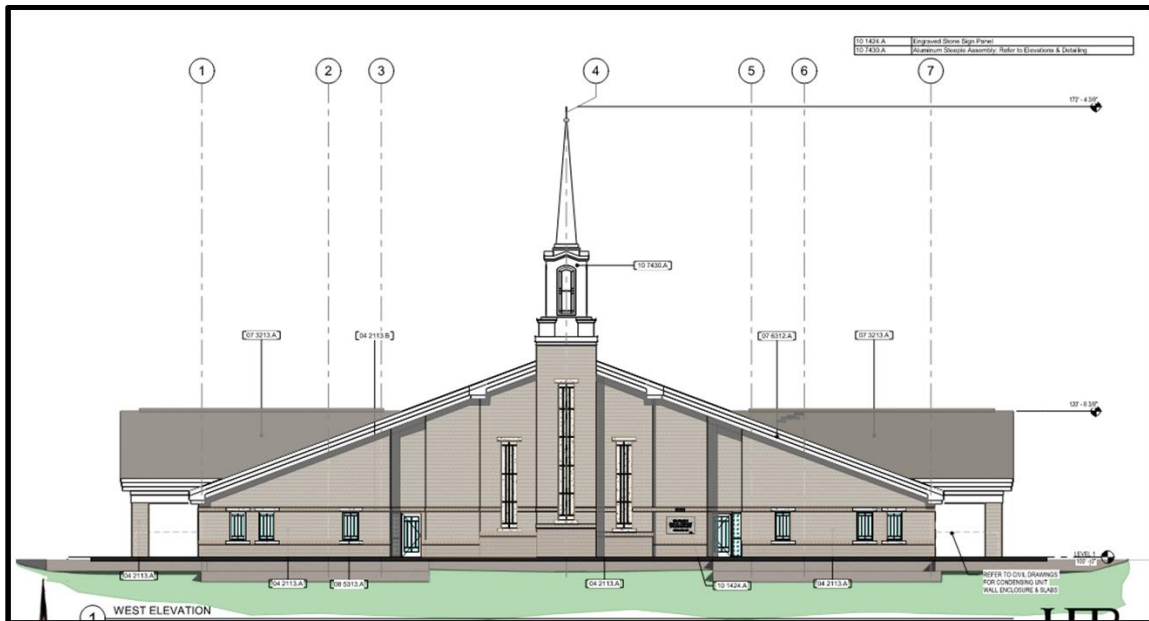
View facing northwest showing rear of meetinghouse



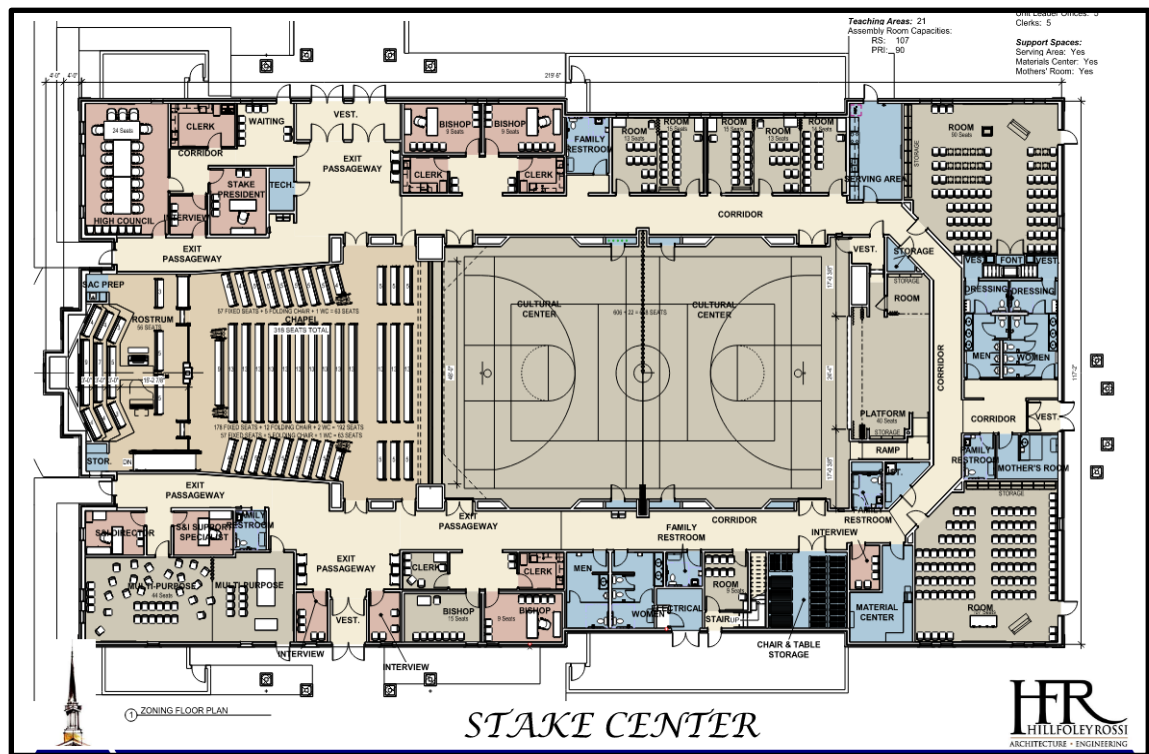
View facing northwest from parking lot with Aria Village manor homes in the distance



View facing west towards Glenridge Drive



West elevation rendering – View facing east on Glenridge Drive



STAKE CENTER
Proposed Floor Plan

CONDITIONAL USE PERMIT CONSIDERATIONS

Per Sec. 11.3.6.D. of the Development Code, the following list of approval criteria for a Conditional Use Permit provides guidance for making decisions on approval:

1. *The use is allowed as a conditional use in the respective zoning district (See Div. 7).*

Finding: The existing use, a place of worship, is allowed in the Residential Estate (RE-) district via a Conditional Use Permit.

2. *The use complies with the applicable specific use standard listed in Article 7 without the granting of any Variance.*

Finding: The use and proposed site amendments would not require any variances based on the information provided. A place of worship and its accessory site apparatus is defined as, “a building or structure that by design and construction is primarily intended for conducting organized religious services.” and has the following “Basic Use Standards”:

a. *No buildings and use areas/structures other than parking and pedestrian walkways may be located within 100 feet of any Protected Neighborhood district used for residential purposes.*

The nearest Protected Neighborhood community, Glenridge Close, located to the south of the campus would be approximately 105’ from the southernmost footprint of the proposed building.

b. *No parking areas may be located within 50 feet of any Protected Neighborhood district used for residential purposes.*

The legal nonconforming parking lot is approximately 26 feet from the shared property line with the Protected Neighborhood to the south. The parking aisle was developed in 1988 while the abutting residential neighborhood was developed in 1992.

c. *Any associated private schools, recreational fields or other uses requiring a conditional use permit as a stand-alone use in that zoning district are allowed only under a separately approved conditional use permit for each use.*

The stated uses and affiliated proposed site plan exclude any proposal for a private school, recreational field, or other use requiring a separate conditional use permit.

d. *The maximum lot coverage and maximum building height beyond those of the underlying zoning district are determined through the Conditional Use Permit process.*

The applicants are proposing to decrease the height of the building by one foot maintaining its compliance with the Development Code. Therefore, no proposed or existing structure exceeds the zoning district’s maximum height allowance. No exceptional building height allowance is needed as a part of this request.

The lot coverage as proposed would continue to exceed the normal district maximum of 25%. The district is primarily designated for detached residential where 25% lot coverage is typically more than sufficient. For nonresidential uses, often requiring a use permit, 60% lot coverage is not unprecedented.

3. *The use is compatible with adjacent uses in terms of location, scale, site design, hours of operation and operating characteristics.*

Finding: The proposed use is compatible with adjacent uses as it is a civic or institutional use situated between higher density residential, retail, and office to the north, and residential attached and detached neighborhoods to the south, west, and east. The campus is large and can effectively contain any events requiring queuing or similar traffic operations to be maintained on site. Ingress and egress are plentiful between two streets (one a minor local (Glenridge Drive) and the other a collector order street (Barfield Road)) and three total access points. Hours of operation are typical of places of worship, with continuous use of varying degree throughout the week, but major events or services being scheduled a couple of times per week.

4. *Any significant adverse impacts resulting from the proposed use in the affected area will be effectively mitigated or offset.*

Finding: There are no perceptible adverse impacts that will result from the proposed site improvements. Required improvements to the Glenridge Drive streetscape, and improved traffic flow design within the campus should all represent positive impacts for the surrounding community due to the proposed amendment to the use permit's historical site plan.

5. *The City and other service providers will be able to provide sufficient public facilities and services including schools, roads, recreation facilities, wastewater treatment, water supply and stormwater facilities, police, fire and emergency medical services, while maintaining sufficient levels of service to existing development.*

Finding: The city and other service providers will be able to provide sufficient public services to the site.

COMMENTS FROM OTHER PARTIES

Sandy Springs Public Works & Transportation:

Public Works would reiterate the comment that the developer shall provide frontage improvements as required by Code along with associated ROW dedications for Glenridge Drive.

Sandy Springs Transportation Engineer:

No comment provided.

Sandy Springs City Engineer:

No comment provided.

Sandy Springs Chief Environmental Compliance Officer:

No comment provided.

Sandy Springs Arborist:

Approved with the condition that existing and future permits for the construction of the proposed facilities meet the Sandy Springs Tree Conservation Code.

Sandy Springs Land Development:

No comment provided.

Sandy Springs Sustainability Manager:

No comment provided.

Sandy Springs Building Official:

No comment provided.

Sandy Springs Fire Marshal:

Fulton County Schools:

No comment provided.

Fulton County Public Services and Utilities:

No comment provided.

PUBLIC PARTICIPATION

Community Meeting I

There were 16 attendees at the first Community Meeting (CMI) on May 23, 2024, including staff, the applicants and members of the Aria West community.

Community Meeting II

There were 16 attendees at the second Community Meeting (CMII) on June 24, 2024, including staff, the applicants and members of the Aria West and Glenridge Close community.

Correspondence Received

One comment was received in opposition and one comment was received in support.

DEPARTMENT OF COMMUNITY DEVELOPMENT RECOMMENDATION

Following review, and based on the findings, Staff recommends **Approval of Conditional Use Permit U24-0001**, request for a Conditional Use Permit to modify the scope of expansion of an existing Place of Worship campus in the RE-2 zoning district, subject to the following conditions:

1. To the owner's agreement to limit use of the property to the religious Temple and support and auxiliary structures including maintenance and garage facilities, a distribution center, and with a maximum of 25 residential units, and a chapel building or an additional 35 residential units.
2. To the owner's agreement to abide by the following:
 - a. To the site plan received by the Department of Community Development dated July 22, 2024. Said site plan is conceptual only and must meet or exceed the requirements of the Development Code and these conditions prior to the approval of a Land Disturbance Permit. Unless otherwise noted herein, compliance with all conditions shall be in place prior to the issuance of a Certificate of Occupancy.
3. To the owner's agreement to submit to the Director of Community Development for his approval, prior to the issuance of a grading permit, a detailed landscape plan. And further, to the owner's agreement that said landscaping approved by the Director of Community Development shall be in place prior to the issuance of the Certificate of Occupancy or connection of permanent power.
4. To the owner's agreement to provide a minimum 25 foot wide natural, undisturbed, buffer, replanted where sparsely vegetated, along the entire north and south property lines in addition to the 25-foot side yard setback.
5. To the owner's agreement that the entire 40-foot setback along the Barfield Road frontage shall be a landscaped strip; and to the owner's agreement to provide a minimum 5-foot deep, 100-foot linear landscape strip parallel with Glenridge Drive property frontage. Said landscape strip along Glenridge Drive shall be planted in conformance with the landscape plan received by the Department referred to in condition 3 above, subject to approval of the Sandy Springs Arborist.

SPORTS

Pace Academy, Westminster continue rivalry

By Greg Oshust
Sports Editor

When Westminster and Pace Academy get together on the football field, the chances are high it’s going to be a close-fought game. This year’s edition of the Northside rivalry is shaping up to be no exception as Westminster hosts Pace in a non-region game at Alfred E. Thompson Stadium Aug. 23. While Westminster won its first eight games with Pace Academy, the Knights bounced back with wins the last two years, winning each game by just two points — 21-19 in 2022 and 33-31 last year. In last year’s game, Pace jumped out to a 21-7 lead, but Westminster stormed back to go up 31-27, before Maddox Crawford scored on a 2-yard quarterback keeper with 43 seconds left in the game to clinch the win for the Knights. In 2022, Westminster came back from a 12-3 deficit to take a 16-12 before Pace scored a touchdown in the third quarter to gain the lead for good and score its first-ever win over the Wildcats. For Westminster assistant coach Joe Sturniolo, a big part of the credit of the rivalry’s competitiveness goes to the quality of the coaching of Pace Academy coach Nick Bach.

“The biggest reason this has become such a competitive series is that Pace is very well coached,” Sturniolo said. “Of course they have talent, but coach Bach has done a tremendous job of getting the most out of his players. The past two years have shown the competitiveness of the series. Being two -point games, a single play could have changed the outcome. We expect the same this year, and constantly preach to our own players that every play matters.” Both teams are looking for return trips to the state playoffs this season, with Westminster (8-4 last year) advancing to the second round and Pace (5-6 in 2023) losing in the first round — both in Class AAAA. Both teams opened the 2024 season Aug. 16, with Westminster hosting Northside archrival Lovett and Pace Academy playing on the road against Chamblee. Results of both games were unavailable at press time. Senior wide receiver Cooper Williams is among the key players for Pace Academy, along with senior offensive tackle Miles Glover — a William & Mary commit — senior offensive/defensive lineman Gavin Jeffries, junior linebacker Jalen Smith, junior defensive lineman Braylon Cambor, sophomore safety Adryan Cole,



Special Photo: Issy Banks

Westminster quarterback Michael Buhay (17) evades Pace Academy defender Davon Burrell (5) during last year’s game between the two Northside rivals. Pace went on to win the game 33-31. sophomore defensive end/outside linebacker Justin Weeks, sophomore center Tim Harvey and sophomore wide receiver Ricky Washington. Westminster is led by senior quarterback Michael

Buhay, junior tight end Brand Morgan, senior guard Johnny Jackson, sophomore running back Will Barton, senior defensive lineman Braedon Willis and senior defensive back Mason Theis.

Mount Vernon looks to overcome early adversity in quest for state title

By Greg Oshust
Sports Editor

The 2023 season will be a tough act to follow for the Mount Vernon softball team. Duplicating a season in which they made it all the way to the finals of the Class A, Division I state tournament in Columbus certainly will not be easy for the Mustangs. However, despite losing team leaders Reagan Hickey, Grace Westmoreland and Lauren Dove to graduation, Mount Vernon coach Mike Edmonson said that the 2024 edition of the Mustangs still have plenty of talent on hand to make another serious run at a state title. “I feel very confident about this team,” Edmonson said. “I feel very strong about their potential and the talent that we have and it’s just a matter of getting them the experience, so they can get the confidence they need to play loose.” The beginning of the 2024 season has been a struggle for Mount Vernon, which is off to a 1-4 start as of Aug. 14 without a number of players out of the lineup with injuries. The effect of the numerous absences of players in their lineup was especially telling at the annual Battle of Sandy Springs tournament Aug. 8 to 10, where the Mustangs lost two of three games — losing to Riverwood 13-4 Aug. 8 and then beating Holy Innocents’ 7-0 and falling to North Springs 7-6 in nine innings Aug. 10. “We have had some significant injuries and a freshman and senior retreat that kind of gutted our roster for the Sandy Springs tournament,” Edmonson said. “So we’re scuffling right now. But we’re looking to right the ship and pick up where we left off last year.” Filling gaps left by the departure of their top three from last year, who have all gone on to play college softball — Hickey at Virginia, Westmoreland at Yale and Dove at Berry College — certainly won’t be easy for Edmonson. “All three were a huge part of our team and all of

them have gone on to play college softball,” Mount Vernon coach Mike Edmonson said. “We’re losing three big leaders and three darn good softball players.” With Hickey, Westmoreland and Dove leading the way, Mount Vernon enjoyed its best season in program history in 2023 as it finished with a 29-6 record and qualified for the state tournament for the third year in a row. The Mustangs advanced all the way to the finals, where they lost to Prince Avenue Christian. “It was a great ride, led by the leadership of our seniors, and they kind of brought everyone with them,” Edmonson said. “From the top

down, they instilled confidence in everybody and kept everybody loose and led us to that state championship final.” However, the Mustangs have a couple of players ready to fill that leadership void in senior pitcher Reese Hickey — Reagan Hickey’s younger sister — and junior catcher Priscilla Andrin, both of whom were All-State selections in Class A, Division I in 2023. “We still have a couple of All-State performers coming back,” Edmonson said. “Both of them have great bats and will step into that leadership void.” Junior outfielder Kennedy Reynolds and sophomore

shortstop Alex Schiff are among the other key players for the Mustangs, who also feature a number of promising freshmen.



Special Photo

Senior pitcher Reese Hickey will try to help lead the Mount Vernon softball team to state contention once again this season.

SANDY SPRINGS
NOTICE OF CONDITIONAL USE PERMIT

Petition Number:	U24-0001
Petitioner:	The Church of Jesus Christ of Latter-day Saints
Property Location:	6449 Glenridge Drive/6450 Barfield Road
Request:	Request for a Conditional Use Permit to modify the scope of expansion of an existing Place of Worship campus in the RE-2 zoning district.
Public Hearing:	Mayor and City Council September 17, 2024 at 6:00 p.m.
Location:	Sandy Springs City Hall 1 Galambos Way Sandy Springs, GA 30328 770-730-5600
Virtual Option:	The meeting will be live-stream at www.sandyspringsga.gov/stream For instructions on how to provide public comment during the Public Hearing, please visit http://spr.gs/publiccomment .

INVITATION TO BID
25-007
S2179 SPALDING DRIVE SIDEWALK PROJECT
BID DUE DATE & OPENING September 16, 2024, 2:00 PM EST.
ZOOM
<https://us06web.zoom.us/j/8146434147?pwd=enEQQWhqUVJQYjJvdIVRZjdtQmorQT09&omn=84501590378>
Meeting ID: 814 643 4147
Passcode: K6gKVp
+1 312 626 6799 US (Chicago)
+1 646 558 8656 US (New York)
+1 301 715 8592 US (Washington, DC)

NON-MANDATORY PRE-BID CONFERENCE
Time: August 29, 2024, 10:00 AM Eastern Time (US and Canada)
VIA ZOOM
<https://us06web.zoom.us/j/8146434147?pwd=enEQQWhqUVJQYjJvdIVRZjdtQmorQT09&omn=84903884235>
Meeting ID: 814 643 4147
Passcode: K6gKVp
+1 312 626 6799 US (Chicago)
+1 646 558 8656 US (New York)
+1 301 715 8592 US (Washington DC)

QUESTIONS DUE
September 2, 2024, 5:00 P.M.

Bids shall only be accepted online through the Bonfire Portal at:
<https://sandysprings.bonfirehub.com/projects/149659/details>
Any proposal submitted in any other format (email, paper, fax, mail, etc.) will not be accepted for any reason.

GENERAL INFORMATION:

- All communications regarding this solicitation must be with the assigned Procurement Agent, Edward McAadoo III, purchasing@sandyspringsga.gov.
- All questions or requests for clarification must be sent via Bonfire under Message Vendor Discussions: <https://sandysprings.bonfirehub.com/projects/149659/details>. Questions are due no later than September 2, 2024, 5:00 p.m. Questions received after this date and time may not be answered. There is a pre-bid meeting associated with this solicitation.
- Questions and clarifications will be answered in the form of an addendum. Any addenda, schedule changes and other important information regarding the solicitation related to this solicitation will be posted on Bonfire website at <https://sandysprings.bonfirehub.com/projects/149659/details>. It is the Offeror's responsibility to check the Bonfire portal for any addendum or other communications related to this solicitation.

REQUEST FOR PROPOSALS #25-008
S2132 Riverside Bridge Over Chattahoochee Tributary Scoping Study

NON-MANDATORY PRE-PROPOSAL MEETING:
September 4, 2024, 1:00 p.m. EST

Join Zoom Meeting
<https://zoom.us/j/2432328683?pwd=Uk1rLzJNOEoyeWR5UW9xSWxVQm5mZz09&omn=99517117401>
Meeting ID: 243 232 8683
Passcode: 761712
+1 312 626 6799 US (Chicago)
+1 646 558 8656 US (New York)
+1 301 715 8592 US (Washington DC)

Proposals are due:
September 23, 2024, 2:00 p.m. EST

Firms offering responses to this RFP (“Offeror(s)”) shall submit sealed proposals (“Proposal(s)”) to be received by the City of Sandy Springs (“City”) no later than September 23, 2024, 2:00 p.m. EST. The City will only accept online submissions for this RFP through the Bonfire Portal at <https://sandysprings.bonfirehub.com/projects/148235/details>. (“Bonfire”). Any Proposal submitted in any other format (e-mail, paper, fax, mail, etc.) will not be accepted for any reason.

General Information:

- All communications regarding this procurement must be with the assigned Procurement Officer, Reginald Starling, purchasing@sandyspringsga.gov.
- All questions or requests for clarification must be sent via Bonfire under Message Opportunity Q&A: <https://sandysprings.bonfirehub.com/projects/148235/details>. Questions are due no later than September 12, 2024, 5:00 p.m. EST. Questions received after this date and time may not be answered.
- Questions and clarifications will be answered in the form of an addendum. Any addenda, schedule changes and other important information regarding this procurement will be posted on Bonfire at <https://sandysprings.bonfirehub.com/projects/148235/details>. It is the Offeror's responsibility to check Bonfire for any addenda or other communications related to this procurement.

APPLICATION

ZONING MAP AMENDMENT (REZONING) & CONDITIONAL USE PERMIT

☐ ZONING MAP AMENDMENT - OR - ☒ CONDITIONAL USE PERMIT

Application Checklist:

Page No.	Item	Completed/ Included in Submittal
2	Project Information Sheet	☒
3-6	Detailed Process and Instructions	N/A
7	Application Form	☒
8-10	Authorization and Disclosure Forms	☒
11	Letter of Intent	☒
11	Zoning Impact Analysis	☐ or N/A ☒
11-12	Conditional Use Analysis	☒ or N/A ☐
12	Traffic Impact Study	☒ or N/A ☐
12	Development of Regional Impact	☐ or N/A ☒
12	Chattahoochee River Corridor Certificate	☐ or N/A ☒
12-13	8½" x 11" copy of Survey	☒
12-13	8½" x 11" copy of Site Plan (optional for Rezoning)	☒ or N/A ☐
12-13	11" x 17" copy of Survey	☒
12-13	11" x 17" copy of Site Plan (optional for Rezoning)	☒ or N/A ☐
12-13	Two (2) full-scale copies of Survey	☒
12-13	Two (2) full-scale copies of Site Plan (optional for Rezoning)	☒ or N/A ☐
12	8½" x 11" copy of Legal Description	☒
	11" x 17" copy of Elevations and/or Sections and Floor Plan	☒ or N/A ☐
14	Meeting Schedule	N/A
15	Fee Schedule	N/A
15	Fee Payment	☒ Upon Invoice
16	Sign Specifications	N/A
17	Sign-In Sheet Template	N/A
4	Summary of and Sign-In Sheet Completed at CMI	☐
All documents must be submitted electronically (via email)		

The Director reserves the right to request additional information deemed necessary to analyze the request. Incomplete applications will not be accepted.

Planner's initials: _____

Received
5/22/2024
9:43am
LSW

4-3



SANDY SPRINGS™
GEORGIA

Case No.: U24-0001
Planner's initials: LSW

PROJECT INFORMATION SHEET

PROPERTY	Address(es): 6450 Barfield Road Also Known As, 6449 Glenridge Drive, Sandy Springs, GA 30328	
	Parcel Tax ID(s): 17 0035 LL3057	
	Total acreage: 8.09	Council District: 3
	Current zoning: RE-2	Current use: Place of worship - church
	Character Area: Protected Neighborhood	

APPLICATION	Purpose of the Application:	
	Check all that apply:	
	☐ Zoning Map Amendment (Rezoning) ☒ Conditional Use Permit	
	Detailed request: Applicant/Owner seeks a Conditional Use Permit to replace the existing church Building (15,000SF) and accessory parking lot (247 Spaces) with a new church building (25,311SF) and accessory parking (318 spaces).	
	Petitioner: The Church of Jesus Christ of Latter-Day Saints	
	Petitioner's address: 50 E. North Temple St., COB12, Salt Lake City, Utah 84150	
Phone: [REDACTED] Email: thh@ChurchofJesusChrist.org		

OWNER	Property owner: The Church of Jesus Christ of Latter-Day Saints, a Utah corporation sole, d/b/a Corporation of the Presiding Bishop of the Church of Jesus Christ of Latter-Day Saints, a Utah Corporation sole	
	Owner's address: 50 E. North Temple St., COB12, Salt Lake City, Utah 84150	
	Phone: [REDACTED] Email: thh@ChurchofJesusChrist.org	
	Signature (authorizing initiation of the process):	
	If the property is under contract, provide a copy of the contract	

- TO BE FILLED OUT BY P&Z STAFF -

Pre-Application Meeting date: 4/24/2024	Anticipated Application date: 5/24/2024
CMI date, time, and location: 5/23/2024 at 6pm City Hall	
ADDITIONAL INFORMATION NEEDED:	
SUBMITTAL ITEMS WAIVED BY DIRECTOR:	



SANDY SPRINGS™
GEORGIA

Case No.: _____
Planner's initials: _____

APPLICATION FORM

APPLICATION	Purpose of the Application: Conditional Use - Place of Worship
	Check all that apply: ☐ Zoning Map Amendment (Rezoning) ☒ Conditional Use Permit
	Detailed request:
	Applicant/Owner seeks a conditional use permit to replace the existing church building (+/- 14,988SF) and accessory parking lot (247 spaces) with a new church building (+/- 25,311SF) and accessory parking (311 spaces).

COMMUNITY MEETING I REPORT	Date and location of CMI: May 23, 2024 at City Hall: 1 Galambos Way, Sandy Springs, GA 30328	
	Beginning time: 6:00 PM	End time: 7:00 PM
	Summary of concerns discussed:	
	Please see the enclosed document.	
	Does the Application address the concerns discussed at the CMI? ☒ Yes ☐ No	
	Explain:	
Please see the enclosed document.		

- TO BE FILLED OUT BY P&Z STAFF -

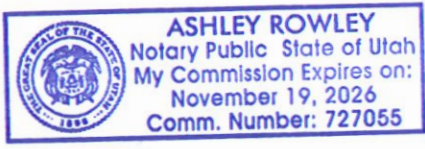
Application date:	Tentative Planning Commission date:
CMII date and time:	Tentative Mayor and City Council date:
OFFICIAL REQUEST (FOR PUBLICATION):	



SANDY SPRINGS™
GEORGIA

AUTHORIZATION FORM – PART I

A- The property owner must fill out the following section and have it notarized. If a property has multiple owners, each owner must separately fill out a copy of the Authorization Form.

Owner states under oath that he/she is the owner of the property described in the attached legal description, which is made part of this Application.	
Owner's name: The Church of Jesus Christ of Latter-Day Saints, a Utah corporation sole, f/k/a Corporation of the Presiding Bishop of the Church of Jesus Christ of Latter-Day Saints, a Utah corporation sole	Sworn and subscribed before me this 24 th day of April 20 24 Notary public: <i>Ashley Rowley</i> Seal:  Commission expires: 11/19/2024
Address: 50 E. North Temple St., COB12	
City, State, Zip Code: Salt Lake City, Utah 84150	
Email address: thh@ChurchofJesusChrist.org	
Phone number: [REDACTED]	
Owner's signature: <i>[Signature]</i>	

B- If the Applicant is *not* the current owner of the subject property:

Fill out the following section, check the appropriate statement, and have it notarized.

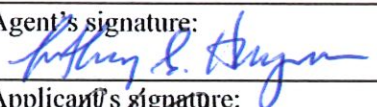
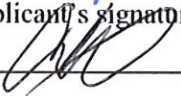
Applicant states under oath that:	
☐ He/she is the executor or Attorney-in-Fact under a Power-of-Attorney for the owner (<i>attach a copy of the contract</i>); or	
☐ He/she has an option to purchase the subject property (<i>attach a copy of the contract</i>); or	
☐ He/she has an estate of years which permits the Applicant to apply (<i>attach a copy of the lease</i>)	
Applicant's name:	Sworn and subscribed before me this ____ th day of _____ 20 ____ Notary public: Seal: Commission expires:
Company name:	
Address:	
City, State, Zip Code:	
Email address:	
Phone number:	
Applicant's signature:	

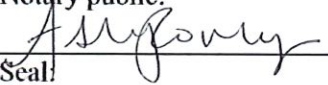
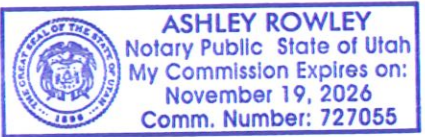


SANDY SPRINGS™
GEORGIA

AUTHORIZATION FORM – PART II

C- If an agent or attorney will represent the owner and/or the Applicant:
Fill out the following section and have it notarized.

Agent's name:	Jeffrey S. Haymore
Company:	Dillard Sellers
Address:	1776 Peachtree Street NW, Suite 415-South
City, State, Zip Code:	Atlanta, Georgia 30309
Email address:	jhaymore@dillardsellers.com
Phone number:	[REDACTED]
Agent's signature:	
Applicant's signature:	

Sworn and subscribed before me this 24 th day of April 20 24
Notary public: 
Seal: 
Commission expires: 11/19/2026



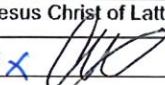
DISCLOSURE OF CONTRIBUTION FORM

Within the two (2) years immediately preceding the filing of this Application, have you made any campaign contributions aggregating \$250.00 or more or made gifts having an aggregate value of \$250.00 to the Mayor or any member of the City Council? ☐ Yes ☒ No

List all individuals or business entities which have an ownership interest in the property which is the subject of this Application:

Campaign Contributions:			
Name of Government Official	Total Dollar Amount	Date of Contribution	Enumeration and Description of Gift Valued at \$250.00 or more

The undersigned acknowledges that this disclosure is made in accordance with the Official Code of Georgia, Section 36-67A-1 et. seq. Conflict of interest in zoning actions, and that the information set forth herein is true to the undersigned's best knowledge, information and belief.

The Church of Jesus Christ of Latter-day Saints, a Utah corporation sole, f/k/a Corporation of the Presiding Bishopric of the Church of	
Name: Jesus Christ of Latter-Day Saints, a Utah corporation sole	
Signature: 	Date: 4/24/2024

Note: Each party involved in the Application must sign an individual copy of this form.



SANDY SPRINGS™

GEORGIA

DISCLOSURE OF CONTRIBUTION FORM

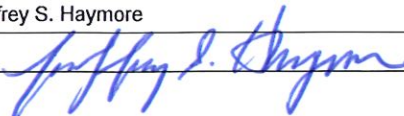
Within the two (2) years immediately preceding the filing of this Application, have you made any campaign contributions aggregating \$250.00 or more or made gifts having an aggregate value of \$250.00 to the Mayor or any member of the City Council? ☐ Yes ☒ No

List all individuals or business entities which have an ownership interest in the property which is the subject of this Application:

--

Campaign Contributions:			
Name of Government Official	Total Dollar Amount	Date of Contribution	Enumeration and Description of Gift Valued at \$250.00 or more

The undersigned acknowledges that this disclosure is made in accordance with the Official Code of Georgia, Section 36-67A-1 et. seq. Conflict of interest in zoning actions, and that the information set forth herein is true to the undersigned's best knowledge, information and belief.

Name: Jeffrey S. Haymore	
Signature: 	Date: 5/15/2024

Note: Each party involved in the Application must sign an individual copy of this form.

Letter of Intent and Conditional Use Analysis

City of Sandy Springs

Applicant:

The Church of Jesus Christ of Latter-day Saints

Owner:

The Church of Jesus Christ of Latter-day Saints, a Utah Corporation sole, f/k/a Corporation of the Presiding Bishop of the Church of Jesus Christ of Latter-day Saints, a Utah corporation sole

Property:

6449 Glenridge Drive aka 6450 Barfield Road
Sandy Springs, Georgia 30328

Acreage:

+/- 8.09

Parcel ID: 17 0035LL3057

Submitted for Applicant by:

Jeffrey S. Haymore, Esq.
DILLARD SELLERS, LLC
1776 Peachtree Street NW, Suite 415-S
Atlanta, Georgia 30309
(404) 665-1243
jhaymore@dillardsellers.com

Introduction

The Church of Jesus Christ of Latter-day Saints (Applicant) requests approval of its application for a conditional use permit (CUP) for a place of worship, specifically the replacement of its current church chapel/meetinghouse (+/- 14,988 SF) and accessory surface parking (247 spaces) with a new church meetinghouse (+/- 25,311 SF) and accessory surface parking (311 spaces) at 6450 Barfield Road aka 6449 Glenridge Road, Sandy Springs, Georgia, 30328 as more particularly described in the legal description included in the CUP application filing (the "Property").¹ The Property is zoned RE-2 (Residential Estate). A place of worship is a permitted use in this zoning district with a conditional use permit. See, Development Code, Div. 7.2, Allowed Use Table. The Property is in a Protected Neighborhood zoning district and in the Protected Neighborhood character area.

The Property fronts on Glenridge Road, between Mercedes-Benz Way to the north and Glenridge Close Dr NE to the south. Nearby uses are residential to the south and west, mixed use to the north and the Mercedes Benz corporate headquarters to the northwest. The proposed construction includes the circled meetinghouse and surrounding accessory parking. The Property also includes church housing for members, a religious bookstore building and concrete parking and landscaped grounds, none of which are part of the proposed construction area. The meetinghouse proposed for replacement is circled in green.



Current and Proposed Operational characteristics

There are three congregations or "wards" (comprised of separate and defined geographical boundaries within the area) that share usage of the meetinghouse. Sharing reduces the need to

¹ This address, originally one parcel, has been two parcels since approximately 2001, the meetinghouse parcel (17 0035 LL3057) outlined in red below and the temple parcel (17 0035 LL0657) outlined in yellow. The Church's temple is a separate parcel and is not included in the application.

build multiple meetinghouses in and around the City. On Sundays, the Dunwoody Ward worships from 9 AM to 11 AM. Over the last three years, the average Sunday attendance for the Dunwoody Ward is 91 individuals. The Sandy Springs Ward meets from 11 AM to 1 PM. Over the last three years, the average Sunday attendance for the Sandy Springs Ward is 127 individuals. As “family wards”, these two wards consist of adults, youth and children who come to and from church in family vehicles. The North Point Young Single Adult (YSA) Ward meets from 1 PM to 3 PM. Over the last three years, the average Sunday attendance for the North Point YSA Ward is 128 individuals. As single adults (e.g. unmarried), some rideshare to church while others drive alone. Peak parking space usage occurs approximately 15 minutes before and after meeting end/start times at 11 AM and 1 PM.

Non-Sunday useage of the meetinghouse is shared among the three wards/congregations. The Dunwoody Ward and the Sandy Springs Ward share useage of the meetinghouse on Wednesday for “youth activity night” from approximately 7 PM to 8 PM. Combined, average attenance is 60 individuals. The North Point YSA Ward uses the meetinghouse on Monday evening for fellowship from approximately 7 PM to 9 PM. Average attendance is 25 individuals. Outside of these Sunday and weekday hours, the meetinghouse is used for classes, meetings, counseling, fellowshiping and other religious purposes. These purposes are accomplished without any noise or disruption to adjoining properties.

These operational characteristics are not expected to change with the replacement meetinghouse.

Street view from Glenridge Road (facing east)



Development Details

The existing meetinghouse, built in 1988, is approaching the end of its useful life cycle, relative to the cost to operate and maintain the physical facility.² After analyzing this and all considerations, Applicant determined that a replacement meetinghouse is necessary to meet its religious purpose.

As shown on the site plan of Lowe Engineers dated May 2, 2024 (“Site Plan”) included in the CUP application filing, the proposed meetinghouse will face towards and engage with Glenridge Drive. The closest point of the structure is approximately 100’ from the right-of-way, which is well within the 60’ primary street setback in the RE-2 district. The structure will meet all additional required setbacks. Like the current accessory parking, the proposed accessory parking wraps around the side and rear of the building. The proposed parking footprint on the north side of the building will be more interior than the current parking footprint. The parking footprint on the south side of the building will remain the same. The proposed 311 parking spaces on the Property more than satisfies the minimum parking ratio (1:500 SF) and count (51 spaces) for a place of worship.³ The height of the existing meetinghouse is 34’ 5” and the height of the proposed meetinghouse is (exclusive of steeple) is 33’ 5”.

The meetinghouse façade will be all brick. The roof will be architectural asphalt shingles. Additional architectural elements are shown on the rendering included in the CUP application filing.

Sidewalks along the Property’s entire Glenridge Drive frontage connecting to the parcels on either side are shown on the Site Plan and are planned by the City for construction.

Conditional Use Analysis Criteria (Code Sec. 11.3.6.D)

1. The use is allowed as a Conditional Use in the respective zoning district (see Div. 7.2).

Yes, a place of worship is allowed as conditional use in the RE-2 zoning district.

2. The use complies with the applicable specific use standard listed in Article 7, if any, without the granting of any Variance.

² The Church built the existing meetinghouse pursuant to special use permit #U-80-63 approved by Fulton County in November 1980. See, November 1980 Fulton County Board of Commissioner Meeting Minutes, pages 75-77.

³ The 311 parking count is west of the temple gates, which theoretically could be used for Sunday services. The Property boundary lies just east (i.e., inside) of the temple gates. There are an additional 24 full parking spaces inside the temple gates on the Property. However, the vehicular temple gates are typically closed on Sunday because the temple is closed on Sunday.

Yes, the proposed use complies with the specific standards listed in Code section 7.4.1(F) for a place of worship. Specifically, the Site Plan shows that: (a) no buildings and use areas/structures other than parking and pedestrian walkways are located within 100 feet of any Protected Neighborhood district used for residential purposes; (b) no parking area is located within 50 feet of any Protected Neighborhood district used for residential purposes; (c) no associated private schools, recreational fields or other uses requiring a conditional use permit as a stand-alone use in the applicable RE-2 zoning district are proposed; and (d) the maximum lot coverage and maximum building height beyond those of the RE-2 zoning district will be determined through the Conditional Use Permit process.

3. The use is compatible with adjacent uses in terms of location, scale, site design, hours of operation, and operating characteristics.

Yes, the proposed use is compatible with the adjacent uses. The existing meetinghouse has been a complement to and was built prior to the vast majority of residential and newer mixed use and office in the neighborhood. This quiet use is an ideal neighbor to nearby residential uses. The operating hours and characteristics discussed above are not expected to materially change. Substantial landscaping will be installed to beautify the Property.

4. Any significant adverse impacts resulting from the proposed use in the affected area will be effectively mitigated or offset.

No, the proposed use will not create any adverse impacts as evidenced by the forty (40) year history of the use at the Property. As discussed above, the current operating hours and characteristics are not expected to materially change. Ingress and egress to and from the Property will remain from the two existing driveways from Glenridge Road. Parking adjacent to the south property line will remain the same. Parking adjacent to the north property line will be pulled closer to the interior and further from adjacent property.

5. The City and other service providers will be able to provide sufficient public facilities and services including schools, road, recreation facilities, wastewater treatment. Water supply and stormwater facilities, police, fire and emergency medical services, while maintaining sufficient levels of service to existing development.

Yes, the City and other service providers are able to provide sufficient public facilities and services for the proposed use as evidenced by the approximately thirty-six (36) year history of the meetinghouse use. In all likelihood, the proposed use of the Property demands less water, stormwater, police, fire and emergency medical services than other types of uses by right at the Property.

Conclusion

For the foregoing reasons, Applicant respectfully requests that the City of Sandy Springs approve the Conditional Use Permit. If there are any questions about this request, please do not hesitate to contact me at 404-665-1243 or jhaymore@dillardsellers.com. Applicant sets forth its constitutional objections set forth on the following pages.

Sincerely,

A handwritten signature in blue ink, reading "Jeffrey B. Haymore". The signature is written in a cursive style with a long, sweeping horizontal line at the end.

REQUIRED CONSTITUTIONAL OBJECTIONS AND ANTE LITEM NOTICE

Georgia law requires the Applicant to raise Federal and State constitutional objections during the application process. While the Owner/Applicant anticipates a smooth application process, failure to raise constitutional objections at this stage may mean that the Owner/Applicant will be barred from raising important legal claims later in the process. Accordingly, the following constitutional objections are stated:

The portions of the City of Sandy Springs Development Code (Code), facially and as applied to the Property, which restrict the Property to any uses, conditions, land use designations, development standards, or to any zoning district other than that proposed by the Owner/Applicant are unconstitutional in that they would destroy the Applicant's property rights without first paying fair, adequate and just compensation for such rights, in violation of Article I, Section I, Paragraph I and Section III, Paragraph I of the Constitution of the State of Georgia of 1983, and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States.

The application of the Code, facially and as applied to the Property, which restricts the Property to any uses, conditions, land use designations, development standards, or to any zoning district other than in accordance with the application as proposed by the Applicant is unconstitutional, illegal, null and void, constituting a taking of Applicant's Property in violation of the Just Compensation Clause of the Fifth Amendment to the Constitution of the United States; Article I, Section I, Paragraph I, and Section III, Paragraph I of the Constitution of the State of Georgia of 1983; and the Equal Protection and Due Process Clauses of the Fourteenth Amendment to the Constitution of the United States denying the Applicant an economically viable use of its land while not substantially advancing legitimate state interests.

A denial of this application would be unconstitutional under the Takings Clause of the Fifth Amendment to the Constitution of the United States and the Just Compensation Clause of Article I, Section III, Paragraph I of the Constitution of the State of Georgia of 1983. A refusal by the City of Sandy Springs to grant the application as requested would constitute a taking of the Applicant's property. Because of this unconstitutional taking, the City of Sandy Springs would be required to pay just compensation to the Owner/Applicant.

A denial of this application would constitute an arbitrary and capricious act by the City of Sandy Springs without any rational basis therefore constituting an abuse of discretion in violation of Article I, Section I, Paragraph I and Section III, Paragraph I of the Constitution of the State of Georgia of 1983, and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States. A refusal to grant the requested conditional use permit would lack objective justification and would result only from neighborhood opposition, which would constitute an unlawful delegation of the zoning power to non-legislative bodies in violation of the Georgia Constitution, Article IX, Section II, Paragraph 4.

A refusal by the City of Sandy Springs to grant the conditional use permit for the Property in accordance with the criteria as requested by the Applicant would be unconstitutional and discriminate in an arbitrary, capricious and unreasonable manner between the Applicant and owners of the similarly situated property in violation of Article I, Section I, Paragraph II of the Constitution of the State of Georgia of 1983 and the Equal Protection Clause of the Fourteenth Amendment to the Constitution of the United States. Any approval of the requests subject to conditions which are different from conditions, if any, requested by the Applicant, to the extent such different conditions would have the effect of further restricting Applicant's utilization of the Property, would also constitute an arbitrary, capricious and discriminatory act in zoning the Property to a unconstitutional classification and would likewise violate each of the provisions of the State and Federal Constitutions set forth hereinabove.

A denial of this application would be unconstitutional. This notice is being given to comply with the provisions of O.C.G.A. § 36-33-5 and/or O.C.G.A. § 36-11-1 to afford the City an opportunity to approve the conditional use permit as requested by the Applicant. If action is not taken by the City to approve the application within a reasonable time, a claim may be filed in the Superior Court of Fulton County demanding just and adequate compensation under Georgia law for the taking of the Property, inverse condemnation, diminution of value of the Property, attorney's fees and other damages arising out of the unlawful deprivation of the Applicant's property rights.

Standing Objection

The Applicant further objects to the standing of each and every surrounding resident to challenge, whether before the City Council or any court of competent jurisdiction, any zoning decision by the City in that he/she has not shown, nor can show, that he/she will suffer special damages within the meaning of Georgia law as a result of said decision. The Applicant raises this objection before the City Council and requests the City Council to determine the standing of any individual who challenges or objects to the Council's decision to act on these zoning requests. Applicant further raises this objection before the Council to preserve said objection on appeal, if any, to any court of competent jurisdiction.

Evidence Objection

Applicant objects to the testimony and documentary evidence proffered by anyone opposed to the Application based on relevancy, inadmissibility, hearsay, lack of foundation and any other applicable evidentiary objection.

We respectfully request that the City grant the conditional use permit by approving the Application. Should the City have any questions, suggestions and/or concerns, we ask that you bring these to our attention so they can be timely addressed.

Traffic Impact Study

See enclosed e-mail from Michele McIntosh-Ross authorizing study to be submitted prior to 2nd community meeting.

Jeff Haymore

From: McIntosh-Ross, Michele <MMcIntosh-Ross@SandySpringsga.gov>
Sent: Friday, May 17, 2024 2:11 PM
To: Jeff Haymore
Cc: LaQuita Williams
Subject: RE: CUP in Sandy Springs - Glenridge Drive

Jeff,
It sounds like you will have the documents in time for the 2nd community meeting (CM). Yes, it will be ok to proceed, and we'll make a note that we will be in receipt prior to the 2nd CM. If it is not ready for the 2nd CM, there may be a delay.

I hope this is good news going into the weekend. We'll see you next Thursday for the CM1.

Best Regards,

Michele



Michele McIntosh-Ross

Planning and Zoning Manager
O 7702061539 M 7706876797
MMcIntosh-Ross@SandySpringsga.gov
1 Galambos Way, Sandy Springs, GA 30328, USA



[SandySpringsGA.gov](https://www.SandySpringsGA.gov)

Participate in our [customer service survey](#).

From: Jeff Haymore <JHaymore@dillardsellers.com>
Sent: Friday, May 17, 2024 10:39 AM
To: McIntosh-Ross, Michele <MMcIntosh-Ross@SandySpringsga.gov>; Jeff Haymore <JHaymore@dillardsellers.com>
Subject: FW: CUP in Sandy Springs - Glenridge Drive

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hi Michelle – Happy Friday. Can you confirm the below inquiry re: traffic study.

Jeffrey S. Haymore, Esq.



d (404) 665-1243 e jhaymore@dillardsellers.com

New Mailing Address: P.O. Box 250271, Atlanta, GA 30325

Office Address: 1776 Peachtree Street, NW, Suite 415-South, Atlanta, GA 30309

DILLARDELLERS.COM

From: Jeff Haymore
Sent: Wednesday, May 15, 2024 1:01 PM
To: LaQuita Williams <LWilliams@SandySpringsga.gov>
Cc: Jon Erickson <JErickson@hfraa.com>; McIntosh-Ross, Michele <MMcIntosh-Ross@SandySpringsga.gov>; Bill Aguilar <bill.aguilar@loweengineers.com>; daniel.herrera@loweengineers.com
Subject: RE: CUP in Sandy Springs - Glenridge Drive

Hi LaQuita – I hope you are doing well. I've received two e-mails and one phone call from the community since letters were delivered. All positive. And thank you for adding our project to the City's website with the pertinent dates, including the May 24 CMI 1 and the August 21 PC date. I'm looking forward to next week's CMI 1. Regarding the traffic study, at the pre-app. meeting we said we would do one based on previous guidance from the city. That study is being conducted by Lowe Engineers and is in progress. However, it likely will not be complete by Friday May 24 application deadline. Rather, it will be completed about 1-2 weeks after that date; well before the second community meeting and planning commission. Please confirm that submission of the traffic study is ok post-application but pre-CMI 2. My understanding is that staff (including traffic department) begin substantive review of the application post CMI 2.

I'm available to discuss. Thanks!

Jeffrey S. Haymore, Esq.



d (404) 665-1243 **e** jhaymore@dillardsellers.com

New Mailing Address: P.O. Box 250271, Atlanta, GA 30325

Office Address: 1776 Peachtree Street, NW, Suite 415-South, Atlanta, GA 30309

DILLARDSSELLERS.COM

From: LaQuita Williams <LWilliams@SandySpringsga.gov>
Sent: Monday, May 06, 2024 12:09 PM
To: Jeff Haymore <JHaymore@dillardsellers.com>
Cc: Jon Erickson <JErickson@hfraa.com>; Sophia Weckerle <sweckerle@dillardsellers.com>; McIntosh-Ross, Michele <MMcIntosh-Ross@SandySpringsga.gov>
Subject: RE: CUP in Sandy Springs - Glenridge Drive

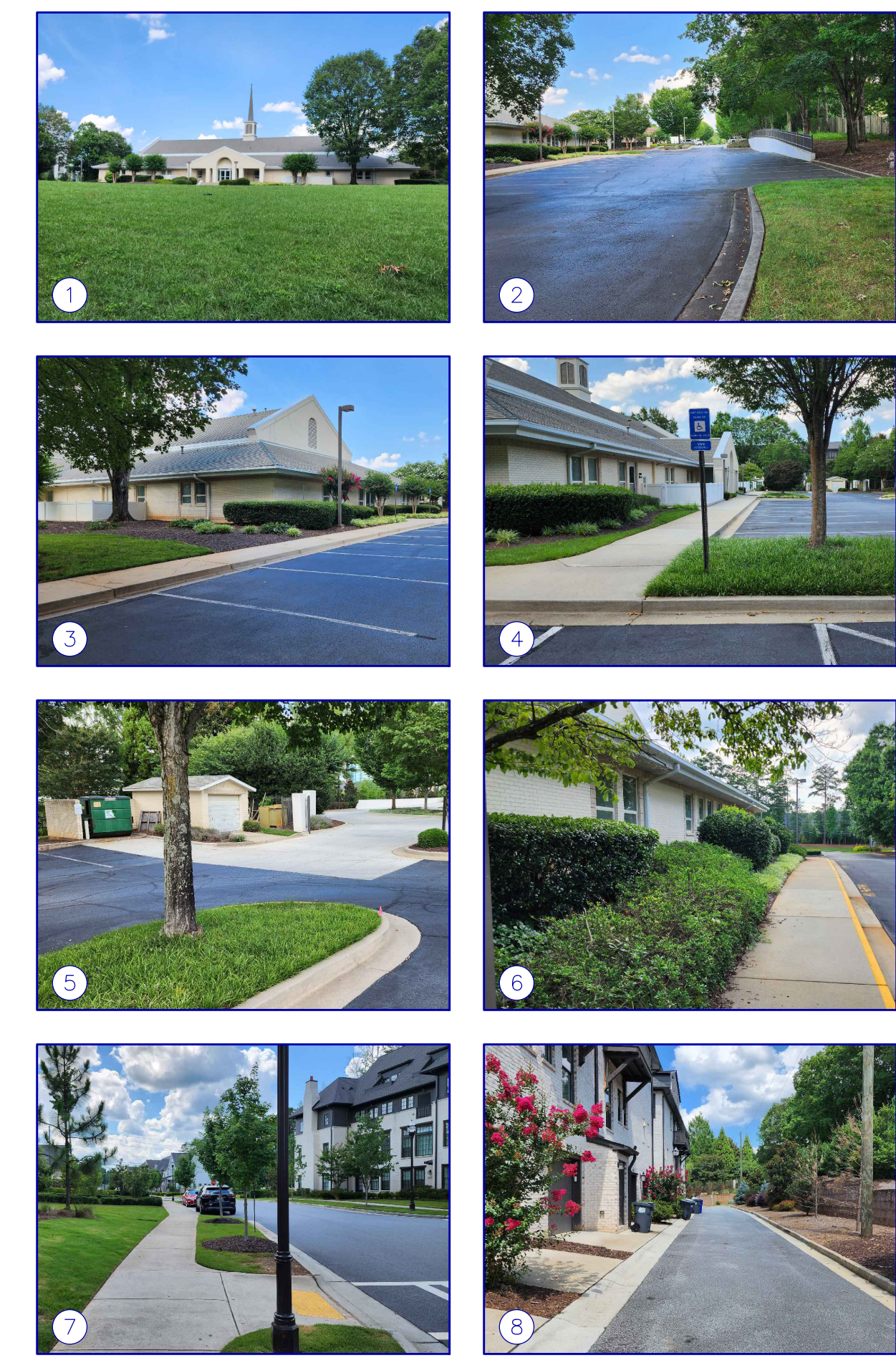
Jeff,
The information on the letter is great; don't forget to remove the template watermark. Reference the sign requirements on page 14 of the application- also attached a snippet below.

CLERK OF COURT RECORDING INFORMATION

GRID NORTH - CA WEST ZONE



SITE PHOTOGRAPHS



LEGEND

STANDARD ABBREVIATIONS	STANDARD SYMBOLS
AC AIR CONDITIONER	BP POWER POLE
BH BORE HOLE	GW GUY WIRE
BRL BUILDING SETBACK LINE	LP LIGHT POLE
CI CURB INLET	ET ELECTRIC TRANSFORMER
CMF CORRUGATED METAL PIPE	WV WATER VAULT
CMF CONCRETE MONUMENT FND	GV GAS VALVE
CPED COMMUNICATION PEDESTAL	GM GAS METER
DI DROP INLET	WV WATER VALVE
DIP DUCTILE IRON PIPE	WV WATER METER
DWBC DOUBLE WING CATCH BASIN	WV WATER METER
FND FOUND	WV WATER METER
GM GAS METER	WV WATER METER
INV INVERT	WV WATER METER
MH MANHOLE	WV WATER METER
NF NAIL FOUND	WV WATER METER
OCS OUTLET CONTROL STRUCTURE	WV WATER METER
PM POWER METER	WV WATER METER
POB POINT OF BEGINNING	WV WATER METER
POC POINT OF COMMENCEMENT	WV WATER METER
RCP REINFORCED CONCRETE PIPE	WV WATER METER
RBR IRON REINFORCING BAR	WV WATER METER
RBS 5/8" RIB SET CAPPED LSF 621	WV WATER METER
SS SANITARY SEWER	WV WATER METER
SWCB SINGLE WING CATCH BASIN	WV WATER METER
TRANS ELECTRIC TRANSFORMER	WV WATER METER
	WV WATER METER

UTILITY NOTE

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UTILISURVEY, LLC
1227 NORTH PEACHTREE PARKWAY, STE 178
PEACHTREE CITY, GA 30269

THE UNDERGROUND UTILITIES (EXCEPT THE LOCATION OF EXISTING DRAINAGE, SEWER AND IRRIGATION UTILITIES AS WELL AS UNDERGROUND STORAGE TANKS) WERE LOCATED BY UTILISURVEY, LLC, UTILIZING RADIO FREQUENCY TECHNIQUE. THIS TECHNIQUE IS CAPABLE OF LOCATING METALLIC UTILITIES AND TRACER WIRES. ANY NON-METALLIC UTILITIES (WITHOUT TRACER WIRE) ARE NOT LOCATED.

THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN-SERVICE OR ABANDONED. UNDERGROUND UTILITIES NOT OBSERVED OR LOCATED UTILIZING THIS TECHNIQUE MAY EXIST ON THIS SITE BUT NOT BE SHOWN, AND MAY BE FOUND UPON EXCAVATION. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH THE SURVEYOR DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE.

INFORMATION REGARDING MATERIAL AND SIZE OF UTILITIES IS BASED ON RECORDS ACQUIRED FROM THE UTILITY OWNERS.

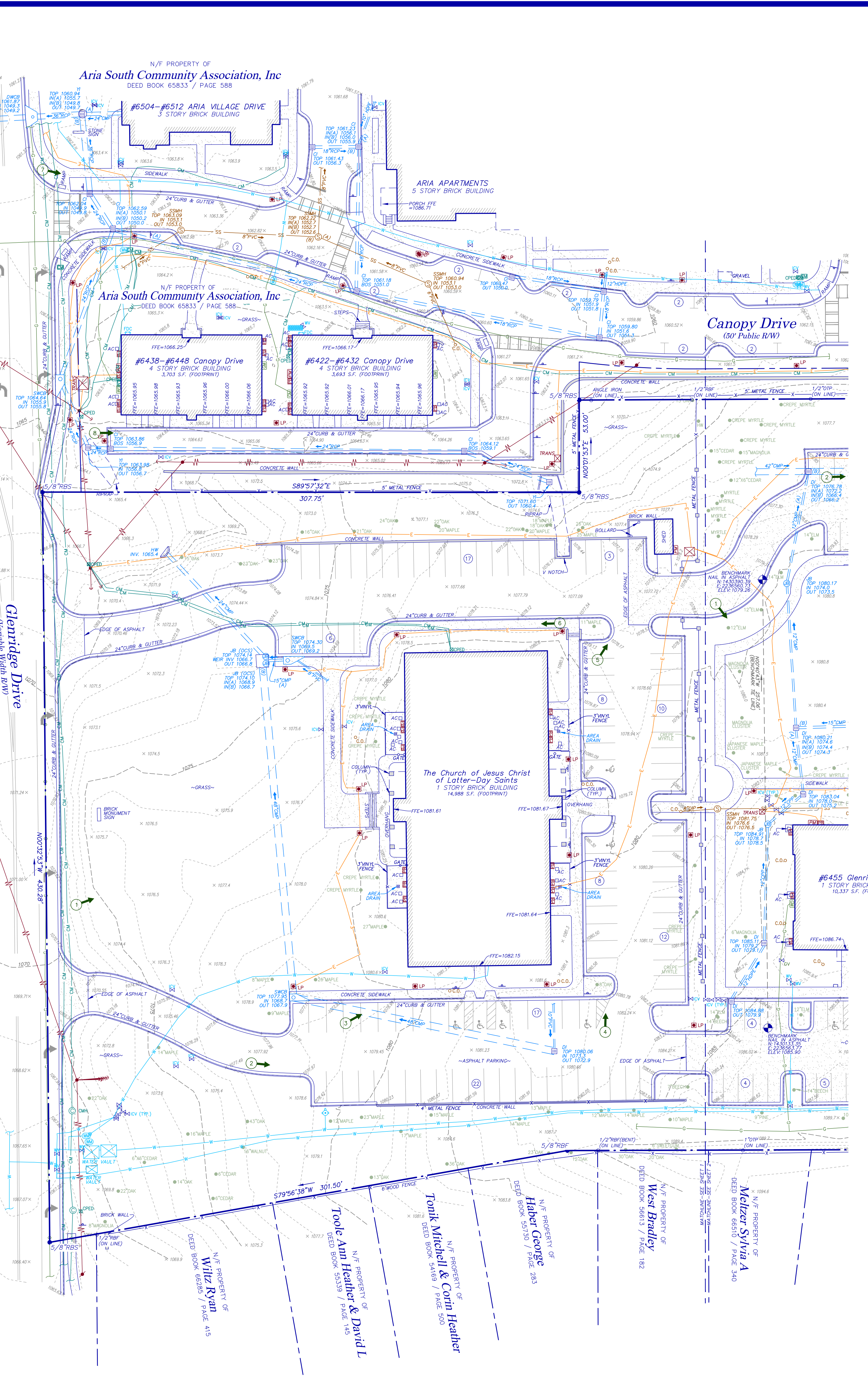
IF YOU DIG

Know what's below.
Call before you dig.
Dial 811
Or Call 800-282-7411

CLOSURE STATEMENT

THE FIELD DATA UPON WHICH THIS PLAT IS BASED WAS COLLECTED USING A CARLSON BRK-7 DUAL FREQUENCY GPS WITH A CARLSON CARRIER-CORRECTED RTK NETWORK, AND HAS A RELATIVE POSITIONAL ACCURACY OF 0.08 FEET.

THIS PLAT HAS BEEN CALCULATED FOR CLOSURE AND WAS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 636,328 FEET. ERP INT.



N/F PROPERTY OF
Corporation of the President of the Church
of Jesus Christ of Latter-Day Saints
DEED BOOK 30797 / PAGE 519

SITE AREA
8.094 Acres
352,570 sf



Land Surveying • 3D Laser Scanning

1660 Barnes Mill Road
Marietta, Georgia 30062

Phone: (770) 795-9900
Fax: (770) 795-8880

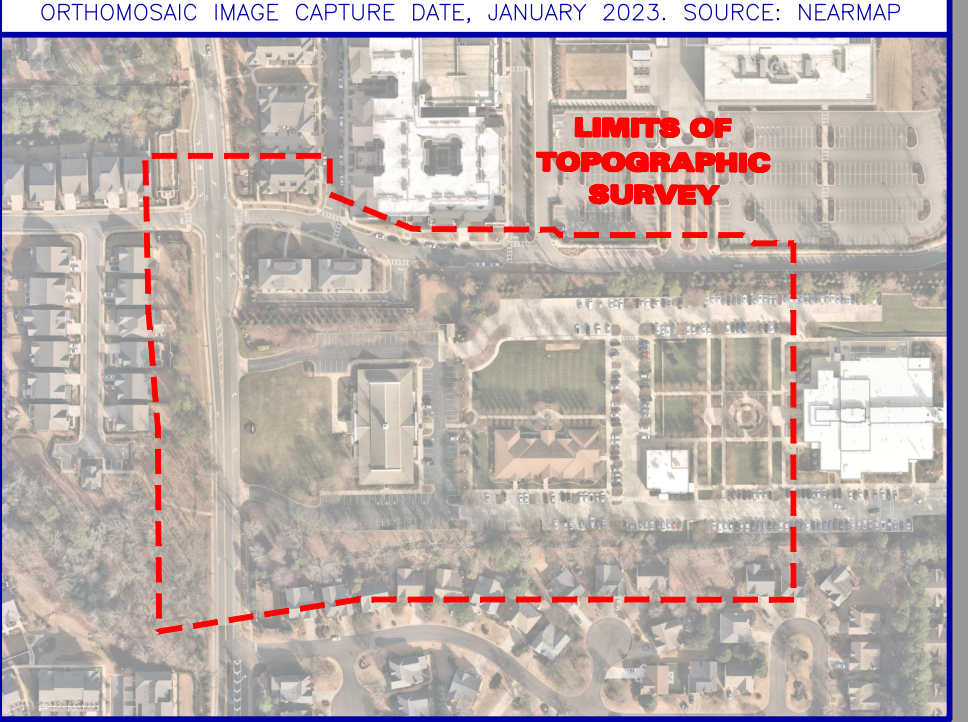
www.geosurvey.com
EMAIL: info@geosurvey.com
Certificate of Authorization #LSF-000621

CS JOB NO: 20237680
FIELD WORK: RL
PROJ MGR: ERP
REVIEWED: DLH
DWG FILE: 20237680-1.dwg

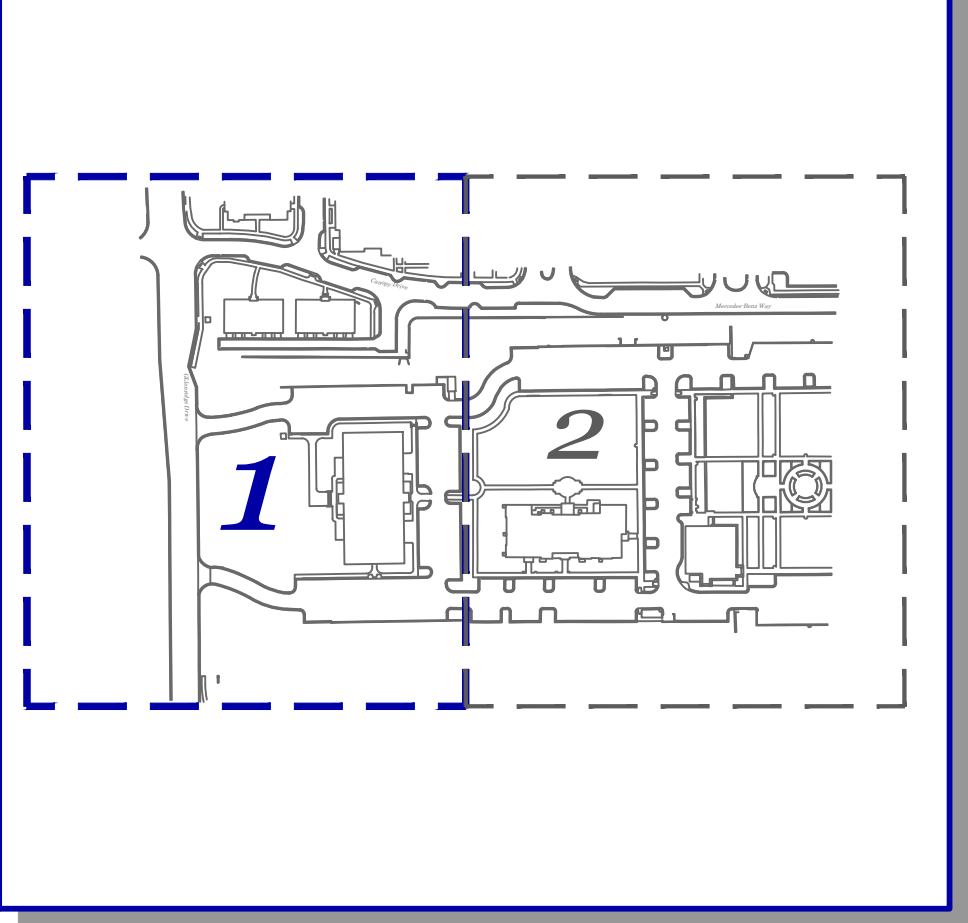
DRAWING SCALE: 1"= 30'
CITY: SANDY SPRINGS
COUNTY: FULTON
LAND LOT: 35
DISTRICT: 17th

SURVEY DATE: August 21, 2023
REVISIONS: (SEE GENERAL NOTES)
No. Date Description

AERIAL IMAGE



SHEET INDEX



VICINITY MAP



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THIS PROPERTY IS NOT LOCATED IN A SPECIAL FLOOD HAZARD AREA BASED ON THE FLOOD INSURANCE RATE MAP FOR THIS AREA. THE MAP NUMBER FOR THIS AREA IS 1312001601, AND THE DATE OF SAID MAP IS 8/18/2023. THIS DETERMINATION WAS MADE BY GRAPHICALLY DETERMINING THE POSITION OF THIS SITE ON SAID FIRM MAPS UNLESS OTHERWISE NOTED.

TREES 6-INCH DBH (DIAMETER AT BREAST HEIGHT) AND LARGER WERE LOCATED FOR THIS SURVEY.

THE DATUM FOR THIS SITE WAS ESTABLISHED UTILIZING GLOBAL POSITIONING SYSTEMS, AND BASED ON POSITIONAL VALUES FOR THE VIRTUAL REFERENCE STATION NETWORK DEVELOPED BY eGPS SOLUTIONS. THE HORIZONTAL REFERENCE FRAME IS NORTH AMERICAN DATUM OF 1983 (NAD83) STATE PLANE COORDINATE SYSTEM OF GEORGIA-WEST ZONE. THE VERTICAL REFERENCE FRAME IS NORTH AMERICAN VERTICAL DATUM OF 1988. ANY DIRECTIONS OR DIMENSIONS SHOWN ARE A RECTANGULAR, GROUND LEVEL PROJECTION OF THE STATE PLANE COORDINATE SYSTEM.

NO ZONING REPORT OR ZONING LETTER WAS PROVIDED TO THE SURVEYOR. THE SITE IS ZONED "R-2" (RESIDENTIAL, ESTATE DISTRICT) AS SHOWN ON THE ZONING MAP OF CITY OF SANDY SPRINGS.

ZONING AND SETBACKS SHOULD BE CONFIRMED AND VERIFIED BY PLANNING AND ZONING PRIOR TO DESIGN OR CONSTRUCTION ACTIVITIES.

RIGHT-OF-WAY LINES SHOWN ON THIS SURVEY THAT ARE NOT ACTUAL BOUNDARIES OF THE SUBJECT TRACT(S) ARE DEPICTED GRAPHICALLY AND ARE SHOWN APPROXIMATELY FOR INFORMATIONAL PURPOSES ONLY. SAID RIGHT-OF-WAY LINES SHOULD NOT BE UTILIZED FOR DESIGN PURPOSES.

SURVEY REFERENCES

1. FINAL PLAT OF ARIA SOUTH, PHASE I, PREPARED BY GUNNIN LAND SURVEYING, LLC, DATED JANUARY 11, 2019, RECORDED IN FULTON COUNTY RECORDS - PLAT BOOK 417, PAGE 28.

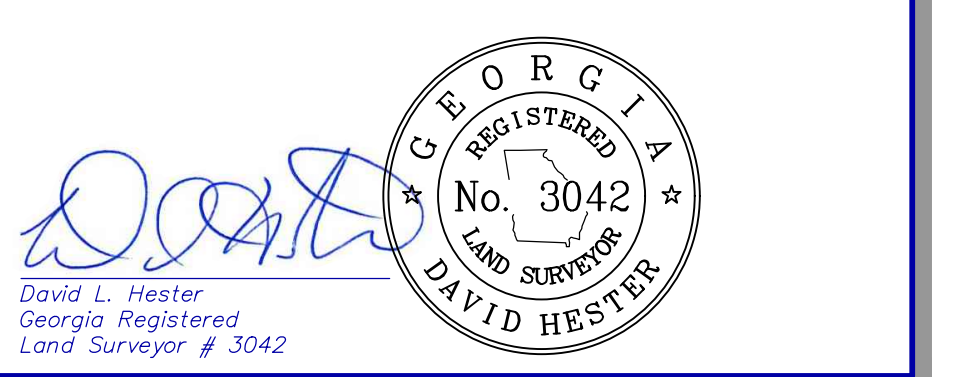
2. FINAL PLAT OF ARIA WEST, PREPARED BY GUNNIN LAND SURVEYING, LLC, DATED DECEMBER 12, 2016, LAST REVISED JANUARY 17, 2019, RECORDED IN FULTON COUNTY RECORDS - PLAT BOOK 417, PAGE 16.

3. EXEMPTION PLAT FOR ATLANTA TEMPLE, PREPARED BY MOORE BASS CONSULTING, DATED SEPTEMBER 13, 2000, RECORDED IN FULTON COUNTY RECORDS - PLAT BOOK 318, PAGE 2.

4. FINAL PLAT FOR GLENRIDGE CLOSE, PREPARED BY CIVIL DESIGN, INC., DATED MAY 4, 1992, RECORDED IN FULTON COUNTY RECORDS - PLAT BOOK 174, PAGE 47.

SURVEYOR CERTIFICATION

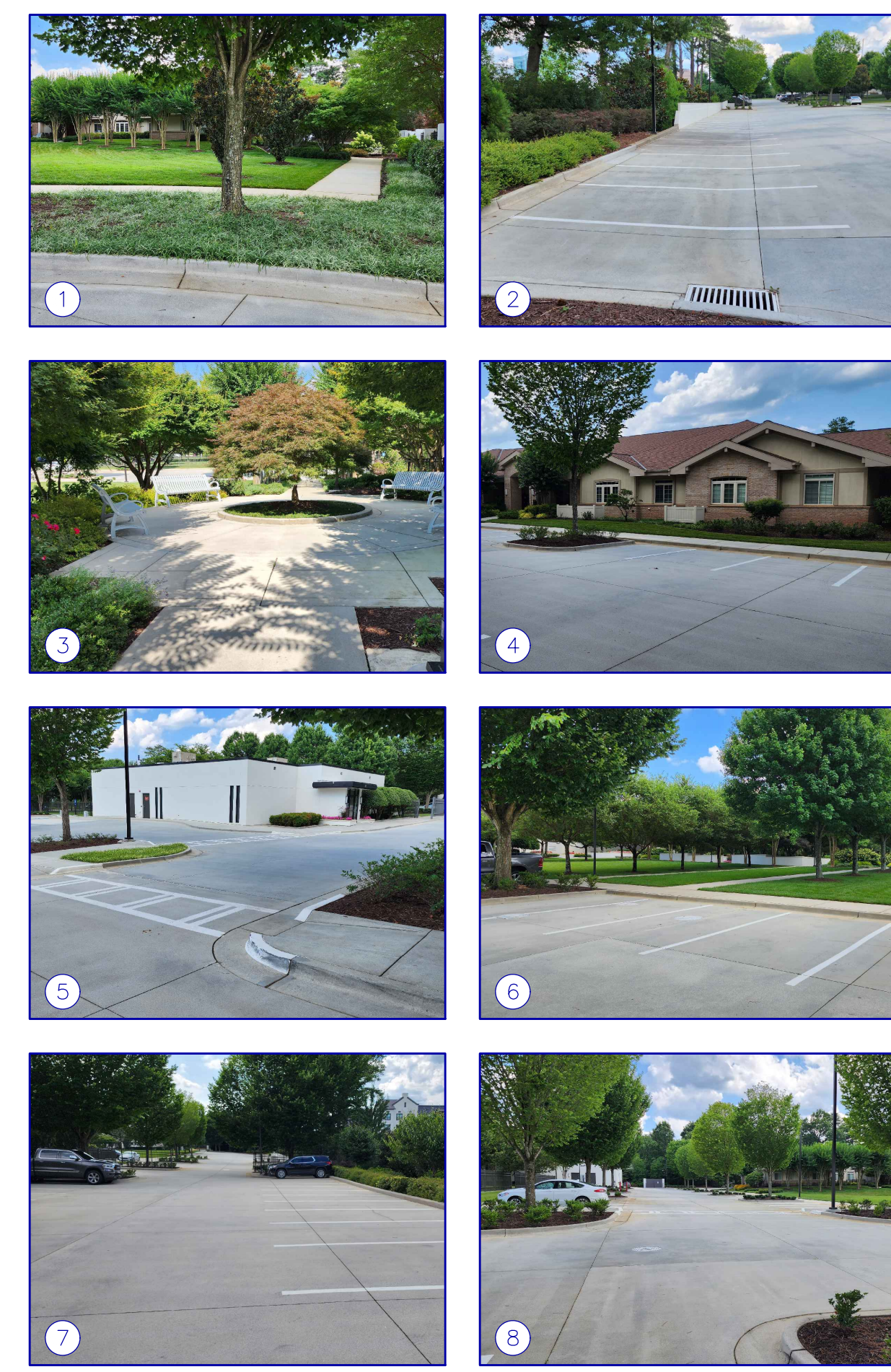
This plat is a retracement of an existing parcel or parcels of land and does not subdivide or create a new parcel or make any changes to any real property boundaries. The recording information of the documents, maps, plats, or other instruments which created the parcel or parcels are stated herein. RECORDATION OF THIS PLAT, MAP, OR INSTRUMENT, 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.



SHEET
1 OF 2

BOUNDARY AND TOPOGRAPHIC SURVEY			
6449 Glenridge Drive			
FOR			
The Church of Jesus Christ of Latter-Day Saints			
CS JOB NO:	20237680	DRAWING SCALE:	1"= 30'
FIELD WORK:	RL	CITY:	SANDY SPRINGS
PROJ MGR:	ERP	COUNTY:	FULTON
REVIEWED:	DLH	STATE:	GA
DWG FILE:	20237680-1.dwg	LAND LOT:	35
		DISTRICT:	17th
SURVEY DATE:		August 21, 2023	
REVISIONS:		(SEE GENERAL NOTES)	
No.	Date	Description	

SITE PHOTOGRAPHS



STANDARD ABBREVIATIONS	STANDARD SYMBOLS
AC AIR CONDITIONER	BP POWER POLE
BH BORE HOLE	GW GUY WIRE
BSL BUILDING SETBACK LINE	LP LIGHT POLE
CI CURB INLET	ET ELECTRIC TRANSFORMER
CMF CORRUGATED METAL PIPE	EV WATER VALVE
CM SANITARY CLEANOUT	GV GAS VALVE
CPED COMMUNICATION PEDESTAL	GM GAS METER
DI DROP INLET	GM GAS METER
DIP DUCTILE IRON PIPE	GM GAS METER
DWB DOUBLE WING CATCH BASIN	GM GAS METER
FND FOUND	GM GAS METER
GM GAS METER	GM GAS METER
INV INVERT	GM GAS METER
JH JUNCTION BOX	GM GAS METER
MH MANHOLE	GM GAS METER
NF NAIL FOUND	GM GAS METER
OCS OUTLET CONTROL STRUCTURE	GM GAS METER
OPN OPEN TOP PIPE	GM GAS METER
PM POWER METER	GM GAS METER
POB POINT OF BEGINNING	GM GAS METER
POC POINT OF COMMENCEMENT	GM GAS METER
RCP REINFORCED CONCRETE PIPE	GM GAS METER
RBR IRON REINFORCING BAR	GM GAS METER
RBS 5/8" RBR SET CAPPED LSF 621	GM GAS METER
SWCB SINGLE WING CATCH BASIN	GM GAS METER
TRANS ELECTRIC TRANSFORMER	GM GAS METER

UTILITY NOTE

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UTILISURVEY, LLC
1227 NORTH PEACHTREE PARKWAY, STE 178
PEACHTREE CITY, GA 30269

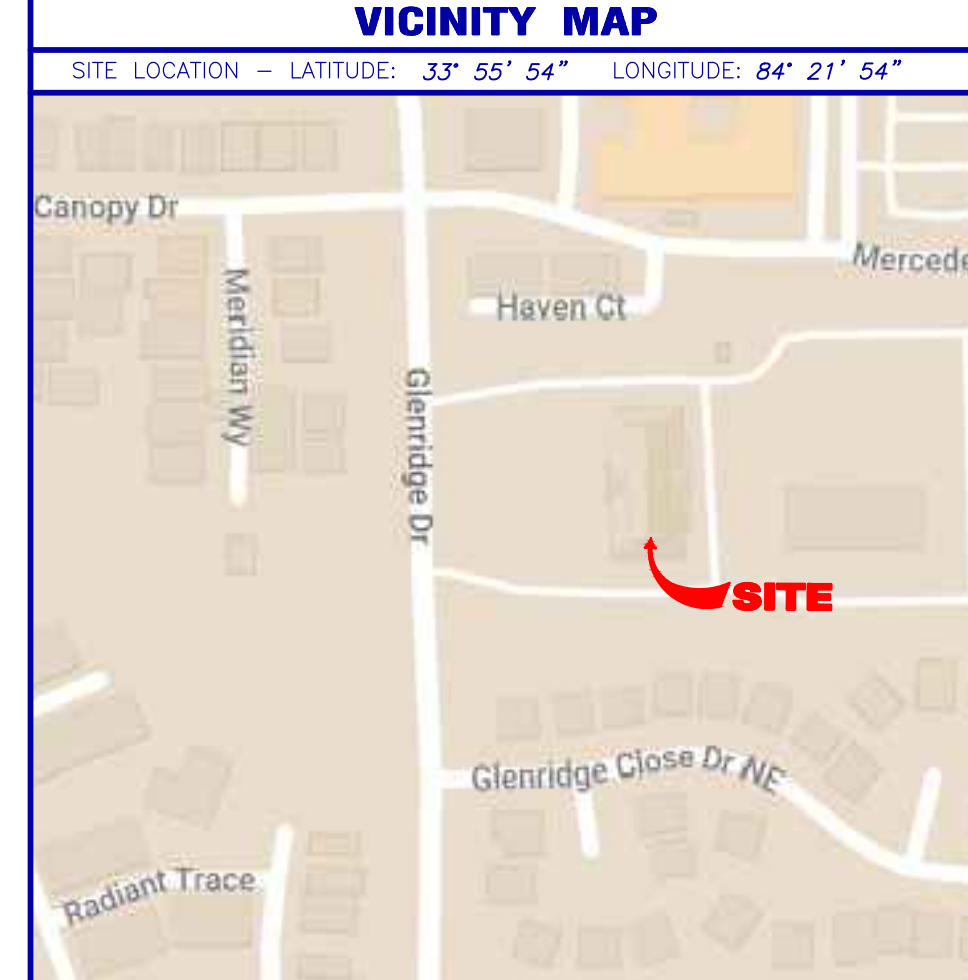
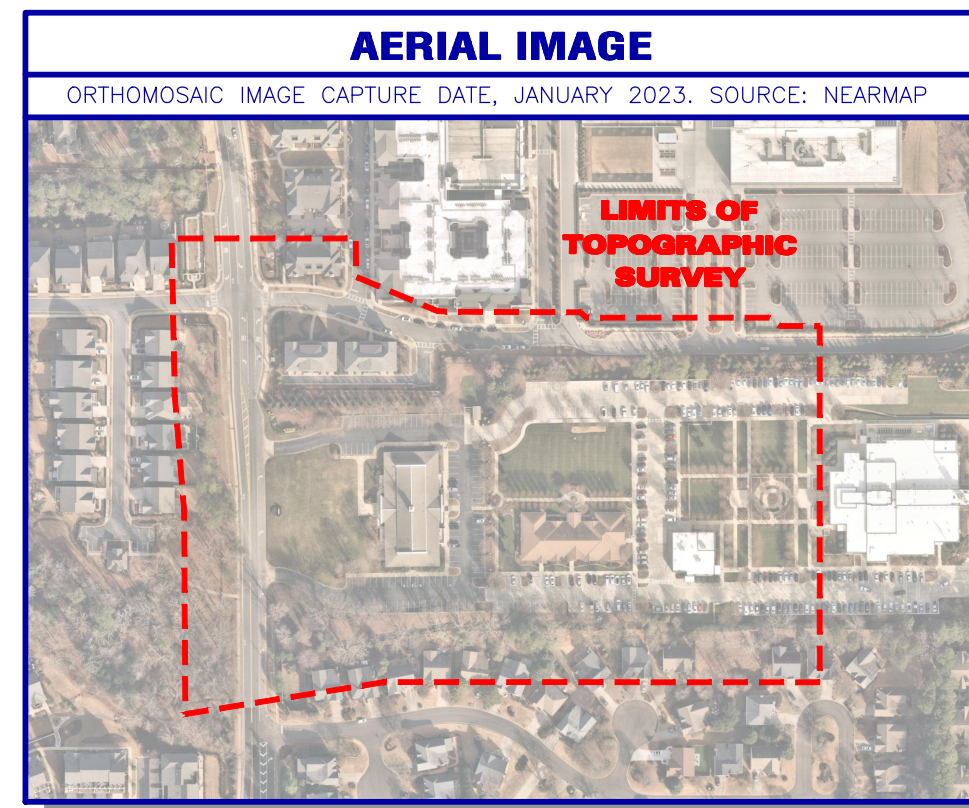
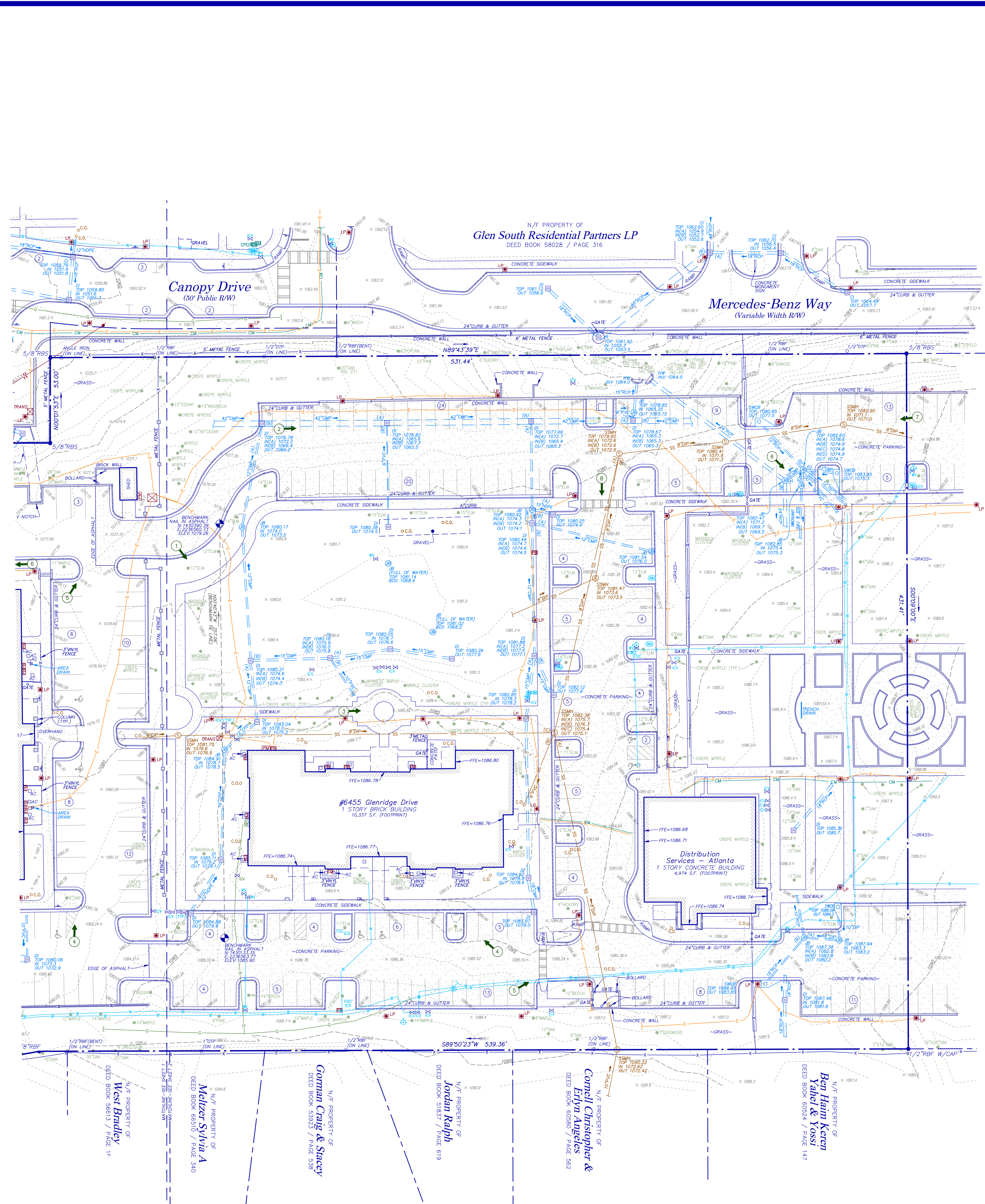
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IF YOU DIG

Know what's below.
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Dial 811
Or Call 800-282-7411



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THIS PROPERTY IS NOT LOCATED IN A SPECIAL FLOOD HAZARD AREA BASED ON THE FLOOD INSURANCE RATE MAP FOR THIS AREA. THE MAP NUMBER FOR THIS AREA IS 131201001G, AND THE DATE OF SAID MAP IS 9/18/2023. THIS DETERMINATION WAS MADE BY GRAPHICALLY DETERMINING THE POSITION OF THIS SITE ON SAID FIRM MAPS UNLESS OTHERWISE NOTED.

TREES 6-INCH DBH (DIAMETER AT BREAST HEIGHT) AND LARGER WERE LOCATED FOR THIS SURVEY.

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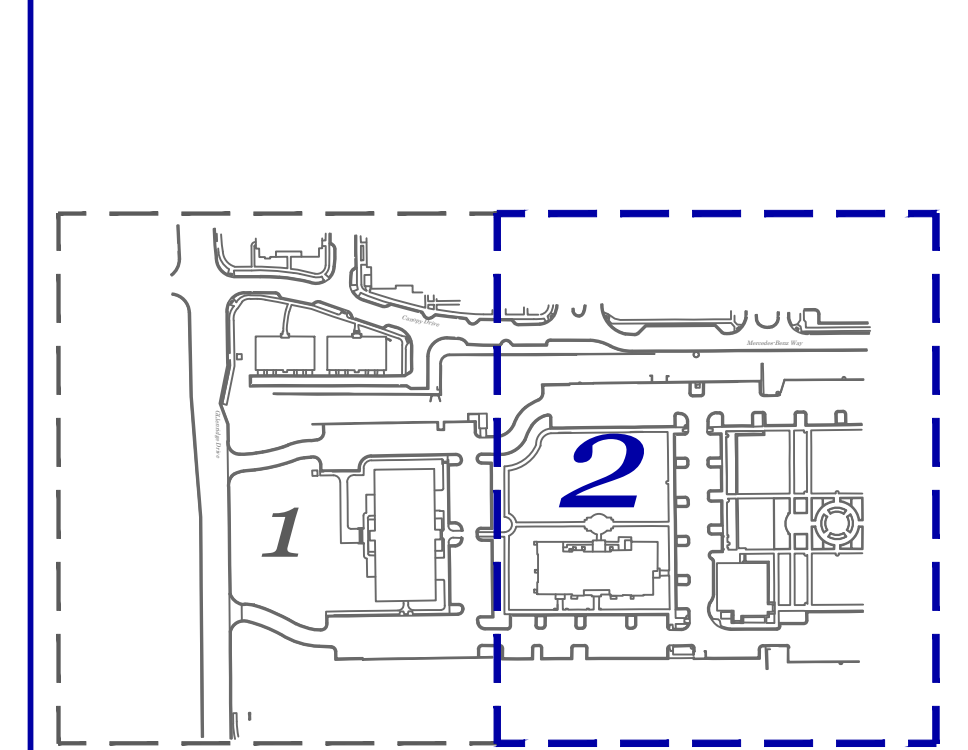
NO ZONING REPORT OR ZONING LETTER WAS PROVIDED TO THE SURVEYOR. THE SITE IS ZONED "X" (XXXXX XXXXXX DISTRICT) AS SHOWN ON THE ZONING MAP OF XXXXXXXXXX.

THE MINIMUM YARD SETBACKS ARE: FRONT — XX FEET; SIDE — XX FEET; AND REAR — XX FEET.

ZONING AND SETBACKS SHOULD BE CONFIRMED AND VERIFIED BY PLANNING AND ZONING PRIOR TO DESIGN OR CONSTRUCTION ACTIVITIES.

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SHEET INDEX



SURVEYOR CERTIFICATION

This plot 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 an already properly recorded parcel. 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 SUFFICIENCY FOR ANY USE OR PURPOSE OF THE LAND. Furthermore, the undersigned land surveyor certifies that this plot 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 15-4-6-6.

David L. Hester
Georgia Registered
Land Surveyor # 3042

N/F PROPERTY OF
Corporation of the President of the Church
of Jesus Christ of Latter-Day Saints
DEED BOOK 30737 / PAGE 583

SITE AREA
8.094 Acres
352,570 sf

2 SHEET
OF
2

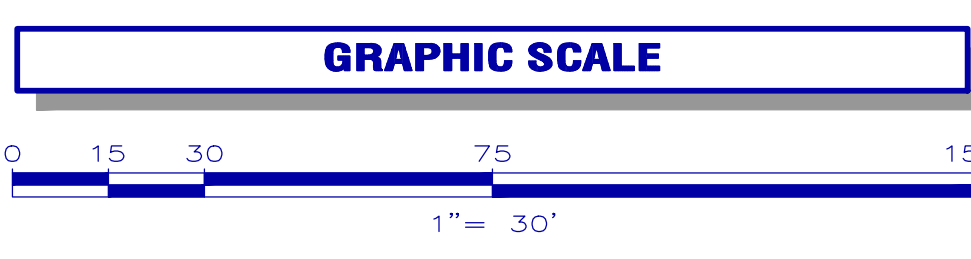


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1660 Barnes Mill Road
Marietta, Georgia 30062

Phone: (770) 795-9900
Fax: (770) 795-8880

www.geosurvey.com
EMAIL: info@geosurvey.com
Certificate of Authorization #LSF-000621



BOUNDARY AND TOPOGRAPHIC SURVEY			
6449 Glenridge Drive			
FOR			
The Church of Jesus Christ of Latter-Day Saints			
GS JOB NO:	20237680	DRAWING SCALE:	1"= 30'
FIELD WORK:	RL	CITY:	SANDY SPRINGS
PROJ MGR:	ERP	COUNTY:	FULTON
REVIEWED:	DLH	STATE:	GA
DWG FILE:	20237680-1.dwg	LAND LOT:	35
		DISTRICT:	17th
		SURVEY DATE:	August 21, 2023
		REVISIONS:	(SEE GENERAL NOTES)
		No.	Date Description

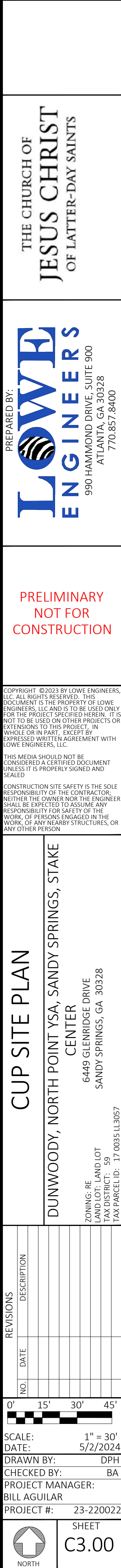
ADDRESS	6449 GLENRIDGE DRIVE, SANDY SPRINGS, GA 30328
TOTAL PROPERTY AREA:	352,570 SF = 8.09± AC
ZONING CLASSIFICATION	
ZONING:	RE-2 (RESIDENTIAL ESTATE DISTRICT)
ADJACENT ZONING:	RD-7.5, RT-3, PR-5, PX-5
JURISDICTION:	CITY OF SANDY SPRINGS

TOTAL EXISTING BUILDING AREA:	30,299 SF
PROPOSED BUILDING AREA:	25,311 S.F.
TOTAL BUILDING AREA ON SITE AFTER CONSTRUCTION:	40,622 SF (NET INCREASE OF 10,323 SF) = 12%
BUILDING AREA LIMIT:	25% MAX
BUILDING HEIGHT LIMIT:	3 STORIES/40' MAX
LOT COVERAGE:	(212,915 SF/352,570 SF)*100 = 60%
EXISTING BUILDING HEIGHT:	34'-5" (STEEPLE: 72'-5")
PROPOSED BUILDING HEIGHT:	33'-5" (STEEPLE: 72'-4")
FRONT SETBACK:	60'
REAR SETBACK:	50'
SIDE SETBACK:	25'

TOTAL EXISTING PARKING SPACES:	247 SPACES
PARKING REQUIREMENTS:	1 PER 500 SF (SEC. 8.1.2.)
TOTAL PARKING REQUIRED:	40,622 SF/ 500 SF = 82 SPACES
TOTAL PARKING PROVIDED:	311 (11 ADA, 10 VAN) SPACES (NET INCREASE OF 64)
EV PARKING PROVIDED:	2 SPACES EV READY FOR PARKING LOTS OVER 20 PARKING SPACES

FRONT LANDSCAPE BUFFER:	60
SIDE LANDSCAPE BUFFER:	25/40
REAR LANDSCAPE BUFFER:	50
PARKING ISLANDS:	LANDSCAPE ISLAND EVERY 8 SPACES

SAID TRACT OF LAND CONTAINS 8.094 ACRES.



Legal Description
The Church of Jesus Christ of Latter-Day Saints
Sandy Springs, Georgia
April 24, 2024

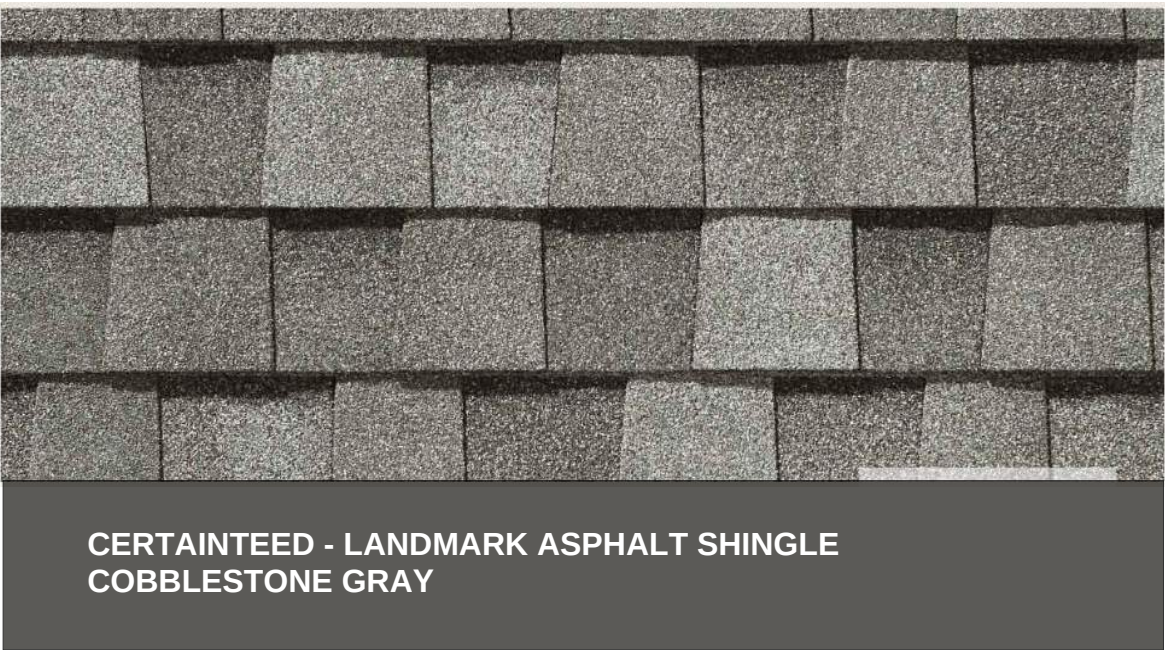
All that tract or parcel of land lying and being in Land Lot 35 of the 17th District of Fulton County, Georgia, and being more particularly described as follows:

COMMENCING at a 1/2-inch rebar located on the right-of-way of Barfield Road (80-foot R/W), labeled as POB Tract 1 on the Subdivision Plat for The Church of Jesus Christ of Latter-Day Saints, recorded in Fulton County on Plat Book 219, Page 26; thence North 89 degrees 41 minutes 37 seconds West for a distance of 628.26 feet to a 1/2-inch rebar found and the POINT OF BEGINNING, said rebar having State Plane Coordinate Value Northing: 1,430,064.56; Easting 2,236,988.11; Georgia West Zone; thence South 89 degrees 50 minutes 23 seconds West for a distance of 539.36 feet to a 5/8-inch rebar found; thence South 79 degrees 56 minutes 38 seconds West for a distance of 301.50 feet to a 5/8-inch rebar set with cap; thence North 00 degrees 32 minutes 53 seconds West for a distance of 430.28 feet to a 5/8-inch rebar set with cap; thence South 89 degrees 57 minutes 32 seconds East for a distance of 307.75 feet to a 5/8-inch rebar set with cap; thence North 00 degrees 01 minutes 53 seconds East for a distance of 53.00 feet to a 5/8-inch rebar set with cap; thence North 89 degrees 43 minutes 39 seconds East for a distance of 531.44 feet to a 5/8-inch rebar set with cap; thence South 00 degrees 09 minutes 00 seconds East for a distance of 431.41 feet to a 1/2-inch rebar found and the POINT OF BEGINNING.

Said tract of land contains 8.094 acres.

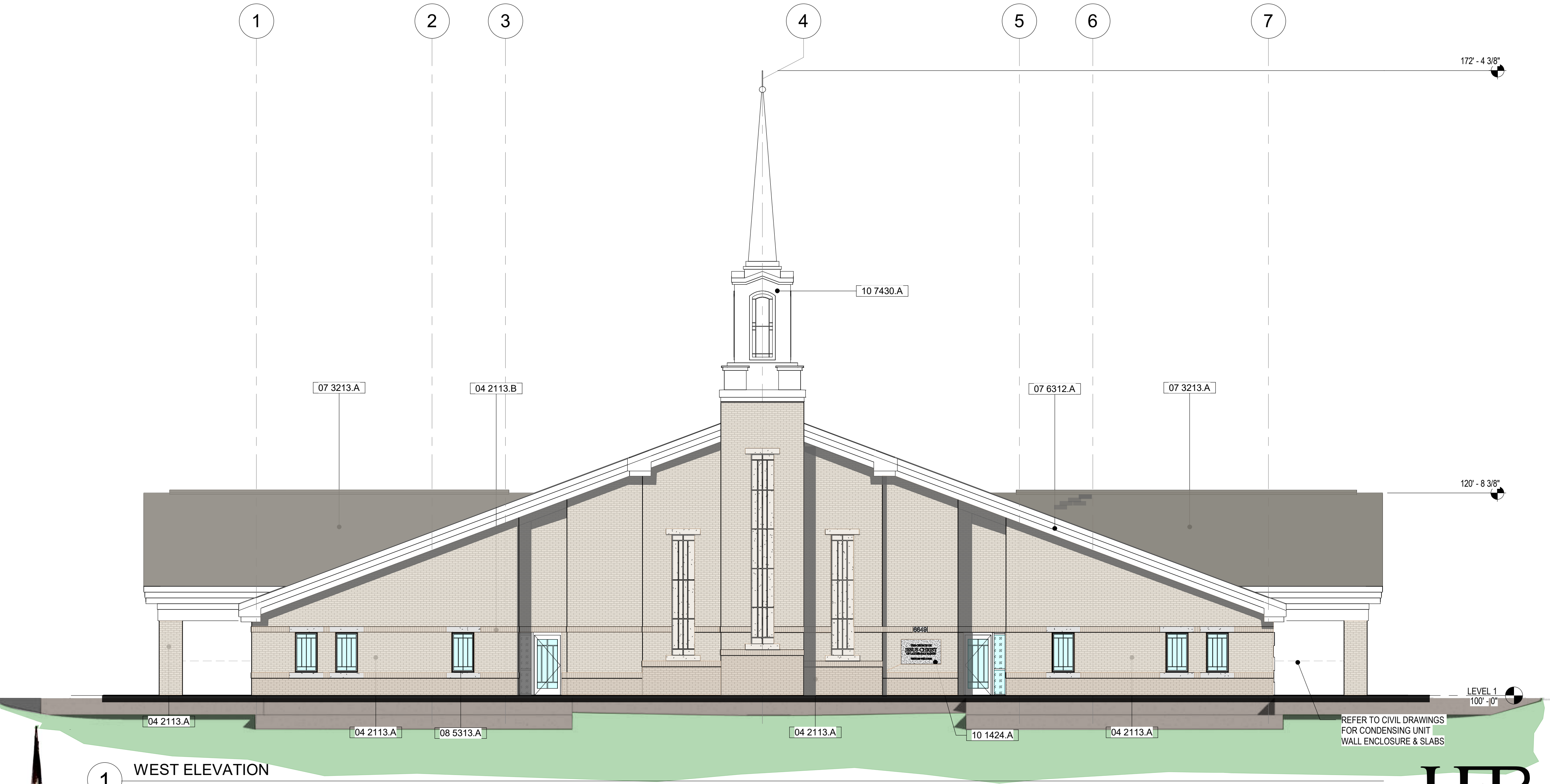


WHITE PEARL – GEORGIA ARCHITECTURAL
LINEAR SERIES BRICK



CERTAINTEED - LANDMARK ASPHALT SHINGLE
COBBLESTONE GRAY

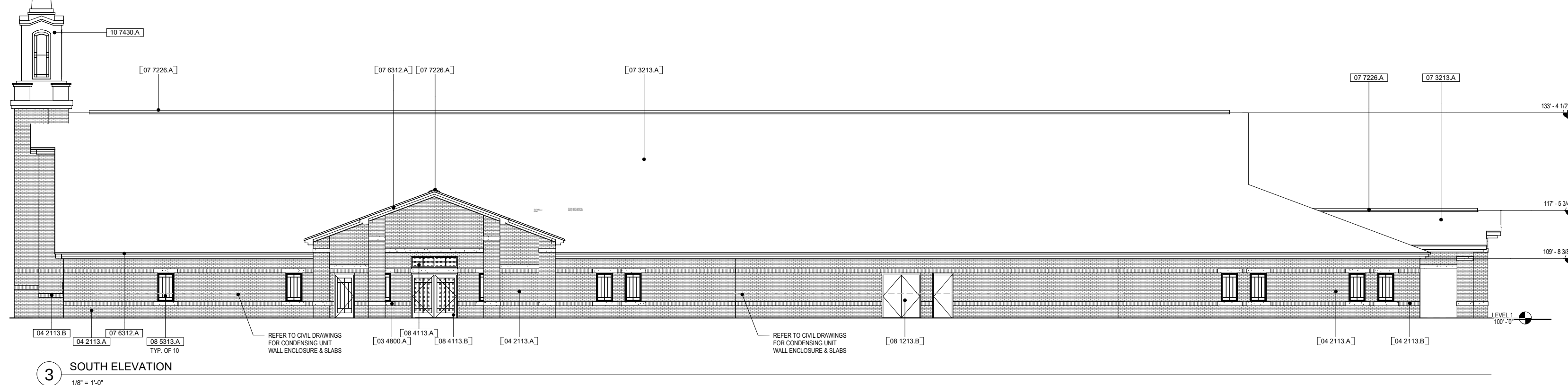
#	Keynote Legend
Key	Description
04 2113.A	Brick Veneer System
04 2113.B	Brick Veneer Soldier Course
07 3213.A	Composite Asphalt Shingle & Underlayments Roof System
07 6312.A	Metal Soffit Panels
07 7226.A	Roof Ridge Vent Assembly, See Detail F/A109
08 5313.A	Vinyl Framed Window, Refer to Window Elevations
10 1424.A	Engraved Stone Sign Panel
10 7430.A	Aluminum Steeple Assembly; Refer to Elevations & Detailing



1 WEST ELEVATION
1/8" = 1'-0"

STAKE CENTER





HFR
HILLFOLEYROSSI
ARCHITECTURE • ENGINEERING



IF YOU DO NOT AGREE WITH THE
TERMS OF SERVICE, PLEASE
CONTACT THE PROJECT MANAGER
AT THE ADDRESS BELOW.
770-623-4344
770-623-4344
UNITED STATES OF AMERICA

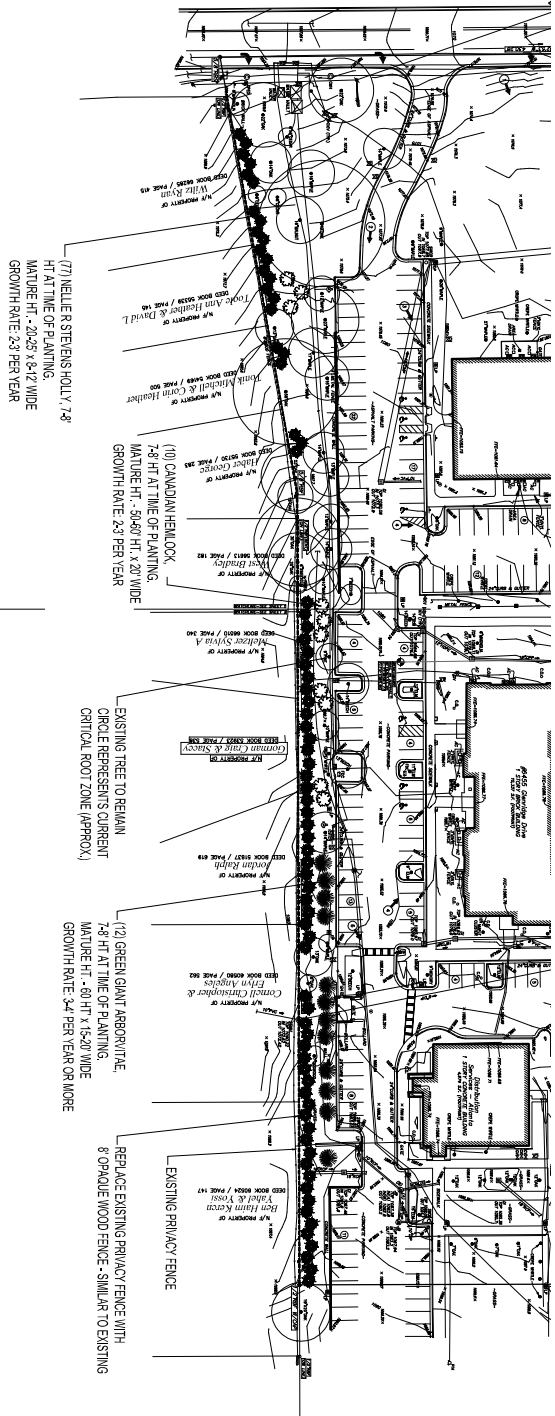
THE UTILITIES SHOWN ARE BASED ON THE RECORD DRAWINGS AND FIELD SURVEY. THE CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UTILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UTILITIES.

BUFFER PLANT LIST

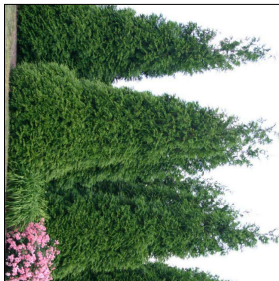
QTY	COMMON NAME	BOTANICAL NAME	SIZE	COND.	SPACING	COMMENT
10	CANADIAN HEMLOCK	TSUGA CANADENSIS	7-8' HT.	B&B	SHOWN	FULL & WELL FORMED
12	GREEN GIANT ARBORVITAE	PLUVA OCCIDENTALIS GREEN GIANT	7-8' HT.	B&B	SHOWN	FULL & WELL FORMED
77	NELLIE R STEVENS HOLLY	ILEX NELLIE R STEVENS	7-8' HT.	B&B	8' O.C.	FULL & WELL FORMED

BUFFER LANDSCAPE PLAN

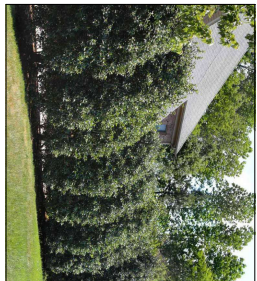
SCALE: 1" = 40'-0"



CANADIAN HEMLOCK



GREEN GIANT ARBORVITAE



NELLIE R STEVENS HOLLY

REVISIONS

First Community Meeting
Applicant— The Church of Jesus Christ of Latter-day Saints
Meeting Summary
May 23, 2024 – 6:00 PM Start Time

Application and Requests

- Applicant seeks to re-develop an existing place of worship by removing and replacing the current meeting house.
- Applicant requests a conditional use permit for the Place of Worship. The current CUP was approved by Fulton County in 1980, prior to the property being located within the City.

Meeting Summary and Attendee Concerns

Location: In Person: Sandy Springs City Hall, 1 Galambos Way, Sandy Springs, GA 30328
Virtual: Zoom Videoconference
Start Time: Presentation commenced at 6:00 PM
Attendees: Nine members of the community attended in person and six attended via Zoom; six members of the applicant team; LaQuita Williams, city planner also present. Sign in log included.

Applicant team made a presentation discussing the subject property, the church operations and the new Meeting House plans. The presentation included information, images, and documents available via presentation boards.

Applicant team opened the meeting for attendees to comment, ask questions, and express concerns. Applicant also provided contact information for any follow-up questions. No follow-up questions have been received.

Question/Concern: The majority of the questions/concerns related to construction activities and not related to the religious institution use. The use of the Property for religious purposes has been an ongoing use and there were no concerns regarding the church current use.

Response: Applicant confirmed no construction on Sunday and will explore issues related to notice of construction, a point of contact for community members during construction, and potential for limitation of construction on Saturdays. Other topics to be explored are construction fencing, and more details on anticipated construction timeline.

Question/Concern: The one concern raised about current conditions related to vehicles accessing the church property at night and a suggestion was made to provide security gates at Glenridge.

Response: Applicant is receptive to the idea of moving the gates to allow for restricted access and will explore the potential for adding to the construction plans.

Question/Concern: Community requests were also made to (1) pay for office space for community residents who work from home during construction and (2) a sound barrier on the north side of the property.

Response: Applicant will work with the community regarding efforts to minimize construction impact. We do not anticipate providing alternative office space and recognize that there is a temporary potential of disruption that comes from any construction project.

Question/Concern: Community members asked if the building was being moved closer to the southern property line.

Response: No – the existing wall, fence, landscaping and parking area are not changing along the southern portion of the property.

Sign-in Sheet

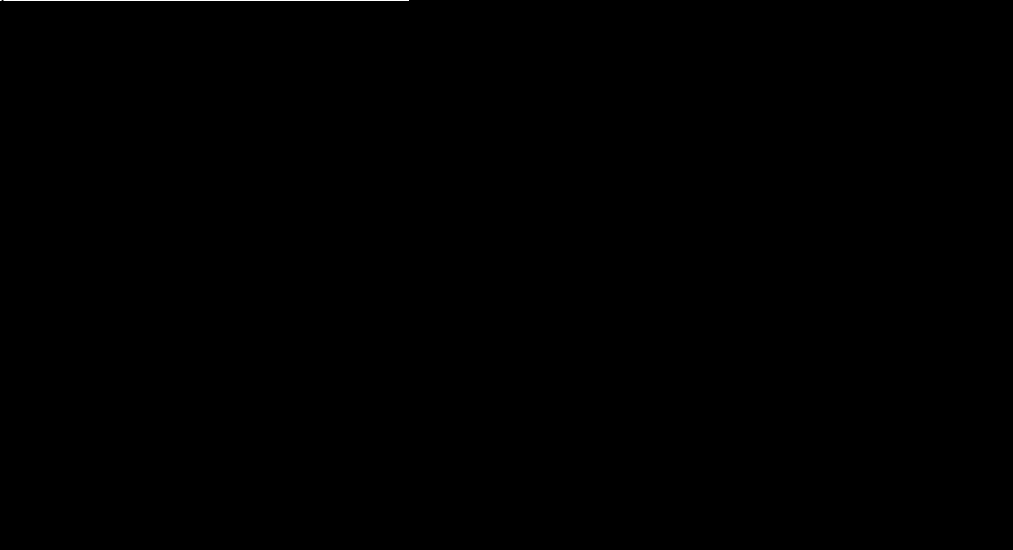
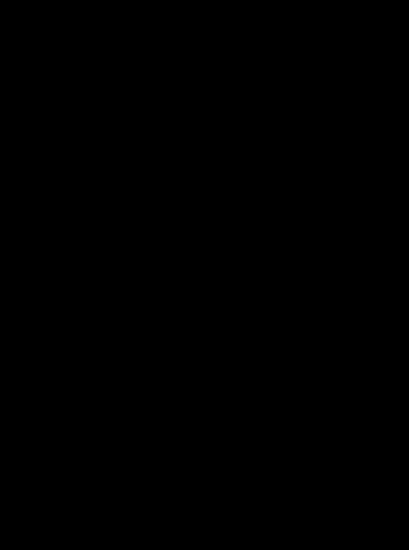
U24-001

Community Meeting I

Thursday May 23, 2024

6 PM

City Hall

Name and Organization (if any)	Mailing address	E-mail address
Craig Johns/Aria Wet Ho		
Daniel Herrera		
Bill Aguilar		
Wynn Arroyo		
Janice Bank		
Chris Cornell		
Jucia Haymore		
Dan Zhou		
Ginette Cambonero		
Brian Eufinger		

Second Community Meeting Summary
Applicant— The Church of Jesus Christ of Latter-day Saints
June 24, 2024 – 6:00 PM Start Time

Application and Requests

1. Applicant seeks to re-develop an existing place of worship by removing and replacing the current meetinghouse.
2. Applicant requests a conditional use permit for the Place of Worship. The current CUP was approved by Fulton County in 1980, prior to the property being located within the City.

Meeting Summary and Attendee Question/Concern

Location:

In Person: Sandy Springs City Hall, 1 Galambos Way, Sandy Springs, GA 30328
Virtual: Zoom Video conference

Start Time: 6 PM

Attendees:

1. Fourteen members of the community attended in person and two attended via Zoom.
2. Six members of the applicant team, including Jon Erickson and Katie Miller from project architect firm Hill Foley Rossi, Bill Aguilar from project engineer firm Lowe Engineering, Wayne Hale, the Church's facilities manager; and Jeff Haymore and Baxter Russell from project land use law firm Dillard Sellers.
3. Also in attendance were city planners LaQuita W. Coss and Michele McIntosh-Ross. Sign in log included.

The Applicant team made a presentation discussing the subject property, the Church operations and the new meetinghouse plans. The presentation included the site plan, floor plan, elevations, information, images, and documents available via presentation boards.

The Applicant team opened the meeting for attendees to comment, ask questions, and express concerns. The Applicant also provided contact information for any follow-up questions. No follow-up questions have been received.

Question/Concern: Is the greenspace in front of the building going away?

Response: In part. The meetinghouse will be constructed closer to Glenridge Drive than currently situated. Specifically, the current meetinghouse is approximately 200' from Glenridge Drive. The proposed meetinghouse will be 100' from its closest point to Glenridge Drive. This closest point is an additional 40' beyond the required front yard setback of 60' in the RE-2 zoning district.

Question/Concern: Is the church membership growing?

Response: While the Church always plans for growth, it is not expected that there will be substantial membership growth or member usage of the new meetinghouse over the next few years.

Question/concern: When will construction start?

Response: Likely Summer 2025. This timetable assumes final CUP approval in September, approximately 3-6 months pursuing required building permits from the City, followed by time for contractor bid and selection.

Question/concern: What is the plan for landscaping?

Response: The Church has retained a professional landscape architect who is preparing a landscape plan for the property. The new landscaping will be more in line with the current landscaping on the adjacent Temple parcel, which is maintained by Gibbs Landscaping.

Question/concern: Will the Church install a vehicular gate at the Glenridge Drive driveways?

Glenridge Close residents stated that trespassers periodically congregate in the Meetinghouse parking lot very late in the evenings causing noise and other disruptions. This does not occur on the Temple parcel, which has vehicular gates that are locked when the Temple is closed.

Response: The Church has reservations about installing a gate and will follow up with the HOA directly to resolve this concern.

Question/concern: Will the Church install security cameras to provide monitoring on the Property? Glenridge Close expressed that the Church has cameras on the Temple parcel and should add them to the Meetinghouse parcel for safety purposes..

Response: The Church will consider this request and follow up with the HOA directly.

Question/concern: Will the Church replace the Glenridge Close HOA's existing wooden fence on the HOA side of the Property?

Response: The Church will consider this request and follow up with the HOA directly.

Question/concern: Will the Church plant additional landscaping on the Church's property along the shared property line with the Glenridge Close subdivision? Glenridge Close residents said additional landscaping could discourage trespassers from congregating in this area and could serve, in concert with the fence, as additional noise barrier.

Response: The Church supports this request and follow up with the HOA directly.

Question/concern: Does the City allow construction between 10pm and 8am?

Response: No. The City construction hours are as follows:

<u>Exterior Construction</u>	<u>Interior Construction</u>
Monday – Friday: 7:30 AM – 7:30 PM	All days: 7 AM – 10:59 PM if less than 80 dBA 10' off the property boundary
Saturday: 8 AM – 5 PM	All days: 11 PM – 7 AM if less than 55 dBA at the property boundary.
Sunday: No construction	
Legal Holidays: No construction	

Question/concern: Residents expressed their preference that construction not occur on Saturday.

Response: City regulations permit construction on Saturday until 5 pm. After back and forth, residents

main concern is noise associated with exterior construction. The Church is amenable to limiting Saturday construction to work on the interior of the meetinghouse absent emergencies.

Question/concern: Will construction of the meetinghouse include blasting?

Response: Based on preliminary geotechnical work, the Church does not anticipate the need to remove rock by blasting. If blasting becomes necessary, the Church will notify residents before that occurs and engage in dialogue with any resident concerned about the impact of blasting on their property.

Jeffrey Haymore
404.665.1243

Email:
jhaymore@dillardsellers.com

August 15, 2024

Via e-mail (lwilliams@sandyspringsga.gov)

LaQuita Williams
Planner I
City of Sandy Springs
1 Galambos Way
Sandy Springs, Georgia 30328

Re: U24-0001/Meetinghouse at 6449 Glenridge Drive

LaQuita-

This letter follows up on your enclosed e-mail from August 12, 2024 in which the City's Public Works Department requests modification to the survey and site plan in connection with the location of the Subject Property's property line along Glenridge Road. Subsequent to your e-mail, the applicant reached out to Connor Mok in the City Public Works Department to discuss the request.

After review of relevant documents, including Fulton County Deed Book 7762, Page 205, recorded January 30, 1981, the enclosed survey has been revised to show the Subject Property's property line 40' from the centerline of Glenridge Road. Also enclosed is the corresponding revised legal description. Also enclosed is a revised site plan (including development control table information) matching the dimensions of the revised survey and legal description.

We trust this will fully resolve this matter. Please do not hesitate to contact me to discuss this matter. We are available to answer any questions and appreciate your attention to this matter.

Sincerely,



Enc.: August 12, 2024 e-mail
Revised Survey by David L. Hester, GRLS # 3042 of GeoSurvey dated 8/13/2024
Revised Legal Description dated 8/14/2024
Revised Site Plan by Lowe Engineers dated 8/15/2024



Cc: Chia-Loong “Connor” Mok, City of Sandy Springs CIP Project Manager
Jon Erickson, AIA, Hill Foley Rossi and Associates, LLC

From: [LaQuita Williams](#)
To: [Jeff Haymore](#)
Cc: [McIntosh-Ross, Michele](#); [Davila, Jesus](#)
Subject: U24-0001 - Revisions
Date: Monday, August 12, 2024 10:59:26 AM
Attachments: [sandy-springs-logo-274px_5e7631bc-0b30-4bf9-9ce7-aca59a337ca3.png](#)
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[linkedin_32x32_d22f6460-68ba-471b-9637-e1352456e03d.png](#)
[S2172 Updated Survey \(50 scale\).pdf](#)

Good morning Jeff.

I hope your weekend went well. I attempted to reach you last week and today however I wasn't able to reach you. There are a few comments from our Public Work's department that needs to be addressed in your application. I have listed the comments below. Reach out to Wesley Waters for more information.

- The TSPLOST sidewalk project (S2172) is adjacent to this site. The requested changes to the site by the applicant will require the applicant to make streetscape improvements. The streetscape improvements will likely require more than just a 6-foot sidewalk with 2-foot landscape strip.
- The plan shows an incorrect property/ROW line along Glenridge. There had been a previous dedication in this area that we found documentation on during our project design efforts. A copy of the City's survey with the correct boundary along Glenridge is attached. The applicant needs to update the parcel dimensions which will affect the dimensions to the building as shown.



Feel free to reach out if you have any questions.

Kindly,

-



LaQuita Williams

Planner I

P: 7702061468 **M:** 4704323864

E: LWilliams@SandySpringsga.gov

1 Galambos Way, Sandy Springs, GA 30328, USA



The City of Sandy Springs is now utilizing OpenGov for its online permitting and inspection services.

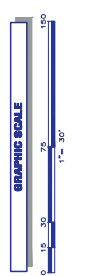
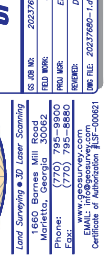
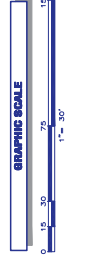
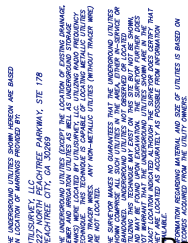
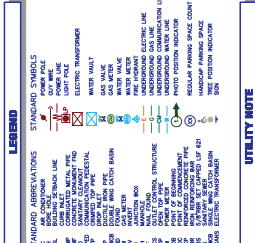
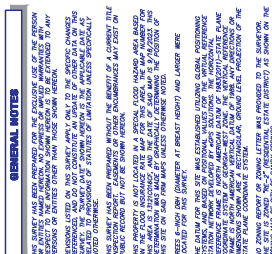
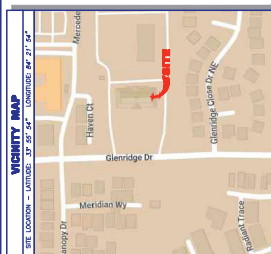
GO TO SANDY SPRINGS OPENGOV WEBSITE

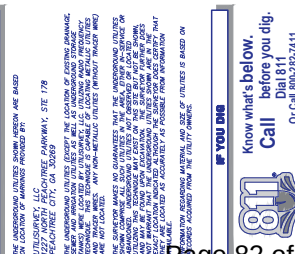
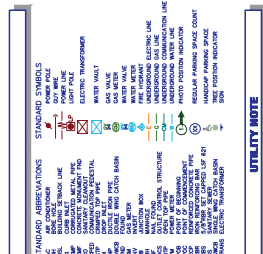
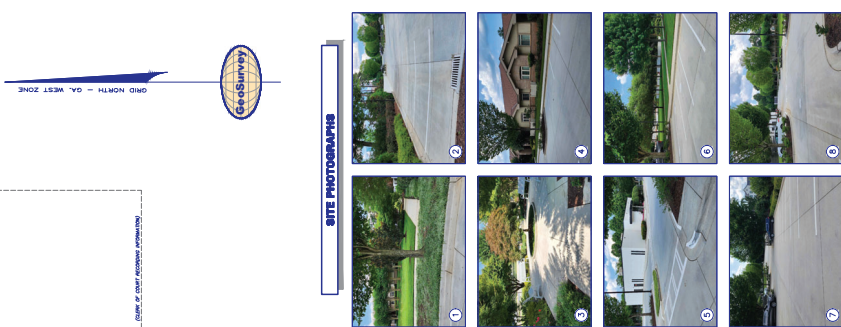
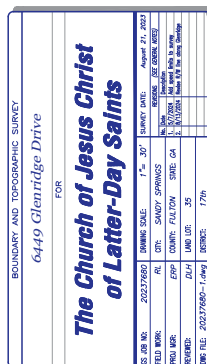
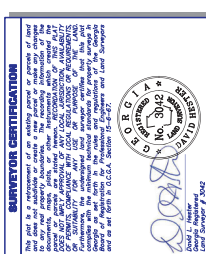
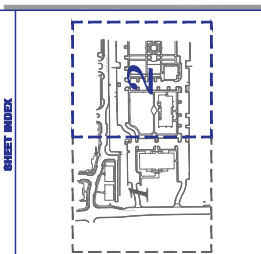
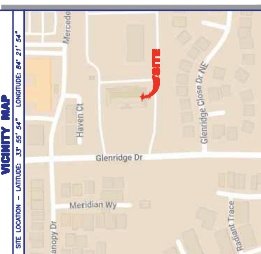
The city is making every effort to make the transition to the new online and back office permitting software as seamless as possible. To complete this transition, please note the following:

- **Online Portal Accounts:** All existing customers will have to [register for a new online portal account](#) before City staff can link your existing permits to your new account.

- **Linking Existing Permits:** Once you have created your new online portal account, you will have to [notify the City which permits you need to link to your new account](#).

- **Contact Registration:** All contractors and trade contractors are required to [create a Contact Registration account](#) that will be used to verify their professional and business license each year that will be searchable for all permit applications. This will replace the need for a notarized affidavit. Any other contact that is frequently used in permit applications may also register for a Contact Registration to simplify the permitting process for the applicant.





Legal Description
The Church of Jesus Christ of Latter-Day Saints
Sandy Springs, Georgia
August 14, 2024

All that tract or parcel of land lying and being in Land Lot 35 of the 17th District of Fulton County, Georgia, and being more particularly described as follows:

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Said tract of land contains 7.868 acres.

Sign-in Sheet

U24-001 Community Meeting 2 Monday, June 24, 2024 6 PM City Hall
--

Name and Organization (if any)	Mailing address	E-mail address
Anne Stroke	[REDACTED]	[REDACTED]
Tanice Bant	[REDACTED]	[REDACTED]
Chris Cornell	[REDACTED]	[REDACTED]
Craig German	[REDACTED]	[REDACTED]
LaQuita W. COSS		lwilliams@sandyspringsga.gov
Brad Bold	655 S. Leasidge Clow	[REDACTED]
Dave Haymore	3210 Lost Mill Trace, Marietta	[REDACTED]
Shelia Haymore	"	[REDACTED] om
JONATHAN EDWARDS		[REDACTED]
JOHN YOUNG		[REDACTED]
Rob Boice		[REDACTED] il.com
Bill Aguilar		[REDACTED] r.com
Wynne Miller		[REDACTED]
KATIE MILLER		
JOHN ELLICKSON		[REDACTED]
MARY ANN LACY	6451 Meridian Way	[REDACTED] h.net
Rusty Lacy	6451 Meridian Way	[REDACTED]
Suzie Peck	6455 Meridian Way	[REDACTED] com
Kristy LOUCKS	6450 Meridian Way	[REDACTED] .com
Michele McIntosh-Ross	1 Galambos Way, 30328	mcmintosh-ross@sandyspringsga.gov
Debbie		
Debra V. Ross		

online →
↓

Jeffrey Haymore
404.665.1243

Email:
jhaymore@dillardsellers.com

August 15, 2024

Via e-mail (lwilliams@sandyspringsga.gov)

LaQuita Williams
Planner I
City of Sandy Springs
1 Galambos Way
Sandy Springs, Georgia 30328

Re: U24-0001/Meetinghouse at 6449 Glenridge Drive

LaQuita-

Please find enclosed a letter of support from the Glenridge Close Homeowner's Association. Please include this letter in the file for review by the Planning Commission, Mayor and City Council. Also enclosed, please find the applicant's proposed CUP conditions for consideration. These conditions arise out of discussions with neighbors during the community meeting process and are supported by the Association, as referenced in its enclosed letter.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jeffrey B. Haymore".

Enc.: Letter of Support
Applicant Proposed Conditions for U24-0001

Cc: Chris Cornell, President, Glenridge Close Homeowner's Association
Jon Erickson, AIA, Hill Foley Rossi and Associates, LLC

Glenridge Close Homeowner's Association
730 Glenridge Close Drive
Sandy Springs, GA 30328

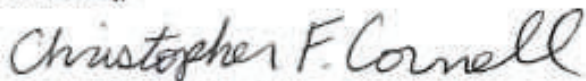
August 15, 2024

Re: U24-0001/6449 Glenridge Drive

To Mayor, City Council and Planning Commission:

The Glenridge Close Homeowner's Association supports the approval of the CUP as is required for Church of Jesus Christ of Latter-day Saint's intended replacement meetinghouse on the Meetinghouse Property. The Association, including its board members, supports the processes and approvals required for the granting of such CUP. This support is not meant to represent the opinion of any individual resident of the Association about the CUP. During and since the community meeting process, the Church and the Association have worked collaboratively on matters such as security cameras, landscaping and construction hours. The Association supports the Church's five proposed CUP conditions. The Association respectfully asks that the City approve the CUP.

Sincerely,



Christopher F. Cornell

President, Glenridge Close Homeowner's Association

e: glenridgeclosehoa2020@gmail.com

c: 267.752.9769

LaQuita Williams

From: Sandy Springs GIS
Sent: Thursday, June 13, 2024 12:30 PM
To: Planning and Zoning Public Comments
Subject: There Is A New Comment For Zoning Case U24-0001

Follow Up Flag: Follow up
Flag Status: Flagged

Case ID: U24-0001
Time Submitted: 20240613162937.048000
Citizen Name: Erin Poole
Citizen Email: [REDACTED]
Citizen Phone: [REDACTED]
Citizen Address: 6455 Meridian Way Atlanta, GA 30328

Comment: I am opposed to the conditional use permit to expand the chapel at this location. The proposal new structure is almost double in size and will cause increased nuisance, traffic, and noise both during and after completion. The church has 3 large building on the site that should accommodate their needs without causing a detriment to their neighbors. I live directly opposite the current facility and the traffic and noise on Sunday and during the week is already very high. A larger facility will only amplify those problems.

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U24-0001 Applicant Proposed Conditions

1. **Cameras.** A minimum of four (4) security cameras shall be installed in a manner that provides coverage to the driveway entrances along Glenridge Drive and the parking areas immediately surrounding the meetinghouse/chapel.
2. **Landscaping.** Landscaping as approved by city arborist shall be installed along the southern property line within the required 25' side yard buffer.
3. **Construction hours.** Construction hours shall comply with current City Code requirements except that during the construction of the meetinghouse, Saturday construction shall be limited to interior work except in the case of an emergency.
4. **Blasting.** At least 72 hours prior to any necessary blasting for construction of the meetinghouse, written notice shall be provided to the Aria and Glenridge Close homeowners' associations. Any blasting shall comply with Georgia Rules & Regulations 120-3-10-.01 et seq.
5. **Existing Parking.** Notwithstanding Code Sec. 7.4.F.2.b, the existing parking areas between any building and the southern property line shall be allowed to remain in their current location.



CHURCH OF JESUS CHRIST LATTER DAY SAINTS SANDY SPRINGS MEETINGHOUSE

TIS Report

City of Sandy Springs, GA

June 24, 2024

Prepared for:

City of Sandy Springs
1 Galambos Way
Sandy Springs, GA 30328

Prepared by:

Lowe Engineers
990 Hammond Drive, Suite 900
Atlanta, GA 30328

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1 Project Description

The site is situated just south of Mercedes Benz Way, between Glenridge Drive and Barfield Road, in the City of Sandy Springs, Fulton County, GA. Currently, the site houses a 15,000-square-foot Church of Jesus Christ of Latter-Day Saints meetinghouse, which will be demolished and replaced with a 25,500-square-foot building of the same land use. A traffic impact analysis was conducted to support the site expansion. The study intersections and site redevelopment are illustrated in the study area location map, shown in **Figure 1**.



Figure 1: Study Area Location Map

2 Access Plan

Access to the redeveloped site will remain the same as for the existing building, with two full-access driveways on Glenridge Drive and one full-access driveway on Barfield Road, as shown in **Figure 2**. A conceptual plan is included in **Appendix A**.

It should be noted that the access driveway on Barfield Road is closed on Sundays.

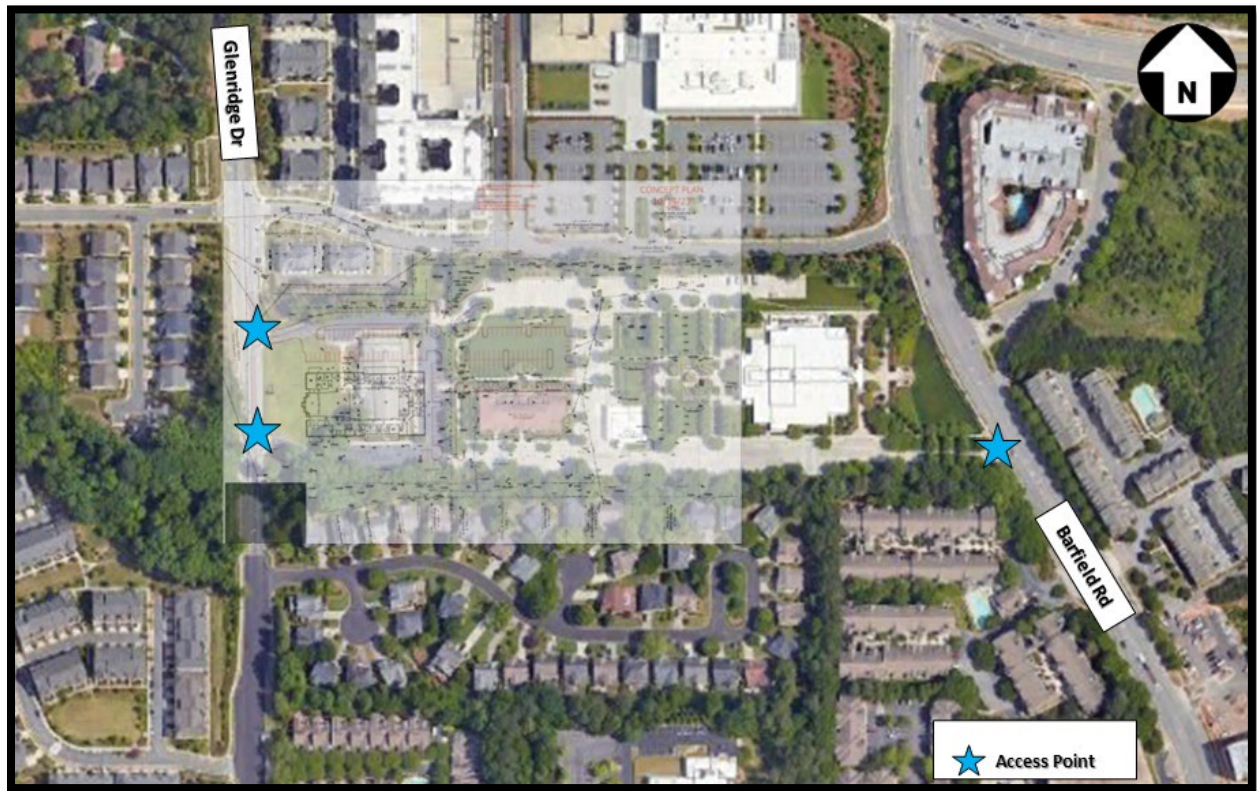


Figure 2: Access Plan

3 Study Area

The study area considered the following intersections and access driveways:

- Abernathy Road at Glenridge Drive (Signalized intersection)
- Abernathy Road at Barfield Road (Signalized intersection)
- Glenridge Drive and at Mt Vernon Highway (Signalized intersection)
- Glenridge Drive and at Barfield Road (Signalized intersection)
- Mt Vernon Highway and at southern access driveway 1 (Stop Controlled)
- Glenridge Drive and at northern access driveway 2 (Stop Controlled)
- Barfield Drive and at southern access driveway 3 (Stop Controlled)

Data used in the analysis consisted of traffic counts collected by Lowe Engineers, Georgia Department of Transportation (GDOT) web-based applications, and other published information.

4 Existing Conditions

4.1 Existing Scenario

This scenario represents the existing intersection geometrical layout, traffic control, and traffic flow conditions for the subject intersections. The year of 2024 was considered as the Base Year for the existing no-build conditions.

4.2 Existing Lane Geometry and Traffic Control

The existing lane geometry and traffic control for the study intersections are shown in **Figure 3**.

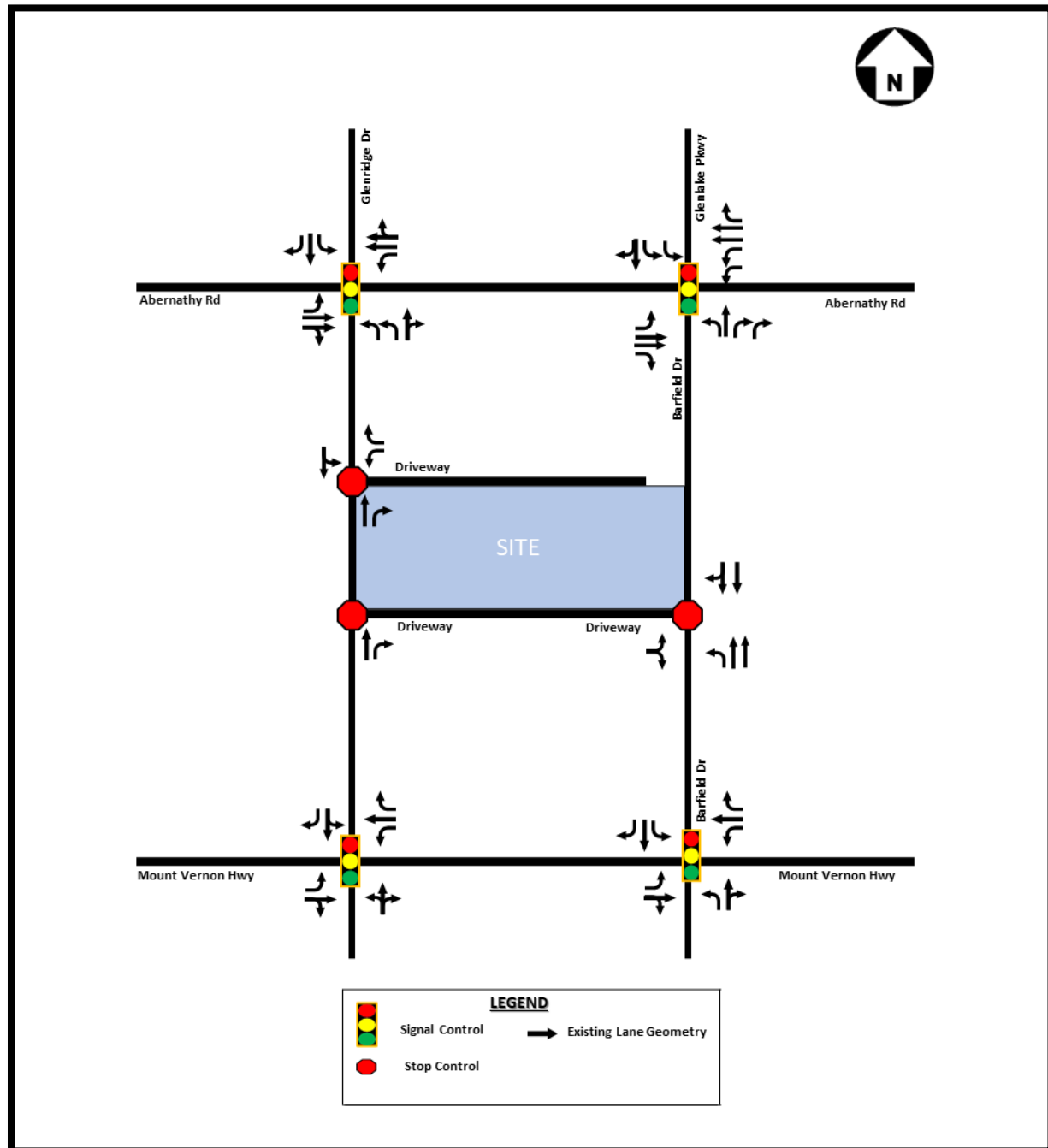


Figure 3: Existing No-Build (2024) Lane Geometry and Traffic Control

4.3 Traffic Data

Existing turning movement counts for a typical weekday were collected at the study intersections on Wednesday May 1st, 2024, where the AM peak hour occurred from 7:45 to 8:45 AM and the PM peak hour occurred from 4:45 to 5:45 PM. For Sundays, counts were collected on Sunday May 5th, 2024, and the peak hour occurred from 12:30 PM to 1:30 PM. The existing (2024) AM and PM peak hour vehicular

turning movement volumes for a typical weekday and Sunday are displayed in **Figure 4** and **Figure 5**, respectively. Raw (2024) traffic data is included in **Appendix B**.

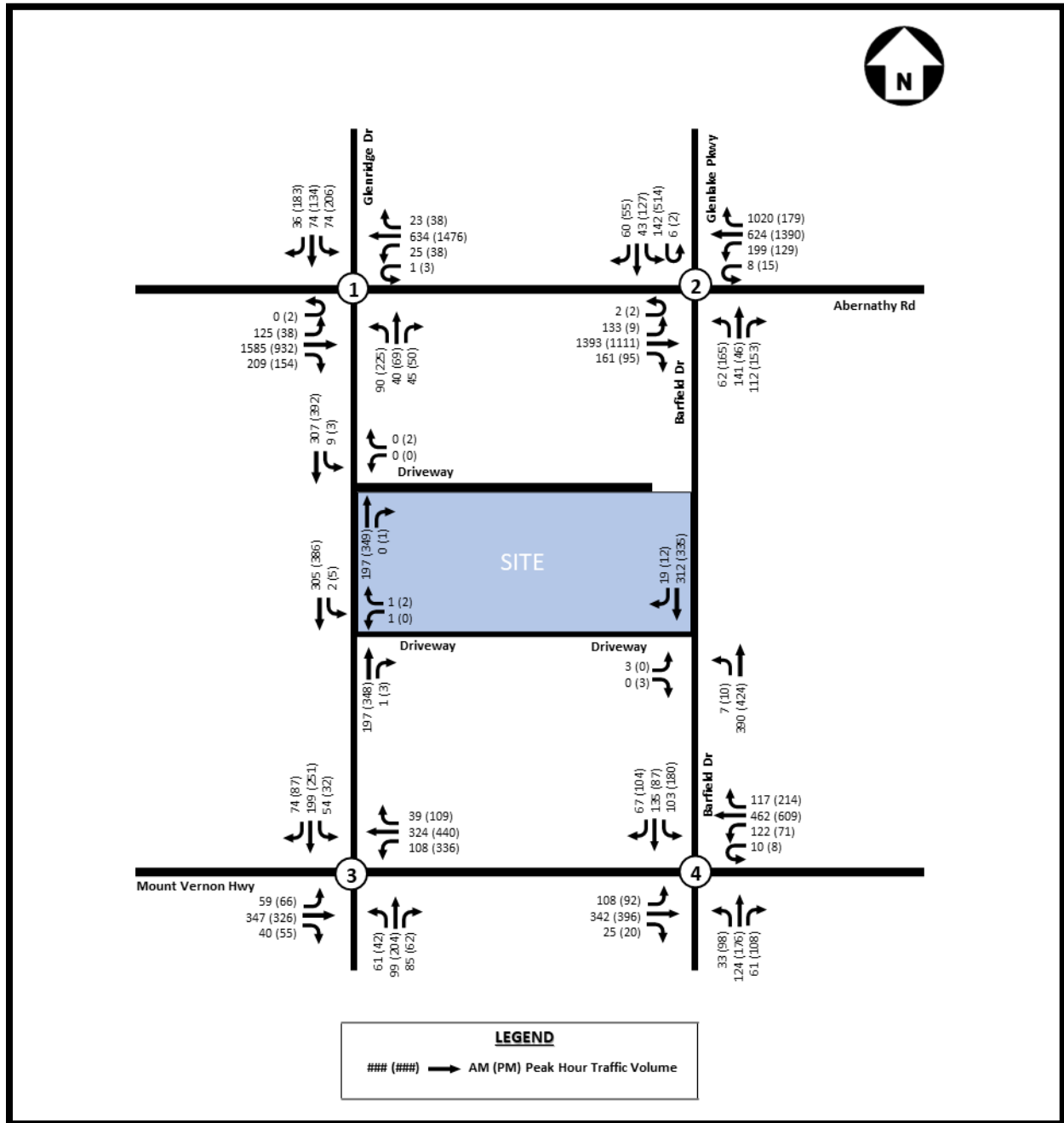


Figure 4: Existing (2024) Weekday Traffic Volumes

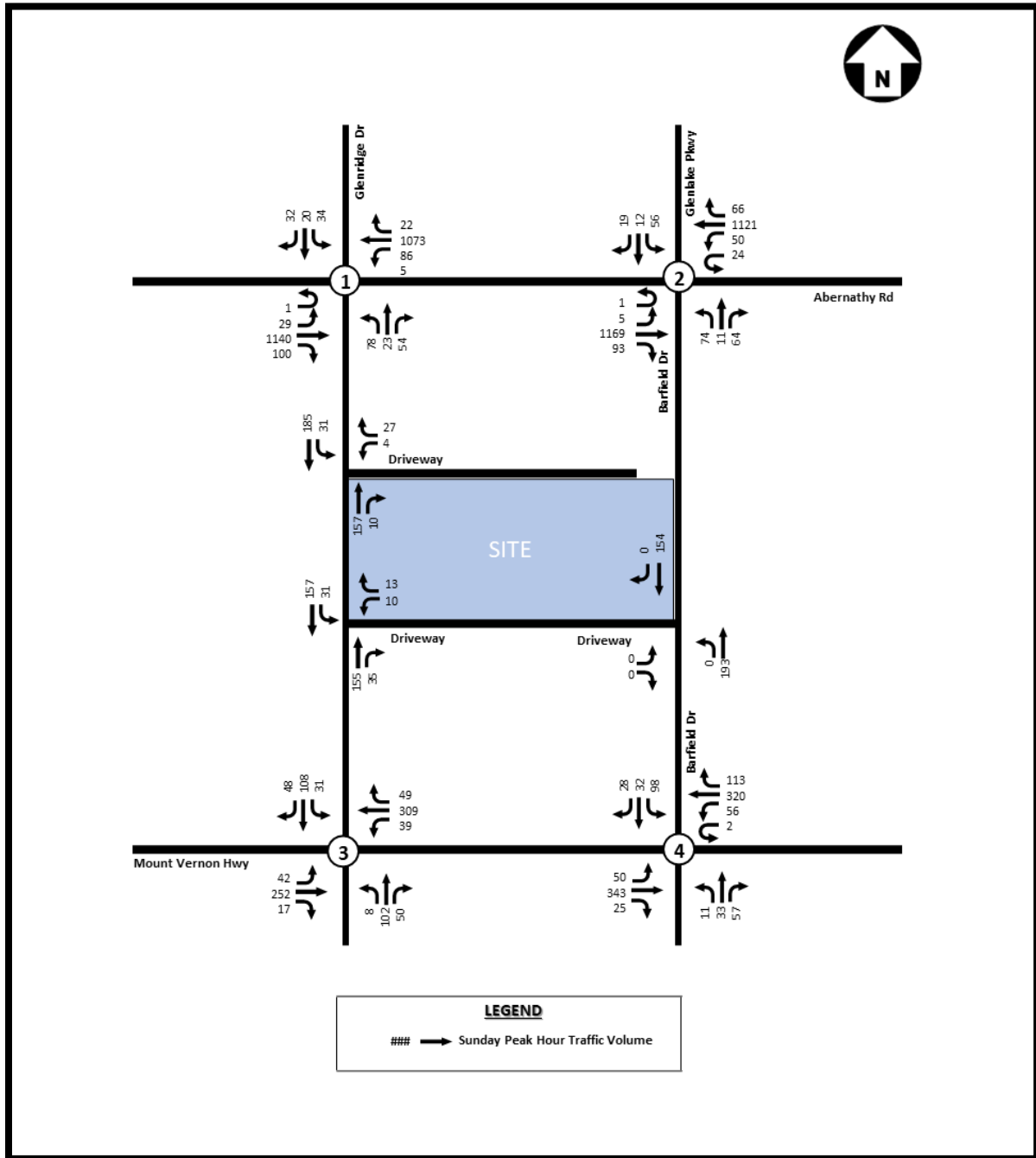


Figure 5: Existing (2024) Sunday Traffic Volumes

4.4 Existing No-Build Capacity Analysis

A capacity analysis for the study intersections was performed under existing no-build (2024) conditions based on the Highway Capacity Manual 7th Edition (HCM 7) during weekday and Sunday peak hours using Synchro 12. Existing conditions represent the existing intersection geometrical layout, existing traffic control, and existing (2024) vehicular turning movement counts during the AM and PM peak hours.

Capacity analysis results, including vehicular control delay, level of service (LOS) at the movement and intersection levels, and 95th percentile queue lengths, are summarized in **Table 1**. Average vehicular delays are shown in seconds per vehicle. LOS is a grading system as defined by the HCM where a level of A is the best, and F is the worst. Detailed capacity and queue analysis reports and under existing (2024) conditions can be found in **Appendix C**.

As indicated in **Table 1**, the existing (2024) conditions capacity analysis revealed that the study intersections and access driveways are currently operating adequately and within capacity.

Table 1: Existing Conditions Capacity Analysis

ID	Intersection	Traffic Control	Movement	AM Peak Hour			PM Peak Hour			Sunday Peak Hour		
				Delay (sec/veh)	LOS	95th %ile Queue (ft)	Delay (sec/veh)	LOS	95th %ile Queue (ft)	Delay (sec/veh)	LOS	95th %ile Queue (ft)
1	Abernathy Rd & Glenridge Dr	Signal	EBL	10.5	B	55	22.5	C	25	11.5	B	15
			EBTR	42.8	D	865	23.2	C	385	21.6	C	415
			WBL	23.3	C	15	14.4	B	25	13.7	B	40
			WBTR	15.4	B	205	37.2	D	680	16.0	B	320
			NBL	44.8	D	55	53.7	D	155	46.0	D	50
			NBT	41.6	D	45	47.8	D	90	41.1	D	25
			SBL	36.2	D	80	39.9	D	235	38.6	D	40
			SBT	43.7	D	85	46.3	D	170	43.0	D	25
			SBR	41.1	D	20	61.3	E	235	42.8	D	15
			Intersection	36.6	D	--	35.4	D	--	20.2	C	--
2	Abernathy Rd & Barfield Rd	Signal	EBL	52.1	D	170	51.4	D	15	45.3	D	10
			EBT	32.5	C	555	32.3	C	470	22.6	C	370
			EBR	14.4	B	45	18.7	B	25	13.3	B	15
			WBL	44.7	D	115	45.6	D	85	35.7	D	35
			WBT	17.7	B	200	37.8	D	615	16.2	B	295
			NBL	45.1	D	70	51.9	D	210	39.1	D	75
			NBT	46.2	D	165	41.7	D	55	32.3	C	10
			SBL	42.4	D	80	53.1	D	305	36.1	D	25
			SBT	37.3	D	45	38.3	D	140	33.0	C	10
			Intersection	32.1	C	--	39.2	D	--	21.0	C	--
3	Glenridge Dr & Mt Vernon Hwy	Signal	EBL	10.7	B	15	15.4	B	40	5.9	A	10
			EBTR	9.0	A	90	10.9	B	165	4.8	A	50
			WBL	12.9	B	35	24.7	C	250	5.4	A	10
			WBT	8.4	A	70	10.4	B	185	4.6	A	55
			NB	15.5	B	95	28.9	C	250	27.8	C	115
			SBTL	14.2	B	90	24.9	C	210	26.8	C	95
			SBR	12.4	B	25	21.5	C	60	25.0	C	35
			Intersection	11.4	B	--	18.9	B	--	12.5	B	--
4	Mt Vernon Hwy & Barfield Rd	Signal	EBL	16.3	B	50	25.2	C	70	16.9	B	30
			EBTR	23.0	C	235	34.0	C	380	28.8	C	270
			WBL	15.2	B	60	18.8	B	55	13.1	B	25
			WBT	26.0	C	305	44.8	D	605	18.0	B	190
			NBL	23.5	C	25	28.7	C	90	27.1	C	10
			NBTR	34.2	C	160	57.4	E	350	31.6	C	75
			SBL	23.0	C	70	33.2	C	180	23.5	C	70
			SBT	26.5	C	100	31.8	C	85	24.4	C	25
			SBR	24.5	C	25	31.9	C	75	24.2	C	10
			Intersection	24.5	C	--	39.3	D	--	23.6	C	--
2	Glenridge Dr & Driveway 1	TWSC	WB	10.8	B	0	10.4	B	0	10.2	B	5
			SB	7.7	A	0	8.1	A	0	7.7	A	5
3	Glenridge Dr & Driveway 2	TWSC	WB	0.0	A	0	10.4	B	0	9.6	A	5
			SB	7.7	A	0	8.1	A	0	7.6	A	5
4	Barfield Rd & Driveway 1	TWSC	EB	13.2	B	0	9.4	A	0	0.0	A	0
			NB	8.0	A	0	8.1	A	0	0.0	A	0

4.5 Future No-Build Scenario

This scenario represents the existing intersection geometrical layout, existing traffic control, and projected traffic flow conditions for the subject intersections. For future no-build conditions, the year 2026 was considered.

4.6 Future No-Build Lane Geometry and Traffic Control

Lane geometry and traffic control remain unchanged under future no-build conditions.

4.7 Traffic Growth

Historical traffic counts were obtained from GDOT's Traffic Analysis and Data Application (TADA) web-based application. Historical annual average daily traffic (AADT) volumes were extracted from 2015 to 2019 from the short-term count station 121-5668, located on Abernathy Road and count station 121-5658 located on Mt Vernon Highway. An estimated average annual growth rate of 1% was applied to the existing (2024) traffic volumes to reflect the projected traffic growth in the study area. The growth rate analysis is included in **Appendix D**. **Figure 6** and **Figure 7** show the Future No-Build AM and PM peak hour vehicular turning movement volumes for weekdays and Sundays, respectively.

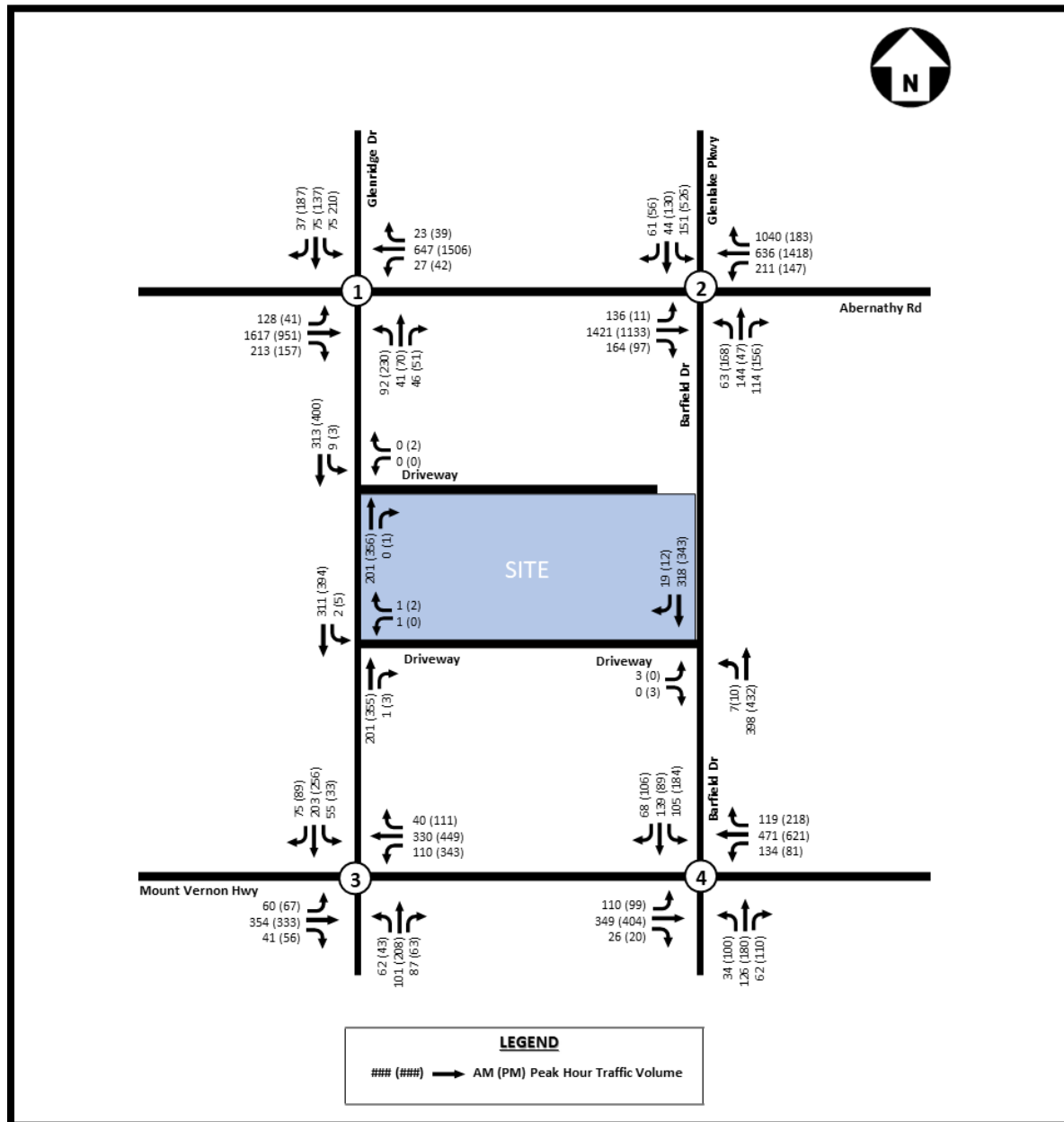


Figure 6: Future (2026) No-Build Weekday Traffic Volumes

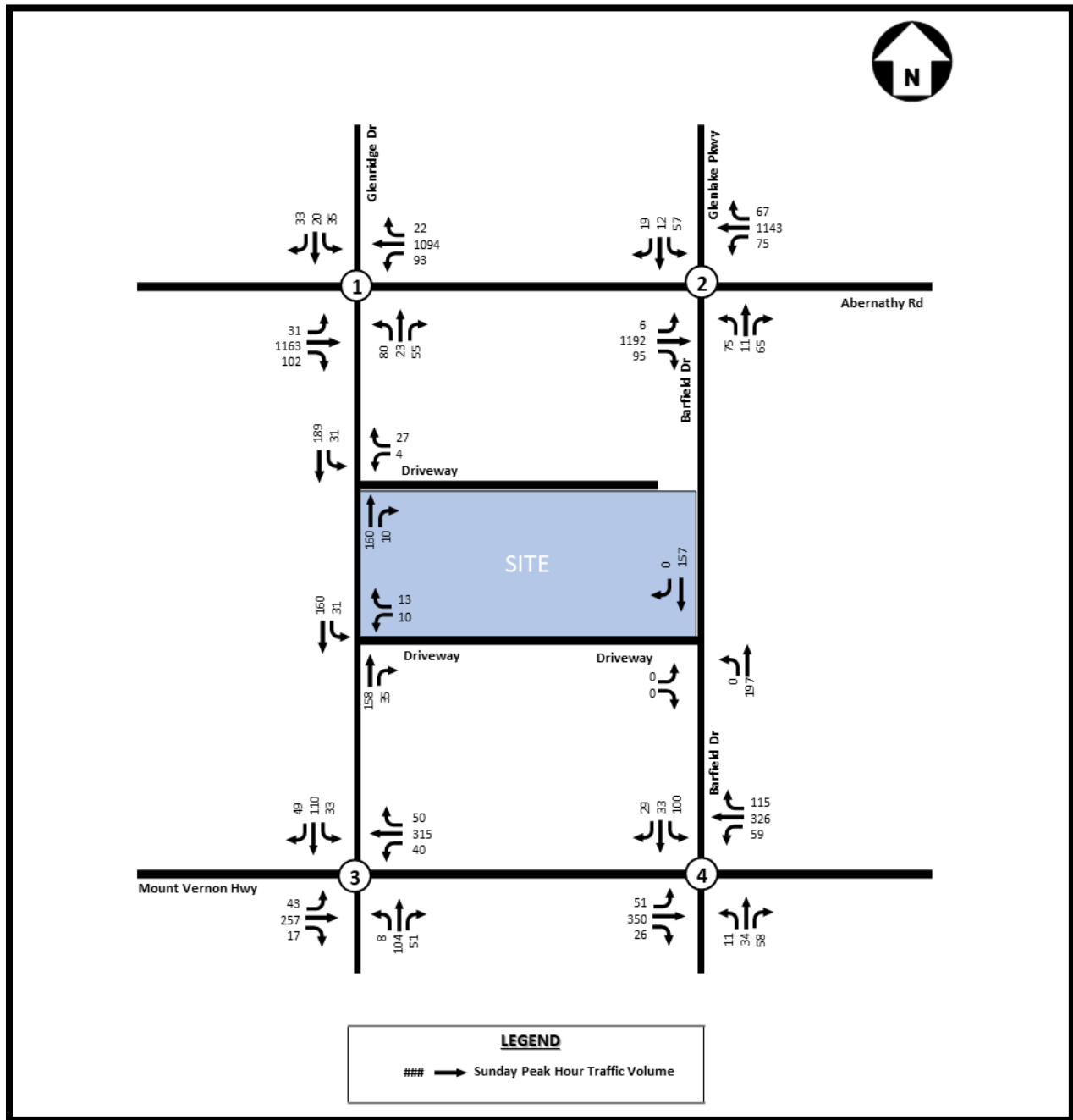


Figure 7: Future (2026) No-Build Sunday Traffic Volumes

4.8 Future No-Build Capacity Analysis

A capacity analysis for the study intersections was performed under future no-build conditions based on HCM 7's methodology during the AM and PM peak hours using Synchro 12. Future no-build conditions represent the existing intersection geometrical layout, existing traffic control, and 2026 projected volumes during the AM and PM peak hours.

Capacity analysis results, including vehicular control delay, LOS at the approach and intersection levels, and 95th percentile queue lengths, are summarized in **Table 2**. Average vehicular delays are shown in seconds per vehicle. LOS is a grading system defined by HCM where A is the best, and F is the worst. Detailed capacity and queue analysis reports under future no-build conditions can be found in **Appendix E**.

As shown in **Table 2**, the study intersections are projected to operate adequately and within capacity with the addition of background growth.

