



**DeKalb County Department of Planning & Sustainability**

**178 Sams Street  
Decatur, GA 30030**

**(404) 371-2155 / [www.dekalbcountyga.gov/planning](http://www.dekalbcountyga.gov/planning)**

**Planning Commission Hearing Date: March 7, 2023  
Board of Commissioners Hearing Date: March 30, 2023**

**STAFF ANALYSIS**

**Case No.:** Z-23-1246248 **Agenda #:** 2023-0069

**Location/Address:** 710 Fayetteville Rd., Atlanta, Georgia **Commission District:** 3 **Super District:** 6

**Parcel ID(s):** 15-173-07-022

**Request:** To rezone property from the R-75 (Residential Medium Lot-75) Zoning District to the MR-2 (Medium Density Residential-2) Zoning District for development of multi-family housing.

**Property Owner(s):** Masjid Muhammad of Al-Islam, Ltd.

**Applicant/Agent:** Craig Wasilewsky

**Acreage:** 1.972 acres

**Existing Land Use:** Undeveloped

**Surrounding Properties:** **North:** R-75 **East:** MR-2 **South:** RSM **West:** R-75

**Comprehensive Plan:** SUB (Suburban) Consistent  Inconsistent

|  |   |
|--|---|
| <b>Proposed Density:</b> 23.9 units/acre | <b>Existing Density:</b> N.A. (undeveloped) |
| <b>Proposed Units:</b> 47                | <b>Existing Units:</b> N.A. (undeveloped)   |

**Companion Application:** LP-23-1246 to amend the future land use map from Suburban(SUB) to Neighborhood Center (NC).

**Staff Recommendation: Approval with conditions.**

The applicant is requesting a rezoning from the R-75 (Residential Medium Lot-75) Zoning District to the MR-2 (Medium Density Residential-2) Zoning District for development of a 47-unit multi-family building. The project represents phase 2 of the previously approved Bag Factory Development. The phase 1 rezoning to MR-2 (Z-22-1245577 (2022-1475)) was approved with conditions by the Board of Commissioners on June 28, 2022. Phase 1 is in the land development permit phase of the development process.

The requested rezoning to MR-2 is currently not consistent with the *Comprehensive Plan*. The subject property is located in the Suburban (SUB) future land use character area, which does not include MR-2

as a permissible zoning district (pg. 25). However, there is a companion application to amend the future land use map from the Suburban character area to a Neighborhood Center (NC) activity center designation. Approval of the future land use map amendment will provide the necessary foundation for this rezoning request.

The development proposal consists of 47 apartment units in a single building with a maximum density that mirrors phase 1, 24 dwelling units per acre. The subject property is located in a federal opportunity zone. This designation refers to “an economically distressed community where new investments, under certain conditions, may be eligible for preferential tax treatment” (<https://www.dca.ga.gov/community-economic-development/incentive-programs/federal-opportunity-zones>). Developers may obtain a 100% density bonus for projects in opportunity zones. The combined density of both phases comes in just under the 24 dwelling units per acre maximum for the zoning district (23.9 dwelling units per acre).

Cursory regulatory review of the project did not yield any major issues. Phase 2 shall include 50-foot vegetated buffers on the northern, western, and southern sides of the subject property. The proposed building shall not disturb the existing stream buffer. Phase 2 is proposed to “blend seamlessly” with the previous phase and share overall ingress/egress along 2<sup>nd</sup> Avenue. School impacts are estimated to be minimal. Water and sewer service should incorporate these additional units and account for ancillary impacts. Phase 1 includes three access points. The additional forty-seven (47) units triggers the need for a fourth access point to serve the overall project site. A variance from Planning Commission will be required.

Lastly, the previously submitted traffic impact study has been updated to account for phase 2.

“Since that time, an additional parcel was acquired, and an additional 47 multifamily units are proposed for a Phase 2. The additional parcel will be rezoned to the MR-2 land use. The proposed Bag Factory development will generate approximately 24% less gross daily trips, 6% less AM peak hour trips, and approximately 45% less PM peak hour trips when compared to the trip generation potential of the previous C-1 and MR-2 zoning. The study network, which consists of three (3) existing intersections, was analyzed for the weekday AM and PM peak hours under Estimated 2022 conditions, Projected 2024 No-Build conditions (two years of background traffic growth), and Projected 2024 Build conditions (Projected 2024 No-Build conditions plus traffic generated by the proposed Bag Factory Development). Based on the results of this traffic impact study, all study intersections currently operate at acceptable LOS during both the AM and PM peak hours. Under the Projected 2024 No-Build and Build conditions, all study intersections except one (1) are projected to continue to operate at acceptable LOS during both the AM and PM peak hours. The intersection of Glenwood Avenue at 2<sup>nd</sup> Avenue (Intersection 1) is projected to operate at LOS E during the AM peak under both Projected 2024 No-Build and Build conditions. With the improvements conditioned through the rezoning process, the intersection of Glenwood Avenue at 2<sup>nd</sup> Avenue is expected to operate at an acceptable LOS and with less delay than existing conditions. No further infrastructure improvements beyond those conditioned in June 2022 are required to serve the Phase 2 development traffic....”

The applicable conditions are listed below:

4. *The developer shall provide an 8-foot-wide, where feasible, public pedestrian sidewalk/path connecting 2<sup>nd</sup> Avenue and Fayetteville Road through the subject property similar to how it's shown on the site plan referenced in Condition No. 1 above. The developer shall also:*
  - (a) *not obstruct the current vehicular use of Alexander Avenue for the benefit of 560 Fayetteville Road;*
  - (b) *include a landscape zone between the hardscaped path and vehicular access route per (a) above, as well as pedestrian-level lighting and benches; and*
  - (c) *include a secured pedestrian gate to allow direct pedestrian access to the path from the resident-only portion of the property.*

*These improvements are subject to the approval of the authorities having jurisdiction such as Dekalb County and the Dekalb County Department of Public Works.*

5. *The developer shall provide a pedestrian crossing on 2nd Avenue along the subject property's frontage and on Fayetteville Road, near the pedestrian path's intersection with Fayetteville Road, for those using the public pedestrian path described above. The crossing will incorporate reasonable pedestrian protection elements such as a Rectangular Rapid-Flashing Beacon (RRFB) system. These improvements are subject to the approval of the authorities having jurisdiction such as Dekalb County and the Dekalb County Department of Public Works.*
6. *The developer shall install the restriping improvements to the northbound right-turn lane along 2nd Avenue at the intersection with Glenwood Avenue as recommended in the trip generation memorandum prepared by Kimley Horn, titled "Bag Factory Development at 1845 2nd Avenue, 1851 2nd Avenue, and 1939 Alexander Avenue, Dekalb County, Georgia – Trip Generation Comparison and LOS Analysis," dated April 29, 2022, and revised June 14, 2022. The developer shall also restripe 2nd Avenue in front of the development to add a center two-way left-turn lane as recommended in the above-referenced memorandum. These improvements are subject to the approval of the authorities having jurisdiction such as Dekalb County, the Dekalb County Department of Public Works, the City of Atlanta Department of Transportation, and GDOT.*

Therefore, the Department of Planning and Sustainability recommends approval with the following conditions:

1. The development shall be in general conformance with the attached site plan. Moreover, the phase 2 building shall be consistent with the architecture and character of phase 1.
2. Applicable conditions of Rezoning Case Z-22-1245577 (2022-1475) shall apply to phase 2 of the Bag Factory development.
3. The applicant shall provide written confirmation of opportunity zone status from the U.S. Internal Revenue Service (IRS) or other federal or state authority.
4. Maximum density (including phases 1 and 2) shall not exceed twenty-four dwelling units per acre (24 DUs/acre).
5. The approval of this rezoning application by the Board of Commissioners has no bearing on other approvals by the Zoning Board of Appeals or other authority, whose decision should be based on the merits of the application before said authority.



**DEKALB COUNTY GOVERNMENT  
PLANNING DEPARTMENT  
DISTRIBUTION FORM**

**NOTE:** PLEASE RETURN ALL COMMENTS VIA EMAIL OR FAX TO EXPEDITE THE PROCESS TO  
RACHEL BRAGG [RLBRAGG@DEKALBCOUNTYGA.GOV](mailto:RLBRAGG@DEKALBCOUNTYGA.GOV) OR  
JOHN REID [JREID@DEKALBCOUNTYGA.GOV](mailto:JREID@DEKALBCOUNTYGA.GOV)

**COMMENTS FORM:  
PUBLIC WORKS WATER AND SEWER**

Case No.: LP-23-1246249

Parcel I.D. #: 15-173-07-022

Address: 710 FAYETTEVILLE RD,  
ATLANTA, GA 30316

**WATER:**

Size of existing water main: 6" CI (adequate/inadequate)

Distance from property to nearest main: Adjacent

Size of line required, if inadequate: unknown

**SEWER:**

Outfall Servicing Project: Intrenchment Creek 28

Is sewer adjacent to property: Yes  No  If no, distance to nearest line: \_\_\_\_\_

Water Treatment Facility: Snapfinger ( ) adequate ( ) inadequate

Sewage Capacity; 36 (MGPD) Current Flow: 28 (MGPD)

**COMMENTS:**

|                                 |
|---------------------------------|
| Sewer capacity request required |
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|                                 |
|                                 |
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|                                 |

Signature: \_\_\_\_\_



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**COMMENTS:**

|                                 |
|---------------------------------|
| Sewer capacity request required |
|                                 |
|                                 |
|                                 |
|                                 |
|                                 |
|                                 |

Signature: Yola Lewis

2/17/2023

To: Ms. Madolyn Spann, Planning Manager  
Mr. John Reid, Senior Planner  
From: Ryan Cira, Environmental Health Manager  
Cc: Alan Gaines, Technical Services Manager  
Re: Rezone Application Review

General Comments:

DeKalb County Health Regulations prohibit use of on-site sewage disposal systems for

- multiple dwellings
- food service establishments
- hotels and motels
- commercial laundries
- funeral homes
- schools
- nursing care facilities
- personal care homes with more than six (6) clients
- child or adult day care facilities with more than six (6) clients
- residential facilities containing food service establishments

If proposal will use on-site sewage disposal, please contact the Land Use Section (404) 508-7900.

Any proposal, which will alter wastewater flow to an on-site sewage disposal system, must be reviewed by this office prior to construction.

This office must approve any proposed food service operation or swimming pool prior to starting construction.

Public health recommends the inclusion of sidewalks to continue a preexisting sidewalk network or begin a new sidewalk network. Sidewalks can provide safe and convenient pedestrian access to a community-oriented facility and access to adjacent facilities and neighborhoods.

For a public transportation route, there shall be a 5ft. sidewalk with a buffer between the sidewalk and the road. There shall be enough space next to sidewalk for bus shelter's concrete pad installation.

Since DeKalb County is classified as a Zone 1 radon county, this office recommends the use of radon resistant construction.

## DeKalb County Board of Health

404.508.7900 • [www.dekalbhealth.net](http://www.dekalbhealth.net)

2/17/2023

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N5-2023-0068

LP-23-1246248 15-173-07-022

710 Fayetteville Road, Atlanta, GA 30316

Amendment

- Please review general comments.

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N6-2023-0069

Z-23-1246248 15-173-07-022

710 Fayettevill Road, Atlanta, GA 30316

Amendment

- Please review general comments.

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N7-2023-0070

CZ-23-1246278 15-179-08-001

1807 Memorial Drive, Atlanta, GA 30317

Amendment

- Please review general comments.
- Septic system installed on 1915 Memorial Drive on 05/15/1970, which may indicate septic installtion in surrounding area.

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N8-2023-0071

SLUP-23-1246250 15-179-08-001

1807 Memorial Drive, Atlanta, GA 30317

Amendment

- Please review general comments.
- Septic system installed on 1915 Memorial Drive on 05/15/1970, which may indicate septic installtion in surrounding area.

**ZONING COMMENTS – FEBRUARY 2023**

**N1 (LP-23-1246239), N2 (Z-23-1246238), N3 (LP-23-1246240), and N4 (Z-23-1246241):** 1422 Rock Chapel Road. Rock Chapel Road is SR 124. GDOT review and approval required prior to permitting. ([mwilson@dot.ga.gov](mailto:mwilson@dot.ga.gov)) Rock Chapel Road is classified as a major arterial. Requires a right of way dedication of 50 feet from centerline OR such that all public infrastructure is within right of way, whichever greater. Requires a 5-foot landscape strip with a 10-foot multi-use path. Street Lighting required. ([hefowler@dekalbcountyga.gov](mailto:hefowler@dekalbcountyga.gov)) No poles may remain within the limits of the path. (See Zoning Code 5.4.3 and Land Development Code 14-190 for infrastructure requirements.)

**N5 (LP-23-1246249) & N6 (Z-23-1246248):** 710 Fayetteville Road (47 Multi-family Units). The zoning is dependent on the conditions for 15 173 07 048, 15 173 07 002 and 15 173 07 018. Provide inter-parcel multimodal connectivity.

**N7 (CZ-23-1246278) & N8 (SLUP-23-1246250):** 1807 Memorial Drive. Memorial Drive is State Route 154. GDOT review and approval required prior to permitting. ([mwilson@dot.ga.gov](mailto:mwilson@dot.ga.gov)) The right of way in front of this property is within the City of Atlanta. City of Atlanta review and approval of improvements/access approval required for Memorial Drive. My suggestion would be to make the access point on Memorial Drive a right in/right out and provide primary access at the signal at Wilkinson Drive at Memorial Dr. This would be a City of Atlanta/GDOT decision. Wilkinson Drive and Warren Drive are local streets. DeKalb County Zoning Code (section 5.4.3) and Land Development Code (Section 14-190) require: Right of way dedication of 27.5 feet from centerline, 12 feet of pavement with curb and gutter, a 5-foot sidewalk (Zoning Code) located 6 feet from back of curb. Pedestrian Scale Street lighting required (Contact Street Light Engineer, Herman Fowler: [hefowler@dekalbcountyga.gov](mailto:hefowler@dekalbcountyga.gov)).

**N9 (CZ-23-1246251):** 7006 Covington Hwy. Covington Hwy is State Route 12. GDOT review and approval required prior to permitting. ([mwilson@dot.ga.gov](mailto:mwilson@dot.ga.gov)). Covington Hwy is classified as a major arterial. Requires a right of way dedication of 50 feet from centerline OR such that all public infrastructure is within right of way, whichever greater. Requires a 5-foot landscape strip with a 10-foot multi-use path. Street Lighting required. ([hefowler@dekalbcountyga.gov](mailto:hefowler@dekalbcountyga.gov)) No poles may remain within the limits of the path. (See Zoning Code 5.4.3 and Land Development Code 14-190 for infrastructure requirements.) Wellington Walk Place will be a local street. Whether public or private, it needs to be improved to public street standards. DeKalb County Zoning Code (section 5.4.3) and Land Development Code (Section 14-190) require: Right of way dedication of 55 feet (If public), 24 feet of pavement with curb and gutter, a 5-foot sidewalk (Zoning Code) located 6 feet from back of curb. Pedestrian Scale Street lighting required (Contact Street Light Engineer, Herman Fowler: [hefowler@dekalbcountyga.gov](mailto:hefowler@dekalbcountyga.gov)). Interior streets to remain private. If Wellington Walk remains private, then the HOA will provide funding for ongoing maintenance. Connect sidewalk between Covington Hwy and the existing sidewalks on Wellington Walk Place. Upgrade ADA ramp on the northwest corner of Covington Hwy at Wellington Walk with an ADA ramp of modern standards with truncated domes. Add ADA ramps with truncated domes crossing proposed driveway of townhomes. Provide a pedestrian connection to the townhomes to the sidewalk.

**N10 (SLUP-23-1246256):** 4434, 4450, 4466 Memorial Drive. Memorial Drive is State Route 10. GDOT review and approval required prior to permitting. ([mwilson@dot.ga.gov](mailto:mwilson@dot.ga.gov)) GDOT MMIP coordination is also required for the I-285 managed lanes project prior to permitting. Contact Tim Matthews, PM ([TMatthews@dot.ga.gov](mailto:TMatthews@dot.ga.gov)) Dedicate right of way or easements needed for the MMIP project, as required. Memorial Drive is classified as a major arterial. Requires a right of way dedication of 50 feet from centerline OR such that all public infrastructure is within right of way, whichever greater. Requires a 5-foot landscape strip with a 10-foot multi-use path. Street Lighting required. ([hefowler@dekalbcountyga.gov](mailto:hefowler@dekalbcountyga.gov)) No poles may remain within the limits of the path. (See Zoning Code 5.4.3 and Land Development Code 14-190 for infrastructure requirements.) Northern Ave is classified as a collector road. Requires a right of way dedication of 35 from centerline OR such that all public infrastructure is within right of way, whichever



greater. Requires a 5-foot landscape strip with a 10-foot multi-use path. No poles may remain within the limits of the path. Requires pedestrian scale streetlights. ([hefowler@dekalbcountyga.gov](mailto:hefowler@dekalbcountyga.gov)) Eliminate right in/right out access point on Northern Ave. Only one access point allowed on Northern Ave. No access allowed from Memorial Drive.

**DeKalb County School District  
Development Review Comments**

**Analysis Date:** 2/17/2023

**Submitted to:** DeKalb County

**Case #:** Z-23-1246248

**Parcel #:** 15 173 07 022

**Name of Development:** Bag Factory - Phase II

**Location:** 710 Fayetteville Road

**Description:** Proposal to rezone parcel adjacent to the Bag Factory Development and add 47 apartment units.

**Impact of Development:** When the forty-seven (47) units are fully constructed, this development would be expected to generate 8 students: 1 at McNair Discovery Learning Acad, 1 at McNair Middle School, 2 at McNair High School, 4 at other DCSD schools, and 0 at private school. All three neighborhood schools have capacity for additional students.

| <b>Current Condition of Schools</b> | <b>McNair<br/>Discovery<br/>Learning Acad</b> | <b>McNair<br/>Middle<br/>School</b> | <b>McNair High<br/>School</b> | <b>Other DCSD<br/>Schools</b> | <b>Private<br/>Schools</b> | <b>Total</b> |
|-------------------------------------|---|-------------------------------------|-------------------------------|-------------------------------|----------------------------|--------------|
| Capacity                            | 888   | 1,200                               | 1,674                         |                               |                            |              |
| Portables                           | 0   | 0                                   | 0                             |                               |                            |              |
| Enrollment (Oct. 2022)              | 550   | 854                                 | 765                           |                               |                            |              |
| Seats Available                     | 338   | 346                                 | 909                           |                               |                            |              |
| Utilization (%)                     | 61.9%   | 71.2%                               | 45.7%                         |                               |                            |              |

**New students from development**                      1                      1                      2                      4                      0                      8

|                     |       |       |       |
|---------------------|-------|-------|-------|
| New Enrollment      | 551   | 855   | 767   |
| New Seats Available | 337   | 345   | 907   |
| New Utilization     | 62.0% | 71.3% | 45.8% |

| <b>Yield Rates</b>             | <b>Attend<br/>Home<br/>School</b> | <b>Attend other<br/>DCSD<br/>School</b> | <b>Private<br/>School</b> | <b>Total</b>  |
|--------------------------------|-----------------------------------|---|---------------------------|---------------|
| Elementary                     | 0.1200                            | 0.0370                                  | 0.0000                    | 0.1570        |
| Middle                         | 0.0773                            | 0.0120                                  | 0.0000                    | 0.0893        |
| High                           | 0.0520                            | 0.0182                                  | 0.0000                    | 0.0702        |
| <b>Total</b>                   | <b>0.2493</b>                     | <b>0.0672</b>                           | <b>0.0000</b>             | <b>0.3165</b> |
| <b>Student Calculations</b>    |                                   |   |                           |               |
| <b>Proposed Units</b>          | 47                                |   |                           |               |
| <b>Unit Type</b>               | APT                               |   |                           |               |
| <b>Cluster</b>                 | McNair High School                |   |                           |               |
| <b>Units x Yield</b>           | <b>Attend<br/>Home<br/>School</b> | <b>Attend other<br/>DCSD<br/>School</b> | <b>Private<br/>School</b> | <b>Total</b>  |
| Elementary                     | 1.00                              | 1.74                                    | 0.00                      | 2.74          |
| Middle                         | 3.63                              | 0.56                                    | 0.00                      | 4.19          |
| High                           | 2.44                              | 0.86                                    | 0.00                      | 3.30          |
| <b>Total</b>                   | <b>7.07</b>                       | <b>3.16</b>                             | <b>0.00</b>               | <b>10.23</b>  |
| <b>Anticipated Students</b>    | <b>Attend<br/>Home<br/>School</b> | <b>Attend other<br/>DCSD<br/>School</b> | <b>Private<br/>School</b> | <b>Total</b>  |
| McNair Discovery Learning Acad | 1                                 | 2                                       | 0                         | 3             |
| McNair Middle School           | 1                                 | 1                                       | 0                         | 2             |
| McNair High School             | 2                                 | 1                                       | 0                         | 3             |
| <b>Total</b>                   | <b>4</b>                          | <b>4</b>                                | <b>0</b>                  | <b>8</b>      |



## DEKALB COUNTY GOVERNMENT PLANNING DEPARTMENT DISTRIBUTION FORM

The following areas below may warrant comments from the Development Division. Please respond accordingly as the issues relate to the proposed request and the site plan enclosed as it relates to Chapter 14. You may address applicable disciplines.

### DEVELOPMENT ANALYSIS:

- **Storm Water Management**

- (1) Compliance with the Georgia Stormwater Management Manual, DeKalb County Code of Ordinances 14-40 for Stormwater Management and 14-42 for Storm Water Quality Control (those sections have been amended recently, and available in Municode), to include Runoff Reduction Volume where applicable is required as a condition of land development permit approval. Use Volume Three of the G.S.M.M. for best maintenance practices. Use the NOAA Atlas 14 Point Precipitation Data set specific to the site. Recommend Low Impact Development features/ Green Infrastructure be included in the proposed site design to protect as much as practicable the statewaters and special flood hazard areas.
- (2) The county codes require the hydrology study to model the existing conditions as wooded
- (3) Runoff Reduction Volume shall be provided unless technical justification is provided regarding the unfeasibility. Strongly recommend investigating the site and identify location where RRv can be provided and re-design/revise the layout to comply with the RRv requirement.

- **Flood Hazard Area/Wetlands**

The presence of FEMA Flood Hazard Area was not in the County G.I.S. mapping records for the site; and should be noted in the plans at the time of any land development permit application. Encroachment of flood hazard areas require compliance with Article IV of Chapter 14 and FEMA floodplain regulations

- **Landscaping/Tree Preservation**

Landscaping and tree preservation plans for any building, or parking lot must comply with DeKalb County Code of Ordinances 14-39 as well as Chapter 27 Article 5 and are subject to approval from the County Arborist.

- **Tributary Buffer**

State water buffer was reflected in the G.I.S. records for the site. Typical state waters buffer have a 75' undisturbed stream buffer and land development within the undisturbed creek buffer is prohibited without a variance per DeKalb County Code of Ordinances 14-44.1.



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DEKALB COUNTY GOVERNMENT  
PLANNING DEPARTMENT  
DISTRIBUTION FORM

N-5

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[JREID@DEKALBCOUNTYGA.GOV](mailto:JREID@DEKALBCOUNTYGA.GOV)

COMMENTS FORM:  
PUBLIC WORKS TRAFFIC ENGINEERING

Case No.: LP-23-1246249 Parcel I.D. #: 15-173, 07-0022

Address: 710 Fayetteville Rd.  
Atlanta, Ga. 30316

Adjacent Roadway (s):

\_\_\_\_\_  
\_\_\_\_\_  
(classification) (classification)

Capacity (TPD) \_\_\_\_\_  
Latest Count (TPD) \_\_\_\_\_  
Hourly Capacity (VPH) \_\_\_\_\_  
Peak Hour. Volume (VPH) \_\_\_\_\_  
Existing number of traffic lanes \_\_\_\_\_  
Existing right of way width \_\_\_\_\_  
Proposed number of traffic lanes \_\_\_\_\_  
Proposed right of way width \_\_\_\_\_

Capacity (TPD) \_\_\_\_\_  
Latest Count (TPD) \_\_\_\_\_  
Hourly Capacity (VPH) \_\_\_\_\_  
Peak Hour. Volume (VPH) \_\_\_\_\_  
Existing number of traffic lanes \_\_\_\_\_  
Existing right of way width \_\_\_\_\_  
Proposed number of traffic lanes \_\_\_\_\_  
Proposed right of way width \_\_\_\_\_

Please provide additional information relating to the following statement.

According to studies conducted by the Institute of Traffic Engineers (ITE) 6/7<sup>TH</sup> Edition (whichever is applicable), churches generate an average of fifteen (15) vehicle trip end (VTE) per 1,000 square feet of floor area, with an eight (8%) percent peak hour factor. Based on the above formula, the \_\_\_\_\_ square foot place of worship building would generate \_\_\_\_\_ vehicle trip ends, with approximately \_\_\_\_\_ peak hour vehicle trip ends.

Single Family residence, on the other hand, would generate ten (10) VTE's per day per dwelling unit, with a ten (10%) percent peak hour factor. Based on the above referenced formula, the \_\_\_\_\_ (Single Family Residential) District designation which allows a maximum of \_\_\_\_\_ units per acres, and the given fact that the project site is approximately \_\_\_\_\_ acres in land area, \_\_\_\_\_ daily vehicle trip end, and \_\_\_\_\_ peak hour vehicle trip end would be generated with residential development of the parcel.

COMMENTS:

I agree with the attached traffic study evaluation.

Signature: John Reid



N-6

# DEKALB COUNTY GOVERNMENT PLANNING DEPARTMENT DISTRIBUTION FORM

**NOTE: PLEASE RETURN ALL COMMENTS VIA EMAIL OR FAX TO EXPEDITE THE PROCESS TO  
RACHEL BRAGG [RLBRAGG@DEKALBCOUNTYGA.GOV](mailto:RLBRAGG@DEKALBCOUNTYGA.GOV) OR JOHN REID  
[JREID@DEKALBCOUNTYGA.GOV](mailto:JREID@DEKALBCOUNTYGA.GOV)**

## COMMENTS FORM: PUBLIC WORKS TRAFFIC ENGINEERING

Case No.: CZ-23-1276048 Parcel I.D. #: 15-173, 07-022  
Address: 710 Fayetteville Road  
Atlanta, Ga. 30316

### Adjacent Roadway (s):

\_\_\_\_\_  
\_\_\_\_\_  
(classification) (classification)

|  |  |
|--|--|
| Capacity (TPD) _____                   | Capacity (TPD) _____                   |
| Latest Count (TPD) _____               | Latest Count (TPD) _____               |
| Hourly Capacity (VPH) _____            | Hourly Capacity (VPH) _____            |
| Peak Hour. Volume (VPH) _____          | Peak Hour. Volume (VPH) _____          |
| Existing number of traffic lanes _____ | Existing number of traffic lanes _____ |
| Existing right of way width _____      | Existing right of way width _____      |
| Proposed number of traffic lanes _____ | Proposed number of traffic lanes _____ |
| Proposed right of way width _____      | Proposed right of way width _____      |

Please provide additional information relating to the following statement.

According to studies conducted by the Institute of Traffic Engineers (ITE) 6/7<sup>TH</sup> Edition (whichever is applicable), churches generate an average of fifteen (15) vehicle trip end (VTE) per 1,000 square feet of floor area, with an eight (8%) percent peak hour factor. Based on the above formula, the \_\_\_\_\_ square foot place of worship building would generate \_\_\_\_\_ vehicle trip ends, with approximately \_\_\_\_\_ peak hour vehicle trip ends.

Single Family residence, on the other hand, would generate ten (10) VTE's per day per dwelling unit, with a ten (10%) percent peak hour factor. Based on the above referenced formula, the \_\_\_\_\_ (Single Family Residential) District designation which allows a maximum of \_\_\_\_\_ units per acres, and the given fact that the project site is approximately \_\_\_\_\_ acres in land area, \_\_\_\_\_ daily vehicle trip end, and \_\_\_\_\_ peak hour vehicle trip end would be generated with residential development of the parcel.

### COMMENTS:

I agree with the attached traffic study evaluation

Signature: John Reid



DEPARTMENT OF PLANNING & SUSTAINABILITY

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

Date Received: \_\_\_\_\_ Application No: \_\_\_\_\_

Applicant Name: Craig Wasilewsky

Applicant E-Mail Address: cwasilewsky@perennialproperties.net

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

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

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

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

Owner Daytime Phone: 770-469-7271

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

Parcel ID#: 15 173 07 022

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

Present Zoning District(s): R-75

Proposed Zoning District: MR-2

Present Land Use Designation: Suburban

Proposed Land Use Designation (if applicable): Neighborhood Center

  
12/30/22

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



December 1<sup>st</sup>, 2022

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

Dear Neighbor:

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

**Dates:** December 7<sup>th</sup> (online only), 14<sup>th</sup>, and 20<sup>th</sup>, 2022

**Time:** 6:00pm – 7:30pm

**In-Person Location:** TBD, please RSVP.

**Virtual Log-In Credentials:**

<https://gracehill.zoom.us>

Meeting ID: 942 9487 2239

Passcode: 215018

Dial by Phone: +1 305 224 1968 US

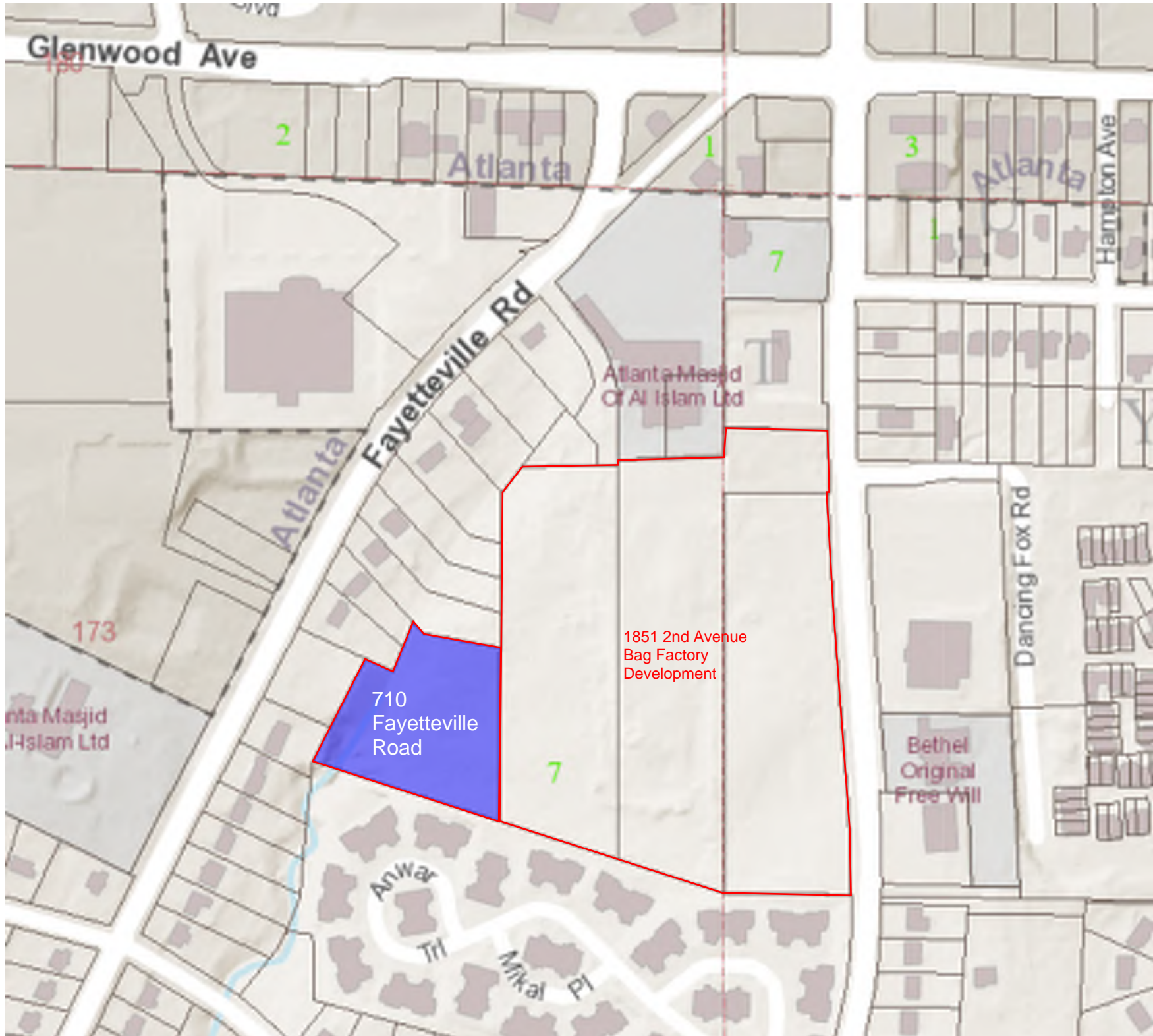
Please RSVP to [BagFactory@PerennialProperties.net](mailto:BagFactory@PerennialProperties.net) to stay involved with updates to this project and receive details about the location for the in-person meetings.

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

Sincerely,

A handwritten signature in black ink, appearing to read "Craig Wasilewsky", written over a horizontal line.

Craig Wasilewsky  
Development Manager  
Perennial Properties, Inc.



Glenwood Ave

2

Atlanta

1

3

Atlanta

Hamilton Ave

1

7

Atlanta Masjid Of Al Islam Ltd

Atlanta

Fayetteville Rd

173

Atlanta Masjid Of Al Islam Ltd

710 Fayetteville Road

1851 2nd Avenue Bag Factory Development

7

Dancing Fox Rd

Bethel Original Free Will

Anwar Trl

Mikal Pt

Meaghan McKenna  
754 Fayetteville Rd SE  
Atlanta GA 30316

Katie Addison  
680 Fayetteville Rd SE  
Atlanta GA 30316

David Colestock  
730 Fayetteville Rd SE  
Atlanta GA 30316

Current Resident  
700 Fayetteville Rd SE  
Atlanta GA 30316

Current Resident  
712 Fayetteville Rd SE  
Atlanta GA 30316

Jameel Hanif  
93 Rockyford Rd NE  
Atlanta GA 30317

Deadra Havner Turner  
1934 Second Ave  
Decatur GA 30032

Porter Hubbard  
696 Fayetteville Rd SE  
Atlanta GA 30316

Rose Jackson  
706 Fayetteville Rd SE  
Atlanta GA 30316

Jerry Lattimer  
1920 Second Ave  
Decatur GA 30032

Edna Mae Lockett  
734 Fayetteville Rd SE  
Atlanta GA 30316

Meaghan McKenna  
3503 Billingsley Dr  
Marietta GA 30062

Felecia Mcleod  
686 Fayetteville Rd SE  
Atlanta GA 30316

Stuart Myerburg  
1910 Second Ave  
Decatur GA 30032

Nahdee Numan  
748 Fayetteville Rd SE  
Atlanta GA 30316

Brownie Rooks  
742 Fayetteville Rd SE  
Atlanta GA 30316

Current Resident  
610 Fayetteville Rd SE  
Atlanta GA 30316

Tamrat Selassie  
680 Memorial Dr SE  
Atlanta GA 30316

Rasheedah Shabazz  
738 Fayetteville Rd SE  
Atlanta GA 30316

Mark Stedina  
1926 Second Ave  
Decatur GA 30032

Bill Trimble  
1876 Second Ave  
Decatur GA 30032

Deadra Turner  
3254 Tulip Dr  
Decatur GA 30032

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

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

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

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

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

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

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

Huskey's Kitchen  
1900 Second Ave  
Decatur GA 30032

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

HIR Investment Group  
213 Landsdowne Ave  
Atlanta GA 30032

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

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

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

Current Resident  
708 Fayetteville Rd SE  
Atlanta GA 30316

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

Na In Tuk  
2349 Glenwood Ave SE  
Atlanta GA 30317

Kristen Dicarlo  
1980 Swazey Dr  
Decatur GA 30032

Current Resident  
1984 Swazey Dr  
Decatur GA 30032

Hui Chen  
849 Mentelle Dr NE  
Atlanta GA 30308

Wade Burrell  
1988 Swazey Dr  
Decatur GA 30032

Joseph Hart  
1994 Swazey Dr  
Decatur GA 30032

Current Resident Artham Realty LLC  
1996 Swazey Dr  
Decatur GA 30032

John Ohalloran  
2004 Swazey Dr  
Decatur GA 30032

Willie Broome  
1985 Swazey Dr  
Decatur GA 30032

Current Resident  
1989 Swazey Dr  
Decatur GA 30032

LD Latimer  
2771 Terratim Ln  
Decatur GA 30034

Zoe Rousseau  
1993 Swazey Dr  
Decatur GA 30032

Tammie Renee Brown  
1997 Swazey Dr  
Decatur GA 30032

Current Resident  
2001 Swazey Dr  
Decatur GA 30032

Current Resident  
2005 Swazey Dr  
Decatur GA 30032

Current Resident  
2005 Swazey Dr  
Decatur GA 30032

David Patton  
124 Avery St  
Decatur GA 30030

Shinji Morokuma  
80 Dancing Fox Rd  
Decatur GA 30032

Current Resident  
1988 Dancing Fox Rd  
Decatur Ga 30032

Current Resident  
1992 Dancing Fox Rd  
Decatur GA 30032

Current Resident  
1996 Dancing Fox Rd  
Decatur GA 30032

Current Resident  
2004 Dancing Fox Rd  
Decatur GA 30032

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

Veronica Johnson  
1884 Terry Mill Rd SE  
Atlanta GA 30316

Mariah Weathersby  
1892 Terry Mill Rd SE  
Atlanta GA 30316

Brenda Cobb  
1900 Terry Mill Rd SE  
Atlanta GA 30316

Juanita Ball  
1906 Terry Mill Rd SE  
Atlanta GA 30316

Rebie Burson  
1912 Terry Mill Rd SE  
Atlanta GA 30316

Yvonne Marian Wright  
1916 Terry Mill Rd SE  
Atlanta GA 30316

Mansoor Sabree  
1922 Terry Mill Rd SE  
Atlanta GA 30316

Loran Bruce  
1926 Terry Mill Rd SE  
Atlanta GA 30316

Christopher Montgomery Cella  
1932 Terry Mill Rd SE  
Atlanta GA 30316

Mildred Gotell  
1938 Terry Mill Rd SE  
Atlanta GA 30316

Gwendolyn Edwards  
1942 Terry Mill Rd SE  
Atlanta GA 30316

Michael McPherson  
1967 Cogar Dr  
Decatur GA 30032

Current Resident  
1979 Cogar Dr  
Decatur GA 30032

Harold Craft  
1987 Cogar Dr  
Decatur GA 30032

Current Resident  
1993 Cogar Dr  
Decatur GA 30032

Thomas Newton  
4243 Janice Dr  
College Park GA 30337

Grace Jones Pass  
1997 Cogar Dr  
Decatur GA 30032

Current Resident  
1986 Cogar Dr  
Decatur GA 30032

PMN Realty Inc  
791 Wylie St SE  
Atlanta GA 30316

William Clark  
1994 Cogar Dr  
Decatur GA 30032

Nolan Roberson  
2004 Cogar Dr  
Decatur GA 30032

Nolan Roberson  
2004 Cogar Dr  
Decatur GA 30032

Melanie White  
300 Colonial Center Pkwy STE 100  
Roswell GA 30076

Profusion Enterprise INC  
1030 Marietta St NW  
Atlanta GA 30318

Current Resident  
1918 Second Ave  
Decatur GA 30032

Ecotone LLC  
704 Dancing Fox Rd  
Decatur GA 30032

Sarah Rucker  
1959 Barberrie Ln  
Decatur GA 30032

Wakita Bradford  
1958 Barberrie Ln  
Decatur GA 30032

Fred Albert Skellie  
2303 Dancing Fox rd  
Decatur GA 30032

Robert Goodman  
2302 Dancing Fox Rd  
Decatur GA 30032

John Brian Dixon  
2301 Dancing Fox Rd  
Decatur GA 30032

Andrew Jason Cohen  
2104 Dancing Fox Rd  
Decatur GA 30032

John Gimnig  
2103 Dancing Fox Rd  
Decatur GA 30032

Asha Leong  
2102 Dancing Fox Rd  
Decatur GA 30032

Katherine Klein  
2101 Dancing Fox Rd  
Decatur GA 30032

Lisa Marquardt  
2203 Dancing Fox Rd  
Decatur GA 30032

Roger Milliken  
2202 Dancing Fox Rd  
Decatur GA 30032

Thierr yMinvielle  
2201 Dancing Fox Rd  
Decatur GA 30032

Current Resident  
1805 Dancing Fox Rd  
Decatur GA 30032

Current Resident  
1804 Dancing Fox Rd  
Decatur GA 30032

Stellar JMC Enterprises  
105 Three Oaks Dr  
Athens GA 30607

Nikishkalyengar  
1803 Dancing Fox Rd  
Decatur GA 30032

Ronit Elk  
1801 Dancing Fox Rd  
Decatur GA30032

Karin Ryan  
1802 Dancing Fox Rd  
Decatur GA 30032

Leslie Suson  
1902 Dancing Fox Rd  
Decatur GA 30032

Lora Schroeder  
1901 Dancing Fox Rd  
Decatur GA 30032

Martha Collier  
1702 Dancing Fox Rd  
Decatur GA 30032

Katherine Brown  
1701 Dancing Fox Rd  
Decatur GA 30032

Hellen Keller  
1504 Dancing Fox Rd  
Decatur GA 30032

Safiyah Saleem  
1502 Dancing Fox Rd  
Decatur GA 30032

Safiyah Saleem  
1502 Dancing Fox Rd  
Decatur GA 30032

Nelson Modesto Silverio  
1501 Dancing Fox Rd  
Decatur GA 30032

Andrew Jason Walter  
1604 Dancing Fox Rd  
Decatur GA 30032

Edward Amos  
1603 Dancing Fox Rd  
Decatur GA 30032

Carolyn Aidman  
1602 Dancing Fox Rd  
Decatur GA 30032

Detsey TateYntema  
1601 Dancing Fox Rd  
Decatur GA 30032



Kristen Dunkle  
1401 Dancing Fox Rd  
Decatur GA 30032

Mary Starck  
1304 Dancing Fox Rd  
Decatur GA 30032

Mary Korechoff Sabel  
1303 Dancing Fox Rd  
Decatur GA 30032

Shelly Guberman  
1302 Dancing Fox Rd  
Decatur GA 30032

GeorgeThomas  
1301 DancingFfox Rd  
Decatur GA 30032

Jacqueline Minvielle  
801 Dancing Fox Rd  
Decatur GA 30032

Carla Jean Bradley  
802 Dancing Fox Rd  
Decatur GA 30032

Aaron Scott  
803 Dancing Fox Rd  
Decatur GA 30032

Jessica Marie Waechter  
1001 Dancing Fox Rd  
Decatur GA 30032

Christine Fortuin  
1002 Dancing Fox Rd  
Decatur GA 30032

Joshua Sklare  
1003 Dancing Fox Rd  
Decatur GA 30032

Susanna Stoltzfus  
1004 Dancing Fox Rd  
Decatur GA 30032

Elizabeth LeilaLabate  
1201 Dancing Fox Rd  
Decatur GA 30032

Peter Baltrus  
1202 Dancing Fox Rd  
Decatur GA 30032

Pamela Willoughby  
1101 Dancing Fox Rd  
Decatur GA 30032

Barbara Copeland  
1102 Dancing Fox Rd  
Decatur GA 30032

Jamie Roberts  
1103 Dancing Fox Rd  
Decatur GA 30032

Current Resident  
1104 Dancing Fox Rd  
Decatur GA 30032

Anna Ingeborg Franjione  
1105 Dancing Fox Rd  
Decatur GA 30032

James Combs  
1106 Dancing Fox Rd  
Decatur GA 30032

Aaron Scott  
701 Dancing Fox Rd  
Decatur GA 30032

Helen Galiotto  
702 Dancing Fox Rd  
Decatur GA 30032

Gwendolyn Davies  
704 Dancing Fox Rd  
Decatur GA 30032

Gwendolyn Davies  
704 Dancing Fox Rd  
Decatur GA 30032

Anne Olson  
201 Dancing Fox Rd  
Decatur GA 30032

Meredith Marchbank  
202 Dancing Fox Rd  
Decatur GA 30032

Tovah Melaver  
400 Dancing Fox Rd  
Decatur GA 30032

Eleanor Smith  
401 Dancing Fox Rd  
Decatur GA 30032

SarahThorsen  
101 Dancing Fox Rd  
Decatur GA 30032

Marta Gazman  
103 Dancing Fox Rd  
Decatur GA 30032

Maxim Eremine  
104 Dancing Fox Rd  
Decatur GA 30032

Jasmina Krnjetin  
105 Dancing Fox Rd  
Decatur GA 30032

Catherine Shiel  
106 Dancing Fox Rd  
Decatur GA 30032

Katherine Johnson  
301 Dancing Fox Rd  
Decatur GA 30032

Ping Tan  
302 Dancing Fox Rd  
Decatur GA 30032

Jason Martin  
501 Dancing Fox Rd  
Decatur GA 30032

Joan Sanford  
502 Dancing Fox Rd  
Decatur GA 30032

Dorothy Wuichet  
503 Dancing Fox Rd  
Decatur GA 30032

Audrey Thiault  
504 Dancing Fox Rd  
Decatur GA 30032

Quincy Green  
1964 Barberrie Lane  
Decatur GA 30032

Patricia Green  
1972 Barberrie Lane  
Decatur GA 30032

JaymeHudgins  
1980 Barberrie Lane  
Decatur GA 30032

Larry Filoso  
1986 Barberrie Lane  
Decatur GA 30032

Earnest Redwine  
1992 Barberrie Lane  
Decatur GA 30032

Rebecca Burgess  
1998 Barberrie Lane  
Decatur GA 30032

Marinda Pfeiffer  
1999 Barberrie Lane  
Decatur GA 30032

Mitchell Jordan  
1993 Barberrie Lane  
Decatur GA 30032

Rosa Lee Robinson  
1987 Barberrie Lane  
Decatur GA 30032

Beverly Jordan  
1981 Barberrie Lane  
Decatur GA 30032

Jamal Sullivan  
1973 Barberrie Lane  
Decatur GA 30032

Alphonza Broadnax  
1965 Barberrie Lane  
Decatur GA 30032

Bcc

Imam Plemon El-Amin (pelamin@bellsouth.net); taqiyy.saleem@gmail.com; Salih Faldon (salihf@yahoo.com); Msabree@gmail.com; Muhammad Jihad (springgreens.atl@gmail.com); Taqque Id-Deen <hitaqqee@gmail.com>; Tharon Johnson <tjohnson@paramountconsults.com>; cwoodling@eastlakefoundation.org; Illy Askia <iaskia@eastlakefoundation.org>; Ted Terry <ecterry@dekalbcountyga.gov>; Johnson, Larry L. <larryjohnson@dekalbcountyga.gov>; Bragg, Rachel L.; Johnson, Howard L <hljohnson@dekalbcountyga.gov>; Jay McGinnity; Greyson Blake; Harold Buckley (hbuckley@wbilegal.com); abdulhakimali49@gmail.com; a.colortribe@gmail.com; celebratingsacredconnections@gmail.com; aleathia2018@gmail.com; peace101@mindspring.com; awalter@atlantaga.gov; momojouljagne@yahoo.com; asb77bruce@hotmail.com; caidman@emory.edu; crasullah7@bellsouth.net; ecm.wolf@gmail.com; eznuman@gmail.com; sbgtelc@bellsouth.net; gwen.davies@pihcga.org; jhanif@bradconstruction.com; jhoffner@americanrivers.org; mrjessea5@gmail.com; juliebwalter@gmail.com; karenminvielle@gmail.com; k.p.brown@gatech.edu; kas4178@gmail.com; quran.shakir@mohammedschools.org; mansoor@imancentral.org; materry@vmware.com; sprigreens.atl@gmail.com; nafeesah@mindspring.com; getitdonevac@gmail.com; madyun@bellsouth.net; sambash06@gmail.com; owaajid@gmail.com; rtmillik@comcast.net; sara.james@icpnet.com; lashantaa@gmail.com; info@donaldtrimblemortuary.com; wade.burrell@mailchimp.com; zaheerah.shakir-khan@mohammedschools.org

## Updated Details for 710 Fayetteville Road Development Proposal Meeting



Bag Factory

To

Cc Craig Wasilewsky; Greyson Blake

Bcc Imam Plemon El-Amin (pelamin@bellsouth.net); taqiyy.saleem@gmail.com; Salih Faldon (salihf@yahoo.com); Msabree@gmail.com; Muhammad Jihad (springgreens.atl@gmail.com); Taqque Id-Deen; Tharon Johnson; cwoodling@eastlakefoundation.org; Illy Askia; Ted Terry; Johnson, Larry L.; Bragg, Rachel L.; Johnson, Howard L; **+39 others**

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

Perennial Properties Community Meeting Invites\_Bag Factory Phase II.pdf  
263 KB

710 Fayetteville Road Parcel Map.pdf  
536 KB

Reply Reply All Forward

Tue 12/13/2022 10:22 AM

Dear Neighbors,

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

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

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

<https://gracehill.zoom.us>

Meeting ID: 942 9487 2239

Passcode: 215018

Dial by Phone: +1 305 224 1968 US

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

Sincerely,

Craig

**Craig Wasilewsky, SE**

Development Manager | Perennial Properties, Inc.

1777 Peachtree St NE, Suite 200, Atlanta, GA 30309

D: (678) 723-4876 | C: (678) 478-9859 | E: [cwasilewsky@perennialproperties.net](mailto:cwasilewsky@perennialproperties.net)

[www.perennialproperties.net](http://www.perennialproperties.net) | [www.MidtownBowl.com](http://www.MidtownBowl.com)

## DeKalb County Neighborhood Registry - Commission District 3

| Last Name   | First Name     | Email                            | Address                         | City       | State | Zip Code | Affiliation Name                              | CD | SD |
|-------------|----------------|----------------------------------|---------------------------------|------------|-------|----------|---|----|----|
| Berry       | Elfreda        | berrylefreda227@gmail.com        |                                 |            |       |          | Community Council 3                           | 3  |    |
| Bond        | Beth           | bethbond@bellsouth.net           |                                 |            |       |          | Community Council 3                           | 3  |    |
| Craig       | Pat            | pat.lawrencecraig@gmail.com      | 3830 Brookview Point            | Decatur    | GA    | 30034    | Community Council 3                           | 3  |    |
| Hodby       | Peggy          | phthompson3@msn.com              |                                 |            |       |          | Community Council 3                           | 3  |    |
| Jackson     | Nettie         | NettieJackson@me.com             | 3714 Valpariso Circle           | Decatur    | GA    | 30034    | Community Council 3                           | 3  |    |
| Jones       | Carolyn        | carolyn.jones818@yahoo.com       |                                 |            |       |          | Community Council 3                           | 3  |    |
| Pringle     | Willie         | aprangle@bellsouth.net           |                                 |            |       |          | Community Council 3                           | 3  |    |
| Smith       | Samuel         | samandbettysmith@bellsouth.net   |                                 |            |       |          | Community Council 3                           | 3  |    |
| Travis      | Tommy          | TommyTTravisconsulting@gmail.com |                                 |            |       |          | Community Council 3                           | 3  |    |
| Washington  | Norma          | nahwash4ms@aol.com               |                                 |            |       |          | Community Council 3                           | 3  |    |
| Harris      | Tene           | tharris@galleryatsouthdekalb.com | 2801 Candler Rd                 | Decatur    | GA    | 30031    | Gallery at South DeKalb                       | 3  | 6  |
| Sanders     | Christopher    | csanders@eastmetrocid.com        | 2724 Wesley Chapel Road #360909 | Decatur    | GA    | 30036    | East Metro DeKalb CID                         | 3  | 7  |
| Wayne       | Powell         | Pdk-powell@comcast.net           | P.O. 374                        | Decatur    | GA    | 30031    | Belvidere Civic Club                          | 3  | 7  |
| Roark       | Rob            | robroark@allsouthwarehouse.com   | 1775 Continental Way            | Atlanta    | GA    | 30316    | CABA Vice President                           | 3  | 6  |
| Gross       | Joel L.        | jgross@stickybusiness.net        | 4140 Bonsal Road                | Conley     | GA    | 30288    | Greater Conley Ind. CID Chair                 | 3  | 6  |
| Roark       | Rob            | robroark@allsouthwarehouse.com   |                                 |            |       |          | Greater Conley Ind. CID Secretary/Treasurer   | 3  | 6  |
| Hassan      | Ali            | AliHasanandassociates.com        | 3496 Midway                     | Decatur    | GA    | 30032    | Ali Hasan and Associates                      | 3  | 7  |
| Locks       | Danita         | dlocks1019@aol.com               | 1211 Crescentwood Lane          | Decatur    | GA    |          |   | 3  | 7  |
| Stephens    | Sandra         | sls1289@gmail.com                | 1289 Crescentwood Lane          | Decatur    | GA    | 30032    | Crescentwood HOA                              | 3  | 7  |
| Frank       | Leanne         | leannef@lightnountain.com        | 3141 Bonway Dr                  | Decatur    | GA    | 30032    | Meadow Acres Neighborhood Assoc.              | 3  | 7  |
| Golley      | Frank          | frank@golleyrealty.com           | 3392 Midway Rd                  | Decatur    | GA    | 30032    | Meadow Acres Neighborhood Assoc.              | 3  | 7  |
| Funk        | Melanie        | mfunk64@att.net                  | 3392 Midway Rd                  | Decatur    | GA    | 30032    | Meadow Acres Neighborhood Assoc.              | 3  | 7  |
| Barrow      | Rachel         | rbarrow@comcast.net              | 3355 Beech Dr                   | Decatur    | GA    | 30032    | Meadow Acres Neighborhood Assoc.              | 3  | 7  |
| Preston     | Judy           | hjpreston23@gmail.com            | 2305 Bailey St                  |            |       |          | Corner Stone Of Praise                        | 3  | 6  |
| Lips        | Erik           |                                  | 1307 Crescent Wood Lane         | Decatur    | GA    | 30032    | Meadow Acres Neighborhood Assoc.              | 3  | 7  |
| Akins       | Pat            |                                  | 3347 Beech Dr                   | Decatur    | GA    | 30032    |   | 3  | 7  |
| Berlinsky   | Samantha       | saberlinsky@gmail.com            | 1301 Crescentwood Lane          | Decatur    | GA    | 30032    | Crescentwood                                  | 3  | 7  |
| McGannon    | Monica         | mhand27@gahoe.com                | 1305 Crescentwood Lane          |            |       |          | Meadowbrook Acres Neighborhood                | 3  | 7  |
| Gross       | Joel           | jgross@stickybusiness.net        | 4140 Bonsal Rd                  | Conley     | GA    |          | GCI CID                                       | 3  | 6  |
| Arnold      | Sandra         | edsan@bellsouth.net              | 4296 Cedar Valley Court         | Conley     | GA    | 30328    | Cedar Grove Civic Association                 | 3  | 6  |
| Barnes, AIA | Vernell        | barnesve@yahoo.com               | 3826 Loyola Court               | Decatur    | GA    | 30034    | Staff/Appointee - Commissioner Watson         | 3  | 7  |
| Evans       | John           | naacpdek@comcast.net             | 3011 Rainbow Drive, Suite 180A  | Decatur    | GA    | 30034    | NAACP DeKalb County Branch                    | 3  | 7  |
| Pace        | Brenda         | bcpace2@gmail.com                | 2638 Glenvalley Drive           | Decatur    | GA    | 30032    | East Lake Terrace Community Association, Inc. | 3  | 7  |
| Roberts     | Regenia        | regeniaroberts@bellsouth.net     |                                 |            |       |          | Community Council 3                           | 3  |    |
| Culp        | Patricia       | ppculp@att.net                   |                                 |            |       |          | Cedar Grove Neighborhood Associaton           | 3  | 6  |
| Dennis      | Robert         | christinedennis@bellsouth.net    | 1987 Joseph Court               | Decatur    | GA    | 30032    | Concerned Neighbors Association               | 3  | 6  |
| Bonino      | Doninck        | dbonino1@aol.com                 | 4125 Milton Parkway             | Alpharetta | GA    | 30055    | Brighton Village HOA                          | 3  | 6  |
| Schwartz    | Eric           | ericwschwartz@gmail.com          |                                 | Atlanta    | GA    | 30316    | Parkview Civic Club                           | 3  | 6  |
| Club        | Parkview Civic | parkviewcivicclub@gmail.com      |                                 |            |       |          | Parkview Civic Club                           | 3  | 6  |
| Stewart     | Willie J.      | wazulamor@aol.com                | 2902 Cedar Trace                | Ellenwood  | GA    | 30294    | Royal Hills                                   | 3  | 6  |
| Stewart     | Erica          | ericastewart2009@gmail.com       | 2902 Cedar Trace Drive          | Ellenwood  | GA    | 30294    | South DeKalb Neighborhoods Coalition          | 3  | 6  |
| Buie-Brown  | Jacquelyn      | jacquelynbuiebrown@gmail.com     |                                 | Decatur    | GA    | 30034    | Huntingdale Association                       | 3  | 7  |
| Jordan      | Alberta        | albertajordan@bellsouth.net      |                                 | Decatur    | GA    | 30034    | Huntingdale Association                       | 3  | 7  |
| Jackson     | Brenda         | bjaevnt@gmail.com                |                                 | Decatur    | GA    | 30034    | Pointe Bleue Neighborhood Association         | 3  | 7  |
| Mustafa     | Laurel         | elitedesignsatl@yahoo.com        |                                 | Decatur    | GA    | 30034    | Pointe Bleue Neighborhood Association         | 3  | 7  |
| Freeman     | James          | jasu1@bellsouth.net              |                                 | Decatur    | GA    | 30034    | The Summit at Chapel Lake                     | 3  | 7  |

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

# 710 Fayetteville Rd Community Meeting Sign-In

| Name              | Email                         | Meeting Date |            |            |
|-------------------|-------------------------------|--------------|------------|------------|
|                   |                               | 12/7/2022    | 12/14/2022 | 12/20/2022 |
| Jamal A. Rahman   | Jdrahmani@juno.com            |              |            | ✓          |
| ABDUL AKBAR       | JAB5@HOTMAIL.COM              |              |            | ✓          |
| Sharif Muhammad   | Sharif@smilk.com              |              |            | ✓          |
| Amin Waajid       | awaajid@live.com              |              |            | ✓          |
| Plemon Fu Amin    | pelamin@bellsouth.net         |              |            | ✓          |
| JOHN WURCHET      | johnwurchet@mindspring.com    | ✓            |            | ✓          |
| MUSA SIDDEEQ      | SIDDEEQM@GMAIL.COM            |              |            | ✓          |
| Dorothy Rose      | dorol@yrosemail.com           |              |            | ✓          |
| Djazia Flosa      |                               |              |            | ✓          |
| Chris Ray         |                               |              |            | ✓          |
| DTM inc           |                               |              |            | ✓          |
| Kelvin Floyd      | Kelvinfloyd89@gmail.com       |              |            | ✓          |
| ASMA FATMA        | doughall426@gmail.com         |              |            | ✓          |
| Ilham Askia       | iaskia@eastlakefoundation.org |              |            | ✓          |
| Reverend speakman |                               |              |            | ✓          |
| Roger Milliken    |                               |              | ✓          |            |
| Muhammad Jihad    |                               | ✓            | ✓          | ✓          |
| Andrew Walter     | awalter@atlantaga.gov         |              | ✓          | ✓          |
| Bert              |                               |              | ✓          |            |
| Carolyn Aidman    | caidman@emery.edu             |              | ✓          |            |
| Bob               |                               |              | ✓          |            |
| Howard Johnson    |                               |              | ✓          |            |
| Jasmine           |                               |              | ✓          |            |
| Catherine         |                               |              | ✓          |            |
| Deirdre           |                               |              | ✓          |            |
| Gwen Davies       | gwen.davies@pihcca.com        |              | ✓          |            |
| Saret             |                               |              | ✓          |            |
| Touah Wolf        | ecm.wolf@gmail.com            |              | ✓          |            |
| Julie Walter      | juliebwalter@gmail.com        |              | ✓          |            |
| Helen             |                               |              | ✓          |            |
| Karen Minnielle   |                               |              | ✓          |            |
| Lisa              |                               |              | ✓          |            |
| Marty             |                               |              | ✓          |            |
| Meredith          |                               |              | ✓          |            |
| Roger Milliken    |                               |              | ✓          |            |
| Susanna           |                               |              | ✓          |            |
| Terry             |                               |              | ✓          |            |
| Renee Schatteman  |                               |              |            | ✓          |
| Djazia Flosa      |                               |              |            | ✓          |
| Josh S            |                               |              |            | ✓          |

# C. LETTER OF APPLICATION AND IMPACT ANALYSIS



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

December 22, 2022

VIA: EMAIL DELIVERY

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

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

Dear Cedric:

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

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

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



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

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

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

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

**I. Rezoning approval Standards**

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

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

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

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

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

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<sup>1</sup> Comprehensive Plan, P. 55.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### **II. Constitutional objections and conclusion**

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

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

Perennial Properties, Inc.  
710 Fayetteville Road Rezoning Application  
December 22, 2022  
Page 7

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

Sincerely,

PERENNIAL PROPERTIES, INC.

A handwritten signature in black ink, appearing to read "Craig J. Wasilewsky", with a long, sweeping horizontal stroke extending to the right.

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

Attachments.

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

# D. AUTHORIZATION FORM

DEPARTMENT OF PLANNING & SUSTAINABILITY

AUTHORIZATION

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

Date: 12/20/22


TO WHOM IT MAY CONCERN:

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

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

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

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

  
Notary Public

Demian T. El-Amin  
Owner Majlis Member of  
Atlanta Masjid of Al-Islam  
Masjid Muhammed of Al-Islam, Ltd

Notary Public

Owner

Notary Public

Owner

Notary Public

Owner

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



# E. CAMPAIGN DISCLOSURE STATEMENT

DEPARTMENT OF PLANNING & SUSTAINABILITY

DISCLOSURE OF CAMPAIGN CONTRIBUTION

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


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

Yes \_\_\_\_\_ No X \*

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

1. The name and official position of the local government official to whom the campaign contribution was made.
2. The dollar amount and description of each campaign contribution made during the two years immediately preceding the filing of this application and the date of each such contribution.

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

  
\_\_\_\_\_  
Notary



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

  
\_\_\_\_\_  
Signature of Applicant /Date 12/29/22  
Check one: Owner \_\_\_\_\_ Agent X

01.27.2024.  
\_\_\_\_\_  
Expiration Date/ Seal

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

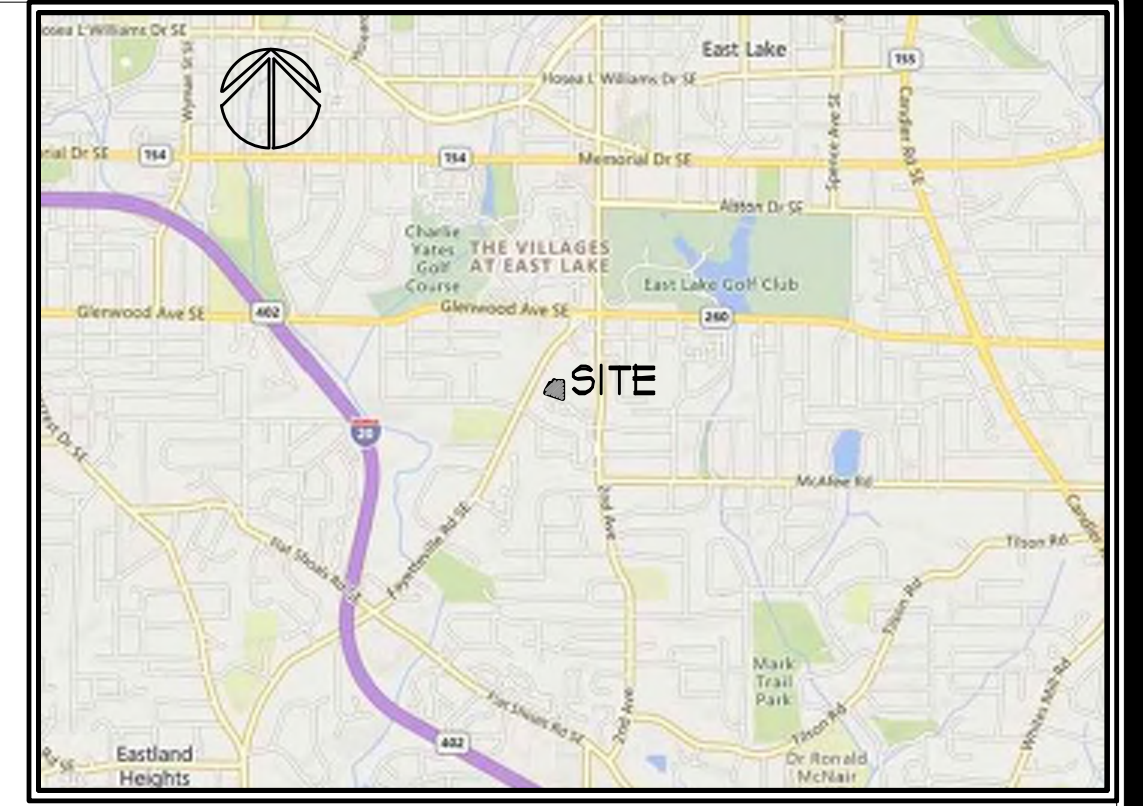
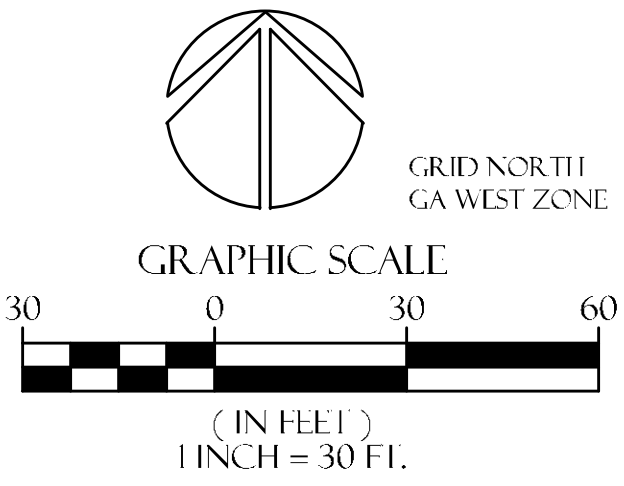
# F. LEGAL BOUNDARY SURVEY

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



*Chris Whitley*  
 7/13/22

TO: PERENNIAL PROPERTIES, INC., OR ITS ASSIGNS AND CHICAGO TITLE INSURANCE COMPANY.  
 THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 5, 8, 9, 11(b), 13 AND 16 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON JUNE 10, 2022.  
 DATE: 7/13/22  
 J. CHRIS WHITLEY  
 REGISTRATION NUMBER: 2872



LOCATION MAP  
 N.T.S.

- REFERENCES:**
- DEED BOOK 7347 PAGE 796
  - DEED BOOK 15363 PAGE 84
  - SURVEY FOR WADE J. TURNIPSEED BY McCLUNG SURVEYING SERVICES, INC DATED 10-24-03.
  - SURVEY FOR MEADOW NOOK PROPERTIES BY CHRISTOPHER E. MOORE & ASSOCIATES DATED MAY 23, 2007.

- NOTES:**
- THERE ARE NO STRIPED PARKING SPACES ON THE SUBJECT PROPERTY.
  - THERE IS NO EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.

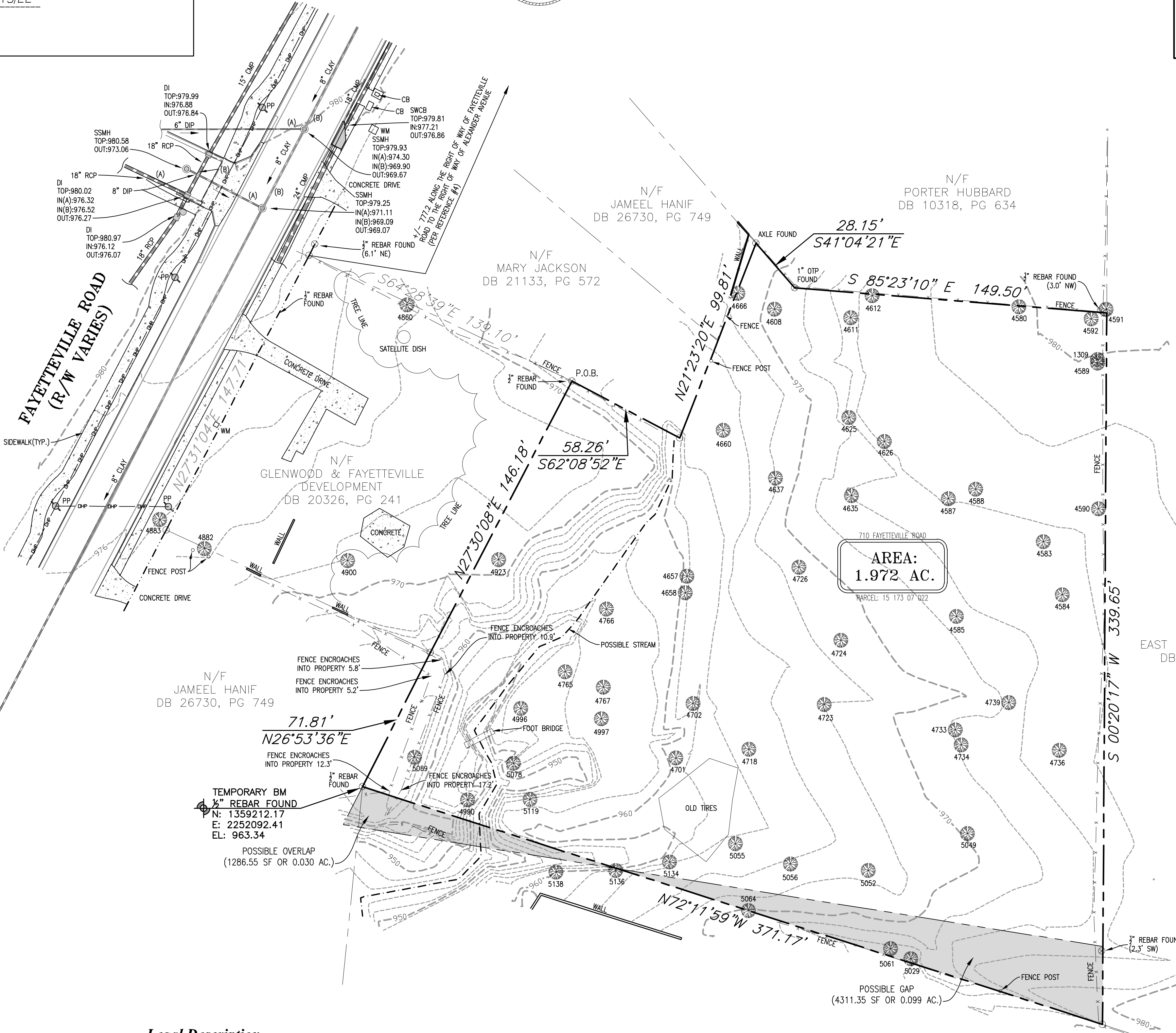
**CURRENT ADDRESS:**  
 710 FAYETTEVILLE ROAD  
 ATLANTA, GEORGIA 30316

**LEGEND**

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

**ABBREVIATIONS**

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



**TREE TABLE**

| TREE # | TREE SIZE | TREE TYPE |
|--------|-----------|-----------|
| 1309   | 28"       | PINE      |
| 4580   | 43"       | OAK       |
| 4583   | 22"       | PINE      |
| 4584   | 22"       | OAK       |
| 4585   | 18"       | PINE      |
| 4587   | 20"       | OAK       |
| 4588   | 23"       | POPLAR    |
| 4589   | 29"       | PINE      |
| 4590   | 24"       | PINE      |
| 4592   | 26"       | OAK       |
| 4608   | 38"       | OAK       |
| 4611   | 21"       | PINE      |
| 4612   | 25"       | OAK       |
| 4613   | 18"       | OAK       |
| 4625   | 18"       | OAK       |
| 4635   | 21"       | PINE      |
| 4637   | 21"       | PINE      |
| 4657   | 23"       | POPLAR    |
| 4658   | 26"       | POPLAR    |
| 4660   | 29"       | OAK       |
| 4666   | 20"       | POPLAR    |
| 4701   | 20"       | PINE      |
| 4702   | 19"       | PINE      |
| 4718   | 22"       | PINE      |
| 4723   | 18"       | PINE      |
| 4724   | 29"       | PINE      |
| 4726   | 18"       | POPLAR    |
| 4733   | 19"       | PINE      |
| 4734   | 18"       | PINE      |
| 4736   | 24"       | OAK       |
| 4739   | 23"       | OAK       |
| 4765   | 20"       | POPLAR    |
| 4766   | 19"       | POPLAR    |
| 4767   | 19"       | PINE      |
| 4860   | 36"       | OAK       |
| 4882   | 30"       | OAK       |
| 4883   | 19"       | OAK       |
| 4900   | 48"       | OAK       |
| 4923   | 19"       | POPLAR    |
| 4990   | 19"       | POPLAR    |
| 4996   | 26"       | POPLAR    |
| 4997   | 19"       | PINE      |
| 5029   | 20"       | PINE      |
| 5049   | 19"       | PINE      |
| 5052   | 23"       | PINE      |
| 5055   | 18"       | WALNUT    |
| 5056   | 18"       | PINE      |
| 5061   | 18"       | OAK       |
| 5064   | 30"       | OAK       |
| 5069   | 33"       | POPLAR    |
| 5078   | 20"       | POPLAR    |
| 5119   | 24"       | POPLAR    |
| 5134   | 19"       | MAPLE     |
| 5136   | 23"       | OAK       |
| 5138   | 22"       | PINE      |

**CURRENT ZONING:**  
 R-75

**Legal Description**  
 ALL THAT TRACT OR PARCEL OF land lying and being in Land Lot 173, 15<sup>th</sup> District, DeKalb County, Georgia, being more particularly described as follows:

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

**FLOOD HAZARD NOTE:**

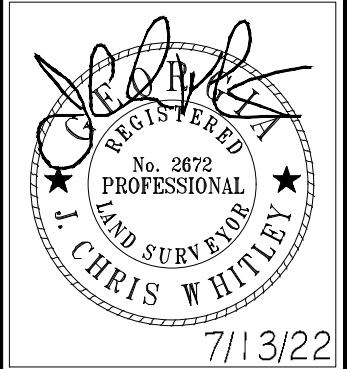
FIRM MAP NUMBER 13089C0127J, DATED MAY 16, 2013 AND FIRM MAP NUMBER 13089C0131J, DATED MAY 16, 2013 INDICATES THAT THIS TRACT DOES NOT LIE IN AN AREA DESIGNATED AS HAVING FLOOD HAZARD.

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

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

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

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



**MDA**  
 MCFARLAND-DYER & ASSOCIATES  
 SURVEYING & ENGINEERING  
 1100 W. GLENWOOD AVENUE  
 ATLANTA, GA 30316  
 PHONE: (404) 770-9249  
 FAX: (404) 770-9249

THE FIELD DATA ON WHICH THIS PLAT IS BASED WAS ACQUIRED FROM A COURSE OF SURVEYING AND WAS CHECKED USING LEAST SQUARES ADJUSTMENT.  
 THIS MAP OR PLAT HAS BEEN CHECKED FOR ACCURACY AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 3300 FEET.  
 A TRIANGLE SURVEYING CONTROL STATION WAS USED TO OBTAIN THE PLAT AND ANGLE MEASUREMENTS WERE USED IN THE PREPARATION OF THIS PLAT.  
 THE FIELD DATA WAS CHECKED ON 06/02/2022.

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

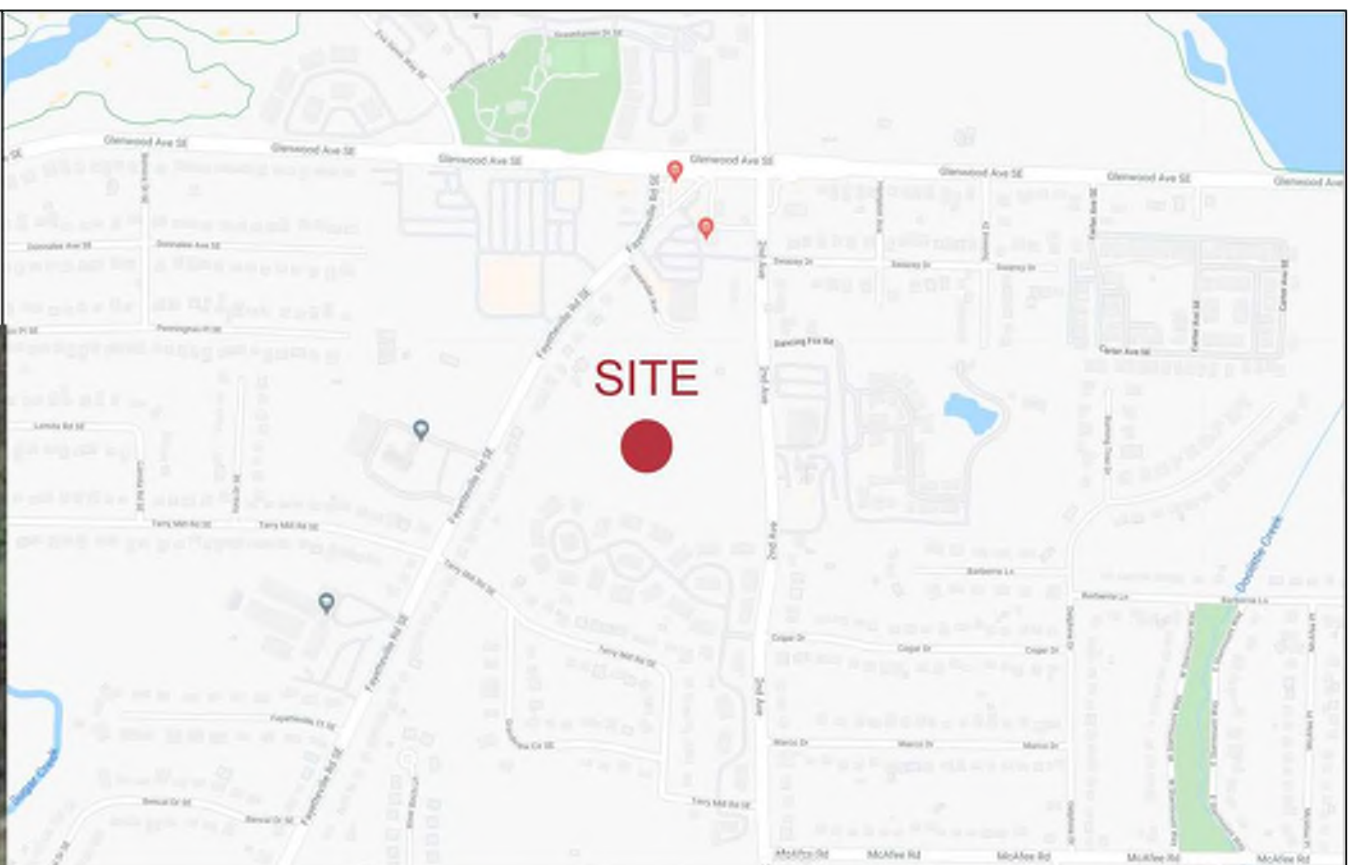
JOB NO: 22-0509  
 DRAWN BY: CD  
 CHECKED BY: MP  
 SURVEYED BY: AS

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 MCFARLAND-DYER & ASSOCIATES, INC.

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

LL 073, 15TH DISTRICT  
 DEKALB COUNTY, GEORGIA  
 ALTA/NSPS  
 LAND TITLE  
 SURVEY  
 SHEET 1 OF 1

# G. SITE PLAN



**PHASE I**

- MULTIFAMILY**  
 (M1) (M2) 4/5 SPLIT RESIDENTIAL  
 TOTAL : 237 UNITS  
 AVG HEATED AREA - MF : 815 SF (APPROX.)
- RENTAL TOWNHOMES**  
 (TH) 2 STORY TOWNHOMES : 44 UNITS  
 WITH TUCK-UNDER GARAGES  
 AVG HEATED AREA - TH : 1350 SF (APPROX.)

**TOTAL 281 UNITS**

- RETAIL / RESTAURANT**  
 (R1) 3,000 SF

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

**PHASE II**

- MULTIFAMILY**  
 (M3) 4/5 SPLIT RESIDENTIAL  
 TOTAL : 47 UNITS  
 AVG HEATED AREA - MF : 815 SF (APPROX.)

**TOTAL 47 UNITS**

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

CONSULTANT:

SEAL:

1845 2ND AVENUE, 1851 2ND AVENUE,  
 AND 639 ALEXANDER AVENUE  
 DECATUR, GEORGIA 30032

PROJECT NUMBER: PRP2016-02  
**BAG FACTORY DEVELOPMENT**

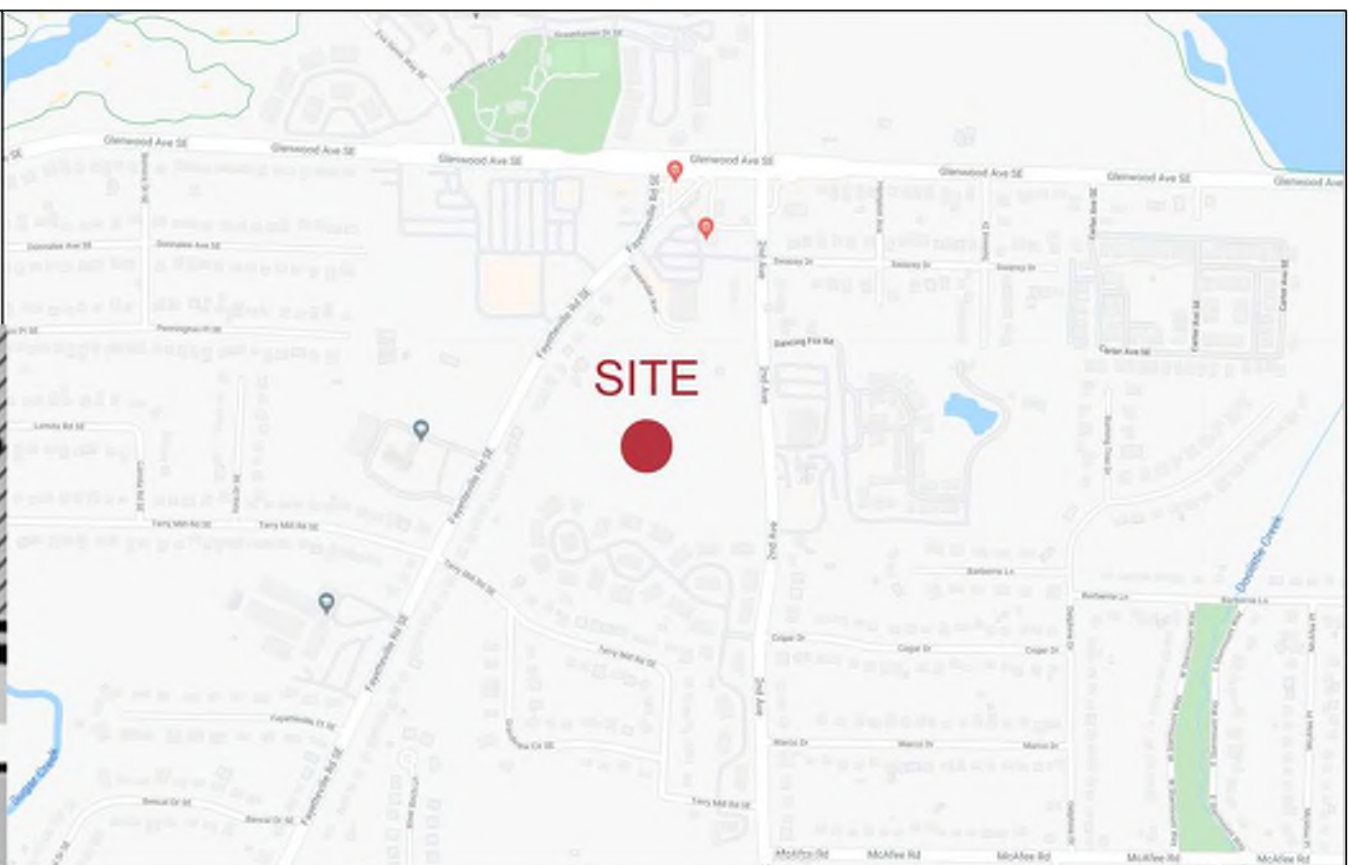
1777 PEACHTREE STREET NE  
 SUITE 200  
 ATLANTA, GEORGIA 30309



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

TITLE:  
**ARCHITECTURAL SITE PLAN**

SHEET NUMBER:  
**SP-01**



**SITE DATA**

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

**PHASE II**

**MULTIFAMILY**  
 (M3) 4/5 SPLIT RESIDENTIAL  
 TOTAL : 47 UNITS  
 AVG HEATED AREA - MF : 815 SF (APPROX.)

**TOTAL 47 UNITS**

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

CONSULTANT:

SEAL:

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

1777 PEACHTREE STREET NE  
 SUITE 200  
 ATLANTA, GEORGIA 30309

PROJECT NUMBER: PRP2016-02  
**BAG FACTORY DEVELOPMENT**



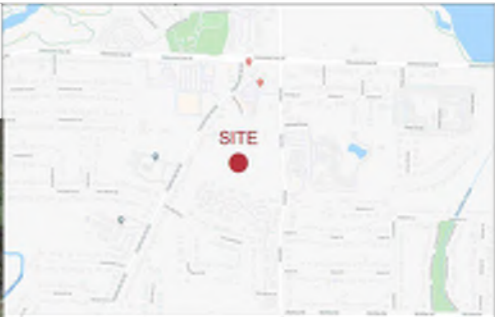
| DRAWING RELEASE  | DATE       |
|------------------|------------|
| SITE PLAN        | 04/27/2022 |
| SITE PLAN REV. 1 | 06/15/2022 |

TITLE:  
**ARCHITECTURAL SITE PLAN**

SHEET NUMBER:  
**SP-02**

# H. REDUCED SITE PLAN





**PHASE I**

- MULTIFAMILY**  
 (M1) (M2) 4/5 SPLIT RESIDENTIAL  
 TOTAL : 237 UNITS  
 AVG HEATED AREA - MF : 815 SF (APPROX.)
- RENTAL TOWNHOMES**  
 (TH) 2 STORY TOWNHOMES : 44 UNITS  
 WITH TUCK-UNDER GARAGES  
 AVG HEATED AREA - TH : 1350 SF (APPROX.)

**TOTAL 281 UNITS**

- RETAIL / RESTAURANT**  
 (R1) 3,000 SF

PHASE I PARKING : 461 SPACES  
 TOTAL PARKING REQUIRED BY MR-2 ZONING : 448 SPACES  
 PARKING SURPLUS : 13 SPACES

**PHASE II**

- MULTIFAMILY**  
 (M3) 4/5 SPLIT RESIDENTIAL  
 TOTAL : 47 UNITS  
 AVG HEATED AREA - MF : 815 SF (APPROX.)

**TOTAL 47 UNITS**

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

CONSULTANT:

SEAL:

1845 2ND AVENUE, 1851 2ND AVENUE,  
 AND 1875 ALEXANDER AVENUE  
 DECATUR, GEORGIA 30032

1777 PEACHTREE STREET NE  
 SUITE 200  
 ATLANTA, GEORGIA 30309

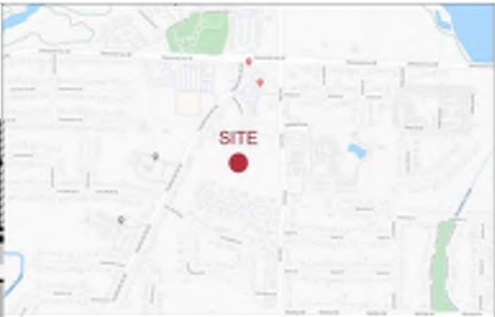
PROJECT NUMBER: PRP2018-02  
**BAG FACTORY DEVELOPMENT**



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

TITLE:  
**ARCHITECTURAL SITE PLAN**

SHEET NUMBER:  
**SP-01**



**SITE DATA**

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

**PHASE II**

**MULTIFAMILY**  
 4/5 SPLIT RESIDENTIAL  
 TOTAL : 47 UNITS  
 AVG HEATED AREA - MF : 815 SF (APPROX.)  
**TOTAL 47 UNITS**

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

CONSULTANT:

SEAL:

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

PROJECT NUMBER: PRP2018-02  
**BAG FACTORY DEVELOPMENT**

1777 PEACHTREE STREET NE  
 SUITE 200  
 ATLANTA, GEORGIA 30309



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

TITLE:  
**ARCHITECTURAL SITE PLAN**

SHEET NUMBER:  
**SP-02**

# I. WRITTEN LEGAL DESCRIPTION

## **Legal Description**

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

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

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

# J. Building Form Information



BRICK MASONRY CEMENTITIOUS BOARD AND BATTEN TPO ROOF BRICK MASONRY ALUMINUM STOREFRONT TPO ROOF BRICK MASONRY BRICK MASONRY CEMENTITIOUS SIDING BRICK MASONRY

CONCEPTUAL AERIAL SKETCH FOR REPRESENTATIVE PURPOSES

CONSULTANT:

SEAL:

1845 2ND AVENUE, 1851 2ND AVENUE,  
 AND 639 ALEXANDER AVENUE  
 DECATUR, GEORGIA 30032

1777 PEACHTREE STREET NE  
 SUITE 200  
 ATLANTA, GEORGIA 30309

PROJECT NUMBER: PRP2016-02  
**BAG FACTORY DEVELOPMENT**



| △ DRAWING RELEASE        | DATE       |
|--------------------------|------------|
| CONCEPTUAL AERIAL SKETCH | 02/23/2022 |
|                          |            |
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TITLE:  
**ARCHITECTURAL RENDERINGS**

SHEET NUMBER:  
**AR-01**

# K. Completed, Signed Pre-Application Form

Chief Executive Officer  
Michael Thurmond

**DEPARTMENT OF PLANNING & SUSTAINABILITY**

Director  
Andrew A. Baker, AICP

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

Applicant Name:  Craig Wasilewsky  Phone:  : 678-478-9859  Email:  cwasilewsky@perenialproperties.com

Property Address:  710 Fayetteville Road

Tax Parcel ID:  15 173 07 022  Comm. District(s):  3 & 6  Acreage:  1.96

Existing Use:  Vacant  Proposed Use  Multi-Family apartments

Supplemental Regs:  NA  Overlay District:  NA  DRI:  NA

**Rezoning:** Yes  No

Existing Zoning:  R-75 (Residential Medium Lot)

Proposed Zoning:  MR-2 (Medium Residential Density-2) District

Square Footage/Number of Units:

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

**Land Use Plan Amendment:** Yes  No

Existing Land Use:  SUB  Proposed Land Use:  NC??  Consistent  Inconsistent

MR-2 zoning not allowed in SUB, requires Land Use Amendment to Neighborhood Center (NC)—Land Use Amendments only heard in March and September agenda cycles.

**Special Land Use Permit:** Yes  No

**Major Modification:**

Existing Case Number(s):  NA

Condition(s) to be modified:



DEPARTMENT OF PLANNING & SUSTAINABILITY

**WHAT TO KNOW BEFORE YOU FILE YOUR APPLICATION**

Pre-submittal Community Meeting:  Review Calendar Dates:  PC: 03/07/23\* \_\_\_\_\_  
BOC:  03/30/23\*\* \_\_\_\_\_ Letter of Intent:  Impact Analysis:  Owner Authorization(s):   
Campaign Disclosure:  Zoning Conditions:  Community Council Meeting:  02/08/23 \_\_\_\_\_  
Public Notice, Signs:  (**Applicant must pick up and post and/or will be done by Staff**) \_\_\_\_\_ Tree  
Survey, Conservation: \_\_\_\_\_ Land Disturbance Permit (LDP):  Sketch Plat:   
Bldg. Permits:  Fire Inspection:  Business License:  State License:  
\_\_\_\_\_ Lighting Plan: \_\_\_\_\_ Tent Permit: \_\_\_\_\_ Submittal Format: NO STAPLES, NO BINDERS  
PLEASE

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

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

**Review of Site Plan**

Density:  Density Bonuses:  Mix of Uses: \_\_\_\_\_ Open Space:   
Enhanced Open Space:  Setbacks: front  sides  side corner \_\_\_\_\_ rear   
Lot Size:  Frontage:  Street Widths:  Landscape Strips:   
Buffers:  Parking Lot Landscaping:  Parking - Auto:  Parking - Bicycle:  
\_\_\_\_\_ Screening:  Streetscapes:  Sidewalks:  Fencing/Walls:   
Bldg. Height:  Bldg. Orientation: \_\_\_\_\_ Bldg. Separation: \_\_\_\_\_ Bldg. Materials:  Roofs:  
 Fenestration:  Façade Design:  Garages:  Pedestrian Plan:   
Perimeter Landscape Strip:

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

**DEPARTMENT OF PLANNING & SUSTAINABILITY**

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

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

Planner: John Reid \_\_\_\_\_ Date 12/15/22 \_\_\_\_\_

Filing Fees

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

# L. TRAFFIC STUDY



*Traffic Impact Study*

# Bag Factory Development

DeKalb County, Georgia

*Report Prepared:*

December 2022

*Prepared for:*

Perennial Properties

*Prepared by:*

**Kimley»»Horn**

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

*Traffic Impact Study*

# Bag Factory Development

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12/21/2022

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- Appendix B: Intersection Volume Worksheets
- Appendix C: *Synchro* Analysis Reports
- Appendix D: Raw Traffic Counts
- Appendix E: Project Fact Sheets

## 1.0 INTRODUCTION

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

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

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

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

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

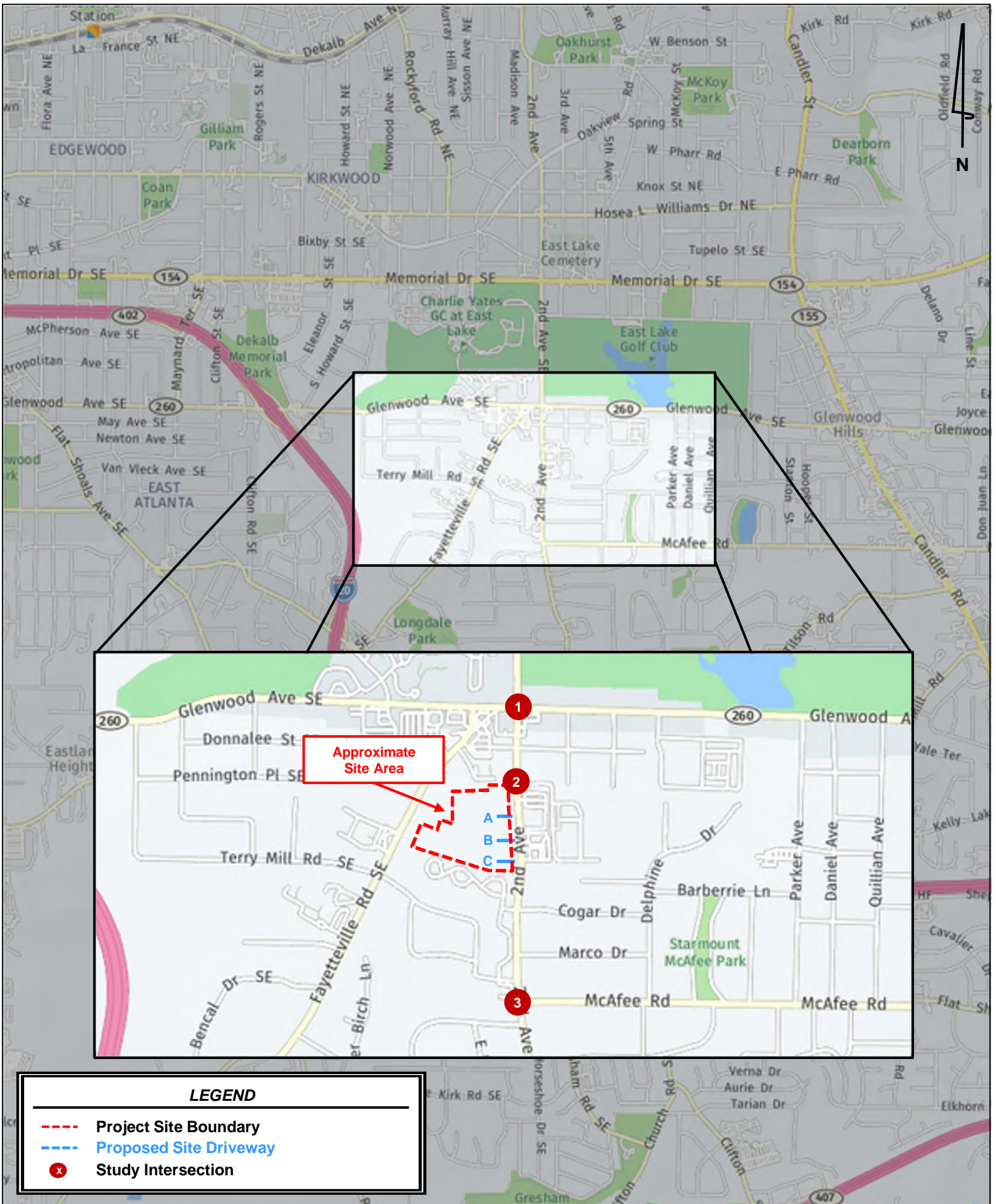
## 2.0 STUDY AREA DETERMINATION

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

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

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







## 3.0 EXISTING TRAFFIC CONDITIONS

### 3.1 ROADWAY CHARACTERISTICS

The roadways within the study network have the following characteristics:

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

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

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

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

### 3.2 EXISTING TRAFFIC VOLUMES

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

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

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

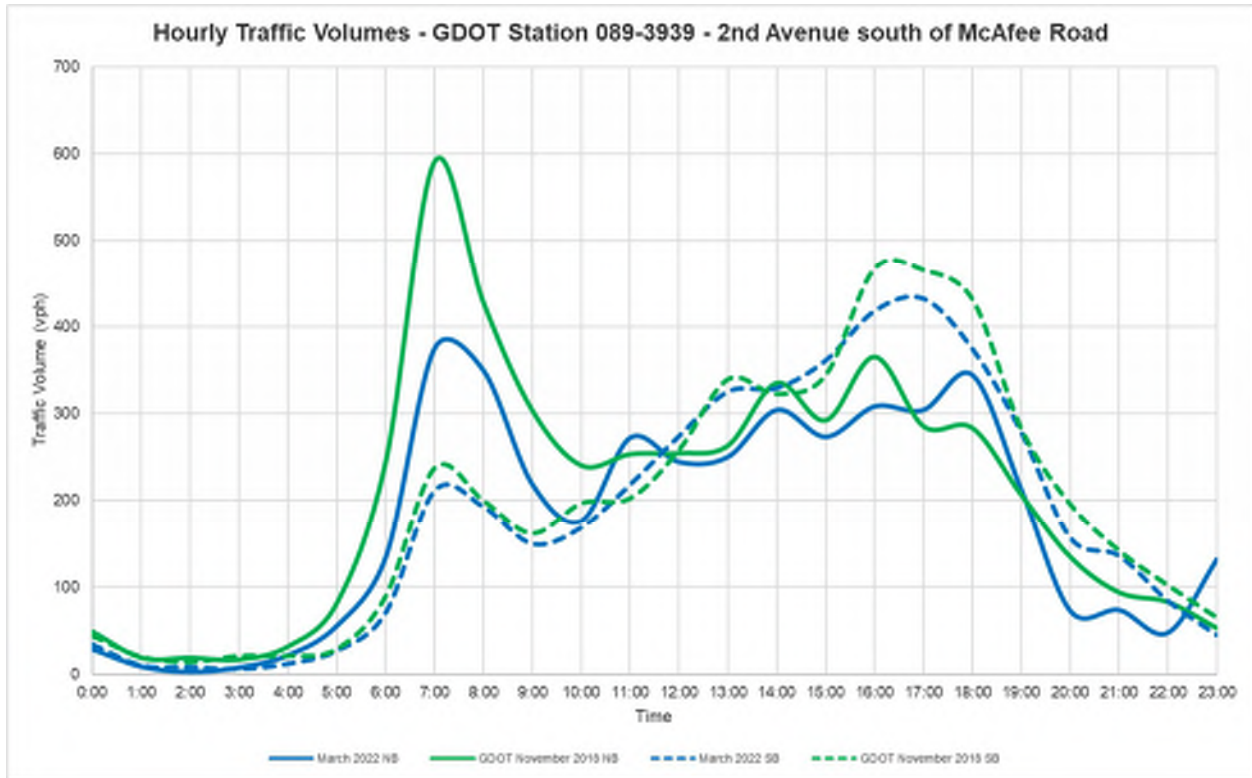
| Table 1: Peak Hour Summary                                 |                   |                   |
|--|-------------------|-------------------|
| Intersection   | AM Peak Hour      | PM Peak Hour      |
| 1. Glenwood Avenue at 2 <sup>nd</sup> Avenue               | 7:30 AM – 8:30 AM | 5:00 PM – 6:00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

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

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

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

| Table 2: Traffic Count Comparison and Adjustment Calculations |  |              |               |        |          |         |           |          |         |        |
|---|--|--------------|---------------|--------|----------|---------|-----------|----------|---------|--------|
| Count Station   | Location                               | GDOT         |               |        |          |         | Collected |          |         |        |
|   |  | Two-Way AADT | ADT Date      | ADT    | AM Peak  | PM Peak | 2022 ADT  | AM Peak  | PM Peak |        |
| 089-3939  | 2 <sup>nd</sup> Ave s/o McAfee Road NB | 9,620        | November 2018 | 4,939  | 539      | 286     | 4,231     | 388      | 305     |        |
| 089-3939  | 2 <sup>nd</sup> Ave s/o McAfee Road SB | 9,620        | November 2018 | 4,660  | 234      | 466     | 4,332     | 210      | 433     |        |
| Difference Calculations                                       |  | ADT          |               |        | AM Peak  |         |           | PM Peak  |         |        |
|   |  | Vol Diff     | Percent       | Factor | Vol Diff | Percent | Factor    | Vol Diff | Percent | Factor |
| 089-3939  | 2 <sup>nd</sup> Ave s/o McAfee Road NB | -708         | -14%          | 1.17   | -151     | -28%    | 1.39      | +19      | +7%     | 0.94   |
| 089-3939  | 2 <sup>nd</sup> Ave s/o McAfee Road SB | -328         | -7%           | 1.08   | -24      | -10%    | 1.11      | -33      | -7%     | 1.08   |

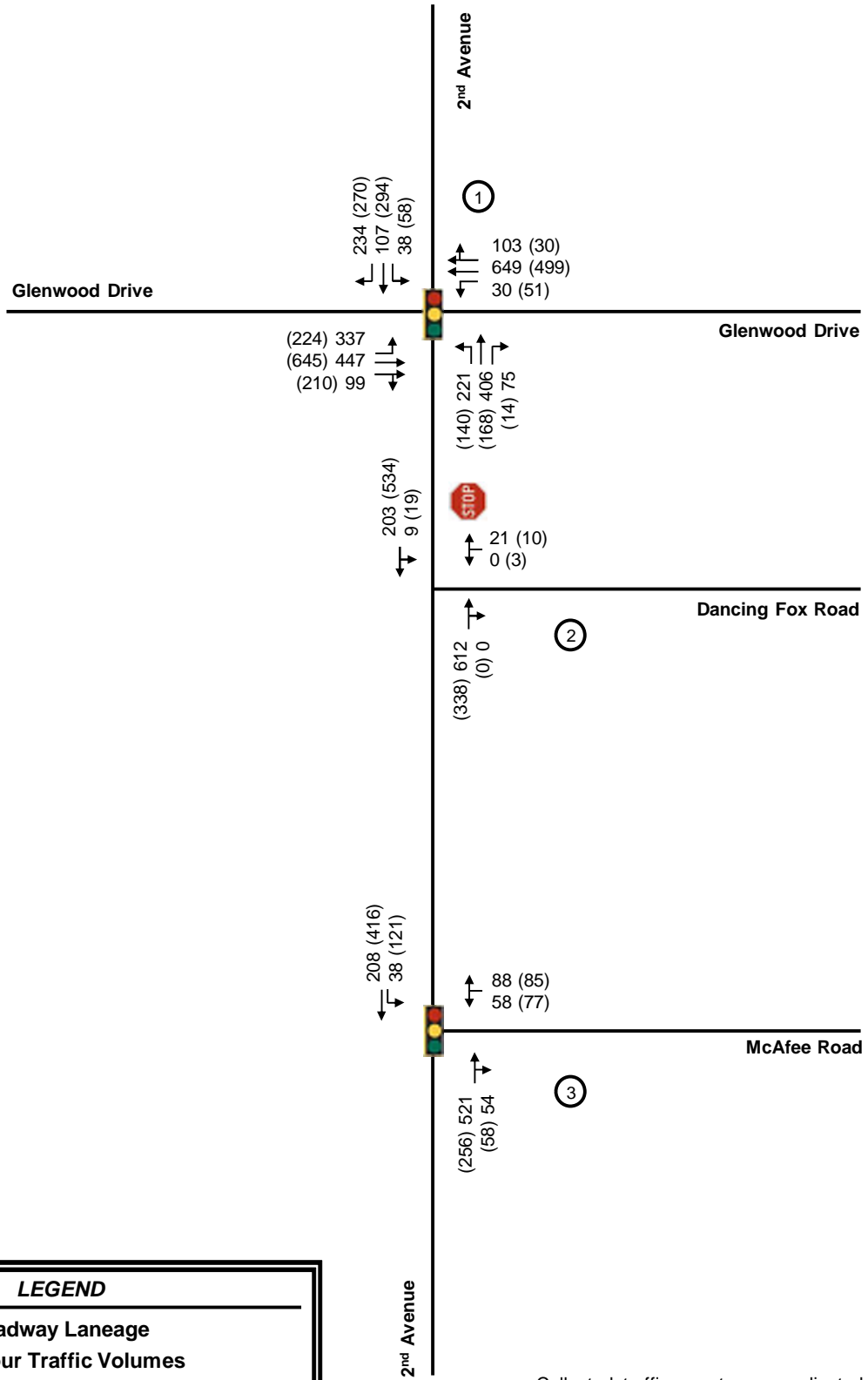


**Figure 3: 2<sup>nd</sup> Avenue ADT Comparison**

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

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

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



## 4.0 PROJECTED BACKGROUND (NON-PROJECT) TRAFFIC

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

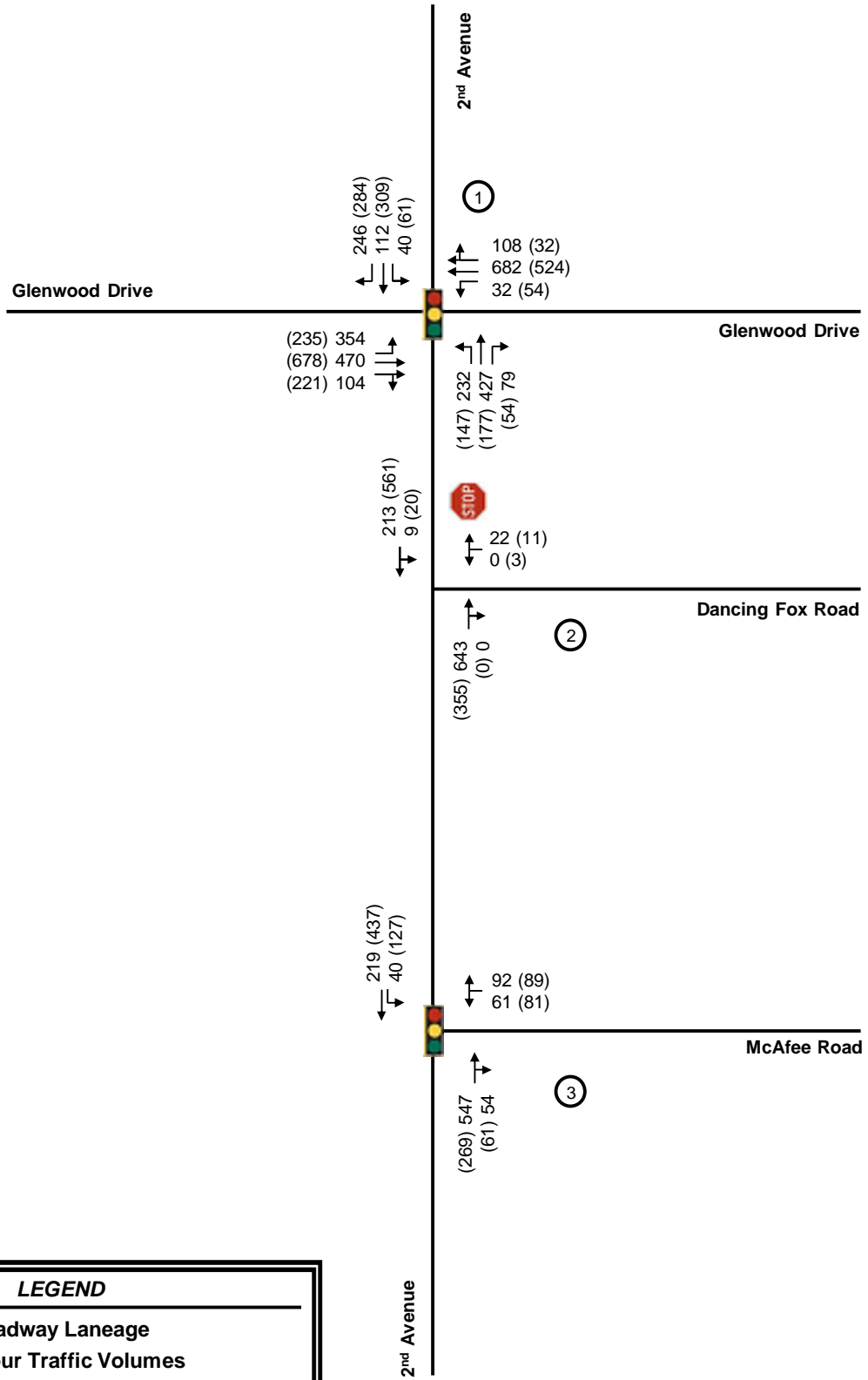
**Figure 5** illustrates the Projected 2024 No-Build traffic conditions for the AM and PM peak hours.

### 4.1 FUTURE ROADWAY/INTERSECTION PROJECTS

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

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

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



**LEGEND**

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

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



## 5.0 PROJECT TRAFFIC

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

### 5.1 PROJECT SITE ACCESS

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

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

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

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

### 5.2 TRIP GENERATION

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

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

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

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

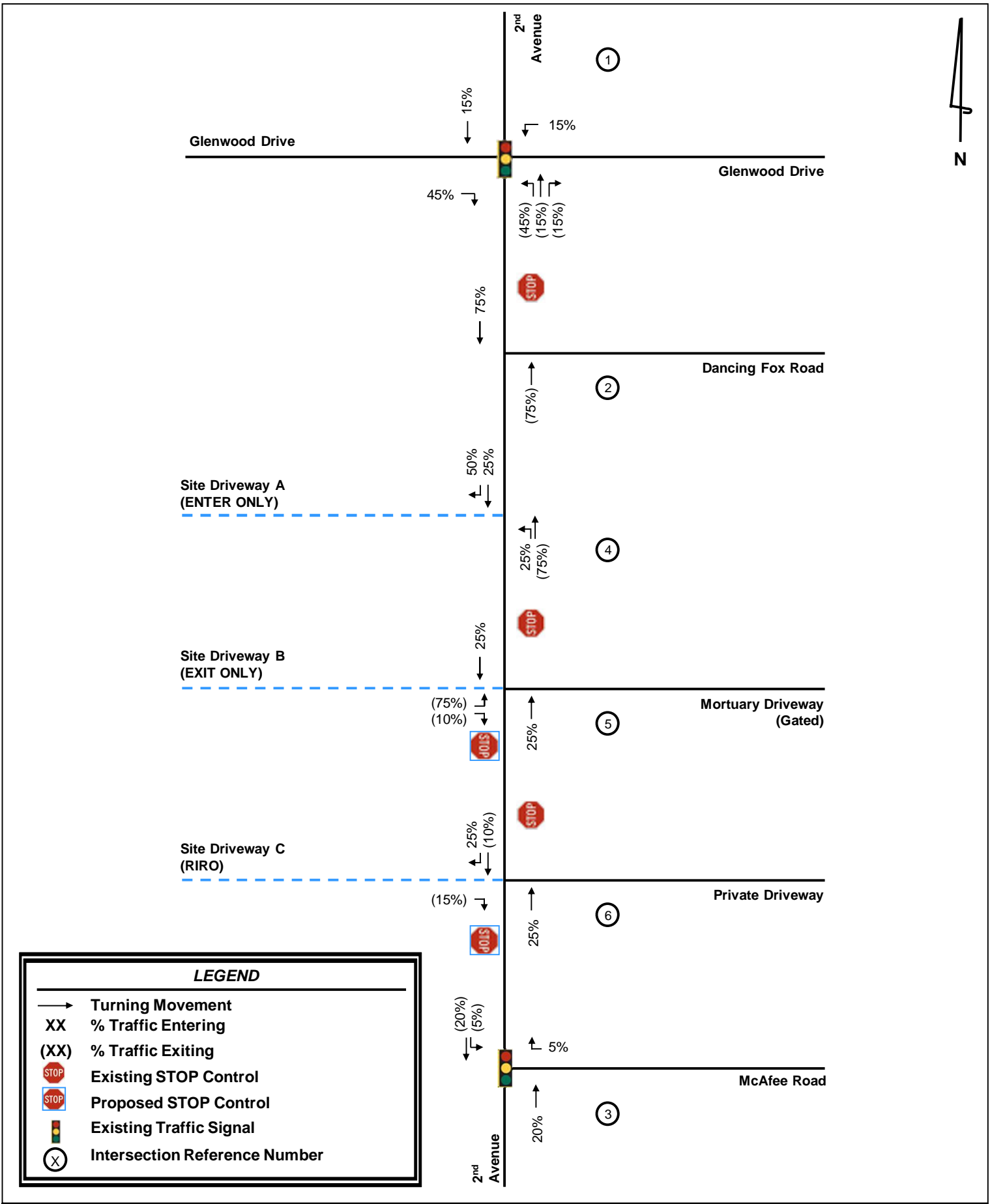
Alternative mode reductions occur when a site can be accessed by modes other than vehicles, such as walking, biking, or transit. Use of alternative modes is expected for the project site, as there are multiple retail destinations (including a Publix-anchored shopping center), three schools, and Starmount-McAfee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

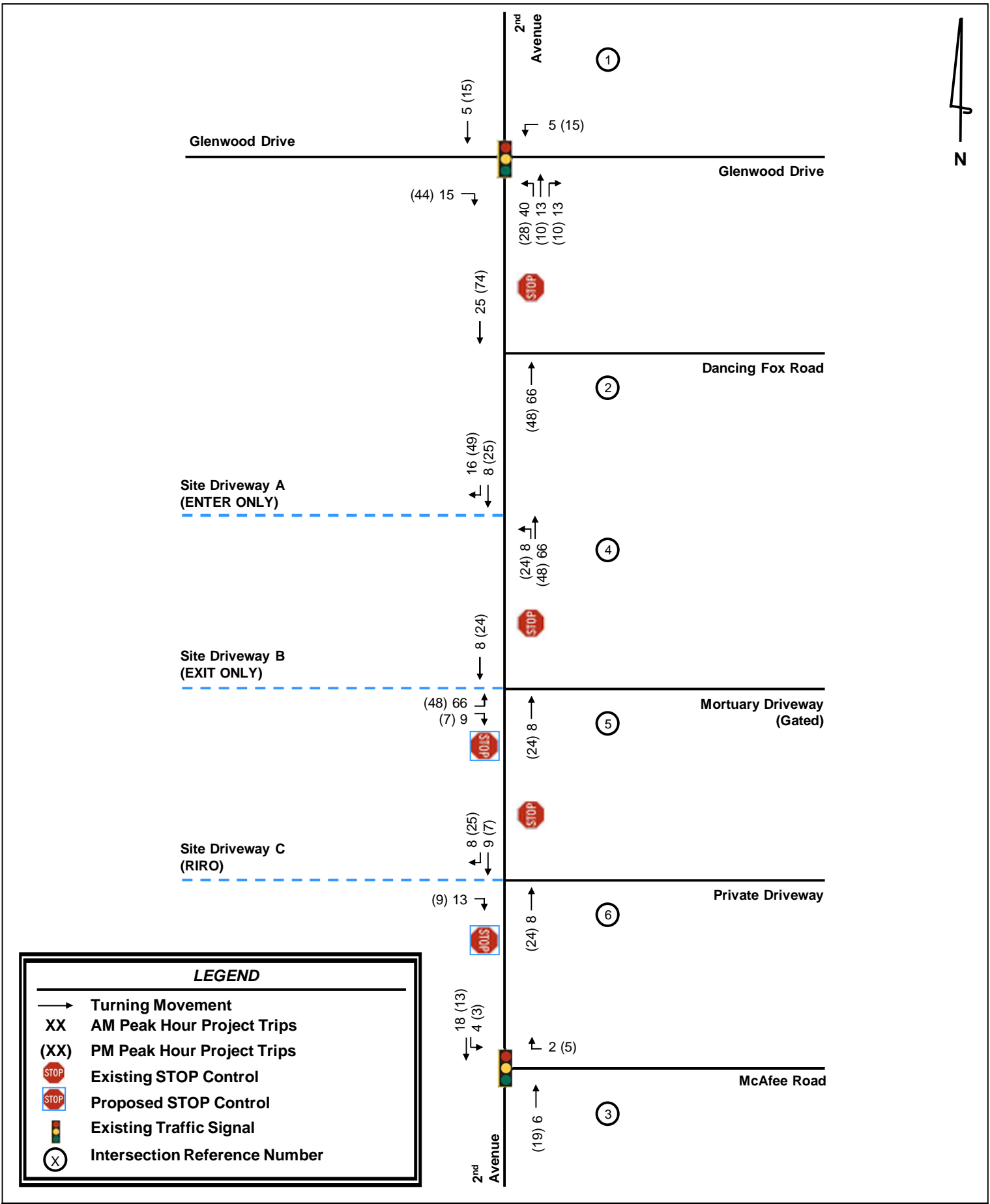
Pass-by reductions are considered for traffic normally traveling along a roadway which may choose to visit a retail or restaurant establishment that is along the vehicle's path. These trips were already on the road, and would therefore only be new trips on the driveways. It should be noted that pass-by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

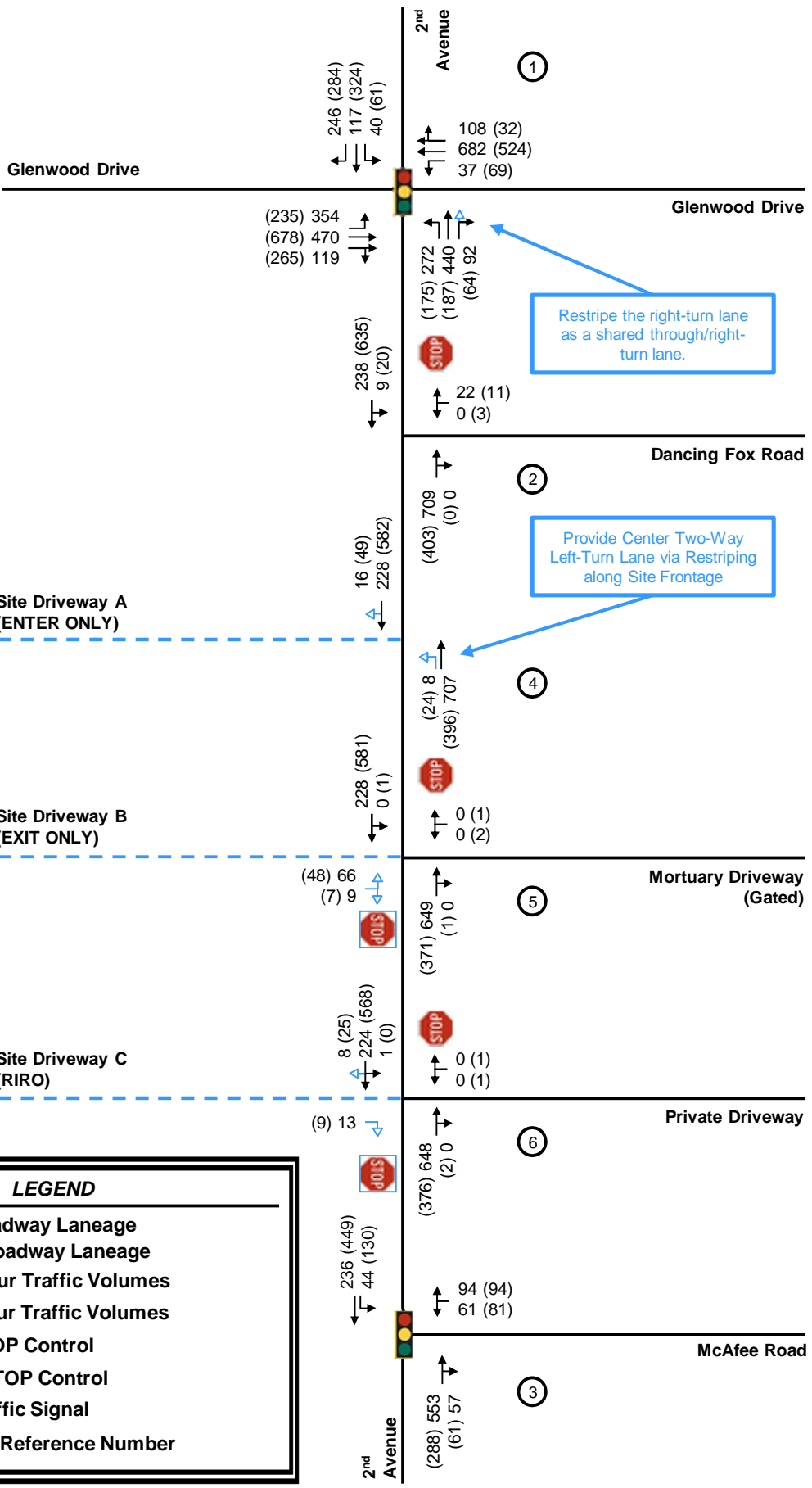
### 5.3 TRIP DISTRIBUTION AND ASSIGNMENT

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

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







**LEGEND**

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

## 6.0 LEVEL-OF-SERVICE ANALYSIS

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

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

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

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

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

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

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

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

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

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



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

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

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

## 7.0 ADDITIONAL CONSIDERATIONS

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

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

**Table 6: Trip Generation Comparison (Gross Trips)**

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

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

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

## 8.0 CONCLUSION

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

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

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

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

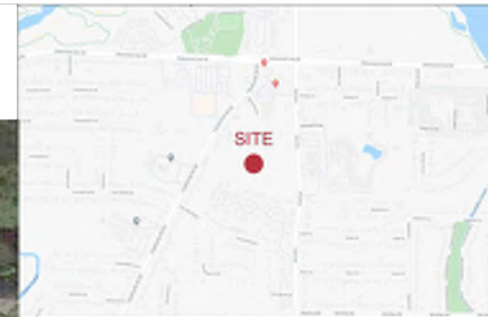
Based on the results of this traffic impact study, all study intersections currently operate at acceptable LOS during both the AM and PM peak hours. Under the Projected 2024 No-Build and Build conditions, all study intersections except one (1) are projected to continue to operate at acceptable LOS during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

## 8.1 Z-22-1245577 ZONING CONDITIONS

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

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

# Site Plan



**PHASE I**

**MULTIFAMILY**  
 (M1) (M2) 4/5 SPLIT RESIDENTIAL  
 TOTAL : 237 UNITS  
 AVG HEATED AREA - MF : 815 SF (APPROX.)

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

**TOTAL 281 UNITS**

**RETAIL / RESTAURANT**  
 (R1) 3,000 SF

PHASE I PARKING : 461 SPACES  
 TOTAL PARKING REQUIRED BY MR-2 ZONING : 448 SPACES  
 PARKING SURPLUS : 13 SPACES

**PHASE II**

**MULTIFAMILY**  
 (M3) 4/5 SPLIT RESIDENTIAL  
 TOTAL : 47 UNITS  
 AVG HEATED AREA - MF : 815 SF (APPROX.)

**TOTAL 47 UNITS**

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

**DYNAMIK** DESIGN

5807 PEACHTREE CUMBERWOOD RD.  
 BUILDING C, SUITE 200  
 ATLANTA, GEORGIA 30328  
 TELEPHONE: 478.408.8538  
 DYNAMIKDESIGN.COM

CONSULTANT:

SEAL:

1945 2ND AVENUE, 1811 2ND AVENUE,  
 AND 1539 ALEXANDER AVENUE  
 DECATUR, GEORGIA 30032

1777 PEACHTREE STREET NE  
 SUITE 200  
 ATLANTA, GEORGIA 30309

PROJECT NUMBER: PR002114-03  
**BAG FACTORY DEVELOPMENT**

CLIENT:  
**perennial PROPERTIES**

| DATE       | REVISION         |
|------------|------------------|
| 04/27/2022 | SITE PLAN        |
| 06/15/2022 | SITE PLAN REV. 1 |

TITLE:  
**ARCHITECTURAL SITE PLAN**

SHEET NUMBER:  
**SP-01**

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

# Intersection Volume Worksheets

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

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



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

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

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

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

## INTERSECTION VOLUME DEVELOPMENT

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

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

### PM PEAK HOUR

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

**INTERSECTION VOLUME DEVELOPMENT**

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

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

**PM PEAK HOUR**

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

**INTERSECTION VOLUME DEVELOPMENT**

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

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

**PM PEAK HOUR**

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

**INTERSECTION VOLUME DEVELOPMENT**

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

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

**PM PEAK HOUR**

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

**INTERSECTION VOLUME DEVELOPMENT**

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

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

**PM PEAK HOUR**

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

**INTERSECTION VOLUME DEVELOPMENT**

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

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

**PM PEAK HOUR**

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



# *Synchro* Analysis Reports

HCM 6th Signalized Intersection Summary  
 1: 2nd Avenue & Glenwood Drive

Bag Factory Development TIA  
 Estimated 2022 AM Peak

| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          |      |      |      |      |      |      |      |      |      |      |      |      |
| Traffic Volume (veh/h)       | 337  | 447  | 99   | 30   | 649  | 103  | 221  | 406  | 75   | 38   | 107  | 234  |
| Future Volume (veh/h)        | 337  | 447  | 99   | 30   | 649  | 103  | 221  | 406  | 75   | 38   | 107  | 234  |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 0.99 |      | 0.99 | 1.00 |      | 0.99 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        |      | No   |      |      | No   |      |      | No   |      |      | No   |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1856 | 1870 | 1870 | 1870 | 1856 | 1856 | 1841 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 411  | 545  | 105  | 37   | 791  | 114  | 270  | 495  | 12   | 46   | 130  | 31   |
| Peak Hour Factor             | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| Percent Heavy Veh, %         | 2    | 2    | 3    | 2    | 2    | 2    | 3    | 3    | 4    | 2    | 2    | 2    |
| Cap, veh/h                   | 414  | 1405 | 270  | 371  | 1058 | 152  | 406  | 526  | 439  | 131  | 459  | 385  |
| Arrive On Green              | 0.16 | 0.47 | 0.47 | 0.03 | 0.34 | 0.34 | 0.07 | 0.28 | 0.28 | 0.03 | 0.25 | 0.25 |
| Sat Flow, veh/h              | 1781 | 2974 | 571  | 1781 | 3117 | 449  | 1767 | 1856 | 1548 | 1781 | 1870 | 1571 |
| Grp Volume(v), veh/h         | 411  | 325  | 325  | 37   | 451  | 454  | 270  | 495  | 12   | 46   | 130  | 31   |
| Grp Sat Flow(s),veh/h/ln     | 1781 | 1777 | 1768 | 1781 | 1777 | 1790 | 1767 | 1856 | 1548 | 1781 | 1870 | 1571 |
| Q Serve(g_s), s              | 20.7 | 15.3 | 15.5 | 1.7  | 29.2 | 29.2 | 9.0  | 33.9 | 0.7  | 2.5  | 7.3  | 2.0  |
| Cycle Q Clear(g_c), s        | 20.7 | 15.3 | 15.5 | 1.7  | 29.2 | 29.2 | 9.0  | 33.9 | 0.7  | 2.5  | 7.3  | 2.0  |
| Prop In Lane                 | 1.00 |      | 0.32 | 1.00 |      | 0.25 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 414  | 840  | 835  | 371  | 603  | 607  | 406  | 526  | 439  | 131  | 459  | 385  |
| V/C Ratio(X)                 | 0.99 | 0.39 | 0.39 | 0.10 | 0.75 | 0.75 | 0.67 | 0.94 | 0.03 | 0.35 | 0.28 | 0.08 |
| Avail Cap(c_a), veh/h        | 414  | 840  | 835  | 513  | 603  | 607  | 406  | 557  | 465  | 199  | 561  | 471  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l)           | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 30.6 | 22.1 | 22.2 | 26.5 | 38.0 | 38.0 | 39.4 | 45.5 | 33.7 | 38.3 | 39.8 | 37.8 |
| Incr Delay (d2), s/veh       | 42.3 | 1.3  | 1.4  | 0.1  | 8.2  | 8.2  | 4.1  | 23.9 | 0.0  | 1.6  | 0.3  | 0.1  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 13.5 | 6.6  | 6.7  | 0.8  | 13.9 | 14.0 | 3.9  | 18.9 | 0.3  | 1.1  | 3.4  | 0.8  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 73.0 | 23.5 | 23.5 | 26.6 | 46.2 | 46.2 | 43.5 | 69.5 | 33.7 | 39.9 | 40.1 | 37.9 |
| LnGrp LOS                    | E    | C    | C    | C    | D    | D    | D    | E    | C    | D    | D    | D    |
| Approach Vol, veh/h          |      | 1061 |      |      | 942  |      |      | 777  |      |      |      | 207  |
| Approach Delay, s/veh        |      | 42.7 |      |      | 45.4 |      |      | 59.9 |      |      |      | 39.8 |
| Approach LOS                 |      | D    |      |      | D    |      |      | E    |      |      |      | D    |
| Timer - Assigned Phs         |      |      |      |      |      |      |      |      |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 27.0 | 50.1 | 15.0 | 37.9 | 9.7  | 67.4 | 10.1 | 42.8 |      |      |      |      |
| Change Period (Y+Rc), s      | 6.0  | 6.0  | 6.0  | 6.0  | 6.0  | 6.0  | 6.0  | 6.0  |      |      |      |      |
| Max Green Setting (Gmax), s  | 21.0 | 37.0 | 9.0  | 39.0 | 14.0 | 44.0 | 9.0  | 39.0 |      |      |      |      |
| Max Q Clear Time (g_c+l1), s | 22.7 | 31.2 | 11.0 | 9.3  | 3.7  | 17.5 | 4.5  | 35.9 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0  | 2.7  | 0.0  | 0.8  | 0.0  | 4.1  | 0.0  | 0.9  |      |      |      |      |
| Intersection Summary         |      |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th Ctrl Delay           |      |      |      |      |      |      |      |      |      |      |      | 47.8 |
| HCM 6th LOS                  |      |      |      |      |      |      |      |      |      |      |      | D    |

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.4  |      |      |      |      |      |
| Movement                 | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
| Lane Configurations      |      |      |      |      |      |      |
| Traffic Vol, veh/h       | 0    | 21   | 612  | 0    | 9    | 203  |
| Future Vol, veh/h        | 0    | 21   | 612  | 0    | 9    | 203  |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Free | Free | Free | Free |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 0    | -    | -    | 100  | -    | -    |
| Veh in Median Storage, # | 0    | -    | 0    | -    | -    | 0    |
| Grade, %                 | 0    | -    | 0    | -    | -    | 0    |
| Peak Hour Factor         | 97   | 97   | 97   | 97   | 97   | 97   |
| Heavy Vehicles, %        | 2    | 2    | 3    | 2    | 2    | 3    |
| Mvmt Flow                | 0    | 22   | 631  | 0    | 9    | 209  |

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

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

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL   | SBT  |
|-----------------------|-----|----------|-------|------|
| Capacity (veh/h)      | -   | -        | 481   | 951  |
| HCM Lane V/C Ratio    | -   | -        | 0.045 | 0.01 |
| HCM Control Delay (s) | -   | -        | 12.8  | 8.8  |
| HCM Lane LOS          | -   | -        | B     | A    |
| HCM 95th %tile Q(veh) | -   | -        | 0.1   | 0    |

HCM 6th Signalized Intersection Summary  
 3: 2nd Avenue & McAfee Road

Bag Factory Development TIA  
 Estimated 2022 AM Peak

| Movement                            | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
|-------------------------------------|------|------|------|------|------|------|
| <b>Lane Configurations</b>          |      |      |      |      |      |      |
| Traffic Volume (veh/h)              | 58   | 88   | 521  | 54   | 38   | 208  |
| Future Volume (veh/h)               | 58   | 88   | 521  | 54   | 38   | 208  |
| Initial Q (Qb), veh                 | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)                 | 1.00 | 1.00 |      | 1.00 | 1.00 |      |
| Parking Bus, Adj                    | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach               | No   |      | No   |      |      | No   |
| Adj Sat Flow, veh/h/ln              | 1870 | 1841 | 1856 | 1826 | 1856 | 1870 |
| Adj Flow Rate, veh/h                | 61   | 27   | 548  | 52   | 40   | 219  |
| Peak Hour Factor                    | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, %                | 2    | 4    | 3    | 5    | 3    | 2    |
| Cap, veh/h                          | 92   | 41   | 725  | 69   | 372  | 1161 |
| Arrive On Green                     | 0.08 | 0.08 | 0.43 | 0.43 | 0.04 | 0.62 |
| Sat Flow, veh/h                     | 1177 | 521  | 1669 | 158  | 1767 | 1870 |
| Grp Volume(v), veh/h                | 89   | 0    | 0    | 600  | 40   | 219  |
| Grp Sat Flow(s),veh/h/ln            | 1718 | 0    | 0    | 1827 | 1767 | 1870 |
| Q Serve(g_s), s                     | 2.0  | 0.0  | 0.0  | 11.0 | 0.4  | 2.0  |
| Cycle Q Clear(g_c), s               | 2.0  | 0.0  | 0.0  | 11.0 | 0.4  | 2.0  |
| Prop In Lane                        | 0.69 | 0.30 |      | 0.09 | 1.00 |      |
| Lane Grp Cap(c), veh/h              | 135  | 0    | 0    | 794  | 372  | 1161 |
| V/C Ratio(X)                        | 0.66 | 0.00 | 0.00 | 0.76 | 0.11 | 0.19 |
| Avail Cap(c_a), veh/h               | 516  | 0    | 0    | 2013 | 929  | 2061 |
| HCM Platoon Ratio                   | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l)                  | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh            | 17.9 | 0.0  | 0.0  | 9.5  | 6.9  | 3.2  |
| Incr Delay (d2), s/veh              | 5.4  | 0.0  | 0.0  | 1.5  | 0.1  | 0.1  |
| Initial Q Delay(d3),s/veh           | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln            | 0.9  | 0.0  | 0.0  | 3.1  | 0.1  | 0.3  |
| <b>Unsig. Movement Delay, s/veh</b> |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh                | 23.3 | 0.0  | 0.0  | 11.0 | 7.1  | 3.3  |
| LnGrp LOS                           | C    | A    | A    | B    | A    | A    |
| Approach Vol, veh/h                 | 89   |      | 600  |      |      | 259  |
| Approach Delay, s/veh               | 23.3 |      | 11.0 |      |      | 3.9  |
| Approach LOS                        | C    |      | B    |      |      | A    |
| <b>Timer - Assigned Phs</b>         |      |      |      |      |      |      |
| Phs Duration (G+Y+Rc), s            |      | 30.8 |      | 9.1  | 7.4  | 23.4 |
| Change Period (Y+Rc), s             |      | 6.0  |      | 6.0  | 6.0  | 6.0  |
| Max Green Setting (Gmax), s         |      | 44.0 |      | 12.0 | 14.0 | 44.0 |
| Max Q Clear Time (g_c+I1), s        |      | 4.0  |      | 4.0  | 2.4  | 13.0 |
| Green Ext Time (p_c), s             |      | 1.3  |      | 0.1  | 0.0  | 4.3  |

**Intersection Summary**

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 10.2 |
| HCM 6th LOS        | B    |

**Notes**

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary  
 1: 2nd Avenue & Glenwood Drive

Bag Factory Development TIA  
 Estimated 2022 PM Peak

| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          |      |      |      |      |      |      |      |      |      |      |      |      |
| Traffic Volume (veh/h)       | 224  | 645  | 210  | 51   | 499  | 30   | 140  | 168  | 51   | 58   | 294  | 270  |
| Future Volume (veh/h)        | 224  | 645  | 210  | 51   | 499  | 30   | 140  | 168  | 51   | 58   | 294  | 270  |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        |      | No   |      |      | No   |      |      | No   |      |      | No   |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 236  | 679  | 201  | 54   | 525  | 29   | 147  | 177  | 11   | 61   | 309  | 51   |
| Peak Hour Factor             | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 528  | 1417 | 419  | 344  | 1619 | 89   | 208  | 411  | 347  | 289  | 353  | 298  |
| Arrive On Green              | 0.08 | 0.52 | 0.52 | 0.03 | 0.47 | 0.47 | 0.07 | 0.22 | 0.22 | 0.04 | 0.19 | 0.19 |
| Sat Flow, veh/h              | 1781 | 2703 | 800  | 1781 | 3424 | 189  | 1781 | 1870 | 1579 | 1781 | 1870 | 1578 |
| Grp Volume(v), veh/h         | 236  | 446  | 434  | 54   | 272  | 282  | 147  | 177  | 11   | 61   | 309  | 51   |
| Grp Sat Flow(s),veh/h/ln     | 1781 | 1777 | 1726 | 1781 | 1777 | 1836 | 1781 | 1870 | 1579 | 1781 | 1870 | 1578 |
| Q Serve(g_s), s              | 8.5  | 20.7 | 20.8 | 2.0  | 12.4 | 12.4 | 8.7  | 10.6 | 0.7  | 3.6  | 20.9 | 3.5  |
| Cycle Q Clear(g_c), s        | 8.5  | 20.7 | 20.8 | 2.0  | 12.4 | 12.4 | 8.7  | 10.6 | 0.7  | 3.6  | 20.9 | 3.5  |
| Prop In Lane                 | 1.00 |      | 0.46 | 1.00 |      | 0.10 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 528  | 931  | 905  | 344  | 840  | 868  | 208  | 411  | 347  | 289  | 353  | 298  |
| V/C Ratio(X)                 | 0.45 | 0.48 | 0.48 | 0.16 | 0.32 | 0.32 | 0.71 | 0.43 | 0.03 | 0.21 | 0.87 | 0.17 |
| Avail Cap(c_a), veh/h        | 665  | 931  | 905  | 477  | 840  | 868  | 208  | 561  | 474  | 344  | 561  | 473  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l)           | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 14.8 | 19.6 | 19.7 | 17.2 | 21.3 | 21.3 | 40.9 | 43.7 | 39.8 | 40.4 | 51.2 | 44.2 |
| Incr Delay (d2), s/veh       | 0.6  | 1.8  | 1.8  | 0.2  | 1.0  | 1.0  | 10.5 | 0.7  | 0.0  | 0.4  | 9.0  | 0.3  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 3.4  | 8.8  | 8.6  | 0.8  | 5.4  | 5.6  | 4.4  | 5.0  | 0.3  | 1.6  | 10.6 | 1.4  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 15.4 | 21.4 | 21.5 | 17.4 | 22.3 | 22.3 | 51.4 | 44.4 | 39.9 | 40.7 | 60.3 | 44.5 |
| LnGrp LOS                    | B    | C    | C    | B    | C    | C    | D    | D    | D    | D    | E    | D    |
| Approach Vol, veh/h          |      | 1116 |      |      | 608  |      |      | 335  |      |      | 421  |      |
| Approach Delay, s/veh        |      | 20.2 |      |      | 21.9 |      |      | 47.3 |      |      | 55.5 |      |
| Approach LOS                 |      | C    |      |      | C    |      |      | D    |      |      | E    |      |
| Timer - Assigned Phs         |      |      |      |      |      |      |      |      |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 17.0 | 67.5 | 15.0 | 30.6 | 10.3 | 74.1 | 11.0 | 34.6 |      |      |      |      |
| Change Period (Y+Rc), s      | 6.0  | 6.0  | 6.0  | 6.0  | 6.0  | 6.0  | 6.0  | 6.0  |      |      |      |      |
| Max Green Setting (Gmax), s  | 21.0 | 37.0 | 9.0  | 39.0 | 14.0 | 44.0 | 9.0  | 39.0 |      |      |      |      |
| Max Q Clear Time (g_c+l1), s | 10.5 | 14.4 | 10.7 | 22.9 | 4.0  | 22.8 | 5.6  | 12.6 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.5  | 3.2  | 0.0  | 1.7  | 0.1  | 5.7  | 0.0  | 1.0  |      |      |      |      |
| Intersection Summary         |      |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th Ctrl Delay           |      |      | 30.3 |      |      |      |      |      |      |      |      |      |
| HCM 6th LOS                  |      |      | C    |      |      |      |      |      |      |      |      |      |

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.4  |      |      |      |      |      |
| Movement                 | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
| Lane Configurations      |      |      |      |      |      |      |
| Traffic Vol, veh/h       | 3    | 10   | 338  | 0    | 19   | 534  |
| Future Vol, veh/h        | 3    | 10   | 338  | 0    | 19   | 534  |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Free | Free | Free | Free |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 0    | -    | -    | 100  | -    | -    |
| Veh in Median Storage, # | 0    | -    | 0    | -    | -    | 0    |
| Grade, %                 | 0    | -    | 0    | -    | -    | 0    |
| Peak Hour Factor         | 97   | 97   | 97   | 97   | 97   | 97   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 3    | 10   | 348  | 0    | 20   | 551  |

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

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

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL   | SBT   |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h)      | -   | -        | 523   | 1211  |
| HCM Lane V/C Ratio    | -   | -        | 0.026 | 0.016 |
| HCM Control Delay (s) | -   | -        | 12.1  | 8     |
| HCM Lane LOS          | -   | -        | B     | A     |
| HCM 95th %tile Q(veh) | -   | -        | 0.1   | 0     |

HCM 6th Signalized Intersection Summary  
 3: 2nd Avenue & McAfee Road

| Movement   | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
|--|------|------|------|------|------|------|
| <b>Lane Configurations</b>   |      |      |      |      |      |      |
| Traffic Volume (veh/h)   | 77   | 85   | 256  | 58   | 121  | 416  |
| Future Volume (veh/h)  | 77   | 85   | 256  | 58   | 121  | 416  |
| Initial Q (Qb), veh  | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)  | 1.00 | 1.00 |      | 1.00 | 1.00 |      |
| Parking Bus, Adj   | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach  | No   |      | No   |      |      | No   |
| Adj Sat Flow, veh/h/ln   | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h   | 85   | 47   | 281  | 50   | 133  | 457  |
| Peak Hour Factor   | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, %   | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h   | 115  | 63   | 433  | 77   | 489  | 1012 |
| Arrive On Green  | 0.11 | 0.11 | 0.28 | 0.28 | 0.08 | 0.54 |
| Sat Flow, veh/h  | 1091 | 603  | 1546 | 275  | 1781 | 1870 |
| Grp Volume(v), veh/h   | 133  | 0    | 0    | 331  | 133  | 457  |
| Grp Sat Flow(s),veh/h/ln   | 1707 | 0    | 0    | 1821 | 1781 | 1870 |
| Q Serve(g_s), s  | 2.6  | 0.0  | 0.0  | 5.4  | 1.6  | 5.0  |
| Cycle Q Clear(g_c), s  | 2.6  | 0.0  | 0.0  | 5.4  | 1.6  | 5.0  |
| Prop In Lane   | 0.64 | 0.35 |      | 0.15 | 1.00 |      |
| Lane Grp Cap(c), veh/h   | 180  | 0    | 0    | 511  | 489  | 1012 |
| V/C Ratio(X)   | 0.74 | 0.00 | 0.00 | 0.65 | 0.27 | 0.45 |
| Avail Cap(c_a), veh/h  | 603  | 0    | 0    | 2360 | 1073 | 2424 |
| HCM Platoon Ratio  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l)   | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh   | 14.7 | 0.0  | 0.0  | 10.7 | 7.0  | 4.7  |
| Incr Delay (d2), s/veh   | 5.9  | 0.0  | 0.0  | 1.4  | 0.3  | 0.3  |
| Initial Q Delay(d3),s/veh  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln   | 1.1  | 0.0  | 0.0  | 1.7  | 0.4  | 0.8  |
| <b>Unsig. Movement Delay, s/veh</b>                                  |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh   | 20.6 | 0.0  | 0.0  | 12.1 | 7.3  | 5.0  |
| LnGrp LOS  | C    | A    | A    | B    | A    | A    |
| Approach Vol, veh/h  | 133  |      | 331  |      |      | 590  |
| Approach Delay, s/veh  | 20.6 |      | 12.1 |      |      | 5.6  |
| Approach LOS   | C    |      | B    |      |      | A    |
| <b>Timer - Assigned Phs</b>  |      |      |      |      |      |      |
| Phs Duration (G+Y+Rc), s   |      | 24.4 |      | 9.6  | 8.9  | 15.5 |
| Change Period (Y+Rc), s  |      | 6.0  |      | 6.0  | 6.0  | 6.0  |
| Max Green Setting (Gmax), s  |      | 44.0 |      | 12.0 | 14.0 | 44.0 |
| Max Q Clear Time (g_c+I1), s   |      | 7.0  |      | 4.6  | 3.6  | 7.4  |
| Green Ext Time (p_c), s  |      | 3.0  |      | 0.2  | 0.2  | 2.1  |
| <b>Intersection Summary</b>  |      |      |      |      |      |      |
| HCM 6th Ctrl Delay   |      |      | 9.5  |      |      |      |
| HCM 6th LOS  |      |      | A    |      |      |      |
| <b>Notes</b>   |      |      |      |      |      |      |
| User approved volume balancing among the lanes for turning movement. |      |      |      |      |      |      |