Table 2: (2026) No-Build Conditions Capacity Analysis

ID	Intersection	Traffic Control	Movement	AM Peak Hour			PM Peak Hour			Sunday Peak Hour		
				Delay (sec/veh)	LOS	95th %ile Queue (ft)	Delay (sec/veh)	LOS	95th %ile Queue (ft)	Delay (sec/veh)	LOS	95th %ile Queue (ft)
1	Abernathy Rd & Glenridge Dr	Signal	EBL	10.6	B	55	23.8	C	25	11.7	B	15
			EBTR	47.1	D	930	23.8	C	400	22.1	C	430
			WBL	23.7	C	15	14.8	B	25	14.2	B	40
			WBTR	15.5	B	210	40.9	D	725	16.3	B	340
			NBL	44.9	D	55	54.3	D	160	46.0	D	50
			NBT	41.7	D	45	47.5	D	90	41.2	D	30
			SBL	36.3	D	80	40.1	D	235	38.6	D	40
			SBT	43.9	D	90	46.3	D	175	43.0	D	25
2	Abernathy Rd & Barfield Rd	Signal	SBR	41.2	D	20	62.4	E	240	42.8	D	15
			Intersection	39.7	D	--	37.5	D	--	20.5	C	--
			EBL	53.2	D	175	52.0	D	15	45.9	D	10
			EBT	34.7	C	585	33.3	C	490	23.0	C	385
			EBR	14.4	B	50	18.7	B	25	13.3	B	20
			WBL	45.1	D	120	46.4	D	90	36.2	D	35
			WBT	17.8	B	205	40.1	D	650	16.4	B	305
			NBL	45.6	D	75	53.4	D	215	39.8	D	75
3	Glenridge Dr & Mt Vernon Hwy	Signal	NBT	47.0	D	170	42.4	D	55	32.8	C	10
			SBL	43.0	D	85	54.9	D	320	36.6	D	30
			SBT	37.7	D	45	39.1	D	145	33.5	C	10
			Intersection	33.4	C	--	40.8	D	--	21.3	C	--
			EBL	11.1	B	20	16.1	B	40	5.9	A	10
			EBTR	9.3	A	95	11.3	B	175	4.8	A	55
			WBL	13.4	B	35	27.2	C	265	5.5	A	10
			WBT	8.6	A	75	10.8	B	195	4.6	A	55
4	Mt Vernon Hwy & Barfield Rd	Signal	NB	15.5	B	100	29.0	C	255	27.9	C	115
			SBTL	14.2	B	90	24.9	C	210	26.9	C	100
			SBR	12.4	B	25	21.5	C	60	25.0	C	35
			Intersection	11.6	B	--	19.5	B	--	12.5	B	--
			EBL	16.5	B	55	26.1	C	75	17.0	B	30
			EBTR	23.2	C	245	34.8	C	395	29.4	C	275
			WBL	15.4	B	65	19.4	B	55	13.2	B	25
			WBT	26.4	C	315	47.5	D	640	18.2	B	195
5	Glenridge Dr & Driveway 1	TWSC	NBL	23.6	C	25	29.4	C	95	27.1	C	10
			NBTR	34.6	C	165	60.5	E	370	31.7	C	75
			SBL	23.3	C	70	34.7	C	190	23.5	C	70
			SBT	26.9	C	105	32.2	C	90	24.4	C	25
			SBR	24.8	C	25	32.3	C	75	24.2	C	10
			Intersection	24.7	C	--	41.1	D	--	23.8	C	--
			WB	10.9	B	0	10.5	B	0	10.2	B	5
			SB	7.7	A	0	8.1	A	0	7.7	A	5
6	Glenridge Dr & Driveway 2	TWSC	WB	0.0	A	0	10.5	B	0	9.6	A	5
			SB	7.7	A	0	8.1	A	0	7.7	A	5
7	Barfield Rd & Driveway 1	TWSC	EB	13.3	B	0	9.4	A	0	0.0	A	0
			NB	8.0	A	0	8.1	A	0	0.0	A	0

5 Future Build Conditions

5.1 Trip Generation

A trip generation for the proposed development was created using the Institute of Traffic Engineers (ITE) Trip Generation Manual 11th Edition, 2021. The trip generation including equations used is in **Table 3**. (See **Appendix F** for detailed sheets from the ITE Trip Generation Manual).

The re-development of the site with the additional 10,500 square feet is anticipated to generate on a weekday 108 daily vehicle trips with 2 AM peak hour vehicle trips (1 inbound, 1 outbound), and 8 PM peak

hour trips (4 inbound, 4 outbound). On a Sunday, during the peak hour of generator, the site is estimated to generate 109 vehicle trips (52 inbound, 57 outbound).

Table 3: Trip Generation

Land Use Information	Project Trips			Equation Used ¹	In / Out Distribution
	Total	Inbound	Outbound		
560 - Church	10,500				S.F.
Weekday					
Daily	108	54	54	T = 5.40(X)+50.83	50% / 50%
AM Peak Hour	2	1	1	T = 0.37(X)-1.84	62% / 38%
PM Peak Hour	8	4	4	T = 0.36(X)+4.70	44% / 56%
Sunday					
Peak Hour of Generator	109	52	57	T = 10.36(X)	48% / 52%

¹ Where: T = Trips; X = Density by Variable

5.2 Trip Distribution/Assignment

The trip distribution and assignment for the trips generated by the development were determined by considering the existing traffic patterns and current traffic volumes at the access driveways. The proposed distribution of primary trips for a weekday and Sunday is depicted in **Figure 8** and **Figure 9**, respectively.

5.3 Project Trips

The trips generated by the proposed development were allocated to the study intersections and access driveway according to the trip distribution. Due to the relatively low number of trips generated by the development during the AM and PM peak hour, a minimum of one vehicle trip was assigned when applicable. The primary trips on a weekday and Sunday are displayed in **Figure 10** and **Figure 11**, respectively.

5.4 Future Build Lane Geometry and Traffic Control

Build traffic volumes include background volumes and project trips that will be generated by the proposed development. Total build year traffic volumes weekday and Sunday are shown graphically in **Figure 12** and **Figure 13**, respectively.

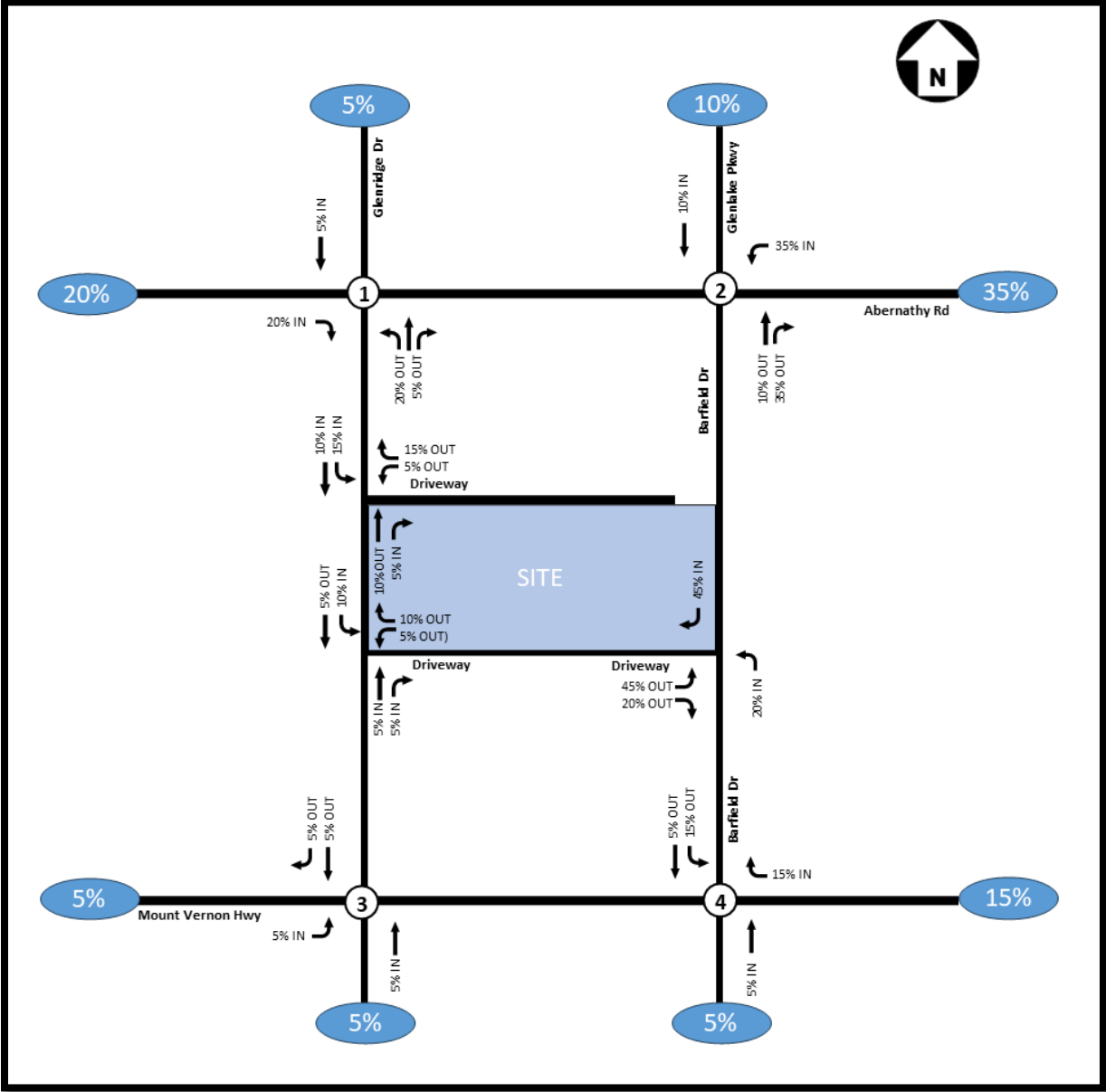


Figure 8: Weekday Trip Distribution & Driveway Assignment

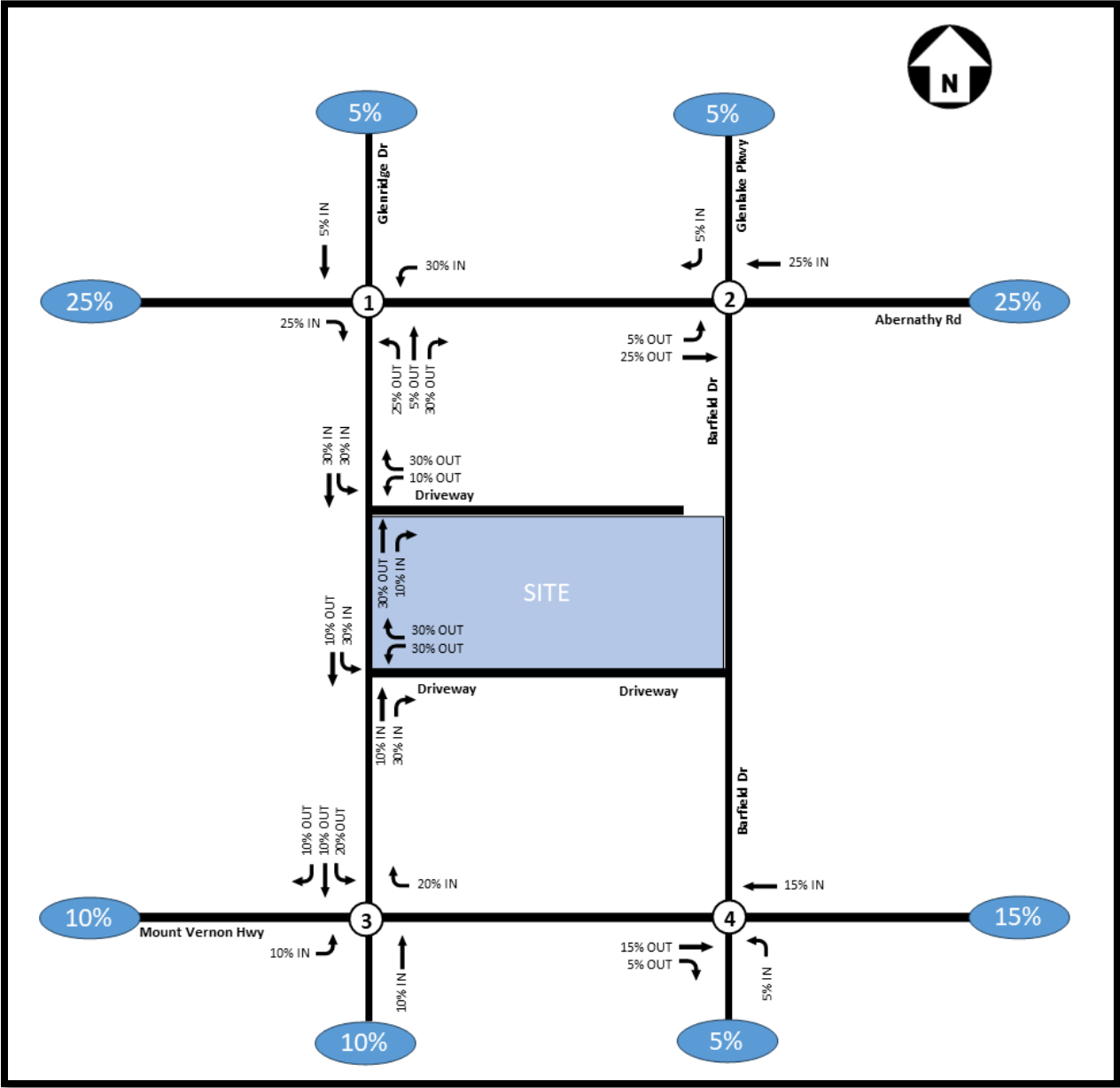


Figure 9: Sunday Trip Distribution & Driveway Assignment

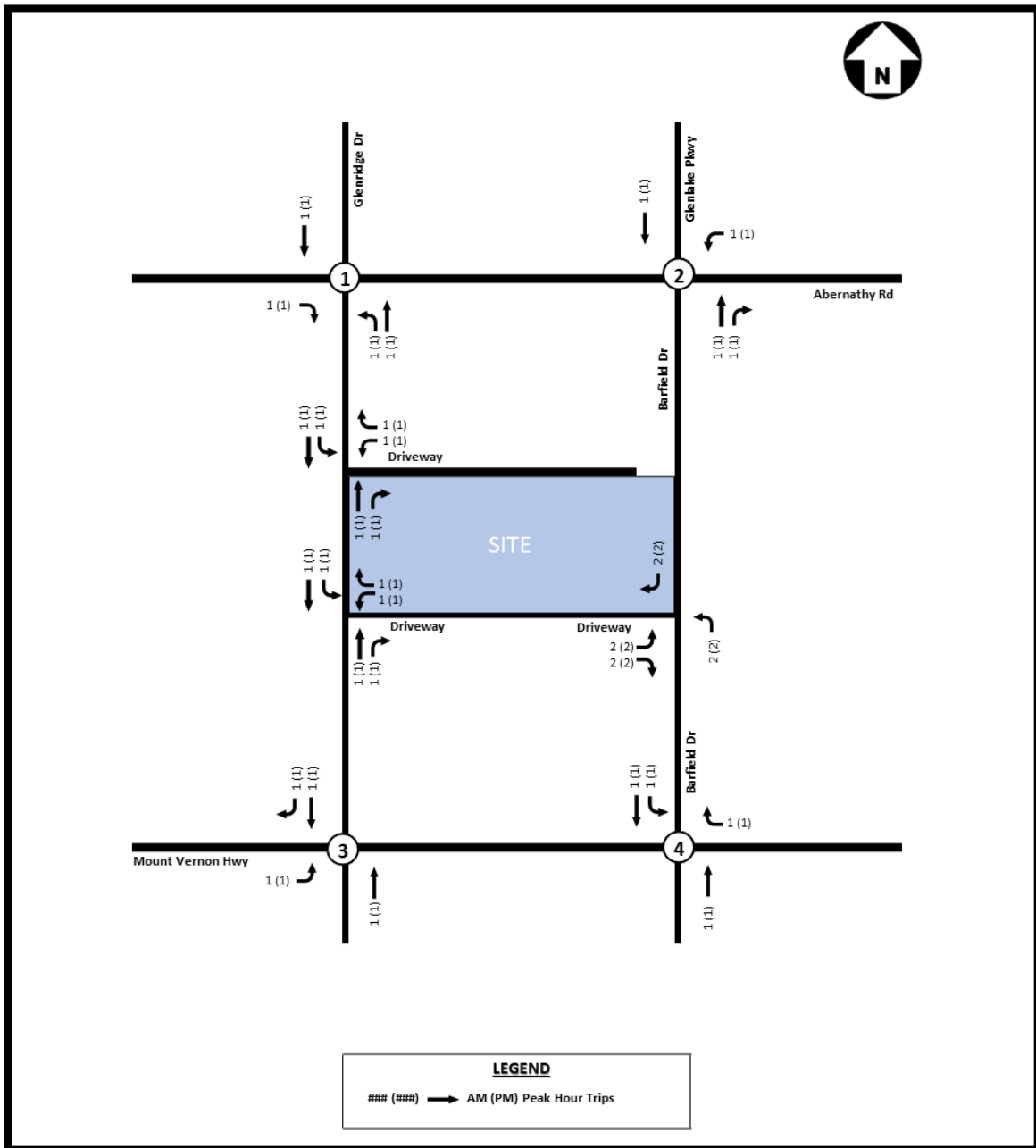


Figure 10: Weekday Project Peak Hour Trips

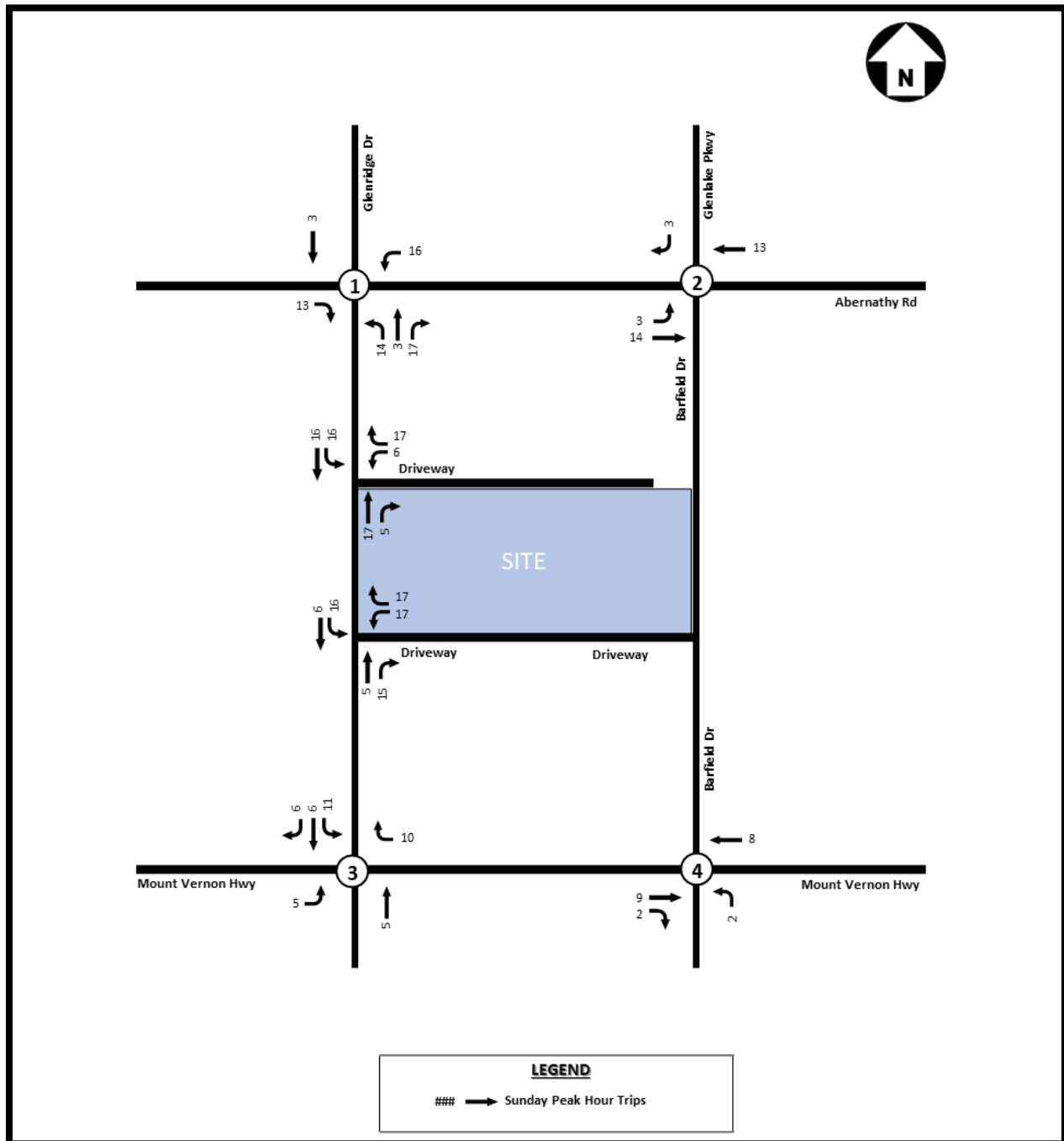


Figure 11: Sunday Project Peak Hour Trips

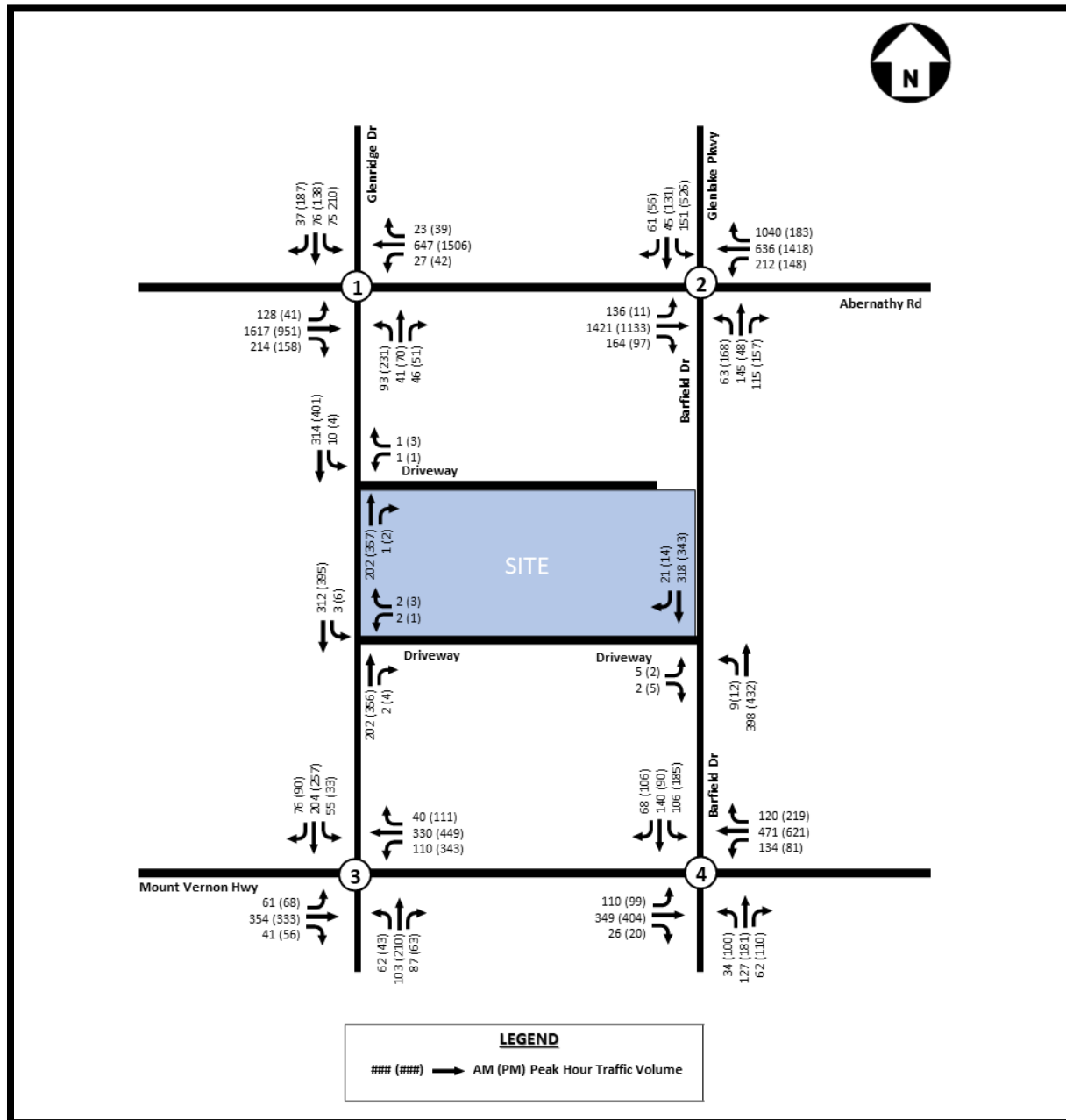


Figure 12: Build (2026) Weekday Peak Hour Traffic Volumes

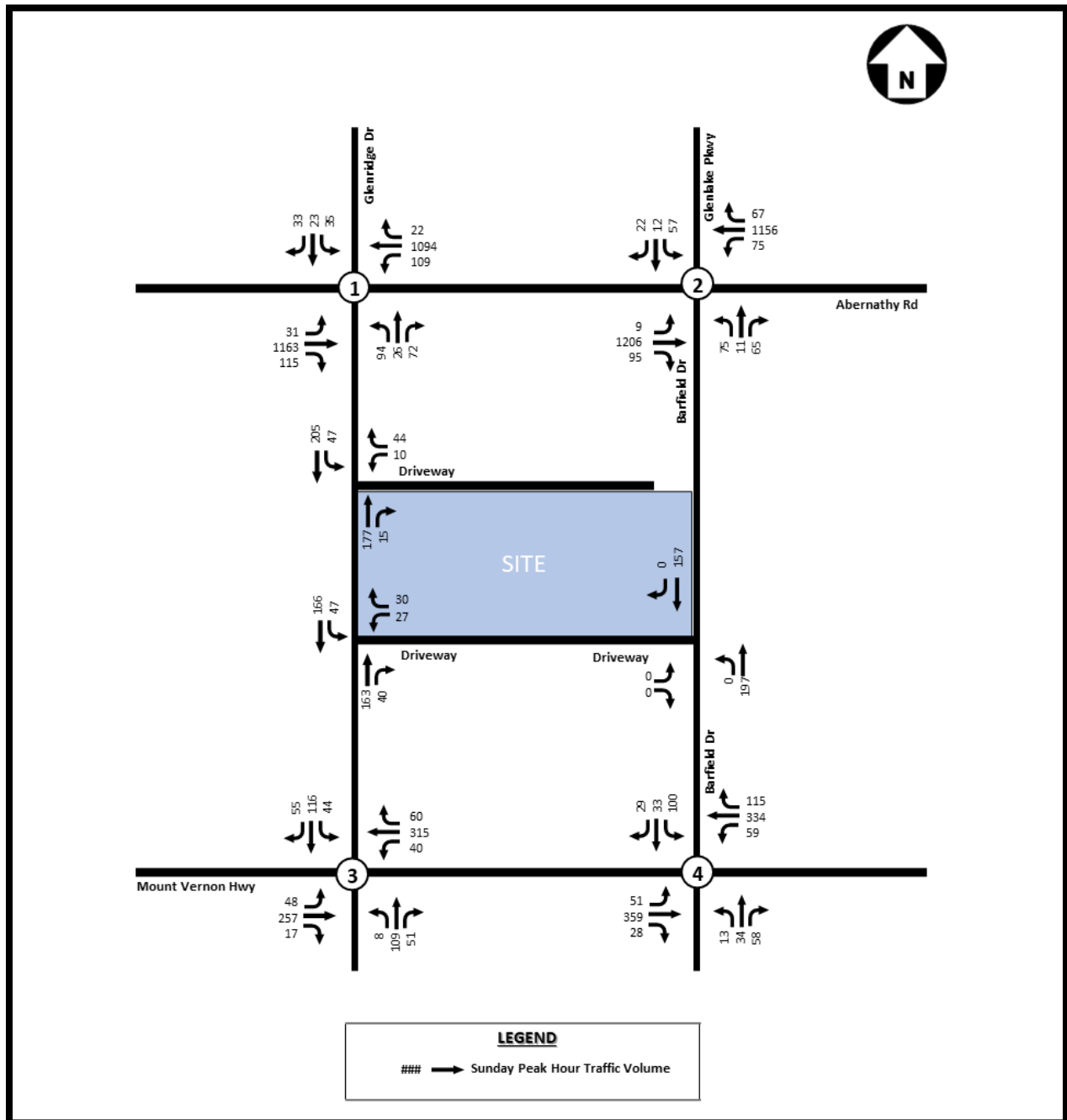


Figure 13: Build (2026) Sunday Peak Hour Traffic Volumes

5.5 Turn Lane Analysis

The development is proposed to maintain the existing full access driveways on Glenridge Drive in addition to the full access driveway on Barfield Road. Glenridge Drive is a two-lane roadway with an approximate ADT of 6,625 vehicles per day (vpd) and has a posted speed limit of 35 mph. Barfield Road is a four-lane roadway with an approximate ADT of 3,505 vpd. A review of warrants for turn lanes was conducted in accordance with the *City of Sandy Springs Technical Manual for Roadway Design and Pavement* to ensure smooth traffic flow and maintain capacity during peak hours. If warranted, the required total turn lane lengths will be calculated per Table 4-8 and Table 4-9 of 2023 GDOT Regulations for Driveway and Encroachment Control. A summary of turn lane warrant analysis for the proposed site access driveways is presented in **Table 4**. Excerpts from the City’s Technical Manual and the 2023 GDOT Regulations for Driveway and Encroachment Control are provided in **Appendix G**.

Table 4: Turn Lane Warrant Analysis

Location	# of Lanes	Speed Limit (mph)	ADT (vpd)	Warrant For	ADT Threshold (vpd)	ADT Criteria Met?	Existing RT/LT Volume (vph)	Project RT/LT Volume (vph)	Total RT/LT Volume (vph)	RT/LT Threshold (vph)	RT/LT Volume Criteria Met?	LT/RT Warrant Met ?
Glenridge Drive at Southern Driveway 1	2	35 to 40 MPH	6,624	Right Turn Lane	8,000	NO	3	1	4	15	NO	NO
				Left Turn Lane	6,000	YES	5	1	6	30	NO	YES
Glenridge Drive at northern Driveway 2	2	35 to 40 MPH	6,624	Right Turn Lane	8,000	NO	1	1	2	15	NO	NO
				Left Turn Lane	6,000	YES	9	1	10	30	NO	YES
Barfield Rd at Driveway 1	4	35 to 40 MPH	3,504	Right Turn Lane	12,000	NO	19	2	21	15	YES	YES
				Left Turn Lane	10,000	NO	10	2	12	20	NO	NO

The warrant analysis results indicate that left turn lanes are warranted at the access driveways on Glenridge Drive, as the Average Daily Traffic slightly exceeds the 6,000 vehicle per day threshold. These left turn lanes would require a 160-foot deceleration lane with a 50-foot taper each. However, due to the extremely low number of trips generated by the site redevelopment, we recommend waiving the requirement for installing a left turn lane at each driveway.

A right turn lane is warranted at the access driveway on Barfield Road, as the right turn volume slightly exceeds the threshold by 6 vehicles. This would require a 50-foot taper and 100-foot full-width storage (see **Appendix F** for GDOT tables). However, due to the extremely low number of trips generated by the site redevelopment, we recommend waiving the requirement for installing a right turn lane at this driveway.

5.6 Build Capacity Analysis

The build traffic volumes were analyzed using a Synchro 12.0 model to determine the capacity of the AM, PM peak hours and Sunday peak hour. The results are shown by lane movement. Average vehicular delays are shown in seconds. Level of service (LOS) is a grading system as defined by the Highway Capacity Manual (HCM) where A is best, and F is worst. The HCM 7th Edition was used for analysis. Vehicle 95th

Church of Jesus Christ Latter Day Saints Meetinghouse – TIS
City of Sandy Springs, GA

percentile queueing is shown in feet. Synchro output files are included in **Appendix H**. The Build Capacity Analysis is shown in **Table 5**.

The capacity analysis for the "Build" conditions yielded that the study intersections and the access driveway are projected to operate adequately and within capacity with the addition of the project trips from the 10,500 square feet expansion.

Table 5: Build (2026) Capacity Analysis

ID	Intersection	Traffic Control	Movement	AM Peak Hour			PM Peak Hour			Sunday Peak Hour		
				Delay	LOS	95th %ile	Delay	LOS	95th %ile	Delay	LOS	95th %ile
1	Abernathy Rd & Glenridge Dr	Signal	EBL	10.6	B	55	24.0	C	25	11.8	B	15
			EBTR	51.3	D	900	24.0	C	410	22.8	C	440
			WBL	23.7	C	15	14.9	B	25	15.2	B	50
			WBTR	15.5	B	210	41.3	D	765	16.5	B	345
			NBL	45.0	D	55	54.5	D	160	46.5	D	60
			NBT	41.8	D	50	47.5	D	90	41.2	D	30
			SBL	36.4	D	80	40.1	D	235	38.7	D	40
			SBT	44.0	D	90	46.4	D	175	43.3	D	30
			SBR	41.3	D	20	62.6	E	240	43.0	D	15
			Intersection	38.2	D	--	37.7	D	--	21.2	C	--
2	Abernathy Rd & Barfield Rd	Signal	EBL	53.0	D	170	52.0	D	15	44.4	D	15
			EBT	35.0	D	590	33.3	C	490	23.3	C	390
			EBR	14.5	B	50	18.7	B	25	13.2	B	20
			WBL	45.1	D	120	46.4	D	90	36.4	D	35
			WBT	17.8	B	205	40.1	D	650	16.8	B	315
			NBL	45.7	D	75	53.4	D	215	40.1	D	75
			NBT	47.1	D	175	42.4	D	55	33.0	C	10
			SBL	43.1	D	85	54.9	D	320	36.8	D	30
			SBT	37.6	D	45	39.1	D	145	33.7	C	10
			Intersection	33.5	C	--	40.8	D	--	21.6	C	--
3	Glenridge Dr & Mt Vernon Hwy	Signal	EBL	11.1	B	15	16.2	B	40	6.0	A	15
			EBTR	9.3	A	95	11.4	B	175	4.8	A	55
			WBL	13.5	B	35	27.6	C	270	5.4	A	10
			WBT	8.7	A	75	10.8	B	195	4.6	A	55
			NB	15.5	B	100	29.1	C	255	28.2	C	120
			SBTL	14.2	B	90	24.8	C	215	27.5	C	115
			SBR	12.4	B	25	21.4	C	60	25.2	C	40
			Intersection	11.6	B	--	19.6	B	--	13.0	B	--
4	Mt Vernon Hwy & Barfield Rd	Signal	EBL	16.6	B	55	26.4	C	80	16.8	B	30
			EBTR	23.2	C	240	34.9	C	395	29.4	C	285
			WBL	15.4	B	65	19.5	B	55	13.3	B	25
			WBT	26.4	C	315	47.9	D	645	18.2	B	195
			NBL	23.7	C	25	29.4	C	95	27.2	C	10
			NBTR	34.6	C	165	61.1	E	375	32.1	C	80
			SBL	23.3	C	70	35.1	D	190	24.0	C	70
			SBT	26.9	C	105	32.3	C	90	25.0	C	25
			SBR	24.8	C	25	32.3	C	75	24.7	C	10
			Intersection	24.8	C	--	41.3	D	--	24.0	C	--
5	Glenridge Dr & Driveway 1	TWSC	WB	11.0	B	0	11.9	B	0	10.9	B	10
			SB	7.7	A	0	8.1	A	0	7.8	A	5
6	Glenridge Dr & Driveway 2	TWSC	WB	11.0	B	0	11.9	B	0	10.2	B	10
			SB	7.7	A	0	8.1	A	0	7.7	A	5
7	Barfield Rd & Driveway 1	TWSC	EB	12.3	B	0	10.8	B	0	0.0	A	0
			NB	8.1	A	0	8.1	A	0	0.0	A	0

6 Conclusions and Recommendations

The site is located just south of Mercedes Benz Way, between Glenridge Drive and Barfield Road, in the City of Sandy Springs, Fulton County, GA. Currently, the site contains a 15,000-square-foot Church of Jesus Christ of Latter-Day Saints Sandy Springs Meetinghouse, which will be demolished and replaced with a 25,500-square-foot building of the same land use. A traffic impact analysis was conducted to support this site's expansion.

Access to the redeveloped site will remain unchanged, with two full-access driveways on Glenridge Drive and one full-access driveway on Barfield Road.

Projections indicate that the proposed development will generate 108 daily vehicle trips on weekdays, with 2 AM peak hour trips (1 inbound, 1 outbound) and 8 PM peak hour trips (4 inbound, 4 outbound). On Sundays, during the peak hour, the site is estimated to generate 109 vehicle trips (52 inbound, 57 outbound).

The study found that the intersections and access driveways are currently operating adequately and are expected to continue doing so with the site expansion during both weekdays and Sundays.

The analysis indicates that the left turn lanes on Glenridge Drive meet the average daily traffic volume criteria based on the City's technical manual. Additionally, a right turn lane on Barfield Road meets the right turning volume criteria of the City's technical manual. The required dimensions for a left turn lane would be 160 feet with a 50-foot taper, while the right turn lane would be 100 feet with a 50-foot taper in accordance with 2023 GDOT Regulations for Driveway and Encroachment Control.

However, the site redevelopment is anticipated to have a de minimis impact, generating only 2 trips during the AM peak and 8 trips during the PM peak on a typical weekday. Due to the extremely low number of trips generated, we recommend waiving the requirement for installing turn lanes on Glenridge Drive and Barfield Road.

Appendix A: Conceptual Site Plan

ADDRESS	6449 GLENRIDGE DRIVE, SANDY SPRINGS, GA 30328
TOTAL PROPERTY AREA:	352,570 SF = 8.09± AC
ZONING CLASSIFICATION	
ZONING:	RE-2 (RESIDENTIAL ESTATE DISTRICT)
ADJACENT ZONING:	RD-7.5, RT-3, PR-5, PX-5
JURISDICTION:	CITY OF SANDY SPRINGS

TOTAL EXISTING BUILDING AREA:	30,299 SF
PROPOSED BUILDING AREA:	25,311 S.F.
TOTAL BUILDING AREA ON SITE AFTER CONSTRUCTION:	40,622 SF (NET INCREASE OF 10,323 SF) = 12%
BUILDING AREA LIMIT:	25% MAX
BUILDING HEIGHT LIMIT:	3 STORIES/40' MAX
LOT COVERAGE:	(212,915 SF/352,570 SF)*100 = 60%
EXISTING BUILDING HEIGHT:	34'-5" (STEEPLE: 72'-5")
PROPOSED BUILDING HEIGHT:	33'-5" (STEEPLE: 72'-4")
FRONT SETBACK:	60'
REAR SETBACK:	50'
SIDE SETBACK:	25'

TOTAL EXISTING PARKING SPACES:	247 SPACES
PARKING REQUIREMENTS:	1 PER 500 SF (SEC. 8.1.2.)
TOTAL PARKING REQUIRED:	40,622 SF/ 500 SF = 82 SPACES
TOTAL PARKING PROVIDED:	311 (11 ADA, 10 VAN) SPACES (NET INCREASE OF 64)
EV PARKING PROVIDED:	2 SPACES EV READY FOR PARKING LOTS OVER 20 PARKING SPACES

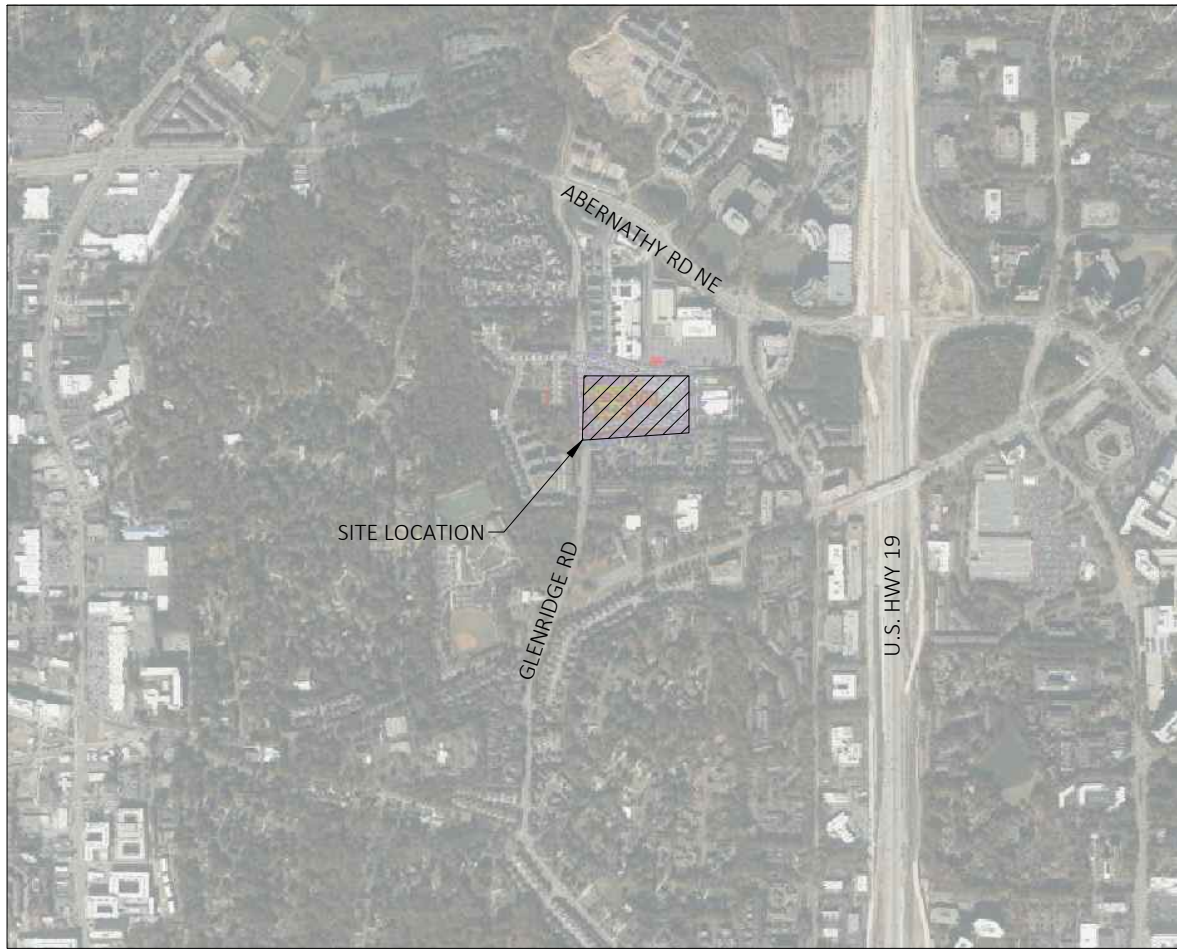
FRONT LANDSCAPE BUFFER:	60
SIDE LANDSCAPE BUFFER:	25/40
REAR LANDSCAPE BUFFER:	50
PARKING ISLANDS:	LANDSCAPE ISLAND EVERY 8 SPACES

LEGAL DESCRIPTION
THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS
SANDY SPRINGS, GEORGIA
APRIL 24, 2024

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 35 OF THE 17TH DISTRICT OF FULTON COUNTY, GEORGIA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A 1/2-INCH REBAR LOCATED ON THE RIGHT-OF-WAY OF BARFIELD ROAD (80-FOOT R/W), LABELED AS POB TRACT 1 ON THE SUBDIVISION PLAN FOR THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS, RECORDED IN FULTON COUNTY ON PLAT BOOK 219, PAGE 26; THENCE NORTH 89 DEGREES 41 MINUTES 37 SECONDS WEST FOR A DISTANCE OF 628.26 FEET TO A 1/2-INCH REBAR FOUND AND THE POINT OF BEGINNING, SAID REBAR HAVING STATE PLANE COORDINATE VALUE NORTHING: 1,430,064.56; EASTING 2,236,988.11; GEORGIA WEST ZONE; THENCE SOUTH 89 DEGREES 50 MINUTES 23 SECONDS WEST FOR A DISTANCE OF 539.36 FEET TO A 5/8-INCH REBAR FOUND; THENCE SOUTH 79 DEGREES 56 MINUTES 38 SECONDS WEST FOR A DISTANCE OF 301.50 FEET TO A 5/8-INCH REBAR SET WITH CAP; THENCE NORTH 00 DEGREES 32 MINUTES 33 SECONDS WEST FOR A DISTANCE OF 430.28 FEET TO A 5/8-INCH REBAR SET WITH CAP; THENCE SOUTH 89 DEGREES 57 MINUTES 32 SECONDS EAST FOR A DISTANCE OF 307.75 FEET TO A 5/8-INCH REBAR SET WITH CAP; THENCE NORTH 00 DEGREES 01 MINUTES 53 SECONDS EAST FOR A DISTANCE OF 53.00 FEET TO A 5/8-INCH REBAR SET WITH CAP; THENCE NORTH 89 DEGREES 43 MINUTES 39 SECONDS EAST FOR A DISTANCE OF 531.44 FEET TO A 5/8-INCH REBAR SET WITH CAP; THENCE SOUTH 00 DEGREES 09 MINUTES 00 SECONDS EAST FOR A DISTANCE OF 431.41 FEET TO A 1/2-INCH REBAR FOUND AND THE POINT OF BEGINNING.

SAID TRACT OF LAND CONTAINS 8.094 ACRES.



VICINITY MAP
N.T.S

THE CHURCH OF
JESUS CHRIST
OF LATTER-DAY SAINTS

PREPARED BY:
LOWE
ENGINEERS

PRELIMINARY
NOT FOR
CONSTRUCTION

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SITE PLAN
UNIT YSA, SANDY SPRINGS, STAKE
CENTER
GLENRIDGE DRIVE
SPRINGS, GA 30328

[illegible]

SCALE:	1" = 30'
DATE:	5/2/2010
DRAWN BY:	DF
CHECKED BY:	B
PROJECT MANAGER:	
BILL AGUILAR	
PROJECT #:	23-2200
	SHEET C3.00

GEORGIA 811
Utilities Protection Center, Inc.

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

Appendix B: Raw Traffic Data

Bi-Directional Class Count || NB EB 15min

Atlanta, GA



Site 1
Glenridge Dr,
north of Driveway 2

Date
Wednesday, May 1, 2024

Lat/Long
33.931640°, -84.365968°

Weather
Fair
74°F

[Click here for Detailed Weather](#)

[Click here for Map](#)

0000 - 2400 (Weekday 24h Session) (05-01-2024)
NB EB 15min

Time	Northbound (Movement 1.1)													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	4	1	0	0	0	0	0	0	0	0	0	0	5	11
0015 - 0030	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0030 - 0045	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0045 - 0100	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200 - 0215	0	2	0	0	0	0	0	0	0	0	0	0	0	2	4
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0245 - 0300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0300 - 0315	0	2	0	0	0	0	0	0	0	0	0	0	0	2	9
0315 - 0330	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0330 - 0345	0	2	0	0	0	0	0	0	1	0	0	0	0	3	
0345 - 0400	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0400 - 0415	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4
0415 - 0430	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500 - 0515	0	5	1	0	0	0	0	0	0	0	0	0	0	6	17
0515 - 0530	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0530 - 0545	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0545 - 0600	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
0600 - 0615	0	6	2	0	0	0	0	0	0	0	0	0	0	8	36
0615 - 0630	0	4	3	0	0	0	0	0	0	0	0	0	0	7	
0630 - 0645	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
0645 - 0700	0	12	1	0	0	0	0	0	0	0	0	0	0	13	
0700 - 0715	0	17	6	1	0	0	0	0	0	0	0	0	0	24	131
0715 - 0730	0	24	3	0	0	1	0	0	0	0	0	0	0	28	
0730 - 0745	0	31	2	1	0	0	0	0	0	0	0	0	0	34	
0745 - 0800	0	36	7	2	0	0	0	0	0	0	0	0	0	45	
0800 - 0815	0	47	16	0	0	0	0	0	0	0	0	0	0	63	196
0815 - 0830	0	39	9	0	1	0	0	0	0	0	0	0	0	49	
0830 - 0845	0	42	2	1	0	0	0	0	0	0	0	0	0	45	
0845 - 0900	0	36	3	0	0	0	0	0	0	0	0	0	0	39	
0900 - 0915	0	45	2	0	0	0	0	0	0	0	0	0	0	47	173
0915 - 0930	0	43	7	1	1	0	0	0	0	0	0	0	0	52	
0930 - 0945	0	32	4	0	1	0	0	1	0	0	0	0	0	38	
0945 - 1000	0	33	3	0	0	0	0	0	0	0	0	0	0	36	
1000 - 1015	0	26	2	1	0	0	0	0	0	0	0	0	0	29	129
1015 - 1030	0	28	3	0	0	0	0	0	0	0	0	0	0	31	
1030 - 1045	0	35	4	1	1	0	0	0	0	0	0	0	0	41	
1045 - 1100	0	28	0	0	0	0	0	0	0	0	0	0	0	28	
1100 - 1115	0	34	7	0	0	0	0	0	0	0	0	0	0	41	183
1115 - 1130	0	32	6	0	1	0	0	0	0	0	0	0	0	39	
1130 - 1145	0	43	6	1	0	0	0	0	0	0	0	0	0	50	
1145 - 1200	1	48	3	0	0	0	0	1	0	0	0	0	0	53	
1200 - 1215	0	43	2	0	2	0	0	0	0	0	0	0	0	47	186
1215 - 1230	0	52	3	0	0	0	0	0	0	0	0	0	0	55	
1230 - 1245	0	36	4	0	2	1	0	0	0	0	0	0	0	43	
1245 - 1300	0	37	4	0	0	0	0	0	0	0	0	0	0	41	
1300 - 1315	0	61	2	0	0	0	0	0	0	0	0	0	0	63	197
1315 - 1330	0	45	2	0	0	0	0	0	0	0	0	0	0	47	
1330 - 1345	0	46	1	0	0	0	0	0	0	0	0	0	0	47	
1345 - 1400	0	35	4	0	0	1	0	0	0	0	0	0	0	40	
1400 - 1415	0	50	4	0	3	0	0	0	0	0	0	0	0	57	219
1415 - 1430	0	48	4	0	1	0	0	0	0	0	0	0	0	53	
1430 - 1445	0	57	5	1	0	0	0	0	0	0	0	0	0	63	
1445 - 1500	0	38	7	0	1	0	0	0	0	0	0	0	0	46	
1500 - 1515	0	100	6	0	2	0	0	0	0	0	0	0	0	108	357
1515 - 1530	0	78	7	0	1	0	0	0	0	0	0	0	0	86	
1530 - 1545	0	75	5	0	1	0	0	0	0	0	0	0	0	81	
1545 - 1600	0	71	8	2	1	0	0	0	0	0	0	0	0	82	
1600 - 1615	0	81	3	0	1	0	0	0	0	0	0	0	0	85	354
1615 - 1630	0	76	2	0	0	0	0	0	0	0	0	0	0	78	
1630 - 1645	0	98	2	2	1	0	0	0	0	0	0	0	0	103	
1645 - 1700	1	85	2	0	0	0	0	0	0	0	0	0	0	88	
1700 - 1715	0	84	2	0	0	0	0	0	0	0	0	0	0	86	323
1715 - 1730	0	80	6	0	0	0	0	0	0	0	0	0	0	86	
1730 - 1745	0	85	4	0	0	0	0	0	0	0	0	0	0	89	
1745 - 1800	0	58	4	0	0	0	0	0	0	0	0	0	0	62	
1800 - 1815	1	70	3	0	0	0	0	0	0	0	0	0	0	74	223
1815 - 1830	0	54	2	0	1	0	0	0	0	0	0	0	0	57	
1830 - 1845	0	50	4	0	0	0	0	0	0	0	0	0	0	54	
1845 - 1900	0	36	2	0	0	0	0	0	0	0	0	0	0	38	
1900 - 1915	0	42	3	0	0	0	0	0	0	0	0	0	0	45	151
1915 - 1930	0	39	1	0	0	0	0	0	0	0	0	0	0	40	
1930 - 1945	0	31	1	0	0	0	0	0	0	0	0	0	0	32	
1945 - 2000	0	34	0	0	0	0	0	0	0	0	0	0	0	34	
2000 - 2015	0	23	2	0	0	0	0	0	0	0	0	0	0	25	112
2015 - 2030	0	34	0	0	0	0	0	0	0	0	0	0	0	34	
2030 - 2045	0	22	0	0	0	0	0	0	0	0	0	0	0	22	
2045 - 2100	0	30	0	0	1	0	0	0	0	0	0	0	0	31	
2100 - 2115	0	18	2	0	0	0	0	0	0	0	0	0	0	20	68
2115 - 2130	0	17	1	0	0	0	0	0	0	0	0	0	0	18	
2130 - 2145	0	15	1	0	0	0	0	0	0	0	0	0	0	16	
2145 - 2200	0	14	0	0	0	0	0	0	0	0	0	0	0	14	
2200 - 2215	0	22	1	0	0	0	0	0	0	0	0	0	0	23	49
2215 - 2230	0	13	0	0	0	0	0	0	0	0	0	0	0	13	
2230 - 2245	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
2245 - 2300	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
2300 - 2315	0	9	0	0	0	0	0	0	0	0	0	0	0	9	36
2315 - 2330	0	17	1	0	0	0	0	0	0	0	0	0	0	18	
2330 - 2345	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
2345 - 0000	0	4	0	0	0	0	0	0	0	0	0	0	0	4	

Session Total	3	2896	226	14	23	3	0	2	1	0	0	0	0	3168
Session Average	0.03	30.17	2.35	0.15	0.24	0.03	0.00	0.02	0.01	0.00	0.00	0.00	0.00	33.00
Session Percentage	0.09	91.41	7.13	0.44	0.73	0.09	0.00	0.06	0.03	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0830 - 0930	0730 - 0830	0700 - 0800	0845 - 0945	0630 - 0730	-	0845 - 0945	-	-	-	-	-	0745 - 0845
AM Peak Volume	0	166	34	4	2	1	0	1	0	0	0	0	0	202

Time	Northbound (Movement 1.1)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	1	0	0	0	0	0	0	0	0	0	0	0	1	9
0015 - 0030	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0030 - 0045	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0045 - 0100	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0100 - 0115	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4
0115 - 0130	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0230 - 0245	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0245 - 0300	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0300 - 0315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	7
0315 - 0330	0	2	0	0	1	0	0	0	0	0	0	0	0	3	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0345 - 0400	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0400 - 0415	0	1	0	0	0	0	0	0	0	0	0	0	0	1	6
0415 - 0430	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0430 - 0445	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0445 - 0500	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0500 - 0515	0	2	0	0	0	0	0	0	0	0	0	0	0	2	13
0515 - 0530	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0530 - 0545	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0545 - 0600	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0600 - 0615	0	5	1	0	0	0	0	0	0	0	0	0	0	6	45
0615 - 0630	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
0630 - 0645	0	10	0	1	0	0	0	0	0	0	0	0	0	11	
0645 - 0700	0	17	1	0	0	0	0	0	0	0	0	0	0	18	
0700 - 0715	0	26	1	1	0	0	0	0	0	0	0	0	0	28	132
0715 - 0730	0	25	2	0	0	0	0	0	0	0	0	0	0	27	
0730 - 0745	0	40	2	1	0	0	0	0	0	0	0	0	0	43	
0745 - 0800	0	31	1	1	0	1	0	0	0	0	0	0	0	34	
0800 - 0815	0	63	4	1	0	0	0	0	0	0	0	0	0	68	205
0815 - 0830	0	48	3	0	0	0	0	0	0	0	0	0	0	51	
0830 - 0845	0	41	2	0	0	0	0	0	0	0	0	0	0	43	
0845 - 0900	0	42	0	0	1	0	0	0	0	0	0	0	0	43	
0900 - 0915	0	28	4	0	1	0	0	0	0	0	0	0	0	33	125
0915 - 0930	0	28	5	0	0	0	0	0	0	0	0	0	0	33	
0930 - 0945	0	23	2	0	1	0	0	0	0	0	0	0	0	26	
0945 - 1000	0	30	3	0	0	0	0	0	0	0	0	0	0	33	
1000 - 1015	0	19	5	0	0	0	0	0	0	0	0	0	0	24	127
1015 - 1030	0	33	3	0	0	0	0	0	0	0	0	0	0	36	
1030 - 1045	0	26	2	0	2	0	0	0	0	0	0	0	0	30	
1045 - 1100	0	34	2	0	1	0	0	0	0	0	0	0	0	37	
1100 - 1115	0	26	5	0	0	0	0	0	0	0	0	0	0	31	151
1115 - 1130	0	23	1	0	1	1	0	0	0	0	0	0	0	26	
1130 - 1145	0	28	3	0	0	0	0	0	0	0	0	0	0	31	
1145 - 1200	0	56	5	0	0	2	0	0	0	0	0	0	0	63	
1200 - 1215	0	48	7	0	0	0	0	0	0	0	0	0	0	55	204
1215 - 1230	0	50	9	0	1	0	0	0	0	0	0	0	0	60	
1230 - 1245	0	32	5	0	1	0	0	0	0	0	0	0	0	38	
1245 - 1300	0	48	3	0	0	0	0	0	0	0	0	0	0	51	
1300 - 1315	0	50	7	0	2	1	0	0	0	0	0	0	0	60	189
1315 - 1330	0	36	2	0	1	0	0	0	0	0	0	0	0	39	
1330 - 1345	0	43	4	0	0	0	0	0	0	0	0	0	0	47	
1345 - 1400	0	42	1	0	0	0	0	0	0	0	0	0	0	43	
1400 - 1415	0	38	0	0	1	0	0	0	0	0	0	0	0	39	191
1415 - 1430	0	47	1	0	0	0	0	0	0	0	0	0	0	48	
1430 - 1445	0	42	7	1	0	0	0	0	0	0	0	0	0	50	
1445 - 1500	0	51	2	0	1	0	0	0	0	0	0	0	0	54	
1500 - 1515	1	86	6	0	1	0	0	0	0	0	0	0	0	94	359
1515 - 1530	0	93	13	0	0	0	0	0	0	0	0	0	0	106	
1530 - 1545	0	84	7	0	0	0	0	0	0	0	0	0	0	91	
1545 - 1600	0	59	6	2	1	0	0	0	0	0	0	0	0	68	
1600 - 1615	0	83	9	0	1	1	0	0	0	0	0	0	0	94	321
1615 - 1630	0	78	7	2	0	0	0	0	0	0	0	0	0	87	
1630 - 1645	0	67	5	0	0	0	0	0	0	0	0	0	0	72	
1645 - 1700	0	62	6	0	0	0	0	0	0	0	0	0	0	68	
1700 - 1715	0	56	6	0	0	0	0	0	0	0	0	0	0	62	266
1715 - 1730	0	76	6	0	2	0	0	0	0	0	0	0	0	84	
1730 - 1745	0	56	5	0	1	0	0	0	0	0	0	0	0	62	
1745 - 1800	0	55	3	0	0	0	0	0	0	0	0	0	0	58	
1800 - 1815	0	57	1	0	0	0	0	0	0	0	0	0	0	58	184
1815 - 1830	0	38	1	0	0	0	0	0	0	0	0	0	0	39	
1830 - 1845	1	40	2	0	1	0	0	0	0	0	0	0	0	44	
1845 - 1900	0	39	4	0	0	0	0	0	0	0	0	0	0	43	
1900 - 1915	0	31	2	0	1	0	0	0	0	0	0	0	0	34	150
1915 - 1930	0	45	3	0	0	0	0	0	0	0	0	0	0	48	
1930 - 1945	0	36	2	0	0	0	0	0	0	0	0	0	0	38	
1945 - 2000	0	28	2	0	0	0	0	0	0	0	0	0	0	30	
2000 - 2015	0	26	2	0	0	0	0	0	0	0	0	0	0	28	96
2015 - 2030	0	21	5	0	0	0	0	0	0	0	0	0	0	26	
2030 - 2045	0	22	1	0	0	0	0	0	0	0	0	0	0	23	
2045 - 2100	0	14	5	0	0	0	0	0	0	0	0	0	0	19	
2100 - 2115	1	14	2	0	0	0	0	0	0	0	0	0	0	17	66
2115 - 2130	0	18	3	0	0	0	0	0	0	0	0	0	0	21	
2130 - 2145	0	11	2	0	0	0	0	0	0	0	0	0	0	13	
2145 - 2200	0	12	3	0	0	0	0	0	0	0	0	0	0	15	
2200 - 2215	0	14	2	0	0	0	0	0	0	0	0	0	0	16	70
2215 - 2230	0	19	2	0	0	0	0	0	0	0	0	0	0	21	
2230 - 2245	0	11	2	0	0	0	0	0	0	0	0	0	0	13	
2245 - 2300	0	18	2	0	0	0	0	0	0	0	0	0	0	20	
2300 - 2315	0	10	2	0	0	0	0	0	0	0	0	0	0	12	28
2315 - 2330	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
2330 - 2345	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
2345 - 0000	0	4	1	0	0	0	0	0	0	0	0	0	0	5	

Session Total	3	2674	238	10	23	6	0	0	0	0	0	0	0	2954
Session Average	0.03	27.85	2.48	0.10	0.24	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	30.77
Session Percentage	0.10	90.52	8.06	0.34	0.78	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0800 - 0900	0915 - 1015	0700 - 0800	0845 - 0945	0700 - 0800	-	-	-	-	-	-	-	0800 - 0900
AM Peak Volume	0	194	15	3	3	1	0	0	0	0	0	0	0	205

Noon Peak Hour	1415 - 1515	1445 - 1545	1430 - 1530	1345 - 1445	1030 - 1130	1100 - 1200	-	-	-	-	-	-	-	1445 - 1545
Noon Peak Volume	1	314	28	1	4	3	0	0	0	0	0	0	0	345

PM Peak Hour	1500 - 1600	1500 - 1600	1515 - 1615	1530 - 1630	1645 - 1745	1515 - 1615	-	-	-	-	-	-	-	1500 - 1600
PM Peak Volume	1	322	35	4	3	1	0	0	0	0	0	0	0	359

TIME	Northbound (Movement 1.1)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	3	0	0	0	0	0	0	0	0	0	0	0	3	9
0015 - 0030	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0030 - 0045	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0045 - 0100	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0100 - 0115	0	4	0	0	0	0	0	0	0	0	0	0	0	4	8
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	1	0	0	0	0	0	0	0	0	0	0	0	1	
0200 - 0215	0	3	0	0	0	0	0	0	0	0	0	0	0	3	6
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0245 - 0300	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0315 - 0330	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400 - 0415	0	1	1	0	0	0	0	0	0	0	0	0	0	2	4
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445 - 0500	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0515 - 0530	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0545 - 0600	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0615 - 0630	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0630 - 0645	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0645 - 0700	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0700 - 0715	0	7	0	0	0	0	0	0	0	0	0	0	0	7	26
0715 - 0730	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0730 - 0745	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0745 - 0800	0	7	3	0	0	0	0	0	0	0	0	0	0	10	
0800 - 0815	0	3	0	0	0	0	0	0	0	0	0	0	0	3	42
0815 - 0830	0	9	0	0	0	0	0	0	0	0	0	0	0	9	
0830 - 0845	0	13	0	1	1	0	0	0	0	0	0	0	0	15	
0845 - 0900	0	13	2	0	0	0	0	0	0	0	0	0	0	15	
0900 - 0915	0	14	1	0	0	0	0	0	0	0	0	0	0	15	78
0915 - 0930	0	14	0	0	0	0	0	0	0	0	0	0	0	14	
0930 - 0945	1	20	0	0	0	0	0	0	0	0	0	0	0	21	
0945 - 1000	0	27	1	0	0	0	0	0	0	0	0	0	0	28	
1000 - 1015	0	14	0	0	0	0	0	0	0	0	0	0	0	14	77
1015 - 1030	0	19	0	0	0	0	0	0	0	0	0	0	0	19	
1030 - 1045	1	25	0	0	0	0	0	0	0	0	0	0	0	26	
1045 - 1100	0	18	0	0	0	0	0	0	0	0	0	0	0	18	
1100 - 1115	0	23	1	0	0	0	0	0	0	0	0	0	0	24	126
1115 - 1130	0	24	3	0	0	0	0	0	0	0	0	0	0	27	
1130 - 1145	1	46	2	0	0	0	0	0	0	0	0	0	0	49	
1145 - 1200	0	24	1	0	1	0	0	0	0	0	0	0	0	26	
1200 - 1215	0	38	2	0	0	0	0	0	0	0	0	0	0	40	154
1215 - 1230	0	27	3	0	1	0	0	0	0	0	0	0	0	31	
1230 - 1245	0	35	2	0	0	0	0	0	0	0	0	0	0	37	
1245 - 1300	0	46	0	0	0	0	0	0	0	0	0	0	0	46	
1300 - 1315	0	42	4	0	1	0	0	0	0	0	0	0	0	47	152
1315 - 1330	0	37	1	0	0	0	0	0	0	0	0	0	0	38	
1330 - 1345	0	31	1	0	0	0	0	0	0	0	0	0	0	32	
1345 - 1400	1	34	0	0	0	0	0	0	0	0	0	0	0	35	
1400 - 1415	0	34	2	0	0	0	0	0	0	0	0	0	0	36	129
1415 - 1430	0	25	2	0	0	0	0	0	0	0	0	0	0	27	
1430 - 1445	0	34	3	0	0	0	0	0	0	0	0	0	0	37	
1445 - 1500	0	27	2	0	0	0	0	0	0	0	0	0	0	29	
1500 - 1515	0	41	2	0	0	0	0	0	0	0	0	0	0	43	156
1515 - 1530	0	40	4	0	0	0	0	0	0	0	0	0	0	44	
1530 - 1545	0	37	4	0	0	0	0	0	0	0	0	0	0	41	
1545 - 1600	0	27	1	0	0	0	0	0	0	0	0	0	0	28	
1600 - 1615	0	43	2	0	0	0	0	0	0	0	0	0	0	45	150
1615 - 1630	1	40	0	0	0	0	0	0	0	0	0	0	0	41	
1630 - 1645	0	32	1	0	0	0	0	0	0	0	0	0	0	33	
1645 - 1700	0	30	1	0	0	0	0	0	0	0	0	0	0	31	
1700 - 1715	0	22	3	0	0	0	0	0	0	0	0	0	0	25	115
1715 - 1730	0	36	1	0	0	0	0	0	0	0	0	0	0	37	
1730 - 1745	0	24	2	0	0	0	0	0	0	0	0	0	0	26	
1745 - 1800	0	27	0	0	0	0	0	0	0	0	0	0	0	27	
1800 - 1815	0	30	1	0	0	0	0	0	0	0	0	0	0	31	110
1815 - 1830	0	25	0	0	0	0	0	0	0	0	0	0	0	25	
1830 - 1845	0	28	0	0	0	0	0	0	0	0	0	0	0	28	
1845 - 1900	0	23	2	0	1	0	0	0	0	0	0	0	0	26	
1900 - 1915	0	14	0	0	0	0	0	0	0	0	0	0	0	14	90
1915 - 1930	0	22	2	0	0	0	0	0	0	0	0	0	0	24	
1930 - 1945	0	29	0	0	0	0	0	0	0	0	0	0	0	29	
1945 - 2000	0	22	1	0	0	0	0	0	0	0	0	0	0	23	
2000 - 2015	0	20	1	0	0	0	0	0	0	0	0	0	0	21	74
2015 - 2030	0	26	2	0	0	0	0	0	0	0	0	0	0	28	
2030 - 2045	0	11	1	0	0	0	0	0	0	0	0	0	0	12	
2045 - 2100	0	13	0	0	0	0	0	0	0	0	0	0	0	13	
2100 - 2115	0	18	3	0	0	0	0	0	0	0	0	0	0	21	62
2115 - 2130	0	13	3	0	0	0	0	0	0	0	0	0	0	16	
2130 - 2145	0	9	0	0	0	0	0	0	0	0	0	0	0	9	
2145 - 2200	0	16	0	0	0	0	0	0	0	0	0	0	0	16	
2200 - 2215	0	7	1	0	0	0	0	0	0	0	0	0	0	8	26
2215 - 2230	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
2230 - 2245	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
2245 - 2300	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
2300 - 2315	0	4	0	0	0	0	0	0	0	0	0	0	0	4	13
2315 - 2330	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
2330 - 2345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2345 - 0000	0	3	0	0	0	0	0	0	0	0	0	0	0	3	

Session Total	5	1527	78	1	5	0	0	0	0	0	0	0	0	1616
Session Average	0.05	15.91	0.81	0.01	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	16.83
Session Percentage	0.31	94.49	4.83	0.06	0.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	0845 - 0945	0945 - 1045	0700 - 0800	0745 - 0845	0745 - 0845	-	-	-	-	-	-	-	-	0945 - 1045
AM Peak Hour Volume	1	85	3	1	1	0	0	0	0	0	0	0	0	87

Noon Peak Hour	1000 - 1100	1230 - 1330	1445 - 1545	-	1130 - 1230	-	-	-	-	-	-	-	-	1230 - 1330
Noon Peak Hour Volume	1	160	12	0	2	0	0	0	0	0	0	0	0	168

PM Peak Hour	1
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Bi-Directional Class Count || SB WB 15min

Atlanta, GA



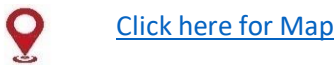
Site 1
Glenridge Dr,
north of Driveway 2

Date
Wednesday, May 1, 2024

Lat/Long
33.931640°, -84.365968°

Weather
Fair
74°F

[Click here for Detailed Weather](#)



0000 - 2400 (Weekday 24h Session) (05-01-2024)
SB WB 15min

Time	Southbound (Movement 1.2)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
0015 - 0030	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0115 - 0130	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200 - 0215	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300 - 0315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430 - 0445	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0445 - 0500	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0500 - 0515	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0515 - 0530	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0530 - 0545	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0545 - 0600	0	5	3	0	1	0	0	0	0	0	0	0	0	9	
0600 - 0615	0	7	4	0	0	0	0	0	0	0	0	0	0	11	
0615 - 0630	0	12	5	0	0	0	0	0	0	0	0	0	0	17	
0630 - 0645	0	26	2	0	0	0	0	0	0	0	0	0	0	28	
0645 - 0700	0	37	1	1	0	0	0	0	0	0	0	0	0	39	
0700 - 0715	0	42	4	0	0	0	0	0	0	0	0	0	0	46	
0715 - 0730	0	49	11	1	0	0	0	1	0	0	0	0	0	62	
0730 - 0745	0	68	10	0	0	1	0	0	0	0	0	0	0	79	
0745 - 0800	0	60	14	0	0	0	0	0	0	0	0	0	0	74	
0800 - 0815	0	78	4	1	0	0	0	0	0	0	0	0	0	83	
0815 - 0830	0	62	13	2	0	0	0	0	1	0	0	0	0	78	
0830 - 0845	0	66	6	0	0	0	0	0	0	0	0	0	0	72	
0845 - 0900	1	63	9	0	1	0	0	1	0	0	0	0	0	75	
0900 - 0915	0	51	3	0	0	0	0	0	0	0	0	0	0	54	
0915 - 0930	0	52	6	1	0	0	0	0	1	0	0	0	0	60	
0930 - 0945	1	59	6	0	1	0	0	0	0	0	0	0	0	67	
0945 - 1000	0	59	3	0	0	0	0	0	0	0	0	0	0	62	
1000 - 1015	0	37	2	1	1	1	0	1	0	0	0	0	0	43	
1015 - 1030	0	38	4	1	1	0	0	0	0	0	0	0	0	44	
1030 - 1045	0	37	4	1	2	0	0	0	2	0	0	0	0	46	
1045 - 1100	0	59	1	0	2	0	0	0	0	0	0	0	0	62	
1100 - 1115	0	37	4	0	0	0	0	0	0	0	0	0	0	41	
1115 - 1130	0	38	7	0	0	0	0	0	0	0	0	0	0	45	
1130 - 1145	0	37	7	0	1	0	0	0	0	0	0	0	0	45	
1145 - 1200	0	74	11	0	1	0	0	0	0	0	0	0	0	86	
1200 - 1215	0	74	6	0	0	0	0	0	0	0	0	0	0	80	
1215 - 1230	0	51	1	0	0	0	0	0	0	0	0	0	0	52	
1230 - 1245	0	48	4	0	1	0	0	0	0	0	0	0	0	53	
1245 - 1300	0	51	10	0	1	1	0	0	0	0	0	0	0	63	
1300 - 1315	1	54	5	0	1	0	0	0	0	0	0	0	0	61	
1315 - 1330	0	42	5	0	0	0	0	1	1	0	0	0	0	49	
1330 - 1345	0	40	2	0	0	0	0	0	0	0	0	0	0	42	
1345 - 1400	0	46	1	0	0	0	0	0	0	0	0	0	0	47	
1400 - 1415	0	40	3	0	1	0	0	0	1	0	0	0	0	45	
1415 - 1430	0	42	3	0	1	1	0	0	1	0	0	0	0	48	
1430 - 1445	0	46	2	0	1	0	0	0	0	0	0	0	0	49	
1445 - 1500	0	47	3	2	1	0	0	0	0	0	0	0	0	53	
1500 - 1515	0	50	5	0	0	0	0	0	0	0	0	0	0	55	
1515 - 1530	0	45	3	0	2	0	0	0	0	0	0	0	0	50	
1530 - 1545	0	47	5	0	0	0	0	0	1	0	0	0	0	53	
1545 - 1600	0	62	2	1	1	0	0	0	0	0	0	0	0	66	
1600 - 1615	0	70	3	1	2	1	0	0	0	0	0	0	0	77	
1615 - 1630	0	65	5	0	1	0	0	0	0	0	0	0	0	71	
1630 - 1645	0	66	5	0	0	0	0	0	0	0	0	0	0	71	
1645 - 1700	0	85	7	0	0	0	0	0	0	0	0	0	0	92	
1700 - 1715	0	94	6	0	0	0	0	0	0	0	0	0	0	100	
1715 - 1730	0	89	10	0	0	0	0	0	0	0	0	0	0	99	
1730 - 1745	1	94	5	0	0	0	0	0	0	0	0	0	0	100	
1745 - 1800	0	68	1	0	1	0	0	0	0	0	0	0	0	70	
1800 - 1815	0	55	3	0	0	0	0	0	0	0	0	0	0	58	
1815 - 1830	0	48	5	0	1	0	0	0	0	0	0	0	0	54	
1830 - 1845	0	51	2	0	0	0	0	0	0	0	0	0	0	53	
1845 - 1900	0	38	3	0	0	0	0	0	0	0	0	0	0	41	
1900 - 1915	0	30	2	0	0	0	0	0	0	0	0	0	0	32	
1915 - 1930	0	29	3	0	0	0	0	0	0	0	0	0	0	32	
1930 - 1945	0	33	0	0	0	0	0	0	0	0	0	0	0	33	
1945 - 2000	1	30	2	0	0	0	0	0	0	0	0	0	0	33	
2000 - 2015	0	25	3	0	0	0	0	0	0	0	0	0	0	28	
2015 - 2030	0	30	1	0	0	0	0	0	0	0	0	0	0	31	
2030 - 2045	0	18	0	0	0	0	0	0	0	0	0	0	0	18	
2045 - 2100	0	30	1	0	0	0	0	0	0	0	0	0	0	31	
2100 - 2115	0	20	1	0	0	0	0	0	0	0	0	0	0	21	
2115 - 2130	0	18	1	0	0	0	0	0	0	0	0	0	0	19	
2130 - 2145	0	14	1	0	0	0	0	0	0	0	0	0	0	15	
2145 - 2200	0	12	0	0	0	0	0	0	0	0	0	0	0	12	
2200 - 2215	1	8	0	0	0	0	0	0	0	0	0	0	0	9	
2215 - 2230	0	11	0	0	0	0	0	0	0	0	0	0	0	11	
2230 - 2245	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
2245 - 2300	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
2300 - 2315	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
2315 - 2330	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2330 - 2345	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2345 - 0000	0	2	0	0	0	0	0	0	0	0	0	0	0	2	

Session Total	7	3117	276	13	26	5	0	4	8	0	0	0	0	3456
Session Average	0.07	32.47	2.88	0.14	0.27	0.05	0.00	0.04	0.08	0.00	0.00	0.00	0.00	36.00
Session Percentage	0.20	90.19	7.99	0.38	0.75	0.14	0.00	0.12	0.23	0.00	0.00	0.00	0.00	

AM Peak Hour	0845 - 0945	0800 - 0900	0730 - 0830	0730 - 0830	0945 - 1045	0645 - 0745	-	0630 - 0730	0945 - 1045	-	-	-	-	0730 - 0830
AM Peak Volume	2	269	41	3	4	1	0	1	2	0	0	0	0	314

Site 1

Glenridge Dr,
north of Driveway 2

Date

Thursday, May 2, 2024

Weather

Partly Cloudy
76°F

Lat/Long

33.931640°, -84.365968°

0000 - 2400 (Weekday 24h Session) (05-02-2024)

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Time	Southbound (Movement 1.2)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0015 - 0030	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0030 - 0045	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0115 - 0130	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200 - 0215	0	3	0	0	0	0	0	0	0	0	0	0	0	3	3
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
0415 - 0430	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0430 - 0445	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0445 - 0500	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0500 - 0515	0	3	0	0	0	0	0	0	0	0	0	0	0	3	27
0515 - 0530	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0530 - 0545	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
0545 - 0600	0	12	0	0	0	0	0	0	0	0	0	0	0	12	
0600 - 0615	0	10	2	0	0	0	0	0	0	0	0	0	0	12	94
0615 - 0630	0	16	1	0	0	0	0	0	0	0	0	0	0	17	
0630 - 0645	0	29	3	0	0	0	0	0	0	0	0	0	0	32	
0645 - 0700	0	30	2	1	0	0	0	0	0	0	0	0	0	33	
0700 - 0715	0	36	0	0	0	0	0	0	0	0	0	0	0	36	258
0715 - 0730	0	50	4	1	0	0	0	0	0	0	0	0	0	55	
0730 - 0745	0	67	6	0	0	0	0	0	0	0	0	0	0	73	
0745 - 0800	0	86	6	1	0	0	0	0	1	0	0	0	0	94	
0800 - 0815	0	84	3	0	0	0	0	0	0	0	0	0	0	87	333
0815 - 0830	0	92	6	1	1	0	0	0	0	0	0	0	0	100	
0830 - 0845	0	64	7	0	1	0	0	0	0	0	0	0	0	72	
0845 - 0900	0	68	6	0	0	0	0	0	0	0	0	0	0	74	
0900 - 0915	0	37	3	1	1	0	0	0	0	0	0	0	0	42	196
0915 - 0930	0	48	4	0	1	0	0	0	0	0	0	0	0	53	
0930 - 0945	0	41	3	0	1	0	0	0	0	0	0	0	0	45	
0945 - 1000	0	51	5	0	0	0	0	0	0	0	0	0	0	56	
1000 - 1015	1	35	3	0	1	0	0	0	0	0	0	0	0	40	173
1015 - 1030	0	40	4	0	0	0	0	0	0	0	0	0	0	44	
1030 - 1045	0	41	0	0	0	0	0	0	0	0	0	0	0	41	
1045 - 1100	0	47	1	0	0	0	0	0	0	0	0	0	0	48	
1100 - 1115	0	34	4	0	0	0	0	0	0	0	0	0	0	38	220
1115 - 1130	0	44	3	0	0	0	0	0	0	0	0	0	0	47	
1130 - 1145	0	60	9	0	0	0	0	0	0	0	0	0	0	69	
1145 - 1200	0	63	1	0	2	0	0	0	0	0	0	0	0	66	
1200 - 1215	0	48	3	0	0	0	0	0	0	0	0	0	0	51	224
1215 - 1230	0	54	3	0	1	0	0	0	0	0	0	0	0	58	
1230 - 1245	0	56	4	0	0	0	0	0	0	0	0	0	0	60	
1245 - 1300	0	46	8	0	0	1	0	0	0	0	0	0	0	55	
1300 - 1315	0	41	1	0	4	0	0	0	0	0	0	0	0	46	185
1315 - 1330	0	44	6	0	1	0	0	0	0	0	0	0	0	51	
1330 - 1345	0	49	2	0	0	1	0	0	0	0	0	0	0	52	
1345 - 1400	0	33	2	0	1	0	0	0	0	0	0	0	0	36	
1400 - 1415	0	58	3	0	2	0	0	1	0	0	0	0	0	64	222
1415 - 1430	1	49	5	0	0	0	0	0	1	0	0	0	0	56	
1430 - 1445	0	40	2	0	0	0	0	0	0	0	0	0	0	42	
1445 - 1500	0	55	4	1	0	0	0	0	0	0	0	0	0	60	
1500 - 1515	0	57	3	0	1	0	0	0	0	0	0	0	0	61	233
1515 - 1530	1	49	2	0	0	0	0	0	0	0	0	0	0	52	
1530 - 1545	0	56	3	1	0	0	0	0	0	0	0	0	0	60	
1545 - 1600	0	53	6	0	1	0	0	0	0	0	0	0	0	60	
1600 - 1615	0	54	3	1	0	0	0	0	0	0	0	0	0	58	261
1615 - 1630	0	65	4	0	1	0	0	0	0	0	0	0	0	70	
1630 - 1645	0	51	4	0	0	0	0	0	0	0	0	0	0	55	
1645 - 1700	1	74	3	0	0	0	0	0	0	0	0	0	0	78	
1700 - 1715	1	65	7	0	0	0	0	0	0	0	0	0	0	73	268
1715 - 1730	0	68	5	0	0	0	0	0	0	0	0	0	0	73	
1730 - 1745	1	51	2	0	0	0	0	0	0	0	0	0	0	54	
1745 - 1800	0	64	4	0	0	0	0	0	0	0	0	0	0	68	
1800 - 1815	0	47	4	0	0	0	0	0	0	0	0	0	0	51	185
1815 - 1830	1	43	3	0	0	0	0	0	0	0	0	0	0	47	
1830 - 1845	0	39	3	0	0	0	0	0	0	0	0	0	0	42	
1845 - 1900	0	43	2	0	0	0	0	0	0	0	0	0	0	45	
1900 - 1915	0	43	2	0	1	0	0	0	0	0	0	0	0	46	136
1915 - 1930	0	29	1	0	0	0	0	0	0	0	0	0	0	30	
1930 - 1945	0	33	1	0	0	0	0	0	0	0	0	0	0	34	
1945 - 2000	0	25	0	0	1	0	0	0	0	0	0	0	0	26	
2000 - 2015	0	37	5	0	0	0	0	0	0	0	0	0	0	42	118
2015 - 2030	0	29	1	0	0	0	0	0	0	0	0	0	0	30	
2030 - 2045	0	19	2	0	0	0	0	0	0	0	0	0	0	21	
2045 - 2100	0	24	1	0	0	0	0	0	0	0	0	0	0	25	
2100 - 2115	0	9	0	0	0	0	0	0	0	0	0	0	0	9	39
2115 - 2130	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
2130 - 2145	0	11	3	0	0	0	0	0	0	0	0	0	0	14	
2145 - 2200	0	10	0	0	0	0	0	0	0	0	0	0	0	10	
2200 - 2215	0	13	1	0	0	0	0	0	0	0	0	0	0	14	38
2215 - 2230	0	10	2	0	0	0	0	0	0	0	0	0	0	12	
2230 - 2245	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
2245 - 2300	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
2300 - 2315	0	4	0	0	0	0	0	0	0	0	0	0	0	4	21
2315 - 2330	0	5	1	1	0	0	0	0	0	0	0	0	0	7	
2330 - 2345	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
2345 - 0000	0	3	0	0	0	0	0	0	0	0	0	0	0	3	

Session Total	7	2993	211	9	22	2	0	1	2	0	0	0	0	3247
Session Average	0.07	31.18	2.20	0.09	0.23	0.02	0.00	0.01	0.02	0.00	0.00	0.00	0.00	33.82
Session Percentage	0.22	92.18	6.50	0.28	0.68	0.06	0.00	0.03	0.06	0.00	0.00	0.00	0.00	

AM Peak Hour	0915 - 1015	0730 - 0830	0745 - 0845	0630 - 0730	0815 - 0915	-	-	-	0700 - 0800	-	-	-	-	0730 - 0830
AM Peak Volume	1	329	22	2	3	0	0	0	1	0	0	0	0	354

Noon Peak Hour	1000 - 1100	1130 - 1230	1230 - 1330	1445 - 1545	1300 - 1400	1245 - 1345	-	1315 - 1415	1330 - 1430	-	-	-	-	1130 - 1230
Noon Peak Volume	1	225	19	2	6	2	0	1	1	0	0	0	0	244

PM Peak Hour	1645 - 1745	1630 - 1730	1630 - 1730	1515 - 1615	1500 - 1600	-	-	-	-	-	-	-	-	1630 - 1730
PM Peak Volume	3	258	19	2	2	0	0	0	0	0	0	0	0	279

TIME	Southbound (Movement 1.2)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	7	1	0	0	0	0	0	0	0	0	0	0	8	17
0015 - 0030	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	1	4	0	0	0	0	0	0	0	0	0	0	0	5	
0100 - 0115	0	2	0	0	0	0	0	0	0	0	0	0	0	2	4
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0145 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0200 - 0215	0	0	1	0	0	0	0	0	0	0	0	0	0	1	4
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	1	0	0	0	0	0	0	0	0	0	0	0	1	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0315 - 0330	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0415 - 0430	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0430 - 0445	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0445 - 0500	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0515 - 0530	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600 - 0615	0	1	0	0	0	0	0	0	0	0	0	0	0	1	8
0615 - 0630	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0645 - 0700	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0700 - 0715	0	6	0	0	0	0	0	0	0	0	0	0	0	6	20
0715 - 0730	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
0730 - 0745	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0745 - 0800	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0800 - 0815	0	6	1	0	0	0	0	0	0	0	0	0	0	7	64
0815 - 0830	0	14	0	0	0	0	0	0	0	0	0	0	0	14	
0830 - 0845	0	13	0	0	0	0	0	0	0	0	0	0	0	13	
0845 - 0900	0	27	3	0	0	0	0	0	0	0	0	0	0	30	
0900 - 0915	0	24	3	0	0	0	0	0	0	0	0	0	0	27	100
0915 - 0930	0	22	1	0	0	0	0	0	0	0	0	0	0	23	
0930 - 0945	0	22	3	0	0	0	0	0	0	0	0	0	0	25	
0945 - 1000	0	24	1	0	0	0	0	0	0	0	0	0	0	25	
1000 - 1015	0	25	2	0	0	0	0	0	0	0	0	0	0	27	140
1015 - 1030	0	35	7	0	0	0	0	0	0	0	0	0	0	42	
1030 - 1045	0	33	1	0	0	0	0	0	0	0	0	0	0	34	
1045 - 1100	0	36	1	0	0	0	0	0	0	0	0	0	0	37	
1100 - 1115	0	35	0	0	0	0	0	0	0	0	0	0	0	35	148
1115 - 1130	0	37	1	0	0	0	0	0	0	0	0	0	0	38	
1130 - 1145	0	39	1	0	0	0	0	0	0	0	0	0	0	40	
1145 - 1200	0	33	2	0	0	0	0	0	0	0	0	0	0	35	
1200 - 1215	0	32	4	0	1	0	0	0	0	0	0	0	0	37	196
1215 - 1230	0	40	5	0	0	0	0	0	0	0	0	0	0	45	
1230 - 1245	0	57	1	0	0	0	0	0	0	0	0	0	0	58	
1245 - 1300	0	49	7	0	0	0	0	0	0	0	0	0	0	56	
1300 - 1315	0	30	3	0	0	0	0	0	0	0	0	0	0	33	133
1315 - 1330	0	39	2	0	0	0	0	0	0	0	0	0	0	41	
1330 - 1345	0	26	3	0	0	0	0	0	0	0	0	0	0	29	
1345 - 1400	0	30	0	0	0	0	0	0	0	0	0	0	0	30	
1400 - 1415	0	28	3	0	0	0	0	0	0	0	0	0	0	31	159
1415 - 1430	0	37	0	0	0	0	0	0	0	0	0	0	0	37	
1430 - 1445	1	32	4	0	0	0	0	0	1	0	0	0	0	38	
1445 - 1500	0	48	5	0	0	0	0	0	0	0	0	0	0	53	
1500 - 1515	0	28	3	0	0	0	0	0	0	0	0	0	0	31	168
1515 - 1530	0	41	2	0	0	0	0	0	0	0	0	0	0	43	
1530 - 1545	0	44	2	0	0	0	0	0	0	0	0	0	0	46	
1545 - 1600	0	45	3	0	0	0	0	0	0	0	0	0	0	48	
1600 - 1615	0	34	2	0	0	0	0	0	0	0	0	0	0	36	141
1615 - 1630	0	33	2	0	0	0	0	0	0	0	0	0	0	35	
1630 - 1645	0	30	2	0	0	0	0	0	0	0	0	0	0	32	
1645 - 1700	0	36	2	0	0	0	0	0	0	0	0	0	0	38	
1700 - 1715	0	32	3	0	0	0	0	0	0	0	0	0	0	35	131
1715 - 1730	0	31	0	0	0	0	0	0	0	0	0	0	0	31	
1730 - 1745	0	34	2	0	0	0	0	0	0	0	0	0	0	36	
1745 - 1800	0	26	3	0	0	0	0	0	0	0	0	0	0	29	
1800 - 1815	0	31	2	0	0	0	0	0	0	0	0	0	0	33	128
1815 - 1830	0	25	2	0	0	0	0	0	0	0	0	0	0	27	
1830 - 1845	0	38	7	0	0	0	0	0	0	0	0	0	0	45	
1845 - 1900	0	23	0	0	0	0	0	0	0	0	0	0	0	23	
1900 - 1915	0	23	2	0	0	0	0	0	0	0	0	0	0	25	96
1915 - 1930	0	25	1	0	0	0	0	0	0	0	0	0	0	26	
1930 - 1945	0	17	1	0	0	0	0	0	0	0	0	0	0	18	
1945 - 2000	0	27	0	0	0	0	0	0	0	0	0	0	0	27	
2000 - 2015	0	22	2	0	0	0	0	0	0	0	0	0	0	24	67
2015 - 2030	0	17	0	0	0	0	0	0	0	0	0	0	0	17	
2030 - 2045	0	13	0	0	0	0	0	0	0	0	0	0	0	13	
2045 - 2100	0	13	0	0	0	0	0	0	0	0	0	0	0	13	
2100 - 2115	0	13	1	0	0	0	0	0	0	0	0	0	0	14	40
2115 - 2130	0	14	0	0	0	0	0	0	0	0	0	0	0	14	
2130 - 2145	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
2145 - 2200	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
2200 - 2215	0	8	0	0	0	0	0	0	0	0	0	0	0	8	29
2215 - 2230	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
2230 - 2245	0	10	1	0	0	0	0	0	0	0	0	0	0	11	
2245 - 2300	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
2300 - 2315	0	5	0	0	0	0	0	0	0	0	0	0	0	5	13
2315 - 2330	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
2330 - 2345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2345 - 0000	0	2	0	0	0	0	0	0	0	0	0	0	0	2	

Session Total	2	1696	115	0	1	0	0	0	1	0	0	0	0	1815
Session Average	0.02	17.67	1.20	0.00	0.01	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	18.91
Session Percentage	0.11	93.44	6.34	0.00	0.06	0.00	0.00	0.00	0.06	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0945 - 1045	0930 - 1030	-	-	-	-	-	-	-	-	-	-	0945 - 1045
AM Peak Hour Volume	0	117	13	0	0	0	0	0	0	0	0	0	0	128
Noon Peak Hour	1345 - 1445	1200 - 1300	1200 - 1300	-	1115 - 1215	-	-	-	1345 - 1445	-	-	-	-	1200 - 1300
Noon Peak Hour Volume	1	178	17	0	1	0	0	0	1	0	0	0	0	196
PM Peak Hour	-	1515 - 1615	1745 - 1845	-	-	-	-	-	-	-	-	-	-	1515 - 1615
PM Peak Hour Volume	0	164	14	0	0	0	0	0	0	0	0	0	0	173

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

Atlanta, GA



Site 1
Glenridge Dr,
north of Driveway 2

Date
Wednesday, May 1, 2024

Weather
Fair
74°F

[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (05-01-2024)
Bi-Directional 15min

Time	Bi-Directional 15min													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	
0000 - 0015	1	4	1	0	0	0	0	0	0	0	0	0	0	6	13
0015 - 0030	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0030 - 0045	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0045 - 0100	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
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	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200 - 0215	0	6	0	0	0	0	0	0	0	0	0	0	0	6	9
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	1	0	0	0	0	0	0	0	0	0	0	0	1	
0300 - 0315	0	3	0	0	0	0	0	0	0	0	0	0	0	3	10
0315 - 0330	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0330 - 0345	0	2	0	0	0	0	0	0	1	0	0	0	0	3	
0345 - 0400	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0400 - 0415	0	1	0	0	0	0	0	0	0	0	0	0	0	1	11
0415 - 0430	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0430 - 0445	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0445 - 0500	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0500 - 0515	0	7	2	0	0	0	0	0	0	0	0	0	0	9	37
0515 - 0530	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0530 - 0545	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0545 - 0600	0	9	5	0	1	0	0	0	0	0	0	0	0	15	
0600 - 0615	0	13	6	0	0	0	0	0	0	0	0	0	0	19	131
0615 - 0630	0	16	8	0	0	0	0	0	0	0	0	0	0	24	
0630 - 0645	0	32	4	0	0	0	0	0	0	0	0	0	0	36	
0645 - 0700	0	49	2	1	0	0	0	0	0	0	0	0	0	52	
0700 - 0715	0	59	10	1	0	0	0	0	0	0	0	0	0	70	392
0715 - 0730	0	73	14	1	0	1	0	1	0	0	0	0	0	90	
0730 - 0745	0	99	12	1	0	1	0	0	0	0	0	0	0	113	
0745 - 0800	0	96	21	2	0	0	0	0	0	0	0	0	0	119	
0800 - 0815	0	125	20	1	0	0	0	0	0	0	0	0	0	146	504
0815 - 0830	0	101	22	2	1	0	0	0	1	0	0	0	0	127	
0830 - 0845	0	108	8	1	0	0	0	0	0	0	0	0	0	117	
0845 - 0900	1	99	12	0	1	0	0	1	0	0	0	0	0	114	
0900 - 0915	0	96	5	0	0	0	0	0	0	0	0	0	0	101	416
0915 - 0930	0	95	13	2	1	0	0	0	1	0	0	0	0	112	
0930 - 0945	1	91	10	0	2	0	0	1	0	0	0	0	0	105	
0945 - 1000	0	92	6	0	0	0	0	0	0	0	0	0	0	98	
1000 - 1015	0	63	4	2	1	1	0	1	0	0	0	0	0	72	324
1015 - 1030	0	66	7	1	1	0	0	0	0	0	0	0	0	75	
1030 - 1045	0	72	8	2	3	0	0	0	2	0	0	0	0	87	
1045 - 1100	0	87	1	0	2	0	0	0	0	0	0	0	0	90	
1100 - 1115	0	71	11	0	0	0	0	0	0	0	0	0	0	82	400
1115 - 1130	0	70	13	0	1	0	0	0	0	0	0	0	0	84	
1130 - 1145	0	80	13	1	1	0	0	0	0	0	0	0	0	95	
1145 - 1200	1	122	14	0	1	0	0	1	0	0	0	0	0	139	
1200 - 1215	0	117	8	0	2	0	0	0	0	0	0	0	0	127	434
1215 - 1230	0	103	4	0	0	0	0	0	0	0	0	0	0	107	
1230 - 1245	0	84	8	0	3	1	0	0	0	0	0	0	0	96	
1245 - 1300	0	88	14	0	1	1	0	0	0	0	0	0	0	104	
1300 - 1315	1	115	7	0	1	0	0	0	0	0	0	0	0	124	396
1315 - 1330	0	87	7	0	0	0	0	1	1	0	0	0	0	96	
1330 - 1345	0	86	3	0	0	0	0	0	0	0	0	0	0	89	
1345 - 1400	0	81	5	0	0	1	0	0	0	0	0	0	0	87	
1400 - 1415	0	90	7	0	4	0	0	0	1	0	0	0	0	102	414
1415 - 1430	0	90	7	0	2	1	0	0	1	0	0	0	0	101	
1430 - 1445	0	103	7	1	1	0	0	0	0	0	0	0	0	112	
1445 - 1500	0	85	10	2	2	0	0	0	0	0	0	0	0	99	
1500 - 1515	0	150	11	0	2	0	0	0	0	0	0	0	0	163	581
1515 - 1530	0	123	10	0	3	0	0	0	0	0	0	0	0	136	
1530 - 1545	0	122	10	0	1	0	0	0	1	0	0	0	0	134	
1545 - 1600	0	133	10	3	2	0	0	0	0	0	0	0	0	148	
1600 - 1615	0	151	6	1	3	1	0	0	0	0	0	0	0	162	665
1615 - 1630	0	141	7	0	1	0	0	0	0	0	0	0	0	149	
1630 - 1645	0	164	7	2	1	0	0	0	0	0	0	0	0	174	
1645 - 1700	1	170	9	0	0	0	0	0	0	0	0	0	0	180	
1700 - 1715	0	178	8	0	0	0	0	0	0	0	0	0	0	186	692
1715 - 1730	0	169	16	0	0	0	0	0	0	0	0	0	0	185	
1730 - 1745	1	179	9	0	0	0	0	0	0	0	0	0	0	189	
1745 - 1800	0	126	5	0	1	0	0	0	0	0	0	0	0	132	
1800 - 1815	1	125	6	0	0	0	0	0	0	0	0	0	0	132	429
1815 - 1830	0	102	7	0	2	0	0	0	0	0	0	0	0	111	
1830 - 1845	0	101	6	0	0	0	0	0	0	0	0	0	0	107	
1845 - 1900	0	74	5	0	0	0	0	0	0	0	0	0	0	79	
1900 - 1915	0	72	5	0	0	0	0	0	0	0	0	0	0	77	281
1915 - 1930	0	68	4	0	0	0	0	0	0	0	0	0	0	72	
1930 - 1945	0	64	1	0	0	0	0	0	0	0	0	0	0	65	
1945 - 2000	1	64	2	0	0	0	0	0	0	0	0	0	0	67	
2000 - 2015	0	48	5	0	0	0	0	0	0	0	0	0	0	53	220
2015 - 2030	0	64	1	0	0	0	0	0	0	0	0	0	0	65	
2030 - 2045	0	40	0	0	0	0	0	0	0	0	0	0	0	40	
2045 - 2100	0	60	1	0	1	0	0	0	0	0	0	0	0	62	
2100 - 2115	0	38	3	0	0	0	0	0	0	0	0	0	0	41	135
2115 - 2130	0	35	2	0	0	0	0	0	0	0	0	0	0	37	
2130 - 2145	0	29	2	0	0	0	0	0	0	0	0	0	0	31	
2145 - 2200	0	26	0	0	0	0	0	0	0	0	0	0	0	26	
2200 - 2215	1	30	1	0	0	0	0	0	0	0	0	0	0	32	82
2215 - 2230	0	24	0	0	0	0	0	0	0	0	0	0	0	24	
2230 - 2245	0	16	0	0	0	0	0	0	0	0	0	0	0	16	
2245 - 2300	0	10	0	0	0	0	0	0	0	0	0	0	0	10	
2300 - 2315	0	13	0	0	0	0	0	0	0	0	0	0	0	13	46
2315 - 2330	0	19	1	0	0	0	0	0	0	0	0	0	0	20	
2330 - 2345	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
2345 - 0000	0	6	0	0	0	0	0	0	0	0	0	0	0	6	

Session Total	10	6013	502	27	49	8	0	6	9	0	0	0	0	6624
Session Average	0.10	62.64	5.23	0.28	0.51	0.08	0.00	0.06	0.09	0.00	0.00	0.00	0.00	69.00
Session Percentage	0.15	90.78	7.58	0.41	0.74	0.12	0.00	0.09	0.14	0.00	0.00	0.00	0.00	

AM Peak Hour	0845 - 0945	0800 - 0900	0730 - 0830	0730 - 0830	0945 - 1045	0645 - 0745	-	0845 - 0945	0945 - 1045	-	-	-	-	0745 - 0845
AM Peak Volume	2	433	75	6	5	2	0	2	2	0	0	0	0	509

	Bi-Directional 15min													15min Total	60min Total
Time	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13
0015 - 0030	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0030 - 0045	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0045 - 0100	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0100 - 0115	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5
0115 - 0130	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200 - 0215	0	3	0	0	0	0	0	0	0	0	0	0	0	3	9
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0230 - 0245	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0245 - 0300	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0300 - 0315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	7
0315 - 0330	0	2	0	0	1	0	0	0	0	0	0	0	0	3	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0345 - 0400	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0400 - 0415	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14
0415 - 0430	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0430 - 0445	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0445 - 0500	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0500 - 0515	0	5	0	0	0	0	0	0	0	0	0	0	0	5	40
0515 - 0530	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0530 - 0545	0	12	2	0	0	0	0	0	0	0	0	0	0	14	
0545 - 0600	0	16	0	0	0	0	0	0	0	0	0	0	0	16	
0600 - 0615	0	15	3	0	0	0	0	0	0	0	0	0	0	18	139
0615 - 0630	0	25	2	0	0	0	0	0	0	0	0	0	0	27	
0630 - 0645	0	39	3	1	0	0	0	0	0	0	0	0	0	43	
0645 - 0700	0	47	3	1	0	0	0	0	0	0	0	0	0	51	
0700 - 0715	0	62	1	1	0	0	0	0	0	0	0	0	0	64	390
0715 - 0730	0	75	6	1	0	0	0	0	0	0	0	0	0	82	
0730 - 0745	0	107	8	1	0	0	0	0	0	0	0	0	0	116	
0745 - 0800	0	117	7	2	0	1	0	0	1	0	0	0	0	128	
0800 - 0815	0	147	7	1	0	0	0	0	0	0	0	0	0	155	538
0815 - 0830	0	140	9	1	1	0	0	0	0	0	0	0	0	151	
0830 - 0845	0	105	9	0	1	0	0	0	0	0	0	0	0	115	
0845 - 0900	0	110	6	0	1	0	0	0	0	0	0	0	0	117	
0900 - 0915	0	65	7	1	2	0	0	0	0	0	0	0	0	75	321
0915 - 0930	0	76	9	0	1	0	0	0	0	0	0	0	0	86	
0930 - 0945	0	64	5	0	2	0	0	0	0	0	0	0	0	71	
0945 - 1000	0	81	8	0	0	0	0	0	0	0	0	0	0	89	
1000 - 1015	1	54	8	0	1	0	0	0	0	0	0	0	0	64	300
1015 - 1030	0	73	7	0	0	0	0	0	0	0	0	0	0	80	
1030 - 1045	0	67	2	0	2	0	0	0	0	0	0	0	0	71	
1045 - 1100	0	81	3	0	1	0	0	0	0	0	0	0	0	85	
1100 - 1115	0	60	9	0	0	0	0	0	0	0	0	0	0	69	371
1115 - 1130	0	67	4	0	1	1	0	0	0	0	0	0	0	73	
1130 - 1145	0	88	12	0	0	0	0	0	0	0	0	0	0	100	
1145 - 1200	0	119	6	0	2	2	0	0	0	0	0	0	0	129	
1200 - 1215	0	96	10	0	0	0	0	0	0	0	0	0	0	106	428
1215 - 1230	0	104	12	0	2	0	0	0	0	0	0	0	0	118	
1230 - 1245	0	88	9	0	1	0	0	0	0	0	0	0	0	98	
1245 - 1300	0	94	11	0	0	1	0	0	0	0	0	0	0	106	
1300 - 1315	0	91	8	0	6	1	0	0	0	0	0	0	0	106	374
1315 - 1330	0	80	8	0	2	0	0	0	0	0	0	0	0	90	
1330 - 1345	0	92	6	0	0	1	0	0	0	0	0	0	0	99	
1345 - 1400	0	75	3	0	1	0	0	0	0	0	0	0	0	79	
1400 - 1415	0	96	3	0	3	0	0	1	0	0	0	0	0	103	413
1415 - 1430	1	96	6	0	0	0	0	0	1	0	0	0	0	104	
1430 - 1445	0	82	9	1	0	0	0	0	0	0	0	0	0	92	
1445 - 1500	0	106	6	1	1	0	0	0	0	0	0	0	0	114	
1500 - 1515	1	143	9	0	2	0	0	0	0	0	0	0	0	155	592
1515 - 1530	1	142	15	0	0	0	0	0	0	0	0	0	0	158	
1530 - 1545	0	140	10	1	0	0	0	0	0	0	0	0	0	151	
1545 - 1600	0	112	12	2	2	0	0	0	0	0	0	0	0	128	
1600 - 1615	0	137	12	1	1	1	0	0	0	0	0	0	0	152	582
1615 - 1630	0	143	11	2	1	0	0	0	0	0	0	0	0	157	
1630 - 1645	0	118	9	0	0	0	0	0	0	0	0	0	0	127	
1645 - 1700	1	136	9	0	0	0	0	0	0	0	0	0	0	146	
1700 - 1715	1	121	13	0	0	0	0	0	0	0	0	0	0	135	534
1715 - 1730	0	144	11	0	2	0	0	0	0	0	0	0	0	157	
1730 - 1745	1	107	7	0	1	0	0	0	0	0	0	0	0	116	
1745 - 1800	0	119	7	0	0	0	0	0	0	0	0	0	0	126	
1800 - 1815	0	104	5	0	0	0	0	0	0	0	0	0	0	109	369
1815 - 1830	1	81	4	0	0	0	0	0	0	0	0	0	0	86	
1830 - 1845	1	79	5	0	1	0	0	0	0	0	0	0	0	86	
1845 - 1900	0	82	6	0	0	0	0	0	0	0	0	0	0	88	
1900 - 1915	0	74	4	0	2	0	0	0	0	0	0	0	0	80	286
1915 - 1930	0	74	4	0	0	0	0	0	0	0	0	0	0	78	
1930 - 1945	0	69	3	0	0	0	0	0	0	0	0	0	0	72	
1945 - 2000	0	53	2	0	1	0	0	0	0	0	0	0	0	56	
2000 - 2015	0	63	7	0	0	0	0	0	0	0	0	0	0	70	214
2015 - 2030	0	50	6	0	0	0	0	0	0	0	0	0	0	56	
2030 - 2045	0	41	3	0	0	0	0	0	0	0	0	0	0	44	
2045 - 2100	0	38	6	0	0	0	0	0	0	0	0	0	0	44	
2100 - 2115	1	23	2	0	0	0	0	0	0	0	0	0	0	26	105
2115 - 2130	0	24	3	0	0	0	0	0	0	0	0	0	0	27	
2130 - 2145	0	22	5	0	0	0	0	0	0	0	0	0	0	27	
2145 - 2200	0	22	3	0	0	0	0	0	0	0	0	0	0	25	
2200 - 2215	0	27	3	0	0	0	0	0	0	0	0	0	0	30	108
2215 - 2230	0	29	4	0	0	0	0	0	0	0	0	0	0	33	
2230 - 2245	0	15	2	0	0	0	0	0	0	0	0	0	0	17	
2245 - 2300	0	26	2	0	0	0	0	0	0	0	0	0	0	28	
2300 - 2315	0	14	2	0	0	0	0	0	0	0	0	0	0	16	49
2315 - 2330	0	10	2	1	0	0	0	0	0	0	0	0	0	13	
2330 - 2345	0	11	1	0	0	0	0	0	0	0	0	0	0	12	
2345 - 0000	0	7	1	0	0	0	0	0	0	0	0	0	0	8	

Session Total	10	5667	449	19	45	8	0	1	2	0	0	0	0	6201
Session Average	0.10	59.03	4.68	0.20	0.47	0.08	0.00	0.01	0.02	0.00	0.00	0.00	0.00	64.59
Session Percentage	0.16	91.39	7.24	0.31	0.73	0.13	0.00	0.02	0.03	0.00	0.00	0.00	0.00	

AM Peak Hour	0915 - 1015	0730 - 0830	0745 - 0845	0700 - 0800	0845 - 0945	0700 - 0800	-	-	0700 - 0800	-	-	-	-	0730 - 0830
AM Peak Volume	1	511	32	5	6	1	0	0	1	0	0	0	0	550

Noon Peak Hour	1415 - 1515	1445 - 1545	1200 - 1300	1400 - 1500	1215 - 1315	1100 - 1200	-	1315 - 1415	1330 - 1430	-	-	-	-	1445 - 1545
Noon Peak Volume	2	531	42	2	9	3	0	1	1	0	0	0	0	578

PM Peak Hour	1645 - 1745	1500 - 1600	1515 - 1615	1530 - 1630	1500 - 1600	1515 - 1615	-	-	-	-	-	-	-	1500 - 1600
PM Peak Volume	3	537	49	6	4	1	0	0	0	0	0	0	0	592

TIME	Bi-Directional 15min													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	10	1	0	0	0	0	0	0	0	0	0	0	11	26
0015 - 0030	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
0030 - 0045	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0045 - 0100	1	7	0	0	0	0	0	0	0	0	0	0	0	8	
0100 - 0115	0	6	0	0	0	0	0	0	0	0	0	0	0	6	12
0115 - 0130	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0130 - 0145	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0145 - 0200	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0200 - 0215	0	3	1	0	0	0	0	0	0	0	0	0	0	4	10
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0230 - 0245	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0245 - 0300	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
0315 - 0330	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400 - 0415	0	1	1	0	0	0	0	0	0	0	0	0	0	2	8
0415 - 0430	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0430 - 0445	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0445 - 0500	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
0515 - 0530	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0545 - 0600	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0600 - 0615	0	1	0	0	0	0	0	0	0	0	0	0	0	1	12
0615 - 0630	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0630 - 0645	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0645 - 0700	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0700 - 0715	0	13	0	0	0	0	0	0	0	0	0	0	0	13	46
0715 - 0730	0	14	0	0	0	0	0	0	0	0	0	0	0	14	
0730 - 0745	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0745 - 0800	0	11	3	0	0	0	0	0	0	0	0	0	0	14	
0800 - 0815	0	9	1	0	0	0	0	0	0	0	0	0	0	10	106
0815 - 0830	0	23	0	0	0	0	0	0	0	0	0	0	0	23	
0830 - 0845	0	26	0	1	1	0	0	0	0	0	0	0	0	28	
0845 - 0900	0	40	5	0	0	0	0	0	0	0	0	0	0	45	
0900 - 0915	0	38	4	0	0	0	0	0	0	0	0	0	0	42	178
0915 - 0930	0	36	1	0	0	0	0	0	0	0	0	0	0	37	
0930 - 0945	1	42	3	0	0	0	0	0	0	0	0	0	0	46	
0945 - 1000	0	51	2	0	0	0	0	0	0	0	0	0	0	53	
1000 - 1015	0	39	2	0	0	0	0	0	0	0	0	0	0	41	217
1015 - 1030	0	54	7	0	0	0	0	0	0	0	0	0	0	61	
1030 - 1045	1	58	1	0	0	0	0	0	0	0	0	0	0	60	
1045 - 1100	0	54	1	0	0	0	0	0	0	0	0	0	0	55	
1100 - 1115	0	58	1	0	0	0	0	0	0	0	0	0	0	59	274
1115 - 1130	0	61	4	0	0	0	0	0	0	0	0	0	0	65	
1130 - 1145	1	85	3	0	0	0	0	0	0	0	0	0	0	89	
1145 - 1200	0	57	3	0	1	0	0	0	0	0	0	0	0	61	
1200 - 1215	0	70	6	0	1	0	0	0	0	0	0	0	0	77	350
1215 - 1230	0	67	8	0	1	0	0	0	0	0	0	0	0	76	
1230 - 1245	0	92	3	0	0	0	0	0	0	0	0	0	0	95	
1245 - 1300	0	95	7	0	0	0	0	0	0	0	0	0	0	102	
1300 - 1315	0	72	7	0	1	0	0	0	0	0	0	0	0	80	285
1315 - 1330	0	76	3	0	0	0	0	0	0	0	0	0	0	79	
1330 - 1345	0	57	4	0	0	0	0	0	0	0	0	0	0	61	
1345 - 1400	1	64	0	0	0	0	0	0	0	0	0	0	0	65	
1400 - 1415	0	62	5	0	0	0	0	0	0	0	0	0	0	67	288
1415 - 1430	0	62	2	0	0	0	0	0	0	0	0	0	0	64	
1430 - 1445	1	66	7	0	0	0	0	0	1	0	0	0	0	75	
1445 - 1500	0	75	7	0	0	0	0	0	0	0	0	0	0	82	
1500 - 1515	0	69	5	0	0	0	0	0	0	0	0	0	0	74	324
1515 - 1530	0	81	6	0	0	0	0	0	0	0	0	0	0	87	
1530 - 1545	0	81	6	0	0	0	0	0	0	0	0	0	0	87	
1545 - 1600	0	72	4	0	0	0	0	0	0	0	0	0	0	76	
1600 - 1615	0	77	4	0	0	0	0	0	0	0	0	0	0	81	291
1615 - 1630	1	73	2	0	0	0	0	0	0	0	0	0	0	76	
1630 - 1645	0	62	3	0	0	0	0	0	0	0	0	0	0	65	
1645 - 1700	0	66	3	0	0	0	0	0	0	0	0	0	0	69	
1700 - 1715	0	54	6	0	0	0	0	0	0	0	0	0	0	60	246
1715 - 1730	0	67	1	0	0	0	0	0	0	0	0	0	0	68	
1730 - 1745	0	58	4	0	0	0	0	0	0	0	0	0	0	62	
1745 - 1800	0	53	3	0	0	0	0	0	0	0	0	0	0	56	
1800 - 1815	0	61	3	0	0	0	0	0	0	0	0	0	0	64	238
1815 - 1830	0	50	2	0	0	0	0	0	0	0	0	0	0	52	
1830 - 1845	0	66	7	0	0	0	0	0	0	0	0	0	0	73	
1845 - 1900	0	46	2	0	1	0	0	0	0	0	0	0	0	49	
1900 - 1915	0	37	2	0	0	0	0	0	0	0	0	0	0	39	186
1915 - 1930	0	47	3	0	0	0	0	0	0	0	0	0	0	50	
1930 - 1945	0	46	1	0	0	0	0	0	0	0	0	0	0	47	
1945 - 2000	0	49	1	0	0	0	0	0	0	0	0	0	0	50	
2000 - 2015	0	42	3	0	0	0	0	0	0	0	0	0	0	45	141
2015 - 2030	0	43	2	0	0	0	0	0	0	0	0	0	0	45	
2030 - 2045	0	24	1	0	0	0	0	0	0	0	0	0	0	25	
2045 - 2100	0	26	0	0	0	0	0	0	0	0	0	0	0	26	
2100 - 2115	0	31	4	0	0	0	0	0	0	0	0	0	0	35	102
2115 - 2130	0	27	3	0	0	0	0	0	0	0	0	0	0	30	
2130 - 2145	0	15	0	0	0	0	0	0	0	0	0	0	0	15	
2145 - 2200	0	22	0	0	0	0	0	0	0	0	0	0	0	22	
2200 - 2215	0	15	1	0	0	0	0	0	0	0	0	0	0	16	55
2215 - 2230	0	13	1	0	0	0	0	0	0	0	0	0	0	14	
2230 - 2245	0	15	2	0	0	0	0	0	0	0	0	0	0	17	
2245 - 2300	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
2300 - 2315	0	9	0	0	0	0	0	0	0	0	0	0	0	9	26
2315 - 2330	0	10	0	0	0	0	0	0	0	0	0	0	0	10	
2330 - 2345	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2345 - 0000	0	5	0	0	0	0	0	0	0	0	0	0	0	5	

Session Total	7	3223	193	1	6	0	0	0	1	0	0	0	0	3431
Session Average	0.07	33.57	2.01	0.01	0.06	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	35.74
Session Percentage	0.20	93.94	5.63	0.03	0.17	0.00	0.00	0.00	0.03	0.00	0.00	0.00	0.00	
AM Peak Hour	0845 - 0945	0945 - 1045	0930 - 1030	0745 - 0845	0745 - 0845	-	-	-	-	-	-	-	-	0945 - 1045
AM Peak Hour Volume	1	202	14	1	1	0	0	0	0	0	0	0	0	215
Noon Peak Hour	1345 - 1445	1230 - 1330	1215 - 1315	-	1130 - 1230	-	-	-	1345 - 1445	-	-	-	-	1230 - 1330
Noon Peak Hour Volume	2	335	25	0	3	0	0	0	1	0	0	0	0	356
PM Peak Hour	1530 - 1630	1515 - 1615	1500 - 1600	-	1800 - 1900	-	-	-	-	-	-	-	-	1515 - 1615
PM Peak Hour Volume	1	311	21	0	1	0	0	0	0	0	0	0	0	331

Atlanta, GA



Site 1

Glenridge Dr,
north of Driveway 2

Date _____

Wednesday, May 1, 2024

Weather

Fair
74°F

Lat/Long

33.931640°, -84.365968°

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

NB EB Average 15min

	NB EB Average 15min													15min Total	60min Total
Time	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	3	0	0	0	0	0	0	0	0	0	0	0	3	10
0015 - 0030	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0030 - 0045	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0045 - 0100	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0100 - 0115	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0115 - 0130	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200 - 0215	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5
0245 - 0300	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0300 - 0315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0315 - 0330	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0345 - 0400	0	1	0	0	0	0	0	0	0	0	0	0	0	1	6
0400 - 0415	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0415 - 0430	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0430 - 0445	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0445 - 0500	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0500 - 0515	0	2	0	0	0	0	0	0	0	0	0	0	0	3	11
0515 - 0530	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0530 - 0545	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0545 - 0600	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0600 - 0615	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0615 - 0630	0	5	1	0	0	0	0	0	0	0	0	0	0	6	28
0630 - 0645	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0645 - 0700	0	10	1	0	0	0	0	0	0	0	0	0	0	11	
0700 - 0715	0	17	2	1	0	0	0	0	0	0	0	0	0	20	
0715 - 0730	0	18	2	0	0	0	0	0	0	0	0	0	0	20	
0730 - 0745	0	25	1	1	0	0	0	0	0	0	0	0	0	27	96
0745 - 0800	0	25	4	1	0	0	0	0	0	0	0	0	0	30	
0800 - 0815	0	38	7	0	0	0	0	0	0	0	0	0	0	45	
0815 - 0830	0	32	4	0	0	0	0	0	0	0	0	0	0	36	
0830 - 0845	0	32	1	1	0	0	0	0	0	0	0	0	0	34	
0845 - 0900	0	30	2	0	0	0	0	0	0	0	0	0	0	32	148
0900 - 0915	0	29	2	0	0	0	0	0	0	0	0	0	0	32	
0915 - 0930	0	28	4	0	0	0	0	0	0	0	0	0	0	33	
0930 - 0945	0	25	2	0	1	0	0	0	0	0	0	0	0	28	
0945 - 1000	0	30	2	0	0	0	0	0	0	0	0	0	0	32	
1000 - 1015	0	20	2	0	0	0	0	0	0	0	0	0	0	22	125
1015 - 1030	0	27	2	0	0	0	0	0	0	0	0	0	0	29	
1030 - 1045	0	29	2	0	1	0	0	0	0	0	0	0	0	32	
1045 - 1100	0	27	1	0	0	0	0	0	0	0	0	0	0	28	
1100 - 1115	0	28	4	0	0	0	0	0	0	0	0	0	0	32	
1115 - 1130	0	26	3	0	1	0	0	0	0	0	0	0	0	31	153
1130 - 1145	0	39	4	0	0	0	0	0	0	0	0	0	0	43	
1145 - 1200	0	43	3	0	0	1	0	0	0	0	0	0	0	47	
1200 - 1215	0	43	4	0	1	0	0	0	0	0	0	0	0	47	
1215 - 1230	0	43	5	0	1	0	0	0	0	0	0	0	0	49	
1230 - 1245	0	34	4	0	1	0	0	0	0	0	0	0	0	39	181
1245 - 1300	0	44	2	0	0	0	0	0	0	0	0	0	0	46	
1300 - 1315	0	51	4	0	1	0	0	0	0	0	0	0	0	57	
1315 - 1330	0	39	2	0	0	0	0	0	0	0	0	0	0	41	
1330 - 1345	0	40	2	0	0	0	0	0	0	0	0	0	0	42	
1345 - 1400	0	37	2	0	0	0	0	0	0	0	0	0	0	39	179
1400 - 1415	0	41	2	0	1	0	0	0	0	0	0	0	0	44	
1415 - 1430	0	40	2	0	0	0	0	0	0	0	0	0	0	43	
1430 - 1445	0	44	5	1	0	0	0	0	0	0	0	0	0	50	
1445 - 1500	0	39	4	0	1	0	0	0	0	0	0	0	0	43	
1500 - 1515	0	76	5	0	1	0	0	0	0	0	0	0	0	82	291
1515 - 1530	0	70	8	0	0	0	0	0	0	0	0	0	0	79	
1530 - 1545	0	65	5	0	0	0	0	0	0	0	0	0	0	71	
1545 - 1600	0	52	5	1	1	0	0	0	0	0	0	0	0	59	
1600 - 1615	0	69	5	0	1	0	0	0	0	0	0	0	0	75	
1615 - 1630	0	65	3	1	0	0	0	0	0	0	0	0	0	69	275
1630 - 1645	0	66	3	1	0	0	0	0	0	0	0	0	0	69	
1645 - 1700	0	59	3	0	0	0	0	0	0	0	0	0	0	62	
1700 - 1715	0	54	4	0	0	0	0	0	0	0	0	0	0	58	
1715 - 1730	0	64	4	0	1	0	0	0	0	0	0	0	0	69	
1730 - 1745	0	55	4	0	0	0	0	0	0	0	0	0	0	59	235
1745 - 1800	0	47	2	0	0	0	0	0	0	0	0	0	0	49	
1800 - 1815	0	52	2	0	0	0	0	0	0	0	0	0	0	54	
1815 - 1830	0	39	1	0	0	0	0	0	0	0	0	0	0	40	
1830 - 1845	0	39	2	0	0	0	0	0	0	0	0	0	0	42	
1845 - 1900	0	33	3	0	0	0	0	0	0	0	0	0	0	36	172
1900 - 1915	0	29	2	0	0	0	0	0	0	0	0	0	0	31	
1915 - 1930	0	35	2	0	0	0	0	0	0	0	0	0	0	37	
1930 - 1945	0	32	1	0	0	0	0	0	0	0	0	0	0	33	
1945 - 2000	0	28	1	0	0	0	0	0	0	0	0	0	0	29	
2000 - 2015	0	23	2	0	0	0	0	0	0	0	0	0	0	25	94
2015 - 2030	0	27	2	0	0	0	0	0	0	0	0	0	0	29	
2030 - 2045	0	18	1	0	0	0	0	0	0	0	0	0	0	19	
2045 - 2100	0	19	2	0	0	0	0	0	0	0	0	0	0	21	
2100 - 2115	0	17	2	0	0	0	0	0	0	0	0	0	0	19	
2115 - 2130	0	16	2	0	0	0	0	0	0	0	0	0	0	18	65
2130 - 2145	0	12	1	0	0	0	0	0	0	0	0	0	0	13	
2145 - 2200	0	14	1	0	0	0	0	0	0	0	0	0	0	15	
2200 - 2215	0	14	1	0	0	0	0	0	0	0	0	0	0	16	
2215 - 2230	0	13	1	0	0	0	0	0	0	0	0	0	0	14	
2230 - 2245	0	8	1	0	0	0	0	0	0	0	0	0	0	9	48
2245 - 2300	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
2300 - 2315	0	8	1	0	0	0	0	0	0	0	0	0	0	8	
2315 - 2330	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
2330 - 2345	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
2345 - 0000	0	4	0	0	0	0	0	0	0	0	0	0	0	4	26

Session Total	4	2366	181	8	17	3	0	1	0	0	0	0	2579
Session Average	0.04	24.64	1.88	0.09	0.18	0.03	0.00	0.01	0.00	0.00	0.00	0.00	26.87
Session Percentage	0.14	91.72	7.00	0.32	0.66	0.12	0.00	0.03	0.01	0.00	0.00	0.00	

AM Peak Hour	0845 - 0945	0800 - 0900	0730 - 0830	0700 - 0800	0845 - 0945	0700 - 0800	-	0845 - 0945	-	-	-	-	-	0800 - 0900
AM Peak Volume	0	132	16	2	2	1	0	0	0	0	0	0	0	148

Noon Peak Hour	1100 - 1200	1445 - 1545	1445 - 1545	1000 - 1100	1145 - 1245	1100 - 1200	-	1100 - 1200	-	-	-	-	-	1445 - 1545
Noon Peak Volume	1	250	22	1	3	1	0	0	0	0	0	0	0	274

PM Peak Hour	1600 - 1700	1500 - 1600	1500 - 1600	1545 - 1645	1500 - 1600	1515 - 1615	-	-	-	-	-	-	-
PM Peak Volume	1	264	23	3	2	0	0	0	0	0	0	0	291

Bi-Directional Class Count || SB WB Average 15min

Atlanta, GA



Site 1	Date	Weather
Glenridge Dr, north of Driveway 2	Wednesday, May 1, 2024	Fair 74°F
Lat/Long		
33.931640°, -84.365968°		

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

Time	SB WB Average 15min													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	2	0	0	0	0	0	0	0	0	0	0	0	3	8
0015 - 0030	0	2	0	0	0	0	0	0	0	0	0	0	0	3	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	1	0	0	0	0	0	0	0	0	0	0	0	2	
0100 - 0115	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
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	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200 - 0215	0	2	0	0	0	0	0	0	0	0	0	0	0	3	4
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
0415 - 0430	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0430 - 0445	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0445 - 0500	0	2	0	0	0	0	0	0	0	0	0	0	0	3	
0500 - 0515	0	2	0	0	0	0	0	0	0	0	0	0	0	2	17
0515 - 0530	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0530 - 0545	0	4	1	0	0	0	0	0	0	0	0	0	0	4	
0545 - 0600	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0600 - 0615	0	6	2	0	0	0	0	0	0	0	0	0	0	8	66
0615 - 0630	0	11	2	0	0	0	0	0	0	0	0	0	0	13	
0630 - 0645	0	18	2	0	0	0	0	0	0	0	0	0	0	20	
0645 - 0700	0	23	1	1	0	0	0	0	0	0	0	0	0	25	
0700 - 0715	0	28	1	0	0	0	0	0	0	0	0	0	0	29	180
0715 - 0730	0	36	5	1	0	0	0	0	0	0	0	0	0	42	
0730 - 0745	0	46	5	0	0	0	0	0	0	0	0	0	0	51	
0745 - 0800	0	50	7	0	0	0	0	0	0	0	0	0	0	57	
0800 - 0815	0	56	3	0	0	0	0	0	0	0	0	0	0	59	235
0815 - 0830	0	56	6	1	0	0	0	0	0	0	0	0	0	64	
0830 - 0845	0	48	4	0	0	0	0	0	0	0	0	0	0	52	
0845 - 0900	0	53	6	0	0	0	0	0	0	0	0	0	0	60	
0900 - 0915	0	37	3	0	0	0	0	0	0	0	0	0	0	41	180
0915 - 0930	0	41	4	0	0	0	0	0	0	0	0	0	0	45	
0930 - 0945	0	41	4	0	1	0	0	0	0	0	0	0	0	46	
0945 - 1000	0	45	3	0	0	0	0	0	0	0	0	0	0	48	
1000 - 1015	0	32	2	0	1	0	0	0	0	0	0	0	0	37	169
1015 - 1030	0	38	5	0	0	0	0	0	0	0	0	0	0	43	
1030 - 1045	0	37	2	0	1	0	0	0	1	0	0	0	0	40	
1045 - 1100	0	47	1	0	1	0	0	0	0	0	0	0	0	49	
1100 - 1115	0	35	3	0	0	0	0	0	0	0	0	0	0	38	195
1115 - 1130	0	40	4	0	0	0	0	0	0	0	0	0	0	43	
1130 - 1145	0	45	6	0	0	0	0	0	0	0	0	0	0	51	
1145 - 1200	0	57	5	0	1	0	0	0	0	0	0	0	0	62	
1200 - 1215	0	51	4	0	0	0	0	0	0	0	0	0	0	56	223
1215 - 1230	0	48	3	0	0	0	0	0	0	0	0	0	0	52	
1230 - 1245	0	54	3	0	0	0	0	0	0	0	0	0	0	57	
1245 - 1300	0	49	8	0	0	1	0	0	0	0	0	0	0	58	
1300 - 1315	0	42	3	0	2	0	0	0	0	0	0	0	0	47	172
1315 - 1330	0	42	4	0	0	0	0	0	0	0	0	0	0	47	
1330 - 1345	0	38	2	0	0	0	0	0	0	0	0	0	0	41	
1345 - 1400	0	36	1	0	0	0	0	0	0	0	0	0	0	38	
1400 - 1415	0	42	3	0	1	0	0	0	0	0	0	0	0	47	192
1415 - 1430	0	43	3	0	0	0	0	0	1	0	0	0	0	47	
1430 - 1445	0	39	3	0	0	0	0	0	0	0	0	0	0	43	
1445 - 1500	0	50	4	1	0	0	0	0	0	0	0	0	0	55	
1500 - 1515	0	45	4	0	0	0	0	0	0	0	0	0	0	49	208
1515 - 1530	0	45	2	0	1	0	0	0	0	0	0	0	0	48	
1530 - 1545	0	49	3	0	0	0	0	0	0	0	0	0	0	53	
1545 - 1600	0	53	4	0	1	0	0	0	0	0	0	0	0	58	
1600 - 1615	0	53	3	1	1	0	0	0	0	0	0	0	0	57	238
1615 - 1630	0	54	4	0	1	0	0	0	0	0	0	0	0	59	
1630 - 1645	0	49	4	0	0	0	0	0	0	0	0	0	0	53	
1645 - 1700	0	65	4	0	0	0	0	0	0	0	0	0	0	69	
1700 - 1715	0	64	5	0	0	0	0	0	0	0	0	0	0	69	256
1715 - 1730	0	63	5	0	0	0	0	0	0	0	0	0	0	68	
1730 - 1745	1	60	3	0	0	0	0	0	0	0	0	0	0	63	
1745 - 1800	0	53	3	0	0	0	0	0	0	0	0	0	0	56	
1800 - 1815	0	44	3	0	0	0	0	0	0	0	0	0	0	47	173
1815 - 1830	0	39	3	0	0	0	0	0	0	0	0	0	0	43	
1830 - 1845	0	43	4	0	0	0	0	0	0	0	0	0	0	47	
1845 - 1900	0	35	2	0	0	0	0	0	0	0	0	0	0	36	
1900 - 1915	0	32	2	0	0	0	0	0	0	0	0	0	0	34	121
1915 - 1930	0	28	2	0	0	0	0	0	0	0	0	0	0	29	
1930 - 1945	0	28	1	0	0	0	0	0	0	0	0	0	0	28	
1945 - 2000	0	27	1	0	0	0	0	0	0	0	0	0	0	29	
2000 - 2015	0	28	3	0	0	0	0	0	0	0	0	0	0	31	98
2015 - 2030	0	25	1	0	0	0	0	0	0	0	0	0	0	26	
2030 - 2045	0	17	1	0	0	0	0	0	0	0	0	0	0	17	
2045 - 2100	0	22	1	0	0	0	0	0	0	0	0	0	0	23	
2100 - 2115	0	14	1	0	0	0	0	0	0	0	0	0	0	15	49
2115 - 2130	0	13	0	0	0	0	0	0	0	0	0	0	0	13	
2130 - 2145	0	10	1	0	0	0	0	0	0	0	0	0	0	12	
2145 - 2200	0	9	0	0	0	0	0	0	0	0	0	0	0	9	
2200 - 2215	0	10	0	0	0	0	0	0	0	0	0	0	0	10	33
2215 - 2230	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
2230 - 2245	0	7	0	0	0	0	0	0	0	0	0	0	0	8	
2245 - 2300	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
2300 - 2315	0	4	0	0	0	0	0	0	0	0	0	0	0	4	15
2315 - 2330	0	4	0	0	0	0	0	0	0	0	0	0	0	5	
2330 - 2345	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
2345 - 0000	0	2	0	0	0	0	0	0	0	0	0	0	0	2	

Session Total	5	2602	201	7	16	2	0	2	4	0	0	0	0	2839
Session Average	0.06	27.10	2.09	0.08	0.17	0.02	0.00	0.02	0.04	0.00	0.00	0.00	0.00	29.58
Session Percentage	0.19	91.64	7.07	0.26	0.58	0.08	0.00	0.06	0.13	0.00	0.00	0.00	0.00	

AM Peak Hour	0845 - 0945	0800 - 0900	0730 - 0830	0730 - 0830	0845 - 0945	0645 - 0745	-	0630 - 0730	0730 - 0830	-	-	-	-	0800 - 0900
AM Peak Volume	1	212	21	2	2	0	0	0	1	0	0	0	0	235

Bi-Directional Class Count || Volume Summary 15min

Atlanta, GA

Site 1
Glenridge Dr,
north of Driveway 2

Date
Wednesday, May 1, 2024

Weather
Fair
74°F

Lat/Long
33.931640°, -84.365968°

[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (05-01-2024)
Volume Summary 15min

TIME	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
0000 - 0015	5	1	6	13
0015 - 0030	3	1	4	
0030 - 0045	2	0	2	
0045 - 0100	1	0	1	
0100 - 0115	0	0	0	2
0115 - 0130	0	1	1	
0130 - 0145	0	1	1	
0145 - 0200	0	0	0	
0200 - 0215	2	4	6	9
0215 - 0230	0	1	1	
0230 - 0245	1	0	1	
0245 - 0300	1	0	1	
0300 - 0315	2	1	3	10
0315 - 0330	3	0	3	
0330 - 0345	3	0	3	
0345 - 0400	1	0	1	
0400 - 0415	1	0	1	11
0415 - 0430	3	0	3	
0430 - 0445	0	5	5	
0445 - 0500	0	2	2	
0500 - 0515	6	3	9	37
0515 - 0530	4	3	7	
0530 - 0545	1	5	6	
0545 - 0600	6	9	15	
0600 - 0615	8	11	19	131
0615 - 0630	7	17	24	
0630 - 0645	8	28	36	
0645 - 0700	13	39	52	
0700 - 0715	24	46	70	392
0715 - 0730	28	62	90	
0730 - 0745	34	79	113	
0745 - 0800	45	74	119	
0800 - 0815	63	83	146	504
0815 - 0830	49	78	127	
0830 - 0845	45	72	117	
0845 - 0900	39	75	114	
0900 - 0915	47	54	101	416
0915 - 0930	52	60	112	
0930 - 0945	38	67	105	
0945 - 1000	36	62	98	
1000 - 1015	29	43	72	324
1015 - 1030	31	44	75	
1030 - 1045	41	46	87	
1045 - 1100	28	62	90	
1100 - 1115	41	41	82	400
1115 - 1130	39	45	84	
1130 - 1145	50	45	95	
1145 - 1200	53	86	139	

Time	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
1200 - 1215	47	80	127	434
1215 - 1230	55	52	107	
1230 - 1245	43	53	96	
1245 - 1300	41	63	104	
1300 - 1315	63	61	124	396
1315 - 1330	47	49	96	
1330 - 1345	47	42	89	
1345 - 1400	40	47	87	
1400 - 1415	57	45	102	414
1415 - 1430	53	48	101	
1430 - 1445	63	49	112	
1445 - 1500	46	53	99	
1500 - 1515	108	55	163	581
1515 - 1530	86	50	136	
1530 - 1545	81	53	134	
1545 - 1600	82	66	148	
1600 - 1615	85	77	162	665
1615 - 1630	78	71	149	
1630 - 1645	103	71	174	
1645 - 1700	88	92	180	
1700 - 1715	86	100	186	692
1715 - 1730	86	99	185	
1730 - 1745	89	100	189	
1745 - 1800	62	70	132	
1800 - 1815	74	58	132	429
1815 - 1830	57	54	111	
1830 - 1845	54	53	107	
1845 - 1900	38	41	79	
1900 - 1915	45	32	77	281
1915 - 1930	40	32	72	
1930 - 1945	32	33	65	
1945 - 2000	34	33	67	
2000 - 2015	25	28	53	220
2015 - 2030	34	31	65	
2030 - 2045	22	18	40	
2045 - 2100	31	31	62	
2100 - 2115	20	21	41	135
2115 - 2130	18	19	37	
2130 - 2145	16	15	31	
2145 - 2200	14	12	26	
2200 - 2215	23	9	32	82
2215 - 2230	13	11	24	
2230 - 2245	8	8	16	
2245 - 2300	5	5	10	
2300 - 2315	9	4	13	46
2315 - 2330	18	2	20	
2330 - 2345	5	2	7	
2345 - 0000	4	2	6	

Session Total	3168	3456	6624
Session Average	33.00	36.00	69.00
Session Percentage	47.83	52.17	

TIME	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
0000 - 0015	1	0	1	13
0015 - 0030	3	3	6	
0030 - 0045	4	1	5	
0045 - 0100	1	0	1	
0100 - 0115	1	0	1	5
0115 - 0130	2	1	3	
0130 - 0145	1	0	1	
0145 - 0200	0	0	0	
0200 - 0215	0	3	3	9
0215 - 0230	1	0	1	
0230 - 0245	2	0	2	
0245 - 0300	3	0	3	
0300 - 0315	1	0	1	7
0315 - 0330	3	0	3	
0330 - 0345	1	0	1	
0345 - 0400	2	0	2	
0400 - 0415	1	0	1	14
0415 - 0430	1	1	2	
0430 - 0445	2	3	5	
0445 - 0500	2	4	6	
0500 - 0515	2	3	5	40
0515 - 0530	1	4	5	
0530 - 0545	6	8	14	
0545 - 0600	4	12	16	
0600 - 0615	6	12	18	139
0615 - 0630	10	17	27	
0630 - 0645	11	32	43	
0645 - 0700	18	33	51	
0700 - 0715	28	36	64	390
0715 - 0730	27	55	82	
0730 - 0745	43	73	116	
0745 - 0800	34	94	128	
0800 - 0815	68	87	155	538
0815 - 0830	51	100	151	
0830 - 0845	43	72	115	
0845 - 0900	43	74	117	
0900 - 0915	33	42	75	321
0915 - 0930	33	53	86	
0930 - 0945	26	45	71	
0945 - 1000	33	56	89	
1000 - 1015	24	40	64	300
1015 - 1030	36	44	80	
1030 - 1045	30	41	71	
1045 - 1100	37	48	85	
1100 - 1115	31	38	69	371
1115 - 1130	26	47	73	
1130 - 1145	31	69	100	
1145 - 1200	63	66	129	

Session Total	2954	3247	6201
Session Average	30.77	33.82	64.59
Session Percentage	47.64	52.36	

Time	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
1200 - 1215	55	51	106	428
1215 - 1230	60	58	118	
1230 - 1245	38	60	98	
1245 - 1300	51	55	106	
1300 - 1315	60	46	106	374
1315 - 1330	39	51	90	
1330 - 1345	47	52	99	
1345 - 1400	43	36	79	
1400 - 1415	39	64	103	413
1415 - 1430	48	56	104	
1430 - 1445	50	42	92	
1445 - 1500	54	60	114	
1500 - 1515	94	61	155	592
1515 - 1530	106	52	158	
1530 - 1545	91	60	151	
1545 - 1600	68	60	128	
1600 - 1615	94	58	152	582
1615 - 1630	87	70	157	
1630 - 1645	72	55	127	
1645 - 1700	68	78	146	
1700 - 1715	62	73	135	534
1715 - 1730	84	73	157	
1730 - 1745	62	54	116	
1745 - 1800	58	68	126	
1800 - 1815	58	51	109	369
1815 - 1830	39	47	86	
1830 - 1845	44	42	86	
1845 - 1900	43	45	88	
1900 - 1915	34	46	80	286
1915 - 1930	48	30	78	
1930 - 1945	38	34	72	
1945 - 2000	30	26	56	
2000 - 2015	28	42	70	214
2015 - 2030	26	30	56	
2030 - 2045	23	21	44	
2045 - 2100	19	25	44	
2100 - 2115	17	9	26	105
2115 - 2130	21	6	27	
2130 - 2145	13	14	27	
2145 - 2200	15	10	25	
2200 - 2215	16	14	30	108
2215 - 2230	21	12	33	
2230 - 2245	13	4	17	
2245 - 2300	20	8	28	
2300 - 2315	12	4	16	49
2315 - 2330	6	7	13	
2330 - 2345	5	7	12	
2345 - 0000	5	3	8	

Site 1
Glenridge Dr,
north of Driveway 2

Date
Sunday, May 5, 2024

Weather
Mostly Cloudy
74°F

Lat/Long
33.931640°, -84.365968°

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0000 - 2400 (Sunday 24h Session) (05-05-2024)
Volume Summary 15min

TIME	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
0000 - 0015	3	8	11	26
0015 - 0030	2	4	6	
0030 - 0045	1	0	1	
0045 - 0100	3	5	8	
0100 - 0115	4	2	6	12
0115 - 0130	1	0	1	
0130 - 0145	2	1	3	
0145 - 0200	1	1	2	
0200 - 0215	3	1	4	10
0215 - 0230	0	1	1	
0230 - 0245	1	1	2	
0245 - 0300	2	1	3	
0300 - 0315	0	0	0	5
0315 - 0330	3	1	4	
0330 - 0345	0	1	1	
0345 - 0400	0	0	0	
0400 - 0415	2	0	2	8
0415 - 0430	0	1	1	
0430 - 0445	0	1	1	
0445 - 0500	2	2	4	
0500 - 0515	0	0	0	5
0515 - 0530	1	3	4	
0530 - 0545	0	0	0	
0545 - 0600	1	0	1	
0600 - 0615	0	1	1	12
0615 - 0630	1	4	5	
0630 - 0645	2	0	2	
0645 - 0700	1	3	4	
0700 - 0715	7	6	13	46
0715 - 0730	6	8	14	
0730 - 0745	3	2	5	
0745 - 0800	10	4	14	
0800 - 0815	3	7	10	106
0815 - 0830	9	14	23	
0830 - 0845	15	13	28	
0845 - 0900	15	30	45	
0900 - 0915	15	27	42	178
0915 - 0930	14	23	37	
0930 - 0945	21	25	46	
0945 - 1000	28	25	53	
1000 - 1015	14	27	41	217
1015 - 1030	19	42	61	
1030 - 1045	26	34	60	
1045 - 1100	18	37	55	
1100 - 1115	24	35	59	274
1115 - 1130	27	38	65	
1130 - 1145	49	40	89	
1145 - 1200	26	35	61	

Time	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
1200 - 1215	40	37	77	350
1215 - 1230	31	45	76	
1230 - 1245	37	58	95	
1245 - 1300	46	56	102	
1300 - 1315	47	33	80	285
1315 - 1330	38	41	79	
1330 - 1345	32	29	61	
1345 - 1400	35	30	65	
1400 - 1415	36	31	67	288
1415 - 1430	27	37	64	
1430 - 1445	37	38	75	
1445 - 1500	29	53	82	
1500 - 1515	43	31	74	324
1515 - 1530	44	43	87	
1530 - 1545	41	46	87	
1545 - 1600	28	48	76	
1600 - 1615	45	36	81	291
1615 - 1630	41	35	76	
1630 - 1645	33	32	65	
1645 - 1700	31	38	69	
1700 - 1715	25	35	60	246
1715 - 1730	37	31	68	
1730 - 1745	26	36	62	
1745 - 1800	27	29	56	
1800 - 1815	31	33	64	238
1815 - 1830	25	27	52	
1830 - 1845	28	45	73	
1845 - 1900	26	23	49	
1900 - 1915	14	25	39	186
1915 - 1930	24	26	50	
1930 - 1945	29	18	47	
1945 - 2000	23	27	50	
2000 - 2015	21	24	45	141
2015 - 2030	28	17	45	
2030 - 2045	12	13	25	
2045 - 2100	13	13	26	
2100 - 2115	21	14	35	102
2115 - 2130	16	14	30	
2130 - 2145	9	6	15	
2145 - 2200	16	6	22	
2200 - 2215	8	8	16	55
2215 - 2230	8	6	14	
2230 - 2245	6	11	17	
2245 - 2300	4	4	8	
2300 - 2315	4	5	9	26
2315 - 2330	5	5	10	
2330 - 2345	1	1	2	
2345 - 0000	3	2	5	

Session Total	1616	1815	3431
Session Average	16.83	18.91	35.74
Session Percentage	47.10	52.90	

Bi-Directional Class Count | | NB EB 60min

Atlanta, GA



Site 1
Glenridge Dr,
north of Driveway 2

Date
Wednesday, May 1, 2024

Lat/Long
33.931640°, -84.365968°

Weather
Fair
74°F

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0000 - 2400 (Weekday 24h Session) (05-01-2024)
NB EB 60min

Northbound (Movement 1.1)														
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	8	3	0	0	0	0	0	0	0	0	0	0	11
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0300	0	4	0	0	0	0	0	0	0	0	0	0	0	4
0300 - 0400	0	8	0	0	0	0	0	0	1	0	0	0	0	9
0400 - 0500	0	4	0	0	0	0	0	0	0	0	0	0	0	4
0500 - 0600	0	14	3	0	0	0	0	0	0	0	0	0	0	17
0600 - 0700	0	28	8	0	0	0	0	0	0	0	0	0	0	36
0700 - 0800	0	108	18	4	0	1	0	0	0	0	0	0	0	131
0800 - 0900	0	164	30	1	1	0	0	0	0	0	0	0	0	196
0900 - 1000	0	153	16	1	2	0	0	1	0	0	0	0	0	173
1000 - 1100	0	117	9	2	1	0	0	0	0	0	0	0	0	129
1100 - 1200	1	157	22	1	1	0	0	1	0	0	0	0	0	183
1200 - 1300	0	168	13	0	4	1	0	0	0	0	0	0	0	186
1300 - 1400	0	187	9	0	0	1	0	0	0	0	0	0	0	197
1400 - 1500	0	193	20	1	5	0	0	0	0	0	0	0	0	219
1500 - 1600	0	324	26	2	5	0	0	0	0	0	0	0	0	357
1600 - 1700	1	340	9	2	2	0	0	0	0	0	0	0	0	354
1700 - 1800	0	307	16	0	0	0	0	0	0	0	0	0	0	323
1800 - 1900	1	210	11	0	1	0	0	0	0	0	0	0	0	223
1900 - 2000	0	146	5	0	0	0	0	0	0	0	0	0	0	151
2000 - 2100	0	109	2	0	1	0	0	0	0	0	0	0	0	112
2100 - 2200	0	64	4	0	0	0	0	0	0	0	0	0	0	68
2200 - 2300	0	48	1	0	0	0	0	0	0	0	0	0	0	49
2300 - 2400	0	35	1	0	0	0	0	0	0	0	0	0	0	36

Session Total	3	2896	226	14	23	3	0	2	1	0	0	0	0	3168
Session Average	0.13	120.67	9.42	0.58	0.96	0.13	0.00	0.08	0.04	0.00	0.00	0.00	0.00	132.00
Session Percentage	0.09	91.41	7.13	0.44	0.73	0.09	0.00	0.06	0.03	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0800 - 0900	0800 - 0900	0700 - 0800	0900 - 1000	0700 - 0800	-	0900 - 1000	-	-	-	-	-	0800 - 0900
AM Peak Volume	0	164	30	4	2	1	0	1	0	0	0	0	0	196

Noon Peak Hour	1100 - 1200	1400 - 1500	1100 - 1200	1000 - 1100	1400 - 1500	1200 - 1300	-	1100 - 1200	-	-	-	-	-	1400 - 1500
Noon Peak Volume	1	193	22	2	5	1	0	1	0	0	0	0	0	219

PM Peak Hour	1600 - 1700	1600 - 1700	1500 - 1600	1500 - 1600	1500 - 1600	-	-	-	-	-	-	-	-	1500 - 1600
PM Peak Volume	1	340	26	2	5	0	0	0	0	0	0	0	0	357

Site 1
Glenridge Dr,
north of Driveway 2

Date
Thursday, May 2, 2024

Weather
Partly Cloudy
76°F

Lat/Long
33.931640°, -84.365968°

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0000 - 2400 (Weekday 24h Session) (05-02-2024)
NB EB 60min

	Northbound (Movement 1.1)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	9	0	0	0	0	0	0	0	0	0	0	0	9
0100 - 0200	0	4	0	0	0	0	0	0	0	0	0	0	0	4
0200 - 0300	0	5	1	0	0	0	0	0	0	0	0	0	0	6
0300 - 0400	0	6	0	0	1	0	0	0	0	0	0	0	0	7
0400 - 0500	0	6	0	0	0	0	0	0	0	0	0	0	0	6
0500 - 0600	0	13	0	0	0	0	0	0	0	0	0	0	0	13
0600 - 0700	0	41	3	1	0	0	0	0	0	0	0	0	0	45
0700 - 0800	0	122	6	3	0	1	0	0	0	0	0	0	0	132
0800 - 0900	0	194	9	1	1	0	0	0	0	0	0	0	0	205
0900 - 1000	0	109	14	0	2	0	0	0	0	0	0	0	0	125
1000 - 1100	0	112	12	0	3	0	0	0	0	0	0	0	0	127
1100 - 1200	0	133	14	0	1	3	0	0	0	0	0	0	0	151
1200 - 1300	0	178	24	0	2	0	0	0	0	0	0	0	0	204
1300 - 1400	0	171	14	0	3	1	0	0	0	0	0	0	0	189
1400 - 1500	0	178	10	1	2	0	0	0	0	0	0	0	0	191
1500 - 1600	1	322	32	2	2	0	0	0	0	0	0	0	0	359
1600 - 1700	0	290	27	2	1	1	0	0	0	0	0	0	0	321
1700 - 1800	0	243	20	0	3	0	0	0	0	0	0	0	0	266
1800 - 1900	1	174	8	0	1	0	0	0	0	0	0	0	0	184
1900 - 2000	0	140	9	0	1	0	0	0	0	0	0	0	0	150
2000 - 2100	0	83	13	0	0	0	0	0	0	0	0	0	0	96
2100 - 2200	1	55	10	0	0	0	0	0	0	0	0	0	0	66
2200 - 2300	0	62	8	0	0	0	0	0	0	0	0	0	0	70
2300 - 2400	0	24	4	0	0	0	0	0	0	0	0	0	0	28

Session Total	3	2674	238	10	23	6	0	0	0	0	0	0	0	2954
Session Average	0.13	111.42	9.92	0.42	0.96	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	123.08
Session Percentage	0.10	90.52	8.06	0.34	0.78	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0800 - 0900	0900 - 1000	0700 - 0800	0900 - 1000	0700 - 0800	-	-	-	-	-	-	-	0800 - 0900
AM Peak Volume	0	194	14	3	2	1	0	0	0	0	0	0	0	205

Noon Peak Hour	-	1200 - 1300	1200 - 1300	1400 - 1500	1000 - 1100	1100 - 1200	-	-	-	-	-	-	-	1200 - 1300
Noon Peak Volume	0	178	24	1	3	3	0	0	0	0	0	0	0	204

PM Peak Hour	1500 - 1600	1500 - 1600	1500 - 1600	1500 - 1600	1700 - 1800	1600 - 1700	-	-	-	-	-	-	-	1500 - 1600
PM Peak Volume	1	322	32	2	3	1	0	0	0	0	0	0	0	359

Site 1
Glenridge Dr,
north of Driveway 2

Date
Sunday, May 5, 2024

Weather
Mostly Cloudy
74°F

Lat/Long
33.931640°, -84.365968°

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0000 - 2400 (Sunday 24h Session) (05-05-2024)

NB EB 60min

	Northbound (Movement 1.1)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	8	1	0	0	0	0	0	0	0	0	0	0	9
0100 - 0200	0	8	0	0	0	0	0	0	0	0	0	0	0	8
0200 - 0300	0	6	0	0	0	0	0	0	0	0	0	0	0	6
0300 - 0400	0	3	0	0	0	0	0	0	0	0	0	0	0	3
0400 - 0500	0	3	1	0	0	0	0	0	0	0	0	0	0	4
0500 - 0600	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0600 - 0700	0	3	1	0	0	0	0	0	0	0	0	0	0	4
0700 - 0800	0	23	3	0	0	0	0	0	0	0	0	0	0	26
0800 - 0900	0	38	2	1	1	0	0	0	0	0	0	0	0	42
0900 - 1000	1	75	2	0	0	0	0	0	0	0	0	0	0	78
1000 - 1100	1	76	0	0	0	0	0	0	0	0	0	0	0	77
1100 - 1200	1	117	7	0	1	0	0	0	0	0	0	0	0	126
1200 - 1300	0	146	7	0	1	0	0	0	0	0	0	0	0	154
1300 - 1400	1	144	6	0	1	0	0	0	0	0	0	0	0	152
1400 - 1500	0	120	9	0	0	0	0	0	0	0	0	0	0	129
1500 - 1600	0	145	11	0	0	0	0	0	0	0	0	0	0	156
1600 - 1700	1	145	4	0	0	0	0	0	0	0	0	0	0	150
1700 - 1800	0	109	6	0	0	0	0	0	0	0	0	0	0	115
1800 - 1900	0	106	3	0	1	0	0	0	0	0	0	0	0	110
1900 - 2000	0	87	3	0	0	0	0	0	0	0	0	0	0	90
2000 - 2100	0	70	4	0	0	0	0	0	0	0	0	0	0	74
2100 - 2200	0	56	6	0	0	0	0	0	0	0	0	0	0	62
2200 - 2300	0	24	2	0	0	0	0	0	0	0	0	0	0	26
2300 - 2400	0	13	0	0	0	0	0	0	0	0	0	0	0	13

Session Total	5	1527	78	1	5	0	0	0	0	0	0	0	0	1616
Session Average	0.21	63.63	3.25	0.04	0.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	67.33
Session Percentage	0.31	94.49	4.83	0.06	0.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	0900 - 1000	0900 - 1000	0700 - 0800	0800 - 0900	0800 - 0900	-	-	-	-	-	-	-	-	0900 - 1000
AM Peak Hour Volume	1	75	3	1	1	0	0	0	0	0	0	0	0	78

Noon Peak Hour	1000 - 1100	1200 - 1300	1400 - 1500	-	1100 - 1200	-	-	-	-	-	-	-	-	1200 - 1300
Noon Peak Hour Volume	1	146	9	0	1	0	0	0	0	0	0	0	0	154

PM Peak Hour	1600 - 1700	1500 - 1600	1500 - 1600	-	1800 - 1900	-	-	-	-	-	-	-	-	1500 - 1600
PM Peak Hour Volume	1	145	11	0	1	0	0	0	0	0	0	0	0	156

Bi-Directional Class Count | | SB WB 60min

Atlanta, GA



Site 1
Glenridge Dr,
north of Driveway 2

Date
Wednesday, May 1, 2024

Lat/Long
33.931640°, -84.365968°

Weather
Fair
74°F

[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (05-01-2024)
SB WB 60min

Southbound (Movement 1.2)														
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	1	1	0	0	0	0	0	0	0	0	0	0	0	2
0100 - 0200	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0200 - 0300	0	5	0	0	0	0	0	0	0	0	0	0	0	5
0300 - 0400	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0400 - 0500	0	6	1	0	0	0	0	0	0	0	0	0	0	7
0500 - 0600	0	15	4	0	1	0	0	0	0	0	0	0	0	20
0600 - 0700	0	82	12	1	0	0	0	0	0	0	0	0	0	95
0700 - 0800	0	219	39	1	0	1	0	1	0	0	0	0	0	261
0800 - 0900	1	269	32	3	1	0	0	1	1	0	0	0	0	308
0900 - 1000	1	221	18	1	1	0	0	0	1	0	0	0	0	243
1000 - 1100	0	171	11	3	6	1	0	1	2	0	0	0	0	195
1100 - 1200	0	186	29	0	2	0	0	0	0	0	0	0	0	217
1200 - 1300	0	224	21	0	2	1	0	0	0	0	0	0	0	248
1300 - 1400	1	182	13	0	1	0	0	1	1	0	0	0	0	199
1400 - 1500	0	175	11	2	4	1	0	0	2	0	0	0	0	195
1500 - 1600	0	204	15	1	3	0	0	0	1	0	0	0	0	224
1600 - 1700	0	286	20	1	3	1	0	0	0	0	0	0	0	311
1700 - 1800	1	345	22	0	1	0	0	0	0	0	0	0	0	369
1800 - 1900	0	192	13	0	1	0	0	0	0	0	0	0	0	206
1900 - 2000	1	122	7	0	0	0	0	0	0	0	0	0	0	130
2000 - 2100	0	103	5	0	0	0	0	0	0	0	0	0	0	108
2100 - 2200	0	64	3	0	0	0	0	0	0	0	0	0	0	67
2200 - 2300	1	32	0	0	0	0	0	0	0	0	0	0	0	33
2300 - 2400	0	10	0	0	0	0	0	0	0	0	0	0	0	10

Session Total	7	3117	276	13	26	5	0	4	8	0	0	0	0	3456
Session Average	0.29	129.88	11.50	0.54	1.08	0.21	0.00	0.17	0.33	0.00	0.00	0.00	0.00	144.00
Session Percentage	0.20	90.19	7.99	0.38	0.75	0.14	0.00	0.12	0.23	0.00	0.00	0.00	0.00	

AM Peak Hour	0800 - 0900	0800 - 0900	0700 - 0800	0800 - 0900	0500 - 0600	0700 - 0800	-	0700 - 0800	0800 - 0900	-	-	-	-	0800 - 0900
AM Peak Volume	1	269	39	3	1	1	0	1	1	0	0	0	0	308

Noon Peak Hour	1300 - 1400	1200 - 1300	1100 - 1200	1000 - 1100	1000 - 1100	1000 - 1100	-	1000 - 1100	1000 - 1100	-	-	-	-	1200 - 1300
Noon Peak Volume	1	224	29	3	6	1	0	1	2	0	0	0	0	248

PM Peak Hour	1700 - 1800	1700 - 1800	1700 - 1800	1500 - 1600	1500 - 1600	1600 - 1700	-	-	1500 - 1600	-	-	-	-	1700 - 1800
PM Peak Volume	1	345	22	1	3	1	0	0	1	0	0	0	0	369

Site 1
Glenridge Dr,
north of Driveway 2

Date
Thursday, May 2, 2024

Weather
Partly Cloudy
76°F

Lat/Long
33.931640°, -84.365968°

[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (05-02-2024)
SB WB 60min

	Southbound (Movement 1.2)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	4	0	0	0	0	0	0	0	0	0	0	0	4
0100 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0200 - 0300	0	3	0	0	0	0	0	0	0	0	0	0	0	3
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0500	0	8	0	0	0	0	0	0	0	0	0	0	0	8
0500 - 0600	0	24	3	0	0	0	0	0	0	0	0	0	0	27
0600 - 0700	0	85	8	1	0	0	0	0	0	0	0	0	0	94
0700 - 0800	0	239	16	2	0	0	0	0	1	0	0	0	0	258
0800 - 0900	0	308	22	1	2	0	0	0	0	0	0	0	0	333
0900 - 1000	0	177	15	1	3	0	0	0	0	0	0	0	0	196
1000 - 1100	1	163	8	0	1	0	0	0	0	0	0	0	0	173
1100 - 1200	0	201	17	0	2	0	0	0	0	0	0	0	0	220
1200 - 1300	0	204	18	0	1	1	0	0	0	0	0	0	0	224
1300 - 1400	0	167	11	0	6	1	0	0	0	0	0	0	0	185
1400 - 1500	1	202	14	1	2	0	0	1	1	0	0	0	0	222
1500 - 1600	1	215	14	1	2	0	0	0	0	0	0	0	0	233
1600 - 1700	1	244	14	1	1	0	0	0	0	0	0	0	0	261
1700 - 1800	2	248	18	0	0	0	0	0	0	0	0	0	0	268
1800 - 1900	1	172	12	0	0	0	0	0	0	0	0	0	0	185
1900 - 2000	0	130	4	0	2	0	0	0	0	0	0	0	0	136
2000 - 2100	0	109	9	0	0	0	0	0	0	0	0	0	0	118
2100 - 2200	0	36	3	0	0	0	0	0	0	0	0	0	0	39
2200 - 2300	0	35	3	0	0	0	0	0	0	0	0	0	0	38
2300 - 2400	0	18	2	1	0	0	0	0	0	0	0	0	0	21

Session Total	7	2993	211	9	22	2	0	1	2	0	0	0	0	3247
Session Average	0.29	124.71	8.79	0.38	0.92	0.08	0.00	0.04	0.08	0.00	0.00	0.00	0.00	135.29
Session Percentage	0.22	92.18	6.50	0.28	0.68	0.06	0.00	0.03	0.06	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0800 - 0900	0800 - 0900	0700 - 0800	0900 - 1000	-	-	-	0700 - 0800	-	-	-	-	0800 - 0900
AM Peak Volume	0	308	22	2	3	0	0	0	1	0	0	0	0	333

Noon Peak Hour	1000 - 1100	1200 - 1300	1200 - 1300	1400 - 1500	1300 - 1400	1200 - 1300	-	1400 - 1500	1400 - 1500	-	-	-	-	1200 - 1300
Noon Peak Volume	1	204	18	1	6	1	0	1	1	0	0	0	0	224

PM Peak Hour	1700 - 1800	1700 - 1800	1700 - 1800	1500 - 1600	1500 - 1600	-	-	-	-	-	-	-	-	1700 - 1800
PM Peak Volume	2	248	18	1	2	0	0	0	0	0	0	0	0	268

Site 1
Glenridge Dr,
north of Driveway 2

Date
Sunday, May 5, 2024

Weather
Mostly Cloudy
74°F

Lat/Long
33.931640°, -84.365968°

[Click here for Detailed Weather](#)

0000 - 2400 (Sunday 24h Session) (05-05-2024)

SB WB 60min

Southbound (Movement 1.2)														
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	1	14	2	0	0	0	0	0	0	0	0	0	0	17
0100 - 0200	0	4	0	0	0	0	0	0	0	0	0	0	0	4
0200 - 0300	0	3	1	0	0	0	0	0	0	0	0	0	0	4
0300 - 0400	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0400 - 0500	0	3	1	0	0	0	0	0	0	0	0	0	0	4
0500 - 0600	0	3	0	0	0	0	0	0	0	0	0	0	0	3
0600 - 0700	0	7	1	0	0	0	0	0	0	0	0	0	0	8
0700 - 0800	0	20	0	0	0	0	0	0	0	0	0	0	0	20
0800 - 0900	0	60	4	0	0	0	0	0	0	0	0	0	0	64
0900 - 1000	0	92	8	0	0	0	0	0	0	0	0	0	0	100
1000 - 1100	0	129	11	0	0	0	0	0	0	0	0	0	0	140
1100 - 1200	0	144	4	0	0	0	0	0	0	0	0	0	0	148
1200 - 1300	0	178	17	0	1	0	0	0	0	0	0	0	0	196
1300 - 1400	0	125	8	0	0	0	0	0	0	0	0	0	0	133
1400 - 1500	1	145	12	0	0	0	0	0	1	0	0	0	0	159
1500 - 1600	0	158	10	0	0	0	0	0	0	0	0	0	0	168
1600 - 1700	0	133	8	0	0	0	0	0	0	0	0	0	0	141
1700 - 1800	0	123	8	0	0	0	0	0	0	0	0	0	0	131
1800 - 1900	0	117	11	0	0	0	0	0	0	0	0	0	0	128
1900 - 2000	0	92	4	0	0	0	0	0	0	0	0	0	0	96
2000 - 2100	0	65	2	0	0	0	0	0	0	0	0	0	0	67
2100 - 2200	0	39	1	0	0	0	0	0	0	0	0	0	0	40
2200 - 2300	0	27	2	0	0	0	0	0	0	0	0	0	0	29
2300 - 2400	0	13	0	0	0	0	0	0	0	0	0	0	0	13

Session Total	2	1696	115	0	1	0	0	0	1	0	0	0	0	1815
Session Average	0.08	70.67	4.79	0.00	0.04	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.00	75.63
Session Percentage	0.11	93.44	6.34	0.00	0.06	0.00	0.00	0.00	0.06	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0900 - 1000	0900 - 1000	-	-	-	-	-	-	-	-	-	-	0900 - 1000
AM Peak Hour Volume	0	92	8	0	0	0	0	0	0	0	0	0	0	100

Noon Peak Hour	1400 - 1500	1200 - 1300	1200 - 1300	-	1200 - 1300	-	-	-	1400 - 1500	-	-	-	-	1200 - 1300
Noon Peak Hour Volume	1	178	17	0	1	0	0	0	1	0	0	0	0	196

PM Peak Hour	-	1500 - 1600	1800 - 1900	-	-	-	-	-	-	-	-	-	-	1500 - 1600
PM Peak Hour Volume	0	158	11	0	0	0	0	0	0	0	0	0	0	168

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

Atlanta, GA

Site 1
Glenridge Dr,
north of Driveway 2

Date
Wednesday, May 1, 2024

Lat/Long
33.931640°, -84.365968°

Weather
Fair
74°F

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0000 - 2400 (Weekday 24h Session) (05-01-2024)
Bi-Directional 60min

Bi-Directional 60min														
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	1	9	3	0	0	0	0	0	0	0	0	0	0	13
0100 - 0200	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0200 - 0300	0	9	0	0	0	0	0	0	0	0	0	0	0	9
0300 - 0400	0	9	0	0	0	0	0	0	1	0	0	0	0	10
0400 - 0500	0	10	1	0	0	0	0	0	0	0	0	0	0	11
0500 - 0600	0	29	7	0	1	0	0	0	0	0	0	0	0	37
0600 - 0700	0	110	20	1	0	0	0	0	0	0	0	0	0	131
0700 - 0800	0	327	57	5	0	2	0	1	0	0	0	0	0	392
0800 - 0900	1	433	62	4	2	0	0	1	1	0	0	0	0	504
0900 - 1000	1	374	34	2	3	0	0	1	1	0	0	0	0	416
1000 - 1100	0	288	20	5	7	1	0	1	2	0	0	0	0	324
1100 - 1200	1	343	51	1	3	0	0	1	0	0	0	0	0	400
1200 - 1300	0	392	34	0	6	2	0	0	0	0	0	0	0	434
1300 - 1400	1	369	22	0	1	1	0	1	1	0	0	0	0	396
1400 - 1500	0	368	31	3	9	1	0	0	2	0	0	0	0	414
1500 - 1600	0	528	41	3	8	0	0	0	1	0	0	0	0	581
1600 - 1700	1	626	29	3	5	1	0	0	0	0	0	0	0	665
1700 - 1800	1	652	38	0	1	0	0	0	0	0	0	0	0	692
1800 - 1900	1	402	24	0	2	0	0	0	0	0	0	0	0	429
1900 - 2000	1	268	12	0	0	0	0	0	0	0	0	0	0	281
2000 - 2100	0	212	7	0	1	0	0	0	0	0	0	0	0	220
2100 - 2200	0	128	7	0	0	0	0	0	0	0	0	0	0	135
2200 - 2300	1	80	1	0	0	0	0	0	0	0	0	0	0	82
2300 - 2400	0	45	1	0	0	0	0	0	0	0	0	0	0	46

Session Total	10	6013	502	27	49	8	0	6	9	0	0	0	0	6624
Session Average	0.42	250.54	20.92	1.13	2.04	0.33	0.00	0.25	0.38	0.00	0.00	0.00	0.00	276.00
Session Percentage	0.15	90.78	7.58	0.41	0.74	0.12	0.00	0.09	0.14	0.00	0.00	0.00	0.00	

AM Peak Hour	0800 - 0900	0800 - 0900	0800 - 0900	0700 - 0800	0900 - 1000	0700 - 0800	-	0700 - 0800	0800 - 0900	-	-	-	-	0800 - 0900
AM Peak Volume	1	433	62	5	3	2	0	1	1	0	0	0	0	504

Noon Peak Hour	1100 - 1200	1200 - 1300	1100 - 1200	1000 - 1100	1400 - 1500	1200 - 1300	-	1000 - 1100	1000 - 1100	-	-	-	-	1200 - 1300
Noon Peak Volume	1	392	51	5	9	2	0	1	2	0	0	0	0	434

PM Peak Hour	1600 - 1700	1700 - 1800	1500 - 1600	1500 - 1600	1500 - 1600	1600 - 1700	-	-	1500 - 1600	-	-	-	-	1700 - 1800
PM Peak Volume	1	652	41	3	8	1	0	0	1	0	0	0	0	692

Site 1
Glenridge Dr,
north of Driveway 2

Date
Thursday, May 2, 2024

Weather
Partly Cloudy
76°F

Lat/Long
33.931640°, -84.365968°

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0000 - 2400 (Weekday 24h Session) (05-02-2024)

Bi-Directional 60min

	Bi-Directional 60min													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	13	0	0	0	0	0	0	0	0	0	0	0	13
0100 - 0200	0	5	0	0	0	0	0	0	0	0	0	0	0	5
0200 - 0300	0	8	1	0	0	0	0	0	0	0	0	0	0	9
0300 - 0400	0	6	0	0	1	0	0	0	0	0	0	0	0	7
0400 - 0500	0	14	0	0	0	0	0	0	0	0	0	0	0	14
0500 - 0600	0	37	3	0	0	0	0	0	0	0	0	0	0	40
0600 - 0700	0	126	11	2	0	0	0	0	0	0	0	0	0	139
0700 - 0800	0	361	22	5	0	1	0	0	1	0	0	0	0	390
0800 - 0900	0	502	31	2	3	0	0	0	0	0	0	0	0	538
0900 - 1000	0	286	29	1	5	0	0	0	0	0	0	0	0	321
1000 - 1100	1	275	20	0	4	0	0	0	0	0	0	0	0	300
1100 - 1200	0	334	31	0	3	3	0	0	0	0	0	0	0	371
1200 - 1300	0	382	42	0	3	1	0	0	0	0	0	0	0	428
1300 - 1400	0	338	25	0	9	2	0	0	0	0	0	0	0	374
1400 - 1500	1	380	24	2	4	0	0	1	1	0	0	0	0	413
1500 - 1600	2	537	46	3	4	0	0	0	0	0	0	0	0	592
1600 - 1700	1	534	41	3	2	1	0	0	0	0	0	0	0	582
1700 - 1800	2	491	38	0	3	0	0	0	0	0	0	0	0	534
1800 - 1900	2	346	20	0	1	0	0	0	0	0	0	0	0	369
1900 - 2000	0	270	13	0	3	0	0	0	0	0	0	0	0	286
2000 - 2100	0	192	22	0	0	0	0	0	0	0	0	0	0	214
2100 - 2200	1	91	13	0	0	0	0	0	0	0	0	0	0	105
2200 - 2300	0	97	11	0	0	0	0	0	0	0	0	0	0	108
2300 - 2400	0	42	6	1	0	0	0	0	0	0	0	0	0	49

Session Total	10	5667	449	19	45	8	0	1	2	0	0	0	0	6201
Session Average	0.42	236.13	18.71	0.79	1.88	0.33	0.00	0.04	0.08	0.00	0.00	0.00	0.00	258.38
Session Percentage	0.16	91.39	7.24	0.31	0.73	0.13	0.00	0.02	0.03	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0800 - 0900	0800 - 0900	0700 - 0800	0900 - 1000	0700 - 0800	-	-	0700 - 0800	-	-	-	-	0800 - 0900
AM Peak Volume	0	502	31	5	5	1	0	0	1	0	0	0	0	538

Noon Peak Hour	1000 - 1100	1200 - 1300	1200 - 1300	1400 - 1500	1300 - 1400	1100 - 1200	-	1400 - 1500	1400 - 1500	-	-	-	-	1200 - 1300
Noon Peak Volume	1	382	42	2	9	3	0	1	1	0	0	0	0	428

PM Peak Hour	1500 - 1600	1500 - 1600	1500 - 1600	1500 - 1600	1500 - 1600	1600 - 1700	-	-	-	-	-	-	-	1500 - 1600
PM Peak Volume	2	537	46	3	4	1	0	0	0	0	0	0	0	592

Site 1
Glenridge Dr,
north of Driveway 2

Date
Sunday, May 5, 2024

Weather
Mostly Cloudy
74°F

Lat/Long
33.931640°, -84.365968°

[Click here for Detailed Weather](#)

0000 - 2400 (Sunday 24h Session) (05-05-2024)

Bi-Directional 60min

	Bi-Directional 60min													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	1	22	3	0	0	0	0	0	0	0	0	0	0	26
0100 - 0200	0	12	0	0	0	0	0	0	0	0	0	0	0	12
0200 - 0300	0	9	1	0	0	0	0	0	0	0	0	0	0	10
0300 - 0400	0	5	0	0	0	0	0	0	0	0	0	0	0	5
0400 - 0500	0	6	2	0	0	0	0	0	0	0	0	0	0	8
0500 - 0600	0	5	0	0	0	0	0	0	0	0	0	0	0	5
0600 - 0700	0	10	2	0	0	0	0	0	0	0	0	0	0	12
0700 - 0800	0	43	3	0	0	0	0	0	0	0	0	0	0	46
0800 - 0900	0	98	6	1	1	0	0	0	0	0	0	0	0	106
0900 - 1000	1	167	10	0	0	0	0	0	0	0	0	0	0	178
1000 - 1100	1	205	11	0	0	0	0	0	0	0	0	0	0	217
1100 - 1200	1	261	11	0	1	0	0	0	0	0	0	0	0	274
1200 - 1300	0	324	24	0	2	0	0	0	0	0	0	0	0	350
1300 - 1400	1	269	14	0	1	0	0	0	0	0	0	0	0	285
1400 - 1500	1	265	21	0	0	0	0	0	1	0	0	0	0	288
1500 - 1600	0	303	21	0	0	0	0	0	0	0	0	0	0	324
1600 - 1700	1	278	12	0	0	0	0	0	0	0	0	0	0	291
1700 - 1800	0	232	14	0	0	0	0	0	0	0	0	0	0	246
1800 - 1900	0	223	14	0	1	0	0	0	0	0	0	0	0	238
1900 - 2000	0	179	7	0	0	0	0	0	0	0	0	0	0	186
2000 - 2100	0	135	6	0	0	0	0	0	0	0	0	0	0	141
2100 - 2200	0	95	7	0	0	0	0	0	0	0	0	0	0	102
2200 - 2300	0	51	4	0	0	0	0	0	0	0	0	0	0	55
2300 - 2400	0	26	0	0	0	0	0	0	0	0	0	0	0	26

Session Total	7	3223	193	1	6	0	0	0	1	0	0	0	0	3431
Session Average	0.29	134.29	8.04	0.04	0.25	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.00	142.96
Session Percentage	0.20	93.94	5.63	0.03	0.17	0.00	0.00	0.00	0.03	0.00	0.00	0.00	0.00	

AM Peak Hour	0900 - 1000	0900 - 1000	0900 - 1000	0800 - 0900	0800 - 0900	-	-	-	-	-	-	-	-	0900 - 1000
AM Peak Hour Volume	1	167	10	1	1	0	0	0	0	0	0	0	0	178

Noon Peak Hour	1000 - 1100	1200 - 1300	1200 - 1300	-	1200 - 1300	-	-	-	1400 - 1500	-	-	-	-	1200 - 1300
Noon Peak Hour Volume	1	324	24	0	2	0	0	0	1	0	0	0	0	350

PM Peak Hour	1600 - 1700	1500 - 1600	1500 - 1600	-	1800 - 1900	-	-	-	-	-	-	-	-	1500 - 1600
PM Peak Hour Volume	1	303	21	0	1	0	0	0	0	0	0	0	0	324

Bi-Directional Class Count || Volume Summary 60min

Atlanta, GA

Site 1
Glenridge Dr,
north of Driveway 2

Date
Wednesday, May 1, 2024

Weather
Fair
74°F

Lat/Long
33.931640°, -84.365968°

[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (05-01-2024)

Volume Summary 60min

Volume Summary 60min			
TIME	NB	SB	Total
0000 - 0100	11	2	13
0100 - 0200	0	2	2
0200 - 0300	4	5	9
0300 - 0400	9	1	10
0400 - 0500	4	7	11
0500 - 0600	17	20	37
0600 - 0700	36	95	131
0700 - 0800	131	261	392
0800 - 0900	196	308	504
0900 - 1000	173	243	416
1000 - 1100	129	195	324
1100 - 1200	183	217	400

Session Total	3168	3456	6624
Session Average	132.00	144.00	276.00
Session Percentage	47.83	52.17	

Volume Summary 60min			
Time	NB	SB	Total
1200 - 1300	186	248	434
1300 - 1400	197	199	396
1400 - 1500	219	195	414
1500 - 1600	357	224	581
1600 - 1700	354	311	665
1700 - 1800	323	369	692
1800 - 1900	223	206	429
1900 - 2000	151	130	281
2000 - 2100	112	108	220
2100 - 2200	68	67	135
2200 - 2300	49	33	82
2300 - 2400	36	10	46

Site 1
Glenridge Dr,
north of Driveway 2

Date
Thursday, May 2, 2024

Weather
Partly Cloudy
76°F

Lat/Long
33.931640°, -84.365968°

[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (05-02-2024)
Volume Summary 60min

Volume Summary 60min			
TIME	NB	SB	Total
0000 - 0100	9	4	13
0100 - 0200	4	1	5
0200 - 0300	6	3	9
0300 - 0400	7	0	7
0400 - 0500	6	8	14
0500 - 0600	13	27	40
0600 - 0700	45	94	139
0700 - 0800	132	258	390
0800 - 0900	205	333	538
0900 - 1000	125	196	321
1000 - 1100	127	173	300
1100 - 1200	151	220	371

Volume Summary 60min			
Time	NB	SB	Total
1200 - 1300	204	224	428
1300 - 1400	189	185	374
1400 - 1500	191	222	413
1500 - 1600	359	233	592
1600 - 1700	321	261	582
1700 - 1800	266	268	534
1800 - 1900	184	185	369
1900 - 2000	150	136	286
2000 - 2100	96	118	214
2100 - 2200	66	39	105
2200 - 2300	70	38	108
2300 - 2400	28	21	49

Session Total	2954	3247	6201
Session Average	123.08	135.29	258.38
Session Percentage	47.64	52.36	

Site 1
Glenridge Dr,
north of Driveway 2

Date
Sunday, May 5, 2024

Weather
Mostly Cloudy
74°F

Lat/Long
33.931640°, -84.365968°

[Click here for Detailed Weather](#)

0000 - 2400 (Sunday 24h Session) (05-05-2024)
Volume Summary 60min

Volume Summary 60min			
TIME	NB	SB	Total
0000 - 0100	9	17	26
0100 - 0200	8	4	12
0200 - 0300	6	4	10
0300 - 0400	3	2	5
0400 - 0500	4	4	8
0500 - 0600	2	3	5
0600 - 0700	4	8	12
0700 - 0800	26	20	46
0800 - 0900	42	64	106
0900 - 1000	78	100	178
1000 - 1100	77	140	217
1100 - 1200	126	148	274

Volume Summary 60min			
Time	NB	SB	Total
1200 - 1300	154	196	350
1300 - 1400	152	133	285
1400 - 1500	129	159	288
1500 - 1600	156	168	324
1600 - 1700	150	141	291
1700 - 1800	115	131	246
1800 - 1900	110	128	238
1900 - 2000	90	96	186
2000 - 2100	74	67	141
2100 - 2200	62	40	102
2200 - 2300	26	29	55
2300 - 2400	13	13	26

Session Total	1616	1815	3431
Session Average	67.33	75.63	142.96
Session Percentage	47.10	52.90	

Bi-Directional Class Count | | Graphical Analysis NB EB

Atlanta, GA

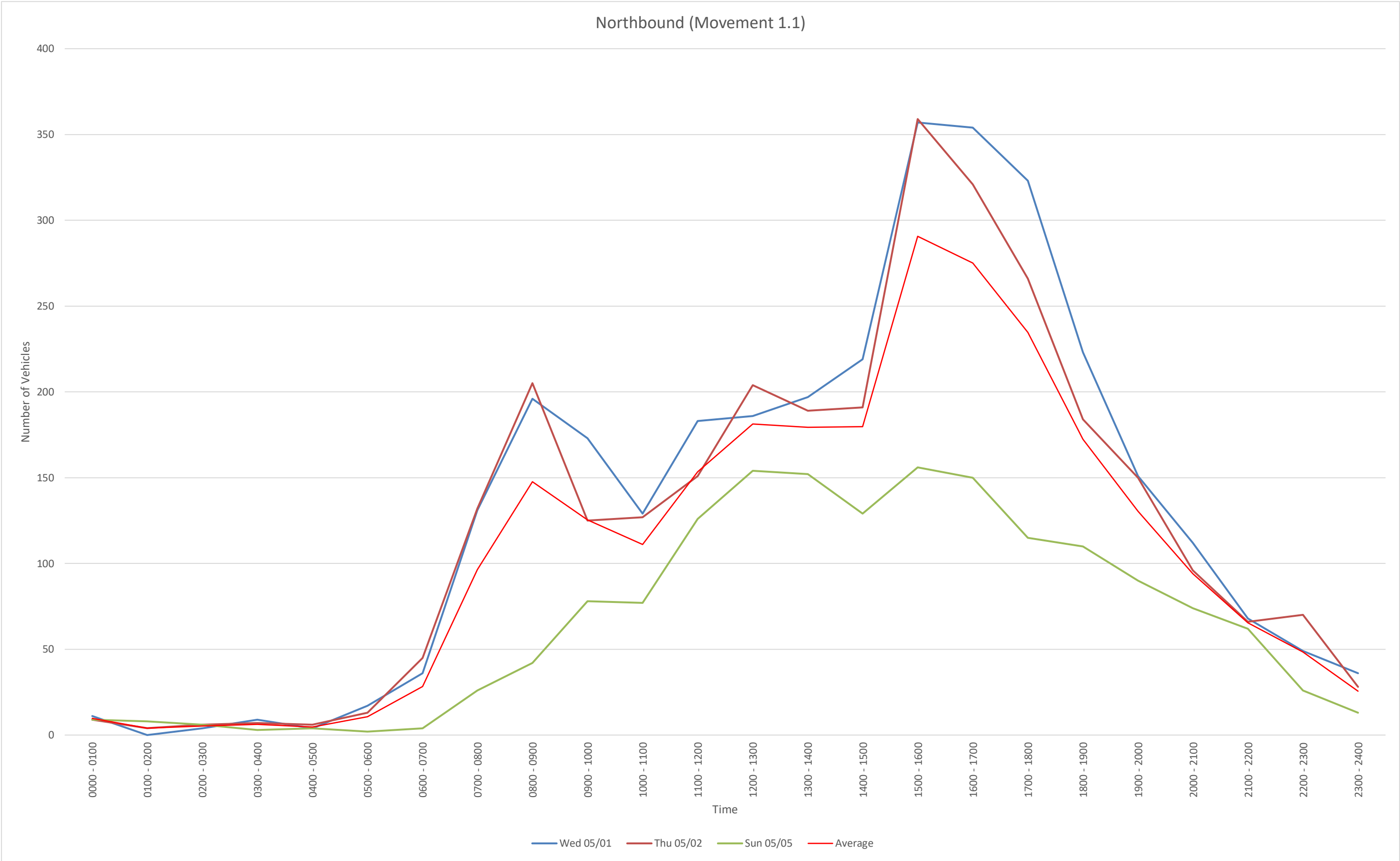
Site 1

Glenridge Dr,
north of Driveway 2

Lat/Long
33.931640°, -84.365968°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis NB EB



Time	Wed 05/01	Thu 05/02	Sun 05/05				
0000 - 0100	11	9	9				
0100 - 0200	0	4	8				
0200 - 0300	4	6	6				
0300 - 0400	9	7	3				
0400 - 0500	4	6	4				
0500 - 0600	17	13	2				
0600 - 0700	36	45	4				
0700 - 0800	131	132	26				
0800 - 0900	196	205	42				
0900 - 1000	173	125	78				
1000 - 1100	129	127	77				
1100 - 1200	183	151	126				
1200 - 1300	186	204	154				
1300 - 1400	197	189	152				
1400 - 1500	219	191	129				
1500 - 1600	357	359	156				
1600 - 1700	354	321	150				
1700 - 1800	323	266	115				
1800 - 1900	223	184	110				
1900 - 2000	151	150	90				
2000 - 2100	112	96	74				
2100 - 2200	68	66	62				
2200 - 2300	49	70	26				
2300 - 2400	36	28	13				
Daily Total	3168	2954	1616				

Bi-Directional Class Count | | Graphical Analysis SB WB

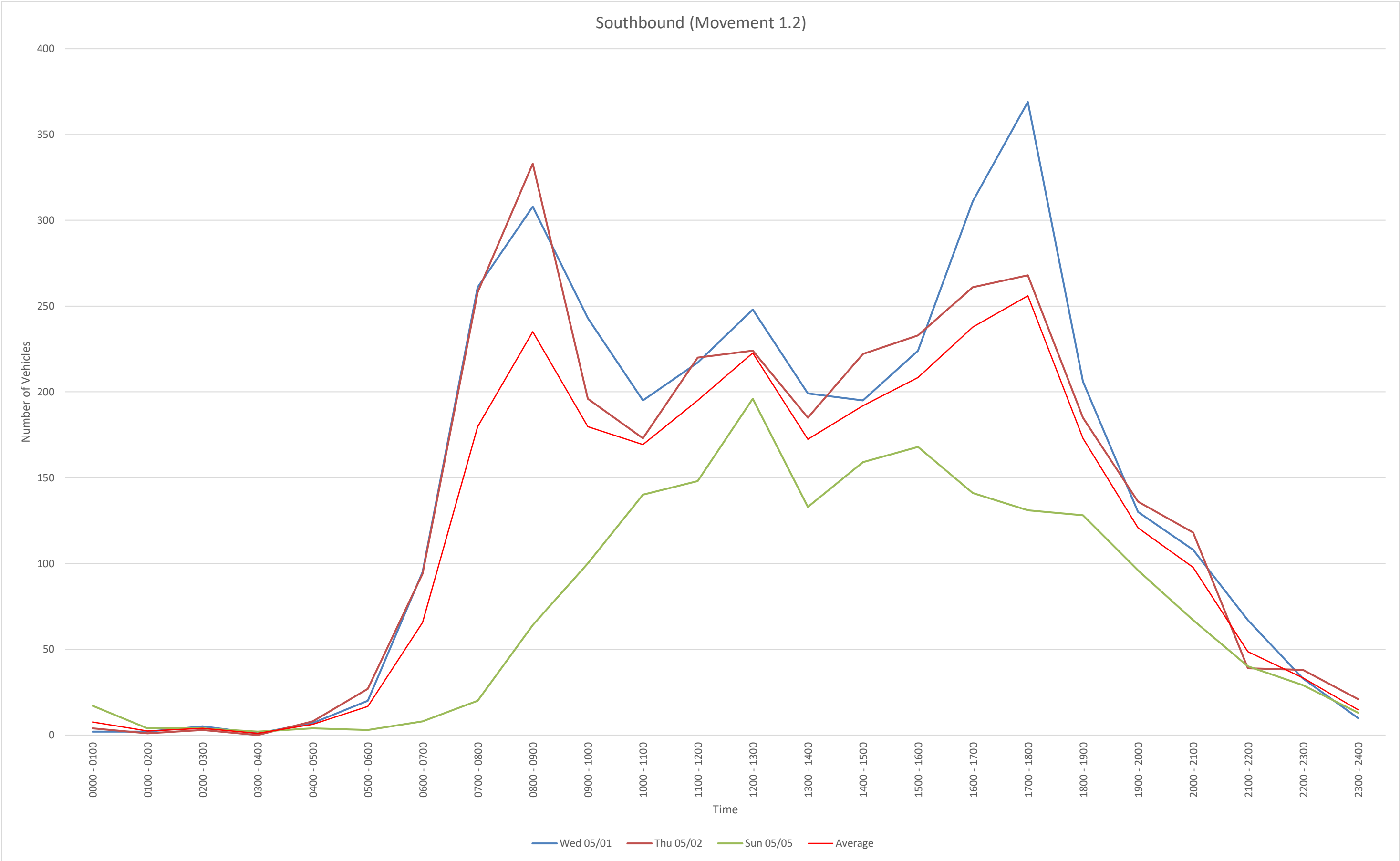
Atlanta, GA

Site 1

Glenridge Dr,
north of Driveway 2

Lat/Long
33.931640°, -84.365968°

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



Time	Wed 05/01	Thu 05/02	Sun 05/05				
0000 - 0100	2	4	17				
0100 - 0200	2	1	4				
0200 - 0300	5	3	4				
0300 - 0400	1	0	2				
0400 - 0500	7	8	4				
0500 - 0600	20	27	3				
0600 - 0700	95	94	8				
0700 - 0800	261	258	20				
0800 - 0900	308	333	64				
0900 - 1000	243	196	100				
1000 - 1100	195	173	140				
1100 - 1200	217	220	148				
1200 - 1300	248	224	196				
1300 - 1400	199	185	133				
1400 - 1500	195	222	159				
1500 - 1600	224	233	168				
1600 - 1700	311	261	141				
1700 - 1800	369	268	131				
1800 - 1900	206	185	128				
1900 - 2000	130	136	96				
2000 - 2100	108	118	67				
2100 - 2200	67	39	40				
2200 - 2300	33	38	29				
2300 - 2400	10	21	13				
Daily Total	3456	3247	1815				

Bi-Directional Class Count | | Graphical Analysis BiDir

Atlanta, GA

Site 1

Glenridge Dr,
north of Driveway 2

Lat/Long
33.931640°, -84.365968°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis BiDir



Time	Wed 05/01	Thu 05/02	Sun 05/05				
0000 - 0100	13	13	26				
0100 - 0200	2	5	12				
0200 - 0300	9	9	10				
0300 - 0400	10	7	5				
0400 - 0500	11	14	8				
0500 - 0600	37	40	5				
0600 - 0700	131	139	12				
0700 - 0800	392	390	46				
0800 - 0900	504	538	106				
0900 - 1000	416	321	178				
1000 - 1100	324	300	217				
1100 - 1200	400	371	274				
1200 - 1300	434	428	350				
1300 - 1400	396	374	285				
1400 - 1500	414	413	288				
1500 - 1600	581	592	324				
1600 - 1700	665	582	291				
1700 - 1800	692	534	246				
1800 - 1900	429	369	238				
1900 - 2000	281	286	186				
2000 - 2100	220	214	141				
2100 - 2200	135	105	102				
2200 - 2300	82	108	55				
2300 - 2400	46	49	26				
Daily Total	6624	6201	3431				

Bi-Directional Class Count || NB EB 15min

Atlanta, GA

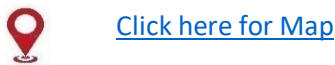


Site 2
Barfield Rd,
north of Driveway 3

Date
Wednesday, May 1, 2024

Lat/Long
33.931611°, -84.361241°

Weather
Fair
74°F
[Click here for Detailed Weather](#)



0000 - 2400 (Weekday 24h Session) (05-01-2024)
NB EB 15min

Time	Northbound (Movement 2.1)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	2	0	0	0	0	0	0	0	0	0	0	0	2	11
0015 - 0030	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0030 - 0045	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0045 - 0100	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0100 - 0115	0	1	0	0	0	0	0	0	0	0	0	0	0	1	8
0115 - 0130	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0145 - 0200	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0200 - 0215	0	2	0	0	0	0	0	0	0	0	0	0	0	2	5
0215 - 0230	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0300 - 0315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4
0315 - 0330	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
0415 - 0430	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0430 - 0445	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0445 - 0500	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
0500 - 0515	0	2	0	0	0	0	0	0	0	0	0	0	0	2	17
0515 - 0530	0	3	0	0	0	0	0	0	1	0	0	0	0	4	
0530 - 0545	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0545 - 0600	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
0600 - 0615	0	4	2	0	0	0	0	0	0	0	0	0	0	6	73
0615 - 0630	0	14	1	0	0	0	0	0	0	0	0	0	0	15	
0630 - 0645	1	16	5	0	0	0	0	0	0	0	0	0	0	22	
0645 - 0700	0	26	2	1	1	0	0	0	0	0	0	0	0	30	
0700 - 0715	0	46	2	0	1	0	0	0	0	0	0	0	0	49	263
0715 - 0730	0	62	6	0	1	1	0	0	0	0	0	0	0	70	
0730 - 0745	0	64	2	1	1	0	0	0	0	0	0	0	0	68	
0745 - 0800	0	71	5	0	0	0	0	0	0	0	0	0	0	76	
0800 - 0815	0	87	5	0	0	0	0	0	0	0	0	0	0	92	392
0815 - 0830	0	89	5	1	1	0	0	0	0	0	0	0	0	96	
0830 - 0845	0	102	5	0	1	0	0	0	0	0	0	0	0	108	
0845 - 0900	0	89	7	0	0	0	0	0	0	0	0	0	0	96	
0900 - 0915	0	58	6	0	3	0	0	0	0	0	0	0	0	67	265
0915 - 0930	0	66	7	0	1	1	0	0	0	0	0	0	0	75	
0930 - 0945	0	61	5	0	1	0	0	0	0	0	0	0	0	67	
0945 - 1000	0	50	5	0	1	0	0	0	0	0	0	0	0	56	
1000 - 1015	0	44	4	0	1	0	0	0	0	0	0	0	0	49	224
1015 - 1030	0	47	6	1	0	0	0	0	0	0	0	0	0	54	
1030 - 1045	0	39	7	0	1	1	0	0	0	0	0	0	0	48	
1045 - 1100	0	62	8	0	2	0	0	1	0	0	0	0	0	73	
1100 - 1115	0	72	5	0	0	0	0	0	0	0	0	0	0	77	282
1115 - 1130	0	57	4	0	0	0	0	0	0	0	0	0	0	61	
1130 - 1145	0	67	8	0	0	0	0	0	0	0	0	0	0	75	
1145 - 1200	0	65	4	0	0	0	0	0	0	0	0	0	0	69	
1200 - 1215	0	63	7	0	1	0	0	0	0	0	0	0	0	71	305
1215 - 1230	1	74	7	1	0	0	0	0	0	0	0	0	0	83	
1230 - 1245	0	74	5	0	0	1	0	0	0	0	0	0	0	80	
1245 - 1300	0	65	6	0	0	0	0	0	0	0	0	0	0	71	
1300 - 1315	0	75	3	0	0	0	0	0	0	0	0	0	0	78	358
1315 - 1330	0	78	8	0	0	0	0	1	0	0	0	0	0	87	
1330 - 1345	0	85	12	0	1	0	0	0	1	0	0	0	0	99	
1345 - 1400	1	80	13	0	0	0	0	0	0	0	0	0	0	94	
1400 - 1415	0	86	12	0	2	0	0	0	0	0	0	0	0	100	372
1415 - 1430	0	86	4	0	1	0	0	0	0	0	0	0	0	91	
1430 - 1445	0	72	7	1	0	0	0	0	1	0	0	0	0	81	
1445 - 1500	0	84	13	0	2	0	0	1	0	0	0	0	0	100	
1500 - 1515	0	102	7	1	1	2	0	0	0	0	0	0	0	113	435
1515 - 1530	1	100	8	0	2	0	0	0	1	0	0	0	0	112	
1530 - 1545	0	84	5	0	0	0	0	0	0	0	0	0	0	89	
1545 - 1600	0	105	13	1	2	0	0	0	0	0	0	0	0	121	
1600 - 1615	1	94	10	0	0	0	0	0	1	0	0	0	0	106	448
1615 - 1630	0	88	5	0	1	0	0	0	0	0	0	0	0	94	
1630 - 1645	0	120	7	0	0	0	0	0	0	0	0	0	0	127	
1645 - 1700	0	104	16	1	0	0	0	0	0	0	0	0	0	121	
1700 - 1715	0	116	7	0	0	0	0	0	0	0	0	0	0	123	421
1715 - 1730	0	90	8	0	1	0	0	0	0	0	0	0	0	99	
1730 - 1745	0	76	10	0	0	0	0	0	0	0	0	0	0	86	
1745 - 1800	1	107	5	0	0	0	0	0	0	0	0	0	0	113	
1800 - 1815	0	64	5	0	0	0	0	0	1	0	0	0	0	70	273
1815 - 1830	0	66	6	0	0	0	0	0	0	0	0	0	0	72	
1830 - 1845	0	57	4	0	1	0	0	0	0	0	0	0	0	62	
1845 - 1900	0	64	4	0	0	0	0	0	1	0	0	0	0	69	
1900 - 1915	0	55	0	0	0	0	0	0	0	0	0	0	0	55	179
1915 - 1930	0	46	1	0	0	0	0	0	0	0	0	0	0	47	
1930 - 1945	0	34	1	0	0	0	0	0	0	0	0	0	0	35	
1945 - 2000	0	40	2	0	0	0	0	0	0	0	0	0	0	42	
2000 - 2015	0	46	5	0	0	0	0	0	0	0	0	0	0	51	180
2015 - 2030	0	42	3	0	0	0	0	0	0	0	0	0	0	45	
2030 - 2045	0	42	4	0	0	0	0	0	0	0	0	0	0	46	
2045 - 2100	0	35	3	0	0	0	0	0	0	0	0	0	0	38	
2100 - 2115	0	34	3	0	0	0	0	0	0	0	0	0	0	37	108
2115 - 2130	0	22	3	0	0	0	0	0	0	0	0	0	0	25	
2130 - 2145	0	22	2	0	0	0	0	0	0	0	0	0	0	24	
2145 - 2200	0	19	3	0	0	0	0	0	0	0	0	0	0	22	
2200 - 2215	0	24	4	0	0	0	0	0	0	0	0	0	0	28	69
2215 - 2230	0	14	1	0	0	0	0	0	0	0	0	0	0	15	
2230 - 2245	0	17	2	0	0	0	0	0	0	0	0	0	0	19	
2245 - 2300	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
2300 - 2315	0	9	1	0	0	0	0	0	0	0	0	0	0	10	23
2315 - 2330	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
2330 - 2345	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
2345 - 0000	0	3	0	0	0	0	0	0	0	0	0	0	0	3	

Session Total	6	4286	377	9	31	6	0	3	7	0	0	0	0	4725
Session Average	0.06	44.65	3.93	0.09	0.32	0.06	0.00	0.03	0.07	0.00	0.00	0.00	0.00	49.22
Session Percentage	0.13	90.71	7.98	0.19	0.66	0.13	0.00	0.06	0.15	0.00	0.00	0.00	0.00	

AM Peak Hour	0545 - 0645	0800 - 0900	0830 - 0930	0645 - 0745	0900 - 1000	0630 - 0730	-	-	0500 - 0600	-	-	-	-	0800 - 0900
AM Peak Volume	1	367	25	2	6	1	0	0	1	0	0	0	0	392

Time	Northbound (Movement 2.1)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	2	0	0	0	0	0	0	0	0	0	0	0	2	13
0015 - 0030	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0030 - 0045	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0045 - 0100	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0100 - 0115	0	0	1	0	0	0	0	0	0	0	0	0	0	1	5
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0145 - 0200	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0200 - 0215	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0300 - 0315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5
0315 - 0330	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0345 - 0400	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
0415 - 0430	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0430 - 0445	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0445 - 0500	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0500 - 0515	0	4	0	0	0	0	0	0	0	0	0	0	0	4	20
0515 - 0530	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0530 - 0545	0	10	0	0	0	0	0	0	0	0	0	0	0	10	
0545 - 0600	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0600 - 0615	0	15	0	0	0	0	0	0	0	0	0	0	0	15	73
0615 - 0630	0	9	1	0	0	0	0	0	1	0	0	0	0	11	
0630 - 0645	0	17	1	0	0	0	0	0	0	0	0	0	0	18	
0645 - 0700	0	27	1	1	0	0	0	0	0	0	0	0	0	29	
0700 - 0715	0	45	1	0	0	0	0	0	0	0	0	0	0	46	254
0715 - 0730	0	55	3	0	0	0	0	0	0	0	0	0	0	58	
0730 - 0745	0	58	2	1	1	0	0	0	0	0	0	0	0	62	
0745 - 0800	0	84	3	0	0	1	0	0	0	0	0	0	0	88	
0800 - 0815	0	68	4	0	1	0	0	0	1	0	0	0	0	74	335
0815 - 0830	0	67	3	1	0	0	0	0	0	0	0	0	0	71	
0830 - 0845	0	93	5	0	2	0	0	0	1	0	0	0	0	101	
0845 - 0900	0	84	2	0	2	1	0	0	0	0	0	0	0	89	
0900 - 0915	0	67	5	0	0	0	0	0	0	0	0	0	0	72	257
0915 - 0930	0	74	8	0	0	0	0	0	0	0	0	0	0	82	
0930 - 0945	0	52	3	0	0	0	0	0	0	0	0	0	0	55	
0945 - 1000	0	43	2	0	2	0	0	0	1	0	0	0	0	48	
1000 - 1015	0	42	6	0	0	1	0	0	0	1	0	0	0	50	223
1015 - 1030	0	50	4	0	1	1	0	0	0	0	0	0	0	56	
1030 - 1045	0	44	5	0	2	0	0	0	0	0	0	0	0	51	
1045 - 1100	0	59	6	0	1	0	0	0	0	0	0	0	0	66	
1100 - 1115	0	62	3	1	2	0	0	0	0	0	0	0	0	68	262
1115 - 1130	0	56	3	0	1	0	0	0	0	0	0	0	0	60	
1130 - 1145	0	48	2	0	0	0	0	0	0	0	0	0	0	50	
1145 - 1200	0	76	7	0	0	0	0	1	0	0	0	0	0	84	
1200 - 1215	0	72	3	0	1	0	0	0	0	0	0	0	0	76	333
1215 - 1230	0	70	11	0	2	0	0	0	0	0	0	0	0	83	
1230 - 1245	1	77	9	0	1	1	0	1	0	0	0	0	0	90	
1245 - 1300	0	78	6	0	0	0	0	0	0	0	0	0	0	84	
1300 - 1315	0	70	8	0	0	0	0	0	0	0	0	0	0	78	332
1315 - 1330	0	99	3	0	2	1	0	0	0	0	0	0	0	105	
1330 - 1345	0	65	7	0	0	0	0	0	0	0	0	0	0	72	
1345 - 1400	0	69	8	0	0	0	0	0	0	0	0	0	0	77	
1400 - 1415	0	87	7	0	1	0	0	0	0	0	0	0	0	95	344
1415 - 1430	0	98	8	1	0	0	0	1	0	0	0	0	0	108	
1430 - 1445	0	62	7	0	1	0	0	1	0	0	0	0	0	71	
1445 - 1500	0	65	4	1	0	0	0	0	0	0	0	0	0	70	
1500 - 1515	0	82	5	1	0	0	0	0	0	0	0	0	0	88	401
1515 - 1530	0	102	11	0	0	0	0	0	0	0	0	0	0	113	
1530 - 1545	0	85	7	0	1	0	0	0	0	0	0	0	0	93	
1545 - 1600	0	91	14	1	1	0	0	0	0	0	0	0	0	107	
1600 - 1615	0	106	8	0	0	0	0	0	0	0	0	0	0	114	411
1615 - 1630	0	88	12	2	1	0	0	0	0	1	0	0	0	104	
1630 - 1645	0	83	8	1	1	0	0	0	0	0	0	0	0	93	
1645 - 1700	0	92	6	0	2	0	0	0	0	0	0	0	0	100	
1700 - 1715	0	100	9	0	0	0	0	0	0	0	0	0	0	109	390
1715 - 1730	0	116	16	0	1	0	0	1	0	0	0	0	0	134	
1730 - 1745	0	61	9	0	0	0	0	0	0	0	0	0	0	70	
1745 - 1800	0	69	7	0	0	0	0	0	1	0	0	0	0	77	
1800 - 1815	0	67	6	0	0	0	0	0	0	0	0	0	0	73	258
1815 - 1830	0	77	3	0	0	0	0	0	0	0	0	0	0	80	
1830 - 1845	0	47	3	0	0	0	0	0	0	0	0	0	0	50	
1845 - 1900	0	49	5	0	0	0	0	0	1	0	0	0	0	55	
1900 - 1915	0	53	6	0	0	0	0	0	0	0	0	0	0	59	185
1915 - 1930	0	43	0	0	0	0	0	0	0	0	0	0	0	43	
1930 - 1945	0	33	3	0	1	0	0	0	0	0	0	0	0	37	
1945 - 2000	1	44	1	0	0	0	0	0	0	0	0	0	0	46	
2000 - 2015	0	39	1	0	1	0	0	0	0	0	0	0	0	41	155
2015 - 2030	0	37	2	0	0	0	0	0	0	0	0	0	0	39	
2030 - 2045	0	43	1	0	0	0	0	0	0	0	0	0	0	44	
2045 - 2100	0	25	5	0	0	0	0	0	1	0	0	0	0	31	
2100 - 2115	0	24	2	0	0	0	0	0	0	0	0	0	0	26	114
2115 - 2130	0	33	3	0	0	0	0	0	0	0	0	0	0	36	
2130 - 2145	0	22	2	0	0	0	0	0	2	0	0	0	0	26	
2145 - 2200	0	24	2	0	0	0	0	0	0	0	0	0	0	26	
2200 - 2215	0	22	2	0	0	0	0	0	0	0	0	0	0	24	75
2215 - 2230	0	20	1	0	0	0	0	0	0	0	0	0	0	21	
2230 - 2245	0	11	1	0	0	0	0	0	0	0	0	0	0	12	
2245 - 2300	0	16	2	0	0	0	0	0	0	0	0	0	0	18	
2300 - 2315	0	11	1	0	0	0	0	0	0	0	0	0	0	12	36
2315 - 2330	0	10	0	0	0	0	0	0	0	0	0	0	0	10	
2330 - 2345	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
2345 - 0000	0	5	1	0	0	0	0	0	0	0	0	0	0	6	

Session Total	2	4096	332	11	32	6	0	5	10	2	0	0	0	4496
Session Average	0.02	42.67	3.46	0.11	0.33	0.06	0.00	0.05	0.10	0.02	0.00	0.00	0.00	46.83
Session Percentage	0.04	91.10	7.38	0.24	0.71	0.13	0.00	0.11	0.22	0.04	0.00	0.00	0.00	

AM Peak Hour	-	0830 - 0930	0830 - 0930	0645 - 0745	0800 - 0900	0930 - 1030	-	-	0745 - 0845	0915 - 1015	-	-	-	0830 - 0930
AM Peak Volume	0	318	20	2	5	2	0	0	2	1	0	0	0	344

Noon Peak Hour	1145 - 1245	1445 - 1545	1215 - 1315	1415 - 1515	1015 - 1115	1000 - 1100	-	1145 - 1245	-	1000 - 1100	-	-	-	144
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Site 2

Barfield Rd,
north of Driveway 3

Date

Sunday, May 5, 2024

Weather

Mostly Cloudy
74°F

Lat/Long

33.931611°, -84.361241°

0000 - 2400 (Sunday 24h Session) (05-05-2024)

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NB EB 15min

TIME	Northbound (Movement 2.1)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	7	1	0	0	0	0	0	0	0	0	0	0	8	24
0015 - 0030	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0030 - 0045	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0045 - 0100	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0100 - 0115	0	6	1	0	0	0	0	0	0	0	0	0	0	7	15
0115 - 0130	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0130 - 0145	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0145 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0200 - 0215	0	5	0	0	0	0	0	0	0	0	0	0	0	5	15
0215 - 0230	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0230 - 0245	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0245 - 0300	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0300 - 0315	0	2	0	0	0	0	0	0	0	0	0	0	0	2	11
0315 - 0330	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0330 - 0345	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0345 - 0400	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0400 - 0415	0	4	0	0	0	0	0	0	0	0	0	0	0	4	11
0415 - 0430	0	1	0	0	1	0	0	0	0	0	0	0	0	2	
0430 - 0445	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500 - 0515	0	1	0	0	0	0	0	0	0	0	0	0	0	1	8
0515 - 0530	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0530 - 0545	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0545 - 0600	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0600 - 0615	0	5	0	0	0	0	0	0	0	0	0	0	0	5	26
0615 - 0630	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0630 - 0645	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
0645 - 0700	1	4	0	1	0	0	0	0	0	0	0	0	0	6	
0700 - 0715	0	11	1	0	0	0	0	0	0	0	0	0	0	12	51
0715 - 0730	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
0730 - 0745	0	8	2	0	0	0	0	0	0	0	0	0	0	10	
0745 - 0800	0	19	2	0	0	0	0	0	0	0	0	0	0	21	
0800 - 0815	0	10	0	0	0	0	0	0	0	0	0	0	0	10	66
0815 - 0830	0	10	3	0	0	0	0	0	0	0	0	0	0	13	
0830 - 0845	0	15	0	0	0	0	0	0	0	0	0	0	0	15	
0845 - 0900	0	25	3	0	0	0	0	0	0	0	0	0	0	28	
0900 - 0915	0	17	0	0	0	0	0	0	1	0	0	0	0	18	83
0915 - 0930	0	23	1	0	0	0	0	0	0	0	0	0	0	24	
0930 - 0945	0	19	1	0	0	0	0	0	0	0	0	0	0	20	
0945 - 1000	0	19	1	0	1	0	0	0	0	0	0	0	0	21	
1000 - 1015	0	26	4	0	0	0	0	0	0	0	0	0	0	30	121
1015 - 1030	0	16	2	0	0	0	0	0	0	0	0	0	0	18	
1030 - 1045	0	30	0	0	0	0	0	0	0	0	0	0	0	30	
1045 - 1100	0	39	3	0	1	0	0	0	0	0	0	0	0	43	
1100 - 1115	0	47	2	0	0	0	0	0	0	0	0	0	0	49	167
1115 - 1130	0	40	3	0	0	0	0	0	0	0	0	0	0	43	
1130 - 1145	0	29	2	0	0	0	0	0	0	0	0	0	0	31	
1145 - 1200	0	41	2	0	1	0	0	0	0	0	0	0	0	44	
1200 - 1215	0	43	5	0	0	0	0	0	0	0	0	0	0	48	202
1215 - 1230	0	56	3	0	0	0	0	0	0	0	0	0	0	59	
1230 - 1245	0	48	4	0	0	0	0	0	0	0	0	0	0	52	
1245 - 1300	0	39	3	0	1	0	0	0	0	0	0	0	0	43	
1300 - 1315	0	34	3	0	2	0	0	0	0	0	0	0	0	39	166
1315 - 1330	0	48	1	0	1	0	0	0	0	0	0	0	0	50	
1330 - 1345	0	30	4	0	0	0	0	0	0	0	0	0	0	34	
1345 - 1400	0	40	3	0	0	0	0	0	0	0	0	0	0	43	
1400 - 1415	0	36	3	0	0	0	0	0	0	0	0	0	0	39	170
1415 - 1430	0	39	2	0	0	0	0	0	0	0	0	0	0	41	
1430 - 1445	0	39	3	0	0	0	0	0	0	0	0	0	0	42	
1445 - 1500	0	46	2	0	0	0	0	0	0	0	0	0	0	48	
1500 - 1515	1	43	3	0	0	0	0	0	0	0	0	0	0	47	180
1515 - 1530	0	47	1	0	0	0	0	0	0	0	0	0	0	48	
1530 - 1545	0	36	5	0	1	0	0	0	0	0	0	0	0	42	
1545 - 1600	0	43	0	0	0	0	0	0	0	0	0	0	0	43	
1600 - 1615	0	26	1	0	0	0	0	0	0	0	0	0	0	27	165
1615 - 1630	0	44	2	0	0	0	0	0	0	0	0	0	0	46	
1630 - 1645	0	43	2	0	0	0	0	0	0	0	0	0	0	45	
1645 - 1700	0	45	1	0	1	0	0	0	0	0	0	0	0	47	
1700 - 1715	0	38	2	0	0	0	0	0	0	0	0	0	0	40	139
1715 - 1730	0	41	0	0	0	0	0	0	0	0	0	0	0	41	
1730 - 1745	0	26	2	0	0	0	0	0	0	0	0	0	0	28	
1745 - 1800	0	30	0	0	0	0	0	0	0	0	0	0	0	30	
1800 - 1815	0	52	8	0	0	0	0	0	0	0	0	0	0	60	150
1815 - 1830	0	34	0	0	0	0	0	0	0	0	0	0	0	34	
1830 - 1845	0	31	2	0	0	0	0	0	0	0	0	0	0	33	
1845 - 1900	0	23	0	0	0	0	0	0	0	0	0	0	0	23	
1900 - 1915	0	29	2	0	0	0	0	0	0	0	0	0	0	31	87
1915 - 1930	0	14	1	0	0	0	0	0	0	0	0	0	0	15	
1930 - 1945	0	20	0	0	0	0	0	0	0	0	0	0	0	20	
1945 - 2000	0	20	1	0	0	0	0	0	0	0	0	0	0	21	
2000 - 2015	0	18	0	0	0	0	0	0	0	0	0	0	0	18	66
2015 - 2030	0	17	1	0	0	0	0	0	0	0	0	0	0	18	
2030 - 2045	0	11	0	0	0	0	0	0	0	0	0	0	0	11	
2045 - 2100	0	19	0	0	0	0	0	0	0	0	0	0	0	19	
2100 - 2115	0	10	5	0	0	0	0	0	0	0	0	0	0	15	60
2115 - 2130	0	18	1	0	0	0	0	0	0	0	0	0	0	19	
2130 - 2145	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
2145 - 2200	0	16	0	0	0	0	0	0	0	0	0	0	0	16	
2200 - 2215	0	12	2	0	1	0	0	0	0	0	0	0	0	15	38
2215 - 2230	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
2230 - 2245	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
2245 - 2300	0	10	0	0	0	0	0	0	0	0	0	0	0	10	
2300 - 2315	0	7	0	0	0	0	0	0	0	0	0	0	0	7	27
2315 - 2330	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
2330 - 2345	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
2345 - 0000	0	6	0	0	0	0	0	0	0	0	0	0	0	6	

Session Total	2	1910	123	1	11	0	0	0	1	0	0	0	0	2048
Session Average	0.02	19.90	1.28	0.01	0.11	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	21.33
Session Percentage	0.10	93.26	6.01	0.05	0.54	0.00	0.00	0.00	0.05	0.00	0.00	0.00	0.00	

AM Peak Hour	0600 - 0700	0945 - 1045	0930 - 1030	0600 - 0700	0900 - 1000	-	-	-	0815 - 0915	-	-	-	-	0945 - 1045
AM Peak Hour Volume	1	91	8	1	1	0	0	0	1	0	0	0	0	99

Noon Peak Hour	1415 - 1515	1145 - 1245	1200 - 1300	-	1230 - 1330	-	-	-	-	-	-	-	-	1145 - 1245
Noon Peak Hour Volume	1	188	15	0	4	0	0	0	0	0	0	0	0	203

PM Peak Hour	1500 - 1600	1615 - 1715	1715 - 1815	-	1500 - 1600	-	-	-	-	-	-	-	-	1500 - 1600
PM Peak Hour Volume	1	170	10	0	1	0	0	0	0	0	0	0	0	180

Bi-Directional Class Count || SB WB 15min

Atlanta, GA



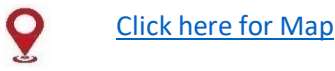
Site 2
Barfield Rd,
north of Driveway 3

Date
Wednesday, May 1, 2024

Lat/Long
33.931611°, -84.361241°

Weather
Fair
74°F

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0000 - 2400 (Weekday 24h Session) (05-01-2024)
SB WB 15min

Time	Southbound (Movement 2.2)													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	4	1	0	0	0	0	0	0	0	0	0	0	5	12
0015 - 0030	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0030 - 0045	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0045 - 0100	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0100 - 0115	0	3	0	0	0	0	0	0	0	0	0	0	0	3	7
0115 - 0130	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0145 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0200 - 0215	0	1	0	0	0	0	0	0	0	0	0	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0345 - 0400	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
0415 - 0430	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0430 - 0445	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0445 - 0500	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0500 - 0515	0	0	1	0	0	0	0	0	0	0	0	0	0	1	24
0515 - 0530	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0530 - 0545	0	9	0	0	0	0	0	0	0	0	0	0	0	9	
0545 - 0600	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
0600 - 0615	0	12	3	0	0	0	0	0	0	0	0	0	0	15	112
0615 - 0630	0	21	2	0	0	0	0	0	0	0	0	0	0	23	
0630 - 0645	0	22	2	1	0	0	0	0	0	0	0	0	0	25	
0645 - 0700	0	43	6	0	0	0	0	0	0	0	0	0	0	49	
0700 - 0715	0	40	3	1	0	0	0	0	0	0	0	0	0	44	233
0715 - 0730	0	58	5	0	1	0	0	0	0	0	0	0	0	64	
0730 - 0745	0	50	4	0	1	0	0	0	0	0	0	0	0	55	
0745 - 0800	0	66	2	1	1	0	0	0	0	0	0	0	0	70	
0800 - 0815	0	91	11	0	0	1	0	0	0	0	0	0	0	103	331
0815 - 0830	0	65	5	0	0	0	0	0	0	0	0	0	0	70	
0830 - 0845	0	65	5	0	0	0	0	0	0	0	0	0	0	70	
0845 - 0900	0	85	3	0	0	0	0	0	0	0	0	0	0	88	
0900 - 0915	0	86	5	1	0	0	0	0	0	0	0	0	0	92	320
0915 - 0930	0	71	6	0	0	0	0	0	0	0	0	0	0	77	
0930 - 0945	0	76	4	1	1	0	0	0	0	0	0	0	0	82	
0945 - 1000	0	58	11	0	0	0	0	0	0	0	0	0	0	69	
1000 - 1015	0	57	2	0	1	0	0	0	0	0	0	0	0	60	238
1015 - 1030	0	56	7	2	0	1	0	0	0	0	0	0	0	66	
1030 - 1045	0	58	3	0	2	0	0	0	0	0	0	0	0	63	
1045 - 1100	0	44	4	1	0	0	0	0	0	0	0	0	0	49	
1100 - 1115	0	51	5	0	1	0	0	0	0	0	0	0	0	57	233
1115 - 1130	0	53	4	0	0	0	0	0	0	0	0	0	0	57	
1130 - 1145	0	63	9	0	1	0	0	0	0	0	0	0	0	73	
1145 - 1200	0	43	2	0	1	0	0	0	0	0	0	0	0	46	
1200 - 1215	0	49	2	0	1	0	0	0	0	0	0	0	0	52	250
1215 - 1230	0	58	3	0	0	1	0	0	0	0	0	0	0	62	
1230 - 1245	0	62	3	0	0	0	0	0	0	0	0	0	0	65	
1245 - 1300	0	64	7	0	0	0	0	0	0	0	0	0	0	71	
1300 - 1315	0	62	4	1	2	0	0	0	0	0	0	0	0	69	252
1315 - 1330	0	54	2	0	0	0	0	0	0	0	0	0	0	56	
1330 - 1345	0	55	6	0	1	0	0	0	1	0	0	0	0	63	
1345 - 1400	0	61	3	0	0	0	0	0	0	0	0	0	0	64	
1400 - 1415	0	41	6	0	0	0	0	0	0	0	0	0	0	47	191
1415 - 1430	0	40	2	0	1	1	0	0	0	0	0	0	0	44	
1430 - 1445	0	37	3	0	0	0	0	0	0	0	0	0	0	40	
1445 - 1500	0	52	5	1	2	0	0	0	0	0	0	0	0	60	
1500 - 1515	0	51	3	1	1	0	0	0	0	0	0	0	0	56	220
1515 - 1530	0	58	2	1	0	1	0	0	0	0	0	0	0	62	
1530 - 1545	1	44	2	0	1	0	0	0	0	0	0	0	0	48	
1545 - 1600	0	50	2	2	0	0	0	0	0	0	0	0	0	54	
1600 - 1615	0	58	1	0	0	0	0	0	0	0	0	0	0	59	248
1615 - 1630	0	51	5	0	1	0	0	0	0	0	0	0	0	57	
1630 - 1645	1	63	7	0	0	0	0	0	0	0	0	0	0	71	
1645 - 1700	0	54	7	0	0	0	0	0	0	0	0	0	0	61	
1700 - 1715	0	73	4	0	0	0	0	0	0	0	0	0	0	77	347
1715 - 1730	0	71	1	0	0	0	0	0	0	0	0	0	0	72	
1730 - 1745	0	107	4	0	0	0	0	0	0	0	0	0	0	111	
1745 - 1800	0	79	8	0	0	0	0	0	0	0	0	0	0	87	
1800 - 1815	0	86	7	0	0	0	0	0	0	0	0	0	0	93	249
1815 - 1830	0	64	2	0	0	0	0	1	0	0	0	0	0	67	
1830 - 1845	0	46	3	0	0	0	0	0	0	0	0	0	0	49	
1845 - 1900	0	36	3	1	0	0	0	0	0	0	0	0	0	40	
1900 - 1915	0	36	1	0	0	0	0	0	0	0	0	0	0	37	133
1915 - 1930	0	28	1	0	1	0	0	0	0	0	0	0	0	30	
1930 - 1945	0	34	0	0	0	0	0	0	0	0	0	0	0	34	
1945 - 2000	0	29	3	0	0	0	0	0	0	0	0	0	0	32	
2000 - 2015	0	32	0	0	0	0	0	0	0	0	0	0	0	32	111
2015 - 2030	0	21	2	0	0	0	0	0	0	0	0	0	0	23	
2030 - 2045	1	29	3	0	0	0	0	0	0	0	0	0	0	33	
2045 - 2100	0	21	2	0	0	0	0	0	0	0	0	0	0	23	
2100 - 2115	0	16	1	0	0	0	0	0	0	0	0	0	0	17	61
2115 - 2130	0	14	2	0	0	0	0	0	0	0	0	0	0	16	
2130 - 2145	0	14	2	0	0	0	0	0	0	0	0	0	0	16	
2145 - 2200	0	11	1	0	0	0	0	0	0	0	0	0	0	12	
2200 - 2215	0	9	0	0	0	0	0	0	0	0	0	0	0	9	43
2215 - 2230	0	16	2	0	0	0	0	0	0	0	0	0	0	18	
2230 - 2245	0	10	0	0	0	0	0	0	0	0	0	0	0	10	
2245 - 2300	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
2300 - 2315	0	4	0	0	0	0	0	0	0	0	0	0	0	4	14
2315 - 2330	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2330 - 2345	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2345 - 0000	0	4	0	0	0	0	0	0	0	0	0	0	0	4	

Session Total	3	3351	247	15	21	5	0	1	1	0	0	0	0	3644
Session Average	0.03	34.91	2.57	0.16	0.22	0.05	0.00	0.01	0.01	0.00	0.00	0.00	0.00	37.96
Session Percentage	0.08	91.96	6.78	0.41	0.58	0.14	0.00	0.03	0.03	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0845 - 0945	0900 - 1000	0930 - 1030	0700 - 0800	0715 - 0815	-	-	-	-	-	-	-	0845 - 0945
AM Peak Volume	0	318	26	3	3	1	0	0	0	0	0	0	0	339

Time	Southbound (Movement 2.2)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	2	0	0	0	0	0	0	0	0	0	0	0	2	12
0015 - 0030	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0030 - 0045	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0045 - 0100	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0100 - 0115	0	2	0	0	0	0	0	0	0	0	0	0	0	2	4
0115 - 0130	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0200 - 0215	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4
0215 - 0230	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300 - 0315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400 - 0415	0	1	0	0	0	0	0	0	0	0	0	0	0	1	6
0415 - 0430	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0430 - 0445	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0445 - 0500	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
0515 - 0530	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0530 - 0545	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0545 - 0600	0	10	0	0	0	0	0	0	0	0	0	0	0	10	
0600 - 0615	0	9	0	0	0	0	0	0	0	0	0	0	0	9	79
0615 - 0630	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
0630 - 0645	0	16	1	1	0	0	0	0	0	0	0	0	0	18	
0645 - 0700	0	39	3	0	0	0	0	0	0	0	0	0	0	42	
0700 - 0715	0	34	2	1	0	0	0	0	0	0	0	0	0	37	213
0715 - 0730	0	48	5	0	0	0	0	0	0	0	0	0	0	53	
0730 - 0745	0	45	2	0	1	0	0	0	0	0	0	0	0	48	
0745 - 0800	0	70	4	1	0	0	0	0	0	0	0	0	0	75	
0800 - 0815	0	63	5	0	1	0	0	0	0	0	0	0	0	69	293
0815 - 0830	0	66	5	0	1	0	0	0	0	0	0	0	0	72	
0830 - 0845	0	57	6	0	0	0	0	0	1	0	0	0	0	64	
0845 - 0900	0	83	4	0	1	0	0	0	0	0	0	0	0	88	
0900 - 0915	0	65	3	0	2	0	0	0	0	0	0	0	0	70	268
0915 - 0930	0	52	2	1	1	0	0	0	0	0	0	0	0	56	
0930 - 0945	0	72	5	0	2	0	0	0	0	0	0	0	0	79	
0945 - 1000	0	56	4	0	3	0	0	0	0	0	0	0	0	63	
1000 - 1015	1	45	2	0	0	0	0	0	0	0	0	0	0	48	206
1015 - 1030	0	60	4	0	1	0	0	0	0	0	0	0	0	65	
1030 - 1045	0	42	2	0	2	1	0	0	0	0	0	0	0	47	
1045 - 1100	0	43	1	0	1	1	0	0	0	0	0	0	0	46	
1100 - 1115	0	37	2	0	0	0	0	0	0	0	0	0	0	39	204
1115 - 1130	0	57	3	0	0	0	0	0	0	0	0	0	0	60	
1130 - 1145	0	49	2	0	1	0	0	0	0	0	0	0	0	52	
1145 - 1200	0	48	5	0	0	0	0	0	0	0	0	0	0	53	
1200 - 1215	0	54	6	0	2	0	0	0	0	0	0	0	0	62	260
1215 - 1230	0	60	9	0	0	1	0	0	0	0	0	0	0	70	
1230 - 1245	0	50	2	0	2	0	0	0	0	0	0	0	0	54	
1245 - 1300	0	66	6	0	1	1	0	0	0	0	0	0	0	74	
1300 - 1315	0	52	10	0	1	0	0	0	0	0	0	0	0	63	240
1315 - 1330	0	58	6	0	0	0	0	0	0	0	0	0	0	64	
1330 - 1345	0	48	5	0	0	0	0	0	0	0	0	0	0	53	
1345 - 1400	0	54	4	0	2	0	0	0	0	0	0	0	0	60	
1400 - 1415	0	36	5	0	0	0	0	0	0	0	0	0	0	41	213
1415 - 1430	0	55	5	0	0	0	0	0	0	0	0	0	0	60	
1430 - 1445	0	45	3	0	0	0	0	0	0	0	0	0	0	48	
1445 - 1500	0	59	5	0	0	0	0	0	0	0	0	0	0	64	
1500 - 1515	0	53	4	1	0	0	0	0	0	0	0	0	0	58	215
1515 - 1530	0	48	2	0	0	0	0	0	0	0	0	0	0	50	
1530 - 1545	0	53	4	0	0	0	0	0	0	0	0	0	0	57	
1545 - 1600	0	40	6	2	2	0	0	0	0	0	0	0	0	50	
1600 - 1615	0	53	5	1	0	0	0	0	0	0	0	0	0	59	265
1615 - 1630	0	65	3	1	0	0	0	0	0	0	0	0	0	69	
1630 - 1645	0	50	8	0	0	0	0	0	1	0	0	0	0	59	
1645 - 1700	0	72	4	1	1	0	0	0	0	0	0	0	0	78	
1700 - 1715	0	76	7	0	0	0	0	0	0	0	0	0	0	83	290
1715 - 1730	1	71	3	1	0	0	0	0	0	0	0	0	0	76	
1730 - 1745	0	72	5	0	1	0	0	0	0	0	0	0	0	78	
1745 - 1800	0	51	2	0	0	0	0	0	0	0	0	0	0	53	
1800 - 1815	0	50	2	0	0	0	0	0	0	0	0	0	0	52	201
1815 - 1830	0	42	5	0	0	0	0	0	0	0	0	0	0	47	
1830 - 1845	0	54	3	0	0	0	0	0	0	0	0	0	0	57	
1845 - 1900	0	41	4	0	0	0	0	0	0	0	0	0	0	45	
1900 - 1915	0	33	1	0	1	0	0	0	0	0	0	0	0	35	142
1915 - 1930	0	33	5	0	0	0	0	0	0	0	0	0	0	38	
1930 - 1945	0	39	1	0	0	0	0	0	0	0	0	0	0	40	
1945 - 2000	1	25	3	0	0	0	0	0	0	0	0	0	0	29	
2000 - 2015	0	23	3	0	0	0	0	0	0	0	0	0	0	26	82
2015 - 2030	0	18	1	0	0	0	0	0	0	0	0	0	0	19	
2030 - 2045	0	16	1	0	0	0	0	0	0	0	0	0	0	17	
2045 - 2100	0	20	0	0	0	0	0	0	0	0	0	0	0	20	
2100 - 2115	0	24	0	0	0	0	0	0	0	0	0	0	0	24	69
2115 - 2130	0	14	0	0	0	0	0	0	0	0	0	0	0	14	
2130 - 2145	0	15	1	0	0	0	0	0	0	0	0	0	0	16	
2145 - 2200	0	15	0	0	0	0	0	0	0	0	0	0	0	15	
2200 - 2215	0	8	1	0	0	0	0	0	0	0	0	0	0	9	33
2215 - 2230	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
2230 - 2245	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
2245 - 2300	0	10	0	0	0	0	0	0	0	0	0	0	0	10	
2300 - 2315	0	6	0	0	0	0	0	0	0	0	0	0	0	6	47
2315 - 2330	0	18	1	0	0	0	0	0	0	0	0	0	0	19	
2330 - 2345	0	12	1	0	0	0	0	0	0	0	0	0	0	13	
2345 - 0000	0	8	0	0	1	0	0	0	0	0	0	0	0	9	

Session Total	3	3094	225	11	31	4	0	0	2	0	0	0	0	3370
Session Average	0.03	32.23	2.34	0.11	0.32	0.04	0.00	0.00	0.02	0.00	0.00	0.00	0.00	35.10
Session Percentage	0.09	91.81	6.68	0.33	0.92	0.12	0.00	0.00	0.06	0.00	0.00	0.00	0.00	

AM Peak Hour	0915 - 1015	0845 - 0945	0745 - 0845	0615 - 0715	0900 - 1000	0945 - 1045	-	-	0745 - 0845	-	-	-	-	0815 - 0915
AM Peak Volume	1	272	20	2	8	1	0	0	1	0	0	0	0	294

Noon Peak Hour	1000 - 1100	1200 - 1300	1215 - 1315	1415 - 1515	1200 - 1300	1000 - 1100	-	-	-	-	-	-	-	1215 - 1315
Noon Peak Volume	1	230	27	1	5	2	0	0	0	0	0	0	0	261

PM Peak Hour	1630 - 1730	1645 - 1745	1545 - 1645	1530 - 1630	1500 - 1600	-	-	-	1545 - 1645	-	-	-	-	1645 - 1745
PM Peak Volume	1	291	22	4	2	0	0	0	1	0	0	0	0	315

TIME	Southbound (Movement 2.2)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	6	0	0	0	0	0	0	0	0	0	0	0	6	18
0015 - 0030	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0030 - 0045	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0045 - 0100	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0100 - 0115	0	4	0	0	0	0	0	0	0	0	0	0	0	4	15
0115 - 0130	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0130 - 0145	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0145 - 0200	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0200 - 0215	0	1	0	0	0	0	0	0	0	0	0	0	0	1	6
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0245 - 0300	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0300 - 0315	0	3	0	0	0	0	0	0	0	0	0	0	0	3	8
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0345 - 0400	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0415 - 0430	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0430 - 0445	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0445 - 0500	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0500 - 0515	0	2	0	0	0	0	0	0	0	0	0	0	0	2	3
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0545 - 0600	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0600 - 0615	0	2	0	0	0	0	0	0	0	0	0	0	0	2	11
0615 - 0630	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0630 - 0645	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0645 - 0700	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0700 - 0715	0	5	0	0	0	0	0	0	0	0	0	0	0	5	25
0715 - 0730	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0730 - 0745	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0745 - 0800	0	11	0	0	0	0	0	0	0	0	0	0	0	11	
0800 - 0815	0	3	0	0	0	0	0	0	0	0	0	0	0	3	39
0815 - 0830	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
0830 - 0845	0	10	0	0	0	0	0	0	0	0	0	0	0	10	
0845 - 0900	0	16	1	0	0	0	0	0	0	0	0	0	0	17	
0900 - 0915	0	14	2	0	0	0	0	0	0	0	0	0	0	16	75
0915 - 0930	0	13	0	0	0	0	0	0	0	0	0	0	0	13	
0930 - 0945	0	17	2	0	1	0	0	0	0	0	0	0	0	20	
0945 - 1000	0	26	0	0	0	0	0	0	0	0	0	0	0	26	
1000 - 1015	0	18	1	0	0	0	0	0	0	0	0	0	0	19	84
1015 - 1030	0	13	0	0	0	0	0	0	0	0	0	0	0	13	
1030 - 1045	0	23	6	0	0	0	0	0	0	0	0	0	0	29	
1045 - 1100	0	23	0	0	0	0	0	0	0	0	0	0	0	23	
1100 - 1115	0	13	1	0	0	0	0	0	0	0	0	0	0	14	100
1115 - 1130	0	30	0	0	0	0	0	0	0	0	0	0	0	30	
1130 - 1145	0	23	2	0	0	0	0	0	0	0	0	0	0	25	
1145 - 1200	0	29	2	0	0	0	0	0	0	0	0	0	0	31	
1200 - 1215	0	26	1	0	0	0	0	0	0	0	0	0	0	27	138
1215 - 1230	0	29	5	0	1	0	0	0	0	0	0	0	0	35	
1230 - 1245	1	36	1	0	0	0	0	0	0	0	0	0	0	38	
1245 - 1300	0	33	3	0	2	0	0	0	0	0	0	0	0	38	
1300 - 1315	0	40	3	0	0	0	0	0	0	0	0	0	0	43	128
1315 - 1330	0	29	2	1	0	0	0	0	0	0	0	0	0	32	
1330 - 1345	0	23	1	0	0	0	0	0	0	0	0	0	0	24	
1345 - 1400	0	27	2	0	0	0	0	0	0	0	0	0	0	29	
1400 - 1415	0	27	3	0	0	0	0	0	0	0	0	0	0	30	119
1415 - 1430	0	24	0	0	0	0	0	0	0	0	0	0	0	24	
1430 - 1445	0	28	2	0	0	0	0	0	0	0	0	0	0	30	
1445 - 1500	0	33	2	0	0	0	0	0	0	0	0	0	0	35	
1500 - 1515	0	28	1	0	1	0	0	0	0	0	0	0	0	30	121
1515 - 1530	0	33	0	0	0	0	0	0	0	0	0	0	0	33	
1530 - 1545	0	23	1	0	1	0	0	0	0	0	0	0	0	25	
1545 - 1600	0	31	2	0	0	0	0	0	0	0	0	0	0	33	
1600 - 1615	0	36	3	0	0	0	0	0	0	0	0	0	0	39	115
1615 - 1630	0	34	1	0	0	0	0	0	0	0	0	0	0	35	
1630 - 1645	0	18	2	0	0	0	0	0	0	0	0	0	0	20	
1645 - 1700	0	19	2	0	0	0	0	0	0	0	0	0	0	21	
1700 - 1715	0	21	1	0	0	0	0	0	0	0	0	0	0	22	105
1715 - 1730	0	20	0	0	1	0	0	0	0	0	0	0	0	21	
1730 - 1745	0	32	0	0	0	0	0	0	0	0	0	0	0	32	
1745 - 1800	0	28	2	0	0	0	0	0	0	0	0	0	0	30	
1800 - 1815	0	21	0	0	0	0	0	0	0	0	0	0	0	21	103
1815 - 1830	0	25	0	0	0	0	0	0	0	0	0	0	0	25	
1830 - 1845	0	28	4	0	0	0	0	0	0	0	0	0	0	32	
1845 - 1900	0	24	1	0	0	0	0	0	0	0	0	0	0	25	
1900 - 1915	0	22	0	0	1	0	0	0	0	0	0	0	0	23	79
1915 - 1930	0	14	1	0	0	0	0	0	0	0	0	0	0	15	
1930 - 1945	0	22	0	0	0	0	0	0	0	0	0	0	0	22	
1945 - 2000	0	19	0	0	0	0	0	0	0	0	0	0	0	19	
2000 - 2015	0	19	1	0	0	0	0	0	0	0	0	0	0	20	79
2015 - 2030	0	21	0	0	0	0	0	0	0	0	0	0	0	21	
2030 - 2045	1	22	0	0	0	0	0	0	0	0	0	0	0	23	
2045 - 2100	0	15	0	0	0	0	0	0	0	0	0	0	0	15	
2100 - 2115	0	12	0	0	0	0	0	0	0	0	0	0	0	12	37
2115 - 2130	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
2130 - 2145	0	9	0	0	0	0	0	0	0	0	0	0	0	9	
2145 - 2200	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
2200 - 2215	0	10	0	0	0	0	0	0	0	0	0	0	0	10	32
2215 - 2230	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
2230 - 2245	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
2245 - 2300	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
2300 - 2315	0	6	0	0	0	0	0	0	0	0	0	0	0	6	12
2315 - 2330	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
2330 - 2345	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2345 - 0000	0	1	0	0	0	0	0	0	0	0	0	0	0	1	

Session Total	2	1376	69	1	8	0	0	0	0	0	0	0	0	1456
Session Average	0.02	14.33	0.72	0.01	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15.17
Session Percentage	0.14	94.51	4.74	0.07	0.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0945 - 1045	0945 - 1045	-	0845 - 0945	-	-	-	-	-	-	-	-	0945 - 1045
AM Peak Hour Volume	0	80	7	0	1	0	0	0	0	0	0	0	0	87

Noon Peak Hour	1145 - 1245	1215 - 1315	1215 - 1315	1230 - 1330	1200 - 1300	-	-	-	-	-	-	-	-	1215 - 1315
Noon Peak Hour Volume	1	138	12	1	3	0	0	0	0	0	0	0	0	154

PM Peak Hour	1945 - 204
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Bi-Directional Class Count || Bi-Directional 15min

Atlanta, GA



Site 2
Barfield Rd,
north of Driveway 3

Date
Wednesday, May 1, 2024

Weather
Fair
74°F

Lat/Long
33.931611°, -84.361241°

[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (05-01-2024)
Bi-Directional 15min

Time	Bi-Directional 15min													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	6	1	0	0	0	0	0	0	0	0	0	0	7	23
0015 - 0030	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0030 - 0045	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0045 - 0100	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0100 - 0115	0	4	0	0	0	0	0	0	0	0	0	0	0	4	15
0115 - 0130	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0130 - 0145	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0145 - 0200	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0200 - 0215	0	3	0	0	0	0	0	0	0	0	0	0	0	3	8
0215 - 0230	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0230 - 0245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0245 - 0300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0300 - 0315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	7
0315 - 0330	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0330 - 0345	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0345 - 0400	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
0415 - 0430	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
0430 - 0445	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0445 - 0500	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
0500 - 0515	0	2	1	0	0	0	0	0	0	0	0	0	0	3	41
0515 - 0530	0	7	0	0	0	0	0	0	1	0	0	0	0	8	
0530 - 0545	0	12	1	0	0	0	0	0	0	0	0	0	0	13	
0545 - 0600	0	14	3	0	0	0	0	0	0	0	0	0	0	17	
0600 - 0615	0	16	5	0	0	0	0	0	0	0	0	0	0	21	185
0615 - 0630	0	35	3	0	0	0	0	0	0	0	0	0	0	38	
0630 - 0645	1	38	7	1	0	0	0	0	0	0	0	0	0	47	
0645 - 0700	0	69	8	1	1	0	0	0	0	0	0	0	0	79	
0700 - 0715	0	86	5	1	1	0	0	0	0	0	0	0	0	93	496
0715 - 0730	0	120	11	0	2	1	0	0	0	0	0	0	0	134	
0730 - 0745	0	114	6	1	2	0	0	0	0	0	0	0	0	123	
0745 - 0800	0	137	7	1	1	0	0	0	0	0	0	0	0	146	
0800 - 0815	0	178	16	0	0	1	0	0	0	0	0	0	0	195	723
0815 - 0830	0	154	10	1	1	0	0	0	0	0	0	0	0	166	
0830 - 0845	0	167	10	0	1	0	0	0	0	0	0	0	0	178	
0845 - 0900	0	174	10	0	0	0	0	0	0	0	0	0	0	184	
0900 - 0915	0	144	11	1	3	0	0	0	0	0	0	0	0	159	585
0915 - 0930	0	137	13	0	1	1	0	0	0	0	0	0	0	152	
0930 - 0945	0	137	9	1	2	0	0	0	0	0	0	0	0	149	
0945 - 1000	0	108	16	0	1	0	0	0	0	0	0	0	0	125	
1000 - 1015	0	101	6	0	2	0	0	0	0	0	0	0	0	109	462
1015 - 1030	0	103	13	3	0	1	0	0	0	0	0	0	0	120	
1030 - 1045	0	97	10	0	3	1	0	0	0	0	0	0	0	111	
1045 - 1100	0	106	12	1	2	0	0	1	0	0	0	0	0	122	
1100 - 1115	0	123	10	0	1	0	0	0	0	0	0	0	0	134	515
1115 - 1130	0	110	8	0	0	0	0	0	0	0	0	0	0	118	
1130 - 1145	0	130	17	0	1	0	0	0	0	0	0	0	0	148	
1145 - 1200	0	108	6	0	1	0	0	0	0	0	0	0	0	115	
1200 - 1215	0	112	9	0	2	0	0	0	0	0	0	0	0	123	555
1215 - 1230	1	132	10	1	0	1	0	0	0	0	0	0	0	145	
1230 - 1245	0	136	8	0	0	1	0	0	0	0	0	0	0	145	
1245 - 1300	0	129	13	0	0	0	0	0	0	0	0	0	0	142	
1300 - 1315	0	137	7	1	2	0	0	0	0	0	0	0	0	147	610
1315 - 1330	0	132	10	0	0	0	0	1	0	0	0	0	0	143	
1330 - 1345	0	140	18	0	2	0	0	0	2	0	0	0	0	162	
1345 - 1400	1	141	16	0	0	0	0	0	0	0	0	0	0	158	
1400 - 1415	0	127	18	0	2	0	0	0	0	0	0	0	0	147	563
1415 - 1430	0	126	6	0	2	1	0	0	0	0	0	0	0	135	
1430 - 1445	0	109	10	1	0	0	0	0	1	0	0	0	0	121	
1445 - 1500	0	136	18	1	4	0	0	1	0	0	0	0	0	160	
1500 - 1515	0	153	10	2	2	2	0	0	0	0	0	0	0	169	655
1515 - 1530	1	158	10	1	2	1	0	0	1	0	0	0	0	174	
1530 - 1545	1	128	7	0	1	0	0	0	0	0	0	0	0	137	
1545 - 1600	0	155	15	3	2	0	0	0	0	0	0	0	0	175	
1600 - 1615	1	152	11	0	0	0	0	0	1	0	0	0	0	165	696
1615 - 1630	0	139	10	0	2	0	0	0	0	0	0	0	0	151	
1630 - 1645	1	183	14	0	0	0	0	0	0	0	0	0	0	198	
1645 - 1700	0	158	23	1	0	0	0	0	0	0	0	0	0	182	
1700 - 1715	0	189	11	0	0	0	0	0	0	0	0	0	0	200	768
1715 - 1730	0	161	9	0	1	0	0	0	0	0	0	0	0	171	
1730 - 1745	0	183	14	0	0	0	0	0	0	0	0	0	0	197	
1745 - 1800	1	186	13	0	0	0	0	0	0	0	0	0	0	200	
1800 - 1815	0	150	12	0	0	0	0	0	1	0	0	0	0	163	522
1815 - 1830	0	130	8	0	0	0	0	1	0	0	0	0	0	139	
1830 - 1845	0	103	7	0	1	0	0	0	0	0	0	0	0	111	
1845 - 1900	0	100	7	1	0	0	0	0	1	0	0	0	0	109	
1900 - 1915	0	91	1	0	0	0	0	0	0	0	0	0	0	92	312
1915 - 1930	0	74	2	0	1	0	0	0	0	0	0	0	0	77	
1930 - 1945	0	68	1	0	0	0	0	0	0	0	0	0	0	69	
1945 - 2000	0	69	5	0	0	0	0	0	0	0	0	0	0	74	
2000 - 2015	0	78	5	0	0	0	0	0	0	0	0	0	0	83	291
2015 - 2030	0	63	5	0	0	0	0	0	0	0	0	0	0	68	
2030 - 2045	1	71	7	0	0	0	0	0	0	0	0	0	0	79	
2045 - 2100	0	56	5	0	0	0	0	0	0	0	0	0	0	61	
2100 - 2115	0	50	4	0	0	0	0	0	0	0	0	0	0	54	169
2115 - 2130	0	36	5	0	0	0	0	0	0	0	0	0	0	41	
2130 - 2145	0	36	4	0	0	0	0	0	0	0	0	0	0	40	
2145 - 2200	0	30	4	0	0	0	0	0	0	0	0	0	0	34	
2200 - 2215	0	33	4	0	0	0	0	0	0	0	0	0	0	37	112
2215 - 2230	0	30	3	0	0	0	0	0	0	0	0	0	0	33	
2230 - 2245	0	27	2	0	0	0	0	0	0	0	0	0	0	29	
2245 - 2300	0	12	1	0	0	0	0	0	0	0	0	0	0	13	
2300 - 2315	0	13	1	0	0	0	0	0	0	0	0	0	0	14	37
2315 - 2330	0	10	1	0	0	0	0	0	0	0	0	0	0	11	
2330 - 2345	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
2345 - 0000	0	7	0	0	0	0	0	0	0	0	0	0	0	7	

Session Total	9	7637	624	24	52	11	0	4	8	0	0	0	0	8369
Session Average	0.09	79.55	6.50	0.25	0.54	0.11	0.00	0.04	0.08	0.00	0.00	0.00	0.00	87.18
Session Percentage	0.11	91.25	7.46	0.29	0.62	0.13	0.00	0.05	0.10	0.00	0.00	0.00	0.00	

AM Peak Hour	0545 - 0645	0800 - 0900	0900 - 100
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Time	Bi-Directional 15min													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	4	0	0	0	0	0	0	0	0	0	0	0	4	25
0015 - 0030	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
0030 - 0045	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0045 - 0100	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0100 - 0115	0	2	1	0	0	0	0	0	0	0	0	0	0	3	9
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	2	1	0	0	0	0	0	0	0	0	0	0	3	
0200 - 0215	0	2	0	0	0	0	0	0	0	0	0	0	0	2	7
0215 - 0230	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0300 - 0315	0	2	0	0	0	0	0	0	0	0	0	0	0	2	7
0315 - 0330	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0330 - 0345	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0345 - 0400	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
0400 - 0415	0	1	0	0	0	0	0	0	0	0	0	0	0	1	18
0415 - 0430	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0430 - 0445	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0445 - 0500	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
0500 - 0515	0	4	0	0	0	0	0	0	0	0	0	0	0	4	42
0515 - 0530	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
0530 - 0545	0	17	0	0	0	0	0	0	0	0	0	0	0	17	
0545 - 0600	0	12	1	0	0	0	0	0	0	0	0	0	0	13	
0600 - 0615	0	24	0	0	0	0	0	0	0	0	0	0	0	24	152
0615 - 0630	0	18	2	0	0	0	0	0	1	0	0	0	0	21	
0630 - 0645	0	33	2	1	0	0	0	0	0	0	0	0	0	36	
0645 - 0700	0	66	4	1	0	0	0	0	0	0	0	0	0	71	
0700 - 0715	0	79	3	1	0	0	0	0	0	0	0	0	0	83	467
0715 - 0730	0	103	8	0	0	0	0	0	0	0	0	0	0	111	
0730 - 0745	0	103	4	1	2	0	0	0	0	0	0	0	0	110	
0745 - 0800	0	154	7	1	0	1	0	0	0	0	0	0	0	163	
0800 - 0815	0	131	9	0	2	0	0	0	1	0	0	0	0	143	628
0815 - 0830	0	133	8	1	1	0	0	0	0	0	0	0	0	143	
0830 - 0845	0	150	11	0	2	0	0	0	2	0	0	0	0	165	
0845 - 0900	0	167	6	0	3	1	0	0	0	0	0	0	0	177	
0900 - 0915	0	132	8	0	2	0	0	0	0	0	0	0	0	142	525
0915 - 0930	0	126	10	1	1	0	0	0	0	0	0	0	0	138	
0930 - 0945	0	124	8	0	2	0	0	0	0	0	0	0	0	134	
0945 - 1000	0	99	6	0	5	0	0	0	1	0	0	0	0	111	
1000 - 1015	1	87	8	0	0	1	0	0	0	1	0	0	0	98	429
1015 - 1030	0	110	8	0	2	1	0	0	0	0	0	0	0	121	
1030 - 1045	0	86	7	0	4	1	0	0	0	0	0	0	0	98	
1045 - 1100	0	102	7	0	2	1	0	0	0	0	0	0	0	112	
1100 - 1115	0	99	5	1	2	0	0	0	0	0	0	0	0	107	466
1115 - 1130	0	113	6	0	1	0	0	0	0	0	0	0	0	120	
1130 - 1145	0	97	4	0	1	0	0	0	0	0	0	0	0	102	
1145 - 1200	0	124	12	0	0	0	0	1	0	0	0	0	0	137	
1200 - 1215	0	126	9	0	3	0	0	0	0	0	0	0	0	138	593
1215 - 1230	0	130	20	0	2	1	0	0	0	0	0	0	0	153	
1230 - 1245	1	127	11	0	3	1	0	1	0	0	0	0	0	144	
1245 - 1300	0	144	12	0	1	1	0	0	0	0	0	0	0	158	
1300 - 1315	0	122	18	0	1	0	0	0	0	0	0	0	0	141	572
1315 - 1330	0	157	9	0	2	1	0	0	0	0	0	0	0	169	
1330 - 1345	0	113	12	0	0	0	0	0	0	0	0	0	0	125	
1345 - 1400	0	123	12	0	2	0	0	0	0	0	0	0	0	137	
1400 - 1415	0	123	12	0	1	0	0	0	0	0	0	0	0	136	557
1415 - 1430	0	153	13	1	0	0	0	1	0	0	0	0	0	168	
1430 - 1445	0	107	10	0	1	0	0	1	0	0	0	0	0	119	
1445 - 1500	0	124	9	1	0	0	0	0	0	0	0	0	0	134	
1500 - 1515	0	135	9	2	0	0	0	0	0	0	0	0	0	146	616
1515 - 1530	0	150	13	0	0	0	0	0	0	0	0	0	0	163	
1530 - 1545	0	138	11	0	1	0	0	0	0	0	0	0	0	150	
1545 - 1600	0	131	20	3	3	0	0	0	0	0	0	0	0	157	
1600 - 1615	0	159	13	1	0	0	0	0	0	0	0	0	0	173	676
1615 - 1630	0	153	15	3	1	0	0	0	0	1	0	0	0	173	
1630 - 1645	0	133	16	1	1	0	0	0	1	0	0	0	0	152	
1645 - 1700	0	164	10	1	3	0	0	0	0	0	0	0	0	178	
1700 - 1715	0	176	16	0	0	0	0	0	0	0	0	0	0	192	680
1715 - 1730	1	187	19	1	1	0	0	1	0	0	0	0	0	210	
1730 - 1745	0	133	14	0	1	0	0	0	0	0	0	0	0	148	
1745 - 1800	0	120	9	0	0	0	0	0	1	0	0	0	0	130	
1800 - 1815	0	117	8	0	0	0	0	0	0	0	0	0	0	125	459
1815 - 1830	0	119	8	0	0	0	0	0	0	0	0	0	0	127	
1830 - 1845	0	101	6	0	0	0	0	0	0	0	0	0	0	107	
1845 - 1900	0	90	9	0	0	0	0	0	1	0	0	0	0	100	
1900 - 1915	0	86	7	0	1	0	0	0	0	0	0	0	0	94	327
1915 - 1930	0	76	5	0	0	0	0	0	0	0	0	0	0	81	
1930 - 1945	0	72	4	0	1	0	0	0	0	0	0	0	0	77	
1945 - 2000	2	69	4	0	0	0	0	0	0	0	0	0	0	75	
2000 - 2015	0	62	4	0	1	0	0	0	0	0	0	0	0	67	237
2015 - 2030	0	55	3	0	0	0	0	0	0	0	0	0	0	58	
2030 - 2045	0	59	2	0	0	0	0	0	0	0	0	0	0	61	
2045 - 2100	0	45	5	0	0	0	0	0	1	0	0	0	0	51	
2100 - 2115	0	48	2	0	0	0	0	0	0	0	0	0	0	50	183
2115 - 2130	0	47	3	0	0	0	0	0	0	0	0	0	0	50	
2130 - 2145	0	37	3	0	0	0	0	0	2	0	0	0	0	42	
2145 - 2200	0	39	2	0	0	0	0	0	0	0	0	0	0	41	
2200 - 2215	0	30	3	0	0	0	0	0	0	0	0	0	0	33	108
2215 - 2230	0	26	1	0	0	0	0	0	0	0	0	0	0	27	
2230 - 2245	0	19	1	0	0	0	0	0	0	0	0	0	0	20	
2245 - 2300	0	26	2	0	0	0	0	0	0	0	0	0	0	28	
2300 - 2315	0	17	1	0	0	0	0	0	0	0	0	0	0	18	83
2315 - 2330	0	28	1	0	0	0	0	0	0	0	0	0	0	29	
2330 - 2345	0	20	1	0	0	0	0	0	0	0	0	0	0	21	
2345 - 0000	0	13	1	0	1	0	0	0	0	0	0	0	0	15	

Session Total	5	7190	557	22	63	10	0	5	12	2	0	0	0	7866
Session Average	0.05	74.90	5.80	0.23	0.66	0.10	0.00	0.05	0.13	0.02	0.00	0.00	0.00	81.94
Session Percentage	0.06	91.41	7.08	0.28	0.80	0.13	0.00	0.06	0.15	0.03	0.00	0.00	0.00	
AM Peak Hour	0915 - 1015	0815 - 0915	0745 - 0845	0615 - 0715	0945 - 1045	0945 - 1045	-	-	0745 - 0845	0915 - 1015	-	-	-	0800 - 0900
AM Peak Volume	1	582	35	3	11	3	0	0	3	1	0	0	0	628
Noon Peak Hour	1000 - 1100	1230 - 1330	1215 - 1315	1415 - 1515	1015 - 1115	1000 - 1100	-	1145 - 1245	-	1000 - 1100	-	-	-	1230 - 1330
Noon Peak Volume	1	550	61	4	10	4	0	2	0	1	0	0	0	612
PM Peak Hour	1900 - 2000	1630 - 1730	1545 - 1645	1545 - 1645	1530 - 1630	-	-	1630 - 1730	1545 - 1645	1530 - 1630	-	-	-	1630 - 1730
PM Peak Volume	2	660	64	8	5	0	0	1	1	1	0	0	0	732

Site 2

Barfield Rd,
north of Driveway 3

Date

Sunday, May 5, 2024

Weather

Mostly Cloudy
74°F

Lat/Long

33.931611°, -84.361241°

0000 - 2400 (Sunday 24h Session) (05-05-2024)

Bi-Directional 15min

[Click here for Detailed Weather](#)

TIME	Bi-Directional 15min													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	13	1	0	0	0	0	0	0	0	0	0	0	14	42
0015 - 0030	0	10	1	0	0	0	0	0	0	0	0	0	0	11	
0030 - 0045	0	10	1	0	0	0	0	0	0	0	0	0	0	11	
0045 - 0100	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0100 - 0115	0	10	1	0	0	0	0	0	0	0	0	0	0	11	30
0115 - 0130	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0130 - 0145	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
0145 - 0200	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0200 - 0215	0	6	0	0	0	0	0	0	0	0	0	0	0	6	21
0215 - 0230	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0230 - 0245	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0245 - 0300	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0300 - 0315	0	5	0	0	0	0	0	0	0	0	0	0	0	5	19
0315 - 0330	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0330 - 0345	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0345 - 0400	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0400 - 0415	0	4	0	0	0	0	0	0	0	0	0	0	0	4	15
0415 - 0430	0	3	0	0	1	0	0	0	0	0	0	0	0	4	
0430 - 0445	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0445 - 0500	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0500 - 0515	0	3	0	0	0	0	0	0	0	0	0	0	0	3	11
0515 - 0530	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0530 - 0545	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0545 - 0600	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0600 - 0615	0	7	0	0	0	0	0	0	0	0	0	0	0	7	37
0615 - 0630	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
0630 - 0645	0	11	1	0	0	0	0	0	0	0	0	0	0	12	
0645 - 0700	1	7	0	1	0	0	0	0	0	0	0	0	0	9	
0700 - 0715	0	16	1	0	0	0	0	0	0	0	0	0	0	17	76
0715 - 0730	0	11	0	0	0	0	0	0	0	0	0	0	0	11	
0730 - 0745	0	14	2	0	0	0	0	0	0	0	0	0	0	16	
0745 - 0800	0	30	2	0	0	0	0	0	0	0	0	0	0	32	
0800 - 0815	0	13	0	0	0	0	0	0	0	0	0	0	0	13	105
0815 - 0830	0	18	4	0	0	0	0	0	0	0	0	0	0	22	
0830 - 0845	0	25	0	0	0	0	0	0	0	0	0	0	0	25	
0845 - 0900	0	41	4	0	0	0	0	0	0	0	0	0	0	45	
0900 - 0915	0	31	2	0	0	0	0	0	1	0	0	0	0	34	158
0915 - 0930	0	36	1	0	0	0	0	0	0	0	0	0	0	37	
0930 - 0945	0	36	3	0	1	0	0	0	0	0	0	0	0	40	
0945 - 1000	0	45	1	0	1	0	0	0	0	0	0	0	0	47	
1000 - 1015	0	44	5	0	0	0	0	0	0	0	0	0	0	49	205
1015 - 1030	0	29	2	0	0	0	0	0	0	0	0	0	0	31	
1030 - 1045	0	53	6	0	0	0	0	0	0	0	0	0	0	59	
1045 - 1100	0	62	3	0	1	0	0	0	0	0	0	0	0	66	
1100 - 1115	0	60	3	0	0	0	0	0	0	0	0	0	0	63	267
1115 - 1130	0	70	3	0	0	0	0	0	0	0	0	0	0	73	
1130 - 1145	0	52	4	0	0	0	0	0	0	0	0	0	0	56	
1145 - 1200	0	70	4	0	1	0	0	0	0	0	0	0	0	75	
1200 - 1215	0	69	6	0	0	0	0	0	0	0	0	0	0	75	340
1215 - 1230	0	85	8	0	1	0	0	0	0	0	0	0	0	94	
1230 - 1245	1	84	5	0	0	0	0	0	0	0	0	0	0	90	
1245 - 1300	0	72	6	0	3	0	0	0	0	0	0	0	0	81	
1300 - 1315	0	74	6	0	2	0	0	0	0	0	0	0	0	82	294
1315 - 1330	0	77	3	1	1	0	0	0	0	0	0	0	0	82	
1330 - 1345	0	53	5	0	0	0	0	0	0	0	0	0	0	58	
1345 - 1400	0	67	5	0	0	0	0	0	0	0	0	0	0	72	
1400 - 1415	0	63	6	0	0	0	0	0	0	0	0	0	0	69	289
1415 - 1430	0	63	2	0	0	0	0	0	0	0	0	0	0	65	
1430 - 1445	0	67	5	0	0	0	0	0	0	0	0	0	0	72	
1445 - 1500	0	79	4	0	0	0	0	0	0	0	0	0	0	83	
1500 - 1515	1	71	4	0	1	0	0	0	0	0	0	0	0	77	301
1515 - 1530	0	80	1	0	0	0	0	0	0	0	0	0	0	81	
1530 - 1545	0	59	6	0	2	0	0	0	0	0	0	0	0	67	
1545 - 1600	0	74	2	0	0	0	0	0	0	0	0	0	0	76	
1600 - 1615	0	62	4	0	0	0	0	0	0	0	0	0	0	66	280
1615 - 1630	0	78	3	0	0	0	0	0	0	0	0	0	0	81	
1630 - 1645	0	61	4	0	0	0	0	0	0	0	0	0	0	65	
1645 - 1700	0	64	3	0	1	0	0	0	0	0	0	0	0	68	
1700 - 1715	0	59	3	0	0	0	0	0	0	0	0	0	0	62	244
1715 - 1730	0	61	0	0	1	0	0	0	0	0	0	0	0	62	
1730 - 1745	0	58	2	0	0	0	0	0	0	0	0	0	0	60	
1745 - 1800	0	58	2	0	0	0	0	0	0	0	0	0	0	60	
1800 - 1815	0	73	8	0	0	0	0	0	0	0	0	0	0	81	253
1815 - 1830	0	59	0	0	0	0	0	0	0	0	0	0	0	59	
1830 - 1845	0	59	6	0	0	0	0	0	0	0	0	0	0	65	
1845 - 1900	0	47	1	0	0	0	0	0	0	0	0	0	0	48	
1900 - 1915	0	51	2	0	1	0	0	0	0	0	0	0	0	54	166
1915 - 1930	0	28	2	0	0	0	0	0	0	0	0	0	0	30	
1930 - 1945	0	42	0	0	0	0	0	0	0	0	0	0	0	42	
1945 - 2000	0	39	1	0	0	0	0	0	0	0	0	0	0	40	
2000 - 2015	0	37	1	0	0	0	0	0	0	0	0	0	0	38	145
2015 - 2030	0	38	1	0	0	0	0	0	0	0	0	0	0	39	
2030 - 2045	1	33	0	0	0	0	0	0	0	0	0	0	0	34	
2045 - 2100	0	34	0	0	0	0	0	0	0	0	0	0	0	34	
2100 - 2115	0	22	5	0	0	0	0	0	0	0	0	0	0	27	97
2115 - 2130	0	27	2	0	0	0	0	0	0	0	0	0	0	29	
2130 - 2145	0	18	1	0	0	0	0	0	0	0	0	0	0	19	
2145 - 2200	0	22	0	0	0	0	0	0	0	0	0	0	0	22	
2200 - 2215	0	22	2	0	1	0	0	0	0	0	0	0	0	25	70
2215 - 2230	0	12	1	0	0	0	0	0	0	0	0	0	0	13	
2230 - 2245	0	13	0	0	0	0	0	0	0	0	0	0	0	13	
2245 - 2300	0	18	1	0	0	0	0	0	0	0	0	0	0	19	
2300 - 2315	0	13	0	0	0	0	0	0	0	0	0	0	0	13	39
2315 - 2330	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
2330 - 2345	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
2345 - 0000	0	7	0	0	0	0	0	0	0	0	0	0	0	7	

Session Total	4	3286	192	2	19	0	0	0	1	0	0	0	0	3504
Session Average	0.04	34.23	2.00	0.02	0.20	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	36.50
Session Percentage	0.11	93.78	5.48	0.06	0.54	0.00	0.00	0.00	0.03	0.00	0.00	0.00	0.00	

AM Peak Hour	0600 - 0700	0945 - 1045	0945 - 1045	0600 - 0700	0900 - 1000	-	-	-	0815 - 0915	-	-	-	-	0945 - 1045
AM Peak Hour Volume	1	171	14	1	2	0	0	0	1	0	0	0	0	186

Noon Peak Hour	1145 - 1245	1215 - 1315	1200 - 1300	1230 - 1330	1215 - 1315	-	-	-	-	-	-	-	-	1215 - 1315
Noon Peak Hour Volume	1	315	25	1	6	0	0	0	0	0	0	0	0	347

PM Peak Hour	1500 - 1600	1500 - 1600	1745 - 1845	-	1500 - 1600	-	-	-	-	-	-	-	-	1500 - 1600
PM Peak Hour Volume	1	284	16	0	3	0	0	0	0	0	0	0	0	301

Bi-Directional Class Count || NB EB Average 15min

Atlanta, GA



Site 2	Date	Weather
Barfield Rd, north of Driveway 3	Wednesday, May 1, 2024	Fair 74°F
	Lat/Long	
	33.931611°, -84.361241°	

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

Time	NB EB Average 15min													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	4	0	0	0	0	0	0	0	0	0	0	0	4	16
0015 - 0030	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0030 - 0045	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0045 - 0100	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0100 - 0115	0	2	1	0	0	0	0	0	0	0	0	0	0	3	9
0115 - 0130	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0130 - 0145	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0145 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	2	
0200 - 0215	0	3	0	0	0	0	0	0	0	0	0	0	0	3	8
0215 - 0230	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0230 - 0245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0245 - 0300	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0300 - 0315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	7
0315 - 0330	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	2	
0345 - 0400	0	1	0	0	0	0	0	0	0	0	0	0	0	2	
0400 - 0415	0	1	0	0	0	0	0	0	0	0	0	0	0	1	11
0415 - 0430	0	1	0	0	0	0	0	0	0	0	0	0	0	2	
0430 - 0445	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0445 - 0500	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0500 - 0515	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15
0515 - 0530	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0530 - 0545	0	5	0	0	0	0	0	0	0	0	0	0	0	6	
0545 - 0600	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0600 - 0615	0	8	1	0	0	0	0	0	0	0	0	0	0	9	57
0615 - 0630	0	9	1	0	0	0	0	0	0	0	0	0	0	11	
0630 - 0645	0	14	2	0	0	0	0	0	0	0	0	0	0	16	
0645 - 0700	0	19	1	1	0	0	0	0	0	0	0	0	0	22	
0700 - 0715	0	34	1	0	0	0	0	0	0	0	0	0	0	36	189
0715 - 0730	0	42	3	0	0	0	0	0	0	0	0	0	0	45	
0730 - 0745	0	43	2	1	1	0	0	0	0	0	0	0	0	47	
0745 - 0800	0	58	3	0	0	0	0	0	0	0	0	0	0	62	
0800 - 0815	0	55	3	0	0	0	0	0	0	0	0	0	0	59	264
0815 - 0830	0	55	4	1	0	0	0	0	0	0	0	0	0	60	
0830 - 0845	0	70	3	0	1	0	0	0	0	0	0	0	0	75	
0845 - 0900	0	66	4	0	1	0	0	0	0	0	0	0	0	71	
0900 - 0915	0	47	4	0	1	0	0	0	0	0	0	0	0	52	202
0915 - 0930	0	54	5	0	0	0	0	0	0	0	0	0	0	60	
0930 - 0945	0	44	3	0	0	0	0	0	0	0	0	0	0	47	
0945 - 1000	0	37	3	0	1	0	0	0	0	0	0	0	0	42	
1000 - 1015	0	37	5	0	0	0	0	0	0	0	0	0	0	43	189
1015 - 1030	0	38	4	0	0	0	0	0	0	0	0	0	0	43	
1030 - 1045	0	38	4	0	1	0	0	0	0	0	0	0	0	43	
1045 - 1100	0	53	6	0	1	0	0	0	0	0	0	0	0	61	
1100 - 1115	0	60	3	0	1	0	0	0	0	0	0	0	0	65	237
1115 - 1130	0	51	3	0	0	0	0	0	0	0	0	0	0	55	
1130 - 1145	0	48	4	0	0	0	0	0	0	0	0	0	0	52	
1145 - 1200	0	61	4	0	0	0	0	0	0	0	0	0	0	66	
1200 - 1215	0	59	5	0	1	0	0	0	0	0	0	0	0	65	280
1215 - 1230	0	67	7	0	1	0	0	0	0	0	0	0	0	75	
1230 - 1245	0	66	6	0	0	1	0	0	0	0	0	0	0	74	
1245 - 1300	0	61	5	0	0	0	0	0	0	0	0	0	0	66	
1300 - 1315	0	60	5	0	1	0	0	0	0	0	0	0	0	65	285
1315 - 1330	0	75	4	0	1	0	0	0	0	0	0	0	0	81	
1330 - 1345	0	60	8	0	0	0	0	0	0	0	0	0	0	68	
1345 - 1400	0	63	8	0	0	0	0	0	0	0	0	0	0	71	
1400 - 1415	0	70	7	0	1	0	0	0	0	0	0	0	0	78	295
1415 - 1430	0	74	5	0	0	0	0	0	0	0	0	0	0	80	
1430 - 1445	0	58	6	0	0	0	0	0	0	0	0	0	0	65	
1445 - 1500	0	65	6	0	1	0	0	0	0	0	0	0	0	73	
1500 - 1515	0	76	5	1	0	1	0	0	0	0	0	0	0	83	339
1515 - 1530	0	83	7	0	1	0	0	0	0	0	0	0	0	91	
1530 - 1545	0	68	6	0	1	0	0	0	0	0	0	0	0	75	
1545 - 1600	0	80	9	1	1	0	0	0	0	0	0	0	0	90	
1600 - 1615	0	75	6	0	0	0	0	0	0	0	0	0	0	82	341
1615 - 1630	0	73	6	1	1	0	0	0	0	0	0	0	0	81	
1630 - 1645	0	82	6	0	0	0	0	0	0	0	0	0	0	88	
1645 - 1700	0	80	8	0	1	0	0	0	0	0	0	0	0	89	
1700 - 1715	0	85	6	0	0	0	0	0	0	0	0	0	0	91	317
1715 - 1730	0	82	8	0	1	0	0	0	0	0	0	0	0	91	
1730 - 1745	0	54	7	0	0	0	0	0	0	0	0	0	0	61	
1745 - 1800	0	69	4	0	0	0	0	0	0	0	0	0	0	73	
1800 - 1815	0	61	6	0	0	0	0	0	0	0	0	0	0	68	227
1815 - 1830	0	59	3	0	0	0	0	0	0	0	0	0	0	62	
1830 - 1845	0	45	3	0	0	0	0	0	0	0	0	0	0	48	
1845 - 1900	0	45	3	0	0	0	0	0	1	0	0	0	0	49	
1900 - 1915	0	46	3	0	0	0	0	0	0	0	0	0	0	48	150
1915 - 1930	0	34	1	0	0	0	0	0	0	0	0	0	0	35	
1930 - 1945	0	29	1	0	0	0	0	0	0	0	0	0	0	31	
1945 - 2000	0	35	1	0	0	0	0	0	0	0	0	0	0	36	
2000 - 2015	0	34	2	0	0	0	0	0	0	0	0	0	0	37	134
2015 - 2030	0	32	2	0	0	0	0	0	0	0	0	0	0	34	
2030 - 2045	0	32	2	0	0	0	0	0	0	0	0	0	0	34	
2045 - 2100	0	26	3	0	0	0	0	0	0	0	0	0	0	29	
2100 - 2115	0	23	3	0	0	0	0	0	0	0	0	0	0	26	94
2115 - 2130	0	24	2	0	0	0	0	0	0	0	0	0	0	27	
2130 - 2145	0	18	2	0	0	0	0	0	1	0	0	0	0	20	
2145 - 2200	0	20	2	0	0	0	0	0	0	0	0	0	0	21	
2200 - 2215	0	19	3	0	0	0	0	0	0	0	0	0	0	22	61
2215 - 2230	0	13	1	0	0	0	0	0	0	0	0	0	0	14	
2230 - 2245	0	11	1	0	0	0	0	0	0	0	0	0	0	12	
2245 - 2300	0	11	1	0	0	0	0	0	0	0	0	0	0	12	
2300 - 2315	0	9	1	0	0	0	0	0	0	0	0	0	0	10	29
2315 - 2330	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
2330 - 2345	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
2345 - 0000	0	5	0	0	0	0	0	0	0	0	0	0	0	5	

Session Total	3	3431	277	7	25	4	0	3	6	1	0	0	0	3756
Session Average	0.03	35.74	2.89	0.07	0.26	0.04	0.00	0.03	0.06	0.01	0.00	0.00	0.00	39.13
Session Percentage	0.09	91.33	7.38	0.19	0.66	0.11	0.00	0.07	0.16	0.02	0.00	0.00	0.00	

AM Peak Hour	0600 - 0700	0800 - 0900	0830 - 0930	0645 - 0745	0815 - 0915	0945 - 1045	-	-	0745 - 0845	0915 - 1015	-	-	-	0800 - 0900
AM Peak Volume	1	246	16	2	3	1	0	0	1	0	0	0	0	264

Bi-Directional Class Count || SB WB Average 15min

Atlanta, GA



Site 2	Date	Weather
Barfield Rd, north of Driveway 3	Wednesday, May 1, 2024	Fair 74°F
Lat/Long		
33.931611°, -84.361241°		

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

Time	SB WB Average 15min													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	4	0	0	0	0	0	0	0	0	0	0	0	4	14
0015 - 0030	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0030 - 0045	0	4	0	0	0	0	0	0	0	0	0	0	0	5	
0045 - 0100	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0100 - 0115	0	3	0	0	0	0	0	0	0	0	0	0	0	3	9
0115 - 0130	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0130 - 0145	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0145 - 0200	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0200 - 0215	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4
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	1	0	0	0	0	0	0	0	0	0	0	0	1	
0300 - 0315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0345 - 0400	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
0415 - 0430	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0430 - 0445	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0445 - 0500	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0500 - 0515	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16
0515 - 0530	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0530 - 0545	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0545 - 0600	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0600 - 0615	0	8	1	0	0	0	0	0	0	0	0	0	0	9	67
0615 - 0630	0	11	1	0	0	0	0	0	0	0	0	0	0	12	
0630 - 0645	0	14	1	1	0	0	0	0	0	0	0	0	0	15	
0645 - 0700	0	28	3	0	0	0	0	0	0	0	0	0	0	31	
0700 - 0715	0	26	2	1	0	0	0	0	0	0	0	0	0	29	157
0715 - 0730	0	36	3	0	0	0	0	0	0	0	0	0	0	40	
0730 - 0745	0	34	2	0	1	0	0	0	0	0	0	0	0	36	
0745 - 0800	0	49	2	1	0	0	0	0	0	0	0	0	0	52	
0800 - 0815	0	52	5	0	0	0	0	0	0	0	0	0	0	58	221
0815 - 0830	0	46	4	0	0	0	0	0	0	0	0	0	0	50	
0830 - 0845	0	44	4	0	0	0	0	0	0	0	0	0	0	48	
0845 - 0900	0	61	3	0	0	0	0	0	0	0	0	0	0	64	
0900 - 0915	0	55	3	0	1	0	0	0	0	0	0	0	0	59	221
0915 - 0930	0	45	3	0	0	0	0	0	0	0	0	0	0	49	
0930 - 0945	0	55	4	0	1	0	0	0	0	0	0	0	0	60	
0945 - 1000	0	47	5	0	1	0	0	0	0	0	0	0	0	53	
1000 - 1015	0	40	2	0	0	0	0	0	0	0	0	0	0	42	176
1015 - 1030	0	43	4	1	0	0	0	0	0	0	0	0	0	48	
1030 - 1045	0	41	4	0	1	0	0	0	0	0	0	0	0	46	
1045 - 1100	0	37	2	0	0	0	0	0	0	0	0	0	0	39	
1100 - 1115	0	34	3	0	0	0	0	0	0	0	0	0	0	37	179
1115 - 1130	0	47	2	0	0	0	0	0	0	0	0	0	0	49	
1130 - 1145	0	45	4	0	1	0	0	0	0	0	0	0	0	50	
1145 - 1200	0	40	3	0	0	0	0	0	0	0	0	0	0	43	
1200 - 1215	0	43	3	0	1	0	0	0	0	0	0	0	0	47	216
1215 - 1230	0	49	6	0	0	1	0	0	0	0	0	0	0	56	
1230 - 1245	0	49	2	0	1	0	0	0	0	0	0	0	0	52	
1245 - 1300	0	54	5	0	1	0	0	0	0	0	0	0	0	61	
1300 - 1315	0	51	6	0	1	0	0	0	0	0	0	0	0	58	207
1315 - 1330	0	47	3	0	0	0	0	0	0	0	0	0	0	51	
1330 - 1345	0	42	4	0	0	0	0	0	0	0	0	0	0	47	
1345 - 1400	0	47	3	0	1	0	0	0	0	0	0	0	0	51	
1400 - 1415	0	35	5	0	0	0	0	0	0	0	0	0	0	39	174
1415 - 1430	0	40	2	0	0	0	0	0	0	0	0	0	0	43	
1430 - 1445	0	37	3	0	0	0	0	0	0	0	0	0	0	39	
1445 - 1500	0	48	4	0	1	0	0	0	0	0	0	0	0	53	
1500 - 1515	0	44	3	1	1	0	0	0	0	0	0	0	0	48	185
1515 - 1530	0	46	1	0	0	0	0	0	0	0	0	0	0	48	
1530 - 1545	0	40	2	0	1	0	0	0	0	0	0	0	0	43	
1545 - 1600	0	40	3	1	1	0	0	0	0	0	0	0	0	46	
1600 - 1615	0	49	3	0	0	0	0	0	0	0	0	0	0	52	209
1615 - 1630	0	50	3	0	0	0	0	0	0	0	0	0	0	54	
1630 - 1645	0	44	6	0	0	0	0	0	0	0	0	0	0	50	
1645 - 1700	0	48	4	0	0	0	0	0	0	0	0	0	0	53	
1700 - 1715	0	57	4	0	0	0	0	0	0	0	0	0	0	61	247
1715 - 1730	0	54	1	0	0	0	0	0	0	0	0	0	0	56	
1730 - 1745	0	70	3	0	0	0	0	0	0	0	0	0	0	74	
1745 - 1800	0	53	4	0	0	0	0	0	0	0	0	0	0	57	
1800 - 1815	0	52	3	0	0	0	0	0	0	0	0	0	0	55	184
1815 - 1830	0	44	2	0	0	0	0	0	0	0	0	0	0	46	
1830 - 1845	0	43	3	0	0	0	0	0	0	0	0	0	0	46	
1845 - 1900	0	34	3	0	0	0	0	0	0	0	0	0	0	37	
1900 - 1915	0	30	1	0	1	0	0	0	0	0	0	0	0	32	118
1915 - 1930	0	25	2	0	0	0	0	0	0	0	0	0	0	28	
1930 - 1945	0	32	0	0	0	0	0	0	0	0	0	0	0	32	
1945 - 2000	0	24	2	0	0	0	0	0	0	0	0	0	0	27	
2000 - 2015	0	25	1	0	0	0	0	0	0	0	0	0	0	26	91
2015 - 2030	0	20	1	0	0	0	0	0	0	0	0	0	0	21	
2030 - 2045	1	22	1	0	0	0	0	0	0	0	0	0	0	24	
2045 - 2100	0	19	1	0	0	0	0	0	0	0	0	0	0	19	
2100 - 2115	0	17	0	0	0	0	0	0	0	0	0	0	0	18	56
2115 - 2130	0	12	1	0	0	0	0	0	0	0	0	0	0	13	
2130 - 2145	0	13	1	0	0	0	0	0	0	0	0	0	0	14	
2145 - 2200	0	11	0	0	0	0	0	0	0	0	0	0	0	11	
2200 - 2215	0	9	0	0	0	0	0	0	0	0	0	0	0	9	36
2215 - 2230	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
2230 - 2245	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
2245 - 2300	0	8	1	0	0	0	0	0	0	0	0	0	0	8	
2300 - 2315	0	5	0	0	0	0	0	0	0	0	0	0	0	5	24
2315 - 2330	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
2330 - 2345	0	5	0	0	0	0	0	0	0	0	0	0	0	6	
2345 - 0000	0	4	0	0	0	0	0	0	0	0	0	0	0	5	

Session Total	3	2607	180	9	20	3	0	0	1	0	0	0	0	2823
Session Average	0.03	27.16	1.88	0.09	0.21	0.03	0.00	0.00	0.01	0.00	0.00	0.00	0.00	29.41
Session Percentage	0.09	92.34	6.39	0.32	0.71	0.11	0.00	0.01	0.04	0.00	0.00	0.00	0.00	
AM Peak Hour	0915 - 1015	0845 - 0945	0800 - 0900	0615 - 0715	0900 - 1000	0945 - 1045	-	-	0745 - 0845	-	-	-	-	0845 - 0945
AM Peak Volume	0	217	15	1	3	1	0	0	0	0	0	0	0	233
Noon Peak Hour	1000 - 1100	1215 - 1315	1215 - 1315	1430 - 1530	1200 - 1300	1000 - 1100	-	-	1245 - 1345	-	-	-	-	1215 - 1315
Noon Peak Volume	0	204	19	1	3	1	0	0	0	0	0	0	0	227
PM Peak Hour	1945 - 2045	1700 - 1800	1615 - 1715	1500 - 1600	1500 - 1600	1500 - 1600	-	1730 - 1830	1545 - 1645	-	-	-	-	1700 - 1800
PM Peak Volume	1	234	17	2	2	0	0	0	0	0	0	0	0	247

Bi-Directional Class Count || Volume Summary 15min

Atlanta, GA

Site 2
Barfield Rd,
north of Driveway 3

Date
Wednesday, May 1, 2024

Weather
Fair
74°F

Lat/Long
33.931611°, -84.361241°

[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (05-01-2024)

Volume Summary 15min

TIME	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
0000 - 0015	2	5	7	23
0015 - 0030	2	4	6	
0030 - 0045	4	2	6	
0045 - 0100	3	1	4	
0100 - 0115	1	3	4	15
0115 - 0130	4	2	6	
0130 - 0145	1	1	2	
0145 - 0200	2	1	3	
0200 - 0215	2	1	3	8
0215 - 0230	2	1	3	
0230 - 0245	0	1	1	
0245 - 0300	1	0	1	
0300 - 0315	1	0	1	7
0315 - 0330	2	0	2	
0330 - 0345	0	2	2	
0345 - 0400	1	1	2	
0400 - 0415	0	0	0	19
0415 - 0430	2	3	5	
0430 - 0445	3	3	6	
0445 - 0500	5	3	8	
0500 - 0515	2	1	3	41
0515 - 0530	4	4	8	
0530 - 0545	4	9	13	
0545 - 0600	7	10	17	
0600 - 0615	6	15	21	185
0615 - 0630	15	23	38	
0630 - 0645	22	25	47	
0645 - 0700	30	49	79	
0700 - 0715	49	44	93	496
0715 - 0730	70	64	134	
0730 - 0745	68	55	123	
0745 - 0800	76	70	146	
0800 - 0815	92	103	195	723
0815 - 0830	96	70	166	
0830 - 0845	108	70	178	
0845 - 0900	96	88	184	
0900 - 0915	67	92	159	585
0915 - 0930	75	77	152	
0930 - 0945	67	82	149	
0945 - 1000	56	69	125	
1000 - 1015	49	60	109	462
1015 - 1030	54	66	120	
1030 - 1045	48	63	111	
1045 - 1100	73	49	122	
1100 - 1115	77	57	134	515
1115 - 1130	61	57	118	
1130 - 1145	75	73	148	
1145 - 1200	69	46	115	

Time	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
1200 - 1215	71	52	123	555
1215 - 1230	83	62	145	
1230 - 1245	80	65	145	
1245 - 1300	71	71	142	
1300 - 1315	78	69	147	610
1315 - 1330	87	56	143	
1330 - 1345	99	63	162	
1345 - 1400	94	64	158	
1400 - 1415	100	47	147	563
1415 - 1430	91	44	135	
1430 - 1445	81	40	121	
1445 - 1500	100	60	160	
1500 - 1515	113	56	169	655
1515 - 1530	112	62	174	
1530 - 1545	89	48	137	
1545 - 1600	121	54	175	
1600 - 1615	106	59	165	696
1615 - 1630	94	57	151	
1630 - 1645	127	71	198	
1645 - 1700	121	61	182	
1700 - 1715	123	77	200	768
1715 - 1730	99	72	171	
1730 - 1745	86	111	197	
1745 - 1800	113	87	200	
1800 - 1815	70	93	163	522
1815 - 1830	72	67	139	
1830 - 1845	62	49	111	
1845 - 1900	69	40	109	
1900 - 1915	55	37	92	312
1915 - 1930	47	30	77	
1930 - 1945	35	34	69	
1945 - 2000	42	32	74	
2000 - 2015	51	32	83	291
2015 - 2030	45	23	68	
2030 - 2045	46	33	79	
2045 - 2100	38	23	61	
2100 - 2115	37	17	54	169
2115 - 2130	25	16	41	
2130 - 2145	24	16	40	
2145 - 2200	22	12	34	
2200 - 2215	28	9	37	112
2215 - 2230	15	18	33	
2230 - 2245	19	10	29	
2245 - 2300	7	6	13	
2300 - 2315	10	4	14	37
2315 - 2330	7	4	11	
2330 - 2345	3	2	5	
2345 - 0000	3	4	7	

Session Total	4725	3644	8369
Session Average	49.22	37.96	87.18
Session Percentage	56.46	43.54	

TIME	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
0000 - 0015	2	2	4	25
0015 - 0030	4	4	8	
0030 - 0045	2	5	7	
0045 - 0100	5	1	6	
0100 - 0115	1	2	3	9
0115 - 0130	0	1	1	
0130 - 0145	2	0	2	
0145 - 0200	2	1	3	
0200 - 0215	1	1	2	7
0215 - 0230	1	3	4	
0230 - 0245	0	0	0	
0245 - 0300	1	0	1	
0300 - 0315	1	1	2	7
0315 - 0330	2	0	2	
0330 - 0345	1	1	2	
0345 - 0400	1	0	1	
0400 - 0415	0	1	1	18
0415 - 0430	2	1	3	
0430 - 0445	3	3	6	
0445 - 0500	7	1	8	
0500 - 0515	4	0	4	42
0515 - 0530	3	5	8	
0530 - 0545	10	7	17	
0545 - 0600	3	10	13	
0600 - 0615	15	9	24	152
0615 - 0630	11	10	21	
0630 - 0645	18	18	36	
0645 - 0700	29	42	71	
0700 - 0715	46	37	83	467
0715 - 0730	58	53	111	
0730 - 0745	62	48	110	
0745 - 0800	88	75	163	
0800 - 0815	74	69	143	628
0815 - 0830	71	72	143	
0830 - 0845	101	64	165	
0845 - 0900	89	88	177	
0900 - 0915	72	70	142	525
0915 - 0930	82	56	138	
0930 - 0945	55	79	134	
0945 - 1000	48	63	111	
1000 - 1015	50	48	98	429
1015 - 1030	56	65	121	
1030 - 1045	51	47	98	
1045 - 1100	66	46	112	
1100 - 1115	68	39	107	466
1115 - 1130	60	60	120	
1130 - 1145	50	52	102	
1145 - 1200	84	53	137	

Session Total	4496	3370	7866
Session Average	46.83	35.10	81.94
Session Percentage	57.16	42.84	

Time	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
1200 - 1215	76	62	138	593
1215 - 1230	83	70	153	
1230 - 1245	90	54	144	
1245 - 1300	84	74	158	
1300 - 1315	78	63	141	572
1315 - 1330	105	64	169	
1330 - 1345	72	53	125	
1345 - 1400	77	60	137	
1400 - 1415	95	41	136	557
1415 - 1430	108	60	168	
1430 - 1445	71	48	119	
1445 - 1500	70	64	134	
1500 - 1515	88	58	146	616
1515 - 1530	113	50	163	
1530 - 1545	93	57	150	
1545 - 1600	107	50	157	
1600 - 1615	114	59	173	676
1615 - 1630	104	69	173	
1630 - 1645	93	59	152	
1645 - 1700	100	78	178	
1700 - 1715	109	83	192	680
1715 - 1730	134	76	210	
1730 - 1745	70	78	148	
1745 - 1800	77	53	130	
1800 - 1815	73	52	125	459
1815 - 1830	80	47	127	
1830 - 1845	50	57	107	
1845 - 1900	55	45	100	
1900 - 1915	59	35	94	327
1915 - 1930	43	38	81	
1930 - 1945	37	40	77	
1945 - 2000	46	29	75	
2000 - 2015	41	26	67	237
2015 - 2030	39	19	58	
2030 - 2045	44	17	61	
2045 - 2100	31	20	51	
2100 - 2115	26	24	50	183
2115 - 2130	36	14	50	
2130 - 2145	26	16	42	
2145 - 2200	26	15	41	
2200 - 2215	24	9	33	108
2215 - 2230	21	6	27	
2230 - 2245	12	8	20	
2245 - 2300	18	10	28	
2300 - 2315	12	6	18	83
2315 - 2330	10	19	29	
2330 - 2345	8	13	21	
2345 - 0000	6	9	15	

Volume Summary 15min

TIME	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
0000 - 0015	8	6	14	42
0015 - 0030	7	4	11	
0030 - 0045	4	7	11	
0045 - 0100	5	1	6	
0100 - 0115	7	4	11	30
0115 - 0130	4	3	7	
0130 - 0145	3	5	8	
0145 - 0200	1	3	4	
0200 - 0215	5	1	6	21
0215 - 0230	2	0	2	
0230 - 0245	3	3	6	
0245 - 0300	5	2	7	
0300 - 0315	2	3	5	19
0315 - 0330	2	0	2	
0330 - 0345	4	3	7	
0345 - 0400	3	2	5	
0400 - 0415	4	0	4	15
0415 - 0430	2	2	4	
0430 - 0445	5	1	6	
0445 - 0500	0	1	1	
0500 - 0515	1	2	3	11
0515 - 0530	3	0	3	
0530 - 0545	3	0	3	
0545 - 0600	1	1	2	
0600 - 0615	5	2	7	37
0615 - 0630	6	3	9	
0630 - 0645	9	3	12	
0645 - 0700	6	3	9	
0700 - 0715	12	5	17	76
0715 - 0730	8	3	11	
0730 - 0745	10	6	16	
0745 - 0800	21	11	32	
0800 - 0815	10	3	13	105
0815 - 0830	13	9	22	
0830 - 0845	15	10	25	
0845 - 0900	28	17	45	
0900 - 0915	18	16	34	158
0915 - 0930	24	13	37	
0930 - 0945	20	20	40	
0945 - 1000	21	26	47	
1000 - 1015	30	19	49	205
1015 - 1030	18	13	31	
1030 - 1045	30	29	59	
1045 - 1100	43	23	66	
1100 - 1115	49	14	63	267
1115 - 1130	43	30	73	
1130 - 1145	31	25	56	
1145 - 1200	44	31	75	

Session Total	2048	1456	3504
Session Average	21.33	15.17	36.50
Session Percentage	58.45	41.55	

Time	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
1200 - 1215	48	27	75	340
1215 - 1230	59	35	94	
1230 - 1245	52	38	90	
1245 - 1300	43	38	81	
1300 - 1315	39	43	82	294
1315 - 1330	50	32	82	
1330 - 1345	34	24	58	
1345 - 1400	43	29	72	
1400 - 1415	39	30	69	289
1415 - 1430	41	24	65	
1430 - 1445	42	30	72	
1445 - 1500	48	35	83	
1500 - 1515	47	30	77	301
1515 - 1530	48	33	81	
1530 - 1545	42	25	67	
1545 - 1600	43	33	76	
1600 - 1615	27	39	66	280
1615 - 1630	46	35	81	
1630 - 1645	45	20	65	
1645 - 1700	47	21	68	
1700 - 1715	40	22	62	244
1715 - 1730	41	21	62	
1730 - 1745	28	32	60	
1745 - 1800	30	30	60	
1800 - 1815	60	21	81	253
1815 - 1830	34	25	59	
1830 - 1845	33	32	65	
1845 - 1900	23	25	48	
1900 - 1915	31	23	54	166
1915 - 1930	15	15	30	
1930 - 1945	20	22	42	
1945 - 2000	21	19	40	
2000 - 2015	18	20	38	145
2015 - 2030	18	21	39	
2030 - 2045	11	23	34	
2045 - 2100	19	15	34	
2100 - 2115	15	12	27	97
2115 - 2130	19	10	29	
2130 - 2145	10	9	19	
2145 - 2200	16	6	22	
2200 - 2215	15	10	25	70
2215 - 2230	7	6	13	
2230 - 2245	6	7	13	
2245 - 2300	10	9	19	
2300 - 2315	7	6	13	39
2315 - 2330	7	3	10	
2330 - 2345	7	2	9	
2345 - 0000	6	1	7	

Bi-Directional Class Count | | NB EB 60min

Atlanta, GA



Site 2
Barfield Rd,
north of Driveway 3

Date
Wednesday, May 1, 2024

Lat/Long
33.931611°, -84.361241°

Weather
Fair
74°F

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0000 - 2400 (Weekday 24h Session) (05-01-2024)
NB EB 60min

Northbound (Movement 2.1)														
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	11	0	0	0	0	0	0	0	0	0	0	0	11
0100 - 0200	0	8	0	0	0	0	0	0	0	0	0	0	0	8
0200 - 0300	0	5	0	0	0	0	0	0	0	0	0	0	0	5
0300 - 0400	0	4	0	0	0	0	0	0	0	0	0	0	0	4
0400 - 0500	0	7	3	0	0	0	0	0	0	0	0	0	0	10
0500 - 0600	0	13	3	0	0	0	0	0	1	0	0	0	0	17
0600 - 0700	1	60	10	1	1	0	0	0	0	0	0	0	0	73
0700 - 0800	0	243	15	1	3	1	0	0	0	0	0	0	0	263
0800 - 0900	0	367	22	1	2	0	0	0	0	0	0	0	0	392
0900 - 1000	0	235	23	0	6	1	0	0	0	0	0	0	0	265
1000 - 1100	0	192	25	1	4	1	0	1	0	0	0	0	0	224
1100 - 1200	0	261	21	0	0	0	0	0	0	0	0	0	0	282
1200 - 1300	1	276	25	1	1	1	0	0	0	0	0	0	0	305
1300 - 1400	1	318	36	0	1	0	0	1	1	0	0	0	0	358
1400 - 1500	0	328	36	1	5	0	0	1	1	0	0	0	0	372
1500 - 1600	1	391	33	2	5	2	0	0	1	0	0	0	0	435
1600 - 1700	1	406	38	1	1	0	0	0	1	0	0	0	0	448
1700 - 1800	1	389	30	0	1	0	0	0	0	0	0	0	0	421
1800 - 1900	0	251	19	0	1	0	0	0	2	0	0	0	0	273
1900 - 2000	0	175	4	0	0	0	0	0	0	0	0	0	0	179
2000 - 2100	0	165	15	0	0	0	0	0	0	0	0	0	0	180
2100 - 2200	0	97	11	0	0	0	0	0	0	0	0	0	0	108
2200 - 2300	0	62	7	0	0	0	0	0	0	0	0	0	0	69
2300 - 2400	0	22	1	0	0	0	0	0	0	0	0	0	0	23

Session Total	6	4286	377	9	31	6	0	3	7	0	0	0	0	4725
Session Average	0.25	178.58	15.71	0.38	1.29	0.25	0.00	0.13	0.29	0.00	0.00	0.00	0.00	196.88
Session Percentage	0.13	90.71	7.98	0.19	0.66	0.13	0.00	0.06	0.15	0.00	0.00	0.00	0.00	

AM Peak Hour	0600 - 0700	0800 - 0900	0900 - 1000	0600 - 0700	0900 - 1000	0700 - 0800	-	-	0500 - 0600	-	-	-	-	0800 - 0900
AM Peak Volume	1	367	23	1	6	1	0	0	1	0	0	0	0	392

Noon Peak Hour	1200 - 1300	1400 - 1500	1300 - 1400	1000 - 1100	1400 - 1500	1000 - 1100	-	1000 - 1100	1300 - 1400	-	-	-	-	1400 - 1500
Noon Peak Volume	1	328	36	1	5	1	0	1	1	0	0	0	0	372

PM Peak Hour	1500 - 1600	1600 - 1700	1600 - 1700	1500 - 1600	1500 - 1600	1500 - 1600	-	-	1800 - 1900	-	-	-	-	1600 - 1700
PM Peak Volume	1	406	38	2	5	2	0	0	2	0	0	0	0	448

Site 2
Barfield Rd,
north of Driveway 3

Date
Thursday, May 2, 2024

Weather
Partly Cloudy
76°F

Lat/Long
33.931611°, -84.361241°

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0000 - 2400 (Weekday 24h Session) (05-02-2024)

NB EB 60min

	Northbound (Movement 2.1)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	13	0	0	0	0	0	0	0	0	0	0	0	13
0100 - 0200	0	3	2	0	0	0	0	0	0	0	0	0	0	5
0200 - 0300	0	3	0	0	0	0	0	0	0	0	0	0	0	3
0300 - 0400	0	3	1	0	0	0	0	0	1	0	0	0	0	5
0400 - 0500	0	10	2	0	0	0	0	0	0	0	0	0	0	12
0500 - 0600	0	19	1	0	0	0	0	0	0	0	0	0	0	20
0600 - 0700	0	68	3	1	0	0	0	0	1	0	0	0	0	73
0700 - 0800	0	242	9	1	1	1	0	0	0	0	0	0	0	254
0800 - 0900	0	312	14	1	5	1	0	0	2	0	0	0	0	335
0900 - 1000	0	236	18	0	2	0	0	0	1	0	0	0	0	257
1000 - 1100	0	195	21	0	4	2	0	0	0	1	0	0	0	223
1100 - 1200	0	242	15	1	3	0	0	1	0	0	0	0	0	262
1200 - 1300	1	297	29	0	4	1	0	1	0	0	0	0	0	333
1300 - 1400	0	303	26	0	2	1	0	0	0	0	0	0	0	332
1400 - 1500	0	312	26	2	2	0	0	2	0	0	0	0	0	344
1500 - 1600	0	360	37	2	2	0	0	0	0	0	0	0	0	401
1600 - 1700	0	369	34	3	4	0	0	0	0	1	0	0	0	411
1700 - 1800	0	346	41	0	1	0	0	1	1	0	0	0	0	390
1800 - 1900	0	240	17	0	0	0	0	0	1	0	0	0	0	258
1900 - 2000	1	173	10	0	1	0	0	0	0	0	0	0	0	185
2000 - 2100	0	144	9	0	1	0	0	0	1	0	0	0	0	155
2100 - 2200	0	103	9	0	0	0	0	0	2	0	0	0	0	114
2200 - 2300	0	69	6	0	0	0	0	0	0	0	0	0	0	75
2300 - 2400	0	34	2	0	0	0	0	0	0	0	0	0	0	36

Session Total	2	4096	332	11	32	6	0	5	10	2	0	0	0	4496
Session Average	0.08	170.67	13.83	0.46	1.33	0.25	0.00	0.21	0.42	0.08	0.00	0.00	0.00	187.33
Session Percentage	0.04	91.10	7.38	0.24	0.71	0.13	0.00	0.11	0.22	0.04	0.00	0.00	0.00	

AM Peak Hour	-	0800 - 0900	0900 - 1000	0600 - 0700	0800 - 0900	0700 - 0800	-	-	0800 - 0900	-	-	-	-	0800 - 0900
AM Peak Volume	0	312	18	1	5	1	0	0	2	0	0	0	0	335

Noon Peak Hour	1200 - 1300	1400 - 1500	1200 - 1300	1400 - 1500	1000 - 1100	1000 - 1100	-	1400 - 1500	-	1000 - 1100	-	-	-	1400 - 1500
Noon Peak Volume	1	312	29	2	4	2	0	2	0	1	0	0	0	344

PM Peak Hour	1900 - 2000	1600 - 1700	1700 - 1800	1600 - 1700	1600 - 1700	-	-	1700 - 1800	1700 - 1800	1600 - 1700	-	-	-	1600 - 1700
PM Peak Volume	1	369	41	3	4	0	0	1	1	1	0	0	0	411

Site 2
Barfield Rd,
north of Driveway 3

Date
Sunday, May 5, 2024

Weather
Mostly Cloudy
74°F

Lat/Long
33.931611°, -84.361241°

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0000 - 2400 (Sunday 24h Session) (05-05-2024)

NB EB 60min

	Northbound (Movement 2.1)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	22	2	0	0	0	0	0	0	0	0	0	0	24
0100 - 0200	0	14	1	0	0	0	0	0	0	0	0	0	0	15
0200 - 0300	0	14	1	0	0	0	0	0	0	0	0	0	0	15
0300 - 0400	0	10	1	0	0	0	0	0	0	0	0	0	0	11
0400 - 0500	0	9	1	0	1	0	0	0	0	0	0	0	0	11
0500 - 0600	0	8	0	0	0	0	0	0	0	0	0	0	0	8
0600 - 0700	1	22	2	1	0	0	0	0	0	0	0	0	0	26
0700 - 0800	0	46	5	0	0	0	0	0	0	0	0	0	0	51
0800 - 0900	0	60	6	0	0	0	0	0	0	0	0	0	0	66
0900 - 1000	0	78	3	0	1	0	0	0	1	0	0	0	0	83
1000 - 1100	0	111	9	0	1	0	0	0	0	0	0	0	0	121
1100 - 1200	0	157	9	0	1	0	0	0	0	0	0	0	0	167
1200 - 1300	0	186	15	0	1	0	0	0	0	0	0	0	0	202
1300 - 1400	0	152	11	0	3	0	0	0	0	0	0	0	0	166
1400 - 1500	0	160	10	0	0	0	0	0	0	0	0	0	0	170
1500 - 1600	1	169	9	0	1	0	0	0	0	0	0	0	0	180
1600 - 1700	0	158	6	0	1	0	0	0	0	0	0	0	0	165
1700 - 1800	0	135	4	0	0	0	0	0	0	0	0	0	0	139
1800 - 1900	0	140	10	0	0	0	0	0	0	0	0	0	0	150
1900 - 2000	0	83	4	0	0	0	0	0	0	0	0	0	0	87
2000 - 2100	0	65	1	0	0	0	0	0	0	0	0	0	0	66
2100 - 2200	0	53	7	0	0	0	0	0	0	0	0	0	0	60
2200 - 2300	0	34	3	0	1	0	0	0	0	0	0	0	0	38
2300 - 2400	0	24	3	0	0	0	0	0	0	0	0	0	0	27

Session Total	2	1910	123	1	11	0	0	0	1	0	0	0	0	2048
Session Average	0.08	79.58	5.13	0.04	0.46	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.00	85.33
Session Percentage	0.10	93.26	6.01	0.05	0.54	0.00	0.00	0.00	0.05	0.00	0.00	0.00	0.00	

AM Peak Hour	0600 - 0700	0900 - 1000	0800 - 0900	0600 - 0700	0900 - 1000	-	-	-	0900 - 1000	-	-	-	-	0900 - 1000
AM Peak Hour Volume	1	78	6	1	1	0	0	0	1	0	0	0	0	83

Noon Peak Hour	-	1200 - 1300	1200 - 1300	-	1300 - 1400	-	-	-	-	-	-	-	-	1200 - 1300
Noon Peak Hour Volume	0	186	15	0	3	0	0	0	0	0	0	0	0	202

PM Peak Hour	1500 - 1600	1500 - 1600	1800 - 1900	-	1500 - 1600	-	-	-	-	-	-	-	-	1500 - 1600
PM Peak Hour Volume	1	169	10	0	1	0	0	0	0	0	0	0	0	180

Bi-Directional Class Count | | SB WB 60min

Atlanta, GA



Site 2
Barfield Rd,
north of Driveway 3

Date
Wednesday, May 1, 2024

Lat/Long
33.931611°, -84.361241°

Weather
Fair
74°F

[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (05-01-2024)
SB WB 60min

Southbound (Movement 2.2)														
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	10	2	0	0	0	0	0	0	0	0	0	0	12
0100 - 0200	0	7	0	0	0	0	0	0	0	0	0	0	0	7
0200 - 0300	0	3	0	0	0	0	0	0	0	0	0	0	0	3
0300 - 0400	0	3	0	0	0	0	0	0	0	0	0	0	0	3
0400 - 0500	0	8	1	0	0	0	0	0	0	0	0	0	0	9
0500 - 0600	0	22	2	0	0	0	0	0	0	0	0	0	0	24
0600 - 0700	0	98	13	1	0	0	0	0	0	0	0	0	0	112
0700 - 0800	0	214	14	2	3	0	0	0	0	0	0	0	0	233
0800 - 0900	0	306	24	0	0	1	0	0	0	0	0	0	0	331
0900 - 1000	0	291	26	2	1	0	0	0	0	0	0	0	0	320
1000 - 1100	0	215	16	3	3	1	0	0	0	0	0	0	0	238
1100 - 1200	0	210	20	0	3	0	0	0	0	0	0	0	0	233
1200 - 1300	0	233	15	0	1	1	0	0	0	0	0	0	0	250
1300 - 1400	0	232	15	1	3	0	0	0	1	0	0	0	0	252
1400 - 1500	0	170	16	1	3	1	0	0	0	0	0	0	0	191
1500 - 1600	1	203	9	4	2	1	0	0	0	0	0	0	0	220
1600 - 1700	1	226	20	0	1	0	0	0	0	0	0	0	0	248
1700 - 1800	0	330	17	0	0	0	0	0	0	0	0	0	0	347
1800 - 1900	0	232	15	1	0	0	0	1	0	0	0	0	0	249
1900 - 2000	0	127	5	0	1	0	0	0	0	0	0	0	0	133
2000 - 2100	1	103	7	0	0	0	0	0	0	0	0	0	0	111
2100 - 2200	0	55	6	0	0	0	0	0	0	0	0	0	0	61
2200 - 2300	0	40	3	0	0	0	0	0	0	0	0	0	0	43
2300 - 2400	0	13	1	0	0	0	0	0	0	0	0	0	0	14

Session Total	3	3351	247	15	21	5	0	1	1	0	0	0	0	3644
Session Average	0.13	139.63	10.29	0.63	0.88	0.21	0.00	0.04	0.04	0.00	0.00	0.00	0.00	151.83
Session Percentage	0.08	91.96	6.78	0.41	0.58	0.14	0.00	0.03	0.03	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0800 - 0900	0900 - 1000	0700 - 0800	0700 - 0800	0800 - 0900	-	-	-	-	-	-	-	0800 - 0900
AM Peak Volume	0	306	26	2	3	1	0	0	0	0	0	0	0	331

Noon Peak Hour	-	1200 - 1300	1100 - 1200	1000 - 1100	1000 - 1100	1000 - 1100	-	-	1300 - 1400	-	-	-	-	1300 - 1400
Noon Peak Volume	0	233	20	3	3	1	0	0	1	0	0	0	0	252

PM Peak Hour	1500 - 1600	1700 - 1800	1600 - 1700	1500 - 1600	1500 - 1600	1500 - 1600	-	1800 - 1900	-	-	-	-	-	1700 - 1800
PM Peak Volume	1	330	20	4	2	1	0	1	0	0	0	0	0	347

Site 2
Barfield Rd,
north of Driveway 3

Date
Thursday, May 2, 2024

Weather
Partly Cloudy
76°F

Lat/Long
33.931611°, -84.361241°

[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (05-02-2024)

SB WB 60min

	Southbound (Movement 2.2)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	12	0	0	0	0	0	0	0	0	0	0	0	12
0100 - 0200	0	4	0	0	0	0	0	0	0	0	0	0	0	4
0200 - 0300	0	4	0	0	0	0	0	0	0	0	0	0	0	4
0300 - 0400	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0400 - 0500	0	6	0	0	0	0	0	0	0	0	0	0	0	6
0500 - 0600	0	22	0	0	0	0	0	0	0	0	0	0	0	22
0600 - 0700	0	73	5	1	0	0	0	0	0	0	0	0	0	79
0700 - 0800	0	197	13	2	1	0	0	0	0	0	0	0	0	213
0800 - 0900	0	269	20	0	3	0	0	0	1	0	0	0	0	293
0900 - 1000	0	245	14	1	8	0	0	0	0	0	0	0	0	268
1000 - 1100	1	190	9	0	4	2	0	0	0	0	0	0	0	206
1100 - 1200	0	191	12	0	1	0	0	0	0	0	0	0	0	204
1200 - 1300	0	230	23	0	5	2	0	0	0	0	0	0	0	260
1300 - 1400	0	212	25	0	3	0	0	0	0	0	0	0	0	240
1400 - 1500	0	195	18	0	0	0	0	0	0	0	0	0	0	213
1500 - 1600	0	194	16	3	2	0	0	0	0	0	0	0	0	215
1600 - 1700	0	240	20	3	1	0	0	0	1	0	0	0	0	265
1700 - 1800	1	270	17	1	1	0	0	0	0	0	0	0	0	290
1800 - 1900	0	187	14	0	0	0	0	0	0	0	0	0	0	201
1900 - 2000	1	130	10	0	1	0	0	0	0	0	0	0	0	142
2000 - 2100	0	77	5	0	0	0	0	0	0	0	0	0	0	82
2100 - 2200	0	68	1	0	0	0	0	0	0	0	0	0	0	69
2200 - 2300	0	32	1	0	0	0	0	0	0	0	0	0	0	33
2300 - 2400	0	44	2	0	1	0	0	0	0	0	0	0	0	47

Session Total	3	3094	225	11	31	4	0	0	2	0	0	0	0	3370
Session Average	0.13	128.92	9.38	0.46	1.29	0.17	0.00	0.00	0.08	0.00	0.00	0.00	0.00	140.42
Session Percentage	0.09	91.81	6.68	0.33	0.92	0.12	0.00	0.00	0.06	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0800 - 0900	0800 - 0900	0700 - 0800	0900 - 1000	-	-	-	0800 - 0900	-	-	-	-	0800 - 0900
AM Peak Volume	0	269	20	2	8	0	0	0	1	0	0	0	0	293

Noon Peak Hour	1000 - 1100	1200 - 1300	1300 - 1400	-	1200 - 1300	1000 - 1100	-	-	-	-	-	-	-	1200 - 1300
Noon Peak Volume	1	230	25	0	5	2	0	0	0	0	0	0	0	260

PM Peak Hour	1700 - 1800	1700 - 1800	1600 - 1700	1500 - 1600	1500 - 1600	-	-	-	1600 - 1700	-	-	-	-	1700 - 1800
PM Peak Volume	1	270	20	3	2	0	0	0	1	0	0	0	0	290

Site 2
Barfield Rd,
north of Driveway 3

Date
Sunday, May 5, 2024

Weather
Mostly Cloudy
74°F

Lat/Long
33.931611°, -84.361241°

[Click here for Detailed Weather](#)

0000 - 2400 (Sunday 24h Session) (05-05-2024)

SB WB 60min

	Southbound (Movement 2.2)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	17	1	0	0	0	0	0	0	0	0	0	0	18
0100 - 0200	0	14	1	0	0	0	0	0	0	0	0	0	0	15
0200 - 0300	0	6	0	0	0	0	0	0	0	0	0	0	0	6
0300 - 0400	0	8	0	0	0	0	0	0	0	0	0	0	0	8
0400 - 0500	0	4	0	0	0	0	0	0	0	0	0	0	0	4
0500 - 0600	0	3	0	0	0	0	0	0	0	0	0	0	0	3
0600 - 0700	0	11	0	0	0	0	0	0	0	0	0	0	0	11
0700 - 0800	0	25	0	0	0	0	0	0	0	0	0	0	0	25
0800 - 0900	0	37	2	0	0	0	0	0	0	0	0	0	0	39
0900 - 1000	0	70	4	0	1	0	0	0	0	0	0	0	0	75
1000 - 1100	0	77	7	0	0	0	0	0	0	0	0	0	0	84
1100 - 1200	0	95	5	0	0	0	0	0	0	0	0	0	0	100
1200 - 1300	1	124	10	0	3	0	0	0	0	0	0	0	0	138
1300 - 1400	0	119	8	1	0	0	0	0	0	0	0	0	0	128
1400 - 1500	0	112	7	0	0	0	0	0	0	0	0	0	0	119
1500 - 1600	0	115	4	0	2	0	0	0	0	0	0	0	0	121
1600 - 1700	0	107	8	0	0	0	0	0	0	0	0	0	0	115
1700 - 1800	0	101	3	0	1	0	0	0	0	0	0	0	0	105
1800 - 1900	0	98	5	0	0	0	0	0	0	0	0	0	0	103
1900 - 2000	0	77	1	0	1	0	0	0	0	0	0	0	0	79
2000 - 2100	1	77	1	0	0	0	0	0	0	0	0	0	0	79
2100 - 2200	0	36	1	0	0	0	0	0	0	0	0	0	0	37
2200 - 2300	0	31	1	0	0	0	0	0	0	0	0	0	0	32
2300 - 2400	0	12	0	0	0	0	0	0	0	0	0	0	0	12

Session Total	2	1376	69	1	8	0	0	0	0	0	0	0	0	1456
Session Average	0.08	57.33	2.88	0.04	0.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	60.67
Session Percentage	0.14	94.51	4.74	0.07	0.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0900 - 1000	0900 - 1000	-	0900 - 1000	-	-	-	-	-	-	-	-	0900 - 1000
AM Peak Hour Volume	0	70	4	0	1	0	0	0	0	0	0	0	0	75

Noon Peak Hour	1200 - 1300	1200 - 1300	1200 - 1300	1300 - 1400	1200 - 1300	-	-	-	-	-	-	-	-	1200 - 1300
Noon Peak Hour Volume	1	124	10	1	3	0	0	0	0	0	0	0	0	138

PM Peak Hour	-	1500 - 1600	1600 - 1700	-	1500 - 1600	-	-	-	-	-	-	-	-	1500 - 1600
PM Peak Hour Volume	0	115	8	0	2	0	0	0	0	0	0	0	0	121

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

Atlanta, GA



Site 2
Barfield Rd,
north of Driveway 3

Date
Wednesday, May 1, 2024

Lat/Long
33.931611°, -84.361241°

Weather
Fair
74°F

[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (05-01-2024)
Bi-Directional 60min

Bi-Directional 60min														
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	21	2	0	0	0	0	0	0	0	0	0	0	23
0100 - 0200	0	15	0	0	0	0	0	0	0	0	0	0	0	15
0200 - 0300	0	8	0	0	0	0	0	0	0	0	0	0	0	8
0300 - 0400	0	7	0	0	0	0	0	0	0	0	0	0	0	7
0400 - 0500	0	15	4	0	0	0	0	0	0	0	0	0	0	19
0500 - 0600	0	35	5	0	0	0	0	0	1	0	0	0	0	41
0600 - 0700	1	158	23	2	1	0	0	0	0	0	0	0	0	185
0700 - 0800	0	457	29	3	6	1	0	0	0	0	0	0	0	496
0800 - 0900	0	673	46	1	2	1	0	0	0	0	0	0	0	723
0900 - 1000	0	526	49	2	7	1	0	0	0	0	0	0	0	585
1000 - 1100	0	407	41	4	7	2	0	1	0	0	0	0	0	462
1100 - 1200	0	471	41	0	3	0	0	0	0	0	0	0	0	515
1200 - 1300	1	509	40	1	2	2	0	0	0	0	0	0	0	555
1300 - 1400	1	550	51	1	4	0	0	1	2	0	0	0	0	610
1400 - 1500	0	498	52	2	8	1	0	1	1	0	0	0	0	563
1500 - 1600	2	594	42	6	7	3	0	0	1	0	0	0	0	655
1600 - 1700	2	632	58	1	2	0	0	0	1	0	0	0	0	696
1700 - 1800	1	719	47	0	1	0	0	0	0	0	0	0	0	768
1800 - 1900	0	483	34	1	1	0	0	1	2	0	0	0	0	522
1900 - 2000	0	302	9	0	1	0	0	0	0	0	0	0	0	312
2000 - 2100	1	268	22	0	0	0	0	0	0	0	0	0	0	291
2100 - 2200	0	152	17	0	0	0	0	0	0	0	0	0	0	169
2200 - 2300	0	102	10	0	0	0	0	0	0	0	0	0	0	112
2300 - 2400	0	35	2	0	0	0	0	0	0	0	0	0	0	37

Session Total	9	7637	624	24	52	11	0	4	8	0	0	0	0	8369
Session Average	0.38	318.21	26.00	1.00	2.17	0.46	0.00	0.17	0.33	0.00	0.00	0.00	0.00	348.71
Session Percentage	0.11	91.25	7.46	0.29	0.62	0.13	0.00	0.05	0.10	0.00	0.00	0.00	0.00	

AM Peak Hour	0600 - 0700	0800 - 0900	0900 - 1000	0700 - 0800	0900 - 1000	0700 - 0800	-	-	0500 - 0600	-	-	-	-	0800 - 0900
AM Peak Volume	1	673	49	3	7	1	0	0	1	0	0	0	0	723

Noon Peak Hour	1200 - 1300	1300 - 1400	1400 - 1500	1000 - 1100	1400 - 1500	1000 - 1100	-	1000 - 1100	1300 - 1400	-	-	-	-	1300 - 1400
Noon Peak Volume	1	550	52	4	8	2	0	1	2	0	0	0	0	610

PM Peak Hour	1500 - 1600	1700 - 1800	1600 - 1700	1500 - 1600	1500 - 1600	1500 - 1600	-	1800 - 1900	1800 - 1900	-	-	-	-	1700 - 1800
PM Peak Volume	2	719	58	6	7	3	0	1	2	0	0	0	0	768

Site 2
Barfield Rd,
north of Driveway 3

Date
Thursday, May 2, 2024

Weather
Partly Cloudy
76°F

Lat/Long
33.931611°, -84.361241°

[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (05-02-2024)

Bi-Directional 60min

	Bi-Directional 60min													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	25	0	0	0	0	0	0	0	0	0	0	0	25
0100 - 0200	0	7	2	0	0	0	0	0	0	0	0	0	0	9
0200 - 0300	0	7	0	0	0	0	0	0	0	0	0	0	0	7
0300 - 0400	0	5	1	0	0	0	0	0	1	0	0	0	0	7
0400 - 0500	0	16	2	0	0	0	0	0	0	0	0	0	0	18
0500 - 0600	0	41	1	0	0	0	0	0	0	0	0	0	0	42
0600 - 0700	0	141	8	2	0	0	0	0	1	0	0	0	0	152
0700 - 0800	0	439	22	3	2	1	0	0	0	0	0	0	0	467
0800 - 0900	0	581	34	1	8	1	0	0	3	0	0	0	0	628
0900 - 1000	0	481	32	1	10	0	0	0	1	0	0	0	0	525
1000 - 1100	1	385	30	0	8	4	0	0	0	1	0	0	0	429
1100 - 1200	0	433	27	1	4	0	0	1	0	0	0	0	0	466
1200 - 1300	1	527	52	0	9	3	0	1	0	0	0	0	0	593
1300 - 1400	0	515	51	0	5	1	0	0	0	0	0	0	0	572
1400 - 1500	0	507	44	2	2	0	0	2	0	0	0	0	0	557
1500 - 1600	0	554	53	5	4	0	0	0	0	0	0	0	0	616
1600 - 1700	0	609	54	6	5	0	0	0	1	1	0	0	0	676
1700 - 1800	1	616	58	1	2	0	0	1	1	0	0	0	0	680
1800 - 1900	0	427	31	0	0	0	0	0	1	0	0	0	0	459
1900 - 2000	2	303	20	0	2	0	0	0	0	0	0	0	0	327
2000 - 2100	0	221	14	0	1	0	0	0	1	0	0	0	0	237
2100 - 2200	0	171	10	0	0	0	0	0	2	0	0	0	0	183
2200 - 2300	0	101	7	0	0	0	0	0	0	0	0	0	0	108
2300 - 2400	0	78	4	0	1	0	0	0	0	0	0	0	0	83

Session Total	5	7190	557	22	63	10	0	5	12	2	0	0	0	7866
Session Average	0.21	299.58	23.21	0.92	2.63	0.42	0.00	0.21	0.50	0.08	0.00	0.00	0.00	327.75
Session Percentage	0.06	91.41	7.08	0.28	0.80	0.13	0.00	0.06	0.15	0.03	0.00	0.00	0.00	

AM Peak Hour	-	0800 - 0900	0800 - 0900	0700 - 0800	0900 - 1000	0700 - 0800	-	-	0800 - 0900	-	-	-	-	0800 - 0900
AM Peak Volume	0	581	34	3	10	1	0	0	3	0	0	0	0	628

Noon Peak Hour	1000 - 1100	1200 - 1300	1200 - 1300	1400 - 1500	1200 - 1300	1000 - 1100	-	1400 - 1500	-	1000 - 1100	-	-	-	1200 - 1300
Noon Peak Volume	1	527	52	2	9	4	0	2	0	1	0	0	0	593

PM Peak Hour	1900 - 2000	1700 - 1800	1700 - 1800	1600 - 1700	1600 - 1700	-	-	1700 - 1800	1600 - 1700	1600 - 1700	-	-	-	1700 - 1800
PM Peak Volume	2	616	58	6	5	0	0	1	1	1	0	0	0	680

Site 2
Barfield Rd,
north of Driveway 3

Date
Sunday, May 5, 2024

Weather
Mostly Cloudy
74°F

Lat/Long
33.931611°, -84.361241°

[Click here for Detailed Weather](#)

0000 - 2400 (Sunday 24h Session) (05-05-2024)

Bi-Directional 60min

Bi-Directional 60min														
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	39	3	0	0	0	0	0	0	0	0	0	0	42
0100 - 0200	0	28	2	0	0	0	0	0	0	0	0	0	0	30
0200 - 0300	0	20	1	0	0	0	0	0	0	0	0	0	0	21
0300 - 0400	0	18	1	0	0	0	0	0	0	0	0	0	0	19
0400 - 0500	0	13	1	0	1	0	0	0	0	0	0	0	0	15
0500 - 0600	0	11	0	0	0	0	0	0	0	0	0	0	0	11
0600 - 0700	1	33	2	1	0	0	0	0	0	0	0	0	0	37
0700 - 0800	0	71	5	0	0	0	0	0	0	0	0	0	0	76
0800 - 0900	0	97	8	0	0	0	0	0	0	0	0	0	0	105
0900 - 1000	0	148	7	0	2	0	0	0	1	0	0	0	0	158
1000 - 1100	0	188	16	0	1	0	0	0	0	0	0	0	0	205
1100 - 1200	0	252	14	0	1	0	0	0	0	0	0	0	0	267
1200 - 1300	1	310	25	0	4	0	0	0	0	0	0	0	0	340
1300 - 1400	0	271	19	1	3	0	0	0	0	0	0	0	0	294
1400 - 1500	0	272	17	0	0	0	0	0	0	0	0	0	0	289
1500 - 1600	1	284	13	0	3	0	0	0	0	0	0	0	0	301
1600 - 1700	0	265	14	0	1	0	0	0	0	0	0	0	0	280
1700 - 1800	0	236	7	0	1	0	0	0	0	0	0	0	0	244
1800 - 1900	0	238	15	0	0	0	0	0	0	0	0	0	0	253
1900 - 2000	0	160	5	0	1	0	0	0	0	0	0	0	0	166
2000 - 2100	1	142	2	0	0	0	0	0	0	0	0	0	0	145
2100 - 2200	0	89	8	0	0	0	0	0	0	0	0	0	0	97
2200 - 2300	0	65	4	0	1	0	0	0	0	0	0	0	0	70
2300 - 2400	0	36	3	0	0	0	0	0	0	0	0	0	0	39

Session Total	4	3286	192	2	19	0	0	0	1	0	0	0	0	3504
Session Average	0.17	136.92	8.00	0.08	0.79	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.00	146.00
Session Percentage	0.11	93.78	5.48	0.06	0.54	0.00	0.00	0.00	0.03	0.00	0.00	0.00	0.00	

AM Peak Hour	0600 - 0700	0900 - 1000	0800 - 0900	0600 - 0700	0900 - 1000	-	-	-	0900 - 1000	-	-	-	-	0900 - 1000
AM Peak Hour Volume	1	148	8	1	2	0	0	0	1	0	0	0	0	158

Noon Peak Hour	1200 - 1300	1200 - 1300	1200 - 1300	1300 - 1400	1200 - 1300	-	-	-	-	-	-	-	-	1200 - 1300
Noon Peak Hour Volume	1	310	25	1	4	0	0	0	0	0	0	0	0	340

PM Peak Hour	1500 - 1600	1500 - 1600	1800 - 1900	-	1500 - 1600	-	-	-	-	-	-	-	-	1500 - 1600
PM Peak Hour Volume	1	284	15	0	3	0	0	0	0	0	0	0	0	301

Bi-Directional Class Count || Volume Summary 60min

Atlanta, GA

Site 2
Barfield Rd,
north of Driveway 3

Date
Wednesday, May 1, 2024

Weather
Fair
74°F

Lat/Long
33.931611°, -84.361241°

[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (05-01-2024)

Volume Summary 60min

Volume Summary 60min			
TIME	NB	SB	Total
0000 - 0100	11	12	23
0100 - 0200	8	7	15
0200 - 0300	5	3	8
0300 - 0400	4	3	7
0400 - 0500	10	9	19
0500 - 0600	17	24	41
0600 - 0700	73	112	185
0700 - 0800	263	233	496
0800 - 0900	392	331	723
0900 - 1000	265	320	585
1000 - 1100	224	238	462
1100 - 1200	282	233	515

Session Total	4725	3644	8369
Session Average	196.88	151.83	348.71
Session Percentage	56.46	43.54	

Volume Summary 60min			
Time	NB	SB	Total
1200 - 1300	305	250	555
1300 - 1400	358	252	610
1400 - 1500	372	191	563
1500 - 1600	435	220	655
1600 - 1700	448	248	696
1700 - 1800	421	347	768
1800 - 1900	273	249	522
1900 - 2000	179	133	312
2000 - 2100	180	111	291
2100 - 2200	108	61	169
2200 - 2300	69	43	112
2300 - 2400	23	14	37

Site 2
Barfield Rd,
north of Driveway 3

Date
Thursday, May 2, 2024

Weather
Partly Cloudy
76°F

Lat/Long
33.931611°, -84.361241°

[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (05-02-2024)
Volume Summary 60min

Volume Summary 60min			
TIME	NB	SB	Total
0000 - 0100	13	12	25
0100 - 0200	5	4	9
0200 - 0300	3	4	7
0300 - 0400	5	2	7
0400 - 0500	12	6	18
0500 - 0600	20	22	42
0600 - 0700	73	79	152
0700 - 0800	254	213	467
0800 - 0900	335	293	628
0900 - 1000	257	268	525
1000 - 1100	223	206	429
1100 - 1200	262	204	466

Volume Summary 60min			
Time	NB	SB	Total
1200 - 1300	333	260	593
1300 - 1400	332	240	572
1400 - 1500	344	213	557
1500 - 1600	401	215	616
1600 - 1700	411	265	676
1700 - 1800	390	290	680
1800 - 1900	258	201	459
1900 - 2000	185	142	327
2000 - 2100	155	82	237
2100 - 2200	114	69	183
2200 - 2300	75	33	108
2300 - 2400	36	47	83

Session Total	4496	3370	7866
Session Average	187.33	140.42	327.75
Session Percentage	57.16	42.84	

Site 2
Barfield Rd,
north of Driveway 3

Date
Sunday, May 5, 2024

Weather
Mostly Cloudy
74°F

Lat/Long
33.931611° , -84.361241°

[Click here for Detailed Weather](#)

0000 - 2400 (Sunday 24h Session) (05-05-2024)
Volume Summary 60min

Volume Summary 60min			
TIME	NB	SB	Total
0000 - 0100	24	18	42
0100 - 0200	15	15	30
0200 - 0300	15	6	21
0300 - 0400	11	8	19
0400 - 0500	11	4	15
0500 - 0600	8	3	11
0600 - 0700	26	11	37
0700 - 0800	51	25	76
0800 - 0900	66	39	105
0900 - 1000	83	75	158
1000 - 1100	121	84	205
1100 - 1200	167	100	267

Volume Summary 60min			
Time	NB	SB	Total
1200 - 1300	202	138	340
1300 - 1400	166	128	294
1400 - 1500	170	119	289
1500 - 1600	180	121	301
1600 - 1700	165	115	280
1700 - 1800	139	105	244
1800 - 1900	150	103	253
1900 - 2000	87	79	166
2000 - 2100	66	79	145
2100 - 2200	60	37	97
2200 - 2300	38	32	70
2300 - 2400	27	12	39

Session Total	2048	1456	3504
Session Average	85.33	60.67	146.00
Session Percentage	58.45	41.55	