HCM 6th Signalized Intersection Summary  
 1: 2nd Avenue & Glenwood Drive

Bag Factory Development TIA  
 Projected 2024 No-Build AM Peak

| Movement                     | EBL   | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          |       |      |      |      |      |      |      |      |      |      |      |      |
| Traffic Volume (veh/h)       | 354   | 470  | 104  | 32   | 682  | 108  | 232  | 427  | 79   | 40   | 112  | 246  |
| Future Volume (veh/h)        | 354   | 470  | 104  | 32   | 682  | 108  | 232  | 427  | 79   | 40   | 112  | 246  |
| Initial Q (Qb), veh          | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00  |      | 1.00 | 1.00 |      | 1.00 | 0.99 |      | 0.99 | 1.00 |      | 0.99 |
| Parking Bus, Adj             | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        |       | No   |      |      | No   |      |      | No   |      |      | No   |      |
| Adj Sat Flow, veh/h/ln       | 1870  | 1870 | 1856 | 1870 | 1870 | 1870 | 1856 | 1856 | 1841 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 432   | 573  | 111  | 39   | 832  | 120  | 283  | 521  | 14   | 49   | 137  | 37   |
| Peak Hour Factor             | 0.82  | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| Percent Heavy Veh, %         | 2     | 2    | 3    | 2    | 2    | 2    | 3    | 3    | 4    | 2    | 2    | 2    |
| Cap, veh/h                   | 392   | 1367 | 264  | 355  | 1022 | 147  | 414  | 546  | 455  | 128  | 480  | 404  |
| Arrive On Green              | 0.16  | 0.46 | 0.46 | 0.03 | 0.33 | 0.33 | 0.07 | 0.29 | 0.29 | 0.03 | 0.26 | 0.26 |
| Sat Flow, veh/h              | 1781  | 2970 | 574  | 1781 | 3117 | 450  | 1767 | 1856 | 1549 | 1781 | 1870 | 1572 |
| Grp Volume(v), veh/h         | 432   | 342  | 342  | 39   | 474  | 478  | 283  | 521  | 14   | 49   | 137  | 37   |
| Grp Sat Flow(s),veh/h/ln     | 1781  | 1777 | 1767 | 1781 | 1777 | 1789 | 1767 | 1856 | 1549 | 1781 | 1870 | 1572 |
| Q Serve(g_s), s              | 21.0  | 16.7 | 16.8 | 1.9  | 31.8 | 31.8 | 9.0  | 35.8 | 0.8  | 2.6  | 7.6  | 2.3  |
| Cycle Q Clear(g_c), s        | 21.0  | 16.7 | 16.8 | 1.9  | 31.8 | 31.8 | 9.0  | 35.8 | 0.8  | 2.6  | 7.6  | 2.3  |
| Prop In Lane                 | 1.00  |      | 0.32 | 1.00 |      | 0.25 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 392   | 818  | 813  | 355  | 583  | 587  | 414  | 546  | 455  | 128  | 480  | 404  |
| V/C Ratio(X)                 | 1.10  | 0.42 | 0.42 | 0.11 | 0.81 | 0.81 | 0.68 | 0.95 | 0.03 | 0.38 | 0.29 | 0.09 |
| Avail Cap(c_a), veh/h        | 392   | 818  | 813  | 495  | 583  | 587  | 414  | 557  | 465  | 195  | 561  | 472  |
| HCM Platoon Ratio            | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l)           | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 33.9  | 23.4 | 23.5 | 27.5 | 40.1 | 40.1 | 38.9 | 45.0 | 32.7 | 37.7 | 38.7 | 36.8 |
| Incr Delay (d2), s/veh       | 75.8  | 1.6  | 1.6  | 0.1  | 11.9 | 11.8 | 4.6  | 26.9 | 0.0  | 1.9  | 0.3  | 0.1  |
| Initial Q Delay(d3),s/veh    | 0.0   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 17.1  | 7.3  | 7.3  | 0.8  | 15.6 | 15.7 | 4.3  | 20.3 | 0.3  | 1.2  | 3.6  | 0.9  |
| Unsig. Movement Delay, s/veh |       |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 109.7 | 25.0 | 25.1 | 27.6 | 51.9 | 51.8 | 43.5 | 72.0 | 32.7 | 39.6 | 39.1 | 36.9 |
| LnGrp LOS                    | F     | C    | C    | C    | D    | D    | D    | E    | C    | D    | D    | D    |
| Approach Vol, veh/h          |       | 1116 |      |      | 991  |      |      | 818  |      |      | 223  |      |
| Approach Delay, s/veh        |       | 57.8 |      |      | 50.9 |      |      | 61.5 |      |      | 38.8 |      |
| Approach LOS                 |       | E    |      |      | D    |      |      | E    |      |      | D    |      |
| Timer - Assigned Phs         |       |      |      |      |      |      |      |      |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 27.0  | 48.6 | 15.0 | 39.4 | 9.8  | 65.8 | 10.1 | 44.2 |      |      |      |      |
| Change Period (Y+Rc), s      | 6.0   | 6.0  | 6.0  | 6.0  | 6.0  | 6.0  | 6.0  | 6.0  |      |      |      |      |
| Max Green Setting (Gmax), s  | 21.0  | 37.0 | 9.0  | 39.0 | 14.0 | 44.0 | 9.0  | 39.0 |      |      |      |      |
| Max Q Clear Time (g_c+l1), s | 23.0  | 33.8 | 11.0 | 9.6  | 3.9  | 18.8 | 4.6  | 37.8 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0   | 1.7  | 0.0  | 0.8  | 0.0  | 4.3  | 0.0  | 0.4  |      |      |      |      |
| Intersection Summary         |       |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th Ctrl Delay           |       |      | 55.2 |      |      |      |      |      |      |      |      |      |
| HCM 6th LOS                  |       |      | E    |      |      |      |      |      |      |      |      |      |



| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.4  |      |      |      |      |      |
| Movement                 | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
| Lane Configurations      |      |      |      |      |      |      |
| Traffic Vol, veh/h       | 0    | 22   | 643  | 0    | 9    | 213  |
| Future Vol, veh/h        | 0    | 22   | 643  | 0    | 9    | 213  |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Free | Free | Free | Free |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 0    | -    | -    | 100  | -    | -    |
| Veh in Median Storage, # | 0    | -    | 0    | -    | -    | 0    |
| Grade, %                 | 0    | -    | 0    | -    | -    | 0    |
| Peak Hour Factor         | 97   | 97   | 97   | 97   | 97   | 97   |
| Heavy Vehicles, %        | 2    | 2    | 3    | 2    | 2    | 3    |
| Mvmt Flow                | 0    | 23   | 663  | 0    | 9    | 220  |

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

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

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL   | SBT  |
|-----------------------|-----|----------|-------|------|
| Capacity (veh/h)      | -   | -        | 461   | 926  |
| HCM Lane V/C Ratio    | -   | -        | 0.049 | 0.01 |
| HCM Control Delay (s) | -   | -        | 13.2  | 8.9  |
| HCM Lane LOS          | -   | -        | B     | A    |
| HCM 95th %tile Q(veh) | -   | -        | 0.2   | 0    |

HCM 6th Signalized Intersection Summary  
 3: 2nd Avenue & McAfee Road

Bag Factory Development TIA  
 Projected 2024 No-Build AM Peak

| Movement                            | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
|-------------------------------------|------|------|------|------|------|------|
| <b>Lane Configurations</b>          |      |      |      |      |      |      |
| Traffic Volume (veh/h)              | 61   | 92   | 547  | 57   | 40   | 219  |
| Future Volume (veh/h)               | 61   | 92   | 547  | 57   | 40   | 219  |
| Initial Q (Qb), veh                 | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)                 | 1.00 | 1.00 |      | 1.00 | 1.00 |      |
| Parking Bus, Adj                    | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach               | No   |      | No   |      |      | No   |
| Adj Sat Flow, veh/h/ln              | 1870 | 1841 | 1856 | 1826 | 1856 | 1870 |
| Adj Flow Rate, veh/h                | 64   | 31   | 576  | 55   | 42   | 231  |
| Peak Hour Factor                    | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, %                | 2    | 4    | 3    | 5    | 3    | 2    |
| Cap, veh/h                          | 92   | 45   | 750  | 72   | 364  | 1180 |
| Arrive On Green                     | 0.08 | 0.08 | 0.45 | 0.45 | 0.04 | 0.63 |
| Sat Flow, veh/h                     | 1142 | 553  | 1668 | 159  | 1767 | 1870 |
| Grp Volume(v), veh/h                | 96   | 0    | 0    | 631  | 42   | 231  |
| Grp Sat Flow(s),veh/h/ln            | 1714 | 0    | 0    | 1827 | 1767 | 1870 |
| Q Serve(g_s), s                     | 2.3  | 0.0  | 0.0  | 12.1 | 0.5  | 2.2  |
| Cycle Q Clear(g_c), s               | 2.3  | 0.0  | 0.0  | 12.1 | 0.5  | 2.2  |
| Prop In Lane                        | 0.67 | 0.32 |      | 0.09 | 1.00 |      |
| Lane Grp Cap(c), veh/h              | 138  | 0    | 0    | 821  | 364  | 1180 |
| V/C Ratio(X)                        | 0.70 | 0.00 | 0.00 | 0.77 | 0.12 | 0.20 |
| Avail Cap(c_a), veh/h               | 495  | 0    | 0    | 1934 | 894  | 1980 |
| HCM Platoon Ratio                   | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l)                  | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh            | 18.6 | 0.0  | 0.0  | 9.6  | 7.1  | 3.2  |
| Incr Delay (d2), s/veh              | 6.1  | 0.0  | 0.0  | 1.5  | 0.1  | 0.1  |
| Initial Q Delay(d3),s/veh           | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln            | 1.0  | 0.0  | 0.0  | 3.5  | 0.1  | 0.3  |
| <b>Unsig. Movement Delay, s/veh</b> |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh                | 24.8 | 0.0  | 0.0  | 11.2 | 7.3  | 3.3  |
| LnGrp LOS                           | C    | A    | A    | B    | A    | A    |
| Approach Vol, veh/h                 | 96   |      | 631  |      |      | 273  |
| Approach Delay, s/veh               | 24.8 |      | 11.2 |      |      | 3.9  |
| Approach LOS                        | C    |      | B    |      |      | A    |
| <b>Timer - Assigned Phs</b>         |      |      |      |      |      |      |
| Phs Duration (G+Y+Rc), s            |      | 32.2 |      | 9.3  | 7.5  | 24.7 |
| Change Period (Y+Rc), s             |      | 6.0  |      | 6.0  | 6.0  | 6.0  |
| Max Green Setting (Gmax), s         |      | 44.0 |      | 12.0 | 14.0 | 44.0 |
| Max Q Clear Time (g_c+I1), s        |      | 4.2  |      | 4.3  | 2.5  | 14.1 |
| Green Ext Time (p_c), s             |      | 1.4  |      | 0.1  | 0.0  | 4.6  |

**Intersection Summary**

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 10.5 |
| HCM 6th LOS        | B    |

**Notes**

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary  
 1: 2nd Avenue & Glenwood Drive

Bag Factory Development TIA  
 Projected 2024 No-Build PM Peak

| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          |      |      |      |      |      |      |      |      |      |      |      |      |
| Traffic Volume (veh/h)       | 235  | 678  | 221  | 54   | 524  | 32   | 147  | 177  | 54   | 61   | 309  | 284  |
| Future Volume (veh/h)        | 235  | 678  | 221  | 54   | 524  | 32   | 147  | 177  | 54   | 61   | 309  | 284  |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        |      | No   |      |      | No   |      |      | No   |      |      | No   |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 247  | 714  | 212  | 57   | 552  | 31   | 155  | 186  | 12   | 64   | 325  | 47   |
| Peak Hour Factor             | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 510  | 1391 | 413  | 321  | 1571 | 88   | 208  | 425  | 358  | 293  | 369  | 312  |
| Arrive On Green              | 0.09 | 0.52 | 0.52 | 0.03 | 0.46 | 0.46 | 0.07 | 0.23 | 0.23 | 0.04 | 0.20 | 0.20 |
| Sat Flow, veh/h              | 1781 | 2701 | 802  | 1781 | 3421 | 192  | 1781 | 1870 | 1579 | 1781 | 1870 | 1578 |
| Grp Volume(v), veh/h         | 247  | 470  | 456  | 57   | 286  | 297  | 155  | 186  | 12   | 64   | 325  | 47   |
| Grp Sat Flow(s),veh/h/ln     | 1781 | 1777 | 1726 | 1781 | 1777 | 1836 | 1781 | 1870 | 1579 | 1781 | 1870 | 1578 |
| Q Serve(g_s), s              | 9.1  | 22.6 | 22.7 | 2.2  | 13.5 | 13.5 | 9.0  | 11.1 | 0.8  | 3.7  | 21.9 | 3.2  |
| Cycle Q Clear(g_c), s        | 9.1  | 22.6 | 22.7 | 2.2  | 13.5 | 13.5 | 9.0  | 11.1 | 0.8  | 3.7  | 21.9 | 3.2  |
| Prop In Lane                 | 1.00 |      | 0.46 | 1.00 |      | 0.10 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 510  | 915  | 889  | 321  | 816  | 843  | 208  | 425  | 358  | 293  | 369  | 312  |
| V/C Ratio(X)                 | 0.48 | 0.51 | 0.51 | 0.18 | 0.35 | 0.35 | 0.75 | 0.44 | 0.03 | 0.22 | 0.88 | 0.15 |
| Avail Cap(c_a), veh/h        | 639  | 915  | 889  | 453  | 816  | 843  | 208  | 561  | 474  | 346  | 561  | 473  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l)           | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 15.7 | 20.8 | 20.8 | 18.3 | 22.6 | 22.7 | 40.6 | 43.1 | 39.1 | 39.5 | 50.7 | 43.1 |
| Incr Delay (d2), s/veh       | 0.7  | 2.1  | 2.1  | 0.3  | 1.2  | 1.2  | 13.7 | 0.7  | 0.0  | 0.4  | 10.2 | 0.2  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 3.7  | 9.7  | 9.5  | 0.9  | 5.9  | 6.1  | 4.8  | 5.2  | 0.3  | 1.6  | 11.2 | 1.3  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 16.4 | 22.8 | 22.9 | 18.5 | 23.8 | 23.8 | 54.4 | 43.8 | 39.2 | 39.8 | 60.9 | 43.4 |
| LnGrp LOS                    | B    | C    | C    | B    | C    | C    | D    | D    | D    | D    | E    | D    |
| Approach Vol, veh/h          |      | 1173 |      |      | 640  |      |      | 353  |      |      | 436  |      |
| Approach Delay, s/veh        |      | 21.5 |      |      | 23.4 |      |      | 48.3 |      |      | 55.9 |      |
| Approach LOS                 |      | C    |      |      | C    |      |      | D    |      |      | E    |      |
| Timer - Assigned Phs         |      |      |      |      |      |      |      |      |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 17.6 | 65.7 | 15.0 | 31.7 | 10.4 | 73.0 | 11.2 | 35.5 |      |      |      |      |
| Change Period (Y+Rc), s      | 6.0  | 6.0  | 6.0  | 6.0  | 6.0  | 6.0  | 6.0  | 6.0  |      |      |      |      |
| Max Green Setting (Gmax), s  | 21.0 | 37.0 | 9.0  | 39.0 | 14.0 | 44.0 | 9.0  | 39.0 |      |      |      |      |
| Max Q Clear Time (g_c+l1), s | 11.1 | 15.5 | 11.0 | 23.9 | 4.2  | 24.7 | 5.7  | 13.1 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.5  | 3.4  | 0.0  | 1.7  | 0.1  | 5.8  | 0.0  | 1.0  |      |      |      |      |
| Intersection Summary         |      |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th Ctrl Delay           |      |      | 31.4 |      |      |      |      |      |      |      |      |      |
| HCM 6th LOS                  |      |      | C    |      |      |      |      |      |      |      |      |      |

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.4  |      |      |      |      |      |
| Movement                 | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
| Lane Configurations      |      |      |      |      |      |      |
| Traffic Vol, veh/h       | 3    | 11   | 355  | 0    | 20   | 561  |
| Future Vol, veh/h        | 3    | 11   | 355  | 0    | 20   | 561  |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Free | Free | Free | Free |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 0    | -    | -    | 100  | -    | -    |
| Veh in Median Storage, # | 0    | -    | 0    | -    | -    | 0    |
| Grade, %                 | 0    | -    | 0    | -    | -    | 0    |
| Peak Hour Factor         | 97   | 97   | 97   | 97   | 97   | 97   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 3    | 11   | 366  | 0    | 21   | 578  |

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

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

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL   | SBT   |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h)      | -   | -        | 511   | 1193  |
| HCM Lane V/C Ratio    | -   | -        | 0.028 | 0.017 |
| HCM Control Delay (s) | -   | -        | 12.3  | 8.1   |
| HCM Lane LOS          | -   | -        | B     | A     |
| HCM 95th %tile Q(veh) | -   | -        | 0.1   | 0.1   |

HCM 6th Signalized Intersection Summary  
 3: 2nd Avenue & McAfee Road

Bag Factory Development TIA  
 Projected 2024 No-Build PM Peak

| Movement                            | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
|-------------------------------------|------|------|------|------|------|------|
| <b>Lane Configurations</b>          |      |      |      |      |      |      |
| Traffic Volume (veh/h)              | 81   | 89   | 269  | 61   | 127  | 437  |
| Future Volume (veh/h)               | 81   | 89   | 269  | 61   | 127  | 437  |
| Initial Q (Qb), veh                 | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)                 | 1.00 | 1.00 |      | 1.00 | 1.00 |      |
| Parking Bus, Adj                    | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach               | No   |      | No   |      |      | No   |
| Adj Sat Flow, veh/h/ln              | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h                | 89   | 52   | 296  | 53   | 140  | 480  |
| Peak Hour Factor                    | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, %                | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                          | 115  | 67   | 448  | 80   | 484  | 1024 |
| Arrive On Green                     | 0.11 | 0.11 | 0.29 | 0.29 | 0.09 | 0.55 |
| Sat Flow, veh/h                     | 1068 | 624  | 1544 | 276  | 1781 | 1870 |
| Grp Volume(v), veh/h                | 142  | 0    | 0    | 349  | 140  | 480  |
| Grp Sat Flow(s),veh/h/ln            | 1705 | 0    | 0    | 1821 | 1781 | 1870 |
| Q Serve(g_s), s                     | 2.8  | 0.0  | 0.0  | 5.9  | 1.7  | 5.4  |
| Cycle Q Clear(g_c), s               | 2.8  | 0.0  | 0.0  | 5.9  | 1.7  | 5.4  |
| Prop In Lane                        | 0.63 | 0.37 |      | 0.15 | 1.00 |      |
| Lane Grp Cap(c), veh/h              | 184  | 0    | 0    | 528  | 484  | 1024 |
| V/C Ratio(X)                        | 0.77 | 0.00 | 0.00 | 0.66 | 0.29 | 0.47 |
| Avail Cap(c_a), veh/h               | 588  | 0    | 0    | 2302 | 1049 | 2364 |
| HCM Platoon Ratio                   | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l)                  | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh            | 15.1 | 0.0  | 0.0  | 10.9 | 7.1  | 4.8  |
| Incr Delay (d2), s/veh              | 6.8  | 0.0  | 0.0  | 1.4  | 0.3  | 0.3  |
| Initial Q Delay(d3),s/veh           | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln            | 1.2  | 0.0  | 0.0  | 1.8  | 0.4  | 0.9  |
| <b>Unsig. Movement Delay, s/veh</b> |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh                | 21.9 | 0.0  | 0.0  | 12.3 | 7.4  | 5.1  |
| LnGrp LOS                           | C    | A    | A    | B    | A    | A    |
| Approach Vol, veh/h                 | 142  |      | 349  |      |      | 620  |
| Approach Delay, s/veh               | 21.9 |      | 12.3 |      |      | 5.6  |
| Approach LOS                        | C    |      | B    |      |      | A    |
| <b>Timer - Assigned Phs</b>         |      |      |      |      |      |      |
|                                     |      | 2    |      | 4    | 5    | 6    |
| Phs Duration (G+Y+Rc), s            |      | 25.1 |      | 9.7  | 9.0  | 16.1 |
| Change Period (Y+Rc), s             |      | 6.0  |      | 6.0  | 6.0  | 6.0  |
| Max Green Setting (Gmax), s         |      | 44.0 |      | 12.0 | 14.0 | 44.0 |
| Max Q Clear Time (g_c+I1), s        |      | 7.4  |      | 4.8  | 3.7  | 7.9  |
| Green Ext Time (p_c), s             |      | 3.2  |      | 0.2  | 0.2  | 2.2  |

**Intersection Summary**

|                    |     |
|--------------------|-----|
| HCM 6th Ctrl Delay | 9.8 |
| HCM 6th LOS        | A   |

**Notes**

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary  
 1: 2nd Avenue & Glenwood Drive

Bag Factory Development TIA  
 Projected 2024 No-Build IMP AM Peak

| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          |      |      |      |      |      |      |      |      |      |      |      |      |
| Traffic Volume (veh/h)       | 354  | 470  | 104  | 32   | 682  | 108  | 232  | 427  | 79   | 40   | 112  | 246  |
| Future Volume (veh/h)        | 354  | 470  | 104  | 32   | 682  | 108  | 232  | 427  | 79   | 40   | 112  | 246  |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 0.99 |      | 0.99 | 1.00 |      | 0.98 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        |      | No   |      |      | No   |      |      | No   |      |      | No   |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1856 | 1870 | 1870 | 1870 | 1856 | 1856 | 1841 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 432  | 573  | 114  | 39   | 832  | 120  | 283  | 521  | 80   | 49   | 137  | 4    |
| Peak Hour Factor             | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| Percent Heavy Veh, %         | 2    | 2    | 3    | 2    | 2    | 2    | 3    | 3    | 4    | 2    | 2    | 2    |
| Cap, veh/h                   | 455  | 1625 | 322  | 429  | 1329 | 192  | 316  | 624  | 95   | 146  | 255  | 213  |
| Arrive On Green              | 0.15 | 0.55 | 0.55 | 0.03 | 0.43 | 0.43 | 0.10 | 0.20 | 0.20 | 0.03 | 0.14 | 0.14 |
| Sat Flow, veh/h              | 1781 | 2955 | 586  | 1781 | 3117 | 450  | 1767 | 3060 | 468  | 1781 | 1870 | 1561 |
| Grp Volume(v), veh/h         | 432  | 344  | 343  | 39   | 474  | 478  | 283  | 299  | 302  | 49   | 137  | 4    |
| Grp Sat Flow(s),veh/h/ln     | 1781 | 1777 | 1765 | 1781 | 1777 | 1789 | 1767 | 1763 | 1766 | 1781 | 1870 | 1561 |
| Q Serve(g_s), s              | 17.6 | 14.0 | 14.1 | 1.6  | 27.2 | 27.2 | 13.0 | 21.2 | 21.3 | 3.1  | 8.9  | 0.3  |
| Cycle Q Clear(g_c), s        | 17.6 | 14.0 | 14.1 | 1.6  | 27.2 | 27.2 | 13.0 | 21.2 | 21.3 | 3.1  | 8.9  | 0.3  |
| Prop In Lane                 | 1.00 |      | 0.33 | 1.00 |      | 0.25 | 1.00 |      | 0.27 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 455  | 977  | 970  | 429  | 757  | 763  | 316  | 360  | 360  | 146  | 255  | 213  |
| V/C Ratio(X)                 | 0.95 | 0.35 | 0.35 | 0.09 | 0.63 | 0.63 | 0.90 | 0.83 | 0.84 | 0.34 | 0.54 | 0.02 |
| Avail Cap(c_a), veh/h        | 471  | 977  | 970  | 569  | 757  | 763  | 316  | 529  | 530  | 266  | 561  | 468  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l)           | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 23.8 | 16.3 | 16.4 | 19.7 | 29.2 | 29.2 | 47.3 | 49.6 | 49.7 | 46.8 | 52.3 | 48.6 |
| Incr Delay (d2), s/veh       | 28.5 | 1.0  | 1.0  | 0.1  | 3.9  | 3.9  | 26.2 | 7.2  | 7.6  | 1.3  | 1.7  | 0.0  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 10.5 | 5.9  | 5.9  | 0.7  | 12.2 | 12.3 | 5.2  | 10.0 | 10.1 | 1.4  | 4.3  | 0.1  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 52.3 | 17.3 | 17.4 | 19.8 | 33.1 | 33.0 | 73.5 | 56.8 | 57.3 | 48.1 | 54.0 | 48.6 |
| LnGrp LOS                    | D    | B    | B    | B    | C    | C    | E    | E    | E    | D    | D    | D    |
| Approach Vol, veh/h          |      | 1119 |      |      | 991  |      |      | 884  |      |      | 190  |      |
| Approach Delay, s/veh        |      | 30.9 |      |      | 32.5 |      |      | 62.3 |      |      | 52.4 |      |
| Approach LOS                 |      | C    |      |      | C    |      |      | E    |      |      | D    |      |
| Timer - Assigned Phs         |      |      |      |      |      |      |      |      |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    |      |      |      |      |
| Change Period (Y+Rc), s      | 25.8 | 61.4 | 19.0 | 23.8 | 9.8  | 77.5 | 10.2 | 32.5 |      |      |      |      |
| Max Green Setting (Gmax), s  | 6.0  | 6.0  | 6.0  | 6.0  | 6.0  | 6.0  | 6.0  | 6.0  |      |      |      |      |
| Max Q Clear Time (g_c+l1), s | 21.0 | 33.0 | 13.0 | 39.0 | 14.0 | 40.0 | 13.0 | 39.0 |      |      |      |      |
| Green Ext Time (p_c), s      | 19.6 | 29.2 | 15.0 | 10.9 | 3.6  | 16.1 | 5.1  | 23.3 |      |      |      |      |
|                              | 0.2  | 2.0  | 0.0  | 0.7  | 0.0  | 4.3  | 0.0  | 3.2  |      |      |      |      |
| Intersection Summary         |      |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th Ctrl Delay           |      |      | 41.4 |      |      |      |      |      |      |      |      |      |
| HCM 6th LOS                  |      |      | D    |      |      |      |      |      |      |      |      |      |

HCM 6th Signalized Intersection Summary  
 1: 2nd Avenue & Glenwood Drive

Bag Factory Development TIA  
 Projected 2024 No-Build IMP PM Peak

| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          |      |      |      |      |      |      |      |      |      |      |      |      |
| Traffic Volume (veh/h)       | 235  | 678  | 221  | 54   | 524  | 32   | 147  | 177  | 54   | 61   | 309  | 284  |
| Future Volume (veh/h)        | 235  | 678  | 221  | 54   | 524  | 32   | 147  | 177  | 54   | 61   | 309  | 284  |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        |      | No   |      |      | No   |      |      | No   |      |      | No   |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 247  | 714  | 212  | 57   | 552  | 31   | 155  | 186  | 32   | 64   | 325  | 58   |
| Peak Hour Factor             | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 510  | 1391 | 413  | 321  | 1570 | 88   | 208  | 691  | 117  | 330  | 370  | 312  |
| Arrive On Green              | 0.09 | 0.51 | 0.51 | 0.03 | 0.46 | 0.46 | 0.07 | 0.23 | 0.23 | 0.04 | 0.20 | 0.20 |
| Sat Flow, veh/h              | 1781 | 2701 | 802  | 1781 | 3421 | 192  | 1781 | 3039 | 513  | 1781 | 1870 | 1578 |
| Grp Volume(v), veh/h         | 247  | 470  | 456  | 57   | 286  | 297  | 155  | 107  | 111  | 64   | 325  | 58   |
| Grp Sat Flow(s),veh/h/ln     | 1781 | 1777 | 1726 | 1781 | 1777 | 1836 | 1781 | 1777 | 1776 | 1781 | 1870 | 1578 |
| Q Serve(g_s), s              | 9.1  | 22.7 | 22.7 | 2.2  | 13.5 | 13.6 | 9.0  | 6.5  | 6.7  | 3.7  | 21.9 | 4.0  |
| Cycle Q Clear(g_c), s        | 9.1  | 22.7 | 22.7 | 2.2  | 13.5 | 13.6 | 9.0  | 6.5  | 6.7  | 3.7  | 21.9 | 4.0  |
| Prop In Lane                 | 1.00 |      | 0.46 | 1.00 |      | 0.10 | 1.00 |      | 0.29 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 510  | 915  | 889  | 321  | 816  | 843  | 208  | 404  | 404  | 330  | 370  | 312  |
| V/C Ratio(X)                 | 0.48 | 0.51 | 0.51 | 0.18 | 0.35 | 0.35 | 0.75 | 0.27 | 0.27 | 0.19 | 0.88 | 0.19 |
| Avail Cap(c_a), veh/h        | 638  | 915  | 889  | 453  | 816  | 843  | 208  | 533  | 533  | 383  | 561  | 473  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l)           | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 15.7 | 20.8 | 20.8 | 18.3 | 22.7 | 22.7 | 40.6 | 41.3 | 41.4 | 39.2 | 50.6 | 43.4 |
| Incr Delay (d2), s/veh       | 0.7  | 2.1  | 2.1  | 0.3  | 1.2  | 1.2  | 13.7 | 0.3  | 0.4  | 0.3  | 10.1 | 0.3  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 3.7  | 9.7  | 9.5  | 0.9  | 5.9  | 6.1  | 4.7  | 2.9  | 3.0  | 1.6  | 11.2 | 1.6  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 16.4 | 22.8 | 22.9 | 18.6 | 23.9 | 23.8 | 54.3 | 41.7 | 41.8 | 39.5 | 60.8 | 43.7 |
| LnGrp LOS                    | B    | C    | C    | B    | C    | C    | D    | D    | D    | D    | E    | D    |
| Approach Vol, veh/h          |      | 1173 |      |      | 640  |      |      | 373  |      |      | 447  |      |
| Approach Delay, s/veh        |      | 21.5 |      |      | 23.4 |      |      | 47.0 |      |      | 55.5 |      |
| Approach LOS                 |      | C    |      |      | C    |      |      | D    |      |      | E    |      |
| Timer - Assigned Phs         |      |      |      |      |      |      |      |      |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 17.6 | 65.7 | 15.0 | 31.7 | 10.4 | 72.9 | 11.2 | 35.5 |      |      |      |      |
| Change Period (Y+Rc), s      | 6.0  | 6.0  | 6.0  | 6.0  | 6.0  | 6.0  | 6.0  | 6.0  |      |      |      |      |
| Max Green Setting (Gmax), s  | 21.0 | 37.0 | 9.0  | 39.0 | 14.0 | 44.0 | 9.0  | 39.0 |      |      |      |      |
| Max Q Clear Time (g_c+l1), s | 11.1 | 15.6 | 11.0 | 23.9 | 4.2  | 24.7 | 5.7  | 8.7  |      |      |      |      |
| Green Ext Time (p_c), s      | 0.5  | 3.4  | 0.0  | 1.8  | 0.1  | 5.8  | 0.0  | 1.2  |      |      |      |      |
| Intersection Summary         |      |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th Ctrl Delay           |      |      | 31.3 |      |      |      |      |      |      |      |      |      |
| HCM 6th LOS                  |      |      | C    |      |      |      |      |      |      |      |      |      |

HCM 6th Signalized Intersection Summary  
 1: 2nd Avenue & Glenwood Drive

Bag Factory Development TIA  
 Projected 2024 Build AM Peak

| Movement                     | EBL   | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          |       |      |      |      |      |      |      |      |      |      |      |      |
| Traffic Volume (veh/h)       | 354   | 470  | 119  | 37   | 682  | 108  | 272  | 440  | 92   | 40   | 117  | 246  |
| Future Volume (veh/h)        | 354   | 470  | 119  | 37   | 682  | 108  | 272  | 440  | 92   | 40   | 117  | 246  |
| Initial Q (Qb), veh          | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00  |      | 1.00 | 1.00 |      | 1.00 | 0.99 |      | 0.99 | 1.00 |      | 0.99 |
| Parking Bus, Adj             | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        |       | No   |      |      | No   |      |      | No   |      |      | No   |      |
| Adj Sat Flow, veh/h/ln       | 1870  | 1870 | 1856 | 1870 | 1870 | 1870 | 1856 | 1856 | 1841 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 432   | 573  | 127  | 45   | 832  | 120  | 332  | 537  | 18   | 49   | 143  | 38   |
| Peak Hour Factor             | 0.82  | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| Percent Heavy Veh, %         | 2     | 2    | 3    | 2    | 2    | 2    | 3    | 3    | 4    | 2    | 2    | 2    |
| Cap, veh/h                   | 387   | 1309 | 289  | 347  | 1003 | 145  | 417  | 557  | 465  | 125  | 491  | 413  |
| Arrive On Green              | 0.16  | 0.45 | 0.45 | 0.03 | 0.32 | 0.32 | 0.07 | 0.30 | 0.30 | 0.03 | 0.26 | 0.26 |
| Sat Flow, veh/h              | 1781  | 2893 | 639  | 1781 | 3117 | 450  | 1767 | 1856 | 1549 | 1781 | 1870 | 1572 |
| Grp Volume(v), veh/h         | 432   | 351  | 349  | 45   | 474  | 478  | 332  | 537  | 18   | 49   | 143  | 38   |
| Grp Sat Flow(s),veh/h/ln     | 1781  | 1777 | 1755 | 1781 | 1777 | 1789 | 1767 | 1856 | 1549 | 1781 | 1870 | 1572 |
| Q Serve(g_s), s              | 21.0  | 17.5 | 17.6 | 2.2  | 32.1 | 32.1 | 9.0  | 37.1 | 1.1  | 2.6  | 7.9  | 2.4  |
| Cycle Q Clear(g_c), s        | 21.0  | 17.5 | 17.6 | 2.2  | 32.1 | 32.1 | 9.0  | 37.1 | 1.1  | 2.6  | 7.9  | 2.4  |
| Prop In Lane                 | 1.00  |      | 0.36 | 1.00 |      | 0.25 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 387   | 804  | 794  | 347  | 572  | 576  | 417  | 557  | 465  | 125  | 491  | 413  |
| V/C Ratio(X)                 | 1.12  | 0.44 | 0.44 | 0.13 | 0.83 | 0.83 | 0.80 | 0.96 | 0.04 | 0.39 | 0.29 | 0.09 |
| Avail Cap(c_a), veh/h        | 387   | 804  | 794  | 484  | 572  | 576  | 417  | 557  | 465  | 191  | 561  | 472  |
| HCM Platoon Ratio            | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l)           | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 34.5  | 24.3 | 24.3 | 27.9 | 40.8 | 40.8 | 41.2 | 44.8 | 32.2 | 37.5 | 38.3 | 36.2 |
| Incr Delay (d2), s/veh       | 80.8  | 1.7  | 1.8  | 0.2  | 13.1 | 13.0 | 10.3 | 29.3 | 0.0  | 2.0  | 0.3  | 0.1  |
| Initial Q Delay(d3),s/veh    | 0.0   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 17.5  | 7.7  | 7.6  | 0.9  | 15.9 | 16.0 | 6.9  | 21.3 | 0.4  | 1.2  | 3.7  | 0.9  |
| Unsig. Movement Delay, s/veh |       |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 115.2 | 26.0 | 26.1 | 28.1 | 53.8 | 53.7 | 51.5 | 74.1 | 32.3 | 39.5 | 38.6 | 36.3 |
| LnGrp LOS                    | F     | C    | C    | C    | D    | D    | D    | E    | C    | D    | D    | D    |
| Approach Vol, veh/h          |       | 1132 |      |      | 997  |      |      | 887  |      |      | 230  |      |
| Approach Delay, s/veh        |       | 60.1 |      |      | 52.6 |      |      | 64.8 |      |      | 38.4 |      |
| Approach LOS                 |       | E    |      |      | D    |      |      | E    |      |      | D    |      |
| Timer - Assigned Phs         |       |      |      |      |      |      |      |      |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 27.0  | 47.9 | 15.0 | 40.1 | 10.0 | 64.8 | 10.1 | 45.0 |      |      |      |      |
| Change Period (Y+Rc), s      | 6.0   | 6.0  | 6.0  | 6.0  | 6.0  | 6.0  | 6.0  | 6.0  |      |      |      |      |
| Max Green Setting (Gmax), s  | 21.0  | 37.0 | 9.0  | 39.0 | 14.0 | 44.0 | 9.0  | 39.0 |      |      |      |      |
| Max Q Clear Time (g_c+l1), s | 23.0  | 34.1 | 11.0 | 9.9  | 4.2  | 19.6 | 4.6  | 39.1 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0   | 1.6  | 0.0  | 0.9  | 0.0  | 4.4  | 0.0  | 0.0  |      |      |      |      |
| Intersection Summary         |       |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th Ctrl Delay           |       |      | 57.5 |      |      |      |      |      |      |      |      |      |
| HCM 6th LOS                  |       |      | E    |      |      |      |      |      |      |      |      |      |



| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.4  |      |      |      |      |      |
| Movement                 | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
| Lane Configurations      |      |      |      |      |      |      |
| Traffic Vol, veh/h       | 0    | 22   | 709  | 0    | 9    | 236  |
| Future Vol, veh/h        | 0    | 22   | 709  | 0    | 9    | 236  |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Free | Free | Free | Free |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 0    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | 0    | -    | 0    | -    | -    | 0    |
| Grade, %                 | 0    | -    | 0    | -    | -    | 0    |
| Peak Hour Factor         | 97   | 97   | 97   | 97   | 97   | 97   |
| Heavy Vehicles, %        | 2    | 2    | 3    | 2    | 2    | 3    |
| Mvmt Flow                | 0    | 23   | 731  | 0    | 9    | 243  |

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

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

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL   | SBT   |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h)      | -   | -        | 422   | 873   |
| HCM Lane V/C Ratio    | -   | -        | 0.054 | 0.011 |
| HCM Control Delay (s) | -   | -        | 14    | 9.2   |
| HCM Lane LOS          | -   | -        | B     | A     |
| HCM 95th %tile Q(veh) | -   | -        | 0.2   | 0     |

HCM 6th Signalized Intersection Summary  
 3: 2nd Avenue & McAfee Road

Bag Factory Development TIA  
 Projected 2024 Build AM Peak

| Movement                            | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
|-------------------------------------|------|------|------|------|------|------|
| <b>Lane Configurations</b>          |      |      |      |      |      |      |
| Traffic Volume (veh/h)              | 61   | 94   | 553  | 57   | 44   | 237  |
| Future Volume (veh/h)               | 61   | 94   | 553  | 57   | 44   | 237  |
| Initial Q (Qb), veh                 | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)                 | 1.00 | 1.00 |      | 1.00 | 1.00 |      |
| Parking Bus, Adj                    | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach               | No   |      | No   |      |      | No   |
| Adj Sat Flow, veh/h/ln              | 1870 | 1841 | 1856 | 1826 | 1856 | 1870 |
| Adj Flow Rate, veh/h                | 64   | 32   | 582  | 56   | 46   | 249  |
| Peak Hour Factor                    | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, %                | 2    | 4    | 3    | 5    | 3    | 2    |
| Cap, veh/h                          | 91   | 46   | 754  | 73   | 365  | 1187 |
| Arrive On Green                     | 0.08 | 0.08 | 0.45 | 0.45 | 0.04 | 0.63 |
| Sat Flow, veh/h                     | 1130 | 565  | 1666 | 160  | 1767 | 1870 |
| Grp Volume(v), veh/h                | 97   | 0    | 0    | 638  | 46   | 249  |
| Grp Sat Flow(s),veh/h/ln            | 1712 | 0    | 0    | 1827 | 1767 | 1870 |
| Q Serve(g_s), s                     | 2.3  | 0.0  | 0.0  | 12.4 | 0.5  | 2.4  |
| Cycle Q Clear(g_c), s               | 2.3  | 0.0  | 0.0  | 12.4 | 0.5  | 2.4  |
| Prop In Lane                        | 0.66 | 0.33 |      | 0.09 | 1.00 |      |
| Lane Grp Cap(c), veh/h              | 138  | 0    | 0    | 826  | 365  | 1187 |
| V/C Ratio(X)                        | 0.70 | 0.00 | 0.00 | 0.77 | 0.13 | 0.21 |
| Avail Cap(c_a), veh/h               | 488  | 0    | 0    | 1909 | 883  | 1955 |
| HCM Platoon Ratio                   | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l)                  | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh            | 18.9 | 0.0  | 0.0  | 9.7  | 7.2  | 3.2  |
| Incr Delay (d2), s/veh              | 6.4  | 0.0  | 0.0  | 1.6  | 0.2  | 0.1  |
| Initial Q Delay(d3),s/veh           | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln            | 1.1  | 0.0  | 0.0  | 3.6  | 0.1  | 0.4  |
| <b>Unsig. Movement Delay, s/veh</b> |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh                | 25.2 | 0.0  | 0.0  | 11.3 | 7.3  | 3.3  |
| LnGrp LOS                           | C    | A    | A    | B    | A    | A    |
| Approach Vol, veh/h                 | 97   |      | 638  |      |      | 295  |
| Approach Delay, s/veh               | 25.2 |      | 11.3 |      |      | 4.0  |
| Approach LOS                        | C    |      | B    |      |      | A    |
| <b>Timer - Assigned Phs</b>         |      |      |      |      |      |      |
|                                     |      | 2    |      | 4    | 5    | 6    |
| Phs Duration (G+Y+Rc), s            |      | 32.7 |      | 9.4  | 7.7  | 25.0 |
| Change Period (Y+Rc), s             |      | 6.0  |      | 6.0  | 6.0  | 6.0  |
| Max Green Setting (Gmax), s         |      | 44.0 |      | 12.0 | 14.0 | 44.0 |
| Max Q Clear Time (g_c+I1), s        |      | 4.4  |      | 4.3  | 2.5  | 14.4 |
| Green Ext Time (p_c), s             |      | 1.5  |      | 0.1  | 0.0  | 4.7  |

**Intersection Summary**

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 10.5 |
| HCM 6th LOS        | B    |

**Notes**

User approved volume balancing among the lanes for turning movement.

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.1  |      |      |      |      |      |
| Movement                 | EBL  | EBR  | NBL  | NBT  | SBT  | SBR  |
| Lane Configurations      |      |      |      |      |      |      |
| Traffic Vol, veh/h       | 0    | 0    | 8    | 707  | 228  | 16   |
| Future Vol, veh/h        | 0    | 0    | 8    | 707  | 228  | 16   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Free | Free | Free | Free |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 0    | -    | 50   | -    | -    | -    |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 95   | 95   | 95   | 95   | 95   | 95   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 3    | 2    | 2    |
| Mvmt Flow                | 0    | 0    | 8    | 744  | 240  | 17   |

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

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

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

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 1.3  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      |      |      |      |      |      |      |      |      |      |      |      |
| Traffic Vol, veh/h       | 66   | 0    | 9    | 0    | 0    | 0    | 0    | 649  | 0    | 0    | 228  | 0    |
| Future Vol, veh/h        | 66   | 0    | 9    | 0    | 0    | 0    | 0    | 649  | 0    | 0    | 228  | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | 50   | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 96   | 96   | 96   | 96   | 96   | 96   | 96   | 96   | 96   | 96   | 96   | 96   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 3    | 2    | 2    | 3    | 2    |
| Mvmt Flow                | 69   | 0    | 9    | 0    | 0    | 0    | 0    | 676  | 0    | 0    | 238  | 0    |

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

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

| Minor Lane/Major Mvmt | NBT | NBR | EBLn1WBLn1 | SBL | SBT |
|-----------------------|-----|-----|------------|-----|-----|
| Capacity (veh/h)      | -   | -   | 383        | -   | 915 |
| HCM Lane V/C Ratio    | -   | -   | 0.204      | -   | -   |
| HCM Control Delay (s) | -   | -   | 16.8       | 0   | 0   |
| HCM Lane LOS          | -   | -   | C          | A   | A   |
| HCM 95th %tile Q(veh) | -   | -   | 0.8        | -   | 0   |

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.1  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      |      |      |      |      |      |      |      |      |      |      |      |
| Traffic Vol, veh/h       | 0    | 0    | 8    | 0    | 0    | 0    | 0    | 648  | 0    | 1    | 224  | 8    |
| Future Vol, veh/h        | 0    | 0    | 8    | 0    | 0    | 0    | 0    | 648  | 0    | 1    | 224  | 8    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | 0    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 96   | 96   | 96   | 96   | 96   | 96   | 96   | 96   | 96   | 96   | 96   | 96   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 3    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 0    | 0    | 8    | 0    | 0    | 0    | 0    | 675  | 0    | 1    | 233  | 8    |

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

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

| Minor Lane/Major Mvmt | NBT | NBR | EBLn1WBLn1 | SBL | SBT   | SBR |
|-----------------------|-----|-----|------------|-----|-------|-----|
| Capacity (veh/h)      | -   | -   | 802        | -   | 916   | -   |
| HCM Lane V/C Ratio    | -   | -   | 0.01       | -   | 0.001 | -   |
| HCM Control Delay (s) | -   | -   | 9.5        | 0   | 8.9   | 0   |
| HCM Lane LOS          | -   | -   | A          | A   | A     | A   |
| HCM 95th %tile Q(veh) | -   | -   | 0          | -   | 0     | -   |

HCM 6th Signalized Intersection Summary  
 1: 2nd Avenue & Glenwood Drive

Bag Factory Development TIA  
 Projected 2024 Build PM Peak

| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          |      |      |      |      |      |      |      |      |      |      |      |      |
| Traffic Volume (veh/h)       | 235  | 678  | 265  | 69   | 524  | 32   | 175  | 187  | 64   | 61   | 324  | 284  |
| Future Volume (veh/h)        | 235  | 678  | 265  | 69   | 524  | 32   | 175  | 187  | 64   | 61   | 324  | 284  |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        |      | No   |      |      | No   |      |      | No   |      |      | No   |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 247  | 714  | 252  | 73   | 552  | 31   | 184  | 197  | 15   | 64   | 341  | 60   |
| Peak Hour Factor             | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 502  | 1298 | 458  | 302  | 1537 | 86   | 208  | 442  | 373  | 296  | 386  | 326  |
| Arrive On Green              | 0.09 | 0.50 | 0.50 | 0.04 | 0.45 | 0.45 | 0.07 | 0.24 | 0.24 | 0.04 | 0.21 | 0.21 |
| Sat Flow, veh/h              | 1781 | 2575 | 909  | 1781 | 3421 | 192  | 1781 | 1870 | 1579 | 1781 | 1870 | 1578 |
| Grp Volume(v), veh/h         | 247  | 493  | 473  | 73   | 286  | 297  | 184  | 197  | 15   | 64   | 341  | 60   |
| Grp Sat Flow(s),veh/h/ln     | 1781 | 1777 | 1707 | 1781 | 1777 | 1836 | 1781 | 1870 | 1579 | 1781 | 1870 | 1578 |
| Q Serve(g_s), s              | 9.3  | 24.7 | 24.7 | 2.9  | 13.8 | 13.8 | 9.0  | 11.7 | 1.0  | 3.7  | 23.0 | 4.1  |
| Cycle Q Clear(g_c), s        | 9.3  | 24.7 | 24.7 | 2.9  | 13.8 | 13.8 | 9.0  | 11.7 | 1.0  | 3.7  | 23.0 | 4.1  |
| Prop In Lane                 | 1.00 |      | 0.53 | 1.00 |      | 0.10 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 502  | 896  | 860  | 302  | 798  | 825  | 208  | 442  | 373  | 296  | 386  | 326  |
| V/C Ratio(X)                 | 0.49 | 0.55 | 0.55 | 0.24 | 0.36 | 0.36 | 0.89 | 0.45 | 0.04 | 0.22 | 0.88 | 0.18 |
| Avail Cap(c_a), veh/h        | 628  | 896  | 860  | 430  | 798  | 825  | 208  | 561  | 474  | 349  | 561  | 473  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l)           | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 16.3 | 22.1 | 22.1 | 19.3 | 23.5 | 23.5 | 43.7 | 42.4 | 38.3 | 38.6 | 50.1 | 42.6 |
| Incr Delay (d2), s/veh       | 0.7  | 2.4  | 2.5  | 0.4  | 1.3  | 1.2  | 33.6 | 0.7  | 0.0  | 0.4  | 11.2 | 0.3  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 3.8  | 10.7 | 10.3 | 1.2  | 6.0  | 6.2  | 3.6  | 5.5  | 0.4  | 1.6  | 11.9 | 1.6  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 17.0 | 24.5 | 24.6 | 19.8 | 24.8 | 24.7 | 77.3 | 43.1 | 38.3 | 39.0 | 61.3 | 42.8 |
| LnGrp LOS                    | B    | C    | C    | B    | C    | C    | E    | D    | D    | D    | E    | D    |
| Approach Vol, veh/h          |      | 1213 |      |      | 656  |      |      | 396  |      |      | 465  |      |
| Approach Delay, s/veh        |      | 23.1 |      |      | 24.2 |      |      | 58.8 |      |      | 55.9 |      |
| Approach LOS                 |      | C    |      |      | C    |      |      | E    |      |      | E    |      |
| Timer - Assigned Phs         |      |      |      |      |      |      |      |      |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 17.8 | 64.4 | 15.0 | 32.8 | 10.6 | 71.5 | 11.1 | 36.7 |      |      |      |      |
| Change Period (Y+Rc), s      | 6.0  | 6.0  | 6.0  | 6.0  | 6.0  | 6.0  | 6.0  | 6.0  |      |      |      |      |
| Max Green Setting (Gmax), s  | 21.0 | 37.0 | 9.0  | 39.0 | 14.0 | 44.0 | 9.0  | 39.0 |      |      |      |      |
| Max Q Clear Time (g_c+l1), s | 11.3 | 15.8 | 11.0 | 25.0 | 4.9  | 26.7 | 5.7  | 13.7 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.5  | 3.4  | 0.0  | 1.8  | 0.1  | 5.9  | 0.0  | 1.1  |      |      |      |      |
| Intersection Summary         |      |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th Ctrl Delay           |      |      | 34.1 |      |      |      |      |      |      |      |      |      |
| HCM 6th LOS                  |      |      | C    |      |      |      |      |      |      |      |      |      |

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.4  |      |      |      |      |      |
| Movement                 | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
| Lane Configurations      |      |      |      |      |      |      |
| Traffic Vol, veh/h       | 3    | 11   | 403  | 0    | 20   | 635  |
| Future Vol, veh/h        | 3    | 11   | 403  | 0    | 20   | 635  |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Free | Free | Free | Free |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 0    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | 0    | -    | 0    | -    | -    | 0    |
| Grade, %                 | 0    | -    | 0    | -    | -    | 0    |
| Peak Hour Factor         | 97   | 97   | 97   | 97   | 97   | 97   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 3    | 11   | 415  | 0    | 21   | 655  |

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

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

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL   | SBT   |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h)      | -   | -        | 457   | 1144  |
| HCM Lane V/C Ratio    | -   | -        | 0.032 | 0.018 |
| HCM Control Delay (s) | -   | -        | 13.1  | 8.2   |
| HCM Lane LOS          | -   | -        | B     | A     |
| HCM 95th %tile Q(veh) | -   | -        | 0.1   | 0.1   |