Bi-Directional Class Count | | Graphical Analysis NB EB

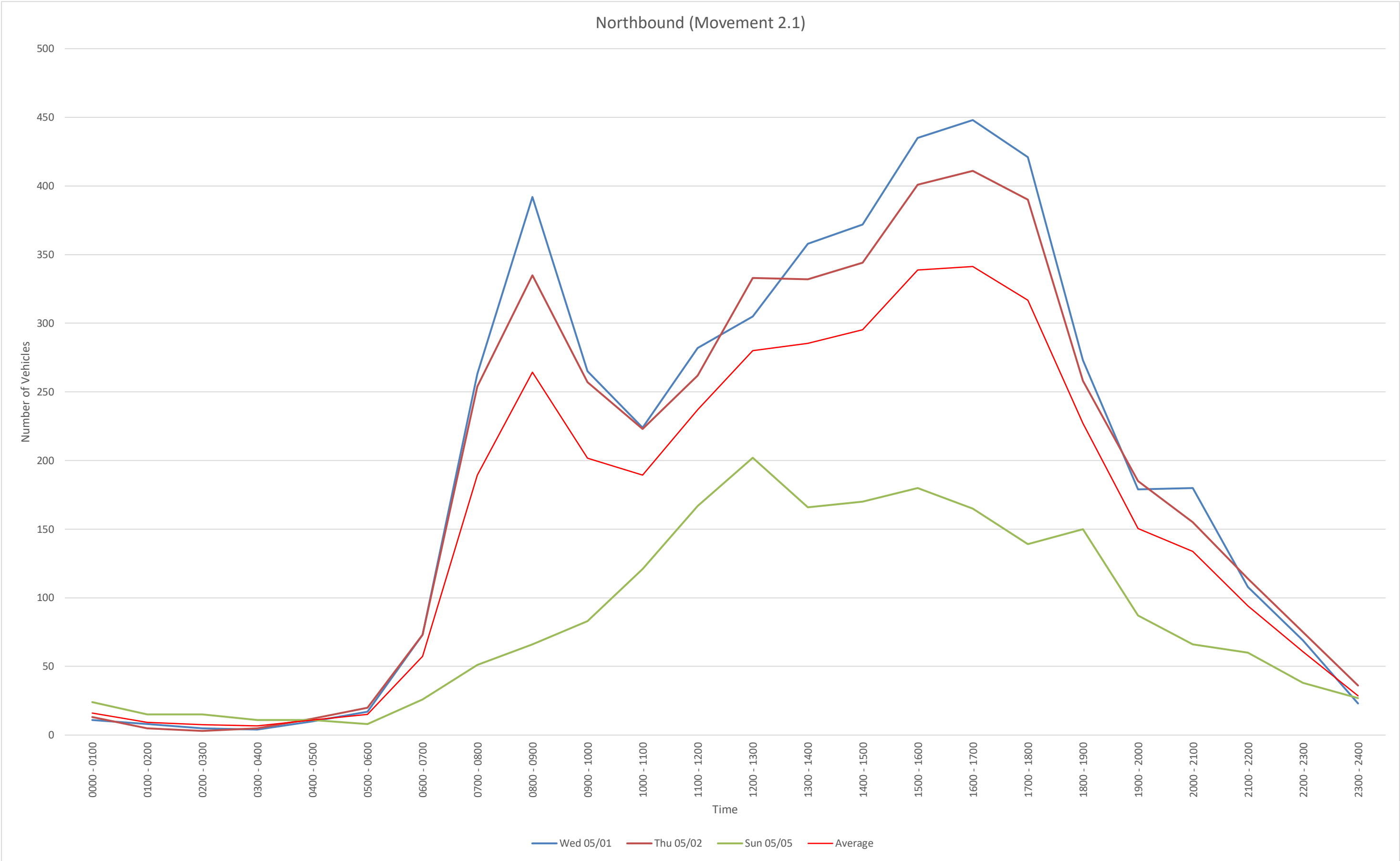
Atlanta, GA

Site 2

Barfield Rd,
north of Driveway 3

Lat/Long
33.931611°, -84.361241°

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



Time	Wed 05/01	Thu 05/02	Sun 05/05				
0000 - 0100	11	13	24				
0100 - 0200	8	5	15				
0200 - 0300	5	3	15				
0300 - 0400	4	5	11				
0400 - 0500	10	12	11				
0500 - 0600	17	20	8				
0600 - 0700	73	73	26				
0700 - 0800	263	254	51				
0800 - 0900	392	335	66				
0900 - 1000	265	257	83				
1000 - 1100	224	223	121				
1100 - 1200	282	262	167				
1200 - 1300	305	333	202				
1300 - 1400	358	332	166				
1400 - 1500	372	344	170				
1500 - 1600	435	401	180				
1600 - 1700	448	411	165				
1700 - 1800	421	390	139				
1800 - 1900	273	258	150				
1900 - 2000	179	185	87				
2000 - 2100	180	155	66				
2100 - 2200	108	114	60				
2200 - 2300	69	75	38				
2300 - 2400	23	36	27				
Daily Total	4725	4496	2048				

Bi-Directional Class Count | | Graphical Analysis SB WB

Atlanta, GA

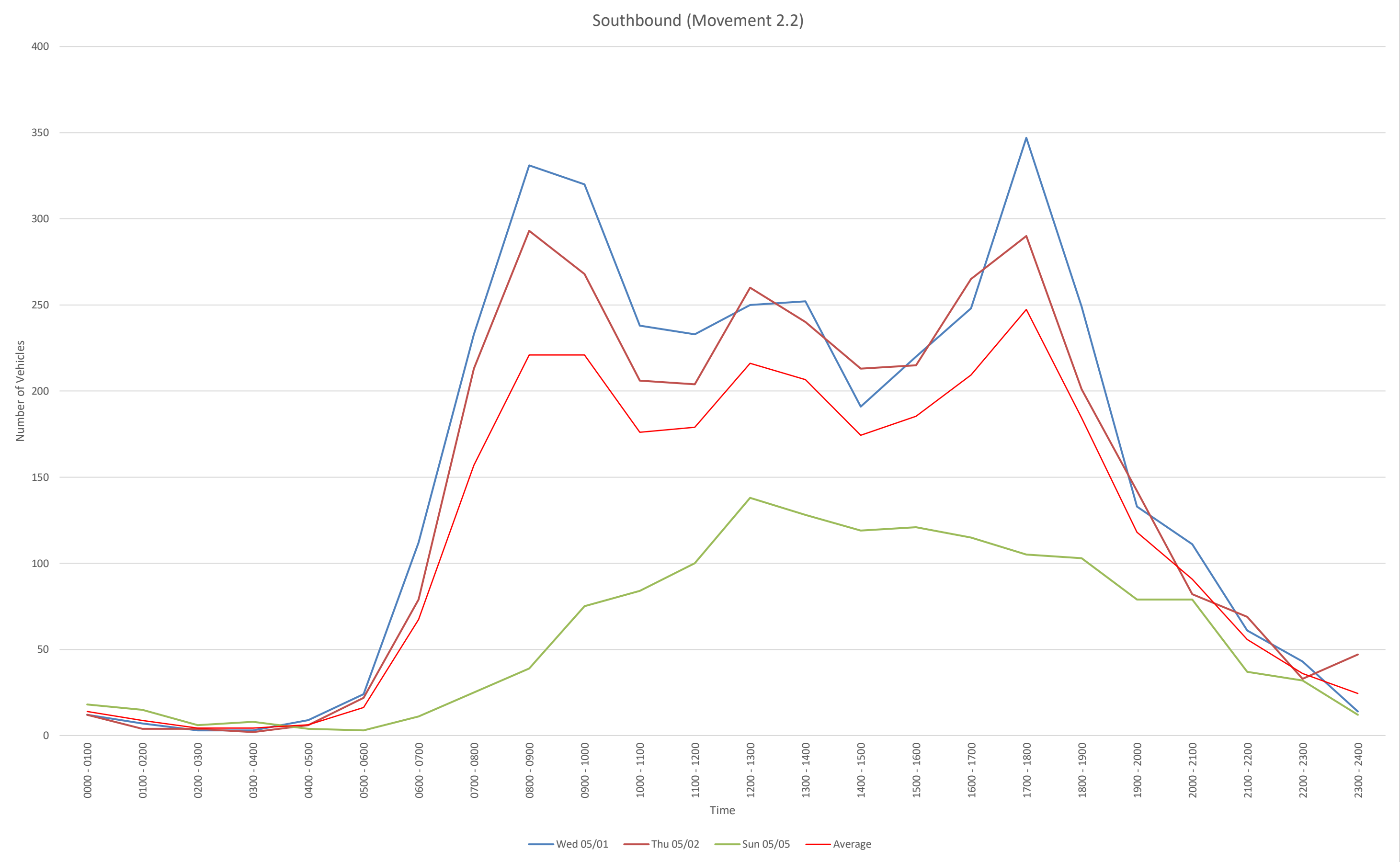
Site 2

Barfield Rd,
north of Driveway 3

Lat/Long
33.931611°, -84.361241°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis SB WB



Time	Wed 05/01	Thu 05/02	Sun 05/05				
0000 - 0100	12	12	18				
0100 - 0200	7	4	15				
0200 - 0300	3	4	6				
0300 - 0400	3	2	8				
0400 - 0500	9	6	4				
0500 - 0600	24	22	3				
0600 - 0700	112	79	11				
0700 - 0800	233	213	25				
0800 - 0900	331	293	39				
0900 - 1000	320	268	75				
1000 - 1100	238	206	84				
1100 - 1200	233	204	100				
1200 - 1300	250	260	138				
1300 - 1400	252	240	128				
1400 - 1500	191	213	119				
1500 - 1600	220	215	121				
1600 - 1700	248	265	115				
1700 - 1800	347	290	105				
1800 - 1900	249	201	103				
1900 - 2000	133	142	79				
2000 - 2100	111	82	79				
2100 - 2200	61	69	37				
2200 - 2300	43	33	32				
2300 - 2400	14	47	12				
Daily Total	3644	3370	1456				

Bi-Directional Class Count | | Graphical Analysis BiDir

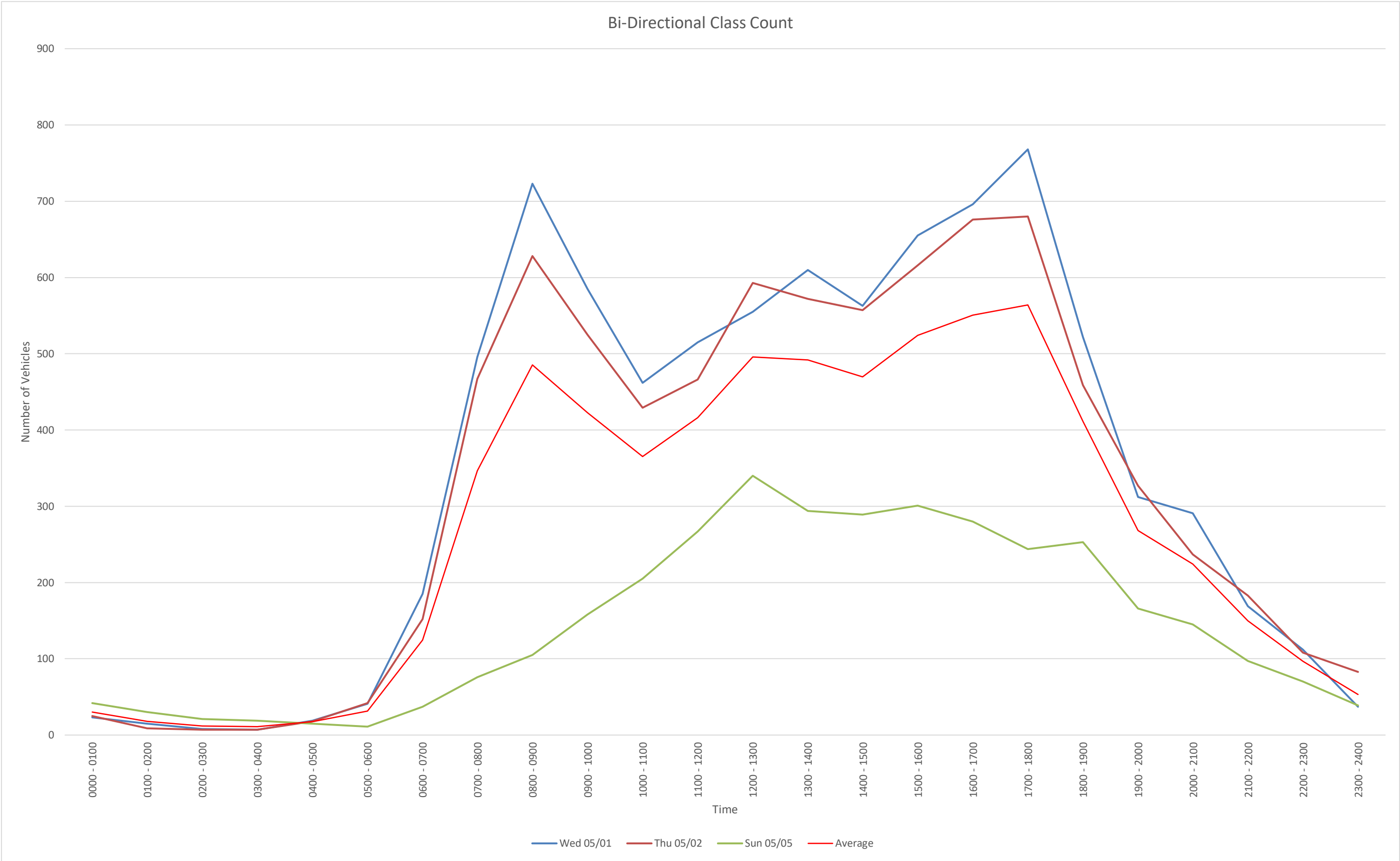
Atlanta, GA

Site 2

Barfield Rd,
north of Driveway 3

Lat/Long
33.931611°, -84.361241°

0000 - 2400 (Weekday 24h Session)
Graphical Analysis BiDir



Time	Wed 05/01	Thu 05/02	Sun 05/05				
0000 - 0100	23	25	42				
0100 - 0200	15	9	30				
0200 - 0300	8	7	21				
0300 - 0400	7	7	19				
0400 - 0500	19	18	15				
0500 - 0600	41	42	11				
0600 - 0700	185	152	37				
0700 - 0800	496	467	76				
0800 - 0900	723	628	105				
0900 - 1000	585	525	158				
1000 - 1100	462	429	205				
1100 - 1200	515	466	267				
1200 - 1300	555	593	340				
1300 - 1400	610	572	294				
1400 - 1500	563	557	289				
1500 - 1600	655	616	301				
1600 - 1700	696	676	280				
1700 - 1800	768	680	244				
1800 - 1900	522	459	253				
1900 - 2000	312	327	166				
2000 - 2100	291	237	145				
2100 - 2200	169	183	97				
2200 - 2300	112	108	70				
2300 - 2400	37	83	39				
Daily Total	8369	7866	3504				



[Click here for Map](#)

Peak Hour Turning Movement Count

Atlanta, GA



www.marrtraffic.com



Wednesday, May 1, 2024	
Period	0700 - 0900
Peak Hour	0745 - 0845

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)						Abernathy Rd NE (West)						Abernathy Rd NE (East)						
	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	
0745 - 0800	18	12	11	-	0	41	19	24	10	-	0	53	28	430	52	-	0	510	5	159	6	-	0	170	774
0800 - 0815	25	9	11	-	0	45	18	21	6	-	0	45	38	378	58	-	0	474	5	143	6	-	0	154	718
0815 - 0830	25	11	15	-	0	51	24	15	12	-	0	51	29	370	52	-	0	451	5	159	7	-	0	171	724
0830 - 0845	22	8	8	-	0	38	13	14	8	-	0	35	30	407	47	-	0	484	10	173	4	-	1	188	745
Total	90	40	45	0	0	175	74	74	36	0	0	184	125	1585	209	0	0	1919	25	634	23	0	1	683	2961
Approach %	51.43	22.86	25.71	0.00	0.00	-	40.22	40.22	19.57	0.00	0.00	-	6.51	82.60	10.89	0.00	0.00	-	3.66	92.83	3.37	0.00	0.15	-	
PHF	0.90	0.83	0.75	0.00	0.00	0.86	0.77	0.77	0.75	0.00	0.00	0.87	0.82	0.92	0.90	0.00	0.00	0.94	0.63	0.92	0.82	0.00	0.25	0.91	0.96

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)						Abernathy Rd NE (West)						Abernathy Rd NE (East)						
	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	
0745 - 0800	17	11	11	-	0	39	19	24	10	-	0	53	28	423	52	-	0	503	5	151	6	-	0	162	757
0800 - 0815	25	9	11	-	0	45	18	20	6	-	0	44	38	372	58	-	0	468	5	136	6	-	0	147	704
0815 - 0830	24	11	15	-	0	50	24	14	12	-	0	50	29	366	51	-	0	446	4	151	6	-	0	161	707
0830 - 0845	21	8	8	-	0	37	13	14	8	-	0	35	30	400	47	-	0	477	10	162	4	-	1	177	726
Total	87	39	45	0	0	171	74	72	36	0	0	182	125	1561	208	0	0	1894	24	600	22	0	1	647	2894
Approach %	50.88	22.81	26.32	0.00	0.00	-	40.66	39.56	19.78	0.00	0.00	-	6.60	82.42	10.98	0.00	0.00	-	3.71	92.74	3.40	0.00	0.15	-	
PHF	0.87	0.89	0.75	0.00	0.00	0.86	0.77	0.75	0.75	0.00	0.00	0.86	0.82	0.92	0.90	0.00	0.00	0.94	0.60	0.93	0.92	0.00	0.25	0.91	0.96

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)						Abernathy Rd NE (West)						Abernathy Rd NE (East)						
	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	
0745 - 0800	1	1	0	-	0	2	0	0	0	-	0	0	0	4	0	-	0	4	0	7	0	-	0	7	13
0800 - 0815	0	0	0	-	0	0	0	1	0	-	0	1	0	6	0	-	0	6	0	6	0	-	0	6	13
0815 - 0830	1	0	0	-	0	1	0	1	0	-	0	1	0	3	1	-	0	4	0	6	1	-	0	7	13
0830 - 0845	1	0	0	-	0	1	0	0	0	-	0	0	0	5	0	-	0	5	0	10	0	-	0	10	16
Total	3	1	0	0	0	4	0	2	0	0	0	2	0	18	1	0	0	19	0	29	1	0	0	30	55
Approach %	75.00	25.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	94.74	5.26	0.00	0.00	-	0.00	96.67	3.33	0.00	0.00	-	
PHF	0.75	0.25	0.00	0.00	0.00	0.50	0.00	0.50	0.00	0.00	0.00	0.50	0.00	0.75	0.25	0.00	0.00	0.79	0.00	0.73	0.25	0.00	0.00	0.75	0.86

Combination Trucks (8-13)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)						Abernathy Rd NE (West)						Abernathy Rd NE (East)						
	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	
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	3	0	-	0	3	0	1	0	-	0	1	4
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	1
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	1	2	0	-	0	3	4
0830 - 0845	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	0	1	0	-	0	1	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	1	5	0	0	0	6	12
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	16.67	83.33	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	0.50	0.00	0.00	0.00	0.50	0.25	0.63	0.00	0.00	0.00	0.50	0.75

Bikes

Time	Northbound						Southbound						Eastbound						Westbound						Int Total	
	Glenridge Dr (South)						Glenridge Dr (North)						Abernathy Rd NE (West)						Abernathy Rd NE (East)							
	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		
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0830 - 0845	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



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Peak Hour Turning Movement Count

Atlanta, GA



www.marrtraffic.com



Wednesday, May 1, 2024	
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

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)						Abernathy Rd NE (West)						Abernathy Rd NE (East)						
	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	
1700 - 1715	75	14	11	-	0	100	82	46	58	-	0	186	12	212	30	-	0	254	9	364	8	-	0	381	921
1715 - 1730	62	22	9	-	0	93	69	34	55	-	0	158	10	249	39	-	2	300	9	365	6	-	2	382	933
1730 - 1745	47	21	17	-	0	85	40	42	38	-	0	120	5	250	40	-	0	295	6	364	10	-	1	381	881
1745 - 1800	41	12	13	-	0	66	15	12	32	-	0	59	11	221	45	-	0	277	14	383	14	-	0	411	813
Total	225	69	50	0	0	344	206	134	183	0	0	523	38	932	154	0	2	1126	38	1476	38	0	3	1555	3548
Approach %	65.41	20.06	14.53	0.00	0.00	-	39.39	25.62	34.99	0.00	0.00	-	3.37	82.77	13.68	0.00	0.18	-	2.44	94.92	2.44	0.00	0.19	-	-
PHF	0.75	0.78	0.74	0.00	0.00	0.86	0.63	0.73	0.79	0.00	0.00	0.70	0.79	0.93	0.86	0.00	0.25	0.94	0.68	0.96	0.68	0.00	0.38	0.95	0.95

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)						Abernathy Rd NE (West)						Abernathy Rd NE (East)						
	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	
1700 - 1715	75	14	11	-	0	100	82	46	58	-	0	186	12	205	30	-	0	247	9	360	8	-	0	377	910
1715 - 1730	62	22	9	-	0	93	68	34	55	-	0	157	10	242	39	-	2	293	9	362	6	-	2	379	922
1730 - 1745	47	21	17	-	0	85	39	42	38	-	0	119	5	247	40	-	0	292	6	362	10	-	1	379	875
1745 - 1800	41	12	13	-	0	66	15	12	32	-	0	59	11	218	45	-	0	274	14	376	13	-	0	403	802
Total	225	69	50	0	0	344	204	134	183	0	0	521	38	912	154	0	2	1106	38	1460	37	0	3	1538	3509
Approach %	65.41	20.06	14.53	0.00	0.00	-	39.16	25.72	35.12	0.00	0.00	-	3.44	82.46	13.92	0.00	0.18	-	2.47	94.93	2.41	0.00	0.20	-	-
PHF	0.75	0.78	0.74	0.00	0.00	0.86	0.62	0.73	0.79	0.00	0.00	0.70	0.79	0.92	0.86	0.00	0.25	0.94	0.68	0.97	0.71	0.00	0.38	0.95	0.95

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)						Abernathy Rd NE (West)						Abernathy Rd NE (East)						
	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	
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	7	0	-	0	7	0	4	0	-	0	4	11
1715 - 1730	0	0	0	-	0	0	1	0	0	-	0	1	0	6	0	-	0	6	0	2	0	-	0	2	9
1730 - 1745	0	0	0	-	0	0	1	0	0	-	0	1	0	3	0	-	0	3	0	1	0	-	0	1	5
1745 - 1800	0	0	0	-	0	0	0	0	0	-	0	0	0	3	0	-	0	3	0	7	1	-	0	8	11
Total	0	0	0	0	0	0	2	0	0	0	0	2	0	19	0	0	0	19	0	14	1	0	0	15	36
Approach %	0.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	93.33	6.67	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.50	0.00	0.68	0.00	0.00	0.00	0.68	0.00	0.50	0.25	0.00	0.00	0.47	0.82

Combination Trucks (8-13)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total	
	Glenridge Dr (South)						Glenridge Dr (North)						Abernathy Rd NE (West)						Abernathy Rd NE (East)							
	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		
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	0	-	0	1	0	1	0	-	0	1	2
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	1	0	-	0	1	1
1745 - 1800	0	0	0	-	0	0	0	0	0	0	0	0	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	1	0	0	0	0	1	0	2	0	0	0	2	3
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	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	0.25	0.00	0.00	0.00	0.25	0.00	0.50	0.00	0.00	0.00	0.50	0.38	0.38

Bikes

Time	Northbound						Southbound						Eastbound						Westbound						Int Total	
	Glenridge Dr (South)						Glenridge Dr (North)						Abernathy Rd NE (West)						Abernathy Rd NE (East)							
	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		
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0
1745 - 1800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Classified Turn Movement Count | | All vehicles

Atlanta, GA

Site 1



Glenridge Dr (South)
Glenridge Dr (North)
Abernathy Rd NE (West)
Abernathy Rd NE (East)

Date

Wednesday, May 1, 2024

Lat/Long

33.936386°, -84.366698°

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Weather

Fair
74°F

[Click here for Detailed Weather](#)

0700 - 0900 (Weekday 2h Session) (05-01-2024)

All vehicles

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)						Abernathy Rd NE (West)						Abernathy Rd NE (East)						
	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	
0700 - 0715	10	10	4		0	24	2	6	7		0	15	23	313	34		0	370	3	141	2		0	146	555
0715 - 0730	13	8	6		0	27	18	13	13		0	44	23	371	38		0	432	8	132	12		1	153	656
0730 - 0745	15	10	11		0	36	23	15	12		0	50	31	357	53		0	441	10	161	11		0	182	709
0745 - 0800	18	12	11		0	41	19	24	10		0	53	28	430	52		0	510	5	159	6		0	170	774
Hourly Total	56	40	32		0	128	62	58	42		0	162	105	1471	177		0	1753	26	593	31		1	651	2694
0800 - 0815	25	9	11		0	45	18	21	6		0	45	38	378	58		0	474	5	143	6		0	154	718
0815 - 0830	25	11	15		0	51	24	15	12		0	51	29	370	52		0	451	5	159	7		0	171	724
0830 - 0845	22	8	8		0	38	13	14	8		0	35	30	407	47		0	484	10	173	4		1	188	745
0845 - 0900	18	7	12		0	37	6	12	5		0	23	31	415	56		0	502	10	165	6		0	181	743
Hourly Total	90	35	46		0	171	61	62	31		0	154	128	1570	213		0	1911	30	640	23		1	694	2930
Grand Total	146	75	78		0	299	123	120	73		0	316	233	3041	390		0	3664	56	1233	54		2	1345	5624
Approach %	48.83	25.08	26.09		0.00	-	38.92	37.97	23.10		0.00	-	6.36	83.00	10.64		0.00	-	4.16	91.67	4.01		0.05	-	
Intersection %	2.60	1.33	1.39		0.00	5.32	2.19	2.13	1.30		0.00	5.62	4.14	54.07	6.93		0.00	65.15	1.00	21.92	0.96		0.04	23.92	
Heavy Vehicle %	3	4	0		-	2	0	3	5		-	2	0	1	1		-	1	5	6	2		0	6	2
PHF	0.90	0.83	0.75		0.00	0.86	0.77	0.77	0.75		0.00	0.87	0.82	0.92	0.90		0.00	0.94	0.63	0.92	0.82		0.25	0.91	0.96

1600 - 1800 (Weekday 2h Session) (05-01-2024)

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Glenridge Dr (South)						Glenridge Dr (North)						Abernathy Rd NE (West)						Abernathy Rd NE (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	52	12	11		0	75	49	18	51		0	118	5	242	41		0	288	4	363	4		0	371	852
1615 - 1630	44	19	12		0	75	55	24	60		0	139	11	214	33		0	258	11	350	9		0	370	842
1630 - 1645	76	22	15		0	113	53	29	58		0	140	7	221	29		0	257	7	292	12		1	312	822
1645 - 1700	44	20	10		0	74	65	32	45		0	142	9	195	33		1	238	20	319	10		2	351	805
Hourly Total	216	73	48		0	337	222	103	214		0	539	32	872	136		1	1041	42	1324	35		3	1404	3321
1700 - 1715	75	14	11		0	100	82	46	58		0	186	12	212	30		0	254	9	364	8		0	381	921
1715 - 1730	62	22	9		0	93	69	34	55		0	158	10	249	39		2	300	9	365	6		2	382	933
1730 - 1745	47	21	17		0	85	40	42	38		0	120	5	250	40		0	295	6	364	10		1	381	881
1745 - 1800	41	12	13		0	66	15	12	32		0	59	11	221	45		0	277	14	383	14		0	411	813
Hourly Total	225	69	50		0	344	206	134	183		0	523	38	932	154		2	1126	38	1476	38		3	1555	3548
Grand Total	441	142	98		0	681	428	237	397		0	1062	70	1804	290		3	2167	80	2800	73		6	2959	6869
Approach %	64.76	20.85	14.39		0.00	-	40.30	22.32	37.38		0.00	-	3.23	83.25	13.38		0.14	-	2.70	94.63	2.47		0.20	-	
Intersection %	6.42	2.07	1.43		0.00	9.91	6.23	3.45	5.78		0.00	15.46	1.02	26.26	4.22		0.04	31.55	1.16	40.76	1.06		0.09	43.08	
Heavy Vehicle %	0	0	2		-	1	0	1	0		-	0	0	3	0		0	2	1	1	1		0	1	1
PHF	0.75	0.78	0.74		0.00	0.86	0.63	0.73	0.79		0.00	0.70	0.79	0.93	0.86		0.25	0.94	0.68	0.96	0.68		0.38	0.95	0.95

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

Atlanta, GA

Site 1



Glenridge Dr (South)
Glenridge Dr (North)
Abernathy Rd NE (West)
Abernathy Rd NE (East)

Date

Wednesday, May 1, 2024

Lat/Long

33.936386°, -84.366698°

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0700 - 0900 (Weekday 2h Session) (05-01-2024)

Passenger Vehicles (1-3)

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)						Abernathy Rd NE (West)						Abernathy Rd NE (East)						
	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	
0700 - 0715	10	9	4		0	23	2	6	7		0	15	23	309	34		0	366	3	135	2		0	140	544
0715 - 0730	12	8	6		0	26	18	13	10		0	41	23	367	36		0	426	8	127	12		1	148	641
0730 - 0745	15	9	11		0	35	23	14	11		0	48	31	356	53		0	440	10	150	11		0	171	694
0745 - 0800	17	11	11		0	39	19	24	10		0	53	28	423	52		0	503	5	151	6		0	162	757
Hourly Total	54	37	32		0	123	62	57	38		0	157	105	1455	175		0	1735	26	563	31		1	621	2636
0800 - 0815	25	9	11		0	45	18	20	6		0	44	38	372	58		0	468	5	136	6		0	147	704
0815 - 0830	24	11	15		0	50	24	14	12		0	50	29	366	51		0	446	4	151	6		0	161	707
0830 - 0845	21	8	8		0	37	13	14	8		0	35	30	400	47		0	477	10	162	4		1	177	726
0845 - 0900	18	7	12		0	37	6	12	5		0	23	31	411	56		0	498	8	151	6		0	165	723
Hourly Total	88	35	46		0	169	61	60	31		0	152	128	1549	212		0	1889	27	600	22		1	650	2860
Grand Total	142	72	78		0	292	123	117	69		0	309	233	3004	387		0	3624	53	1163	53		2	1271	5496
Approach %	48.63	24.66	26.71		0.00	-	39.81	37.86	22.33		0.00	-	6.43	82.89	10.68		0.00	-	4.17	91.50	4.17		0.06	-	
Intersection %	2.58	1.31	1.42		0.00	5.31	2.24	2.13	1.26		0.00	5.62	4.24	54.66	7.04		0.00	65.94	0.96	21.16	0.96		0.04	23.13	

1600 - 1800 (Weekday 2h Session) (05-01-2024)

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Glenridge Dr (South)						Glenridge Dr (North)						Abernathy Rd NE (West)						Abernathy Rd NE (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	52	12	10		0	74	49	16	51		0	116	5	234	40		0	279	4	359	4		0	367	836
1615 - 1630	44	19	12		0	75	55	24	60		0	139	11	210	33		0	254	10	346	9		0	365	833
1630 - 1645	74	22	14		0	110	53	29	58		0	140	7	211	29		0	247	7	289	12		1	309	806
1645 - 1700	44	20	10		0	74	65	32	44		0	141	9	190	33		1	233	20	316	10		2	348	796
Hourly Total	214	73	46		0	333	222	101	213		0	536	32	845	135		1	1013	41	1310	35		3	1389	3271
1700 - 1715	75	14	11		0	100	82	46	58		0	186	12	205	30		0	247	9	360	8		0	377	910
1715 - 1730	62	22	9		0	93	68	34	55		0	157	10	242	39		2	293	9	362	6		2	379	922
1730 - 1745	47	21	17		0	85	39	42	38		0	119	5	247	40		0	292	6	362	10		1	379	875
1745 - 1800	41	12	13		0	66	15	12	32		0	59	11	218	45		0	274	14	376	13		0	403	802
Hourly Total	225	69	50		0	344	204	134	183		0	521	38	912	154		2	1106	38	1460	37		3	1538	3509
Grand Total	439	142	96		0	677	426	235	396		0	1057	70	1757	289		3	2119	79	2770	72		6	2927	6780
Approach %	64.84	20.97	14.18		0.00	-	40.30	22.23	37.46		0.00	-	3.30	82.92	13.64		0.14	-	2.70	94.64	2.46		0.20	-	
Intersection %	6.47	2.09	1.42		0.00	9.99	6.28	3.47	5.84		0.00	15.59	1.03	25.91	4.26		0.04	31.25	1.17	40.86	1.06		0.09	43.17	

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

Atlanta, GA

Site 1
Glenridge Dr (South)
Glenridge Dr (North)
Abernathy Rd NE (West)
Abernathy Rd NE (East)



Date
Wednesday, May 1, 2024

Lat/Long
33.936386°, -84.366698°
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0700 - 0900 (Weekday 2h Session) (05-01-2024)
Single Unit Trucks (4-7)

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)						Abernathy Rd NE (West)						Abernathy Rd NE (East)						
	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	
0700 - 0715	0	1	0		0	1	0	0	0		0	0	0	3	0		0	3	0	5	0		0	5	9
0715 - 0730	1	0	0		0	1	0	0	3		0	3	0	4	1		0	5	0	3	0		0	3	12
0730 - 0745	0	1	0		0	1	0	1	1		0	2	0	1	0		0	1	0	9	0		0	9	13
0745 - 0800	1	1	0		0	2	0	0	0		0	0	0	4	0		0	4	0	7	0		0	7	13
Hourly Total	2	3	0		0	5	0	1	4		0	5	0	12	1		0	13	0	24	0		0	24	47
0800 - 0815	0	0	0		0	0	0	1	0		0	1	0	6	0		0	6	0	6	0		0	6	13
0815 - 0830	1	0	0		0	1	0	1	0		0	1	0	3	1		0	4	0	6	1		0	7	13
0830 - 0845	1	0	0		0	1	0	0	0		0	0	0	5	0		0	5	0	10	0		0	10	16
0845 - 0900	0	0	0		0	0	0	0	0		0	0	0	2	0		0	2	1	11	0		0	12	14
Hourly Total	2	0	0		0	2	0	2	0		0	2	0	16	1		0	17	1	33	1		0	35	56
Grand Total	4	3	0		0	7	0	3	4		0	7	0	28	2		0	30	1	57	1		0	59	103
Approach %	57.14	42.86	0.00		0.00	-	0.00	42.86	57.14		0.00	-	0.00	93.33	6.67		0.00	-	1.69	96.61	1.69		0.00	-	
Intersection %	3.88	2.91	0.00		0.00	6.80	0.00	2.91	3.88		0.00	6.80	0.00	27.18	1.94		0.00	29.13	0.97	55.34	0.97		0.00	57.28	

1600 - 1800 (Weekday 2h Session) (05-01-2024)
Single Unit Trucks (4-7)

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)						Abernathy Rd NE (West)						Abernathy Rd NE (East)						
	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	
1600 - 1615	0	0	1		0	1	0	2	0		0	2	0	6	1		0	7	0	4	0		0	4	14
1615 - 1630	0	0	0		0	0	0	0	0		0	0	0	3	0		0	3	1	4	0		0	5	8
1630 - 1645	2	0	1		0	3	0	0	0		0	0	0	10	0		0	10	0	3	0		0	3	16
1645 - 1700	0	0	0		0	0	0	0	1		0	1	0	5	0		0	5	0	3	0		0	3	9
Hourly Total	2	0	2		0	4	0	2	1		0	3	0	24	1		0	25	1	14	0		0	15	47
1700 - 1715	0	0	0		0	0	0	0	0		0	0	0	7	0		0	7	0	4	0		0	4	11
1715 - 1730	0	0	0		0	0	1	0	0		0	1	0	6	0		0	6	0	2	0		0	2	9
1730 - 1745	0	0	0		0	0	1	0	0		0	1	0	3	0		0	3	0	1	0		0	1	5
1745 - 1800	0	0	0		0	0	0	0	0		0	0	0	3	0		0	3	0	7	1		0	8	11
Hourly Total	0	0	0		0	0	2	0	0		0	2	0	19	0		0	19	0	14	1		0	15	36
Grand Total	2	0	2		0	4	2	2	1		0	5	0	43	1		0	44	1	28	1		0	30	83
Approach %	50.00	0.00	50.00		0.00	-	40.00	40.00	20.00		0.00	-	0.00	97.73	2.27		0.00	-	3.33	93.33	3.33		0.00	-	
Intersection %	2.41	0.00	2.41		0.00	4.82	2.41	2.41	1.20		0.00	6.02	0.00	51.81	1.20		0.00	53.01	1.20	33.73	1.20		0.00	36.14	

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

Atlanta, GA

Site 1
Glenridge Dr (South)
Glenridge Dr (North)
Abernathy Rd NE (West)
Abernathy Rd NE (East)



Date
Wednesday, May 1, 2024

Lat/Long
33.936386°, -84.366698°
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0700 - 0900 (Weekday 2h Session) (05-01-2024)
Combination Trucks (8-13)

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)						Abernathy Rd NE (West)						Abernathy Rd NE (East)						
	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	
0700 - 0715	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	1	0		0	1	2
0715 - 0730	0	0	0		0	0	0	0	0		0	0	0	0	1		0	1	0	2	0		0	2	3
0730 - 0745	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	2	0		0	2	2
0745 - 0800	0	0	0		0	0	0	0	0		0	0	0	3	0		0	3	0	1	0		0	1	4
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	4	1		0	5	0	6	0		0	6	11
0800 - 0815	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	1
0815 - 0830	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	1	2	0		0	3	4
0830 - 0845	0	0	0		0	0	0	0	0		0	0	0	2	0		0	2	0	1	0		0	1	3
0845 - 0900	0	0	0		0	0	0	0	0		0	0	0	2	0		0	2	1	3	0		0	4	6
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	5	0		0	5	2	7	0		0	9	14
Grand Total	0	0	0		0	0	0	0	0		0	0	0	9	1		0	10	2	13	0		0	15	25
Approach %	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	0.00	90.00	10.00		0.00	-	13.33	86.67	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	36.00	4.00		0.00	40.00	8.00	52.00	0.00		0.00	60.00	

1600 - 1800 (Weekday 2h Session) (05-01-2024)
Combination Trucks (8-13)

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)						Abernathy Rd NE (West)						Abernathy Rd NE (East)						
	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	
1600 - 1615	0	0	0		0	0	0	0	0		0	0	0	2	0		0	2	0	0	0		0	0	2
1615 - 1630	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	1
1630 - 1645	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1645 - 1700	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	3	0		0	3	0	0	0		0	0	3
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	1	0		0	1	0	1	0		0	1	2
1730 - 1745	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	1
1745 - 1800	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	2	0		0	2	3
Grand Total	0	0	0		0	0	0	0	0		0	0	0	4	0		0	4	0	2	0		0	2	6
Approach %	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	0.00	100.00	0.00		0.00	-	0.00	100.00	0.00		0.00	-	
Intersection %	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	66.67	0.00		0.00	66.67	0.00	33.33	0.00		0.00	33.33	

Classified Turn Movement Count || Bikes

Atlanta, GA

Site 1



Glenridge Dr (South)
Glenridge Dr (North)
Abernathy Rd NE (West)
Abernathy Rd NE (East)

Date

Wednesday, May 1, 2024

Lat/Long

33.936386°, -84.366698°

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0700 - 0900 (Weekday 2h Session) (05-01-2024)

Bikes

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)						Abernathy Rd NE (West)						Abernathy Rd NE (East)						
	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	
0700 - 0715	0	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) (05-01-2024)

Bikes

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)						Abernathy Rd NE (West)						Abernathy Rd NE (East)						
	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	
1600 - 1615	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
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 | | All Trucks (4-13)

Atlanta, GA

Site 1

Glenridge Dr (South)
Glenridge Dr (North)
Abernathy Rd NE (West)
Abernathy Rd NE (East)

Date

Wednesday, May 1, 2024

Lat/Long

33.936386°, -84.366698°
[Click here for Map](#)

Weather

Fair
74°F
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0700 - 0900 (Weekday 2h Session) (05-01-2024)
All Trucks (4-13)

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)						Abernathy Rd NE (West)						Abernathy Rd NE (East)						
	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	
0700 - 0715	0	1	0		0	1	0	0	0		0	0	0	4	0		0	4	0	6	0		0	6	11
0715 - 0730	1	0	0		0	1	0	0	3		0	3	0	4	2		0	6	0	5	0		0	5	15
0730 - 0745	0	1	0		0	1	0	1	1		0	2	0	1	0		0	1	0	11	0		0	11	15
0745 - 0800	1	1	0		0	2	0	0	0		0	0	0	7	0		0	7	0	8	0		0	8	17
Hourly Total	2	3	0		0	5	0	1	4		0	5	0	16	2		0	18	0	30	0		0	30	58
0800 - 0815	0	0	0		0	0	0	1	0		0	1	0	6	0		0	6	0	7	0		0	7	14
0815 - 0830	1	0	0		0	1	0	1	0		0	1	0	4	1		0	5	1	8	1		0	10	17
0830 - 0845	1	0	0		0	1	0	0	0		0	0	0	7	0		0	7	0	11	0		0	11	19
0845 - 0900	0	0	0		0	0	0	0	0		0	0	0	4	0		0	4	2	14	0		0	16	20
Hourly Total	2	0	0		0	2	0	2	0		0	2	0	21	1		0	22	3	40	1		0	44	70
Grand Total	4	3	0		0	7	0	3	4		0	7	0	37	3		0	40	3	70	1		0	74	128
Approach %	57.14	42.86	0.00		0.00	-	0.00	42.86	57.14		0.00	-	0.00	92.50	7.50		0.00	-	4.05	94.59	1.35		0.00	-	
Intersection %	3.13	2.34	0.00		0.00	5.47	0.00	2.34	3.13		0.00	5.47	0.00	28.91	2.34		0.00	31.25	2.34	54.69	0.78		0.00	57.81	

1600 - 1800 (Weekday 2h Session) (05-01-2024)
All Trucks (4-13)

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)						Abernathy Rd NE (West)						Abernathy Rd NE (East)						
	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	
1600 - 1615	0	0	1		0	1	0	2	0		0	2	0	8	1		0	9	0	4	0		0	4	16
1615 - 1630	0	0	0		0	0	0	0	0		0	0	0	4	0		0	4	1	4	0		0	5	9
1630 - 1645	2	0	1		0	3	0	0	0		0	0	0	10	0		0	10	0	3	0		0	3	16
1645 - 1700	0	0	0		0	0	0	0	1		0	1	0	5	0		0	5	0	3	0		0	3	9
Hourly Total	2	0	2		0	4	0	2	1		0	3	0	27	1		0	28	1	14	0		0	15	50
1700 - 1715	0	0	0		0	0	0	0	0		0	0	0	7	0		0	7	0	4	0		0	4	11
1715 - 1730	0	0	0		0	0	1	0	0		0	1	0	7	0		0	7	0	3	0		0	3	11
1730 - 1745	0	0	0		0	0	1	0	0		0	1	0	3	0		0	3	0	2	0		0	2	6
1745 - 1800	0	0	0		0	0	0	0	0		0	0	0	3	0		0	3	0	7	1		0	8	11
Hourly Total	0	0	0		0	0	2	0	0		0	2	0	20	0		0	20	0	16	1		0	17	39
Grand Total	2	0	2		0	4	2	2	1		0	5	0	47	1		0	48	1	30	1		0	32	89
Approach %	50.00	0.00	50.00		0.00	-	40.00	40.00	20.00		0.00	-	0.00	97.92	2.08		0.00	-	3.13	93.75	3.13		0.00	-	
Intersection %	2.25	0.00	2.25		0.00	4.49	2.25	2.25	1.12		0.00	5.62	0.00	52.81	1.12		0.00	53.93	1.12	33.71	1.12		0.00	35.96	

Crosswalk Counts | | Pedestrians

Atlanta, GA

Site 1
Glenridge Dr (South)
Glenridge Dr (North)
Abernathy Rd NE (West)
Abernathy Rd NE (East)

Date
Wednesday, May 1, 2024

Lat/Long
33.936386°, -84.366698°
[Click here for Map](#)

Weather
Fair
74°F
[Click here for Detailed Weather](#)



0700 - 0900 (Weekday 2h Session) (05-01-2024)
Pedestrians

TIME	Northbound				Southbound				Eastbound				Westbound				
	Glenridge Dr (South)				Glenridge Dr (North)				Abernathy Rd NE (West)				Abernathy Rd NE (East)				
	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	1		1	0	0		0	1
0715 - 0730	0	0		0	0	1		1	0	0		0	0	0		0	1
0730 - 0745	1	0		1	0	0		0	0	0		0	0	0		0	1
0745 - 0800	1	0		1	0	0		0	0	0		0	0	0		0	1
Hourly Total	2	0		2	0	1		1	0	1		1	0	0		0	4
0800 - 0815	1	0		1	1	0		1	1	0		1	0	0		0	3
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	1	1		2	0	0		0	0	0		0	2
Hourly Total	1	0		1	2	1		3	1	0		1	0	0		0	5
Grand Total	3	0		3	2	2		4	1	1		2	0	0		0	9
Approach %	100.00	0.00		-	50.00	50.00		-	50.00	50.00		-	0.00	0.00		-	
Intersection %	33.33	0.00		33.33	22.22	22.22		44.44	11.11	11.11		22.22	0.00	0.00		0.00	

1600 - 1800 (Weekday 2h Session) (05-01-2024)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound							
	Glenridge Dr (South)			Glenridge Dr (North)			Abernathy Rd NE (West)			Abernathy Rd NE (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	1		1	0	0		0	0	1		1	0	0		0	2
1615 - 1630	0	0		0	0	0		0	0	0		0	0	0		0	0
1630 - 1645	1	0		1	0	1		1	0	0		0	0	0		0	2
1645 - 1700	0	1		1	0	0		0	0	0		0	0	0		0	1
Hourly Total	1	2		3	0	1		1	0	1		1	0	0		0	5
1700 - 1715	0	1		1	0	0		0	0	0		0	0	0		0	1
1715 - 1730	0	0		0	0	0		0	0	0		0	0	0		0	0
1730 - 1745	0	0		0	1	0		1	1	1		2	0	0		0	3
1745 - 1800	0	3		3	1	1		2	1	0		1	0	0		0	6
Hourly Total	0	4		4	2	1		3	2	1		3	0	0		0	10
Grand Total	1	6		7	2	2		4	2	2		4	0	0		0	15
Approach %	14.29	85.71		-	50.00	50.00		-	50.00	50.00		-	0.00	0.00		-	
Intersection %	6.67	40.00		46.67	13.33	13.33		26.67	13.33	13.33		26.67	0.00	0.00		0.00	

Crosswalk Counts | | Bikes

Atlanta, GA

Site 1
Glenridge Dr (South)
Glenridge Dr (North)
Abernathy Rd NE (West)
Abernathy Rd NE (East)

Date
Wednesday, May 1, 2024

Lat/Long
33.936386°, -84.366698°
[Click here for Map](#)

Weather
Fair
74°F
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0700 - 0900 (Weekday 2h Session) (05-01-2024)

Bikes

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total			
	Glenridge Dr (South)			Glenridge Dr (North)			Abernathy Rd NE (West)			Abernathy Rd NE (East)							
	EB 1a	WB 1b		App Total	EB 1c	WB 1d		App Total	NB 1e	SB 1f		App Total			NB 1g	SB 1h	
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		-	
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) (05-01-2024)

Bikes

	Northbound			Southbound			Eastbound			Westbound							
	Glenridge Dr (South)			Glenridge Dr (North)			Abernathy Rd NE (West)			Abernathy Rd NE (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	0	0		0	0
1615 - 1630	0	1		1	0	0		0	0	0		0	0	0		0	1
1630 - 1645	0	0		0	0	0		0	0	0		0	0	0		0	0
1645 - 1700	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	1		1	0	0		0	0	0		0	0	0		0	1
1700 - 1715	0	0		0	0	0		0	0	0		0	0	0		0	0
1715 - 1730	0	0		0	0	0		0	0	0		0	0	0		0	0
1730 - 1745	0	0		0	0	0		0	0	0		0	0	0		0	0
1745 - 1800	0	0		0	0	1		1	0	0		0	0	0		0	1
Hourly Total	0	0		0	0	1		1	0	0		0	0	0		0	1
Grand Total	0	1		1	0	1		1	0	0		0	0	0		0	2
Approach %	0.00	100.00		-	0.00	100.00		-	0.00	0.00		-	0.00	0.00		-	
Intersection %	0.00	50.00		50.00	0.00	50.00		50.00	0.00	0.00		0.00	0.00	0.00		0.00	

Crosswalk Counts | | Motorized Vehicles

Atlanta, GA

Site 1
Glenridge Dr (South)
Glenridge Dr (North)
Abernathy Rd NE (West)
Abernathy Rd NE (East)

Date
Wednesday, May 1, 2024

Lat/Long
33.936386°, -84.366698°
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Fair
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0700 - 0900 (Weekday 2h Session) (05-01-2024)
Motorized Vehicles

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

1600 - 1800 (Weekday 2h Session) (05-01-2024)
Motorized Vehicles

TIME	Northbound				Southbound				Eastbound				Westbound			
	Glenridge Dr (South)			App Total	Glenridge Dr (North)			App Total	Abernathy Rd NE (West)			App Total	Abernathy Rd NE (East)			Int Total
	EB 1a	WB 1b			EB 1c	WB 1d			NB 1e	SB 1f			NB 1g	SB 1h		
1600 - 1615	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
1630 - 1645	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
Hourly Total	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
1715 - 1730	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
1745 - 1800	0	0		0	0	0		0	0	0		0	0	0		0
Hourly Total	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
Approach %	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00

Start Date: 5/1/2024



Start Date: 5/1/2024		Abernathy Rd NE (West)			Abernathy Rd NE (East)			Glenridge Dr (South)			Glenridge Dr (North)			
		Eastbound			Westbound			Northbound			Southbound			
Time		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	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		23	313	34	3	141	2	10	10	4	2	6	7	555
07:15 AM - 07:30 AM		23	371	38	8	132	12	13	8	6	18	13	13	655
07:30 AM - 07:45 AM		31	357	53	10	161	11	15	10	11	23	15	12	709
07:45 AM - 08:00 AM		28	430	52	5	159	6	18	12	11	19	24	10	774
08:00 AM - 08:15 AM		38	378	58	5	143	6	25	9	11	18	21	6	718
08:15 AM - 08:30 AM		29	370	52	5	159	7	25	11	15	24	15	12	724
08:30 AM - 08:45 AM		30	407	47	10	173	4	22	8	8	13	14	8	744
08:45 AM - 09:00 AM		31	415	56	10	165	6	18	7	12	6	12	5	743
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		5	242	41	4	363	4	52	12	11	49	18	51	852
04:15 PM - 04:30 PM		11	214	33	11	350	9	44	19	12	55	24	60	842
04:30 PM - 04:45 PM		7	221	29	7	292	12	76	22	15	53	29	58	821
04:45 PM - 05:00 PM		9	195	33	20	319	10	44	20	10	65	32	45	802
05:00 PM - 05:15 PM		12	212	30	9	364	8	75	14	11	82	46	58	921
05:15 PM - 05:30 PM		10	249	39	9	365	6	62	22	9	69	34	55	929
05:30 PM - 05:45 PM		5	250	40	6	364	10	47	21	17	40	42	38	880
05:45 PM - 06:00 PM		11	221	45	14	383	14	41	12	13	15	12	32	813
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</							

Atlanta, GA

Atlanta, GA



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Wednesday, May 1, 2024	
Period	0700 - 0900
Peak Hour	0730 - 0830

* the Peak Hour Diagram does not include Bikes



Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)						
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	
0730 - 0745	20	27	20	-	0	67	15	47	23	-	0	85	4	63	7	-	0	74	37	80	9	-	0	126	352
0745 - 0800	15	21	19	-	0	55	9	45	15	-	0	69	19	81	13	-	0	113	46	99	11	-	0	156	393
0800 - 0815	16	27	22	-	0	65	16	51	22	-	0	89	20	86	12	-	0	118	9	78	10	-	0	97	369
0815 - 0830	10	24	24	-	0	58	14	56	14	-	0	84	16	117	8	-	0	141	16	67	9	-	0	92	375
Total	61	99	85	0	0	245	54	199	74	0	0	327	59	347	40	0	0	446	108	324	39	0	0	471	1489
Approach %	24.90	40.41	34.69	0.00	0.00	-	16.51	60.86	22.63	0.00	0.00	-	13.23	77.80	8.97	0.00	0.00	-	22.93	68.79	8.28	0.00	0.00	-	-
PHF	0.76	0.92	0.89	0.00	0.00	0.91	0.84	0.89	0.80	0.00	0.00	0.92	0.74	0.74	0.77	0.00	0.00	0.79	0.59	0.82	0.89	0.00	0.00	0.75	0.95

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)						
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	
0730 - 0745	20	26	19	-	0	65	15	47	22	-	0	84	4	61	7	-	0	72	37	80	9	-	0	126	347
0745 - 0800	15	20	19	-	0	54	9	45	15	-	0	69	19	79	13	-	0	111	46	98	10	-	0	154	388
0800 - 0815	16	27	22	-	0	65	16	50	22	-	0	88	20	85	11	-	0	116	9	74	10	-	0	93	362
0815 - 0830	10	23	23	-	0	56	13	54	14	-	0	81	16	116	8	-	0	140	16	66	9	-	0	91	368
Total	61	96	83	0	0	240	53	196	73	0	0	322	59	341	39	0	0	439	108	318	38	0	0	464	1465
Approach %	25.42	40.00	34.58	0.00	0.00	-	16.46	60.87	22.67	0.00	0.00	-	13.44	77.68	8.88	0.00	0.00	-	23.28	68.53	8.19	0.00	0.00	-	-
PHF	0.76	0.89	0.90	0.00	0.00	0.92	0.83	0.91	0.83	0.00	0.00	0.91	0.74	0.73	0.75	0.00	0.00	0.78	0.59	0.81	0.95	0.00	0.00	0.75	0.94

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)						
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	
0730 - 0745	0	1	1	-	0	2	0	0	1	-	0	1	0	2	0	-	0	2	0	0	0	-	0	0	5
0745 - 0800	0	1	0	-	0	1	0	0	0	-	0	0	0	2	0	-	0	2	0	1	1	-	0	2	5
0800 - 0815	0	0	0	-	0	0	0	1	0	-	0	1	0	1	1	-	0	2	0	4	0	-	0	4	7
0815 - 0830	0	1	1	-	0	2	1	1	0	-	0	2	0	1	0	-	0	1	0	1	0	-	0	1	6
Total	0	3	2	0	0	5	1	2	1	0	0	4	0	6	1	0	0	7	0	6	1	0	0	7	23
Approach %	0.00	60.00	40.00	0.00	0.00	-	25.00	50.00	25.00	0.00	0.00	-	0.00	85.71	14.29	0.00	0.00	-	0.00	85.71	14.29	0.00	0.00	-	-
PHF	0.00	0.75	0.50	0.00	0.00	0.63	0.25	0.50	0.25	0.00	0.00	0.50	0.00	0.75	0.25	0.00	0.00	0.88	0.00	0.38	0.25	0.00	0.00	0.44	0.82

Combination Trucks (8-13)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total	
	Glenridge Dr (South)						Glenridge Dr (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)							
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total		
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0815 - 0830	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	0	-	0	0	0	0	0	-	0	0	1
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25

Bikes

Time	Northbound						Southbound						Eastbound						Westbound						Int Total	
	Glenridge Dr (South)						Glenridge Dr (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)							
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total		
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



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Peak Hour Turning Movement Count

Atlanta, GA



www.marrtraffic.com



Wednesday, May 1, 2024	
Period	1600 - 1800
Peak Hour	1630 - 1730

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)						
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	
1630 - 1645	18	58	16	-	0	92	4	53	16	-	0	73	14	70	19	-	0	103	107	102	34	-	0	243	511
1645 - 1700	11	52	17	-	0	80	11	50	30	-	0	91	19	77	11	-	0	107	50	129	23	-	0	202	480
1700 - 1715	5	48	13	-	0	66	12	72	21	-	0	105	10	81	17	-	0	108	81	119	33	-	0	233	512
1715 - 1730	8	46	17	-	0	71	5	76	20	-	0	101	23	99	8	-	0	130	98	90	19	-	0	207	509
Total	42	204	63	0	0	309	32	251	87	0	0	370	66	327	55	0	0	448	336	440	109	0	0	885	2012
Approach %	13.59	66.02	20.39	0.00	0.00	-	8.65	67.84	23.51	0.00	0.00	-	14.73	72.99	12.28	0.00	0.00	-	37.97	49.72	12.32	0.00	0.00	-	
PHF	0.58	0.88	0.93	0.00	0.00	0.84	0.67	0.83	0.73	0.00	0.00	0.88	0.72	0.83	0.72	0.00	0.00	0.86	0.79	0.85	0.80	0.00	0.00	0.91	0.98

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)						
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	
1630 - 1645	18	56	15	-	0	89	4	53	16	-	0	73	13	69	18	-	0	100	107	102	34	-	0	243	505
1645 - 1700	11	52	16	-	0	79	11	50	30	-	0	91	19	77	11	-	0	107	50	129	23	-	0	202	479
1700 - 1715	5	48	13	-	0	66	12	72	21	-	0	105	10	81	17	-	0	108	80	118	33	-	0	231	510
1715 - 1730	8	46	17	-	0	71	5	76	20	-	0	101	23	97	8	-	0	128	98	90	19	-	0	207	507
Total	42	202	61	0	0	305	32	251	87	0	0	370	65	324	54	0	0	443	335	439	109	0	0	883	2001
Approach %	13.77	66.23	20.00	0.00	0.00	-	8.65	67.84	23.51	0.00	0.00	-	14.67	73.14	12.19	0.00	0.00	-	37.94	49.72	12.34	0.00	0.00	-	
PHF	0.58	0.90	0.90	0.00	0.00	0.86	0.67	0.83	0.73	0.00	0.00	0.88	0.71	0.84	0.75	0.00	0.00	0.87	0.78	0.85	0.80	0.00	0.00	0.91	0.98

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)						
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	
1630 - 1645	0	2	1	-	0	3	0	0	0	-	0	0	1	1	1	-	0	3	0	0	0	-	0	0	6
1645 - 1700	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	1	1	0	-	0	2	2
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	1
Total	0	2	1	0	0	3	0	0	0	0	0	0	1	2	1	0	0	4	1	1	0	0	0	2	9
Approach %	0.00	66.67	33.33	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	25.00	50.00	25.00	0.00	0.00	-	50.00	50.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.25	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.50	0.25	0.00	0.00	0.33	0.25	0.25	0.00	0.00	0.00	0.25	0.38

Combination Trucks (8-13)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total	
	Glenridge Dr (South)						Glenridge Dr (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)							
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total		
1630 - 1645	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Bikes

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)						
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	
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	1	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	1
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	1
Total	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
Approach %	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	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.50

Classified Turn Movement Count | | All vehicles

Atlanta, GA

Site 2



Glenridge Dr (South)
Glenridge Dr (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

Date

Wednesday, May 1, 2024

Lat/Long

33.926851°, -84.366800°

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Weather

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0700 - 0900 (Weekday 2h Session) (05-01-2024)

All vehicles

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)						
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	
0700 - 0715	5	13	2		0	20	6	26	8		0	40	9	44	1		0	54	4	36	5		0	45	159
0715 - 0730	8	20	6		0	34	9	43	11		0	63	11	46	4		0	61	18	71	6		0	95	253
0730 - 0745	20	27	20		0	67	15	47	23		0	85	4	63	7		0	74	37	80	9		0	126	352
0745 - 0800	15	21	19		0	55	9	45	15		0	69	19	81	13		0	113	46	99	11		0	156	393
Hourly Total	48	81	47		0	176	39	161	57		0	257	43	234	25		0	302	105	286	31		0	422	1157
0800 - 0815	16	27	22		0	65	16	51	22		0	89	20	86	12		0	118	9	78	10		0	97	369
0815 - 0830	10	24	24		0	58	14	56	14		0	84	16	117	8		0	141	16	67	9		0	92	375
0830 - 0845	2	20	23		0	45	22	50	11		0	83	17	77	12		0	106	20	51	9		0	80	314
0845 - 0900	13	10	19		0	42	12	62	13		0	87	24	97	10		0	131	17	71	5		0	93	353
Hourly Total	41	81	88		0	210	64	219	60		0	343	77	377	42		0	496	62	267	33		0	362	1411
Grand Total	89	162	135		0	386	103	380	117		0	600	120	611	67		0	798	167	553	64		0	784	2568
Approach %	23.06	41.97	34.97		0.00	-	17.17	63.33	19.50		0.00	-	15.04	76.57	8.40		0.00	-	21.30	70.54	8.16		0.00	-	
Intersection %	3.47	6.31	5.26		0.00	15.03	4.01	14.80	4.56		0.00	23.36	4.67	23.79	2.61		0.00	31.07	6.50	21.53	2.49		0.00	30.53	
Heavy Vehicle %	0	3	1		-	2	1	2	2		-	2	0	2	1		-	2	1	2	3		-	2	2
PHF	0.76	0.92	0.89		0.00	0.91	0.84	0.89	0.80		0.00	0.92	0.74	0.74	0.77		0.00	0.79	0.59	0.82	0.89		0.00	0.75	0.95

1600 - 1800 (Weekday 2h Session) (05-01-2024)

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Glenridge Dr (South)						Glenridge Dr (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)						
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	7	44	12		0	63	9	55	19		0	83	16	74	12		0	102	71	81	21		0	173	421
1615 - 1630	11	36	9		0	56	9	44	20		0	73	27	63	13		0	103	62	127	24		0	213	445
1630 - 1645	18	58	16		0	92	4	53	16		0	73	14	70	19		0	103	107	102	34		0	243	511
1645 - 1700	11	52	17		0	80	11	50	30		0	91	19	77	11		0	107	50	129	23		0	202	480
Hourly Total	47	190	54		0	291	33	202	85		0	320	76	284	55		0	415	290	439	102		0	831	1857
1700 - 1715	5	48	13		0	66	12	72	21		0	105	10	81	17		0	108	81	119	33		0	233	512
1715 - 1730	8	46	17		0	71	5	76	20		0	101	23	99	8		0	130	98	90	19		0	207	509
1730 - 1745	6	46	18		0	70	12	65	26		0	103	24	92	12		0	128	70	82	19		0	171	472
1745 - 1800	8	41	14		0	63	10	50	22		0	82	12	106	12		0	130	66	125	12		0	203	478
Hourly Total	27	181	62		0	270	39	263	89		0	391	69	378	49		0	496	315	416	83		0	814	1971
Grand Total	74	371	116		0	561	72	465	174		0	711	145	662	104		0	911	605	855	185		0	1645	3828
Approach %	13.19	66.13	20.68		0.00	-	10.13	65.40	24.47		0.00	-	15.92	72.67	11.42		0.00	-	36.78	51.98	11.25		0.00	-	
Intersection %	1.93	9.69	3.03		0.00	14.66	1.88	12.15	4.55		0.00	18.57	3.79	17.29	2.72		0.00	23.80	15.80	22.34	4.83		0.00	42.97	
Heavy Vehicle %	0	1	2		-	1	0	1	1		-	1	1	1	2		-	1	1	0	0		-	0	1
PHF	0.58	0.88	0.93		0.00	0.84	0.67	0.83	0.73		0.00	0.88	0.72	0.83	0.72		0.00	0.86	0.79	0.85	0.80		0.00	0.91	0.98

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

Atlanta, GA

Site 2



Glenridge Dr (South)
Glenridge Dr (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

Date

Wednesday, May 1, 2024

Lat/Long

33.926851°, -84.366800°

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Weather

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0700 - 0900 (Weekday 2h Session) (05-01-2024)

Passenger Vehicles (1-3)

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)						
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	
0700 - 0715	5	13	2		0	20	6	26	8		0	40	9	42	1		0	52	3	35	4		0	42	154
0715 - 0730	8	19	6		0	33	9	41	11		0	61	11	45	4		0	60	18	70	6		0	94	248
0730 - 0745	20	26	19		0	65	15	47	22		0	84	4	61	7		0	72	37	80	9		0	126	347
0745 - 0800	15	20	19		0	54	9	45	15		0	69	19	79	13		0	111	46	98	10		0	154	388
Hourly Total	48	78	46		0	172	39	159	56		0	254	43	227	25		0	295	104	283	29		0	416	1137
0800 - 0815	16	27	22		0	65	16	50	22		0	88	20	85	11		0	116	9	74	10		0	93	362
0815 - 0830	10	23	23		0	56	13	54	14		0	81	16	116	8		0	140	16	66	9		0	91	368
0830 - 0845	2	19	23		0	44	22	49	11		0	82	17	76	12		0	105	20	50	9		0	79	310
0845 - 0900	13	10	19		0	42	12	61	12		0	85	24	96	10		0	130	17	70	5		0	92	349
Hourly Total	41	79	87		0	207	63	214	59		0	336	77	373	41		0	491	62	260	33		0	355	1389
Grand Total	89	157	133		0	379	102	373	115		0	590	120	600	66		0	786	166	543	62		0	771	2526
Approach %	23.48	41.42	35.09		0.00	-	17.29	63.22	19.49		0.00	-	15.27	76.34	8.40		0.00	-	21.53	70.43	8.04		0.00	-	
Intersection %	3.52	6.22	5.27		0.00	15.00	4.04	14.77	4.55		0.00	23.36	4.75	23.75	2.61		0.00	31.12	6.57	21.50	2.45		0.00	30.52	

1600 - 1800 (Weekday 2h Session) (05-01-2024)

Passenger Vehicles (1-3)

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)						
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	
1600 - 1615	7	43	12		0	62	9	52	18		0	79	16	73	12		0	101	70	80	21		0	171	413
1615 - 1630	11	36	8		0	55	9	43	20		0	72	27	62	13		0	102	60	126	24		0	210	439
1630 - 1645	18	56	15		0	89	4	53	16		0	73	13	69	18		0	100	107	102	34		0	243	505
1645 - 1700	11	52	16		0	79	11	50	30		0	91	19	77	11		0	107	50	129	23		0	202	479
Hourly Total	47	187	51		0	285	33	198	84		0	315	75	281	54		0	410	287	437	102		0	826	1836
1700 - 1715	5	48	13		0	66	12	72	21		0	105	10	81	17		0	108	80	118	33		0	231	510
1715 - 1730	8	46	17		0	71	5	76	20		0	101	23	97	8		0	128	98	90	19		0	207	507
1730 - 1745	6	46	18		0	70	12	64	26		0	102	24	92	11		0	127	70	82	19		0	171	470
1745 - 1800	8	41	14		0	63	10	50	21		0	81	12	105	12		0	129	66	124	12		0	202	475
Hourly Total	27	181	62		0	270	39	262	88		0	389	69	375	48		0	492	314	414	83		0	811	1962
Grand Total	74	368	113		0	555	72	460	172		0	704	144	656	102		0	902	601	851	185		0	1637	3798
Approach %	13.33	66.31	20.36		0.00	-	10.23	65.34	24.43		0.00	-	15.96	72.73	11.31		0.00	-	36.71	51.99	11.30		0.00	-	
Intersection %	1.95	9.69	2.98		0.00	14.61	1.90	12.11	4.53		0.00	18.54	3.79	17.27	2.69		0.00	23.75	15.82	22.41	4.87		0.00	43.10	

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

Atlanta, GA

Site 2

Glenridge Dr (South)
Glenridge Dr (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)



Date

Wednesday, May 1, 2024

Lat/Long

33.926851°, -84.366800°
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0700 - 0900 (Weekday 2h Session) (05-01-2024)

Single Unit Trucks (4-7)

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)						
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	
0700 - 0715	0	0	0		0	0	0	0	0		0	0	0	2	0		0	2	1	1	1		0	3	5
0715 - 0730	0	1	0		0	1	0	1	0		0	1	0	1	0		0	1	0	1	0		0	1	4
0730 - 0745	0	1	1		0	2	0	0	1		0	1	0	2	0		0	2	0	0	0		0	0	5
0745 - 0800	0	1	0		0	1	0	0	0		0	0	0	2	0		0	2	0	1	1		0	2	5
Hourly Total	0	3	1		0	4	0	1	1		0	2	0	7	0		0	7	1	3	2		0	6	19
0800 - 0815	0	0	0		0	0	0	1	0		0	1	0	1	1		0	2	0	4	0		0	4	7
0815 - 0830	0	1	1		0	2	1	1	0		0	2	0	1	0		0	1	0	1	0		0	1	6
0830 - 0845	0	1	0		0	1	0	1	0		0	1	0	1	0		0	1	0	1	0		0	1	4
0845 - 0900	0	0	0		0	0	0	1	0		0	1	0	1	0		0	1	0	1	0		0	1	3
Hourly Total	0	2	1		0	3	1	4	0		0	5	0	4	1		0	5	0	7	0		0	7	20
Grand Total	0	5	2		0	7	1	5	1		0	7	0	11	1		0	12	1	10	2		0	13	39
Approach %	0.00	71.43	28.57		0.00	-	14.29	71.43	14.29		0.00	-	0.00	91.67	8.33		0.00	-	7.69	76.92	15.38		0.00	-	
Intersection %	0.00	12.82	5.13		0.00	17.95	2.56	12.82	2.56		0.00	17.95	0.00	28.21	2.56		0.00	30.77	2.56	25.64	5.13		0.00	33.33	

1600 - 1800 (Weekday 2h Session) (05-01-2024)

Single Unit Trucks (4-7)

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)						
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	
1600 - 1615	0	1	0		0	1	0	3	1		0	4	0	1	0		0	1	1	1	0		0	2	8
1615 - 1630	0	0	1		0	1	0	1	0		0	1	0	1	0		0	1	2	1	0		0	3	6
1630 - 1645	0	2	1		0	3	0	0	0		0	0	1	1	1		0	3	0	0	0		0	0	6
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	3	2		0	5	0	4	1		0	5	1	3	1		0	5	3	2	0		0	5	20
1700 - 1715	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	1	1	0		0	2	2
1715 - 1730	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	1
1730 - 1745	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	1
1745 - 1800	0	0	0		0	0	0	0	1		0	1	0	1	0		0	1	0	1	0		0	1	3
Hourly Total	0	0	0		0	0	0	1	1		0	2	0	2	0		0	2	1	2	0		0	3	7
Grand Total	0	3	2		0	5	0	5	2		0	7	1	5	1		0	7	4	4	0		0	8	27
Approach %	0.00	60.00	40.00		0.00	-	0.00	71.43	28.57		0.00	-	14.29	71.43	14.29		0.00	-	50.00	50.00	0.00		0.00	-	
Intersection %	0.00	11.11	7.41		0.00	18.52	0.00	18.52	7.41		0.00	25.93	3.70	18.52	3.70		0.00	25.93	14.81	14.81	0.00		0.00	29.63	

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

Atlanta, GA

Site 2



Glenridge Dr (South)
Glenridge Dr (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

Date

Wednesday, May 1, 2024

Lat/Long

33.926851°, -84.366800°

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0700 - 0900 (Weekday 2h Session) (05-01-2024)

Combination Trucks (8-13)

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total	
	Glenridge Dr (South)						Glenridge Dr (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)							
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total		
0700 - 0715	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
0715 - 0730	0	0	0		0	0	0	1	0		0	1	0	0	0	0		0	0	0	0	0		0	0	1
0730 - 0745	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
0745 - 0800	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	1	0		0	1	0	0	0	0		0	0	0	0	0		0	0	1
0800 - 0815	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
0815 - 0830	0	0	0		0	0	0	1	0		0	1	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	0	0	0		0	0	0
0845 - 0900	0	0	0		0	0	0	0	1		0	1	0	0	0	0		0	0	0	0	0		0	0	1
Hourly Total	0	0	0		0	0	0	1	1		0	2	0	0	0	0		0	0	0	0	0		0	0	2
Grand Total	0	0	0		0	0	0	2	1		0	3	0	0	0	0		0	0	0	0	0		0	0	3
Approach %	0.00	0.00	0.00		0.00	-	0.00	66.67	33.33		0.00	-	0.00	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	
Intersection %	0.00	0.00	0.00		0.00	0.00	0.00	66.67	33.33		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	

1600 - 1800 (Weekday 2h Session) (05-01-2024)

Combination Trucks (8-13)

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total	
	Glenridge Dr (South)						Glenridge Dr (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)							
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total		
1600 - 1615	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1615 - 1630	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1630 - 1645	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1645 - 1700	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1700 - 1715	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1715 - 1730	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1730 - 1745	0	0	0		0	0	0	0	0		0	0	0	0	1		0	1	0	0	0	0		0	0	1
1745 - 1800	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	1		0	1	0	0	0	0		0	0	1
Grand Total	0	0	0		0	0	0	0	0		0	0	0	0	1		0	1	0	0	0	0		0	0	1
Approach %	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	0.00	0.00	100.00		0.00	-	0.00	0.00	0.00	0.00		0.00	-	
Intersection %	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	100.00		0.00	100.00	0.00	0.00	0.00	0.00		0.00	0.00	

Classified Turn Movement Count || Bikes

Atlanta, GA

Site 2



Glenridge Dr (South)
Glenridge Dr (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

Date

Wednesday, May 1, 2024

Lat/Long

33.926851°, -84.366800°

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Weather

Fair
74°F

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0700 - 0900 (Weekday 2h Session) (05-01-2024)

Bikes

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total	
	Glenridge Dr (South)						Glenridge Dr (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)							
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total		
0700 - 0715	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
0715 - 0730	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
0730 - 0745	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
0745 - 0800	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
0800 - 0815	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
0815 - 0830	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
0830 - 0845	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
0845 - 0900	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
Grand Total	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
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) (05-01-2024)

Bikes

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total	
	Glenridge Dr (South)						Glenridge Dr (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)							
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total		
1600 - 1615	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1615 - 1630	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1630 - 1645	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1645 - 1700	0	0	1		0	1	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	1
Hourly Total	0	0	1		0	1	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	1
1700 - 1715	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1715 - 1730	0	0	0		0	0	0	0	0		0	0	0	1	0	0		0	1	0	0	0		0	0	1
1730 - 1745	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1745 - 1800	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	1	0	0		0	1	0	0	0		0	0	1
Grand Total	0	0	1		0	1	0	0	0		0	0	0	1	0	0		0	1	0	0	0		0	0	2
Approach %	0.00	0.00	100.00		0.00	-	0.00	0.00	0.00		0.00	-	0.00	100.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	
Intersection %	0.00	0.00	50.00		0.00	50.00	0.00	0.00	0.00		0.00	0.00	0.00	50.00	0.00	0.00		0.00	50.00	0.00	0.00	0.00		0.00	0.00	

Classified Turn Movement Count | | All Trucks (4-13)

Atlanta, GA

Site 2
Glenridge Dr (South)
Glenridge Dr (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)



Date
Wednesday, May 1, 2024

Lat/Long
33.926851°, -84.366800°
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0700 - 0900 (Weekday 2h Session) (05-01-2024)
All Trucks (4-13)

	Northbound						Southbound						Eastbound						Westbound						
	Glenridge Dr (South)						Glenridge Dr (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)						
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	2	0		0	2	1	1	1		0	3	5
0715 - 0730	0	1	0		0	1	0	2	0		0	2	0	1	0		0	1	0	1	0		0	1	5
0730 - 0745	0	1	1		0	2	0	0	1		0	1	0	2	0		0	2	0	0	0		0	0	5
0745 - 0800	0	1	0		0	1	0	0	0		0	0	0	2	0		0	2	0	1	1		0	2	5
Hourly Total	0	3	1		0	4	0	2	1		0	3	0	7	0		0	7	1	3	2		0	6	20
0800 - 0815	0	0	0		0	0	0	1	0		0	1	0	1	1		0	2	0	4	0		0	4	7
0815 - 0830	0	1	1		0	2	1	2	0		0	3	0	1	0		0	1	0	1	0		0	1	7
0830 - 0845	0	1	0		0	1	0	1	0		0	1	0	1	0		0	1	0	1	0		0	1	4
0845 - 0900	0	0	0		0	0	0	1	1		0	2	0	1	0		0	1	0	1	0		0	1	4
Hourly Total	0	2	1		0	3	1	5	1		0	7	0	4	1		0	5	0	7	0		0	7	22
Grand Total	0	5	2		0	7	1	7	2		0	10	0	11	1		0	12	1	10	2		0	13	42
Approach %	0.00	71.43	28.57		0.00	-	10.00	70.00	20.00		0.00	-	0.00	91.67	8.33		0.00	-	7.69	76.92	15.38		0.00	-	
Intersection %	0.00	11.90	4.76		0.00	16.67	2.38	16.67	4.76		0.00	23.81	0.00	26.19	2.38		0.00	28.57	2.38	23.81	4.76		0.00	30.95	

1600 - 1800 (Weekday 2h Session) (05-01-2024)
All Trucks (4-13)

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)						
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	
1600 - 1615	0	1	0		0	1	0	3	1		0	4	0	1	0		0	1	1	1	0		0	2	8
1615 - 1630	0	0	1		0	1	0	1	0		0	1	0	1	0		0	1	2	1	0		0	3	6
1630 - 1645	0	2	1		0	3	0	0	0		0	0	1	1	1		0	3	0	0	0		0	0	6
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	3	2		0	5	0	4	1		0	5	1	3	1		0	5	3	2	0		0	5	20
1700 - 1715	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	1	1	0		0	2	2
1715 - 1730	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	1
1730 - 1745	0	0	0		0	0	0	1	0		0	1	0	0	1		0	1	0	0	0		0	0	2
1745 - 1800	0	0	0		0	0	0	0	1		0	1	0	1	0		0	1	0	1	0		0	1	3
Hourly Total	0	0	0		0	0	0	1	1		0	2	0	2	1		0	3	1	2	0		0	3	8
Grand Total	0	3	2		0	5	0	5	2		0	7	1	5	2		0	8	4	4	0		0	8	28
Approach %	0.00	60.00	40.00		0.00	-	0.00	71.43	28.57		0.00	-	12.50	62.50	25.00		0.00	-	50.00	50.00	0.00		0.00	-	
Intersection %	0.00	10.71	7.14		0.00	17.86	0.00	17.86	7.14		0.00	25.00	3.57	17.86	7.14		0.00	28.57	14.29	14.29	0.00		0.00	28.57	

Crosswalk Counts | | Pedestrians

Atlanta, GA

Site 2
Glenridge Dr (South)
Glenridge Dr (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

Date
Wednesday, May 1, 2024

Lat/Long
33.926851°, -84.366800°
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0700 - 0900 (Weekday 2h Session) (05-01-2024)
Pedestrians

TIME	Northbound				Southbound				Eastbound				Westbound				Int Total
	Glenridge Dr (South)				Glenridge Dr (North)				Mt Vernon Hwy (West)				Mt Vernon Hwy (East)				
	EB 2a	WB 2b		App Total	EB 2c	WB 2d		App Total	NB 2e	SB 2f		App Total	NB 2g	SB 2h		App Total	
0700 - 0715	0	0		0	0	0		0	1	1		2	0	0		0	2
0715 - 0730	1	2		3	0	0		0	0	1		1	0	0		0	4
0730 - 0745	1	1		2	0	0		0	1	1		2	0	0		0	4
0745 - 0800	2	1		3	0	0		0	0	0		0	0	0		0	3
Hourly Total	4	4		8	0	0		0	2	3		5	0	0		0	13
0800 - 0815	1	0		1	0	0		0	0	0		0	0	0		0	1
0815 - 0830	0	3		3	0	1		1	0	0		0	0	0		0	4
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	3		4	0	1		1	0	0		0	0	0		0	5
Grand Total	5	7		12	0	1		1	2	3		5	0	0		0	18
Approach %	41.67	58.33		-	0.00	100.00		-	40.00	60.00		-	0.00	0.00		-	
Intersection %	27.78	38.89		66.67	0.00	5.56		5.56	11.11	16.67		27.78	0.00	0.00		0.00	

1600 - 1800 (Weekday 2h Session) (05-01-2024)
Pedestrians

TIME	Northbound				Southbound				Eastbound				Westbound				Int Total
	Glenridge Dr (South)				Glenridge Dr (North)				Mt Vernon Hwy (West)				Mt Vernon Hwy (East)				
	EB 2a	WB 2b		App Total	EB 2c	WB 2d		App Total	NB 2e	SB 2f		App Total	NB 2g	SB 2h		App Total	
1600 - 1615	0	0		0	0	0		0	1	0		1	0	0		0	1
1615 - 1630	1	0		1	0	0		0	0	0		0	0	0		0	1
1630 - 1645	1	3		4	0	0		0	0	0		0	0	0		0	4
1645 - 1700	1	1		2	0	0		0	0	0		0	0	0		0	2
Hourly Total	3	4		7	0	0		0	1	0		1	0	0		0	8
1700 - 1715	0	1		1	0	0		0	2	0		2	0	0		0	3
1715 - 1730	0	0		0	0	0		0	0	3		3	0	0		0	3
1730 - 1745	1	1		2	0	0		0	0	0		0	0	0		0	2
1745 - 1800	2	0		2	0	0		0	1	0		1	0	0		0	3
Hourly Total	3	2		5	0	0		0	3	3		6	0	0		0	11
Grand Total	6	6		12	0	0		0	4	3		7	0	0		0	19
Approach %	50.00	50.00		-	0.00	0.00		-	57.14	42.86		-	0.00	0.00		-	
Intersection %	31.58	31.58		63.16	0.00	0.00		0.00	21.05	15.79		36.84	0.00	0.00		0.00	

Crosswalk Counts | | Bikes

Atlanta, GA

Site 2
Glenridge Dr (South)
Glenridge Dr (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

Date
Wednesday, May 1, 2024

Lat/Long
33.926851°, -84.366800°
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Weather
Fair
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0700 - 0900 (Weekday 2h Session) (05-01-2024)

Bikes

TIME	Northbound				Southbound				Eastbound				Westbound			
	Glenridge Dr (South)			App Total	Glenridge Dr (North)			App Total	Mt Vernon Hwy (West)			App Total	Mt Vernon Hwy (East)			Int Total
	EB 2a	WB 2b			EB 2c	WB 2d			NB 2e	SB 2f			NB 2g	SB 2h		
0700 - 0715	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
0730 - 0745	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
Hourly Total	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
0815 - 0830	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
0845 - 0900	0	0		0	0	0		0	0	0		0	0	0		0
Hourly Total	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
Approach %	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00

1600 - 1800 (Weekday 2h Session) (05-01-2024)

Bikes

TIME	Northbound				Southbound				Eastbound				Westbound			
	Glenridge Dr (South)			App Total	Glenridge Dr (North)			App Total	Mt Vernon Hwy (West)			App Total	Mt Vernon Hwy (East)			Int Total
	EB 2a	WB 2b			EB 2c	WB 2d			NB 2e	SB 2f			NB 2g	SB 2h		
1600 - 1615	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
1630 - 1645	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
Hourly Total	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
1715 - 1730	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
1745 - 1800	0	0		0	0	0		0	0	0		0	0	0		0
Hourly Total	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
Approach %	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00

Crosswalk Counts | | Motorized Vehicles

Atlanta, GA

Site 2
Glenridge Dr (South)
Glenridge Dr (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

Date
Wednesday, May 1, 2024

Lat/Long
33.926851°, -84.366800°
[Click here for Map](#)

Weather
Fair
74°F
[Click here for Detailed Weather](#)



0700 - 0900 (Weekday 2h Session) (05-01-2024)
Motorized Vehicles

	Northbound				Southbound				Eastbound				Westbound				
	Glenridge Dr (South)				Glenridge Dr (North)				Mt Vernon Hwy (West)				Mt Vernon Hwy (East)				
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	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		-	
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) (05-01-2024)
Motorized Vehicles

	Northbound				Southbound				Eastbound				Westbound				
	Glenridge Dr (South)				Glenridge Dr (North)				Mt Vernon Hwy (West)				Mt Vernon Hwy (East)				
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	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		-	
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	

Start Date: 5/1/2024



Start Date: 5/1/2024	Mt Vernon Hwy (West) Eastbound			Mt Vernon Hwy (East) Westbound			Glenridge Dr (South) Northbound			Glenridge Dr (North) Southbound			
Time	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	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	9	44	1	4	36	5	5	13	2	6	26	8	159
07:15 AM - 07:30 AM	11	46	4	18	71	6	8	20	6	9	43	11	253
07:30 AM - 07:45 AM	4	63	7	37	80	9	20	27	20	15	47	23	352
07:45 AM - 08:00 AM	19	81	13	46	99	11	15	21	19	9	45	15	393
08:00 AM - 08:15 AM	20	86	12	9	78	10	16	27	22	16	51	22	369
08:15 AM - 08:30 AM	16	117	8	16	67	9	10	24	24	14	56	14	375
08:30 AM - 08:45 AM	17	77	12	20	51	9	2	20	23	22	50	11	314
08:45 AM - 09:00 AM	24	97	10	17	71	5	13	10	19	12	62	13	353
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	16	74	12	71	81	21	7	44	12	9	55	19	421
04:15 PM - 04:30 PM	27	63	13	62	127	24	11	36	9	9	44	20	445
04:30 PM - 04:45 PM	14	70	19	107	102	34	18	58	16	4	53	16	511
04:45 PM - 05:00 PM	19	77	11	50	129	23	11	52	17	11	50	30	480
05:00 PM - 05:15 PM	10	81	17	81	119	33	5	48	13	12	72	21	512
05:15 PM - 05:30 PM	23	99	8	98	90	19	8	46	17	5	76	20	509
05:30 PM - 05:45 PM	24	92	12	70	82	19	6	46	18	12	65	26	472
05:45 PM - 06:00 PM	12	106	12	66	125	12	8	41	14	10	50	22	478
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



[Click here for Map](#)

Peak Hour Turning Movement Count

Atlanta, GA



www.marrtraffic.com



Wednesday, May 1, 2024	
Period	0700 - 0900
Peak Hour	0800 - 0900

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound						Southbound						Eastbound						Westbound						Int
	Barfield Rd						Glenlake Pkwy NE						Abernathy Rd NE (West)						Abernathy Rd NE (East)						
	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	
0800 - 0815	15	39	26	-	0	80	40	12	10	-	1	63	30	335	44	-	0	409	51	145	279	-	3	478	1030
0815 - 0830	14	35	30	-	0	79	38	13	24	-	0	75	32	367	31	-	1	431	33	153	277	-	2	465	1050
0830 - 0845	21	35	35	-	0	91	37	9	10	-	4	60	30	338	28	-	0	396	50	161	221	-	1	433	980
0845 - 0900	12	32	21	-	0	65	27	9	16	-	1	53	41	353	58	-	1	453	65	165	243	-	2	475	1046
Total	62	141	112	0	0	315	142	43	60	0	6	251	133	1393	161	0	2	1689	199	624	1020	0	8	1851	4106
Approach %	19.68	44.76	35.56	0.00	0.00	-	56.57	17.13	23.90	0.00	2.39	-	7.87	82.47	9.53	0.00	0.12	-	10.75	33.71	55.11	0.00	0.43	-	-
PHF	0.74	0.90	0.80	0.00	0.00	0.87	0.89	0.83	0.63	0.00	0.38	0.84	0.81	0.95	0.69	0.00	0.50	0.93	0.77	0.95	0.91	0.00	0.67	0.97	0.98

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Barfield Rd						Glenlake Pkwy NE						Abernathy Rd NE (West)						Abernathy Rd NE (East)						
	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	
0800 - 0815	15	39	26	-	0	80	40	12	6	-	1	59	29	330	44	-	0	403	50	141	278	-	3	472	1014
0815 - 0830	13	35	30	-	0	78	36	13	22	-	0	71	31	364	31	-	1	427	33	146	275	-	2	456	1032
0830 - 0845	21	35	35	-	0	91	36	9	10	-	3	58	30	331	28	-	0	389	50	150	221	-	1	422	960
0845 - 0900	12	32	21	-	0	65	26	9	16	-	1	52	41	349	58	-	1	449	64	149	242	-	2	457	1023
Total	61	141	112	0	0	314	138	43	54	0	5	240	131	1374	161	0	2	1668	197	586	1016	0	8	1807	4029
Approach %	19.43	44.90	35.67	0.00	0.00	-	57.50	17.92	22.50	0.00	2.08	-	7.85	82.37	9.65	0.00	0.12	-	10.90	32.43	56.23	0.00	0.44	-	-
PHF	0.73	0.90	0.80	0.00	0.00	0.86	0.86	0.83	0.61	0.00	0.42	0.85	0.80	0.94	0.69	0.00	0.50	0.93	0.77	0.98	0.91	0.00	0.67	0.96	0.98

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Barfield Rd						Glenlake Pkwy NE						Abernathy Rd NE (West)						Abernathy Rd NE (East)						
	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	
0800 - 0815	0	0	0	-	0	0	0	0	3	-	0	3	1	5	0	-	0	6	1	4	1	-	0	6	15
0815 - 0830	1	0	0	-	0	1	2	0	1	-	0	3	1	2	0	-	0	3	0	5	2	-	0	7	14
0830 - 0845	0	0	0	-	0	0	1	0	0	-	1	2	0	5	0	-	0	5	0	10	0	-	0	10	17
0845 - 0900	0	0	0	-	0	0	1	0	0	-	0	1	0	2	0	-	0	2	1	12	1	-	0	14	17
Total	1	0	0	0	0	1	4	0	4	0	1	9	2	14	0	0	0	16	2	31	4	0	0	37	63
Approach %	100.00	0.00	0.00	0.00	0.00	-	44.44	0.00	44.44	0.00	11.11	-	12.50	87.50	0.00	0.00	0.00	-	5.41	83.78	10.81	0.00	0.00	-	-
PHF	0.25	0.00	0.00	0.00	0.00	0.25	0.50	0.00	0.33	0.00	0.25	0.75	0.50	0.70	0.00	0.00	0.00	0.67	0.50	0.65	0.50	0.00	0.00	0.66	0.93

Combination Trucks (8-13)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total	
	Barfield Rd						Glenlake Pkwy NE						Abernathy Rd NE (West)						Abernathy Rd NE (East)							
	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total		
0800 - 0815	0	0	0	-	0	0	0	0	1	-	0	1	0	0	0	-	0	0	0	0	0	0	-	0	0	1
0815 - 0830	0	0	0	-	0	0	0	0	1	-	0	1	0	1	0	-	0	1	0	2	0	-	0	2	4	
0830 - 0845	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	0	1	0	-	0	1	3	
0845 - 0900	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	0	4	0	-	0	4	6	
Total	0	0	0	0	0	0	0	0	2	0	0	2	0	5	0	0	0	5	0	7	0	0	0	7	14	
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.50	0.00	0.63	0.00	0.00	0.00	0.63	0.00	0.44	0.00	0.00	0.00	0.44	0.58	

Bikes

Time	Northbound						Southbound						Eastbound						Westbound						Int Total	
	Barfield Rd						Glenlake Pkwy NE						Abernathy Rd NE (West)						Abernathy Rd NE (East)							
	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total		
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0830 - 0845	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0845 - 0900	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



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Peak Hour Turning Movement Count

Atlanta, GA



www.marrtraffic.com



Wednesday, May 1, 2024	
Period	1600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Classified Turn Movement Count | | All vehicles

Atlanta, GA

Site 3

Barfield Rd
Glenlake Pkwy NE
Abernathy Rd NE (West)
Abernathy Rd NE (East)



Date

Wednesday, May 1, 2024

Lat/Long

33.933716°, -84.361737°
[Click here for Map](#)

Weather

Fair
74°F
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0700 - 0900 (Weekday 2h Session) (05-01-2024)

All vehicles

TIME	Northbound						Southbound						Eastbound						Westbound						
	Barfield Rd						Glenlake Pkwy NE						Abernathy Rd NE (West)						Abernathy Rd NE (East)						
	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
0700 - 0715	5	16	18		0	39	20	2	3		0	25	14	297	25		0	336	22	131	153		1	307	707
0715 - 0730	14	21	24		0	59	16	6	3		0	25	13	349	28		0	390	35	114	185		1	335	809
0730 - 0745	8	31	27		0	66	32	7	8		0	47	24	370	28		1	423	26	146	178		1	351	887
0745 - 0800	11	17	26		0	54	62	11	9		0	82	40	386	31		1	458	41	145	233		0	419	1013
Hourly Total	38	85	95		0	218	130	26	23		0	179	91	1402	112		2	1607	124	536	749		3	1412	3416
0800 - 0815	15	39	26		0	80	40	12	10		1	63	30	335	44		0	409	51	145	279		3	478	1030
0815 - 0830	14	35	30		0	79	38	13	24		0	75	32	367	31		1	431	33	153	277		2	465	1050
0830 - 0845	21	35	35		0	91	37	9	10		4	60	30	338	28		0	396	50	161	221		1	433	980
0845 - 0900	12	32	21		0	65	27	9	16		1	53	41	353	58		1	453	65	165	243		2	475	1046
Hourly Total	62	141	112		0	315	142	43	60		6	251	133	1393	161		2	1689	199	624	1020		8	1851	4106
Grand Total	100	226	207		0	533	272	69	83		6	430	224	2795	273		4	3296	323	1160	1769		11	3263	7522
Approach %	18.76	42.40	38.84		0.00	-	63.26	16.05	19.30		1.40	-	6.80	84.80	8.28		0.12	-	9.90	35.55	54.21		0.33	-	
Intersection %	1.33	3.00	2.75		0.00	7.09	3.62	0.92	1.10		0.08	5.72	2.98	37.16	3.63		0.05	43.82	4.29	15.42	23.52		0.15	43.38	
Heavy Vehicle %	1	1	0		-	1	4	4	12		17	6	2	1	0		0	1	2	5	1		0	3	2
PHF	0.74	0.90	0.80		0.00	0.87	0.89	0.83	0.63		0.38	0.84	0.81	0.95	0.69		0.50	0.93	0.77	0.95	0.91		0.67	0.97	0.98

1600 - 1800 (Weekday 2h Session) (05-01-2024)

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Barfield Rd						Glenlake Pkwy NE						Abernathy Rd NE (West)						Abernathy Rd NE (East)						
TIME	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
1600 - 1615	54	8	51		0	113	106	13	26		0	145	4	267	24		2	297	27	304	48		5	384	939
1615 - 1630	36	5	49		0	90	98	13	14		1	126	8	296	24		0	328	24	336	53		6	419	963
1630 - 1645	45	11	48		0	104	96	15	19		0	130	6	255	19		0	280	26	265	48		3	342	856
1645 - 1700	43	10	40		0	93	115	10	9		1	135	5	249	24		1	279	26	281	55		3	365	872
Hourly Total	178	34	188		0	400	415	51	68		2	536	23	1067	91		3	1184	103	1186	204		17	1510	3630
1700 - 1715	41	11	40		0	92	115	14	2		0	131	3	282	20		1	306	38	347	54		4	443	972
1715 - 1730	48	12	41		0	101	109	14	10		0	133	2	327	25		0	354	25	338	49		4	416	1004
1730 - 1745	42	5	37		0	84	157	66	28		2	253	2	283	24		0	309	32	330	43		1	406	1052
1745 - 1800	34	18	35		0	87	133	33	15		0	181	2	219	26		1	248	34	375	33		6	448	964
Hourly Total	165	46	153		0	364	514	127	55		2	698	9	1111	95		2	1217	129	1390	179		15	1713	3992
Grand Total	343	80	341		0	764	929	178	123		4	1234	32	2178	186		5	2401	232	2576	383		32	3223	7622
Approach %	44.90	10.47	44.63		0.00	-	75.28	14.42	9.97		0.32	-	1.33	90.71	7.75		0.21	-	7.20	79.93	11.88		0.99	-	
Intersection %	4.50	1.05	4.47		0.00	10.02	12.19	2.34	1.61		0.05	16.19	0.42	28.58	2.44		0.07	31.50	3.04	33.80	5.02		0.42	42.29	
Heavy Vehicle %	0	0	0		-	0	1	1	1		25	1	6	2	0		0	2	0	1	3		0	1	1
PHF	0.86	0.64	0.93		0.00	0.90	0.82	0.48	0.49		0.25	0.69	0.75	0.85	0.91		0.50	0.86	0.85	0.93	0.83		0.63	0.96	0.95

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

Atlanta, GA

Site 3



Barfield Rd
Glenlake Pkwy NE
Abernathy Rd NE (West)
Abernathy Rd NE (East)

Date

Wednesday, May 1, 2024

Lat/Long

33.933716°, -84.361737°

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0700 - 0900 (Weekday 2h Session) (05-01-2024)

Passenger Vehicles (1-3)

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	Barfield Rd						Glenlake Pkwy NE						Abernathy Rd NE (West)						Abernathy Rd NE (East)						
	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	
0700 - 0715	5	15	18		0	38	19	2	3		0	24	14	293	25		0	332	21	125	149		1	296	690
0715 - 0730	14	20	24		0	58	14	5	3		0	22	12	346	28		0	386	34	109	184		1	328	794
0730 - 0745	8	30	26		0	64	31	6	7		0	44	24	368	28		1	421	26	136	173		1	336	865
0745 - 0800	11	17	26		0	54	59	10	6		0	75	39	380	31		1	451	40	141	231		0	412	992
Hourly Total	38	82	94		0	214	123	23	19		0	165	89	1387	112		2	1590	121	511	737		3	1372	3341
0800 - 0815	15	39	26		0	80	40	12	6		1	59	29	330	44		0	403	50	141	278		3	472	1014
0815 - 0830	13	35	30		0	78	36	13	22		0	71	31	364	31		1	427	33	146	275		2	456	1032
0830 - 0845	21	35	35		0	91	36	9	10		3	58	30	331	28		0	389	50	150	221		1	422	960
0845 - 0900	12	32	21		0	65	26	9	16		1	52	41	349	58		1	449	64	149	242		2	457	1023
Hourly Total	61	141	112		0	314	138	43	54		5	240	131	1374	161		2	1668	197	586	1016		8	1807	4029
Grand Total	99	223	206		0	528	261	66	73		5	405	220	2761	273		4	3258	318	1097	1753		11	3179	7370
Approach %	18.75	42.23	39.02		0.00	-	64.44	16.30	18.02		1.23	-	6.75	84.75	8.38		0.12	-	10.00	34.51	55.14		0.34	-	
Intersection %	1.34	3.03	2.80		0.00	7.16	3.54	0.90	0.99		0.07	5.50	2.99	37.46	3.70		0.05	44.21	4.31	14.88	23.79		0.15	43.13	

1600 - 1800 (Weekday 2h Session) (05-01-2024)

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Barfield Rd						Glenlake Pkwy NE						Abernathy Rd NE (West)						Abernathy Rd NE (East)						
TIME	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
1600 - 1615	54	8	50		0	112	106	13	26		0	145	4	258	24		2	288	27	300	46		5	378	923
1615 - 1630	36	5	49		0	90	96	12	14		1	123	8	291	24		0	323	24	330	51		6	411	947
1630 - 1645	45	11	48		0	104	92	15	19		0	126	6	244	19		0	269	26	262	45		3	336	835
1645 - 1700	42	10	40		0	92	113	10	9		0	132	5	244	24		1	274	26	279	55		3	363	861
Hourly Total	177	34	187		0	398	407	50	68		1	526	23	1037	91		3	1154	103	1171	197		17	1488	3566
1700 - 1715	41	11	40		0	92	114	14	2		0	130	3	275	20		1	299	38	343	52		4	437	958
1715 - 1730	48	12	41		0	101	109	14	10		0	133	1	320	25		0	346	25	335	49		4	413	993
1730 - 1745	42	5	37		0	84	156	66	27		2	251	1	280	24		0	305	32	328	42		1	403	1043
1745 - 1800	34	18	35		0	87	131	33	15		0	179	2	215	26		1	244	34	367	32		6	439	949
Hourly Total	165	46	153		0	364	510	127	54		2	693	7	1090	95		2	1194	129	1373	175		15	1692	3943
Grand Total	342	80	340		0	762	917	177	122		3	1219	30	2127	186		5	2348	232	2544	372		32	3180	7509
Approach %	44.88	10.50	44.62		0.00	-	75.23	14.52	10.01		0.25	-	1.28	90.59	7.92		0.21	-	7.30	80.00	11.70		1.01	-	
Intersection %	4.55	1.07	4.53		0.00	10.15	12.21	2.36	1.62		0.04	16.23	0.40	28.33	2.48		0.07	31.27	3.09	33.88	4.95		0.43	42.35	

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

Atlanta, GA

Site 3



Barfield Rd
Glenlake Pkwy NE
Abernathy Rd NE (West)
Abernathy Rd NE (East)

Date

Wednesday, May 1, 2024

Lat/Long

33.933716°, -84.361737°

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Weather

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0700 - 0900 (Weekday 2h Session) (05-01-2024)

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Barfield Rd						Glenlake Pkwy NE						Abernathy Rd NE (West)						Abernathy Rd NE (East)						
TIME	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
0700 - 0715	0	1	0		0	1	0	0	0		0	0	0	3	0		0	3	1	5	4		0	10	14
0715 - 0730	0	1	0		0	1	2	1	0		0	3	1	3	0		0	4	1	3	1		0	5	13
0730 - 0745	0	1	1		0	2	1	1	1		0	3	0	2	0		0	2	0	8	5		0	13	20
0745 - 0800	0	0	0		0	0	3	1	3		0	7	1	3	0		0	4	1	3	2		0	6	17
Hourly Total	0	3	1		0	4	6	3	4		0	13	2	11	0		0	13	3	19	12		0	34	64
0800 - 0815	0	0	0		0	0	0	0	3		0	3	1	5	0		0	6	1	4	1		0	6	15
0815 - 0830	1	0	0		0	1	2	0	1		0	3	1	2	0		0	3	0	5	2		0	7	14
0830 - 0845	0	0	0		0	0	1	0	0		1	2	0	5	0		0	5	0	10	0		0	10	17
0845 - 0900	0	0	0		0	0	1	0	0		0	1	0	2	0		0	2	1	12	1		0	14	17
Hourly Total	1	0	0		0	1	4	0	4		1	9	2	14	0		0	16	2	31	4		0	37	63
Grand Total	1	3	1		0	5	10	3	8		1	22	4	25	0		0	29	5	50	16		0	71	127
Approach %	20.00	60.00	20.00		0.00	-	45.45	13.64	36.36		4.55	-	13.79	86.21	0.00		0.00	-	7.04	70.42	22.54		0.00	-	
Intersection %	0.79	2.36	0.79		0.00	3.94	7.87	2.36	6.30		0.79	17.32	3.15	19.69	0.00		0.00	22.83	3.94	39.37	12.60		0.00	55.91	

1600 - 1800 (Weekday 2h Session) (05-01-2024)

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Barfield Rd						Glenlake Pkwy NE						Abernathy Rd NE (West)						Abernathy Rd NE (East)						
TIME	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
1600 - 1615	0	0	0		0	0	0	0	0		0	0	0	7	0		0	7	0	4	2		0	6	13
1615 - 1630	0	0	0		0	0	2	1	0		0	3	0	4	0		0	4	0	6	2		0	8	15
1630 - 1645	0	0	0		0	0	4	0	0		0	4	0	11	0		0	11	0	3	3		0	6	21
1645 - 1700	1	0	0		0	1	2	0	0		1	3	0	5	0		0	5	0	2	0		0	2	11
Hourly Total	1	0	0		0	1	8	1	0		1	10	0	27	0		0	27	0	15	7		0	22	60
1700 - 1715	0	0	0		0	0	1	0	0		0	1	0	7	0		0	7	0	4	2		0	6	14
1715 - 1730	0	0	0		0	0	0	0	0		0	0	1	6	0		0	7	0	2	0		0	2	9
1730 - 1745	0	0	0		0	0	1	0	1		0	2	1	3	0		0	4	0	1	1		0	2	8
1745 - 1800	0	0	0		0	0	2	0	0		0	2	0	4	0		0	4	0	8	1		0	9	15
Hourly Total	0	0	0		0	0	4	0	1		0	5	2	20	0		0	22	0	15	4		0	19	46
Grand Total	1	0	0		0	1	12	1	1		1	15	2	47	0		0	49	0	30	11		0	41	106
Approach %	100.00	0.00	0.00		0.00	-	80.00	6.67	6.67		6.67	-	4.08	95.92	0.00		0.00	-	0.00	73.17	26.83		0.00	-	
Intersection %	0.94	0.00	0.00		0.00	0.94	11.32	0.94	0.94		0.94	14.15	1.89	44.34	0.00		0.00	46.23	0.00	28.30	10.38		0.00	38.68	

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

Atlanta, GA

Site 3

Barfield Rd
Glenlake Pkwy NE
Abernathy Rd NE (West)
Abernathy Rd NE (East)



Date

Wednesday, May 1, 2024

Lat/Long

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0700 - 0900 (Weekday 2h Session) (05-01-2024)

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Barfield Rd						Glenlake Pkwy NE						Abernathy Rd NE (West)						Abernathy Rd NE (East)						
TIME	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
0700 - 0715	0	0	0		0	0	1	0	0		0	1	0	1	0		0	1	0	1	0		0	1	3
0715 - 0730	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	2	0		0	2	2
0730 - 0745	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	2	0		0	2	2
0745 - 0800	0	0	0		0	0	0	0	0		0	0	0	3	0		0	3	0	1	0		0	1	4
Hourly Total	0	0	0		0	0	1	0	0		0	1	0	4	0		0	4	0	6	0		0	6	11
0800 - 0815	0	0	0		0	0	0	0	1		0	1	0	0	0		0	0	0	0	0		0	0	1
0815 - 0830	0	0	0		0	0	0	0	1		0	1	0	1	0		0	1	0	2	0		0	2	4
0830 - 0845	0	0	0		0	0	0	0	0		0	0	0	2	0		0	2	0	1	0		0	1	3
0845 - 0900	0	0	0		0	0	0	0	0		0	0	0	2	0		0	2	0	4	0		0	4	6
Hourly Total	0	0	0		0	0	0	0	2		0	2	0	5	0		0	5	0	7	0		0	7	14
Grand Total	0	0	0		0	0	1	0	2		0	3	0	9	0		0	9	0	13	0		0	13	25
Approach %	0.00	0.00	0.00		0.00	-	33.33	0.00	66.67		0.00	-	0.00	100.00	0.00		0.00	-	0.00	100.00	0.00		0.00	-	
Intersection %	0.00	0.00	0.00		0.00	0.00	4.00	0.00	8.00		0.00	12.00	0.00	36.00	0.00		0.00	36.00	0.00	52.00	0.00		0.00	52.00	

1600 - 1800 (Weekday 2h Session) (05-01-2024)

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Barfield Rd						Glenlake Pkwy NE						Abernathy Rd NE (West)						Abernathy Rd NE (East)						
TIME	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
1600 - 1615	0	0	1		0	1	0	0	0		0	0	0	2	0		0	2	0	0	0		0	0	3
1615 - 1630	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	1
1630 - 1645	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1645 - 1700	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	1		0	1	0	0	0		0	0	0	3	0		0	3	0	0	0		0	0	4
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	1	0		0	1	0	1	0		0	1	2
1730 - 1745	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	1
1745 - 1800	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	2	0		0	2	3
Grand Total	0	0	1		0	1	0	0	0		0	0	0	4	0		0	4	0	2	0		0	2	7
Approach %	0.00	0.00	100.00		0.00	-	0.00	0.00	0.00		0.00	-	0.00	100.00	0.00		0.00	-	0.00	100.00	0.00		0.00	-	
Intersection %	0.00	0.00	14.29		0.00	14.29	0.00	0.00	0.00		0.00	0.00	0.00	57.14	0.00		0.00	57.14	0.00	28.57	0.00		0.00	28.57	

Classified Turn Movement Count || Bikes

Atlanta, GA

Site 3
Barfield Rd
Glenlake Pkwy NE
Abernathy Rd NE (West)
Abernathy Rd NE (East)



Date
Wednesday, May 1, 2024

Lat/Long
33.933716°, -84.361737°
[Click here for Map](#)

Weather
Fair
74°F
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0700 - 0900 (Weekday 2h Session) (05-01-2024)
Bikes



	Northbound						Southbound						Eastbound						Westbound						
	Barfield Rd						Glenlake Pkwy NE						Abernathy Rd NE (West)						Abernathy Rd NE (East)						
TIME	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
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) (05-01-2024)
Bikes

	Northbound						Southbound						Eastbound						Westbound						
	Barfield Rd						Glenlake Pkwy NE						Abernathy Rd NE (West)						Abernathy Rd NE (East)						
TIME	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
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 | | All Trucks (4-13)

Atlanta, GA

Site 3

Barfield Rd
Glenlake Pkwy NE
Abernathy Rd NE (West)
Abernathy Rd NE (East)



Date

Wednesday, May 1, 2024

Lat/Long

33.933716°, -84.361737°
[Click here for Map](#)

Weather

Fair
74°F
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0700 - 0900 (Weekday 2h Session) (05-01-2024)

All Trucks (4-13)

	Northbound						Southbound						Eastbound						Westbound						
	Barfield Rd						Glenlake Pkwy NE						Abernathy Rd NE (West)						Abernathy Rd NE (East)						
TIME	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
0700 - 0715	0	1	0		0	1	1	0	0		0	1	0	4	0		0	4	1	6	4		0	11	17
0715 - 0730	0	1	0		0	1	2	1	0		0	3	1	3	0		0	4	1	5	1		0	7	15
0730 - 0745	0	1	1		0	2	1	1	1		0	3	0	2	0		0	2	0	10	5		0	15	22
0745 - 0800	0	0	0		0	0	3	1	3		0	7	1	6	0		0	7	1	4	2		0	7	21
Hourly Total	0	3	1		0	4	7	3	4		0	14	2	15	0		0	17	3	25	12		0	40	75
0800 - 0815	0	0	0		0	0	0	0	4		0	4	1	5	0		0	6	1	4	1		0	6	16
0815 - 0830	1	0	0		0	1	2	0	2		0	4	1	3	0		0	4	0	7	2		0	9	18
0830 - 0845	0	0	0		0	0	1	0	0		1	2	0	7	0		0	7	0	11	0		0	11	20
0845 - 0900	0	0	0		0	0	1	0	0		0	1	0	4	0		0	4	1	16	1		0	18	23
Hourly Total	1	0	0		0	1	4	0	6		1	11	2	19	0		0	21	2	38	4		0	44	77
Grand Total	1	3	1		0	5	11	3	10		1	25	4	34	0		0	38	5	63	16		0	84	152
Approach %	20.00	60.00	20.00		0.00	-	44.00	12.00	40.00		4.00	-	10.53	89.47	0.00		0.00	-	5.95	75.00	19.05		0.00	-	
Intersection %	0.66	1.97	0.66		0.00	3.29	7.24	1.97	6.58		0.66	16.45	2.63	22.37	0.00		0.00	25.00	3.29	41.45	10.53		0.00	55.26	

1600 - 1800 (Weekday 2h Session) (05-01-2024)

All Trucks (4-13)

	Northbound						Southbound						Eastbound						Westbound						
	Barfield Rd						Glenlake Pkwy NE						Abernathy Rd NE (West)						Abernathy Rd NE (East)						
TIME	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
1600 - 1615	0	0	1		0	1	0	0	0		0	0	0	9	0		0	9	0	4	2		0	6	16
1615 - 1630	0	0	0		0	0	2	1	0		0	3	0	5	0		0	5	0	6	2		0	8	16
1630 - 1645	0	0	0		0	0	4	0	0		0	4	0	11	0		0	11	0	3	3		0	6	21
1645 - 1700	1	0	0		0	1	2	0	0		1	3	0	5	0		0	5	0	2	0		0	2	11
Hourly Total	1	0	1		0	2	8	1	0		1	10	0	30	0		0	30	0	15	7		0	22	64
1700 - 1715	0	0	0		0	0	1	0	0		0	1	0	7	0		0	7	0	4	2		0	6	14
1715 - 1730	0	0	0		0	0	0	0	0		0	0	1	7	0		0	8	0	3	0		0	3	11
1730 - 1745	0	0	0		0	0	1	0	1		0	2	1	3	0		0	4	0	2	1		0	3	9
1745 - 1800	0	0	0		0	0	2	0	0		0	2	0	4	0		0	4	0	8	1		0	9	15
Hourly Total	0	0	0		0	0	4	0	1		0	5	2	21	0		0	23	0	17	4		0	21	49
Grand Total	1	0	1		0	2	12	1	1		1	15	2	51	0		0	53	0	32	11		0	43	113
Approach %	50.00	0.00	50.00		0.00	-	80.00	6.67	6.67		6.67	-	3.77	96.23	0.00		0.00	-	0.00	74.42	25.58		0.00	-	
Intersection %	0.88	0.00	0.88		0.00	1.77	10.62	0.88	0.88		0.88	13.27	1.77	45.13	0.00		0.00	46.90	0.00	28.32	9.73		0.00	38.05	

Crosswalk Counts | | Pedestrians

Atlanta, GA

Site 3
Barfield Rd
Glenlake Pkwy NE
Abernathy Rd NE (West)
Abernathy Rd NE (East)

Date
Wednesday, May 1, 2024

Lat/Long
33.933716°, -84.361737°
[Click here for Map](#)

Weather
Fair
74°F
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0700 - 0900 (Weekday 2h Session) (05-01-2024)
Pedestrians

TIME	Northbound				Southbound				Eastbound				Westbound				
	Glenridge Dr (South)				Glenridge Dr (North)				Abernathy Rd NE (West)				Abernathy Rd NE (East)				
	EB 3a	WB 3b		App Total	EB 3c	WB 3d		App Total	NB 3e	SB 3f		App Total	NB 3g	SB 3h		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	1	0		1	2	0		2	0	0		0	3
0815 - 0830	0	1		1	0	0		0	1	1		2	0	0		0	3
0830 - 0845	0	0		0	0	0		0	2	0		2	0	0		0	2
0845 - 0900	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	1		1	1	0		1	5	1		6	0	0		0	8
Grand Total	0	1		1	1	0		1	5	1		6	0	0		0	8
Approach %	0.00	100.00		-	100.00	0.00		-	83.33	16.67		-	0.00	0.00		-	
Intersection %	0.00	12.50		12.50	12.50	0.00		12.50	62.50	12.50		75.00	0.00	0.00		0.00	

1600 - 1800 (Weekday 2h Session) (05-01-2024)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound							
	Glenridge Dr (South)			Glenridge Dr (North)			Abernathy Rd NE (West)			Abernathy Rd NE (East)							
TIME	EB 3a	WB 3b		App Total	EB 3c	WB 3d		App Total	NB 3e	SB 3f		App Total	NB 3g	SB 3h		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	1		1	0	0		0	0	0		0	1
1630 - 1645	0	0		0	0	0		0	0	0		0	0	0		0	0
1645 - 1700	0	0		0	3	3		6	0	0		0	0	0		0	6
Hourly Total	0	0		0	3	4		7	0	0		0	0	0		0	7
1700 - 1715	0	0		0	3	3		6	0	0		0	0	0		0	6
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	3	3		6	0	0		0	0	0		0	6
Grand Total	0	0		0	6	7		13	0	0		0	0	0		0	13
Approach %	0.00	0.00		-	46.15	53.85		-	0.00	0.00		-	0.00	0.00		-	
Intersection %	0.00	0.00		0.00	46.15	53.85		100.00	0.00	0.00		0.00	0.00	0.00		0.00	

Crosswalk Counts | | Bikes

Atlanta, GA

Site 3
Barfield Rd
Glenlake Pkwy NE
Abernathy Rd NE (West)
Abernathy Rd NE (East)

Date
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0700 - 0900 (Weekday 2h Session) (05-01-2024)

Bikes

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	Glenridge Dr (South)			Glenridge Dr (North)			Abernathy Rd NE (West)			Abernathy Rd NE (East)				
	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h			
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	1	1	0	0	0	0	0	0	1
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Approach %	0.00	0.00	-	0.00	100.00	-	0.00	0.00	-	0.00	0.00	-	-	
Intersection %	0.00	0.00	0.00	0.00	100.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-01-2024)

Bikes

	Northbound			Southbound			Eastbound			Westbound							
	Glenridge Dr (South)			Glenridge Dr (North)			Abernathy Rd NE (West)			Abernathy Rd NE (East)							
TIME	EB 3a	WB 3b		App Total	EB 3c	WB 3d		App Total	NB 3e	SB 3f		App Total	NB 3g	SB 3h		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		-	
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	

Crosswalk Counts | | Motorized Vehicles

Atlanta, GA

Site 3

Barfield Rd
Glenlake Pkwy NE
Abernathy Rd NE (West)
Abernathy Rd NE (East)

Date

Wednesday, May 1, 2024

Lat/Long

33.933716°, -84.361737°
[Click here for Map](#)

Weather

Fair
74°F
[Click here for Detailed Weather](#)



0700 - 0900 (Weekday 2h Session) (05-01-2024)

Motorized Vehicles

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total			
	Glenridge Dr (South)			Glenridge Dr (North)			Abernathy Rd NE (West)			Abernathy Rd NE (East)							
	EB 3a	WB 3b		App Total	EB 3c	WB 3d		App Total	NB 3e	SB 3f		App Total			NB 3g	SB 3h	
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		-	
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) (05-01-2024)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound							
	Glenridge Dr (South)			Glenridge Dr (North)			Abernathy Rd NE (West)			Abernathy Rd NE (East)							
TIME	EB 3a	WB 3b		App Total	EB 3c	WB 3d		App Total	NB 3e	SB 3f		App Total	NB 3g	SB 3h		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		-	
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	

Start Date: 5/1/2024



Start Date: 5/1/2024		Abernathy Rd NE (West)			Abernathy Rd NE (East)			Barfield Rd Northbound			Glenlake Pkwy NE Southbound			Total
Eastbound			Westbound			Northbound			Southbound					
Time		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
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	14	297	25	22	131	153	5	16	18	20	2	3	706	
07:15 AM - 07:30 AM	13	349	28	35	114	185	14	21	24	16	6	3	808	
07:30 AM - 07:45 AM	24	370	28	26	146	178	8	31	27	32	7	8	885	
07:45 AM - 08:00 AM	40	386	31	41	145	233	11	17	26	62	11	9	1012	
08:00 AM - 08:15 AM	30	335	44	51	145	279	15	39	26	40	12	10	1026	
08:15 AM - 08:30 AM	32	367	31	33	153	277	14	35	30	38	13	24	1047	
08:30 AM - 08:45 AM	30	338	28	50	161	221	21	35	35	37	9	10	975	
08:45 AM - 09:00 AM	41	353	58	65	165	243	12	32	21	27	9	16	1042	
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	4	267	24	27	304	48	54	8	51	106	13	26	932	
04:15 PM - 04:30 PM	8	296	24	24	336	53	36	5	49	98	13	14	956	
04:30 PM - 04:45 PM	6	255	19	26	265	48	45	11	48	96	15	19	853	
04:45 PM - 05:00 PM	5	249	24	26	281	55	43	10	40	115	10	9	867	
05:00 PM - 05:15 PM	3	282	20	38	347	54	41	11	40	115	14	2	967	
05:15 PM - 05:30 PM	2	327	25	25	338	49	48	12	41	109	14	10	1000	
05:30 PM - 05:45 PM	2	283	24	32	330	43	42	5	37	157	66	28	1049	
05:45 PM - 06:00 PM	2	219	26	34	375	33	34	18	35	133	33	15	957	
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	



[Click here for Map](#)

Peak Hour Turning Movement Count

Atlanta, GA



www.marrtraffic.com



Wednesday, May 1, 2024	
Period	0700 - 0900
Peak Hour	0745 - 0845

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						Int
	Barfield Rd (South)						Barfield Rd (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (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	
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	
0745 - 0800	6	29	16	-	0	51	24	27	16	-	0	67	16	77	5	-	0	98	25	155	25	-	5	210	426
0800 - 0815	4	32	18	-	0	54	31	45	14	-	0	90	27	83	2	-	0	112	33	135	31	-	2	201	457
0815 - 0830	7	28	15	-	0	50	30	35	13	-	0	78	30	84	6	-	0	120	39	95	30	-	1	165	413
0830 - 0845	16	35	12	-	0	63	18	28	24	-	0	70	35	98	12	-	0	145	25	77	31	-	2	135	413
Total	33	124	61	0	0	218	103	135	67	0	0	305	108	342	25	0	0	475	122	462	117	0	10	711	1709
Approach %	15.14	56.88	27.98	0.00	0.00	-	33.77	44.26	21.97	0.00	0.00	-	22.74	72.00	5.26	0.00	0.00	-	17.16	64.98	16.46	0.00	1.41	-	
PHF	0.52	0.89	0.85	0.00	0.00	0.87	0.83	0.75	0.70	0.00	0.00	0.85	0.77	0.87	0.52	0.00	0.00	0.82	0.78	0.75	0.94	0.00	0.50	0.85	0.93

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						Int Total
	Barfield Rd (South)						Barfield Rd (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)						
	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	
Time	6	29	16	-	0	51	24	26	15	-	0	65	16	75	5	-	0	96	25	154	25	-	5	209	421
0745 - 0800	4	32	18	-	0	54	31	45	13	-	0	89	27	83	2	-	0	112	33	132	30	-	2	197	452
0815 - 0830	7	28	15	-	0	50	30	35	13	-	0	78	30	82	5	-	0	117	39	94	30	-	1	164	409
0830 - 0845	15	34	12	-	0	61	18	28	24	-	0	70	35	98	11	-	0	144	25	76	31	-	2	134	409
Total	32	123	61	0	0	216	103	134	65	0	0	302	108	338	23	0	0	469	122	456	116	0	10	704	1691
Approach %	14.81	56.94	28.24	0.00	0.00	-	34.11	44.37	21.52	0.00	0.00	-	23.03	72.07	4.90	0.00	0.00	-	17.33	64.77	16.48	0.00	1.42	-	
PHF	0.53	0.90	0.85	0.00	0.00	0.89	0.83	0.74	0.68	0.00	0.00	0.85	0.77	0.86	0.52	0.00	0.00	0.81	0.78	0.74	0.94	0.00	0.50	0.84	0.94

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						Int	
	Barfield Rd (South)						Barfield Rd (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (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		
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total		
0745 - 0800	0	0	0	-	0	0	0	1	1	-	0	2	0	2	0	-	0	2	0	1	0	-	0	1	5	
0800 - 0815	0	0	0	-	0	0	0	0	1	-	0	1	0	0	0	-	0	0	0	0	3	1	-	0	4	5
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	2	1	-	0	3	0	1	0	-	0	1	4	
0830 - 0845	1	1	0	-	0	2	0	0	0	-	0	0	0	0	1	-	0	1	0	1	0	-	0	1	4	
Total	1	1	0	0	0	2	0	1	2	0	0	3	0	4	2	0	0	6	0	6	1	0	0	7	18	
Approach %	50.00	50.00	0.00	0.00	0.00	-	0.00	33.33	66.67	0.00	0.00	-	0.00	66.67	33.33	0.00	0.00	-	0.00	85.71	14.29	0.00	0.00	-		
PHF	0.25	0.25	0.00	0.00	0.00	0.25	0.00	0.25	0.50	0.00	0.00	0.38	0.00	0.50	0.50	0.00	0.00	0.50	0.00	0.50	0.25	0.00	0.00	0.44	0.90	

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						Int Total	
	Barfield Rd (South)						Barfield Rd (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)							
	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total		
Time	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0830 - 0845	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Bikes

	Northbound						Southbound						Eastbound						Westbound						Int	
	Barfield Rd (South)						Barfield Rd (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)							
	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total		
Time	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0830 - 0845	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



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Peak Hour Turning Movement Count

Atlanta, GA



www.marrtraffic.com



Wednesday, May 1, 2024	
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

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Barfield Rd (South)						Barfield Rd (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)						
	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	
1700 - 1715	29	46	32	-	0	107	40	17	32	-	0	89	29	99	6	-	0	134	14	194	64	-	1	273	603
1715 - 1730	16	36	20	-	0	72	33	23	23	-	0	79	23	91	5	-	0	119	26	151	51	-	3	231	501
1730 - 1745	28	38	27	-	0	93	54	27	24	-	0	105	15	109	4	-	0	128	15	124	50	-	2	191	517
1745 - 1800	25	56	29	-	0	110	53	20	25	-	0	98	25	98	5	-	0	128	16	140	49	-	2	207	543
Total	98	176	108	0	0	382	180	87	104	0	0	371	92	397	20	0	0	509	71	609	214	0	8	902	2164
Approach %	25.65	46.07	28.27	0.00	0.00	-	48.52	23.45	28.03	0.00	0.00	-	18.07	78.00	3.93	0.00	0.00	-	7.87	67.52	23.73	0.00	0.89	-	-
PHF	0.84	0.79	0.84	0.00	0.00	0.87	0.83	0.81	0.81	0.00	0.00	0.88	0.79	0.91	0.83	0.00	0.00	0.95	0.68	0.78	0.84	0.00	0.67	0.83	0.90

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Barfield Rd (South)						Barfield Rd (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)						
	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	
1700 - 1715	29	46	32	-	0	107	40	17	32	-	0	89	29	99	6	-	0	134	14	192	63	-	1	270	600
1715 - 1730	16	35	20	-	0	71	33	23	23	-	0	79	23	89	5	-	0	117	25	151	51	-	3	230	497
1730 - 1745	28	38	27	-	0	93	53	27	24	-	0	104	15	108	4	-	0	127	15	124	50	-	2	191	515
1745 - 1800	24	56	29	-	0	109	53	20	25	-	0	98	25	97	5	-	0	127	16	140	49	-	2	207	541
Total	97	175	108	0	0	380	179	87	104	0	0	370	92	393	20	0	0	505	70	607	213	0	8	898	2153
Approach %	25.53	46.05	28.42	0.00	0.00	-	48.38	23.51	28.11	0.00	0.00	-	18.22	77.82	3.96	0.00	0.00	-	7.80	67.59	23.72	0.00	0.89	-	-
PHF	0.84	0.78	0.84	0.00	0.00	0.87	0.84	0.81	0.81	0.00	0.00	0.89	0.79	0.91	0.83	0.00	0.00	0.94	0.70	0.79	0.85	0.00	0.67	0.83	0.90

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total	
	Barfield Rd (South)						Barfield Rd (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)							
	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total		
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	2	1	-	0	3	3
1715 - 1730	0	1	0	-	0	1	0	0	0	-	0	0	0	1	1	0	-	0	1	1	0	0	-	0	1	3
1730 - 1745	0	0	0	-	0	0	1	0	0	-	0	1	0	1	0	-	0	1	0	0	0	-	0	0	2	
1745 - 1800	1	0	0	-	0	1	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	2	
Total	1	1	0	0	0	2	1	0	0	0	0	1	0	3	0	0	0	3	1	2	1	0	0	4	10	
Approach %	50.00	50.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	25.00	50.00	25.00	0.00	0.00	-	-	
PHF	0.25	0.25	0.00	0.00	0.00	0.50	0.25	0.00	0.00	0.00	0.00	0.25	0.00	0.75	0.00	0.00	0.00	0.75	0.25	0.25	0.25	0.00	0.00	0.33	0.83	

Combination Trucks (8-13)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Barfield Rd (South)						Barfield Rd (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)						
	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	
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	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Bikes

Time	Northbound						Southbound						Eastbound						Westbound						Int Total	
	Barfield Rd (South)						Barfield Rd (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)							
	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total		
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	0	1
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0
1745 - 1800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	-	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	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	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25

Classified Turn Movement Count | | All vehicles

Atlanta, GA

Site 4



Barfield Rd (South)
Barfield Rd (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

Date

Wednesday, May 1, 2024

Lat/Long

33.929190°, -84.359860°

[Click here for Map](#)

Weather

Fair
74°F

[Click here for Detailed Weather](#)

0700 - 0900 (Weekday 2h Session) (05-01-2024)

All vehicles

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	Barfield Rd (South)						Barfield Rd (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)						
	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	
0700 - 0715	4	12	6		0	22	14	14	11		0	39	14	25	5		0	44	13	59	14		2	88	193
0715 - 0730	6	19	10		0	35	24	23	16		0	63	15	32	2		0	49	14	101	28		3	146	293
0730 - 0745	4	15	12		0	31	22	31	7		0	60	18	54	10		0	82	24	146	24		3	197	370
0745 - 0800	6	29	16		0	51	24	27	16		0	67	16	77	5		0	98	25	155	25		5	210	426
Hourly Total	20	75	44		0	139	84	95	50		0	229	63	188	22		0	273	76	461	91		13	641	1282
0800 - 0815	4	32	18		0	54	31	45	14		0	90	27	83	2		0	112	33	135	31		2	201	457
0815 - 0830	7	28	15		0	50	30	35	13		0	78	30	84	6		0	120	39	95	30		1	165	413
0830 - 0845	16	35	12		0	63	18	28	24		0	70	35	98	12		0	145	25	77	31		2	135	413
0845 - 0900	4	38	13		0	55	42	42	8		0	92	27	81	6		0	114	26	84	35		1	146	407
Hourly Total	31	133	58		0	222	121	150	59		0	330	119	346	26		0	491	123	391	127		6	647	1690
Grand Total	51	208	102		0	361	205	245	109		0	559	182	534	48		0	764	199	852	218		19	1288	2972
Approach %	14.13	57.62	28.25		0.00	-	36.67	43.83	19.50		0.00	-	23.82	69.90	6.28		0.00	-	15.45	66.15	16.93		2.49	-	
Intersection %	1.72	7.00	3.43		0.00	12.15	6.90	8.24	3.67		0.00	18.81	6.12	17.97	1.62		0.00	25.71	6.70	28.67	7.34		0.64	43.34	
Heavy Vehicle %	2	1	0		-	1	0	1	3		-	1	1	1	6		-	2	1	2	1		0	1	1
PHF	0.52	0.89	0.85		0.00	0.87	0.83	0.75	0.70		0.00	0.85	0.77	0.87	0.52		0.00	0.82	0.78	0.75	0.94		0.50	0.85	0.93

1600 - 1800 (Weekday 2h Session) (05-01-2024)

All vehicles

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	Barfield Rd (South)						Barfield Rd (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)						
	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	
1600 - 1615	11	43	31		0	85	25	15	21		0	61	23	95	4		0	122	15	126	46		1	188	456
1615 - 1630	38	41	39		0	118	26	20	15		0	61	17	73	3		0	93	13	166	55		1	235	507
1630 - 1645	23	53	24		0	100	28	20	20		0	68	26	85	6		0	117	26	185	68		1	280	565
1645 - 1700	23	42	32		0	97	28	19	12		0	59	25	84	5		0	114	12	132	53		2	199	469
Hourly Total	95	179	126		0	400	107	74	68		0	249	91	337	18		0	446	66	609	222		5	902	1997
1700 - 1715	29	46	32		0	107	40	17	32		0	89	29	99	6		0	134	14	194	64		1	273	603
1715 - 1730	16	36	20		0	72	33	23	23		0	79	23	91	5		0	119	26	151	51		3	231	501
1730 - 1745	28	38	27		0	93	54	27	24		0	105	15	109	4		0	128	15	124	50		2	191	517
1745 - 1800	25	56	29		0	110	53	20	25		0	98	25	98	5		0	128	16	140	49		2	207	543
Hourly Total	98	176	108		0	382	180	87	104		0	371	92	397	20		0	509	71	609	214		8	902	2164
Grand Total	193	355	234		0	782	287	161	172		0	620	183	734	38		0	955	137	1218	436		13	1804	4161
Approach %	24.68	45.40	29.92		0.00	-	46.29	25.97	27.74		0.00	-	19.16	76.86	3.98		0.00	-	7.59	67.52	24.17		0.72	-	
Intersection %	4.64	8.53	5.62		0.00	18.79	6.90	3.87	4.13		0.00	14.90	4.40	17.64	0.91		0.00	22.95	3.29	29.27	10.48		0.31	43.35	
Heavy Vehicle %	1	0	0		-	0	0	1	0		-	0	1	1	8		-	1	1	0	1		0	1	1
PHF	0.84	0.79	0.84		0.00	0.87	0.83	0.81	0.81		0.00	0.88	0.79	0.91	0.83		0.00	0.95	0.68	0.78	0.84		0.67	0.83	0.90

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

Atlanta, GA

Site 4



Barfield Rd (South)

Barfield Rd (North)

Mt Vernon Hwy (West)

Mt Vernon Hwy (East)

Date

Wednesday, May 1, 2024

Lat/Long

33.929190°, -84.359860°

[Click here for Map](#)

Weather

Fair

74°F

[Click here for Detailed Weather](#)

0700 - 0900 (Weekday 2h Session) (05-01-2024)

Passenger Vehicles (1-3)

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	Barfield Rd (South)						Barfield Rd (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)						
	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	
0700 - 0715	4	11	6		0	21	14	13	11		0	38	14	24	5		0	43	13	56	14		2	85	187
0715 - 0730	6	18	10		0	34	24	22	16		0	62	15	31	2		0	48	13	100	27		3	143	287
0730 - 0745	4	15	12		0	31	22	31	6		0	59	17	53	9		0	79	24	145	23		3	195	364
0745 - 0800	6	29	16		0	51	24	26	15		0	65	16	75	5		0	96	25	154	25		5	209	421
Hourly Total	20	73	44		0	137	84	92	48		0	224	62	183	21		0	266	75	455	89		13	632	1259
0800 - 0815	4	32	18		0	54	31	45	13		0	89	27	83	2		0	112	33	132	30		2	197	452
0815 - 0830	7	28	15		0	50	30	35	13		0	78	30	82	5		0	117	39	94	30		1	164	409
0830 - 0845	15	34	12		0	61	18	28	24		0	70	35	98	11		0	144	25	76	31		2	134	409
0845 - 0900	4	38	13		0	55	42	42	8		0	92	27	80	6		0	113	26	82	35		1	144	404
Hourly Total	30	132	58		0	220	121	150	58		0	329	119	343	24		0	486	123	384	126		6	639	1674
Grand Total	50	205	102		0	357	205	242	106		0	553	181	526	45		0	752	198	839	215		19	1271	2933
Approach %	14.01	57.42	28.57		0.00	-	37.07	43.76	19.17		0.00	-	24.07	69.95	5.98		0.00	-	15.58	66.01	16.92		2.53	-	
Intersection %	1.70	6.99	3.48		0.00	12.17	6.99	8.25	3.61		0.00	18.85	6.17	17.93	1.53		0.00	25.64	6.75	28.61	7.33		0.65	43.33	

1600 - 1800 (Weekday 2h Session) (05-01-2024)

Passenger Vehicles (1-3)

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	Barfield Rd (South)						Barfield Rd (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)						
	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	
1600 - 1615	11	43	31		0	85	25	15	21		0	61	23	94	3		0	120	15	125	45		1	186	452
1615 - 1630	37	41	39		0	117	26	19	15		0	60	16	72	2		0	90	13	164	55		1	233	500
1630 - 1645	23	53	24		0	100	28	20	20		0	68	26	84	5		0	115	26	185	68		1	280	563
1645 - 1700	23	42	32		0	97	28	19	12		0	59	25	83	5		0	113	12	132	51		2	197	466
Hourly Total	94	179	126		0	399	107	73	68		0	248	90	333	15		0	438	66	606	219		5	896	1981
1700 - 1715	29	46	32		0	107	40	17	32		0	89	29	99	6		0	134	14	192	63		1	270	600
1715 - 1730	16	35	20		0	71	33	23	23		0	79	23	89	5		0	117	25	151	51		3	230	497
1730 - 1745	28	38	27		0	93	53	27	24		0	104	15	108	4		0	127	15	124	50		2	191	515
1745 - 1800	24	56	29		0	109	53	20	25		0	98	25	97	5		0	127	16	140	49		2	207	541
Hourly Total	97	175	108		0	380	179	87	104		0	370	92	393	20		0	505	70	607	213		8	898	2153
Grand Total	191	354	234		0	779	286	160	172		0	618	182	726	35		0	943	136	1213	432		13	1794	4134
Approach %	24.52	45.44	30.04		0.00	-	46.28	25.89	27.83		0.00	-	19.30	76.99	3.71		0.00	-	7.58	67.61	24.08		0.72	-	
Intersection %	4.62	8.56	5.66		0.00	18.84	6.92	3.87	4.16		0.00	14.95	4.40	17.56	0.85		0.00	22.81	3.29	29.34	10.45		0.31	43.40	

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

Atlanta, GA

Site 4

Barfield Rd (South)
Barfield Rd (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)



Date

Wednesday, May 1, 2024

Lat/Long

33.929190°, -84.359860°
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0700 - 0900 (Weekday 2h Session) (05-01-2024)

Single Unit Trucks (4-7)

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	Barfield Rd (South)						Barfield Rd (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)						
	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	
0700 - 0715	0	1	0		0	1	0	1	0		0	1	0	1	0		0	1	0	3	0		0	3	6
0715 - 0730	0	1	0		0	1	0	1	0		0	1	0	1	0		0	1	1	1	1		0	3	6
0730 - 0745	0	0	0		0	0	0	0	1		0	1	1	1	1		0	3	0	1	1		0	2	6
0745 - 0800	0	0	0		0	0	0	1	1		0	2	0	2	0		0	2	0	1	0		0	1	5
Hourly Total	0	2	0		0	2	0	3	2		0	5	1	5	1		0	7	1	6	2		0	9	23
0800 - 0815	0	0	0		0	0	0	0	1		0	1	0	0	0		0	0	0	3	1		0	4	5
0815 - 0830	0	0	0		0	0	0	0	0		0	0	0	2	1		0	3	0	1	0		0	1	4
0830 - 0845	1	1	0		0	2	0	0	0		0	0	0	0	1		0	1	0	1	0		0	1	4
0845 - 0900	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	2	0		0	2	3
Hourly Total	1	1	0		0	2	0	0	1		0	1	0	3	2		0	5	0	7	1		0	8	16
Grand Total	1	3	0		0	4	0	3	3		0	6	1	8	3		0	12	1	13	3		0	17	39
Approach %	25.00	75.00	0.00		0.00	-	0.00	50.00	50.00		0.00	-	8.33	66.67	25.00		0.00	-	5.88	76.47	17.65		0.00	-	
Intersection %	2.56	7.69	0.00		0.00	10.26	0.00	7.69	7.69		0.00	15.38	2.56	20.51	7.69		0.00	30.77	2.56	33.33	7.69		0.00	43.59	

1600 - 1800 (Weekday 2h Session) (05-01-2024)

Single Unit Trucks (4-7)

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	Barfield Rd (South)						Barfield Rd (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)						
	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	
1600 - 1615	0	0	0		0	0	0	0	0		0	0	0	1	1		0	2	0	1	0		0	1	3
1615 - 1630	1	0	0		0	1	0	1	0		0	1	1	1	1		0	3	0	2	0		0	2	7
1630 - 1645	0	0	0		0	0	0	0	0		0	0	0	1	1		0	2	0	0	0		0	0	2
1645 - 1700	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	2		0	2	2
Hourly Total	1	0	0		0	1	0	1	0		0	1	1	3	3		0	7	0	3	2		0	5	14
1700 - 1715	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	2	1		0	3	3
1715 - 1730	0	1	0		0	1	0	0	0		0	0	0	1	0		0	1	1	0	0		0	1	3
1730 - 1745	0	0	0		0	0	1	0	0		0	1	0	1	0		0	1	0	0	0		0	0	2
1745 - 1800	1	0	0		0	1	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	2
Hourly Total	1	1	0		0	2	1	0	0		0	1	0	3	0		0	3	1	2	1		0	4	10
Grand Total	2	1	0		0	3	1	1	0		0	2	1	6	3		0	10	1	5	3		0	9	24
Approach %	66.67	33.33	0.00		0.00	-	50.00	50.00	0.00		0.00	-	10.00	60.00	30.00		0.00	-	11.11	55.56	33.33		0.00	-	
Intersection %	8.33	4.17	0.00		0.00	12.50	4.17	4.17	0.00		0.00	8.33	4.17	25.00	12.50		0.00	41.67	4.17	20.83	12.50		0.00	37.50	

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

Atlanta, GA

Site 4

Barfield Rd (South)
Barfield Rd (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)



Date

Wednesday, May 1, 2024

Lat/Long

33.929190°, -84.359860°
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0700 - 0900 (Weekday 2h Session) (05-01-2024)

Combination Trucks (8-13)

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	Barfield Rd (South)						Barfield Rd (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)						
	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	
0700 - 0715	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
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) (05-01-2024)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound									
	Barfield Rd (South)					Barfield Rd (North)					Mt Vernon Hwy (West)					Mt Vernon Hwy (East)									
TIME	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
1600 - 1615	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	1		0	1	1
1615 - 1630	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1630 - 1645	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1645 - 1700	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	1		0	1	1
1700 - 1715	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1715 - 1730	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1730 - 1745	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1745 - 1800	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Grand Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	1		0	1	1
Approach %	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	0.00	0.00	100.00		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	100.00		0.00	100.00	

Classified Turn Movement Count || Bikes

Atlanta, GA

Site 4
Barfield Rd (South)
Barfield Rd (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)



Date
Wednesday, May 1, 2024

Lat/Long
33.929190°, -84.359860°
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0700 - 0900 (Weekday 2h Session) (05-01-2024)
Bikes



TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	Barfield Rd (South)						Barfield Rd (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)						
	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	
0700 - 0715	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
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) (05-01-2024)
Bikes

	Northbound					Southbound					Eastbound					Westbound									
	Barfield Rd (South)					Barfield Rd (North)					Mt Vernon Hwy (West)					Mt Vernon Hwy (East)									
TIME	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	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	1	0		0	1	0	0	0		0	0	1
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	1
1700 - 1715	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1715 - 1730	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	1
1730 - 1745	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	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	1	0		0	1	0	0	0		0	0	1
Grand Total	0	0	0		0	0	0	0	0		0	0	0	2	0		0	2	0	0	0		0	0	2
Approach %	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	0.00	100.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	
Intersection %	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	100.00	0.00		0.00	100.00	0.00	0.00	0.00		0.00	0.00	

Classified Turn Movement Count | | All Trucks (4-13)

Atlanta, GA

Site 4



Barfield Rd (South)
Barfield Rd (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

Date

Wednesday, May 1, 2024

Lat/Long

33.929190°, -84.359860°

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Weather

Fair
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0700 - 0900 (Weekday 2h Session) (05-01-2024)

All Trucks (4-13)

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	Barfield Rd (South)						Barfield Rd (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)						
	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	
0700 - 0715	0	1	0		0	1	0	1	0		0	1	0	1	0		0	1	0	3	0		0	3	6
0715 - 0730	0	1	0		0	1	0	1	0		0	1	0	1	0		0	1	1	1	1		0	3	6
0730 - 0745	0	0	0		0	0	0	0	1		0	1	1	1	1		0	3	0	1	1		0	2	6
0745 - 0800	0	0	0		0	0	0	1	1		0	2	0	2	0		0	2	0	1	0		0	1	5
Hourly Total	0	2	0		0	2	0	3	2		0	5	1	5	1		0	7	1	6	2		0	9	23
0800 - 0815	0	0	0		0	0	0	0	1		0	1	0	0	0		0	0	0	3	1		0	4	5
0815 - 0830	0	0	0		0	0	0	0	0		0	0	0	2	1		0	3	0	1	0		0	1	4
0830 - 0845	1	1	0		0	2	0	0	0		0	0	0	0	1		0	1	0	1	0		0	1	4
0845 - 0900	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	2	0		0	2	3
Hourly Total	1	1	0		0	2	0	0	1		0	1	0	3	2		0	5	0	7	1		0	8	16
Grand Total	1	3	0		0	4	0	3	3		0	6	1	8	3		0	12	1	13	3		0	17	39
Approach %	25.00	75.00	0.00		0.00	-	0.00	50.00	50.00		0.00	-	8.33	66.67	25.00		0.00	-	5.88	76.47	17.65		0.00	-	
Intersection %	2.56	7.69	0.00		0.00	10.26	0.00	7.69	7.69		0.00	15.38	2.56	20.51	7.69		0.00	30.77	2.56	33.33	7.69		0.00	43.59	

1600 - 1800 (Weekday 2h Session) (05-01-2024)

All Trucks (4-13)

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	Barfield Rd (South)						Barfield Rd (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)						
	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	
1600 - 1615	0	0	0		0	0	0	0	0		0	0	0	1	1		0	2	0	1	1		0	2	4
1615 - 1630	1	0	0		0	1	0	1	0		0	1	1	1	1		0	3	0	2	0		0	2	7
1630 - 1645	0	0	0		0	0	0	0	0		0	0	0	1	1		0	2	0	0	0		0	0	2
1645 - 1700	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	2		0	2	2
Hourly Total	1	0	0		0	1	0	1	0		0	1	1	3	3		0	7	0	3	3		0	6	15
1700 - 1715	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	2	1		0	3	3
1715 - 1730	0	1	0		0	1	0	0	0		0	0	0	1	0		0	1	1	0	0		0	1	3
1730 - 1745	0	0	0		0	0	1	0	0		0	1	0	1	0		0	1	0	0	0		0	0	2
1745 - 1800	1	0	0		0	1	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	2
Hourly Total	1	1	0		0	2	1	0	0		0	1	0	3	0		0	3	1	2	1		0	4	10
Grand Total	2	1	0		0	3	1	1	0		0	2	1	6	3		0	10	1	5	4		0	10	25
Approach %	66.67	33.33	0.00		0.00	-	50.00	50.00	0.00		0.00	-	10.00	60.00	30.00		0.00	-	10.00	50.00	40.00		0.00	-	
Intersection %	8.00	4.00	0.00		0.00	12.00	4.00	4.00	0.00		0.00	8.00	4.00	24.00	12.00		0.00	40.00	4.00	20.00	16.00		0.00	40.00	

Crosswalk Counts | | Pedestrians

Atlanta, GA

Site 4
Barfield Rd (South)
Barfield Rd (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

Date
Wednesday, May 1, 2024

Lat/Long
33.929190°, -84.359860°
[Click here for Map](#)

Weather
Fair
74°F
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0700 - 0900 (Weekday 2h Session) (05-01-2024)
Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	Barfield Rd (South)			Barfield Rd (North)			Mt Vernon Hwy (West)			Mt Vernon Hwy (East)				
	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h			
0700 - 0715	1	2	3	0	0	0	0	0	0	0	0	0	0	3
0715 - 0730	0	0	0	1	0	0	1	1	0	1	0	0	0	2
0730 - 0745	0	0	0	0	1	1	1	1	2	3	0	0	0	4
0745 - 0800	0	0	0	0	1	1	0	0	0	0	0	0	0	1
Hourly Total	1	2	3	1	2	3	2	2	2	4	0	0	0	10
0800 - 0815	2	3	5	0	0	0	0	0	0	0	0	0	0	5
0815 - 0830	0	0	0	0	1	1	0	0	0	0	0	0	0	1
0830 - 0845	2	0	2	0	0	0	0	0	1	1	0	0	0	3
0845 - 0900	0	0	0	0	0	0	0	1	0	1	0	0	0	1
Hourly Total	4	3	7	0	1	1	1	1	1	2	0	0	0	10
Grand Total	5	5	10	1	3	4	3	3	6	0	0	0	0	20
Approach %	50.00	50.00	-	25.00	75.00	-	50.00	50.00	-	0.00	0.00	0.00	-	
Intersection %	25.00	25.00	50.00	5.00	15.00	20.00	15.00	15.00	30.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-01-2024)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound							
	Barfield Rd (South)			Barfield Rd (North)			Mt Vernon Hwy (West)			Mt Vernon Hwy (East)							
TIME	EB 4a	WB 4b		App Total	EB 4c	WB 4d		App Total	NB 4e	SB 4f		App Total	NB 4g	SB 4h		App Total	Int Total
1600 - 1615	0	1		1	0	0		0	0	0		0	0	0		0	1
1615 - 1630	1	1		2	0	1		1	0	0		0	0	0		0	3
1630 - 1645	0	0		0	1	0		1	1	0		1	0	0		0	2
1645 - 1700	1	0		1	2	2		4	0	0		0	0	0		0	5
Hourly Total	2	2		4	3	3		6	1	0		1	0	0		0	11
1700 - 1715	2	2		4	1	0		1	0	0		0	0	0		0	5
1715 - 1730	0	0		0	0	0		0	0	0		0	0	0		0	0
1730 - 1745	0	0		0	1	0		1	0	0		0	0	0		0	1
1745 - 1800	0	1		1	0	0		0	0	0		0	0	0		0	1
Hourly Total	2	3		5	2	0		2	0	0		0	0	0		0	7
Grand Total	4	5		9	5	3		8	1	0		1	0	0		0	18
Approach %	44.44	55.56		-	62.50	37.50		-	100.00	0.00		-	0.00	0.00		-	
Intersection %	22.22	27.78		50.00	27.78	16.67		44.44	5.56	0.00		5.56	0.00	0.00		0.00	

Crosswalk Counts | | Bikes

Atlanta, GA

Site 4
Barfield Rd (South)
Barfield Rd (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

Date
Wednesday, May 1, 2024

Lat/Long
33.929190°, -84.359860°
[Click here for Map](#)

Weather
Fair
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0700 - 0900 (Weekday 2h Session) (05-01-2024)

Bikes

	Northbound				Southbound				Eastbound				Westbound				
	Barfield Rd (South)				Barfield Rd (North)				Mt Vernon Hwy (West)				Mt Vernon Hwy (East)				
TIME	EB 4a	WB 4b		App Total	EB 4c	WB 4d		App Total	NB 4e	SB 4f		App Total	NB 4g	SB 4h		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		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
0830 - 0845	0	0		0	0	0		0	0	0		0	0	0		0	0
0845 - 0900	0	0		0	1	0		1	0	0		0	0	0		0	1
Hourly Total	1	0		1	1	0		1	0	0		0	0	0		0	2
Grand Total	1	0		1	1	0		1	0	0		0	0	0		0	2
Approach %	100.00	0.00		-	100.00	0.00		-	0.00	0.00		-	0.00	0.00		-	
Intersection %	50.00	0.00		50.00	50.00	0.00		50.00	0.00	0.00		0.00	0.00	0.00		0.00	

1600 - 1800 (Weekday 2h Session) (05-01-2024)

Bikes

	Northbound				Southbound				Eastbound				Westbound				
	Barfield Rd (South)				Barfield Rd (North)				Mt Vernon Hwy (West)				Mt Vernon Hwy (East)				
TIME	EB 4a	WB 4b		App Total	EB 4c	WB 4d		App Total	NB 4e	SB 4f		App Total	NB 4g	SB 4h		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		-	
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	

Crosswalk Counts | | Motorized Vehicles

Atlanta, GA

Site 4
Barfield Rd (South)
Barfield Rd (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

Date
Wednesday, May 1, 2024

Lat/Long
33.929190°, -84.359860°
[Click here for Map](#)

Weather
Fair
74°F
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0700 - 0900 (Weekday 2h Session) (05-01-2024)
Motorized Vehicles

TIME	Northbound				Southbound				Eastbound				Westbound			
	Barfield Rd (South)		App Total		Barfield Rd (North)		App Total		Mt Vernon Hwy (West)		App Total		Mt Vernon Hwy (East)		App Total	Int Total
	EB 4a	WB 4b			EB 4c	WB 4d			NB 4e	SB 4f			NB 4g	SB 4h		
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	-	
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) (05-01-2024)
Motorized Vehicles

TIME	Northbound				Southbound				Eastbound				Westbound			
	Barfield Rd (South)		App Total		Barfield Rd (North)		App Total		Mt Vernon Hwy (West)		App Total		Mt Vernon Hwy (East)		App Total	Int Total
	EB 4a	WB 4b			EB 4c	WB 4d			NB 4e	SB 4f			NB 4g	SB 4h		
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	-	
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	

Start Date: 5/1/2024



Start Date: 5/1/2024		Mt Vernon Hwy (West)			Mt Vernon Hwy (East)			Barfield Rd (South)			Barfield Rd (North)			Total
Eastbound			Westbound			Northbound			Southbound					
Time		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
15 Minute Totals														
12:00 AM - 12:15 AM	0	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	0
12:30 AM - 12:45 AM	0	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	0
01:00 AM - 01:15 AM	0	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	0
01:30 AM - 01:45 AM	0	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	0
02:00 AM - 02:15 AM	0	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	0
02:30 AM - 02:45 AM	0	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	0
03:00 AM - 03:15 AM	0	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	0
03:30 AM - 03:45 AM	0	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	0
04:00 AM - 04:15 AM	0	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	0
04:30 AM - 04:45 AM	0	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	0
05:00 AM - 05:15 AM	0	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	0
05:30 AM - 05:45 AM	0	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	0
06:00 AM - 06:15 AM	0	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	0
06:30 AM - 06:45 AM	0	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	0
07:00 AM - 07:15 AM	14	25	5	13	59	14	4	12	6	14	14	11	191	
07:15 AM - 07:30 AM	15	32	2	14	101	28	6	19	10	24	23	16	290	
07:30 AM - 07:45 AM	18	54	10	24	146	24	4	15	12	22	31	7	367	
07:45 AM - 08:00 AM	16	77	5	25	155	25	6	29	16	24	27	16	421	
08:00 AM - 08:15 AM	27	83	2	33	135	31	4	32	18	31	45	14	455	
08:15 AM - 08:30 AM	30	84	6	39	95	30	7	28	15	30	35	13	412	
08:30 AM - 08:45 AM	35	98	12	25	77	31	16	35	12	18	28	24	411	
08:45 AM - 09:00 AM	27	81	6	26	84	35	4	38	13	42	42	8	406	
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	23	95	4	15	126	46	11	43	31	25	15	21	455	
04:15 PM - 04:30 PM	17	73	3	13	166	55	38	41	39	26	20	15	506	
04:30 PM - 04:45 PM	26	85	6	26	185	68	23	53	24	28	20	20	564	
04:45 PM - 05:00 PM	25	84	5	12	132	53	23	42	32	28	19	12	467	
05:00 PM - 05:15 PM	29	99	6	14	194	64	29	46	32	40	17	32	602	
05:15 PM - 05:30 PM	23	91	5	26	151	51	16	36	20	33	23	23	498	
05:30 PM - 05:45 PM	15	109	4	15	124	50	28	38	27	54	27	24	515	
05:45 PM - 06:00 PM	25	98	5	16	140	49	25	56	29	53	20	25	541	
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													

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* the Peak Hour Diagram does not include Bikes

Glenridge Dr (North)

Southbound

Class	(1-3)	(4-7)	(8-13)
Volume	303	9	0
PHF	0.8986	0.0000	0.0000

Total

Class	(1-3)	(4-7)	(8-13)
Volume	307	9	0
PHF	0.8986	0.0000	0.0000

Northbound

Class	(1-3)	(4-7)	(8-13)
Volume	312	193	0
PHF	0.8986	0.0000	0.0000

Total

Class	(1-3)	(4-7)	(8-13)
Volume	316	197	0
PHF	0.8986	0.0000	0.0000

PHF

Class	(1-3)	(4-7)	(8-13)
Volume	505	7	1
PHF	0.8986	0.0000	0.0000

PHF

Class	(1-3)	(4-7)	(8-13)
Volume	505	7	1
PHF	0.8986	0.0000	0.0000

PHF

Class	(1-3)	(4-7)	(8-13)
Volume	505	7	1
PHF	0.8986	0.0000	0.0000

PHF

Class	(1-3)	(4-7)	(8-13)
Volume	505	7	1
PHF	0.8986	0.0000	0.0000

PHF

Class	(1-3)	(4-7)	(8-13)
Volume	505	7	1
PHF	0.8986	0.0000	0.0000

PHF

Class	(1-3)	(4-7)	(8-13)
Volume	505	7	1
PHF	0.8986	0.0000	0.0000

PHF

Class	(1-3)	(4-7)	(8-13)
Volume	505	7	1
PHF	0.8986	0.0000	0.0000

PHF

Glenridge Dr (South)

All vehicles

	Northbound						Southbound												Westbound						Int
	Glenridge Dr (South)						Glenridge Dr (North)												Driveway 1						
		Thru	Right		U-Turn	App	Left	Thru			U-Turn	App					App	Left		Right		U-Turn	App	Total	
Time	5.1	5.2		5.3	Total	5.4	5.5			5.6	Total							5.7		5.8		5.9	Total	Total	
0745 - 0800	-	45	0	-	0	45	2	74	-	-	0	76	-	-	-	-	-	0	0	-	0	-	0	0	121
0800 - 0815	-	57	0	-	0	57	3	83	-	-	0	86	-	-	-	-	-	0	0	-	0	-	0	0	143
0815 - 0830	-	48	0	-	0	48	1	78	-	-	0	79	-	-	-	-	-	0	0	-	0	-	0	0	127
0830 - 0845	-	48	0	-	0	48	3	72	-	-	0	75	-	-	-	-	-	0	0	-	0	-	0	0	123
Total	0	198	0	0	0	198	9	307	0	0	0	316	0	0	0	0	0	0	0	0	0	0	0	0	514
Approach %	0.00	100.00	0.00	0.00	0.00	-	2.85	97.15	0.00	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	0.87	0.00	0.00	0.00	0.87	0.75	0.92	0.00	0.00	0.00	0.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.90	

Passenger Vehicles (1-3)

Time	Northbound						Southbound												Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)						Driveway 1												
		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	
0745 - 0800	-	43	0	-	0	43	2	74	-	-	0	76	-	-	-	-	-	0	0	-	0	-	0	0	119
0800 - 0815	-	56	0	-	0	56	3	82	-	-	0	85	-	-	-	-	-	0	0	-	0	-	0	0	141
0815 - 0830	-	47	0	-	0	47	1	75	-	-	0	76	-	-	-	-	-	0	0	-	0	-	0	0	123
0830 - 0845	-	47	0	-	0	47	3	72	-	-	0	75	-	-	-	-	-	0	0	-	0	-	0	0	122
Total	0	193	0	0	0	193	9	303	0	0	0	312	0	0	0	0	0	0	0	0	0	0	0	0	505
Approach %	0.00	100.00	0.00	0.00	0.00	-	2.88	97.12	0.00	0.00	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	0.86	0.00	0.00	0.00	0.86	0.75	0.92	0.00	0.00	0.00	0.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.90

Single Unit Trucks (4-7)

	Northbound						Southbound												Westbound						
	Glenridge Dr (South)						Glenridge Dr (North)												Driveway 1						
		Thru	Right		U-Turn	App	Left	Thru			U-Turn	App					App	Left		Right		U-Turn	App	Int	
Time	5.1	5.2		5.3	Total	5.4	5.5			5.6	Total						Total	5.7		5.8		5.9	Total	Total	
0745 - 0800	-	2	0	-	0	2	0	0	-	-	0	0	-	-	-	-	0	0	-	0	-	0	0	2	
0800 - 0815	-	0	0	-	0	0	0	1	-	-	0	1	-	-	-	-	0	0	-	0	-	0	0	1	
0815 - 0830	-	1	0	-	0	1	0	2	-	-	0	2	-	-	-	-	0	0	-	0	-	0	0	3	
0830 - 0845	-	1	0	-	0	1	0	0	-	-	0	0	-	-	-	-	0	0	-	0	-	0	0	1	
Total	0	4	0	0	0	4	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	7	
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-		
PHF	0.00	0.50	0.00	0.00	0.00	0.50	0.00	0.38	0.00	0.00	0.00	0.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.58	

Combination Trucks (8-13)

Time	Northbound						Southbound												Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)												Driveway 1						
		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		
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	1	-	-	0	1	-	-	-	-	0	0	-	0	-	0	0	1	
0830 - 0845	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	0	0	-	0	-	0	0	0	
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-		
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	

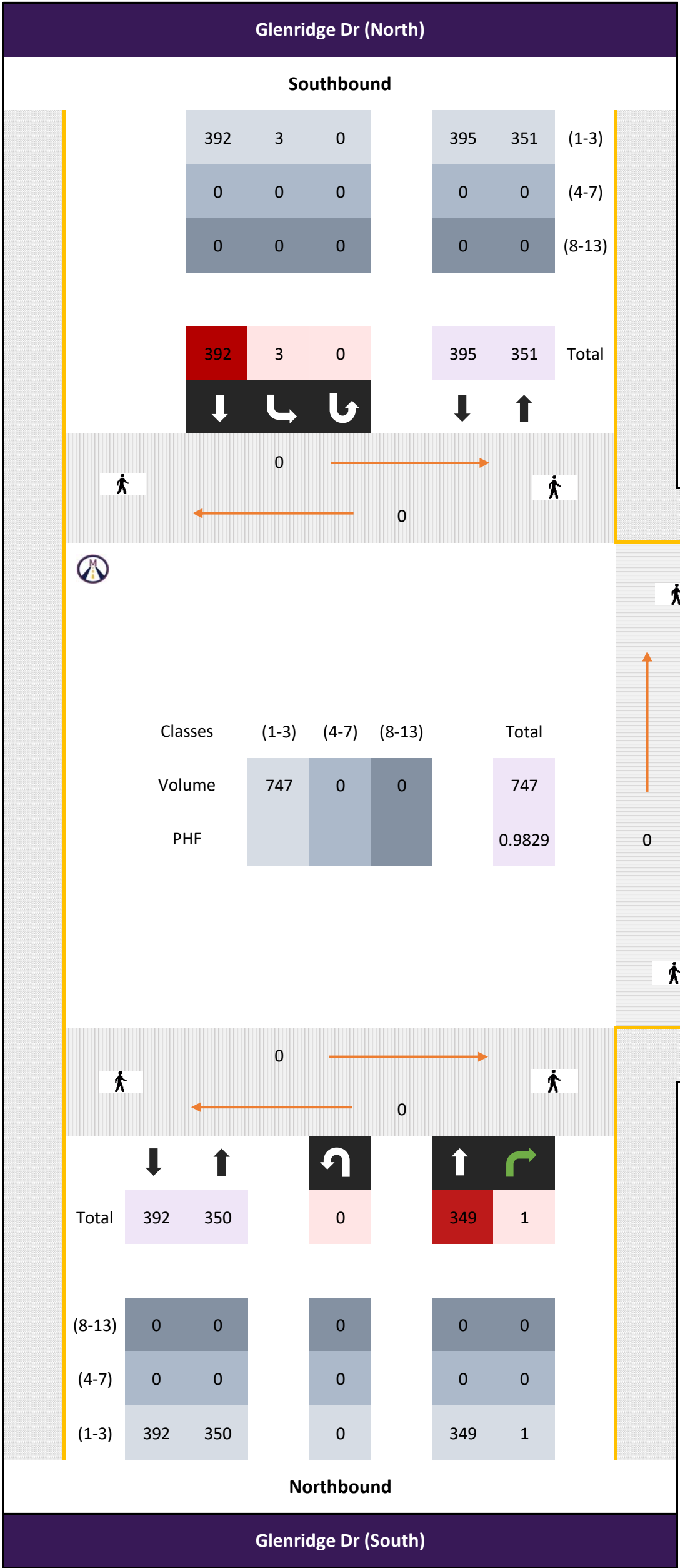
Bikes

Time	Northbound						Southbound												Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)						Driveway 1						Driveway 1						
		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		
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	
0830 - 0845	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	0	0	-	0	-	0	0	0	
Total	0	1	0	0	0	1	0	0	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	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	

Atlanta, GA



* the Peak Hour Diagram does not include Bikes



All vehicles

	Northbound						Southbound												Westbound						Int
	Glenridge Dr (South)						Glenridge Dr (North)												Driveway 1						
		Thru	Right		U-Turn	App	Left	Thru			U-Turn	App					App	Left		Right		U-Turn	App	Total	
Time	5.1	5.2		5.3	Total	5.4	5.5			5.6	Total						Total	5.7		5.8		5.9	Total	Total	
1645 - 1700	-	87	1	-	0	88	1	92	-	-	0	93	-	-	-	-	0	0	-	0	-	0	0	181	
1700 - 1715	-	87	0	-	0	87	0	100	-	-	0	100	-	-	-	-	0	0	-	1	-	0	1	188	
1715 - 1730	-	85	0	-	0	85	1	101	-	-	0	102	-	-	-	-	0	0	-	1	-	0	1	188	
1730 - 1745	-	90	0	-	0	90	1	99	-	-	0	100	-	-	-	-	0	0	-	0	-	0	0	190	
Total	0	349	1	0	0	350	3	392	0	0	0	395	0	0	0	0	0	0	0	2	0	0	2	747	
Approach %	0.00	99.71	0.29	0.00	0.00	-	0.76	99.24	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-		
PHF	0.00	0.97	0.25	0.00	0.00	0.97	0.75	0.97	0.00	0.00	0.00	0.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.50	0.98	

Passenger Vehicles (1-3)

	Northbound						Southbound												Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)												Driveway 1						
		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	
Time	-	87	1	-	0	88	1	92	-	-	0	93	-	-	-	-	-	0	0	-	0	-	0	0	181
1645 - 1700	-	87	0	-	0	87	0	100	-	-	0	100	-	-	-	-	-	0	0	-	1	-	0	1	188
1700 - 1715	-	85	0	-	0	85	1	101	-	-	0	102	-	-	-	-	-	0	0	-	1	-	0	1	188
1715 - 1730	-	90	0	-	0	90	1	99	-	-	0	100	-	-	-	-	-	0	0	-	0	-	0	0	190
1730 - 1745																									
Total	0	349	1	0	0	350	3	392	0	0	0	395	0	0	0	0	0	0	0	0	2	0	0	2	747
Approach %	0.00	99.71	0.29	0.00	0.00	-	0.76	99.24	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.97	0.25	0.00	0.00	0.97	0.75	0.97	0.00	0.00	0.00	0.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.50	0.98

Single Unit Trucks (4-7)

Time	Northbound						Southbound												Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)												Driveway 1						
		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	
1645 - 1700	-	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
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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Combination Trucks (8-13)

Time	Northbound						Southbound												Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)												Driveway 1						
		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		
1645 - 1700	-	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	
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	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-		
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Bikes

Time	Northbound						Southbound												Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)												Driveway 1						
		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		
1645 - 1700	-	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	
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	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Classified Turn Movement Count | | All vehicles

Atlanta, GA

Site 5



Glenridge Dr (South)
Glenridge Dr (North)

Driveway 1

Date

Wednesday, May 1, 2024

Lat/Long

33.931957°, -84.365962°
[Click here for Map](#)

Weather

Fair
74°F
[Click here for Detailed Weather](#)



0700 - 0900 (Weekday 2h Session) (05-01-2024)
All vehicles

TIME	Northbound					Southbound				
	Glenridge Dr (South)					Glenridge Dr (North)				
	Thru 5.1	Right 5.2		U-Turn 5.3	App Total	Left 5.4	Thru 5.5		U-Turn 5.6	App Total
0700 - 0715	25	0		0	25	0	46		0	46
0715 - 0730	31	0		0	31	1	62		0	63
0730 - 0745	35	0		0	35	1	79		0	80
0745 - 0800	45	0		0	45	2	74		0	76
Hourly Total	136	0		0	136	4	261		0	265
0800 - 0815	57	0		0	57	3	83		0	86
0815 - 0830	48	0		0	48	1	78		0	79
0830 - 0845	48	0		0	48	3	72		0	75
0845 - 0900	38	1		0	39	0	75		0	75
Hourly Total	191	1		0	192	7	308		0	315
Grand Total	327	1		0	328	11	569		0	580
Approach %	99.70	0.30		0.00	-	1.90	98.10		0.00	-
Intersection %	35.93	0.11		0.00	36.04	1.21	62.53		0.00	63.74
Heavy Vehicle %	2	0		-	2	0	2		-	2
PHF	0.87	0.00		0.00	0.87	0.75	0.92		0.00	0.92

Westbound						
Driveway 1						
Left 5.7		Right 5.8		U-Turn 5.9	App Total	Int Total
0		0		0	0	71
0		2		0	2	96
0		0		0	0	115
0		0		0	0	121
0		2		0	2	403
0		0		0	0	143
0		0		0	0	127
0		0		0	0	123
0		0		0	0	114
0		0		0	0	507
0		2		0	2	910
0.00		100.00		0.00	-	
0.00		0.22		0.00	0.22	
-		0		-	0	2
0.00		0.00		0.00	0.00	0.90

1600 - 1800 (Weekday 2h Session) (05-01-2024)
All vehicles

TIME	Northbound					Southbound				
	Glenridge Dr (South)					Glenridge Dr (North)				
	Thru 5.1	Right 5.2		U-Turn 5.3	App Total	Left 5.4	Thru 5.5		U-Turn 5.6	App Total
1600 - 1615	85	1		0	86	1	76		0	77
1615 - 1630	77	1		0	78	0	73		0	73
1630 - 1645	102	0		0	102	1	69		0	70
1645 - 1700	87	1		0	88	1	92		0	93
Hourly Total	351	3		0	354	3	310		0	313
1700 - 1715	87	0		0	87	0	100		0	100
1715 - 1730	85	0		0	85	1	101		0	102
1730 - 1745	90	0		0	90	1	99		0	100
1745 - 1800	61	0		0	61	1	69		0	70
Hourly Total	323	0		0	323	3	369		0	372
Grand Total	674	3		0	677	6	679		0	685
Approach %	99.56	0.44		0.00	-	0.88	99.12		0.00	-
Intersection %	49.38	0.22		0.00	49.60	0.44	49.74		0.00	50.18
Heavy Vehicle %	1	0		-	1	0	1		-	1
PHF	0.97	0.25		0.00	0.97	0.75	0.97		0.00	0.97

Westbound						
Driveway 1						
Left 5.7		Right 5.8		U-Turn 5.9	App Total	Int Total
1		0		0	1	164
0		0		0	0	151
0		0		0	0	172
0		0		0	0	181
1		0		0	1	668
0		1		0	1	188
0		1		0	1	188
0		0		0	0	190
0		0		0	0	131
0		2		0	2	697
1		2		0	3	1365
33.33		66.67		0.00	-	
0.07		0.15		0.00	0.22	
0		0		-	0	1
0.00		0.50		0.00	0.50	0.98

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

Atlanta, GA

Site 5



Glenridge Dr (South)
Glenridge Dr (North)

Date

Wednesday, May 1, 2024

Weather

Fair
74°F
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Driveway 1

Lat/Long

33.931957°, -84.365962°
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0700 - 0900 (Weekday 2h Session) (05-01-2024)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound				
	Glenridge Dr (South)					Glenridge Dr (North)				
	Thru	Right		U-Turn	App	Left	Thru		U-Turn	App
	5.1	5.2		5.3	Total	5.4	5.5		5.6	Total
0700 - 0715	24	0		0	24	0	46		0	46
0715 - 0730	30	0		0	30	1	60		0	61
0730 - 0745	34	0		0	34	1	78		0	79
0745 - 0800	43	0		0	43	2	74		0	76
Hourly Total	131	0		0	131	4	258		0	262
0800 - 0815	56	0		0	56	3	82		0	85
0815 - 0830	47	0		0	47	1	75		0	76
0830 - 0845	47	0		0	47	3	72		0	75
0845 - 0900	38	1		0	39	0	73		0	73
Hourly Total	188	1		0	189	7	302		0	309
Grand Total	319	1		0	320	11	560		0	571
Approach %	99.69	0.31		0.00	-	1.93	98.07		0.00	-
Intersection %	35.72	0.11		0.00	35.83	1.23	62.71		0.00	63.94

Westbound					
Driveway 1					
Left		Right		U-Turn	App
5.7		5.8		5.9	Total
0		0		0	0
0		2		0	2
0		0		0	0
0		0		0	0
0		2		0	2
0		0		0	0
0		0		0	0
0		0		0	0
0		0		0	0
0		0		0	0
0		0		0	0
0		0		0	0
0		2		0	2
0.00		100.00		0.00	-
0.00		0.22		0.00	0.22

1600 - 1800 (Weekday 2h Session) (05-01-2024)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound				
	Glenridge Dr (South)					Glenridge Dr (North)				
	Thru	Right		U-Turn	App	Left	Thru		U-Turn	App
	5.1	5.2		5.3	Total	5.4	5.5		5.6	Total
1600 - 1615	84	1		0	85	1	72		0	73
1615 - 1630	77	1		0	78	0	72		0	72
1630 - 1645	99	0		0	99	1	69		0	70
1645 - 1700	87	1		0	88	1	92		0	93
Hourly Total	347	3		0	350	3	305		0	308
1700 - 1715	87	0		0	87	0	100		0	100
1715 - 1730	85	0		0	85	1	101		0	102
1730 - 1745	90	0		0	90	1	99		0	100
1745 - 1800	61	0		0	61	1	68		0	69
Hourly Total	323	0		0	323	3	368		0	371
Grand Total	670	3		0	673	6	673		0	679
Approach %	99.55	0.45		0.00	-	0.88	99.12		0.00	-
Intersection %	49.45	0.22		0.00	49.67	0.44	49.67		0.00	50.11

Westbound					
Driveway 1					
Left		Right		U-Turn	App
5.7		5.8		5.9	Total
1		0		0	1
0		0		0	0
0		0		0	0
0		0		0	0
1		0		0	1
0		1		0	1
0		1		0	1
0		0		0	0
0		0		0	0
0		0		0	0
0		2		0	2
1		2		0	3
33.33		66.67		0.00	-
0.07		0.15		0.00	0.22

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

Atlanta, GA

Site 5



Glenridge Dr (South)
Glenridge Dr (North)

Driveway 1

Date

Wednesday, May 1, 2024

Lat/Long

33.931957°, -84.365962°
[Click here for Map](#)

Weather

Fair
74°F
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0700 - 0900 (Weekday 2h Session) (05-01-2024)
Single Unit Trucks (4-7)

TIME	Northbound					Southbound				
	Glenridge Dr (South)					Glenridge Dr (North)				
	Thru 5.1	Right 5.2		U-Turn 5.3	App Total	Left 5.4	Thru 5.5		U-Turn 5.6	App Total
0700 - 0715	1	0		0	1	0	0		0	0
0715 - 0730	1	0		0	1	0	1		0	1
0730 - 0745	1	0		0	1	0	1		0	1
0745 - 0800	2	0		0	2	0	0		0	0
Hourly Total	5	0		0	5	0	2		0	2
0800 - 0815	0	0		0	0	0	1		0	1
0815 - 0830	1	0		0	1	0	2		0	2
0830 - 0845	1	0		0	1	0	0		0	0
0845 - 0900	0	0		0	0	0	1		0	1
Hourly Total	2	0		0	2	0	4		0	4
Grand Total	7	0		0	7	0	6		0	6
Approach %	100.00	0.00		0.00	-	0.00	100.00		0.00	-
Intersection %	53.85	0.00		0.00	53.85	0.00	46.15		0.00	46.15

Westbound						
Driveway 1						
Left 5.7		Right 5.8		U-Turn 5.9	App Total	Int Total
0		0		0	0	1
0		0		0	0	2
0		0		0	0	2
0		0		0	0	2
0		0		0	0	7
0		0		0	0	1
0		0		0	0	3
0		0		0	0	1
0		0		0	0	1
0		0		0	0	6
0		0		0	0	13
0.00		0.00		0.00	-	
0.00		0.00		0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-01-2024)
Single Unit Trucks (4-7)

TIME	Northbound					Southbound				
	Glenridge Dr (South)					Glenridge Dr (North)				
	Thru 5.1	Right 5.2		U-Turn 5.3	App Total	Left 5.4	Thru 5.5		U-Turn 5.6	App Total
1600 - 1615	1	0		0	1	0	4		0	4
1615 - 1630	0	0		0	0	0	1		0	1
1630 - 1645	3	0		0	3	0	0		0	0
1645 - 1700	0	0		0	0	0	0		0	0
Hourly Total	4	0		0	4	0	5		0	5
1700 - 1715	0	0		0	0	0	0		0	0
1715 - 1730	0	0		0	0	0	0		0	0
1730 - 1745	0	0		0	0	0	0		0	0
1745 - 1800	0	0		0	0	0	1		0	1
Hourly Total	0	0		0	0	0	1		0	1
Grand Total	4	0		0	4	0	6		0	6
Approach %	100.00	0.00		0.00	-	0.00	100.00		0.00	-
Intersection %	40.00	0.00		0.00	40.00	0.00	60.00		0.00	60.00

Westbound						
Driveway 1						
Left 5.7		Right 5.8		U-Turn 5.9	App Total	Int Total
0		0		0	0	5
0		0		0	0	1
0		0		0	0	3
0		0		0	0	0
0		0		0	0	9
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	1
0		0		0	0	1
0		0		0	0	10
0.00		0.00		0.00	-	
0.00		0.00		0.00	0.00	

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

Atlanta, GA

Site 5
Glenridge Dr (South)
Glenridge Dr (North)



Date
Wednesday, May 1, 2024

Weather
Fair
74°F
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Driveway 1

Lat/Long
33.931957°, -84.365962°
[Click here for Map](#)

0700 - 0900 (Weekday 2h Session) (05-01-2024)
Combination Trucks (8-13)

TIME	Northbound					Southbound				
	Glenridge Dr (South)					Glenridge Dr (North)				
	Thru 5.1	Right 5.2		U-Turn 5.3	App Total	Left 5.4	Thru 5.5		U-Turn 5.6	App Total
0700 - 0715	0	0		0	0	0	0		0	0
0715 - 0730	0	0		0	0	0	1		0	1
0730 - 0745	0	0		0	0	0	0		0	0
0745 - 0800	0	0		0	0	0	0		0	0
Hourly Total	0	0		0	0	0	1		0	1
0800 - 0815	0	0		0	0	0	0		0	0
0815 - 0830	0	0		0	0	0	1		0	1
0830 - 0845	0	0		0	0	0	0		0	0
0845 - 0900	0	0		0	0	0	1		0	1
Hourly Total	0	0		0	0	0	2		0	2
Grand Total	0	0		0	0	0	3		0	3
Approach %	0.00	0.00		0.00	-	0.00	100.00		0.00	-
Intersection %	0.00	0.00		0.00	0.00	0.00	100.00		0.00	100.00

Westbound						
Driveway 1						
Left 5.7		Right 5.8		U-Turn 5.9	App Total	Int Total
0		0		0	0	0
0		0		0	0	1
0		0		0	0	0
0		0		0	0	0
0		0		0	0	1
0		0		0	0	0
0		0		0	0	1
0		0		0	0	2
0		0		0	0	3
0.00		0.00		0.00	-	
0.00		0.00		0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-01-2024)
Combination Trucks (8-13)

TIME	Northbound					Southbound				
	Glenridge Dr (South)					Glenridge Dr (North)				
	Thru 5.1	Right 5.2		U-Turn 5.3	App Total	Left 5.4	Thru 5.5		U-Turn 5.6	App Total
1600 - 1615	0	0		0	0	0	0		0	0
1615 - 1630	0	0		0	0	0	0		0	0
1630 - 1645	0	0		0	0	0	0		0	0
1645 - 1700	0	0		0	0	0	0		0	0
Hourly Total	0	0		0	0	0	0		0	0
1700 - 1715	0	0		0	0	0	0		0	0
1715 - 1730	0	0		0	0	0	0		0	0
1730 - 1745	0	0		0	0	0	0		0	0
1745 - 1800	0	0		0	0	0	0		0	0
Hourly Total	0	0		0	0	0	0		0	0
Grand Total	0	0		0	0	0	0		0	0
Approach %	0.00	0.00		0.00	-	0.00	0.00		0.00	-
Intersection %	0.00	0.00		0.00	0.00	0.00	0.00		0.00	0.00

Westbound						
Driveway 1						
Left 5.7		Right 5.8		U-Turn 5.9	App Total	Int Total
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0		

Classified Turn Movement Count || Bikes

Atlanta, GA

Site 5



Glenridge Dr (South)
Glenridge Dr (North)

Date

Wednesday, May 1, 2024

Weather

Fair
74°F
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Driveway 1

Lat/Long

33.931957°, -84.365962°
[Click here for Map](#)

0700 - 0900 (Weekday 2h Session) (05-01-2024)

Bikes

TIME	Northbound					Southbound				
	Glenridge Dr (South)					Glenridge Dr (North)				
	Thru 5.1	Right 5.2		U-Turn 5.3	App Total	Left 5.4	Thru 5.5		U-Turn 5.6	App Total
0700 - 0715	0	0		0	0	0	0		0	0
0715 - 0730	0	0		0	0	0	0		0	0
0730 - 0745	0	0		0	0	0	0		0	0
0745 - 0800	0	0		0	0	0	0		0	0
Hourly Total	0	0		0	0	0	0		0	0
0800 - 0815	1	0		0	1	0	0		0	0
0815 - 0830	0	0		0	0	0	0		0	0
0830 - 0845	0	0		0	0	0	0		0	0
0845 - 0900	0	0		0	0	0	0		0	0
Hourly Total	1	0		0	1	0	0		0	0
Grand Total	1	0		0	1	0	0		0	0
Approach %	100.00	0.00		0.00	-	0.00	0.00		0.00	-
Intersection %	100.00	0.00		0.00	100.00	0.00	0.00		0.00	0.00

Westbound						
Driveway 1						
Left 5.7		Right 5.8		U-Turn 5.9	App Total	Int Total
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	1
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	1
0		0		0	0	1
0.00		0.00		0.00	-	
0.00		0.00		0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-01-2024)

Bikes

TIME	Northbound					Southbound				
	Glenridge Dr (South)					Glenridge Dr (North)				
	Thru 5.1	Right 5.2		U-Turn 5.3	App Total	Left 5.4	Thru 5.5		U-Turn 5.6	App Total
1600 - 1615	0	0		0	0	0	0		0	0
1615 - 1630	0	0		0	0	0	0		0	0
1630 - 1645	0	0		0	0	0	0		0	0
1645 - 1700	0	0		0	0	0	0		0	0
Hourly Total	0	0		0	0	0	0		0	0
1700 - 1715	0	0		0	0	0	0		0	0
1715 - 1730	0	0		0	0	0	0		0	0
1730 - 1745	0	0		0	0	0	0		0	0
1745 - 1800	0	0		0	0	0	0		0	0
Hourly Total	0	0		0	0	0	0		0	0
Grand Total	0	0		0	0	0	0		0	0
Approach %	0.00	0.00		0.00	-	0.00	0.00		0.00	-
Intersection %	0.00	0.00		0.00	0.00	0.00	0.00		0.00	0.00

Westbound						
Driveway 1						
Left 5.7		Right 5.8		U-Turn 5.9	App Total	Int Total
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0</		

Classified Turn Movement Count | | All Trucks (4-13)

Atlanta, GA

Site 5

Glenridge Dr (South)
Glenridge Dr (North)

Date

Wednesday, May 1, 2024

Weather

Fair
74°F
[Click here for Detailed Weather](#)

Driveway 1

Lat/Long

33.931957°, -84.365962°
[Click here for Map](#)



0700 - 0900 (Weekday 2h Session) (05-01-2024)
All Trucks (4-13)

TIME	Northbound					Southbound				
	Glenridge Dr (South)					Glenridge Dr (North)				
	Thru 5.1	Right 5.2		U-Turn 5.3	App Total	Left 5.4	Thru 5.5		U-Turn 5.6	App Total
0700 - 0715	1	0		0	1	0	0		0	0
0715 - 0730	1	0		0	1	0	2		0	2
0730 - 0745	1	0		0	1	0	1		0	1
0745 - 0800	2	0		0	2	0	0		0	0
Hourly Total	5	0		0	5	0	3		0	3
0800 - 0815	0	0		0	0	0	1		0	1
0815 - 0830	1	0		0	1	0	3		0	3
0830 - 0845	1	0		0	1	0	0		0	0
0845 - 0900	0	0		0	0	0	2		0	2
Hourly Total	2	0		0	2	0	6		0	6
Grand Total	7	0		0	7	0	9		0	9
Approach %	100.00	0.00		0.00	-	0.00	100.00		0.00	-
Intersection %	43.75	0.00		0.00	43.75	0.00	56.25		0.00	56.25

Westbound						
Driveway 1						
Left 5.7		Right 5.8		U-Turn 5.9	App Total	Int Total
0		0		0	0	1
0		0		0	0	3
0		0		0	0	2
0		0		0	0	2
0		0		0	0	8
0		0		0	0	1
0		0		0	0	4
0		0		0	0	1
0		0		0	0	2
0		0		0	0	8
0		0		0	0	16
0.00		0.00		0.00	-	
0.00		0.00		0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-01-2024)
All Trucks (4-13)

TIME	Northbound					Southbound				
	Glenridge Dr (South)					Glenridge Dr (North)				
	Thru 5.1	Right 5.2		U-Turn 5.3	App Total	Left 5.4	Thru 5.5		U-Turn 5.6	App Total
1600 - 1615	1	0		0	1	0	4		0	4
1615 - 1630	0	0		0	0	0	1		0	1
1630 - 1645	3	0		0	3	0	0		0	0
1645 - 1700	0	0		0	0	0	0		0	0
Hourly Total	4	0		0	4	0	5		0	5
1700 - 1715	0	0		0	0	0	0		0	0
1715 - 1730	0	0		0	0	0	0		0	0
1730 - 1745	0	0		0	0	0	0		0	0
1745 - 1800	0	0		0	0	0	1		0	1
Hourly Total	0	0		0	0	0	1		0	1
Grand Total	4	0		0	4	0	6		0	6
Approach %	100.00	0.00		0.00	-	0.00	100.00		0.00	-
Intersection %	40.00	0.00		0.00	40.00	0.00	60.00		0.00	60.00

Westbound						
Driveway 1						
Left 5.7		Right 5.8		U-Turn 5.9	App Total	Int Total
0		0		0	0	5
0		0		0	0	1
0		0		0	0	3
0		0		0	0	0
0		0		0	0	9
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	1
0		0		0	0	1
0		0		0	0	10
0.00		0.00		0.00	-	
0.00		0.00		0.00	0.00	

Crosswalk Counts | | Pedestrians

Atlanta, GA

Site 5
Glenridge Dr (South)
Glenridge Dr (North)

Driveway 1

Date
Wednesday, May 1, 2024

Lat/Long
33.931957°, -84.365962°
[Click here for Map](#)

Weather
Fair
74°F
[Click here for Detailed Weather](#)



0700 - 0900 (Weekday 2h Session) (05-01-2024)
Pedestrians

TIME	Northbound			Southbound			
	Glenridge Dr (South)			Glenridge Dr (North)			
	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total	
0700 - 0715	1	0	1	0	0	0	
0715 - 0730	0	0	0	1	0	1	
0730 - 0745	0	0	0	0	0	0	
0745 - 0800	0	0	0	0	0	0	
Hourly Total	1	0	1	1	0	1	
0800 - 0815	0	0	0	0	0	0	
0815 - 0830	0	0	0	0	0	0	
0830 - 0845	0	0	0	0	0	0	
0845 - 0900	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	
Grand Total	1	0	1	1	0	1	
Approach %	100.00	0.00	-	100.00	0.00	-	
Intersection %	14.29	0.00	14.29	14.29	0.00	14.29	

Westbound				
Driveway 1				
NB 5g	SB 5h		App Total	Int Total
1	0		1	2
0	1		1	2
0	0		0	0
0	0		0	0
1	1		2	4
0	0		0	0
1	0		1	1
1	1		2	2
0	0		0	0
2	1		3	3
3	2		5	7
60.00	40.00		-	
42.86	28.57		71.43	

1600 - 1800 (Weekday 2h Session) (05-01-2024)
Pedestrians

TIME	Northbound			Southbound			
	Glenridge Dr (South)			Glenridge Dr (North)			
	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total	
1600 - 1615	0	0	0	0	0	0	
1615 - 1630	0	0	0	0	0	0	
1630 - 1645	0	0	0	0	0	0	
1645 - 1700	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	
1700 - 1715	0	0	0	0	0	0	
1715 - 1730	0	0	0	0	0	0	
1730 - 1745	0	0	0	0	0	0	
1745 - 1800	0	0	0	1	0	1	
Hourly Total	0	0	0	1	0	1	
Grand Total	0	0	0	1	0	1	
Approach %	0.00	0.00	-	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	20.00	0.00	20.00	

Westbound				
Driveway 1				
NB 5g	SB 5h		App Total	Int Total
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	3		3	3
0	1		1	2
0	4		4	5
0	4		4	5
0.00	100.00		-	
0.00	80.00		80.00	

Crosswalk Counts | | Bikes

Atlanta, GA

Site 5
Glenridge Dr (South)
Glenridge Dr (North)

Driveway 1

Date
Wednesday, May 1, 2024

Lat/Long
33.931957°, -84.365962°
[Click here for Map](#)

Weather
Fair
74°F
[Click here for Detailed Weather](#)



0700 - 0900 (Weekday 2h Session) (05-01-2024)
Bikes

TIME	Northbound			Southbound			
	Glenridge Dr (South)			Glenridge Dr (North)			
	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total	
0700 - 0715	0	0	0	0	0	0	
0715 - 0730	0	0	0	0	0	0	
0730 - 0745	0	0	0	0	0	0	
0745 - 0800	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	
0800 - 0815	0	0	0	0	0	0	
0815 - 0830	0	0	0	0	0	0	
0830 - 0845	0	0	0	0	0	0	
0845 - 0900	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	
Approach %	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	

Westbound				
Driveway 1				
NB 5g	SB 5h		App Total	Int Total
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0.00	0.00		-	
0.00	0.00		0.00	

1600 - 1800 (Weekday 2h Session) (05-01-2024)
Bikes

TIME	Northbound			Southbound			
	Glenridge Dr (South)			Glenridge Dr (North)			
	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total	
1600 - 1615	0	0	0	0	0	0	
1615 - 1630	0	0	0	0	0	0	
1630 - 1645	0	0	0	0	0	0	
1645 - 1700	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	
1700 - 1715	0	0	0	0	0	0	
1715 - 1730	0	0	0	0	0	0	
1730 - 1745	0	0	0	0	0	0	
1745 - 1800	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	
Approach %	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	

Westbound				
Driveway 1				
NB 5g	SB 5h		App Total	Int Total
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0.00	0.00		-	
0.00	0.00		0.00	

Crosswalk Counts | | Motorized Vehicles

Atlanta, GA

Site 5
Glenridge Dr (South)
Glenridge Dr (North)

Driveway 1

Date
Wednesday, May 1, 2024

Lat/Long
33.931957°, -84.365962°
[Click here for Map](#)

Weather
Fair
74°F
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0700 - 0900 (Weekday 2h Session) (05-01-2024)
Motorized Vehicles

TIME	Northbound			Southbound			
	Glenridge Dr (South)			Glenridge Dr (North)			
	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total	
0700 - 0715	0	0	0	0	0	0	
0715 - 0730	0	0	0	0	0	0	
0730 - 0745	0	0	0	0	0	0	
0745 - 0800	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	
0800 - 0815	0	0	0	0	0	0	
0815 - 0830	0	0	0	0	0	0	
0830 - 0845	0	0	0	0	0	0	
0845 - 0900	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	
Approach %	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	

Westbound				
Driveway 1				
NB 5g	SB 5h		App Total	Int Total
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0.00	0.00		-	
0.00	0.00		0.00	

1600 - 1800 (Weekday 2h Session) (05-01-2024)
Motorized Vehicles

TIME	Northbound			Southbound			
	Glenridge Dr (South)			Glenridge Dr (North)			
	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total	
1600 - 1615	0	0	0	0	0	0	
1615 - 1630	0	0	0	0	0	0	
1630 - 1645	0	0	0	0	0	0	
1645 - 1700	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	
1700 - 1715	0	0	0	0	0	0	
1715 - 1730	0	0	0	0	0	0	
1730 - 1745	0	0	0	0	0	0	
1745 - 1800	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	
Approach %	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	

Westbound				
Driveway 1				
NB 5g	SB 5h		App Total	Int Total
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0.00	0.00		-	
0.00	0.00		0.00	

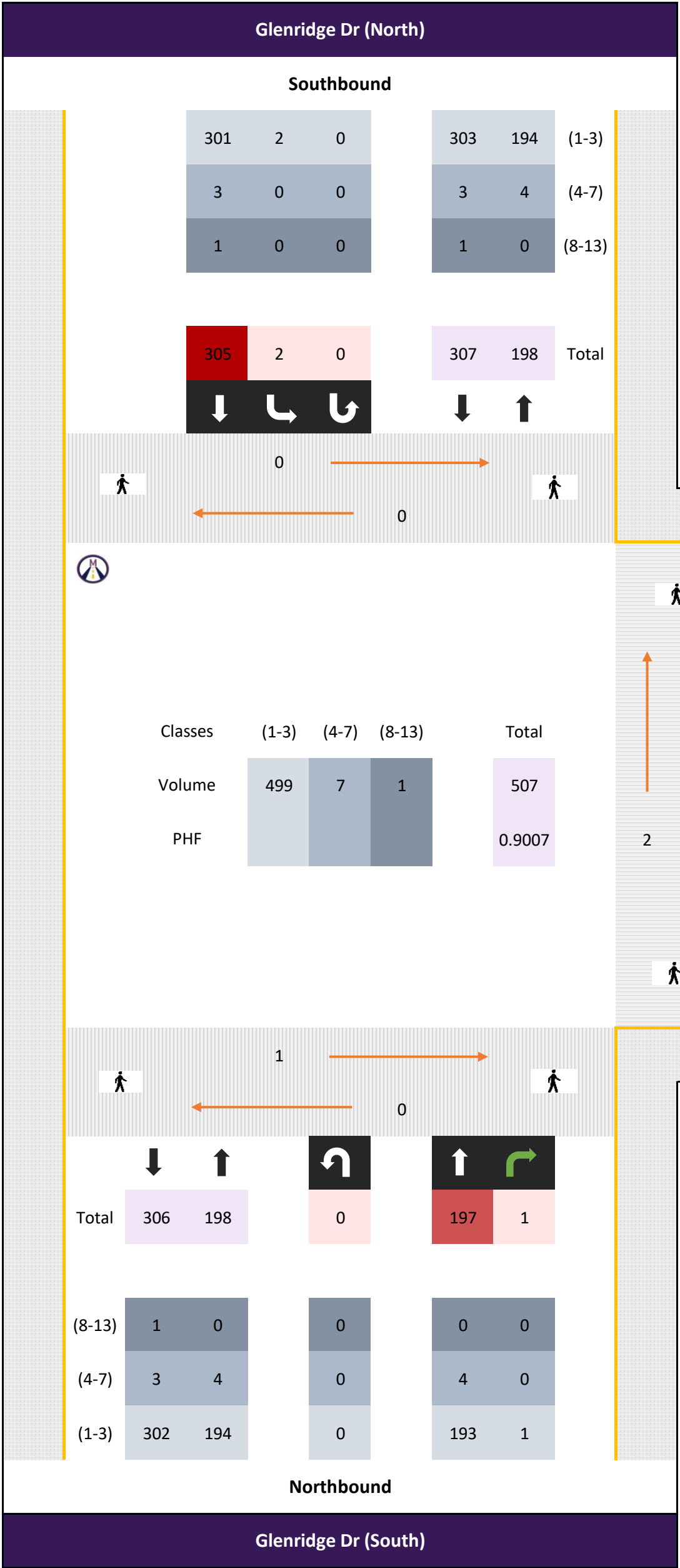
Start Date: 5/1/2024

Start Date: 5/1/2024		Eastbound			Driveway 1 Westbound			Glenridge Dr (South) Northbound			Glenridge Dr (North) Southbound			Total
Time		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
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	0	0	0	0	0	0	25	0	0	46	0	71
07:15 AM - 07:30 AM		0	0	0	0	0	2	0	31	0	1	62	0	96
07:30 AM - 07:45 AM		0	0	0	0	0	0	0	35	0	1	79	0	115
07:45 AM - 08:00 AM		0	0	0	0	0	0	0	45	0	2	74	0	121
08:00 AM - 08:15 AM		0	0	0	0	0	0	0	57	0	3	83	0	143
08:15 AM - 08:30 AM		0	0	0	0	0	0	0	48	0	1	78	0	127
08:30 AM - 08:45 AM		0	0	0	0	0	0	0	48	0	3	72	0	123
08:45 AM - 09:00 AM		0	0	0	0	0	0	0	38	1	0	75	0	114
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	0	0	1	0	0	0	85	1	1	76	0	164
04:15 PM - 04:30 PM		0	0	0	0	0	0	0	77	1	0	73	0	151
04:30 PM - 04:45 PM		0	0	0	0	0	0	0	102	0	1	69	0	172
04:45 PM - 05:00 PM		0	0	0	0	0	0	0	87	1	1	92	0	181
05:00 PM - 05:15 PM		0	0	0	0	0	1	0	87	0	0	100	0	188
05:15 PM - 05:30 PM		0	0	0	0	0	1	0	85	0	1	101	0	188
05:30 PM - 05:45 PM		0	0	0	0	0	0	0	90	0	1	99	0	190
05:45 PM - 06:00 PM		0	0	0	0	0	0	0	61	0	1	69	0	131
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

Atlanta, GA



* the Peak Hour Diagram does not include Bikes



All vehicles

	Northbound						Southbound												Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)												Driveway 2						
		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	
Time																									
0745 - 0800	-	45	0	-	0	45	0	74	-	-	0	74	-	-	-	-	-	0	0	-	1	-	0	1	120
0800 - 0815	-	57	1	-	0	58	1	82	-	-	0	83	-	-	-	-	-	0	0	-	0	-	0	0	141
0815 - 0830	-	49	0	-	0	49	1	77	-	-	0	78	-	-	-	-	-	0	0	-	0	-	0	0	127
0830 - 0845	-	47	0	-	0	47	0	72	-	-	0	72	-	-	-	-	-	0	1	-	0	-	0	1	120
Total	0	198	1	0	0	199	2	305	0	0	0	307	0	0	0	0	0	0	1	0	1	0	0	2	508
Approach %	0.00	99.50	0.50	0.00	0.00	-	0.65	99.35	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	50.00	0.00	50.00	0.00	0.00	-	
PHF	0.00	0.87	0.25	0.00	0.00	0.86	0.50	0.93	0.00	0.00	0.00	0.92	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.50	0.90

Passenger Vehicles (1-3)

	Northbound						Southbound												Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)												Driveway 2						
		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	
Time	-	43	0	-	0	43	0	74	-	-	0	74	-	-	-	-	-	0	0	-	1	-	0	1	
0745 - 0800	-	43	0	-	0	43	0	74	-	-	0	74	-	-	-	-	-	0	0	-	1	-	0	1	
0800 - 0815	-	56	1	-	0	57	1	81	-	-	0	82	-	-	-	-	-	0	0	-	0	-	0	0	
0815 - 0830	-	48	0	-	0	48	1	74	-	-	0	75	-	-	-	-	-	0	0	-	0	-	0	0	
0830 - 0845	-	46	0	-	0	46	0	72	-	-	0	72	-	-	-	-	-	0	1	-	0	-	0	1	
Total	0	193	1	0	0	194	2	301	0	0	0	303	0	0	0	0	0	0	1	0	1	0	0	2	
Approach %	0.00	99.48	0.52	0.00	0.00	-	0.66	99.34	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	50.00	0.00	50.00	0.00	0.00	-	
PHF	0.00	0.86	0.25	0.00	0.00	0.85	0.50	0.93	0.00	0.00	0.00	0.92	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.50	

Single Unit Trucks (4-7)

	Northbound						Southbound												Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)												Driveway 2						
		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	
Time	-	2	0	-	0	2	0	0	-	-	0	0	-	-	-	-	-	0	0	-	0	-	0	0	2
0745 - 0800	-	0	0	-	0	0	0	0	1	-	-	0	0	1	-	-	-	0	0	-	0	-	0	0	1
0800 - 0815	-	1	0	-	0	1	0	2	-	-	0	2	-	-	-	-	-	0	0	-	0	-	0	0	3
0815 - 0830	-	1	0	-	0	1	0	0	-	-	0	0	-	-	-	-	-	0	0	-	0	-	0	0	1
0830 - 0845	-	0	0	-	0	0	0	0	1	-	-	0	0	1	-	-	-	0	0	-	0	-	0	0	2
	0	4	0	0	0	4	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	7
Total	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
Approach %	0.00	0.50	0.00	0.00	0.00	0.50	0.00	0.38	0.00	0.00	0.00	0.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.58
PHF																									

Combination Trucks (8-13)

	Northbound						Southbound												Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)												Driveway 2						
		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	
Time																									
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	1	-	-	0	1	-	-	-	-	-	0	0	-	0	-	0	0	1
0830 - 0845	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	-	0	0	-	0	-	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25

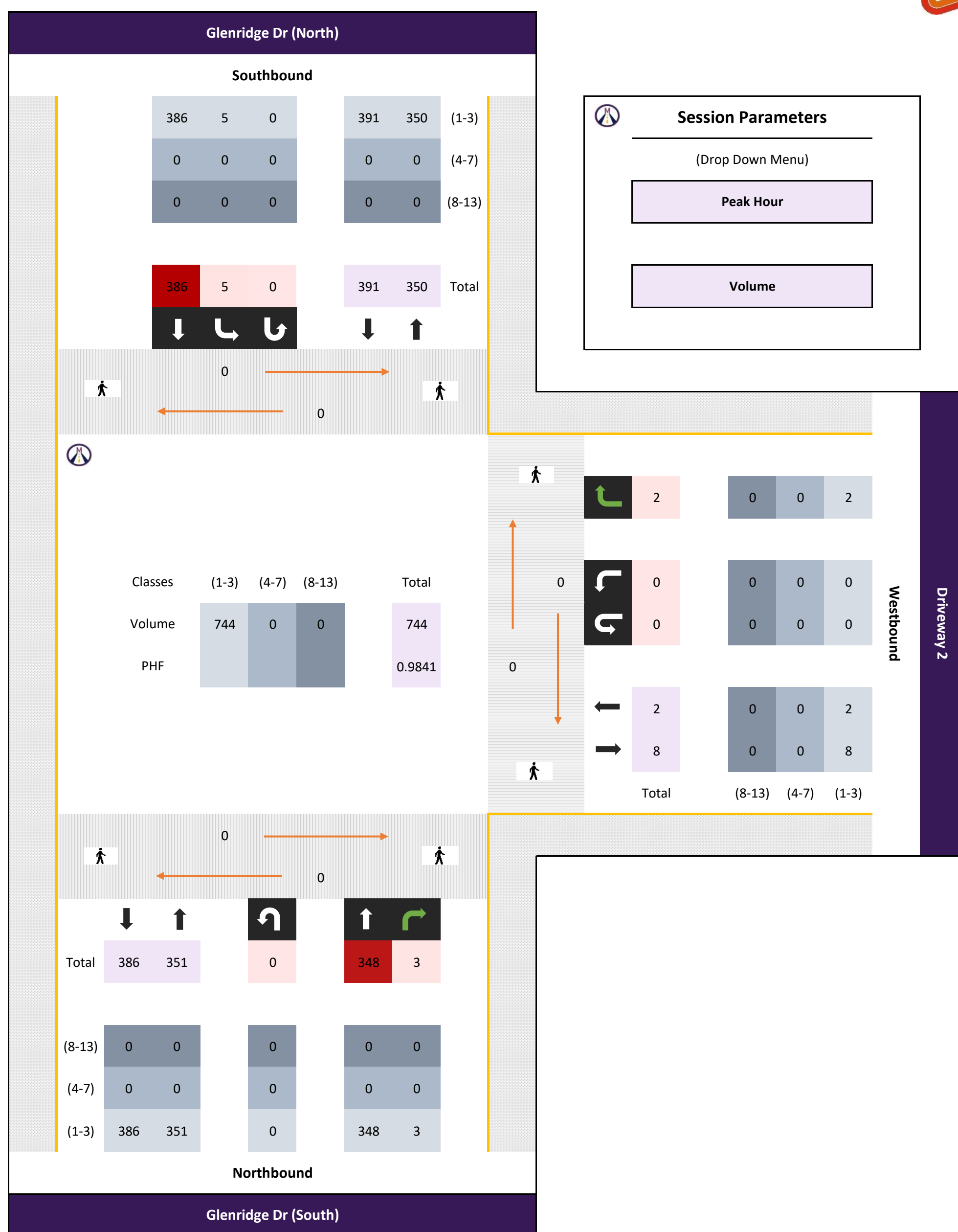
Bikes

	Northbound						Southbound												Westbound						
	Glenridge Dr (South)						Glenridge Dr (North)												Driveway 2						
		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	
Time	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	0	0	-	0	-	0	0	0	
0745 - 0800	-	1	0	-	0	1	0	0	-	-	0	0	-	-	-	-	0	0	-	0	-	0	0	1	
0800 - 0815	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	0	0	-	0	-	0	0	0	
0815 - 0830	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	0	0	-	0	-	0	0	0	
0830 - 0845	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	0	0	-	0	-	0	0	0	
Total	0	1	0	0	0	1	0	0	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	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	

Atlanta, GA



* the Peak Hour Diagram does not include Bikes



All vehicles

Time	Northbound						Southbound												Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)												Driveway 2						
		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	
1645 - 1700	-	88	1	-	0	89	0	92	-	-	0	92	-	-	-	-	-	0	0	-	0	-	0	0	181
1700 - 1715	-	86	0	-	0	86	2	99	-	-	0	101	-	-	-	-	-	0	0	-	0	-	0	0	187
1715 - 1730	-	86	1	-	0	87	1	98	-	-	0	99	-	-	-	-	-	0	0	-	1	-	0	1	187
1730 - 1745	-	88	1	-	0	89	2	97	-	-	0	99	-	-	-	-	-	0	0	-	1	-	0	1	189
Total	0	348	3	0	0	351	5	386	0	0	0	391	0	0	0	0	0	0	0	0	2	0	0	2	744
Approach %	0.00	99.15	0.85	0.00	0.00	-	1.28	98.72	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.99	0.75	0.00	0.00	0.99	0.63	0.97	0.00	0.00	0.00	0.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.50	0.98

Passenger Vehicles (1-3)

	Northbound						Southbound												Westbound						Int
	Glenridge Dr (South)						Glenridge Dr (North)												Driveway 2						
		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	
Time	-	88	1	-	0	89	0	92	-	-	0	92	-	-	-	-	-	0	0	-	0	-	0	0	181
1645 - 1700	-	88	1	-	0	89	0	92	-	-	0	92	-	-	-	-	-	0	0	-	0	-	0	0	181
1700 - 1715	-	86	0	-	0	86	2	99	-	-	0	101	-	-	-	-	-	0	0	-	0	-	0	0	187
1715 - 1730	-	86	1	-	0	87	1	98	-	-	0	99	-	-	-	-	-	0	0	-	1	-	0	1	187
1730 - 1745	-	88	1	-	0	89	2	97	-	-	0	99	-	-	-	-	-	0	0	-	1	-	0	1	189
Total	0	348	3	0	0	351	5	386	0	0	0	391	0	0	0	0	0	0	0	0	2	0	0	2	744
Approach %	0.00	99.15	0.85	0.00	0.00	-	1.28	98.72	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.99	0.75	0.00	0.00	0.99	0.63	0.97	0.00	0.00	0.00	0.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.50	0.98

Single Unit Trucks (4-7)

Time	Northbound						Southbound												Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)												Driveway 2						
		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	
1645 - 1700	-	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
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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Combination Trucks (8-13)

Time	Northbound						Southbound						Westbound						Int Total					
	Glenridge Dr (South)						Glenridge Dr (North)						Driveway 2											
		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
1645 - 1700	-	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
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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Bikes

Time	Northbound						Southbound												Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)												Driveway 2						
		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	
1645 - 1700	-	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
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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Classified Turn Movement Count | | All vehicles

Atlanta, GA

Site 6



Glenridge Dr (South)
Glenridge Dr (North)

Date

Wednesday, May 1, 2024

Weather

Fair
74°F
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Driveway 2

Lat/Long

33.921377°, -84.365925°
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0700 - 0900 (Weekday 2h Session) (05-01-2024)

All vehicles

TIME	Northbound					Southbound				
	Glenridge Dr (South)					Glenridge Dr (North)				
	Thru 6.1	Right 6.2		U-Turn 6.3	App Total	Left 6.4	Thru 6.5		U-Turn 6.6	App Total
0700 - 0715	25	0		0	25	0	46		0	46
0715 - 0730	30	1		0	31	0	62		0	62
0730 - 0745	35	0		0	35	0	79		0	79
0745 - 0800	45	0		0	45	0	74		0	74
Hourly Total	135	1		0	136	0	261		0	261
0800 - 0815	57	1		0	58	1	82		0	83
0815 - 0830	49	0		0	49	1	77		0	78
0830 - 0845	47	0		0	47	0	72		0	72
0845 - 0900	39	0		0	39	2	73		0	75
Hourly Total	192	1		0	193	4	304		0	308
Grand Total	327	2		0	329	4	565		0	569
Approach %	99.39	0.61		0.00	-	0.70	99.30		0.00	-
Intersection %	36.17	0.22		0.00	36.39	0.44	62.50		0.00	62.94
Heavy Vehicle %	2	0		-	2	0	2		-	2
PHF	0.87	0.25		0.00	0.86	0.50	0.93		0.00	0.92

Westbound						
Driveway 2						
Left 6.7		Right 6.8		U-Turn 6.9	App Total	Int Total
0		0		0	0	71
4		0		0	4	97
0		0		0	0	114
0		1		0	1	120
4		1		0	5	402
0		0		0	0	141
0		0		0	0	127
1		0		0	1	120
0		0		0	0	114
1		0		0	1	502
5		1		0	6	904
83.33		16.67		0.00	-	
0.55		0.11		0.00	0.66	
0		0		-	0	2
0.25		0.25		0.00	0.50	0.90

1600 - 1800 (Weekday 2h Session) (05-01-2024)

All vehicles

TIME	Northbound					Southbound				
	Glenridge Dr (South)					Glenridge Dr (North)				
	Thru 6.1	Right 6.2		U-Turn 6.3	App Total	Left 6.4	Thru 6.5		U-Turn 6.6	App Total
1600 - 1615	84	2		0	86	0	77		0	77
1615 - 1630	78	1		0	79	1	71		0	72
1630 - 1645	104	0		0	104	1	69		0	70
1645 - 1700	88	1		0	89	0	92		0	92
Hourly Total	354	4		0	358	2	309		0	311
1700 - 1715	86	0		0	86	2	99		0	101
1715 - 1730	86	1		0	87	1	98		0	99
1730 - 1745	88	1		0	89	2	97		0	99
1745 - 1800	61	2		0	63	1	69		0	70
Hourly Total	321	4		0	325	6	363		0	369
Grand Total	675	8		0	683	8	672		0	680
Approach %	98.83	1.17		0.00	-	1.18	98.82		0.00	-
Intersection %	49.41	0.59		0.00	50.00	0.59	49.19		0.00	49.78
Heavy Vehicle %	1	0		-	1	0	1		-	1
PHF	0.99	0.75		0.00	0.99	0.63	0.97		0.00	0.97

Westbound						
Driveway 2						
Left 6.7		Right 6.8		U-Turn 6.9	App Total	Int Total
1		0		0	1	164
0		0		0	0	151
0		0		0	0	174
0		0		0	0	181
1		0		0	1	670
0		0		0	0	187
0		1		0	1	187
0		1		0	1	189
0		0		0	0	133
0		2		0	2	696
1		2		0	3	1366
33.33		66.67		0.00	-	
0.07		0.15		0.00	0.22	
0		0		-	0	1
0.00		0.50		0.00	0.50	0.98

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

Atlanta, GA

Site 6



Glenridge Dr (South)
Glenridge Dr (North)

Date

Wednesday, May 1, 2024

Weather

Fair
74°F
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Driveway 2

Lat/Long

33.921377°, -84.365925°
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0700 - 0900 (Weekday 2h Session) (05-01-2024)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound				
	Glenridge Dr (South)					Glenridge Dr (North)				
	Thru 6.1	Right 6.2		U-Turn 6.3	App Total	Left 6.4	Thru 6.5		U-Turn 6.6	App Total
0700 - 0715	24	0		0	24	0	46		0	46
0715 - 0730	29	1		0	30	0	60		0	60
0730 - 0745	34	0		0	34	0	78		0	78
0745 - 0800	43	0		0	43	0	74		0	74
Hourly Total	130	1		0	131	0	258		0	258
0800 - 0815	56	1		0	57	1	81		0	82
0815 - 0830	48	0		0	48	1	74		0	75
0830 - 0845	46	0		0	46	0	72		0	72
0845 - 0900	39	0		0	39	2	71		0	73
Hourly Total	189	1		0	190	4	298		0	302
Grand Total	319	2		0	321	4	556		0	560
Approach %	99.38	0.62		0.00	-	0.71	99.29		0.00	-
Intersection %	35.96	0.23		0.00	36.19	0.45	62.68		0.00	63.13

Westbound					
Driveway 2					
Left 6.7		Right 6.8		U-Turn 6.9	App Total
0		0		0	0
4		0		0	4
0		0		0	0
0		1		0	1
4		1		0	5
0		0		0	0
0		0		0	0
1		0		0	1
0		0		0	0
1		0		0	1
5		1		0	6
83.33		16.67		0.00	-
0.56		0.11		0.00	0.68

1600 - 1800 (Weekday 2h Session) (05-01-2024)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound				
	Glenridge Dr (South)					Glenridge Dr (North)				
	Thru 6.1	Right 6.2		U-Turn 6.3	App Total	Left 6.4	Thru 6.5		U-Turn 6.6	App Total
1600 - 1615	83	2		0	85	0	73		0	73
1615 - 1630	78	1		0	79	1	70		0	71
1630 - 1645	101	0		0	101	1	69		0	70
1645 - 1700	88	1		0	89	0	92		0	92
Hourly Total	350	4		0	354	2	304		0	306
1700 - 1715	86	0		0	86	2	99		0	101
1715 - 1730	86	1		0	87	1	98		0	99
1730 - 1745	88	1		0	89	2	97		0	99
1745 - 1800	61	2		0	63	1	68		0	69
Hourly Total	321	4		0	325	6	362		0	368
Grand Total	671	8		0	679	8	666		0	674
Approach %	98.82	1.18		0.00	-	1.19	98.81		0.00	-
Intersection %	49.48	0.59		0.00	50.07	0.59	49.12		0.00	49.71

Westbound					
Driveway 2					
Left 6.7		Right 6.8		U-Turn 6.9	App Total
1		0		0	1
0		0		0	0
0		0		0	0
0		0		0	0
1		0		0	1
0		0		0	0
0		1		0	1
0		1		0	1
0		0		0	0
0		2		0	2
1		2		0	3
33.33		66.67		0.00	-
0.07		0.15		0.00	0.22

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

Atlanta, GA

Site 6



Glenridge Dr (South)
Glenridge Dr (North)

Driveway 2

Date

Wednesday, May 1, 2024

Lat/Long

33.921377°, -84.365925°
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Weather

Fair
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0700 - 0900 (Weekday 2h Session) (05-01-2024)
Single Unit Trucks (4-7)

TIME	Northbound					Southbound				
	Glenridge Dr (South)					Glenridge Dr (North)				
	Thru 6.1	Right 6.2		U-Turn 6.3	App Total	Left 6.4	Thru 6.5		U-Turn 6.6	App Total
0700 - 0715	1	0		0	1	0	0		0	0
0715 - 0730	1	0		0	1	0	1		0	1
0730 - 0745	1	0		0	1	0	1		0	1
0745 - 0800	2	0		0	2	0	0		0	0
Hourly Total	5	0		0	5	0	2		0	2
0800 - 0815	0	0		0	0	0	1		0	1
0815 - 0830	1	0		0	1	0	2		0	2
0830 - 0845	1	0		0	1	0	0		0	0
0845 - 0900	0	0		0	0	0	1		0	1
Hourly Total	2	0		0	2	0	4		0	4
Grand Total	7	0		0	7	0	6		0	6
Approach %	100.00	0.00		0.00	-	0.00	100.00		0.00	-
Intersection %	53.85	0.00		0.00	53.85	0.00	46.15		0.00	46.15

Westbound						Int Total
Driveway 2						
Left 6.7		Right 6.8		U-Turn 6.9	App Total	
0		0		0	0	1
0		0		0	0	2
0		0		0	0	2
0		0		0	0	2
0		0		0	0	7
0		0		0	0	1
0		0		0	0	3
0		0		0	0	1
0		0		0	0	1
0		0		0	0	6
0		0		0	0	13
0.00		0.00		0.00	-	
0.00		0.00		0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-01-2024)
Single Unit Trucks (4-7)

TIME	Northbound					Southbound				
	Glenridge Dr (South)					Glenridge Dr (North)				
	Thru 6.1	Right 6.2		U-Turn 6.3	App Total	Left 6.4	Thru 6.5		U-Turn 6.6	App Total
1600 - 1615	1	0		0	1	0	4		0	4
1615 - 1630	0	0		0	0	0	1		0	1
1630 - 1645	3	0		0	3	0	0		0	0
1645 - 1700	0	0		0	0	0	0		0	0
Hourly Total	4	0		0	4	0	5		0	5
1700 - 1715	0	0		0	0	0	0		0	0
1715 - 1730	0	0		0	0	0	0		0	0
1730 - 1745	0	0		0	0	0	0		0	0
1745 - 1800	0	0		0	0	0	1		0	1
Hourly Total	0	0		0	0	0	1		0	1
Grand Total	4	0		0	4	0	6		0	6
Approach %	100.00	0.00		0.00	-	0.00	100.00		0.00	-
Intersection %	40.00	0.00		0.00	40.00	0.00	60.00		0.00	60.00

Westbound						Int Total
Driveway 2						
Left 6.7		Right 6.8		U-Turn 6.9	App Total	
0		0		0	0	5
0		0		0	0	1
0		0		0	0	3
0		0		0	0	0
0		0		0	0	9
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	1
0		0		0	0	1
0		0		0	0	10
0.00		0.00		0.00	-	
0.00		0.00		0.00	0.00	

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

Atlanta, GA

Site 6



Glenridge Dr (South)
Glenridge Dr (North)

Driveway 2

Date

Wednesday, May 1, 2024

Lat/Long

33.921377°, -84.365925°
[Click here for Map](#)

Weather

Fair
74°F
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0700 - 0900 (Weekday 2h Session) (05-01-2024)
Combination Trucks (8-13)

TIME	Northbound					Southbound				
	Glenridge Dr (South)					Glenridge Dr (North)				
	Thru 6.1	Right 6.2		U-Turn 6.3	App Total	Left 6.4	Thru 6.5		U-Turn 6.6	App Total
0700 - 0715	0	0		0	0	0	0		0	0
0715 - 0730	0	0		0	0	0	1		0	1
0730 - 0745	0	0		0	0	0	0		0	0
0745 - 0800	0	0		0	0	0	0		0	0
Hourly Total	0	0		0	0	0	1		0	1
0800 - 0815	0	0		0	0	0	0		0	0
0815 - 0830	0	0		0	0	0	1		0	1
0830 - 0845	0	0		0	0	0	0		0	0
0845 - 0900	0	0		0	0	0	1		0	1
Hourly Total	0	0		0	0	0	2		0	2
Grand Total	0	0		0	0	0	3		0	3
Approach %	0.00	0.00		0.00	-	0.00	100.00		0.00	-
Intersection %	0.00	0.00		0.00	0.00	0.00	100.00		0.00	100.00

Westbound						
Driveway 2						
Left 6.7		Right 6.8		U-Turn 6.9	App Total	Int Total
0		0		0	0	0
0		0		0	0	1
0		0		0	0	0
0		0		0	0	0
0		0		0	0	1
0		0		0	0	0
0		0		0	0	1
0		0		0	0	2
0		0		0	0	3
0.00		0.00		0.00	-	
0.00		0.00		0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-01-2024)
Combination Trucks (8-13)

TIME	Northbound					Southbound				
	Glenridge Dr (South)					Glenridge Dr (North)				
	Thru 6.1	Right 6.2		U-Turn 6.3	App Total	Left 6.4	Thru 6.5		U-Turn 6.6	App Total
1600 - 1615	0	0		0	0	0	0		0	0
1615 - 1630	0	0		0	0	0	0		0	0
1630 - 1645	0	0		0	0	0	0		0	0
1645 - 1700	0	0		0	0	0	0		0	0
Hourly Total	0	0		0	0	0	0		0	0
1700 - 1715	0	0		0	0	0	0		0	0
1715 - 1730	0	0		0	0	0	0		0	0
1730 - 1745	0	0		0	0	0	0		0	0
1745 - 1800	0	0		0	0	0	0		0	0
Hourly Total	0	0		0	0	0	0		0	0
Grand Total	0	0		0	0	0	0		0	0
Approach %	0.00	0.00		0.00	-	0.00	0.00		0.00	-
Intersection %	0.00	0.00		0.00	0.00	0.00	0.00		0.00	0.00

Westbound						
Driveway 2						
Left 6.7		Right 6.8		U-Turn 6.9	App Total	Int Total
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	

Classified Turn Movement Count || Bikes

Atlanta, GA

Site 6



Glenridge Dr (South)
Glenridge Dr (North)

Driveway 2

Date

Wednesday, May 1, 2024

Lat/Long

33.921377°, -84.365925°
[Click here for Map](#)

Weather

Fair
74°F
[Click here for Detailed Weather](#)

0700 - 0900 (Weekday 2h Session) (05-01-2024)

Bikes

TIME	Northbound					Southbound				
	Glenridge Dr (South)					Glenridge Dr (North)				
	Thru 6.1	Right 6.2		U-Turn 6.3	App Total	Left 6.4	Thru 6.5		U-Turn 6.6	App Total
0700 - 0715	0	0		0	0	0	0		0	0
0715 - 0730	0	0		0	0	0	0		0	0
0730 - 0745	0	0		0	0	0	0		0	0
0745 - 0800	0	0		0	0	0	0		0	0
Hourly Total	0	0		0	0	0	0		0	0
0800 - 0815	1	0		0	1	0	0		0	0
0815 - 0830	0	0		0	0	0	0		0	0
0830 - 0845	0	0		0	0	0	0		0	0
0845 - 0900	0	0		0	0	0	0		0	0
Hourly Total	1	0		0	1	0	0		0	0
Grand Total	1	0		0	1	0	0		0	0
Approach %	100.00	0.00		0.00	-	0.00	0.00		0.00	-
Intersection %	100.00	0.00		0.00	100.00	0.00	0.00		0.00	0.00

Westbound						
Driveway 2						
Left 6.7		Right 6.8		U-Turn 6.9	App Total	Int Total
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	1
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	1
0		0		0	0	1
0		0		0	0	1
0.00		0.00		0.00	-	
0.00		0.00		0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-01-2024)

Bikes

TIME	Northbound					Southbound				
	Glenridge Dr (South)					Glenridge Dr (North)				
	Thru 6.1	Right 6.2		U-Turn 6.3	App Total	Left 6.4	Thru 6.5		U-Turn 6.6	App Total
1600 - 1615	0	0		0	0	0	0		0	0
1615 - 1630	0	0		0	0	0	0		0	0
1630 - 1645	0	0		0	0	0	0		0	0
1645 - 1700	0	0		0	0	0	0		0	0
Hourly Total	0	0		0	0	0	0		0	0
1700 - 1715	0	0		0	0	0	0		0	0
1715 - 1730	0	0		0	0	0	0		0	0
1730 - 1745	0	0		0	0	0	0		0	0
1745 - 1800	0	0		0	0	0	0		0	0
Hourly Total	0	0		0	0	0	0		0	0
Grand Total	0	0		0	0	0	0		0	0
Approach %	0.00	0.00		0.00	-	0.00	0.00		0.00	-
Intersection %	0.00	0.00		0.00	0.00	0.00	0.00		0.00	0.00

Westbound						
Driveway 2						
Left 6.7		Right 6.8		U-Turn 6.9	App Total	Int Total
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	

Classified Turn Movement Count | | All Trucks (4-13)

Atlanta, GA

Site 6



Glenridge Dr (South)
Glenridge Dr (North)

Driveway 2

Date

Wednesday, May 1, 2024

Lat/Long

33.921377°, -84.365925°
[Click here for Map](#)

Weather

Fair
74°F
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0700 - 0900 (Weekday 2h Session) (05-01-2024)
All Trucks (4-13)

TIME	Northbound					Southbound				
	Glenridge Dr (South)					Glenridge Dr (North)				
	Thru 6.1	Right 6.2		U-Turn 6.3	App Total	Left 6.4	Thru 6.5		U-Turn 6.6	App Total
0700 - 0715	1	0		0	1	0	0		0	0
0715 - 0730	1	0		0	1	0	2		0	2
0730 - 0745	1	0		0	1	0	1		0	1
0745 - 0800	2	0		0	2	0	0		0	0
Hourly Total	5	0		0	5	0	3		0	3
0800 - 0815	0	0		0	0	0	1		0	1
0815 - 0830	1	0		0	1	0	3		0	3
0830 - 0845	1	0		0	1	0	0		0	0
0845 - 0900	0	0		0	0	0	2		0	2
Hourly Total	2	0		0	2	0	6		0	6
Grand Total	7	0		0	7	0	9		0	9
Approach %	100.00	0.00		0.00	-	0.00	100.00		0.00	-
Intersection %	43.75	0.00		0.00	43.75	0.00	56.25		0.00	56.25

Westbound						
Driveway 2						
Left 6.7		Right 6.8		U-Turn 6.9	App Total	Int Total
0		0		0	0	1
0		0		0	0	3
0		0		0	0	2
0		0		0	0	2
0		0		0	0	8
0		0		0	0	1
0		0		0	0	4
0		0		0	0	1
0		0		0	0	2
0		0		0	0	8
0		0		0	0	16
0.00		0.00		0.00	-	
0.00		0.00		0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-01-2024)
All Trucks (4-13)

TIME	Northbound					Southbound				
	Glenridge Dr (South)					Glenridge Dr (North)				
	Thru 6.1	Right 6.2		U-Turn 6.3	App Total	Left 6.4	Thru 6.5		U-Turn 6.6	App Total
1600 - 1615	1	0		0	1	0	4		0	4
1615 - 1630	0	0		0	0	0	1		0	1
1630 - 1645	3	0		0	3	0	0		0	0
1645 - 1700	0	0		0	0	0	0		0	0
Hourly Total	4	0		0	4	0	5		0	5
1700 - 1715	0	0		0	0	0	0		0	0
1715 - 1730	0	0		0	0	0	0		0	0
1730 - 1745	0	0		0	0	0	0		0	0
1745 - 1800	0	0		0	0	0	1		0	1
Hourly Total	0	0		0	0	0	1		0	1
Grand Total	4	0		0	4	0	6		0	6
Approach %	100.00	0.00		0.00	-	0.00	100.00		0.00	-
Intersection %	40.00	0.00		0.00	40.00	0.00	60.00		0.00	60.00

Westbound						
Driveway 2						
Left 6.7		Right 6.8		U-Turn 6.9	App Total	Int Total
0		0		0	0	5
0		0		0	0	1
0		0		0	0	3
0		0		0	0	0
0		0		0	0	9
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	1
0		0		0	0	1
0		0		0	0	10
0.00		0.00		0.00	-	
0.00		0.00		0.00	0.00	

Crosswalk Counts | | Pedestrians

Atlanta, GA

Site 6
Glenridge Dr (South)
Glenridge Dr (North)

Driveway 2

Date
Wednesday, May 1, 2024

Lat/Long
33.921377°, -84.365925°
[Click here for Map](#)

Weather
Fair
74°F
[Click here for Detailed Weather](#)



0700 - 0900 (Weekday 2h Session) (05-01-2024)
Pedestrians

TIME	Northbound			Southbound			
	Glenridge Dr (South)			Glenridge Dr (North)			
	EB 6a	WB 6b	App Total	EB 6c	WB 6d	App Total	
0700 - 0715	0	0	0	0	0	0	
0715 - 0730	0	0	0	0	0	0	
0730 - 0745	0	0	0	0	0	0	
0745 - 0800	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	
0800 - 0815	0	0	0	0	0	0	
0815 - 0830	1	0	1	0	0	0	
0830 - 0845	0	0	0	0	0	0	
0845 - 0900	0	0	0	0	0	0	
Hourly Total	1	0	1	0	0	0	
Grand Total	1	0	1	0	0	0	
Approach %	100.00	0.00	-	0.00	0.00	-	
Intersection %	25.00	0.00	25.00	0.00	0.00	0.00	

Westbound				
Driveway 2				
NB 6g	SB 6h		App Total	Int Total
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
1	0		1	2
1	1		2	2
0	0		0	0
2	1		3	4
2	1		3	4
66.67	33.33		-	
50.00	25.00		75.00	

1600 - 1800 (Weekday 2h Session) (05-01-2024)
Pedestrians

TIME	Northbound			Southbound			
	Glenridge Dr (South)			Glenridge Dr (North)			
	EB 6a	WB 6b	App Total	EB 6c	WB 6d	App Total	
1600 - 1615	0	0	0	0	0	0	
1615 - 1630	0	0	0	0	0	0	
1630 - 1645	0	0	0	0	0	0	
1645 - 1700	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	
1700 - 1715	0	0	0	0	0	0	
1715 - 1730	0	0	0	0	0	0	
1730 - 1745	0	0	0	0	0	0	
1745 - 1800	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	
Approach %	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	

Westbound				
Driveway 2				
NB 6g	SB 6h		App Total	Int Total
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	1		1	1
0	1		1	1
0	1		1	1
0.00	100.00		-	
0.00	100.00		100.00	

Crosswalk Counts | | Bikes

Atlanta, GA

Site 6
Glenridge Dr (South)
Glenridge Dr (North)

Driveway 2

Date
Wednesday, May 1, 2024

Lat/Long
33.921377°, -84.365925°
[Click here for Map](#)

Weather
Fair
74°F
[Click here for Detailed Weather](#)



0700 - 0900 (Weekday 2h Session) (05-01-2024)
Bikes

TIME	Northbound			Southbound			
	Glenridge Dr (South)			Glenridge Dr (North)			
	EB 6a	WB 6b	App Total	EB 6c	WB 6d	App Total	
0700 - 0715	0	0	0	0	0	0	
0715 - 0730	0	0	0	0	0	0	
0730 - 0745	0	0	0	0	0	0	
0745 - 0800	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	
0800 - 0815	0	0	0	0	0	0	
0815 - 0830	0	0	0	0	0	0	
0830 - 0845	0	0	0	0	0	0	
0845 - 0900	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	
Approach %	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	

Westbound				
Driveway 2				
NB 6g	SB 6h		App Total	Int Total
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0.00	0.00		-	
0.00	0.00		0.00	

1600 - 1800 (Weekday 2h Session) (05-01-2024)
Bikes

TIME	Northbound			Southbound			
	Glenridge Dr (South)			Glenridge Dr (North)			
	EB 6a	WB 6b	App Total	EB 6c	WB 6d	App Total	
1600 - 1615	0	0	0	0	0	0	
1615 - 1630	0	0	0	0	0	0	
1630 - 1645	0	0	0	0	0	0	
1645 - 1700	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	
1700 - 1715	0	0	0	0	0	0	
1715 - 1730	0	0	0	0	0	0	
1730 - 1745	0	0	0	0	0	0	
1745 - 1800	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	
Approach %	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	

Westbound				
Driveway 2				
NB 6g	SB 6h		App Total	Int Total
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0.00	0.00		-	
0.00	0.00		0.00	

Crosswalk Counts | | Motorized Vehicles

Atlanta, GA

Site 6
Glenridge Dr (South)
Glenridge Dr (North)

Driveway 2

Date
Wednesday, May 1, 2024

Lat/Long
33.921377°, -84.365925°
[Click here for Map](#)

Weather
Fair
74°F
[Click here for Detailed Weather](#)



0700 - 0900 (Weekday 2h Session) (05-01-2024)
Motorized Vehicles

TIME	Northbound			Southbound			
	Glenridge Dr (South)			Glenridge Dr (North)			
	EB 6a	WB 6b	App Total	EB 6c	WB 6d	App Total	
0700 - 0715	0	0	0	0	0	0	
0715 - 0730	0	0	0	0	0	0	
0730 - 0745	0	0	0	0	0	0	
0745 - 0800	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	
0800 - 0815	0	0	0	0	0	0	
0815 - 0830	0	0	0	0	0	0	
0830 - 0845	0	0	0	0	0	0	
0845 - 0900	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	
Approach %	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	

Westbound				
Driveway 2				
NB 6g	SB 6h		App Total	Int Total
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0.00	0.00		-	
0.00	0.00		0.00	

1600 - 1800 (Weekday 2h Session) (05-01-2024)
Motorized Vehicles

TIME	Northbound			Southbound			
	Glenridge Dr (South)			Glenridge Dr (North)			
	EB 6a	WB 6b	App Total	EB 6c	WB 6d	App Total	
1600 - 1615	0	0	0	0	0	0	
1615 - 1630	0	0	0	0	0	0	
1630 - 1645	0	0	0	0	0	0	
1645 - 1700	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	
1700 - 1715	0	0	0	0	0	0	
1715 - 1730	0	0	0	0	0	0	
1730 - 1745	0	0	0	0	0	0	
1745 - 1800	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	
Approach %	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	

Westbound				
Driveway 2				
NB 6g	SB 6h		App Total	Int Total
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0.00	0.00		-	
0.00	0.00		0.00	

Start Date: 5/1/2024

Start Date: 5/1/2024					Driveway 2			Glenridge Dr (South)			Glenridge Dr (North)			
		Eastbound			Westbound			Northbound			Southbound			
Time		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	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	0	0	0	0	0	0	25	0	0	46	0	71
07:15 AM - 07:30 AM		0	0	0	4	0	0	0	30	1	0	62	0	97
07:30 AM - 07:45 AM		0	0	0	0	0	0	0	35	0	0	79	0	114
07:45 AM - 08:00 AM		0	0	0	0	0	1	0	45	0	0	74	0	120
08:00 AM - 08:15 AM		0	0	0	0	0	0	0	57	1	1	82	0	141
08:15 AM - 08:30 AM		0	0	0	0	0	0	0	49	0	1	77	0	127
08:30 AM - 08:45 AM		0	0	0	1	0	0	0	47	0	0	72	0	120
08:45 AM - 09:00 AM		0	0	0	0	0	0	0	39	0	2	73	0	114
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	0	0	1	0	0	0	84	2	0	77	0	164
04:15 PM - 04:30 PM		0	0	0	0	0	0	0	78	1	1	71	0	151
04:30 PM - 04:45 PM		0	0	0	0	0	0	0	104	0	1	69	0	174
04:45 PM - 05:00 PM		0	0	0	0	0	0	0	88	1	0	92	0	181
05:00 PM - 05:15 PM		0	0	0	0	0	0	0	86	0	2	99	0	187
05:15 PM - 05:30 PM		0	0	0	0	0	1	0	86	1	1	98	0	187
05:30 PM - 05:45 PM		0	0	0	0	0	1	0	88	1	2	97	0	189
05:45 PM - 06:00 PM		0	0	0	0	0	0	0	61	2	1	69	0	133
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



[Click here for Map](#)

Peak Hour Turning Movement Count

Atlanta, GA



www.marrtraffic.com



Wednesday, May 1, 2024	
Period	0700 - 0900
Peak Hour	0800 - 0900

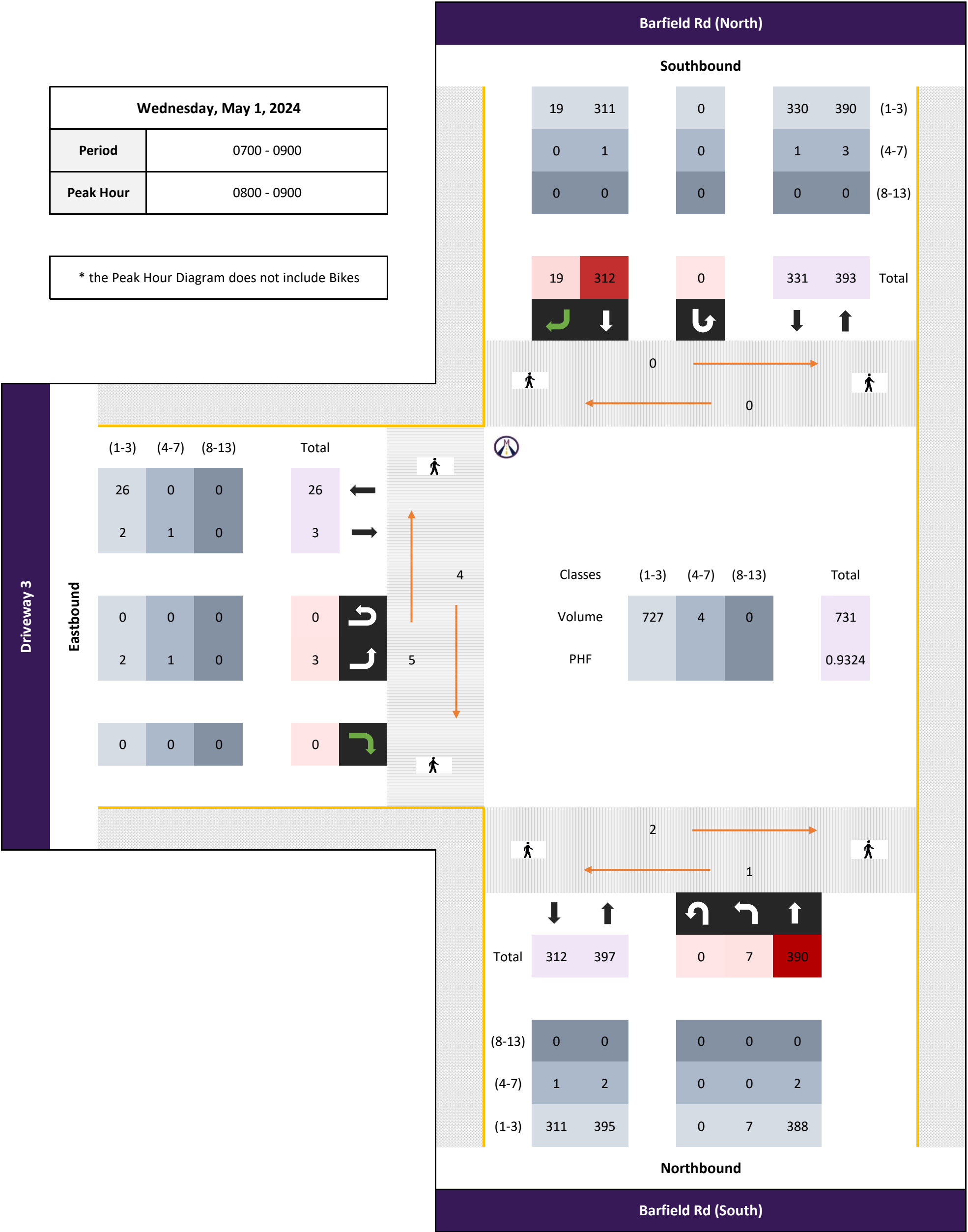
* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound												
	Barfield Rd (South)						Barfield Rd (North)						Driveway 3												
	Left 7.1	Thru 7.2			U-Turn 7.3	App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7		Right 7.8		U-Turn 7.9	App Total						App Total	Int Total
Time	1	92	-	-	0	93	-	101	2	-	0	103	0	-	0	-	0	0	-	-	-	-	-	0	196
0800 - 0815	1	92	-	-	0	93	-	101	2	-	0	103	0	-	0	-	0	0	-	-	-	-	-	0	196
0815 - 0830	1	94	-	-	0	95	-	66	4	-	0	70	2	-	0	-	0	2	-	-	-	-	-	0	167
0830 - 0845	3	109	-	-	0	112	-	64	6	-	0	70	1	-	0	-	0	1	-	-	-	-	-	0	183
0845 - 0900	2	95	-	-	0	97	-	81	7	-	0	88	0	-	0	-	0	0	-	-	-	-	-	0	185
Total	7	390	0	0	0	397	0	312	19	0	0	331	3	0	0	0	0	3	0	0	0	0	0	0	731
Approach %	1.76	98.24	0.00	0.00	0.00	-	0.00	94.26	5.74	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.58	0.89	0.00	0.00	0.00	0.89	0.00	0.77	0.68	0.00	0.00	0.80	0.38	0.00	0.00	0.00	0.00	0.38	0.00	0.00	0.00	0.00	0.00	0.00	0.93

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound													
	Barfield Rd (South)						Barfield Rd (North)						Driveway 3													
	Left 7.1	Thru 7.2			U-Turn 7.3	App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7		Right 7.8		U-Turn 7.9	App Total						App Total	Int Total	
Time	1	92	-	-	0	93	-	100	2	-	0	102	0	-	0	-	0	0	-	-	-	-	-	0	195	
0800 - 0815	1	93	-	-	0	94	-	66	4	-	0	70	1	-	0	-	0	1	-	-	-	-	-	0	165	
0815 - 0830	3	108	-	-	0	111	-	64	6	-	0	70	1	-	0	-	0	1	-	-	-	-	-	0	182	
0830 - 0845	2	95	-	-	0	97	-	81	7	-	0	88	0	-	0	-	0	0	-	-	-	-	-	0	185	
0845 - 0900																										
Total	7	388	0	0	0	395	0	311	19	0	0	330	2	0	0	0	0	2	0	0	0	0	0	0	727	
Approach %	1.77	98.23	0.00	0.00	0.00	-	0.00	94.24	5.76	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-		
PHF	0.58	0.90	0.00	0.00	0.00	0.89	0.00	0.78	0.68	0.00	0.00	0.81	0.50	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.93	

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound												
	Barfield Rd (South)						Barfield Rd (North)						Driveway 3												
	Left 7.1	Thru 7.2			U-Turn 7.3	App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7		Right 7.8		U-Turn 7.9	App Total						App Total	Int Total
Time	0	0	-	-	0	0	-	1	0	-	0	1	0	-	0	-	0	0	-	-	-	-	-	0	1
0800 - 0815	0	1	-	-	0	1	-	0	0	-	0	0	1	-	0	-	0	1	-	-	-	-	-	0	2
0815 - 0830	0	1	-	-	0	1	-	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
0845 - 0900																									
Total	0	2	0	0	0	2	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	4
Approach %	0.00	100.00	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	-	
PHF	0.00	0.50	0.00	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.50

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound												
	Barfield Rd (South)						Barfield Rd (North)						Driveway 3												
	Left 7.1	Thru 7.2			U-Turn 7.3	App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7		Right 7.8		U-Turn 7.9	App Total						App Total	Int Total
Time	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
0815 - 0830	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
0845 - 0900	0	0	-	-	0	0	-	0	0	-	0	0	0	0	-	0	-	0	0	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Bikes

	Northbound						Southbound						Eastbound													
	Barfield Rd (South)						Barfield Rd (North)						Driveway 3													
	Left 7.1	Thru 7.2			U-Turn 7.3	App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7		Right 7.8		U-Turn 7.9	App Total						App Total	Int Total	
Time	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
0815 - 0830	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
0845 - 0900	0	0	-	-	0	0	-	0	0	-	0	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-		
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	



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Peak Hour Turning Movement Count

Atlanta, GA

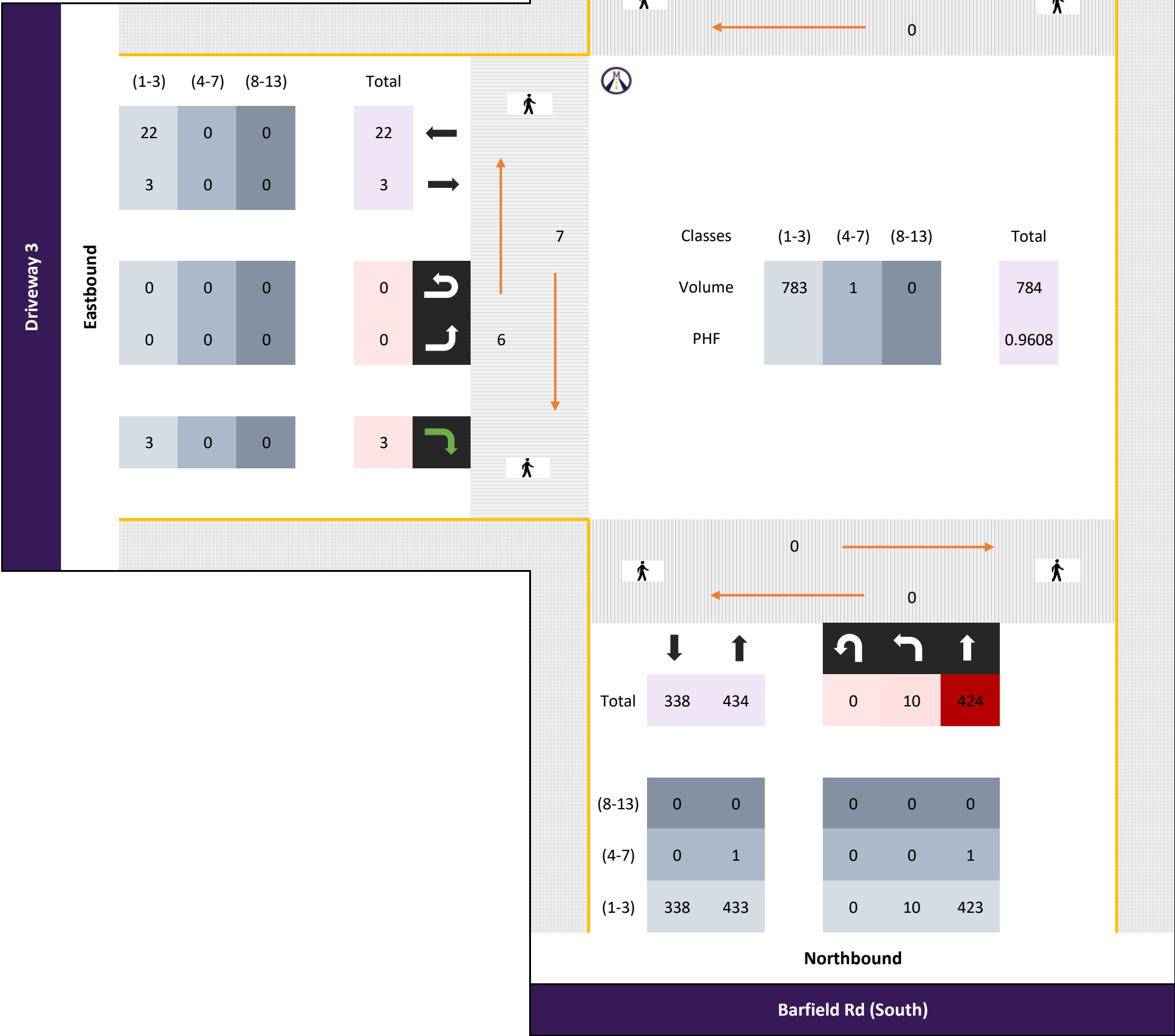


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Wednesday, May 1, 2024	
Period	1600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound												
	Barfield Rd (South)						Barfield Rd (North)						Driveway 3												
	Left 7.1	Thru 7.2			U-Turn 7.3	App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7		Right 7.8		U-Turn 7.9	App Total						App Total	Int Total
Time	7.1	7.2			7.3	Total		7.4	7.5		7.6	Total	7.7		7.8		7.9	Total						Total	Total
1700 - 1715	0	124	-	-	0	124	-	75	2	-	0	77	0	-	0	-	0	0	-	-	-	-	-	0	201
1715 - 1730	2	102	-	-	0	104	-	68	4	-	0	72	0	-	0	-	0	0	-	-	-	-	-	0	176
1730 - 1745	5	86	-	-	0	91	-	109	2	-	0	111	0	-	2	-	0	2	-	-	-	-	-	0	204
1745 - 1800	3	112	-	-	0	115	-	83	4	-	0	87	0	-	1	-	0	1	-	-	-	-	-	0	203
Total	10	424	0	0	0	434	0	335	12	0	0	347	0	0	3	0	0	3	0	0	0	0	0	0	784
Approach %	2.30	97.70	0.00	0.00	0.00	-	0.00	96.54	3.46	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.50	0.85	0.00	0.00	0.00	0.88	0.00	0.77	0.75	0.00	0.00	0.78	0.00	0.00	0.38	0.00	0.00	0.38	0.00	0.00	0.00	0.00	0.00	0.00	0.96

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound												
	Barfield Rd (South)						Barfield Rd (North)						Driveway 3												
	Left 7.1	Thru 7.2			U-Turn 7.3	App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7		Right 7.8		U-Turn 7.9	App Total						App Total	Int Total
Time	0	124	-	-	0	124	-	75	2	-	0	77	0	-	0	-	0	0	-	-	-	-	-	0	201
1700 - 1715	2	101	-	-	0	103	-	68	4	-	0	72	0	-	0	-	0	0	-	-	-	-	-	0	175
1715 - 1730	5	86	-	-	0	91	-	109	2	-	0	111	0	-	2	-	0	2	-	-	-	-	-	0	204
1730 - 1745	3	112	-	-	0	115	-	83	4	-	0	87	0	-	1	-	0	1	-	-	-	-	-	0	203
1745 - 1800																									
Total	10	423	0	0	0	433	0	335	12	0	0	347	0	0	3	0	0	3	0	0	0	0	0	0	783
Approach %	2.31	97.69	0.00	0.00	0.00	-	0.00	96.54	3.46	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.50	0.85	0.00	0.00	0.00	0.87	0.00	0.77	0.75	0.00	0.00	0.78	0.00	0.00	0.38	0.00	0.00	0.38	0.00	0.00	0.00	0.00	0.00	0.00	0.96

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound													
	Barfield Rd (South)						Barfield Rd (North)						Driveway 3													
	Left 7.1	Thru 7.2			U-Turn 7.3	App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7		Right 7.8		U-Turn 7.9	App Total						App Total	Int Total	
Time	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
1715 - 1730	0	1	-	-	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
1745 - 1800	0	0	-	-	0	0	-	0	0	-	0	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound												
	Barfield Rd (South)						Barfield Rd (North)						Driveway 3												
	Left 7.1	Thru 7.2			U-Turn 7.3	App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7		Right 7.8		U-Turn 7.9	App Total						App Total	
Time	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
1715 - 1730	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
1745 - 1800	0	0	-	-	0	0	-	0	0	-	0	0	0	0	-	0	-	0	0	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Bikes

	Northbound						Southbound						Eastbound												
	Barfield Rd (South)						Barfield Rd (North)						Driveway 3												
	Left 7.1	Thru 7.2			U-Turn 7.3	App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7		Right 7.8		U-Turn 7.9	App Total						App Total	Int Total
Time	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
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	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Classified Turn Movement Count || All vehicles

Atlanta, GA

Site 7



Barfield Rd (South)
Barfield Rd (North)
Driveway 3

Date

Wednesday, May 1, 2024

Lat/Long

33.931371°, -84.361061°

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Weather

Fair
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0700 - 0900 (Weekday 2h Session) (05-01-2024)

All vehicles

	Northbound				Southbound				Eastbound				Int Total
	Barfield Rd (South)				Barfield Rd (North)				Driveway 3				
TIME	Left 7.1	Thru 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Right 7.8	U-Turn 7.9	App Total	
0700 - 0715	0	49	0	49	44	0	0	44	0	0	0	0	93
0715 - 0730	1	69	1	71	64	0	0	64	0	0	0	0	135
0730 - 0745	0	68	0	68	55	0	0	55	0	0	0	0	123
0745 - 0800	0	76	0	76	70	0	0	70	0	0	0	0	146
Hourly Total	1	262	1	264	233	0	0	233	0	0	0	0	497
0800 - 0815	1	92	0	93	101	2	0	103	0	0	0	0	196
0815 - 0830	1	94	0	95	66	4	0	70	2	0	0	2	167
0830 - 0845	3	109	0	112	64	6	0	70	1	0	0	1	183
0845 - 0900	2	95	0	97	81	7	0	88	0	0	0	0	185
Hourly Total	7	390	0	397	312	19	0	331	3	0	0	3	731
Grand Total	8	652	1	661	545	19	0	564	3	0	0	3	1228
Approach %	1.21	98.64	0.15	-	96.63	3.37	0.00	-	100.00	0.00	0.00	-	
Intersection %	0.65	53.09	0.08	53.83	44.38	1.55	0.00	45.93	0.24	0.00	0.00	0.24	
Heavy Vehicle %	13	1	0	1	1	0	-	1	33	-	-	33	1
PHF	0.58	0.89	0.00	0.89	0.77	0.68	0.00	0.80	0.38	0.00	0.00	0.38	0.93

1600 - 1800 (Weekday 2h Session) (05-01-2024)

All vehicles

	Northbound				Southbound				Eastbound				Int Total
	Barfield Rd (South)				Barfield Rd (North)				Driveway 3				
TIME	Left 7.1	Thru 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Right 7.8	U-Turn 7.9	App Total	
1600 - 1615	1	106	0	107	55	4	0	59	0	0	0	0	166
1615 - 1630	3	92	0	95	56	1	0	57	0	0	0	0	152
1630 - 1645	9	126	0	135	65	6	0	71	1	0	0	1	207
1645 - 1700	1	121	0	122	57	4	0	61	0	0	0	0	183
Hourly Total	14	445	0	459	233	15	0	248	1	0	0	1	708
1700 - 1715	0	124	0	124	75	2	0	77	0	0	0	0	201
1715 - 1730	2	102	0	104	68	4	0	72	0	0	0	0	176
1730 - 1745	5	86	0	91	109	2	0	111	0	2	0	2	204
1745 - 1800	3	112	0	115	83	4	0	87	0	1	0	1	203
Hourly Total	10	424	0	434	335	12	0	347	0	3	0	3	784
Grand Total	24	869	0	893	568	27	0	595	1	3	0	4	1492
Approach %	2.69	97.31	0.00	-	95.46	4.54	0.00	-	25.00	75.00	0.00	-	
Intersection %	1.61	58.24	0.00	59.85	38.07	1.81	0.00	39.88	0.07	0.20	0.00	0.27	
Heavy Vehicle %	0	0	-	0	0	0	-	0	0	0	-	0	0
PHF	0.50	0.85	0.00	0.88	0.77	0.75	0.00	0.78	0.00	0.38	0.00	0.38	0.96

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

Atlanta, GA

Site 7



Barfield Rd (South)
Barfield Rd (North)
Driveway 3

Date

Wednesday, May 1, 2024

Lat/Long

33.931371°, -84.361061°

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Weather

Fair
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0700 - 0900 (Weekday 2h Session) (05-01-2024)
Passenger Vehicles (1-3)

		Northbound				Southbound				Eastbound					
		Barfield Rd (South)				Barfield Rd (North)				Driveway 3					
TIME		Left 7.1	Thru 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Right 7.8	U-Turn 7.9	App Total	Int Total	
0700 - 0715		0	48	0	48	43	0	0	43	0	0	0	0	91	
0715 - 0730		0	67	1	68	63	0	0	63	0	0	0	0	131	
0730 - 0745		0	66	0	66	54	0	0	54	0	0	0	0	120	
0745 - 0800		0	76	0	76	68	0	0	68	0	0	0	0	144	
Hourly Total		0	257	1	258	228	0	0	228	0	0	0	0	486	
0800 - 0815		1	92	0	93	100	2	0	102	0	0	0	0	195	
0815 - 0830		1	93	0	94	66	4	0	70	1	0	0	1	165	
0830 - 0845		3	108	0	111	64	6	0	70	1	0	0	1	182	
0845 - 0900		2	95	0	97	81	7	0	88	0	0	0	0	185	
Hourly Total		7	388	0	395	311	19	0	330	2	0	0	2	727	
Grand Total		7	645	1	653	539	19	0	558	2	0	0	2	1213	
Approach %		1.07	98.77	0.15	-	96.59	3.41	0.00	-	100.00	0.00	0.00	-		
Intersection %		0.58	53.17	0.08	53.83	44.44	1.57	0.00	46.00	0.16	0.00	0.00	0.16		

1600 - 1800 (Weekday 2h Session) (05-01-2024)
Passenger Vehicles (1-3)

		Northbound				Southbound				Eastbound					
		Barfield Rd (South)				Barfield Rd (North)				Driveway 3					
TIME		Left 7.1	Thru 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Right 7.8	U-Turn 7.9	App Total	Int Total	
1600 - 1615		1	104	0	105	55	4	0	59	0	0	0	0	164	
1615 - 1630		3	91	0	94	55	1	0	56	0	0	0	0	150	
1630 - 1645		9	126	0	135	65	6	0	71	1	0	0	1	207	
1645 - 1700		1	120	0	121	57	4	0	61	0	0	0	0	182	
Hourly Total		14	441	0	455	232	15	0	247	1	0	0	1	703	
1700 - 1715		0	124	0	124	75	2	0	77	0	0	0	0	201	
1715 - 1730		2	101	0	103	68	4	0	72	0	0	0	0	175	
1730 - 1745		5	86	0	91	109	2	0	111	0	2	0	2	204	
1745 - 1800		3	112	0	115	83	4	0	87	0	1	0	1	203	
Hourly Total		10	423	0	433	335	12	0	347	0	3	0	3	783	
Grand Total		24	864	0	888	567	27	0	594	1	3	0	4	1486	
Approach %		2.70	97.30	0.00	-	95.45	4.55	0.00	-	25.00	75.00	0.00	-		
Intersection %		1.62	58.14	0.00	59.76	38.16	1.82	0.00	39.97	0.07	0.20	0.00	0.27		

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

Atlanta, GA

Site 7



Barfield Rd (South)
Barfield Rd (North)
Driveway 3

Date

Wednesday, May 1, 2024

Lat/Long

33.931371°, -84.361061°

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Weather

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0700 - 0900 (Weekday 2h Session) (05-01-2024)

Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				Int Total
	Barfield Rd (South)				Barfield Rd (North)				Driveway 3				
TIME	Left 7.1	Thru 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Right 7.8	U-Turn 7.9	App Total	
0700 - 0715	0	1	0	1	1	0	0	1	0	0	0	0	2
0715 - 0730	1	2	0	3	1	0	0	1	0	0	0	0	4
0730 - 0745	0	2	0	2	1	0	0	1	0	0	0	0	3
0745 - 0800	0	0	0	0	2	0	0	2	0	0	0	0	2
Hourly Total	1	5	0	6	5	0	0	5	0	0	0	0	11
0800 - 0815	0	0	0	0	1	0	0	1	0	0	0	0	1
0815 - 0830	0	1	0	1	0	0	0	0	1	0	0	1	2
0830 - 0845	0	1	0	1	0	0	0	0	0	0	0	0	1
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	2	0	2	1	0	0	1	1	0	0	1	4
Grand Total	1	7	0	8	6	0	0	6	1	0	0	1	15
Approach %	12.50	87.50	0.00	-	100.00	0.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	6.67	46.67	0.00	53.33	40.00	0.00	0.00	40.00	6.67	0.00	0.00	6.67	

1600 - 1800 (Weekday 2h Session) (05-01-2024)

Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				Int Total
	Barfield Rd (South)				Barfield Rd (North)				Driveway 3				
TIME	Left 7.1	Thru 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Right 7.8	U-Turn 7.9	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	1	0	1	1	0	0	1	0	0	0	0	2
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	1	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	0	2	0	2	1	0	0	1	0	0	0	0	3
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	1	0	1	0	0	0	0	0	0	0	0	1
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	1	0	1	0	0	0	0	0	0	0	0	1
Grand Total	0	3	0	3	1	0	0	1	0	0	0	0	4
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	75.00	0.00	75.00	25.00	0.00	0.00	25.00	0.00	0.00	0.00	0.00	

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

Atlanta, GA

Site 7



Barfield Rd (South)
Barfield Rd (North)
Driveway 3

Date

Wednesday, May 1, 2024

Lat/Long

33.931371°, -84.361061°

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Weather

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0700 - 0900 (Weekday 2h Session) (05-01-2024)
Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Int Total		
	Barfield Rd (South)					Barfield Rd (North)					Driveway 3							
	Left 7.1	Thru 7.2		U-Turn 7.3	App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7		Right 7.8			U-Turn 7.9	App 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) (05-01-2024)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Int Total	
	Barfield Rd (South)					Barfield Rd (North)					Driveway 3						
TIME	Left 7.1	Thru 7.2		U-Turn 7.3	App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7		Right 7.8		U-Turn 7.9	App Total
1600 - 1615	0	1		0	1		0	0		0	0	0		0		0	0
1615 - 1630	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
1645 - 1700	0	0		0	0		0	0		0	0	0		0		0	0
Hourly Total	0	1		0	1		0	0		0	0	0		0		0	0
1700 - 1715	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
1730 - 1745	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
Hourly Total	0	0		0	0		0	0		0	0	0		0		0	0
Grand Total	0	1		0	1		0	0		0	0	0		0		0	0
Approach %	0.00	100.00		0.00	-		0.00	0.00		0.00	-	0.00		0.00		0.00	-
Intersection %	0.00	100.00		0.00	100.00		0.00	0.00		0.00	0.00	0.00		0.00		0.00	0.00

Classified Turn Movement Count || Bikes

Atlanta, GA

Site 7

Barfield Rd (South)

Barfield Rd (North)

Driveway 3



Date

Wednesday, May 1, 2024

Lat/Long

33.931371°, -84.361061°

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0700 - 0900 (Weekday 2h Session) (05-01-2024)

Bikes

TIME	Northbound					Southbound					Eastbound					Int Total		
	Barfield Rd (South)					Barfield Rd (North)					Driveway 3							
	Left 7.1	Thru 7.2		U-Turn 7.3	App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7		Right 7.8			U-Turn 7.9	App 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) (05-01-2024)

Bikes

TIME	Northbound				Southbound				Eastbound				Int Total
	Barfield Rd (South)				Barfield Rd (North)				Driveway 3				
	Left 7.1	Thru 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Right 7.8	U-Turn 7.9	App Total	
1600 - 1615	0	1	0	1	0	0	0	0	0	0	0	0	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	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	1	0	1	0	0	0	0	0	0	0	0	1
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	1	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	-	
Intersection %	0.00	100.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || All Trucks (4-13)

Atlanta, GA

Site 7

Barfield Rd (South)
Barfield Rd (North)
Driveway 3



Date

Wednesday, May 1, 2024

Lat/Long

33.931371°, -84.361061°

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0700 - 0900 (Weekday 2h Session) (05-01-2024)

All Trucks (4-13)

	Northbound				Southbound				Eastbound				Int Total
	Barfield Rd (South)				Barfield Rd (North)				Driveway 3				
TIME	Left 7.1	Thru 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Right 7.8	U-Turn 7.9	App Total	
0700 - 0715	0	1	0	1	1	0	0	1	0	0	0	0	2
0715 - 0730	1	2	0	3	1	0	0	1	0	0	0	0	4
0730 - 0745	0	2	0	2	1	0	0	1	0	0	0	0	3
0745 - 0800	0	0	0	0	2	0	0	2	0	0	0	0	2
Hourly Total	1	5	0	6	5	0	0	5	0	0	0	0	11
0800 - 0815	0	0	0	0	1	0	0	1	0	0	0	0	1
0815 - 0830	0	1	0	1	0	0	0	0	1	0	0	1	2
0830 - 0845	0	1	0	1	0	0	0	0	0	0	0	0	1
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	2	0	2	1	0	0	1	1	0	0	1	4
Grand Total	1	7	0	8	6	0	0	6	1	0	0	1	15
Approach %	12.50	87.50	0.00	-	100.00	0.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	6.67	46.67	0.00	53.33	40.00	0.00	0.00	40.00	6.67	0.00	0.00	6.67	

1600 - 1800 (Weekday 2h Session) (05-01-2024)

All Trucks (4-13)

	Northbound				Southbound				Eastbound				Int Total
	Barfield Rd (South)				Barfield Rd (North)				Driveway 3				
TIME	Left 7.1	Thru 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Right 7.8	U-Turn 7.9	App Total	
1600 - 1615	0	1	0	1	0	0	0	0	0	0	0	0	1
1615 - 1630	0	1	0	1	1	0	0	1	0	0	0	0	2
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	1	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	0	3	0	3	1	0	0	1	0	0	0	0	4
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	1	0	1	0	0	0	0	0	0	0	0	1
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	1	0	1	0	0	0	0	0	0	0	0	1
Grand Total	0	4	0	4	1	0	0	1	0	0	0	0	5
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	80.00	0.00	80.00	20.00	0.00	0.00	20.00	0.00	0.00	0.00	0.00	

Crosswalk Counts | | Pedestrians

Atlanta, GA

Site 7
Barfield Rd (South)
Barfield Rd (North)
Driveway 3

Date
Wednesday, May 1, 2024

Lat/Long
33.931371°, -84.361061°
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0700 - 0900 (Weekday 2h Session) (05-01-2024)
Pedestrians

	Northbound			Southbound			Eastbound						
	Barfield Rd (South)			Barfield Rd (North)			Driveway 3						
TIME	EB 7a	WB 7b		App Total	EB 7c	WB 7d		App Total	NB 7e	SB 7f		App Total	Int Total
0700 - 0715	0	0		0	0	0		0	0	0		0	0
0715 - 0730	0	0		0	0	0		0	2	2		4	4
0730 - 0745	0	0		0	0	0		0	3	3		6	6
0745 - 0800	0	0		0	0	0		0	1	0		1	1
Hourly Total	0	0		0	0	0		0	6	5		11	11
0800 - 0815	0	0		0	0	0		0	1	1		2	2
0815 - 0830	0	0		0	0	0		0	0	1		1	1
0830 - 0845	2	1		3	0	0		0	3	1		4	7
0845 - 0900	0	0		0	0	0		0	1	1		2	2
Hourly Total	2	1		3	0	0		0	5	4		9	12
Grand Total	2	1		3	0	0		0	11	9		20	23
Approach %	66.67	33.33		-	0.00	0.00		-	55.00	45.00		-	
Intersection %	8.70	4.35		13.04	0.00	0.00		0.00	47.83	39.13		86.96	

1600 - 1800 (Weekday 2h Session) (05-01-2024)
Pedestrians

	Northbound			Southbound			Eastbound						
	Barfield Rd (South)			Barfield Rd (North)			Driveway 3						
TIME	EB 7a	WB 7b		App Total	EB 7c	WB 7d		App Total	NB 7e	SB 7f		App Total	Int Total
1600 - 1615	0	0		0	0	0		0	0	1		1	1
1615 - 1630	0	0		0	0	0		0	1	0		1	1
1630 - 1645	0	0		0	0	0		0	0	0		0	0
1645 - 1700	0	0		0	0	0		0	0	1		1	1
Hourly Total	0	0		0	0	0		0	1	2		3	3
1700 - 1715	0	0		0	0	0		0	2	2		4	4
1715 - 1730	0	0		0	0	0		0	0	1		1	1
1730 - 1745	0	0		0	0	0		0	2	2		4	4
1745 - 1800	0	0		0	0	0		0	2	1		3	3
Hourly Total	0	0		0	0	0		0	6	6		12	12
Grand Total	0	0		0	0	0		0	7	8		15	15
Approach %	0.00	0.00		-	0.00	0.00		-	46.67	53.33		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	46.67	53.33		100.00	

Crosswalk Counts | | Bikes

Atlanta, GA

Site 7
Barfield Rd (South)
Barfield Rd (North)
Driveway 3

Date
Wednesday, May 1, 2024

Lat/Long
33.931371°, -84.361061°
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0700 - 0900 (Weekday 2h Session) (05-01-2024)
Bikes

	Northbound			Southbound			Eastbound						
	Barfield Rd (South)			Barfield Rd (North)			Driveway 3						
TIME	EB 7a	WB 7b		App Total	EB 7c	WB 7d		App Total	NB 7e	SB 7f		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) (05-01-2024)
Bikes

	Northbound			Southbound			Eastbound						
	Barfield Rd (South)			Barfield Rd (North)			Driveway 3						
TIME	EB 7a	WB 7b		App Total	EB 7c	WB 7d		App Total	NB 7e	SB 7f		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	1		1	1
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	1		1	1
Grand Total	0	0		0	0	0		0	0	1		1	1
Approach %	0.00	0.00		-	0.00	0.00		-	0.00	100.00		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	100.00		100.00	

Crosswalk Counts | | Motorized Vehicles

Atlanta, GA

Site 7
Barfield Rd (South)
Barfield Rd (North)
Driveway 3

Date
Wednesday, May 1, 2024

Lat/Long
33.931371°, -84.361061°
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0700 - 0900 (Weekday 2h Session) (05-01-2024)
Motorized Vehicles

	Northbound				Southbound				Eastbound				Int Total
	Barfield Rd (South)			Barfield Rd (North)			Driveway 3						
TIME	EB 7a	WB 7b		App Total	EB 7c	WB 7d		App Total	NB 7e	SB 7f		App 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) (05-01-2024)
Motorized Vehicles

	Northbound			Southbound			Eastbound						
	Barfield Rd (South)			Barfield Rd (North)			Driveway 3						
TIME	EB 7a	WB 7b		App Total	EB 7c	WB 7d		App Total	NB 7e	SB 7f		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: 5/1/2024



Start Date: 5/1/2024		 Driveway 3 Eastbound			Westbound			Barfield Rd (South) Northbound			Barfield Rd (North) Southbound			Total
Time		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
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	0	0	0	0	0	0	49	0	0	44	0	93
07:15 AM - 07:30 AM		0	0	0	0	0	0	1	69	0	0	64	0	134
07:30 AM - 07:45 AM		0	0	0	0	0	0	0	68	0	0	55	0	123
07:45 AM - 08:00 AM		0	0	0	0	0	0	0	76	0	0	70	0	146
08:00 AM - 08:15 AM		0	0	0	0	0	0	1	92	0	0	101	2	196
08:15 AM - 08:30 AM		2	0	0	0	0	0	1	94	0	0	66	4	167
08:30 AM - 08:45 AM		1	0	0	0	0	0	3	109	0	0	64	6	183
08:45 AM - 09:00 AM		0	0	0	0	0	0	2	95	0	0	81	7	185
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	0	0	0	0	0	1	106	0	0	55	4	166
04:15 PM - 04:30 PM		0	0	0	0	0	0	3	92	0	0	56	1	152
04:30 PM - 04:45 PM		1	0	0	0	0	0	9	126	0	0	65	6	207
04:45 PM - 05:00 PM		0	0	0	0	0	0	1	121	0	0	57	4	183
05:00 PM - 05:15 PM		0	0	0	0	0	0	0	124	0	0	75	2	201
05:15 PM - 05:30 PM		0	0	0	0	0	0	2	102	0	0	68	4	176
05:30 PM - 05:45 PM		0	0	2	0	0	0	5	86	0	0	109	2	204
05:45 PM - 06:00 PM		0	0	1	0	0	0	3	112	0	0	83	4	203
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



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Peak Hour Turning Movement Count

Atlanta, GA



www.marrtraffic.com



Sunday, May 5, 2024	
Period	1000 - 1400
Peak Hour	1230 - 1330

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)						Abernathy Rd NE (West)						Abernathy Rd NE (East)						
	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	
1230 - 1245	17	6	10	-	0	33	9	11	8	-	0	28	7	269	22	-	0	298	24	266	2	-	2	294	653
1245 - 1300	23	3	10	-	0	36	4	0	8	-	0	12	7	267	35	-	0	309	35	298	12	-	1	346	703
1300 - 1315	24	9	21	-	0	54	13	6	10	-	0	29	9	303	15	-	1	328	14	228	6	-	0	248	659
1315 - 1330	14	5	13	-	0	32	8	3	6	-	0	17	6	301	28	-	0	335	13	281	2	-	2	298	682
Total	78	23	54	0	0	155	34	20	32	0	0	86	29	1140	100	0	1	1270	86	1073	22	0	5	1186	2697
Approach %	50.32	14.84	34.84	0.00	0.00	-	39.53	23.26	37.21	0.00	0.00	-	2.28	89.76	7.87	0.00	0.08	-	7.25	90.47	1.85	0.00	0.42	-	-
PHF	0.81	0.64	0.64	0.00	0.00	0.72	0.65	0.45	0.80	0.00	0.00	0.74	0.81	0.94	0.71	0.00	0.25	0.95	0.61	0.90	0.46	0.00	0.63	0.86	0.96

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)						Abernathy Rd NE (West)						Abernathy Rd NE (East)						
	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	
1230 - 1245	17	6	10	-	0	33	9	11	8	-	0	28	7	266	22	-	0	295	24	266	2	-	2	294	650
1245 - 1300	23	3	10	-	0	36	4	0	8	-	0	12	7	265	35	-	0	307	35	297	12	-	1	345	700
1300 - 1315	23	9	21	-	0	53	13	6	10	-	0	29	9	303	15	-	1	328	14	227	6	-	0	247	657
1315 - 1330	14	5	13	-	0	32	8	3	6	-	0	17	6	301	28	-	0	335	13	280	2	-	2	297	681
Total	77	23	54	0	0	154	34	20	32	0	0	86	29	1135	100	0	1	1265	86	1070	22	0	5	1183	2688
Approach %	50.00	14.94	35.06	0.00	0.00	-	39.53	23.26	37.21	0.00	0.00	-	2.29	89.72	7.91	0.00	0.08	-	7.27	90.45	1.86	0.00	0.42	-	-
PHF	0.84	0.64	0.64	0.00	0.00	0.73	0.65	0.45	0.80	0.00	0.00	0.74	0.81	0.94	0.71	0.00	0.25	0.94	0.61	0.90	0.46	0.00	0.63	0.86	0.96

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)						Abernathy Rd NE (West)						Abernathy Rd NE (East)						
	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	
1230 - 1245	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	1
1245 - 1300	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	1	0	-	0	1	1
1300 - 1315	1	0	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	2
1315 - 1330	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	1	0	-	0	1	1
Total	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0	0	0	3	5
Approach %	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	-
PHF	0.25	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.75	0.00	0.00	0.00	0.75	0.63

Combination Trucks (8-13)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)						Abernathy Rd NE (West)						Abernathy Rd NE (East)						
	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	
1230 - 1245	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	0	0	0	-	0	0	2
1245 - 1300	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	0	0	0	-	0	0	2
1300 - 1315	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1315 - 1330	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	4
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	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	0.50	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.50

Bikes

Time	Northbound						Southbound						Eastbound						Westbound						Int Total	
	Glenridge Dr (South)						Glenridge Dr (North)						Abernathy Rd NE (West)						Abernathy Rd NE (East)							
	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		
1230 - 1245	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0
1245 - 1300	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0
1300 - 1315	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0
1315 - 1330	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Classified Turn Movement Count || All vehicles

Atlanta, GA

Site 1



Glenridge Dr (South)
Glenridge Dr (North)
Abernathy Rd NE (West)
Abernathy Rd NE (East)

Date

Sunday, May 5, 2024

Lat/Long

33.936386°, -84.366698°

[Click here for Map](#)

Weather

Mostly Cloudy
74°F

[Click here for Detailed Weather](#)



1000 - 1400 (Sunday 4h Session) (05-05-2024)

All vehicles

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)						Abernathy Rd NE (West)						Abernathy Rd NE (East)						
	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	
1000 - 1015	12	4	4		0	20	4	4	3		0	11	4	169	15		0	188	5	121	10		0	136	355
1015 - 1030	15	1	6		0	22	4	4	5		0	13	3	208	22		0	233	12	138	1		0	151	419
1030 - 1045	10	8	5		0	23	11	5	3		0	19	3	205	23		0	231	8	189	4		0	201	474
1045 - 1100	17	3	3		0	23	4	10	4		0	18	6	231	29		0	266	17	200	10		0	227	534
Hourly Total	54	16	18		0	88	23	23	15		0	61	16	813	89		0	918	42	648	25		0	715	1782
1100 - 1115	20	3	6		0	29	19	5	6		0	30	7	219	16		0	242	10	163	8		0	181	482
1115 - 1130	7	8	11		0	26	9	4	8		0	21	3	229	22		0	254	12	198	7		1	218	519
1130 - 1145	27	7	10		0	44	10	7	3		0	20	6	245	18		0	269	7	203	6		4	220	553
1145 - 1200	20	4	14		0	38	3	3	5		0	11	7	272	30		0	309	11	214	3		0	228	586
Hourly Total	74	22	41		0	137	41	19	22		0	82	23	965	86		0	1074	40	778	24		5	847	2140
1200 - 1215	13	4	18		0	35	5	4	3		0	12	6	272	21		0	299	8	227	6		3	244	590
1215 - 1230	25	2	14		0	41	8	8	4		0	20	5	287	33		0	325	6	209	3		2	220	606
1230 - 1245	17	6	10		0	33	9	11	8		0	28	7	269	22		0	298	24	266	2		2	294	653
1245 - 1300	23	3	10		0	36	4	0	8		0	12	7	267	35		0	309	35	298	12		1	346	703
Hourly Total	78	15	52		0	145	26	23	23		0	72	25	1095	111		0	1231	73	1000	23		8	1104	2552
1300 - 1315	24	9	21		0	54	13	6	10		0	29	9	303	15		1	328	14	228	6		0	248	659
1315 - 1330	14	5	13		0	32	8	3	6		0	17	6	301	28		0	335	13	281	2		2	298	682
1330 - 1345	16	3	8		0	27	11	2	6		0	19	10	254	22		0	286	5	232	5		0	242	574
1345 - 1400	21	8	8		0	37	6	3	5		0	14	2	285	19		0	306	5	280	4		1	290	647
Hourly Total	75	25	50		0	150	38	14	27		0	79	27	1143	84		1	1255	37	1021	17		3	1078	2562
Grand Total	281	78	161		0	520	128	79	87		0	294	91	4016	370		1	4478	192	3447	89		16	3744	9036
Approach %	54.04	15.00	30.96		0.00	-	43.54	26.87	29.59		0.00	-	2.03	89.68	8.26		0.02	-	5.13	92.07	2.38		0.36	-	
Intersection %	3.11	0.86	1.78		0.00	5.75	1.42	0.87	0.96		0.00	3.25	1.01	44.44	4.09		0.01	49.56	2.12	38.15	0.98		0.18	41.43	
Heavy Vehicle %	1	0	0		-	1	0	1	1		-	1	2	0	0		0	0	0	0	0		0	0	0
PHF	0.81	0.64	0.64		0.00	0.72	0.65	0.45	0.80		0.00	0.74	0.81	0.94	0.71		0.25	0.95	0.61	0.90	0.46		0.63	0.86	0.96

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

Atlanta, GA

Site 1



Glenridge Dr (South)
Glenridge Dr (North)
Abernathy Rd NE (West)
Abernathy Rd NE (East)

Date

Sunday, May 5, 2024

Lat/Long

33.936386°, -84.366698°

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Weather

Mostly Cloudy
74°F

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1000 - 1400 (Sunday 4h Session) (05-05-2024)

Passenger Vehicles (1-3)

TIME	Northbound						Southbound						Eastbound						Westbound						
	Glenridge Dr (South)						Glenridge Dr (North)						Abernathy Rd NE (West)						Abernathy Rd NE (East)						
	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
1000 - 1015	12	3	4		0	19	4	4	3		0	11	3	169	15		0	187	5	120	10		0	135	352
1015 - 1030	15	1	6		0	22	4	4	5		0	13	3	207	22		0	232	12	138	1		0	151	418
1030 - 1045	10	8	5		0	23	11	5	2		0	18	3	203	23		0	229	8	188	4		0	200	470
1045 - 1100	17	3	3		0	23	4	10	4		0	18	5	231	29		0	265	17	199	10		0	226	532
Hourly Total	54	15	18		0	87	23	23	14		0	60	14	810	89		0	913	42	645	25		0	712	1772
1100 - 1115	20	3	6		0	29	19	5	6		0	30	7	217	16		0	240	10	163	8		0	181	480
1115 - 1130	7	8	11		0	26	9	4	8		0	21	3	229	22		0	254	12	197	7		1	217	518
1130 - 1145	27	7	10		0	44	10	7	3		0	20	6	243	18		0	267	7	199	6		4	216	547
1145 - 1200	19	4	14		0	37	3	3	5		0	11	7	271	30		0	308	11	213	3		0	227	583
Hourly Total	73	22	41		0	136	41	19	22		0	82	23	960	86		0	1069	40	772	24		5	841	2128
1200 - 1215	13	4	18		0	35	5	3	3		0	11	6	270	21		0	297	8	225	6		3	242	585
1215 - 1230	24	2	14		0	40	8	8	4		0	20	5	287	33		0	325	6	209	3		2	220	605
1230 - 1245	17	6	10		0	33	9	11	8		0	28	7	266	22		0	295	24	266	2		2	294	650
1245 - 1300	23	3	10		0	36	4	0	8		0	12	7	265	35		0	307	35	297	12		1	345	700
Hourly Total	77	15	52		0	144	26	22	23		0	71	25	1088	111		0	1224	73	997	23		8	1101	2540
1300 - 1315	23	9	21		0	53	13	6	10		0	29	9	303	15		1	328	14	227	6		0	247	657
1315 - 1330	14	5	13		0	32	8	3	6		0	17	6	301	28		0	335	13	280	2		2	297	681
1330 - 1345	16	3	8		0	27	11	2	6		0	19	10	252	22		0	284	5	231	5		0	241	571
1345 - 1400	21	8	8		0	37	6	3	5		0	14	2	285	19		0	306	5	280	4		1	290	647
Hourly Total	74	25	50		0	149	38	14	27		0	79	27	1141	84		1	1253	37	1018	17		3	1075	2556
Grand Total	278	77	161		0	516	128	78	86		0	292	89	3999	370		1	4459	192	3432	89		16	3729	8996
Approach %	53.88	14.92	31.20		0.00	-	43.84	26.71	29.45		0.00	-	2.00	89.68	8.30		0.02	-	5.15	92.04	2.39		0.36	-	
Intersection %	3.09	0.86	1.79		0.00	5.74	1.42	0.87	0.96		0.00	3.25	0.99	44.45	4.11		0.01	49.57	2.13	38.15	0.99		0.18	41.45	

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

Atlanta, GA

Site 1



Glenridge Dr (South)
Glenridge Dr (North)
Abernathy Rd NE (West)
Abernathy Rd NE (East)

Date

Sunday, May 5, 2024

Lat/Long

33.936386°, -84.366698°

[Click here for Map](#)

Weather

Mostly Cloudy
74°F

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1000 - 1400 (Sunday 4h Session) (05-05-2024)

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound							
	Glenridge Dr (South)						Glenridge Dr (North)						Abernathy Rd NE (West)						Abernathy Rd NE (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	
1000 - 1015	0	0	0		0	0	0	0	0		0	0	1	0	0	0		0	1	0	1	0		0	1	2
1015 - 1030	0	0	0		0	0	0	0	0		0	0	0	1	0	0		0	1	0	0	0		0	0	1
1030 - 1045	0	0	0		0	0	0	0	1		0	1	0	0	0	0		0	0	0	1	0		0	1	2
1045 - 1100	0	0	0		0	0	0	0	0		0	0	1	0	0	0		0	1	0	1	0		0	1	2
Hourly Total	0	0	0		0	0	0	0	1		0	1	2	1	0	0		0	3	0	3	0		0	3	7
1100 - 1115	0	0	0		0	0	0	0	0		0	0	0	2	0	0		0	2	0	0	0		0	0	2
1115 - 1130	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1130 - 1145	0	0	0		0	0	0	0	0		0	0	0	2	0	0		0	2	0	3	0		0	3	5
1145 - 1200	1	0	0		0	1	0	0	0		0	0	0	1	0	0		0	1	0	1	0		0	1	3
Hourly Total	1	0	0		0	1	0	0	0		0	0	0	5	0	0		0	5	0	4	0		0	4	10
1200 - 1215	0	0	0		0	0	0	1	0		0	1	0	2	0	0		0	2	0	1	0		0	1	4
1215 - 1230	1	0	0		0	1	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	1
1230 - 1245	0	0	0		0	0	0	0	0		0	0	0	1	0	0		0	1	0	0	0		0	0	1
1245 - 1300	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	1	0		0	1	1
Hourly Total	1	0	0		0	1	0	1	0		0	1	0	3	0	0		0	3	0	2	0		0	2	7
1300 - 1315	1	0	0		0	1	0	0	0		0	0	0	0	0	0		0	0	0	1	0		0	1	2
1315 - 1330	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	1	0		0	1	1
1330 - 1345	0	0	0		0	0	0	0	0		0	0	0	2	0	0		0	2	0	1	0		0	1	3
1345 - 1400	0	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	2	0	0		0	2	0	3	0		0	3	6
Grand Total	3	0	0		0	3	0	1	1		0	2	2	11	0	0		0	13	0	12	0		0	12	30
Approach %	100.00	0.00	0.00		0.00	-	0.00	50.00	50.00		0.00	-	15.38	84.62	0.00	0.00		0.00	-	0.00	100.00	0.00		0.00	-	
Intersection %	10.00	0.00	0.00		0.00	10.00	0.00	3.33	3.33		0.00	6.67	6.67	36.67	0.00	0.00		0.00	43.33	0.00	40.00	0.00		0.00	40.00	

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

Atlanta, GA

Site 1



Glenridge Dr (South)
Glenridge Dr (North)
Abernathy Rd NE (West)
Abernathy Rd NE (East)

Date

Sunday, May 5, 2024

Lat/Long

33.936386°, -84.366698°

[Click here for Map](#)

Weather

Mostly Cloudy
74°F

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1000 - 1400 (Sunday 4h Session) (05-05-2024)

Combination Trucks (8-13)

TIME	Northbound						Southbound						Eastbound						Westbound						
	Glenridge Dr (South)						Glenridge Dr (North)						Abernathy Rd NE (West)						Abernathy Rd NE (East)						
	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
1000 - 1015	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1015 - 1030	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1030 - 1045	0	0	0		0	0	0	0	0		0	0	0	2	0		0	2	0	0	0		0	0	2
1045 - 1100	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	2	0		0	2	0	0	0		0	0	2
1100 - 1115	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1115 - 1130	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	1
1130 - 1145	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	1
1145 - 1200	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	2	0		0	2	2
1200 - 1215	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	1
1215 - 1230	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1230 - 1245	0	0	0		0	0	0	0	0		0	0	0	2	0		0	2	0	0	0		0	0	2
1245 - 1300	0	0	0		0	0	0	0	0		0	0	0	2	0		0	2	0	0	0		0	0	2
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	4	0		0	4	0	1	0		0	1	5
1300 - 1315	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1315 - 1330	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1330 - 1345	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1345 - 1400	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	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	6	0		0	6	0	3	0		0	3	9
Approach %	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	0.00	100.00	0.00		0.00	-	0.00	100.00	0.00		0.00	-	
Intersection %	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	66.67	0.00		0.00	66.67	0.00	33.33	0.00		0.00	33.33	

Classified Turn Movement Count || Bikes

Atlanta, GA

Site 1



Glenridge Dr (South)
Glenridge Dr (North)
Abernathy Rd NE (West)
Abernathy Rd NE (East)

Date

Sunday, May 5, 2024

Lat/Long

33.936386°, -84.366698°

[Click here for Map](#)

Weather

Mostly Cloudy
74°F

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1000 - 1400 (Sunday 4h Session) (05-05-2024)

Bikes

TIME	Northbound						Southbound						Eastbound						Westbound						
	Glenridge Dr (South)						Glenridge Dr (North)						Abernathy Rd NE (West)						Abernathy Rd NE (East)						
	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
1000 - 1015	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	1
1015 - 1030	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1030 - 1045	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1045 - 1100	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
1100 - 1115	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1115 - 1130	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1130 - 1145	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1145 - 1200	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1200 - 1215	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1215 - 1230	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1230 - 1245	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1245 - 1300	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1300 - 1315	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1315 - 1330	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1330 - 1345	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1345 - 1400	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	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	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	

Classified Turn Movement Count | | All Trucks (4-13)

Atlanta, GA

Site 1



Glenridge Dr (South)
Glenridge Dr (North)
Abernathy Rd NE (West)
Abernathy Rd NE (East)

Date

Sunday, May 5, 2024

Lat/Long

33.936386°, -84.366698°

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Weather

Mostly Cloudy
74°F

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1000 - 1400 (Sunday 4h Session) (05-05-2024)
All Trucks (4-13)

TIME	Northbound						Southbound						Eastbound						Westbound						
	Glenridge Dr (South)						Glenridge Dr (North)						Abernathy Rd NE (West)						Abernathy Rd NE (East)						
	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
1000 - 1015	0	0	0		0	0	0	0	0		0	0	1	0	0		0	1	0	1	0		0	1	2
1015 - 1030	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	1
1030 - 1045	0	0	0		0	0	0	0	1		0	1	0	2	0		0	2	0	1	0		0	1	4
1045 - 1100	0	0	0		0	0	0	0	0		0	0	1	0	0		0	1	0	1	0		0	1	2
Hourly Total	0	0	0		0	0	0	0	1		0	1	2	3	0		0	5	0	3	0		0	3	9
1100 - 1115	0	0	0		0	0	0	0	0		0	0	0	2	0		0	2	0	0	0		0	0	2
1115 - 1130	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	1
1130 - 1145	0	0	0		0	0	0	0	0		0	0	0	2	0		0	2	0	4	0		0	4	6
1145 - 1200	1	0	0		0	1	0	0	0		0	0	0	1	0		0	1	0	1	0		0	1	3
Hourly Total	1	0	0		0	1	0	0	0		0	0	0	5	0		0	5	0	6	0		0	6	12
1200 - 1215	0	0	0		0	0	0	1	0		0	1	0	2	0		0	2	0	2	0		0	2	5
1215 - 1230	1	0	0		0	1	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	1
1230 - 1245	0	0	0		0	0	0	0	0		0	0	0	3	0		0	3	0	0	0		0	0	3
1245 - 1300	0	0	0		0	0	0	0	0		0	0	0	2	0		0	2	0	1	0		0	1	3
Hourly Total	1	0	0		0	1	0	1	0		0	1	0	7	0		0	7	0	3	0		0	3	12
1300 - 1315	1	0	0		0	1	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	2
1315 - 1330	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	1
1330 - 1345	0	0	0		0	0	0	0	0		0	0	0	2	0		0	2	0	1	0		0	1	3
1345 - 1400	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	2	0		0	2	0	3	0		0	3	6
Grand Total	3	0	0		0	3	0	1	1		0	2	2	17	0		0	19	0	15	0		0	15	39
Approach %	100.00	0.00	0.00		0.00	-	0.00	50.00	50.00		0.00	-	10.53	89.47	0.00		0.00	-	0.00	100.00	0.00		0.00	-	
Intersection %	7.69	0.00	0.00		0.00	7.69	0.00	2.56	2.56		0.00	5.13	5.13	43.59	0.00		0.00	48.72	0.00	38.46	0.00		0.00	38.46	

Crosswalk Counts | | Pedestrians

Atlanta, GA

Site 1
Glenridge Dr (South)
Glenridge Dr (North)
Abernathy Rd NE (West)
Abernathy Rd NE (East)

Date
Sunday, May 5, 2024

Lat/Long
33.936386°, -84.366698°
[Click here for Map](#)

Weather
Mostly Cloudy
74°F
[Click here for Detailed Weather](#)



1000 - 1400 (Sunday 4h Session) (05-05-2024)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound				
	Glenridge Dr (South)			Glenridge Dr (North)			Abernathy Rd NE (West)			Abernathy Rd NE (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	
1000 - 1015	0	1	1	0	0	0	0	0	0	0	0	0	1	
1015 - 1030	0	1	1	0	1	1	0	0	0	0	0	0	2	
1030 - 1045	1	0	1	0	0	0	0	0	0	0	0	0	1	
1045 - 1100	0	0	0	2	0	2	0	0	0	0	0	0	2	
Hourly Total	1	2	3	2	1	3	0	0	0	0	0	0	6	
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0	
1115 - 1130	0	0	0	1	1	2	0	0	0	0	0	0	2	
1130 - 1145	1	0	1	0	0	0	0	0	0	0	0	0	1	
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	1	0	1	1	1	2	0	0	0	0	0	0	3	
1200 - 1215	0	0	0	0	0	0	1	0	1	0	0	0	1	
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	
1245 - 1300	1	1	2	0	0	0	0	0	0	0	0	0	2	
Hourly Total	1	1	2	0	0	0	1	0	1	0	0	0	3	
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	
1330 - 1345	1	1	2	0	0	0	0	0	0	0	0	0	2	
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	1	1	2	0	0	0	0	0	0	0	0	0	2	
Grand Total	4	4	8	3	2	5	1	0	1	0	0	0	14	
Approach %	50.00	50.00	-	60.00	40.00	-	100.00	0.00	-	0.00	0.00	-		
Intersection %	28.57	28.57	57.14	21.43	14.29	35.71	7.14	0.00	7.14	0.00	0.00	0.00		

Crosswalk Counts | | Bikes

Atlanta, GA

Site 1
Glenridge Dr (South)
Glenridge Dr (North)
Abernathy Rd NE (West)
Abernathy Rd NE (East)

Date
Sunday, May 5, 2024

Lat/Long
33.936386°, -84.366698°
[Click here for Map](#)

Weather
Mostly Cloudy
74°F
[Click here for Detailed Weather](#)



1000 - 1400 (Sunday 4h Session) (05-05-2024)
Bikes

		Northbound			Southbound			Eastbound			Westbound				
		Glenridge Dr (South)			Glenridge Dr (North)			Abernathy Rd NE (West)			Abernathy Rd NE (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	
1000 - 1015		0	0	0	0	0	0	0	0	0	0	0	0	0	
1015 - 1030		0	0	0	0	0	0	0	0	0	0	0	0	0	
1030 - 1045		0	0	0	0	0	0	0	0	0	0	0	0	0	
1045 - 1100		0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total		0	0	0	0	0	0	0	0	0	0	0	0	0	
1100 - 1115		0	0	0	0	0	0	0	0	0	0	0	0	0	
1115 - 1130		0	0	0	0	0	0	0	0	0	0	0	0	0	
1130 - 1145		0	0	0	0	0	0	0	0	0	0	0	0	0	
1145 - 1200		0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total		0	0	0	0	0	0	0	0	0	0	0	0	0	
1200 - 1215		0	0	0	0	0	0	0	0	0	0	0	0	0	
1215 - 1230		0	0	0	0	0	0	0	0	0	0	0	0	0	
1230 - 1245		0	0	0	0	0	0	0	0	0	0	0	0	0	
1245 - 1300		0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total		0	0	0	0	0	0	0	0	0	0	0	0	0	
1300 - 1315		0	0	0	0	0	0	0	0	0	0	0	0	0	
1315 - 1330		0	0	0	0	0	0	0	0	0	0	0	0	0	
1330 - 1345		0	0	0	0	0	0	0	0	0	0	0	0	0	
1345 - 1400		0	0	0	0	0	0	0	0	0	0	0	0	0	
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	-		
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		

Crosswalk Counts | | Motorized Vehicles

Atlanta, GA

Site 1
Glenridge Dr (South)
Glenridge Dr (North)
Abernathy Rd NE (West)
Abernathy Rd NE (East)

Date
Sunday, May 5, 2024

Lat/Long
33.936386°, -84.366698°
[Click here for Map](#)

Weather
Mostly Cloudy
74°F
[Click here for Detailed Weather](#)



1000 - 1400 (Sunday 4h Session) (05-05-2024)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound							
	Glenridge Dr (South)			Glenridge Dr (North)			Abernathy Rd NE (West)			Abernathy Rd NE (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
1000 - 1015	0	0		0	0	0		0	0	0		0	0	0		0	0
1015 - 1030	0	0		0	0	0		0	0	0		0	0	0		0	0
1030 - 1045	0	0		0	0	0		0	0	0		0	0	0		0	0
1045 - 1100	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1100 - 1115	0	0		0	0	0		0	0	0		0	0	0		0	0
1115 - 1130	0	0		0	0	0		0	0	0		0	0	0		0	0
1130 - 1145	0	0		0	0	0		0	0	0		0	0	0		0	0
1145 - 1200	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1200 - 1215	0	0		0	0	0		0	0	0		0	0	0		0	0
1215 - 1230	0	0		0	0	0		0	0	0		0	0	0		0	0
1230 - 1245	0	0		0	0	0		0	0	0		0	0	0		0	0
1245 - 1300	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1300 - 1315	0	0		0	0	0		0	0	0		0	0	0		0	0
1315 - 1330	0	0		0	0	0		0	0	0		0	0	0		0	0
1330 - 1345	0	0		0	0	0		0	0	0		0	0	0		0	0
1345 - 1400	0	0		0	0	0		0	0	0		0	0	0		0	0
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		-	
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	

Start Date: 5/5/2024



Start Date: 5/5/2024		Abernathy Rd NE (West)			Abernathy Rd NE (East)			Glenridge Dr (South)			Glenridge Dr (North)			
		Eastbound			Westbound			Northbound			Southbound			
Time		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	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	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM - 07:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM - 07:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM - 08:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM - 08:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM - 08:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM - 08:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM - 09:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
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		4	169	15	5	121	10	12	4	4	4	4	3	355
10:15 AM - 10:30 AM		3	208	22	12	138	1	15	1	6	4	4	5	419
10:30 AM - 10:45 AM		3	205	23	8	189	4	10	8	5	11	5	3	474
10:45 AM - 11:00 AM		6	231	29	17	200	10	17	3	3	4	10	4	534
11:00 AM - 11:15 AM		7	219	16	10	163	8	20	3	6	19	5	6	482
11:15 AM - 11:30 AM		3	229	22	12	198	7	7	8	11	9	4	8	518
11:30 AM - 11:45 AM		6	245	18	7	203	6	27	7	10	10	7	3	549
11:45 AM - 12:00 PM		7	272	30	11	214	3	20	4	14	3	3	5	586
12:00 PM - 12:15 PM		6	272	21	8	227	6	13	4	18	5	4	3	587
12:15 PM - 12:30 PM		5	287	33	6	209	3	25	2	14	8	8	4	604
12:30 PM - 12:45 PM		7	269	22	24	266	2	17	6	10	9	11	8	651
12:45 PM - 01:00 PM		7	267	35	35	298	12	23	3	10	4	0	8	702
01:00 PM - 01:15 PM		9	303	15	14	228	6	24	9	21	13	6	10	658
01:15 PM - 01:30 PM		6	301	28	13	281	2	14	5	13	8	3	6	680
01:30 PM - 01:45 PM		10	254	22	5	232	5	16	3	8	11	2	6	574
01:45 PM - 02:00 PM		2	285	19	5	280	4	21	8	8	6	3	5	646
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	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM - 04:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM - 04:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM - 05:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM - 05:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM - 05:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM - 05:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM - 06:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
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



[Click here for Map](#)

Peak Hour Turning Movement Count

Atlanta, GA



www.marrtraffic.com



Sunday, May 5, 2024	
Period	1000 - 1400
Peak Hour	1230 - 1330

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)						
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	
1230 - 1245	3	28	11	-	0	42	6	31	17	-	0	54	9	58	6	-	0	73	7	71	9	-	0	87	256
1245 - 1300	0	32	9	-	0	41	9	23	12	-	0	44	15	58	5	-	0	78	17	87	14	-	0	118	281
1300 - 1315	3	28	17	-	0	48	7	25	9	-	0	41	13	68	4	-	0	85	9	66	17	-	0	92	266
1315 - 1330	3	14	13	-	0	30	9	29	10	-	0	48	5	69	2	-	0	76	6	86	9	-	0	101	255
Total	9	102	50	0	0	161	31	108	48	0	0	187	42	253	17	0	0	312	39	310	49	0	0	398	1058
Approach %	5.59	63.35	31.06	0.00	0.00	-	16.58	57.75	25.67	0.00	0.00	-	13.46	81.09	5.45	0.00	0.00	-	9.80	77.89	12.31	0.00	0.00	-	-
PHF	0.75	0.80	0.74	0.00	0.00	0.84	0.86	0.87	0.71	0.00	0.00	0.87	0.70	0.92	0.71	0.00	0.00	0.92	0.57	0.89	0.72	0.00	0.00	0.84	0.94

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)						
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	
1230 - 1245	3	28	11	-	0	42	6	31	17	-	0	54	9	58	6	-	0	73	7	70	9	-	0	86	255
1245 - 1300	0	32	9	-	0	41	9	23	12	-	0	44	15	57	5	-	0	77	17	87	14	-	0	118	280
1300 - 1315	3	27	17	-	0	41	7	25	9	-	0	41	13	68	4	-	0	85	9	65	17	-	0	91	264
1315 - 1330	2	14	13	-	0	29	9	29	10	-	0	48	5	69	2	-	0	76	6	86	9	-	0	101	254
Total	8	101	50	0	0	159	31	108	48	0	0	187	42	252	17	0	0	311	39	308	49	0	0	396	1053
Approach %	5.03	63.52	31.45	0.00	0.00	-	16.58	57.75	25.67	0.00	0.00	-	13.50	81.03	5.47	0.00	0.00	-	9.85	77.78	12.37	0.00	0.00	-	-
PHF	0.67	0.79	0.74	0.00	0.00	0.85	0.86	0.87	0.71	0.00	0.00	0.87	0.70	0.91	0.71	0.00	0.00	0.91	0.57	0.89	0.72	0.00	0.00	0.84	0.94

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total	
	Glenridge Dr (South)						Glenridge Dr (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)							
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total		
1230 - 1245	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1245 - 1300	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	-	0	0	0	0
1300 - 1315	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	0	-	0	0	0	1	0	-	0	1	2
1315 - 1330	0	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	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	-
PHF	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25

Combination Trucks (8-13)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total	
	Glenridge Dr (South)						Glenridge Dr (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)							
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total		
1230 - 1245	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1245 - 1300	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1300 - 1315	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1315 - 1330	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Bikes

Time	Northbound						Southbound						Eastbound						Westbound						Int Total	
	Glenridge Dr (South)						Glenridge Dr (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)							
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total		
1230 - 1245	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	1	0	-	0	1	1
1245 - 1300	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	-	0	1	0	0	0	-	0	0	1
1300 - 1315	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1315 - 1330	1	0	0	-	0	1	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
Total	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	1	3
Approach %	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	-	-
PHF	0.25	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.25	0.75	0.75

Classified Turn Movement Count | | All vehicles

Atlanta, GA

Site 2



Glenridge Dr (South)
Glenridge Dr (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

Date

Sunday, May 5, 2024

Lat/Long

33.926851°, -84.366800°

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Weather

Mostly Cloudy
74°F

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1000 - 1400 (Sunday 4h Session) (05-05-2024)

All vehicles

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)						
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	
1000 - 1015	0	12	9		0	21	11	11	5		0	27	3	45	4		0	52	6	44	8		0	58	158
1015 - 1030	1	13	4		0	18	5	15	12		0	32	8	44	5		0	57	15	48	11		0	74	181
1030 - 1045	0	15	11		0	26	4	16	10		0	30	11	48	5		0	64	9	44	10		0	63	183
1045 - 1100	4	15	5		0	24	11	18	7		0	36	7	34	1		0	42	9	54	13		0	76	178
Hourly Total	5	55	29		0	89	31	60	34		0	125	29	171	15		0	215	39	190	42		0	271	700
1100 - 1115	2	13	9		0	24	10	16	11		0	37	10	75	2		0	87	10	44	16		0	70	218
1115 - 1130	0	10	9		0	19	13	17	15		0	45	8	59	3		0	70	6	68	11		0	85	219
1130 - 1145	7	19	6		0	32	14	23	12		0	49	14	60	1		0	75	15	51	10		0	76	232
1145 - 1200	1	17	9		0	27	14	20	6		0	40	6	77	5		0	88	1	69	15		0	85	240
Hourly Total	10	59	33		0	102	51	76	44		0	171	38	271	11		0	320	32	232	52		0	316	909
1200 - 1215	0	16	17		0	33	15	23	10		0	48	7	74	5		0	86	10	66	14		0	90	257
1215 - 1230	2	21	11		0	34	10	23	14		0	47	6	86	4		0	96	7	60	8		0	75	252
1230 - 1245	3	28	11		0	42	6	31	17		0	54	9	58	6		0	73	7	71	9		0	87	256
1245 - 1300	0	32	9		0	41	9	23	12		0	44	15	58	5		0	78	17	87	14		0	118	281
Hourly Total	5	97	48		0	150	40	100	53		0	193	37	276	20		0	333	41	284	45		0	370	1046
1300 - 1315	3	28	17		0	48	7	25	9		0	41	13	68	4		0	85	9	66	17		0	92	266
1315 - 1330	3	14	13		0	30	9	29	10		0	48	5	69	2		0	76	6	86	9		0	101	255
1330 - 1345	2	19	10		0	31	5	11	12		0	28	6	68	8		0	82	7	88	8		0	103	244
1345 - 1400	3	20	7		0	30	2	21	3		0	26	11	61	4		0	76	11	69	12		0	92	224
Hourly Total	11	81	47		0	139	23	86	34		0	143	35	266	18		0	319	33	309	46		0	388	989
Grand Total	31	292	157		0	480	145	322	165		0	632	139	984	64		0	1187	145	1015	185		0	1345	3644
Approach %	6.46	60.83	32.71		0.00	-	22.94	50.95	26.11		0.00	-	11.71	82.90	5.39		0.00	-	10.78	75.46	13.75		0.00	-	
Intersection %	0.85	8.01	4.31		0.00	13.17	3.98	8.84	4.53		0.00	17.34	3.81	27.00	1.76		0.00	32.57	3.98	27.85	5.08		0.00	36.91	
Heavy Vehicle %	0	1	1		-	1	0	0	1		-	0	0	0	0		-	0	0	0		-	0	0	
PHF	0.75	0.80	0.74		0.00	0.84	0.86	0.87	0.71		0.00	0.87	0.70	0.92	0.71		0.00	0.92	0.57	0.89	0.72		0.00	0.84	0.94

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

Atlanta, GA

Site 2



Glenridge Dr (South)
Glenridge Dr (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

Date

Sunday, May 5, 2024

Lat/Long

33.926851°, -84.366800°

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Weather

Mostly Cloudy
74°F

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1000 - 1400 (Sunday 4h Session) (05-05-2024)
Passenger Vehicles (1-3)

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)						
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	
1000 - 1015	0	11	6		0	17	11	11	5		0	27	3	43	4		0	50	6	43	8		0	57	151
1015 - 1030	1	13	4		0	18	5	15	12		0	32	8	42	5		0	55	15	47	11		0	73	178
1030 - 1045	0	15	9		0	24	4	16	10		0	30	11	47	5		0	63	9	44	9		0	62	179
1045 - 1100	3	14	5		0	22	11	18	7		0	36	7	34	1		0	42	9	54	13		0	76	176
Hourly Total	4	53	24		0	81	31	60	34		0	125	29	166	15		0	210	39	188	41		0	268	684
1100 - 1115	2	13	9		0	24	10	16	11		0	37	9	69	2		0	80	10	43	16		0	69	210
1115 - 1130	0	10	9		0	19	13	17	15		0	45	8	59	3		0	70	6	68	11		0	85	219
1130 - 1145	7	19	6		0	32	14	23	12		0	49	14	57	1		0	72	15	51	10		0	76	229
1145 - 1200	1	16	9		0	26	14	20	6		0	40	6	76	5		0	87	1	69	15		0	85	238
Hourly Total	10	58	33		0	101	51	76	44		0	171	37	261	11		0	309	32	231	52		0	315	896
1200 - 1215	0	16	17		0	33	15	23	9		0	47	7	74	5		0	86	10	66	14		0	90	256
1215 - 1230	2	20	10		0	32	10	23	14		0	47	6	86	4		0	96	7	60	8		0	75	250
1230 - 1245	3	28	11		0	42	6	31	17		0	54	9	58	6		0	73	7	70	9		0	86	255
1245 - 1300	0	32	9		0	41	9	23	12		0	44	15	57	5		0	77	17	87	14		0	118	280
Hourly Total	5	96	47		0	148	40	100	52		0	192	37	275	20		0	332	41	283	45		0	369	1041
1300 - 1315	3	27	17		0	47	7	25	9		0	41	13	68	4		0	85	9	65	17		0	91	264
1315 - 1330	2	14	13		0	29	9	29	10		0	48	5	69	2		0	76	6	86	9		0	101	254
1330 - 1345	2	19	10		0	31	5	11	12		0	28	6	68	8		0	82	7	87	8		0	102	243
1345 - 1400	3	20	7		0	30	2	21	3		0	26	11	61	4		0	76	11	69	12		0	92	224
Hourly Total	10	80	47		0	137	23	86	34		0	143	35	266	18		0	319	33	307	46		0	386	985
Grand Total	29	287	151		0	467	145	322	164		0	631	138	968	64		0	1170	145	1009	184		0	1338	3606
Approach %	6.21	61.46	32.33		0.00	-	22.98	51.03	25.99		0.00	-	11.79	82.74	5.47		0.00	-	10.84	75.41	13.75		0.00	-	
Intersection %	0.80	7.96	4.19		0.00	12.95	4.02	8.93	4.55		0.00	17.50	3.83	26.84	1.77		0.00	32.45	4.02	27.98	5.10		0.00	37.10	

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

Atlanta, GA

Site 2



Glenridge Dr (South)
Glenridge Dr (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

Date

Sunday, May 5, 2024

Lat/Long

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Weather

Mostly Cloudy
74°F

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1000 - 1400 (Sunday 4h Session) (05-05-2024)

Single Unit Trucks (4-7)

TIME	Northbound						Southbound						Eastbound						Westbound							
	Glenridge Dr (South)						Glenridge Dr (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)							
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total	
1000 - 1015	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1015 - 1030	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	1	
1030 - 1045	0	0	1		0	1	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	1	
1045 - 1100	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	1	
Hourly Total	0	1	1		0	2	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	3	
1100 - 1115	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	1	0		0	1	2	
1115 - 1130	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	
1130 - 1145	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	
1145 - 1200	0	1	0		0	1	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	2	
Hourly Total	0	1	0		0	1	0	0	0		0	0	0	2	0		0	2	0	1	0		0	1	4	
1200 - 1215	0	0	0		0	0	0	0	1		0	1	0	0	0		0	0	0	0	0		0	0	1	
1215 - 1230	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	1	
1230 - 1245	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	
1245 - 1300	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	
Hourly Total	0	1	0		0	1	0	0	1		0	1	0	0	0		0	0	0	0	0		0	0	2	
1300 - 1315	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	2	
1315 - 1330	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	
1330 - 1345	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	1	
1345 - 1400	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	2	0		0	2	3	
Grand Total	0	4	1		0	5	0	0	1		0	1	0	3	0		0	3	0	3	0		0	3	12	
Approach %	0.00	80.00	20.00		0.00	-	0.00	0.00	100.00		0.00	-	0.00	100.00	0.00		0.00	-	0.00	100.00	0.00		0.00	-		
Intersection %	0.00	33.33	8.33		0.00	41.67	0.00	0.00	8.33		0.00	8.33	0.00	25.00	0.00		0.00	25.00	0.00	25.00	0.00		0.00	25.00		

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

Atlanta, GA

Site 2



Glenridge Dr (South)
Glenridge Dr (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

Date

Sunday, May 5, 2024

Lat/Long

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Weather

Mostly Cloudy
74°F

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1000 - 1400 (Sunday 4h Session) (05-05-2024)

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound							
	Glenridge Dr (South)						Glenridge Dr (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)							
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	
1000 - 1015	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1015 - 1030	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1030 - 1045	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1045 - 1100	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1100 - 1115	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1115 - 1130	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1130 - 1145	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1145 - 1200	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1200 - 1215	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1215 - 1230	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1230 - 1245	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1245 - 1300	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1300 - 1315	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1315 - 1330	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1330 - 1345	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1345 - 1400	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
Grand Total	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	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

Atlanta, GA

Site 2



Glenridge Dr (South)
Glenridge Dr (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

Date

Sunday, May 5, 2024

Lat/Long

33.926851°, -84.366800°

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Weather

Mostly Cloudy
74°F

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1000 - 1400 (Sunday 4h Session) (05-05-2024)

Bikes

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)						
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	
1000 - 1015	0	1	3		0	4	0	0	0		0	0	0	2	0		0	2	0	1	0		0	1	7
1015 - 1030	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	1	0		0	1	2
1030 - 1045	0	0	1		0	1	0	0	0		0	0	0	1	0		0	1	0	0	1		0	1	3
1045 - 1100	1	0	0		0	1	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	1
Hourly Total	1	1	4		0	6	0	0	0		0	0	0	4	0		0	4	0	2	1		0	3	13
1100 - 1115	0	0	0		0	0	0	0	0		0	0	1	5	0		0	6	0	0	0		0	0	6
1115 - 1130	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1130 - 1145	0	0	0		0	0	0	0	0		0	0	0	3	0		0	3	0	0	0		0	0	3
1145 - 1200	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	1	8	0		0	9	0	0	0		0	0	9
1200 - 1215	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1215 - 1230	0	0	1		0	1	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	1
1230 - 1245	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	1
1245 - 1300	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	1
Hourly Total	0	0	1		0	1	0	0	0		0	0	0	1	0		0	1	0	1	0		0	1	3
1300 - 1315	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1315 - 1330	1	0	0		0	1	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	1
1330 - 1345	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1345 - 1400	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	1	0	0		0	1	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	1
Grand Total	2	1	5		0	8	0	0	0		0	0	1	13	0		0	14	0	3	1		0	4	26
Approach %	25.00	12.50	62.50		0.00	-	0.00	0.00	0.00		0.00	-	7.14	92.86	0.00		0.00	-	0.00	75.00	25.00		0.00	-	
Intersection %	7.69	3.85	19.23		0.00	30.77	0.00	0.00	0.00		0.00	0.00	3.85	50.00	0.00		0.00	53.85	0.00	11.54	3.85		0.00	15.38	

Classified Turn Movement Count | | All Trucks (4-13)

Atlanta, GA

Site 2



Glenridge Dr (South)
Glenridge Dr (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

Date

Sunday, May 5, 2024

Lat/Long

33.926851°, -84.366800°

[Click here for Map](#)

Weather

Mostly Cloudy
74°F

[Click here for Detailed Weather](#)



1000 - 1400 (Sunday 4h Session) (05-05-2024)
All Trucks (4-13)

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)						
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	
1000 - 1015	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0
1015 - 1030	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	
1030 - 1045	0	0	1		0	1	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1045 - 1100	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
Hourly Total	0	1	1		0	2	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	
1100 - 1115	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	1	0		0	1	
1115 - 1130	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1130 - 1145	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1145 - 1200	0	1	0		0	1	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	
Hourly Total	0	1	0		0	1	0	0	0		0	0	0	2	0		0	2	0	1	0		0	1	
1200 - 1215	0	0	0		0	0	0	0	1		0	1	0	0	0		0	0	0	0	0		0	0	
1215 - 1230	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1230 - 1245	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1245 - 1300	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
Hourly Total	0	1	0		0	1	0	0	1		0	1	0	0	0		0	0	0	0	0		0	0	
1300 - 1315	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	
1315 - 1330	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1330 - 1345	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	
1345 - 1400	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	2	0		0	2	
Grand Total	0	4	1		0	5	0	0	1		0	1	0	3	0		0	3	0	3	0		0	3	
Approach %	0.00	80.00	20.00		0.00	-	0.00	0.00	100.00		0.00	-	0.00	100.00	0.00		0.00	-	0.00	100.00	0.00		0.00	-	
Intersection %	0.00	33.33	8.33		0.00	41.67	0.00	0.00	8.33		0.00	8.33	0.00	25.00	0.00		0.00	25.00	0.00	25.00	0.00		0.00	25.00	

Crosswalk Counts | | Pedestrians

Atlanta, GA

Site 2
Glenridge Dr (South)
Glenridge Dr (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

Date
Sunday, May 5, 2024

Lat/Long
33.926851°, -84.366800°
[Click here for Map](#)

Weather
Mostly Cloudy
74°F
[Click here for Detailed Weather](#)



1000 - 1400 (Sunday 4h Session) (05-05-2024)
Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	Glenridge Dr (South)			Glenridge Dr (North)			Mt Vernon Hwy (West)			Mt Vernon Hwy (East)				
	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h			
1000 - 1015	4	4	8	0	0	0	1	2	3	0	0	0	11	
1015 - 1030	0	0	0	0	0	0	3	1	4	0	0	0	4	
1030 - 1045	2	1	3	1	0	1	0	2	2	0	0	0	6	
1045 - 1100	2	0	2	0	0	0	1	0	1	0	0	0	3	
Hourly Total	8	5	13	1	0	1	5	5	10	0	0	0	24	
1100 - 1115	1	0	1	0	0	0	0	0	0	0	0	0	1	
1115 - 1130	1	1	2	0	0	0	1	0	1	0	0	0	3	
1130 - 1145	0	1	1	0	0	0	0	0	0	0	0	0	1	
1145 - 1200	1	1	2	0	0	0	0	0	0	0	0	0	2	
Hourly Total	3	3	6	0	0	0	1	0	1	0	0	0	7	
1200 - 1215	1	1	2	0	0	0	0	0	0	0	0	0	2	
1215 - 1230	2	0	2	0	0	0	0	0	0	0	0	0	2	
1230 - 1245	0	4	4	0	0	0	0	0	0	0	0	0	4	
1245 - 1300	2	0	2	0	0	0	0	0	0	0	0	0	2	
Hourly Total	5	5	10	0	0	0	0	0	0	0	0	0	10	
1300 - 1315	0	0	0	0	0	0	0	1	1	0	0	0	1	
1315 - 1330	0	1	1	0	0	0	0	0	0	0	0	0	1	
1330 - 1345	0	0	0	0	0	0	1	0	1	0	0	0	1	
1345 - 1400	0	2	2	0	0	0	0	0	0	0	0	0	2	
Hourly Total	0	3	3	0	0	0	1	1	2	0	0	0	5	
Grand Total	16	16	32	1	0	1	7	6	13	0	0	0	46	
Approach %	50.00	50.00	-	100.00	0.00	-	53.85	46.15	-	0.00	0.00	-		
Intersection %	34.78	34.78	69.57	2.17	0.00	2.17	15.22	13.04	28.26	0.00	0.00	0.00		

Crosswalk Counts | | Bikes

Atlanta, GA

Site 2
Glenridge Dr (South)
Glenridge Dr (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

Date
Sunday, May 5, 2024

Lat/Long
33.926851°, -84.366800°
[Click here for Map](#)

Weather
Mostly Cloudy
74°F
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1000 - 1400 (Sunday 4h Session) (05-05-2024)
Bikes

	Northbound			Southbound			Eastbound			Westbound							
	Glenridge Dr (South)			Glenridge Dr (North)			Mt Vernon Hwy (West)			Mt Vernon Hwy (East)							
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
1000 - 1015	0	0		0	0	0		0	0	0		0	0	0		0	0
1015 - 1030	0	0		0	0	0		0	0	0		0	0	0		0	0
1030 - 1045	0	0		0	0	0		0	0	0		0	0	0		0	0
1045 - 1100	1	0		1	0	0		0	0	0		0	0	0		0	1
Hourly Total	1	0		1	0	0		0	0	0		0	0	0		0	1
1100 - 1115	0	0		0	0	0		0	0	0		0	0	0		0	0
1115 - 1130	1	0		1	0	0		0	0	0		0	0	0		0	1
1130 - 1145	0	0		0	0	0		0	0	0		0	0	0		0	0
1145 - 1200	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	1	0		1	0	0		0	0	0		0	0	0		0	1
1200 - 1215	0	0		0	0	0		0	0	0		0	0	0		0	0
1215 - 1230	0	0		0	0	0		0	0	0		0	0	0		0	0
1230 - 1245	0	0		0	0	0		0	0	0		0	0	0		0	0
1245 - 1300	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1300 - 1315	0	0		0	0	0		0	0	0		0	0	0		0	0
1315 - 1330	0	0		0	0	0		0	0	0		0	0	0		0	0
1330 - 1345	0	0		0	0	0		0	0	0		0	0	0		0	0
1345 - 1400	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	2	0		2	0	0		0	0	0		0	0	0		0	2
Approach %	100.00	0.00		-	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	
Intersection %	100.00	0.00		100.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

Crosswalk Counts | | Motorized Vehicles

Atlanta, GA

Site 2
Glenridge Dr (South)
Glenridge Dr (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

Date
Sunday, May 5, 2024

Lat/Long
33.926851°, -84.366800°
[Click here for Map](#)

Weather
Mostly Cloudy
74°F
[Click here for Detailed Weather](#)



1000 - 1400 (Sunday 4h Session) (05-05-2024)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound							
	Glenridge Dr (South)			Glenridge Dr (North)			Mt Vernon Hwy (West)			Mt Vernon Hwy (East)							
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
1000 - 1015	0	0		0	0	0		0	0	0		0	0	0		0	0
1015 - 1030	0	0		0	0	0		0	0	0		0	0	0		0	0
1030 - 1045	0	0		0	0	0		0	0	0		0	0	0		0	0
1045 - 1100	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1100 - 1115	0	0		0	0	0		0	0	0		0	0	0		0	0
1115 - 1130	0	0		0	0	0		0	0	0		0	0	0		0	0
1130 - 1145	0	0		0	0	0		0	0	0		0	0	0		0	0
1145 - 1200	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1200 - 1215	0	0		0	0	0		0	0	0		0	0	0		0	0
1215 - 1230	0	0		0	0	0		0	0	0		0	0	0		0	0
1230 - 1245	0	0		0	0	0		0	0	0		0	0	0		0	0
1245 - 1300	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1300 - 1315	0	0		0	0	0		0	0	0		0	0	0		0	0
1315 - 1330	0	0		0	0	0		0	0	0		0	0	0		0	0
1330 - 1345	0	0		0	0	0		0	0	0		0	0	0		0	0
1345 - 1400	0	0		0	0	0		0	0	0		0	0	0		0	0
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		-	
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	

Start Date: 5/5/2024



Start Date: 5/5/2024		Mt Vernon Hwy (West)			Mt Vernon Hwy (East)			Glenridge Dr (South)			Glenridge Dr (North)			Total
Eastbound			Westbound			Northbound			Southbound					
Time		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
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	0	0	0	0	0	0	0	0	0	0	0	0	
07:15 AM - 07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:30 AM - 07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:45 AM - 08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:00 AM - 08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:15 AM - 08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:30 AM - 08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:45 AM - 09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	3	45	4	6	44	8	0	12	9	11	11	5	158	
10:15 AM - 10:30 AM	8	44	5	15	48	11	1	13	4	5	15	12	181	
10:30 AM - 10:45 AM	11	48	5	9	44	10	0	15	11	4	16	10	183	
10:45 AM - 11:00 AM	7	34	1	9	54	13	4	15	5	11	18	7	178	
11:00 AM - 11:15 AM	10	75	2	10	44	16	2	13	9	10	16	11	218	
11:15 AM - 11:30 AM	8	59	3	6	68	11	0	10	9	13	17	15	219	
11:30 AM - 11:45 AM	14	60	1	15	51	10	7	19	6	14	23	12	232	
11:45 AM - 12:00 PM	6	77	5	1	69	15	1	17	9	14	20	6	240	
12:00 PM - 12:15 PM	7	74	5	10	66	14	0	16	17	15	23	10	257	
12:15 PM - 12:30 PM	6	86	4	7	60	8	2	21	11	10	23	14	252	
12:30 PM - 12:45 PM	9	58	6	7	71	9	3	28	11	6	31	17	256	
12:45 PM - 01:00 PM	15	58	5	17	87	14	0	32	9	9	23	12	281	
01:00 PM - 01:15 PM	13	68	4	9	66	17	3	28	17	7	25	9	266	
01:15 PM - 01:30 PM	5	69	2	6	86	9	3	14	13	9	29	10	255	
01:30 PM - 01:45 PM	6	68	8	7	88	8	2	19	10	5	11	12	244	
01:45 PM - 02:00 PM	11	61	4	11	69	12	3	20	7	2	21	3	224	
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	0	0	0	0	0	0	0	0	0	0	0	0	
04:15 PM - 04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30 PM - 04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45 PM - 05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00 PM - 05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:15 PM - 05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:30 PM - 05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:45 PM - 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	



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Peak Hour Turning Movement Count

Atlanta, GA



www.marrtraffic.com



Sunday, May 5, 2024	
Period	1000 - 1400
Peak Hour	1230 - 1330

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

All Vehicles	Northbound							Southbound							Eastbound							Westbound							Int Total
	Barfield Rd							Glenlake Pkwy NE							Abernathy Rd NE (West)							Abernathy Rd NE (East)							
	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total					
Time	3.1	3.2	3.3		3.4		3.5	3.6	3.7		3.8		3.9	3.10	3.11		3.12		3.13	3.14	3.15		3.16						
1230 - 1245	26	4	18	-	0	48	20	3	7	-	0	30	1	280	23	-	0	304	15	269	22	-	6	312					
1245 - 1300	14	2	8	-	0	24	13	2	3	-	0	18	0	268	24	-	1	293	16	341	13	-	3	373					
1300 - 1315	15	1	17	-	0	33	12	4	3	-	0	19	1	316	25	-	0	342	11	234	22	-	5	272					
1315 - 1330	19	4	21	-	0	44	11	3	6	-	0	20	3	305	21	-	0	329	8	277	9	-	10	304					
Total	74	11	64	0	0	149	56	12	19	0	0	87	5	1169	93	0	1	1268	50	1121	66	0	24	1261					
Approach %	49.66	7.38	42.95	0.00	0.00	-	64.37	13.79	21.84	0.00	0.00	-	0.39	92.19	7.33	0.00	0.08	-	3.97	88.90	5.23	0.00	1.90	-					
PHF	0.71	0.69	0.76	0.00	0.00	0.78	0.70	0.75	0.68	0.00	0.00	0.73	0.42	0.92	0.93	0.00	0.25	0.93	0.78	0.82	0.75	0.00	0.60	0.85					

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int
	Barfield Rd						Glenlake Pkwy NE						Abernathy Rd NE (West)						Abernathy Rd NE (East)						
	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	
1230 - 1245	26	4	18	-	0	48	20	3	7	-	0	30	1	277	23	-	0	301	15	269	22	-	6	312	691
1245 - 1300	14	2	8	-	0	24	13	2	3	-	0	18	0	266	24	-	1	291	14	340	13	-	3	370	703
1300 - 1315	15	0	17	-	0	32	12	4	3	-	0	19	1	315	25	-	0	341	11	233	22	-	5	271	663
1315 - 1330	19	4	20	-	0	43	11	2	6	-	0	19	3	305	21	-	0	329	8	276	8	-	10	302	693
Total	74	10	63	0	0	147	56	11	19	0	0	86	5	1163	93	0	1	1262	48	1118	65	0	24	1255	2750
Approach %	50.34	6.80	42.86	0.00	0.00	-	65.12	12.79	22.09	0.00	0.00	-	0.40	92.16	7.37	0.00	0.08	-	3.82	89.08	5.18	0.00	1.91	-	
PHF	0.71	0.63	0.79	0.00	0.00	0.77	0.70	0.69	0.68	0.00	0.00	0.72	0.42	0.92	0.93	0.00	0.25	0.93	0.80	0.82	0.74	0.00	0.60	0.85	0.98

Single Unit Trucks (4-7)

Single Unit Trucks (4-7)		Northbound						Southbound						Eastbound						Westbound						Int Total
		Barfield Rd						Glenlake Pkwy NE						Abernathy Rd NE (West)						Abernathy Rd NE (East)						
		Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	
Time		0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	
1230 - 1245		0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	2	1	0	-	0	3	
1245 - 1300		0	1	0	-	0	1	0	0	0	-	0	0	0	1	0	-	0	1	0	1	0	-	0	1	
1300 - 1315		0	0	1	-	0	1	0	1	0	-	0	1	0	0	0	-	0	0	0	1	1	-	0	2	
1315 - 1330																										
Total		0	1	1	0	0	2	0	1	0	0	1	0	2	0	0	0	2	2	3	1	0	0	6		
Approach %		0.00	50.00	50.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	33.33	50.00	16.67	0.00	0.00	-		
PHF		0.00	0.25	0.25	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.25	0.00	0.50	0.00	0.00	0.00	0.50	0.25	0.75	0.25	0.00	0.00	0.69		

Combination Trucks (8-13)

[illegible]

Bikes

Bikes	Northbound						Southbound						Eastbound						Westbound						Int Total	
	Barfield Rd						Glenlake Pkwy NE						Abernathy Rd NE (West)						Abernathy Rd NE (East)							
	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total		
Time	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1230 - 1245	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1245 - 1300	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1300 - 1315	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1315 - 1330	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Classified Turn Movement Count | | All vehicles

Atlanta, GA

Site 3



Barfield Rd
Glenlake Pkwy NE
Abernathy Rd NE (West)
Abernathy Rd NE (East)

Date

Sunday, May 5, 2024

Lat/Long

33.933716°, -84.361737°

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Weather

Mostly Cloudy
74°F

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1000 - 1400 (Sunday 4h Session) (05-05-2024)

All vehicles

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	Barfield Rd						Glenlake Pkwy NE						Abernathy Rd NE (West)						Abernathy Rd NE (East)						
	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	
1000 - 1015	11	1	14		0	26	6	0	1		0	7	3	167	14		0	184	3	124	11		0	138	355
1015 - 1030	6	2	7		0	15	8	0	3		0	11	0	206	9		1	216	3	144	10		1	158	400
1030 - 1045	12	0	14		0	26	6	2	2		0	10	1	207	15		0	223	9	184	6		1	200	459
1045 - 1100	17	2	9		0	28	10	1	2		0	13	1	233	12		0	246	11	214	9		3	237	524
Hourly Total	46	5	44		0	95	30	3	8		0	41	5	813	50		1	869	26	666	36		5	733	1738
1100 - 1115	19	3	26		0	48	7	0	2		0	9	0	232	6		0	238	8	162	13		7	190	485
1115 - 1130	11	4	16		0	31	8	1	1		0	10	2	235	21		0	258	3	219	14		0	236	535
1130 - 1145	13	1	7		0	21	10	1	5		0	16	1	246	15		0	262	3	206	10		3	222	521
1145 - 1200	14	3	12		0	29	11	1	5		0	17	0	296	20		0	316	7	220	9		3	239	601
Hourly Total	57	11	61		0	129	36	3	13		0	52	3	1009	62		0	1074	21	807	46		13	887	2142
1200 - 1215	13	3	17		0	33	8	0	5		0	13	3	273	20		0	296	9	214	19		3	245	587
1215 - 1230	24	1	24		0	49	12	3	3		0	18	0	297	18		0	315	9	206	14		1	230	612
1230 - 1245	26	4	18		0	48	20	3	7		0	30	1	280	23		0	304	15	269	22		6	312	694
1245 - 1300	14	2	8		0	24	13	2	3		0	18	0	268	24		1	293	16	341	13		3	373	708
Hourly Total	77	10	67		0	154	53	8	18		0	79	4	1118	85		1	1208	49	1030	68		13	1160	2601
1300 - 1315	15	1	17		0	33	12	4	3		0	19	1	316	25		0	342	11	234	22		5	272	666
1315 - 1330	19	4	21		0	44	11	3	6		0	20	3	305	21		0	329	8	277	9		10	304	697
1330 - 1345	11	1	13		0	25	7	2	6		0	15	3	253	11		1	268	9	231	16		5	261	569
1345 - 1400	20	2	8		0	30	13	1	6		0	20	2	312	15		0	329	9	273	18		1	301	680
Hourly Total	65	8	59		0	132	43	10	21		0	74	9	1186	72		1	1268	37	1015	65		21	1138	2612
Grand Total	245	34	231		0	510	162	24	60		0	246	21	4126	269		3	4419	133	3518	215		52	3918	9093
Approach %	48.04	6.67	45.29		0.00	-	65.85	9.76	24.39		0.00	-	0.48	93.37	6.09		0.07	-	3.39	89.79	5.49		1.18	-	
Intersection %	2.69	0.37	2.54		0.00	5.61	1.78	0.26	0.66		0.00	2.71	0.23	45.38	2.96		0.03	48.60	1.46	38.69	2.36		0.57	43.09	
Heavy Vehicle %	0	3	0		-	0	1	4	2		-	1	5	0	0		0	0	2	0	1		0	0	0
PHF	0.71	0.69	0.76		0.00	0.78	0.70	0.75	0.68		0.00	0.73	0.42	0.92	0.93		0.25	0.93	0.78	0.82	0.75		0.60	0.85	0.98