HCM 6th Signalized Intersection Summary  
 3: 2nd Avenue & McAfee Road

Bag Factory Development TIA  
 Projected 2024 Build PM Peak

| Movement                            | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
|-------------------------------------|------|------|------|------|------|------|
| <b>Lane Configurations</b>          |      |      |      |      |      |      |
| Traffic Volume (veh/h)              | 81   | 94   | 288  | 61   | 130  | 450  |
| Future Volume (veh/h)               | 81   | 94   | 288  | 61   | 130  | 450  |
| Initial Q (Qb), veh                 | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)                 | 1.00 | 1.00 |      | 1.00 | 1.00 |      |
| Parking Bus, Adj                    | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach               | No   |      | No   |      |      | No   |
| Adj Sat Flow, veh/h/ln              | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h                | 89   | 56   | 316  | 54   | 143  | 495  |
| Peak Hour Factor                    | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, %                | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                          | 115  | 72   | 468  | 80   | 477  | 1035 |
| Arrive On Green                     | 0.11 | 0.11 | 0.30 | 0.30 | 0.08 | 0.55 |
| Sat Flow, veh/h                     | 1037 | 652  | 1556 | 266  | 1781 | 1870 |
| Grp Volume(v), veh/h                | 146  | 0    | 0    | 370  | 143  | 495  |
| Grp Sat Flow(s),veh/h/ln            | 1701 | 0    | 0    | 1822 | 1781 | 1870 |
| Q Serve(g_s), s                     | 3.0  | 0.0  | 0.0  | 6.4  | 1.7  | 5.7  |
| Cycle Q Clear(g_c), s               | 3.0  | 0.0  | 0.0  | 6.4  | 1.7  | 5.7  |
| Prop In Lane                        | 0.61 | 0.38 |      | 0.15 | 1.00 |      |
| Lane Grp Cap(c), veh/h              | 189  | 0    | 0    | 548  | 477  | 1035 |
| V/C Ratio(X)                        | 0.77 | 0.00 | 0.00 | 0.68 | 0.30 | 0.48 |
| Avail Cap(c_a), veh/h               | 571  | 0    | 0    | 2242 | 1023 | 2301 |
| HCM Platoon Ratio                   | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l)                  | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh            | 15.5 | 0.0  | 0.0  | 11.0 | 7.2  | 4.9  |
| Incr Delay (d2), s/veh              | 6.6  | 0.0  | 0.0  | 1.5  | 0.3  | 0.3  |
| Initial Q Delay(d3),s/veh           | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln            | 1.3  | 0.0  | 0.0  | 2.0  | 0.4  | 1.0  |
| <b>Unsig. Movement Delay, s/veh</b> |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh                | 22.0 | 0.0  | 0.0  | 12.4 | 7.6  | 5.2  |
| LnGrp LOS                           | C    | A    | A    | B    | A    | A    |
| Approach Vol, veh/h                 | 146  |      | 370  |      |      | 638  |
| Approach Delay, s/veh               | 22.0 |      | 12.4 |      |      | 5.7  |
| Approach LOS                        | C    |      | B    |      |      | A    |
| <b>Timer - Assigned Phs</b>         |      |      |      |      |      |      |
|                                     |      | 2    |      | 4    | 5    | 6    |
| Phs Duration (G+Y+Rc), s            |      | 25.8 |      | 10.0 | 9.0  | 16.8 |
| Change Period (Y+Rc), s             |      | 6.0  |      | 6.0  | 6.0  | 6.0  |
| Max Green Setting (Gmax), s         |      | 44.0 |      | 12.0 | 14.0 | 44.0 |
| Max Q Clear Time (g_c+I1), s        |      | 7.7  |      | 5.0  | 3.7  | 8.4  |
| Green Ext Time (p_c), s             |      | 3.4  |      | 0.2  | 0.2  | 2.4  |

**Intersection Summary**

|                    |     |
|--------------------|-----|
| HCM 6th Ctrl Delay | 9.9 |
| HCM 6th LOS        | A   |

**Notes**

User approved volume balancing among the lanes for turning movement.



| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.2  |      |      |      |      |      |
| Movement                 | EBL  | EBR  | NBL  | NBT  | SBT  | SBR  |
| Lane Configurations      |      |      |      |      |      |      |
| Traffic Vol, veh/h       | 0    | 0    | 24   | 396  | 582  | 49   |
| Future Vol, veh/h        | 0    | 0    | 24   | 396  | 582  | 49   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Free | Free | Free | Free |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 0    | -    | 50   | -    | -    | -    |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 91   | 91   | 91   | 91   | 91   | 91   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 0    | 0    | 26   | 435  | 640  | 54   |

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

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

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

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.9  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      |      |      |      |      |      |      |      |      |      |      |      |
| Traffic Vol, veh/h       | 48   | 0    | 7    | 2    | 0    | 1    | 0    | 371  | 1    | 1    | 581  | 0    |
| Future Vol, veh/h        | 48   | 0    | 7    | 2    | 0    | 1    | 0    | 371  | 1    | 1    | 581  | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | 50   | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 98   | 98   | 98   | 98   | 98   | 98   | 98   | 98   | 98   | 98   | 98   | 98   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 49   | 0    | 7    | 2    | 0    | 1    | 0    | 379  | 1    | 1    | 593  | 0    |

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

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

| Minor Lane/Major Mvmt | NBT | NBR | EBLn1WBLn1 | SBL   | SBT   |
|-----------------------|-----|-----|------------|-------|-------|
| Capacity (veh/h)      | -   | -   | 370        | 417   | 1178  |
| HCM Lane V/C Ratio    | -   | -   | 0.152      | 0.007 | 0.001 |
| HCM Control Delay (s) | -   | -   | 16.5       | 13.7  | 8.1   |
| HCM Lane LOS          | -   | -   | C          | B     | A     |
| HCM 95th %tile Q(veh) | -   | -   | 0.5        | 0     | 0     |

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.1  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      |      |      |      |      |      |      |      |      |      |      |      |
| Traffic Vol, veh/h       | 0    | 0    | 9    | 1    | 0    | 1    | 0    | 376  | 2    | 0    | 568  | 25   |
| Future Vol, veh/h        | 0    | 0    | 9    | 1    | 0    | 1    | 0    | 376  | 2    | 0    | 568  | 25   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | 0    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 96   | 96   | 96   | 96   | 96   | 96   | 96   | 96   | 96   | 96   | 96   | 96   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 0    | 0    | 9    | 1    | 0    | 1    | 0    | 392  | 2    | 0    | 592  | 26   |

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

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

| Minor Lane/Major Mvmt | NBT | NBR | EBLn1WBLn1 | SBL   | SBT  | SBR |
|-----------------------|-----|-----|------------|-------|------|-----|
| Capacity (veh/h)      | -   | -   | 498        | 326   | 1165 | -   |
| HCM Lane V/C Ratio    | -   | -   | 0.019      | 0.006 | -    | -   |
| HCM Control Delay (s) | -   | -   | 12.4       | 16.1  | 0    | -   |
| HCM Lane LOS          | -   | -   | B          | C     | A    | -   |
| HCM 95th %tile Q(veh) | -   | -   | 0.1        | 0     | 0    | -   |

HCM 6th Signalized Intersection Summary  
 1: 2nd Avenue & Glenwood Drive

Bag Factory Development TIA  
 Projected 2024 Build IMP AM Peak


| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL   | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|-------|------|------|------|------|------|
| Lane Configurations          |      |      |      |      |      |      |       |      |      |      |      |      |
| Traffic Volume (veh/h)       | 354  | 470  | 119  | 37   | 682  | 108  | 272   | 440  | 92   | 40   | 117  | 246  |
| Future Volume (veh/h)        | 354  | 470  | 119  | 37   | 682  | 108  | 272   | 440  | 92   | 40   | 117  | 246  |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 0.99  |      | 0.99 | 1.00 |      | 0.99 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        |      | No   |      |      | No   |      |       | No   |      |      | No   |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1856 | 1870 | 1870 | 1870 | 1856  | 1856 | 1841 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 432  | 573  | 129  | 45   | 832  | 120  | 332   | 537  | 95   | 49   | 143  | 7    |
| Peak Hour Factor             | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82  | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| Percent Heavy Veh, %         | 2    | 2    | 3    | 2    | 2    | 2    | 3     | 3    | 4    | 2    | 2    | 2    |
| Cap, veh/h                   | 449  | 1553 | 349  | 420  | 1296 | 187  | 324   | 639  | 113  | 145  | 273  | 228  |
| Arrive On Green              | 0.15 | 0.54 | 0.54 | 0.03 | 0.42 | 0.42 | 0.10  | 0.21 | 0.21 | 0.03 | 0.15 | 0.15 |
| Sat Flow, veh/h              | 1781 | 2883 | 647  | 1781 | 3117 | 450  | 1767  | 2990 | 527  | 1781 | 1870 | 1562 |
| Grp Volume(v), veh/h         | 432  | 352  | 350  | 45   | 474  | 478  | 332   | 316  | 316  | 49   | 143  | 7    |
| Grp Sat Flow(s),veh/h/ln     | 1781 | 1777 | 1754 | 1781 | 1777 | 1789 | 1767  | 1763 | 1755 | 1781 | 1870 | 1562 |
| Q Serve(g_s), s              | 18.4 | 14.8 | 14.9 | 1.9  | 27.7 | 27.7 | 13.0  | 22.3 | 22.5 | 3.0  | 9.2  | 0.5  |
| Cycle Q Clear(g_c), s        | 18.4 | 14.8 | 14.9 | 1.9  | 27.7 | 27.7 | 13.0  | 22.3 | 22.5 | 3.0  | 9.2  | 0.5  |
| Prop In Lane                 | 1.00 |      | 0.37 | 1.00 |      | 0.25 | 1.00  |      | 0.30 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 449  | 957  | 945  | 420  | 739  | 744  | 324   | 376  | 375  | 145  | 273  | 228  |
| V/C Ratio(X)                 | 0.96 | 0.37 | 0.37 | 0.11 | 0.64 | 0.64 | 1.03  | 0.84 | 0.84 | 0.34 | 0.52 | 0.03 |
| Avail Cap(c_a), veh/h        | 449  | 957  | 945  | 557  | 739  | 744  | 324   | 529  | 526  | 266  | 561  | 469  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l)           | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 25.1 | 17.3 | 17.3 | 20.4 | 30.3 | 30.3 | 48.6  | 49.0 | 49.0 | 45.9 | 51.3 | 47.6 |
| Incr Delay (d2), s/veh       | 32.8 | 1.1  | 1.1  | 0.1  | 4.3  | 4.2  | 56.8  | 8.2  | 8.7  | 1.4  | 1.6  | 0.1  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 11.4 | 6.2  | 6.2  | 0.8  | 12.5 | 12.6 | 9.4   | 10.6 | 10.7 | 1.4  | 4.4  | 0.2  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |       |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 57.9 | 18.4 | 18.4 | 20.5 | 34.5 | 34.5 | 105.4 | 57.2 | 57.7 | 47.3 | 52.9 | 47.7 |
| LnGrp LOS                    | E    | B    | B    | C    | C    | C    | F     | E    | E    | D    | D    | D    |
| Approach Vol, veh/h          |      | 1134 |      |      | 997  |      |       | 964  |      |      | 199  |      |
| Approach Delay, s/veh        |      | 33.4 |      |      | 33.9 |      |       | 74.0 |      |      | 51.3 |      |
| Approach LOS                 |      | C    |      |      | C    |      |       | E    |      |      | D    |      |
| Timer - Assigned Phs         |      |      |      |      |      |      |       |      |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 1    | 2    | 3    | 4    | 5    | 6    | 7     | 8    |      |      |      |      |
| Change Period (Y+Rc), s      | 26.0 | 60.0 | 19.0 | 25.0 | 10.0 | 76.0 | 10.2  | 33.8 |      |      |      |      |
| Max Green Setting (Gmax), s  | 6.0  | 6.0  | 6.0  | 6.0  | 6.0  | 6.0  | 6.0   | 6.0  |      |      |      |      |
| Max Q Clear Time (g_c+l1), s | 20.0 | 34.0 | 13.0 | 39.0 | 14.0 | 40.0 | 13.0  | 39.0 |      |      |      |      |
| Green Ext Time (p_c), s      | 20.4 | 29.7 | 15.0 | 11.2 | 3.9  | 16.9 | 5.0   | 24.5 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0  | 2.3  | 0.0  | 0.8  | 0.0  | 4.4  | 0.0   | 3.3  |      |      |      |      |
| Intersection Summary         |      |      |      |      |      |      |       |      |      |      |      |      |
| HCM 6th Ctrl Delay           |      |      | 46.5 |      |      |      |       |      |      |      |      |      |
| HCM 6th LOS                  |      |      | D    |      |      |      |       |      |      |      |      |      |

HCM 6th Signalized Intersection Summary  
 1: 2nd Avenue & Glenwood Drive

Bag Factory Development TIA  
 Projected 2024 Build IMP PM Peak

| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          |      |      |      |      |      |      |      |      |      |      |      |      |
| Traffic Volume (veh/h)       | 235  | 678  | 265  | 69   | 524  | 32   | 175  | 187  | 64   | 61   | 324  | 284  |
| Future Volume (veh/h)        | 235  | 678  | 265  | 69   | 524  | 32   | 175  | 187  | 64   | 61   | 324  | 284  |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        |      | No   |      |      | No   |      |      | No   |      |      | No   |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 247  | 714  | 252  | 73   | 552  | 31   | 184  | 197  | 39   | 64   | 341  | 60   |
| Peak Hour Factor             | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 502  | 1298 | 458  | 302  | 1537 | 86   | 208  | 700  | 136  | 332  | 386  | 326  |
| Arrive On Green              | 0.09 | 0.50 | 0.50 | 0.04 | 0.45 | 0.45 | 0.07 | 0.24 | 0.24 | 0.04 | 0.21 | 0.21 |
| Sat Flow, veh/h              | 1781 | 2575 | 909  | 1781 | 3421 | 192  | 1781 | 2965 | 576  | 1781 | 1870 | 1578 |
| Grp Volume(v), veh/h         | 247  | 493  | 473  | 73   | 286  | 297  | 184  | 116  | 120  | 64   | 341  | 60   |
| Grp Sat Flow(s),veh/h/ln     | 1781 | 1777 | 1707 | 1781 | 1777 | 1836 | 1781 | 1777 | 1764 | 1781 | 1870 | 1578 |
| Q Serve(g_s), s              | 9.3  | 24.7 | 24.7 | 2.9  | 13.8 | 13.8 | 9.0  | 7.0  | 7.2  | 3.7  | 23.0 | 4.1  |
| Cycle Q Clear(g_c), s        | 9.3  | 24.7 | 24.7 | 2.9  | 13.8 | 13.8 | 9.0  | 7.0  | 7.2  | 3.7  | 23.0 | 4.1  |
| Prop In Lane                 | 1.00 |      | 0.53 | 1.00 |      | 0.10 | 1.00 |      | 0.33 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 502  | 896  | 860  | 302  | 798  | 825  | 208  | 420  | 417  | 332  | 386  | 326  |
| V/C Ratio(X)                 | 0.49 | 0.55 | 0.55 | 0.24 | 0.36 | 0.36 | 0.89 | 0.28 | 0.29 | 0.19 | 0.88 | 0.18 |
| Avail Cap(c_a), veh/h        | 628  | 896  | 860  | 430  | 798  | 825  | 208  | 533  | 529  | 385  | 561  | 473  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l)           | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 16.3 | 22.1 | 22.1 | 19.3 | 23.5 | 23.5 | 43.7 | 40.6 | 40.7 | 38.4 | 50.1 | 42.6 |
| Incr Delay (d2), s/veh       | 0.7  | 2.4  | 2.5  | 0.4  | 1.3  | 1.2  | 33.6 | 0.4  | 0.4  | 0.3  | 11.2 | 0.3  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 3.8  | 10.7 | 10.3 | 1.2  | 6.0  | 6.2  | 3.6  | 3.1  | 3.2  | 1.6  | 11.9 | 1.6  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 17.0 | 24.5 | 24.6 | 19.8 | 24.8 | 24.7 | 77.3 | 40.9 | 41.1 | 38.7 | 61.3 | 42.8 |
| LnGrp LOS                    | B    | C    | C    | B    | C    | C    | E    | D    | D    | D    | E    | D    |
| Approach Vol, veh/h          |      | 1213 |      |      | 656  |      |      | 420  |      |      | 465  |      |
| Approach Delay, s/veh        |      | 23.1 |      |      | 24.2 |      |      | 56.9 |      |      | 55.8 |      |
| Approach LOS                 |      | C    |      |      | C    |      |      | E    |      |      | E    |      |
| Timer - Assigned Phs         |      |      |      |      |      |      |      |      |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 17.8 | 64.4 | 15.0 | 32.8 | 10.6 | 71.5 | 11.1 | 36.7 |      |      |      |      |
| Change Period (Y+Rc), s      | 6.0  | 6.0  | 6.0  | 6.0  | 6.0  | 6.0  | 6.0  | 6.0  |      |      |      |      |
| Max Green Setting (Gmax), s  | 21.0 | 37.0 | 9.0  | 39.0 | 14.0 | 44.0 | 9.0  | 39.0 |      |      |      |      |
| Max Q Clear Time (g_c+l1), s | 11.3 | 15.8 | 11.0 | 25.0 | 4.9  | 26.7 | 5.7  | 9.2  |      |      |      |      |
| Green Ext Time (p_c), s      | 0.5  | 3.4  | 0.0  | 1.8  | 0.1  | 5.9  | 0.0  | 1.3  |      |      |      |      |
| Intersection Summary         |      |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th Ctrl Delay           |      |      | 34.0 |      |      |      |      |      |      |      |      |      |
| HCM 6th LOS                  |      |      | C    |      |      |      |      |      |      |      |      |      |

# Raw Traffic Counts

 [Click here for Map](#)

### Peak Hour Turning Movement Count

Dekalb County, GA



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

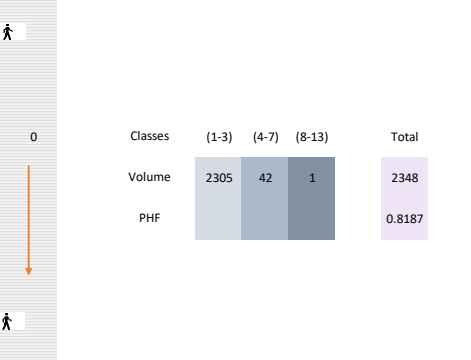
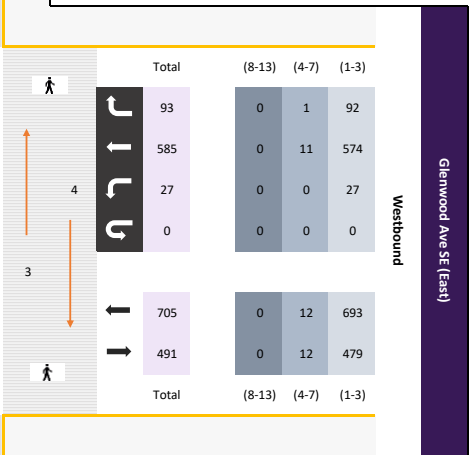
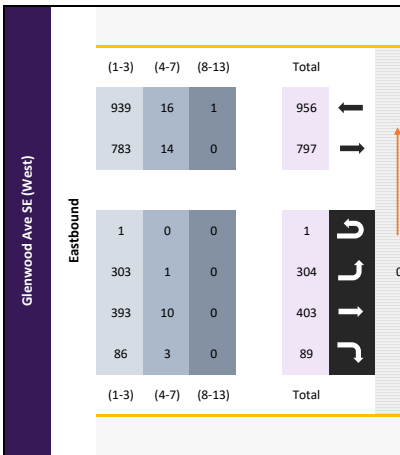
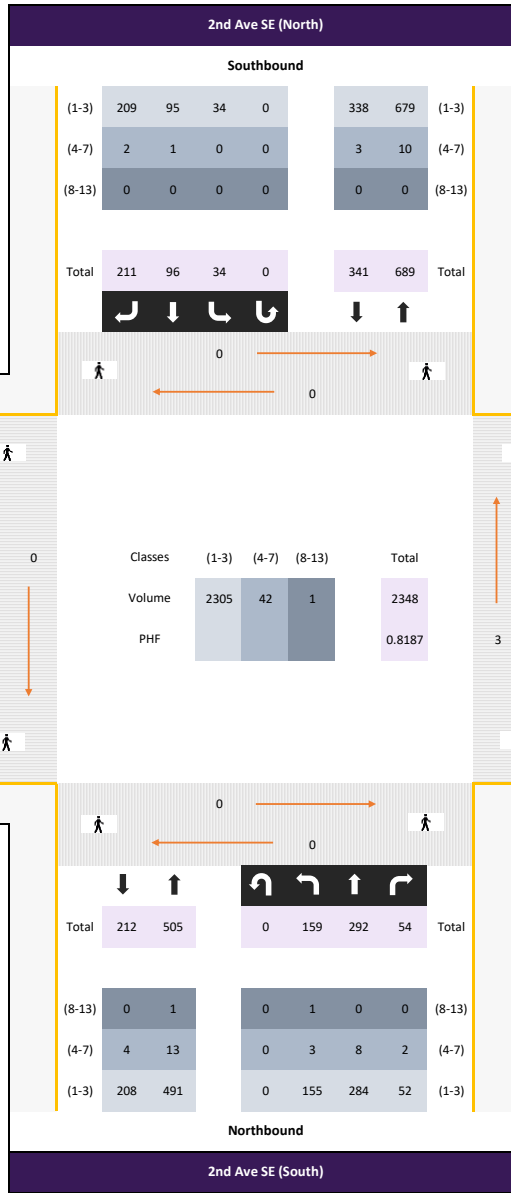
\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)


Peak Hour

Volume







 [Click here for Map](#)

### Peak Hour Turning Movement Count

Dekalb County, GA



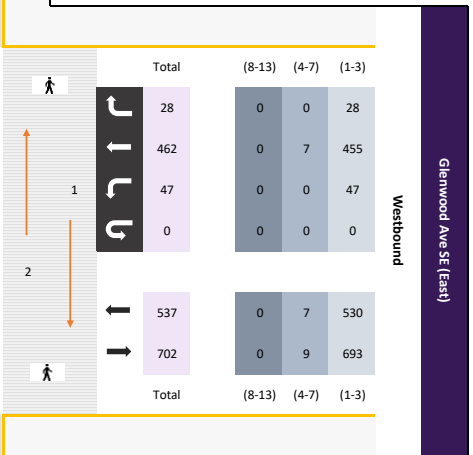
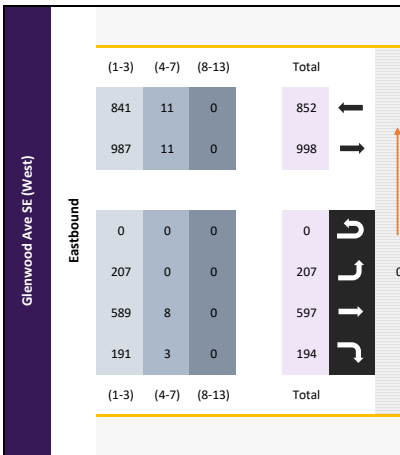
www.marrtraffic.com

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

\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)





# Classified Turn Movement Count || All vehicles



Dekalb County, GA

www.marrtraffic.com

**Site 1 of 6**

2nd Ave SE (South)  
 2nd Ave SE (North)  
 Glenwood Ave SE (West)  
 Glenwood Ave SE (East)

**Date**

Wednesday, March 9, 2022

**Weather**

Cloudy  
 54°F

**Lat/Long**

33.740046°, -84.309651°

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

All vehicles

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

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

All vehicles

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

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



Dekalb County, GA

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**Site 1 of 6**

2nd Ave SE (South)  
 2nd Ave SE (North)  
 Glenwood Ave SE (West)  
 Glenwood Ave SE (East)

**Date**

Wednesday, March 9, 2022

**Weather**

Cloudy  
 54°F

**Lat/Long**

33.740046°, -84.309651°

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

Passenger Vehicles (1-3)

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

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

Passenger Vehicles (1-3)

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

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



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Dekalb County, GA

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

**Date**  
 Wednesday, March 9, 2022

**Weather**  
 Cloudy  
 54°F

**Lat/Long**  
 33.740046°, -84.309651°

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

Single Unit Trucks (4-7)

| TIME           | Northbound         |          |           |            |           | Southbound         |          |           |            |           | Eastbound              |           |            |             |           | Westbound              |           |            |             |           | Int Total |
|----------------|--------------------|----------|-----------|------------|-----------|--------------------|----------|-----------|------------|-----------|------------------------|-----------|------------|-------------|-----------|------------------------|-----------|------------|-------------|-----------|-----------|
|                | 2nd Ave SE (South) |          |           |            |           | 2nd Ave SE (North) |          |           |            |           | Glenwood Ave SE (West) |           |            |             |           | Glenwood Ave SE (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    | 1                  | 3        | 0         | 0          | 4         | 0                  | 0        | 0         | 0          | 0         | 0                      | 1         | 0          | 0           | 1         | 0                      | 1         | 0          | 0           | 1         | 6         |
| 0715 - 0730    | 1                  | 1        | 0         | 0          | 2         | 0                  | 2        | 0         | 0          | 2         | 0                      | 1         | 0          | 0           | 1         | 0                      | 1         | 0          | 0           | 1         | 6         |
| 0730 - 0745    | 0                  | 2        | 1         | 0          | 3         | 0                  | 0        | 1         | 0          | 1         | 0                      | 4         | 0          | 0           | 4         | 0                      | 3         | 0          | 0           | 3         | 11        |
| 0745 - 0800    | 0                  | 3        | 1         | 0          | 4         | 0                  | 0        | 1         | 0          | 1         | 1                      | 1         | 1          | 0           | 3         | 0                      | 2         | 0          | 0           | 2         | 10        |
| Hourly Total   | 2                  | 9        | 2         | 0          | 13        | 0                  | 2        | 2         | 0          | 4         | 1                      | 7         | 1          | 0           | 9         | 0                      | 7         | 0          | 0           | 7         | 33        |
| 0800 - 0815    | 2                  | 2        | 0         | 0          | 4         | 0                  | 1        | 0         | 0          | 1         | 0                      | 0         | 1          | 0           | 1         | 0                      | 1         | 0          | 0           | 1         | 7         |
| 0815 - 0830    | 1                  | 1        | 0         | 0          | 2         | 0                  | 0        | 0         | 0          | 0         | 0                      | 5         | 1          | 0           | 6         | 0                      | 5         | 1          | 0           | 6         | 14        |
| 0830 - 0845    | 2                  | 1        | 0         | 0          | 3         | 0                  | 3        | 2         | 0          | 5         | 2                      | 2         | 0          | 0           | 4         | 0                      | 3         | 0          | 0           | 3         | 15        |
| 0845 - 0900    | 1                  | 3        | 0         | 0          | 4         | 0                  | 0        | 1         | 0          | 1         | 0                      | 1         | 1          | 0           | 2         | 0                      | 2         | 0          | 0           | 2         | 9         |
| Hourly Total   | 6                  | 7        | 0         | 0          | 13        | 0                  | 4        | 3         | 0          | 7         | 2                      | 8         | 3          | 0           | 13        | 0                      | 11        | 1          | 0           | 12        | 45        |
| Grand Total    | 8                  | 16       | 2         | 0          | 26        | 0                  | 6        | 5         | 0          | 11        | 3                      | 15        | 4          | 0           | 22        | 0                      | 18        | 1          | 0           | 19        | 78        |
| Approach %     | 30.77              | 61.54    | 7.69      | 0.00       | -         | 0.00               | 54.55    | 45.45     | 0.00       | -         | 13.64                  | 68.18     | 18.18      | 0.00        | -         | 0.00                   | 94.74     | 5.26       | 0.00        | -         |           |
| Intersection % | 10.26              | 20.51    | 2.56      | 0.00       | 33.33     | 0.00               | 7.69     | 6.41      | 0.00       | 14.10     | 3.85                   | 19.23     | 5.13       | 0.00        | 28.21     | 0.00                   | 23.08     | 1.28       | 0.00        | 24.36     |           |

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

Single Unit Trucks (4-7)

| TIME           | Northbound         |          |           |            |           | Southbound         |          |           |            |           | Eastbound              |           |            |             |           | Westbound              |           |            |             |           | Int Total |
|----------------|--------------------|----------|-----------|------------|-----------|--------------------|----------|-----------|------------|-----------|------------------------|-----------|------------|-------------|-----------|------------------------|-----------|------------|-------------|-----------|-----------|
|                | 2nd Ave SE (South) |          |           |            |           | 2nd Ave SE (North) |          |           |            |           | Glenwood Ave SE (West) |           |            |             |           | Glenwood Ave SE (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    | 1                  | 3        | 0         | 0          | 4         | 0                  | 2        | 0         | 0          | 2         | 0                      | 2         | 2          | 0           | 4         | 0                      | 1         | 0          | 0           | 1         | 11        |
| 1615 - 1630    | 1                  | 3        | 0         | 0          | 4         | 0                  | 3        | 0         | 0          | 3         | 0                      | 2         | 0          | 0           | 2         | 0                      | 3         | 0          | 0           | 3         | 12        |
| 1630 - 1645    | 0                  | 2        | 0         | 0          | 2         | 0                  | 1        | 0         | 0          | 1         | 0                      | 3         | 0          | 0           | 3         | 0                      | 5         | 0          | 0           | 5         | 11        |
| 1645 - 1700    | 0                  | 1        | 0         | 0          | 1         | 1                  | 1        | 0         | 0          | 2         | 1                      | 2         | 1          | 0           | 4         | 0                      | 3         | 0          | 0           | 3         | 10        |
| Hourly Total   | 2                  | 9        | 0         | 0          | 11        | 1                  | 7        | 0         | 0          | 8         | 1                      | 9         | 3          | 0           | 13        | 0                      | 12        | 0          | 0           | 12        | 44        |
| 1700 - 1715    | 1                  | 1        | 0         | 0          | 2         | 0                  | 2        | 1         | 0          | 3         | 0                      | 3         | 0          | 0           | 3         | 0                      | 1         | 0          | 0           | 1         | 9         |
| 1715 - 1730    | 0                  | 0        | 0         | 0          | 0         | 1                  | 1        | 0         | 0          | 2         | 0                      | 3         | 1          | 0           | 4         | 0                      | 4         | 0          | 0           | 4         | 10        |
| 1730 - 1745    | 0                  | 1        | 0         | 0          | 1         | 0                  | 0        | 1         | 0          | 1         | 0                      | 0         | 1          | 0           | 1         | 0                      | 0         | 0          | 0           | 0         | 3         |
| 1745 - 1800    | 0                  | 0        | 0         | 0          | 0         | 0                  | 0        | 1         | 0          | 1         | 0                      | 2         | 1          | 0           | 3         | 0                      | 2         | 0          | 0           | 2         | 6         |
| Hourly Total   | 1                  | 2        | 0         | 0          | 3         | 1                  | 3        | 3         | 0          | 7         | 0                      | 8         | 3          | 0           | 11        | 0                      | 7         | 0          | 0           | 7         | 28        |
| Grand Total    | 3                  | 11       | 0         | 0          | 14        | 2                  | 10       | 3         | 0          | 15        | 1                      | 17        | 6          | 0           | 24        | 0                      | 19        | 0          | 0           | 19        | 72        |
| Approach %     | 21.43              | 78.57    | 0.00      | 0.00       | -         | 13.33              | 66.67    | 20.00     | 0.00       | -         | 4.17                   | 70.83     | 25.00      | 0.00        | -         | 0.00                   | 100.00    | 0.00       | 0.00        | -         |           |
| Intersection % | 4.17               | 15.28    | 0.00      | 0.00       | 19.44     | 2.78               | 13.89    | 4.17      | 0.00       | 20.83     | 1.39                   | 23.61     | 8.33       | 0.00        | 33.33     | 0.00                   | 26.39     | 0.00       | 0.00        | 26.39     |           |

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



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Dekalb County, GA

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

**Date**  
 Wednesday, March 9, 2022

**Weather**  
 Cloudy  
 54°F

**Lat/Long**  
 33.740046°, -84.309651°

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

| TIME           | Northbound         |          |           |            |           | Southbound         |          |           |            |           | Eastbound              |           |            |             |           | Westbound              |           |            |             |           | Int Total |       |
|----------------|--------------------|----------|-----------|------------|-----------|--------------------|----------|-----------|------------|-----------|------------------------|-----------|------------|-------------|-----------|------------------------|-----------|------------|-------------|-----------|-----------|-------|
|                | 2nd Ave SE (South) |          |           |            |           | 2nd Ave SE (North) |          |           |            |           | Glenwood Ave SE (West) |           |            |             |           | Glenwood Ave SE (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         | 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    | 1                  | 0        | 0         | 0          | 1         | 0                  | 0        | 0         | 0          | 0         | 0                      | 0         | 0          | 0           | 0         | 0                      | 0         | 0          | 0           | 0         | 0         | 1     |
| 0830 - 0845    | 0                  | 0        | 0         | 0          | 0         | 0                  | 0        | 0         | 0          | 0         | 0                      | 0         | 0          | 0           | 0         | 0                      | 1         | 0          | 0           | 1         | 1         | 1     |
| 0845 - 0900    | 0                  | 0        | 0         | 0          | 0         | 0                  | 0        | 0         | 0          | 0         | 0                      | 0         | 0          | 0           | 0         | 0                      | 0         | 0          | 0           | 0         | 0         | 0     |
| Hourly Total   | 1                  | 0        | 0         | 0          | 1         | 0                  | 0        | 0         | 0          | 0         | 0                      | 0         | 0          | 0           | 0         | 0                      | 1         | 0          | 0           | 1         | 2         | 2     |
| Grand Total    | 1                  | 0        | 0         | 0          | 1         | 0                  | 0        | 0         | 0          | 0         | 0                      | 0         | 0          | 0           | 0         | 0                      | 1         | 0          | 0           | 1         | 2         | 2     |
| Approach %     | 100.00             | 0.00     | 0.00      | 0.00       | -         | 0.00               | 0.00     | 0.00      | 0.00       | -         | 0.00                   | 0.00      | 0.00       | 0.00        | -         | 0.00                   | 100.00    | 0.00       | 0.00        | -         | -         | -     |
| Intersection % | 50.00              | 0.00     | 0.00      | 0.00       | 50.00     | 0.00               | 0.00     | 0.00      | 0.00       | 0.00      | 0.00                   | 0.00      | 0.00       | 0.00        | 0.00      | 0.00                   | 50.00     | 0.00       | 0.00        | 50.00     | 50.00     | 50.00 |

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

| TIME           | Northbound         |          |           |            |           | Southbound         |          |           |            |           | Eastbound              |           |            |             |           | Westbound              |           |            |             |           | Int Total |      |
|----------------|--------------------|----------|-----------|------------|-----------|--------------------|----------|-----------|------------|-----------|------------------------|-----------|------------|-------------|-----------|------------------------|-----------|------------|-------------|-----------|-----------|------|
|                | 2nd Ave SE (South) |          |           |            |           | 2nd Ave SE (North) |          |           |            |           | Glenwood Ave SE (West) |           |            |             |           | Glenwood Ave SE (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         | 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         | 0          | 0           | 0         | 0                      | 0         | 0          | 0           | 0         | 0         | 0    |
| 1745 - 1800    | 0                  | 0        | 0         | 0          | 0         | 0                  | 0        | 0         | 0          | 0         | 0                      | 0         | 0          | 0           | 0         | 0                      | 0         | 0          | 0           | 0         | 0         | 0    |
| Hourly Total   | 0                  | 0        | 0         | 0          | 0         | 0                  | 0        | 0         | 0          | 0         | 0                      | 0         | 0          | 0           | 0         | 0                      | 0         | 0          | 0           | 0         | 0         | 0    |
| Grand Total    | 0                  | 0        | 0         | 0          | 0         | 0                  | 0        | 0         | 0          | 0         | 0                      | 0         | 0          | 0           | 0         | 0                      | 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      | 0.00      | 0.00 |



# Pedestrian Count | All vehicles



Dekalb County, GA

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

**Date**  
 Wednesday, March 9, 2022

**Weather**  
 Cloudy  
 54°F

**Lat/Long**  
 33.740046°, -84.309651°

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

Pedestrians

| TIME           | Northbound         |       |           | Southbound         |       |           | Eastbound              |       |           | Westbound              |       |           | App Total | Int Total |
|----------------|--------------------|-------|-----------|--------------------|-------|-----------|------------------------|-------|-----------|------------------------|-------|-----------|-----------|-----------|
|                | 2nd Ave SE (South) |       | App Total | 2nd Ave SE (North) |       | App Total | Glenwood Ave SE (West) |       | App Total | Glenwood Ave SE (East) |       | App 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         | 0         | 0         |
| 0715 - 0730    | 0                  | 0     | 0         | 0                  | 0     | 0         | 0                      | 0     | 0         | 0                      | 1     | 1         | 1         | 1         |
| 0730 - 0745    | 0                  | 0     | 0         | 0                  | 0     | 0         | 0                      | 0     | 0         | 0                      | 3     | 3         | 3         | 3         |
| 0745 - 0800    | 0                  | 0     | 0         | 0                  | 0     | 0         | 0                      | 0     | 0         | 0                      | 0     | 0         | 0         | 0         |
| Hourly Total   | 0                  | 0     | 0         | 0                  | 0     | 0         | 0                      | 0     | 0         | 0                      | 4     | 4         | 4         | 4         |
| 0800 - 0815    | 0                  | 0     | 0         | 0                  | 0     | 0         | 0                      | 0     | 0         | 1                      | 0     | 1         | 1         | 1         |
| 0815 - 0830    | 0                  | 0     | 0         | 0                  | 0     | 0         | 0                      | 0     | 0         | 2                      | 1     | 3         | 3         | 3         |
| 0830 - 0845    | 0                  | 0     | 0         | 0                  | 0     | 0         | 0                      | 0     | 0         | 1                      | 0     | 1         | 1         | 1         |
| 0845 - 0900    | 0                  | 0     | 0         | 0                  | 0     | 0         | 0                      | 0     | 0         | 0                      | 0     | 0         | 0         | 0         |
| Hourly Total   | 0                  | 0     | 0         | 0                  | 0     | 0         | 0                      | 0     | 0         | 4                      | 1     | 5         | 5         | 5         |
| Grand Total    | 0                  | 0     | 0         | 0                  | 0     | 0         | 0                      | 0     | 0         | 4                      | 5     | 9         | 9         | 9         |
| Approach %     | 0.00               | 0.00  | -         | 0.00               | 0.00  | -         | 0.00                   | 0.00  | -         | 44.44                  | 55.56 | -         | -         | -         |
| Intersection % | 0.00               | 0.00  | 0.00      | 0.00               | 0.00  | 0.00      | 0.00                   | 0.00  | 0.00      | 44.44                  | 55.56 | 100.00    | -         | -         |

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

Pedestrians

| TIME           | Northbound         |       |           | Southbound         |       |           | Eastbound              |       |           | Westbound              |       |           | App Total | Int Total |
|----------------|--------------------|-------|-----------|--------------------|-------|-----------|------------------------|-------|-----------|------------------------|-------|-----------|-----------|-----------|
|                | 2nd Ave SE (South) |       | App Total | 2nd Ave SE (North) |       | App Total | Glenwood Ave SE (West) |       | App Total | Glenwood Ave SE (East) |       | App 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         | 1                      | 1     | 2         | 2         | 2         |
| 1615 - 1630    | 0                  | 0     | 0         | 0                  | 0     | 0         | 0                      | 0     | 0         | 0                      | 1     | 1         | 1         | 1         |
| 1630 - 1645    | 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         |
| Hourly Total   | 0                  | 0     | 0         | 0                  | 0     | 0         | 0                      | 0     | 0         | 1                      | 2     | 3         | 3         | 3         |
| 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                      | 1     | 1         | 1         | 1         |
| 1730 - 1745    | 0                  | 0     | 0         | 0                  | 0     | 0         | 0                      | 0     | 0         | 1                      | 0     | 1         | 1         | 1         |
| 1745 - 1800    | 0                  | 0     | 0         | 0                  | 0     | 0         | 0                      | 0     | 0         | 1                      | 0     | 1         | 1         | 1         |
| Hourly Total   | 0                  | 0     | 0         | 0                  | 0     | 0         | 0                      | 0     | 0         | 2                      | 1     | 3         | 3         | 3         |
| Grand Total    | 0                  | 0     | 0         | 0                  | 0     | 0         | 0                      | 0     | 0         | 3                      | 3     | 6         | 6         | 6         |
| Approach %     | 0.00               | 0.00  | -         | 0.00               | 0.00  | -         | 0.00                   | 0.00  | -         | 50.00                  | 50.00 | -         | -         | -         |
| Intersection % | 0.00               | 0.00  | 0.00      | 0.00               | 0.00  | 0.00      | 0.00                   | 0.00  | 0.00      | 50.00                  | 50.00 | 100.00    | -         | -         |





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### Peak Hour Turning Movement Count

Dekalb County, GA



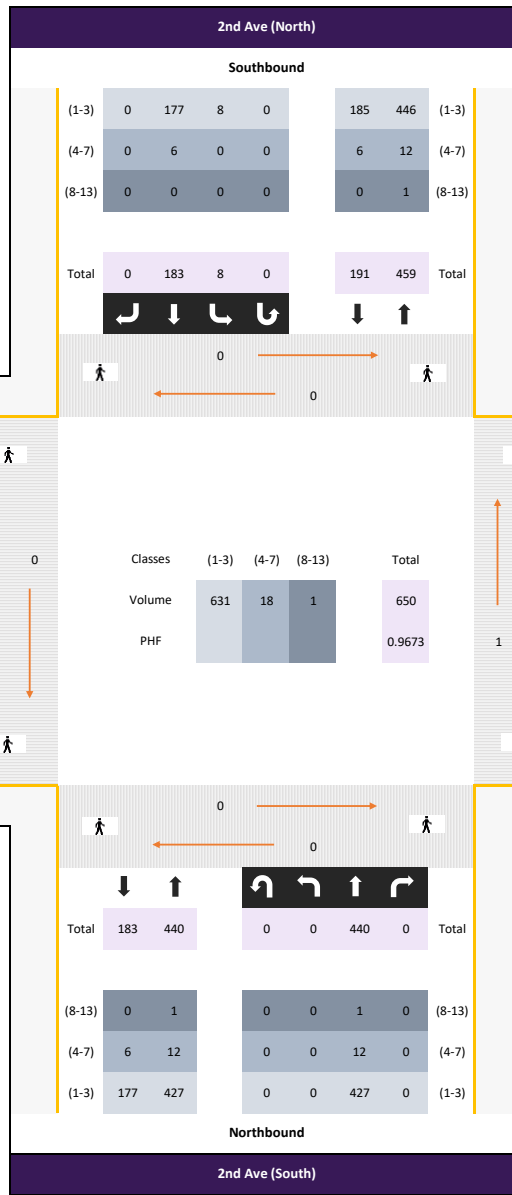
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| Wednesday, March 9, 2022 |             |
|--------------------------|-------------|
| Period                   | 0700 - 0900 |
| Peak Hour                | 0730 - 0830 |

\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)



All vehicles

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

Passenger Vehicles (1-3)

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

Single Unit Trucks (4-7)

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

Combination Trucks (8-13)


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

Bikes

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

Pedestrians

| Time        | Northbound<br>2nd Ave (South) |          |      |              | Southbound<br>2nd Ave (North) |          |      |              | Eastbound<br>Driveway |          |      |              | Westbound<br>Dancing Fox Rd |          |      |              | Int<br>Total |      |      |      |
|-------------|-------------------------------|----------|------|--------------|-------------------------------|----------|------|--------------|-----------------------|----------|------|--------------|-----------------------------|----------|------|--------------|--------------|------|------|------|
|             | EB<br>2a                      | WB<br>2b |      | App<br>Total | EB<br>2c                      | WB<br>2d |      | App<br>Total | NB<br>2e              | SB<br>2f |      | App<br>Total | NB<br>2g                    | SB<br>2h |      | App<br>Total |              |      |      |      |
|             | 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            |              |      |      |      |
| 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            |              |      |      |      |
| Total       | 0                             | 0        | 0    | 0            | 0                             | 0        | 0    | 0            | 0                     | 0        | 0    | 0            | 0                           | 0        | 0    | 0            |              |      |      |      |
| Approach %  | 0.00                          | 0.00     | 0.00 | 0.00         | -                             | 0.00     | 0.00 | 0.00         | 0.00                  | -        | 0.00 | 0.00         | 0.00                        | 0.00     | -    | 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 |

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### Peak Hour Turning Movement Count

Dekalb County, GA



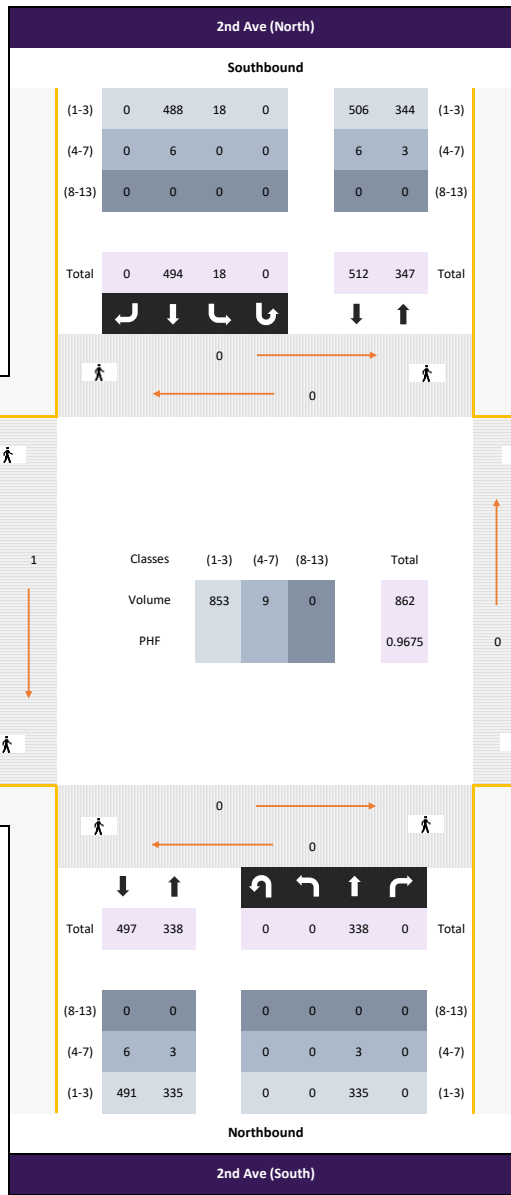
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| Wednesday, March 9, 2022 |             |
|--------------------------|-------------|
| Period                   | 1600 - 1800 |
| Peak Hour                | 1700 - 1800 |

\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)



All vehicles

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

Passenger Vehicles (1-3)

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

Single Unit Trucks (4-7)

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

Combination Trucks (8-13)

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

Bikes

| Time        | Northbound<br>2nd Ave (South) |             |              |               |              | Southbound<br>2nd Ave (North) |             |              |               |              | Eastbound<br>Driveway |              |               |                |              | Westbound<br>Dancing Fox Rd |              |               |                |              | Int<br>Total |
|-------------|-------------------------------|-------------|--------------|---------------|--------------|-------------------------------|-------------|--------------|---------------|--------------|-----------------------|--------------|---------------|----------------|--------------|-----------------------------|--------------|---------------|----------------|--------------|--------------|
|             | Left<br>2.1                   | Thru<br>2.2 | Right<br>2.3 | U-Turn<br>2.4 | App<br>Total | Left<br>2.5                   | Thru<br>2.6 | Right<br>2.7 | U-Turn<br>2.8 | App<br>Total | Left<br>2.9           | Thru<br>2.10 | Right<br>2.11 | U-Turn<br>2.12 | App<br>Total | Left<br>2.13                | Thru<br>2.14 | Right<br>2.15 | U-Turn<br>2.16 | App<br>Total |              |
|             | 1700 - 1715                   | 0           | 0            | 0             | 0            | 0                             | 0           | 0            | 0             | 0            | 0                     | 0            | 0             | 0              | 0            | 0                           | 0            | 0             | 0              | 0            |              |
| 1715 - 1730 | 0                             | 0           | 0            | 0             | 0            | 1                             | 0           | 0            | 0             | 1            | 0                     | 0            | 0             | 0              | 0            | 0                           | 0            | 0             | 0              | 0            | 1            |
| 1730 - 1745 | 0                             | 0           | 0            | 0             | 0            | 0                             | 0           | 0            | 0             | 0            | 0                     | 0            | 0             | 0              | 0            | 0                           | 0            | 0             | 0              | 0            | 0            |
| 1745 - 1800 | 0                             | 0           | 0            | 0             | 0            | 0                             | 0           | 0            | 0             | 0            | 0                     | 0            | 0             | 0              | 0            | 0                           | 0            | 0             | 0              | 0            | 0            |
| Total       | 0                             | 0           | 0            | 0             | 0            | 1                             | 0           | 0            | 0             | 1            | 0                     | 0            | 0             | 0              | 0            | 0                           | 0            | 0             | 0              | 0            | 1            |
| Approach %  | 0.00                          | 0.00        | 0.00         | 0.00          | -            | 100.00                        | 0.00        | 0.00         | 0.00          | -            | 0.00                  | 0.00         | 0.00          | 0.00           | -            | 0.00                        | 0.00         | 0.00          | 0.00           | -            |              |
| PHF         | 0.00                          | 0.00        | 0.00         | 0.00          | 0.00         | 0.25                          | 0.00        | 0.00         | 0.00          | 0.25         | 0.00                  | 0.00         | 0.00          | 0.00           | 0.00         | 0.00                        | 0.00         | 0.00          | 0.00           | 0.00         | 0.25         |

Pedestrians

| Time        | Northbound<br>2nd Ave (South) |          |      |              | Southbound<br>2nd Ave (North) |          |      |              | Eastbound<br>Driveway |          |      |              | Westbound<br>Dancing Fox Rd |          |      |              | Int<br>Total |      |      |      |
|-------------|-------------------------------|----------|------|--------------|-------------------------------|----------|------|--------------|-----------------------|----------|------|--------------|-----------------------------|----------|------|--------------|--------------|------|------|------|
|             | EB<br>2a                      | WB<br>2b |      | App<br>Total | EB<br>2c                      | WB<br>2d |      | App<br>Total | NB<br>2e              | SB<br>2f |      | App<br>Total | NB<br>2g                    | SB<br>2h |      | App<br>Total |              |      |      |      |
|             | 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            |              |      |      |      |
| Total       | 0                             | 0        | 0    | 0            | 0                             | 0        | 0    | 0            | 0                     | 0        | 0    | 0            | 0                           | 0        | 0    | 0            |              |      |      |      |
| Approach %  | 0.00                          | 0.00     | 0.00 | 0.00         | -                             | 0.00     | 0.00 | 0.00         | 0.00                  | -        | 0.00 | 0.00         | 0.00                        | 0.00     | -    | 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 |