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

Atlanta, GA

Site 3



Barfield Rd
Glenlake Pkwy NE
Abernathy Rd NE (West)
Abernathy Rd NE (East)

Date

Sunday, May 5, 2024

Lat/Long

33.933716°, -84.361737°

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Weather

Mostly Cloudy
74°F

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1000 - 1400 (Sunday 4h Session) (05-05-2024)

Passenger Vehicles (1-3)

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	Barfield Rd						Glenlake Pkwy NE						Abernathy Rd NE (West)						Abernathy Rd NE (East)						
	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	
1000 - 1015	11	1	14		0	26	6	0	1		0	7	3	167	14		0	184	3	123	11		0	137	354
1015 - 1030	6	2	7	0	15	8	0	3	0	11	0	205	9	1	215	3	144	10	1	158	399				
1030 - 1045	12	0	14	0	26	6	2	2	0	10	1	205	15	0	221	9	183	6	1	199	456				
1045 - 1100	17	2	9	0	28	10	1	2	0	13	1	233	12	0	246	11	213	9	3	236	523				
Hourly Total	46	5	44	0	95	30	3	8	0	41	5	810	50	1	866	26	663	36	5	730	1732				
1100 - 1115	19	3	26	0	48	7	0	2	0	9	0	230	6	0	236	8	162	12	7	189	482				
1115 - 1130	11	4	16	0	31	8	1	1	0	10	2	235	21	0	258	3	218	14	0	235	534				
1130 - 1145	13	1	7	0	21	9	1	5	0	15	1	244	15	0	260	3	202	10	3	218	514				
1145 - 1200	14	3	12	0	29	11	1	5	0	17	0	295	20	0	315	7	218	9	3	237	598				
Hourly Total	57	11	61	0	129	35	3	13	0	51	3	1004	62	0	1069	21	800	45	13	879	2128				
1200 - 1215	13	3	17	0	33	8	0	5	0	13	3	271	20	0	294	9	212	19	3	243	583				
1215 - 1230	24	1	24	0	49	12	3	3	0	18	0	297	17	0	314	9	206	14	1	230	611				
1230 - 1245	26	4	18	0	48	20	3	7	0	30	1	277	23	0	301	15	269	22	6	312	691				
1245 - 1300	14	2	8	0	24	13	2	3	0	18	0	266	24	1	291	14	340	13	3	370	703				
Hourly Total	77	10	67	0	154	53	8	18	0	79	4	1111	84	1	1200	47	1027	68	13	1155	2588				
1300 - 1315	15	0	17	0	32	12	4	3	0	19	1	315	25	0	341	11	233	22	5	271	663				
1315 - 1330	19	4	20	0	43	11	2	6	0	19	3	305	21	0	329	8	276	8	10	302	693				
1330 - 1345	11	1	13	0	25	7	2	5	0	14	2	252	11	1	266	9	231	16	5	261	566				
1345 - 1400	20	2	8	0	30	13	1	6	0	20	2	312	15	0	329	9	273	18	1	301	680				
Hourly Total	65	7	58	0	130	43	9	20	0	72	8	1184	72	1	1265	37	1013	64	21	1135	2602				
Grand Total	245	33	230	0	508	161	23	59	0	243	20	4109	268	3	4400	131	3503	213	52	3899	9050				
Approach %	48.23	6.50	45.28	0.00	-	66.26	9.47	24.28	0.00	-	0.45	93.39	6.09	0.07	-	3.36	89.84	5.46	1.18	-					
Intersection %	2.71	0.36	2.54	0.00	5.61	1.78	0.25	0.65	0.00	2.69	0.22	45.40	2.96	0.03	48.62	1.45	38.71	2.35	0.57	43.08					

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

Atlanta, GA

Site 3



Barfield Rd
Glenlake Pkwy NE
Abernathy Rd NE (West)
Abernathy Rd NE (East)

Date

Sunday, May 5, 2024

Lat/Long

33.933716°, -84.361737°

[Click here for Map](#)

Weather

Mostly Cloudy
74°F

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1000 - 1400 (Sunday 4h Session) (05-05-2024)

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Barfield Rd						Glenlake Pkwy NE						Abernathy Rd NE (West)						Abernathy Rd NE (East)						
TIME	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
1000 - 1015	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	1
1015 - 1030	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	1
1030 - 1045	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	1
1045 - 1100	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	1
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	3	0		0	3	4
1100 - 1115	0	0	0		0	0	0	0	0		0	0	0	2	0		0	2	0	0	1		0	1	3
1115 - 1130	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1130 - 1145	0	0	0		0	0	1	0	0		0	1	0	2	0		0	2	0	3	0		0	3	6
1145 - 1200	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	2	0		0	2	3
Hourly Total	0	0	0		0	0	1	0	0		0	1	0	5	0		0	5	0	5	1		0	6	12
1200 - 1215	0	0	0		0	0	0	0	0		0	0	0	2	0		0	2	0	1	0		0	1	3
1215 - 1230	0	0	0		0	0	0	0	0		0	0	0	0	1		0	1	0	0	0		0	0	1
1230 - 1245	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	1
1245 - 1300	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	2	1	0		0	3	3
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	3	1		0	4	2	2	0		0	4	8
1300 - 1315	0	1	0		0	1	0	0	0		0	0	0	1	0		0	1	0	1	0		0	1	3
1315 - 1330	0	0	1		0	1	0	1	0		0	1	0	0	0		0	0	0	1	1		0	2	4
1330 - 1345	0	0	0		0	0	0	0	1		0	1	1	1	0		0	2	0	0	0		0	0	3
1345 - 1400	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	1		0	2	0	1	1		0	2	1	2	0		0	3	0	2	1		0	3	10
Grand Total	0	1	1		0	2	1	1	1		0	3	1	11	1		0	13	2	12	2		0	16	34
Approach %	0.00	50.00	50.00		0.00	-	33.33	33.33	33.33		0.00	-	7.69	84.62	7.69		0.00	-	12.50	75.00	12.50		0.00	-	
Intersection %	0.00	2.94	2.94		0.00	5.88	2.94	2.94	2.94		0.00	8.82	2.94	32.35	2.94		0.00	38.24	5.88	35.29	5.88		0.00	47.06	

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

Atlanta, GA

Site 3



Barfield Rd
Glenlake Pkwy NE
Abernathy Rd NE (West)
Abernathy Rd NE (East)

Date

Sunday, May 5, 2024

Lat/Long

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Mostly Cloudy
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1000 - 1400 (Sunday 4h Session) (05-05-2024)
Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound							
	Barfield Rd						Glenlake Pkwy NE						Abernathy Rd NE (West)						Abernathy Rd NE (East)							
TIME	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total	
1000 - 1015	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1015 - 1030	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1030 - 1045	0	0	0		0	0	0	0	0		0	0	0	2	0	0		0	2	0	0	0		0	0	2
1045 - 1100	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	2	0	0		0	2	0	0	0		0	0	2
1100 - 1115	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1115 - 1130	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	1	0		0	1	1
1130 - 1145	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	1	0		0	1	1
1145 - 1200	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	2	0		0	2	2
1200 - 1215	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	1	0		0	1	1
1215 - 1230	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1230 - 1245	0	0	0		0	0	0	0	0		0	0	0	2	0	0		0	2	0	0	0		0	0	2
1245 - 1300	0	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	0	0	0		0	0	0	4	0	0		0	4	0	1	0		0	1	5
1300 - 1315	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1315 - 1330	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1330 - 1345	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1345 - 1400	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
Grand Total	0	0	0		0	0	0	0	0		0	0	0	6	0	0		0	6	0	3	0		0	3	9
Approach %	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	0.00	100.00	0.00	0.00		0.00	-	0.00	100.00	0.00		0.00	-	
Intersection %	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	66.67	0.00	0.00		0.00	66.67	0.00	33.33	0.00		0.00	33.33	

Classified Turn Movement Count || Bikes

Atlanta, GA

Site 3



Barfield Rd
Glenlake Pkwy NE
Abernathy Rd NE (West)
Abernathy Rd NE (East)

Date

Sunday, May 5, 2024

Lat/Long

33.933716°, -84.361737°

[Click here for Map](#)

Weather

Mostly Cloudy
74°F

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1000 - 1400 (Sunday 4h Session) (05-05-2024)

Bikes

	Northbound						Southbound						Eastbound						Westbound							
	Barfield Rd						Glenlake Pkwy NE						Abernathy Rd NE (West)						Abernathy Rd NE (East)							
TIME	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total	
1000 - 1015	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1015 - 1030	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1030 - 1045	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1045 - 1100	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1100 - 1115	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1115 - 1130	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1130 - 1145	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1145 - 1200	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1200 - 1215	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1215 - 1230	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1230 - 1245	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1245 - 1300	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1300 - 1315	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1315 - 1330	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1330 - 1345	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1345 - 1400	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
Grand Total	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	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 | | All Trucks (4-13)

Atlanta, GA

Site 3



Barfield Rd
Glenlake Pkwy NE
Abernathy Rd NE (West)
Abernathy Rd NE (East)

Date

Sunday, May 5, 2024

Lat/Long

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1000 - 1400 (Sunday 4h Session) (05-05-2024)

All Trucks (4-13)

	Northbound						Southbound						Eastbound						Westbound						
	Barfield Rd						Glenlake Pkwy NE						Abernathy Rd NE (West)						Abernathy Rd NE (East)						
TIME	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
1000 - 1015	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	1
1015 - 1030	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	1
1030 - 1045	0	0	0		0	0	0	0	0		0	0	0	2	0		0	2	0	1	0		0	1	3
1045 - 1100	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	1
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	3	0		0	3	0	3	0		0	3	6
1100 - 1115	0	0	0		0	0	0	0	0		0	0	0	2	0		0	2	0	0	1		0	1	3
1115 - 1130	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	1
1130 - 1145	0	0	0		0	0	1	0	0		0	1	0	2	0		0	2	0	4	0		0	4	7
1145 - 1200	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	2	0		0	2	3
Hourly Total	0	0	0		0	0	1	0	0		0	1	0	5	0		0	5	0	7	1		0	8	14
1200 - 1215	0	0	0		0	0	0	0	0		0	0	0	2	0		0	2	0	2	0		0	2	4
1215 - 1230	0	0	0		0	0	0	0	0		0	0	0	0	1		0	1	0	0	0		0	0	1
1230 - 1245	0	0	0		0	0	0	0	0		0	0	0	3	0		0	3	0	0	0		0	0	3
1245 - 1300	0	0	0		0	0	0	0	0		0	0	0	2	0		0	2	2	1	0		0	3	5
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	7	1		0	8	2	3	0		0	5	13
1300 - 1315	0	1	0		0	1	0	0	0		0	0	0	1	0		0	1	0	1	0		0	1	3
1315 - 1330	0	0	1		0	1	0	1	0		0	1	0	0	0		0	0	0	1	1		0	2	4
1330 - 1345	0	0	0		0	0	0	0	1		0	1	1	1	0		0	2	0	0	0		0	0	3
1345 - 1400	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	1		0	2	0	1	1		0	2	1	2	0		0	3	0	2	1		0	3	10
Grand Total	0	1	1		0	2	1	1	1		0	3	1	17	1		0	19	2	15	2		0	19	43
Approach %	0.00	50.00	50.00		0.00	-	33.33	33.33	33.33		0.00	-	5.26	89.47	5.26		0.00	-	10.53	78.95	10.53		0.00	-	
Intersection %	0.00	2.33	2.33		0.00	4.65	2.33	2.33	2.33		0.00	6.98	2.33	39.53	2.33		0.00	44.19	4.65	34.88	4.65		0.00	44.19	

Crosswalk Counts | | Pedestrians

Atlanta, GA

Site 3
Barfield Rd
Glenlake Pkwy NE
Abernathy Rd NE (West)
Abernathy Rd NE (East)

Date
Sunday, May 5, 2024

Lat/Long
33.933716°, -84.361737°
[Click here for Map](#)

Weather
Mostly Cloudy
74°F
[Click here for Detailed Weather](#)



1000 - 1400 (Sunday 4h Session) (05-05-2024)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound							
	Glenridge Dr (South)			Glenridge Dr (North)			Abernathy Rd NE (West)			Abernathy Rd NE (East)							
TIME	EB 3a	WB 3b		App Total	EB 3c	WB 3d		App Total	NB 3e	SB 3f		App Total	NB 3g	SB 3h		App Total	Int Total
1000 - 1015	0	0		0	0	0		0	0	0		0	0	0		0	0
1015 - 1030	0	0		0	0	0		0	0	0		0	0	0		0	0
1030 - 1045	0	1		1	0	0		0	0	0		0	0	0		0	1
1045 - 1100	0	0		0	0	1		1	0	0		0	0	0		0	1
Hourly Total	0	1		1	0	1		1	0	0		0	0	0		0	2
1100 - 1115	0	0		0	1	0		1	0	0		0	0	0		0	1
1115 - 1130	0	0		0	0	0		0	0	0		0	0	0		0	0
1130 - 1145	0	0		0	0	0		0	0	0		0	0	0		0	0
1145 - 1200	0	1		1	0	1		1	0	0		0	0	0		0	2
Hourly Total	0	1		1	1	1		2	0	0		0	0	0		0	3
1200 - 1215	0	0		0	0	0		0	0	0		0	0	0		0	0
1215 - 1230	0	0		0	0	0		0	0	0		0	0	0		0	0
1230 - 1245	0	0		0	0	0		0	0	0		0	0	0		0	0
1245 - 1300	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1300 - 1315	0	0		0	0	0		0	0	0		0	0	0		0	0
1315 - 1330	0	0		0	0	0		0	0	0		0	0	0		0	0
1330 - 1345	0	0		0	0	0		0	0	0		0	0	0		0	0
1345 - 1400	0	2		2	0	0		0	0	0		0	0	0		0	2
Hourly Total	0	2		2	0	0		0	0	0		0	0	0		0	2
Grand Total	0	4		4	1	2		3	0	0		0	0	0		0	7
Approach %	0.00	100.00		-	33.33	66.67		-	0.00	0.00		-	0.00	0.00		-	
Intersection %	0.00	57.14		57.14	14.29	28.57		42.86	0.00	0.00		0.00	0.00	0.00		0.00	

Crosswalk Counts | | Bikes

Atlanta, GA

Site 3	Date	Weather
Barfield Rd	Sunday, May 5, 2024	Mostly Cloudy
Glenlake Pkwy NE		74°F
Abernathy Rd NE (West)	Lat/Long	Click here for Detailed Weather
Abernathy Rd NE (East)	33.933716°, -84.361737°	
	Click here for Map	



1000 - 1400 (Sunday 4h Session) (05-05-2024)
Bikes

	Northbound			Southbound			Eastbound			Westbound							
	Glenridge Dr (South)			Glenridge Dr (North)			Abernathy Rd NE (West)			Abernathy Rd NE (East)							
TIME	EB 3a	WB 3b		App Total	EB 3c	WB 3d		App Total	NB 3e	SB 3f		App Total	NB 3g	SB 3h		App Total	Int Total
1000 - 1015	0	0		0	0	0		0	0	0		0	0	0		0	0
1015 - 1030	0	0		0	0	0		0	0	0		0	0	0		0	0
1030 - 1045	0	0		0	0	0		0	0	0		0	0	0		0	0
1045 - 1100	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1100 - 1115	0	0		0	0	0		0	0	0		0	0	0		0	0
1115 - 1130	0	0		0	0	0		0	0	0		0	0	0		0	0
1130 - 1145	0	0		0	0	0		0	0	0		0	0	0		0	0
1145 - 1200	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1200 - 1215	0	0		0	0	0		0	0	0		0	0	0		0	0
1215 - 1230	0	0		0	0	0		0	0	0		0	0	0		0	0
1230 - 1245	0	0		0	0	0		0	0	0		0	0	0		0	0
1245 - 1300	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1300 - 1315	0	0		0	0	0		0	0	0		0	0	0		0	0
1315 - 1330	0	0		0	0	0		0	0	0		0	0	0		0	0
1330 - 1345	0	0		0	0	0		0	0	0		0	0	0		0	0
1345 - 1400	0	0		0	0	0		0	0	0		0	0	0		0	0
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		-	
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	

Crosswalk Counts | | Motorized Vehicles

Atlanta, GA

Site 3
Barfield Rd
Glenlake Pkwy NE
Abernathy Rd NE (West)
Abernathy Rd NE (East)

Date
Sunday, May 5, 2024

Lat/Long
33.933716°, -84.361737°
[Click here for Map](#)

Weather
Mostly Cloudy
74°F
[Click here for Detailed Weather](#)



1000 - 1400 (Sunday 4h Session) (05-05-2024)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound							
	Glenridge Dr (South)			Glenridge Dr (North)			Abernathy Rd NE (West)			Abernathy Rd NE (East)							
TIME	EB 3a	WB 3b		App Total	EB 3c	WB 3d		App Total	NB 3e	SB 3f		App Total	NB 3g	SB 3h		App Total	Int Total
1000 - 1015	0	0		0	0	0		0	0	0		0	0	0		0	0
1015 - 1030	0	0		0	0	0		0	0	0		0	0	0		0	0
1030 - 1045	0	0		0	0	0		0	0	0		0	0	0		0	0
1045 - 1100	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1100 - 1115	0	0		0	0	0		0	0	0		0	0	0		0	0
1115 - 1130	0	0		0	0	0		0	0	0		0	0	0		0	0
1130 - 1145	0	0		0	0	0		0	0	0		0	0	0		0	0
1145 - 1200	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1200 - 1215	0	0		0	0	0		0	0	0		0	0	0		0	0
1215 - 1230	0	0		0	0	0		0	0	0		0	0	0		0	0
1230 - 1245	0	0		0	0	0		0	0	0		0	0	0		0	0
1245 - 1300	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1300 - 1315	0	0		0	0	0		0	0	0		0	0	0		0	0
1315 - 1330	0	0		0	0	0		0	0	0		0	0	0		0	0
1330 - 1345	0	0		0	0	0		0	0	0		0	0	0		0	0
1345 - 1400	0	0		0	0	0		0	0	0		0	0	0		0	0
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		-	
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	

Start Date: 5/5/2024



Start Date: 5/5/2024		Abernathy Rd NE (West)			Abernathy Rd NE (East)			Barfield Rd			Glenlake Pkwy NE			
		Eastbound			Westbound			Northbound			Southbound			
Time		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	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	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM - 07:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM - 07:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM - 08:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM - 08:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM - 08:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM - 08:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM - 09:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
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		3	167	14	3	124	11	11	1	14	6	0	1	355
10:15 AM - 10:30 AM		0	206	9	3	144	10	6	2	7	8	0	3	398
10:30 AM - 10:45 AM		1	207	15	9	184	6	12	0	14	6	2	2	458
10:45 AM - 11:00 AM		1	233	12	11	214	9	17	2	9	10	1	2	521
11:00 AM - 11:15 AM		0	232	6	8	162	13	19	3	26	7	0	2	478
11:15 AM - 11:30 AM		2	235	21	3	219	14	11	4	16	8	1	1	535
11:30 AM - 11:45 AM		1	246	15	3	206	10	13	1	7	10	1	5	518
11:45 AM - 12:00 PM		0	296	20	7	220	9	14	3	12	11	1	5	598
12:00 PM - 12:15 PM		3	273	20	9	214	19	13	3	17	8	0	5	584
12:15 PM - 12:30 PM		0	297	18	9	206	14	24	1	24	12	3	3	611
12:30 PM - 12:45 PM		1	280	23	15	269	22	26	4	18	20	3	7	688
12:45 PM - 01:00 PM		0	268	24	16	341	13	14	2	8	13	2	3	704
01:00 PM - 01:15 PM		1	316	25	11	234	22	15	1	17	12	4	3	661
01:15 PM - 01:30 PM		3	305	21	8	277	9	19	4	21	11	3	6	687
01:30 PM - 01:45 PM		3	253	11	9	231	16	11	1	13	7	2	6	563
01:45 PM - 02:00 PM		2	312	15	9	273	18	20	2	8	13	1	6	679
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	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM - 04:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM - 04:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM - 05:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM - 05:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM - 05:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM - 05:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM - 06:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
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



[Click here for Map](#)

Peak Hour Turning Movement Count

Atlanta, GA



www.marrtraffic.com



Sunday, May 5, 2024	
Period	1000 - 1400
Peak Hour	1200 - 1300

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Barfield Rd (South)						Barfield Rd (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)						
	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	
1200 - 1215	1	4	17	-	0	22	21	3	8	-	0	32	14	124	10	-	0	148	11	72	27	-	0	110	312
1215 - 1230	3	9	10	-	0	22	28	11	7	-	0	46	17	98	2	-	0	117	19	58	32	-	1	110	295
1230 - 1245	3	8	14	-	0	25	26	8	7	-	0	41	14	67	7	-	0	88	11	82	25	-	0	118	272
1245 - 1300	4	12	16	-	0	32	23	10	6	-	0	39	5	56	6	-	0	67	15	110	29	-	1	155	293
Total	11	33	57	0	0	101	98	32	28	0	0	158	50	345	25	0	0	420	56	322	113	0	2	493	1172
Approach %	10.89	32.67	56.44	0.00	0.00	-	62.03	20.25	17.72	0.00	0.00	-	11.90	82.14	5.95	0.00	0.00	-	11.36	65.31	22.92	0.00	0.41	-	
PHF	0.69	0.69	0.84	0.00	0.00	0.79	0.88	0.73	0.88	0.00	0.00	0.86	0.74	0.70	0.63	0.00	0.00	0.71	0.74	0.73	0.88	0.00	0.50	0.80	0.94

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Barfield Rd (South)						Barfield Rd (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)						
	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	
1200 - 1215	1	4	17	-	0	22	21	3	8	-	0	32	14	123	10	-	0	147	11	71	27	-	0	109	310
1215 - 1230	3	9	10	-	0	22	28	10	7	-	0	45	17	97	2	-	0	116	19	58	32	-	1	110	293
1230 - 1245	3	8	14	-	0	25	26	8	7	-	0	41	14	67	7	-	0	88	11	81	25	-	0	117	271
1245 - 1300	4	12	16	-	0	32	21	10	6	-	0	37	5	55	6	-	0	66	15	110	28	-	1	154	289
Total	11	33	57	0	0	101	96	31	28	0	0	155	50	342	25	0	0	417	56	320	112	0	2	490	1163
Approach %	10.89	32.67	56.44	0.00	0.00	-	61.94	20.00	18.06	0.00	0.00	-	11.99	82.01	6.00	0.00	0.00	-	11.43	65.31	22.86	0.00	0.41	-	
PHF	0.69	0.69	0.84	0.00	0.00	0.79	0.86	0.78	0.88	0.00	0.00	0.86	0.74	0.70	0.63	0.00	0.00	0.71	0.74	0.73	0.88	0.00	0.50	0.80	0.94

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Barfield Rd (South)						Barfield Rd (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)						
	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	
1200 - 1215	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	1
1215 - 1230	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
1230 - 1245	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1245 - 1300	0	0	0	-	0	0	2	0	0	-	0	2	0	0	0	-	0	0	0	0	1	-	0	1	3
Total	0	0	0	0	0	0	2	1	0	0	0	3	0	1	0	0	0	1	0	0	1	0	0	1	5
Approach %	0.00	0.00	0.00	0.00	0.00	-	66.67	33.33	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.38	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.25	0.42

Combination Trucks (8-13)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Barfield Rd (South)						Barfield Rd (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)						
	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	
1200 - 1215	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	-	0	0	0
1215 - 1230	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	-	0	0	0
1230 - 1245	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	-	0	0	0
1245 - 1300	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Bikes

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Barfield Rd (South)						Barfield Rd (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)						
	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	
1200 - 1215	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	1	0	-	0	1
1215 - 1230	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	-	0	1	0	0	0	-	0	0
1230 - 1245	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	1	0	-	0	1
1245 - 1300	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	0	-	0	1	0	0	0	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	2	0	0	0	2
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	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	0.50	0.00	0.00	0.00	0.50	0.00	0.50	0.00	0.00	0.00	0.50	1.00

Classified Turn Movement Count | | All vehicles

Atlanta, GA

Site 4

Barfield Rd (South)

Barfield Rd (North)

Mt Vernon Hwy (West)

Mt Vernon Hwy (East)

Date

Sunday, May 5, 2024

Lat/Long

33.929190°, -84.359860°

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Weather

Mostly Cloudy

74°F

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1000 - 1400 (Sunday 4h Session) (05-05-2024)

All vehicles

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	Barfield Rd (South)						Barfield Rd (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)						
	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	
1000 - 1015	0	8	16		0	24	17	2	4		0	23	4	65	2		0	71	6	55	17		0	78	196
1015 - 1030	3	3	14		0	20	12	3	3		0	18	2	60	0		0	62	4	74	10		0	88	188
1030 - 1045	3	5	8		0	16	17	6	4		0	27	4	52	3		0	59	7	59	17		0	83	185
1045 - 1100	2	7	17		0	26	11	7	9		0	27	4	50	1		0	55	8	70	22		0	100	208
Hourly Total	8	23	55		0	86	57	18	20		0	95	14	227	6		0	247	25	258	66		0	349	777
1100 - 1115	1	5	19		0	25	10	5	5		0	20	15	75	1		0	91	12	68	23		0	103	239
1115 - 1130	5	10	18		0	33	17	9	7		0	33	11	77	3		0	91	10	96	21		0	127	284
1130 - 1145	1	6	8		0	15	14	10	3		0	27	9	75	5		0	89	11	68	15		0	94	225
1145 - 1200	3	8	11		0	22	28	6	4		0	38	10	83	2		0	95	12	87	25		1	125	280
Hourly Total	10	29	56		0	95	69	30	19		0	118	45	310	11		0	366	45	319	84		1	449	1028
1200 - 1215	1	4	17		0	22	21	3	8		0	32	14	124	10		0	148	11	72	27		0	110	312
1215 - 1230	3	9	10		0	22	28	11	7		0	46	17	98	2		0	117	19	58	32		1	110	295
1230 - 1245	3	8	14		0	25	26	8	7		0	41	14	67	7		0	88	11	82	25		0	118	272
1245 - 1300	4	12	16		0	32	23	10	6		0	39	5	56	6		0	67	15	110	29		1	155	293
Hourly Total	11	33	57		0	101	98	32	28		0	158	50	345	25		0	420	56	322	113		2	493	1172
1300 - 1315	3	6	10		0	19	20	11	14		0	45	11	77	3		0	91	9	90	25		1	125	280
1315 - 1330	1	13	12		0	26	16	11	8		0	35	9	76	0		0	85	21	93	31		0	145	291
1330 - 1345	1	11	16		0	28	15	7	8		0	30	5	81	2		0	88	9	94	19		0	122	268
1345 - 1400	2	11	11		0	24	13	9	3		0	25	6	62	2		0	70	8	78	24		0	110	229
Hourly Total	7	41	49		0	97	64	38	33		0	135	31	296	7		0	334	47	355	99		1	502	1068
Grand Total	36	126	217		0	379	288	118	100		0	506	140	1178	49		0	1367	173	1254	362		4	1793	4045
Approach %	9.50	33.25	57.26		0.00	-	56.92	23.32	19.76		0.00	-	10.24	86.17	3.58		0.00	-	9.65	69.94	20.19		0.29	-	
Intersection %	0.89	3.11	5.36		0.00	9.37	7.12	2.92	2.47		0.00	12.51	3.46	29.12	1.21		0.00	33.79	4.28	31.00	8.95		0.10	44.33	
Heavy Vehicle %	0	0	0		-	0	1	2	0		-	1	0	0	0		-	0	0	0	2		0	1	0
PHF	0.69	0.69	0.84		0.00	0.79	0.88	0.73	0.88		0.00	0.86	0.74	0.70	0.63		0.00	0.71	0.74	0.73	0.88		0.50	0.80	0.94

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

Atlanta, GA

Site 4



Barfield Rd (South)
Barfield Rd (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

Date

Sunday, May 5, 2024

Lat/Long

33.929190°, -84.359860°

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Weather

Mostly Cloudy
74°F

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1000 - 1400 (Sunday 4h Session) (05-05-2024)

Passenger Vehicles (1-3)

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	Barfield Rd (South)						Barfield Rd (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)						
	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	
1000 - 1015	0	8	16		0	24	17	2	4		0	23	4	59	2		0	65	6	54	17		0	77	189
1015 - 1030	3	3	14		0	20	12	3	3		0	18	2	57	0		0	59	4	73	10		0	87	184
1030 - 1045	3	5	8		0	16	17	6	4		0	27	4	49	3		0	56	7	58	17		0	82	181
1045 - 1100	2	7	17		0	26	11	7	9		0	27	4	50	1		0	55	8	70	21		0	99	207
Hourly Total	8	23	55		0	86	57	18	20		0	95	14	215	6		0	235	25	255	65		0	345	761
1100 - 1115	1	5	19		0	25	10	5	5		0	20	15	69	1		0	85	12	66	23		0	101	231
1115 - 1130	5	10	18		0	33	17	9	7		0	33	11	77	3		0	91	10	94	21		0	125	282
1130 - 1145	1	6	8		0	15	14	10	3		0	27	9	75	5		0	89	11	68	15		0	94	225
1145 - 1200	3	8	11		0	22	28	6	4		0	38	10	81	2		0	93	12	87	24		1	124	277
Hourly Total	10	29	56		0	95	69	30	19		0	118	45	302	11		0	358	45	315	83		1	444	1015
1200 - 1215	1	4	17		0	22	21	3	8		0	32	14	123	10		0	147	11	71	27		0	109	310
1215 - 1230	3	9	10		0	22	28	10	7		0	45	17	97	2		0	116	19	58	32		1	110	293
1230 - 1245	3	8	14		0	25	26	8	7		0	41	14	67	7		0	88	11	81	25		0	117	271
1245 - 1300	4	12	16		0	32	21	10	6		0	37	5	55	6		0	66	15	110	28		1	154	289
Hourly Total	11	33	57		0	101	96	31	28		0	155	50	342	25		0	417	56	320	112		2	490	1163
1300 - 1315	3	6	10		0	19	19	11	14		0	44	11	77	3		0	91	9	89	23		1	122	276
1315 - 1330	1	13	12		0	26	16	10	8		0	34	9	76	0		0	85	21	93	30		0	144	289
1330 - 1345	1	11	16		0	28	15	7	8		0	30	5	81	2		0	88	9	93	19		0	121	267
1345 - 1400	2	11	11		0	24	13	9	3		0	25	6	62	2		0	70	8	78	24		0	110	229
Hourly Total	7	41	49		0	97	63	37	33		0	133	31	296	7		0	334	47	353	96		1	497	1061
Grand Total	36	126	217		0	379	285	116	100		0	501	140	1155	49		0	1344	173	1243	356		4	1776	4000
Approach %	9.50	33.25	57.26		0.00	-	56.89	23.15	19.96		0.00	-	10.42	85.94	3.65		0.00	-	9.74	69.99	20.05		0.30	-	
Intersection %	0.90	3.15	5.43		0.00	9.48	7.13	2.90	2.50		0.00	12.53	3.50	28.88	1.23		0.00	33.60	4.33	31.08	8.90		0.10	44.40	

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

Atlanta, GA

Site 4



Barfield Rd (South)
Barfield Rd (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

Date

Sunday, May 5, 2024

Lat/Long

33.929190°, -84.359860°

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Weather

Mostly Cloudy
74°F

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1000 - 1400 (Sunday 4h Session) (05-05-2024)

Single Unit Trucks (4-7)

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	Barfield Rd (South)						Barfield Rd (North)						Mt Vernon Hwy (West)						Mt Vernon Hwy (East)						
	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	
1000 - 1015	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0
1015 - 1030	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	
1030 - 1045	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	
1045 - 1100	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	1		0	1	
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	2	0		0	2	0	0	1		0	1	
1100 - 1115	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	1	0		0	1	
1115 - 1130	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	
1130 - 1145	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1145 - 1200	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	1		0	1	
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	2	0		0	2	0	2	1		0	3	
1200 - 1215	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	
1215 - 1230	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	
1230 - 1245	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1245 - 1300	0	0	0		0	0	2	0	0		0	2	0	0	0		0	0	0	0	1		0	1	
Hourly Total	0	0	0		0	0	2	1	0		0	3	0	1	0		0	1	0	0	1		0	1	
1300 - 1315	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	1	2		0	3	
1315 - 1330	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	0	0	1		0	1	
1330 - 1345	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	
1345 - 1400	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
Hourly Total	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	0	2	3		0	5	
Grand Total	0	0	0		0	0	2	2	0		0	4	0	5	0		0	5	0	4	6		0	10	
Approach %	0.00	0.00	0.00		0.00	-	50.00	50.00	0.00		0.00	-	0.00	100.00	0.00		0.00	-	0.00	40.00	60.00		0.00	-	
Intersection %	0.00	0.00	0.00		0.00	0.00	10.53	10.53	0.00		0.00	21.05	0.00	26.32	0.00		0.00	26.32	0.00	21.05	31.58		0.00	52.63	

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

Atlanta, GA

Site 4



Barfield Rd (South)
Barfield Rd (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

Date

Sunday, May 5, 2024

Lat/Long

33.929190°, -84.359860°

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Weather

Mostly Cloudy
74°F

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1000 - 1400 (Sunday 4h Session) (05-05-2024)
Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Barfield Rd (South)					Barfield Rd (North)					Mt Vernon Hwy (West)					Mt Vernon Hwy (East)					
	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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

Atlanta, GA

Site 4

Barfield Rd (South)
Barfield Rd (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

Date

Sunday, May 5, 2024

Lat/Long

33.929190°, -84.359860°

[Click here for Map](#)

Weather

Mostly Cloudy
74°F

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1000 - 1400 (Sunday 4h Session) (05-05-2024)
Bikes

	Northbound					Southbound					Eastbound					Westbound									
	Barfield Rd (South)					Barfield Rd (North)					Mt Vernon Hwy (West)					Mt Vernon Hwy (East)									
TIME	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
1000 - 1015	0	0	0		0	0	0	0	0		0	0	0	6	0		0	6	0	1	0		0	1	7
1015 - 1030	0	0	0		0	0	0	0	0		0	0	0	2	0		0	2	0	1	0		0	1	3
1030 - 1045	0	0	0		0	0	0	0	0		0	0	0	2	0		0	2	0	1	0		0	1	3
1045 - 1100	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	10	0		0	10	0	3	0		0	3	13
1100 - 1115	0	0	0		0	0	0	0	0		0	0	0	5	0		0	5	0	1	0		0	1	6
1115 - 1130	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	1
1130 - 1145	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1145 - 1200	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	1
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	6	0		0	6	0	2	0		0	2	8
1200 - 1215	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	1
1215 - 1230	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	1
1230 - 1245	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	1
1245 - 1300	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	1
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	2	0		0	2	0	2	0		0	2	4
1300 - 1315	0	0	0		0	0	1	0	0		0	1	0	0	0		0	0	0	0	0		0	0	1
1315 - 1330	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1330 - 1345	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1345 - 1400	0	0	0		0	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	18	0		0	18	0	7	0		0	7	26
Approach %	0.00	0.00	0.00		0.00	-	100.00	0.00	0.00		0.00	-	0.00	100.00	0.00		0.00	-	0.00	100.00	0.00		0.00	-	
Intersection %	0.00	0.00	0.00		0.00	0.00	3.85	0.00	0.00		0.00	3.85	0.00	69.23	0.00		0.00	69.23	0.00	26.92	0.00		0.00	26.92	

Classified Turn Movement Count | | All Trucks (4-13)

Atlanta, GA

Site 4



Barfield Rd (South)
Barfield Rd (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

Date

Sunday, May 5, 2024

Lat/Long

33.929190°, -84.359860°

[Click here for Map](#)

Weather

Mostly Cloudy
74°F

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1000 - 1400 (Sunday 4h Session) (05-05-2024)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound									
	Barfield Rd (South)					Barfield Rd (North)					Mt Vernon Hwy (West)					Mt Vernon Hwy (East)									
TIME	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
1000 - 1015	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1015 - 1030	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	1
1030 - 1045	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	1
1045 - 1100	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	1		0	1	1
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	2	0		0	2	0	0	1		0	1	3
1100 - 1115	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	1	0		0	1	2
1115 - 1130	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	1
1130 - 1145	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1145 - 1200	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	1		0	1	2
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	2	0		0	2	0	2	1		0	3	5
1200 - 1215	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	1
1215 - 1230	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	1
1230 - 1245	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1245 - 1300	0	0	0		0	0	2	0	0		0	2	0	0	0		0	0	0	0	1		0	1	3
Hourly Total	0	0	0		0	0	2	1	0		0	3	0	1	0		0	1	0	0	1		0	1	5
1300 - 1315	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	1	2		0	3	3
1315 - 1330	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	0	0	1		0	1	2
1330 - 1345	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	1
1345 - 1400	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	0	2	3		0	5	6
Grand Total	0	0	0		0	0	2	2	0		0	4	0	5	0		0	5	0	4	6		0	10	19
Approach %	0.00	0.00	0.00		0.00	-	50.00	50.00	0.00		0.00	-	0.00	100.00	0.00		0.00	-	0.00	40.00	60.00		0.00	-	
Intersection %	0.00	0.00	0.00		0.00	0.00	10.53	10.53	0.00		0.00	21.05	0.00	26.32	0.00		0.00	26.32	0.00	21.05	31.58		0.00	52.63	

Crosswalk Counts | | Pedestrians

Atlanta, GA

Site 4
Barfield Rd (South)
Barfield Rd (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

Date
Sunday, May 5, 2024

Lat/Long
33.929190°, -84.359860°
[Click here for Map](#)

Weather
Mostly Cloudy
74°F
[Click here for Detailed Weather](#)



1000 - 1400 (Sunday 4h Session) (05-05-2024)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound				
	Barfield Rd (South)			Barfield Rd (North)			Mt Vernon Hwy (West)			Mt Vernon Hwy (East)				
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total	
1000 - 1015	2	0	2	0	0	0	0	1	1	0	0	0	3	
1015 - 1030	0	2	2	0	0	0	2	0	2	0	0	0	4	
1030 - 1045	2	0	2	1	2	3	1	1	2	0	0	0	7	
1045 - 1100	0	1	1	0	1	1	0	0	0	0	0	0	2	
Hourly Total	4	3	7	1	3	4	3	2	5	0	0	0	16	
1100 - 1115	1	0	1	0	0	0	2	0	2	0	0	0	3	
1115 - 1130	1	1	2	0	0	0	1	1	2	0	0	0	4	
1130 - 1145	0	1	1	0	0	0	0	0	0	0	0	0	1	
1145 - 1200	1	0	1	0	0	0	0	1	1	0	0	0	2	
Hourly Total	3	2	5	0	0	0	3	2	5	0	0	0	10	
1200 - 1215	1	1	2	0	0	0	1	1	2	0	0	0	4	
1215 - 1230	0	1	1	0	0	0	0	0	0	0	0	0	1	
1230 - 1245	3	1	4	0	0	0	1	1	2	0	0	0	6	
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	4	3	7	0	0	0	2	2	4	0	0	0	11	
1300 - 1315	1	1	2	0	0	0	1	0	1	0	0	0	3	
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	
1330 - 1345	0	1	1	0	0	0	0	0	0	0	0	0	1	
1345 - 1400	0	2	2	0	0	0	1	0	1	0	0	0	3	
Hourly Total	1	4	5	0	0	0	2	0	2	0	0	0	7	
Grand Total	12	12	24	1	3	4	10	6	16	0	0	0	44	
Approach %	50.00	50.00	-	25.00	75.00	-	62.50	37.50	-	0.00	0.00	-		
Intersection %	27.27	27.27	54.55	2.27	6.82	9.09	22.73	13.64	36.36	0.00	0.00	0.00		

Crosswalk Counts | | Bikes

Atlanta, GA

Site 4
Barfield Rd (South)
Barfield Rd (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

Date
Sunday, May 5, 2024

Lat/Long
33.929190°, -84.359860°
[Click here for Map](#)

Weather
Mostly Cloudy
74°F
[Click here for Detailed Weather](#)



1000 - 1400 (Sunday 4h Session) (05-05-2024)
Bikes

		Northbound			Southbound			Eastbound			Westbound				
		Barfield Rd (South)			Barfield Rd (North)			Mt Vernon Hwy (West)			Mt Vernon Hwy (East)				
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total		
1000 - 1015	0	1	1	0	0	0	0	0	0	0	0	0	1		
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0		
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0		
1045 - 1100	1	0	1	0	0	0	0	0	0	0	0	0	1		
Hourly Total	1	1	2	0	0	0	0	0	0	0	0	0	2		
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0		
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0		
1130 - 1145	1	0	1	0	0	0	0	0	0	0	0	0	1		
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	1	0	1	0	0	0	0	0	0	0	0	0	1		
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0		
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0		
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0		
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0		
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0		
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0		
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0		
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0		
Grand Total	2	1	3	0	0	0	0	0	0	0	0	0	3		
Approach %	66.67	33.33	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-			
Intersection %	66.67	33.33	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			

Crosswalk Counts | | Motorized Vehicles

Atlanta, GA

Site 4
Barfield Rd (South)
Barfield Rd (North)
Mt Vernon Hwy (West)
Mt Vernon Hwy (East)

Date
Sunday, May 5, 2024

Lat/Long
33.929190°, -84.359860°
[Click here for Map](#)

Weather
Mostly Cloudy
74°F
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1000 - 1400 (Sunday 4h Session) (05-05-2024)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound							
	Barfield Rd (South)			Barfield Rd (North)			Mt Vernon Hwy (West)			Mt Vernon Hwy (East)							
TIME	EB 4a	WB 4b		App Total	EB 4c	WB 4d		App Total	NB 4e	SB 4f		App Total	NB 4g	SB 4h		App Total	Int Total
1000 - 1015	0	0		0	0	0		0	0	0		0	0	0		0	0
1015 - 1030	0	0		0	0	0		0	0	0		0	0	0		0	0
1030 - 1045	0	0		0	0	0		0	0	0		0	0	0		0	0
1045 - 1100	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1100 - 1115	0	0		0	0	0		0	0	0		0	0	0		0	0
1115 - 1130	0	0		0	0	0		0	0	0		0	0	0		0	0
1130 - 1145	0	0		0	0	0		0	0	0		0	0	0		0	0
1145 - 1200	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1200 - 1215	0	0		0	0	0		0	0	0		0	0	0		0	0
1215 - 1230	0	0		0	0	0		0	0	0		0	0	0		0	0
1230 - 1245	0	0		0	0	0		0	0	0		0	0	0		0	0
1245 - 1300	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1300 - 1315	0	0		0	0	0		0	0	0		0	0	0		0	0
1315 - 1330	0	0		0	0	0		0	0	0		0	0	0		0	0
1330 - 1345	0	0		0	0	0		0	0	0		0	0	0		0	0
1345 - 1400	0	0		0	0	0		0	0	0		0	0	0		0	0
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		-	
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	

Start Date: 5/5/2024



Start Date: 5/5/2024	Mt Vernon Hwy (West) Eastbound			Mt Vernon Hwy (East) Westbound			Barfield Rd (South) Northbound			Barfield Rd (North) Southbound			
Time	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	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	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM - 07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM - 07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM - 08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM - 08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM - 08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM - 08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM - 09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
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	4	65	2	6	55	17	0	8	16	17	2	4	196
10:15 AM - 10:30 AM	2	60	0	4	74	10	3	3	14	12	3	3	188
10:30 AM - 10:45 AM	4	52	3	7	59	17	3	5	8	17	6	4	185
10:45 AM - 11:00 AM	4	50	1	8	70	22	2	7	17	11	7	9	208
11:00 AM - 11:15 AM	15	75	1	12	68	23	1	5	19	10	5	5	239
11:15 AM - 11:30 AM	11	77	3	10	96	21	5	10	18	17	9	7	284
11:30 AM - 11:45 AM	9	75	5	11	68	15	1	6	8	14	10	3	225
11:45 AM - 12:00 PM	10	83	2	12	87	25	3	8	11	28	6	4	279
12:00 PM - 12:15 PM	14	124	10	11	72	27	1	4	17	21	3	8	312
12:15 PM - 12:30 PM	17	98	2	19	58	32	3	9	10	28	11	7	294
12:30 PM - 12:45 PM	14	67	7	11	82	25	3	8	14	26	8	7	272
12:45 PM - 01:00 PM	5	56	6	15	110	29	4	12	16	23	10	6	292
01:00 PM - 01:15 PM	11	77	3	9	90	25	3	6	10	20	11	14	279
01:15 PM - 01:30 PM	9	76	0	21	93	31	1	13	12	16	11	8	291
01:30 PM - 01:45 PM	5	81	2	9	94	19	1	11	16	15	7	8	268
01:45 PM - 02:00 PM	6	62	2	8	78	24	2	11	11	13	9	3	229
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	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM - 04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM - 04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM - 05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM - 05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM - 05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM - 05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM - 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
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

Atlanta, GA

Atlanta, GA



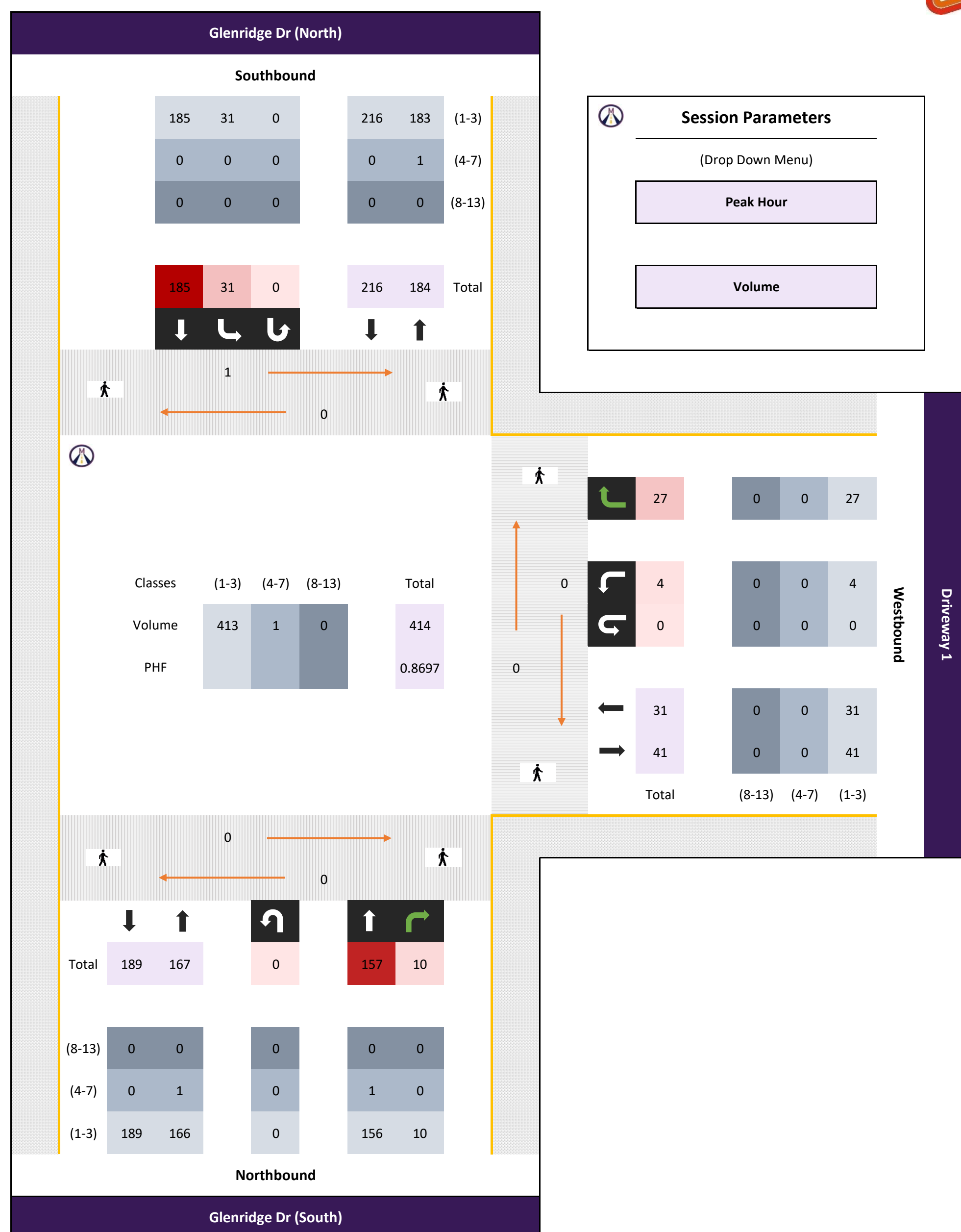
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Sunday, May 5, 2024	
Period	1000 - 1400
Peak Hour	1230 - 1330

* the Peak Hour Diagram does not include Bikes



All vehicles

	Northbound						Southbound												Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)												Driveway 1						
		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	
Time	-	35	1	-	0	36	3	58	-	-	0	61	-	-	-	-	-	0	0	-	2	-	0	2	
1230 - 1245	-	41	4	-	0	45	16	55	-	-	0	71	-	-	-	-	-	0	1	-	2	-	0	3	
1245 - 1300	-	44	5	-	0	49	11	31	-	-	0	42	-	-	-	-	-	0	3	-	17	-	0	20	
1300 - 1315	-	37	0	-	0	37	1	41	-	-	0	42	-	-	-	-	-	0	0	-	6	-	0	6	
1315 - 1330																									
Total	0	157	10	0	0	167	31	185	0	0	0	216	0	0	0	0	0	0	4	0	27	0	0	31	
Approach %	0.00	94.01	5.99	0.00	0.00	-	14.35	85.65	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	12.90	0.00	87.10	0.00	0.00	-	
PHF	0.00	0.89	0.50	0.00	0.00	0.85	0.48	0.80	0.00	0.00	0.00	0.76	0.00	0.00	0.00	0.00	0.00	0.00	0.33	0.00	0.40	0.00	0.00	0.39	

Passenger Vehicles (1-3)

	Northbound						Southbound												Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)												Driveway 1						
		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	
Time	-	35	1	-	0	36	3	58	-	-	0	61	-	-	-	-	-	0	0	-	2	-	0	2	
1230 - 1245	-	41	4	-	0	45	16	55	-	-	0	71	-	-	-	-	-	0	1	-	2	-	0	3	
1245 - 1300	-	43	5	-	0	48	11	31	-	-	0	42	-	-	-	-	-	0	3	-	17	-	0	20	
1300 - 1315	-	37	0	-	0	37	1	41	-	-	0	42	-	-	-	-	-	0	0	-	6	-	0	6	
1315 - 1330	-	37	0	-	0	37	1	41	-	-	0	42	-	-	-	-	-	0	0	-	6	-	0	6	
Total	0	156	10	0	0	166	31	185	0	0	0	216	0	0	0	0	0	0	4	0	27	0	0	31	
Approach %	0.00	93.98	6.02	0.00	0.00	-	14.35	85.65	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	12.90	0.00	87.10	0.00	0.00	-	
PHF	0.00	0.91	0.50	0.00	0.00	0.86	0.48	0.80	0.00	0.00	0.00	0.76	0.00	0.00	0.00	0.00	0.00	0.00	0.33	0.00	0.40	0.00	0.00	0.39	

Single Unit Trucks (4-7)

	Northbound						Southbound												Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)												Driveway 1						
		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	
Time																									
1230 - 1245	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	-	0	0	-	0	-	0	0	0
1245 - 1300	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	-	0	0	-	0	-	0	0	0
1300 - 1315	-	1	0	-	0	1	0	0	-	-	0	0	-	-	-	-	-	0	0	-	0	-	0	0	1
1315 - 1330	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	-	0	0	-	0	-	0	0	0
Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25

Combination Trucks (8-13)

	Northbound						Southbound												Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)												Driveway 1						
		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		
Time																									
1230 - 1245	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	0	0	-	0	-	0	0	0	
1245 - 1300	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	0	0	-	0	-	0	0	0	
1300 - 1315	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	0	0	-	0	-	0	0	0	
1315 - 1330	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	0	0	-	0	-	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Bikes

	Northbound						Southbound												Westbound						
	Glenridge Dr (South)						Glenridge Dr (North)												Driveway 1						
		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
Time																									
1230 - 1245	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	-	0	0	-	0	-	0	0	0
1245 - 1300	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	-	0	0	-	0	-	0	0	0
1300 - 1315	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	-	0	0	-	0	-	0	0	0
1315 - 1330	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	-	0	0	-	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Classified Turn Movement Count || All vehicles

Atlanta, GA

Site 5



Glenridge Dr (South)
Glenridge Dr (North)

Driveway 1

Date

Sunday, May 5, 2024

Lat/Long

33.931957°, -84.365962°
[Click here for Map](#)

Weather

Mostly Cloudy
74°F
[Click here for Detailed Weather](#)



1000 - 1400 (Sunday 4h Session) (05-05-2024)
All vehicles

TIME	Northbound					Southbound				
	Glenridge Dr (South)					Glenridge Dr (North)				
	Thru 5.1	Right 5.2		U-Turn 5.3	App Total	Left 5.4	Thru 5.5		U-Turn 5.6	App Total
1000 - 1015	15	0		0	15	0	26		0	26
1015 - 1030	18	0		0	18	0	42		0	42
1030 - 1045	26	1		0	27	11	34		0	45
1045 - 1100	16	2		0	18	13	36		0	49
Hourly Total	75	3		0	78	24	138		0	162
1100 - 1115	24	0		0	24	9	35		0	44
1115 - 1130	26	0		0	26	1	37		0	38
1130 - 1145	47	1		0	48	0	39		0	39
1145 - 1200	27	1		0	28	2	34		0	36
Hourly Total	124	2		0	126	12	145		0	157
1200 - 1215	39	0		0	39	0	37		0	37
1215 - 1230	32	1		0	33	0	43		0	43
1230 - 1245	35	1		0	36	3	58		0	61
1245 - 1300	41	4		0	45	16	55		0	71
Hourly Total	147	6		0	153	19	193		0	212
1300 - 1315	44	5		0	49	11	31		0	42
1315 - 1330	37	0		0	37	1	41		0	42
1330 - 1345	32	0		0	32	0	29		1	30
1345 - 1400	36	0		0	36	1	30		0	31
Hourly Total	149	5		0	154	13	131		1	145
Grand Total	495	16		0	511	68	607		1	676
Approach %	96.87	3.13		0.00	-	10.06	89.79		0.15	-
Intersection %	39.98	1.29		0.00	41.28	5.49	49.03		0.08	54.60
Heavy Vehicle %	1	0		-	1	0	0		0	0
PHF	0.89	0.50		0.00	0.85	0.48	0.80		0.00	0.76

Westbound						
Driveway 1						
Left 5.7		Right 5.8		U-Turn 5.9	App Total	Int Total
1		0		0	1	42
0		1		0	1	61
0		0		0	0	72
0		0		0	0	67
1		1		0	2	242
0		3		0	3	71
1		4		0	5	69
1		0		0	1	88
0		2		0	2	66
2		9		0	11	294
1		3		0	4	80
2		0		0	2	78
0		2		0	2	99
1		2		0	3	119
4		7		0	11	376
3		17		0	20	111
0		6		0	6	85
0		1		0	1	63
0		0		0	0	67
3		24		0	27	326
10		41		0	51	1238
19.61		80.39		0.00	-	
0.81		3.31		0.00	4.12	
0		0		-	0	0
0.33		0.40		0.00	0.39	0.87

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

Atlanta, GA

Site 5

Glenridge Dr (South)
Glenridge Dr (North)

Driveway 1



Date

Sunday, May 5, 2024

Lat/Long

33.931957°, -84.365962°

[Click here for Map](#)

Weather

Mostly Cloudy
74°F

[Click here for Detailed Weather](#)



1000 - 1400 (Sunday 4h Session) (05-05-2024)
Passenger Vehicles (1-3)

TIME	Northbound					Southbound				
	Glenridge Dr (South)					Glenridge Dr (North)				
	Thru 5.1	Right 5.2		U-Turn 5.3	App Total	Left 5.4	Thru 5.5		U-Turn 5.6	App Total
1000 - 1015	14	0		0	14	0	26		0	26
1015 - 1030	18	0		0	18	0	42		0	42
1030 - 1045	26	1		0	27	11	34		0	45
1045 - 1100	16	2		0	18	13	36		0	49
Hourly Total	74	3		0	77	24	138		0	162
1100 - 1115	24	0		0	24	9	35		0	44
1115 - 1130	25	0		0	25	1	37		0	38
1130 - 1145	47	1		0	48	0	39		0	39
1145 - 1200	26	1		0	27	2	34		0	36
Hourly Total	122	2		0	124	12	145		0	157
1200 - 1215	39	0		0	39	0	36		0	36
1215 - 1230	31	1		0	32	0	43		0	43
1230 - 1245	35	1		0	36	3	58		0	61
1245 - 1300	41	4		0	45	16	55		0	71
Hourly Total	146	6		0	152	19	192		0	211
1300 - 1315	43	5		0	48	11	31		0	42
1315 - 1330	37	0		0	37	1	41		0	42
1330 - 1345	32	0		0	32	0	29		1	30
1345 - 1400	36	0		0	36	1	30		0	31
Hourly Total	148	5		0	153	13	131		1	145
Grand Total	490	16		0	506	68	606		1	675
Approach %	96.84	3.16		0.00	-	10.07	89.78		0.15	-
Intersection %	39.77	1.30		0.00	41.07	5.52	49.19		0.08	54.79

Westbound						
Driveway 1						
Left 5.7		Right 5.8		U-Turn 5.9	App Total	Int Total
1		0		0	1	41
0		1		0	1	61
0		0		0	0	72
0		0		0	0	67
1		1		0	2	241
0		3		0	3	71
1		4		0	5	68
1		0		0	1	88
0		2		0	2	65
2		9		0	11	292
1		3		0	4	79
2		0		0	2	77
0		2		0	2	99
1		2		0	3	119
4		7		0	11	374
3		17		0	20	110
0		6		0	6	85
0		1		0	1	63
0		0		0	0	67
3		24		0	27	325
10		41		0	51	1232
19.61		80.39		0.00	-	
0.81		3.33		0.00	4.14	

Marr Traffic
DATA COLLECTION

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Site 5	
Glenridge Dr (South)	
Glenridge Dr (North)	
Driveway 1	

Date
Sunday, May 5, 2024

Lat/Long
33.931957°, -84.365962°
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TIME	Northbound					Southbound				
	Glenridge Dr (South)					Glenridge Dr (North)				
	Thru 5.1	Right 5.2		U-Turn 5.3	App Total	Left 5.4	Thru 5.5		U-Turn 5.6	App Total
1000 - 1015	0	0		0	0	0	0		0	0
1015 - 1030	0	0		0	0	0	0		0	0
1030 - 1045	0	0		0	0	0	0		0	0
1045 - 1100	0	0		0	0	0	0		0	0
Hourly Total	0	0		0	0	0	0		0	0
1100 - 1115	0	0		0	0	0	0		0	0
1115 - 1130	0	0		0	0	0	0		0	0
1130 - 1145	0	0		0	0	0	0		0	0
1145 - 1200	1	0		0	1	0	0		0	0
Hourly Total	1	0		0	1	0	0		0	0
1200 - 1215	0	0		0	0	0	1		0	1
1215 - 1230	1	0		0	1	0	0		0	0
1230 - 1245	0	0		0	0	0	0		0	0
1245 - 1300	0	0		0	0	0	0		0	0
Hourly Total	1	0		0	1	0	1		0	1
1300 - 1315	1	0		0	1	0	0		0	0
1315 - 1330	0	0		0	0	0	0		0	0
1330 - 1345	0	0		0	0	0	0		0	0
1345 - 1400	0	0		0	0	0	0		0	0
Hourly Total	1	0		0	1	0	0		0	0
Grand Total	3	0		0	3	0	1		0	1
Approach %	100.00	0.00		0.00	-	0.00	100.00		0.00	-
Intersection %	75.00	0.00		0.00	75.00	0.00	25.00		0.00	25.00

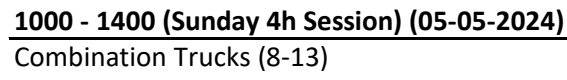
[illegible]

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Site 5

Glenridge Dr (South)
 Glenridge Dr (North)

Driveway 1

Date
Sunday, May 5, 2024

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	Northbound					Southbound				
	Glenridge Dr (South)					Glenridge Dr (North)				
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
1000 - 1015	1	0		0	1	0	0		0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	1	0	0	0	0	0
1100 - 1115	0	0	0	0	0	0	0	0	0	0
1115 - 1130	1	0	0	0	1	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	1	0	0	0	0	0
1200 - 1215	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
1300 - 1315	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
Grand Total	2	0	0	0	2	0	0	0	0	0
Approach %	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-
Intersection %	100.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00

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All Trucks (4-13)

TIME	Northbound					Southbound				
	Glenridge Dr (South)					Glenridge Dr (North)				
	Thru 5.1	Right 5.2		U-Turn 5.3	App Total	Left 5.4	Thru 5.5		U-Turn 5.6	App Total
1000 - 1015	0	0		0	0	0	0		0	0
1015 - 1030	0	0		0	0	0	0		0	0
1030 - 1045	0	0		0	0	0	0		0	0
1045 - 1100	0	0		0	0	0	0		0	0
Hourly Total	0	0		0	0	0	0		0	0
1100 - 1115	0	0		0	0	0	0		0	0
1115 - 1130	0	0		0	0	0	0		0	0
1130 - 1145	0	0		0	0	0	0		0	0
1145 - 1200	1	0		0	1	0	0		0	0
Hourly Total	1	0		0	1	0	0		0	0
1200 - 1215	0	0		0	0	0	1		0	1
1215 - 1230	1	0		0	1	0	0		0	0
1230 - 1245	0	0		0	0	0	0		0	0
1245 - 1300	0	0		0	0	0	0		0	0
Hourly Total	1	0		0	1	0	1		0	1
1300 - 1315	1	0		0	1	0	0		0	0
1315 - 1330	0	0		0	0	0	0		0	0
1330 - 1345	0	0		0	0	0	0		0	0
1345 - 1400	0	0		0	0	0	0		0	0
Hourly Total	1	0		0	1	0	0		0	0
Grand Total	3	0		0	3	0	1		0	1
Approach %	100.00	0.00		0.00	-	0.00	100.00		0.00	-
Intersection %	75.00	0.00		0.00	75.00	0.00	25.00		0.00	25.00

[illegible]

Crosswalk Counts | | Pedestrians

Atlanta, GA

Site 5
Glenridge Dr (South)
Glenridge Dr (North)

Driveway 1

Date
Sunday, May 5, 2024

Lat/Long
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1000 - 1400 (Sunday 4h Session) (05-05-2024)
Pedestrians

TIME	Northbound			Southbound			
	Glenridge Dr (South)			Glenridge Dr (North)			
	EB 5a	WB 5b		App Total	EB 5c	WB 5d	App Total
1000 - 1015	0	0		0	0	0	0
1015 - 1030	0	0		0	0	0	0
1030 - 1045	0	0		0	1	0	1
1045 - 1100	0	0		0	0	0	0
Hourly Total	0	0		0	1	0	1
1100 - 1115	0	0		0	1	0	1
1115 - 1130	0	0		0	0	0	0
1130 - 1145	0	0		0	2	0	2
1145 - 1200	0	0		0	0	0	0
Hourly Total	0	0		0	3	0	3
1200 - 1215	0	0		0	0	0	0
1215 - 1230	1	0		1	0	0	0
1230 - 1245	0	0		0	1	0	1
1245 - 1300	0	0		0	0	0	0
Hourly Total	1	0		1	1	0	1
1300 - 1315	0	0		0	0	0	0
1315 - 1330	0	0		0	0	0	0
1330 - 1345	0	0		0	0	0	0
1345 - 1400	0	0		0	0	0	0
Hourly Total	0	0		0	0	0	0
Grand Total	1	0		1	5	0	5
Approach %	100.00	0.00		-	100.00	0.00	-
Intersection %	12.50	0.00		12.50	62.50	0.00	62.50

Westbound				
Driveway 1				
NB 5g	SB 5h		App Total	Int Total
0	0		0	0
0	0		0	0
0	0		0	1
0	0		0	0
0	0		0	1
0	0		0	1
0	0		0	0
0	0		0	2
0	0		0	0
0	0		0	0
0	0		0	3
0	0		0	0
1	0		1	2
0	0		0	1
0	0		0	0
1	0		1	3
0	0		0	0
0	0		0	0
0	1		1	1
0	0		0	0
0	1		1	1
1	1		2	8
50.00	50.00		-	
12.50	12.50		25.00	

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Bikes

	Northbound			Southbound		
	Glenridge Dr (South)			Glenridge Dr (North)		
TIME	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total
1000 - 1015	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1100 - 1115	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1200 - 1215	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1300 - 1315	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00

[illegible]

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Motorized Vehicles

	Northbound			Southbound		
	Glenridge Dr (South)			Glenridge Dr (North)		
TIME	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total
1000 - 1015	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1100 - 1115	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1200 - 1215	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1300 - 1315	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00

[illegible]

Start Date: 5/5/2024



Start Date: 5/5/2024		Eastbound			Driveway 1 Westbound			Glenridge Dr (South) Northbound			Glenridge Dr (North) Southbound			
Time		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	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	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM - 07:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM - 07:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM - 08:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM - 08:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM - 08:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM - 08:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM - 09:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0	0	0	15	0	0	26	0	42
10:15 AM - 10:30 AM		0	0	0	0	0	1	0	18	0	0	42	0	61
10:30 AM - 10:45 AM		0	0	0	0	0	0	0	26	1	11	34	0	72
10:45 AM - 11:00 AM		0	0	0	0	0	0	0	16	2	13	36	0	67
11:00 AM - 11:15 AM		0	0	0	0	0	3	0	24	0	9	35	0	71
11:15 AM - 11:30 AM		0	0	0	1	0	4	0	26	0	1	37	0	69
11:30 AM - 11:45 AM		0	0	0	1	0	0	0	47	1	0	39	0	88
11:45 AM - 12:00 PM		0	0	0	0	0	2	0	27	1	2	34	0	66
12:00 PM - 12:15 PM		0	0	0	1	0	3	0	39	0	0	37	0	80
12:15 PM - 12:30 PM		0	0	0	2	0	0	0	32	1	0	43	0	78
12:30 PM - 12:45 PM		0	0	0	0	0	2	0	35	1	3	58	0	99
12:45 PM - 01:00 PM		0	0	0	1	0	2	0	41	4	16	55	0	119
01:00 PM - 01:15 PM		0	0	0	3	0	17	0	44	5	11	31	0	111
01:15 PM - 01:30 PM		0	0	0	0	0	6	0	37	0	1	41	0	85
01:30 PM - 01:45 PM		0	0	0	0	0	1	0	32	0	0	29	0	62
01:45 PM - 02:00 PM		0	0	0	0	0	0	0	36	0	1	30	0	67
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	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM - 04:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM - 04:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM - 05:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM - 05:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM - 05:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM - 05:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM - 06:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
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

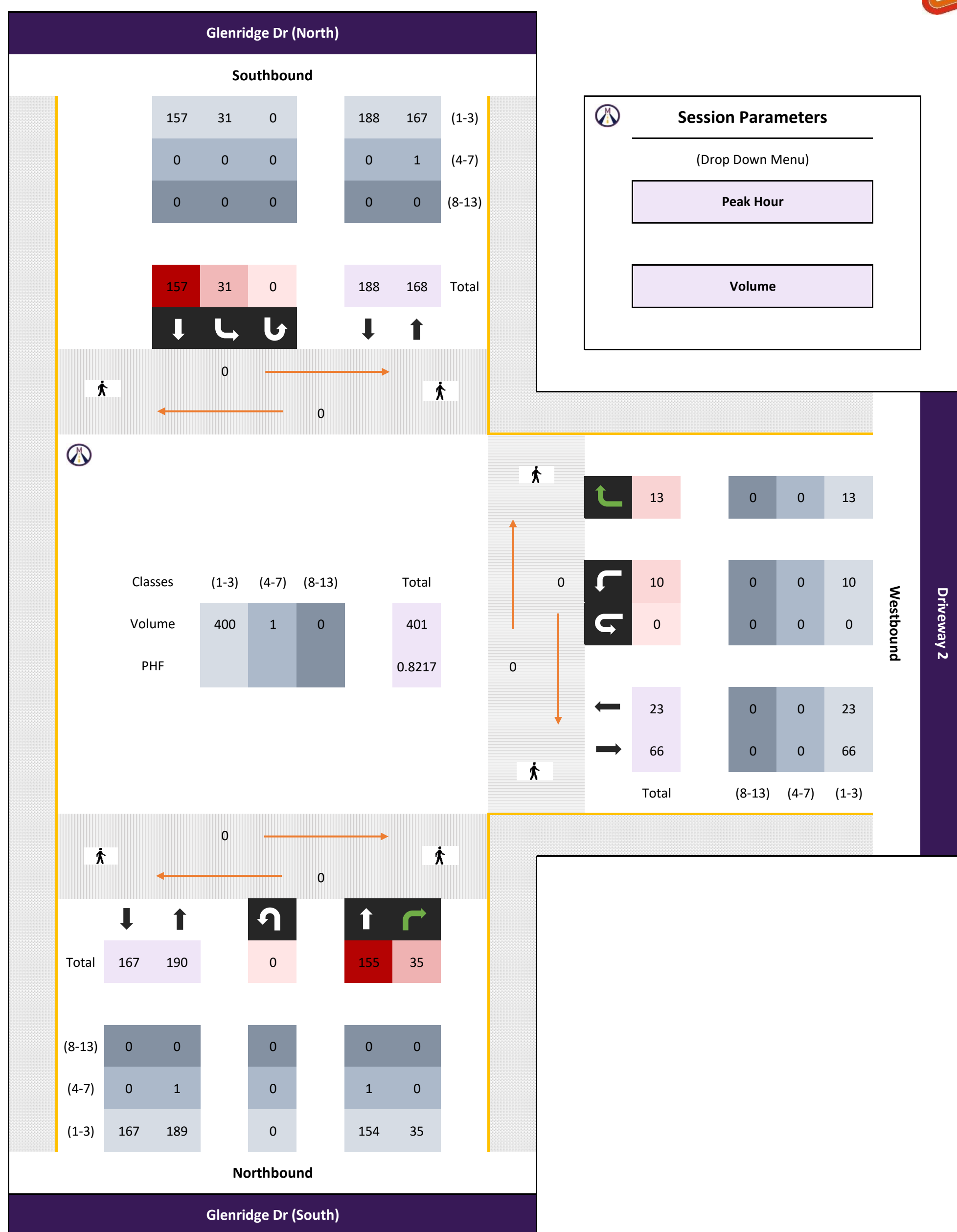
Atlanta, GA

Atlanta, GA



Sunday, May 5, 2024	
Period	1000 - 1400
Peak Hour	1230 - 1330

* the Peak Hour Diagram does not include Bikes



All vehicles

Time	Northbound						Southbound												Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)						Driveway 2												
		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	
1230 - 1245	-	36	5	-	0	41	9	49	-	-	0	58	-	-	-	-	-	0	1	-	1	-	0	2	101
1245 - 1300	-	44	20	-	0	64	15	41	-	-	0	56	-	-	-	-	-	0	0	-	2	-	0	2	122
1300 - 1315	-	41	9	-	0	50	7	26	-	-	0	33	-	-	-	-	-	0	7	-	7	-	0	14	97
1315 - 1330	-	34	1	-	0	35	0	41	-	-	0	41	-	-	-	-	-	0	2	-	3	-	0	5	81
Total	0	155	35	0	0	190	31	157	0	0	0	188	0	0	0	0	0	0	10	0	13	0	0	23	401
Approach %	0.00	81.58	18.42	0.00	0.00	-	16.49	83.51	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	43.48	0.00	56.52	0.00	0.00	-	
PHF	0.00	0.88	0.44	0.00	0.00	0.74	0.52	0.80	0.00	0.00	0.00	0.81	0.00	0.00	0.00	0.00	0.00	0.00	0.36	0.00	0.46	0.00	0.00	0.41	0.82

Passenger Vehicles (1-3)

Time	Northbound						Southbound												Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)						Driveway 2												
		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	
1230 - 1245	-	36	5	-	0	41	9	49	-	-	0	58	-	-	-	-	-	0	1	-	1	-	0	2	101
1245 - 1300	-	44	20	-	0	64	15	41	-	-	0	56	-	-	-	-	-	0	0	-	2	-	0	2	122
1300 - 1315	-	40	9	-	0	49	7	26	-	-	0	33	-	-	-	-	-	0	7	-	7	-	0	14	96
1315 - 1330	-	34	1	-	0	35	0	41	-	-	0	41	-	-	-	-	-	0	2	-	3	-	0	5	81
Total	0	154	35	0	0	189	31	157	0	0	0	188	0	0	0	0	0	0	10	0	13	0	0	23	400
Approach %	0.00	81.48	18.52	0.00	0.00	-	16.49	83.51	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	43.48	0.00	56.52	0.00	0.00	-	
PHF	0.00	0.88	0.44	0.00	0.00	0.74	0.52	0.80	0.00	0.00	0.00	0.81	0.00	0.00	0.00	0.00	0.00	0.00	0.36	0.00	0.46	0.00	0.00	0.41	0.82

Single Unit Trucks (4-7)

Time	Northbound						Southbound												Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)						Driveway 2												
		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	
1230 - 1245	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	-	0	0	-	0	-	0	0	0
1245 - 1300	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	-	0	0	-	0	-	0	0	0
1300 - 1315	-	1	0	-	0	1	0	0	-	-	0	0	-	-	-	-	-	0	0	-	0	-	0	0	1
1315 - 1330	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	-	0	0	-	0	-	0	0	0
Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25

Combination Trucks (8-13)

Time	Northbound						Southbound						Westbound						Int Total					
	Glenridge Dr (South)						Glenridge Dr (North)						Driveway 2											
		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
1230 - 1245	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	0	0	-	0	-	0	0	0
1245 - 1300	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	0	0	-	0	-	0	0	0
1300 - 1315	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	0	0	-	0	-	0	0	0
1315 - 1330	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	0	0	-	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Bikes

Time	Northbound						Southbound												Westbound						Int Total
	Glenridge Dr (South)						Glenridge Dr (North)												Driveway 2						
		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		
1230 - 1245	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	0	0	-	0	-	0	0	0	
1245 - 1300	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	0	0	-	0	-	0	0	0	
1300 - 1315	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	0	0	-	0	-	0	0	0	
1315 - 1330	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	0	0	-	0	-	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Classified Turn Movement Count | | All vehicles

Atlanta, GA

Site 6



Glenridge Dr (South)
Glenridge Dr (North)

Driveway 2

Date

Sunday, May 5, 2024

Lat/Long

33.921377°, -84.365925°

[Click here for Map](#)

Weather

Mostly Cloudy
74°F

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1000 - 1400 (Sunday 4h Session) (05-05-2024)

All vehicles

TIME	Northbound					Southbound				
	Glenridge Dr (South)					Glenridge Dr (North)				
	Thru 6.1	Right 6.2		U-Turn 6.3	App Total	Left 6.4	Thru 6.5		U-Turn 6.6	App Total
1000 - 1015	15	1		0	16	1	26		0	27
1015 - 1030	19	1		0	20	1	41		0	42
1030 - 1045	26	1		0	27	2	32		0	34
1045 - 1100	17	9		0	26	5	32		0	37
Hourly Total	77	12		0	89	9	131		0	140
1100 - 1115	24	7		0	31	6	29		0	35
1115 - 1130	24	0		0	24	0	38		0	38
1130 - 1145	48	1		0	49	0	40		0	40
1145 - 1200	25	0		0	25	0	35		0	35
Hourly Total	121	8		0	129	6	142		0	148
1200 - 1215	32	1		0	33	0	37		0	37
1215 - 1230	30	1		0	31	2	43		0	45
1230 - 1245	36	5		0	41	9	49		0	58
1245 - 1300	44	20		0	64	15	41		0	56
Hourly Total	142	27		0	169	26	170		0	196
1300 - 1315	41	9		0	50	7	26		0	33
1315 - 1330	34	1		0	35	0	41		0	41
1330 - 1345	31	1		0	32	0	29		0	29
1345 - 1400	34	1		0	35	0	30		0	30
Hourly Total	140	12		0	152	7	126		0	133
Grand Total	480	59		0	539	48	569		0	617
Approach %	89.05	10.95		0.00	-	7.78	92.22		0.00	-
Intersection %	39.34	4.84		0.00	44.18	3.93	46.64		0.00	50.57
Heavy Vehicle %	1	0		-	1	0	0		-	0
PHF	0.88	0.44		0.00	0.74	0.52	0.80		0.00	0.81

Westbound						
Driveway 2						
Left 6.7		Right 6.8		U-Turn 6.9	App Total	Int Total
2		0		0	2	45
0		0		0	0	62
0		0		0	0	61
0		1		0	1	64
2		1		0	3	232
5		1		0	6	72
7		3		0	10	72
2		1		0	3	92
3		1		0	4	64
17		6		0	23	300
2		8		0	10	80
0		1		0	1	77
1		1		0	2	101
0		2		0	2	122
3		12		0	15	380
7		7		0	14	97
2		3		0	5	81
2		1		0	3	64
0		1		0	1	66
11		12		0	23	308
33		31		0	64	1220
51.56		48.44		0.00	-	
2.70		2.54		0.00	5.25	
0		0		-	0	0
0.36		0.46		0.00	0.41	0.82

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

Atlanta, GA

Site 6



Glenridge Dr (South)
Glenridge Dr (North)

Driveway 2

Date

Sunday, May 5, 2024

Lat/Long

33.921377°, -84.365925°
[Click here for Map](#)

Weather

Mostly Cloudy
74°F
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1000 - 1400 (Sunday 4h Session) (05-05-2024)
Passenger Vehicles (1-3)

TIME	Northbound					Southbound				
	Glenridge Dr (South)					Glenridge Dr (North)				
	Thru 6.1	Right 6.2		U-Turn 6.3	App Total	Left 6.4	Thru 6.5		U-Turn 6.6	App Total
1000 - 1015	14	1		0	15	1	26		0	27
1015 - 1030	19	1		0	20	1	41		0	42
1030 - 1045	26	1		0	27	2	32		0	34
1045 - 1100	17	9		0	26	5	32		0	37
Hourly Total	76	12		0	88	9	131		0	140
1100 - 1115	23	7		0	30	6	29		0	35
1115 - 1130	24	0		0	24	0	38		0	38
1130 - 1145	48	1		0	49	0	40		0	40
1145 - 1200	24	0		0	24	0	35		0	35
Hourly Total	119	8		0	127	6	142		0	148
1200 - 1215	32	1		0	33	0	36		0	36
1215 - 1230	29	1		0	30	2	43		0	45
1230 - 1245	36	5		0	41	9	49		0	58
1245 - 1300	44	20		0	64	15	41		0	56
Hourly Total	141	27		0	168	26	169		0	195
1300 - 1315	40	9		0	49	7	26		0	33
1315 - 1330	34	1		0	35	0	41		0	41
1330 - 1345	31	1		0	32	0	29		0	29
1345 - 1400	34	1		0	35	0	30		0	30
Hourly Total	139	12		0	151	7	126		0	133
Grand Total	475	59		0	534	48	568		0	616
Approach %	88.95	11.05		0.00	-	7.79	92.21		0.00	-
Intersection %	39.13	4.86		0.00	43.99	3.95	46.79		0.00	50.74

Westbound						
Driveway 2						
Left 6.7		Right 6.8		U-Turn 6.9	App Total	Int Total
2		0		0	2	44
0		0		0	0	62
0		0		0	0	61
0		1		0	1	64
2		1		0	3	231
5		1		0	6	71
7		3		0	10	72
2		1		0	3	92
3		1		0	4	63
17		6		0	23	298
2		8		0	10	79
0		1		0	1	76
1		1		0	2	101
0		2		0	2	122
3		12		0	15	378
7		7		0	14	96
2		3		0	5	81
2		1		0	3	64
0		1		0	1	66
11		12		0	23	307
33		31		0	64	1214
51.56		48.44		0.00	-	
2.72		2.55		0.00	5.27	

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

Atlanta, GA

Site 6

Glenridge Dr (South)
Glenridge Dr (North)

Driveway 2



Date

Sunday, May 5, 2024

Lat/Long

33.921377°, -84.365925°

[Click here for Map](#)

Weather

Mostly Cloudy
74°F

[Click here for Detailed Weather](#)

1000 - 1400 (Sunday 4h Session) (05-05-2024)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound				
	Glenridge Dr (South)					Glenridge Dr (North)				
	Thru 6.1	Right 6.2		U-Turn 6.3	App Total	Left 6.4	Thru 6.5		U-Turn 6.6	App Total
1000 - 1015	0	0		0	0	0	0		0	0
1015 - 1030	0	0		0	0	0	0		0	0
1030 - 1045	0	0		0	0	0	0		0	0
1045 - 1100	0	0		0	0	0	0		0	0
Hourly Total	0	0		0	0	0	0		0	0
1100 - 1115	0	0		0	0	0	0		0	0
1115 - 1130	0	0		0	0	0	0		0	0
1130 - 1145	0	0		0	0	0	0		0	0
1145 - 1200	1	0		0	1	0	0		0	0
Hourly Total	1	0		0	1	0	0		0	0
1200 - 1215	0	0		0	0	0	1		0	1
1215 - 1230	1	0		0	1	0	0		0	0
1230 - 1245	0	0		0	0	0	0		0	0
1245 - 1300	0	0		0	0	0	0		0	0
Hourly Total	1	0		0	1	0	1		0	1
1300 - 1315	1	0		0	1	0	0		0	0
1315 - 1330	0	0		0	0	0	0		0	0
1330 - 1345	0	0		0	0	0	0		0	0
1345 - 1400	0	0		0	0	0	0		0	0
Hourly Total	1	0		0	1	0	0		0	0
Grand Total	3	0		0	3	0	1		0	1
Approach %	100.00	0.00		0.00	-	0.00	100.00		0.00	-
Intersection %	75.00	0.00		0.00	75.00	0.00	25.00		0.00	25.00

Westbound						
Driveway 2						
Left 6.7		Right 6.8		U-Turn 6.9	App Total	Int Total
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0		

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Combination Trucks (8-13)

	Northbound					Southbound				
	Glenridge Dr (South)					Glenridge Dr (North)				
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
1000 - 1015	0	0		0	0	0	0		0	0
1015 - 1030	0	0		0	0	0	0		0	0
1030 - 1045	0	0		0	0	0	0		0	0
1045 - 1100	0	0		0	0	0	0		0	0
Hourly Total	0	0		0	0	0	0		0	0
1100 - 1115	0	0		0	0	0	0		0	0
1115 - 1130	0	0		0	0	0	0		0	0
1130 - 1145	0	0		0	0	0	0		0	0
1145 - 1200	0	0		0	0	0	0		0	0
Hourly Total	0	0		0	0	0	0		0	0
1200 - 1215	0	0		0	0	0	0		0	0
1215 - 1230	0	0		0	0	0	0		0	0
1230 - 1245	0	0		0	0	0	0		0	0
1245 - 1300	0	0		0	0	0	0		0	0
Hourly Total	0	0		0	0	0	0		0	0
1300 - 1315	0	0		0	0	0	0		0	0
1315 - 1330	0	0		0	0	0	0		0	0
1330 - 1345	0	0		0	0	0	0		0	0
1345 - 1400	0	0		0	0	0	0		0	0
Hourly Total	0	0		0	0	0	0		0	0
Grand Total	0	0		0	0	0	0		0	0
Approach %	0.00	0.00		0.00	-	0.00	0.00		0.00	-
Intersection %	0.00	0.00		0.00	0.00	0.00	0.00		0.00	0.00

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Bikes

TIME	Northbound					Southbound				
	Glenridge Dr (South)					Glenridge Dr (North)				
	Thru 6.1	Right 6.2		U-Turn 6.3	App Total	Left 6.4	Thru 6.5		U-Turn 6.6	App Total
1000 - 1015	1	0		0	1	0	0		0	0
1015 - 1030	0	0		0	0	0	0		0	0
1030 - 1045	0	0		0	0	0	0		0	0
1045 - 1100	0	0		0	0	0	0		0	0
Hourly Total	1	0		0	1	0	0		0	0
1100 - 1115	1	0		0	1	0	0		0	0
1115 - 1130	0	0		0	0	0	0		0	0
1130 - 1145	0	0		0	0	0	0		0	0
1145 - 1200	0	0		0	0	0	0		0	0
Hourly Total	1	0		0	1	0	0		0	0
1200 - 1215	0	0		0	0	0	0		0	0
1215 - 1230	0	0		0	0	0	0		0	0
1230 - 1245	0	0		0	0	0	0		0	0
1245 - 1300	0	0		0	0	0	0		0	0
Hourly Total	0	0		0	0	0	0		0	0
1300 - 1315	0	0		0	0	0	0		0	0
1315 - 1330	0	0		0	0	0	0		0	0
1330 - 1345	0	0		0	0	0	0		0	0
1345 - 1400	0	0		0	0	0	0		0	0
Hourly Total	0	0		0	0	0	0		0	0
Grand Total	2	0		0	2	0	0		0	0
Approach %	100.00	0.00		0.00	-	0.00	0.00		0.00	-
Intersection %	100.00	0.00		0.00	100.00	0.00	0.00		0.00	0.00

[illegible]

Classified Turn Movement Count | | All Trucks (4-13)

Atlanta, GA

Site 6

Glenridge Dr (South)
Glenridge Dr (North)



Date

Sunday, May 5, 2024

Weather

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Driveway 2



1000 - 1400 (Sunday 4h Session) (05-05-2024)
All Trucks (4-13)

TIME	Northbound					Southbound				
	Glenridge Dr (South)					Glenridge Dr (North)				
	Thru 6.1	Right 6.2		U-Turn 6.3	App Total	Left 6.4	Thru 6.5		U-Turn 6.6	App Total
1000 - 1015	0	0		0	0	0	0		0	0
1015 - 1030	0	0		0	0	0	0		0	0
1030 - 1045	0	0		0	0	0	0		0	0
1045 - 1100	0	0		0	0	0	0		0	0
Hourly Total	0	0		0	0	0	0		0	0
1100 - 1115	0	0		0	0	0	0		0	0
1115 - 1130	0	0		0	0	0	0		0	0
1130 - 1145	0	0		0	0	0	0		0	0
1145 - 1200	1	0		0	1	0	0		0	0
Hourly Total	1	0		0	1	0	0		0	0
1200 - 1215	0	0		0	0	0	1		0	1
1215 - 1230	1	0		0	1	0	0		0	0
1230 - 1245	0	0		0	0	0	0		0	0
1245 - 1300	0	0		0	0	0	0		0	0
Hourly Total	1	0		0	1	0	1		0	1
1300 - 1315	1	0		0	1	0	0		0	0
1315 - 1330	0	0		0	0	0	0		0	0
1330 - 1345	0	0		0	0	0	0		0	0
1345 - 1400	0	0		0	0	0	0		0	0
Hourly Total	1	0		0	1	0	0		0	0
Grand Total	3	0		0	3	0	1		0	1
Approach %	100.00	0.00		0.00	-	0.00	100.00		0.00	-
Intersection %	75.00	0.00		0.00	75.00	0.00	25.00		0.00	25.00

Westbound						
Driveway 2						
Left 6.7		Right 6.8		U-Turn 6.9	App Total	Int Total
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	

Crosswalk Counts | | Pedestrians

Atlanta, GA

Site 6
Glenridge Dr (South)
Glenridge Dr (North)

Driveway 2

Date
Sunday, May 5, 2024

Lat/Long
33.921377°, -84.365925°
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1000 - 1400 (Sunday 4h Session) (05-05-2024)
Pedestrians

TIME	Northbound			Southbound			
	Glenridge Dr (South)			Glenridge Dr (North)			
	EB 6a	WB 6b		App Total	EB 6c	WB 6d	App Total
1000 - 1015	0	0		0	0	0	0
1015 - 1030	0	0		0	0	0	0
1030 - 1045	0	1		1	0	0	0
1045 - 1100	1	0		1	0	0	0
Hourly Total	1	1		2	0	0	0
1100 - 1115	0	0		0	0	0	0
1115 - 1130	0	0		0	0	0	0
1130 - 1145	0	0		0	0	0	0
1145 - 1200	0	0		0	0	0	0
Hourly Total	0	0		0	0	0	0
1200 - 1215	0	0		0	0	0	0
1215 - 1230	0	0		0	0	0	0
1230 - 1245	0	0		0	0	0	0
1245 - 1300	0	0		0	0	0	0
Hourly Total	0	0		0	0	0	0
1300 - 1315	0	0		0	0	0	0
1315 - 1330	0	0		0	0	0	0
1330 - 1345	0	0		0	0	0	0
1345 - 1400	0	0		0	0	0	0
Hourly Total	0	0		0	0	0	0
Grand Total	1	1		2	0	0	0
Approach %	50.00	50.00		-	0.00	0.00	-
Intersection %	25.00	25.00		50.00	0.00	0.00	0.00

Westbound				
Driveway 2				
NB 6g	SB 6h		App Total	Int Total
0	0		0	0
0	0		0	0
0	0		0	1
0	0		0	1
0	0		0	2
0	0		0	0
0	1		1	1
0	0		0	0
0	0		0	0
0	0		0	0
0	1		1	1
0	0		0	0
0	1		1	1
0	2		2	4
0.00	100.00		-	
0.00	50.00		50.00	

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Bikes

	Northbound			Southbound		
	Glenridge Dr (South)			Glenridge Dr (North)		
TIME	EB 6a	WB 6b	App Total	EB 6c	WB 6d	App Total
1000 - 1015	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1100 - 1115	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1200 - 1215	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1300 - 1315	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00

[illegible]

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Motorized Vehicles

	Northbound			Southbound		
	Glenridge Dr (South)			Glenridge Dr (North)		
TIME	EB 6a	WB 6b	App Total	EB 6c	WB 6d	App Total
1000 - 1015	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1100 - 1115	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1200 - 1215	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1300 - 1315	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00

[illegible]

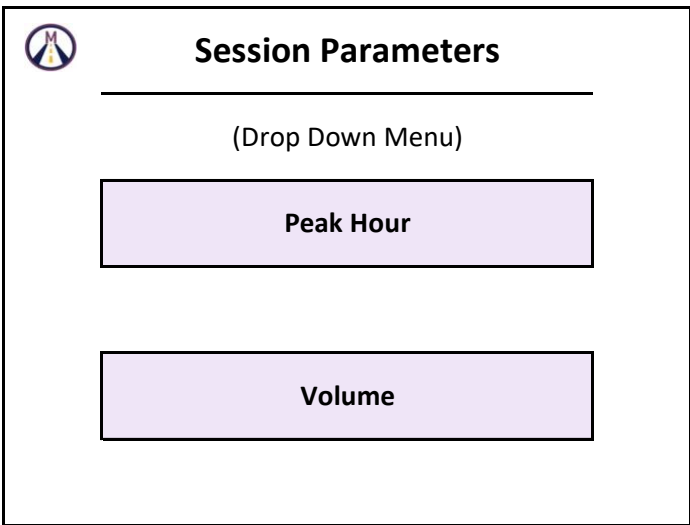
Start Date: 5/5/2024

Time	Eastbound			Driveway 2 Westbound			Glenridge Dr (South) Northbound			Glenridge Dr (North) Southbound			Total
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
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	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM - 07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM - 07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM - 08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM - 08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM - 08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM - 08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM - 09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
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	2	0	0	0	15	1	1	26	0	45
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	19	1	1	41	0	62
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	26	1	2	32	0	61
10:45 AM - 11:00 AM	0	0	0	0	0	1	0	17	9	5	32	0	64
11:00 AM - 11:15 AM	0	0	0	5	0	1	0	24	7	6	29	0	72
11:15 AM - 11:30 AM	0	0	0	7	0	3	0	24	0	0	38	0	72
11:30 AM - 11:45 AM	0	0	0	2	0	1	0	48	1	0	40	0	92
11:45 AM - 12:00 PM	0	0	0	3	0	1	0	25	0	0	35	0	64
12:00 PM - 12:15 PM	0	0	0	2	0	8	0	32	1	0	37	0	80
12:15 PM - 12:30 PM	0	0	0	0	0	1	0	30	1	2	43	0	77
12:30 PM - 12:45 PM	0	0	0	1	0	1	0	36	5	9	49	0	101
12:45 PM - 01:00 PM	0	0	0	0	0	2	0	44	20	15	41	0	122
01:00 PM - 01:15 PM	0	0	0	7	0	7	0	41	9	7	26	0	97
01:15 PM - 01:30 PM	0	0	0	2	0	3	0	34	1	0	41	0	81
01:30 PM - 01:45 PM	0	0	0	2	0	1	0	31	1	0	29	0	64
01:45 PM - 02:00 PM	0	0	0	0	0	1	0	34	1	0	30	0	66
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	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM - 04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM - 04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM - 05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM - 05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM - 05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM - 05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM - 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
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

Atlanta, GA



* the Peak Hour Diagram does not include Bikes



All vehicles

	Northbound						Southbound						Eastbound											
	Barfield Rd (South)						Barfield Rd (North)						Driveway 3											
	Left 7.1	Thru 7.2			U-Turn 7.3	App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7		Right 7.8		U-Turn 7.9	App Total					App Total	Int Total
Time																								
1215 - 1230	0	59	-	-	1	60	-	35	0	-	0	35	0	-	0	-	0	0	-	-	-	-	0	95
1230 - 1245	0	52	-	-	0	52	-	38	0	-	0	38	0	-	0	-	0	0	-	-	-	-	0	90
1245 - 1300	0	43	-	-	0	43	-	38	0	-	0	38	0	-	0	-	0	0	-	-	-	-	0	81
1300 - 1315	0	39	-	-	0	39	-	43	0	-	0	43	0	-	0	-	0	0	-	-	-	-	0	82
Total	0	193	0	0	1	194	0	154	0	0	0	154	0	0	0	0	0	0	0	0	0	0	0	348
Approach %	0.00	99.48	0.00	0.00	0.52	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-
PHF	0.00	0.82	0.00	0.00	0.25	0.81	0.00	0.90	0.00	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	0.00	0.92

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound											
	Barfield Rd (South)						Barfield Rd (North)						Driveway 3											
	Left 7.1	Thru 7.2			U-Turn 7.3	App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7		Right 7.8		U-Turn 7.9	App Total					App Total	Int Total
Time																								
1215 - 1230	0	59	-	-	1	60	-	34	0	-	0	34	0	-	0	-	0	0	-	-	-	-	0	94
1230 - 1245	0	52	-	-	0	52	-	38	0	-	0	38	0	-	0	-	0	0	-	-	-	-	0	90
1245 - 1300	0	42	-	-	0	42	-	36	0	-	0	36	0	-	0	-	0	0	-	-	-	-	0	78
1300 - 1315	0	37	-	-	0	37	-	43	0	-	0	43	0	-	0	-	0	0	-	-	-	-	0	80
Total	0	190	0	0	1	191	0	151	0	0	0	151	0	0	0	0	0	0	0	0	0	0	0	342
Approach %	0.00	99.48	0.00	0.00	0.52	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-
PHF	0.00	0.81	0.00	0.00	0.25	0.80	0.00	0.88	0.00	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.91

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound											
	Barfield Rd (South)						Barfield Rd (North)						Driveway 3											
	Left 7.1	Thru 7.2			U-Turn 7.3	App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7		Right 7.8		U-Turn 7.9	App Total					App Total	Int Total
Time																								
1215 - 1230	0	0	-	-	0	0	-	1	0	-	0	1	0	-	0	-	0	0	-	-	-	-	0	1
1230 - 1245	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	0	0
1245 - 1300	0	1	-	-	0	1	-	2	0	-	0	2	0	-	0	-	0	0	-	-	-	-	0	3
1300 - 1315	0	2	-	-	0	2	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	0	2
Total	0	3	0	0	0	3	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	6
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-
PHF	0.00	0.38	0.00	0.00	0.00	0.38	0.00	0.38	0.00	0.00	0.00	0.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound											
	Barfield Rd (South)						Barfield Rd (North)						Driveway 3											
	Left 7.1	Thru 7.2			U-Turn 7.3	App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7		Right 7.8		U-Turn 7.9	App Total					App Total	Int Total
Time																								
1215 - 1230	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	0	0
1230 - 1245	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	0	0
1245 - 1300	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	0	0
1300 - 1315	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Bikes

	Northbound						Southbound						Eastbound											
	Barfield Rd (South)						Barfield Rd (North)						Driveway 3											
	Left 7.1	Thru 7.2			U-Turn 7.3	App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7		Right 7.8		U-Turn 7.9	App Total					App Total	Int Total
Time																								
1215 - 1230	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	0	0
1230 - 1245	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	0	0
1245 - 1300	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	0	0
1300 - 1315	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Classified Turn Movement Count | | All vehicles

Atlanta, GA

Site 7



Barfield Rd (South)
Barfield Rd (North)
Driveway 3

Date

Sunday, May 5, 2024

Lat/Long

33.931371°, -84.361061°

[Click here for Map](#)

Weather

Mostly Cloudy
74°F

[Click here for Detailed Weather](#)



1000 - 1400 (Sunday 4h Session) (05-05-2024)

All vehicles

	Northbound				Southbound				Eastbound				Int Total
	Barfield Rd (South)				Barfield Rd (North)				Driveway 3				
TIME	Left 7.1	Thru 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Right 7.8	U-Turn 7.9	App Total	
1000 - 1015	0	30	0	30	19	0	0	19	0	0	0	0	49
1015 - 1030	0	18	0	18	13	0	0	13	0	0	0	0	31
1030 - 1045	0	31	0	31	29	0	0	29	0	0	0	0	60
1045 - 1100	0	42	0	42	23	0	0	23	0	0	0	0	65
Hourly Total	0	121	0	121	84	0	0	84	0	0	0	0	205
1100 - 1115	0	49	0	49	14	0	0	14	0	0	0	0	63
1115 - 1130	0	43	0	43	30	0	0	30	0	0	0	0	73
1130 - 1145	0	31	0	31	25	0	0	25	0	0	0	0	56
1145 - 1200	0	44	0	44	31	0	0	31	0	0	0	0	75
Hourly Total	0	167	0	167	100	0	0	100	0	0	0	0	267
1200 - 1215	0	48	0	48	27	0	0	27	0	0	0	0	75
1215 - 1230	0	59	1	60	35	0	0	35	0	0	0	0	95
1230 - 1245	0	52	0	52	38	0	0	38	0	0	0	0	90
1245 - 1300	0	43	0	43	38	0	0	38	0	0	0	0	81
Hourly Total	0	202	1	203	138	0	0	138	0	0	0	0	341
1300 - 1315	0	39	0	39	43	0	0	43	0	0	0	0	82
1315 - 1330	0	50	0	50	32	0	0	32	0	0	0	0	82
1330 - 1345	0	34	0	34	24	0	0	24	0	0	0	0	58
1345 - 1400	0	43	0	43	29	0	0	29	0	0	0	0	72
Hourly Total	0	166	0	166	128	0	0	128	0	0	0	0	294
Grand Total	0	656	1	657	450	0	0	450	0	0	0	0	1107
Approach %	0.00	99.85	0.15	-	100.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	59.26	0.09	59.35	40.65	0.00	0.00	40.65	0.00	0.00	0.00	0.00	
Heavy Vehicle %	-	1	0	1	1	-	-	1	-	-	-	-	1
PHF	0.00	0.82	0.25	0.81	0.90	0.00	0.00	0.90	0.00	0.00	0.00	0.00	0.92

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

Atlanta, GA

Site 7



Barfield Rd (South)
Barfield Rd (North)
Driveway 3

Date

Sunday, May 5, 2024

Lat/Long

33.931371°, -84.361061°

[Click here for Map](#)

Weather

Mostly Cloudy
74°F

[Click here for Detailed Weather](#)



1000 - 1400 (Sunday 4h Session) (05-05-2024)
Passenger Vehicles (1-3)

	Northbound				Southbound				Eastbound				Int Total
	Barfield Rd (South)				Barfield Rd (North)				Driveway 3				
TIME	Left 7.1	Thru 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Right 7.8	U-Turn 7.9	App Total	
1000 - 1015	0	30	0	30	19	0	0	19	0	0	0	0	49
1015 - 1030	0	18	0	18	13	0	0	13	0	0	0	0	31
1030 - 1045	0	31	0	31	29	0	0	29	0	0	0	0	60
1045 - 1100	0	41	0	41	23	0	0	23	0	0	0	0	64
Hourly Total	0	120	0	120	84	0	0	84	0	0	0	0	204
1100 - 1115	0	49	0	49	14	0	0	14	0	0	0	0	63
1115 - 1130	0	43	0	43	30	0	0	30	0	0	0	0	73
1130 - 1145	0	31	0	31	25	0	0	25	0	0	0	0	56
1145 - 1200	0	43	0	43	31	0	0	31	0	0	0	0	74
Hourly Total	0	166	0	166	100	0	0	100	0	0	0	0	266
1200 - 1215	0	48	0	48	27	0	0	27	0	0	0	0	75
1215 - 1230	0	59	1	60	34	0	0	34	0	0	0	0	94
1230 - 1245	0	52	0	52	38	0	0	38	0	0	0	0	90
1245 - 1300	0	42	0	42	36	0	0	36	0	0	0	0	78
Hourly Total	0	201	1	202	135	0	0	135	0	0	0	0	337
1300 - 1315	0	37	0	37	43	0	0	43	0	0	0	0	80
1315 - 1330	0	49	0	49	31	0	0	31	0	0	0	0	80
1330 - 1345	0	34	0	34	24	0	0	24	0	0	0	0	58
1345 - 1400	0	43	0	43	29	0	0	29	0	0	0	0	72
Hourly Total	0	163	0	163	127	0	0	127	0	0	0	0	290
Grand Total	0	650	1	651	446	0	0	446	0	0	0	0	1097
Approach %	0.00	99.85	0.15	-	100.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	59.25	0.09	59.34	40.66	0.00	0.00	40.66	0.00	0.00	0.00	0.00	

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

Atlanta, GA

Site 7



Barfield Rd (South)
Barfield Rd (North)
Driveway 3

Date

Sunday, May 5, 2024

Lat/Long

33.931371°, -84.361061°

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Weather

Mostly Cloudy
74°F

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1000 - 1400 (Sunday 4h Session) (05-05-2024)

Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				Int Total
	Barfield Rd (South)				Barfield Rd (North)				Driveway 3				
TIME	Left 7.1	Thru 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Right 7.8	U-Turn 7.9	App Total	
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	1	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	0	1	0	1	0	0	0	0	0	0	0	0	1
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	1	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	0	1	0	1	0	0	0	0	0	0	0	0	1
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	1	0	0	1	0	0	0	0	1
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	1	0	1	2	0	0	2	0	0	0	0	3
Hourly Total	0	1	0	1	3	0	0	3	0	0	0	0	4
1300 - 1315	0	2	0	2	0	0	0	0	0	0	0	0	2
1315 - 1330	0	1	0	1	1	0	0	1	0	0	0	0	2
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	3	0	3	1	0	0	1	0	0	0	0	4
Grand Total	0	6	0	6	4	0	0	4	0	0	0	0	10
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	60.00	0.00	60.00	40.00	0.00	0.00	40.00	0.00	0.00	0.00	0.00	

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

Atlanta, GA

Site 7

Barfield Rd (South)
Barfield Rd (North)
Driveway 3



Date

Sunday, May 5, 2024

Lat/Long

33.931371°, -84.361061°

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Weather

Mostly Cloudy
74°F

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1000 - 1400 (Sunday 4h Session) (05-05-2024)
Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				Int Total
	Barfield Rd (South)				Barfield Rd (North)				Driveway 3				
TIME	Left 7.1	Thru 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Right 7.8	U-Turn 7.9	App Total	
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0
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

Atlanta, GA

Site 7

Barfield Rd (South)

Barfield Rd (North)

Driveway 3



Date

Sunday, May 5, 2024

Lat/Long

33.931371°, -84.361061°

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Weather

Mostly Cloudy

74°F

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1000 - 1400 (Sunday 4h Session) (05-05-2024)

Bikes

	Northbound				Southbound				Eastbound				Int Total
	Barfield Rd (South)				Barfield Rd (North)				Driveway 3				
TIME	Left 7.1	Thru 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Right 7.8	U-Turn 7.9	App Total	
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0
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 | | All Trucks (4-13)

Atlanta, GA

Site 7

Barfield Rd (South)

Barfield Rd (North)

Driveway 3



Date

Sunday, May 5, 2024

Lat/Long

33.931371°, -84.361061°

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Weather

Mostly Cloudy

74°F

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1000 - 1400 (Sunday 4h Session) (05-05-2024)

All Trucks (4-13)

	Northbound				Southbound				Eastbound				Int Total
	Barfield Rd (South)				Barfield Rd (North)				Driveway 3				
TIME	Left 7.1	Thru 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Right 7.8	U-Turn 7.9	App Total	
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	1	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	0	1	0	1	0	0	0	0	0	0	0	0	1
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	1	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	0	1	0	1	0	0	0	0	0	0	0	0	1
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	1	0	0	1	0	0	0	0	1
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	1	0	1	2	0	0	2	0	0	0	0	3
Hourly Total	0	1	0	1	3	0	0	3	0	0	0	0	4
1300 - 1315	0	2	0	2	0	0	0	0	0	0	0	0	2
1315 - 1330	0	1	0	1	1	0	0	1	0	0	0	0	2
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	3	0	3	1	0	0	1	0	0	0	0	4
Grand Total	0	6	0	6	4	0	0	4	0	0	0	0	10
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	60.00	0.00	60.00	40.00	0.00	0.00	40.00	0.00	0.00	0.00	0.00	

Crosswalk Counts | | Pedestrians

Atlanta, GA

Site 7
Barfield Rd (South)
Barfield Rd (North)
Driveway 3

Date
Sunday, May 5, 2024

Lat/Long
33.931371°, -84.361061°
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Weather
Mostly Cloudy
74°F
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1000 - 1400 (Sunday 4h Session) (05-05-2024)
Pedestrians

	Northbound			Southbound			Eastbound			
	Barfield Rd (South)			Barfield Rd (North)			Driveway 3			
TIME	EB 7a	WB 7b	App Total	EB 7c	WB 7d	App Total	NB 7e	SB 7f	App Total	Int Total
1000 - 1015	0	0	0	0	0	0	2	2	4	4
1015 - 1030	0	0	0	0	0	0	1	1	2	2
1030 - 1045	0	0	0	0	0	0	1	2	3	3
1045 - 1100	0	0	0	0	0	0	1	3	4	4
Hourly Total	0	0	0	0	0	0	5	8	13	13
1100 - 1115	0	0	0	0	0	0	7	0	7	7
1115 - 1130	0	0	0	0	0	0	0	1	1	1
1130 - 1145	0	0	0	0	0	0	1	0	1	1
1145 - 1200	0	0	0	0	0	0	3	0	3	3
Hourly Total	0	0	0	0	0	0	11	1	12	12
1200 - 1215	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	1	1	1
1245 - 1300	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	1	1
1300 - 1315	0	0	0	0	0	0	3	0	3	3
1315 - 1330	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	1	1	2	2
1345 - 1400	0	0	0	0	0	0	0	1	1	1
Hourly Total	0	0	0	0	0	0	4	2	6	6
Grand Total	0	0	0	0	0	0	20	12	32	32
Approach %	0.00	0.00	-	0.00	0.00	-	62.50	37.50	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	62.50	37.50	100.00	

Crosswalk Counts | | Bikes

Atlanta, GA

Site 7
Barfield Rd (South)
Barfield Rd (North)
Driveway 3

Date
Sunday, May 5, 2024

Lat/Long
33.931371°, -84.361061°
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Weather
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1000 - 1400 (Sunday 4h Session) (05-05-2024)
Bikes

	Northbound			Southbound			Eastbound						
	Barfield Rd (South)			Barfield Rd (North)			Driveway 3						
TIME	EB 7a	WB 7b		App Total	EB 7c	WB 7d		App Total	NB 7e	SB 7f		App Total	Int Total
1000 - 1015	0	0		0	0	0		0	0	0		0	0
1015 - 1030	0	0		0	0	0		0	0	0		0	0
1030 - 1045	0	0		0	0	0		0	0	0		0	0
1045 - 1100	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0
1100 - 1115	0	0		0	0	0		0	0	0		0	0
1115 - 1130	0	0		0	0	0		0	0	0		0	0
1130 - 1145	0	0		0	0	0		0	0	0		0	0
1145 - 1200	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0
1200 - 1215	0	0		0	0	0		0	0	0		0	0
1215 - 1230	0	0		0	0	0		0	0	0		0	0
1230 - 1245	0	0		0	0	0		0	0	0		0	0
1245 - 1300	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0
1300 - 1315	0	0		0	0	0		0	0	0		0	0
1315 - 1330	0	0		0	0	0		0	0	0		0	0
1330 - 1345	0	0		0	0	0		0	0	0		0	0
1345 - 1400	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	

Crosswalk Counts | | Motorized Vehicles

Atlanta, GA

Site 7
Barfield Rd (South)
Barfield Rd (North)
Driveway 3

Date
Sunday, May 5, 2024

Lat/Long
33.931371°, -84.361061°
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Weather
Mostly Cloudy
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1000 - 1400 (Sunday 4h Session) (05-05-2024)
Motorized Vehicles

	Northbound			Southbound			Eastbound						
	Barfield Rd (South)			Barfield Rd (North)			Driveway 3						
TIME	EB 7a	WB 7b		App Total	EB 7c	WB 7d		App Total	NB 7e	SB 7f		App Total	Int Total
1000 - 1015	0	0		0	0	0		0	0	0		0	0
1015 - 1030	0	0		0	0	0		0	0	0		0	0
1030 - 1045	0	0		0	0	0		0	0	0		0	0
1045 - 1100	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0
1100 - 1115	0	0		0	0	0		0	0	0		0	0
1115 - 1130	0	0		0	0	0		0	0	0		0	0
1130 - 1145	0	0		0	0	0		0	0	0		0	0
1145 - 1200	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0
1200 - 1215	0	0		0	0	0		0	0	0		0	0
1215 - 1230	0	0		0	0	0		0	0	0		0	0
1230 - 1245	0	0		0	0	0		0	0	0		0	0
1245 - 1300	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0
1300 - 1315	0	0		0	0	0		0	0	0		0	0
1315 - 1330	0	0		0	0	0		0	0	0		0	0
1330 - 1345	0	0		0	0	0		0	0	0		0	0
1345 - 1400	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: 5/5/2024

Time	Driveway 3 Eastbound			Westbound			Barfield Rd (South) Northbound			Barfield Rd (North) Southbound			Total
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
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	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM - 07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM - 07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM - 08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM - 08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM - 08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM - 08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM - 09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
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	30	0	0	19	0	49
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	18	0	0	13	0	31
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	31	0	0	29	0	60
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	42	0	0	23	0	65
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	49	0	0	14	0	63
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	43	0	0	30	0	73
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	31	0	0	25	0	56
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	44	0	0	31	0	75
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	48	0	0	27	0	75
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	59	0	0	35	0	94
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	52	0	0	38	0	90
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	43	0	0	38	0	81
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	39	0	0	43	0	82
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	50	0	0	32	0	82
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	34	0	0	24	0	58
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	43	0	0	29	0	72
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	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM - 04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM - 04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM - 05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM - 05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM - 05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM - 05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM - 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
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

Appendix C: Existing Conditions Analysis

HCM 7th Signalized Intersection Summary

1: Glenridge Dr & Abernathy Rd

Existing Weekday AM
Timing Plan: Weekday AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	1585	209	25	634	23	90	40	45	74	74	36
Future Volume (veh/h)	125	1585	209	25	634	23	90	40	45	74	74	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	136	1723	173	27	689	25	98	43	0	80	80	17
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	495	1770	175	151	1769	64	259	194		312	187	159
Arrive On Green	0.08	0.54	0.54	0.04	0.51	0.51	0.07	0.10	0.00	0.07	0.10	0.10
Sat Flow, veh/h	1781	3266	323	1781	3498	127	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	136	925	971	27	350	364	98	43	0	80	80	17
Grp Sat Flow(s),veh/h/ln	1781	1777	1812	1781	1777	1848	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	3.4	49.6	52.7	0.7	12.1	12.1	2.7	2.1	0.0	3.9	4.0	1.0
Cycle Q Clear(g_c), s	3.4	49.6	52.7	0.7	12.1	12.1	2.7	2.1	0.0	3.9	4.0	1.0
Prop In Lane	1.00		0.18	1.00		0.07	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	495	963	982	151	899	934	259	194		312	187	159
V/C Ratio(X)	0.27	0.96	0.99	0.18	0.39	0.39	0.38	0.22		0.26	0.43	0.11
Avail Cap(c_a), veh/h	516	963	982	236	963	1001	485	357		435	357	302
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	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.2	21.8	22.5	23.0	15.2	15.2	43.9	41.0	0.0	35.8	42.2	40.8
Incr Delay (d2), s/veh	0.3	21.0	26.1	0.6	0.3	0.3	0.9	0.6	0.0	0.4	1.5	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(95%),veh/ln	2.2	31.1	34.6	0.5	7.9	8.2	2.1	1.8	0.0	3.1	3.4	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.5	42.8	48.6	23.6	15.4	15.4	44.8	41.6	0.0	36.2	43.7	41.1
LnGrp LOS	B	D	D	C	B	B	D	D		D	D	D
Approach Vol, veh/h		2032			741			141			177	
Approach Delay, s/veh		43.4			15.7			43.8			40.1	
Approach LOS		D			B			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.2	60.0	13.1	16.3	13.8	56.4	13.5	16.0				
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	9.0	54.0	14.0	19.0	9.0	54.0	14.0	19.0				
Max Q Clear Time (g_c+l1), s	2.7	54.7	5.9	4.1	5.4	14.1	4.7	6.0				
Green Ext Time (p_c), s	0.0	0.0	0.1	0.1	0.1	4.4	0.2	0.3				

Intersection Summary

HCM 7th Control Delay, s/veh 36.6
HCM 7th LOS D

Notes

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

HCM 7th Signalized Intersection Summary

2: Barfield Rd & Abernathy Rd

Existing Weekday AM
Timing Plan: Weekday AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	1393	161	207	624	1020	62	141	112	148	43	60
Future Volume (veh/h)	135	1393	161	207	624	1020	62	141	112	148	43	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	147	1514	88	225	678	0	67	153	0	161	47	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	181	1639	731	306	1593		126	201		293	227	
Arrive On Green	0.10	0.46	0.46	0.09	0.45	0.00	0.07	0.11	0.00	0.08	0.12	0.00
Sat Flow, veh/h	1781	3554	1585	3456	3554	1585	1781	1870	2790	3456	1870	1585
Grp Volume(v), veh/h	147	1514	88	225	678	0	67	153	0	161	47	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1585	1781	1870	1395	1728	1870	1585
Q Serve(g_s), s	7.5	37.2	2.9	5.9	12.1	0.0	3.4	7.4	0.0	4.2	2.1	0.0
Cycle Q Clear(g_c), s	7.5	37.2	2.9	5.9	12.1	0.0	3.4	7.4	0.0	4.2	2.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	181	1639	731	306	1593		126	201		293	227	
V/C Ratio(X)	0.81	0.92	0.12	0.74	0.43		0.53	0.76		0.55	0.21	
Avail Cap(c_a), veh/h	268	1682	750	520	1682		364	382		706	382	
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	40.9	23.5	14.3	41.3	17.5	0.0	41.7	40.3	0.0	40.8	36.8	0.0
Incr Delay (d2), s/veh	11.2	8.9	0.1	3.4	0.2	0.0	3.4	5.8	0.0	1.6	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.7	22.1	1.8	4.6	8.0	0.0	2.8	6.6	0.0	3.2	1.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.1	32.5	14.4	44.7	17.7	0.0	45.1	46.2	0.0	42.4	37.3	0.0
LnGrp LOS	D	C	B	D	B		D	D		D	D	
Approach Vol, veh/h	1749			903			220			208		
Approach Delay, s/veh	33.2			24.4			45.9			41.3		
Approach LOS	C			C			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc),s	44.2	48.9	13.9	16.0	15.4	47.7	12.6	17.3				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (G_max),s	44.0	44.0	19.0	19.0	14.0	44.0	19.0	19.0				
Max Q Clear Time (g_c+I),s	39.2	39.2	6.2	9.4	9.5	14.1	5.4	4.1				
Green Ext Time (p_c), s	0.4	3.7	0.4	0.5	0.1	4.5	0.1	0.1				

Intersection Summary

HCM 7th Control Delay, s/veh 32.1
HCM 7th LOS C

Notes

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

HCM 7th Signalized Intersection Summary

3: Glenridge Dr & Mt Vernon Hwy

Existing Weekday AM
Timing Plan: Weekday AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	347	40	108	324	39	61	99	85	54	199	74
Future Volume (veh/h)	59	347	40	108	324	39	61	99	85	54	199	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	64	377	43	117	352	0	66	108	92	59	216	80
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	500	748	85	446	849		157	186	127	167	419	434
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.00	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1029	1648	188	967	1870	1585	200	680	465	249	1532	1585
Grp Volume(v), veh/h	64	0	420	117	352	0	266	0	0	275	0	80
Grp Sat Flow(s), veh/h/ln	1029	0	1837	967	1870	1585	1346	0	0	1781	0	1585
Q Serve(g_s), s	2.0	0.0	7.1	4.3	5.6	0.0	2.8	0.0	0.0	0.0	0.0	1.7
Cycle Q Clear(g_c), s	7.5	0.0	7.1	11.4	5.6	0.0	8.4	0.0	0.0	5.6	0.0	1.7
Prop In Lane	1.00		0.10	1.00		1.00	0.25		0.35	0.21		1.00
Lane Grp Cap(c), veh/h	500	0	834	446	849		470	0	0	587	0	434
V/C Ratio(X)	0.13	0.00	0.50	0.26	0.41		0.57	0.00	0.00	0.47	0.00	0.18
Avail Cap(c_a), veh/h	1061	0	1834	972	1868		1220	0	0	1415	0	1223
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.6	0.0	8.5	12.6	8.1	0.0	14.4	0.0	0.0	13.6	0.0	12.2
Incr Delay (d2), s/veh	0.1	0.0	0.5	0.3	0.3	0.0	1.1	0.0	0.0	0.6	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	0.0	3.5	1.3	2.8	0.0	3.8	0.0	0.0	3.5	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.7	0.0	9.0	12.9	8.4	0.0	15.5	0.0	0.0	14.2	0.0	12.4
LnGrp LOS	B		A	B	A		B			B		B
Approach Vol, veh/h	484			469			266			355		
Approach Delay, s/veh	9.2			9.5			15.5			13.8		
Approach LOS	A			A			B			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	26.0			18.1			26.0			18.1		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	44.0			34.0			44.0			34.0		
Max Q Clear Time (g_c+l1), s	9.5			10.4			13.4			7.6		
Green Ext Time (p_c), s	2.9			1.6			2.7			1.9		

Intersection Summary

HCM 7th Control Delay, s/veh	11.4
HCM 7th LOS	B

Notes

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

HCM 7th Signalized Intersection Summary

4: Barfield Rd & Mt Vernon Hwy

Existing Weekday AM
Timing Plan: Weekday AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	342	25	132	462	117	33	124	61	103	135	67
Future Volume (veh/h)	108	342	25	132	462	117	33	124	61	103	135	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	117	372	27	143	502	0	36	135	66	112	147	40
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	341	543	39	411	597		347	177	86	323	357	303
Arrive On Green	0.10	0.32	0.32	0.10	0.32	0.00	0.06	0.15	0.15	0.10	0.19	0.19
Sat Flow, veh/h	1781	1723	125	1781	1870	1585	1781	1186	580	1781	1870	1585
Grp Volume(v), veh/h	117	0	399	143	502	0	36	0	201	112	147	40
Grp Sat Flow(s),veh/h/ln	1781	0	1848	1781	1870	1585	1781	0	1766	1781	1870	1585
Q Serve(g_s), s	3.0	0.0	13.6	3.7	18.0	0.0	1.2	0.0	7.9	3.6	5.0	1.5
Cycle Q Clear(g_c), s	3.0	0.0	13.6	3.7	18.0	0.0	1.2	0.0	7.9	3.6	5.0	1.5
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	341	0	582	411	597		347	0	263	323	357	303
V/C Ratio(X)	0.34	0.00	0.69	0.35	0.84		0.10	0.00	0.76	0.35	0.41	0.13
Avail Cap(c_a), veh/h	508	0	1126	570	1139		591	0	587	492	622	527
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.7	0.0	21.6	14.7	22.9	0.0	23.3	0.0	29.5	22.3	25.6	24.2
Incr Delay (d2), s/veh	0.6	0.0	1.4	0.5	3.3	0.0	0.1	0.0	4.6	0.6	0.8	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.0	0.0	9.4	2.4	12.1	0.0	0.9	0.0	6.3	2.7	3.9	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.3	0.0	23.0	15.2	26.1	0.0	23.4	0.0	34.1	22.9	26.4	24.4
LnGrp LOS	B		C	B	C		C		C	C	C	C
Approach Vol, veh/h	516		645			237			299			
Approach Delay, s/veh	21.5		23.7			32.5			24.8			
Approach LOS	C		C			C			C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc),s	18.5	28.8	13.2	16.8	13.2	29.1	10.1	19.8				
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	44.0	44.0	14.0	24.0	14.0	44.0	14.0	24.0				
Max Q Clear Time (g_c+I),s	15.7	15.6	5.6	9.9	5.0	20.0	3.2	7.0				
Green Ext Time (p_c), s	0.2	2.4	0.1	0.9	0.2	3.0	0.0	0.7				

Intersection Summary

HCM 7th Control Delay, s/veh 24.5
HCM 7th LOS C

Notes

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

Intersection

Int Delay, s/veh 0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	1	197	1	2	305
Future Vol, veh/h	1	1	197	1	2	305
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	214	1	2	332

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	550	214	0
Stage 1	214	-	-
Stage 2	336	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	496	826	-
Stage 1	822	-	-
Stage 2	724	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	495	826	-
Mov Cap-2 Maneuver	495	-	-
Stage 1	822	-	-
Stage 2	723	-	-

Approach	WB	NB	SB
HCM Control Delay, s/veh		0	0.05
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	619	12
HCM Lane V/C Ratio	-	-	0.004	0.002
HCM Control Delay (s/veh)	-	-	10.8	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection

Int Delay, s/veh 0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	↑	↑		↑
Traffic Vol, veh/h	0	0	197	0	9	307
Future Vol, veh/h	0	0	197	0	9	307
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	170	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	214	0	10	334

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	567	214	0
Stage 1	214	-	-
Stage 2	353	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	485	826	-
Stage 1	822	-	-
Stage 2	711	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	480	826	-
Mov Cap-2 Maneuver	480	-	-
Stage 1	822	-	-
Stage 2	705	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0.22
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	51	-
HCM Lane V/C Ratio	-	-	0.007	-
HCM Control Delay (s/veh)	-	0	7.7	0
HCM Lane LOS	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	-

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	0	7	390	312	19
Future Vol, veh/h	3	0	7	390	312	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	60	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	0	8	424	339	21

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	577	180	360
Stage 1	349	-	-
Stage 2	227	-	-
Critical Hdwy	6.84	6.94	4.14
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.32	2.22
Pot Cap-1 Maneuver	447	832	1195
Stage 1	685	-	-
Stage 2	789	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	444	832	1195
Mov Cap-2 Maneuver	444	-	-
Stage 1	681	-	-
Stage 2	789	-	-

Approach	EB	NB	SB
HCM Control Delay, s/veh	13.16	0.14	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBTEBLn1	SBT	SBR
Capacity (veh/h)	1195	-	444	-
HCM Lane V/C Ratio	0.006	-	0.007	-
HCM Control Delay (s/veh)	8	-	13.2	-
HCM Lane LOS	A	-	B	-
HCM 95th %tile Q(veh)	0	-	0	-

HCM 7th Signalized Intersection Summary

1: Glenridge Dr & Abernathy Rd

Existing Weekday PM
Timing Plan: Weekday PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	932	154	41	1476	38	225	69	50	206	134	183
Future Volume (veh/h)	40	932	154	41	1476	38	225	69	50	206	134	183
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	1013	113	45	1604	41	245	75	0	224	146	177
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	188	1609	179	299	1772	45	314	177		372	249	211
Arrive On Green	0.05	0.50	0.50	0.05	0.50	0.50	0.09	0.09	0.00	0.13	0.13	0.13
Sat Flow, veh/h	1781	3223	359	1781	3541	90	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	43	558	568	45	803	842	245	75	0	224	146	177
Grp Sat Flow(s),veh/h/ln	1781	1777	1806	1781	1777	1854	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	1.2	24.8	24.8	1.3	44.6	44.9	7.5	4.1	0.0	12.0	7.9	11.8
Cycle Q Clear(g_c), s	1.2	24.8	24.8	1.3	44.6	44.9	7.5	4.1	0.0	12.0	7.9	11.8
Prop In Lane	1.00		0.20	1.00		0.05	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	188	887	901	299	889	928	314	177		372	249	211
V/C Ratio(X)	0.23	0.63	0.63	0.15	0.90	0.91	0.78	0.42		0.60	0.59	0.84
Avail Cap(c_a), veh/h	241	887	901	350	889	928	447	329		372	329	278
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	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.9	19.8	19.8	14.2	24.6	24.7	48.1	46.2	0.0	37.2	44.1	45.7
Incr Delay (d2), s/veh	0.6	3.4	3.3	0.2	12.5	12.5	5.6	1.6	0.0	2.7	2.2	15.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	15.4	15.6	0.8	27.2	28.4	6.2	3.5	0.0	9.3	6.8	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.5	23.2	23.1	14.4	37.1	37.2	53.7	47.8	0.0	39.9	46.3	61.3
LnGrp LOS	C	C	C	B	D	D	D	D		D	D	E
Approach Vol, veh/h		1169			1690			320			547	
Approach Delay, s/veh		23.1			36.5			52.3			48.5	
Approach LOS		C			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.9	60.0	20.0	16.2	11.8	60.1	15.8	20.4				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.0	54.0	14.0	19.0	9.0	54.0	14.0	19.0				
Max Q Clear Time (g_c+l1), s	3.3	26.8	14.0	6.1	3.2	46.9	9.5	13.8				
Green Ext Time (p_c), s	0.0	7.6	0.0	0.2	0.0	5.2	0.3	0.6				

Intersection Summary

HCM 7th Control Delay, s/veh 35.4
HCM 7th LOS D

Notes

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

HCM 7th Signalized Intersection Summary

2: Barfield Rd & Abernathy Rd

Existing Weekday PM
Timing Plan: Weekday PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	1111	95	144	1390	179	165	46	153	516	127	55
Future Volume (veh/h)	11	1111	95	144	1390	179	165	46	153	516	127	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	1208	38	157	1511	0	179	50	0	561	138	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	40	1397	623	276	1600		214	190		630	306	
Arrive On Green	0.02	0.39	0.39	0.08	0.45	0.00	0.12	0.10	0.00	0.18	0.16	0.00
Sat Flow, veh/h	1781	3554	1585	3456	3554	1585	1781	1870	2790	3456	1870	1585
Grp Volume(v), veh/h	12	1208	38	157	1511	0	179	50	0	561	138	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1585	1781	1870	1395	1728	1870	1585
Q Serve(g_s), s	0.7	30.8	1.5	4.3	40.1	0.0	9.7	2.4	0.0	15.6	6.6	0.0
Cycle Q Clear(g_c), s	0.7	30.8	1.5	4.3	40.1	0.0	9.7	2.4	0.0	15.6	6.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	40	1397	623	276	1600		214	190		630	306	
V/C Ratio(X)	0.30	0.86	0.06	0.57	0.94		0.84	0.26		0.89	0.45	
Avail Cap(c_a), veh/h	253	1585	707	491	1600		343	360		666	360	
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	7.4	27.5	18.6	43.7	25.9	0.0	42.4	40.9	0.0	39.4	37.3	0.0
Incr Delay (d2), s/veh	4.0	4.8	0.0	1.8	11.8	0.0	9.4	0.7	0.0	13.7	1.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	18.8	1.0	3.3	24.6	0.0	8.3	2.1	0.0	12.2	5.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.4	32.3	18.7	45.6	37.8	0.0	51.9	41.7	0.0	53.1	38.3	0.0
LnGrp LOS	D	C	B	D	D		D	D		D	D	
Approach Vol, veh/h	1258			1668			229			699		
Approach Delay, s/veh	32.1			38.5			49.6			50.2		
Approach LOS	C			D			D			D		
Timer - Assigned Phs												
Phs Duration (G+Y+Rc),s	13.9	44.8	24.0	16.0	8.2	50.4	17.9	22.1				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (G_max),s	44.0	44.0	19.0	19.0	14.0	44.0	19.0	19.0				
Max Q Clear Time (g_c+I),s	32.8	32.8	17.6	4.4	2.7	42.1	11.7	8.6				
Green Ext Time (p_c), s	0.3	5.9	0.3	0.1	0.0	1.5	0.3	0.4				

Intersection Summary

HCM 7th Control Delay, s/veh 39.2
HCM 7th LOS D

Notes

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

HCM 7th Signalized Intersection Summary

3: Glenridge Dr & Mt Vernon Hwy

Existing Weekday PM
Timing Plan: Weekday PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	326	55	336	440	109	42	204	62	32	251	87
Future Volume (veh/h)	66	326	55	336	440	109	42	204	62	32	251	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	72	354	60	365	478	0	46	222	67	35	273	95
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	469	876	148	513	1051		83	286	79	83	461	451
Arrive On Green	0.56	0.56	0.56	0.56	0.56	0.00	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	916	1559	264	972	1870	1585	108	1003	278	113	1620	1585
Grp Volume(v), veh/h	72	0	414	365	478	0	335	0	0	308	0	95
Grp Sat Flow(s), veh/h/ln	916	0	1823	972	1870	1585	1389	0	0	1733	0	1585
Q Serve(g_s), s	3.9	0.0	10.1	26.7	11.8	0.0	7.1	0.0	0.0	0.0	0.0	3.6
Cycle Q Clear(g_c), s	15.7	0.0	10.1	36.7	11.8	0.0	18.6	0.0	0.0	11.5	0.0	3.6
Prop In Lane	1.00		0.14	1.00		1.00	0.14		0.20	0.11		1.00
Lane Grp Cap(c), veh/h	469	0	1024	513	1051		448	0	0	545	0	451
V/C Ratio(X)	0.15	0.00	0.40	0.71	0.45		0.75	0.00	0.00	0.57	0.00	0.21
Avail Cap(c_a), veh/h	469	0	1024	513	1051		691	0	0	803	0	688
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	4.7	0.0	9.7	20.1	10.1	0.0	26.4	0.0	0.0	24.0	0.0	21.3
Incr Delay (d2), s/veh	0.7	0.0	1.2	4.6	0.3	0.0	2.5	0.0	0.0	0.9	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5	0.0	6.6	9.9	7.3	0.0	9.9	0.0	0.0	8.3	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.4	0.0	10.9	24.7	10.4	0.0	28.9	0.0	0.0	24.9	0.0	21.5
LnGrp LOS	B		B	C	B		C			C		C
Approach Vol, veh/h	486			843			335			403		
Approach Delay, s/veh	11.6			16.6			28.9			24.1		
Approach LOS	B			B			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	50.0			28.3			50.0			28.3		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	44.0			34.0			44.0			34.0		
Max Q Clear Time (g_c+l1), s	17.7			20.6			38.7			13.5		
Green Ext Time (p_c), s	2.9			1.7			2.2			2.0		

Intersection Summary

HCM 7th Control Delay, s/veh	18.9
HCM 7th LOS	B

Notes

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

HCM 7th Signalized Intersection Summary

4: Barfield Rd & Mt Vernon Hwy

Existing Weekday PM
Timing Plan: Weekday PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	396	20	79	609	214	98	176	108	180	87	104
Future Volume (veh/h)	92	396	20	79	609	214	98	176	108	180	87	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	100	430	22	86	662	0	107	191	117	196	95	80
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	239	563	29	411	717		433	215	132	291	430	364
Arrive On Green	0.07	0.32	0.32	0.14	0.38	0.00	0.08	0.20	0.20	0.11	0.23	0.23
Sat Flow, veh/h	1781	1764	90	1781	1870	1585	1781	1086	665	1781	1870	1585
Grp Volume(v), veh/h	100	0	452	86	662	0	107	0	308	196	95	80
Grp Sat Flow(s),veh/h/ln	1781	0	1854	1781	1870	1585	1781	0	1751	1781	1870	1585
Q Serve(g_s), s	3.6	0.0	22.2	2.7	34.2	0.0	4.7	0.0	17.3	8.7	4.2	4.1
Cycle Q Clear(g_c), s	3.6	0.0	22.2	2.7	34.2	0.0	4.7	0.0	17.3	8.7	4.2	4.1
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.38	1.00		1.00
Lane Grp Cap(c), veh/h	239	0	591	411	717		433	0	347	291	430	364
V/C Ratio(X)	0.42	0.00	0.76	0.21	0.92		0.25	0.00	0.89	0.67	0.22	0.22
Avail Cap(c_a), veh/h	353	0	807	411	814		546	0	416	347	444	376
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.1	0.0	31.0	17.7	29.8	0.0	28.4	0.0	39.4	29.2	31.6	31.6
Incr Delay (d2), s/veh	1.2	0.0	3.0	1.2	15.0	0.0	0.3	0.0	18.0	4.0	0.3	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(95%),veh/ln	12.7	0.0	15.1	2.1	24.1	0.0	3.6	0.0	13.9	7.1	3.4	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.2	0.0	34.0	18.8	44.8	0.0	28.7	0.0	57.4	33.2	31.8	31.9
LnGrp LOS	C		C	B	D		C		E	C	C	C
Approach Vol, veh/h	552		748			415			371			
Approach Delay, s/veh	32.4		41.8			50.0			32.6			
Approach LOS	C		D			D			C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc),s	28.0	38.2	16.8	26.0	13.5	44.7	13.6	29.2				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (G_max),s	44.0	44.0	14.0	24.0	14.0	44.0	14.0	24.0				
Max Q Clear Time (g_c+I),s	24.2	10.7	19.3	5.6	36.2	6.7	6.2					
Green Ext Time (p_c), s	0.1	2.5	0.2	0.7	0.1	2.6	0.1	0.6				

Intersection Summary

HCM 7th Control Delay, s/veh 39.3
HCM 7th LOS D

Notes

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

Intersection

Int Delay, s/veh 0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	2	348	3	5	386
Future Vol, veh/h	0	2	348	3	5	386
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	2	378	3	5	420

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	809	378	0
Stage 1	378	-	-
Stage 2	430	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	350	668	-
Stage 1	693	-	-
Stage 2	656	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	348	668	-
Mov Cap-2 Maneuver	348	-	-
Stage 1	693	-	-
Stage 2	652	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v 10.4		0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	668	23
HCM Lane V/C Ratio	-	-	0.003	0.005
HCM Control Delay (s/veh)	-	-	10.4	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection

Int Delay, s/veh 0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	2	349	1	3	392
Future Vol, veh/h	0	2	349	1	3	392
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	170	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	2	379	1	3	426

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	812	379	0
Stage 1	379	-	-
Stage 2	433	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	348	668	-
Stage 1	692	-	-
Stage 2	654	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	347	668	-
Mov Cap-2 Maneuver	347	-	-
Stage 1	692	-	-
Stage 2	652	-	-

Approach	WB	NB	SB
HCM Control Delay, s/veh	0.41	0	0.06
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	668	14
HCM Lane V/C Ratio	-	-	0.003	0.003
HCM Control Delay (s/veh)	-	-	10.4	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	10	424	335	12
Future Vol, veh/h	0	3	10	424	335	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	60	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	11	461	364	13

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	623	189	377
Stage 1	371	-	-
Stage 2	252	-	-
Critical Hdwy	6.84	6.94	4.14
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.32	2.22
Pot Cap-1 Maneuver	418	821	1178
Stage 1	668	-	-
Stage 2	767	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	414	821	1178
Mov Cap-2 Maneuver	414	-	-
Stage 1	662	-	-
Stage 2	767	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.4	0.19	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBTEBLn1	SBT	SBR
Capacity (veh/h)	1178	-	821	-
HCM Lane V/C Ratio	0.009	-	0.004	-
HCM Control Delay (s/veh)	8.1	-	9.4	-
HCM Lane LOS	A	-	A	-
HCM 95th %tile Q(veh)	0	-	0	-

HCM 7th Signalized Intersection Summary

1: Glenridge Dr & Abernathy Rd

Existing Sunday Peak
Timing Plan: Sunday Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	1140	100	91	1073	22	78	23	54	34	20	32
Future Volume (veh/h)	30	1140	100	91	1073	22	78	23	54	34	20	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	1239	55	99	1166	24	85	25	0	37	22	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	314	1832	81	315	1975	41	246	210		288	171	145
Arrive On Green	0.05	0.53	0.53	0.07	0.55	0.55	0.07	0.11	0.00	0.05	0.09	0.09
Sat Flow, veh/h	1781	3466	154	1781	3561	73	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	33	635	659	99	582	608	85	25	0	37	22	13
Grp Sat Flow(s),veh/h/ln	1781	1777	1843	1781	1777	1857	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.8	26.8	26.8	2.4	22.2	22.2	2.4	1.2	0.0	1.9	1.1	0.8
Cycle Q Clear(g_c), s	0.8	26.8	26.8	2.4	22.2	22.2	2.4	1.2	0.0	1.9	1.1	0.8
Prop In Lane	1.00		0.08	1.00		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	314	939	974	315	985	1030	246	210		288	171	145
V/C Ratio(X)	0.11	0.68	0.68	0.31	0.59	0.59	0.35	0.12		0.13	0.13	0.09
Avail Cap(c_a), veh/h	386	939	974	341	985	1030	474	348		442	348	295
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	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.4	17.7	17.7	13.2	15.1	15.1	45.2	40.8	0.0	38.4	42.7	42.5
Incr Delay (d2), s/veh	0.1	3.9	3.8	0.6	0.9	0.9	0.8	0.3	0.0	0.2	0.3	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(95%),veh/ln	0.5	16.1	16.6	1.5	12.8	13.2	1.9	1.0	0.0	1.5	0.9	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.5	21.6	21.5	13.7	16.0	16.0	46.0	41.1	0.0	38.6	43.0	42.8
LnGrp LOS	B	C	C	B	B	B	D	D		D	D	D
Approach Vol, veh/h		1327			1289			110			72	
Approach Delay, s/veh		21.3			15.8			44.9			40.7	
Approach LOS		C			B			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.5	60.0	11.2	17.4	10.9	62.7	13.3	15.4				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.0	54.0	14.0	19.0	9.0	54.0	14.0	19.0				
Max Q Clear Time (g_c+l1), s	4.4	28.8	3.9	3.2	2.8	24.2	4.4	3.1				
Green Ext Time (p_c), s	0.1	9.0	0.0	0.0	0.0	8.4	0.1	0.1				

Intersection Summary

HCM 7th Control Delay, s/veh 20.2
HCM 7th LOS C

Notes

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

HCM 7th Signalized Intersection Summary

2: Barfield Rd & Abernathy Rd

Existing Sunday Peak
Timing Plan: Sunday Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	1169	93	74	1121	66	74	11	64	56	12	19
Future Volume (veh/h)	6	1169	93	74	1121	66	74	11	64	56	12	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	1271	36	80	1218	0	80	12	0	61	13	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	26	1550	691	284	1790		146	213		254	197	
Arrive On Green	0.01	0.44	0.44	0.08	0.50	0.00	0.08	0.11	0.00	0.07	0.11	0.00
Sat Flow, veh/h	1781	3554	1585	3456	3554	1585	1781	1870	2790	3456	1870	1585
Grp Volume(v), veh/h	7	1271	36	80	1218	0	80	12	0	61	13	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1585	1781	1870	1395	1728	1870	1585
Q Serve(g_s), s	0.3	25.6	1.1	1.8	21.1	0.0	3.5	0.5	0.0	1.4	0.5	0.0
Cycle Q Clear(g_c), s	0.3	25.6	1.1	1.8	21.1	0.0	3.5	0.5	0.0	1.4	0.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	26	1550	691	284	1790		146	213		254	197	
V/C Ratio(X)	0.27	0.82	0.05	0.28	0.68		0.55	0.06		0.24	0.07	
Avail Cap(c_a), veh/h	306	1919	856	594	1919		415	436		806	436	
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	89.7	20.2	13.3	35.1	15.3	0.0	35.9	32.2	0.0	35.6	32.9	0.0
Incr Delay (d2), s/veh	5.6	2.4	0.0	0.5	0.9	0.0	3.2	0.1	0.0	0.5	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.3	14.7	0.6	1.3	11.8	0.0	2.9	0.4	0.0	1.0	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.3	22.6	13.3	35.7	16.2	0.0	39.1	32.3	0.0	36.1	33.0	0.0
LnGrp LOS	D	C	B	D	B		D	C		D	C	
Approach Vol, veh/h	1314			1298			92			74		
Approach Delay, s/veh	22.5			17.4			38.2			35.5		
Approach LOS	C			B			D			D		
Timer - Assigned Phs												
	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc),s	12.7	41.5	12.0	15.3	7.2	47.1	12.7	14.6				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (G_max),s	44.0	44.0	19.0	19.0	14.0	44.0	19.0	19.0				
Max Q Clear Time (g_c+I3),s	27.6	27.6	3.4	2.5	2.3	23.1	5.5	2.5				
Green Ext Time (p_c), s	0.1	8.0	0.1	0.0	0.0	8.5	0.1	0.0				

Intersection Summary

HCM 7th Control Delay, s/veh 21.0
HCM 7th LOS C

Notes

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

HCM 7th Signalized Intersection Summary

3: Glenridge Dr & Mt Vernon Hwy

Existing Sunday Peak
Timing Plan: Sunday Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	252	17	39	309	49	8	102	50	31	108	48
Future Volume (veh/h)	42	252	17	39	309	49	8	102	50	31	108	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	274	18	42	336	0	9	111	54	34	117	52
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	729	1157	76	766	1247		63	177	82	107	231	240
Arrive On Green	0.67	0.67	0.67	0.67	0.67	0.00	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1044	1736	114	1087	1870	1585	39	1168	544	262	1525	1585
Grp Volume(v), veh/h	46	0	292	42	336	0	174	0	0	151	0	52
Grp Sat Flow(s), veh/h/ln	1044	0	1850	1087	1870	1585	1751	0	0	1787	0	1585
Q Serve(g_s), s	1.2	0.0	4.1	1.0	4.8	0.0	0.5	0.0	0.0	0.0	0.0	1.9
Cycle Q Clear(g_c), s	6.1	0.0	4.1	5.2	4.8	0.0	6.1	0.0	0.0	4.9	0.0	1.9
Prop In Lane	1.00		0.06	1.00		1.00	0.05		0.31	0.23		1.00
Lane Grp Cap(c), veh/h	729	0	1233	766	1247		323	0	0	337	0	240
V/C Ratio(X)	0.06	0.00	0.24	0.05	0.27		0.54	0.00	0.00	0.45	0.00	0.22
Avail Cap(c_a), veh/h	729	0	1233	766	1247		950	0	0	945	0	817
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.7	0.0	4.4	5.4	4.5	0.0	26.3	0.0	0.0	25.9	0.0	24.6
Incr Delay (d2), s/veh	0.2	0.0	0.5	0.0	0.1	0.0	1.4	0.0	0.0	0.9	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	0.0	2.0	0.3	2.1	0.0	4.5	0.0	0.0	3.8	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.9	0.0	4.8	5.4	4.6	0.0	27.8	0.0	0.0	26.8	0.0	25.0
LnGrp LOS	A		A	A	A		C			C		C
Approach Vol, veh/h	338			378			174			203		
Approach Delay, s/veh	4.9			4.7			27.8			26.3		
Approach LOS	A			A			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	50.0			16.0			50.0			16.0		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	44.0			34.0			44.0			34.0		
Max Q Clear Time (g_c+l1), s	8.1			8.1			7.2			6.9		
Green Ext Time (p_c), s	1.9			0.9			2.2			1.0		

Intersection Summary

HCM 7th Control Delay, s/veh	12.5
HCM 7th LOS	B

Notes

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

HCM 7th Signalized Intersection Summary

4: Barfield Rd & Mt Vernon Hwy

Existing Sunday Peak
Timing Plan: Sunday Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	343	25	58	320	113	11	33	57	98	32	28
Future Volume (veh/h)	50	343	25	58	320	113	11	33	57	98	32	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	54	373	27	63	348	0	12	36	62	107	35	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	474	461	33	494	716		313	80	137	363	375	318
Arrive On Green	0.07	0.27	0.27	0.19	0.38	0.00	0.02	0.13	0.13	0.10	0.20	0.20
Sat Flow, veh/h	1781	1723	125	1781	1870	1585	1781	617	1062	1781	1870	1585
Grp Volume(v), veh/h	54	0	400	63	348	0	12	0	98	107	35	15
Grp Sat Flow(s),veh/h/ln	1781	0	1848	1781	1870	1585	1781	0	1679	1781	1870	1585
Q Serve(g_s), s	1.5	0.0	15.1	1.4	10.6	0.0	0.4	0.0	4.0	3.6	1.1	0.6
Cycle Q Clear(g_c), s	1.5	0.0	15.1	1.4	10.6	0.0	0.4	0.0	4.0	3.6	1.1	0.6
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.63	1.00		1.00
Lane Grp Cap(c), veh/h	474	0	494	494	716		313	0	216	363	375	318
V/C Ratio(X)	0.11	0.00	0.81	0.13	0.49		0.04	0.00	0.45	0.29	0.09	0.05
Avail Cap(c_a), veh/h	679	0	1087	494	1101		604	0	539	527	600	509
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.8	0.0	25.6	12.5	17.5	0.0	27.0	0.0	30.1	23.0	24.3	24.1
Incr Delay (d2), s/veh	0.1	0.0	3.2	0.5	0.5	0.0	0.0	0.0	1.5	0.4	0.1	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(95%),veh/ln	1	0.0	10.7	1.0	7.5	0.0	0.3	0.0	3.0	2.7	0.9	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.9	0.0	28.8	13.1	18.0	0.0	27.1	0.0	31.6	23.5	24.4	24.2
LnGrp LOS	B		C	B	B		C		C	C	C	C
Approach Vol, veh/h	454		411			110			157			
Approach Delay, s/veh	27.4		17.3			31.1			23.8			
Approach LOS	C		B			C			C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc),s	28.0	26.0	13.1	15.6	11.4	34.6	7.8	21.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (G_max),s	44.0	44.0	14.0	24.0	14.0	44.0	14.0	24.0				
Max Q Clear Time (g_c+I3),s	17.1	5.6	6.0	3.5	12.6	2.4	3.1					
Green Ext Time (p_c), s	0.1	2.4	0.1	0.4	0.1	2.0	0.0	0.1				

Intersection Summary

HCM 7th Control Delay, s/veh 23.6
HCM 7th LOS C

Notes

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

HCM 7th TWSC
5: Glenridge Dr & Driveway 1

Existing Sunday Peak
Timing Plan: Sunday Peak

Intersection

Int Delay, s/veh 1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	13	155	35	31	157
Future Vol, veh/h	10	13	155	35	31	157
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	14	168	38	34	171

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	407	168	0
Stage 1	168	-	-
Stage 2	238	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	601	876	-
Stage 1	861	-	-
Stage 2	801	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	584	876	-
Mov Cap-2 Maneuver	584	-	-
Stage 1	861	-	-
Stage 2	780	-	-

Approach	WB	NB	SB
HCM Control Delay, s/0.18		0	1.27
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	720	297
HCM Lane V/C Ratio	-	-	0.035	0.025
HCM Control Delay (s/veh)	-	-	10.2	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

Intersection

Int Delay, s/veh 1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	27	157	10	31	185
Future Vol, veh/h	4	27	157	10	31	185
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	170	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	29	171	11	34	201

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	439	171	0
Stage 1	171	-	-
Stage 2	268	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	575	873	-
Stage 1	859	-	-
Stage 2	777	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	559	873	-
Mov Cap-2 Maneuver	559	-	-
Stage 1	859	-	-
Stage 2	755	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v9.61		0	1.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	814	258
HCM Lane V/C Ratio	-	-	0.041	0.024
HCM Control Delay (s/veh)	-	-	9.6	7.6
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	193	154	0
Future Vol, veh/h	0	0	0	193	154	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	60	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	210	167	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	272	84	167
Stage 1	167	-	-
Stage 2	105	-	-
Critical Hdwy	6.84	6.94	4.14
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.32	2.22
Pot Cap-1 Maneuver	694	959	1408
Stage 1	845	-	-
Stage 2	908	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	694	959	1408
Mov Cap-2 Maneuver	694	-	-
Stage 1	845	-	-
Stage 2	908	-	-

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

Minor Lane/Major Mvmt	NBL	NBTEBLn1	SBT	SBR
Capacity (veh/h)	1408	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s/veh)	0	-	0	-
HCM Lane LOS	A	-	A	-
HCM 95th %tile Q(veh)	0	-	-	-

Appendix D: Growth Rate Analysis

0000121_5668 - 121-5668 - Abernathy Rd E of Roswell Rd
County: Fulton
Route number: 00700023
LRS section: 1213700023
Functional class: 3U - Principal Arterial - Other (Urban)
Coordinates: 33.93694, -84.368693

Site Data

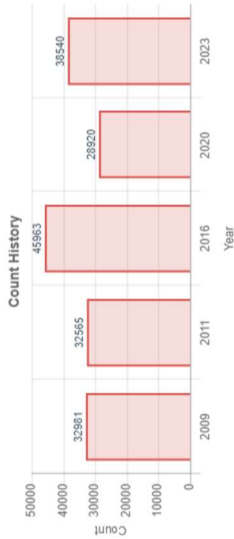
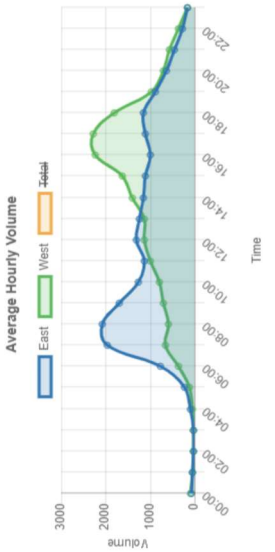


Count History

Year	Month	Count type	Duration	Count
2023	December	Volume	48 hours	38,540
2020	July	Volume	48 hours	28,920
2016	March	Volume	48 hours	45,963
2011	May	Class	48 hours	32,565
2009	March	Volume	48 hours	32,981

Annual Statistics

Data Item	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics type	-	-	Estimated	Actual	Estimated	Estimated	Estimated	Actual	Estimated	Estimated
AADT	31,780	31,800	33,100	38,700	39,500	40,100	40,900	24,600	26,100	27,100
K-Factor	-	-	-	0.096	-	-	-	0.099	0.099	0.099
D-Factor	-	-	-	0.700	-	-	-	0.690	0.690	0.690
Future AADT	-	-	-	49,400	63,000	66,300	67,700	67,700	76,900	35,700



0000121_5658 - 121-5658 - CST 026323 R
County: Fulton
Route number: 00131823
LRS section: 12131823
Functional class: 5U - Major Collector (Urban)
Coordinates: 33.92501428, -84.37119159

Site Data

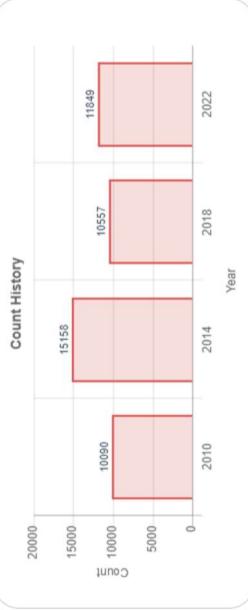


Count History

Year	Month	Count type	Duration	Count
2022	June	Volume	48 hours	11,849
2018	August	Volume	48 hours	10,557
2014	April	Volume	48 hours	15,158
2010	January	Volume	48 hours	10,090

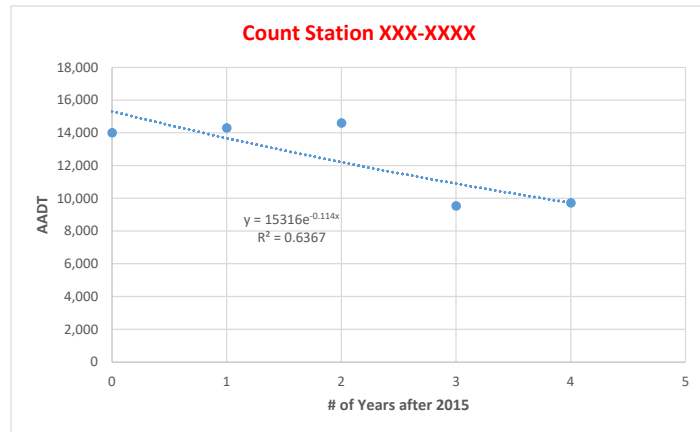
Annual Statistics

Data Item	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics type	-	-	Estimated	Estimated	Estimated	Actual	Estimated	Estimated	Estimated	Actual
AADT	9,760	13,500	14,000	14,300	14,600	9,530	9,720	9,030	9,590	11,000
K-Factor	-	0.125	0.125	0.125	-	0.105	0.105	0.105	0.105	0.092
D-Factor	-	0.500	0.500	0.500	-	0.510	0.510	0.510	0.510	0.600
Future AADT	-	-	-	23,900	31,900	23,900	17,200	17,200	13,000	13,900



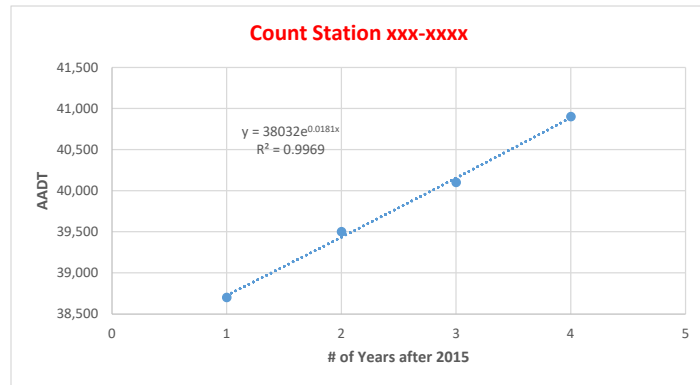
Historic AADT

Roadway	Mt Vernon Hwy		
Source	GDOT TADA		
Link	https://gdottrafficdata.drakewell.com/siteg		
Count Station	121-5658		
Functional Class	Major Collector (Urban)		
Year	A/E	AADT	Change %
2021			
2020			
2019		9,720	2.0%
2018		9,530	-34.7%
2017		14,600	2.1%
2016		14,300	2.1%
2015		14,000	Base
Historic Exponential Growth Rate			
From	To	0.50%	
2015	2019		



Historic AADT

Roadway			
Abernathy Rd			
Source		GDOT TADA	
Link		https://gdottrafficdata.drakewell.com/siteg	
Count Station		121-5668	
Functional Class		Principal Arterial (Urban)	
Year	A/E	AADT	Change %
2019		40,900	2.0%
2018		40,100	1.5%
2017		39,500	2.1%
2016		38,700	16.9%
2015		33,100	Base
Historic Exponential Growth Rate			
From	To	1.80%	
2016	2019		



Appendix E: Future No-Build Conditions Analysis Reports

HCM 7th Signalized Intersection Summary

1: Glenridge Dr & Abernathy Rd

2026 No Build Weekday AM
Timing Plan: 2026 No Build Weekday AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	1585	209	25	634	23	90	40	45	74	74	36
Future Volume (veh/h)	125	1585	209	25	634	23	90	40	45	74	74	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	139	1757	177	28	703	26	100	44	0	82	82	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	489	1767	175	149	1768	65	260	193		311	187	159
Arrive On Green	0.08	0.54	0.54	0.04	0.51	0.51	0.08	0.10	0.00	0.07	0.10	0.10
Sat Flow, veh/h	1781	3265	324	1781	3495	129	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	139	943	991	28	357	372	100	44	0	82	82	18
Grp Sat Flow(s),veh/h/ln	1781	1777	1812	1781	1777	1847	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	3.5	51.7	54.0	0.7	12.4	12.4	2.8	2.2	0.0	4.0	4.1	1.0
Cycle Q Clear(g_c), s	3.5	51.7	54.0	0.7	12.4	12.4	2.8	2.2	0.0	4.0	4.1	1.0
Prop In Lane	1.00		0.18	1.00		0.07	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	489	961	981	149	899	934	260	193		311	187	159
V/C Ratio(X)	0.28	0.98	1.01	0.19	0.40	0.40	0.39	0.23		0.26	0.44	0.11
Avail Cap(c_a), veh/h	510	961	981	233	961	999	485	356		433	356	302
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	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.3	22.4	22.9	23.1	15.2	15.3	44.0	41.1	0.0	35.9	42.3	40.9
Incr Delay (d2), s/veh	0.3	24.7	31.5	0.6	0.3	0.3	0.9	0.6	0.0	0.4	1.6	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(95%),veh/ln	2.2	33.1	37.2	0.6	8.1	8.4	2.1	1.8	0.0	3.1	3.5	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.6	47.1	54.4	23.7	15.5	15.5	44.9	41.7	0.0	36.3	43.9	41.2
LnGrp LOS	B	D	F	C	B	B	D	D		D	D	D
Approach Vol, veh/h		2073			757			144			182	
Approach Delay, s/veh		48.1			15.8			43.9			40.2	
Approach LOS		D			B			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.3	60.0	13.2	16.3	13.8	56.5	13.5	16.0				
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	9.0	54.0	14.0	19.0	9.0	54.0	14.0	19.0				
Max Q Clear Time (g_c+l1), s	2.7	56.0	6.0	4.2	5.5	14.4	4.8	6.1				
Green Ext Time (p_c), s	0.0	0.0	0.1	0.1	0.1	4.5	0.2	0.3				
Intersection Summary												
HCM 7th Control Delay, s/veh			39.7									
HCM 7th LOS			D									
Notes												
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 7th Signalized Intersection Summary

2: Barfield Rd & Abernathy Rd

2026 No Build Weekday AM
Timing Plan: 2026 No Build Weekday AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	1393	161	207	624	1020	62	141	112	148	43	60
Future Volume (veh/h)	135	1393	161	207	624	1020	62	141	112	148	43	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	150	1544	89	230	692	0	69	156	0	164	48	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	184	1643	733	310	1596		127	201		291	225	
Arrive On Green	0.10	0.46	0.46	0.09	0.45	0.00	0.07	0.11	0.00	0.08	0.12	0.00
Sat Flow, veh/h	1781	3554	1585	3456	3554	1585	1781	1870	2790	3456	1870	1585
Grp Volume(v), veh/h	150	1544	89	230	692	0	69	156	0	164	48	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1585	1781	1870	1395	1728	1870	1585
Q Serve(g_s), s	7.7	38.7	3.0	6.1	12.5	0.0	3.5	7.6	0.0	4.3	2.2	0.0
Cycle Q Clear(g_c), s	7.7	38.7	3.0	6.1	12.5	0.0	3.5	7.6	0.0	4.3	2.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	184	1643	733	310	1596		127	201		291	225	
V/C Ratio(X)	0.82	0.94	0.12	0.74	0.43		0.54	0.78		0.56	0.21	
Avail Cap(c_a), veh/h	266	1669	744	516	1669		361	379		701	379	
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	41.2	23.9	14.3	41.6	17.7	0.0	42.0	40.7	0.0	41.3	37.2	0.0
Incr Delay (d2), s/veh	12.1	10.8	0.1	3.5	0.2	0.0	3.6	6.3	0.0	1.7	0.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.9	23.4	1.9	4.7	8.2	0.0	3.0	6.8	0.0	3.3	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.2	34.7	14.4	45.1	17.8	0.0	45.6	47.0	0.0	43.0	37.7	0.0
LnGrp LOS	D	C	B	D	B		D	D		D	D	
Approach Vol, veh/h	1783			922			225			212		
Approach Delay, s/veh	35.3			24.6			46.6			41.8		
Approach LOS	D			C			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc),s	14.4	49.3	13.9	16.1	15.7	48.1	12.7	17.3				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (G_max),s	44.0	44.0	19.0	19.0	14.0	44.0	19.0	19.0				
Max Q Clear Time (g_c+I8), s	40.7	6.3	9.6	9.7	14.5	5.5	4.2					
Green Ext Time (p_c), s	0.4	2.6	0.4	0.5	0.1	4.7	0.1	0.1				

Intersection Summary

HCM 7th Control Delay, s/veh 33.4
HCM 7th LOS C

Notes

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

HCM 7th Signalized Intersection Summary 3: Glenridge Dr & Mt Vernon Hwy

2026 No Build Weekday AM
Timing Plan: 2026 No Build Weekday AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	347	40	108	324	39	61	99	85	54	199	74
Future Volume (veh/h)	59	347	40	108	324	39	61	99	85	54	199	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	65	385	44	120	359	0	68	110	94	60	221	82
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	489	742	85	433	842		158	188	129	167	427	443
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.00	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1022	1648	188	959	1870	1585	201	674	462	247	1528	1585
Grp Volume(v), veh/h	65	0	429	120	359	0	272	0	0	281	0	82
Grp Sat Flow(s), veh/h/ln	1022	0	1836	959	1870	1585	1337	0	0	1775	0	1585
Q Serve(g_s), s	2.1	0.0	7.4	4.6	5.8	0.0	3.0	0.0	0.0	0.0	0.0	1.7
Cycle Q Clear(g_c), s	7.9	0.0	7.4	12.0	5.8	0.0	8.7	0.0	0.0	5.8	0.0	1.7
Prop In Lane	1.00		0.10	1.00		1.00	0.25		0.35	0.21		1.00
Lane Grp Cap(c), veh/h	489	0	827	433	842		475	0	0	595	0	443
V/C Ratio(X)	0.13	0.00	0.52	0.28	0.43		0.57	0.00	0.00	0.47	0.00	0.19
Avail Cap(c_a), veh/h	1041	0	1819	951	1853		1204	0	0	1402	0	1213
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	1.0	0.0	8.8	13.1	8.3	0.0	14.4	0.0	0.0	13.6	0.0	12.2
Incr Delay (d2), s/veh	0.1	0.0	0.5	0.3	0.3	0.0	1.1	0.0	0.0	0.6	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	0.0	3.7	1.4	2.9	0.0	3.9	0.0	0.0	3.6	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.1	0.0	9.3	13.4	8.6	0.0	15.5	0.0	0.0	14.2	0.0	12.4
LnGrp LOS	B		A	B	A		B			B		B
Approach Vol, veh/h	494			479			272			363		
Approach Delay, s/veh	9.5			9.8			15.5			13.8		
Approach LOS	A			A			B			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	26.0			18.4			26.0			18.4		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	44.0			34.0			44.0			34.0		
Max Q Clear Time (g_c+l1), s	9.9			10.7			14.0			7.8		
Green Ext Time (p_c), s	3.0			1.7			2.8			1.9		