# Classified Turn Movement Count || All vehicles



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Dekalb County, GA

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

**Date**  
 Wednesday, March 9, 2022

**Weather**  
 Cloudy  
 54°F

**Lat/Long**  
 33.737967°, -84.309662°

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

All vehicles

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

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

All vehicles

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

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



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Dekalb County, GA

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

**Date**  
 Wednesday, March 9, 2022

**Weather**  
 Cloudy  
 54°F

**Lat/Long**  
 33.737967°, -84.309662°

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

Passenger Vehicles (1-3)

| TIME           | Northbound      |          |           |            |           | Southbound      |          |           |            |           | Eastbound |           |            |             |           | Westbound      |           |            |             |           | Int Total |
|----------------|-----------------|----------|-----------|------------|-----------|-----------------|----------|-----------|------------|-----------|-----------|-----------|------------|-------------|-----------|----------------|-----------|------------|-------------|-----------|-----------|
|                | 2nd Ave (South) |          |           |            |           | 2nd Ave (North) |          |           |            |           | Driveway  |           |            |             |           | Dancing Fox Rd |           |            |             |           |           |
|                | 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               | 79       | 0         | 0          | 79        | 0               | 28       | 0         | 0          | 28        | 0         | 0         | 0          | 0           | 0         | 0              | 0         | 4          | 0           | 4         | 2         |
| 0715 - 0730    | 0               | 85       | 1         | 0          | 86        | 1               | 43       | 0         | 0          | 44        | 0         | 0         | 0          | 0           | 0         | 0              | 0         | 4          | 0           | 4         | 134       |
| 0730 - 0745    | 0               | 113      | 0         | 0          | 113       | 1               | 44       | 0         | 0          | 45        | 0         | 0         | 0          | 0           | 0         | 0              | 0         | 7          | 0           | 7         | 165       |
| 0745 - 0800    | 0               | 107      | 0         | 0          | 107       | 2               | 42       | 0         | 0          | 44        | 0         | 0         | 0          | 0           | 0         | 0              | 0         | 7          | 0           | 7         | 158       |
| Hourly Total   | 0               | 384      | 1         | 0          | 385       | 4               | 157      | 0         | 0          | 161       | 0         | 0         | 0          | 0           | 0         | 0              | 0         | 20         | 0           | 20        | 566       |
| 0800 - 0815    | 0               | 110      | 0         | 0          | 110       | 2               | 48       | 0         | 0          | 50        | 0         | 0         | 0          | 0           | 0         | 0              | 0         | 0          | 0           | 0         | 160       |
| 0815 - 0830    | 0               | 97       | 0         | 0          | 97        | 3               | 43       | 0         | 0          | 46        | 0         | 0         | 0          | 0           | 0         | 0              | 0         | 5          | 0           | 5         | 148       |
| 0830 - 0845    | 0               | 95       | 0         | 0          | 95        | 1               | 40       | 0         | 0          | 41        | 0         | 0         | 0          | 0           | 0         | 0              | 0         | 2          | 0           | 2         | 138       |
| 0845 - 0900    | 0               | 91       | 1         | 0          | 92        | 2               | 42       | 0         | 1          | 45        | 0         | 0         | 0          | 0           | 0         | 0              | 0         | 1          | 0           | 1         | 138       |
| Hourly Total   | 0               | 393      | 1         | 0          | 394       | 8               | 173      | 0         | 1          | 182       | 0         | 0         | 0          | 0           | 0         | 0              | 0         | 8          | 0           | 8         | 584       |
| Grand Total    | 0               | 777      | 2         | 0          | 779       | 12              | 330      | 0         | 1          | 343       | 0         | 0         | 0          | 0           | 0         | 0              | 0         | 28         | 0           | 28        | 1150      |
| Approach %     | 0.00            | 99.74    | 0.26      | 0.00       | -         | 3.50            | 96.21    | 0.00      | 0.29       | -         | 0.00      | 0.00      | 0.00       | 0.00        | -         | 0.00           | 0.00      | 100.00     | 0.00        | -         |           |
| Intersection % | 0.00            | 67.57    | 0.17      | 0.00       | 67.74     | 1.04            | 28.70    | 0.00      | 0.09       | 29.83     | 0.00      | 0.00      | 0.00       | 0.00        | 0.00      | 0.00           | 0.00      | 2.43       | 0.00        | 2.43      |           |

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

Passenger Vehicles (1-3)

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

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



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Dekalb County, GA

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

**Date**  
 Wednesday, March 9, 2022

**Weather**  
 Cloudy  
 54°F

**Lat/Long**  
 33.737967°, -84.309662°

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

| TIME           | Northbound<br>2nd Ave (South) |          |           |            |           | Southbound<br>2nd Ave (North) |          |           |            |           | Eastbound<br>Driveway |           |            |             |           | Westbound<br>Dancing Fox Rd |           |            |             |           | Int Total |      |      |      |      |    |
|----------------|-------------------------------|----------|-----------|------------|-----------|-------------------------------|----------|-----------|------------|-----------|-----------------------|-----------|------------|-------------|-----------|-----------------------------|-----------|------------|-------------|-----------|-----------|------|------|------|------|----|
|                | 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        | 3         | 0          | 0         | 3                             | 0        | 0         | 0          | 0         | 0                     | 0         | 0          | 0           | 0         | 0                           | 0         | 0          | 0           | 0         |           | 0    | 0    | 0    | 0    | 0  |
| 0715 - 0730    | 0                             | 3        | 0         | 0          | 3         | 0                             | 1        | 0         | 0          | 1         | 0                     | 0         | 0          | 0           | 0         | 0                           | 0         | 0          | 0           | 0         | 0         | 0    | 0    | 0    | 0    | 4  |
| 0730 - 0745    | 0                             | 2        | 0         | 0          | 2         | 0                             | 1        | 0         | 0          | 1         | 0                     | 0         | 0          | 0           | 0         | 0                           | 0         | 0          | 0           | 0         | 0         | 0    | 0    | 0    | 0    | 3  |
| 0745 - 0800    | 0                             | 5        | 0         | 0          | 5         | 0                             | 1        | 0         | 0          | 1         | 0                     | 0         | 0          | 0           | 0         | 0                           | 0         | 0          | 0           | 0         | 0         | 0    | 0    | 0    | 0    | 6  |
| Hourly Total   | 0                             | 13       | 0         | 0          | 13        | 0                             | 3        | 0         | 0          | 3         | 0                     | 0         | 0          | 0           | 0         | 0                           | 0         | 0          | 0           | 0         | 0         | 0    | 0    | 0    | 0    | 16 |
| 0800 - 0815    | 0                             | 3        | 0         | 0          | 3         | 0                             | 2        | 0         | 0          | 2         | 0                     | 0         | 0          | 0           | 0         | 0                           | 0         | 0          | 0           | 0         | 0         | 0    | 0    | 0    | 0    | 5  |
| 0815 - 0830    | 0                             | 2        | 0         | 0          | 2         | 0                             | 2        | 0         | 0          | 2         | 0                     | 0         | 0          | 0           | 0         | 0                           | 0         | 0          | 0           | 0         | 0         | 0    | 0    | 0    | 0    | 4  |
| 0830 - 0845    | 0                             | 4        | 0         | 0          | 4         | 0                             | 2        | 0         | 0          | 2         | 0                     | 0         | 0          | 0           | 0         | 0                           | 0         | 0          | 0           | 0         | 0         | 0    | 0    | 0    | 0    | 6  |
| 0845 - 0900    | 0                             | 4        | 0         | 0          | 4         | 0                             | 1        | 0         | 0          | 1         | 0                     | 0         | 0          | 0           | 0         | 0                           | 0         | 0          | 0           | 0         | 0         | 0    | 0    | 0    | 0    | 5  |
| Hourly Total   | 0                             | 13       | 0         | 0          | 13        | 0                             | 7        | 0         | 0          | 7         | 0                     | 0         | 0          | 0           | 0         | 0                           | 0         | 0          | 0           | 0         | 0         | 0    | 0    | 0    | 0    | 20 |
| Grand Total    | 0                             | 26       | 0         | 0          | 26        | 0                             | 10       | 0         | 0          | 10        | 0                     | 0         | 0          | 0           | 0         | 0                           | 0         | 0          | 0           | 0         | 0         | 0    | 0    | 0    | 0    | 36 |
| Approach %     | 0.00                          | 100.00   | 0.00      | 0.00       | -         | 0.00                          | 100.00   | 0.00      | 0.00       | -         | 0.00                  | 0.00      | 0.00       | 0.00        | -         | 0.00                        | 0.00      | 0.00       | 0.00        | 0.00      | 0.00      | 0.00 | 0.00 | 0.00 | 0.00 | -  |
| Intersection % | 0.00                          | 72.22    | 0.00      | 0.00       | 72.22     | 0.00                          | 27.78    | 0.00      | 0.00       | 27.78     | 0.00                  | 0.00      | 0.00       | 0.00        | 0.00      | 0.00                        | 0.00      | 0.00       | 0.00        | 0.00      | 0.00      | 0.00 | 0.00 | 0.00 | 0.00 | -  |

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

| TIME           | Northbound<br>2nd Ave (South) |          |           |            |           | Southbound<br>2nd Ave (North) |          |           |            |           | Eastbound<br>Driveway |           |            |             |           | Westbound<br>Dancing Fox Rd |           |            |             |           | Int Total |      |      |      |      |    |
|----------------|-------------------------------|----------|-----------|------------|-----------|-------------------------------|----------|-----------|------------|-----------|-----------------------|-----------|------------|-------------|-----------|-----------------------------|-----------|------------|-------------|-----------|-----------|------|------|------|------|----|
|                | 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        | 3         | 0          | 0         | 3                             | 0        | 3         | 0          | 0         | 3                     | 0         | 0          | 0           | 0         | 0                           | 0         | 0          | 0           | 0         |           | 0    | 0    | 0    | 0    | 0  |
| 1615 - 1630    | 0                             | 3        | 1         | 0          | 4         | 0                             | 3        | 0         | 0          | 3         | 0                     | 0         | 0          | 0           | 0         | 0                           | 0         | 0          | 0           | 0         | 0         | 0    | 0    | 0    | 0    | 7  |
| 1630 - 1645    | 0                             | 2        | 0         | 0          | 2         | 0                             | 1        | 0         | 0          | 1         | 0                     | 0         | 0          | 0           | 0         | 0                           | 0         | 0          | 0           | 0         | 0         | 0    | 0    | 0    | 0    | 3  |
| 1645 - 1700    | 0                             | 2        | 0         | 0          | 2         | 0                             | 3        | 0         | 0          | 3         | 0                     | 0         | 0          | 0           | 0         | 0                           | 0         | 0          | 1           | 0         | 1         | 0    | 1    | 0    | 1    | 6  |
| Hourly Total   | 0                             | 10       | 1         | 0          | 11        | 0                             | 10       | 0         | 0          | 10        | 0                     | 0         | 0          | 0           | 0         | 0                           | 0         | 0          | 1           | 0         | 1         | 0    | 1    | 0    | 1    | 22 |
| 1700 - 1715    | 0                             | 1        | 0         | 0          | 1         | 0                             | 1        | 0         | 0          | 1         | 0                     | 0         | 0          | 0           | 0         | 0                           | 0         | 0          | 0           | 0         | 0         | 0    | 0    | 0    | 0    | 2  |
| 1715 - 1730    | 0                             | 1        | 0         | 0          | 1         | 0                             | 2        | 0         | 0          | 2         | 0                     | 0         | 0          | 0           | 0         | 0                           | 0         | 0          | 0           | 0         | 0         | 0    | 0    | 0    | 0    | 3  |
| 1730 - 1745    | 0                             | 1        | 0         | 0          | 1         | 0                             | 2        | 0         | 0          | 2         | 0                     | 0         | 0          | 0           | 0         | 0                           | 0         | 0          | 0           | 0         | 0         | 0    | 0    | 0    | 0    | 3  |
| 1745 - 1800    | 0                             | 0        | 0         | 0          | 0         | 0                             | 1        | 0         | 0          | 1         | 0                     | 0         | 0          | 0           | 0         | 0                           | 0         | 0          | 0           | 0         | 0         | 0    | 0    | 0    | 0    | 1  |
| Hourly Total   | 0                             | 3        | 0         | 0          | 3         | 0                             | 6        | 0         | 0          | 6         | 0                     | 0         | 0          | 0           | 0         | 0                           | 0         | 0          | 0           | 0         | 0         | 0    | 0    | 0    | 0    | 9  |
| Grand Total    | 0                             | 13       | 1         | 0          | 14        | 0                             | 16       | 0         | 0          | 16        | 0                     | 0         | 0          | 0           | 0         | 0                           | 0         | 0          | 1           | 0         | 1         | 0    | 1    | 0    | 1    | 31 |
| Approach %     | 0.00                          | 92.86    | 7.14      | 0.00       | -         | 0.00                          | 100.00   | 0.00      | 0.00       | -         | 0.00                  | 0.00      | 0.00       | 0.00        | -         | 0.00                        | 0.00      | 100.00     | 0.00        | 0.00      | 0.00      | 0.00 | 0.00 | 0.00 | 0.00 | -  |
| Intersection % | 0.00                          | 41.94    | 3.23      | 0.00       | 45.16     | 0.00                          | 51.61    | 0.00      | 0.00       | 51.61     | 0.00                  | 0.00      | 0.00       | 0.00        | 0.00      | 0.00                        | 0.00      | 3.23       | 0.00        | 3.23      | 0.00      | 0.00 | 0.00 | 0.00 | 3.23 | -  |



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



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Dekalb County, GA

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

**Date**  
 Wednesday, March 9, 2022

**Weather**  
 Cloudy  
 54°F

**Lat/Long**  
 33.737967°, -84.309662°

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

| TIME           | Northbound<br>2nd Ave (South) |             |              |               |              | Southbound<br>2nd Ave (North) |             |              |               |              | Eastbound<br>Driveway |              |               |                |              | Westbound<br>Dancing Fox Rd |              |               |                |              | Int<br>Total |
|----------------|-------------------------------|-------------|--------------|---------------|--------------|-------------------------------|-------------|--------------|---------------|--------------|-----------------------|--------------|---------------|----------------|--------------|-----------------------------|--------------|---------------|----------------|--------------|--------------|
|                | Left<br>2.1                   | Thru<br>2.2 | Right<br>2.3 | U-Turn<br>2.4 | App<br>Total | Left<br>2.5                   | Thru<br>2.6 | Right<br>2.7 | U-Turn<br>2.8 | App<br>Total | Left<br>2.9           | Thru<br>2.10 | Right<br>2.11 | U-Turn<br>2.12 | App<br>Total | Left<br>2.13                | Thru<br>2.14 | Right<br>2.15 | U-Turn<br>2.16 | App<br>Total |              |
|                | 0700 - 0715                   | 0           | 0            | 0             | 0            | 0                             | 0           | 0            | 0             | 0            | 0                     | 0            | 0             | 0              | 0            | 0                           | 0            | 0             | 0              | 0            |              |
| 0715 - 0730    | 0                             | 0           | 0            | 0             | 0            | 0                             | 0           | 0            | 0             | 0            | 0                     | 0            | 0             | 0              | 0            | 0                           | 0            | 0             | 0              | 0            | 0            |
| 0730 - 0745    | 0                             | 0           | 0            | 0             | 0            | 0                             | 0           | 0            | 0             | 0            | 0                     | 0            | 0             | 0              | 0            | 0                           | 0            | 0             | 0              | 0            | 0            |
| 0745 - 0800    | 0                             | 0           | 0            | 0             | 0            | 0                             | 0           | 0            | 0             | 0            | 0                     | 0            | 0             | 0              | 0            | 0                           | 0            | 0             | 0              | 0            | 0            |
| Hourly Total   | 0                             | 0           | 0            | 0             | 0            | 0                             | 0           | 0            | 0             | 0            | 0                     | 0            | 0             | 0              | 0            | 0                           | 0            | 0             | 0              | 0            | 0            |
| 0800 - 0815    | 0                             | 1           | 0            | 0             | 1            | 0                             | 0           | 0            | 0             | 0            | 0                     | 0            | 0             | 0              | 0            | 0                           | 0            | 0             | 0              | 0            | 1            |
| 0815 - 0830    | 0                             | 0           | 0            | 0             | 0            | 0                             | 0           | 0            | 0             | 0            | 0                     | 0            | 0             | 0              | 0            | 0                           | 0            | 0             | 0              | 0            | 0            |
| 0830 - 0845    | 0                             | 0           | 0            | 0             | 0            | 0                             | 0           | 0            | 0             | 0            | 0                     | 0            | 0             | 0              | 0            | 0                           | 0            | 0             | 0              | 0            | 0            |
| 0845 - 0900    | 0                             | 0           | 0            | 0             | 0            | 0                             | 0           | 0            | 0             | 0            | 0                     | 0            | 0             | 0              | 0            | 0                           | 0            | 0             | 0              | 0            | 0            |
| Hourly Total   | 0                             | 1           | 0            | 0             | 1            | 0                             | 0           | 0            | 0             | 0            | 0                     | 0            | 0             | 0              | 0            | 0                           | 0            | 0             | 0              | 0            | 1            |
| Grand Total    | 0                             | 1           | 0            | 0             | 1            | 0                             | 0           | 0            | 0             | 0            | 0                     | 0            | 0             | 0              | 0            | 0                           | 0            | 0             | 0              | 0            | 1            |
| Approach %     | 0.00                          | 100.00      | 0.00         | 0.00          | -            | 0.00                          | 0.00        | 0.00         | 0.00          | -            | 0.00                  | 0.00         | 0.00          | 0.00           | -            | 0.00                        | 0.00         | 0.00          | 0.00           | -            |              |
| Intersection % | 0.00                          | 100.00      | 0.00         | 0.00          | 100.00       | 0.00                          | 0.00        | 0.00         | 0.00          | 0.00         | 0.00                  | 0.00         | 0.00          | 0.00           | 0.00         | 0.00                        | 0.00         | 0.00          | 0.00           | 0.00         |              |

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

| TIME           | Northbound<br>2nd Ave (South) |             |              |               |              | Southbound<br>2nd Ave (North) |             |              |               |              | Eastbound<br>Driveway |              |               |                |              | Westbound<br>Dancing Fox Rd |              |               |                |              | Int<br>Total |
|----------------|-------------------------------|-------------|--------------|---------------|--------------|-------------------------------|-------------|--------------|---------------|--------------|-----------------------|--------------|---------------|----------------|--------------|-----------------------------|--------------|---------------|----------------|--------------|--------------|
|                | Left<br>2.1                   | Thru<br>2.2 | Right<br>2.3 | U-Turn<br>2.4 | App<br>Total | Left<br>2.5                   | Thru<br>2.6 | Right<br>2.7 | U-Turn<br>2.8 | App<br>Total | Left<br>2.9           | Thru<br>2.10 | Right<br>2.11 | U-Turn<br>2.12 | App<br>Total | Left<br>2.13                | Thru<br>2.14 | Right<br>2.15 | U-Turn<br>2.16 | App<br>Total |              |
|                | 1600 - 1615                   | 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         |              |



# Pedestrian Count | All vehicles



Dekalb County, GA

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## Site 2 of 6

2nd Ave (South)  
2nd Ave (North)  
Driveway  
Dancing Fox Rd

## Date

Wednesday, March 9, 2022

## Weather

Cloudy  
54°F

## Lat/Long

33.737967°, -84.309662°

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

Pedestrians

| TIME           | Northbound<br>2nd Ave (South) |       |           | Southbound<br>2nd Ave (North) |       |           | Eastbound<br>Driveway |       |           | Westbound<br>Dancing Fox Rd |       |           | App Total | Int Total |
|----------------|-------------------------------|-------|-----------|-------------------------------|-------|-----------|-----------------------|-------|-----------|-----------------------------|-------|-----------|-----------|-----------|
|                | 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                     | 0     | 0         | 0                           | 0     | 0         |           |           |
| 0715 - 0730    | 0                             | 0     | 0         | 0                             | 0     | 0         | 0                     | 0     | 0         | 1                           | 0     | 1         | 1         | 1         |
| 0730 - 0745    | 0                             | 0     | 0         | 0                             | 0     | 0         | 0                     | 0     | 0         | 1                           | 0     | 1         | 1         | 1         |
| 0745 - 0800    | 0                             | 0     | 0         | 0                             | 0     | 0         | 0                     | 0     | 0         | 0                           | 0     | 0         | 0         | 0         |
| Hourly Total   | 0                             | 0     | 0         | 0                             | 0     | 0         | 0                     | 0     | 0         | 2                           | 0     | 2         | 2         | 2         |
| 0800 - 0815    | 0                             | 0     | 0         | 0                             | 0     | 0         | 0                     | 1     | 0         | 1                           | 0     | 1         | 1         | 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     | 1         | 0                           | 1     | 1         | 2         | 2         |
| 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                     | 1     | 1         | 2                           | 0     | 1         | 1         | 3         |
| Grand Total    | 0                             | 0     | 0         | 0                             | 0     | 0         | 0                     | 1     | 1         | 2                           | 2     | 1         | 3         | 5         |
| Approach %     | 0.00                          | 0.00  | -         | 0.00                          | 0.00  | -         | 50.00                 | 50.00 | -         | 66.67                       | 33.33 | -         | -         | -         |
| Intersection % | 0.00                          | 0.00  | 0.00      | 0.00                          | 0.00  | 0.00      | 20.00                 | 20.00 | 40.00     | 40.00                       | 20.00 | 60.00     | 60.00     | -         |

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

Pedestrians

| TIME           | Northbound<br>2nd Ave (South) |       |           | Southbound<br>2nd Ave (North) |       |           | Eastbound<br>Driveway |       |           | Westbound<br>Dancing Fox Rd |       |           | App Total | Int Total |
|----------------|-------------------------------|-------|-----------|-------------------------------|-------|-----------|-----------------------|-------|-----------|-----------------------------|-------|-----------|-----------|-----------|
|                | 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                     | 0     | 0         | 1                           | 1     | 4         |           |           |
| 1615 - 1630    | 0                             | 0     | 0         | 0                             | 0     | 0         | 0                     | 1     | 0         | 1                           | 1     | 0         | 1         | 2         |
| 1630 - 1645    | 0                             | 0     | 0         | 0                             | 0     | 0         | 0                     | 0     | 0         | 0                           | 0     | 0         | 0         | 0         |
| 1645 - 1700    | 0                             | 0     | 0         | 0                             | 0     | 0         | 0                     | 0     | 1         | 1                           | 2     | 1         | 3         | 4         |
| Hourly Total   | 0                             | 0     | 0         | 0                             | 0     | 0         | 0                     | 1     | 2         | 3                           | 7     | 1         | 8         | 11        |
| 1700 - 1715    | 0                             | 0     | 0         | 0                             | 0     | 0         | 0                     | 1     | 1         | 2                           | 0     | 0         | 0         | 2         |
| 1715 - 1730    | 0                             | 0     | 0         | 0                             | 0     | 0         | 0                     | 0     | 0         | 0                           | 0     | 1         | 1         | 1         |
| 1730 - 1745    | 0                             | 0     | 0         | 0                             | 0     | 0         | 0                     | 0     | 0         | 0                           | 0     | 1         | 1         | 1         |
| 1745 - 1800    | 0                             | 0     | 0         | 0                             | 0     | 0         | 0                     | 2     | 0         | 2                           | 0     | 0         | 0         | 2         |
| Hourly Total   | 0                             | 0     | 0         | 0                             | 0     | 0         | 0                     | 3     | 1         | 4                           | 0     | 2         | 2         | 6         |
| Grand Total    | 0                             | 0     | 0         | 0                             | 0     | 0         | 0                     | 4     | 3         | 7                           | 7     | 3         | 10        | 17        |
| Approach %     | 0.00                          | 0.00  | -         | 0.00                          | 0.00  | -         | 57.14                 | 42.86 | -         | 70.00                       | 30.00 | -         | -         | -         |
| Intersection % | 0.00                          | 0.00  | 0.00      | 0.00                          | 0.00  | 0.00      | 23.53                 | 17.65 | 41.18     | 41.18                       | 17.65 | 58.82     | 58.82     | -         |



 [Click here for Map](#)

### Peak Hour Turning Movement Count

Dekalb County, GA



www.marrtraffic.com

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


\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)





 [Click here for Map](#)

### Peak Hour Turning Movement Count

Dekalb County, GA



www.marrtraffic.com

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

\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)



All vehicles

Table for All vehicles showing traffic flow by time period (1700-1715, 1715-1730, 1730-1745, 1745-1800) and direction (Northbound, Southbound, Westbound) with columns for Thru, Right, U-Turn, and App Total. Summary rows include Total, Approach %, and PHF.

Passenger Vehicles (1-3)

Table for Passenger Vehicles showing traffic flow by time period and direction, similar structure to the All vehicles table, including summary rows for Total, Approach %, and PHF.

Single Unit Trucks (4-7)

Table for Single Unit Trucks showing traffic flow by time period and direction, including summary rows for Total, Approach %, and PHF.

Combination Trucks (8-13)

Table for Combination Trucks showing traffic flow by time period and direction, including summary rows for Total, Approach %, and PHF.

Bikes

Table for Bikes showing traffic flow by time period and direction, including summary rows for Total, Approach %, and PHF.

Pedestrians

Table for Pedestrians showing traffic flow by time period and direction, including summary rows for Total, Approach %, and PHF.



# Classified Turn Movement Count || All vehicles



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Dekalb County, GA

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

**Date**  
Wednesday, March 9, 2022

**Weather**  
Cloudy  
54°F

McAfee Rd

**Lat/Long**  
33.732116°, -84.309635°

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

All vehicles

| TIME           | Northbound<br>2nd Ave (South) |              |               |              | Southbound<br>2nd Ave (North) |             |               |              |
|----------------|-------------------------------|--------------|---------------|--------------|-------------------------------|-------------|---------------|--------------|
|                | Thru<br>3.1                   | Right<br>3.2 | U-Turn<br>3.3 | App<br>Total | Left<br>3.4                   | Thru<br>3.5 | U-Turn<br>3.6 | App<br>Total |
|                | 0700 - 0715                   | 66           | 8             | 0            | 74                            | 2           | 32            | 0            |
| 0715 - 0730    | 90                            | 9            | 0             | 99           | 8                             | 49          | 0             | 57           |
| 0730 - 0745    | 97                            | 10           | 0             | 107          | 9                             | 46          | 0             | 55           |
| 0745 - 0800    | 102                           | 11           | 0             | 113          | 11                            | 47          | 0             | 58           |
| Hourly Total   | 355                           | 38           | 0             | 393          | 30                            | 174         | 0             | 204          |
| 0800 - 0815    | 86                            | 9            | 0             | 95           | 6                             | 45          | 0             | 51           |
| 0815 - 0830    | 79                            | 7            | 0             | 86           | 10                            | 35          | 0             | 45           |
| 0830 - 0845    | 88                            | 7            | 0             | 95           | 9                             | 37          | 0             | 46           |
| 0845 - 0900    | 75                            | 10           | 0             | 85           | 14                            | 30          | 0             | 44           |
| Hourly Total   | 328                           | 33           | 0             | 361          | 39                            | 147         | 0             | 186          |
| Grand Total    | 683                           | 71           | 0             | 754          | 69                            | 321         | 0             | 390          |
| Approach %     | 90.58                         | 9.42         | 0.00          | -            | 17.69                         | 82.31       | 0.00          | -            |
| Intersection % | 49.28                         | 5.12         | 0.00          | 54.40        | 4.98                          | 23.16       | 0.00          | 28.14        |
| PHF            | 0.92                          | 0.89         | 0.00          | 0.92         | 0.77                          | 0.95        | 0.00          | 0.95         |

| TIME           | Westbound<br>McAfee Rd |              |               |              |              |
|----------------|------------------------|--------------|---------------|--------------|--------------|
|                | Left<br>3.7            | Right<br>3.8 | U-Turn<br>3.9 | App<br>Total | Int<br>Total |
|                | 0700 - 0715            | 7            | 15            | 0            | 22           |
| 0715 - 0730    | 13                     | 15           | 0             | 28           | 184          |
| 0730 - 0745    | 8                      | 22           | 0             | 30           | 192          |
| 0745 - 0800    | 16                     | 15           | 0             | 31           | 202          |
| Hourly Total   | 44                     | 67           | 0             | 111          | 708          |
| 0800 - 0815    | 15                     | 27           | 0             | 42           | 188          |
| 0815 - 0830    | 15                     | 17           | 0             | 32           | 163          |
| 0830 - 0845    | 13                     | 17           | 0             | 30           | 171          |
| 0845 - 0900    | 9                      | 18           | 0             | 27           | 156          |
| Hourly Total   | 52                     | 79           | 0             | 131          | 678          |
| Grand Total    | 96                     | 146          | 0             | 242          | 1386         |
| Approach %     | 39.67                  | 60.33        | 0.00          | -            | -            |
| Intersection % | 6.93                   | 10.53        | 0.00          | 17.46        | -            |
| PHF            | 0.81                   | 0.73         | 0.00          | 0.78         | 0.95         |

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

All vehicles

| TIME           | Northbound<br>2nd Ave (South) |              |               |              | Southbound<br>2nd Ave (North) |             |               |              |
|----------------|-------------------------------|--------------|---------------|--------------|-------------------------------|-------------|---------------|--------------|
|                | Thru<br>3.1                   | Right<br>3.2 | U-Turn<br>3.3 | App<br>Total | Left<br>3.4                   | Thru<br>3.5 | U-Turn<br>3.6 | App<br>Total |
|                | 1600 - 1615                   | 59           | 21            | 0            | 80                            | 21          | 81            | 0            |
| 1615 - 1630    | 77                            | 18           | 0             | 95           | 16                            | 97          | 0             | 113          |
| 1630 - 1645    | 52                            | 20           | 0             | 72           | 23                            | 81          | 0             | 104          |
| 1645 - 1700    | 52                            | 19           | 0             | 71           | 27                            | 99          | 0             | 126          |
| Hourly Total   | 240                           | 78           | 0             | 318          | 87                            | 358         | 0             | 445          |
| 1700 - 1715    | 59                            | 16           | 0             | 75           | 30                            | 92          | 0             | 122          |
| 1715 - 1730    | 69                            | 19           | 0             | 88           | 25                            | 100         | 0             | 125          |
| 1730 - 1745    | 63                            | 10           | 0             | 73           | 24                            | 88          | 0             | 112          |
| 1745 - 1800    | 65                            | 13           | 0             | 78           | 33                            | 105         | 0             | 138          |
| Hourly Total   | 256                           | 58           | 0             | 314          | 112                           | 385         | 0             | 497          |
| Grand Total    | 496                           | 136          | 0             | 632          | 199                           | 743         | 0             | 942          |
| Approach %     | 78.48                         | 21.52        | 0.00          | -            | 21.13                         | 78.87       | 0.00          | -            |
| Intersection % | 26.20                         | 7.18         | 0.00          | 33.39        | 10.51                         | 39.25       | 0.00          | 49.76        |
| PHF            | 0.93                          | 0.76         | 0.00          | 0.89         | 0.85                          | 0.92        | 0.00          | 0.90         |

| TIME           | Westbound<br>McAfee Rd |              |               |              |              |
|----------------|------------------------|--------------|---------------|--------------|--------------|
|                | Left<br>3.7            | Right<br>3.8 | U-Turn<br>3.9 | App<br>Total | Int<br>Total |
|                | 1600 - 1615            | 27           | 29            | 0            | 56           |
| 1615 - 1630    | 12                     | 20           | 0             | 32           | 240          |
| 1630 - 1645    | 21                     | 20           | 0             | 41           | 217          |
| 1645 - 1700    | 20                     | 20           | 0             | 40           | 237          |
| Hourly Total   | 80                     | 89           | 0             | 169          | 932          |
| 1700 - 1715    | 19                     | 20           | 0             | 39           | 236          |
| 1715 - 1730    | 25                     | 26           | 0             | 51           | 264          |
| 1730 - 1745    | 13                     | 17           | 0             | 30           | 215          |
| 1745 - 1800    | 14                     | 16           | 0             | 30           | 246          |
| Hourly Total   | 71                     | 79           | 0             | 150          | 961          |
| Grand Total    | 151                    | 168          | 0             | 319          | 1893         |
| Approach %     | 47.34                  | 52.66        | 0.00          | -            | -            |
| Intersection % | 7.98                   | 8.87         | 0.00          | 16.85        | -            |
| PHF            | 0.71                   | 0.76         | 0.00          | 0.74         | 0.91         |

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



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Dekalb County, GA

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

**Date**  
Wednesday, March 9, 2022

**Weather**  
Cloudy  
54°F

McAfee Rd

**Lat/Long**  
33.732116°, -84.309635°

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

Passenger Vehicles (1-3)

| TIME           | Northbound<br>2nd Ave (South) |              |               |              | Southbound<br>2nd Ave (North) |             |               |              |
|----------------|-------------------------------|--------------|---------------|--------------|-------------------------------|-------------|---------------|--------------|
|                | Thru<br>3.1                   | Right<br>3.2 | U-Turn<br>3.3 | App<br>Total | Left<br>3.4                   | Thru<br>3.5 | U-Turn<br>3.6 | App<br>Total |
|                | 0700 - 0715                   | 64           | 6             | 0            | 70                            | 2           | 30            | 0            |
| 0715 - 0730    | 88                            | 8            | 0             | 96           | 8                             | 48          | 0             | 56           |
| 0730 - 0745    | 94                            | 10           | 0             | 104          | 9                             | 46          | 0             | 55           |
| 0745 - 0800    | 98                            | 11           | 0             | 109          | 10                            | 47          | 0             | 57           |
| Hourly Total   | 344                           | 35           | 0             | 379          | 29                            | 171         | 0             | 200          |
| 0800 - 0815    | 84                            | 8            | 0             | 92           | 6                             | 44          | 0             | 50           |
| 0815 - 0830    | 78                            | 7            | 0             | 85           | 10                            | 33          | 0             | 43           |
| 0830 - 0845    | 85                            | 7            | 0             | 92           | 9                             | 35          | 0             | 44           |
| 0845 - 0900    | 74                            | 10           | 0             | 84           | 13                            | 30          | 0             | 43           |
| Hourly Total   | 321                           | 32           | 0             | 353          | 38                            | 142         | 0             | 180          |
| Grand Total    | 665                           | 67           | 0             | 732          | 67                            | 313         | 0             | 380          |
| Approach %     | 90.85                         | 9.15         | 0.00          | -            | 17.63                         | 82.37       | 0.00          | -            |
| Intersection % | 49.44                         | 4.98         | 0.00          | 54.42        | 4.98                          | 23.27       | 0.00          | 28.25        |

| TIME           | Westbound<br>McAfee Rd |              |               |              |              |
|----------------|------------------------|--------------|---------------|--------------|--------------|
|                | Left<br>3.7            | Right<br>3.8 | U-Turn<br>3.9 | App<br>Total | Int<br>Total |
|                | 0700 - 0715            | 7            | 15            | 0            | 22           |
| 0715 - 0730    | 13                     | 15           | 0             | 28           | 180          |
| 0730 - 0745    | 8                      | 21           | 0             | 29           | 188          |
| 0745 - 0800    | 16                     | 14           | 0             | 30           | 196          |
| Hourly Total   | 44                     | 65           | 0             | 109          | 688          |
| 0800 - 0815    | 15                     | 26           | 0             | 41           | 183          |
| 0815 - 0830    | 14                     | 16           | 0             | 30           | 158          |
| 0830 - 0845    | 13                     | 16           | 0             | 29           | 165          |
| 0845 - 0900    | 9                      | 15           | 0             | 24           | 151          |
| Hourly Total   | 51                     | 73           | 0             | 124          | 657          |
| Grand Total    | 95                     | 138          | 0             | 233          | 1345         |
| Approach %     | 40.77                  | 59.23        | 0.00          | -            | -            |
| Intersection % | 7.06                   | 10.26        | 0.00          | 17.32        | -            |

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

Passenger Vehicles (1-3)

| TIME           | Northbound<br>2nd Ave (South) |              |               |              | Southbound<br>2nd Ave (North) |             |               |              |
|----------------|-------------------------------|--------------|---------------|--------------|-------------------------------|-------------|---------------|--------------|
|                | Thru<br>3.1                   | Right<br>3.2 | U-Turn<br>3.3 | App<br>Total | Left<br>3.4                   | Thru<br>3.5 | U-Turn<br>3.6 | App<br>Total |
|                | 1600 - 1615                   | 58           | 20            | 0            | 78                            | 19          | 80            | 0            |
| 1615 - 1630    | 75                            | 18           | 0             | 93           | 16                            | 96          | 0             | 112          |
| 1630 - 1645    | 50                            | 20           | 0             | 70           | 23                            | 79          | 0             | 102          |
| 1645 - 1700    | 50                            | 19           | 0             | 69           | 26                            | 96          | 0             | 122          |
| Hourly Total   | 233                           | 77           | 0             | 310          | 84                            | 351         | 0             | 435          |
| 1700 - 1715    | 59                            | 16           | 0             | 75           | 30                            | 91          | 0             | 121          |
| 1715 - 1730    | 69                            | 19           | 0             | 88           | 25                            | 98          | 0             | 123          |
| 1730 - 1745    | 62                            | 10           | 0             | 72           | 23                            | 87          | 0             | 110          |
| 1745 - 1800    | 64                            | 13           | 0             | 77           | 32                            | 105         | 0             | 137          |
| Hourly Total   | 254                           | 58           | 0             | 312          | 110                           | 381         | 0             | 491          |
| Grand Total    | 487                           | 135          | 0             | 622          | 194                           | 732         | 0             | 926          |
| Approach %     | 78.30                         | 21.70        | 0.00          | -            | 20.95                         | 79.05       | 0.00          | -            |
| Intersection % | 26.20                         | 7.26         | 0.00          | 33.46        | 10.44                         | 39.38       | 0.00          | 49.81        |

| TIME           | Westbound<br>McAfee Rd |              |               |              |              |
|----------------|------------------------|--------------|---------------|--------------|--------------|
|                | Left<br>3.7            | Right<br>3.8 | U-Turn<br>3.9 | App<br>Total | Int<br>Total |
|                | 1600 - 1615            | 26           | 26            | 0            | 52           |
| 1615 - 1630    | 11                     | 20           | 0             | 31           | 236          |
| 1630 - 1645    | 21                     | 20           | 0             | 41           | 213          |
| 1645 - 1700    | 20                     | 19           | 0             | 39           | 230          |
| Hourly Total   | 78                     | 85           | 0             | 163          | 908          |
| 1700 - 1715    | 18                     | 20           | 0             | 38           | 234          |
| 1715 - 1730    | 25                     | 26           | 0             | 51           | 262          |
| 1730 - 1745    | 13                     | 17           | 0             | 30           | 212          |
| 1745 - 1800    | 14                     | 15           | 0             | 29           | 243          |
| Hourly Total   | 70                     | 78           | 0             | 148          | 951          |
| Grand Total    | 148                    | 163          | 0             | 311          | 1859         |
| Approach %     | 47.59                  | 52.41        | 0.00          | -            | -            |
| Intersection % | 7.96                   | 8.77         | 0.00          | 16.73        | -            |

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



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Dekalb County, GA

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

**Date**  
Wednesday, March 9, 2022

**Weather**  
Cloudy  
54°F

McAfee Rd

**Lat/Long**  
33.732116°, -84.309635°

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

Single Unit Trucks (4-7)

| TIME           | Northbound<br>2nd Ave (South) |              |               |              | Southbound<br>2nd Ave (North) |             |               |              |
|----------------|-------------------------------|--------------|---------------|--------------|-------------------------------|-------------|---------------|--------------|
|                | Thru<br>3.1                   | Right<br>3.2 | U-Turn<br>3.3 | App<br>Total | Left<br>3.4                   | Thru<br>3.5 | U-Turn<br>3.6 | App<br>Total |
|                | 0700 - 0715                   | 2            | 2             | 0            | 4                             | 0           | 2             | 0            |
| 0715 - 0730    | 2                             | 1            | 0             | 3            | 0                             | 1           | 0             | 1            |
| 0730 - 0745    | 3                             | 0            | 0             | 3            | 0                             | 0           | 0             | 0            |
| 0745 - 0800    | 4                             | 0            | 0             | 4            | 1                             | 0           | 0             | 1            |
| Hourly Total   | 11                            | 3            | 0             | 14           | 1                             | 3           | 0             | 4            |
| 0800 - 0815    | 1                             | 1            | 0             | 2            | 0                             | 1           | 0             | 1            |
| 0815 - 0830    | 1                             | 0            | 0             | 1            | 0                             | 2           | 0             | 2            |
| 0830 - 0845    | 3                             | 0            | 0             | 3            | 0                             | 2           | 0             | 2            |
| 0845 - 0900    | 1                             | 0            | 0             | 1            | 1                             | 0           | 0             | 1            |
| Hourly Total   | 6                             | 1            | 0             | 7            | 1                             | 5           | 0             | 6            |
| Grand Total    | 17                            | 4            | 0             | 21           | 2                             | 8           | 0             | 10           |
| Approach %     | 80.95                         | 19.05        | 0.00          | -            | 20.00                         | 80.00       | 0.00          | -            |
| Intersection % | 42.50                         | 10.00        | 0.00          | 52.50        | 5.00                          | 20.00       | 0.00          | 25.00        |

| TIME           | Westbound<br>McAfee Rd |              |               |              |              |
|----------------|------------------------|--------------|---------------|--------------|--------------|
|                | Left<br>3.7            | Right<br>3.8 | U-Turn<br>3.9 | App<br>Total | Int<br>Total |
|                | 0700 - 0715            | 0            | 0             | 0            | 0            |
| 0715 - 0730    | 0                      | 0            | 0             | 0            | 4            |
| 0730 - 0745    | 0                      | 1            | 0             | 1            | 4            |
| 0745 - 0800    | 0                      | 1            | 0             | 1            | 6            |
| Hourly Total   | 0                      | 2            | 0             | 2            | 20           |
| 0800 - 0815    | 0                      | 1            | 0             | 1            | 4            |
| 0815 - 0830    | 1                      | 1            | 0             | 2            | 5            |
| 0830 - 0845    | 0                      | 1            | 0             | 1            | 6            |
| 0845 - 0900    | 0                      | 3            | 0             | 3            | 5            |
| Hourly Total   | 1                      | 6            | 0             | 7            | 20           |
| Grand Total    | 1                      | 8            | 0             | 9            | 40           |
| Approach %     | 11.11                  | 88.89        | 0.00          | -            | -            |
| Intersection % | 2.50                   | 20.00        | 0.00          | 22.50        | -            |

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

Single Unit Trucks (4-7)

| TIME           | Northbound<br>2nd Ave (South) |              |               |              | Southbound<br>2nd Ave (North) |             |               |              |
|----------------|-------------------------------|--------------|---------------|--------------|-------------------------------|-------------|---------------|--------------|
|                | Thru<br>3.1                   | Right<br>3.2 | U-Turn<br>3.3 | App<br>Total | Left<br>3.4                   | Thru<br>3.5 | U-Turn<br>3.6 | App<br>Total |
|                | 1600 - 1615                   | 1            | 1             | 0            | 2                             | 2           | 1             | 0            |
| 1615 - 1630    | 2                             | 0            | 0             | 2            | 0                             | 1           | 0             | 1            |
| 1630 - 1645    | 2                             | 0            | 0             | 2            | 0                             | 2           | 0             | 2            |
| 1645 - 1700    | 2                             | 0            | 0             | 2            | 1                             | 3           | 0             | 4            |
| Hourly Total   | 7                             | 1            | 0             | 8            | 3                             | 7           | 0             | 10           |
| 1700 - 1715    | 0                             | 0            | 0             | 0            | 0                             | 1           | 0             | 1            |
| 1715 - 1730    | 0                             | 0            | 0             | 0            | 0                             | 2           | 0             | 2            |
| 1730 - 1745    | 1                             | 0            | 0             | 1            | 1                             | 1           | 0             | 2            |
| 1745 - 1800    | 1                             | 0            | 0             | 1            | 1                             | 0           | 0             | 1            |
| Hourly Total   | 2                             | 0            | 0             | 2            | 2                             | 4           | 0             | 6            |
| Grand Total    | 9                             | 1            | 0             | 10           | 5                             | 11          | 0             | 16           |
| Approach %     | 90.00                         | 10.00        | 0.00          | -            | 31.25                         | 68.75       | 0.00          | -            |
| Intersection % | 26.47                         | 2.94         | 0.00          | 29.41        | 14.71                         | 32.35       | 0.00          | 47.06        |

| TIME           | Westbound<br>McAfee Rd |              |               |              |              |
|----------------|------------------------|--------------|---------------|--------------|--------------|
|                | Left<br>3.7            | Right<br>3.8 | U-Turn<br>3.9 | App<br>Total | Int<br>Total |
|                | 1600 - 1615            | 1            | 3             | 0            | 4            |
| 1615 - 1630    | 1                      | 0            | 0             | 1            | 4            |
| 1630 - 1645    | 0                      | 0            | 0             | 0            | 4            |
| 1645 - 1700    | 0                      | 1            | 0             | 1            | 7            |
| Hourly Total   | 2                      | 4            | 0             | 6            | 24           |
| 1700 - 1715    | 1                      | 0            | 0             | 1            | 2            |
| 1715 - 1730    | 0                      | 0            | 0             | 0            | 2            |
| 1730 - 1745    | 0                      | 0            | 0             | 0            | 3            |
| 1745 - 1800    | 0                      | 1            | 0             | 1            | 3            |
| Hourly Total   | 1                      | 1            | 0             | 2            | 10           |
| Grand Total    | 3                      | 5            | 0             | 8            | 34           |
| Approach %     | 37.50                  | 62.50        | 0.00          | -            | -            |
| Intersection % | 8.82                   | 14.71        | 0.00          | 23.53        | -            |

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



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Dekalb County, GA

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

**Date**  
 Wednesday, March 9, 2022

**Weather**  
 Cloudy  
 54°F

McAfee Rd

**Lat/Long**  
 33.732116°, -84.309635°

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

| TIME           | Northbound<br>2nd Ave (South) |              |               |              | Southbound<br>2nd Ave (North) |             |               |              |
|----------------|-------------------------------|--------------|---------------|--------------|-------------------------------|-------------|---------------|--------------|
|                | Thru<br>3.1                   | Right<br>3.2 | U-Turn<br>3.3 | App<br>Total | Left<br>3.4                   | Thru<br>3.5 | U-Turn<br>3.6 | App<br>Total |
|                | 0700 - 0715                   | 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         |

| TIME           | Westbound<br>McAfee Rd |              |               |              |              |
|----------------|------------------------|--------------|---------------|--------------|--------------|
|                | Left<br>3.7            | Right<br>3.8 | U-Turn<br>3.9 | App<br>Total | Int<br>Total |
|                | 0700 - 0715            | 0            | 0             | 0            | 0            |
| 0715 - 0730    | 0                      | 0            | 0             | 0            | 0            |
| 0730 - 0745    | 0                      | 0            | 0             | 0            | 0            |
| 0745 - 0800    | 0                      | 0            | 0             | 0            | 0            |
| Hourly Total   | 0                      | 0            | 0             | 0            | 0            |
| 0800 - 0815    | 0                      | 0            | 0             | 0            | 1            |
| 0815 - 0830    | 0                      | 0            | 0             | 0            | 0            |
| 0830 - 0845    | 0                      | 0            | 0             | 0            | 0            |
| 0845 - 0900    | 0                      | 0            | 0             | 0            | 0            |
| Hourly Total   | 0                      | 0            | 0             | 0            | 1            |
| Grand Total    | 0                      | 0            | 0             | 0            | 1            |
| Approach %     | 0.00                   | 0.00         | 0.00          | -            |              |
| Intersection % | 0.00                   | 0.00         | 0.00          | 0.00         |              |

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

| TIME           | Northbound<br>2nd Ave (South) |              |               |              | Southbound<br>2nd Ave (North) |             |               |              |
|----------------|-------------------------------|--------------|---------------|--------------|-------------------------------|-------------|---------------|--------------|
|                | Thru<br>3.1                   | Right<br>3.2 | U-Turn<br>3.3 | App<br>Total | Left<br>3.4                   | Thru<br>3.5 | U-Turn<br>3.6 | App<br>Total |
|                | 1600 - 1615                   | 0            | 0             | 0            | 0                             | 0           | 0             | 0            |
| 1615 - 1630    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            |
| 1630 - 1645    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            |
| 1645 - 1700    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            |
| Hourly Total   | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            |
| 1700 - 1715    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            |
| 1715 - 1730    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            |
| 1730 - 1745    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            |
| 1745 - 1800    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            |
| Hourly Total   | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            |
| Grand Total    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            |
| Approach %     | 0.00                          | 0.00         | 0.00          | -            | 0.00                          | 0.00        | 0.00          | -            |
| Intersection % | 0.00                          | 0.00         | 0.00          | 0.00         | 0.00                          | 0.00        | 0.00          | 0.00         |

| TIME           | Westbound<br>McAfee Rd |              |               |              |              |
|----------------|------------------------|--------------|---------------|--------------|--------------|
|                | Left<br>3.7            | Right<br>3.8 | U-Turn<br>3.9 | App<br>Total | Int<br>Total |
|                | 1600 - 1615            | 0            | 0             | 0            | 0            |
| 1615 - 1630    | 0                      | 0            | 0             | 0            | 0            |
| 1630 - 1645    | 0                      | 0            | 0             | 0            | 0            |
| 1645 - 1700    | 0                      | 0            | 0             | 0            | 0            |
| Hourly Total   | 0                      | 0            | 0             | 0            | 0            |
| 1700 - 1715    | 0                      | 0            | 0             | 0            | 0            |
| 1715 - 1730    | 0                      | 0            | 0             | 0            | 0            |
| 1730 - 1745    | 0                      | 0            | 0             | 0            | 0            |
| 1745 - 1800    | 0                      | 0            | 0             | 0            | 0            |
| Hourly Total   | 0                      | 0            | 0             | 0            | 0            |
| Grand Total    | 0                      | 0            | 0             | 0            | 0            |
| Approach %     | 0.00                   | 0.00         | 0.00          | -            |              |
| Intersection % | 0.00                   | 0.00         | 0.00          | 0.00         |              |

# Classified Turn Movement Count || Bikes



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Dekalb County, GA

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

**Date**  
 Wednesday, March 9, 2022

**Weather**  
 Cloudy  
 54°F

McAfee Rd

**Lat/Long**  
 33.732116°, -84.309635°

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

Bikes

| TIME           | Northbound<br>2nd Ave (South) |              |               |              | Southbound<br>2nd Ave (North) |             |               |              | Westbound<br>McAfee Rd |              |               |              |              |
|----------------|-------------------------------|--------------|---------------|--------------|-------------------------------|-------------|---------------|--------------|------------------------|--------------|---------------|--------------|--------------|
|                | Thru<br>3.1                   | Right<br>3.2 | U-Turn<br>3.3 | App<br>Total | Left<br>3.4                   | Thru<br>3.5 | U-Turn<br>3.6 | App<br>Total | Left<br>3.7            | Right<br>3.8 | U-Turn<br>3.9 | App<br>Total | Int<br>Total |
|                | 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            | 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            |
| 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          | -            | 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         |


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

Bikes

| TIME           | Northbound<br>2nd Ave (South) |              |               |              | Southbound<br>2nd Ave (North) |             |               |              | Westbound<br>McAfee Rd |              |               |              |              |
|----------------|-------------------------------|--------------|---------------|--------------|-------------------------------|-------------|---------------|--------------|------------------------|--------------|---------------|--------------|--------------|
|                | Thru<br>3.1                   | Right<br>3.2 | U-Turn<br>3.3 | App<br>Total | Left<br>3.4                   | Thru<br>3.5 | U-Turn<br>3.6 | App<br>Total | Left<br>3.7            | Right<br>3.8 | U-Turn<br>3.9 | App<br>Total | Int<br>Total |
|                | 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            | 0            |
| 1630 - 1645    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                      | 0            | 0             | 0            | 0            |
| 1645 - 1700    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                      | 0            | 0             | 0            | 0            |
| Hourly Total   | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                      | 0            | 0             | 0            | 0            |
| 1700 - 1715    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                      | 0            | 0             | 0            | 0            |
| 1715 - 1730    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                      | 0            | 0             | 0            | 0            |
| 1730 - 1745    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                      | 0            | 0             | 0            | 0            |
| 1745 - 1800    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                      | 0            | 0             | 0            | 0            |
| Hourly Total   | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                      | 0            | 0             | 0            | 0            |
| Grand Total    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                      | 0            | 0             | 0            | 0            |
| Approach %     | 0.00                          | 0.00         | 0.00          | -            | 0.00                          | 0.00        | 0.00          | -            | 0.00                   | 0.00         | 0.00          | -            | 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         |





 [Click here for Map](#)

### Peak Hour Turning Movement Count

Dekalb County, GA



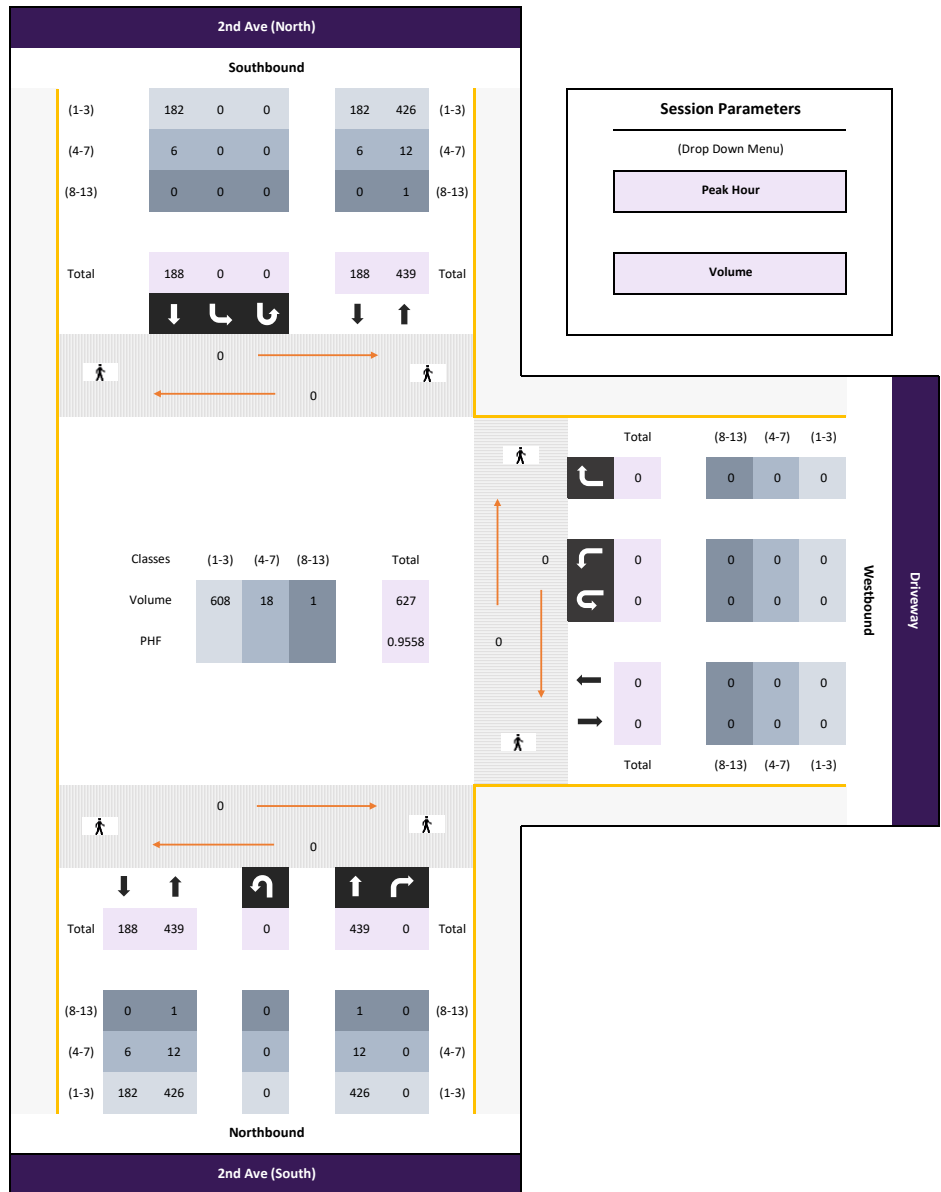
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| Wednesday, March 9, 2022 |             |
|--------------------------|-------------|
| Period                   | 0700 - 0900 |
| Peak Hour                | 0730 - 0830 |

\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)







 [Click here for Map](#)

### Peak Hour Turning Movement Count

Dekalb County, GA



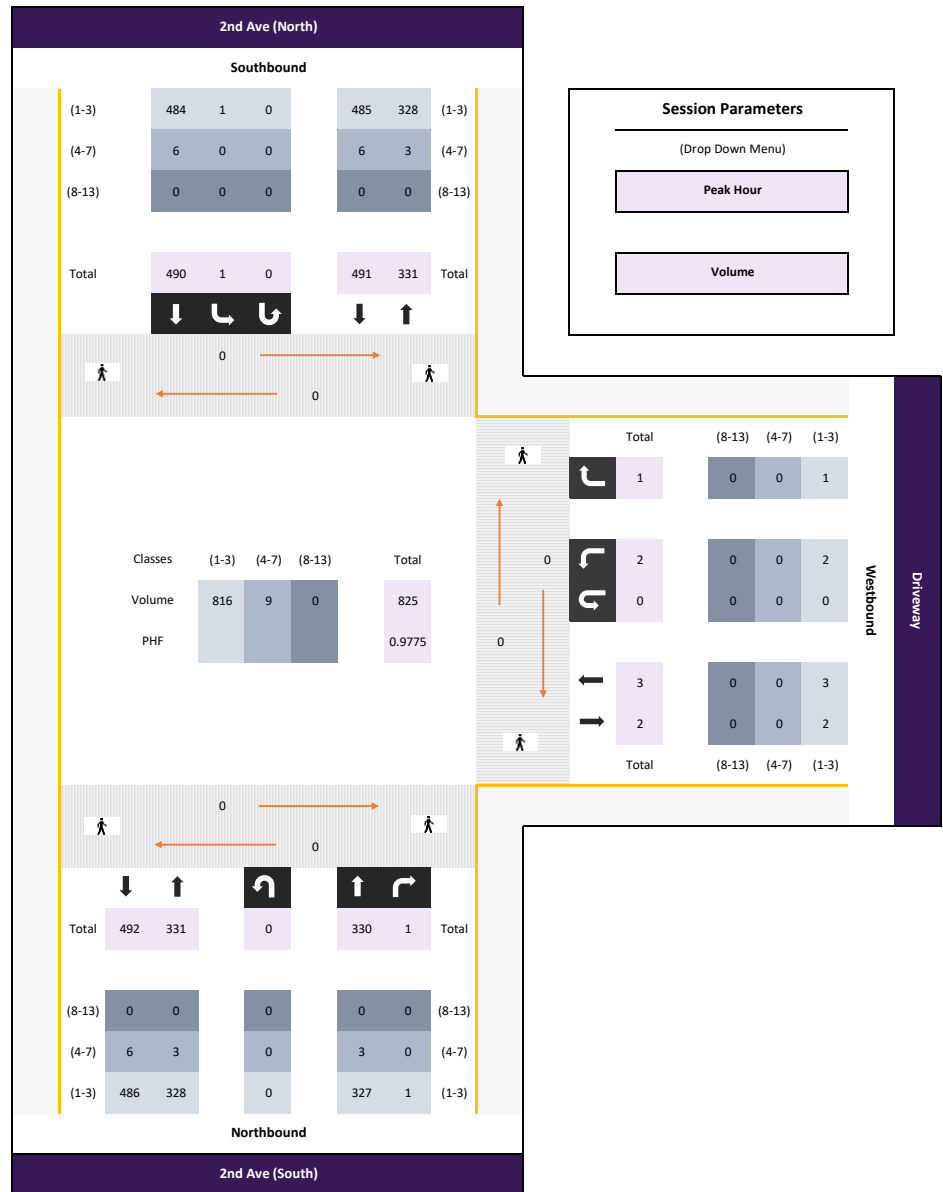
www.marrtraffic.com

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

\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)





# Classified Turn Movement Count || All vehicles



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Dekalb County, GA

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

**Date**  
Wednesday, March 9, 2022

**Weather**  
Cloudy  
54°F

Driveway

**Lat/Long**  
33.736818°, -84.309615°

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

All vehicles

| TIME           | Northbound<br>2nd Ave (South) |              |               |              | Southbound<br>2nd Ave (North) |             |               |              |
|----------------|-------------------------------|--------------|---------------|--------------|-------------------------------|-------------|---------------|--------------|
|                | Thru<br>4.1                   | Right<br>4.2 | U-Turn<br>4.3 | App<br>Total | Left<br>4.4                   | Thru<br>4.5 | U-Turn<br>4.6 | App<br>Total |
|                | 0700 - 0715                   | 82           | 0             | 0            | 82                            | 0           | 27            | 0            |
| 0715 - 0730    | 90                            | 0            | 0             | 90           | 0                             | 44          | 0             | 44           |
| 0730 - 0745    | 115                           | 0            | 0             | 115          | 0                             | 45          | 0             | 45           |
| 0745 - 0800    | 115                           | 0            | 0             | 115          | 0                             | 46          | 0             | 46           |
| Hourly Total   | 402                           | 0            | 0             | 402          | 0                             | 162         | 0             | 162          |
| 0800 - 0815    | 112                           | 0            | 0             | 112          | 0                             | 52          | 0             | 52           |
| 0815 - 0830    | 97                            | 0            | 0             | 97           | 0                             | 45          | 0             | 45           |
| 0830 - 0845    | 101                           | 0            | 0             | 101          | 0                             | 41          | 0             | 41           |
| 0845 - 0900    | 93                            | 0            | 0             | 93           | 0                             | 41          | 0             | 41           |
| Hourly Total   | 403                           | 0            | 0             | 403          | 0                             | 179         | 0             | 179          |
| Grand Total    | 805                           | 0            | 0             | 805          | 0                             | 341         | 0             | 341          |
| Approach %     | 100.00                        | 0.00         | 0.00          | -            | 0.00                          | 100.00      | 0.00          | -            |
| Intersection % | 70.24                         | 0.00         | 0.00          | 70.24        | 0.00                          | 29.76       | 0.00          | 29.76        |
| PHF            | 0.95                          | 0.00         | 0.00          | 0.95         | 0.00                          | 0.90        | 0.00          | 0.90         |

| Westbound<br>Driveway |              |               |              |              |
|-----------------------|--------------|---------------|--------------|--------------|
| Left<br>4.7           | Right<br>4.8 | U-Turn<br>4.9 | App<br>Total | Int<br>Total |
| 0                     | 0            | 0             | 0            | 109          |
| 0                     | 0            | 0             | 0            | 134          |
| 0                     | 0            | 0             | 0            | 160          |
| 0                     | 0            | 0             | 0            | 161          |
| 0                     | 0            | 0             | 0            | 564          |
| 0                     | 0            | 0             | 0            | 164          |
| 0                     | 0            | 0             | 0            | 142          |
| 0                     | 0            | 0             | 0            | 142          |
| 0                     | 0            | 0             | 0            | 134          |
| 0                     | 0            | 0             | 0            | 582          |
| 0                     | 0            | 0             | 0            | 1146         |
| 0.00                  | 0.00         | 0.00          | -            |              |
| 0.00                  | 0.00         | 0.00          | 0.00         |              |
| 0.00                  | 0.00         | 0.00          | 0.00         | 0.96         |

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

All vehicles

| TIME           | Northbound<br>2nd Ave (South) |              |               |              | Southbound<br>2nd Ave (North) |             |               |              |
|----------------|-------------------------------|--------------|---------------|--------------|-------------------------------|-------------|---------------|--------------|
|                | Thru<br>4.1                   | Right<br>4.2 | U-Turn<br>4.3 | App<br>Total | Left<br>4.4                   | Thru<br>4.5 | U-Turn<br>4.6 | App<br>Total |
|                | 1600 - 1615                   | 70           | 0             | 0            | 70                            | 0           | 98            | 0            |
| 1615 - 1630    | 101                           | 0            | 0             | 101          | 0                             | 99          | 0             | 99           |
| 1630 - 1645    | 70                            | 0            | 0             | 70           | 1                             | 102         | 0             | 103          |
| 1645 - 1700    | 75                            | 0            | 0             | 75           | 0                             | 124         | 0             | 124          |
| Hourly Total   | 316                           | 0            | 0             | 316          | 1                             | 423         | 0             | 424          |
| 1700 - 1715    | 76                            | 1            | 0             | 77           | 1                             | 129         | 0             | 130          |
| 1715 - 1730    | 86                            | 0            | 0             | 86           | 0                             | 116         | 0             | 116          |
| 1730 - 1745    | 88                            | 0            | 0             | 88           | 0                             | 114         | 0             | 114          |
| 1745 - 1800    | 80                            | 0            | 0             | 80           | 0                             | 131         | 0             | 131          |
| Hourly Total   | 330                           | 1            | 0             | 331          | 1                             | 490         | 0             | 491          |
| Grand Total    | 646                           | 1            | 0             | 647          | 2                             | 913         | 0             | 915          |
| Approach %     | 99.85                         | 0.15         | 0.00          | -            | 0.22                          | 99.78       | 0.00          | -            |
| Intersection % | 41.20                         | 0.06         | 0.00          | 41.26        | 0.13                          | 58.23       | 0.00          | 58.35        |
| PHF            | 0.94                          | 0.25         | 0.00          | 0.94         | 0.25                          | 0.94        | 0.00          | 0.94         |

| Westbound<br>Driveway |              |               |              |              |
|-----------------------|--------------|---------------|--------------|--------------|
| Left<br>4.7           | Right<br>4.8 | U-Turn<br>4.9 | App<br>Total | Int<br>Total |
| 0                     | 1            | 0             | 1            | 169          |
| 0                     | 0            | 0             | 0            | 200          |
| 0                     | 1            | 0             | 1            | 174          |
| 0                     | 1            | 0             | 1            | 200          |
| 0                     | 3            | 0             | 3            | 743          |
| 0                     | 0            | 0             | 0            | 207          |
| 1                     | 1            | 0             | 2            | 204          |
| 1                     | 0            | 0             | 1            | 203          |
| 0                     | 0            | 0             | 0            | 211          |
| 2                     | 1            | 0             | 3            | 825          |
| 2                     | 4            | 0             | 6            | 1568         |
| 33.33                 | 66.67        | 0.00          | -            |              |
| 0.13                  | 0.26         | 0.00          | 0.38         |              |
| 0.50                  | 0.25         | 0.00          | 0.38         | 0.98         |

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



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Dekalb County, GA

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

**Date**  
Wednesday, March 9, 2022

**Weather**  
Cloudy  
54°F

Driveway

**Lat/Long**  
33.736818°, -84.309615°

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

Passenger Vehicles (1-3)

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

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

Passenger Vehicles (1-3)

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

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



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Dekalb County, GA

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

**Date**  
Wednesday, March 9, 2022

**Weather**  
Cloudy  
54°F

Driveway

**Lat/Long**  
33.736818°, -84.309615°

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

Single Unit Trucks (4-7)

| TIME           | Northbound<br>2nd Ave (South) |              |               |              | Southbound<br>2nd Ave (North) |             |               |              |
|----------------|-------------------------------|--------------|---------------|--------------|-------------------------------|-------------|---------------|--------------|
|                | Thru<br>4.1                   | Right<br>4.2 | U-Turn<br>4.3 | App<br>Total | Left<br>4.4                   | Thru<br>4.5 | U-Turn<br>4.6 | App<br>Total |
|                | 0700 - 0715                   | 2            | 0             | 0            | 2                             | 0           | 0             | 0            |
| 0715 - 0730    | 4                             | 0            | 0             | 4            | 0                             | 1           | 0             | 1            |
| 0730 - 0745    | 2                             | 0            | 0             | 2            | 0                             | 1           | 0             | 1            |
| 0745 - 0800    | 5                             | 0            | 0             | 5            | 0                             | 1           | 0             | 1            |
| Hourly Total   | 13                            | 0            | 0             | 13           | 0                             | 3           | 0             | 3            |
| 0800 - 0815    | 3                             | 0            | 0             | 3            | 0                             | 2           | 0             | 2            |
| 0815 - 0830    | 2                             | 0            | 0             | 2            | 0                             | 2           | 0             | 2            |
| 0830 - 0845    | 4                             | 0            | 0             | 4            | 0                             | 2           | 0             | 2            |
| 0845 - 0900    | 4                             | 0            | 0             | 4            | 0                             | 1           | 0             | 1            |
| Hourly Total   | 13                            | 0            | 0             | 13           | 0                             | 7           | 0             | 7            |
| Grand Total    | 26                            | 0            | 0             | 26           | 0                             | 10          | 0             | 10           |
| Approach %     | 100.00                        | 0.00         | 0.00          | -            | 0.00                          | 100.00      | 0.00          | -            |
| Intersection % | 72.22                         | 0.00         | 0.00          | 72.22        | 0.00                          | 27.78       | 0.00          | 27.78        |

| Westbound<br>Driveway |              |               |              |              |
|-----------------------|--------------|---------------|--------------|--------------|
| Left<br>4.7           | Right<br>4.8 | U-Turn<br>4.9 | App<br>Total | Int<br>Total |
| 0                     | 0            | 0             | 0            | 2            |
| 0                     | 0            | 0             | 0            | 5            |
| 0                     | 0            | 0             | 0            | 3            |
| 0                     | 0            | 0             | 0            | 6            |
| 0                     | 0            | 0             | 0            | 16           |
| 0                     | 0            | 0             | 0            | 5            |
| 0                     | 0            | 0             | 0            | 4            |
| 0                     | 0            | 0             | 0            | 6            |
| 0                     | 0            | 0             | 0            | 5            |
| 0                     | 0            | 0             | 0            | 20           |
| 0                     | 0            | 0             | 0            | 36           |
| 0.00                  | 0.00         | 0.00          | -            |              |
| 0.00                  | 0.00         | 0.00          | 0.00         |              |

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

Single Unit Trucks (4-7)

| TIME           | Northbound<br>2nd Ave (South) |              |               |              | Southbound<br>2nd Ave (North) |             |               |              |
|----------------|-------------------------------|--------------|---------------|--------------|-------------------------------|-------------|---------------|--------------|
|                | Thru<br>4.1                   | Right<br>4.2 | U-Turn<br>4.3 | App<br>Total | Left<br>4.4                   | Thru<br>4.5 | U-Turn<br>4.6 | App<br>Total |
|                | 1600 - 1615                   | 3            | 0             | 0            | 3                             | 0           | 2             | 0            |
| 1615 - 1630    | 3                             | 0            | 0             | 3            | 0                             | 2           | 0             | 2            |
| 1630 - 1645    | 4                             | 0            | 0             | 4            | 0                             | 2           | 0             | 2            |
| 1645 - 1700    | 1                             | 0            | 0             | 1            | 0                             | 4           | 0             | 4            |
| Hourly Total   | 11                            | 0            | 0             | 11           | 0                             | 10          | 0             | 10           |
| 1700 - 1715    | 1                             | 0            | 0             | 1            | 0                             | 1           | 0             | 1            |
| 1715 - 1730    | 1                             | 0            | 0             | 1            | 0                             | 2           | 0             | 2            |
| 1730 - 1745    | 1                             | 0            | 0             | 1            | 0                             | 2           | 0             | 2            |
| 1745 - 1800    | 0                             | 0            | 0             | 0            | 0                             | 1           | 0             | 1            |
| Hourly Total   | 3                             | 0            | 0             | 3            | 0                             | 6           | 0             | 6            |
| Grand Total    | 14                            | 0            | 0             | 14           | 0                             | 16          | 0             | 16           |
| Approach %     | 100.00                        | 0.00         | 0.00          | -            | 0.00                          | 100.00      | 0.00          | -            |
| Intersection % | 46.67                         | 0.00         | 0.00          | 46.67        | 0.00                          | 53.33       | 0.00          | 53.33        |

| Westbound<br>Driveway |              |               |              |              |
|-----------------------|--------------|---------------|--------------|--------------|
| Left<br>4.7           | Right<br>4.8 | U-Turn<br>4.9 | App<br>Total | Int<br>Total |
| 0                     | 0            | 0             | 0            | 5            |
| 0                     | 0            | 0             | 0            | 5            |
| 0                     | 0            | 0             | 0            | 6            |
| 0                     | 0            | 0             | 0            | 5            |
| 0                     | 0            | 0             | 0            | 21           |
| 0                     | 0            | 0             | 0            | 2            |
| 0                     | 0            | 0             | 0            | 3            |
| 0                     | 0            | 0             | 0            | 3            |
| 0                     | 0            | 0             | 0            | 1            |
| 0                     | 0            | 0             | 0            | 9            |
| 0                     | 0            | 0             | 0            | 30           |
| 0.00                  | 0.00         | 0.00          | -            |              |
| 0.00                  | 0.00         | 0.00          | 0.00         |              |

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



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Dekalb County, GA

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

**Date**  
Wednesday, March 9, 2022

**Weather**  
Cloudy  
54°F

Driveway

**Lat/Long**  
33.736818°, -84.309615°

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

| TIME           | Northbound<br>2nd Ave (South) |              |               |              | Southbound<br>2nd Ave (North) |             |               |              | Westbound<br>Driveway |              |               |              |              |
|----------------|-------------------------------|--------------|---------------|--------------|-------------------------------|-------------|---------------|--------------|-----------------------|--------------|---------------|--------------|--------------|
|                | Thru<br>4.1                   | Right<br>4.2 | U-Turn<br>4.3 | App<br>Total | Left<br>4.4                   | Thru<br>4.5 | U-Turn<br>4.6 | App<br>Total | Left<br>4.7           | Right<br>4.8 | U-Turn<br>4.9 | App<br>Total | Int<br>Total |
|                | 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            | 0            |
| 0730 - 0745    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| 0745 - 0800    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| Hourly Total   | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| 0800 - 0815    | 1                             | 0            | 0             | 1            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 1            |
| 0815 - 0830    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| 0830 - 0845    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| 0845 - 0900    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| Hourly Total   | 1                             | 0            | 0             | 1            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 1            |
| Grand Total    | 1                             | 0            | 0             | 1            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 1            |
| Approach %     | 100.00                        | 0.00         | 0.00          | -            | 0.00                          | 0.00        | 0.00          | -            | 0.00                  | 0.00         | 0.00          | -            |              |
| Intersection % | 100.00                        | 0.00         | 0.00          | 100.00       | 0.00                          | 0.00        | 0.00          | 0.00         | 0.00                  | 0.00         | 0.00          | 0.00         |              |

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

| TIME           | Northbound<br>2nd Ave (South) |              |               |              | Southbound<br>2nd Ave (North) |             |               |              | Westbound<br>Driveway |              |               |              |              |
|----------------|-------------------------------|--------------|---------------|--------------|-------------------------------|-------------|---------------|--------------|-----------------------|--------------|---------------|--------------|--------------|
|                | Thru<br>4.1                   | Right<br>4.2 | U-Turn<br>4.3 | App<br>Total | Left<br>4.4                   | Thru<br>4.5 | U-Turn<br>4.6 | App<br>Total | Left<br>4.7           | Right<br>4.8 | U-Turn<br>4.9 | App<br>Total | Int<br>Total |
|                | 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            | 0            |
| 1630 - 1645    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| 1645 - 1700    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| Hourly Total   | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| 1700 - 1715    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| 1715 - 1730    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| 1730 - 1745    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| 1745 - 1800    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| Hourly Total   | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| Grand Total    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| Approach %     | 0.00                          | 0.00         | 0.00          | -            | 0.00                          | 0.00        | 0.00          | -            | 0.00                  | 0.00         | 0.00          | -            |              |
| Intersection % | 0.00                          | 0.00         | 0.00          | 0.00         | 0.00                          | 0.00        | 0.00          | 0.00         | 0.00                  | 0.00         | 0.00          | 0.00         |              |

# Classified Turn Movement Count || Bikes



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Dekalb County, GA

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

**Date**  
Wednesday, March 9, 2022

**Weather**  
Cloudy  
54°F

Driveway

**Lat/Long**  
33.736818°, -84.309615°

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

Bikes

| TIME           | Northbound<br>2nd Ave (South) |              |               |              | Southbound<br>2nd Ave (North) |             |               |              | Westbound<br>Driveway |              |               |              |              |
|----------------|-------------------------------|--------------|---------------|--------------|-------------------------------|-------------|---------------|--------------|-----------------------|--------------|---------------|--------------|--------------|
|                | Thru<br>4.1                   | Right<br>4.2 | U-Turn<br>4.3 | App<br>Total | Left<br>4.4                   | Thru<br>4.5 | U-Turn<br>4.6 | App<br>Total | Left<br>4.7           | Right<br>4.8 | U-Turn<br>4.9 | App<br>Total | Int<br>Total |
|                | 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            | 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            |
| 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          | -            | 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         |

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

Bikes

| TIME           | Northbound<br>2nd Ave (South) |              |               |              | Southbound<br>2nd Ave (North) |             |               |              | Westbound<br>Driveway |              |               |              |              |
|----------------|-------------------------------|--------------|---------------|--------------|-------------------------------|-------------|---------------|--------------|-----------------------|--------------|---------------|--------------|--------------|
|                | Thru<br>4.1                   | Right<br>4.2 | U-Turn<br>4.3 | App<br>Total | Left<br>4.4                   | Thru<br>4.5 | U-Turn<br>4.6 | App<br>Total | Left<br>4.7           | Right<br>4.8 | U-Turn<br>4.9 | App<br>Total | Int<br>Total |
|                | 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            | 0            |
| 1630 - 1645    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| 1645 - 1700    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| Hourly Total   | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| 1700 - 1715    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| 1715 - 1730    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| 1730 - 1745    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| 1745 - 1800    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| Hourly Total   | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| Grand Total    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| Approach %     | 0.00                          | 0.00         | 0.00          | -            | 0.00                          | 0.00        | 0.00          | -            | 0.00                  | 0.00         | 0.00          | -            | 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         |



# Pedestrian Count | | All vehicles



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Dekalb County, GA

**Site 4 of 6**

2nd Ave (South)  
2nd Ave (North)

Driveway

**Date**

Wednesday, March 9, 2022

**Lat/Long**

33.736818°, -84.309615°

**Weather**

Cloudy  
54°F

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

Pedestrians

| TIME               | Northbound<br>2nd Ave (South) |          |              | Southbound<br>2nd Ave (North) |          |              | App<br>Total |
|--------------------|-------------------------------|----------|--------------|-------------------------------|----------|--------------|--------------|
|                    | EB<br>4a                      | WB<br>4b | App<br>Total | EB<br>4c                      | WB<br>4d | App<br>Total |              |
|                    | 0700 - 0715                   | 0        | 0            | 0                             | 0        | 0            |              |
| 0715 - 0730        | 0                             | 0        | 0            | 0                             | 0        | 0            | 0            |
| 0730 - 0745        | 0                             | 0        | 0            | 0                             | 0        | 0            | 0            |
| 0745 - 0800        | 0                             | 0        | 0            | 0                             | 0        | 0            | 0            |
| Hourly Total       | 0                             | 0        | 0            | 0                             | 0        | 0            | 0            |
| 0800 - 0815        | 0                             | 0        | 0            | 0                             | 0        | 0            | 0            |
| 0815 - 0830        | 0                             | 0        | 0            | 0                             | 0        | 0            | 0            |
| 0830 - 0845        | 0                             | 0        | 0            | 0                             | 0        | 0            | 0            |
| 0845 - 0900        | 0                             | 0        | 0            | 0                             | 0        | 0            | 0            |
| Hourly Total       | 0                             | 0        | 0            | 0                             | 0        | 0            | 0            |
| <b>Grand Total</b> | <b>0</b>                      | <b>0</b> | <b>0</b>     | <b>0</b>                      | <b>0</b> | <b>0</b>     | <b>0</b>     |
| Approach %         | 0.00                          | 0.00     | -            | 0.00                          | 0.00     | -            | -            |
| Intersection %     | 0.00                          | 0.00     | 0.00         | 0.00                          | 0.00     | 0.00         | 0.00         |

| TIME               | Westbound<br>Driveway |          | App<br>Total | Int<br>Total |
|--------------------|-----------------------|----------|--------------|--------------|
|                    | NB<br>4g              | SB<br>4h |              |              |
|                    | 0700 - 0715           | 0        |              |              |
| 0715 - 0730        | 0                     | 0        | 0            | 0            |
| 0730 - 0745        | 0                     | 0        | 0            | 0            |
| 0745 - 0800        | 0                     | 0        | 0            | 0            |
| Hourly Total       | 0                     | 0        | 0            | 0            |
| 0800 - 0815        | 0                     | 0        | 0            | 0            |
| 0815 - 0830        | 0                     | 0        | 0            | 0            |
| 0830 - 0845        | 0                     | 0        | 0            | 0            |
| 0845 - 0900        | 0                     | 0        | 0            | 0            |
| Hourly Total       | 0                     | 0        | 0            | 0            |
| <b>Grand Total</b> | <b>0</b>              | <b>0</b> | <b>0</b>     | <b>0</b>     |
| Approach %         | 0.00                  | 0.00     | -            | -            |
| Intersection %     | 0.00                  | 0.00     | 0.00         | -            |

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

Pedestrians

| TIME               | Northbound<br>2nd Ave (South) |          |              | Southbound<br>2nd Ave (North) |          |              | App<br>Total |
|--------------------|-------------------------------|----------|--------------|-------------------------------|----------|--------------|--------------|
|                    | EB<br>4a                      | WB<br>4b | App<br>Total | EB<br>4c                      | WB<br>4d | App<br>Total |              |
|                    | 1600 - 1615                   | 0        | 0            | 0                             | 0        | 0            |              |
| 1615 - 1630        | 0                             | 0        | 0            | 0                             | 0        | 0            | 0            |
| 1630 - 1645        | 0                             | 0        | 0            | 0                             | 0        | 0            | 0            |
| 1645 - 1700        | 0                             | 0        | 0            | 0                             | 0        | 0            | 0            |
| Hourly Total       | 0                             | 0        | 0            | 0                             | 0        | 0            | 0            |
| 1700 - 1715        | 0                             | 0        | 0            | 0                             | 0        | 0            | 0            |
| 1715 - 1730        | 0                             | 0        | 0            | 0                             | 0        | 0            | 0            |
| 1730 - 1745        | 0                             | 0        | 0            | 0                             | 0        | 0            | 0            |
| 1745 - 1800        | 0                             | 0        | 0            | 0                             | 0        | 0            | 0            |
| Hourly Total       | 0                             | 0        | 0            | 0                             | 0        | 0            | 0            |
| <b>Grand Total</b> | <b>0</b>                      | <b>0</b> | <b>0</b>     | <b>0</b>                      | <b>0</b> | <b>0</b>     | <b>0</b>     |
| Approach %         | 0.00                          | 0.00     | -            | 0.00                          | 0.00     | -            | -            |
| Intersection %     | 0.00                          | 0.00     | 0.00         | 0.00                          | 0.00     | 0.00         | 0.00         |

| TIME               | Westbound<br>Driveway |          | App<br>Total | Int<br>Total |
|--------------------|-----------------------|----------|--------------|--------------|
|                    | NB<br>4g              | SB<br>4h |              |              |
|                    | 1600 - 1615           | 0        |              |              |
| 1615 - 1630        | 0                     | 0        | 0            | 0            |
| 1630 - 1645        | 0                     | 0        | 0            | 0            |
| 1645 - 1700        | 0                     | 0        | 0            | 0            |
| Hourly Total       | 0                     | 0        | 0            | 0            |
| 1700 - 1715        | 0                     | 0        | 0            | 0            |
| 1715 - 1730        | 0                     | 0        | 0            | 0            |
| 1730 - 1745        | 0                     | 0        | 0            | 0            |
| 1745 - 1800        | 0                     | 0        | 0            | 0            |
| Hourly Total       | 0                     | 0        | 0            | 0            |
| <b>Grand Total</b> | <b>0</b>              | <b>0</b> | <b>0</b>     | <b>0</b>     |
| Approach %         | 0.00                  | 0.00     | -            | -            |
| Intersection %     | 0.00                  | 0.00     | 0.00         | -            |



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### Peak Hour Turning Movement Count

Dekalb County, GA



www.marrtraffic.com

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

\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)





 [Click here for Map](#)

### Peak Hour Turning Movement Count

Dekalb County, GA



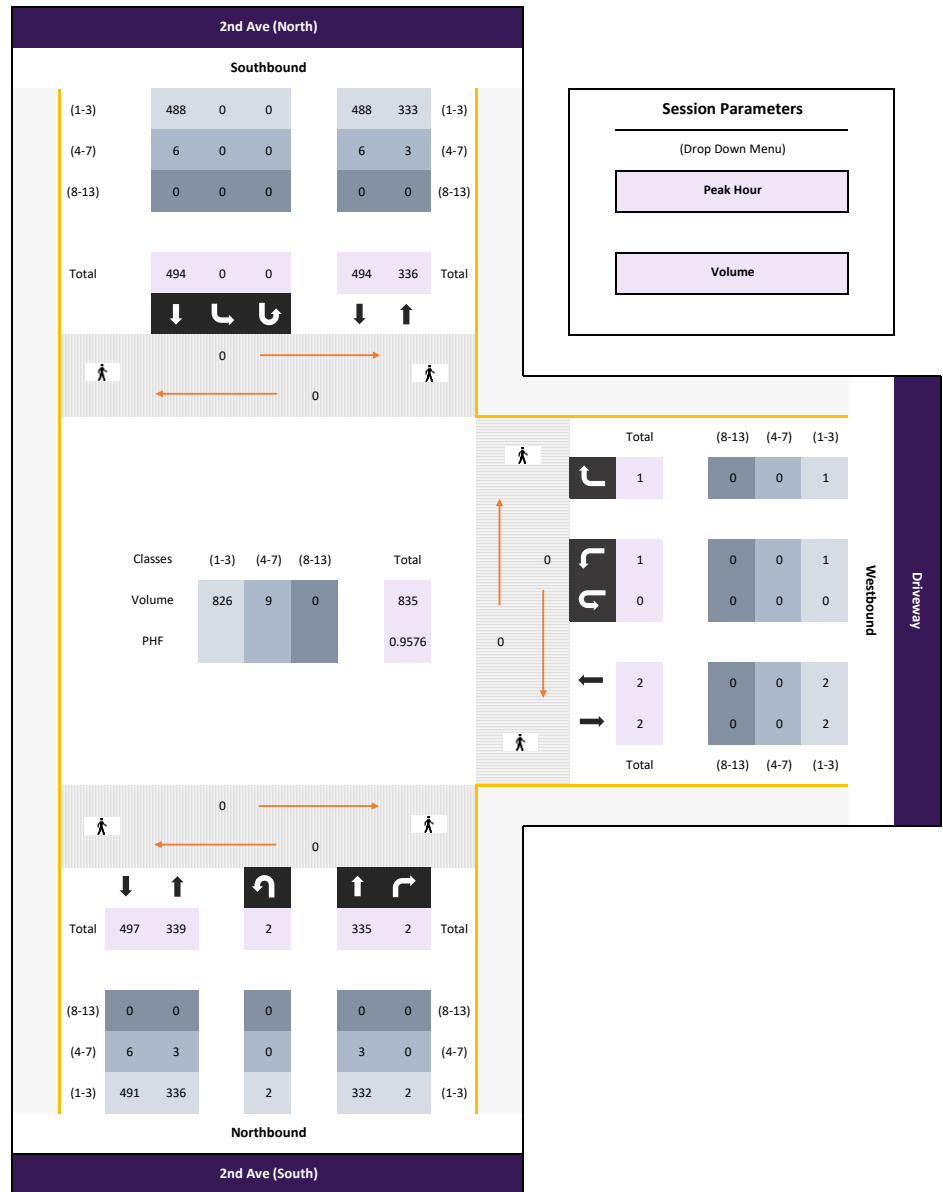
www.marrtraffic.com

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

\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)



All vehicles

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

Passenger Vehicles (1-3)

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

Single Unit Trucks (4-7)

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

Combination Trucks (8-13)

| Time         | Northbound<br>2nd Ave (South) |              |               |              |             | Southbound<br>2nd Ave (North) |               |              |      |              | Westbound<br>Driveway |              |               |              |      | Int<br>Total |      |      |      |      |      |
|--------------|-------------------------------|--------------|---------------|--------------|-------------|-------------------------------|---------------|--------------|------|--------------|-----------------------|--------------|---------------|--------------|------|--------------|------|------|------|------|------|
|              | Thru<br>5.1                   | Right<br>5.2 | U-Turn<br>5.3 | App<br>Total | Left<br>5.4 | Thru<br>5.5                   | U-Turn<br>5.6 | App<br>Total |      | App<br>Total | Left<br>5.7           | Right<br>5.8 | U-Turn<br>5.9 | App<br>Total |      |              |      |      |      |      |      |
|              | 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    | 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    |
| <b>Total</b> | 0                             | 0            | 0             | 0            | 0           | 0                             | 0             | 0            | 0    | 0            | 0                     | 0            | 0             | 0            | 0    | 0            | 0    | 0    | 0    | 0    | 0    |
| Approach %   | 0.00                          | 0.00         | 0.00          | 0.00         | -           | 0.00                          | 0.00          | 0.00         | 0.00 | -            | 0.00                  | 0.00         | 0.00          | 0.00         | -    | 0.00         | 0.00 | 0.00 | 0.00 | -    |      |
| PHF          | 0.00                          | 0.00         | 0.00          | 0.00         | 0.00        | 0.00                          | 0.00          | 0.00         | 0.00 | 0.00         | 0.00                  | 0.00         | 0.00          | 0.00         | 0.00 | 0.00         | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

Bikes

| Time         | Northbound<br>2nd Ave (South) |              |               |              |             | Southbound<br>2nd Ave (North) |               |              |      |              | Westbound<br>Driveway |              |               |              |      | Int<br>Total |      |      |      |      |      |
|--------------|-------------------------------|--------------|---------------|--------------|-------------|-------------------------------|---------------|--------------|------|--------------|-----------------------|--------------|---------------|--------------|------|--------------|------|------|------|------|------|
|              | Thru<br>5.1                   | Right<br>5.2 | U-Turn<br>5.3 | App<br>Total | Left<br>5.4 | Thru<br>5.5                   | U-Turn<br>5.6 | App<br>Total |      | App<br>Total | Left<br>5.7           | Right<br>5.8 | U-Turn<br>5.9 | App<br>Total |      |              |      |      |      |      |      |
|              | 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    | 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    |
| <b>Total</b> | 0                             | 0            | 0             | 0            | 0           | 0                             | 0             | 0            | 0    | 0            | 0                     | 0            | 0             | 0            | 0    | 0            | 0    | 0    | 0    | 0    | 0    |
| Approach %   | 0.00                          | 0.00         | 0.00          | 0.00         | -           | 0.00                          | 0.00          | 0.00         | 0.00 | -            | 0.00                  | 0.00         | 0.00          | 0.00         | -    | 0.00         | 0.00 | 0.00 | 0.00 | -    |      |
| PHF          | 0.00                          | 0.00         | 0.00          | 0.00         | 0.00        | 0.00                          | 0.00          | 0.00         | 0.00 | 0.00         | 0.00                  | 0.00         | 0.00          | 0.00         | 0.00 | 0.00         | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

Pedestrians

| Time         | Northbound<br>2nd Ave (South) |          |      |              | Southbound<br>2nd Ave (North) |          |      |              | Westbound<br>Driveway |          |      |              | Int<br>Total |      |      |      |      |      |      |      |      |
|--------------|-------------------------------|----------|------|--------------|-------------------------------|----------|------|--------------|-----------------------|----------|------|--------------|--------------|------|------|------|------|------|------|------|------|
|              | EB<br>5a                      | WB<br>5b |      | App<br>Total | EB<br>5c                      | WB<br>5d |      | App<br>Total | NB<br>5g              | SB<br>5h |      | App<br>Total |              |      |      |      |      |      |      |      |      |
|              | 1700 - 1715                   | 0        | 0    | -            | -                             | 0        | 0    | -            | -                     | 0        | -    | -            |              | -    | -    | 0    | 0    | 0    | -    | -    | 0    |
| 1715 - 1730  | 0                             | 0        | -    | -            | 0                             | 0        | -    | -            | 0                     | -        | -    | -            | -            | 0    | 0    | 0    | -    | -    | 0    | 0    | 0    |
| 1730 - 1745  | 0                             | 0        | -    | -            | 0                             | 0        | -    | -            | 0                     | -        | -    | -            | -            | 0    | 0    | 0    | -    | -    | 0    | 0    | 0    |
| 1745 - 1800  | 0                             | 0        | -    | -            | 0                             | 0        | -    | -            | 0                     | -        | -    | -            | -            | 0    | 0    | 0    | -    | -    | 0    | 0    | 0    |
| <b>Total</b> | 0                             | 0        | 0    | 0            | 0                             | 0        | 0    | 0            | 0                     | 0        | 0    | 0            | 0            | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Approach %   | 0.00                          | 0.00     | 0.00 | 0.00         | -                             | 0.00     | 0.00 | 0.00         | 0.00                  | -        | 0.00 | 0.00         | 0.00         | 0.00 | -    | 0.00 | 0.00 | 0.00 | 0.00 | -    |      |
| PHF          | 0.00                          | 0.00     | 0.00 | 0.00         | 0.00                          | 0.00     | 0.00 | 0.00         | 0.00                  | 0.00     | 0.00 | 0.00         | 0.00         | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

# Classified Turn Movement Count || All vehicles



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Dekalb County, GA

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

**Date**  
Wednesday, March 9, 2022

**Weather**  
Cloudy  
54°F

Driveway

**Lat/Long**  
33.735935°, -84.309507°

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

All vehicles

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

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

All vehicles

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

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



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Dekalb County, GA

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

**Date**  
Wednesday, March 9, 2022

**Weather**  
Cloudy  
54°F

Driveway

**Lat/Long**  
33.735935°, -84.309507°

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

Passenger Vehicles (1-3)

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

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

Passenger Vehicles (1-3)

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



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



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Dekalb County, GA

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

**Date**  
Wednesday, March 9, 2022

**Weather**  
Cloudy  
54°F

Driveway

**Lat/Long**  
33.735935°, -84.309507°

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

Single Unit Trucks (4-7)

| TIME           | Northbound<br>2nd Ave (South) |              |               |              | Southbound<br>2nd Ave (North) |             |               |              |
|----------------|-------------------------------|--------------|---------------|--------------|-------------------------------|-------------|---------------|--------------|
|                | Thru<br>5.1                   | Right<br>5.2 | U-Turn<br>5.3 | App<br>Total | Left<br>5.4                   | Thru<br>5.5 | U-Turn<br>5.6 | App<br>Total |
|                | 0700 - 0715                   | 3            | 0             | 0            | 3                             | 0           | 1             | 0            |
| 0715 - 0730    | 3                             | 0            | 0             | 3            | 0                             | 1           | 0             | 1            |
| 0730 - 0745    | 2                             | 0            | 0             | 2            | 0                             | 0           | 0             | 0            |
| 0745 - 0800    | 5                             | 0            | 0             | 5            | 0                             | 1           | 0             | 1            |
| Hourly Total   | 13                            | 0            | 0             | 13           | 0                             | 3           | 0             | 3            |
| Grand Total    | 25                            | 0            | 0             | 25           | 0                             | 9           | 1             | 10           |
| Approach %     | 100.00                        | 0.00         | 0.00          | -            | 0.00                          | 90.00       | 10.00         | -            |
| Intersection % | 71.43                         | 0.00         | 0.00          | 71.43        | 0.00                          | 25.71       | 2.86          | 28.57        |

| Westbound<br>Driveway |              |               |              |              |
|-----------------------|--------------|---------------|--------------|--------------|
| Left<br>5.7           | Right<br>5.8 | U-Turn<br>5.9 | App<br>Total | Int<br>Total |
| 0                     | 0            | 0             | 0            | 4            |
| 0                     | 0            | 0             | 0            | 4            |
| 0                     | 0            | 0             | 0            | 2            |
| 0                     | 0            | 0             | 0            | 6            |
| 0                     | 0            | 0             | 0            | 16           |
| 0                     | 0            | 0             | 0            | 4            |
| 0                     | 0            | 0             | 0            | 3            |
| 0                     | 0            | 0             | 0            | 6            |
| 0                     | 0            | 0             | 0            | 6            |
| 0                     | 0            | 0             | 0            | 19           |
| 0                     | 0            | 0             | 0            | 35           |
| 0.00                  | 0.00         | 0.00          | -            |              |
| 0.00                  | 0.00         | 0.00          | 0.00         |              |

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

Single Unit Trucks (4-7)

| TIME           | Northbound<br>2nd Ave (South) |              |               |              | Southbound<br>2nd Ave (North) |             |               |              |
|----------------|-------------------------------|--------------|---------------|--------------|-------------------------------|-------------|---------------|--------------|
|                | Thru<br>5.1                   | Right<br>5.2 | U-Turn<br>5.3 | App<br>Total | Left<br>5.4                   | Thru<br>5.5 | U-Turn<br>5.6 | App<br>Total |
|                | 1600 - 1615                   | 3            | 0             | 0            | 3                             | 0           | 3             | 0            |
| 1615 - 1630    | 2                             | 0            | 0             | 2            | 0                             | 2           | 0             | 2            |
| 1630 - 1645    | 4                             | 0            | 0             | 4            | 0                             | 2           | 0             | 2            |
| 1645 - 1700    | 2                             | 0            | 0             | 2            | 0                             | 3           | 0             | 3            |
| Hourly Total   | 11                            | 0            | 0             | 11           | 0                             | 10          | 0             | 10           |
| 1700 - 1715    | 1                             | 0            | 0             | 1            | 0                             | 2           | 0             | 2            |
| 1715 - 1730    | 0                             | 0            | 0             | 0            | 0                             | 2           | 0             | 2            |
| 1730 - 1745    | 1                             | 0            | 0             | 1            | 0                             | 1           | 0             | 1            |
| 1745 - 1800    | 1                             | 0            | 0             | 1            | 0                             | 1           | 0             | 1            |
| Hourly Total   | 3                             | 0            | 0             | 3            | 0                             | 6           | 0             | 6            |
| Grand Total    | 14                            | 0            | 0             | 14           | 0                             | 16          | 0             | 16           |
| Approach %     | 100.00                        | 0.00         | 0.00          | -            | 0.00                          | 100.00      | 0.00          | -            |
| Intersection % | 46.67                         | 0.00         | 0.00          | 46.67        | 0.00                          | 53.33       | 0.00          | 53.33        |

| Westbound<br>Driveway |              |               |              |              |
|-----------------------|--------------|---------------|--------------|--------------|
| Left<br>5.7           | Right<br>5.8 | U-Turn<br>5.9 | App<br>Total | Int<br>Total |
| 0                     | 0            | 0             | 0            | 6            |
| 0                     | 0            | 0             | 0            | 4            |
| 0                     | 0            | 0             | 0            | 6            |
| 0                     | 0            | 0             | 0            | 5            |
| 0                     | 0            | 0             | 0            | 21           |
| 0                     | 0            | 0             | 0            | 3            |
| 0                     | 0            | 0             | 0            | 2            |
| 0                     | 0            | 0             | 0            | 2            |
| 0                     | 0            | 0             | 0            | 2            |
| 0                     | 0            | 0             | 0            | 9            |
| 0                     | 0            | 0             | 0            | 30           |
| 0.00                  | 0.00         | 0.00          | -            |              |
| 0.00                  | 0.00         | 0.00          | 0.00         |              |