Intersection Summary

HCM 7th Control Delay, s/veh 11.6
HCM 7th LOS B

Notes

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

HCM 7th Signalized Intersection Summary

4: Barfield Rd & Mt Vernon Hwy

2026 No Build Weekday AM
Timing Plan: 2026 No Build Weekday AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	342	25	132	462	117	33	124	61	103	135	67
Future Volume (veh/h)	108	342	25	132	462	117	33	124	61	103	135	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	120	379	28	146	512	0	37	137	68	114	150	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	337	551	41	408	606		345	178	88	320	358	303
Arrive On Green	0.10	0.32	0.32	0.10	0.32	0.00	0.06	0.15	0.15	0.10	0.19	0.19
Sat Flow, veh/h	1781	1720	127	1781	1870	1585	1781	1180	585	1781	1870	1585
Grp Volume(v), veh/h	120	0	407	146	512	0	37	0	205	114	150	41
Grp Sat Flow(s),veh/h/ln	1781	0	1847	1781	1870	1585	1781	0	1765	1781	1870	1585
Q Serve(g_s), s	3.1	0.0	14.1	3.8	18.7	0.0	1.2	0.0	8.2	3.8	5.2	1.6
Cycle Q Clear(g_c), s	3.1	0.0	14.1	3.8	18.7	0.0	1.2	0.0	8.2	3.8	5.2	1.6
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	337	0	592	408	606		345	0	266	320	358	303
V/C Ratio(X)	0.36	0.00	0.69	0.36	0.84		0.11	0.00	0.77	0.36	0.42	0.14
Avail Cap(c_a), veh/h	500	0	1108	563	1121		582	0	577	484	612	518
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	5.9	0.0	21.7	14.9	23.1	0.0	23.5	0.0	29.9	22.6	26.1	24.6
Incr Delay (d2), s/veh	0.6	0.0	1.4	0.5	3.3	0.0	0.1	0.0	4.7	0.7	0.8	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.1	0.0	9.7	2.5	12.5	0.0	0.9	0.0	6.6	2.8	4.1	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.5	0.0	23.2	15.4	26.4	0.0	23.6	0.0	34.6	23.3	26.9	24.8
LnGrp LOS	B		C	B	C		C		C	C	C	C
Approach Vol, veh/h	527		658			242			305			
Approach Delay, s/veh	21.7		24.0			32.9			25.2			
Approach LOS	C		C			C			C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc),s	13.6	29.5	13.2	17.1	13.3	29.8	10.2	20.1				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax),s	44.0	44.0	14.0	24.0	14.0	44.0	14.0	24.0				
Max Q Clear Time (g_c+I),s	16.1	5.8	10.2	5.1	20.7	3.2	7.2					
Green Ext Time (p_c), s	0.2	2.4	0.1	0.9	0.2	3.1	0.0	0.8				

Intersection Summary

HCM 7th Control Delay, s/veh 24.7
HCM 7th LOS C

Notes

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

Intersection

Int Delay, s/veh 0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	↑	↑	↑	↑
Traffic Vol, veh/h	1	1	197	1	2	305
Future Vol, veh/h	1	1	197	1	2	305
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	218	1	2	338

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	561	218	0
Stage 1	218	-	-
Stage 2	343	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	489	821	-
Stage 1	818	-	-
Stage 2	719	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	488	821	-
Mov Cap-2 Maneuver	488	-	-
Stage 1	818	-	-
Stage 2	717	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.9	0	0.05
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	612	12
HCM Lane V/C Ratio	-	-	0.004	0.002
HCM Control Delay (s/veh)	-	-	10.9	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	197	0	9	307
Future Vol, veh/h	0	0	197	0	9	307
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	170	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	218	0	10	340
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	579	218	0	0	218	0
Stage 1	218	-	-	-	-	-
Stage 2	360	-	-	-	-	-
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	477	821	-	-	1351	-
Stage 1	818	-	-	-	-	-
Stage 2	706	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	473	821	-	-	1351	-
Mov Cap-2 Maneuver	473	-	-	-	-	-
Stage 1	818	-	-	-	-	-
Stage 2	699	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s/v	0		0		0.22	
HCM LOS	A					
Minor Lane/Major Mvmt		NBT	NBRWBLn1	SBL	SBT	
Capacity (veh/h)		-	-	-	51	-
HCM Lane V/C Ratio		-	-	-	0.007	-
HCM Control Delay (s/veh)		-	-	0	7.7	0
HCM Lane LOS		-	-	A	A	A
HCM 95th %tile Q(veh)		-	-	-	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	0	7	390	312	19
Future Vol, veh/h	3	0	7	390	312	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	60	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	0	8	432	346	21
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	588	183	367	0	-	0
Stage 1	356	-	-	-	-	-
Stage 2	232	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	440	828	1188	-	-	-
Stage 1	679	-	-	-	-	-
Stage 2	785	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	437	828	1188	-	-	-
Mov Cap-2 Maneuver	437	-	-	-	-	-
Stage 1	675	-	-	-	-	-
Stage 2	785	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	13.3	0.14		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBTEBLn1	SBT	SBR		
Capacity (veh/h)	1188	-	437	-	-	
HCM Lane V/C Ratio	0.007	-	0.008	-	-	
HCM Control Delay (s/veh)	8	-	13.3	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

HCM 7th Signalized Intersection Summary

1: Glenridge Dr & Abernathy Rd

2026 No Build Weekday PM
Timing Plan: 2026 No Build Weekday PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	932	154	41	1476	38	225	69	50	206	134	183
Future Volume (veh/h)	40	932	154	41	1476	38	225	69	50	206	134	183
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	44	1033	116	45	1636	42	249	76	0	228	149	181
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	182	1601	180	291	1762	45	317	184		376	253	215
Arrive On Green	0.05	0.50	0.50	0.05	0.50	0.50	0.09	0.10	0.00	0.13	0.14	0.14
Sat Flow, veh/h	1781	3221	361	1781	3540	91	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	44	570	579	45	819	859	249	76	0	228	149	181
Grp Sat Flow(s),veh/h/ln	1781	1777	1805	1781	1777	1854	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	1.2	25.8	25.8	1.3	46.7	47.1	7.7	4.1	0.0	12.3	8.1	12.1
Cycle Q Clear(g_c), s	1.2	25.8	25.8	1.3	46.7	47.1	7.7	4.1	0.0	12.3	8.1	12.1
Prop In Lane	1.00		0.20	1.00		0.05	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	182	883	897	291	884	923	317	184		376	253	215
V/C Ratio(X)	0.24	0.64	0.65	0.15	0.93	0.93	0.78	0.41		0.61	0.59	0.84
Avail Cap(c_a), veh/h	233	883	897	341	884	923	445	327		376	327	277
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	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.1	20.2	20.2	14.6	25.4	25.5	48.3	46.0	0.0	37.3	44.1	45.8
Incr Delay (d2), s/veh	0.7	3.6	3.6	0.2	15.5	15.6	6.0	1.5	0.0	2.8	2.2	16.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	16.0	16.2	0.9	29.0	30.3	6.3	3.6	0.0	9.4	7.0	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.8	23.8	23.8	14.8	40.9	41.1	54.3	47.5	0.0	40.1	46.3	62.4
LnGrp LOS	C	C	C	B	D	D	D	D		D	D	E
Approach Vol, veh/h		1193			1723			325			558	
Approach Delay, s/veh		23.8			40.3			52.7			49.0	
Approach LOS		C			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.9	60.0	20.0	16.7	11.9	60.1	16.0	20.7				
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	9.0	54.0	14.0	19.0	9.0	54.0	14.0	19.0				
Max Q Clear Time (g_c+l1), s	3.3	27.8	14.3	6.1	3.2	49.1	9.7	14.1				
Green Ext Time (p_c), s	0.0	7.8	0.0	0.2	0.0	3.8	0.3	0.6				

Intersection Summary

HCM 7th Control Delay, s/veh 37.5
HCM 7th LOS D

Notes

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

HCM 7th Signalized Intersection Summary

2: Barfield Rd & Abernathy Rd

2026 No Build Weekday PM
Timing Plan: 2026 No Build Weekday PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	1111	95	144	1390	179	165	46	153	516	127	55
Future Volume (veh/h)	11	1111	95	144	1390	179	165	46	153	516	127	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	1232	38	160	1541	0	183	51	0	572	141	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	40	1409	628	273	1609		218	187		636	303	
Arrive On Green	0.02	0.40	0.40	0.08	0.45	0.00	0.12	0.10	0.00	0.18	0.16	0.00
Sat Flow, veh/h	1781	3554	1585	3456	3554	1585	1781	1870	2790	3456	1870	1585
Grp Volume(v), veh/h	12	1232	38	160	1541	0	183	51	0	572	141	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1585	1781	1870	1395	1728	1870	1585
Q Serve(g_s), s	0.7	32.0	1.5	4.5	41.8	0.0	10.0	2.5	0.0	16.2	6.8	0.0
Cycle Q Clear(g_c), s	0.7	32.0	1.5	4.5	41.8	0.0	10.0	2.5	0.0	16.2	6.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	40	1409	628	273	1609		218	187		636	303	
V/C Ratio(X)	0.30	0.87	0.06	0.59	0.96		0.84	0.27		0.90	0.47	
Avail Cap(c_a), veh/h	250	1565	698	484	1609		339	356		657	356	
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	48.0	27.9	18.6	44.4	26.4	0.0	42.9	41.6	0.0	39.8	37.9	0.0
Incr Delay (d2), s/veh	4.0	5.4	0.0	2.0	13.7	0.0	10.5	0.8	0.0	15.1	1.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.6	19.5	1.0	3.5	26.0	0.0	8.6	2.1	0.0	12.7	5.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.0	33.3	18.7	46.4	40.1	0.0	53.4	42.4	0.0	54.9	39.1	0.0
LnGrp LOS	D	C	B	D	D		D	D		D	D	
Approach Vol, veh/h	1282			1701			234			713		
Approach Delay, s/veh	33.0			40.7			51.0			51.8		
Approach LOS	C			D			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc),s	18.9	45.6	24.4	16.0	8.3	51.2	18.2	22.2				
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	44.0	44.0	19.0	19.0	14.0	44.0	19.0	19.0				
Max Q Clear Time (g_c+I),s	34.0	34.0	18.2	4.5	2.7	43.8	12.0	8.8				
Green Ext Time (p_c), s	0.3	5.6	0.2	0.1	0.0	0.1	0.3	0.4				

Intersection Summary

HCM 7th Control Delay, s/veh 40.8
HCM 7th LOS D

Notes

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

HCM 7th Signalized Intersection Summary

3: Glenridge Dr & Mt Vernon Hwy

2026 No Build Weekday PM
Timing Plan: 2026 No Build Weekday PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	326	55	336	440	109	42	204	62	32	251	87
Future Volume (veh/h)	66	326	55	336	440	109	42	204	62	32	251	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	73	361	61	373	488	0	47	226	69	35	278	96
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	456	870	147	501	1043		83	289	81	83	469	460
Arrive On Green	0.56	0.56	0.56	0.56	0.56	0.00	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	908	1559	264	965	1870	1585	109	997	279	111	1619	1585
Grp Volume(v), veh/h	73	0	422	373	488	0	342	0	0	313	0	96
Grp Sat Flow(s), veh/h/ln	908	0	1823	965	1870	1585	1385	0	0	1730	0	1585
Q Serve(g_s), s	4.1	0.0	10.5	28.6	12.3	0.0	7.5	0.0	0.0	0.0	0.0	3.6
Cycle Q Clear(g_c), s	16.4	0.0	10.5	39.1	12.3	0.0	19.2	0.0	0.0	11.7	0.0	3.6
Prop In Lane	1.00		0.14	1.00		1.00	0.14		0.20	0.11		1.00
Lane Grp Cap(c), veh/h	456	0	1017	501	1043		454	0	0	552	0	460
V/C Ratio(X)	0.16	0.00	0.41	0.74	0.47		0.75	0.00	0.00	0.57	0.00	0.21
Avail Cap(c_a), veh/h	456	0	1017	501	1043		682	0	0	796	0	683
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.3	0.0	10.0	21.3	10.4	0.0	26.4	0.0	0.0	23.9	0.0	21.2
Incr Delay (d2), s/veh	0.8	0.0	1.2	6.0	0.3	0.0	2.6	0.0	0.0	0.9	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6	0.0	6.9	10.6	7.7	0.0	10.2	0.0	0.0	8.4	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.1	0.0	11.3	27.2	10.8	0.0	29.0	0.0	0.0	24.8	0.0	21.4
LnGrp LOS	B		B	C	B		C			C		C
Approach Vol, veh/h	495			861			342			409		
Approach Delay, s/veh	12.0			17.9			29.0			24.0		
Approach LOS	B			B			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	50.0			28.9			50.0			28.9		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	44.0			34.0			44.0			34.0		
Max Q Clear Time (g_c+l1), s	18.4			21.2			41.1			13.7		
Green Ext Time (p_c), s	3.0			1.7			1.4			2.1		

Intersection Summary

HCM 7th Control Delay, s/veh 19.5
HCM 7th LOS B

Notes

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

HCM 7th Signalized Intersection Summary

4: Barfield Rd & Mt Vernon Hwy

2026 No Build Weekday PM
Timing Plan: 2026 No Build Weekday PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	396	20	79	609	214	98	176	108	180	87	104
Future Volume (veh/h)	92	396	20	79	609	214	98	176	108	180	87	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	102	439	22	88	675	0	109	195	120	200	96	82
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	231	574	29	404	723		434	218	134	289	439	372
Arrive On Green	0.07	0.32	0.32	0.14	0.39	0.00	0.07	0.20	0.20	0.11	0.23	0.23
Sat Flow, veh/h	1781	1766	88	1781	1870	1585	1781	1084	667	1781	1870	1585
Grp Volume(v), veh/h	102	0	461	88	675	0	109	0	315	200	96	82
Grp Sat Flow(s),veh/h/ln	1781	0	1854	1781	1870	1585	1781	0	1750	1781	1870	1585
Q Serve(g_s), s	3.8	0.0	23.2	2.8	35.9	0.0	4.9	0.0	18.2	9.1	4.3	4.3
Cycle Q Clear(g_c), s	3.8	0.0	23.2	2.8	35.9	0.0	4.9	0.0	18.2	9.1	4.3	4.3
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.38	1.00		1.00
Lane Grp Cap(c), veh/h	231	0	602	404	723		434	0	351	289	439	372
V/C Ratio(X)	0.44	0.00	0.77	0.22	0.93		0.25	0.00	0.90	0.69	0.22	0.22
Avail Cap(c_a), veh/h	341	0	787	404	794		543	0	405	337	439	372
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.8	0.0	31.4	18.2	30.5	0.0	29.1	0.0	40.4	29.8	32.0	32.0
Incr Delay (d2), s/veh	1.3	0.0	3.3	1.2	17.0	0.0	0.3	0.0	20.1	4.9	0.2	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(95%),veh/ln	12.9	0.0	15.7	2.2	25.6	0.0	3.8	0.0	14.7	7.5	3.5	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.1	0.0	34.8	19.4	47.5	0.0	29.4	0.0	60.5	34.7	32.2	32.3
LnGrp LOS	C		C	B	D		C		E	C	C	C
Approach Vol, veh/h	563		763			424			378			
Approach Delay, s/veh	33.2		44.2			52.5			33.6			
Approach LOS	C		D			D			C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc),s	28.0	39.7	17.2	26.8	13.6	46.1	13.7	30.3				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (G_max),s	44.0	44.0	14.0	24.0	14.0	44.0	14.0	24.0				
Max Q Clear Time (g_c+I),s	25.2	11.1	20.2	5.8	37.9	6.9	6.3					
Green Ext Time (p_c), s	0.1	2.6	0.2	0.6	0.1	2.2	0.1	0.6				

Intersection Summary

HCM 7th Control Delay, s/veh 41.1
HCM 7th LOS D

Notes

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

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	0	2	348	3	5	386
Future Vol, veh/h	0	2	348	3	5	386
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	2	386	3	6	428
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	825	386	0	0	389	0
Stage 1	386	-	-	-	-	-
Stage 2	439	-	-	-	-	-
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	342	662	-	-	1169	-
Stage 1	687	-	-	-	-	-
Stage 2	650	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	340	662	-	-	1169	-
Mov Cap-2 Maneuver	340	-	-	-	-	-
Stage 1	687	-	-	-	-	-
Stage 2	646	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s/veh	0.46	0	0.1			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	662	23	-	
HCM Lane V/C Ratio	-	-	0.003	0.005	-	
HCM Control Delay (s/veh)	-	-	10.5	8.1	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	0	2	349	1	3	392
Future Vol, veh/h	0	2	349	1	3	392
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	170	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	2	387	1	3	435
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	828	387	0	0	388	0
Stage 1	387	-	-	-	-	-
Stage 2	441	-	-	-	-	-
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	341	661	-	-	1170	-
Stage 1	686	-	-	-	-	-
Stage 2	648	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	340	661	-	-	1170	-
Mov Cap-2 Maneuver	340	-	-	-	-	-
Stage 1	686	-	-	-	-	-
Stage 2	646	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s/veh	0.46	0	0.06			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	661	14	-	
HCM Lane V/C Ratio	-	-	0.003	0.003	-	
HCM Control Delay (s/veh)	-	-	10.5	8.1	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	10	424	335	12
Future Vol, veh/h	0	3	10	424	335	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	60	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	11	470	371	13

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	635	192	385
Stage 1	378	-	-
Stage 2	257	-	-
Critical Hdwy	6.84	6.94	4.14
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.32	2.22
Pot Cap-1 Maneuver	411	817	1170
Stage 1	663	-	-
Stage 2	762	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	407	817	1170
Mov Cap-2 Maneuver	407	-	-
Stage 1	656	-	-
Stage 2	762	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.43	0.19	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBTEBLn1	SBT	SBR
Capacity (veh/h)	1170	-	817	-
HCM Lane V/C Ratio	0.009	-	0.004	-
HCM Control Delay (s/veh)	8.1	-	9.4	-
HCM Lane LOS	A	-	A	-
HCM 95th %tile Q(veh)	0	-	0	-

HCM 7th Signalized Intersection Summary

1: Glenridge Dr & Abernathy Rd

2026 No Build Sunday Peak
Timing Plan: 2026 No Build Sunday Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	1140	100	91	1073	22	78	23	54	34	20	32
Future Volume (veh/h)	30	1140	100	91	1073	22	78	23	54	34	20	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	1264	56	101	1190	24	86	26	0	38	22	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	307	1831	81	309	1975	40	247	209		290	172	146
Arrive On Green	0.05	0.53	0.53	0.07	0.55	0.55	0.07	0.11	0.00	0.05	0.09	0.09
Sat Flow, veh/h	1781	3466	153	1781	3562	72	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	33	647	673	101	593	621	86	26	0	38	22	13
Grp Sat Flow(s),veh/h/ln	1781	1777	1843	1781	1777	1857	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.8	27.7	27.7	2.4	22.9	22.9	2.4	1.3	0.0	1.9	1.1	0.8
Cycle Q Clear(g_c), s	0.8	27.7	27.7	2.4	22.9	22.9	2.4	1.3	0.0	1.9	1.1	0.8
Prop In Lane	1.00		0.08	1.00		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	307	938	973	309	985	1030	247	209		290	172	146
V/C Ratio(X)	0.11	0.69	0.69	0.33	0.60	0.60	0.35	0.12		0.13	0.13	0.09
Avail Cap(c_a), veh/h	379	938	973	334	985	1030	473	348		442	348	295
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	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.5	17.9	17.9	13.6	15.2	15.2	45.2	40.9	0.0	38.3	42.7	42.5
Incr Delay (d2), s/veh	0.2	4.1	4.0	0.6	1.0	1.0	0.8	0.3	0.0	0.2	0.3	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(95%),veh/ln	0.5	16.6	17.1	1.6	13.1	13.6	1.9	1.1	0.0	1.5	0.9	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.7	22.1	22.0	14.2	16.3	16.2	46.0	41.2	0.0	38.5	43.0	42.8
LnGrp LOS	B	C	C	B	B	B	D	D		D	D	D
Approach Vol, veh/h		1353			1315			112			73	
Approach Delay, s/veh		21.7			16.1			44.9			40.6	
Approach LOS		C			B			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.5	60.0	11.3	17.4	10.9	62.7	13.3	15.4				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.0	54.0	14.0	19.0	9.0	54.0	14.0	19.0				
Max Q Clear Time (g_c+l1), s	4.4	29.7	3.9	3.3	2.8	24.9	4.4	3.1				
Green Ext Time (p_c), s	0.1	9.2	0.0	0.0	0.0	8.6	0.1	0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			20.5									
HCM 7th LOS			C									
Notes												
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 7th Signalized Intersection Summary

2: Barfield Rd & Abernathy Rd

2026 No Build Sunday Peak
Timing Plan: 2026 No Build Sunday Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	1169	93	74	1121	66	74	11	64	56	12	19
Future Volume (veh/h)	6	1169	93	74	1121	66	74	11	64	56	12	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	1296	36	82	1243	0	82	12	0	62	13	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	26	1565	698	284	1806		146	212		254	196	
Arrive On Green	0.01	0.44	0.44	0.08	0.51	0.00	0.08	0.11	0.00	0.07	0.10	0.00
Sat Flow, veh/h	1781	3554	1585	3456	3554	1585	1781	1870	2790	3456	1870	1585
Grp Volume(v), veh/h	7	1296	36	82	1243	0	82	12	0	62	13	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1585	1781	1870	1395	1728	1870	1585
Q Serve(g_s), s	0.3	26.5	1.1	1.8	21.8	0.0	3.7	0.5	0.0	1.4	0.5	0.0
Cycle Q Clear(g_c), s	0.3	26.5	1.1	1.8	21.8	0.0	3.7	0.5	0.0	1.4	0.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	26	1565	698	284	1806		146	212		254	196	
V/C Ratio(X)	0.27	0.83	0.05	0.29	0.69		0.56	0.06		0.24	0.07	
Avail Cap(c_a), veh/h	302	1894	845	586	1894		410	430		795	430	
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	40.3	20.3	13.2	35.6	15.4	0.0	36.5	32.7	0.0	36.1	33.3	0.0
Incr Delay (d2), s/veh	5.6	2.7	0.0	0.6	1.0	0.0	3.3	0.1	0.0	0.5	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.3	15.3	0.7	1.4	12.2	0.0	3.0	0.4	0.0	1.1	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.9	23.0	13.3	36.2	16.4	0.0	39.8	32.8	0.0	36.6	33.5	0.0
LnGrp LOS	D	C	B	D	B		D	C		D	C	
Approach Vol, veh/h	1339			1325			94			75		
Approach Delay, s/veh	22.9			17.6			38.9			36.0		
Approach LOS	C			B			D			D		
Timer - Assigned Phs												
1	2	3	4	5	6	7	8					
Phs Duration (G+Y+Rc),s	12.8	42.4	12.1	15.4	7.2	48.0	12.8	14.6				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (G_max),s	44.0	44.0	19.0	19.0	14.0	44.0	19.0	19.0				
Max Q Clear Time (g_c+I3),s	28.5	28.5	3.4	2.5	2.3	23.8	5.7	2.5				
Green Ext Time (p_c), s	0.1	7.8	0.1	0.0	0.0	8.5	0.1	0.0				

Intersection Summary

HCM 7th Control Delay, s/veh 21.3
HCM 7th LOS C

Notes

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

HCM 7th Signalized Intersection Summary 3: Glenridge Dr & Mt Vernon Hwy

2026 No Build Sunday Peak
Timing Plan: 2026 No Build Sunday Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	252	17	39	309	49	8	102	50	31	108	48
Future Volume (veh/h)	42	252	17	39	309	49	8	102	50	31	108	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	47	279	19	43	343	0	9	113	55	34	120	53
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	723	1154	79	761	1247		63	177	82	106	232	240
Arrive On Green	0.67	0.67	0.67	0.67	0.67	0.00	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1038	1731	118	1081	1870	1585	39	1168	544	258	1532	1585
Grp Volume(v), veh/h	47	0	298	43	343	0	177	0	0	154	0	53
Grp Sat Flow(s), veh/h/ln	1038	0	1849	1081	1870	1585	1751	0	0	1790	0	1585
Q Serve(g_s), s	1.3	0.0	4.2	1.1	4.9	0.0	0.7	0.0	0.0	0.0	0.0	1.9
Cycle Q Clear(g_c), s	6.2	0.0	4.2	5.3	4.9	0.0	6.2	0.0	0.0	5.0	0.0	1.9
Prop In Lane	1.00		0.06	1.00		1.00	0.05		0.31	0.22		1.00
Lane Grp Cap(c), veh/h	723	0	1233	761	1247		322	0	0	338	0	240
V/C Ratio(X)	0.06	0.00	0.24	0.06	0.28		0.55	0.00	0.00	0.46	0.00	0.22
Avail Cap(c_a), veh/h	723	0	1233	761	1247		950	0	0	946	0	817
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.8	0.0	4.4	5.4	4.5	0.0	26.4	0.0	0.0	25.9	0.0	24.6
Incr Delay (d2), s/veh	0.2	0.0	0.5	0.0	0.1	0.0	1.5	0.0	0.0	1.0	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	0.0	2.1	0.3	2.2	0.0	4.6	0.0	0.0	3.9	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.9	0.0	4.8	5.5	4.6	0.0	27.9	0.0	0.0	26.9	0.0	25.0
LnGrp LOS	A		A	A	A		C			C		C
Approach Vol, veh/h	345			386			177			207		
Approach Delay, s/veh	5.0			4.7			27.9			26.4		
Approach LOS	A			A			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	50.0			16.0			50.0			16.0		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	44.0			34.0			44.0			34.0		
Max Q Clear Time (g_c+l1), s	8.2			8.2			7.3			7.0		
Green Ext Time (p_c), s	2.0			1.0			2.2			1.0		

Intersection Summary

HCM 7th Control Delay, s/veh 12.5
HCM 7th LOS B

Notes

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

HCM 7th Signalized Intersection Summary

4: Barfield Rd & Mt Vernon Hwy

2026 No Build Sunday Peak
Timing Plan: 2026 No Build Sunday Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	343	25	58	320	113	11	33	57	98	32	28
Future Volume (veh/h)	50	343	25	58	320	113	11	33	57	98	32	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	55	380	28	64	355	0	12	37	63	109	35	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	469	460	34	488	714		313	80	137	363	376	319
Arrive On Green	0.07	0.27	0.27	0.19	0.38	0.00	0.02	0.13	0.13	0.10	0.20	0.20
Sat Flow, veh/h	1781	1721	127	1781	1870	1585	1781	622	1058	1781	1870	1585
Grp Volume(v), veh/h	55	0	408	64	355	0	12	0	100	109	35	15
Grp Sat Flow(s),veh/h/ln	1781	0	1848	1781	1870	1585	1781	0	1680	1781	1870	1585
Q Serve(g_s), s	1.6	0.0	15.5	1.4	10.8	0.0	0.4	0.0	4.1	3.7	1.1	0.6
Cycle Q Clear(g_c), s	1.6	0.0	15.5	1.4	10.8	0.0	0.4	0.0	4.1	3.7	1.1	0.6
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.63	1.00		1.00
Lane Grp Cap(c), veh/h	469	0	494	488	714		313	0	217	363	376	319
V/C Ratio(X)	0.12	0.00	0.83	0.13	0.50		0.04	0.00	0.46	0.30	0.09	0.05
Avail Cap(c_a), veh/h	672	0	1086	488	1100		604	0	539	525	600	508
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.8	0.0	25.8	12.6	17.7	0.0	27.0	0.0	30.2	23.0	24.3	24.1
Incr Delay (d2), s/veh	0.1	0.0	3.6	0.6	0.5	0.0	0.0	0.0	1.5	0.5	0.1	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(95%),veh/ln	1	0.0	11.0	1.0	7.7	0.0	0.3	0.0	3.0	2.7	0.9	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.0	0.0	29.4	13.2	18.2	0.0	27.1	0.0	31.7	23.5	24.4	24.2
LnGrp LOS	B		C	B	B		C		C	C	C	C
Approach Vol, veh/h	463		419			112			159			
Approach Delay, s/veh	27.9		17.4			31.2			23.8			
Approach LOS	C		B			C			C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc),s	26.0	26.0	13.2	15.7	11.4	34.6	7.8	21.1				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (G_max),s	44.0	44.0	14.0	24.0	14.0	44.0	14.0	24.0				
Max Q Clear Time (g_c+I3),s	17.5	5.7	6.1	3.6	12.8	2.4	3.1					
Green Ext Time (p_c), s	0.1	2.4	0.1	0.4	0.1	2.1	0.0	0.1				

Intersection Summary

HCM 7th Control Delay, s/veh 23.8
HCM 7th LOS C

Notes

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

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	13	155	35	31	157
Future Vol, veh/h	10	13	155	35	31	157
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	14	172	39	34	174
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	415	172	0	0	211	0
Stage 1	172	-	-	-	-	-
Stage 2	243	-	-	-	-	-
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	594	872	-	-	1360	-
Stage 1	858	-	-	-	-	-
Stage 2	798	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	578	872	-	-	1360	-
Mov Cap-2 Maneuver	578	-	-	-	-	-
Stage 1	858	-	-	-	-	-
Stage 2	775	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s/10.23		0	1.27			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	714	297	-	
HCM Lane V/C Ratio	-	-	0.036	0.025	-	
HCM Control Delay (s/veh)	-	-	10.2	7.7	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-	

Intersection

Int Delay, s/veh 1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	27	157	10	31	185
Future Vol, veh/h	4	27	157	10	31	185
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	170	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	30	174	11	34	205

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	448	174	0
Stage 1	174	-	-
Stage 2	274	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	568	869	-
Stage 1	856	-	-
Stage 2	772	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	553	869	-
Mov Cap-2 Maneuver	553	-	-
Stage 1	856	-	-
Stage 2	751	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.64	0	1.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	809	258
HCM Lane V/C Ratio	-	-	0.042	0.025
HCM Control Delay (s/veh)	-	-	9.6	7.7
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	193	154	0
Future Vol, veh/h	0	0	0	193	154	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	60	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	214	171	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	278	85	171	0	-	0
Stage 1	171	-	-	-	-	-
Stage 2	107	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	689	956	1404	-	-	-
Stage 1	842	-	-	-	-	-
Stage 2	906	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	689	956	1404	-	-	-
Mov Cap-2 Maneuver	689	-	-	-	-	-
Stage 1	842	-	-	-	-	-
Stage 2	906	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBTEBLn1	SBT	SBR		
Capacity (veh/h)	1404	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	0	-	-	-
HCM Lane LOS	A	-	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-

Appendix F: Build Conditions Analysis Reports

HCM 7th Signalized Intersection Summary

1: Glenridge Dr & Abernathy Rd

2026 Build Weekday AM
Timing Plan: Build Weekday AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	1617	214	27	647	23	93	41	46	75	76	37
Future Volume (veh/h)	128	1617	214	27	647	23	93	41	46	75	76	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	139	1758	157	29	703	25	101	45	0	82	83	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	489	1786	157	151	1772	63	260	193		310	187	158
Arrive On Green	0.08	0.54	0.54	0.04	0.51	0.51	0.08	0.10	0.00	0.07	0.10	0.10
Sat Flow, veh/h	1781	3304	291	1781	3500	124	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	139	934	981	29	357	371	101	45	0	82	83	18
Grp Sat Flow(s),veh/h/ln	1781	1777	1818	1781	1777	1848	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	3.5	50.9	53.8	0.7	12.4	12.4	2.8	2.2	0.0	4.0	4.2	1.0
Cycle Q Clear(g_c), s	3.5	50.9	53.8	0.7	12.4	12.4	2.8	2.2	0.0	4.0	4.2	1.0
Prop In Lane	1.00		0.16	1.00		0.07	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	489	960	983	151	900	936	260	193		310	187	158
V/C Ratio(X)	0.28	0.97	1.00	0.19	0.40	0.40	0.39	0.23		0.26	0.44	0.11
Avail Cap(c_a), veh/h	510	960	983	233	960	999	484	356		432	356	301
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	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.3	22.2	22.9	23.1	15.2	15.2	44.0	41.2	0.0	35.9	42.4	40.9
Incr Delay (d2), s/veh	0.3	23.1	28.4	0.6	0.3	0.3	0.9	0.6	0.0	0.4	1.7	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(95%),veh/ln	2.2	32.3	36.0	0.6	8.1	8.4	2.2	1.9	0.0	3.1	3.6	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.6	45.3	51.3	23.7	15.5	15.5	45.0	41.8	0.0	36.4	44.0	41.3
LnGrp LOS	B	D	D	C	B	B	D	D		D	D	D
Approach Vol, veh/h		2054			757			146			183	
Approach Delay, s/veh		45.8			15.8			44.0			40.3	
Approach LOS		D			B			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.4	60.0	13.2	16.3	13.8	56.6	13.5	16.0				
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	9.0	54.0	14.0	19.0	9.0	54.0	14.0	19.0				
Max Q Clear Time (g_c+l1), s	2.7	55.8	6.0	4.2	5.5	14.4	4.8	6.2				
Green Ext Time (p_c), s	0.0	0.0	0.1	0.1	0.1	4.5	0.2	0.3				
Intersection Summary												
HCM 7th Control Delay, s/veh			38.2									
HCM 7th LOS			D									
Notes												
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 7th Signalized Intersection Summary

2: Barfield Rd & Abernathy Rd

2026 Build Weekday AM
Timing Plan: Build Weekday AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	1421	164	212	636	1040	63	145	115	151	45	61
Future Volume (veh/h)	136	1421	164	212	636	1040	63	145	115	151	45	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	148	1545	91	230	691	0	68	158	0	164	49	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	181	1642	732	310	1599		126	203		290	228	
Arrive On Green	0.10	0.46	0.46	0.09	0.45	0.00	0.07	0.11	0.00	0.08	0.12	0.00
Sat Flow, veh/h	1781	3554	1585	3456	3554	1585	1781	1870	2790	3456	1870	1585
Grp Volume(v), veh/h	148	1545	91	230	691	0	68	158	0	164	49	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1585	1781	1870	1395	1728	1870	1585
Q Serve(g_s), s	7.6	38.8	3.1	6.1	12.5	0.0	3.5	7.7	0.0	4.3	2.2	0.0
Cycle Q Clear(g_c), s	7.6	38.8	3.1	6.1	12.5	0.0	3.5	7.7	0.0	4.3	2.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	181	1642	732	310	1599		126	203		290	228	
V/C Ratio(X)	0.82	0.94	0.12	0.74	0.43		0.54	0.78		0.56	0.22	
Avail Cap(c_a), veh/h	266	1666	743	515	1666		361	379		699	379	
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	11.3	24.0	14.4	41.7	17.6	0.0	42.1	40.7	0.0	41.3	37.2	0.0
Incr Delay (d2), s/veh	11.7	11.0	0.1	3.5	0.2	0.0	3.6	6.3	0.0	1.7	0.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.8	23.6	1.9	4.7	8.2	0.0	2.9	6.9	0.0	3.3	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.0	35.0	14.5	45.1	17.8	0.0	45.7	47.1	0.0	43.1	37.6	0.0
LnGrp LOS	D	C	B	D	B		D	D		D	D	
Approach Vol, veh/h	1784			921			226			213		
Approach Delay, s/veh	35.4			24.6			46.7			41.8		
Approach LOS	D			C			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc),s	14.4	49.4	13.9	16.2	15.6	48.2	12.6	17.4				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (G_max),s	44.0	44.0	19.0	19.0	14.0	44.0	19.0	19.0				
Max Q Clear Time (g_c+I), s	40.8	40.8	6.3	9.7	9.6	14.5	5.5	4.2				
Green Ext Time (p_c), s	0.4	2.5	0.4	0.5	0.1	4.6	0.1	0.1				

Intersection Summary

HCM 7th Control Delay, s/veh 33.5
HCM 7th LOS C

Notes

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

HCM 7th Signalized Intersection Summary

3: Glenridge Dr & Mt Vernon Hwy

2026 Build Weekday AM
Timing Plan: Build Weekday AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	354	41	110	330	40	62	103	87	55	204	76
Future Volume (veh/h)	61	354	41	110	330	40	62	103	87	55	204	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	66	385	45	120	359	0	67	112	95	60	222	83
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	489	740	86	432	842		156	191	130	167	428	444
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.00	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1022	1644	192	958	1870	1585	197	681	466	246	1528	1585
Grp Volume(v), veh/h	66	0	430	120	359	0	274	0	0	282	0	83
Grp Sat Flow(s), veh/h/ln	1022	0	1836	958	1870	1585	1344	0	0	1774	0	1585
Q Serve(g_s), s	2.1	0.0	7.5	4.6	5.8	0.0	3.0	0.0	0.0	0.0	0.0	1.8
Cycle Q Clear(g_c), s	7.9	0.0	7.5	12.0	5.8	0.0	8.8	0.0	0.0	5.8	0.0	1.8
Prop In Lane	1.00		0.10	1.00		1.00	0.24		0.35	0.21		1.00
Lane Grp Cap(c), veh/h	489	0	826	432	842		477	0	0	595	0	444
V/C Ratio(X)	0.14	0.00	0.52	0.28	0.43		0.57	0.00	0.00	0.47	0.00	0.19
Avail Cap(c_a), veh/h	1041	0	1817	949	1852		1206	0	0	1401	0	1213
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	1.0	0.0	8.8	13.1	8.3	0.0	14.4	0.0	0.0	13.6	0.0	12.2
Incr Delay (d2), s/veh	0.1	0.0	0.5	0.3	0.3	0.0	1.1	0.0	0.0	0.6	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	0.0	3.7	1.4	2.9	0.0	4.0	0.0	0.0	3.6	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.1	0.0	9.3	13.5	8.7	0.0	15.5	0.0	0.0	14.2	0.0	12.4
LnGrp LOS	B		A	B	A		B			B		B
Approach Vol, veh/h	496			479			274			365		
Approach Delay, s/veh	9.5			9.9			15.5			13.8		
Approach LOS	A			A			B			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	26.0			18.4			26.0			18.4		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	44.0			34.0			44.0			34.0		
Max Q Clear Time (g_c+l1), s	9.9			10.8			14.0			7.8		
Green Ext Time (p_c), s	3.0			1.7			2.8			2.0		

Intersection Summary

HCM 7th Control Delay, s/veh	11.6
HCM 7th LOS	B

Notes

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

HCM 7th Signalized Intersection Summary

4: Barfield Rd & Mt Vernon Hwy

2026 Build Weekday AM
Timing Plan: Build Weekday AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	349	26	134	471	120	34	127	62	106	140	68
Future Volume (veh/h)	110	349	26	134	471	120	34	127	62	106	140	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	120	379	28	146	512	0	37	138	67	115	152	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	337	551	41	408	606		344	179	87	320	358	304
Arrive On Green	0.10	0.32	0.32	0.10	0.32	0.00	0.06	0.15	0.15	0.10	0.19	0.19
Sat Flow, veh/h	1781	1720	127	1781	1870	1585	1781	1189	577	1781	1870	1585
Grp Volume(v), veh/h	120	0	407	146	512	0	37	0	205	115	152	41
Grp Sat Flow(s),veh/h/ln	1781	0	1847	1781	1870	1585	1781	0	1766	1781	1870	1585
Q Serve(g_s), s	3.1	0.0	14.1	3.8	18.7	0.0	1.2	0.0	8.2	3.8	5.2	1.6
Cycle Q Clear(g_c), s	3.1	0.0	14.1	3.8	18.7	0.0	1.2	0.0	8.2	3.8	5.2	1.6
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	337	0	592	408	606		344	0	266	320	358	304
V/C Ratio(X)	0.36	0.00	0.69	0.36	0.84		0.11	0.00	0.77	0.36	0.42	0.14
Avail Cap(c_a), veh/h	500	0	1107	563	1121		581	0	578	484	612	518
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	5.9	0.0	21.7	14.9	23.1	0.0	23.5	0.0	29.9	22.6	26.1	24.6
Incr Delay (d2), s/veh	0.6	0.0	1.4	0.5	3.3	0.0	0.1	0.0	4.7	0.7	0.8	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.1	0.0	9.6	2.5	12.6	0.0	0.9	0.0	6.6	2.8	4.1	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.6	0.0	23.2	15.4	26.4	0.0	23.7	0.0	34.6	23.3	26.9	24.8
LnGrp LOS	B		C	B	C		C		C	C	C	C
Approach Vol, veh/h	527		658			242			308			
Approach Delay, s/veh	21.7		24.0			32.9			25.3			
Approach LOS	C		C			C			C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc),s	13.6	29.5	13.2	17.1	13.3	29.8	10.2	20.1				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax),s	44.0	44.0	14.0	24.0	14.0	44.0	14.0	24.0				
Max Q Clear Time (g_c+I),s	16.1	5.8	10.2	5.1	20.7	3.2	7.2					
Green Ext Time (p_c), s	0.2	2.4	0.2	0.9	0.2	3.1	0.0	0.8				

Intersection Summary

HCM 7th Control Delay, s/veh 24.8
HCM 7th LOS C

Notes

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

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	2	2	202	2	3	312
Future Vol, veh/h	2	2	202	2	3	312
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	220	2	3	339
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	565	220	0	0	222	0
Stage 1	220	-	-	-	-	-
Stage 2	346	-	-	-	-	-
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	486	820	-	-	1347	-
Stage 1	817	-	-	-	-	-
Stage 2	717	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	485	820	-	-	1347	-
Mov Cap-2 Maneuver	485	-	-	-	-	-
Stage 1	817	-	-	-	-	-
Stage 2	714	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s/0.95		0	0.07			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	609	17	-	
HCM Lane V/C Ratio	-	-	0.007	0.002	-	
HCM Control Delay (s/veh)	-	-	11	7.7	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Intersection

Int Delay, s/veh 0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	1	202	1	10	314
Future Vol, veh/h	1	1	202	1	10	314
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	170	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	220	1	11	341

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	583	220	0
Stage 1	220	-	-
Stage 2	363	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	475	820	-
Stage 1	817	-	-
Stage 2	704	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	470	820	-
Mov Cap-2 Maneuver	470	-	-
Stage 1	817	-	-
Stage 2	697	-	-

Approach	WB	NB	SB
HCM Control Delay, s/1.05		0	0.24
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	598	56
HCM Lane V/C Ratio	-	-	0.004	0.008
HCM Control Delay (s/veh)	-	-	11	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	2	9	398	318	21
Future Vol, veh/h	5	2	9	398	318	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	60	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	2	10	433	346	23

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	593	184	368
Stage 1	357	-	-
Stage 2	236	-	-
Critical Hdwy	6.84	6.94	4.14
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.32	2.22
Pot Cap-1 Maneuver	437	827	1187
Stage 1	679	-	-
Stage 2	781	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	433	827	1187
Mov Cap-2 Maneuver	433	-	-
Stage 1	673	-	-
Stage 2	781	-	-

Approach	EB	NB	SB
HCM Control Delay, s/12.29		0.18	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBTEBLn1	SBT	SBR
Capacity (veh/h)	1187	-	501	-
HCM Lane V/C Ratio	0.008	-	0.015	-
HCM Control Delay (s/veh)	8.1	-	12.3	-
HCM Lane LOS	A	-	B	-
HCM 95th %tile Q(veh)	0	-	0	-

HCM 7th Signalized Intersection Summary

1: Glenridge Dr & Abernathy Rd

2026 Build Weekday PM
Timing Plan: Build Weekday PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	951	158	42	1506	39	231	70	51	210	138	187
Future Volume (veh/h)	41	951	158	42	1506	39	231	70	51	210	138	187
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	45	1034	118	46	1637	42	251	76	0	228	150	181
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	182	1596	182	290	1759	45	319	186		376	253	215
Arrive On Green	0.05	0.50	0.50	0.06	0.50	0.50	0.09	0.10	0.00	0.13	0.14	0.14
Sat Flow, veh/h	1781	3215	367	1781	3540	91	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	45	571	581	46	820	859	251	76	0	228	150	181
Grp Sat Flow(s),veh/h/ln	1781	1777	1804	1781	1777	1854	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	1.3	26.0	26.0	1.3	46.9	47.3	7.7	4.2	0.0	12.3	8.2	12.1
Cycle Q Clear(g_c), s	1.3	26.0	26.0	1.3	46.9	47.3	7.7	4.2	0.0	12.3	8.2	12.1
Prop In Lane	1.00		0.20	1.00		0.05	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	182	882	896	290	883	921	319	186		376	253	215
V/C Ratio(X)	0.25	0.65	0.65	0.16	0.93	0.93	0.79	0.41		0.61	0.59	0.84
Avail Cap(c_a), veh/h	232	882	896	339	883	921	445	327		376	327	277
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	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.3	20.3	20.4	14.7	25.6	25.7	48.3	46.0	0.0	37.3	44.2	45.9
Incr Delay (d2), s/veh	0.7	3.7	3.6	0.3	15.8	15.9	6.2	1.4	0.0	2.8	2.2	16.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	16.1	16.3	0.9	29.2	30.6	6.4	3.6	0.0	9.4	7.0	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.0	24.0	24.0	14.9	41.3	41.6	54.5	47.5	0.0	40.1	46.4	62.6
LnGrp LOS	C	C	C	B	D	D	D	D		D	D	E
Approach Vol, veh/h		1197			1725			327			559	
Approach Delay, s/veh		24.0			40.7			52.9			49.1	
Approach LOS		C			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	60.0	20.0	16.8	11.9	60.1	16.1	20.7				
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	9.0	54.0	14.0	19.0	9.0	54.0	14.0	19.0				
Max Q Clear Time (g_c+l1), s	3.3	28.0	14.3	6.2	3.3	49.3	9.7	14.1				
Green Ext Time (p_c), s	0.0	7.8	0.0	0.2	0.0	3.7	0.3	0.6				
Intersection Summary												
HCM 7th Control Delay, s/veh			37.7									
HCM 7th LOS			D									
Notes												
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 7th Signalized Intersection Summary

2: Barfield Rd & Abernathy Rd

2026 Build Weekday PM
Timing Plan: Build Weekday PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	1133	97	148	1418	183	168	48	157	526	131	56
Future Volume (veh/h)	11	1133	97	148	1418	183	168	48	157	526	131	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	1232	40	161	1541	0	183	52	0	572	142	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	40	1409	628	274	1609		218	187		636	303	
Arrive On Green	0.02	0.40	0.40	0.08	0.45	0.00	0.12	0.10	0.00	0.18	0.16	0.00
Sat Flow, veh/h	1781	3554	1585	3456	3554	1585	1781	1870	2790	3456	1870	1585
Grp Volume(v), veh/h	12	1232	40	161	1541	0	183	52	0	572	142	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1585	1781	1870	1395	1728	1870	1585
Q Serve(g_s), s	0.7	32.0	1.6	4.5	41.8	0.0	10.0	2.6	0.0	16.2	6.9	0.0
Cycle Q Clear(g_c), s	0.7	32.0	1.6	4.5	41.8	0.0	10.0	2.6	0.0	16.2	6.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	40	1409	628	274	1609		218	187		636	303	
V/C Ratio(X)	0.30	0.87	0.06	0.59	0.96		0.84	0.28		0.90	0.47	
Avail Cap(c_a), veh/h	250	1565	698	484	1609		339	356		657	356	
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	48.0	27.9	18.7	44.4	26.4	0.0	42.9	41.6	0.0	39.8	38.0	0.0
Incr Delay (d2), s/veh	4.0	5.4	0.0	2.0	13.7	0.0	10.5	0.8	0.0	15.1	1.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.6	19.5	1.0	3.5	26.0	0.0	8.6	2.2	0.0	12.7	5.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.0	33.3	18.7	46.4	40.1	0.0	53.4	42.4	0.0	54.9	39.1	0.0
LnGrp LOS	D	C	B	D	D		D	D		D	D	
Approach Vol, veh/h	1284			1702			235			714		
Approach Delay, s/veh	33.0			40.7			51.0			51.8		
Approach LOS	C			D			D			D		
Timer - Assigned Phs												
	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc),s	18.9	45.6	24.4	16.0	8.3	51.2	18.2	22.2				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (G_max),s	44.0	44.0	19.0	19.0	14.0	44.0	19.0	19.0				
Max Q Clear Time (g_c+I),s	34.0	34.0	18.2	4.6	2.7	43.8	12.0	8.9				
Green Ext Time (p_c), s	0.3	5.6	0.2	0.1	0.0	0.1	0.3	0.4				

Intersection Summary

HCM 7th Control Delay, s/veh 40.8
HCM 7th LOS D

Notes

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

HCM 7th Signalized Intersection Summary

3: Glenridge Dr & Mt Vernon Hwy

2026 Build Weekday PM
Timing Plan: Build Weekday PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	333	56	343	449	111	43	210	63	33	257	90
Future Volume (veh/h)	68	333	56	343	449	111	43	210	63	33	257	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	362	61	373	488	0	47	228	68	36	279	98
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	455	869	146	499	1041		83	291	80	84	468	462
Arrive On Green	0.56	0.56	0.56	0.56	0.56	0.00	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	908	1560	263	964	1870	1585	108	999	274	114	1607	1585
Grp Volume(v), veh/h	74	0	423	373	488	0	343	0	0	315	0	98
Grp Sat Flow(s), veh/h/ln	908	0	1823	964	1870	1585	1380	0	0	1721	0	1585
Q Serve(g_s), s	4.2	0.0	10.6	28.8	12.4	0.0	7.5	0.0	0.0	0.0	0.0	3.7
Cycle Q Clear(g_c), s	16.6	0.0	10.6	39.4	12.4	0.0	19.4	0.0	0.0	11.9	0.0	3.7
Prop In Lane	1.00		0.14	1.00		1.00	0.14		0.20	0.11		1.00
Lane Grp Cap(c), veh/h	455	0	1015	499	1041		454	0	0	552	0	462
V/C Ratio(X)	0.16	0.00	0.42	0.75	0.47		0.76	0.00	0.00	0.57	0.00	0.21
Avail Cap(c_a), veh/h	455	0	1015	499	1041		679	0	0	792	0	682
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.5	0.0	10.1	21.5	10.5	0.0	26.4	0.0	0.0	23.9	0.0	21.1
Incr Delay (d2), s/veh	0.8	0.0	1.3	6.1	0.3	0.0	2.7	0.0	0.0	0.9	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6	0.0	7.0	10.7	7.7	0.0	10.2	0.0	0.0	8.5	0.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.2	0.0	11.4	27.6	10.8	0.0	29.1	0.0	0.0	24.8	0.0	21.4
LnGrp LOS	B		B	C	B		C			C		C
Approach Vol, veh/h	497			861			343			413		
Approach Delay, s/veh	12.1			18.1			29.1			24.0		
Approach LOS	B			B			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	50.0			29.0			50.0			29.0		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	44.0			34.0			44.0			34.0		
Max Q Clear Time (g_c+l1), s	18.6			21.4			41.4			13.9		
Green Ext Time (p_c), s	3.0			1.7			1.3			2.1		

Intersection Summary

HCM 7th Control Delay, s/veh	19.6
HCM 7th LOS	B

Notes

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

HCM 7th Signalized Intersection Summary

4: Barfield Rd & Mt Vernon Hwy

2026 Build Weekday PM
Timing Plan: Build Weekday PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	404	20	81	621	219	100	181	110	185	90	106
Future Volume (veh/h)	99	404	20	81	621	219	100	181	110	185	90	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	108	439	22	88	675	0	109	197	120	201	98	82
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	230	575	29	404	723		434	219	134	288	442	374
Arrive On Green	0.07	0.33	0.33	0.13	0.39	0.00	0.07	0.20	0.20	0.11	0.24	0.24
Sat Flow, veh/h	1781	1766	88	1781	1870	1585	1781	1088	663	1781	1870	1585
Grp Volume(v), veh/h	108	0	461	88	675	0	109	0	317	201	98	82
Grp Sat Flow(s),veh/h/ln	1781	0	1854	1781	1870	1585	1781	0	1751	1781	1870	1585
Q Serve(g_s), s	4.0	0.0	23.2	2.8	36.1	0.0	4.9	0.0	18.4	9.1	4.4	4.3
Cycle Q Clear(g_c), s	4.0	0.0	23.2	2.8	36.1	0.0	4.9	0.0	18.4	9.1	4.4	4.3
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.38	1.00		1.00
Lane Grp Cap(c), veh/h	230	0	603	404	723		434	0	353	288	442	374
V/C Ratio(X)	0.47	0.00	0.76	0.22	0.93		0.25	0.00	0.90	0.70	0.22	0.22
Avail Cap(c_a), veh/h	339	0	784	404	790		542	0	404	335	442	374
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.0	0.0	31.5	18.2	30.7	0.0	29.1	0.0	40.5	29.9	32.1	32.0
Incr Delay (d2), s/veh	1.5	0.0	3.3	1.2	17.2	0.0	0.3	0.0	20.6	5.1	0.3	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(95%),veh/ln	0.1	0.0	15.8	2.2	25.7	0.0	3.8	0.0	14.9	7.6	3.6	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.4	0.0	34.9	19.5	47.9	0.0	29.4	0.0	61.1	35.1	32.3	32.3
LnGrp LOS	C		C	B	D		C		E	D	C	C
Approach Vol, veh/h	569		763			426			381			
Approach Delay, s/veh	33.3		44.6			53.0			33.8			
Approach LOS	C		D			D			C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc),s	28.0	39.9	17.3	27.0	13.6	46.2	13.7	30.6				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (G_max),s	44.0	44.0	14.0	24.0	14.0	44.0	14.0	24.0				
Max Q Clear Time (g_c+I),s	25.2	11.1	20.4	6.0	38.1	6.9	6.4					
Green Ext Time (p_c), s	0.1	2.6	0.1	0.6	0.1	2.1	0.1	0.6				

Intersection Summary

HCM 7th Control Delay, s/veh 41.3
HCM 7th LOS D

Notes

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

Intersection

Int Delay, s/veh 0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	3	366	4	6	395
Future Vol, veh/h	1	3	366	4	6	395
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	3	398	4	7	429

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	840	398	0
Stage 1	398	-	-
Stage 2	442	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	335	652	-
Stage 1	679	-	-
Stage 2	648	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	333	652	-
Mov Cap-2 Maneuver	333	-	-
Stage 1	679	-	-
Stage 2	643	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	11.9	0	0.12
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	526	27
HCM Lane V/C Ratio	-	-	0.008	0.006
HCM Control Delay (s/veh)	-	-	11.9	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection

Int Delay, s/veh 0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	3	367	2	4	401
Future Vol, veh/h	1	3	367	2	4	401
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	170	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	3	399	2	4	436

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	843	399	0 0 401 0
Stage 1	399	-	- - - -
Stage 2	445	-	- - - -
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	334	651	- - 1158 -
Stage 1	678	-	- - - -
Stage 2	646	-	- - - -
Platoon blocked, %		-	- - -
Mov Cap-1 Maneuver	332	651	- - 1158 -
Mov Cap-2 Maneuver	332	-	- - - -
Stage 1	678	-	- - - -
Stage 2	643	-	- - - -

Approach	WB	NB	SB
HCM Control Delay, s/1.92		0	0.08
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 525	18	-
HCM Lane V/C Ratio	-	- 0.008	0.004	-
HCM Control Delay (s/veh)	-	- 11.9	8.1	0
HCM Lane LOS	-	- B	A	A
HCM 95th %tile Q(veh)	-	- 0	0	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	5	12	432	343	14
Future Vol, veh/h	2	5	12	432	343	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	60	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	5	13	470	373	15
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	641	194	388	0	-	0
Stage 1	380	-	-	-	-	-
Stage 2	261	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	407	815	1167	-	-	-
Stage 1	661	-	-	-	-	-
Stage 2	759	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	403	815	1167	-	-	-
Mov Cap-2 Maneuver	403	-	-	-	-	-
Stage 1	653	-	-	-	-	-
Stage 2	759	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/veh	0.78	0.22		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBTEBLn1	SBT	SBR		
Capacity (veh/h)	1167	-	630	-	-	
HCM Lane V/C Ratio	0.011	-	0.012	-	-	
HCM Control Delay (s/veh)	8.1	-	10.8	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

HCM 7th Signalized Intersection Summary

1: Glenridge Dr & Abernathy Rd

2026 Build Sunday Peak
Timing Plan: Build Sunday Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	1163	115	109	1094	22	94	26	72	35	23	33
Future Volume (veh/h)	31	1163	115	109	1094	22	94	26	72	35	23	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	1264	71	118	1189	24	102	28	0	38	25	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	307	1797	101	305	1967	40	254	214		290	173	147
Arrive On Green	0.05	0.53	0.53	0.08	0.55	0.55	0.07	0.11	0.00	0.05	0.09	0.09
Sat Flow, veh/h	1781	3421	192	1781	3562	72	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	34	656	679	118	593	620	102	28	0	38	25	14
Grp Sat Flow(s),veh/h/ln	1781	1777	1836	1781	1777	1857	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.9	28.5	28.7	2.9	23.1	23.1	2.9	1.4	0.0	1.9	1.3	0.8
Cycle Q Clear(g_c), s	0.9	28.5	28.7	2.9	23.1	23.1	2.9	1.4	0.0	1.9	1.3	0.8
Prop In Lane	1.00		0.10	1.00		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	307	933	964	305	981	1026	254	214		290	173	147
V/C Ratio(X)	0.11	0.70	0.70	0.39	0.60	0.60	0.40	0.13		0.13	0.14	0.10
Avail Cap(c_a), veh/h	377	933	964	327	981	1026	471	346		440	346	293
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	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.7	18.4	18.4	14.4	15.5	15.5	45.5	40.9	0.0	38.5	42.9	42.7
Incr Delay (d2), s/veh	0.2	4.4	4.3	0.8	1.1	1.0	1.0	0.3	0.0	0.2	0.4	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(95%),veh/ln	0.6	17.1	17.6	1.9	13.3	13.8	2.3	1.2	0.0	1.5	1.1	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.8	22.8	22.7	15.2	16.5	16.5	46.5	41.2	0.0	38.7	43.3	43.0
LnGrp LOS	B	C	C	B	B	B	D	D		D	D	D
Approach Vol, veh/h		1369			1331			130			77	
Approach Delay, s/veh		22.5			16.4			45.3			41.0	
Approach LOS		C			B			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.7	60.0	11.3	17.8	11.0	62.8	13.6	15.5				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.0	54.0	14.0	19.0	9.0	54.0	14.0	19.0				
Max Q Clear Time (g_c+l1), s	4.9	30.7	3.9	3.4	2.9	25.1	4.9	3.3				
Green Ext Time (p_c), s	0.1	9.2	0.0	0.1	0.0	8.6	0.2	0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			21.2									
HCM 7th LOS			C									
Notes												
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 7th Signalized Intersection Summary

2: Barfield Rd & Abernathy Rd

2026 Build Sunday Peak
Timing Plan: Build Sunday Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	1206	95	75	1156	67	75	11	65	57	12	22
Future Volume (veh/h)	9	1206	95	75	1156	67	75	11	65	57	12	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	1311	38	82	1257	0	82	12	0	62	13	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	35	1575	703	283	1795		146	211		253	195	
Arrive On Green	0.02	0.44	0.44	0.08	0.51	0.00	0.08	0.11	0.00	0.07	0.10	0.00
Sat Flow, veh/h	1781	3554	1585	3456	3554	1585	1781	1870	2790	3456	1870	1585
Grp Volume(v), veh/h	10	1311	38	82	1257	0	82	12	0	62	13	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1585	1781	1870	1395	1728	1870	1585
Q Serve(g_s), s	0.5	27.0	1.1	1.9	22.5	0.0	3.7	0.5	0.0	1.4	0.5	0.0
Cycle Q Clear(g_c), s	0.5	27.0	1.1	1.9	22.5	0.0	3.7	0.5	0.0	1.4	0.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	35	1575	703	283	1795		146	211		253	195	
V/C Ratio(X)	0.28	0.83	0.05	0.29	0.70		0.56	0.06		0.24	0.07	
Avail Cap(c_a), veh/h	300	1882	840	582	1882		407	428		790	428	
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	40.1	20.4	13.2	35.9	15.7	0.0	36.7	32.9	0.0	36.3	33.6	0.0
Incr Delay (d2), s/veh	4.3	2.9	0.0	0.6	1.1	0.0	3.4	0.1	0.0	0.5	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.4	15.5	0.7	1.4	12.5	0.0	3.0	0.4	0.0	1.1	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.4	23.3	13.2	36.4	16.8	0.0	40.1	33.0	0.0	36.8	33.7	0.0
LnGrp LOS	D	C	B	D	B		D	C		D	C	
Approach Vol, veh/h	1359			1339			94			75		
Approach Delay, s/veh	23.1			18.0			39.2			36.3		
Approach LOS	C			B			D			D		
Timer - Assigned Phs												
Phs Duration (G+Y+Rc),s	12.8	42.8	12.1	15.4	7.6	48.0	12.8	14.7				
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	44.0	44.0	19.0	19.0	14.0	44.0	19.0	19.0				
Max Q Clear Time (g_c+I3),s	29.0	29.0	3.4	2.5	2.5	24.5	5.7	2.5				
Green Ext Time (p_c), s	0.1	7.8	0.1	0.0	0.0	8.5	0.1	0.0				

Intersection Summary

HCM 7th Control Delay, s/veh 21.6
HCM 7th LOS C

Notes

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

HCM 7th Signalized Intersection Summary

3: Glenridge Dr & Mt Vernon Hwy

2026 Build Sunday Peak
Timing Plan: Build Sunday Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	257	17	40	315	60	8	109	51	44	116	55
Future Volume (veh/h)	48	257	17	40	315	60	8	109	51	44	116	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	52	279	18	43	342	0	9	118	55	48	126	60
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	724	1159	75	762	1247		62	173	77	123	211	240
Arrive On Green	0.67	0.67	0.67	0.67	0.67	0.00	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1039	1738	112	1082	1870	1585	35	1144	510	355	1394	1585
Grp Volume(v), veh/h	52	0	297	43	342	0	182	0	0	174	0	60
Grp Sat Flow(s), veh/h/ln	1039	0	1850	1082	1870	1585	1689	0	0	1749	0	1585
Q Serve(g_s), s	1.4	0.0	4.2	1.1	4.9	0.0	0.9	0.0	0.0	0.0	0.0	2.2
Cycle Q Clear(g_c), s	6.3	0.0	4.2	5.3	4.9	0.0	6.8	0.0	0.0	6.0	0.0	2.2
Prop In Lane	1.00		0.06	1.00		1.00	0.05		0.30	0.28		1.00
Lane Grp Cap(c), veh/h	724	0	1234	762	1247		313	0	0	334	0	240
V/C Ratio(X)	0.07	0.00	0.24	0.06	0.27		0.58	0.00	0.00	0.52	0.00	0.25
Avail Cap(c_a), veh/h	724	0	1234	762	1247		942	0	0	926	0	817
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.8	0.0	4.4	5.4	4.5	0.0	26.5	0.0	0.0	26.2	0.0	24.7
Incr Delay (d2), s/veh	0.2	0.0	0.5	0.0	0.1	0.0	1.7	0.0	0.0	1.3	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	0.0	2.1	0.3	2.2	0.0	4.8	0.0	0.0	4.5	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.0	0.0	4.8	5.4	4.6	0.0	28.2	0.0	0.0	27.5	0.0	25.2
LnGrp LOS	A		A	A	A		C			C		C
Approach Vol, veh/h	349			385			182			234		
Approach Delay, s/veh	5.0			4.7			28.2			26.9		
Approach LOS	A			A			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	50.0			16.0			50.0			16.0		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	44.0			34.0			44.0			34.0		
Max Q Clear Time (g_c+l1), s	8.3			8.8			7.3			8.0		
Green Ext Time (p_c), s	2.0			1.0			2.2			1.2		

Intersection Summary

HCM 7th Control Delay, s/veh 13.0
HCM 7th LOS B

Notes

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

HCM 7th Signalized Intersection Summary

4: Barfield Rd & Mt Vernon Hwy

2026 Build Sunday Peak
Timing Plan: Build Sunday Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	359	28	59	334	115	13	34	58	100	33	29
Future Volume (veh/h)	51	359	28	59	334	115	13	34	58	100	33	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	55	390	30	64	363	0	14	37	63	109	36	17
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	467	469	36	483	722		317	80	136	360	368	312
Arrive On Green	0.07	0.27	0.27	0.19	0.39	0.00	0.03	0.13	0.13	0.10	0.20	0.20
Sat Flow, veh/h	1781	1715	132	1781	1870	1585	1781	622	1058	1781	1870	1585
Grp Volume(v), veh/h	55	0	420	64	363	0	14	0	100	109	36	17
Grp Sat Flow(s),veh/h/ln	1781	0	1847	1781	1870	1585	1781	0	1680	1781	1870	1585
Q Serve(g_s), s	1.6	0.0	16.2	1.4	11.2	0.0	0.5	0.0	4.2	3.7	1.2	0.7
Cycle Q Clear(g_c), s	1.6	0.0	16.2	1.4	11.2	0.0	0.5	0.0	4.2	3.7	1.2	0.7
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.63	1.00		1.00
Lane Grp Cap(c), veh/h	467	0	505	483	722		317	0	216	360	368	312
V/C Ratio(X)	0.12	0.00	0.83	0.13	0.50		0.04	0.00	0.46	0.30	0.10	0.05
Avail Cap(c_a), veh/h	668	0	1076	483	1089		599	0	534	520	594	504
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.7	0.0	25.8	12.7	17.7	0.0	27.2	0.0	30.5	23.5	24.9	24.6
Incr Delay (d2), s/veh	0.1	0.0	3.6	0.6	0.5	0.0	0.1	0.0	1.5	0.5	0.1	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(95%),veh/ln	1	0.0	11.3	1.0	7.8	0.0	0.4	0.0	3.1	2.8	0.9	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.8	0.0	29.4	13.3	18.2	0.0	27.2	0.0	32.1	24.0	25.0	24.7
LnGrp LOS	B		C	B	B		C		C	C	C	C
Approach Vol, veh/h	475		427			114			162			
Approach Delay, s/veh	28.0		17.5			31.5			24.3			
Approach LOS	C		B			C			C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc),s	26.0	26.7	13.2	15.7	11.5	35.2	8.0	20.9				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (G_max),s	44.0	44.0	14.0	24.0	14.0	44.0	14.0	24.0				
Max Q Clear Time (g_c+I3),s	18.2	5.7	6.2	3.6	13.2	2.5	3.2					
Green Ext Time (p_c), s	0.1	2.5	0.1	0.4	0.1	2.1	0.0	0.1				

Intersection Summary

HCM 7th Control Delay, s/veh 24.0
HCM 7th LOS C

Notes

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

Intersection

Int Delay, s/veh 2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	27	30	163	40	47	166
Future Vol, veh/h	27	30	163	40	47	166
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	33	177	43	51	180

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	460	177	0
Stage 1	177	-	-
Stage 2	283	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	560	866	-
Stage 1	854	-	-
Stage 2	765	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	536	866	-
Mov Cap-2 Maneuver	536	-	-
Stage 1	854	-	-
Stage 2	733	-	-

Approach	WB	NB	SB
HCM Control Delay, s/0.92		0	1.72
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	670	397
HCM Lane V/C Ratio	-	-	0.092	0.038
HCM Control Delay (s/veh)	-	-	10.9	7.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1

Intersection

Int Delay, s/veh 1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	44	177	15	47	205
Future Vol, veh/h	10	44	177	15	47	205
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	170	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	48	192	16	51	223

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	517	192	0
Stage 1	192	-	-
Stage 2	325	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	518	849	-
Stage 1	840	-	-
Stage 2	732	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	496	849	-
Mov Cap-2 Maneuver	496	-	-
Stage 1	840	-	-
Stage 2	701	-	-

Approach	WB	NB	SB
HCM Control Delay, s/0.21		0	1.44
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	750	336
HCM Lane V/C Ratio	-	-	0.078	0.038
HCM Control Delay (s/veh)	-	-	10.2	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	197	157	0
Future Vol, veh/h	0	0	0	197	157	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	60	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	214	171	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	278	85	171
Stage 1	171	-	-
Stage 2	107	-	-
Critical Hdwy	6.84	6.94	4.14
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.32	2.22
Pot Cap-1 Maneuver	689	957	1404
Stage 1	842	-	-
Stage 2	905	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	689	957	1404
Mov Cap-2 Maneuver	689	-	-
Stage 1	842	-	-
Stage 2	905	-	-

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

Minor Lane/Major Mvmt	NBL	NBTEBLn1	SBT	SBR
Capacity (veh/h)	1404	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s/veh)	0	-	0	-
HCM Lane LOS	A	-	A	-
HCM 95th %tile Q(veh)	0	-	-	-

Appendix G: ITE Worksheets

Church (560)

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

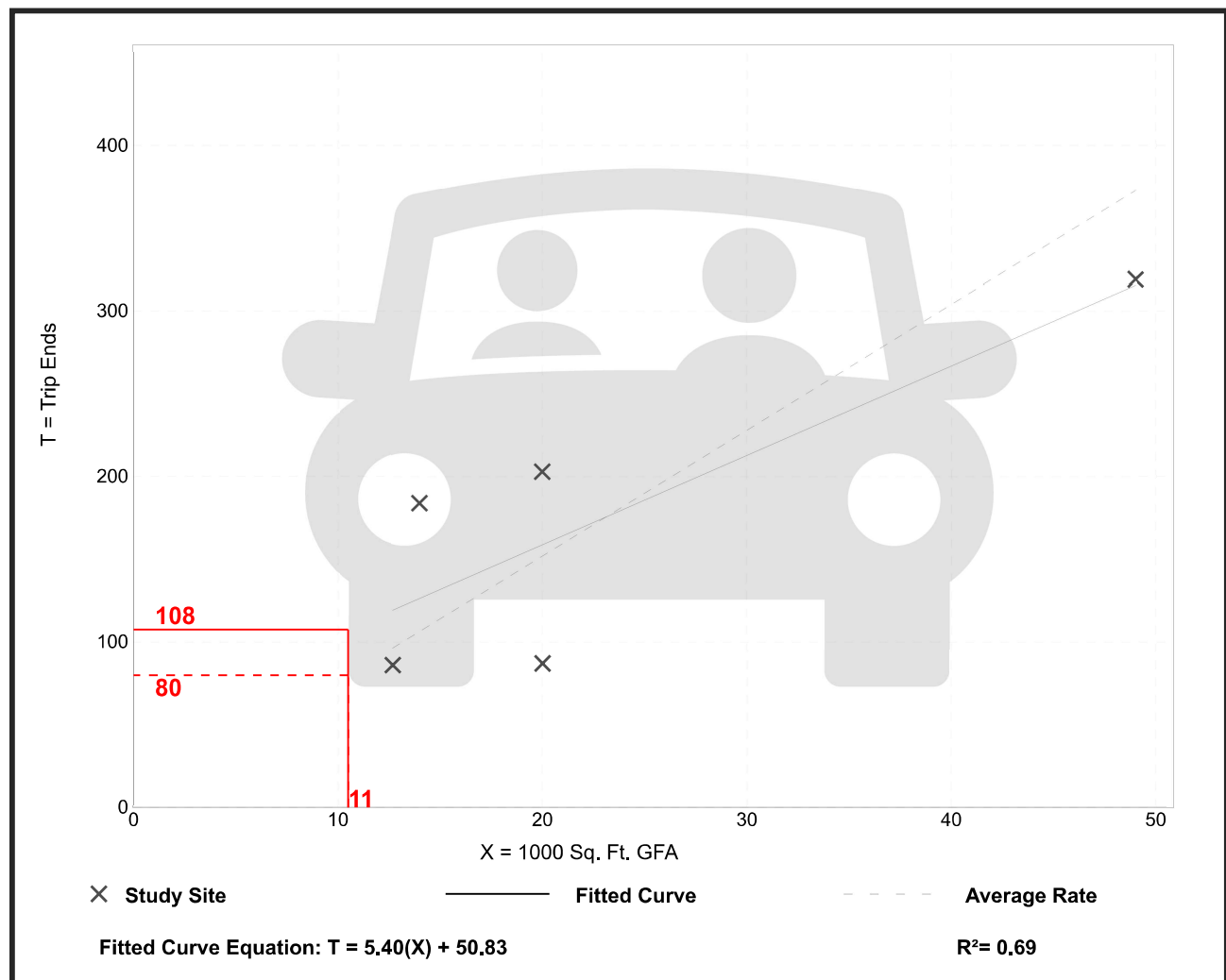
Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. 1000 Sq. Ft. GFA: 23
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
7.60	4.35 - 13.14	3.01

Data Plot and Equation

Caution – Small Sample Size



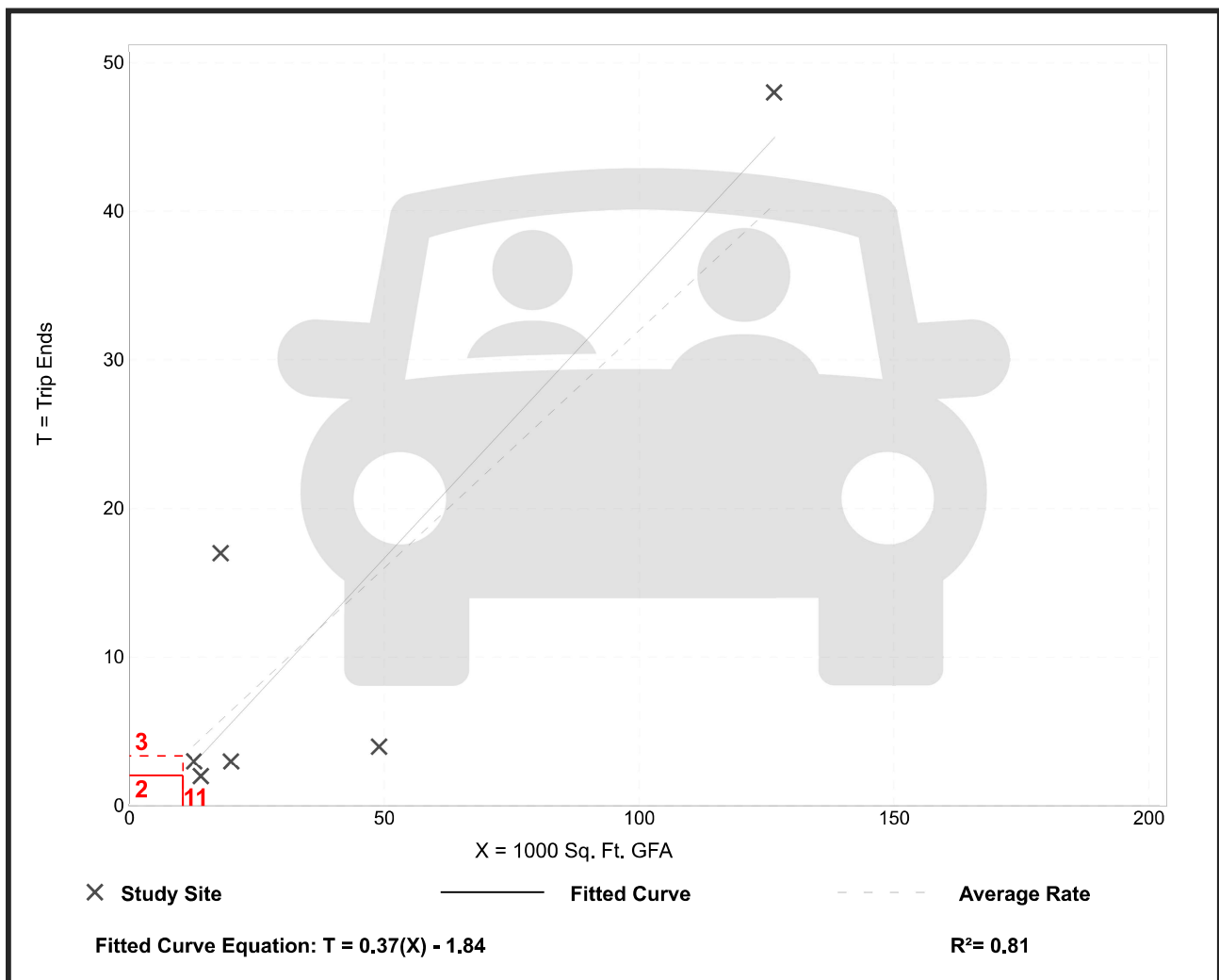
Church (560)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 6
 Avg. 1000 Sq. Ft. GFA: 40
 Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.32	0.08 - 0.94	0.24

Data Plot and Equation



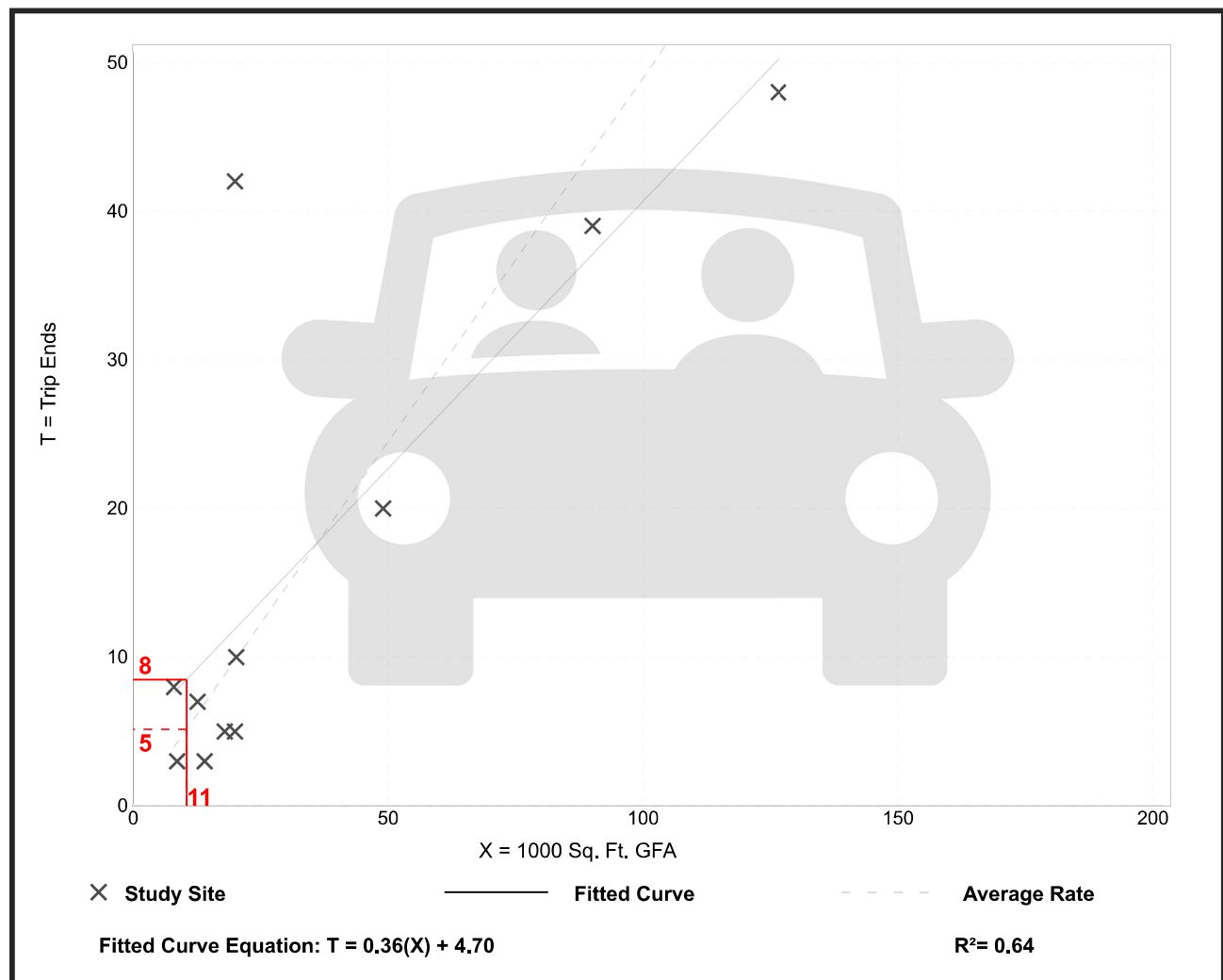
Church (560)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 11
 Avg. 1000 Sq. Ft. GFA: 35
 Directional Distribution: 44% entering, 56% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.49	0.21 - 2.10	0.41

Data Plot and Equation



Church (560)

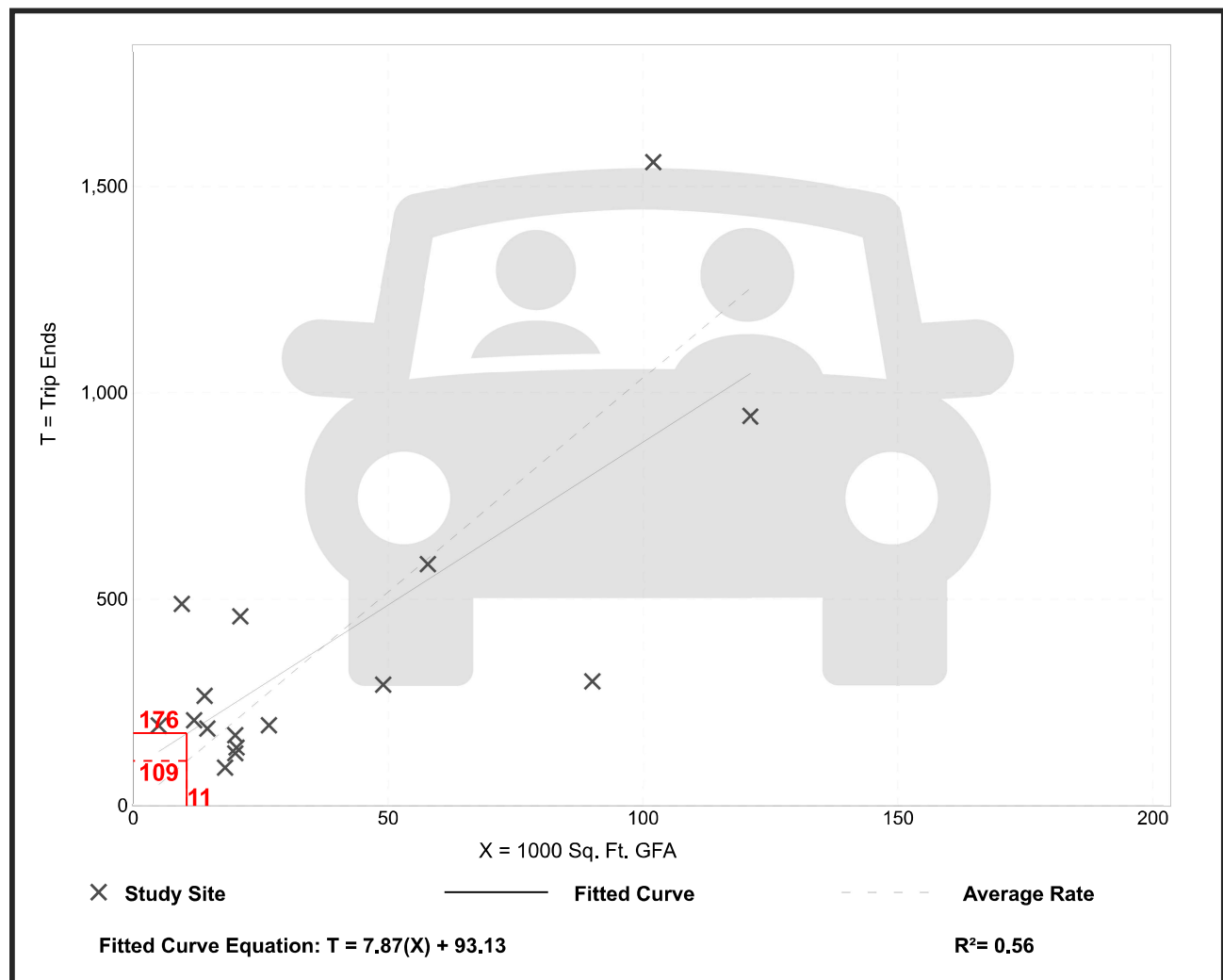
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 16
Avg. 1000 Sq. Ft. GFA: 38
Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
10.36	3.36 - 51.31	7.83

Data Plot and Equation



Appendix H: Excerpts of City of Sandy Springs Technical Manual & 2023 GDOT Regulations for Driveway & Encroachment Control

Development Director.

Technical Manuals

- b.

Other factors will also be considered, such as distance to other median openings, adjacent land use, expected traffic volumes, and the resulting volume of U-turns that are likely to occur without the median opening. Meeting the spacing criteria is not, in itself, an indication that median openings will be allowed.
- c.

All median openings shall include full width storage and taper length in accordance with Tables 3-6 and 3-7 unless otherwise acceptable to community development director based on a traffic study. Increased storage and transition lengths may be required to eliminate disruption of through-traffic flow. Provide a minimum 11-foot pavement width, excluding curb and gutter.
7.

Spacing of signalized intersections. No signalized intersection shall be spaced at a distance less than 1,000 feet for urban roadways or 1,320 feet for rural roads from any other signalized intersection (measured from centerline to centerline) unless specifically approved by the Community Development Director.
8.

Auxiliary lanes (turn lanes and deceleration lanes).

a.

Improvements required.

i.

When property that abuts upon an existing or proposed city road is to be developed or redeveloped and the city road will provide access to the property, access improvements to the city road (deceleration lanes, turn lanes, etc.) shall be provided by the developer.

ii.

When any auxiliary turn lane that extends beyond the applicant property frontage, the applicant will be responsible for acquiring the necessary rights-of-way and easements in order to accomplish the necessary frontage improvements.

b.

Deceleration lane. A deceleration lane shall be constructed at no cost to the city at each project driveway or subdivision street entrance, as applicable, that meets either the average daily traffic (ADT) or right turning volumes shown in the following table. Passing lane sections fall under the criteria for two or more lanes. The Director may require the construction of a deceleration lane even when the conditions in Table 3-3 are not met, if roadway or field conditions indicate that the safety of the general public would be improved.

Table 3-3. Minimum Volumes Requiring Deceleration Lanes

EXPAND

Technical Manuals	2 Lanes on Main Road		>2 Lanes on Main Road	
	35—40 mph	>40 mph	35—40 mph	>40 mph
Main Roadway ADT	8,000	4,000	12,000	10,000
Daily Right Turning Volume	150	75	150	75
Peak Hour Right Turning Volume	15	7	15	7

Deceleration lanes required by this section shall meet the following requirements:

- i. Deceleration lanes shall have a pavement width of 12 feet (exclusive of curb and gutter) and shall meet the following standards for storage and taper length:

Table 3-4. Deceleration Lane Storage and Taper Lengths

EXPAND

Posted Speed Limit (mph)	Full Width Storage (ft)	Taper (ft)
35	100	50
40	150	50
45	175	100
50	225	100

- ii. Additional right-of-way to accommodate the deceleration lane and an 11-foot shoulder shall be dedicated by the developer to the city at no cost. Associated drainage improvements as deemed necessary by the construction of the deceleration lane shall also be required.
- iii. Other access improvements may be required by the Community Development Director in order to ensure adequate site access, pedestrian access, convenience and safety to the motoring public.

iv.

The pavement specifications for deceleration lanes must comply with the GDOT standard specifications of roads and bridges, except as approved by the Community Development Director.

- c. (3) *Medians*. In the event a street has an existing or proposed median, the opening will be reviewed in accordance with GDOT standards, latest edition.
- d. (4) *Left turn lanes*. Left turn lanes must be constructed at no cost to the city if either the ADT or left turning volumes shown in the following table are met. Passing lane sections fall under the criteria for two or more lanes. The Community Development Director may also require the addition of a right turn lane, even when the conditions in the following table are not met, if roadway geometry or field conditions indicate that the safety of the traveling public would be improved.

Table 3-5. Minimum Volumes Requiring Left Turn Lanes

↗ EXPAND

	2 Lanes on Main Road		>2 Lanes on Main Road	
	35—40 mph	>40 mph	35—40 mph	>40 mph
Main Roadway ADT	6,000	4,000	10,000	8,000
Daily Left Turning Volume	300	200	300	200
Peak Hour Left Turning Volume	30	20	30	20

Left turn lanes required by this section shall meet the following requirements:

- a. The design of left turn lanes should consider the intended function and the characteristics of the roadway. In many cases, it is necessary to widen the existing roadway to introduce the left turn lane. Left turn lanes shall be constructed at no cost to the city.
- b. When the roadway has a median that is at least 20 feet wide, the left turn lane can be developed out of the median, avoiding the need for transitions. If a proposed driveway aligns across the main street with another driveway, and the proposed driveway must provide a left turn lane and left turn storage, then adequate storage and tapers must also be provided for the driveway across the main street.
- c.

4.9 Auxiliary Turn Lanes

4.9.1 When Deceleration Lanes Are Required

The provisions of this section should generally apply to auxiliary lanes installed on the approach to an intersection that provide for deceleration and storage of vehicles waiting to turn right or left. Such lanes are always beneficial and will be required in conjunction with commercial driveway permits when projected traffic volumes exceed minimum levels as provided in the sections below.

All existing utilities which would be under new pavement or in auxiliary/deceleration lanes should be relocated before final grading and paving, and at no cost to DOT. Existing utilities which are found to be not in conflict with construction may be allowed if a Retention Request is processed by the utility owner and approved by the Department.

4.9.1.1 Minimum Requirements for Right Turn Deceleration Lanes

Right turn deceleration lanes must be constructed at no cost to the Department if the daily site generated Right Turn Volumes (RTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4-6. Passing lane sections fall under the criteria for two or more lanes.

Posted Speed	2 Lane Routes		More than 2 Lanes on Main Road	
	AADT		AADT	
	< 6,000	>=6,000	<10,000	>=10,000
35 MPH or Less	200 RTV a day	100 RTV a day	200 RTV a day	100 RTV a day
40 to 50 MPH	150 RTV a day	75 RTV a day	150 RTV a day	75 RTV a day
55 to 60 MPH	100 RTV a day	50 RTV a day	100 RTV a day	50 RTV a day
>= 65 MPH	Always	Always	Always	Always

Table 4-6 Minimum Volumes Requiring Right Turn Lanes

In the event the District Traffic Engineer determines that field conditions or other factors indicate that it would be in the best interest of the Department, use the form in **Appendix F** to document a waiver for the deceleration lane requirement, the District Traffic Engineer must document the recommendations using the form in **Appendix F**. The recommendations shall be approved by the District Engineer and be attached to the Permit. The District Traffic Engineer may also require the addition of a Right Turn lane, even when the conditions in Table 4-6 are not met, if roadway geometry or field conditions indicate that the safety of the traveling public would be improved. The recommendation must be documented and approved by the District Traffic Engineer for inclusion with the Permit.

The R/W for auxiliary/deceleration lanes may be dedicated in fee simple to the Department for the Department to maintain or the applicant must sign an agreement with the Department to maintain the lane to the Department's standards and to hold harmless the Department in the event that section of roadway is identified in any liability action. A Limited Warranty Deed is not acceptable when R/W is donated to the Department. See section 2.5 for details regarding RW dedication procedures.

The pavement specifications for auxiliary/deceleration lanes must be Georgia DOT Standard Specifications for Construction of Roads and Bridges, or be as described and approved by the Chief Engineer in cases where a lesser design may be acceptable, or where a proposed project is expected to tie in.

4.9.1.2 Minimum Requirements for Left Turn Lanes

Left turn lanes must be constructed at no cost to the Department if the daily site generated Left Turn Volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4-7a **Condition 1**. If the LTVs are below the requirements for **Condition 1**, the applicant may be required to construct a Right Hand Passing Lane (see **Figure 4-7** if they meet the criteria in Table 4-7b **Condition 2**). The District Traffic Engineer will use engineering judgment to determine if the field conditions would allow construction of the Right Hand Passing Lane. Passing lane sections fall under the criteria for two or more lanes.

Condition 1

LEFT TURN REQUIREMENTS-FULL CONSTRUCTION				
Posted Speed	2 Lane Routes		More than 2 Lanes on Main Road	
	ADT		ADT	
	<6,000	>=6,000	<10,000	>=10,000
35 MPH or Less	300 LTV a day	200 LTV a day	400 LTV a day	300 LTV a day
40 to 50 MPH	250 LTV a day	175 LTV a day	325 LTV a day	250 LTV a day
>= 55 MPH	200 LTV a day	150 LTV a day	250 LTV a day	200 LTV a day

Table 4-7a Minimum Volumes Requiring Left Turn Lanes

Condition 2

LEFT TURN REQUIREMENTS w/Right Hand Passing Lane Option		
Posted Speed	2 Lane Routes only	
	ADT	
	<4,000	>=4,000
35 MPH or Less	200 LTV a day	125 LTV a day
40 to 45 MPH	100 LTV a day	75 LTV a day
50 to 55 MPH	75 LTV a day	50 LTV a day

Table 4-7b Minimum Volumes Requiring Right Hand Passing Lanes

SPEED (MPH)	FULL WIDTH STORAGE, FT.	TAPER, FT.
25	50	50
30	75	50
35	100	50
40	150	50
45	175	100
50	225	100
55	250	100
60	300	100
65	350	100

Table 4-8 Minimum Right Turn Deceleration Lengths

When traffic studies are conducted, the length of full-width lane needed for storage should be determined. If the length of full-width storage is greater than the length of full-width storage shown in Table 4-8, the longer length should be provided.

At signalized intersections, the amount of storage for both right and left turns can be based on the number of vehicles arriving during 1.5 signal cycles.

For unsignalized intersections, left turn storage should accommodate vehicles arriving during a two-minute period. Minimal storage is required for right turn lanes utilizing yield control at unsignalized intersections.

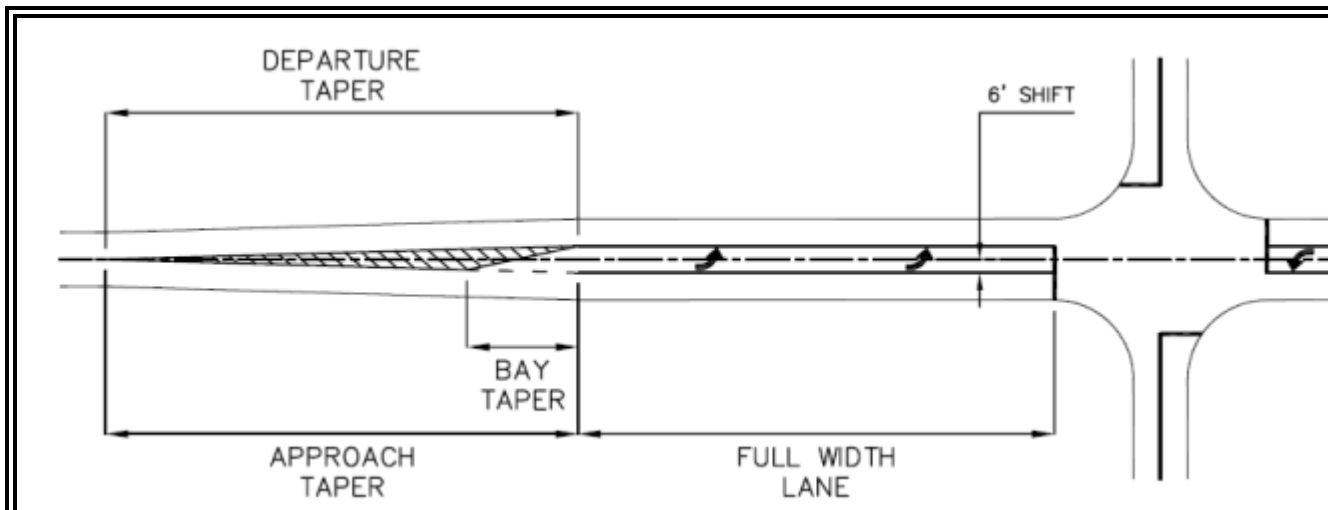
4.9.3 Acceleration Lanes

Acceleration lanes are generally not provided on low speed highways. Acceleration lanes may be required at locations where grade, sight distance or traffic is such that the Department determines they are needed. When operating speeds on the highway are 55 MPH and above, full-width acceleration lanes designed to meet the AASHTO minimum length should be considered.

4.9.4 Left Turn Lane Design

The design of left turn lanes should consider the intended function and the characteristics of the highway. In many cases, it is necessary to widen the existing roadway to introduce the left turn lane. In most cases vehicles approaching the turn lane are shifted to the right (especially when using symmetrical widening). The left turning traffic is then shifted back into the lane. Through traffic is returned to its original lane beyond the intersection. When the highway has a median that is at least 20 feet wide, the left turn lane can typically be developed out of the median, avoiding the need for transitions.

The basic design elements of left turn lanes are illustrated in Table 4-9. This example shows symmetrical widening, which basically requires the through traffic on each side to shift by one half of the lane width. Some circumstances may dictate that all widening be achieved on one side, which requires a full lane shift for through traffic on the side where the additional width is developed. Table 4-9 provides guidelines for selecting the proper length of approach taper. When shifts are not 6' or 12', use table 4-9 bay taper.



POSTED SPEED LIMIT, MPH	APPROACH AND DEPARTURE TAPER, FT.		BAY TAPER, FT.	FULL WIDTH STORAGE, FT
	6' Shift	12' Shift		
25	65	130	50	85
30	90	180	50	135
35	125	250	50	160
40	160	320	50	210
45	270	540	100	235
50	300	600	100	285
55	330	660	100	310
60	360	720	100	360
65	390	780	100	410

Table 4-9 Minimum Design Elements of Left Turn Lanes

The example shown in Table 4-9 has straight-line tapers. These are acceptable but other designs may also be used, including the following: partial tangent tapers, symmetrical reverse curve, and asymmetrical reverse curve. See latest edition of AASHTO Green Book for details.

The required length of full-width storage shall be based on storage length and a deceleration length that allows vehicles to safely decelerate without a possible conflict with another vehicle (Refer to [Construction Detail M-3A](#)). This should be determined in the traffic study. The amount of storage is dependent on the type of traffic control in effect. For signalized intersections, the storage should be sufficient to accommodate the number of vehicles arriving during 1.5 signal cycles, using peak hour volumes. At stop-controlled intersections, the storage is typically based on the number of vehicles arriving during a two-minute period within the peak hour.

STATE OF GEORGIA
COUNTY OF FULTON

**AN ORDINANCE TO ALLOW FOR A CONDITIONAL USE PERMIT FOR A
PLACE OF WORSHIP USE AT 6449 GLENRIDGE DRIVE AND 6450
BARFIELD ROAD**

BE IT ORDAINED by the City Council for the City of Sandy Springs, Georgia while in regular session on September 17, 2024 at 6:00 p.m. as follows:

SECTION 1. That the Official Zoning Map, incorporated into and part of the City of Sandy Springs Development Code be amended so the property located at 6449 Glenridge Drive and 6450 Barfield Road, consisting of a total of approximately 13.16 acres, be allowed to operate as a Place of Worship, provided that the approval be conditioned to the applicant meeting all of the use standards for the use in the Development Code and the following site-specific conditions:

1. To the owner's agreement to limit use of the property to the religious Temple and support and auxiliary structures including maintenance and garage facilities, a distribution center, and with a maximum of 25 residential units, and a chapel building or an additional 35 residential units.
2. To the owner's agreement to abide by the following:
 - a. To the site plan received by the Department of Community Development dated July 22, 2024. Said site plan is conceptual only and must meet or exceed the requirements of the Development Code and these conditions prior to the approval of a Land Disturbance Permit. Unless otherwise noted herein, compliance with all conditions shall be in place prior to the issuance of a Certificate of Occupancy.
3. To the owner's agreement to submit to the Director of Community Development for his approval, prior to the issuance of a grading permit, a detailed landscape plan. And further, to the owner's agreement that said landscaping approved by the Director of Community Development shall be in place prior to the issuance of the Certificate of Occupancy or connection of permanent power.
4. To the owner's agreement to provide a minimum 25 foot wide natural, undisturbed, buffer, replanted where sparsely vegetated, along the entire north and south property lines in addition to the 25-foot side yard setback.
5. To the owner's agreement that the entire 40-foot setback along the Barfield Road frontage shall be a landscaped strip; and to the owner's agreement to provide a minimum 5-foot deep, 100-foot linear landscape strip parallel with Glenridge Drive property frontage. Said landscape strip along Glenridge Drive shall be planted in conformance with the landscape plan received by the Department referred to in condition 3 above, subject to approval of the Sandy Springs Arborist.

6. A minimum of four (4) security cameras shall be installed in a manner that provides coverage to the driveway entrances along Glenridge Drive and the parking areas immediately surrounding the meetinghouse/chapel.
7. Landscaping as approved by city arborist shall be installed along the southern property line within the required 25' side yard buffer.
8. Construction hours shall comply with current City Code requirements except that during the construction of the meetinghouse, Saturday construction shall be limited to interior work except in the case of an emergency.
9. At least 72 hours prior to any necessary blasting for construction of the meetinghouse, written notice shall be provided to the Aria and Glenridge Close homeowners' associations. Any blasting shall comply with Georgia Rules & Regulations 120-3-10-.01 et seq.
10. Notwithstanding Code Sec. 7.4.F.2.b, the existing parking areas between any building and the southern property line shall be allowed to remain in their current location.

ALL THAT TRACT or parcel of land lying and being in Land Lot 35 of the 17th District of Fulton County, Georgia by the attached legal description; and

SECTION 2. That the property shall be developed in compliance with the conditions of approval, as attached to this Ordinance. Any conditions hereby approved (including any conditional site plan) do not authorize the violation of any district regulations; and

SECTION 3. That all Ordinances or part of Ordinances in conflict with the terms of this Ordinance are hereby repealed; and

SECTION 4. This Ordinance shall become effective upon adoption by the Mayor and City Council and the signature of approval of the Mayor.

APPROVED AND ADOPTED this the 17th day of September, 2024.

Approved:

Russell K. Paul, Mayor

Attest:

Raquel D. Gonzalez, City Clerk

(Seal)

EXHIBIT A

[LEGAL DESCRIPTION]

All that tract or parcel of land lying and being in Land Lot 35 of the 17th District of Fulton County, Georgia, and being more particularly described as follows: Commencing at a pipe on the east side of Glenridge Drive, 1,511.60 feet north of the corner formed by the intersection of the east side of Glenridge Drive with the north side of Mount Vernon Road, if said lines were extended to form an angle instead of a curve; thence North 80 degrees 26 minutes 23 seconds East, 301.39 feet to a rod; thence South 89 degrees 39 minutes 52 seconds East, 1,167.99 feet to an iron pin on the southwesterly side of Barfield Road (Extension) (having an 80-foot right-of-way); thence North 29 degrees 34 minutes 2 seconds West along the southwest side of Barfield Road, 226.91 feet to an iron pin; thence continuing along the southwest side of Barfield Road and following the curvature thereof, 255.89 feet to an iron pin (said distance being an arc subtended by a chord having a bearing of North 22 degrees 12 minutes 4 seconds West and a distance of 255.11 feet); thence North 89 degrees 43 minutes 8 seconds West, 38.59 feet to a point; thence North 89 degrees 47 minutes 6 seconds West, 910.50 feet to an iron pin; thence South 0 degrees 31 minutes 38 seconds West 53 feet to a two inch pipe; thence North 89 degrees 28 minutes 22 seconds West, 307.22 feet to an iron pipe on the east side of Glenridge Drive; thence South 0 degrees 3 minutes 43 seconds East along Glenridge Drive, 430.10 feet to the pipe at the point of beginning, same being a 13.162 acres

STATE OF GEORGIA
COUNTY OF FULTON

**AN ORDINANCE TO ALLOW FOR A CONDITIONAL USE PERMIT FOR A
PLACE OF WORSHIP USE AT 6449 GLENRIDGE DRIVE AND 6450
BARFIELD ROAD**

BE IT ORDAINED by the City Council for the City of Sandy Springs, Georgia while in regular session on September 17, 2024 at 6:00 p.m. as follows:

SECTION 1. That the Official Zoning Map, incorporated into and part of the City of Sandy Springs Development Code be amended so the property located at 6449 Glenridge Drive and 6450 Barfield Road, consisting of a total of approximately 13.16 acres, be allowed to operate as a Place of Worship, provided that the approval be conditioned to the applicant meeting all of the use standards for the use in the Development Code and the following site-specific conditions:

1. To the owner's agreement to limit use of the property to the religious Temple and support and auxiliary structures including maintenance and garage facilities, a distribution center, and with a maximum of 25 residential units, and a chapel building or an additional 35 residential units.
2. To the owner's agreement to abide by the following:
 - a. To the site plan received by the Department of Community Development dated July 22, 2024. Said site plan is conceptual only and must meet or exceed the requirements of the Development Code and these conditions prior to the approval of a Land Disturbance Permit. Unless otherwise noted herein, compliance with all conditions shall be in place prior to the issuance of a Certificate of Occupancy.
3. To the owner's agreement to submit to the Director of Community Development for his approval, prior to the issuance of a grading permit, a detailed landscape plan. And further, to the owner's agreement that said landscaping approved by the Director of Community Development shall be in place prior to the issuance of the Certificate of Occupancy or connection of permanent power.
4. To the owner's agreement to provide a minimum 25 foot wide natural, undisturbed, buffer, replanted where sparsely vegetated, along the entire north and south property lines in addition to the 25-foot side yard setback.
5. To the owner's agreement that the entire 40-foot setback along the Barfield Road frontage shall be a landscaped strip; and to the owner's agreement to provide a minimum 5-foot deep, 100-foot linear landscape strip parallel with Glenridge Drive property frontage. Said landscape strip along Glenridge Drive shall be planted in conformance with the landscape plan received by the Department referred to in condition 3 above, subject to approval of the Sandy Springs Arborist.

ALL THAT TRACT or parcel of land lying and being in Land Lot 35 of the 17th District of Fulton County, Georgia by the attached legal description; and

SECTION 2. That the property shall be developed in compliance with the conditions of approval, as attached to this Ordinance. Any conditions hereby approved (including any conditional site plan) do not authorize the violation of any district regulations; and

SECTION 3. That all Ordinances or part of Ordinances in conflict with the terms of this Ordinance are hereby repealed; and

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Russell K. Paul, Mayor

Attest:

Raquel D. Gonzalez, City Clerk

(Seal)

EXHIBIT A

[LEGAL DESCRIPTION]

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Mayor & City Council

September 17, 2024



SANDY SPRINGS™
GEORGIA

U24-0001

**6449 Glenridge Drive and 6450
Barfield Road**

Recommendations

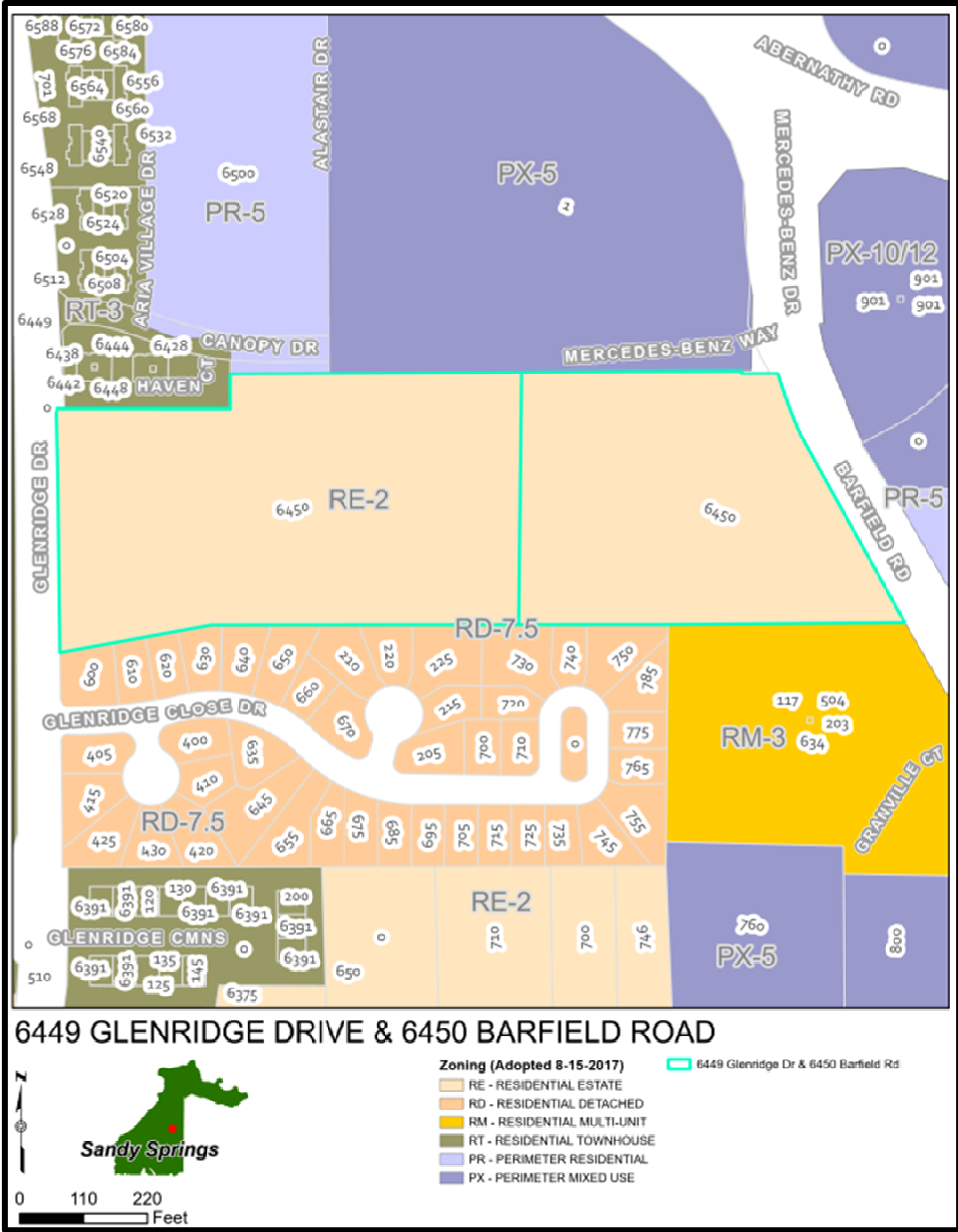
Planning Staff: Approval with Conditions

Planning Commission: Approval with Conditions

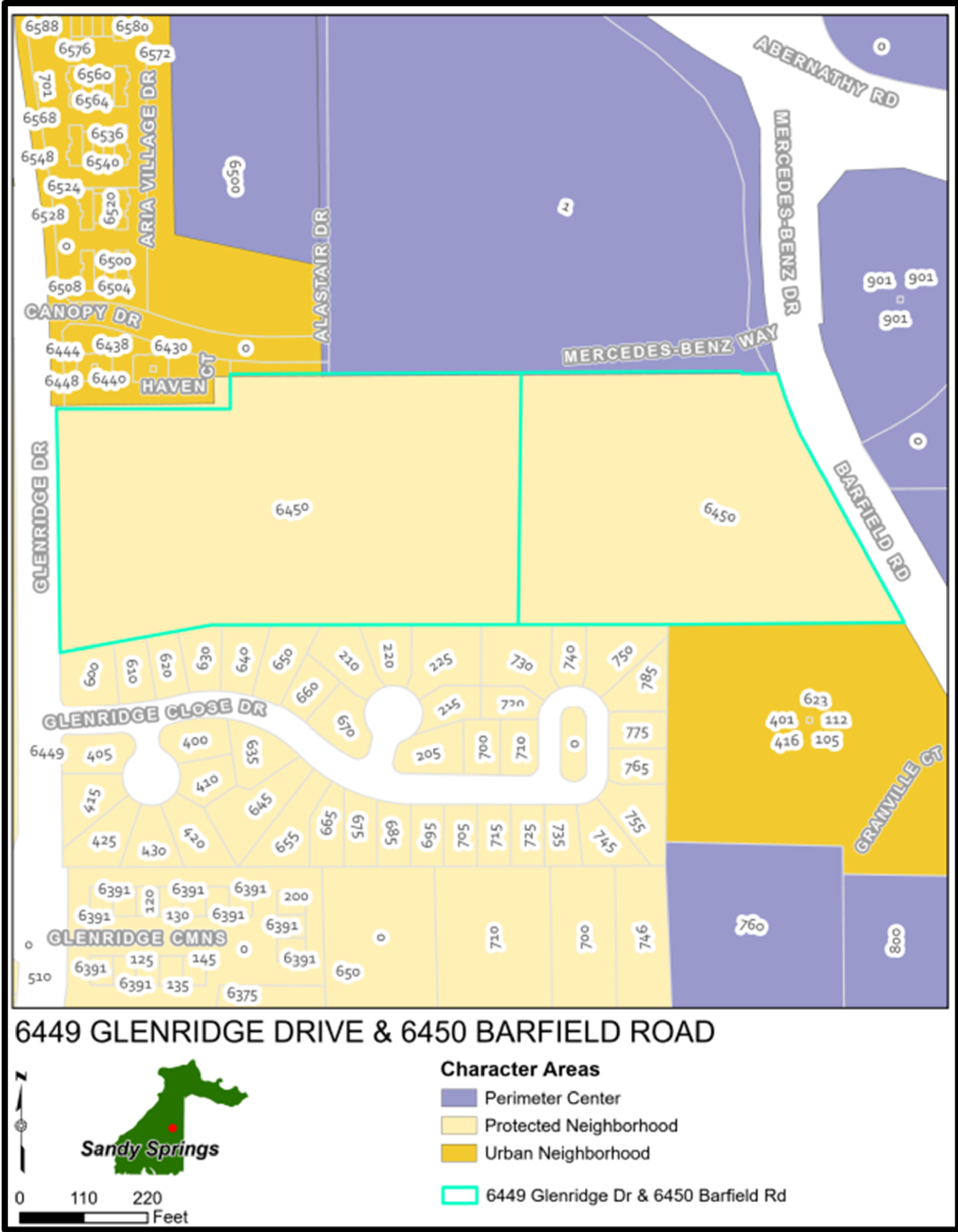
Request

Request for a Conditional Use Permit to modify the scope of expansion of an existing Place of Worship campus in the RE-2 zoning district.

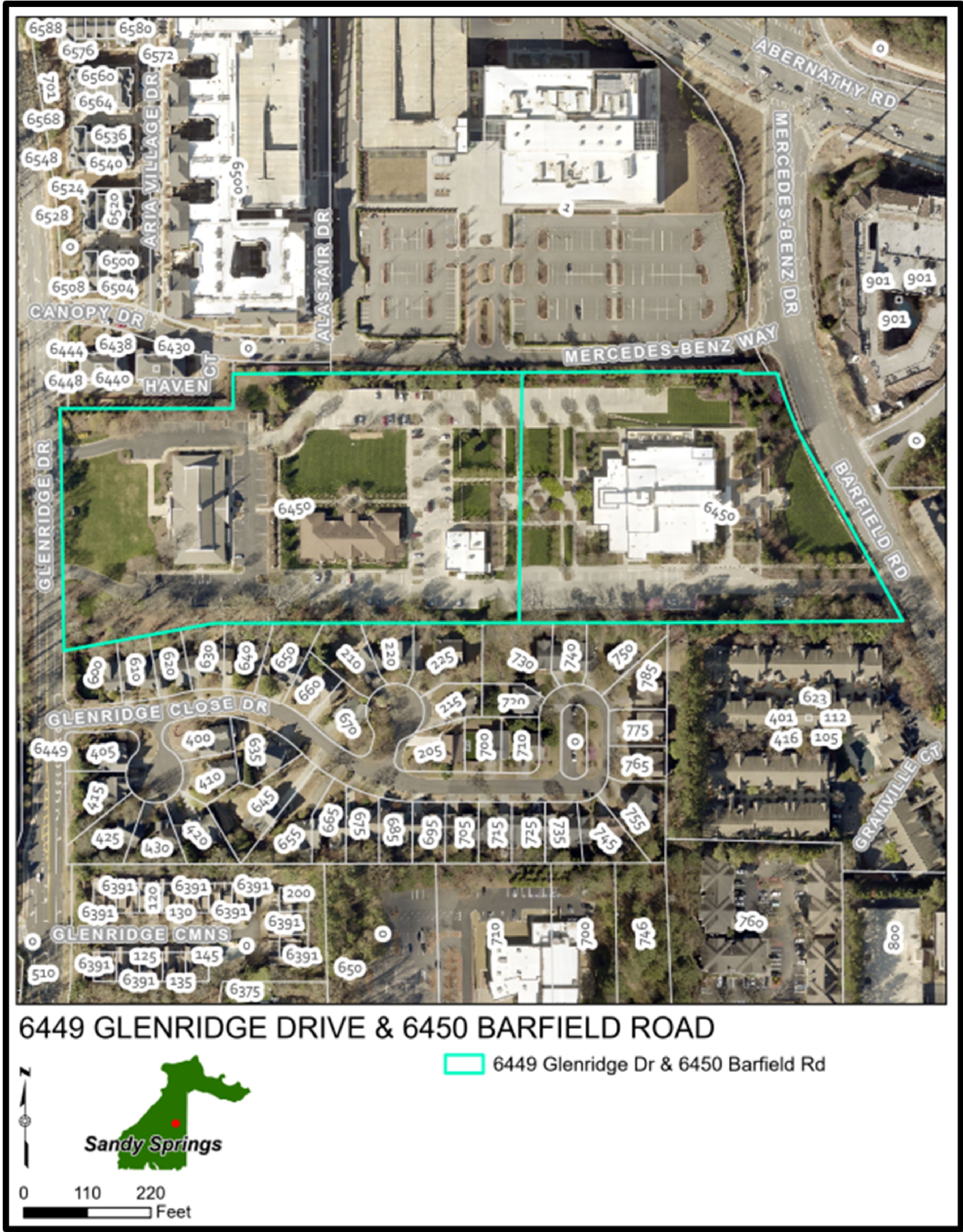
Zoning Map



Character Area Map



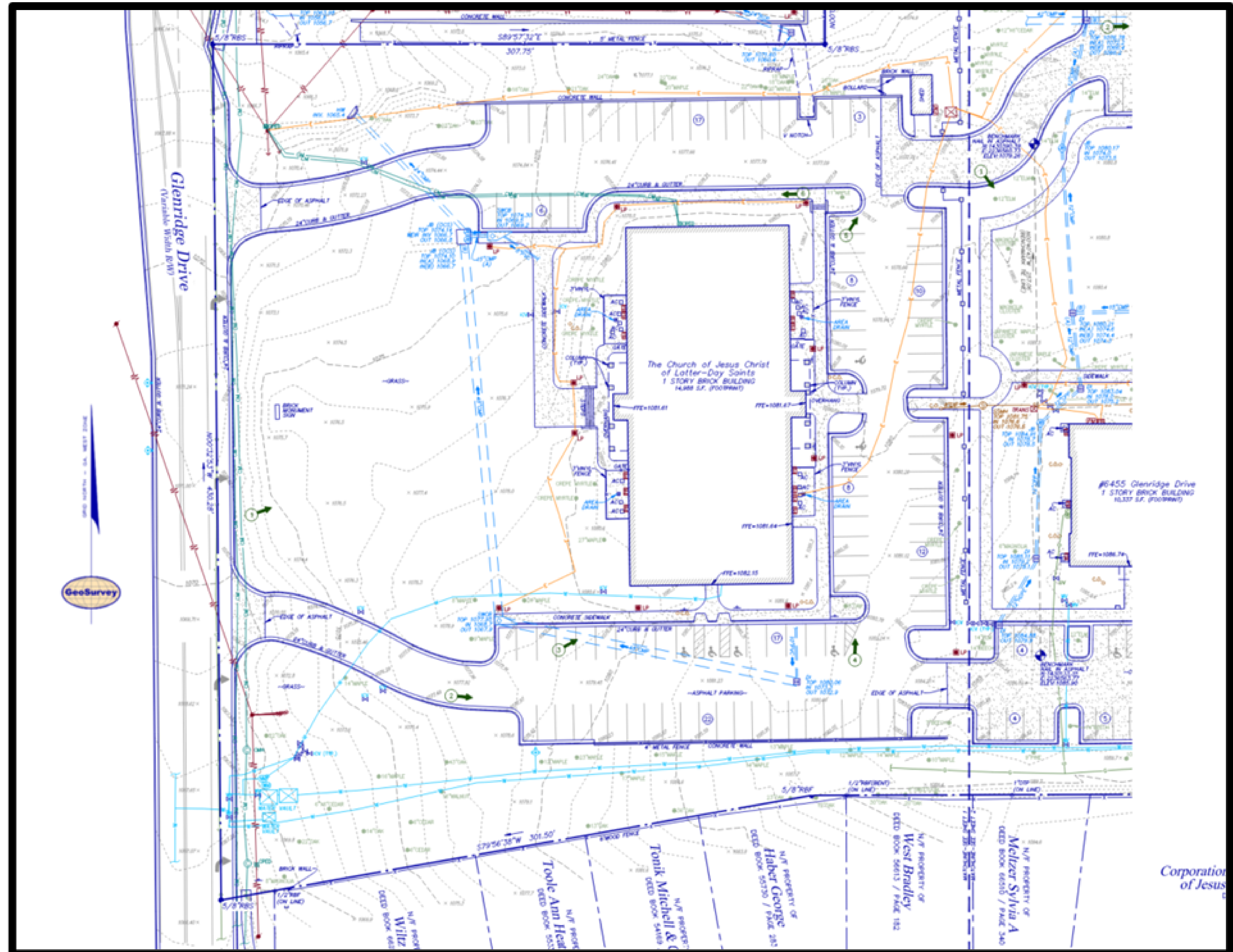
Aerial Image



Existing Development

- The 13.16-acre site is zoned RE-2 (Residential Estate – 2 acres minimum) and is broken into two parcels; one housing the temple and the other hold the meetinghouse, and bookstore.
- The meetinghouse was built in 1988 according to the applicant. The property is adjacent to the Perimeter Center district, between Glenridge Drive and Barfield Road.
- The site currently consists of a temple, a meetinghouse, and a distribution services building. To the north of the property is the Mercedes-Benz Headquarters Complex, The Alastair at Aria Village apartment complex, and Aria South townhome community.
- To the west of the property is the Aria Residential Detached subdivision. To the south is the Residential Detached subdivision, Glenridge Close, and the multifamily complex, The Granville. To the east is the North Place, townhouse community, and the Serrano, condominium complex.

Survey



Site Conditions



Front of meeting house facing east on Glenridge Drive – View of south parking lot

Site Conditions

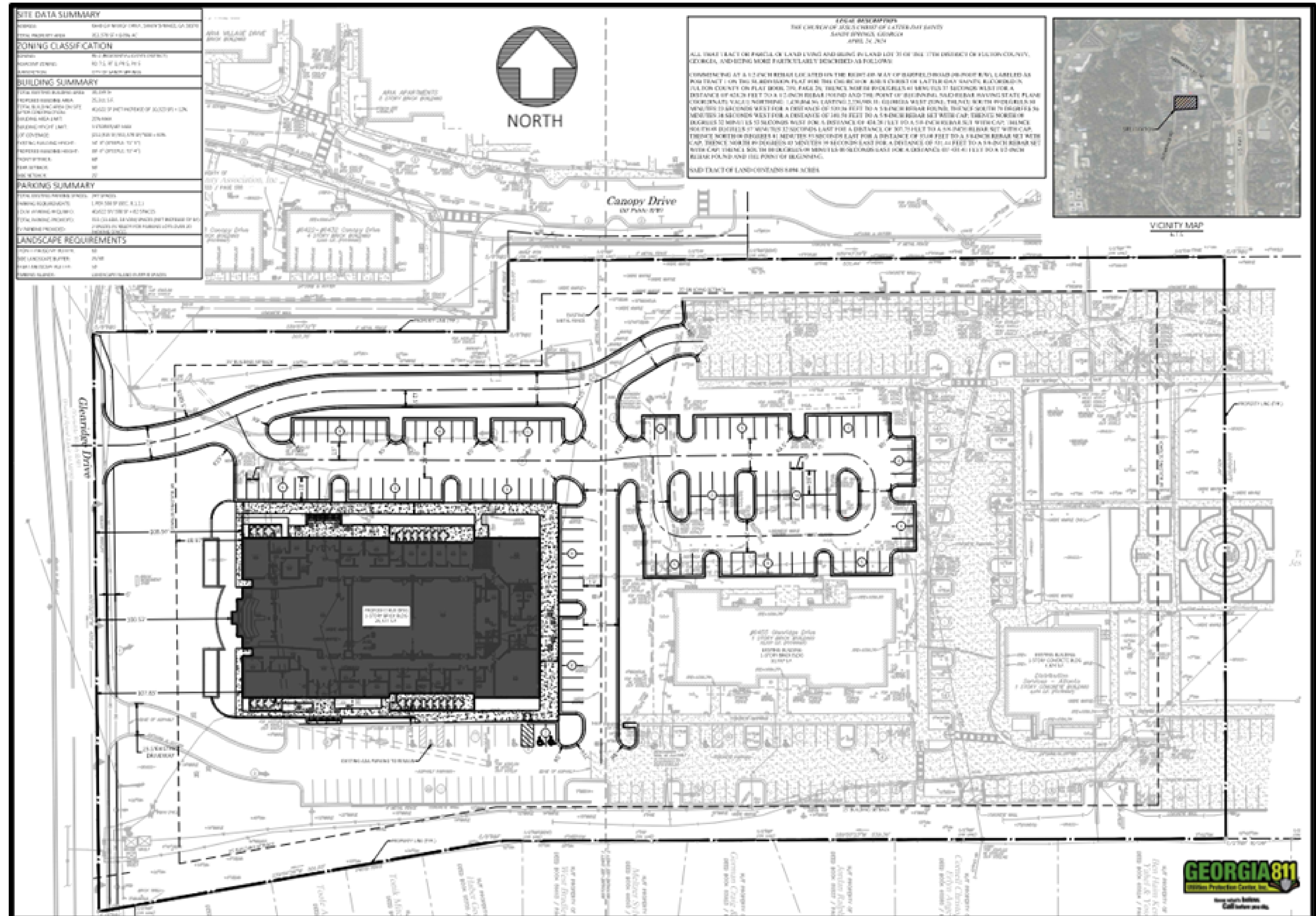


View of existing parking and buffer to the south– View of rear of meetinghouse

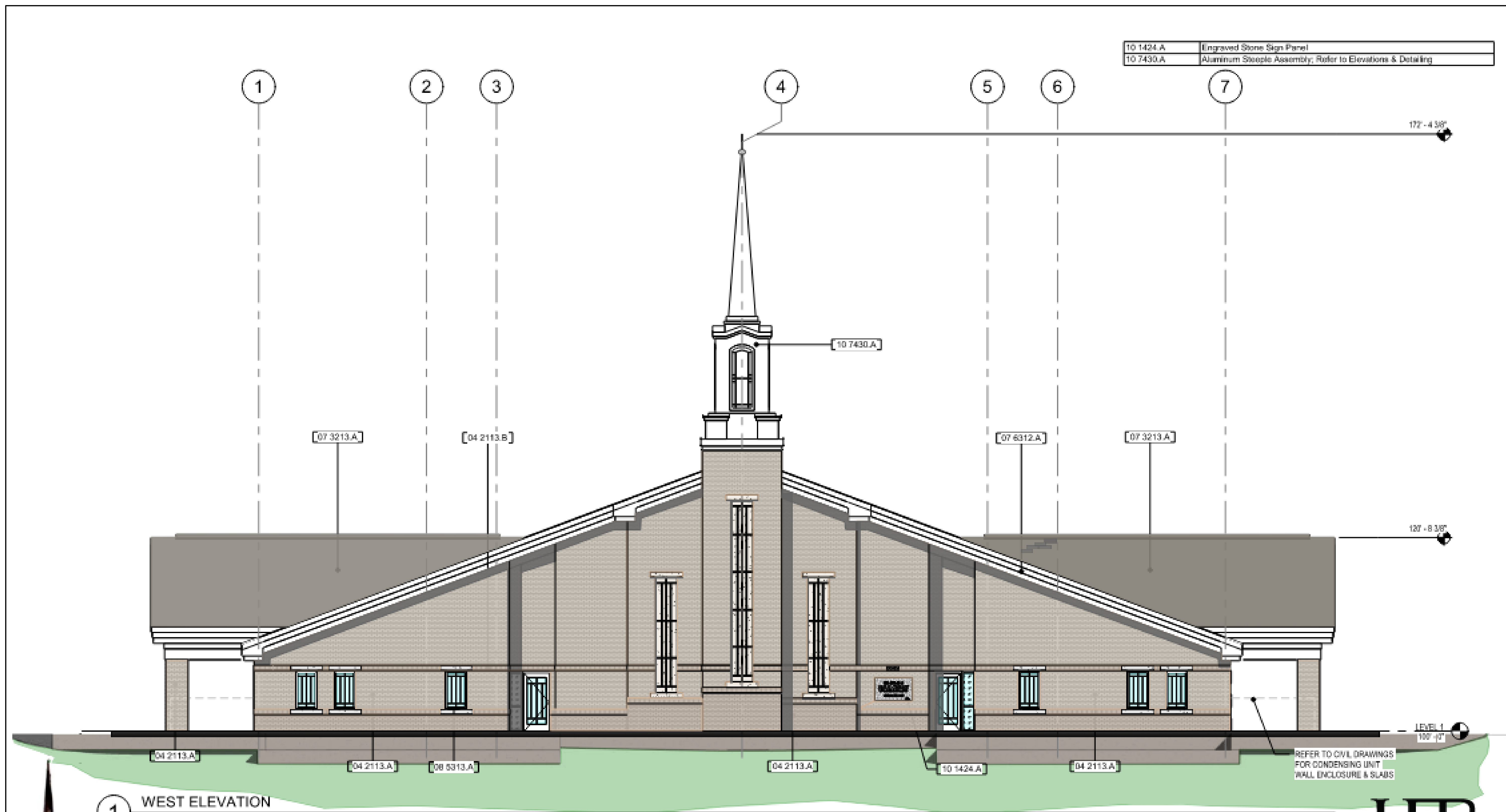
Proposed Development

- The proposed development includes replacing the existing meetinghouse and adding an additional parking lot.
- The proposed 1-story meetinghouse will have a footprint of 25,311 square feet and which represents an increase of 10,322 square feet (or increase of 12% lot coverage) from the existing structure (14,988 square feet).
- The parking lot will have a total of 311 new parking spaces, representing an increase in 64 parking spaces from the existing accessory parking (247 parking spaces). The new parking lot will include spaces for electric vehicles and ADA accessible vans.

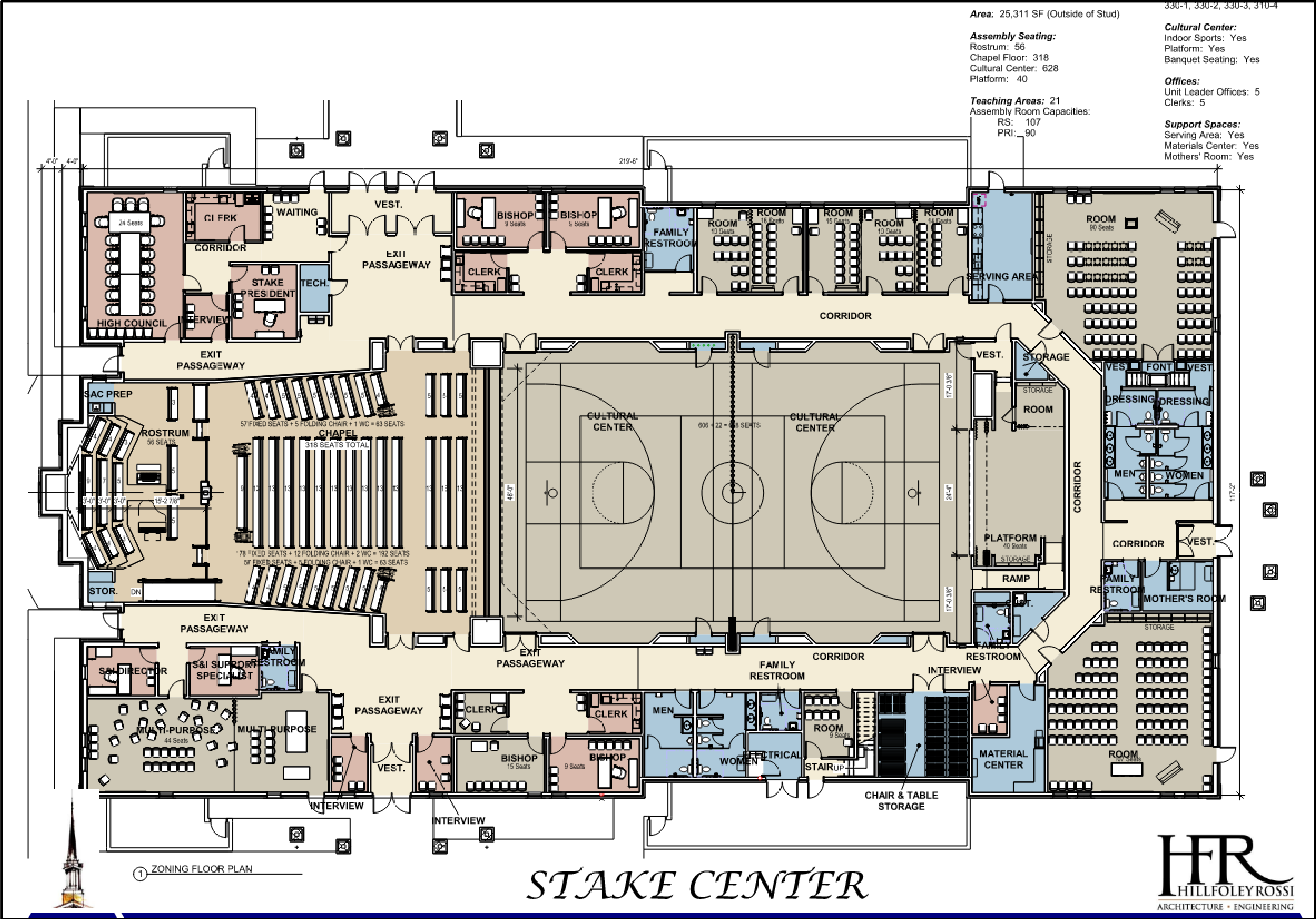
Site Plan



Renderings



Floor Plan



Conditional Use Permit Considerations:

- Use is allowed as a CUP in the RE district
- Use complies with all previous conditions, and current Development Code use standards
- Use is compatible with the existing principal use
- No potential adverse impacts are anticipated

Goals of the Comprehensive Plan:

- Maintains the “sense of place”
- Continued appropriate land use transition

Analysis:

- Proposed improvement, though somewhat significant in percentage increase would be well contained within the campus for any queuing and general containment of events
- As per the Development Code, streetscape will be improved, as well as continued and improved buffer maintenance for the betterment of the surrounding neighborhoods
- CUP will not drastically change the current operations

Recommendations

Following review, and based on the findings, Staff recommends **Approval of Conditional Use Permit U24-0001**, to modify the scope of expansion of an existing Place of Worship campus in the RE-2 zoning district, subject to the following conditions:

1. To the owner's agreement to limit use of the property to the religious Temple and support and auxiliary structures including maintenance and garage facilities, a distribution center, and with a maximum of 25 residential units, and a chapel building or an additional 35 residential units.
2. To the owner's agreement to abide by the following:
 - A. To the site plan received by the Department of Community Development dated July 22, 2024. Said site plan is conceptual only and must meet or exceed the requirements of the Development Code and these conditions prior to the approval of a Land Disturbance Permit. Unless otherwise noted herein, compliance with all conditions shall be in place prior to the issuance of a Certificate of Occupancy.
3. To the owner's agreement to submit to the Director of Community Development for his approval, prior to the issuance of a grading permit, a detailed landscape plan. And further, to the owner's agreement that said landscaping approved by the Director of Community Development shall be in place prior to the issuance of the Certificate of Occupancy or connection of permanent power.
4. To the owner's agreement to provide a minimum 25 foot wide natural, undisturbed, buffer, replanted where sparsely vegetated, along the entire north and south property lines in addition to the 25-foot side yard setback.
5. To the owner's agreement that the entire 40-foot setback along the Barfield Road frontage shall be a landscaped strip; and to the owner's agreement to provide a minimum 5-foot deep, 100-foot linear landscape strip parallel with Glenridge Drive property frontage. Said landscape strip along Glenridge Drive shall be planted in conformance with the landscape plan received by the Department referred to in condition 3 above, subject to approval of the Sandy Springs Arborist.

Additional Conditions

- 6. A minimum of four (4) security cameras shall be installed in a manner that provides coverage to the driveway entrances along Glenridge Drive and the parking areas immediately surrounding the meetinghouse/chapel.
- 7. Landscaping as approved by city arborist shall be installed along the southern property line within the required 25' side yard buffer.
- 8. Construction hours shall comply with current City Code requirements except that during the construction of the meetinghouse, Saturday construction shall be limited to interior work except in the case of an emergency.
- 9. At least 72 hours prior to any necessary blasting for construction of the meetinghouse, written notice shall be provided to the Aria and Glenridge Close homeowners' associations. Any blasting shall comply with Georgia Rules & Regulations 120-3-10-.01 et seq.
- 10. Notwithstanding Code Sec. 7.4.F.2.b, the existing parking areas between any building and the southern property line shall be allowed to remain in their current location.



SANDY SPRINGS

CITY CLERK'S OFFICE

TO: Eden Freeman, City Manager
FROM: William H. Martin, Jr., AIA, Public Works Director
DATE: August 19, 2024 Submission for the September 17, 2024 City Council Meeting
ITEM: Request for Mayor and City Council Consideration to Approve Contract Award to BackBone Infrastructure, LLC to Construct the Brandon Mill Road Sidewalk Construction Project and to Authorize the City Manager to Execute the Contract

Recommendation:

City Staff recommends contract award to be made to BackBone Infrastructure, LLC (“BackBone”) for the Brandon Mill Road Sidewalk Construction Project, [Project No. S2187 (f/k/a TS-172)] (the “Project”), and requests authorization for the City Manager to execute the contract.

Background:

The City of Sandy Springs (the “City”) plans to construct a 6-foot sidewalk on the east side of, and realign, a portion of Brandon Mill Road between Brandon Ridge Drive and Lost Forest Drive. The Project will also construct new stormwater drainage features, retaining walls, and other utility relocations required for the new pedestrian walkway. Design for the Project was completed under Project No. TS-172 and construction is funded by Project No. S-2187.

This Invitation to Bid (“ITB”) consisted of a base bid for the sidewalk and roadway alignment construction and a bid alternate for pavement surfacing. The ITB stated the low bid award determination would be that the low bid shall be lowest bidder for Total Bid Amount. The base bid will be funded by the TSPLOST program. The bid alternate will be funded by the T3000 Pavement Management Program as this portion of Brandon Mill Road has been budgeted to be resurfaced within Fiscal Year 2025.

Discussion:

On July 10, 2024, the City issued an ITB No. 25-002 seeking bids from qualified contractors to perform construction services for the Project. A pre-bid meeting was held on July 19, 2024. The following four (4) bids were received by the August 9, 2024 deadline:

Vendor Name	Base Bid	Alternate Bid	Total Bid
BackBone Infrastructure, LLC	\$1,563,513.00	\$128,863.00	\$1,692,376.00
Ohmshiv Construction, LLC	\$1,699,566.75	\$104,928.40	\$1,804,495.15

Lagniappe Development Co., Inc.	\$2,528,004.48	\$132,157.03	\$2,660,161.51
Vertical Earth, Inc.	\$2,650,838.65	\$103,146.43	\$2,753,985.08

The engineer's estimate for the Total Bid was \$2,627,716.00.

Upon review of the responses, City staff recommends that award be made to the lowest, responsible, and responsive bid from BackBone Infrastructure, LLC, to include the base bid and alternate bid, in the total amount of \$1,692,376.00.

Financial Impact:

There are adequate funds available in both the S2187 project budget and the T3000 Pavement Management Program to award the contract.

Alternatives:

The City may choose not to approve the Agreement and provide further instruction to Staff.

Review:

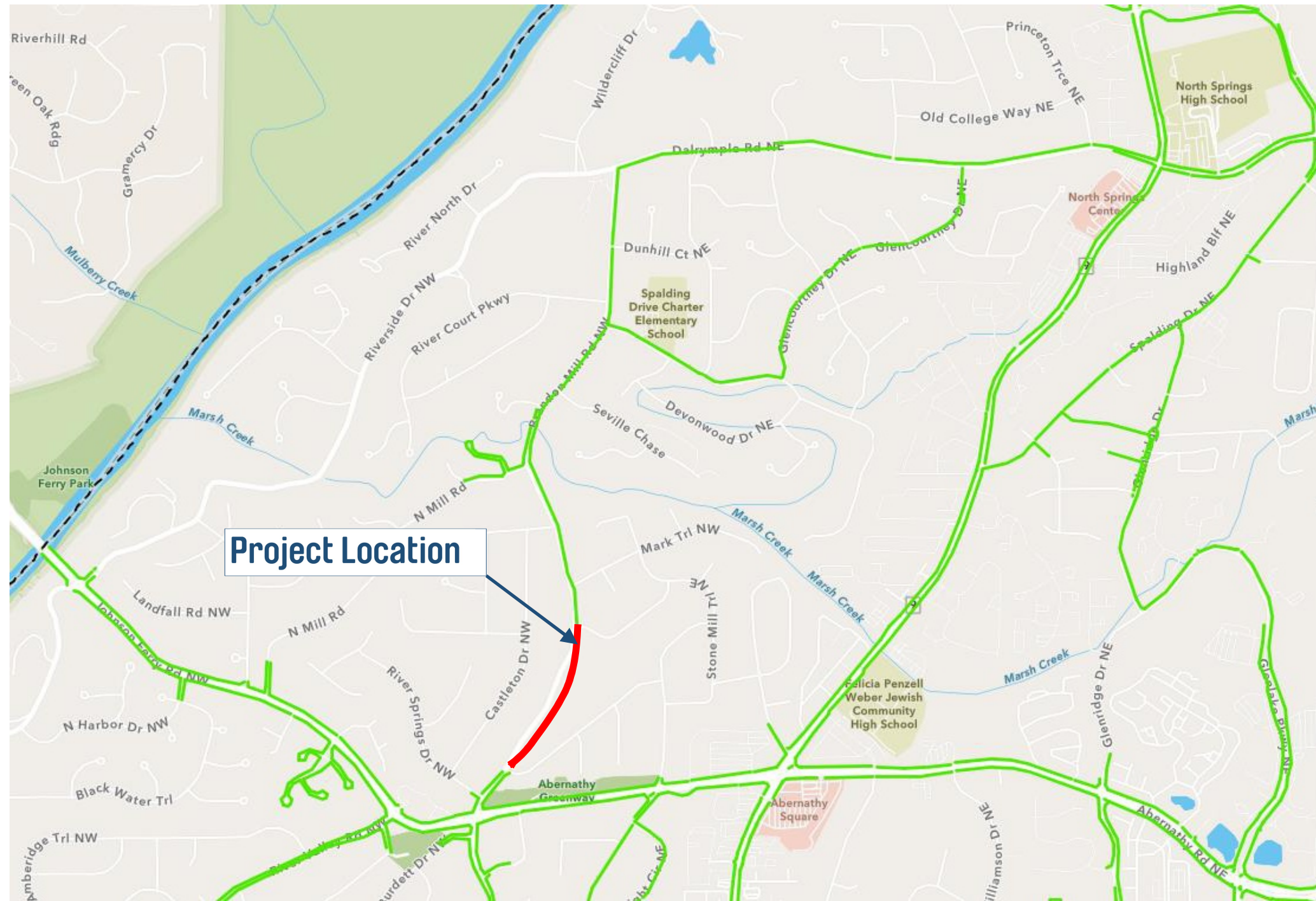
Cheryl Oslund, Administrative Coordinator
Marty Martin, Director of Public Works
Chris Owens, Assistant City Manager
Toni Carlisle, Chief Financial Officer
Dan Lee, City Attorney
Eden Freeman, City Manager

Created/Initiated - 9/5/2024
Approved - 9/5/2024
Approved - 9/6/2024
Approved - 9/13/2024
Approved - 9/13/2024
Final Approval - 9/13/2024

Attachments:

1. Vicinity Map
2. Resolution

S2187/TS172 Brandon Mill Road Sidewalk Vicinity Map



**STATE OF GEORGIA
COUNTY OF FULTON**

A RESOLUTION TO APPROVE CONTRACT AWARD TO BACKBONE INFRASTRUCTURE, LLC TO CONSTRUCT THE BRANDON MILL ROAD SIDEWALK CONSTRUCTION PROJECT AND TO AUTHORIZE THE CITY MANAGER TO EXECUTE THE CONTRACT

WHEREAS, the City of Sandy Springs (the “City”) has determined the necessity for the construction of a sidewalk and stormwater drainage project known as the Brandon Mill Road Sidewalk Construction Project (Project No.: S-2187) (the “Project”); and

WHEREAS, the Project will consist of the construction of a six (6) foot sidewalk on the east side of Brandon Mill Road, between Brandon Ridge Drive and Lost Forest Drive, and will also realign a portion of Brandon Mill Road and add new stormwater drainage features, retaining walls and other utility relocations; and

WHEREAS, to advance the Project, the City issued an Invitation to Bid No. 25-002 (“ITB”) on July 10, 2024, soliciting bids from qualified firms to construct the Project; and

WHEREAS, On August 9, 2024, the City received bids from four (4) contractors, including a bid from Backbone Infrastructure, LLC, in the amount of \$1,692,376.00 and the City determined it to be the most responsive and responsible bid to perform the Project; and

WHEREAS, the City desires to make contract award to Backbone Infrastructure, LLC in the amount of \$1,692,376.00 to perform the Brandon Mill Road Sidewalk Construction Project.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF SANDY SPRINGS, GEORGIA THAT:

1. Contract award for the Project to Brandon Mill Road Sidewalk Construction Project in the amount of \$1,692,376.00 is approved; and
2. The City Manager is authorized to execute the contract in the amount of \$1,692,376.00 with Backbone Infrastructure, LLC pending the approval of the City Attorney and the Chief Financial Officer; and
3. The City Manager and appropriate City Staff are hereby authorized to take such actions as may be deemed necessary to effectuate the intent of this Resolution.

SO RESOLVED this the 17th day of September 2024.

Approved:

Attest:

Russell K. Paul, Mayor

Raquel D. González, City Clerk

{SEAL}



TO: Eden Freeman, City Manager
FROM: William H. Martin, Jr. AIA Public Works Director
DATE: August 29, 2024 Submission for the September 17, 2024 City Council Meeting
ITEM: Request for Mayor and City Council Consideration to Approve a Contract Award to Vertical Earth, Inc. to Construct the Riverside Drive Stormwater Mitigation Phase II Project and to Authorize the City Manager to Execute the Contract

Recommendation:

City Staff recommends contract award be made to Vertical Earth, Inc. for construction of Phase II of the Riverside Drive Stormwater Mitigation Project (the "Project"), a stormwater drainage improvement project at 6695 Riverside Drive. The Stormwater Mitigation Project aims to improve the drainage system and reduce roadway flooding occurrences.

Background:

In 2021, the City engaged a consultant to develop plans to correct deficiencies in the stormwater system and roadway shoulder near the property located at 6695 Riverside Drive. The construction plans for the planned improvements project were developed and permitted, however, construction was divided into two (2) phases. Phase I construction was completed earlier in 2024. Phase II construction includes replacement of an existing concrete spillway and associated repairs. The Project will upgrade the drainage system to maximize conveyance through existing drainage pipes and reduce Riverside Drive flooding. The Project scope consists of:

- Replacing the existing failing spillway with new reinforced concrete spillway
- Upgrading and extending existing 84" diameter drop inlet
- Installing 315 square feet of grouted riprap as an overflow measure
- Constructing 187 linear feet of reinforced concrete retaining walls
- Replacing 160 linear feet of guardrail and 100 linear feet of curb and gutter

Discussion:

To advance the Project, the City issued an Invitation to Bid ("ITB") 25-005 on July 17, 2024, seeking bids from qualified contractors to construct the Project. A non-mandatory pre-bid meeting was held on July 31, 2024. Bids from three (3) contractors were received prior to the August 20, 2024 due date. Bid results were as follows:

Bidder	Bid
Vertical Earth, Inc.	\$686,400.00

North Georgia Concrete, Inc.	\$735,170.66
Baldwin Paving Company, Inc.	\$813,969.20

Upon review of the bids, City Staff recommends that contract award be made to the lowest most responsible and responsive bidder, Vertical Earth, Inc. in the amount of \$686,400.00.

Financial Impact:

The engineer's construction cost estimate for the Project is \$766,404.00. There are adequate funds available in the Stormwater Capital Maintenance and Improvements Account budget to award this contract.

Alternatives:

City Council could choose to not implement the required repairs at this time and provide further guidance to Staff.

Review:

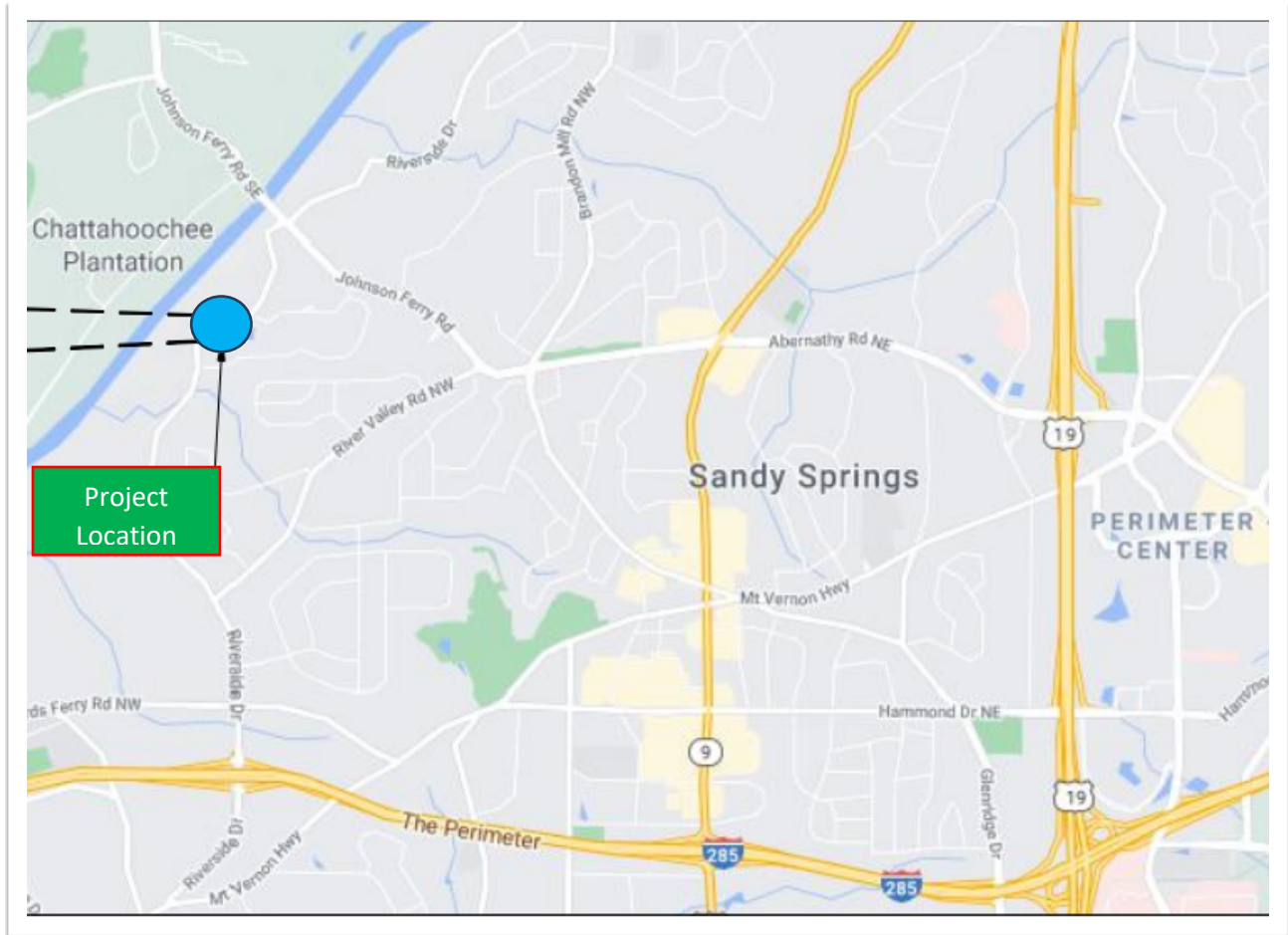
Karen Lugassy, Executive Assistant
Marty Martin, Director of Public Works
Chris Owens, Assistant City Manager
Toni Carlisle, Chief Financial Officer
Dan Lee, City Attorney
Eden Freeman, City Manager

Created/Initiated - 9/5/2024
Approved - 9/5/2024
Approved - 9/6/2024
Approved - 9/13/2024
Approved - 9/13/2024
Final Approval - 9/13/2024

Attachments:

1. Project Location
2. Resolution- Vertical Earth Inc.

6695 Riverside Drive



LOCATION MAP

**STATE OF GEORGIA
COUNTY OF FULTON**

**A RESOLUTION TO APPROVE CONTRACT AWARD TO VERTICAL EARTH, INC TO
CONSTRUCT THE RIVERSIDE DRIVE STORMWATER MITIGATION PROJECT- PHASE II
AND TO AUTHORIZE THE CITY MANAGER TO EXECUTE THE CONTRACT**

WHEREAS, the City of Sandy Springs (the “City”) has determined the necessity for the construction of a stormwater drainage improvement project at 6696 Riverside Drive, Sandy Springs (Fulton County), Georgia known as Phase II of the Riverside Drive Stormwater Mitigation Project (the “Project”); and

WHEREAS, the Project will correct certain deficiencies in the infrastructure found during a 2021 study and will replace the deficient drainage system for the roadway and reduce roadway flooding occurrences, near 6695 Riverside Drive; and

WHEREAS, to advance the Project, the City issued an Invitation to Bid No. 25-005 (“ITB”) on July 17, 2024, soliciting bids from qualified firms to construct the Project; and

WHEREAS, On August 20, 2024, the City received bids from three (3) contractors, including a bid from Vertical Earth, Inc., in the amount of \$686,400.00 and the City determined it to be the most responsive and responsible bid to perform the Project; and

WHEREAS, the City desires to make contract award to Vertical Earth, Inc. in the amount of \$686,400.00 to perform Phase II of the Riverside Drive Stormwater Mitigation Project.

**NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY
OF SANDY SPRINGS, GEORGIA THAT:**

1. Contract award for the Project to Vertical Earth, Inc. in the amount of \$686,400.00 is approved; and
2. The City Manager is authorized to execute the contract in the amount of \$686,400.00 with Vertical Earth, Inc., pending the approval of the City Attorney and the Chief Financial Officer; and
3. The City Manager and appropriate City Staff are hereby authorized to take such actions as may be deemed necessary to effectuate the intent of this Resolution.

SO RESOLVED this the 17th day of September 2024.

Approved:

Attest:

Russell K. Paul, Mayor

Raquel D. González, City Clerk

{SEAL}



SANDY SPRINGS

CITY CLERK'S OFFICE

TO: Eden Freeman, City Manager
FROM: Brent Walker, Director of Recreation and Parks
DATE: August 22, 2024 Submission for the September 17, 2024 City Council Meeting
ITEM: Request for Mayor and City Council Consideration of a Resolution to Approve a Memorandum of Understanding by and between the City of Sandy Springs, Georgia and Cumberland Academy of Georgia Inc to Collaborate on Access to City Owned Facilities and Cumberland Academy Owned Facilities for Athletic and Recreational Programming

Recommendation:

Staff recommend that the Mayor and City Council approve the attached Memorandum of Understanding regarding certain programs conducted at Hammond Park and Cumberland Academy Gymnasium.

Background:

Cumberland Academy of Georgia specializes in the needs of children in fourth through twelfth grade with high functioning Autism, Asperger's, ADD, ADHD and other learning differences. The mission of the academy is to provide a safe, supportive, educational environment in partnership with faculty, staff, students and parents. Their academic and social curriculum encourages the development of life skills essential in becoming self-sufficient adults. The Recreation and Parks Department has had a mutually beneficial relationship with Cumberland Academy over the past two years by providing facility space when needed for school programming. In return the Academy has provided the City much needed gym space for our youth basketball program.

Discussion:

Through this Memorandum of Understanding, the City would allow use of the Hammond Park athletic field and activity building at an equitable rate for the City's use of their gymnasium. The City would also partner with the Academy to provide volunteer and educational opportunities when possible.

Financial Impact:

The term of the 2024 Agreement is for one (1) initial year, with four (4) optional renewal years. There is no financial requirement in this memorandum of understanding.

Alternatives:

Council could choose to not approve the 2024 Memorandum of Understanding, make further revisions, and/or provide further direction to staff.

Review:

Brent Walker, Director of Recreation and Parks

Created/Initiated - 9/13/2024

Brent Walker, Director of Recreation and Parks
Toni Carlisle, Chief Financial Officer
Dan Lee, City Attorney
Eden Freeman, City Manager

Approved - 9/13/2024
Approved - 9/13/2024
Approved - 9/13/2024
Final Approval - 9/13/2024

Attachments:

1. Cumberland Academy MOU - Resolution
2. Cumberland Academy MOU

STATE OF GEORGIA
COUNTY OF FULTON

**A RESOLUTION TO APPROVE A MEMORANDUM OF UNDERSTANDING
BY AND BETWEEN CITY OF SANDY SPRINGS, GEORGIA
AND CUMBERLAND ACADEMY OF GEORGIA, INC.
AND TO AUTHORIZE THE CITY MANAGER TO EXECUTE THE AGREEMENT**

WHEREAS, the City and Cumberland Academy are mutually interested in, and concerned with, promoting educational and athletic opportunities for the citizens of the City of Sandy Springs through the use of City owned recreational and park facilities; and

WHEREAS, Cumberland Academy is a private special needs educational institute that looks to provide educational and athletic opportunities to their students through various educational and recreational programming; and

WHEREAS, the City desires to expand the public access to basketball facilities; and

WHEREAS, the City is the owner of certain property and facilities located at 705 Hammond Drive, Sandy Springs (Fulton County), Georgia, known as Hammond Park (the “Property”); and

WHEREAS, Cumberland Academy is in the owner of a basketball facility located at 650-A Mount Vernon Highway; and

WHEREAS, the City’s best interests are served by working with Cumberland Academy in a mutually beneficial relationship to provide its athletes with a safe place to operate its programming; and

WHEREAS, Cumberland Academy desires to suggest and conduct programming at City owned property, subject to approval by the Director of the City’s Department of Recreation and Parks or his/her designee (the “Director”); and

WHEREAS, the City desires to collaborate with Cumberland Academy, pursuant to the terms and conditions outlined in this Agreement.

NOW, THEREFORE, IT IS RESOLVED BY THE CITY COUNCIL OF THE CITY OF SANDY SPRINGS, GEORGIA, AS FOLLOWS:

1. The attached Memorandum of Understanding between the City of Sandy Springs and Cumberland Academy Inc. is hereby approved; and
2. The City Manager is authorized to the executed the Facility Use Agreement, pending the approval of the City Attorney and Chief Financial Officer; and
3. The City Manager, and appropriate City Staff, are hereby authorized to take such actions as may be necessary to effectuate the intent of this Resolution.

SO RESOLVED, this 17th day of September 2024.

Approved:

Attest:

Russell K. Paul, Mayor

Raquel D. González, City Clerk

(SEAL)

**MEMORANDUM OF UNDERSTANDING
BY AND BETWEEN
CITY OF SANDY SPRINGS, GEORGIA
AND
CUMBERLAND ACADEMY OF GEORGIA, INC.**

THIS MEMORANDUM OF UNDERSTANDING (the “Agreement”) is entered into by and between the CITY OF SANDY SPRINGS, GEORGIA (the “City”), a Georgia municipal corporation and CUMBERLAND ACADEMY OF GEORGIA, INC. (“Cumberland Academy”), a domestic not for profit corporation having a principal office address of 650-A Mount Vernon Highway, Atlanta, Georgia, 30328 (collectively referred to as the “Parties”).

WHEREAS, the City and Cumberland Academy are mutually interested in, and concerned with, promoting educational and athletic opportunities for the citizens of the City of Sandy Springs through the use of City owned recreational and park facilities; and

WHEREAS, Cumberland Academy is a private special needs educational institute that looks to provide educational and athletic opportunities to their students through various educational and recreational programming; and

WHEREAS, the City desires to expand the public access to basketball facilities; and

WHEREAS, the City is the owner of certain property and facilities located at 705 Hammond Drive, Sandy Springs (Fulton County), Georgia, known as Hammond Park (the “Property”), of which, a map of the Property is attached hereto as Exhibit “A” and incorporated herein by reference; and

WHEREAS, Cumberland Academy is in the owner of a basketball facility located at 650-A Mount Vernon Highway, of which, a map of the Property is attached hereto as Exhibit “B” and incorporated herein by reference; and

WHEREAS, the City’s best interests are served by working with Cumberland Academy in a mutually beneficial relationship to provide its athletes with a safe place to operate its programming; and

WHEREAS, Cumberland Academy desires to suggest and conduct programming at City owned property, subject to approval by the Director of the City’s Department of Recreation and Parks or his/her designee (the “Director”); and

WHEREAS, the City desires to collaborate with Cumberland Academy, pursuant to the terms and conditions outlined in this Agreement.

NOW, THEREFORE, in consideration of the obligations set forth below and other good and valuable consideration, the adequacy of which is hereby acknowledged, the Parties agree as follows:

I. COOPERATION.

Each Party hereby agrees to cooperate with the other Party in a reasonable manner and as reasonably requested by the other Party, to accomplish the purposes of this Agreement.

II. CITY'S RESPONSIBILITIES.

A. In connection with the Property, the City shall provide and pay all utility expenses, including, but not limited to, electricity, water, gas, garbage pickup, and pest control. The City shall be responsible for regular maintenance of the Property, and major repairs to the Property, as the need arises.

B. The City agrees to provide space at the Property for Cumberland Academy's College courses that are held throughout the school year, in accordance with the schedule attached hereto as Exhibit "D" and incorporated herein by reference.

C. The City agrees to provide, if available, the Property for open house events as needed, pending the approval of the City's Director of Recreation and Parks or his/her designee.

D. The City agrees to provide field space for Cumberland Academy's sporting events and practices.

E. The City agrees to host, on a monthly basis, as available, through the Initial Term of this Agreement, and any subsequent Renewal Term, educational courses for Cumberland Academy's students, such as nature walks, for educational purposes.

F. The City agrees to provide general cleanup opportunities, as well as outdoor work for Cumberland Academy's students.

III. CUMBERLAND ACADEMY'S RESPONSIBILITIES.

A. Cumberland Academy shall grant to the City, the use of their basketball court space and gym according to the schedule attached hereto as Exhibit "C" and incorporated herein by reference.

B. Cumberland Academy shall coordinate with the City, subject to approval by the Director to maintain and operate programs at the Property in accordance with this Agreement and all City policies and procedures applicable to activities on the Property.

C. Cumberland Academy shall provide the City with facilities to operate its indoor programming.

D. Cumberland Academy may propose, organize and hold various educational, passive, recreational and general programs at the Property. Before initiating any activity, Cumberland Academy shall submit to the City: all program information including, but not limited to:

- 1) A description of the program itself;
- 2) The program schedule;
- 3) Any fees to be charged in connection with the program. The City shall either approve or deny the program within a reasonable time from Cumberland Academy's submission of program information.

E. Cumberland Academy shall promptly notify the City if it identifies an open and obvious condition at the Property that requires maintenance or repair, or a condition that poses a health risk to visitors or other personnel.

F. Cumberland Academy acknowledges that the Property has been booked/reserved for certain dates, and not available to Cumberland Academy during the dates and times as further detailed in Exhibit “B”, attached hereto and incorporated herein by reference.

G. Any intermittent use of City facilities or Cumberland Academy must be approved by the respective entities.

IV. INSURANCE & INDEMNIFICATION.

A. INSURANCE.

- 1) Cumberland Academy shall purchase and maintain at its own expense, during the Term, insurance coverage, without interruption, with a viable and reputable insurer, as further described in Exhibit “D”, attached hereto and incorporated herein by reference.
- 2) The City agrees to carry and maintain the insurance coverage(s), as further described in Exhibit “K”, attached hereto and incorporated herein by reference.

B. **INDEMNIFICATION.** Cumberland Academy hereby warrants, represents, conveys and agrees to release, indemnify, save and hold harmless the City, its Mayor, Council Members, officers, employees, subcontractors, successors, assigns and agents from and against any and all claims, losses, liabilities, damages, deficiencies, expenses, or costs (including, without limitation, reasonable attorney’s fees, investigative and/or legal expenses, and costs of judgment, settlements, and court costs) suffered or incurred by such parties whether arising in tort, contract, strict liability, or otherwise and including, without limitation, personal injury, negligence, wrongful death, or property damage, regardless of the outcome of any such action, proceeding, or investigation caused by, related to, based upon, or arising out of Cumberland Academy’s operations and activities under this Agreement. The language of this indemnification clause shall survive the termination of this Agreement, even if the City terminates this Agreement for convenience.

V. E-VERIFY, DRUG-FREE WORKPLACE CERTIFICATION & PUBLIC BENEFIT CONTRACTOR’S AFFIDAVIT

Cumberland Academy shall execute and submit to the City the state-required affidavits, including Exhibit “E” - *Certification Of Sponsor Drug-Free Workplace*; Exhibit “F” - *Affidavit Verifying Status For City Public Benefit Application*; Exhibit “G” - *Contractor Affidavit Under O.C.G.A. § 13-10-91(B)(1) Of The Georgia Security And Immigration Compliance Act*; Exhibit “H” - *Corporate Certificate*; and Exhibit “I” - *Notice To Contractor- Compliance With Title Vi Of The Civil Rights Of 1964*. Exhibits “F” thru “I” are attached hereto and incorporated herein by reference, prior to or in conjunction with its execution of this Agreement.

VI. TERM & TERMINATION.

A. Unless terminated by mutual agreement of the Parties, or in accordance with other terms and provisions contained herein, this Agreement shall be effective for an initial term (the “Initial Term”) commencing at midnight on September 17, 2024, and terminating on midnight on September 17, 2025 absolutely and without further obligation of any kind on the part of the City. Thereafter, this Agreement shall renew automatically for up to five (5) consecutive twelve (12) month periods (the “Renewal Term”), unless: (i) the funds being allocated for this purpose by the City are discontinued; and/or (ii) either party delivers written notice to the other party at least thirty (30) days prior to the expiration of the then existing Term. If funds are discontinued or written notice of non-renewal is given, the Agreement will terminate upon expiration of the then existing Term.

B. In the event that the City or Cumberland Academy determines that it is no longer in its best interest to continue the cooperation outlined in this Agreement, the City or Cumberland Academy may terminate this Agreement by giving at least thirty (30) days' prior notice in writing to the other Party.

VII. DEFAULT.

Any failure or refusal on the part of either party to observe, comply with, or otherwise fulfill or satisfy any of its requirements or obligations hereunder within thirty (30) days of a default, following the mailing by certified mail, postage prepaid, return receipt requested, of written notice thereof from the other party, shall be deemed an event of default hereunder, whereupon the non-defaulting party may immediately terminate this Agreement upon written notice to the defaulting party.

VIII. NOTICES.

Any notice or communication required or permitted under this MOU shall be sufficiently given if delivered in person or by certified mail, return receipt requested, to the address set forth below or to such other address as one party may have furnished to the other party in writing to wit:

A. If to the City:

Eden Freeman, City Manager
1 Galambos Way
Sandy Springs, GA 30328
EFreeman@SandySpringsGA.gov

With Copies to:

Daniel W. Lee, City Attorney
1 Galambos Way
Sandy Springs, GA 30328
DLee@fmglaw.com

Brent Walker, Director of Recreation & Parks
1 Galambos Way
Sandy Springs, GA 30328
BWalker@SandySpringsGA.gov

B. If to Cumberland Academy:

Jennifer St. John Assistant Head of School
650-A Mount Vernon Highway
Atlanta, Georgia 30328

IX. RELATIONSHIP OF THE PARTIES & NON-ASSIGNMENT.

Neither this Agreement nor any actions of the Parties or their officers or employees will create any agency relationship, joint venture, or other affiliation between the City and Cumberland Academy. The City is not an agent or representative of Cumberland Academy and Cumberland Academy is not an agent or representative of the City. Except as otherwise qualified by this Agreement, Cumberland Academy shall be solely responsible for its activities in accordance with this Agreement. Neither party shall delegate away its responsibility and obligations under the Agreement or assign any rights it may have under it without the prior express written consent of the other.

X. GENERAL PROVISIONS.

A. GOVERNING LAW. This Agreement shall be governed in all respects, as to validity, construction, and capacity performance or otherwise, by the laws of the State of Georgia.

B. STANDARD OF PERFORMANCE & COMPLIANCE WITH LAW. Cumberland Academy warrants and represents that it possesses the special skill and professional competence, expertise and experience to undertake the obligations imposed by this Agreement. Cumberland Academy agrees to perform in a diligent, efficient, competent and skillful manner commensurate with that degree of care and skill ordinarily exercised by members of the same profession currently practicing under similar circumstances, and otherwise to perform as is necessary to undertake the requirements of this Agreement. Cumberland Academy warrants and represents that it will, at all times, observe and comply with all federal, state, local and municipal ordinances, rules, and regulations, relating to its obligations under this Agreement or which in any manner affect this Agreement.

C. REVISIONS & AMENDMENTS. If for any reason this Agreement shall need to be revised or otherwise amended, then such revision or amendment shall be carried out and agreed to in writing by Cumberland Academy and the City, and any such revision or amendment shall become a part of the Agreement. All amendment shall either revise specific provisions of the Agreement or shall provide for new provisions to become a part of the Agreement. All other provisions of the Agreement not otherwise affected shall remain in effect and unchanged.

D. NO WAIVER. Any delay or omission to exercise any right or power accruing upon default, or any waiver or failure by the City or Cumberland Academy to insist upon the strict performance of any of the requirements and obligations hereunder, shall not be deemed to be a waiver of any other requirement or obligation hereunder, or otherwise restrict the right to insist upon strict performance of any such requirement or obligation.

E. HEADINGS. The section headings contained in this Agreement are for reference only and shall in no way define, limit or describe the scope of this Agreement or the intentions of the parties hereto, and shall in no way affect the meaning and interpretation of this Agreement.

F. SEVERABILITY. If any term or provision of this Agreement or the application thereof to any person or circumstance shall be invalid or unenforceable to any extent, the remainder of this Agreement, or the application of such term or provision to persons or circumstances other than those as to which it is held invalid or unenforceable, shall not be affected thereby, and each term and provision of this Agreement shall be valid and enforceable to the maximum extent permitted by law.

G. ENTIRE AGREEMENT. This Agreement constitutes the entire arrangement between the City and Cumberland Academy, superseding any and all prior agreements, proposals, or understandings relating to any of the subject matter hereof, and there are no further written or oral arrangements or understandings with respect hereto.

- 1) No variation or modification of this Agreement and no waiver of its provisions shall be valid unless mutually agreed by the Parties, in writing and signed by the City and Cumberland Academy's duly authorized representatives.
- 2) This Agreement may be executed in counterparts with electronic signatures to be deemed valid and binding.

{SIGNATURE PAGE TO FOLLOW}

IN WITNESS WHEREOF, the Parties hereunto set their hands and seals.

CITY OF SANDY SPRINGS, GEORGIA

By: _____
Eden Freeman, City Manager

Date

Attest:

Approved as to form:

By: _____
Raquel D. González, City Clerk

By: _____
Daniel W. Lee, City Attorney

{SEAL}

CUMBERLAND ACADEMY OF GEORGIA, INC.

By: _____
Jennifer St. John Assistant Head of School

Date

Attest/Witness:

By: _____
Valerie Siciliano, C.F.O.

{CORPORATE SEAL}

EXHIBITS

EXHIBIT "A"	MAP OF HAMMOND PARK
EXHIBIT "B"	MAP OF CUMBERLAND ACADEMY
EXHIBIT "C"	CUMBERLAND ACADEMY'S RESPONSIBILITIES
EXHIBIT "D"	CITY'S RESPONSIBILITIES
EXHIBIT "E"	INSURANCE REQUIREMENTS
EXHIBIT "F"	CERTIFICATION OF SPONSOR DRUG-FREE WORKPLACE
EXHIBIT "G"	AFFIDAVIT VERIFYING STATUS FOR CITY PUBLIC BENEFIT APPLICATION
EXHIBIT "H"	CONTRACTOR AFFIDAVIT UNDER O.C.G.A. § 13-10-91(B)(1) OF THE GEORGIA SECURITY AND IMMIGRATION COMPLIANCE ACT
EXHIBIT "I"	CORPORATE CERTIFICATE (<i>IF APPLICABLE</i>)
EXHIBIT "J"	NOTICE TO CONTRACTOR- COMPLIANCE WITH TITLE VI OF THE CIVIL RIGHTS OF 1964
EXHIBIT "K"	CITY'S INSURANCE COVERAGE(S)

EXHIBIT "A"
MAP OF HAMMOND PARK (THE "PROPERTY")
705 HAMMOND DRIVE, SANDY SPRINGS, GEORGIA 30328



EXHIBIT "B"
MAP OF CUMBERLAND ACADEMY



EXHIBIT "C"
CUMBERLAND ACADEMY'S RESPONSIBILITIES

- Cumberland Academy agrees to provide gym use for athletic programs, such as basketball practices in the evenings from September-March.
- Cumberland Academy agrees to provide gym use for athletic programs, such as basketball training opportunities during the evening of summer months.
 - Summer basketball training offered in June/July
- Access and usage of facilities, for programs and activities, will be equivalent between both parties.
- Any intermittent use of City facilities or Cumberland Academy must be approved by the respective entities

EXHIBIT "D"
CITY'S RESPONSIBILITIES

- City agrees to provide space at Hammond Park community building for Cumberland's College courses being held throughout the school year. The City also agrees that, if available, they will provide the same facility for open house events as needed.
- City agrees to provide field space for Cumberland Academy's sporting events and practices.
- City agrees to host monthly, as available, educational courses for Cumberland Academy such as nature walks and educational purposes.
- City agrees to provide general cleanup opportunities or outdoor work for Cumberland Academy students.
- Access and usage of facilities, for programs and activities, will be equivalent between both parties.
- Any intermittent use of City facilities or Cumberland Academy must be approved by the respective entities

EXHIBIT “E”
INSURANCE REQUIREMENTS

Cumberland Academy shall procure and maintain for the duration of this Agreement, at its sole cost and expense, such insurance as will fully protect it and the City and the City’s appointed and elected officials, departments, agencies, boards, commissions, its officers, agents, employees and volunteers from incidents, accidents and claims for personal injury, bodily injury, and property damage.

The following is the minimum insurance coverage and limits that Cumberland Academy must maintain. If Cumberland Academy maintains broader coverage or higher limits than those shown below, the City requires and shall be entitled to all coverage and for higher limits maintained by Cumberland Academy. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the City.

1) **WORKERS’ COMPENSATION & EMPLOYER’S LIABILITY INSURANCE.** Workers’ Compensation Insurance in compliance with the applicable Workers’ Compensation Act(s) of the state(s) wherein the work is to be performed or where jurisdiction could apply in amounts required by statutes. Employer’s Liability Insurance, with limits of liability of not less than \$500,000.00 per accident for bodily injury or disease.

2) **COMMERCIAL GENERAL LIABILITY INSURANCE.** Commercial General Liability Insurance, including contractual liability insurance, products and completed operations, personal injury, bodily injury, property damage and advertising injury, and any other type of liability for which this Contract applies with limits of liability of not less than \$1,000,000.00 each occurrence/ \$2,000,000.00 policy aggregate for personal injury, bodily injury, and property damage. Commercial General Liability Insurance shall be written on an “occurrence” form.

3) **AUTOMOBILE LIABILITY INSURANCE.** Automobile Liability Insurance with limits of liability of not less than \$1,000,000.00 per accident for bodily injury and property damage. Insurance shall include all owned, non-owned and hired vehicle liability.

4) **OTHER INSURANCE PROVISIONS.** The aforementioned insurance policies shall contain or be endorsed to contain, the following:

a) A provision that coverage afforded under such policies shall not expire, be canceled or altered without at least forty-five (45) days’ prior written notice to the City.

b) Workers’ Compensation and Employer’s Liability and Property insurance policies shall contain a waiver of subrogation in favor of the City, its appointed and elected officials, departments, agencies, boards, commissions, its officers, agents, employees and volunteers.

c) Commercial Employer’s Liability and General Liability insurance policies shall include an appropriate endorsement making the City, its appointed and elected officials, departments, agencies, boards, commissions, its officers, agents, employees and volunteers Additional Insureds under such policies. A copy of these endorsements shall be provided to the CFO.

5) **CERTIFICATES OF INSURANCE & VERIFICATION OF INSURANCE COVERAGE.**

Cumberland Academy shall furnish the City with original certificates of insurance, additional insured, waiver of subrogation, and amendatory endorsements. All certificates and endorsements are to be received and approved by the CFO prior to commencement of operations and activities at the Park pursuant to this Agreement.

EXHIBIT “F”
CERTIFICATION OF SPONSOR DRUG-FREE WORKPLACE

I hereby certify that I am a principal and duly authorized representative of Cumberland Academy Of Georgia, Inc. (“Cumberland Academy”) whose address is 650-A Mount Vernon Highway, Atlanta, Georgia 30328, and I further certify that:

- 1) The provisions of *O.C.G.A. § 50-24-1* through *50-24-6* relating to the “Drug-Free Workplace Act” have been complied with in full; and
- 2) A drug-free workplace will be provided for Cumberland Academy employees, volunteers and subcontractors during the performance of the Agreement; and
- 3) Each subcontractor hired by Cumberland Academy shall be required to ensure that the subcontractor’s employees are provided a drug-free workplace. Cumberland Academy shall secure from that subcontractor the following written certification:

“As part of the subcontracting agreement with Cumberland Academy of Georgia, Inc., _____ certifies to Cumberland Academy of Georgia, Inc. that a drug-free workplace will be provided for the Subcontractor’s employees during the performance of this Agreement pursuant to O.C.G.A. § 50-24-3(b)(7).”

The undersigned will not engage in unlawful manufacture, sale, distribution, dispensation, possession, or use of a controlled substance or marijuana during the performance of the Agreement.

CUMBERLAND ACADEMY OF GEORGIA, INC.:

Signature

Date

Print

Title

EXHIBIT "G"
AFFIDAVIT VERIFYING STATUS FOR CITY PUBLIC BENEFIT APPLICATION

By executing this affidavit under oath, as an applicant for a City of Sandy Springs, Georgia Business License or Occupation Tax Certificate, Alcohol License, Taxi Permit, execution of contract or other public benefit as referenced in *O.C.G.A. §50-36-1*, I am stating the following with respect to my application for a City of Sandy Springs license/permit and/or contract for:

{Name of natural person applying on behalf of individual, business, corporation, partnership, or other private entity}

CHECK ONE (1):

_____ I am a United States citizen.
MUST PROVIDE A COPY OF YOUR PASSPORT AND DRIVERS LICENSE.
OR

_____ I am a legal permanent resident 18 years of age or older OR I am an otherwise qualified alien or non-immigrant under the Federal Immigration and Nationality Act 18 years of age or older and lawfully present in the United States.
MUST PROVIDE ONE (1) OF THE FOLLOWING FORMS OF IDENTIFICATION:

- PERMANENT RESIDENT CARD
- EMPLOYMENT AUTHORIZATION
- GREEN CARD

Alien Registration Number
(For Non-Citizens)

In making the above representation under oath, I understand that any person who knowingly and willfully makes a false, fictitious, or fraudulent statement or representation in an affidavit shall be guilty of a violation of *O.C.G.A. §16-10-20*.

Signature

Print

Title

Subscribed and sworn before me, this
_____ day of _____ 20__.

{S.E.A.L.}

Notary Public
My Commission Expires: _____

EXHIBIT “H”
CONTRACTOR AFFIDAVIT UNDER O.C.G.A. § 13-10-91(B)(1) OF THE GEORGIA
SECURITY AND IMMIGRATION COMPLIANCE ACT

- I. By executing this affidavit, the undersigned contractor verifies its compliance with O.C.G.A. § 13-10-91, stating affirmatively that the individual, firm or corporation which is engaged in the physical performance of services on behalf of the City of Sandy Springs has registered with, is authorized to use and uses the federal work authorization program commonly known as E-Verify, or any subsequent replacement program, in accordance with the applicable provisions and deadlines established in O.C.G.A. § 13-10-91.
- II. Furthermore, the undersigned contractor will continue to use the federal work authorization program throughout the contract period and the undersigned contractor will contract for the physical performance of services in satisfaction of such contract only with subcontractors who present an affidavit to the contractor with the information required by O.C.G.A. § 13-10-91(b).
- III. Contractor hereby agrees to comply with all applicable provisions and requirements of the Georgia Security and Immigration Compliance Act of 2006 (the “Act”), as codified in O.C.G.A. §§ 13-10-90 and 13-10-91 and regulated in Chapter 300-10-1 of the Rules and Regulations of the State of Georgia, "Public Employers, Their Contractors and Subcontractors Required to Verify New Employee Work Eligibility Through a Federal Work Authorization Program," accessed at <http://www.dol.state.ga.us>, as further set forth below.
- IV. Contractor agrees to verify the work eligibility of all newly hired employees through the U.S. Department of Homeland Security’s Employment Eligibility Verification (EEV) / Basic Pilot Program, accessed through the Internet at <https://www.vis-dhs.com/EmployerRegistration>, in accordance with the provisions and timeline found in O.C.G.A. § 13-10-91 and Rule 300-10-1-.02 of the Rules and Regulations of the State of Georgia.
- V. Contractor understands that the contractor and subcontractor requirements of the Act apply to contracts for, or in connection with, the physical performance of services within the State of Georgia.
- VI. Contractor further agrees to require O.C.G.A. §§13-10-90 and 13-10-91 compliance in all written agreements with any subcontractor employed by Contractor to provide services connected with the Agreement, as required pursuant to O.C.G.A. § 13-10-91.
- VII. Contractor agrees to obtain from any subcontractor that is employed by Contractor to provide services connected with the Agreement, the subcontractor’s indication of the employee number category applicable to the subcontractor.
- VIII. Contractor agrees to secure from any subcontractor engaged to perform services under this Agreement an executed “Subcontractor Affidavit,” as required pursuant to O.C.G.A. § 13-10-91 and Rule 300-10-1-.08 of the Rules and Regulations of the State of Georgia, which rule can be accessed at <http://www.dol.state.ga.us>.
- IX. Contractor agrees to maintain all records of the subcontractor’s compliance with O.C.G.A. §§ 13-10-90 and 13-10-91 and Chapter 300-10-1 of the Rules and Regulations of the State of Georgia.

{Schedule “G” Continued On The Following Page}

CONTRACTOR HEREBY ATTESTS THAT ITS FEDERAL WORK AUTHORIZATION USER IDENTIFICATION NUMBER AND DATE OF AUTHORIZATION ARE AS FOLLOWS:

Name of Contractor: _____

Name of Project: _____

Federal Work Authorization User Identification Number: _____

Date of Authorization: _____

OR

_____ I certify that I am a contractor with no employees, and I have no intent to hire employees to fulfill this contract. Attached is a copy of my state issued drivers' license in lieu of the affidavit required by O.C.G.A. §13-10-91(b), as well as the state issued drivers' license for every independent contractor to be utilized by me in the fulfillment of this contract. I understand that each drivers' license or identification card is acceptable only if it is issued by a state that verifies lawful immigration status prior to issuance and otherwise complies with all other requirements of O.C.G.A. §13-10-91(b)(5).

I HEREBY DECLARE under penalty of perjury that the foregoing is true and correct.

Executed on this _____ day of _____, _____ in _____, _____

(State)

Signature

Print

Title

Subscribed and sworn before me, this
_____ day of _____ 20__.

Notary Public
My Commission Expires: _____

{S.E.A.L.}

EXHIBIT "I"
CORPORATE CERTIFICATE
(IF APPLICABLE)

I, _____, certify that I am the Secretary of the Corporation named as Contractor in the foregoing Agreement; that _____, who signed said Agreement on behalf of the Contractor, was then *(title)* _____ of said Corporation; that said Agreement was duly signed for and on behalf of said Corporation by authority of its governing body, and is within the scope of its corporate powers; that said Corporation is organized under the laws of _____ and has taken all required action to be and currently is authorized to do business in Georgia.

This ____ day of _____, 20__.

Signature

Print

Title

Subscribed and sworn before me, this
____ day of _____ 20__.

Notary Public

My Commission Expires: _____

{S.E.A.L.}

EXHIBIT “J”
NOTICE TO CONTRACTORS
COMPLIANCE WITH TITLE VI OF THE CIVIL RIGHTS OF 1964

During the performance of this Contract, the Contractor, for itself, its assignees and successors in interest (hereinafter referred to as the “Contractor”), agrees as follows:

- I. COMPLIANCE WITH REGULATIONS: The Contractor will comply with the Regulations of the Department of Transportation relative to nondiscrimination in Federally assisted programs of the Department of Transportation (Title 49, Code of Federal Regulations, Part 21, hereinafter referred to as the “Regulations”), which are herein incorporated by reference and made a part of the Contract.
- II. NON-DISCRIMINATION: The Contractor, with regard to the work performed by it afterward and prior to completion of the contract work, will not discriminate on the ground of race, color, sex, or national origin in the selection and retention of subcontracts including procurements of materials and leases of equipment. The Contractor will not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when contract covers a program set forth in Appendix B of the Regulations. In addition, the Contractor will not participate either directly or indirectly in discrimination prohibited by 23 CFR 710.405 (b).
- III. SOLICITATIONS FOR SUBCONTRACTS, INCLUDING PROCUREMENTS OF MATERIALS & EQUIPMENT: In all solicitations, either by competitive bidding or negotiation made by the Contractor for work to be performed under a subcontract, including procurements of materials or equipment, each potential subcontractor or supplier shall be notified by the Contractor of the Contractor’s obligations under this Contract and the Regulations relative to nondiscrimination on the ground of race, color, national origin or sex.
- IV. INFORMATION AND REPORTS: The Contractor will provide all information and reports required by the Regulations, or orders and instructions issued pursuant thereto, and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Department of Transportation or the Federal Highway Administration to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a Contractor is in the exclusive possession of another who fails or refuses to furnish this information, the Contractor shall so certify to the Department of Transportation, or the Federal Highway Administration as appropriate, and shall set forth what efforts it has made to obtain the information.
- V. SANCTIONS FOR NONCOMPLIANCE: In the event of the Contractor’s noncompliance with the nondiscrimination provisions of this Contract, the Department of Transportation shall impose such Contract sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:
 - a) Withholding of payments to the Contractors under the Contract until the Contractor complies; and/or
 - b) Cancellation, termination, or suspension of the Contract, in whole or in part.
- VI. INCORPORATION OF PROVISIONS: The Contractor will include the provisions of paragraph One (1) through Six (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, orders or instruction issued pursuant thereto. The Contractor will take such action with respect to any subcontract or procurement as the Department of Transportation or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, however, that in the event a Contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as result of such direction, the

Contractor may request the State to enter into such litigation to protect the interests of the State, and, in addition, the Contractor may request the United States to enter into such litigation to protect the interest of the United States.

This ____ day of _____, 20__.

Signature

Print

Title

EXHIBIT "K"
CITY'S INSURANCE COVERAGE(S)

COMMON POLICY DECLARATIONS

THIS IS A NONPARTICIPATING POLICY

[CERTAIN COVERAGES IN THE POLICY MAY BE WRITTEN ON A CLAIMS-MADE BASIS. PLEASE READ
YOUR POLICY CAREFULLY.]

Ascot Insurance Company 55 W 46th St. 26th Floor New York City, NY 10036 (646) 356-8101	Paragon Insurance Holdings, LLC DBA Trident Public Risk Solutions
NAMED INSURED: <u>City of Sandy Springs</u>	
MAILING ADDRESS: <u>1 Galambos Way</u> <u>Sandy Springs, GA 30328</u>	
POLICY PERIOD: FROM <u>7/1/2024</u> TO <u>7/1/2025</u> AT 12:01 A.M. STANDARD TIME AT YOUR MAILING ADDRESS SHOWN ABOVE	

**IN RETURN FOR THE PAYMENT OF THE PREMIUM, AND SUBJECT TO ALL THE TERMS OF THIS POLICY,
WE AGREE WITH YOU TO PROVIDE THE INSURANCE AS STATED IN THIS POLICY.**

THIS POLICY CONSISTS OF THE FOLLOWING COVERAGE PARTS FOR WHICH A PREMIUM IS INDICATED. THIS PREMIUM MAY BE SUBJECT TO ADJUSTMENT.	
	PREMIUM
Commercial General Liability	\$355,150
Commercial Auto	\$408,029
Law Enforcement Liability	\$218,350
Public Officials	\$77,217
Educators Legal Liability	N/A
Employment Practices Liability	\$163,706
Employment Practices Liability - School	N/A
Commercial Excess Liability	\$48,800
POLICY FEE	
TOTAL:	\$1,271,252

FORMS APPLICABLE TO ALL COVERAGE PARTS (SHOW NUMBERS):
<u>SEE SCHEDULE OF FORMS AND ENDORSEMENTS</u>



SANDY SPRINGS

CITY CLERK'S OFFICE

TO: Eden Freeman, City Manager

FROM: Dan Nable, Major

DATE: September 5, 2024 Submission for the September 17, 2024 City Council Meeting

ITEM: Request for Mayor and City Council Consideration to Approve an Intergovernmental Agreement between the Metropolitan Atlanta Rapid Transit Authority and the City of Sandy Springs for Shared Access to 800 MHZ Trunking Talk Groups

Recommendation:

Staff recommends approval of an Intergovernmental Agreement (“IGA”) between the Metropolitan Atlanta Rapid Transit Authority (“MARTA”) and the City of Sandy Springs (the “City”), together with their respected police departments, MARTA Police Department (“MARTA PD”) and the Sandy Springs Police Department (“SSPD”), for the purpose of interagency communication, through police department in-car radios and hand-held radios to allow Sandy Springs Police Officers and MARTA Police Officers to communicate with one another.

Background:

The MARTA Police Department contacted the Sandy Springs Police Department and recommended that the City enter into the attached IGA wherein each department would provide the other with their respective talk groups for the shared use of their respective trunked radio communication systems.

The Sandy Springs Police Department believes that the sharing of the radio talk groups would be beneficial to each department by enhancing our ability to communicate with one another which would provide increased protection of citizens, visitors, and businesses in our respective jurisdictions and would also provide an increased level of officer safety.

Since the Sandy Springs Police Department is currently in the process of upgrading its portable radios, the MARTA Police Department talk groups can be included in the initial programming of the new portable radios at no additional cost. The in-car radios will need to be re-programmed at a cost that will be expensed under our current budget for Technical Services without the need for additional funding.

Discussion:

It is the Police Department’s position that an Agreement between SSPD and MARTA PD would enhance the law enforcement capabilities of each department which, in turn, will better protect the community and allow the law enforcement officers to perform their jobs more effectively and more safely.

Financial Impact:

The programming and re-programming can be accomplished without additional funding.

Alternatives:

The Mayor and City Council can choose not to allow the City to enter into the IGA with MARTA; however, if we enter into such an agreement in the future, a substantial cost will be incurred due to the fact that the portable radios will need to be re-programmed in addition to the in-car radios.

Review:

Raquel Gonzalez, City Clerk
Kenneth DeSimone, Police Chief
Toni Carlisle, Chief Financial Officer
Dan Lee, City Attorney
Eden Freeman, City Manager

Created/Initiated - 9/10/2024
Approved - 9/10/2024
Approved - 9/13/2024
Approved - 9/13/2024
Final Approval - 9/13/2024

Attachments:

1. Resolution MARTA Radio Talk Groups IGA
2. IGA MARTA RADIOS

**STATE OF GEORGIA
COUNTY OF FULTON**

**A RESOLUTION TO APPROVE AN INTERGOVERNMENTAL AGREEMENT BY AND
BETWEEN THE METROPOLITAN RAPID TRANSIT AUTHORITY AND THE CITY OF
SANDY SPRINGS FOR SHARED ACCESS TO 800 MHZ TRUNKING TALK GROUPS**

WHEREAS, the Metropolitan Rapid Transit Authority (“MARTA”), together with their police department, the Metropolitan Atlanta Rapid Transit Authority Police Department (“MARTA PD”) and the City of Sandy Springs (the “City”), together with their police department, the Sandy Springs Police Department (“SSPD”), are mutually interested in taking steps to better protect citizens, visitors and businesses; and

WHEREAS, MARTA PD and SSPD respond and provide mutual assistance to each other during patrol activities, emergencies and training exercises making inter-agency communication a necessary priority; and

WHEREAS, it is necessary, from time to time, to acquire and upgrade police department owned equipment to ensure the operation of an efficient and effective police department; and

WHEREAS, the SSPD is currently in the process of acquiring and programming 211 new portable radios which will assist with inter-agency communication with MARTA PD; and

WHEREAS, MARTA PD and SSPD wish to enter into the attached Intergovernmental Agreement, pursuant to the terms and conditions contained therein, for the shared use of their respective Trunked Radio System Talk Groups.

**NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY
OF SANDY SPRINGS, GEORGIA:**

1. The Intergovernmental Agreement by and between MARTA PD and SSPD is approved; and
2. The Mayor is authorized to execute the Intergovernmental Agreement, pending the approval of the City Attorney; and
3. The City Manager and appropriate City Staff are hereby authorized to take such action as may be necessary to effectuate the intent of this Resolution.

SO RESOLVED, this, the 17th day of September, 2024.

Approved:

Russell K. Paul, Mayor

Attest:

Raquel D. González, City Clerk

(SEAL)

**INTERGOVERNMENTAL AGREEMENT
BY AND BETWEEN
THE METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
AND
THE CITY OF SANDY SPRINGS FOR
ACCESS TO 800 MHZ TRUNKING TALKGROUPS**

THIS INTERGOVERNMENTAL AGREEMENT (the “Agreement”) entered into by and between the METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY (“MARTA”), together with their police department, METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY POLICE DEPARTMENT, an agency of Metropolitan Atlanta Rapid Transit Authority and the CITY OF SANDY SPRINGS, GEORGIA (the “City”), and the SANDY SPRINGS POLICE DEPARTMENT (“SSPD”), an agency of the City of Sandy Springs, Georgia, shall become effective as of the date it shall have been executed by both parties hereto as follows;

W I T N E S S E T H:

WHEREAS, MARTA’S Police Department (“MARTA PD”) and the City’s -Police Department (“SSPD”) are both interested in taking steps to better protect citizens, visitors and businesses; and

WHEREAS, MARTA PD -and SSPD respond and provide assistance to each other during patrol activities, emergencies and training exercises; and

WHEREAS, MARTA and the City desire to enter into this Agreement for the shared use of their respective Trunked Radio Systems; and

NOW THEREFORE, in consideration of the mutual covenants and promises contained herein, the parties do hereby agree as follows:

I. COOPERATION.

Each Party hereby agrees to cooperate with the other Party in a reasonable manner and as reasonably requested by the other Part, to accomplish the purpose of this Agreement.

II. RESPONSIBILITIES OF THE PARTIES.

- A. MARTA PD and SPPD (the “Parties”) will exchange with each other, their Talk Groups on the system for use by the other agency.
- B. Each agency shall provide serial number of all radios that require these Talk Groups to the other agency initially and when requested.
- C. Each agency shall provide the required number of System Radio ID’s base on the number of seral numbers provided (as necessary).

- D. Each agency shall individually pay all costs associated with programming the authorized Talk Groups into their respective equipment.
- E. Each agency shall share and provide the necessary technical information for programming radios. This information shall not be shared with any other person or agency without prior written permission by both Parties.
- F. Each agency shall designate a point of contact, listed as a position within the agency, that can be relied upon to address questions, changes and issues ongoing to this Agreement to wit:

1. MARTA: Marcia Burgess, MARTA Police Comm. Manager.
MBurgess@ItsMARTA.com
(404) 848-4998

2. CITY: Dan Nable, Major-Support.
DNable@SandySpringsGA.gov
(770) 551-3311

III. TERM & TERMINATION.

A. TERM. This Agreement shall commence upon the date of execution by both Parties and will remain in effect for one (1) year from the date thereof (“Initial Term”). This Agreement shall be renewed automatically for four (4) additional one (1) year terms (“Renewal Term”) unless either Party provides written notice of termination to the other Party at least thirty (30) days prior to the end of the current term.

B. TERMINATION. This Agreement may be terminated by either Party at any time by providing at least ninety (90) days written notice of termination.

IV. NOTICES.

Except as otherwise specifically provided herein, any notices, demands, approvals, consents, requests, and other communications hereunder shall be in writing and shall be deemed given when the writing is delivered in person, or one business day after being sent by reputable overnight registered delivery service, charges prepaid, or three business days after being mailed, if mailed, by certified mail, return receipt requested, postage prepaid, to the City, and MARTA respectively, at the addresses shown below or at such other addresses as may be furnished by the City, or MARTA in writing from time to time.

If to the City:

City of Sandy Springs
Attn: Eden Freeman, City Manager
1 Galambos Way
Sandy Springs, GA 30328

City of Sandy Springs
Attn: Kenneth DeSimone, Chief of Police
1 Galambos Way
Sandy Springs, GA 30328

With copy to:

City of Sandy Springs
Attn: Daniel W. Lee, City Attorney
1 Galambos Way
Sandy Springs, GA 30328

If to MARTA:

MARTA Police Department
Attn: Michael Kreher, Chief of Police
2400 Piedmont Road, N.E.
Atlanta, GA 30324

With Copy to:

Metropolitan Atlanta Rapid Transit Authority
Attn: Collie Greenwood, Chief Executive Officer
2424 Piedmont Road, N.E.
Atlanta, GA 30324

V. GENERAL PROVISIONS.

- A. ACCESS. Access to these channels is for Law Enforcement and Public Safety purposes only and unauthorized use shall not be permitted.
- B. GOVERNING LAW. This Agreement and the rights and obligations of the Parties hereto shall be governed, construed, and interpreted according to the laws of the State of Georgia.
- C. ENTIRE UNDERSTANDING. This Agreement expresses the entire understanding and all agreements between the Parties hereto with respect to the subject matter set forth herein.
- D. COUNTERPARTS. This Agreement may be executed in counterparts, each of which shall be an original, and all of which shall constitute but one and the same instrument.
- E. AMENDMENTS. This Agreement may be amended, supplemented, or otherwise modified solely by a document in writing duly executed and delivered by MARTA and the City. No waiver, release, or similar modification of this Agreement shall be established by conduct, custom, or course of dealing, but solely by a document in writing duly executed and delivered by a duly authorized official of MARTA and the City.
- F. NON-ASSIGNMENT. Nothing in this Agreement, express or implied, shall give to any person, other than the parties hereto and their successors and assigns hereunder, any benefit or any legal or equitable right, remedy, or claim under this Agreement.

IN WITNESS WHEREOF, the City and MARTA have caused this Intergovernmental Agreement to be executed in their respective official names and have caused their respective official seals to be hereunto affixed and attested by their duly authorized officers, all as of the dates set forth below.

CITY OF SANDY SPRINGS, GEORGIA

SANDY SPRINGS POLICE DEPARTMENT

By: _____
Russell K. Paul, Mayor

By: _____
Kenneth DeSimone, Chief of Police

Date: _____

Date: _____

**METROPOLITAN ATLANTA RAPID
TRANSIT AUTHORITY (MARTA)**

MARTA POLICE DEPARTMENT

By: _____
Collie Greenwood, Chief Executive Officer

By: _____
M. Scott Kreher, Chief of Police

Date: _____

Date: _____



SANDY SPRINGS
GEORGIA

FINANCIAL HIGHLIGHTS FY 2025
July 31, 2024

UNAUDITED

NOTES TO THE FINANCIAL STATEMENTS
July 31, 2024

Financial Overview / Highlights

- ▶ General Fund Revenues for the fiscal year are at 11.39% of the adopted budget. We are at 8.33% of the fiscal year.
- ▶ General Fund Expenditures for the fiscal year are at 6.99% of the adopted budget. We are at 8.33% of the fiscal year.

Variance Analysis

Account Name	YTD Actual	Annual Budget	% of Budget	Comments
Revenues - Fund 100				
Property Taxes	\$49,999	\$44,500,000	0.11%	
Motor Vehicle Tax	\$0	\$20,000	0.00%	<--These two will be adjusted as the rate at which the <-- old MVT phases out and the new TAVT increases
Motor Vehicle TAVT	\$0	\$4,000,000	0.00%	
Local Option Sales Tax	\$0	\$30,000,000	0.00%	
Business Occupational Tax	\$208,088	\$10,000,000	2.08%	
Insurance Premium Tax	\$0	\$9,000,000	0.00%	Payment normally received October of each year
Building Permits	\$0	\$1,500,000	0.00%	
Expenditures - Fund 100				
All Departments				
Workers Comp Insurance	\$503,281	\$1,125,550	44.71%	Includes all departments and is semi-annual



**CASH AND INVESTMENTS
THROUGH PERIOD 01, JULY FY 2025**

UNAUDITED

TRUIST

OPERATING ACCOUNT	\$6,586,380
COMMUNITY DEVELOPMENT ESCROW	2,248,717
POLICE - CUSTODIAL ESCROW	6,962
POLICE - FEDERAL FORFEITURE	101,680
POLICE - STATE SEIZED RESTRICTED	348,139
POLICE - STATE SEIZED UNRESTRICTED	15,739
POLICE - FEDERAL SEIZED TREASURY FUND	68,564
POLICE - FEDERAL SEIZED FUNDS US POSTAL SERVICES	21,041
HOTEL / MOTEL TAX ACCOUNT	545,884
COURT SERVICES	438,775
IMPACT FEE ACCOUNT	6,692,858
TREE FUND ACCOUNT	1,689,830
TSPLOST FUND 2016 & 2021	79,781,893
CDBG CUSTODIAN	2,892,378
DEVELOPMENT AUTHORITY MONEY MARKET ACCT	106,019
PAC OPERATING & EVENTS ACCOUNT	2,623,166
TOTAL TRUIST	\$104,168,023

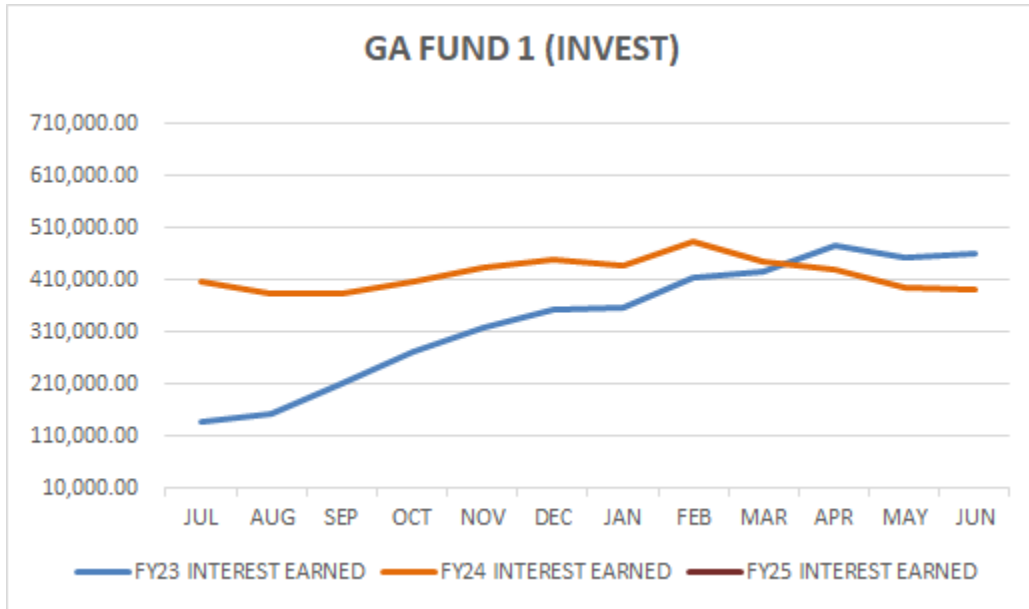
GEORGIA FUND ONE	\$89,583,994
US BANK - SINKING FUND	242
TOTAL INVESTMENT ACCOUNTS	\$89,584,236

TOTAL CASH AND CASH EQUIVALENTS	\$193,752,259
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INTEREST INCOME DETAIL THROUGH PERIOD 01, JULY FY 2025

GA FUND 1 (INVEST)

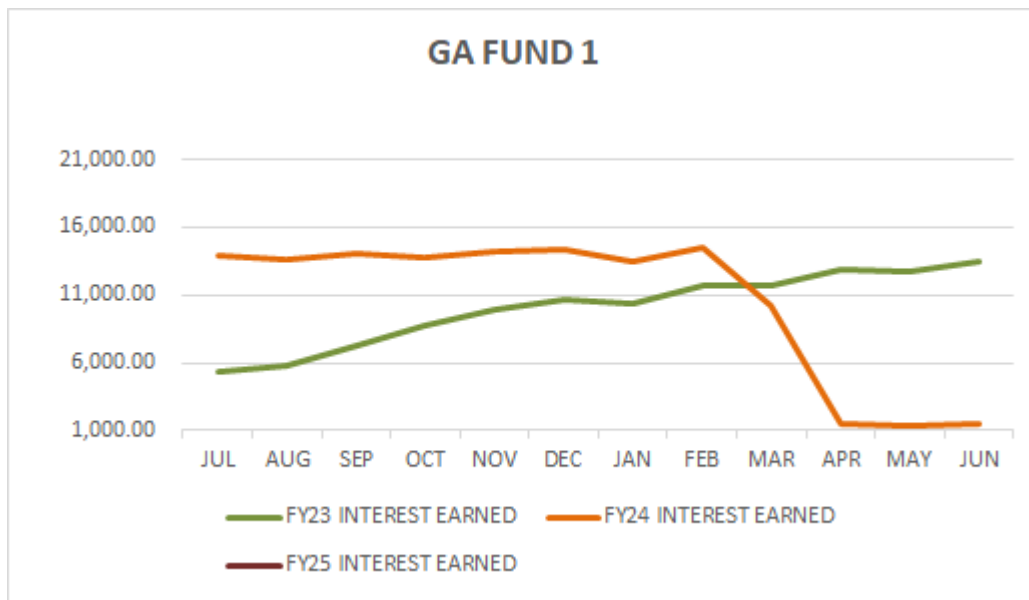
PERIOD	FY23 INTEREST EARNED	FY23 INTEREST RATE	FY24 INTEREST EARNED	FY24 INTEREST RATE	FY25 INTEREST EARNED	FY25 INTEREST RATE
JUL	136,539.16	2.13404%	407,759.43	5.35630%	362,460.85	5.36411%
AUG	151,419.63	2.36949%	382,760.18	5.37012%		
SEP	209,619.21	2.86951%	385,644.76	5.38301%		
OCT	273,222.41	3.58367%	405,991.53	5.40013%		
NOV	319,828.59	3.92142%	435,751.39	5.39059%		
DEC	354,139.61	4.20045%	449,888.54	5.38486%		
JAN	355,337.93	4.49404%	438,910.49	5.39439%		
FEB	412,898.39	4.58274%	484,124.71	5.38396%		
MAR	427,222.57	4.75372%	446,455.89	5.38816%		
APR	477,342.24	4.99640%	430,723.99	5.38957%		
MAY	453,947.14	5.12068%	394,121.86	5.40225%		
JUN	459,755.36	5.21110%	393,275.88	5.38211%		
TOTAL	4,031,272.24		5,055,408.65		362,460.85	



INTEREST INCOME DETAIL THROUGH PERIOD 01, JULY FY 2025

GA FUND 1

PERIOD	FY23 INTEREST EARNED	FY23 INTEREST RATE	FY24 INTEREST EARNED	FY24 INTEREST RATE	FY25 INTEREST EARNED	FY25 INTEREST RATE
JUL	5,330.39	2.13404%	13,926.28	5.35630%	1,438.09	5.36410%
AUG	5,737.98	2.36949%	13,573.28	5.37012%		
SEP	7,194.42	2.86951%	14,121.45	5.38301%		
OCT	8,716.32	3.58367%	13,772.06	5.40013%		
NOV	9,884.76	3.92142%	14,269.04	5.39059%		
DEC	10,623.40	4.20045%	14,319.12	5.38486%		
JAN	10,302.61	4.49404%	13,480.39	5.39439%		
FEB	11,671.68	4.58274%	14,443.86	5.38396%		
MAR	11,762.19	4.75371%	10,237.09	5.38816%		
APR	12,824.68	4.99640%	1,425.46	5.38957%		
MAY	12,773.66	5.12068%	1,389.05	5.40224%		
JUN	13,489.04	5.21109%	1,436.35	5.38210%		
TOTAL	120,311.13		126,393.43		1,438.09	

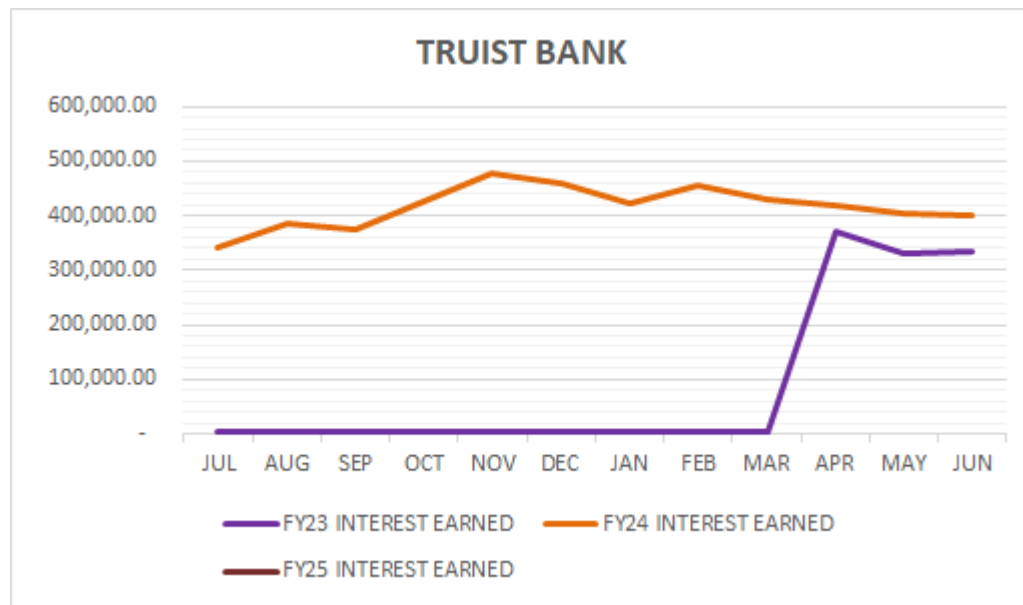


INTEREST INCOME DETAIL THROUGH PERIOD 01, JULY FY 2025

*NOTE: CDBG funds deposited into a trust account per CDBG guidelines.

TRUIST BANK

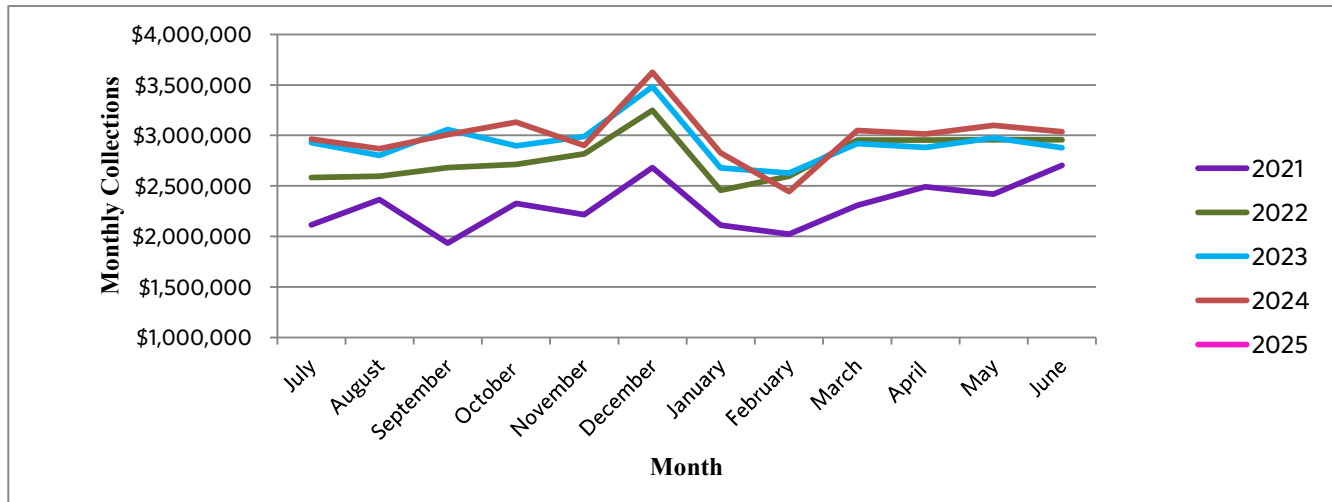
PERIOD	FY23 INTEREST EARNED	FY23 INTEREST RATE	FY24 INTEREST EARNED	FY24 INTEREST RATE	FY25 INTEREST EARNED	FY25 INTEREST RATE
JUL	2,269.13	4.000%	340,351.25	4.200%	426,370.18	4.400%
AUG	2,642.29	4.000%	385,949.46	4.400%		
SEP	2,361.03	4.000%	374,191.92	4.400%		
OCT	2,189.94	4.000%	425,262.04	4.400%		
NOV	2,371.21	4.000%	479,275.55	4.400%		
DEC	2,825.65	4.000%	459,773.35	4.400%		
JAN	2,972.61	4.000%	423,113.71	4.400%		
FEB	2,537.22	4.000%	454,877.15	4.400%		
MAR	2,832.10	4.000%	428,924.12	4.400%		
APR	371,767.85	4.000%	417,268.74	4.400%		
MAY	331,366.09	4.000%	404,553.83	4.400%		
JUN	333,422.18	4.200%	401,332.49	4.400%		
TOTAL	1,059,557.30		4,994,873.61		426,370.18	



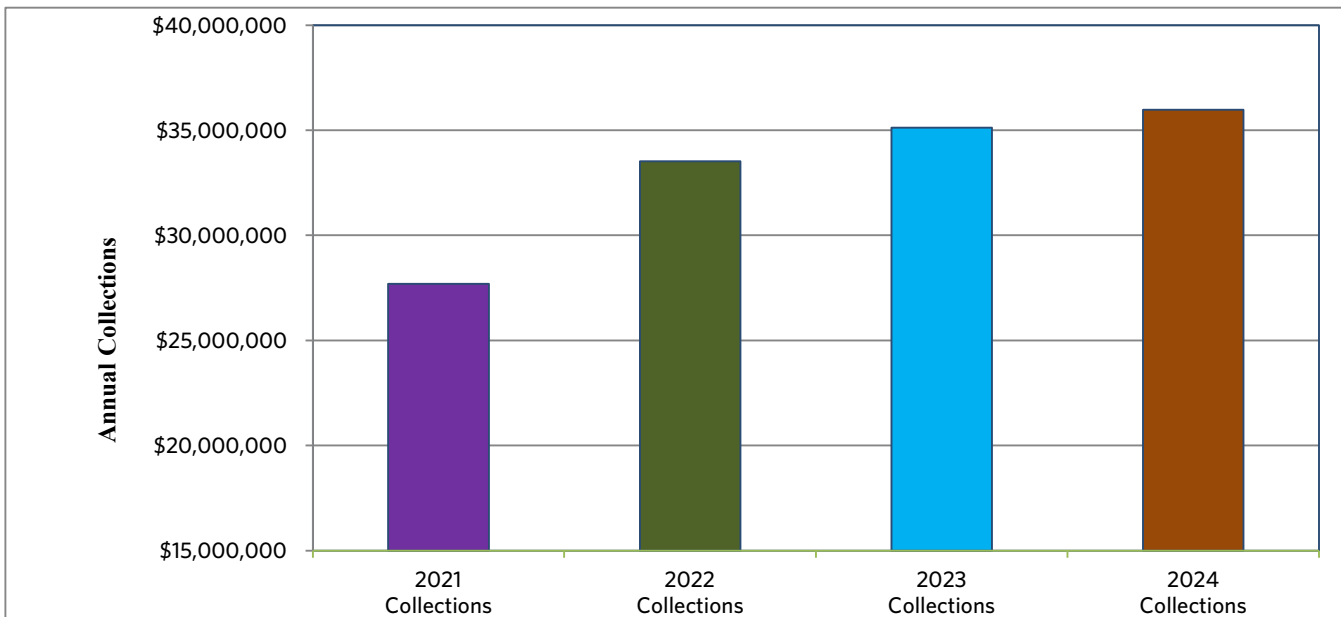
**LOCAL OPTION SALES TAX COLLECTIONS
THROUGH PERIOD 01, JULY FY 2025**

Month	2021 Collections	2022 Collections	2023 Collections	2024 Collections	2025 Collections	% Change from Prior Year
July	\$2,112,938	\$2,582,424	\$2,927,024	\$2,963,801	\$3,013,186	1.67%
August	2,364,510	2,595,359	2,802,887	2,867,203		
September	1,934,144	2,681,668	3,057,481	3,008,588		
October	2,325,366	2,712,731	2,895,773	3,131,801		
November	2,214,592	2,817,297	2,987,710	2,899,993		
December	2,681,846	3,248,894	3,482,808	3,625,870		
January	2,111,802	2,457,273	2,678,782	2,828,302		
February	2,020,770	2,595,963	2,626,721	2,445,174		
March	2,308,276	2,953,513	2,920,265	3,048,084		
April	2,489,800	2,954,959	2,879,512	3,013,417		
May	2,417,257	2,956,023	2,976,133	3,098,338		
June	2,705,025	2,958,293	2,878,988	3,035,751		
	\$27,686,326	\$33,514,398	\$35,114,083	\$35,966,324	\$3,013,186	-91.62%

MONTHLY COLLECTIONS



ANNUAL COLLECTIONS



**GENERAL FUND REVENUES & EXPENDITURES
THROUGH PERIOD 01, JULY FY 2025**

09/10/2024

GL ACCOUNT	DESCRIPTION	JULY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
REVENUES					
100-0000-90-311100	CURRENT YEAR PROPERTY TAXES	49,999	49,999	44,500,000	0.11 %
100-0000-90-311310	MOTOR VEHICLE	-	-	20,000	- %
100-0000-90-311315	MOTOR VEHICLE TAVT FEE	-	-	4,000,000	- %
100-0000-90-311340	INTANGIBLES	-	-	450,000	- %
100-0000-90-311600	REAL ESTATE TRANSFER TAX	-	-	250,000	- %
100-0000-90-311710	ELECTRIC FRANCHISE TAX	-	-	6,500,000	- %
100-0000-90-311730	GAS FRANCHISE TAX	-	-	900,000	- %
100-0000-90-311750	CABLE TV FRANCHISE TAX	-	-	1,100,000	- %
100-0000-90-311760	TELEPHONE FRANCHISE TAX	-	-	100,000	- %
100-0000-90-311790	SOLID WASTE FRANCHISE TAX	-	-	575,000	- %
100-0000-90-313100	LOCAL OPTION SALES TAX	-	-	30,000,000	- %
100-0000-90-314200	ALCOHOLIC BEVERAGE EXCISE	-	-	900,000	- %
100-0000-90-314300	EXCISE MIXED DRINK TAX	-	-	600,000	- %
100-0000-90-316100	BUSINESS & OCCUPATION TAX	208,088	208,088	10,000,000	2.08 %
100-0000-90-316110	BUSINESS AUDIT REVENUE	-	-	25,000	- %
100-0000-90-316200	INSURANCE PREMIUM TAX	-	-	9,000,000	- %
	TOTAL TAXES	258,087	258,087	108,920,000	0.24 %
100-0000-90-321100	ALCOHOLIC BEVERAGE LIC	6,350	6,350	650,000	0.98 %
100-0000-90-321910	OTHER LICENSES AND PERMITS	7,600	7,600	50,000	15.20 %
100-0000-60-322210	PLANNING/ZONING FEES	1,870	1,870	60,000	3.12 %
100-0000-60-322215	DEVELOPMENT REVIEW FEE	-	-	225,000	- %
100-0000-60-323120	BUILDING PERMITS	84,654	84,654	1,500,000	5.64 %
100-0000-60-323130	PLUMBING PERMITS	-	-	2,500	- %
100-0000-60-323140	ELECTRICAL PERMITS	465	465	4,000	11.63 %
100-0000-60-323160	HVAC PERMITS	-	-	10,000	- %
100-0000-60-323920	BLDG REINSPECTION FEE	-	-	1,000	- %
	TOTAL LICENSES & PERMITS	100,939	100,939	2,502,500	4.03 %
100-0000-60-341320	DEVELOPMENT IMPACT FEES	799	799	1,000	79.86 %
100-0000-30-342900	FALSE ALARM FEES	-	-	20,000	- %
100-0000-30-342910	OTHER PUBLIC SAFETY FEES	15,000	15,000	-	- %
100-0000-40-343300	STATE ROAD MAINTENANCE FEES	11,760	11,760	141,120	8.33 %
100-0000-10-346900	SPECIAL EVENT FEES	1,400	1,400	10,000	14.00 %
100-0000-50-347500	RECREATION PRG FEES-GYMNASTICS	5,000	5,000	60,000	8.33 %
100-0000-50-347501	RECREATION PRG FEES-ATHL LEIS	3,683	3,683	55,000	6.70 %
100-0000-50-347900	SSTC CONTRACT	12,500	12,500	150,000	8.33 %
100-0000-50-347910	FACILITY RENTALS	14,118	14,118	150,000	9.41 %
	TOTAL CHARGES & FEES	64,259	64,259	587,120	10.94 %
100-0000-20-351170	MUNICIPAL COURT	177,753	177,753	2,000,000	8.89 %
	TOTAL FINES & FORFEITURES	177,753	177,753	2,000,000	8.89 %
100-0000-90-361000	INTEREST REVENUE	-	-	8,000,000	- %
	TOTAL INVESTMENT INCOME	-	-	8,000,000	- %
100-0000-90-349900	OTHER CHGS FOR SERVICES	1,491	1,491	55,000	2.71 %
100-0000-40-381000	RENTAL REVENUE	40,273	40,273	300,000	13.42 %
100-0000-90-389000	MISCELLANEOUS REVENUE	16,533	16,533	300,000	5.51 %
100-0000-60-389100	PERMIT TECHNOLOGY FEE	2,351	2,351	40,000	5.88 %
100-0000-90-389200	INSURANCE REIMBURSEMENTS	-	-	60,000	- %
	TOTAL MISCELLANEOUS	60,648	60,648	755,000	8.03 %
100-0000-90-391275	TRANSFER IN FROM HOTEL MOTEL	-	-	1,499,400	- %
100-0000-90-391280	TRANSFER IN FROM MVRET FUND	-	-	100,000	- %
100-0000-90-391840	TRANSFER IN FROM DEV AUTH	-	-	386,000	- %
100-0000-90-392100	SALE OF ASSETS	7,364	7,364	-	- %
	TOTAL OTHER FINANCING SOURCES	7,364	7,364	1,985,400	0.37 %
	TOTAL REVENUES	\$669,049	\$669,049	\$124,750,020	0.54 %

**GENERAL FUND REVENUES & EXPENDITURES
THROUGH PERIOD 01, JULY FY 2025**

09/10/2024

GL ACCOUNT	DESCRIPTION	JULY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
CITY COUNCIL EXPENDITURES					
100-1310-10-511100	REGULAR SALARIES	-	-	198,000	- %
100-1310-10-512104	LIFE INSURANCE	95	95	1,300	7.33 %
100-1310-10-512200	SOCIAL SECURITY	-	-	12,300	- %
100-1310-10-512300	MEDICARE	-	-	2,900	- %
100-1310-10-512600	UNEMPLOYMENT TAX	-	-	500	- %
100-1310-10-512700	WORKERS' COMPENSATION	293	293	600	48.78 %
Salaries & Benefits		388	388	215,600	0.18 %
100-1310-10-523200	COMMUNICATIONS	347	347	4,800	7.23 %
100-1310-10-523500	TRAVEL	-	-	15,000	- %
100-1310-10-523600	DUES & FEES	25,737	25,737	50,000	51.47 %
100-1310-10-523700	EDUCATION/TRAINING	8,474	8,474	13,000	65.19 %
100-1310-10-531100	GENERAL OPERATING SUPPLIES	-	-	1,810	- %
100-1310-10-531300	HOSPITALITY	268	268	9,050	2.97 %
Operations & Capital		34,826	34,826	93,660	37.18 %
TOTAL CITY COUNCIL		35,214	35,214	309,260	11.39 %

**GENERAL FUND REVENUES & EXPENDITURES
THROUGH PERIOD 01, JULY FY 2025**

09/10/2024

GL ACCOUNT	DESCRIPTION	JULY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
CITY MANAGER EXPENDITURES					
100-1320-10-511100	REGULAR SALARIES	40,103	40,103	1,105,200	3.63 %
100-1320-10-511110	BONUSES	-	-	60,000	- %
100-1320-10-512101	HEALTH INSURANCE	5,550	5,550	118,600	4.68 %
100-1320-10-512102	DISABILITY INSURANCE	270	270	5,800	4.65 %
100-1320-10-512103	DENTAL INSURANCE	271	271	6,000	4.51 %
100-1320-10-512104	LIFE INSURANCE	422	422	8,500	4.96 %
100-1320-10-512200	SOCIAL SECURITY	1,466	1,466	72,600	2.02 %
100-1320-10-512300	MEDICARE	562	562	17,000	3.31 %
100-1320-10-512401	RETIREMENT 401A	5,839	5,839	197,200	2.96 %
100-1320-10-512402	401A RETIREMENT-457 MATCH	1,945	1,945	55,500	3.51 %
100-1320-10-512600	UNEMPLOYMENT TAX	-	-	500	- %
100-1320-10-512700	WORKERS' COMPENSATION	1,033	1,033	3,500	29.53 %
Salaries & Benefits		57,462	57,462	1,650,400	3.48 %
100-1320-10-523200	COMMUNICATIONS	172	172	4,000	4.29 %
100-1320-10-523400	PRINTING & BINDING	-	-	500	- %
100-1320-10-523500	TRAVEL	85	85	5,000	1.70 %
100-1320-10-523600	DUES & FEES	1,430	1,430	12,000	11.92 %
100-1320-10-523700	EDUCATION/TRAINING	-	-	6,500	- %
100-1320-10-531100	GENERAL OPERATING SUPPLIES	778	778	5,360	14.52 %
100-1320-10-531300	HOSPITALITY	-	-	6,850	- %
Operations & Capital		2,465	2,465	40,210	6.13 %
TOTAL CITY MANAGER		59,927	59,927	1,690,610	3.54 %

GL ACCOUNT	DESCRIPTION	JULY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
CITY CLERK EXPENDITURES					
100-1330-10-511100	REGULAR SALARIES	19,634	19,634	359,000	5.47 %
100-1330-10-511110	BONUSES	-	-	10,000	- %
100-1330-10-512101	HEALTH INSURANCE	3,665	3,665	47,100	7.78 %
100-1330-10-512102	DISABILITY INSURANCE	137	137	2,200	6.23 %
100-1330-10-512103	DENTAL INSURANCE	175	175	2,300	7.62 %
100-1330-10-512104	LIFE INSURANCE	224	224	3,000	7.47 %
100-1330-10-512200	SOCIAL SECURITY	698	698	23,100	3.02 %
100-1330-10-512300	MEDICARE	163	163	5,400	3.02 %
100-1330-10-512401	RETIREMENT 401A	1,464	1,464	43,100	3.40 %
100-1330-10-512402	401A RETIREMENT-457 MATCH	610	610	18,000	3.39 %
100-1330-10-512600	UNEMPLOYMENT TAX	-	-	500	- %
100-1330-10-512700	WORKERS' COMPENSATION	661	661	1,500	44.09 %
Salaries & Benefits		27,431	27,431	515,200	5.32 %
100-1330-10-521300	TECHNICAL SERVICES	47,023	47,023	114,100	41.21 %
100-1330-10-523200	COMMUNICATIONS	131	131	2,500	5.25 %
100-1330-10-523300	ADVERTISING	-	-	2,200	- %
100-1330-10-523500	TRAVEL	-	-	8,800	- %
100-1330-10-523600	DUES & FEES	128	128	4,000	3.19 %
100-1330-10-523700	EDUCATION/TRAINING	225	225	4,000	5.63 %
100-1330-10-531100	GENERAL OPERATING SUPPLIES	67	67	2,500	2.67 %
100-1330-10-531300	HOSPITALITY	-	-	1,300	- %
Operations & Capital		47,573	47,573	139,400	34.13 %
TOTAL CITY CLERK		75,004	75,004	654,600	11.46 %

**GENERAL FUND REVENUES & EXPENDITURES
THROUGH PERIOD 01, JULY FY 2025**

09/10/2024

GL ACCOUNT	DESCRIPTION	JULY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
FINANCE EXPENDITURES					
100-1500-10-511100	REGULAR SALARIES	96,429	96,429	2,190,400	4.40 %
100-1500-10-511110	BONUSES	-	-	35,000	- %
100-1500-10-512101	HEALTH INSURANCE	16,056	16,056	225,300	7.13 %
100-1500-10-512102	DISABILITY INSURANCE	753	753	13,000	5.79 %
100-1500-10-512103	DENTAL INSURANCE	675	675	10,300	6.55 %
100-1500-10-512104	LIFE INSURANCE	1,214	1,214	17,600	6.90 %
100-1500-10-512200	SOCIAL SECURITY	5,858	5,858	138,800	4.22 %
100-1500-10-512300	MEDICARE	1,370	1,370	32,500	4.22 %
100-1500-10-512401	RETIREMENT 401A	10,963	10,963	262,900	4.17 %
100-1500-10-512402	401A RETIREMENT-457 MATCH	4,145	4,145	109,600	3.78 %
100-1500-10-512600	UNEMPLOYMENT TAX	-	-	2,000	- %
100-1500-10-512700	WORKERS' COMPENSATION	2,480	2,480	6,500	38.16 %
Salaries & Benefits		139,942	139,942	3,043,900	4.60 %
100-1500-10-521200	PROFESSIONAL SERVICES	383	383	285,000	0.13 %
100-1500-10-521210	PROF SVCS-AUDIT	9,000	9,000	80,000	11.25 %
100-1500-10-521300	TECHNICAL SERVICES	176,635	176,635	395,700	44.64 %
100-1500-10-522210	REP & MAINT-EQUIPMENT	-	-	1,000	- %
100-1500-10-523200	COMMUNICATIONS	255	255	4,600	5.54 %
100-1500-10-523300	ADVERTISING	3,900	3,900	9,600	40.63 %
100-1500-10-523400	PRINTING & BINDING	945	945	4,750	19.89 %
100-1500-10-523500	TRAVEL	-	-	5,000	- %
100-1500-10-523600	DUES & FEES	567	567	11,200	5.06 %
100-1500-10-523700	EDUCATION/TRAINING	-	-	10,000	- %
100-1500-10-523900	CONTRACTUAL SERVICES	1,737	1,737	28,000	6.20 %
100-1500-10-523950	MERCHANT SVCS CHARGES	-	-	400	- %
100-1500-10-531100	GENERAL OPERATING SUPPLIES	1,100	1,100	7,500	14.66 %
100-1500-10-531300	HOSPITALITY	-	-	2,000	- %
100-1500-10-531750	UNIFORMS	-	-	2,730	- %
100-1500-10-542100	MACHINERY & EQUIPMENT	-	-	2,500	- %
100-1500-10-542400	COMPUTER EQUIPMENT	-	-	5,000	- %
Operations & Capital		194,521	194,521	854,980	22.75 %
TOTAL FINANCE		334,463	334,463	3,898,880	8.58 %

GL ACCOUNT	DESCRIPTION	JULY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
LEGAL SERVICES EXPENDITURES					
100-1530-10-511100	SALARIES	9,663	9,663	189,100	5.11 %
100-1530-10-511110	BONUSES	-	-	10,000	- %
100-1530-10-512101	HEALTH INSURANCE	2,439	2,439	30,500	8.00 %
100-1530-10-512102	DISABILITY INSURANCE	73	73	1,200	6.06 %
100-1530-10-512103	DENTAL INSURANCE	18	18	300	5.96 %
100-1530-10-512104	LIFE INSURANCE	119	119	1,600	7.45 %
100-1530-10-512200	SOCIAL SECURITY	579	579	12,500	4.63 %
100-1530-10-512300	MEDICARE	135	135	3,000	4.51 %
100-1530-10-512401	401A RETIREMENT	1,138	1,138	22,700	5.01 %
100-1530-10-512402	401A RETIREMENT-457 MATCH	474	474	9,500	4.99 %
100-1530-10-512600	UNEMPLOYMENT TAX	-	-	300	- %
100-1530-10-512700	WORKERS' COMPENSATION	310	310	1,000	31.00 %
Salaries & Benefits		14,948	14,948	281,700	5.31 %
100-1530-10-521250	PROF SVCS-LEGAL	43,072	43,072	700,000	6.15 %
100-1530-10-521255	PROF SVCS-LITIGATION	13,640	13,640	500,000	2.73 %
100-1530-10-523200	COMMUNICATIONS	81	81	4,100	1.97 %
100-1530-10-523500	TRAVEL	-	-	5,000	- %
100-1530-10-523600	DUES & FEES	148	148	1,400	10.57 %
100-1530-10-523700	EDUCATION/TRAINING	-	-	2,500	- %
100-1530-10-531100	GENERAL SUPPLIES & MATLS	-	-	1,500	- %
100-1530-10-531300	HOSPITALITY	-	-	500	- %
100-1530-10-531750	UNIFORMS	-	-	1,000	- %
Operations & Capital		56,940	56,940	1,216,000	4.68 %
TOTAL LEGAL SERVICES		71,888	71,888	1,497,700	4.80 %

GL ACCOUNT	DESCRIPTION	JULY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
INFORMATION SERVICES EXPENDITURES					
100-1535-10-511100	SALARIES	89,733	89,733	2,087,800	4.30 %
100-1535-10-511110	BONUSES	-	-	30,000	- %
100-1535-10-512101	HEALTH INSURANCE	18,291	18,291	311,300	5.88 %
100-1535-10-512102	DISABILITY INSURANCE	687	687	13,100	5.24 %
100-1535-10-512103	DENTAL INSURANCE	684	684	12,500	5.47 %
100-1535-10-512104	LIFE INSURANCE	1,124	1,124	18,900	5.95 %
100-1535-10-512200	SOCIAL SECURITY	5,327	5,327	132,200	4.03 %
100-1535-10-512300	MEDICARE	1,246	1,246	30,900	4.03 %
100-1535-10-512401	401A RETIREMENT	10,032	10,032	250,600	4.00 %
100-1535-10-512402	401A RETIREMENT-457 MATCH	4,009	4,009	104,400	3.84 %
100-1535-10-512600	UNEMPLOYMENT TAX	25	25	1,500	1.69 %
100-1535-10-512700	WORKERS' COMPENSATION	2,273	2,273	7,000	32.48 %
Salaries & Benefits		133,431	133,431	3,000,200	4.45 %
100-1535-10-521300	TECHNICAL SERVICES	460,771	460,771	927,400	49.68 %
100-1535-10-521310	TECHNICAL SERVICES-SECURITY	129,936	129,936	218,500	59.47 %
100-1535-10-522320	EQUIPMENT OPERATING LEASE	5,334	5,334	75,000	7.11 %
100-1535-10-523200	COMMUNICATIONS	855	855	10,900	7.85 %
100-1535-10-523500	TRAVEL	604	604	10,200	5.92 %
100-1535-10-523600	DUES & FEES	300	300	5,000	6.00 %
100-1535-10-523700	EDUCATION/TRAINING	164	164	28,000	0.59 %
100-1535-10-523900	CONTRACTUAL SERVICES	-	-	38,000	- %
100-1535-10-531100	GENERAL SUPPLIES & MATLS	295	295	4,000	7.37 %
100-1535-10-531600	SMALL TOOLS & EQUIPMENT	330	330	10,000	3.30 %
100-1535-10-531750	UNIFORMS	-	-	2,000	- %
100-1535-10-542400	COMPUTER EQUIPMENT	-	-	10,000	- %
Operations & Capital		598,588	598,588	1,339,000	44.70 %
TOTAL INFORMATION SERVICES		732,019	732,019	4,339,200	16.87 %

GL ACCOUNT	DESCRIPTION	JULY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
HUMAN RESOURCES EXPENDITURES					
100-1540-10-511100	SALARIES	13,668	13,668	445,200	3.07 %
100-1540-10-511110	BONUSES	-	-	13,000	- %
100-1540-10-512101	HEALTH INSURANCE	6,906	6,906	90,300	7.65 %
100-1540-10-512102	DISABILITY INSURANCE	161	161	2,500	6.43 %
100-1540-10-512103	DENTAL INSURANCE	309	309	4,000	7.74 %
100-1540-10-512104	LIFE INSURANCE	263	263	3,500	7.51 %
100-1540-10-512200	SOCIAL SECURITY	820	820	28,600	2.87 %
100-1540-10-512300	MEDICARE	192	192	6,700	2.86 %
100-1540-10-512401	401A RETIREMENT	1,626	1,626	53,500	3.04 %
100-1540-10-512402	401A RETIREMENT-457 MATCH	377	377	22,300	1.69 %
100-1540-10-512600	UNEMPLOYMENT TAX	-	-	500	- %
100-1540-10-512700	WORKERS' COMPENSATION	372	372	1,000	37.20 %
Salaries & Benefits		24,693	24,693	671,100	3.68 %
100-1540-10-521200	PROFESSIONAL SERVICES	21,910	21,910	278,100	7.88 %
100-1540-10-523200	COMMUNICATIONS	182	182	1,700	10.68 %
100-1540-10-523300	ADVERTISING	-	-	2,000	- %
100-1540-10-523500	TRAVEL	-	-	5,000	- %
100-1540-10-523600	DUES & FEES	-	-	3,000	- %
100-1540-10-523700	EDUCATION/TRAINING	894	894	56,000	1.60 %
100-1540-10-531100	GENERAL SUPPLIES & MATLS	16	16	3,000	0.53 %
100-1540-10-531300	HOSPITALITY	-	-	12,000	- %
Operations & Capital		23,001	23,001	360,800	6.38 %
TOTAL HUMAN RESOURCES		47,695	47,695	1,031,900	4.62 %

**GENERAL FUND REVENUES & EXPENDITURES
THROUGH PERIOD 01, JULY FY 2025**

09/10/2024

GL ACCOUNT	DESCRIPTION	JULY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
FACILITIES MANAGEMENT EXPENDITURES					
100-1565-10-511100	SALARIES	60,974	60,974	1,486,100	4.10 %
100-1565-10-511110	BONUSES	-	-	35,000	- %
100-1565-10-512101	HEALTH INSURANCE	14,738	14,738	265,300	5.56 %
100-1565-10-512102	DISABILITY INSURANCE	472	472	9,700	4.86 %
100-1565-10-512103	DENTAL INSURANCE	598	598	11,900	5.03 %
100-1565-10-512104	LIFE INSURANCE	772	772	14,200	5.44 %
100-1565-10-512200	SOCIAL SECURITY	3,717	3,717	95,000	3.91 %
100-1565-10-512300	MEDICARE	869	869	22,200	3.92 %
100-1565-10-512401	401A RETIREMENT	7,317	7,317	178,400	4.10 %
100-1565-10-512402	401A RETIREMENT-457 MATCH	2,934	2,934	74,400	3.94 %
100-1565-10-512600	UNEMPLOYMENT TAX	-	-	1,500	- %
100-1565-10-512700	WORKERS' COMPENSATION	8,681	8,681	20,000	43.40 %
Salaries & Benefits		101,072	101,072	2,213,700	4.57 %
100-1565-10-521200	PROFESSIONAL SERVICES	2,938	2,938	214,700	1.37 %
100-1565-10-521300	TECHNICAL SERVICES	76,220	76,220	156,800	48.61 %
100-1565-10-522100	CLEANING SERVICES	22,600	22,600	445,300	5.08 %
100-1565-10-522110	GARBAGE DISPOSAL	7,898	7,898	96,400	8.19 %
100-1565-10-522210	REP & MAINT-EQUIPMENT	7,491	7,491	553,000	1.35 %
100-1565-10-522220	REP & MAINT-BUILDINGS	78,134	78,134	1,477,300	5.29 %
100-1565-10-522230	REP & MAINT-VEHICLES	-	-	5,000	- %
100-1565-10-522310	BUILDING OPERATING LEASE	32,393	32,393	391,700	8.27 %
100-1565-10-522320	EQUIPMENT OPERATING LEASE	53,898	53,898	260,500	20.69 %
100-1565-10-523200	COMMUNICATIONS	1,154	1,154	9,990	11.56 %
100-1565-10-523250	POSTAGE	1,294	1,294	29,000	4.46 %
100-1565-10-523700	EDUCATION/TRAINING	2,740	2,740	15,500	17.67 %
100-1565-10-523900	CONTRACTUAL SERVICES	29,094	29,094	334,900	8.69 %
100-1565-10-531100	GENERAL OPERATING SUPPLIES	9,582	9,582	143,000	6.70 %
100-1565-10-531210	WATER	29,495	29,495	390,000	7.56 %
100-1565-10-531220	NATURAL GAS	9,438	9,438	181,600	5.20 %
100-1565-10-531230	ELECTRICITY	81,607	81,607	956,700	8.53 %
100-1565-10-531600	SMALL TOOLS & EQUIPMENT	-	-	10,000	- %
100-1565-10-531750	UNIFORMS	-	-	12,000	- %
100-1565-10-541200	SITE IMPROVEMENTS	17,915	17,915	323,000	5.55 %
100-1565-10-542400	COMPUTER EQUIPMENT	-	-	5,000	- %
100-1565-10-579000	CONTINGENCIES	-	-	100,000	- %
Operations & Capital		463,891	463,891	6,111,390	7.59 %
TOTAL FACILITIES MANAGEMENT		564,963	564,963	8,325,090	6.79 %

GL ACCOUNT	DESCRIPTION	JULY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
COMMUNICATIONS EXPENDITURES					
100-1570-10-511100	SALARIES	36,839	36,839	971,000	3.79 %
100-1570-10-511110	BONUSES	-	-	20,000	- %
100-1570-10-512101	HEALTH INSURANCE	7,476	7,476	141,300	5.29 %
100-1570-10-512102	DISABILITY INSURANCE	243	243	5,600	4.34 %
100-1570-10-512103	DENTAL INSURANCE	382	382	7,300	5.23 %
100-1570-10-512104	LIFE INSURANCE	375	375	8,600	4.35 %
100-1570-10-512200	SOCIAL SECURITY	2,208	2,208	61,500	3.59 %
100-1570-10-512300	MEDICARE	516	516	14,400	3.59 %
100-1570-10-512401	401A RETIREMENT	3,389	3,389	115,800	2.93 %
100-1570-10-512402	401A RETIREMENT-457 MATCH	1,412	1,412	48,300	2.92 %
100-1570-10-512600	UNEMPLOYMENT TAX	7	7	800	0.83 %
100-1570-10-512700	WORKERS' COMPENSATION	1,240	1,240	3,500	35.43 %
Salaries & Benefits		54,087	54,087	1,398,100	3.87 %
100-1570-10-521200	PROF SERV - PUBLIC RELATIONS	10,983	10,983	121,000	9.08 %
100-1570-10-521201	PROF SVCS-GOVERNMENT SERVICES	53,085	53,085	640,000	8.29 %
100-1570-10-523200	COMMUNICATIONS	448	448	6,500	6.89 %
100-1570-10-523300	ADVERTISING	-	-	30,000	- %
100-1570-10-523400	PRINTING & BINDING	-	-	8,000	- %
100-1570-10-523500	TRAVEL	-	-	2,250	- %
100-1570-10-523600	DUES & FEES	43	43	2,500	1.72 %
100-1570-10-523700	EDUCATION/TRAINING	375	375	8,000	4.69 %
100-1570-10-523900	CONTRACTUAL SERVICES	16,780	16,780	68,860	24.37 %
100-1570-10-523905	WEBSITE ENHANCEMENTS	29,697	29,697	211,500	14.04 %
100-1570-10-531100	GENERAL SUPPLIES & MATLS	61	61	15,000	0.41 %
100-1570-10-531300	HOSPITALITY	125	125	5,000	2.49 %
100-1570-10-542400	COMPUTER EQUIPMENT	-	-	11,000	- %
100-1570-10-579000	CONTINGENCIES	-	-	50,000	- %
Operations & Capital		111,596	111,596	1,179,610	9.46 %
TOTAL COMMUNICATIONS		165,684	165,684	2,577,710	6.43 %

**GENERAL FUND REVENUES & EXPENDITURES
THROUGH PERIOD 01, JULY FY 2025**

09/10/2024

GL ACCOUNT	DESCRIPTION	JULY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
GENERAL ADMINISTRATION EXPENDITURES					
100-1595-10-511200	PART-TIME/TEMP EMPLOYEES	-	-	50,000	- %
100-1595-10-512200	SOCIAL SECURITY	-	-	3,100	- %
100-1595-10-512300	MEDICARE	-	-	800	- %
100-1595-10-512500	TUITION REIMBURSEMENT	-	-	50,000	- %
100-1595-10-512600	UNEMPLOYMENT TAX	-	-	200	- %
100-1595-10-512700	WORKERS' COMPENSATION	-	-	100	- %
Salaries & Benefits		-	-	104,200	- %
100-1595-10-521200	PROFESSIONAL SERVICES	390	390	148,800	0.26 %
100-1595-10-521240	PROF SVCS-NON-PROFITS	13,333	13,333	765,000	1.74 %
100-1595-10-523100	PROPERTY & LIABILITY INS	1,781,018	1,781,018	1,957,600	90.98 %
100-1595-10-523200	COMMUNICATIONS	5,846	5,846	82,000	7.13 %
100-1595-10-531100	GENERAL SUPPLIES & MATLS	-	-	11,958	- %
100-1595-10-572000	PAYMENTS TO OTHER AGENCIES	-	-	400,000	- %
100-1595-10-579000	CONTINGENCIES	-	-	300,000	- %
100-1595-10-579010	CITY MANAGER CONTINGENCIES	-	-	150,000	- %
Operations & Capital		1,800,586	1,800,586	3,815,358	47.19 %
TOTAL GENERAL ADMINISTRATION		1,800,586	1,800,586	3,919,558	45.94 %

GL ACCOUNT	DESCRIPTION	JULY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
MUNICIPAL COURT EXPENDITURES					
100-2650-20-511100	REGULAR SALARIES	37,887	37,887	838,000	4.52 %
100-2650-20-511110	BONUSES	-	-	20,000	- %
100-2650-20-512101	HEALTH INSURANCE	5,440	5,440	88,200	6.17 %
100-2650-20-512102	DISABILITY INSURANCE	291	291	4,900	5.94 %
100-2650-20-512103	DENTAL INSURANCE	236	236	4,300	5.49 %
100-2650-20-512104	LIFE INSURANCE	476	476	7,200	6.61 %
100-2650-20-512200	SOCIAL SECURITY	2,285	2,285	53,500	4.27 %
100-2650-20-512300	MEDICARE	534	534	12,600	4.24 %
100-2650-20-512401	RETIREMENT 401A	4,217	4,217	91,200	4.62 %
100-2650-20-512402	401A RETIREMENT-457 MATCH	1,413	1,413	38,000	3.72 %
100-2650-20-512600	UNEMPLOYMENT TAX	14	14	1,000	1.38 %
100-2650-20-512700	WORKERS' COMPENSATION	3,865	3,865	8,000	48.31 %
Salaries & Benefits		56,659	56,659	1,166,900	4.86 %
100-2650-20-521260	PROF SVCS-COURT	23,883	23,883	514,200	4.64 %
100-2650-20-521300	TECHNICAL SERVICES	27,150	27,150	56,000	48.48 %
100-2650-20-523200	COMMUNICATIONS	129	129	3,000	4.29 %
100-2650-20-523300	ADVERTISING	-	-	1,800	- %
100-2650-20-523400	PRINTING & BINDING	-	-	2,000	- %
100-2650-20-523500	TRAVEL	-	-	7,000	- %
100-2650-20-523600	DUES & FEES	-	-	1,000	- %
100-2650-20-523700	EDUCATION/TRAINING	666	666	8,000	8.32 %
100-2650-20-531100	GENERAL OPERATING SUPPLIES	-	-	3,200	- %
100-2650-20-531300	HOSPITALITY	-	-	1,500	- %
100-2650-20-531600	SMALL TOOLS & EQUIPMENT	-	-	3,000	- %
Operations & Capital		51,828	51,828	600,700	8.63 %
TOTAL MUNICIPAL COURT		108,487	108,487	1,767,600	6.14 %

**GENERAL FUND REVENUES & EXPENDITURES
THROUGH PERIOD 01, JULY FY 2025**

09/10/2024

GL ACCOUNT	DESCRIPTION	JULY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
POLICE EXPENDITURES					
100-3210-30-511100	REGULAR SALARIES	803,941	803,941	15,996,200	5.03 %
100-3210-30-511110	BONUSES	19,000	19,000	565,000	3.36 %
100-3210-30-511200	PART-TIME/TEMP EMPLOYEES	25,604	25,604	593,000	4.32 %
100-3210-30-511300	OVERTIME	74,024	74,024	900,000	8.22 %
100-3210-30-512101	HEALTH INSURANCE	177,313	177,313	2,328,600	7.61 %
100-3210-30-512102	DISABILITY INSURANCE	8,238	8,238	97,600	8.44 %
100-3210-30-512103	DENTAL INSURANCE	8,057	8,057	109,900	7.33 %
100-3210-30-512104	LIFE INSURANCE	9,588	9,588	135,200	7.09 %
100-3210-30-512200	SOCIAL SECURITY	55,335	55,335	1,125,500	4.92 %
100-3210-30-512300	MEDICARE	12,941	12,941	263,200	4.92 %
100-3210-30-512401	RETIREMENT 401A	92,818	92,818	2,027,600	4.58 %
100-3210-30-512402	401A RETIREMENT-457 MATCH	38,838	38,838	844,900	4.60 %
100-3210-30-512600	UNEMPLOYMENT TAX	84	84	20,000	0.42 %
100-3210-30-512700	WORKERS' COMPENSATION	212,879	212,879	600,000	35.48 %
Salaries & Benefits		1,538,661	1,538,661	25,606,700	6.01 %
100-3210-30-521200	PROFESSIONAL SERVICES	19,468	19,468	152,700	12.75 %
100-3210-30-521270	JAIL SERVICES	51,560	51,560	435,000	11.85 %
100-3210-30-521275	INMATE MEDICAL SERVICES	1,604	1,604	150,000	1.07 %
100-3210-30-521300	TECHNICAL SERVICES	1,382,235	1,382,235	2,101,300	65.78 %
100-3210-30-522100	CLEANING SERVICES	-	-	84,100	- %
100-3210-30-522110	GARBAGE DISPOSAL	216	216	2,700	8.00 %
100-3210-30-522210	REP & MAINT-EQUIPMENT	-	-	35,000	- %
100-3210-30-522220	REP & MAINT-BUILDINGS	-	-	15,000	- %
100-3210-30-522230	REP & MAINT-VEHICLES	45,644	45,644	500,000	9.13 %
100-3210-30-522310	BUILDING OPERATING LEASE	69,183	69,183	827,300	8.36 %
100-3210-30-522320	EQUIPMENT OPERATING LEASE	-	-	1,000	- %
100-3210-30-523200	COMMUNICATIONS	17,732	17,732	224,200	7.91 %
100-3210-30-523250	POSTAGE	643	643	2,000	32.14 %
100-3210-30-523300	ADVERTISING	-	-	31,000	- %
100-3210-30-523400	PRINTING & BINDING	10	10	10,000	0.10 %
100-3210-30-523500	TRAVEL	9,275	9,275	70,300	13.19 %
100-3210-30-523600	DUES & FEES	1,300	1,300	19,000	6.84 %
100-3210-30-523700	EDUCATION/TRAINING	17,363	17,363	139,000	12.49 %
100-3210-30-523900	CONTRACTUAL SERVICES	-	-	7,500	- %
100-3210-30-523950	MERCHANT SVCS CHARGES	67	67	3,000	2.24 %
100-3210-30-531100	GENERAL OPERATING SUPPLIES	3,012	3,012	72,800	4.14 %
100-3210-30-531150	UNDERCOVER OPERATIONS	-	-	5,000	- %
100-3210-30-531210	WATER	401	401	4,300	9.32 %
100-3210-30-531220	NATURAL GAS	1,180	1,180	17,000	6.94 %
100-3210-30-531230	ELECTRICITY	8,294	8,294	67,000	12.38 %
100-3210-30-531300	HOSPITALITY	1,600	1,600	30,000	5.33 %
100-3210-30-531600	POLICE EQUIPMENT	11,403	11,403	274,900	4.15 %
100-3210-30-531750	UNIFORMS	10,405	10,405	225,300	4.62 %
100-3210-30-579000	CONTINGENCIES	-	-	100,000	- %
100-3210-30-581200	CAPITAL LEASE PRINCIPAL	-	-	360,000	- %
Operations & Capital		1,652,594	1,652,594	5,966,400	27.70 %
TOTAL POLICE		3,191,255	3,191,255	31,573,100	10.11 %

GL ACCOUNT	DESCRIPTION	JULY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
FIRE EXPENDITURES					
100-3510-30-511100	REGULAR SALARIES	519,806	519,806	10,191,200	5.10 %
100-3510-30-511110	BONUSES	-	-	300,000	- %
100-3510-30-511200	PART-TIME/TEMP EMPLOYEES	3,703	3,703	159,200	2.33 %
100-3510-30-511300	OVERTIME	27,693	27,693	540,000	5.13 %
100-3510-30-512101	HEALTH INSURANCE	165,996	165,996	2,270,300	7.31 %
100-3510-30-512102	DISABILITY INSURANCE	73,710	73,710	135,900	54.24 %
100-3510-30-512103	DENTAL INSURANCE	7,137	7,137	97,800	7.30 %
100-3510-30-512104	LIFE INSURANCE	5,976	5,976	86,600	6.90 %
100-3510-30-512200	SOCIAL SECURITY	32,434	32,434	697,700	4.65 %
100-3510-30-512300	MEDICARE	7,585	7,585	163,200	4.65 %
100-3510-30-512401	RETIREMENT 401A	60,939	60,939	1,287,800	4.73 %
100-3510-30-512402	401A RETIREMENT-457 MATCH	24,206	24,206	536,600	4.51 %
100-3510-30-512600	UNEMPLOYMENT TAX	31	31	10,000	0.31 %
100-3510-30-512700	WORKERS' COMPENSATION	86,805	86,805	300,000	28.93 %
Salaries & Benefits		1,016,021	1,016,021	16,776,300	6.06 %
100-3510-30-521200	PROFESSIONAL SERVICES	150	150	14,200	1.06 %
100-3510-30-521300	TECHNICAL SERVICES	80,418	80,418	213,400	37.68 %
100-3510-30-522210	REP & MAINT-EQUIPMENT	4,317	4,317	85,600	5.04 %
100-3510-30-522220	REP & MAINT-BUILDINGS	8,411	8,411	122,600	6.86 %
100-3510-30-522230	REP & MAINT-VEHICLES	34,576	34,576	315,000	10.98 %
100-3510-30-523200	COMMUNICATIONS	5,273	5,273	64,800	8.14 %
100-3510-30-523300	ADVERTISING	-	-	1,000	- %
100-3510-30-523400	PRINTING & BINDING	1,085	1,085	4,000	27.14 %
100-3510-30-523500	TRAVEL	1,416	1,416	50,000	2.83 %
100-3510-30-523600	DUES & FEES	333	333	13,000	2.56 %
100-3510-30-523700	EDUCATION/TRAINING	11,459	11,459	79,300	14.45 %
100-3510-30-523900	CONTRACTUAL SERVICES	26,645	26,645	204,700	13.02 %
100-3510-30-531100	GENERAL OPERATING SUPPLIES	25,334	25,334	114,400	22.15 %
100-3510-30-531160	EMS MEDICAL SUPPLIES	9,008	9,008	162,500	5.54 %
100-3510-30-531210	WATER	1,058	1,058	21,600	4.90 %
100-3510-30-531220	NATURAL GAS	998	998	25,000	3.99 %
100-3510-30-531230	ELECTRICITY	5,773	5,773	52,100	11.08 %
100-3510-30-531300	HOSPITALITY	373	373	23,300	1.60 %
100-3510-30-531600	SMALL TOOLS & EQUIPMENT	6,025	6,025	109,400	5.51 %
100-3510-30-531750	UNIFORMS	1,451	1,451	141,500	1.03 %
100-3510-30-541200	SITE IMPROVEMENTS	-	-	88,000	- %
100-3510-30-579000	CONTINGENCIES	-	-	50,000	- %
100-3510-30-581200	CAPITAL LEASE PRINCIPAL	-	-	1,653,500	- %
100-3510-30-582200	CAPITAL LEASE INTEREST	-	-	44,100	- %
Operations & Capital		224,104	224,104	3,653,000	6.13 %
TOTAL FIRE		1,240,126	1,240,126	20,429,300	6.07 %

**GENERAL FUND REVENUES & EXPENDITURES
THROUGH PERIOD 01, JULY FY 2025**

09/10/2024

GL ACCOUNT	DESCRIPTION	JULY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
EMERGENCY MANAGEMENT EXPENDITURES					
100-3810-30-511100	SALARIES	6,018	6,018	121,100	4.97 %
100-3810-30-511110	BONUSES	-	-	5,000	- %
100-3810-30-512101	HEALTH INSURANCE	-	-	8,400	- %
100-3810-30-512102	DISABILITY INSURANCE	47	47	500	9.31 %
100-3810-30-512103	DENTAL INSURANCE	-	-	300	- %
100-3810-30-512104	LIFE INSURANCE	76	76	700	10.89 %
100-3810-30-512200	SOCIAL SECURITY	374	374	7,900	4.74 %
100-3810-30-512300	MEDICARE	88	88	1,900	4.61 %
100-3810-30-512401	401A RETIREMENT	722	722	14,600	4.95 %
100-3810-30-512402	401A RETIREMENT-457 MATCH	301	301	6,100	4.93 %
100-3810-30-512600	UNEMPLOYMENT TAX	-	-	100	- %
100-3810-30-512700	WORKERS' COMPENSATION	145	145	400	36.17 %
Salaries & Benefits		7,770	7,770	167,000	4.65 %
100-3810-30-521200	PROFESSIONAL SERVICES	57,437	57,437	696,000	8.25 %
100-3810-30-521300	TECHNICAL SERVICES	5,298	5,298	13,800	38.39 %
100-3810-30-522210	REP & MAINT-EQUIPMENT	-	-	5,000	- %
100-3810-30-523200	COMMUNICATIONS	283	283	5,300	5.33 %
100-3810-30-523500	TRAVEL	-	-	5,500	- %
100-3810-30-523700	EDUCATION/TRAINING	-	-	1,450	- %
100-3810-30-531100	GENERAL SUPPLIES & MATLS	573	573	15,000	3.82 %
100-3810-30-531102	EMERGENCY EVENT RESPONSE	-	-	98,500	- %
100-3810-30-531600	SMALL TOOLS & EQUIPMENT	900	900	10,000	9.00 %
100-3810-30-572000	PAYMENTS TO OTHER AGENCIES	325,396	325,396	929,800	35.00 %
100-3810-30-579000	CONTINGENCY	-	-	50,000	- %
Operations & Capital		389,888	389,888	1,830,350	21.30 %
TOTAL EMERGENCY MANAGEMENT		397,657	397,657	1,997,350	19.91 %

**GENERAL FUND REVENUES & EXPENDITURES
THROUGH PERIOD 01, JULY FY 2025**

09/10/2024

GL ACCOUNT	DESCRIPTION	JULY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
PUBLIC WORKS EXPENDITURES					
100-4100-40-511100	SALARIES	163,681	163,681	3,601,800	4.54 %
100-4100-40-511110	BONUSES	-	-	60,000	- %
100-4100-40-511300	OVERTIME	1,251	1,251	40,000	3.13 %
100-4100-40-512101	HEALTH INSURANCE	36,305	36,305	657,500	5.52 %
100-4100-40-512102	DISABILITY INSURANCE	1,268	1,268	28,100	4.51 %
100-4100-40-512103	DENTAL INSURANCE	1,517	1,517	27,000	5.62 %
100-4100-40-512104	LIFE INSURANCE	1,937	1,937	37,600	5.15 %
100-4100-40-512200	SOCIAL SECURITY	9,937	9,937	230,900	4.30 %
100-4100-40-512300	MEDICARE	2,324	2,324	54,000	4.30 %
100-4100-40-512401	401A RETIREMENT	18,993	18,993	437,100	4.35 %
100-4100-40-512402	401A RETIREMENT-457 MATCH	7,793	7,793	182,100	4.28 %
100-4100-40-512600	UNEMPLOYMENT TAX	17	17	4,000	0.43 %
100-4100-40-512700	WORKERS' COMPENSATION	31,002	31,002	95,000	32.63 %
Salaries & Benefits		276,026	276,026	5,455,100	5.06 %
100-4100-40-521200	PROFESSIONAL SERVICES	-	-	85,000	- %
100-4100-40-521300	TECHNICAL SERVICES	146,350	146,350	602,500	24.29 %
100-4100-40-522230	REP & MAINT-VEHICLES	1,293	1,293	18,000	7.18 %
100-4100-40-522240	STREETLIGHT MAINTENANCE	-	-	125,000	- %
100-4100-40-522260	GUARDRAIL MAINTENANCE	-	-	50,000	- %
100-4100-40-522270	SIDEWALK MAINTENANCE	-	-	75,000	- %
100-4100-40-522280	FIBER MAINTENANCE	-	-	100,000	- %
100-4100-40-522290	TRAFFIC POLE MAINTENANCE	-	-	100,000	- %
100-4100-40-523200	COMMUNICATIONS	3,174	3,174	44,444	7.14 %
100-4100-40-523500	TRAVEL	1,459	1,459	17,500	8.34 %
100-4100-40-523600	DUES & FEES	62	62	10,000	0.62 %
100-4100-40-523700	EDUCATION/TRAINING	991	991	30,000	3.30 %
100-4100-40-523900	CONTRACTUAL SERVICES	420,591	420,591	5,363,185	7.84 %
100-4100-40-523900 REMVL	CONTRACTUAL SERVICES	25,725	25,725	350,000	7.35 %
100-4100-40-531100	GENERAL OPERATING SUPPLIES	1,434	1,434	58,000	2.47 %
100-4100-40-531235	STREET LIGHTS	177,228	177,228	1,800,000	9.85 %
100-4100-40-531600	SMALL TOOLS & EQUIPMENT	5,920	5,920	41,000	14.44 %
100-4100-40-531700 COMMU	MATERIALS--COMMUNITY APPEAR	-	-	5,000	- %
100-4100-40-531700 SIGNA	MATERIALS--TRAFFIC SIGNAL MAIN	420	420	200,000	0.21 %
100-4100-40-531700 STORM	MATERIALS--STORMWATER MAINT	2,279	2,279	33,000	6.91 %
100-4100-40-531700 STREE	MATERIALS--STREET MAINT	17,745	17,745	280,000	6.34 %
100-4100-40-531700 TCALM	OTHER SUPPLIES	-	-	15,000	- %
100-4100-40-531700 WASTE	MATERIALS--WASTE HAUL	14,510	14,510	90,000	16.12 %
100-4100-40-531750	UNIFORMS	111	111	8,400	1.32 %
100-4100-40-542100	MACHINERY & EQUIPMENT	-	-	25,000	- %
100-4100-40-579000	CONTINGENCIES	-	-	200,000	- %
Operations & Capital		819,292	819,292	9,726,029	8.42 %
TOTAL PUBLIC WORKS		1,095,318	1,095,318	15,181,129	7.21 %

GL ACCOUNT	DESCRIPTION	JULY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
FLEET MANAGEMENT EXPENDITURES					
100-4900-10-511100	SALARIES	7,561	7,561	159,900	4.73 %
100-4900-10-511110	BONUSES	-	-	4,000	- %
100-4900-10-512101	HEALTH INSURANCE	649	649	8,400	7.72 %
100-4900-10-512102	DISABILITY INSURANCE	39	39	1,000	3.88 %
100-4900-10-512103	DENTAL INSURANCE	28	28	400	6.94 %
100-4900-10-512104	LIFE INSURANCE	64	64	900	7.06 %
100-4900-10-512200	SOCIAL SECURITY	455	455	10,300	4.42 %
100-4900-10-512300	MEDICARE	107	107	2,400	4.44 %
100-4900-10-512401	401A RETIREMENT	602	602	19,200	3.13 %
100-4900-10-512402	401A RETIREMENT-457 MATCH	251	251	8,000	3.13 %
100-4900-10-512600	UNEMPLOYMENT TAX	13	13	300	4.41 %
100-4900-10-512700	WORKERS' COMPENSATION	165	165	500	33.07 %
Salaries & Benefits		9,933	9,933	215,300	4.61 %
100-4900-10-521200	PROFESSIONAL SERVICES	6,312	6,312	90,000	7.01 %
100-4900-10-521300	TECHNICAL SERVICES	-	-	25,000	- %
100-4900-10-523200	COMMUNICATIONS	126	126	1,000	12.62 %
100-4900-10-523700	EDUCATION/TRAINING	-	-	3,000	- %
100-4900-10-531100	GENERAL SUPPLIES & MATLS	405	405	15,000	2.70 %
100-4900-10-531270	GASOLINE	74,984	74,984	900,000	8.33 %
100-4900-10-531750	UNIFORMS	-	-	2,500	- %
100-4900-10-542100	MACHINERY & EQUIPMENT	-	-	10,000	- %
Operations & Capital		81,827	81,827	1,046,500	7.82 %
TOTAL FLEET MANAGEMENT		91,761	91,761	1,261,800	7.27 %

**GENERAL FUND REVENUES & EXPENDITURES
THROUGH PERIOD 01, JULY FY 2025**

09/10/2024

GL ACCOUNT	DESCRIPTION	JULY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
PARKS & RECREATION EXPENDITURES					
100-6110-50-511100	SALARIES	49,943	49,943	1,079,700	4.63 %
100-6110-50-511110	BONUSES	-	-	30,000	- %
100-6110-50-511201	PT/TEMP EMPLOYEES - ATHLETICS	27,938	27,938	237,000	11.79 %
100-6110-50-511202	PT/TEMP EMPLOYEES - PARK	9,066	9,066	140,000	6.48 %
100-6110-50-511203	PT/TEMP EMPLOYEES-LEISURE	10,200	10,200	60,000	17.00 %
100-6110-50-512101	HEALTH INSURANCE	11,779	11,779	192,200	6.13 %
100-6110-50-512102	DISABILITY INSURANCE	381	381	6,800	5.60 %
100-6110-50-512103	DENTAL INSURANCE	408	408	7,400	5.51 %
100-6110-50-512104	LIFE INSURANCE	597	597	10,200	5.85 %
100-6110-50-512200	SOCIAL SECURITY	5,932	5,932	96,400	6.15 %
100-6110-50-512300	MEDICARE	1,387	1,387	22,600	6.14 %
100-6110-50-512401	401A RETIREMENT	5,647	5,647	129,600	4.36 %
100-6110-50-512402	401A RETIREMENT-457 MATCH	2,353	2,353	54,000	4.36 %
100-6110-50-512600	UNEMPLOYMENT TAX	166	166	3,000	5.53 %
100-6110-50-512700	WORKERS' COMPENSATION	12,401	12,401	35,000	35.43 %
Salaries & Benefits		138,198	138,198	2,103,900	6.57 %
100-6110-50-521300	TECHNICAL SERVICES	17,770	17,770	40,600	43.77 %
100-6110-50-522100	CLEANING SERVICES	6,570	6,570	155,000	4.24 %
100-6110-50-522220	REP & MAINT-BUILDINGS	42	42	50,000	0.08 %
100-6110-50-522230	REP & MAINT-VEHICLES	977	977	10,000	9.77 %
100-6110-50-522240	REP & MAINT-PARKS	12,979	12,979	600,000	2.16 %
100-6110-50-523200	COMMUNICATIONS	1,433	1,433	17,000	8.43 %
100-6110-50-523300	ADVERTISING	1,180	1,180	25,000	4.72 %
100-6110-50-523500	TRAVEL	174	174	6,000	2.90 %
100-6110-50-523600	DUES & FEES	-	-	4,000	- %
100-6110-50-523700	EDUCATION/TRAINING	420	420	8,000	5.25 %
100-6110-50-523900	CONTRACTUAL SERVICES	63,340	63,340	1,099,500	5.76 %
100-6110-50-523950	MERCHANT SVCS CHARGES	1,321	1,321	16,000	8.26 %
100-6110-50-531100	GENERAL OPERATING SUPPLIES	123	123	6,000	2.06 %
100-6110-50-531102	PROGRAM SUPPLIES	28,008	28,008	249,700	11.22 %
100-6110-50-531210	WATER	1,768	1,768	50,000	3.54 %
100-6110-50-531220	NATURAL GAS	1,141	1,141	13,500	8.45 %
100-6110-50-531230	ELECTRICITY	15,844	15,844	162,245	9.77 %
100-6110-50-531300	HOSPITALITY	229	229	2,500	9.17 %
100-6110-50-531600	SMALL TOOLS & EQUIPMENT	1,862	1,862	50,000	3.72 %
100-6110-50-531700	OTHER SUPPLIES	2,991	2,991	14,000	21.37 %
100-6110-50-531750	UNIFORMS	-	-	5,000	- %
100-6110-50-541200	SITE IMPROVEMENTS	2,230	2,230	30,000	7.43 %
100-6110-50-579000	CONTINGENCIES	-	-	50,000	- %
Operations & Capital		160,405	160,405	2,664,045	6.02 %
TOTAL PARKS & RECREATION		298,603	298,603	4,767,945	6.26 %

GL ACCOUNT	DESCRIPTION	JULY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
COMMUNITY DEVELOPMENT EXPENDITURES					
100-7450-60-511100	SALARIES	191,178	191,178	3,930,100	4.86 %
100-7450-60-511110	BONUSES	-	-	70,000	- %
100-7450-60-511200	PT/TEMP EMPLOYEES	1,700	1,700	48,500	3.51 %
100-7450-60-512101	HEALTH INSURANCE	48,037	48,037	633,500	7.58 %
100-7450-60-512102	DISABILITY INSURANCE	1,452	1,452	23,800	6.10 %
100-7450-60-512103	DENTAL INSURANCE	1,793	1,793	23,100	7.76 %
100-7450-60-512104	LIFE INSURANCE	2,250	2,250	32,100	7.01 %
100-7450-60-512200	SOCIAL SECURITY	11,656	11,656	252,500	4.62 %
100-7450-60-512300	MEDICARE	2,726	2,726	59,100	4.61 %
100-7450-60-512401	401A RETIREMENT	22,933	22,933	471,700	4.86 %
100-7450-60-512402	401A RETIREMENT-457 MATCH	8,856	8,856	196,600	4.50 %
100-7450-60-512600	UNEMPLOYMENT TAX	-	-	3,000	- %
100-7450-60-512700	WORKERS' COMPENSATION	14,467	14,467	35,000	41.34 %
Salaries & Benefits		307,048	307,048	5,779,000	5.31 %
100-7450-60-521300	TECHNICAL SERVICES	158,320	158,320	211,100	75.00 %
100-7450-60-522230	REP & MAINT-VEHICLES	1,265	1,265	15,000	8.43 %
100-7450-60-523200	COMMUNICATIONS	2,367	2,367	30,250	7.82 %
100-7450-60-523300	ADVERTISING	1,665	1,665	20,000	8.33 %
100-7450-60-523500	TRAVEL	4,104	4,104	27,100	15.14 %
100-7450-60-523600	DUES & FEES	2,347	2,347	9,000	26.07 %
100-7450-60-523700	EDUCATION/TRAINING	8,299	8,299	39,000	21.28 %
100-7450-60-523900	CONTRACTUAL SERVICES	16,531	16,531	150,000	11.02 %
100-7450-60-531100	GENERAL OPERATING SUPPLIES	758	758	16,000	4.74 %
100-7450-60-531300	HOSPITALITY	426	426	14,500	2.94 %
100-7450-60-531600	SMALL TOOLS & EQUIPMENT	-	-	4,000	- %
100-7450-60-531750	UNIFORMS	228	228	12,000	1.90 %
100-7450-60-542300	FURNITURE & FIXTURES	-	-	39,000	- %
100-7450-60-579000	CONTINGENCIES	-	-	25,000	- %
Operations & Capital		196,308	196,308	611,950	32.08 %
TOTAL COMMUNITY DEVELOPMENT		503,356	503,356	6,390,950	7.88 %

GL ACCOUNT	DESCRIPTION	JULY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
ECONOMIC DEVELOPMENT EXPENDITURES					
100-7520-60-511100	SALARIES	-	-	297,700	- %
100-7520-60-511110	BONUSES	-	-	5,000	- %
100-7520-60-512101	HEALTH INSURANCE	-	-	57,800	- %
100-7520-60-512102	DISABILITY INSURANCE	-	-	2,000	- %
100-7520-60-512103	DENTAL INSURANCE	-	-	2,700	- %
100-7520-60-512104	LIFE INSURANCE	-	-	3,500	- %
100-7520-60-512200	SOCIAL SECURITY	-	-	18,900	- %
100-7520-60-512300	MEDICARE	-	-	4,500	- %
100-7520-60-512401	401A RETIREMENT	-	-	35,800	- %
100-7520-60-512402	401A RETIREMENT-457 MATCH	-	-	14,900	- %
100-7520-60-512600	UNEMPLOYMENT TAX	-	-	100	- %
100-7520-60-512700	WORKERS' COMPENSATION	537	537	1,500	35.82 %
Salaries & Benefits		537	537	444,400	0.12 %
100-7520-60-521205	PROF SVCS-OTHER	-	-	60,000	- %
100-7520-60-521300	TECHNICAL SERVICES	11,664	11,664	69,300	16.83 %
100-7520-60-523200	COMMUNICATIONS	-	-	1,200	- %
100-7520-60-523300	ADVERTISING	-	-	37,300	- %
100-7520-60-523500	TRAVEL	-	-	3,000	- %
100-7520-60-523600	DUES & FEES	119	119	3,500	3.40 %
100-7520-60-523700	EDUCATION/TRAINING	-	-	6,700	- %
100-7520-60-531300	HOSPITALITY	-	-	27,000	- %
Operations & Capital		11,783	11,783	208,000	5.66 %
TOTAL ECONOMIC DEVELOPMENT		12,320	12,320	652,400	1.89 %

**GENERAL FUND REVENUES & EXPENDITURES
THROUGH PERIOD 01, JULY FY 2025**

09/10/2024

GL ACCOUNT	DESCRIPTION	JULY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
TRANSFERS EXPENDITURES					
100-9000-90-581300	NOTE PRINCIPAL	18,000	18,000	217,651	8.27 %
100-9000-90-582300	NOTE INTEREST EXPENSE	1,611	1,611	17,678	9.11 %
100-9000-90-611220	TRANSFER OUT TO TREE FUND	-	-	60,000	- %
100-9000-90-611351	TRANSFER OUT TO CAPITAL PROJEC	-	-	23,096,400	- %
100-9000-90-611352	TRANSFER OUT TO FLEET	-	-	1,770,000	- %
100-9000-90-611360	TRANSFER OUT TO FAC AUTH	-	-	13,376,133	- %
100-9000-90-611561	XFER OUT TO STORMWATER	-	-	4,250,000	- %
Operations & Capital		19,611	19,611	42,787,862	0.05 %
TOTAL TRANSFERS		19,611	19,611	42,787,862	0.05 %
TOTAL EXPENDITURES		\$10,845,936	\$10,845,936	\$155,053,944	6.99 %
GENERAL FUND - 100		(\$10,176,887)	(\$10,176,887)	(\$30,303,924)	33.58 %

**CONFISCATED ASSET FUND REVENUES & EXPENDITURES
THROUGH PERIOD 01, JULY FY 2025**

09/10/2024

GL ACCOUNT	DESCRIPTION	JULY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
REVENUES					
210-0000-30-351320	STATE SEIZED FUNDS REV	-	-	5,000	- %
210-0000-30-351325	FEDERAL SEIZED FUNDS REV	5,301	5,301	100,000	5.30 %
	TOTAL FINES & FORFEITURES	5,301	5,301	105,000	5.05 %
	TOTAL REVENUES	\$5,301	\$5,301	\$105,000	5.05 %
POLICE EXPENDITURES					
210-3210-30-521200	PROFESSIONAL SERVICES	-	-	5,000	- %
210-3210-30-523700	EDUCATION/TRAINING	-	-	15,000	- %
210-3210-30-531600	SMALL TOOLS & EQUIPMENT	-	-	10,000	- %
210-3210-30-531750	UNIFORMS	-	-	5,000	- %
	TOTAL POLICE	-	-	35,000	- %
	TOTAL EXPENDITURES	\$-	\$-	\$35,000	- %
CONFISCATED ASSET FUND - 210		\$5,301	\$5,301	\$70,000	7.57 %

**OPIOID SETTLEMENT PAYMENT FUND REVENUES & EXPENDITURES
THROUGH PERIOD 01, JULY FY 2025**

09/10/2024

GL ACCOUNT	DESCRIPTION	JULY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
REVENUES					
213-0000-30-351920	OPIOID SETTLEMENT PAYMENTS	28,014	28,014	150,000	18.68 %
	TOTAL FINES & FORFEITURES	28,014	28,014	150,000	18.68 %
	TOTAL REVENUES	\$28,014	\$28,014	\$150,000	18.68 %
OPIOD SETTLEMENT OPER EXPENSES EXPENDITURES					
213-3100-30-531300	HOSPITALITY	-	-	150,000	- %
	TOTAL OPIOD SETTLEMENT OPER EXPENS	-	-	150,000	- %
	TOTAL EXPENDITURES	\$-	\$-	\$150,000	- %
OPIOID SETTLEMENT PAYMENT FUND - 213		\$28,014	\$28,014	\$-	- %

GL ACCOUNT	DESCRIPTION	JULY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
REVENUES					
215-0000-30-342500	ALL REVENUE	-	-	3,500,000	- %
	TOTAL CHARGES & FEES	-	-	3,500,000	- %
	TOTAL REVENUES	\$-	\$-	\$3,500,000	- %
EMERGENCY MANAGEMENT EXPENDITURES					
215-3810-30-572000	PAYMENTS TO OTHER AGENCIES	-	-	3,500,000	- %
	TOTAL EMERGENCY MANAGEMENT	-	-	3,500,000	- %
	TOTAL EXPENDITURES	\$-	\$-	\$3,500,000	- %
E911 FUND - 215		\$-	\$-	\$-	- %

**TREE FUND REVENUES & EXPENDITURES
THROUGH PERIOD 01, JULY FY 2025**

09/10/2024

GL ACCOUNT	DESCRIPTION	JULY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
REVENUES					
220-0000-50-341320	DEVELOPMENT IMPACT FEES	11,295	11,295	150,000	7.53 %
	TOTAL CHARGES & FEES	11,295	11,295	150,000	7.53 %
220-0000-90-391100	TRANSFER IN FROM GENERAL FUND	-	-	60,000	- %
	TOTAL OTHER FINANCING SOURCES	-	-	60,000	- %
	TOTAL REVENUES	\$11,295	\$11,295	\$210,000	5.38 %
TREE FUND EXPENSE EXPENDITURES					
220-6240-00-511100	SALARIES	4,229	4,229	85,500	4.95 %
220-6240-00-511110	BONUSES	-	-	40,000	- %
220-6240-00-512101	HEALTH INSURANCE	529	529	6,803	7.77 %
220-6240-00-512102	DISABILITY INSURANCE	33	33	470	6.96 %
220-6240-00-512103	DENTAL INSURANCE	18	18	230	7.77 %
220-6240-00-512104	LIFE INSURANCE	53	53	650	8.22 %
220-6240-00-512200	SOCIAL SECURITY	256	256	5,301	4.83 %
220-6240-00-512300	MEDICARE	60	60	1,240	4.83 %
220-6240-00-512401	401A RETIREMENT	507	507	10,260	4.95 %
220-6240-00-512402	401A RETIREMENT-457 MATCH	127	127	4,275	2.97 %
220-6240-00-512600	UNEMPLOYMENT TAX	-	-	60	- %
220-6240-00-512700	WORKERS' COMPENSATION	-	-	400	- %
	TOTAL TREE FUND EXPENSE	5,812	5,812	155,189	3.74 %
TRANSFERS OUT EXPENDITURES					
220-9000-90-611351	TRANSFER TO CAPITAL PROJECTS	-	-	590,000	- %
	TOTAL TRANSFERS OUT	-	-	590,000	- %
	TOTAL EXPENDITURES	\$5,812	\$5,812	\$745,189	0.78 %
TREE FUND - 220		\$5,483	\$5,483	(\$535,189)	(1.02%)

**IMPACT FEE FUND REVENUES & EXPENDITURES
THROUGH PERIOD 01, JULY FY 2025**

09/10/2024

GL ACCOUNT	DESCRIPTION	JULY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
REVENUES					
225-0000-60-341320 PARKS	IMPACT FEES - PARKS	18,175	18,175	20,481	88.74 %
225-0000-60-341320 PUBSA	IMPACT FEES - PUBLIC SAFETY	1,779	1,779	2,004	88.78 %
225-0000-60-341320 TRANS	IMPACT FEES - TRANSPORTATION	6,667	6,667	7,515	88.71 %
	TOTAL CHARGES & FEES	26,621	26,621	30,000	88.74 %
	TOTAL REVENUES	\$26,621	\$26,621	\$30,000	88.74 %
IMPFFEE/COMMDEV ADMIN COSTS EXPENDITURES					
225-7450-60-521200	PROFESSIONAL SERVICES	-	-	10,000	- %
	TOTAL IMPFFEE/COMMDEV ADMIN COSTS	-	-	10,000	- %
TRANSFERS EXPENDITURES					
225-0000-90-611351 PARKS	TRANSFER TO CAPITAL PROJECTS	-	-	10,000	- %
225-0000-90-611351 TRANS	TRANSFER TO CAPITAL PROJECTS	-	-	10,000	- %
	TOTAL TRANSFERS	-	-	20,000	- %
	TOTAL EXPENDITURES	\$-	\$-	\$30,000	- %
IMPACT FEE FUND - 225		\$26,621	\$26,621	\$-	- %

**MULTIPLE GRANT FUND REVENUES & EXPENDITURES
THROUGH PERIOD 01, JULY FY 2025**

09/10/2024

GL ACCOUNT	DESCRIPTION	JULY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
REVENUES					
240-0000-30-331100 CVRGE	FEDERAL MATCHING GRANTS	-	-	151,581	- %
240-0000-30-331100 CVRGS	FEDERAL MATCHING GRANTS	-	-	290,799	- %
	TOTAL OTHER REVENUES	-	-	442,380	- %
	TOTAL REVENUES	\$-	\$-	\$442,380	- %
POLICE EXPENDITURES					
240-3210-30-511100 CVRGS	SALARIES	9,774	9,774	201,234	4.86 %
240-3210-30-511300 CVRGS	OVERTIME	-	-	14,554	- %
240-3210-30-512101 CVRGS	HEALTH INSURANCE	58	58	21,689	0.27 %
240-3210-30-512200 CVRGS	SOCIAL SECURITY	582	582	13,379	4.35 %
240-3210-30-512300 CVRGS	MEDICARE	136	136	3,129	4.35 %
240-3210-30-512401 CVRGS	401A RETIREMENT	794	794	10,789	7.36 %
240-3210-30-512402 CVRGS	401A RETIREMENT-457 MATCH	204	204	25,895	0.79 %
240-3210-30-512600 CVRGS	UNEMPLOYMENT TAX	14	14	80	17.98 %
240-3210-30-512700 CVRGS	WORKERS' COMPENSATION	-	-	50	- %
240-3210-30-521200 CVRGE	PROFESSIONAL SERVICES	-	-	2,500	- %
240-3210-30-521300 CVRGE	TECHNICAL SERVICES	-	-	136,501	- %
240-3210-30-523200 CVRGE	COMMUNICATIONS	-	-	1,080	- %
240-3210-30-531100 CVRGE	GENERAL SUPPLIES & MATLS	-	-	1,500	- %
240-3210-30-531750 CVRGE	UNIFORMS	-	-	5,000	- %
240-3210-30-579000 CVRGE	CONTINGENCIES	-	-	5,000	- %
	TOTAL POLICE	11,562	11,562	442,380	2.61 %
PARKS & RECREATION EXPENDITURES					
240-6110-50-531102 BOOST	PROGRAM SUPPLIES	724	724	-	- %
	TOTAL PARKS & RECREATION	724	724	-	- %
	TOTAL EXPENDITURES	\$12,286	\$12,286	\$442,380	2.78 %
MULTIPLE GRANT FUND - 240		(\$12,286)	(\$12,286)	\$-	- %

**CDBG FUND REVENUES & EXPENDITURES
THROUGH PERIOD 01, JULY FY 2025**

09/10/2024

GL ACCOUNT	DESCRIPTION	JULY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
REVENUES					
245-0000-60-361000	INTEREST REVENUE	8,389	8,389	-	- %
	TOTAL INVESTMENT INCOME	8,389	8,389	-	- %
245-0000-60-331100 CDB23	FEDERAL MATCHING GRANTS	-	-	158,889	- %
245-0000-60-331100 CDB24	FEDERAL MATCHING GRANTS	-	-	500,000	- %
	TOTAL OTHER REVENUES	-	-	658,889	- %
	TOTAL REVENUES	\$8,389	\$8,389	\$658,889	1.27 %
COMMUNITY DEVELOPMENT BLOCK GR EXPENDITURES					
245-7450-60-541400 AC182	INFRASTRUCTURE	1,530	1,530	1,931,500	0.08 %
245-7450-60-541400 AC183	INFRASTRUCTURE	-	-	220,000	- %
245-7450-60-541400 AC184	INFRASTRUCTURE	-	-	614,000	- %
245-7450-60-541400 ACT24	INFRASTRUCTURE	-	-	423,200	- %
	TOTAL CDBG	1,530	1,530	3,188,700	0.05 %
CDBG FUND DEBT SERVICE EXPENDITURES					
245-8000-00-581300 ACT19	NOTE PRINCIPAL	287,000	287,000	287,000	100.00 %
245-8000-00-582300 ACT19	NOTE INTEREST EXPENSE	29,509	29,509	55,189	53.47 %
	TOTAL CDBG FUND DEBT SERVICE	316,509	316,509	342,189	92.50 %
	TOTAL EXPENDITURES	\$318,039	\$318,039	\$3,530,889	9.01 %
CDBG FUND - 245		(\$309,649)	(\$309,649)	(\$2,872,000)	10.78 %

**HOTEL/MOTEL TAX FUND REVENUES & EXPENDITURES
THROUGH PERIOD 01, JULY FY 2025**

09/10/2024

GL ACCOUNT	DESCRIPTION	JULY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
REVENUES					
275-0000-50-314100	HOTEL/MOTEL TAX	-	-	5,250,000	- %
	TOTAL TAXES	-	-	5,250,000	- %
	TOTAL REVENUES	\$-	\$-	\$5,250,000	- %
TRANSFERS EXPENDITURES					
275-9000-90-611100	TRANSFER TO GENERAL FUND	-	-	1,499,400	- %
275-9000-90-611555	TRANSFER OUT TO ARTS CENTER	-	-	2,063,250	- %
275-9000-90-611850	TRANSFER TO HOSPITALITY	-	-	1,687,350	- %
	TOTAL TRANSFERS	-	-	5,250,000	- %
	TOTAL EXPENDITURES	\$-	\$-	\$5,250,000	- %
HOTEL/MOTEL TAX FUND - 275		\$-	\$-	\$-	- %

RENTAL MOTOR VEH EXCISE TAX FD REVENUES & EXPENDITURES
THROUGH PERIOD 01, JULY FY 2025

09/10/2024

GL ACCOUNT	DESCRIPTION	JULY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
REVENUES					
280-0000-90-314400	EXCISE TAX ON RENTAL MV	-	-	100,000	- %
	TOTAL TAXES	-	-	100,000	- %
	TOTAL REVENUES	\$-	\$-	\$100,000	- %
RMVET EXPENDITURES EXPENDITURES					
280-9000-90-611100	TRANSFER TO GENERAL FUND	-	-	100,000	- %
	TOTAL RMVET EXPENDITURES	-	-	100,000	- %
	TOTAL EXPENDITURES	\$-	\$-	\$100,000	- %
RENTAL MOTOR VEH EXCISE TAX FD - 280		\$-	\$-	\$-	- %

PROJECT DESCRIPTION	PROJ #	JULY MTD ACTUAL	2025 YTD ACTUAL	CUMULATIVE ACTUAL	CUMULATIVE BUDGET	AVAILABLE BUDGET
CAPITAL CONTINGENCY	C9999	-	-	-	4,074,968	4,074,968
		\$-	\$-	\$-	\$4,074,968	\$4,074,968
FACILITIES						
TROWBRIDGE FACILITY	F0005	-	-	2,184,413	2,660,000	475,587
BACK-UP E911 CALL CENTER	F0007	-	-	234,927	350,000	115,073
HERITAGE/GA COMM ON THE HOLOCAUST	F0008	-	-	97,452	100,000	2,548
WAYFINDING SIGNAGE	F2101	-	-	918,695	1,500,000	581,305
CISTERN IMPROVEMENTS	F2102	-	-	695,468	2,055,000	1,359,532
VETERANS PARK	F2104	-	-	6,852,024	6,896,000	43,976
FACILITIES MAINTENANCE	F2205	9,844	9,844	1,141,133	2,726,390	1,585,257
ABERNATHY SITE IMP	F2206	21,900	21,900	282,223	1,250,000	967,777
CITY SPRINGS - ARTIFICIAL TURF	F2302	-	-	540,231	880,000	339,769
TEMP FIRE STATION 1	F2305	-	-	77,909	177,909	100,000
HERITAGE LAWN STREAM BUFFER	F2401	-	-	-	250,000	250,000
POLICE SHOOTING RANGE/SIM HOUSE	F2501	-	-	-	100,000	100,000
FIRE STATION #1 SCOPING	F2502	-	-	-	250,000	250,000
FIREFIGHTER TURN OUT GEAR	FD100	6,857	6,857	50,290	227,083	176,793
FIRE EQUIPMENT REPLACEMENT	FD200	-	-	9,963	112,526	102,563
ALERTING SYSTEM (WESTNET)	FD231	-	-	201,027	202,000	973
		\$38,601	\$38,601	\$13,285,758	\$19,736,908	\$6,451,150
CITY CENTER						
CITY SPRGS DIST IMPR (DEMO & INFRA)	CC001	-	-	35,845,434	39,055,213	3,209,779
UTILITIES RELOCATION	CC006	-	-	6,819,122	7,174,555	355,433
		\$-	\$-	\$42,664,556	\$46,229,768	\$3,565,212
ARTS PROGRAM						
OUTDOOR ART PROGRAM	A0001	21,300	21,300	372,135	412,513	40,378
VETERANS PARK ARTWORK	A0003	103,000	103,000	310,500	548,000	237,500
		\$124,300	\$124,300	\$682,635	\$960,513	\$277,878

PROJECT DESCRIPTION	PROJ #	JULY MTD ACTUAL	2025 YTD ACTUAL	CUMULATIVE ACTUAL	CUMULATIVE BUDGET	AVAILABLE BUDGET
TRANSPORTATION						
ROSWELL ROAD PHASE I	T0019	25,757	25,757	2,093,880	8,698,326	6,604,446
CHATTAHOOCHEE RIVER BRIDGE	T0035	-	-	143,566	860,000	716,434
CITY CENTER TRANSPORTATION NETWORK	T0058	-	-	4,525,643	5,125,000	599,357
PATH-400 PRE-CONSTR AND UNASSIGNED	T0060	-	-	3,358,337	6,541,877	3,183,540
PEACHTREE-DUNWOODY@WINDSOR	T0069	8,104	8,104	1,217,538	1,400,000	182,462
WATER RELIABILITY PROGRAM	T2000	-	-	831,202	1,000,000	168,798
PCID - PTD/LAKE HEARN MULTIMODAL	T2208	-	-	911,961	4,802,481	3,890,520
BRT JOINT FEASIBILITY STUDY	T2210	-	-	-	50,000	50,000
NEIGHBORHOOD LIGHTING PROGRAM	T2213	-	-	6,773	103,387	96,613
PCID - GLENRIDGE CONN@JOHNSON FERRY	T2302	-	-	-	80,000	80,000
PCID -HAMMOND @ GA400 TURN LANE	T2303	-	-	-	600,000	600,000
ATMS-5	T2304	-	-	-	300,000	300,000
HIGH POINT ROAD PED XING	T2305	-	-	255,520	330,000	74,480
INTERSTATE BRIDGE ENHANCE/WAYFINDNG	T2306	-	-	4,167	150,000	145,833
ROSWELL@LAKE PLACID	T2308	-	-	70,400	575,000	504,600
PEACHTREE-DUNWOODY MULTIMODAL STUDY	T2401	-	-	250,915	265,000	14,085
INTERNALLY ILLUMINATED STREET SIGNS	T2402	-	-	6,033	125,000	118,967
LI@MTVERNON INTERSECTION IMPROVMENT	T2403	11,607	11,607	152,434	800,000	647,566
MORGAN FALLS PED LIGHTING	T2404	-	-	1,020	816,000	814,980
LF@ALLEN INTERSECTION IMPROVEMENT	T2405	41,816	41,816	265,491	1,500,000	1,234,509
SAFE STREETS FOR ALL (SS4A)	T2406	-	-	400,799	450,000	49,201
ROSWELL RD SAFETY PROJECT	T2501	-	-	-	198,400	198,400
SS FINAL INSPECT TRANSFORM 285/400	T2502	-	-	-	250,000	250,000
TRANSPORTATION MASTER PLAN UPDATE	T2503	-	-	-	200,000	200,000
TMC VIDEO WALL REPLACEMENT	T2504	-	-	-	300,000	300,000
PAVEMENT MANAGEMENT PROGRAM	T3000	863,981	863,981	74,633,515	82,865,731	8,232,216
CITY BEAUTIFICATION PROGRAM	T4000	618	618	553,002	1,237,572	684,571
SIDEWALK PROGRAM	T6000	450	450	10,378,069	11,380,500	1,002,431
INTERSECTIONS & OPERATIONAL	T7000	(31,333)	(31,333)	8,073,721	9,647,787	1,574,066
GUARDRAIL REPLACEMENT PROGRAM	T7500	-	-	873,594	1,684,150	810,556
LAKE FORREST DAM MAINTENANCE	T9000	206	206	1,803,914	3,554,882	1,750,968
BRIDGE & DAM MAINTENANCE	T9100	-	-	2,458,526	3,020,000	561,474
TRAFFIC MANAGEMENT PROGRAM	T9500	11,842	11,842	8,468,856	9,454,238	985,382
TMC FIBER PROGRAM	T9510	-	-	91,263	1,150,000	1,058,737
PUBLIC SAFETY BUILDING FIBER	T9520	-	-	375,413	500,000	124,587
TRAFFIC CALMING	T9600	-	-	362,211	587,714	225,503
		\$933,048	\$933,048	\$122,567,763	\$160,603,044	\$38,035,281

PROJECT DESCRIPTION	PROJ #	JULY MTD ACTUAL	2025 YTD ACTUAL	CUMULATIVE ACTUAL	CUMULATIVE BUDGET	AVAILABLE BUDGET
PARKS						
ABERNATHY GREENWAY	P0002	25,103	25,103	10,871,670	14,468,481	3,596,811
HAMMOND PARK IMPROVEMENTS	P0007	-	-	4,892,739	5,028,981	136,243
MORGAN FALLS ATHLETIC FIELDS	P0010	-	-	5,575,239	5,700,239	125,000
MORGAN FALLS DOG PARK	P0011	-	-	123,704	938,600	814,896
RIDGEVIEW	P0016	-	-	117,024	517,024	400,000
OLD RIVERSIDE DRIVE PARK	P0019	42,100	42,100	2,078,439	8,088,439	6,010,000
CROOKED CREEK PARK	P0020	-	-	566,407	598,607	32,200
CITY TRAIL DESIGN AND UNASSIGNED	P0028	-	-	492,476	3,750,000	3,257,524
RIVER SHORE MEADOWS PARK	P0029	-	-	115,048	125,000	9,952
TRAIL SEGMENT 2A CONST	P2201	(155,471)	(155,471)	8,937,827	9,030,000	92,173
TRAIL ROW ACQUISITION	P2202	-	-	28,720	500,000	471,280
NANCY CREEK STREAM RESTORATION	P2205	22,742	22,742	776,142	777,000	858
SUSTAINABILITY PLAN/POLICY	P2206	-	-	-	75,000	75,000
TREE FUND INVASIVE SPECIES REMOVAL	P2207	13,900	13,900	128,292	166,495	38,203
TREE FUND TREES ATLANTA PARTNERSHIP	P2208	-	-	200,700	332,450	131,750
TREE FUND CAPITAL PROJECTS	P2209	-	-	421,349	779,000	357,651
TREE FUND SURVEYS	P2210	-	-	34,000	69,000	35,000
TREE FUND MAINTENANCE	P2211	82,440	82,440	434,861	517,000	82,140
OLD RIVERSIDE MASTER PLAN	P2212	-	-	75,395	93,446	18,051
ALLEN ROAD PARK MASTER PLAN	P2213	-	-	32,920	100,000	67,080
HAMMOND PARK FACILITY MASTER PLAN	P2214	-	-	-	100,000	100,000
ABERNATHY S GREENWAY STREAM BANK	P2215	-	-	63,850	150,000	86,150
MORGAN FALLS ATHLETIC IMP	P2216	97,999	97,999	1,695,172	3,500,000	1,804,828
TREE FUND EDUCATION	P2301	-	-	14,229	60,000	45,771
TREE FUND PILOT PROJECTS	P2302	14,343	14,343	73,470	90,000	16,530
FLOOD MITIGATION/RESILIANCE PLAN	P2401	-	-	-	200,000	200,000
TENNIS CENTER - CAPITAL IMPROVEMENT	P2403	-	-	-	48,000	48,000
TRAIL SEGMENT 2C P&E AND CONSTRUCT	P2501	-	-	-	303,000	303,000
MORGAN FALLS ATH ADMIN BLDG DEMO	P2502	-	-	-	75,000	75,000
SWAT TRUCK	PD223	-	-	465,743	500,000	34,257
K9 REPLACEMENT	PD232	-	-	34,000	55,500	21,500
POLICE AMMUNITION	PD235	-	-	437,249	574,530	137,281
RTCC VIDEO WALL	PD241	-	-	-	776,771	776,771
		\$143,155	\$143,155	\$38,686,664	\$58,087,564	\$19,400,899
C CD231						
CITYWIDE DESIGN GUIDELINES	CD231	-	-	-	300,000	300,000
		\$-	\$-	\$-	\$300,000	\$300,000
C CD233						
Zoning Code Review	CD233	-	-	58,490	100,000	41,510
		\$-	\$-	\$58,490	\$100,000	\$41,510
C CD251						
PERIMETER SMALL AREA PLAN	CD251	-	-	-	200,000	200,000
		\$-	\$-	\$-	\$200,000	\$200,000
I IT100						
NETWORK HARDWARE REPLACEMENT PROG	IT100	1,413	1,413	160,031	711,012	550,982
		\$1,413	\$1,413	\$160,031	\$711,012	\$550,982
I IT200						
WORKSTATION REPLACE/UPGRADE PROG	IT200	-	-	199,440	1,030,000	830,560
		\$-	\$-	\$199,440	\$1,030,000	\$830,560
I IT241						
PARCEL CORRECTIONS	IT241	-	-	120,000	130,000	10,000
		\$-	\$-	\$120,000	\$130,000	\$10,000
CAPITAL PROJECTS FUND - 351		\$1,240,518	\$1,240,518	\$218,425,336	\$292,163,777	\$73,738,441

PROJECT DESCRIPTION	PROJ #	JULY MTD ACTUAL	2025 YTD ACTUAL	CUMULATIVE ACTUAL	CUMULATIVE BUDGET	AVAILABLE BUDGET
REVENUES						
T-SPLOST TAX		-	-	95,343,840	95,343,840	-
PCID PASSTHROUGH GRANT	TS192	-	-	704,879	6,580,553	5,875,674
INTEREST REVENUE		-	-	247,459	247,459	-
		\$-	\$-	\$96,296,177	\$102,171,851	\$5,875,674
TRANSPORTATION						
TEI-Spalding@Dalrymple/Trowbridge	TS103	-	-	2,422,873	2,422,873	-
TEI-Roswell@GrogansFerry	TS105	-	-	4,717,004	4,800,000	82,996
TEI-Riverview@Northside	TS106	(299,814)	(299,814)	3,947,523	4,402,748	455,225
TEI-SCOOT Upgrade	TS107	-	-	1,484,961	1,484,961	-
TEI-Roswell@Dalrymple	TS108	(21,999)	(21,999)	2,516,837	2,840,000	323,163
TEI-Spalding@Pitts	TS111	12,108	12,108	4,291,861	4,318,179	26,318
TEI-MountVernon@LongIsland	TS115	-	-	91,937	91,937	-
LMC-PeachtreeDun Bike/Ped Trail	TS131	9,371	9,371	454,645	6,100,000	5,645,355
LMC-Central Parkway Sidewalk	TS136	-	-	15,899	15,899	-
LMC-JohnsonFerry:Glenridge/WellsFar	TS137	-	-	472,581	472,581	-
SWP-JohnsonFerry:Harleston/Glenridg	TS161	-	-	415,275	415,275	-
SWP-Windsor:PeachtreeDun/CityLimit	TS164	-	-	1,204,969	1,204,969	-
SWP-Northwood:Kingsport/Roswell	TS165	-	-	268,968	268,968	-
SWP-Spalding:SpaldingLake/Publix	TS166	-	-	1,882,608	1,963,352	80,744
SWP-BrandonMill:MarshCr/LostForest	TS167	-	-	1,375,419	1,375,419	-
SWP-Dalrymple:Princeton/Duncourtney	TS168	-	-	630,324	630,324	-
SWP-DunwoodyClub:Spalding/Fenimore	TS169	-	-	1,036,283	1,036,283	-
SWP-InterstateN:CityLimit/Northside	TS170	-	-	2,585,982	2,585,982	-
SWP-Roberts:Northridge/DavisAcademy	TS171	-	-	446,377	446,377	-
SWP-BrandonMill:LostForest/BrandonR	TS172	-	-	474,840	466,403	(8,438)
JohnsonFerry/MountVernon Efficiency	TS191	380,473	380,473	25,728,411	27,300,000	1,571,589
MountVernon Multiuse Path	TS192	60,616	60,616	17,518,463	18,075,160	556,697
Hammond Phase 1 (ROW/Design)	TS193	-	-	12,504,162	12,504,162	-
T-SPLOST Admin Costs	TS999	-	-	6,925,480	6,950,000	24,520
		\$140,755	\$140,755	\$93,413,681	\$102,171,851	\$8,758,170
TSPLOST-2016 FUND - 335		(\$140,755)	(\$140,755)	\$2,882,496	\$-	(\$2,882,496)

PROJECT DESCRIPTION	PROJ #	JULY MTD ACTUAL	2025 YTD ACTUAL	CUMULATIVE ACTUAL	CUMULATIVE BUDGET	AVAILABLE BUDGET
REVENUES						
T-SPLOST TAX		-	-	54,006,649	114,680,913	60,674,264
FEDERAL MATCHING GRANTS	S2121	-	-	-	16,892,757	16,892,757
PCID PASSTHROUGH GRANT	S2222	-	-	51,900	4,675,000	4,623,100
		\$-	\$-	\$54,058,549	\$136,248,670	\$82,190,121
INFRASTRUCTURE						
TIER 1 - UNCOMMITTED	S2100	-	-	-	1,153	1,153
OSI-Fiber:RingA	S2101	-	-	689,695	1,500,000	810,305
OSI-Fiber:FireStation#3	S2102	10,077	10,077	145,805	650,000	504,195
OSI-JohnsonFerry@PtreeDunwoody	S2103	-	-	59,555	4,650,000	4,590,445
OSI-Boylston Sidepath	S2104	-	-	-	2,710,000	2,710,000
OSI-Roswell Road North Boulevard	S2105	-	-	480	8,800,000	8,799,520
PMP-SR 400 Multi-Use Trail	S2121	-	-	-	20,892,757	20,892,757
PMP-Glenridge:Hammond/Wellington	S2122	-	-	489,166	3,875,000	3,385,834
PMP-Design for Tier 2 Sidepaths	S2123	-	-	202,386	930,000	727,614
BRI-Mt Vernon Bridge Enhancement	S2131	-	-	3,203,000	3,203,000	-
BRI-Riverside over Chatt Trib	S2132	-	-	138,267	2,400,000	2,261,733
PSW-Windsor Gaps	S2161	11,515	11,515	252,834	925,000	672,166
PSW-Northland:Landmark/Northland	S2163	1,200	1,200	193,325	195,000	1,675
PSW-Evergreen:Greenwood/PtreeDunwoo	S2164	-	-	65,560	355,000	289,440
PSW-Riverside:I285/MtVernon	S2165	460	460	164,985	885,000	720,015
PSW-MtVernon:GlenErrol/500	S2167	-	-	169,046	370,000	200,954
PSW-Hilderbrand:Gym/Roswell	S2168	2,650	2,650	258,213	520,000	261,787
PSW-MtVernon:DeClaire/LongIsland	S2170	240	240	155,482	215,000	59,518
PSW-Glenridge:Canopy/GlenridgeClose	S2172	-	-	80,320	225,000	144,680
PSW-Trowbridge:SpaldingTrail/Trowbr	S2175	-	-	50,985	95,000	44,015
PSW-PowersFerry:NewNorthside/6201	S2177	-	-	306,880	385,000	78,120
PSW-Spalding:NesbittFerry/SpaldingL	S2179	3,300	3,300	63,160	550,000	486,840
PSW-JettFerry:JettFerryCt/Spalding	S2184	12,670	12,670	132,943	700,000	567,057
PSW-LakeForest Sidewalk	S2185	1,750	1,750	224,231	2,140,000	1,915,769
PSW-MtParan&PowersFerry:Rebel/Carol	S2186	15,000	15,000	256,734	2,400,000	2,143,266
PSW-BrandonMill:LostForest/BrandonR	S2187	900	900	6,400	1,890,000	1,883,600
PSW-Gap Fill Sidewalks	S2188	(7,821)	(7,821)	328,207	500,000	171,793
CRL-Hammond Drive Widening	S2193	163,224	163,224	6,164,153	35,000,000	28,835,848
TIER 1 - TSPLOST STAFF	S2199	71,690	71,690	71,690	7,720,000	7,648,310
PXX-Roberts Sidepath	S2221	-	-	-	9,855,000	9,855,000
PXX-JohnsonFerry Sidepath	S2222	-	-	-	5,257,380	5,257,380
TIER 2 - TSPLOST STAFF	S2299	-	-	-	1,496,000	1,496,000
PXX-PowersFerry Sidepath	S2321	-	-	-	4,462,542	4,462,542
MSE-Roadway Maintenance/Paving	S2341	-	-	-	9,000,000	9,000,000
TIER 3 - TSPLOST STAFF	S2399	-	-	-	1,495,838	1,495,838
		\$286,856	\$286,856	\$13,873,502	\$136,248,670	\$122,375,168
TSPLOST-2021 FUND - 336		(\$286,856)	(\$286,856)	\$40,185,046	\$-	(\$40,185,046)

**FLEET FUND REVENUES & EXPENDITURES
THROUGH PERIOD 01, JULY FY 2025**

09/10/2024

GL ACCOUNT	DESCRIPTION	JULY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
REVENUES					
352-0000-90-391100	TRANSFER IN FROM GENERAL FUND	-	9,391,723	11,161,723	84.14 %
352-0000-90-391225 FL233	TRANSFER IN FROM IMPACT FEE	-	82,500	260,000	31.73 %
	TOTAL OTHER FINANCING SOURCES	-	9,474,223	11,421,723	82.95 %
	TOTAL REVENUES	\$-	\$9,474,223	\$11,421,723	82.95 %
POLICE CAPITAL EXPENDITURE EXPENDITURES					
352-3210-30-542200 FL100	MOTOR VEHICLES	49,103	49,103	1,250,000	3.93 %
352-3210-30-542200 FL234	MOTOR VEHICLES	-	61,405	61,405	100.00 %
352-3210-30-542200 FL235	MOTOR VEHICLES	-	3,016,351	3,016,351	100.00 %
	TOTAL POLICE CAPITAL EXPENDITURE	49,103	3,126,859	4,327,756	72.25 %
FIRE CAPITAL EXPENDITURE EXPENDITURES					
352-3510-30-542200 FL200	MOTOR VEHICLES	-	-	200,000	- %
352-3510-30-542200 FL232	MOTOR VEHICLES	-	338,307	338,308	100.00 %
352-3510-30-542200 FL233	MOTOR VEHICLES	50,089	2,069,824	2,859,680	72.38 %
	TOTAL FIRE CAPITAL EXPENDITURE	50,089	2,408,131	3,397,988	70.87 %
PUBWKS CAPITAL EXPENDITURE EXPENDITURES					
352-4100-40-542200 FL236	MOTOR VEHICLES	3,875	60,782	197,227	30.82 %
	TOTAL PUBWKS CAPITAL EXPENDITURE	3,875	60,782	197,227	30.82 %
FLEET CAPITAL EXPENDITURE EXPENDITURES					
352-4900-40-542200 FL242	MOTOR VEHICLES	-	-	100,000	- %
	TOTAL FLEET CAPITAL EXPENDITURE	-	-	100,000	- %
PARKS CAPITAL EXPENDITURE EXPENDITURES					
352-6110-50-542200 FL241	MOTOR VEHICLES	1,542	44,923	94,000	47.79 %
	TOTAL PARKS CAPITAL EXPENDITURE	1,542	44,923	94,000	47.79 %
COMM DEV CAPITAL EXPENDITURE EXPENDITURES					
352-7450-60-542200 FL231	MOTOR VEHICLES	1,542	110,358	197,043	56.01 %
	TOTAL COMM DEV CAPITAL EXPENDITUR	1,542	110,358	197,043	56.01 %
TRANSFERS OUT EXPENDITURES					
352-9000-90-579000 FL999	CONTINGENCIES	-	-	2,943,529	- %
352-9000-90-611351	TRANSFER TO CAPITAL PROJECTS	-	164,180	164,180	100.00 %
	TOTAL TRANSFERS OUT	-	164,180	3,107,709	5.28 %
	TOTAL EXPENDITURES	\$106,151	\$5,915,235	\$11,421,723	51.79 %
FLEET FUND - 352		(\$106,151)	\$3,558,988	\$-	- %

**PUBLIC FACILITIES AUTHORITY REVENUES & EXPENDITURES
THROUGH PERIOD 01, JULY FY 2025**

09/10/2024

GL ACCOUNT	DESCRIPTION	JULY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
REVENUES					
360-0000-10-361000	INTEREST REVENUE	-	750,463	750,272	100.03 %
360-0000-10-362000	REALIZED GAIN/LOSS	-	(24,684)	(24,684)	100.00 %
360-0000-10-371000	OTHER CONTRIBUTIONS	-	323,369	323,369	100.00 %
360-0000-10-391100	TRANSFER IN FROM GENERAL FUND	-	42,780,613	43,530,613	98.28 %
360-0000-10-391230	TRANSFER IN FROM STATE GRANTS	-	13,868,305	13,868,305	100.00 %
360-0000-10-391351	TRANSFER IN FROM CAPITAL PROJ	-	26,698,031	26,698,031	100.00 %
360-0000-10-391356	TRANSFER IN FROM IMPACT FEES	-	300,000	300,000	100.00 %
360-0000-10-392100	SALE OF ASSETS	-	9,283,250	9,283,250	100.00 %
360-0000-10-393100	REVENUE BOND PROCEEDS	-	386,340,000	386,340,000	100.00 %
360-0000-10-393400	PREMIUM ON BOND ISSUED	-	5,509,473	5,509,473	100.00 %
TOTAL PUBLIC FACILITIES AUTH REVENUE		-	485,828,819	486,578,629	99.85 %
360-9000-90-381100	CONTINGENT PAYMENT	-	1,519,120	1,519,120	100.00 %
360-9000-90-391100	TRANSFER IN FROM GENERAL FUND	-	83,310,341	95,936,473	86.84 %
360-9000-90-393100	REVENUE BOND PROCEEDS	-	8,299,542	8,299,542	100.00 %
TOTAL PFA OTHER FINANCING USES		-	93,129,003	105,755,135	88.06 %
TOTAL REVENUES		\$-	\$578,957,822	\$592,333,764	97.74 %
PUBLIC FACILITIES AUTHORITY EXPENDITURES					
360-1565-00-541300 PF008	BUILDINGS	-	48,058	4,400,000	1.09 %
TOTAL PUBLIC FACILITIES AUTHORITY		-	48,058	4,400,000	1.09 %
PUBLIC FACILITIES - PUB SAF EXPENDITURES					
360-3100-00-541100 PF002	SITES	-	11,150,892	11,150,892	100.00 %
360-3100-00-541300 PF002	BUILDINGS	(554,793)	28,728,130	43,918,995	65.41 %
360-3100-00-541300 PF006	BUILDINGS	2,515	4,247,573	4,356,551	97.50 %
360-3100-00-541300 PF007	BUILDINGS	-	-	750,000	- %
360-3100-00-542300 PF002	FURNITURE & FIXTURES	-	-	2,311,880	- %
360-3100-00-542300 PF006	FURNITURE & FIXTURES	-	60,643	80,000	75.80 %
TOTAL PUBLIC FACILITIES - PUB SAF		(552,278)	44,187,238	62,568,318	70.62 %
PUBLIC FACILITIES - FIRE EXPENDITURES					
360-3510-00-541300 PF003	BUILDINGS	-	8,938,231	8,938,231	100.00 %
360-3510-00-541300 PF004	BUILDINGS	1,892	9,737,922	10,900,000	89.34 %
TOTAL PUBLIC FACILITIES - FIRE		1,892	18,676,153	19,838,231	94.14 %
PUBLIC FACILITIES AUTH CONSTR EXPENDITURES					
360-6220-00-521200	PROFESSIONAL SERVICES	-	19,296,211	19,296,211	100.00 %
360-6220-00-541400	INFRASTRUCTURE	-	195,517,829	195,517,829	100.00 %
360-6220-00-541405	INFRASTRUCTURE - OTHER	-	648,025	648,025	100.00 %
360-6220-00-541410	INFRASTRUCTURE - SPECIAL	-	10,696,253	10,696,253	100.00 %
TOTAL PUBLIC FACILITIES AUTH CONSTR		-	226,158,318	226,158,318	100.00 %
PUBLIC FACILITIES AUTH DEBT EXPENDITURES					
360-8000-00-581100	PRINCIPAL DEBT RETIREMENT	-	37,120,000	44,810,000	82.84 %
360-8000-00-582100	INTEREST EXPENSE	-	52,008,187	56,944,320	91.33 %
360-8000-00-584000	COSTS OF ISSUANCE	-	3,412,917	3,412,917	100.00 %
360-8000-00-584100	REFUNDING ESCROW	-	162,949,891	162,949,891	100.00 %
TOTAL PUBLIC FACILITIES AUTH DEBT		-	255,490,995	268,117,128	95.29 %
PFA OTHER FINANCING USES EXPENDITURES					
360-9000-90-611100	TRANSFER TO GENERAL FUND	-	11,190,000	11,190,000	100.00 %
TOTAL PFA OTHER FINANCING USES		-	11,190,000	11,190,000	100.00 %
PUB FAC AUTH CONTINGENCY EXPENDITURES					
360-9000-00-579000 PF999	CONTINGENCIES	-	-	61,770	- %
TOTAL PUB FAC AUTH CONTINGENCY		-	-	61,770	- %
TOTAL EXPENDITURES		(\$550,387)	\$555,750,762	\$592,333,764	93.82 %

\$550,387	\$23,207,060	\$-	- %
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**CREATE SANDY SPRINGS REVENUES & EXPENDITURES
THROUGH PERIOD 01, JULY FY 2025**

09/10/2024



GL ACCOUNT	DESCRIPTION	JULY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
REVENUES					
555-0000-55-347500	PRG FEES	-	-	50,000	- %
555-0000-55-347600	MEMBERSHIPS	2,167	2,167	50,000	4.33 %
555-0000-57-347900	TIX REV - PROGRAMMING	87,131	87,131	2,545,000	3.42 %
555-0000-57-347905	TIX FEE - TICKET HANDLING FEES	6,900	6,900	175,000	3.94 %
555-0000-57-347906	TIX FEE - FACILITIES FEES	-	-	250,000	- %
555-0000-56-347910	FACILITY RENTALS	4,993	4,993	225,000	2.22 %
555-0000-52-347910 BYERS	FACILITY RENTALS	-	-	200,000	- %
555-0000-52-347910 PARTN	FACILITY RENTALS	-	-	315,000	- %
555-0000-52-347910 STUDI	FACILITY RENTALS	-	-	75,000	- %
555-6196-56-347920	F&B REVENUE	111,066	111,066	1,808,000	6.14 %
	TOTAL CHARGES & FEES	212,257	212,257	5,693,000	3.73 %
555-0000-56-371000	OTHER CONTRIBUTIONS	1,400	1,400	63,500	2.20 %
555-0000-90-389900	MISCELLANEOUS INCOME	2,731	2,731	9,500	28.75 %
	TOTAL MISCELLANEOUS	4,131	4,131	73,000	5.66 %
555-0000-90-391275	TRANSFER IN FROM HOTEL MOTEL	-	-	2,063,250	- %
	TOTAL OTHER FINANCING SOURCES	-	-	2,063,250	- %
555-0000-59-336000	SPONSORSHIPS	-	-	60,000	- %
	TOTAL OTHER REVENUES	-	-	60,000	- %
	TOTAL REVENUES	\$216,388	\$216,388	\$7,889,250	2.74 %
ARTS CENTER - ADMINISTRATION EXPENDITURES					
555-6191-51-511100	SALARIES	99,075	99,075	2,336,100	4.24 %
555-6191-51-511110	BONUSES	-	-	40,000	- %
555-6191-51-511200	PT/TEMP EMPLOYEES	8,317	8,317	-	- %
555-6191-51-512101	HEALTH INSURANCE	23,100	23,100	313,700	7.36 %
555-6191-51-512102	DISABILITY INSURANCE	740	740	13,900	5.32 %
555-6191-51-512103	DENTAL INSURANCE	1,085	1,085	15,900	6.82 %
555-6191-51-512104	LIFE INSURANCE	1,173	1,173	19,300	6.08 %
555-6191-51-512200	SOCIAL SECURITY	6,504	6,504	160,800	4.04 %
555-6191-51-512300	MEDICARE	1,521	1,521	37,600	4.05 %
555-6191-51-512401	401A RETIREMENT	9,865	9,865	280,400	3.52 %
555-6191-51-512402	401A RETIREMENT-457 MATCH	3,505	3,505	116,900	3.00 %
555-6191-51-512600	UNEMPLOYMENT TAX	64	64	5,000	1.28 %
555-6191-51-512700	WORKERS' COMPENSATION	2,067	2,067	5,000	41.34 %
555-6191-51-521300	TECHNICAL SERVICES	51,445	51,445	139,652	36.84 %
555-6191-51-522100	CLEANING SERVICES	53	53	160,000	0.03 %
555-6191-51-523200	COMMUNICATIONS	2,070	2,070	29,100	7.11 %
555-6191-51-523300	ADVERTISING	11,590	11,590	50,000	23.18 %
555-6191-51-523350	PROMOTIONS	-	-	15,000	- %
555-6191-51-523400	PRINTING & BINDING	-	-	5,500	- %
555-6191-51-523500	TRAVEL	-	-	4,750	- %
555-6191-51-523600	DUES & FEES	73	73	4,110	1.77 %
555-6191-51-523700	EDUCATION/TRAINING	-	-	10,200	- %
555-6191-51-523800	LICENSES	4,406	4,406	8,900	49.51 %
555-6191-51-523900	CONTRACTUAL SERVICES	-	-	6,000	- %
555-6191-51-523905	WEBSITE ENHANCEMENTS	-	-	15,000	- %
555-6191-51-523950	MERCHANT SVCS CHARGES	5,427	5,427	80,000	6.78 %
555-6191-51-531100	GENERAL SUPPLIES & MATLS	550	550	6,200	8.87 %
555-6191-51-531300	HOSPITALITY	-	-	5,000	- %
555-6191-51-531750	UNIFORMS	2,228	2,228	46,000	4.84 %
555-6191-51-542100	MACHINERY & EQUIPMENT	1,163	1,163	218,000	0.53 %
555-6191-51-542300	FURNITURE & FIXTURES	-	-	15,000	- %
555-6191-51-579000	CONTINGENCIES	-	-	40,000	- %
	TOTAL ARTS CENTER - ADMINISTRATION	236,022	236,022	4,203,012	5.62 %

**CREATE SANDY SPRINGS REVENUES & EXPENDITURES
THROUGH PERIOD 01, JULY FY 2025**

09/10/2024



GL ACCOUNT	DESCRIPTION	JULY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
ARTS CENTER - THEATRE EXPENDITURES					
555-6192-52-521200	PROFESSIONAL SERVICES	7,292	7,292	107,500	6.78 %
555-6192-52-522220	REP & MAINT-BUILDINGS	-	-	103,000	- %
555-6192-52-522330	OTHER RENTALS	-	-	24,194	- %
555-6192-52-523300	ADVERTISING	5,193	5,193	175,375	2.96 %
555-6192-52-523850	ARTIST FEES - RENTALS	7,000	7,000	720,000	0.97 %
555-6192-52-523853	ARTIST FEES - CITY-PRODUCED	-	-	480,000	- %
555-6192-52-523900	CONTRACTUAL SERVICES	62,502	62,502	275,000	22.73 %
555-6192-52-531100	GENERAL SUPPLIES & MATLS	530	530	20,000	2.65 %
555-6192-52-531300	HOSPITALITY	-	-	30,000	- %
555-6192-52-531500	COSTS OF GOODS SOLD	14,222	14,222	300,000	4.74 %
555-6192-52-531600	SMALL TOOLS & EQUIPMENT	2,682	2,682	82,000	3.27 %
555-6192-52-531700	OTHER SUPPLIES	-	-	2,000	- %
TOTAL ARTS CENTER - THEATRE		99,420	99,420	2,319,069	4.29 %

GL ACCOUNT	DESCRIPTION	JULY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
ARTS CENTER - CONFERENCE CTR EXPENDITURES					
555-6193-53-521300	TECHNICAL SERVICES	-	-	30,000	- %
555-6193-53-522220	REP & MAINT-BUILDINGS	-	-	20,000	- %
555-6193-53-523500	TRAVEL	-	-	2,000	- %
555-6193-53-523600	DUES & FEES	-	-	1,000	- %
555-6193-53-523700	EDUCATION/TRAINING	-	-	800	- %
555-6193-53-523900	CONTRACTUAL SERVICES	11,444	11,444	260,000	4.40 %
555-6193-53-531100	GENERAL SUPPLIES & MATLS	7,750	7,750	75,000	10.33 %
555-6193-53-531500	COSTS OF GOODS SOLD	3,367	3,367	150,000	2.24 %
555-6193-53-531600	SMALL TOOLS & EQUIPMENT	3,872	3,872	35,000	11.06 %
555-6193-53-531700	OTHER SUPPLIES	-	-	8,000	- %
TOTAL ARTS CENTER - CONFERENCE CTR		26,433	26,433	581,800	4.54 %

**CREATE SANDY SPRINGS REVENUES & EXPENDITURES
THROUGH PERIOD 01, JULY FY 2025**

09/10/2024



GL ACCOUNT	DESCRIPTION	JULY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
ARTS CENTER - EDUCATION PROGRM EXPENDITURES					
555-6194-54-521200	PROFESSIONAL SERVICES	-	-	37,500	- %
555-6194-54-531300	HOSPITALITY	-	-	5,300	- %
555-6194-54-531700	OTHER SUPPLIES	-	-	600	- %
TOTAL ARTS CENTER - EDUCATION PROGR		-	-	43,400	- %

**CREATE SANDY SPRINGS REVENUES & EXPENDITURES
THROUGH PERIOD 01, JULY FY 2025**

09/10/2024



GL ACCOUNT	DESCRIPTION	JULY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
ARTS CENTER - SPECIAL EVENTS EXPENDITURES					
555-6195-55-511200	PT/TEMP EMPLOYEES	-	-	128,031	- %
555-6195-55-521300	TECHNICAL SERVICES	-	-	1,000	- %
555-6195-55-523300	ADVERTISING	3,089	3,089	60,000	5.15 %
555-6195-55-523500	TRAVEL	-	-	800	- %
555-6195-55-523850	SPECIAL EVENTS - ARTIST FEES	43,008	43,008	-	- %
555-6195-55-523855	SPECIAL EVENT - CITY PRODUCED	10,350	10,350	-	- %
555-6195-55-523900	CONTRACTUAL SERVICES	9,934	9,934	32,500	30.57 %
555-6195-55-531100	GENERAL SUPPLIES & MATLS	1,253	1,253	5,000	25.06 %
555-6195-55-531300	HOSPITALITY	-	-	1,000	- %
555-6195-55-531350	SPECIAL EVENTS	146,322	146,322	973,200	15.04 %
TOTAL ARTS CENTER - SPECIAL EVENTS		213,955	213,955	1,201,531	17.81 %

**CREATE SANDY SPRINGS REVENUES & EXPENDITURES
THROUGH PERIOD 01, JULY FY 2025**

09/10/2024



GL ACCOUNT	DESCRIPTION	JULY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
ARTS CENTER - ICE RINK EXPENDITURES					
555-6197-57-511200	PT/TEMP EMPLOYEES	-	-	75,000	- %
555-6197-57-523300	ADVERTISING	-	-	35,000	- %
555-6197-57-523900	CONTRACTUAL SERVICES	-	-	250,000	- %
	TOTAL ARTS CENTER - ICE RINK	-	-	360,000	- %
	TOTAL EXPENDITURES	\$575,831	\$575,831	\$8,708,812	6.61 %
CREATE SANDY SPRINGS - 555		(\$359,443)	(\$359,443)	(\$819,562)	43.86 %

**STORMWATER FUND REVENUES & EXPENDITURES
THROUGH PERIOD 01, JULY FY 2025**

09/10/2024

GL ACCOUNT	DESCRIPTION	JULY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
REVENUES					
561-0000-90-391100	TRANSFER IN FROM GENERAL FUND	-	19,060,000	23,310,000	81.77 %
	TOTAL OTHER FINANCING SOURCES	-	19,060,000	23,310,000	81.77 %
	TOTAL REVENUES	\$-	\$19,060,000	\$23,310,000	81.77 %
STORMWATER CAPITAL MAINT & IMP EXPENDITURES					
561-4250-40-521200	PROFESSIONAL SERVICES	1,786	1,597,651	1,977,236	80.80 %
561-4250-40-521200 GREEN	PROFESSIONAL SERVICES	-	60,487	60,487	100.00 %
561-4250-40-541450	STORMWATER IMPROVEMENT	(96,530)	13,332,087	15,737,051	84.72 %
561-4250-40-541450 MABRY	STORMWATER IMPROVEMENT	-	1,556,996	1,556,996	100.00 %
561-4250-40-579000	STORMWATER CONTINGENCY	-	-	1,623,340	-
	TOTAL STORMWATER CAPITAL MAINT & I	(94,744)	16,547,221	20,955,111	78.97 %
STORMWATER OPERATIONS EXPENDITURES					
561-4320-40-521200	PROFESSIONAL SERVICES	3,650	314,051	600,401	52.31 %
561-4320-40-522240	REP & MAINT-OTHER	6,364	1,264,176	1,384,457	91.31 %
561-4320-40-523900	CONTRACTUAL SERVICES	-	185,713	210,713	88.14 %
561-4320-40-542100	MACHINERY & EQUIPMENT	-	56,697	56,697	100.00 %
	TOTAL STORMWATER OPERATIONS	10,014	1,820,637	2,252,268	80.84 %
TRANSFERS EXPENDITURES					
561-9000-90-611351	TRANSFER TO CAPITAL PROJECTS	-	570,000	570,000	100.00 %
	TOTAL TRANSFERS	-	570,000	570,000	100.00 %
	TOTAL EXPENDITURES	(\$84,730)	\$18,937,858	\$23,777,379	79.65 %
STORMWATER FUND - 561		\$84,730	\$122,142	(\$467,379)	(26.13%)

**DEVELOPMENT AUTHORITY REVENUES & EXPENDITURES
THROUGH PERIOD 01, JULY FY 2025**

09/10/2024

GL ACCOUNT	DESCRIPTION	JULY MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
REVENUES					
840-0000-10-389000	CONTRACT PAYMENTS	-	-	386,000	- %
	TOTAL MISCELLANEOUS	-	-	386,000	- %
	TOTAL REVENUES	\$-	\$-	\$386,000	- %
DEVELOPMENT AUTHORITY EXPENDITURES					
840-1595-10-523100	PROPERTY & LIABILITY INS	2,654	2,654	2,500	106.16 %
840-1595-10-523600	DUES & FEES	30	30	1,000	3.00 %
840-1595-10-531100	GENERAL SUPPLIES & MATLS	-	-	500	- %
840-1595-10-531300	HOSPITALITY	-	-	500	- %
	TOTAL DEVELOPMENT AUTHORITY	2,684	2,684	4,500	59.64 %
TRANSFERS EXPENDITURES					
840-9000-90-611100	TRANSFER TO GENERAL FUND	-	-	386,000	- %
	TOTAL TRANSFERS	-	-	386,000	- %
	TOTAL EXPENDITURES	\$2,684	\$2,684	\$390,500	0.69 %
DEVELOPMENT AUTHORITY - 840		(\$2,684)	(\$2,684)	(\$4,500)	59.64 %