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



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Dekalb County, GA

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

**Date**  
 Wednesday, March 9, 2022

**Weather**  
 Cloudy  
 54°F

Driveway

**Lat/Long**  
 33.735935°, -84.309507°

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

| TIME           | Northbound<br>2nd Ave (South) |              |               |              | Southbound<br>2nd Ave (North) |             |               |              | Westbound<br>Driveway |              |               |              |              |
|----------------|-------------------------------|--------------|---------------|--------------|-------------------------------|-------------|---------------|--------------|-----------------------|--------------|---------------|--------------|--------------|
|                | Thru<br>5.1                   | Right<br>5.2 | U-Turn<br>5.3 | App<br>Total | Left<br>5.4                   | Thru<br>5.5 | U-Turn<br>5.6 | App<br>Total | Left<br>5.7           | Right<br>5.8 | U-Turn<br>5.9 | App<br>Total | Int<br>Total |
|                | 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            | 0            |
| 0730 - 0745    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| 0745 - 0800    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| Hourly Total   | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| 0800 - 0815    | 1                             | 0            | 0             | 1            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 1            |
| 0815 - 0830    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| 0830 - 0845    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| 0845 - 0900    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| Hourly Total   | 1                             | 0            | 0             | 1            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 1            |
| Grand Total    | 1                             | 0            | 0             | 1            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 1            |
| Approach %     | 100.00                        | 0.00         | 0.00          | -            | 0.00                          | 0.00        | 0.00          | -            | 0.00                  | 0.00         | 0.00          | -            | -            |
| Intersection % | 100.00                        | 0.00         | 0.00          | 100.00       | 0.00                          | 0.00        | 0.00          | 0.00         | 0.00                  | 0.00         | 0.00          | 0.00         | -            |

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

| TIME           | Northbound<br>2nd Ave (South) |              |               |              | Southbound<br>2nd Ave (North) |             |               |              | Westbound<br>Driveway |              |               |              |              |
|----------------|-------------------------------|--------------|---------------|--------------|-------------------------------|-------------|---------------|--------------|-----------------------|--------------|---------------|--------------|--------------|
|                | Thru<br>5.1                   | Right<br>5.2 | U-Turn<br>5.3 | App<br>Total | Left<br>5.4                   | Thru<br>5.5 | U-Turn<br>5.6 | App<br>Total | Left<br>5.7           | Right<br>5.8 | U-Turn<br>5.9 | App<br>Total | Int<br>Total |
|                | 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            | 0            |
| 1630 - 1645    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| 1645 - 1700    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| Hourly Total   | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| 1700 - 1715    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| 1715 - 1730    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| 1730 - 1745    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| 1745 - 1800    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| Hourly Total   | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| Grand Total    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| Approach %     | 0.00                          | 0.00         | 0.00          | -            | 0.00                          | 0.00        | 0.00          | -            | 0.00                  | 0.00         | 0.00          | -            | -            |
| Intersection % | 0.00                          | 0.00         | 0.00          | 0.00         | 0.00                          | 0.00        | 0.00          | 0.00         | 0.00                  | 0.00         | 0.00          | 0.00         | -            |

# Classified Turn Movement Count || Bikes



www.marrtraffic.com

Dekalb County, GA

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

**Date**  
 Wednesday, March 9, 2022

**Weather**  
 Cloudy  
 54°F

Driveway

**Lat/Long**  
 33.735935°, -84.309507°

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

Bikes

| TIME           | Northbound<br>2nd Ave (South) |              |               |              | Southbound<br>2nd Ave (North) |             |               |              | Westbound<br>Driveway |              |               |              |              |
|----------------|-------------------------------|--------------|---------------|--------------|-------------------------------|-------------|---------------|--------------|-----------------------|--------------|---------------|--------------|--------------|
|                | Thru<br>5.1                   | Right<br>5.2 | U-Turn<br>5.3 | App<br>Total | Left<br>5.4                   | Thru<br>5.5 | U-Turn<br>5.6 | App<br>Total | Left<br>5.7           | Right<br>5.8 | U-Turn<br>5.9 | App<br>Total | Int<br>Total |
|                | 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            | 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            |
| 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          | -            | 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         |


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

Bikes

| TIME           | Northbound<br>2nd Ave (South) |              |               |              | Southbound<br>2nd Ave (North) |             |               |              | Westbound<br>Driveway |              |               |              |              |
|----------------|-------------------------------|--------------|---------------|--------------|-------------------------------|-------------|---------------|--------------|-----------------------|--------------|---------------|--------------|--------------|
|                | Thru<br>5.1                   | Right<br>5.2 | U-Turn<br>5.3 | App<br>Total | Left<br>5.4                   | Thru<br>5.5 | U-Turn<br>5.6 | App<br>Total | Left<br>5.7           | Right<br>5.8 | U-Turn<br>5.9 | App<br>Total | Int<br>Total |
|                | 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            | 0            |
| 1630 - 1645    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| 1645 - 1700    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| Hourly Total   | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| 1700 - 1715    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| 1715 - 1730    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| 1730 - 1745    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| 1745 - 1800    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| Hourly Total   | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| Grand Total    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| Approach %     | 0.00                          | 0.00         | 0.00          | -            | 0.00                          | 0.00        | 0.00          | -            | 0.00                  | 0.00         | 0.00          | -            | 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         |





 [Click here for Map](#)

### Peak Hour Turning Movement Count

Dekalb County, GA



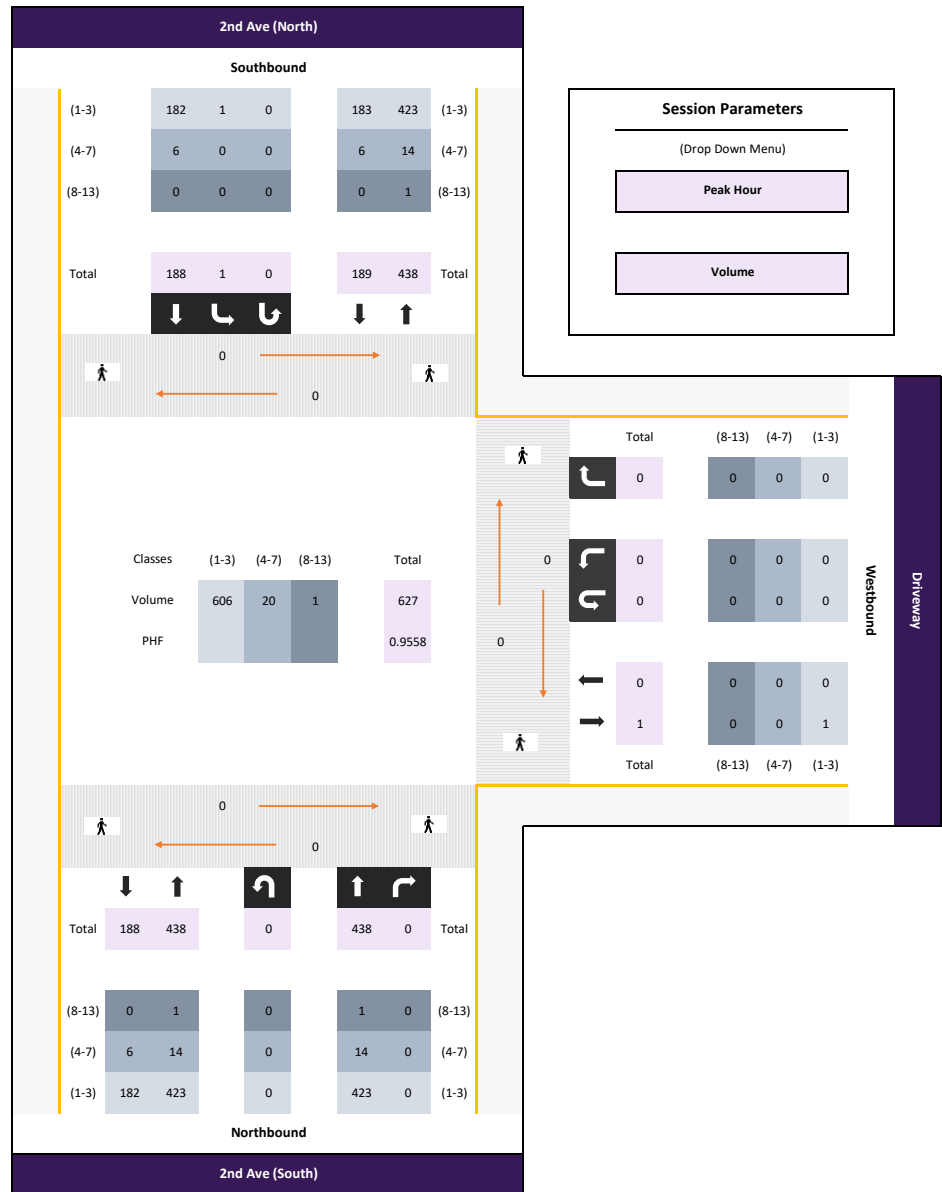
www.marrtraffic.com

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

\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)



All vehicles

Table with columns for Time, Northbound (2nd Ave South), Southbound (2nd Ave North), and Westbound (Driveway). Rows include 0730-0745, 0745-0800, 0800-0815, 0815-0830, Total, Approach %, and PHF.

Passenger Vehicles (1-3)

Table with columns for Time, Northbound (2nd Ave South), Southbound (2nd Ave North), and Westbound (Driveway). Rows include 0730-0745, 0745-0800, 0800-0815, 0815-0830, Total, Approach %, and PHF.

Single Unit Trucks (4-7)

Table with columns for Time, Northbound (2nd Ave South), Southbound (2nd Ave North), and Westbound (Driveway). Rows include 0730-0745, 0745-0800, 0800-0815, 0815-0830, Total, Approach %, and PHF.

Combination Trucks (8-13)


Table with columns for Time, Northbound (2nd Ave South), Southbound (2nd Ave North), and Westbound (Driveway). Rows include 0730-0745, 0745-0800, 0800-0815, 0815-0830, Total, Approach %, and PHF.

Bikes

Table with columns for Time, Northbound (2nd Ave South), Southbound (2nd Ave North), and Westbound (Driveway). Rows include 0730-0745, 0745-0800, 0800-0815, 0815-0830, Total, Approach %, and PHF.

Pedestrians

Table with columns for Time, Northbound (2nd Ave South), Southbound (2nd Ave North), and Westbound (Driveway). Rows include 0730-0745, 0745-0800, 0800-0815, 0815-0830, Total, Approach %, and PHF.

 [Click here for Map](#)

### Peak Hour Turning Movement Count

Dekalb County, GA



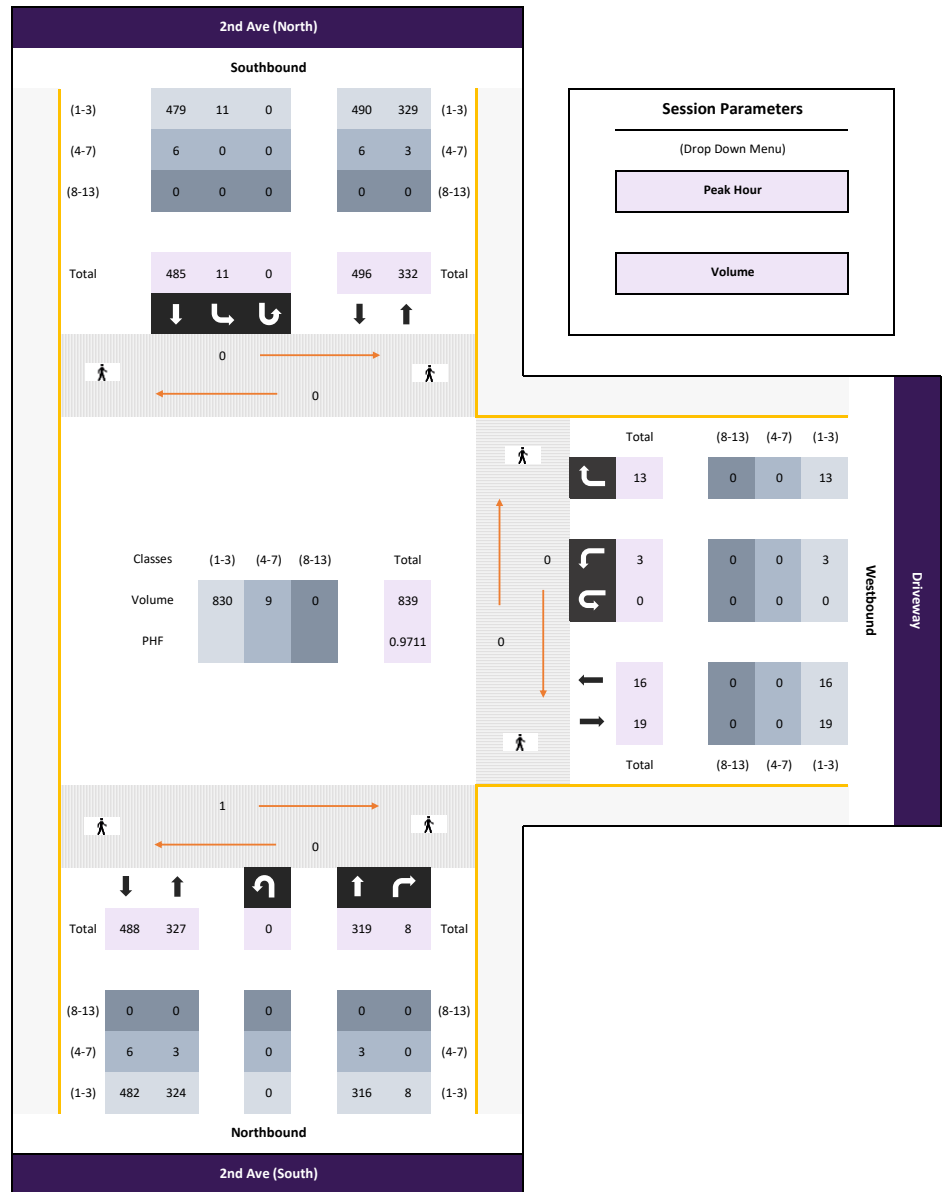
www.marrtraffic.com

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

\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)





All vehicles

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

Passenger Vehicles (1-3)

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

Single Unit Trucks (4-7)

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

Combination Trucks (8-13)

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

Bikes

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

Pedestrians

| Time        | Northbound<br>2nd Ave (South) |          |      |              |          | Southbound<br>2nd Ave (North) |      |              |      |              | Westbound<br>Driveway |          |      |              |      | Int<br>Total |      |      |      |      |      |
|-------------|-------------------------------|----------|------|--------------|----------|-------------------------------|------|--------------|------|--------------|-----------------------|----------|------|--------------|------|--------------|------|------|------|------|------|
|             | EB<br>6a                      | WB<br>6b |      | App<br>Total | EB<br>6c | WB<br>6d                      |      | App<br>Total |      | App<br>Total | NB<br>6g              | SB<br>6h |      | App<br>Total |      |              |      |      |      |      |      |
|             | 1700 - 1715                   | 0        | 0    | -            | -        | 0                             | 0    | 0            | -    | -            | 0                     | -        | -    | -            | -    |              | 0    | 0    | 0    | -    | -    |
| 1715 - 1730 | 0                             | 0        | -    | -            | 0        | 0                             | 0    | -            | -    | 0            | -                     | -        | -    | -            | 0    | 0            | 0    | -    | -    | 0    | 0    |
| 1730 - 1745 | 0                             | 0        | -    | -            | 0        | 0                             | 0    | -            | -    | 0            | -                     | -        | -    | -            | 0    | 0            | 0    | -    | -    | 0    | 0    |
| 1745 - 1800 | 0                             | 0        | -    | -            | 0        | 0                             | 0    | -            | -    | 0            | -                     | -        | -    | -            | 0    | 0            | 0    | -    | -    | 0    | 0    |
| Total       | 0                             | 0        | 0    | 0            | 0        | 0                             | 0    | 0            | 0    | 0            | 0                     | 0        | 0    | 0            | 0    | 0            | 0    | 0    | 0    | 0    | 0    |
| Approach %  | 0.00                          | 0.00     | 0.00 | 0.00         | -        | 0.00                          | 0.00 | 0.00         | 0.00 | -            | 0.00                  | 0.00     | 0.00 | 0.00         | -    | 0.00         | 0.00 | 0.00 | 0.00 | -    |      |
| PHF         | 0.00                          | 0.00     | 0.00 | 0.00         | 0.00     | 0.00                          | 0.00 | 0.00         | 0.00 | 0.00         | 0.00                  | 0.00     | 0.00 | 0.00         | 0.00 | 0.00         | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

# Classified Turn Movement Count || All vehicles



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Dekalb County, GA

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

**Date**  
Wednesday, March 9, 2022

**Weather**  
Cloudy  
54°F

Driveway

**Lat/Long**  
33.737577°, -84.309662°

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

All vehicles

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

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

All vehicles

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

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



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Dekalb County, GA

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

**Date**  
Wednesday, March 9, 2022

**Weather**  
Cloudy  
54°F

Driveway

**Lat/Long**  
33.737577°, -84.309662°

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

Passenger Vehicles (1-3)

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

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

Passenger Vehicles (1-3)

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

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



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Dekalb County, GA

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

**Date**  
Wednesday, March 9, 2022

**Weather**  
Cloudy  
54°F

Driveway

**Lat/Long**  
33.737577°, -84.309662°

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

Single Unit Trucks (4-7)

| TIME           | Northbound<br>2nd Ave (South) |              |               |              | Southbound<br>2nd Ave (North) |             |               |              |
|----------------|-------------------------------|--------------|---------------|--------------|-------------------------------|-------------|---------------|--------------|
|                | Thru<br>6.1                   | Right<br>6.2 | U-Turn<br>6.3 | App<br>Total | Left<br>6.4                   | Thru<br>6.5 | U-Turn<br>6.6 | App<br>Total |
|                | 0700 - 0715                   | 3            | 0             | 0            | 3                             | 0           | 0             | 0            |
| 0715 - 0730    | 2                             | 0            | 0             | 2            | 0                             | 1           | 0             | 1            |
| 0730 - 0745    | 3                             | 0            | 0             | 3            | 0                             | 1           | 0             | 1            |
| 0745 - 0800    | 5                             | 0            | 0             | 5            | 0                             | 1           | 0             | 1            |
| Hourly Total   | 13                            | 0            | 0             | 13           | 0                             | 3           | 0             | 3            |
| 0800 - 0815    | 3                             | 0            | 0             | 3            | 0                             | 2           | 0             | 2            |
| 0815 - 0830    | 3                             | 0            | 0             | 3            | 0                             | 2           | 0             | 2            |
| 0830 - 0845    | 4                             | 0            | 0             | 4            | 0                             | 2           | 0             | 2            |
| 0845 - 0900    | 3                             | 0            | 0             | 3            | 0                             | 1           | 0             | 1            |
| Hourly Total   | 13                            | 0            | 0             | 13           | 0                             | 7           | 0             | 7            |
| Grand Total    | 26                            | 0            | 0             | 26           | 0                             | 10          | 0             | 10           |
| Approach %     | 100.00                        | 0.00         | 0.00          | -            | 0.00                          | 100.00      | 0.00          | -            |
| Intersection % | 72.22                         | 0.00         | 0.00          | 72.22        | 0.00                          | 27.78       | 0.00          | 27.78        |

| Westbound<br>Driveway |              |               |              |              |
|-----------------------|--------------|---------------|--------------|--------------|
| Left<br>6.7           | Right<br>6.8 | U-Turn<br>6.9 | App<br>Total | Int<br>Total |
| 0                     | 0            | 0             | 0            | 3            |
| 0                     | 0            | 0             | 0            | 3            |
| 0                     | 0            | 0             | 0            | 4            |
| 0                     | 0            | 0             | 0            | 6            |
| 0                     | 0            | 0             | 0            | 16           |
| 0                     | 0            | 0             | 0            | 5            |
| 0                     | 0            | 0             | 0            | 5            |
| 0                     | 0            | 0             | 0            | 6            |
| 0                     | 0            | 0             | 0            | 4            |
| 0                     | 0            | 0             | 0            | 20           |
| 0                     | 0            | 0             | 0            | 36           |
| 0.00                  | 0.00         | 0.00          | -            |              |
| 0.00                  | 0.00         | 0.00          | 0.00         |              |

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

Single Unit Trucks (4-7)

| TIME           | Northbound<br>2nd Ave (South) |              |               |              | Southbound<br>2nd Ave (North) |             |               |              |
|----------------|-------------------------------|--------------|---------------|--------------|-------------------------------|-------------|---------------|--------------|
|                | Thru<br>6.1                   | Right<br>6.2 | U-Turn<br>6.3 | App<br>Total | Left<br>6.4                   | Thru<br>6.5 | U-Turn<br>6.6 | App<br>Total |
|                | 1600 - 1615                   | 2            | 0             | 0            | 2                             | 0           | 2             | 0            |
| 1615 - 1630    | 2                             | 0            | 0             | 2            | 0                             | 2           | 0             | 2            |
| 1630 - 1645    | 4                             | 0            | 0             | 4            | 0                             | 2           | 0             | 2            |
| 1645 - 1700    | 3                             | 0            | 0             | 3            | 0                             | 4           | 0             | 4            |
| Hourly Total   | 11                            | 0            | 0             | 11           | 0                             | 10          | 0             | 10           |
| 1700 - 1715    | 1                             | 0            | 0             | 1            | 0                             | 1           | 0             | 1            |
| 1715 - 1730    | 1                             | 0            | 0             | 1            | 0                             | 2           | 0             | 2            |
| 1730 - 1745    | 1                             | 0            | 0             | 1            | 0                             | 2           | 0             | 2            |
| 1745 - 1800    | 0                             | 0            | 0             | 0            | 0                             | 1           | 0             | 1            |
| Hourly Total   | 3                             | 0            | 0             | 3            | 0                             | 6           | 0             | 6            |
| Grand Total    | 14                            | 0            | 0             | 14           | 0                             | 16          | 0             | 16           |
| Approach %     | 100.00                        | 0.00         | 0.00          | -            | 0.00                          | 100.00      | 0.00          | -            |
| Intersection % | 46.67                         | 0.00         | 0.00          | 46.67        | 0.00                          | 53.33       | 0.00          | 53.33        |

| Westbound<br>Driveway |              |               |              |              |
|-----------------------|--------------|---------------|--------------|--------------|
| Left<br>6.7           | Right<br>6.8 | U-Turn<br>6.9 | App<br>Total | Int<br>Total |
| 0                     | 0            | 0             | 0            | 4            |
| 0                     | 0            | 0             | 0            | 4            |
| 0                     | 0            | 0             | 0            | 6            |
| 0                     | 0            | 0             | 0            | 7            |
| 0                     | 0            | 0             | 0            | 21           |
| 0                     | 0            | 0             | 0            | 2            |
| 0                     | 0            | 0             | 0            | 3            |
| 0                     | 0            | 0             | 0            | 3            |
| 0                     | 0            | 0             | 0            | 1            |
| 0                     | 0            | 0             | 0            | 9            |
| 0                     | 0            | 0             | 0            | 30           |
| 0.00                  | 0.00         | 0.00          | -            |              |
| 0.00                  | 0.00         | 0.00          | 0.00         |              |

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



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Dekalb County, GA

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

**Date**  
 Wednesday, March 9, 2022

**Weather**  
 Cloudy  
 54°F

Driveway

**Lat/Long**  
 33.737577°, -84.309662°

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

| TIME           | Northbound<br>2nd Ave (South) |              |               |              | Southbound<br>2nd Ave (North) |             |               |              | Westbound<br>Driveway |              |               |              |              |
|----------------|-------------------------------|--------------|---------------|--------------|-------------------------------|-------------|---------------|--------------|-----------------------|--------------|---------------|--------------|--------------|
|                | Thru<br>6.1                   | Right<br>6.2 | U-Turn<br>6.3 | App<br>Total | Left<br>6.4                   | Thru<br>6.5 | U-Turn<br>6.6 | App<br>Total | Left<br>6.7           | Right<br>6.8 | U-Turn<br>6.9 | App<br>Total | Int<br>Total |
|                | 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            | 0            |
| 0730 - 0745    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| 0745 - 0800    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| Hourly Total   | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| 0800 - 0815    | 1                             | 0            | 0             | 1            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 1            |
| 0815 - 0830    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| 0830 - 0845    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| 0845 - 0900    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| Hourly Total   | 1                             | 0            | 0             | 1            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 1            |
| Grand Total    | 1                             | 0            | 0             | 1            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 1            |
| Approach %     | 100.00                        | 0.00         | 0.00          | -            | 0.00                          | 0.00        | 0.00          | -            | 0.00                  | 0.00         | 0.00          | -            | 0.00         |
| Intersection % | 100.00                        | 0.00         | 0.00          | 100.00       | 0.00                          | 0.00        | 0.00          | 0.00         | 0.00                  | 0.00         | 0.00          | 0.00         | 0.00         |

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

| TIME           | Northbound<br>2nd Ave (South) |              |               |              | Southbound<br>2nd Ave (North) |             |               |              | Westbound<br>Driveway |              |               |              |              |
|----------------|-------------------------------|--------------|---------------|--------------|-------------------------------|-------------|---------------|--------------|-----------------------|--------------|---------------|--------------|--------------|
|                | Thru<br>6.1                   | Right<br>6.2 | U-Turn<br>6.3 | App<br>Total | Left<br>6.4                   | Thru<br>6.5 | U-Turn<br>6.6 | App<br>Total | Left<br>6.7           | Right<br>6.8 | U-Turn<br>6.9 | App<br>Total | Int<br>Total |
|                | 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            | 0            |
| 1630 - 1645    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| 1645 - 1700    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| Hourly Total   | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| 1700 - 1715    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| 1715 - 1730    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| 1730 - 1745    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| 1745 - 1800    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| Hourly Total   | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| Grand Total    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| Approach %     | 0.00                          | 0.00         | 0.00          | -            | 0.00                          | 0.00        | 0.00          | -            | 0.00                  | 0.00         | 0.00          | -            | 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         |

# Classified Turn Movement Count || Bikes



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Dekalb County, GA

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

**Date**  
Wednesday, March 9, 2022

**Weather**  
Cloudy  
54°F

Driveway

**Lat/Long**  
33.737577°, -84.309662°

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

Bikes

| TIME           | Northbound<br>2nd Ave (South) |              |               |              | Southbound<br>2nd Ave (North) |             |               |              | Westbound<br>Driveway |              |               |              |              |
|----------------|-------------------------------|--------------|---------------|--------------|-------------------------------|-------------|---------------|--------------|-----------------------|--------------|---------------|--------------|--------------|
|                | Thru<br>6.1                   | Right<br>6.2 | U-Turn<br>6.3 | App<br>Total | Left<br>6.4                   | Thru<br>6.5 | U-Turn<br>6.6 | App<br>Total | Left<br>6.7           | Right<br>6.8 | U-Turn<br>6.9 | App<br>Total | Int<br>Total |
|                | 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            | 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            |
| 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          | -            | 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         |

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

Bikes

| TIME           | Northbound<br>2nd Ave (South) |              |               |              | Southbound<br>2nd Ave (North) |             |               |              | Westbound<br>Driveway |              |               |              |              |
|----------------|-------------------------------|--------------|---------------|--------------|-------------------------------|-------------|---------------|--------------|-----------------------|--------------|---------------|--------------|--------------|
|                | Thru<br>6.1                   | Right<br>6.2 | U-Turn<br>6.3 | App<br>Total | Left<br>6.4                   | Thru<br>6.5 | U-Turn<br>6.6 | App<br>Total | Left<br>6.7           | Right<br>6.8 | U-Turn<br>6.9 | App<br>Total | Int<br>Total |
|                | 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            | 0            |
| 1630 - 1645    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| 1645 - 1700    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| Hourly Total   | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| 1700 - 1715    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| 1715 - 1730    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| 1730 - 1745    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| 1745 - 1800    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| Hourly Total   | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| Grand Total    | 0                             | 0            | 0             | 0            | 0                             | 0           | 0             | 0            | 0                     | 0            | 0             | 0            | 0            |
| Approach %     | 0.00                          | 0.00         | 0.00          | -            | 0.00                          | 0.00        | 0.00          | -            | 0.00                  | 0.00         | 0.00          | -            | 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         |







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

DeKalb County, GA



www.marrtraffic.com

Site 7  
2nd Ave,  
north of Garden Cir

Date  
Wednesday, March 9, 2022

Weather  
Cloudy  
54°F

Lat/Long  
33.730883°, -84.309439°

[Click here for Map](#)

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

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

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

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

| Noon Peak Hour | 1400 - 1500 | 1345 - 1445 | 1100 - 1200 | 1315 - 1415 | 1015 - 1115 | - | 1215 - 1315 | 1000 - 1100 | - | - | - | - | - | - | - | 1345 - |
|----------------|-------------|-------------|-------------|-------------|-------------|---|-------------|-------------|---|---|---|---|---|---|---|--------|
|----------------|-------------|-------------|-------------|-------------|-------------|---|-------------|-------------|---|---|---|---|---|---|---|--------|



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

DeKalb County, GA



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|                                 |                          |                |
|---------------------------------|--------------------------|----------------|
| <b>Site 7</b>                   | <b>Date</b>              | <b>Weather</b> |
| 2nd Ave,<br>north of Garden Cir | Wednesday, March 9, 2022 | Cloudy<br>54°F |
| <b>Lat/Long</b>                 |                          |                |
| 33.730883°, -84.309439°         |                          |                |

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

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

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

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

|                |           |           |           |           |           |   |           |           |   |   |   |   |   |           |
|----------------|-----------|-----------|-----------|-----------|-----------|---|-----------|-----------|---|---|---|---|---|-----------|
| Noon Peak Hour | 1400-1500 | 1345-1445 | 1100-1200 | 1315-1415 | 1015-1115 | - | 1215-1315 | 1100-1200 | - | - | - | - | - | 1345-1445 |
| No             |           |           |           |           |           |   |           |           |   |   |   |   |   |           |

# Bi-Directional Class Count || Volume Summary 15min



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Dekalb County, GA

**Site 7**  
2nd Ave,  
north of Garden Cir

**Date**  
Wednesday, March 9, 2022

**Weather**  
Cloudy  
54°F

**Lat/Long**  
33.730883°, -84.309439°

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

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

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

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



# Bi-Directional Class Count || SB WB 60min



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Dekalb County, GA

**Site 7**  
2nd Ave,  
north of Garden Cir

**Date**  
Wednesday, March 9, 2022

**Weather**  
Cloudy  
54°F

**Lat/Long**  
33.730883°, -84.309439°

## 0000 - 2400 (24h Session) (03-09-2022)

SB WB 60min

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

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

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

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

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

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



www.marrtraffic.com

Dekalb County, GA

**Site 7**  
2nd Ave,  
north of Garden Cir

**Date**  
Wednesday, March 9, 2022

**Weather**  
Cloudy  
54°F

**Lat/Long**  
33.730883°, -84.309439°

## 0000 - 2400 (24h Session) (03-09-2022)

Bi-Directional 60min

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

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

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

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

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

# Bi-Directional Class Count || Volume Summary 60min



www.marrtraffic.com

Dekalb County, GA

**Site 7**  
2nd Ave,  
north of Garden Cir

**Date**  
Wednesday, March 9, 2022

**Weather**  
Cloudy  
54°F

**Lat/Long**  
33.730883°, -84.309439°

## 0000 - 2400 (24h Session) (03-09-2022)

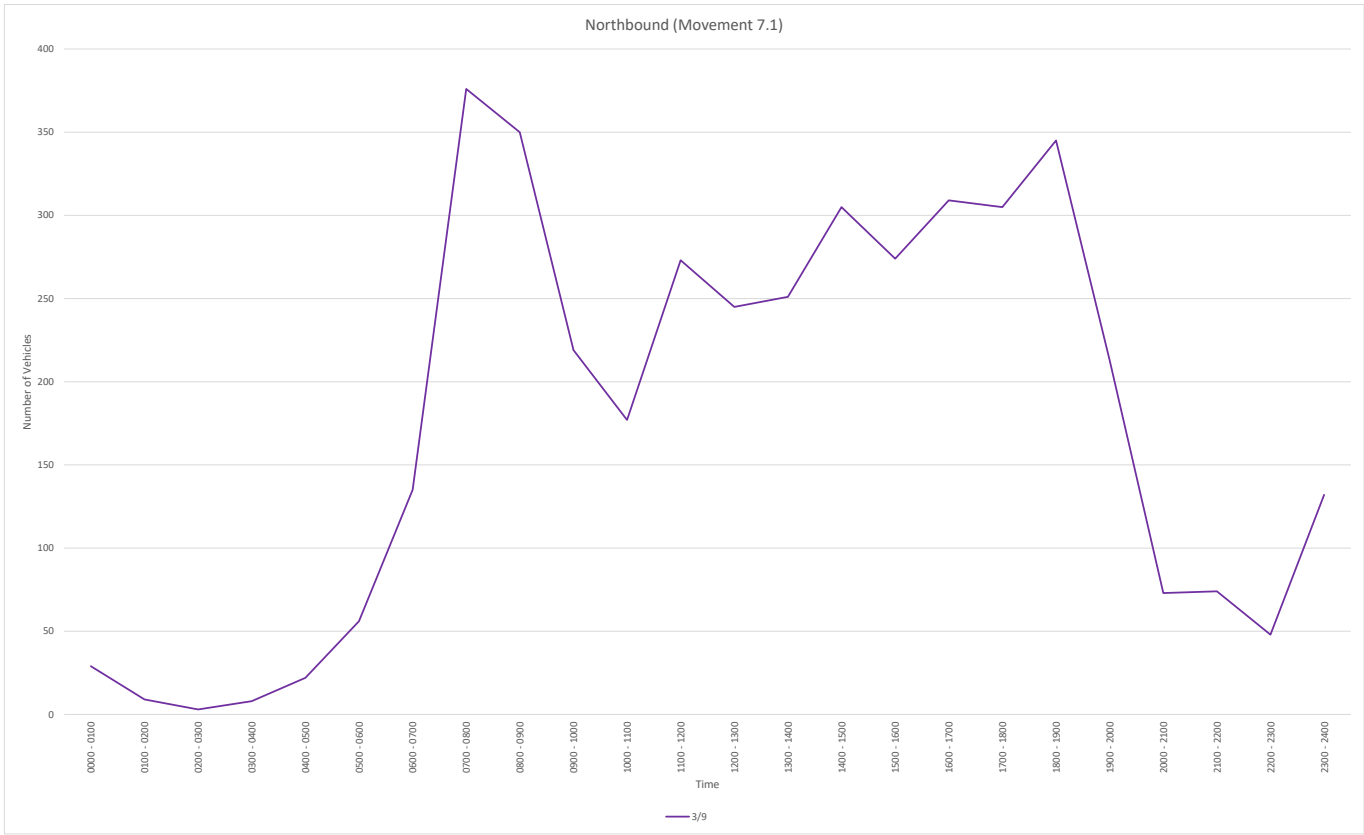
Volume Summary 60min

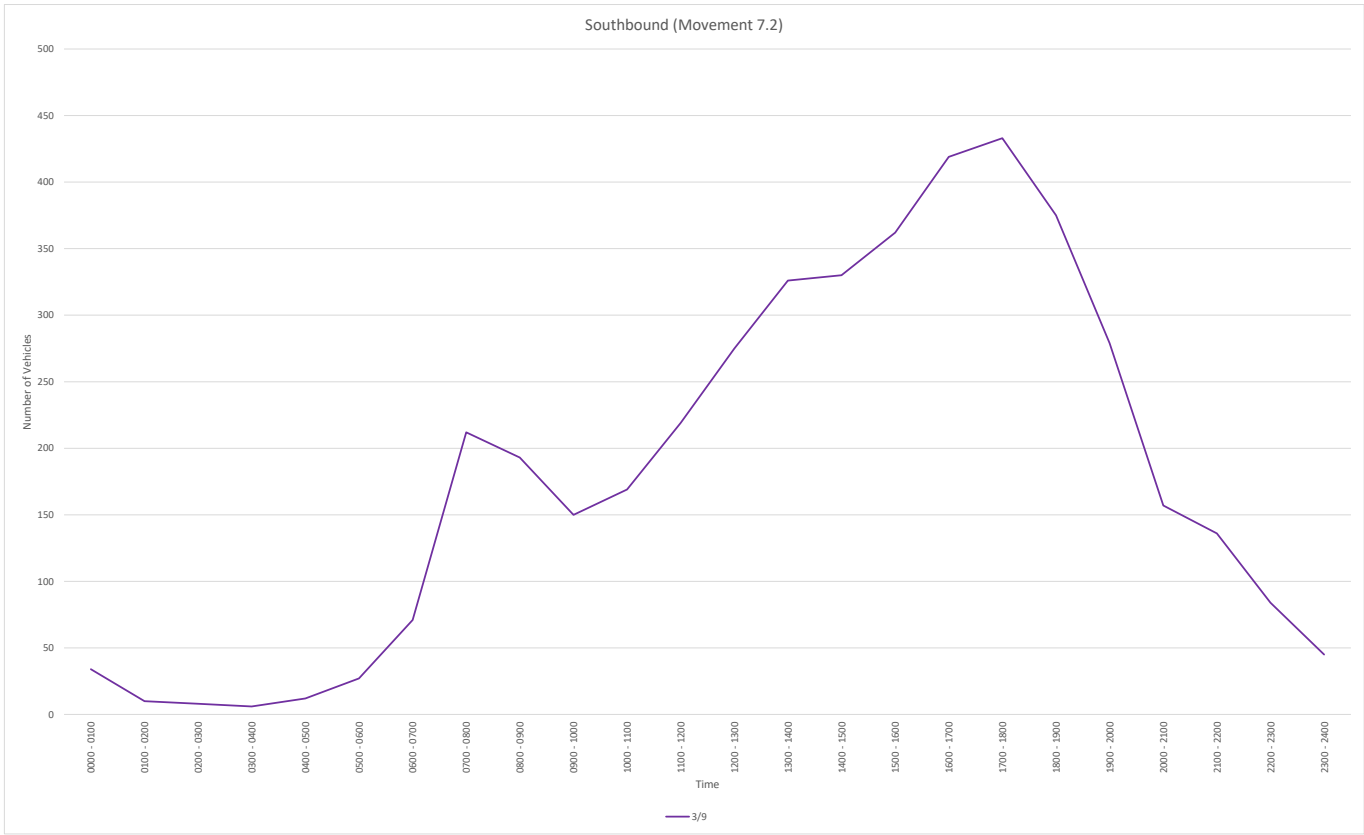
| Volume Summary 60min |     |     |       |
|----------------------|-----|-----|-------|
| TIME                 | NB  | SB  | Total |
| 0000 - 0100          | 29  | 34  | 63    |
| 0100 - 0200          | 9   | 10  | 19    |
| 0200 - 0300          | 3   | 8   | 11    |
| 0300 - 0400          | 8   |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

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

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















# Project Fact Sheets

|                         |  |
|-------------------------|--|
| <b>Short Title</b>      | SR 154 (MEMORIAL DRIVE) MULTIMODAL SAFETY IMPROVEMENTS FROM US 23 (MORELAND AVENUE) TO SR 155 (CANDLER ROAD) |
| <b>GDOT Project No.</b> | 0012597  |
| <b>Federal ID No.</b>   | N/A  |
| <b>Status</b>           | Programmed   |
| <b>Service Type</b>     | Last Mile Connectivity / Joint Bike-Ped Facilities   |
| <b>Sponsor</b>          | GDOT   |
| <b>Jurisdiction</b>     | City of Atlanta  |
| <b>Analysis Level</b>   | Exempt from Air Quality Analysis (40 CFR 93)   |



|                           |                                |             |                          |                        |  |
|---------------------------|--------------------------------|-------------|--------------------------|------------------------|--|
| <b>Existing Thru Lane</b> | <input type="text" value="4"/> | <b>LCI</b>  | <input type="checkbox"/> | <b>Network Year</b>    | <input type="text" value="TBD"/>       |
| <b>Planned Thru Lane</b>  | <input type="text" value="4"/> | <b>Flex</b> | <input type="checkbox"/> | <b>Corridor Length</b> | <input type="text" value="3.3"/> miles |

**Detailed Description and Justification**

This project involves constructing/installing recommendations identified in the recently completed Roadway Safety Audit (RSA) along SR 154 (Memorial Drive) conducted by GDOT, in coordination with the City of Atlanta and other stakeholders. The corridor is served by MARTA bus route 107, one of the busiest in the system, as well as routes 4, 15, 21, 24, 34 and 86. Types of improvements which may be made with available funding include signage upgrades, improved pavement markings, midblock pedestrian crossings, ADA ramps, traffic signal upgrades, resurfacing, and updates to the reversible lane configuration. The project is being funded under the Last Mile Connectivity Program, a regional program defined in PLAN 2040 to improve pedestrian and bicyclist mobility, accessibility and safety along transit corridors, within employment and commercial centers, and in the vicinity of other major origins and destinations such as schools. Memorial Drive is designated as a Level 1 Regional Thoroughfare and an ASTRoMaP Connector (element of regional truck route network). This project is also located entirely within Equitable Target Areas.

| Phase Status & Funding Information  | Status | FISCAL YEAR | TOTAL PHASE COST   | BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE |                  |                |                |
|---|--------|-------------|--------------------|---|------------------|----------------|----------------|
|   |        |             |                    | FEDERAL   | STATE            | BONDS          | LOCAL/PRIVATE  |
| PE STP - Urban (>200K) (ARC)  | AUTH   | 2014        | \$450,000          | \$360,000                                       | \$90,000         | \$0,000        | \$0,000        |
| ROW Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) |        | 2023        | \$337,000          | \$269,600                                       | \$67,400         | \$0,000        | \$0,000        |
| CST Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) |        | 2025        | \$1,415,270        | \$1,132,216                                     | \$283,054        | \$0,000        | \$0,000        |
|   |        |             | <b>\$2,202,270</b> | <b>\$1,761,816</b>                              | <b>\$440,454</b> | <b>\$0,000</b> | <b>\$0,000</b> |

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



**Short Title** SR 154 (MEMORIAL DRIVE) CORRIDOR IMPROVEMENTS FROM CONNALLY STREET TO GRANT STREET

**GDOT Project No.** 0007952

**Federal ID No.** CSHP-0007-00(952)

**Status** Programmed

**Service Type** Roadway / Operations & Safety

**Sponsor** City of Atlanta

**Jurisdiction** City of Atlanta

**Analysis Level** Exempt from Air Quality Analysis (40 CFR 93)



**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**

**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

The project would consist of sidewalk improvements on Memorial Drive to connect missing, broken, or damaged sidewalk portions and to upgrade to Americans with Disabilities Act (ADA) standards where required between Connally Street and Grant Street. Existing curb is to remain where possible, and a planting strip would be installed between the new sidewalks and the existing curb radius return.

| Phase Status & Funding Information | Status | FISCAL YEAR | TOTAL PHASE COST   | BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE |                |                |                  |
|------------------------------------|--------|-------------|--------------------|---|----------------|----------------|------------------|
|                                    |        |             |                    | FEDERAL   | STATE          | BONDS          | LOCAL/PRIVATE    |
| PE Federal Earmark Funding         | AUTH   | 2013        | \$437,500          | \$350,000                                       | \$0,000        | \$0,000        | \$87,500         |
| ROW Federal Earmark Funding        |        | 2023        | \$174,800          | \$139,840                                       | \$0,000        | \$0,000        | \$34,960         |
| CST Federal Earmark Funding        |        | 2024        | \$1,309,219        | \$950,000                                       | \$0,000        | \$0,000        | \$359,219        |
|                                    |        |             | <b>\$1,921,519</b> | <b>\$1,439,840</b>                              | <b>\$0,000</b> | <b>\$0,000</b> | <b>\$481,679</b> |

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

**Short Title** I-20 EAST HIGH CAPACITY PREMIUM TRANSIT SERVICE FROM DOWNTOWN ATLANTA TO STONECREST MALL AREA

**GDOT Project No.** 0015525

**Federal ID No.** N/A

**Status** Long Range

**Service Type** Transit / BRT Capital

**Sponsor** MARTA

**Jurisdiction** Regional - East

**Analysis Level** In the Region's Air Quality Conformity Analysis



**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**

**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

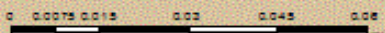
This project will provide premium transit service from Downtown Atlanta along the I-20 east corridor to the Stonecrest Mall area.

| Phase Status & Funding Information |   | Status | FISCAL YEAR  | TOTAL PHASE COST     | BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE |                    |                    |                        |
|------------------------------------|---|--------|--------------|----------------------|---|--------------------|--------------------|------------------------|
|                                    |   |        |              |                      | FEDERAL   | STATE              | BONDS              | LOCAL/PRIVATE          |
| PE                                 | 5307 Discretionary  | AUTH   | 2006         | <b>\$6,553,476</b>   | <del>\$3,454,233</del>                          | <del>\$0,000</del> | <del>\$0,000</del> | <del>\$3,099,243</del> |
| PE                                 | Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) | AUTH   | 2017         | <b>\$648,000</b>     | <del>\$518,400</del>                            | <del>\$0,000</del> | <del>\$0,000</del> | <del>\$129,600</del>   |
| ALL                                | New Starts  |        | LR 2041-2050 | <b>\$289,390,000</b> | \$101,290,000                                   | \$0,000            | \$0,000            | \$188,100,000          |
|                                    |   |        |              | <b>\$296,591,476</b> | <b>\$105,262,633</b>                            | <b>\$0,000</b>     | <b>\$0,000</b>     | <b>\$191,328,843</b>   |

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



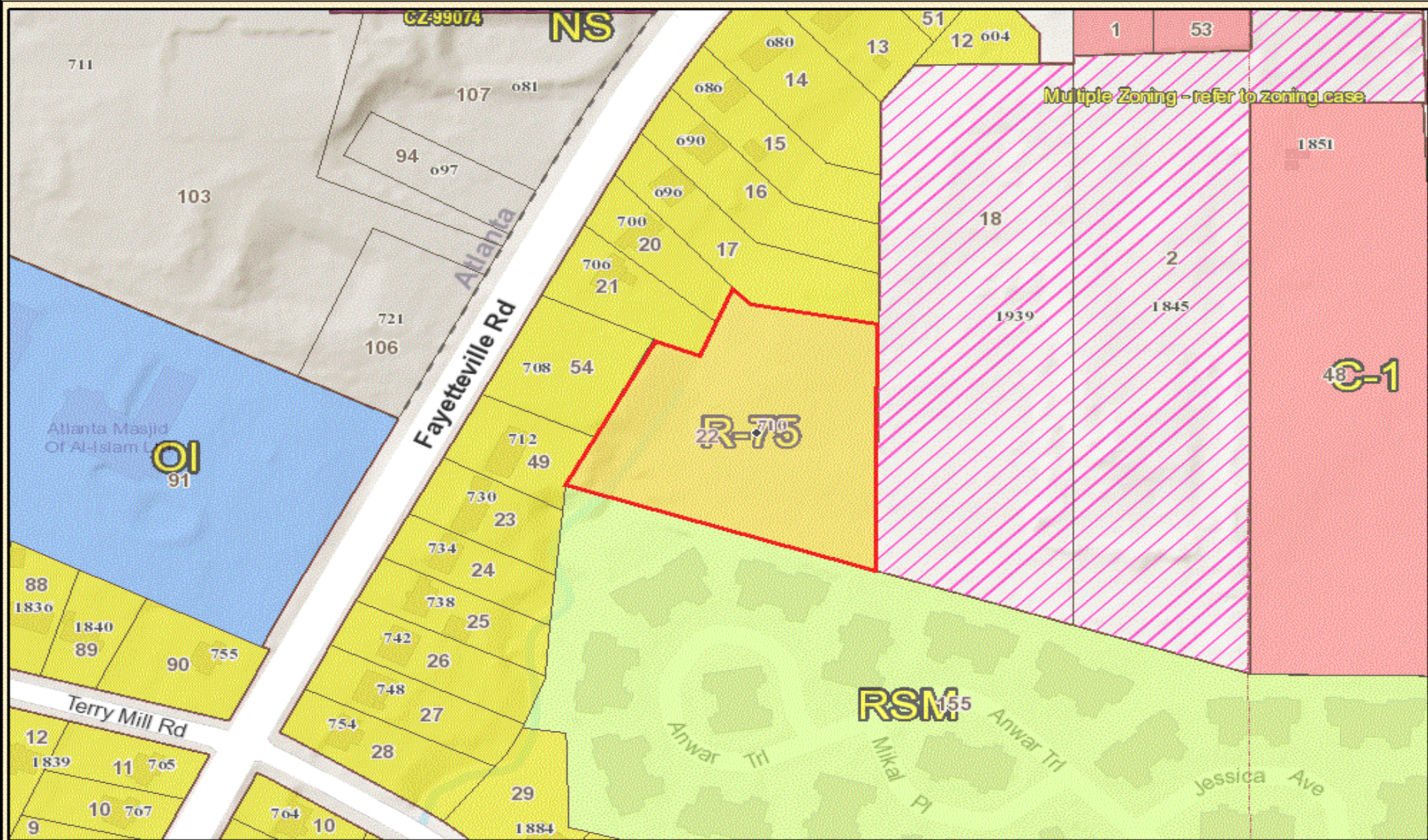
LP-23-1246249 Aerial View



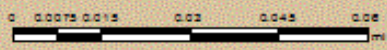
Date Printed: 2/2/2023



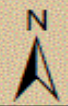
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**LP-23-1246249 Zoning**

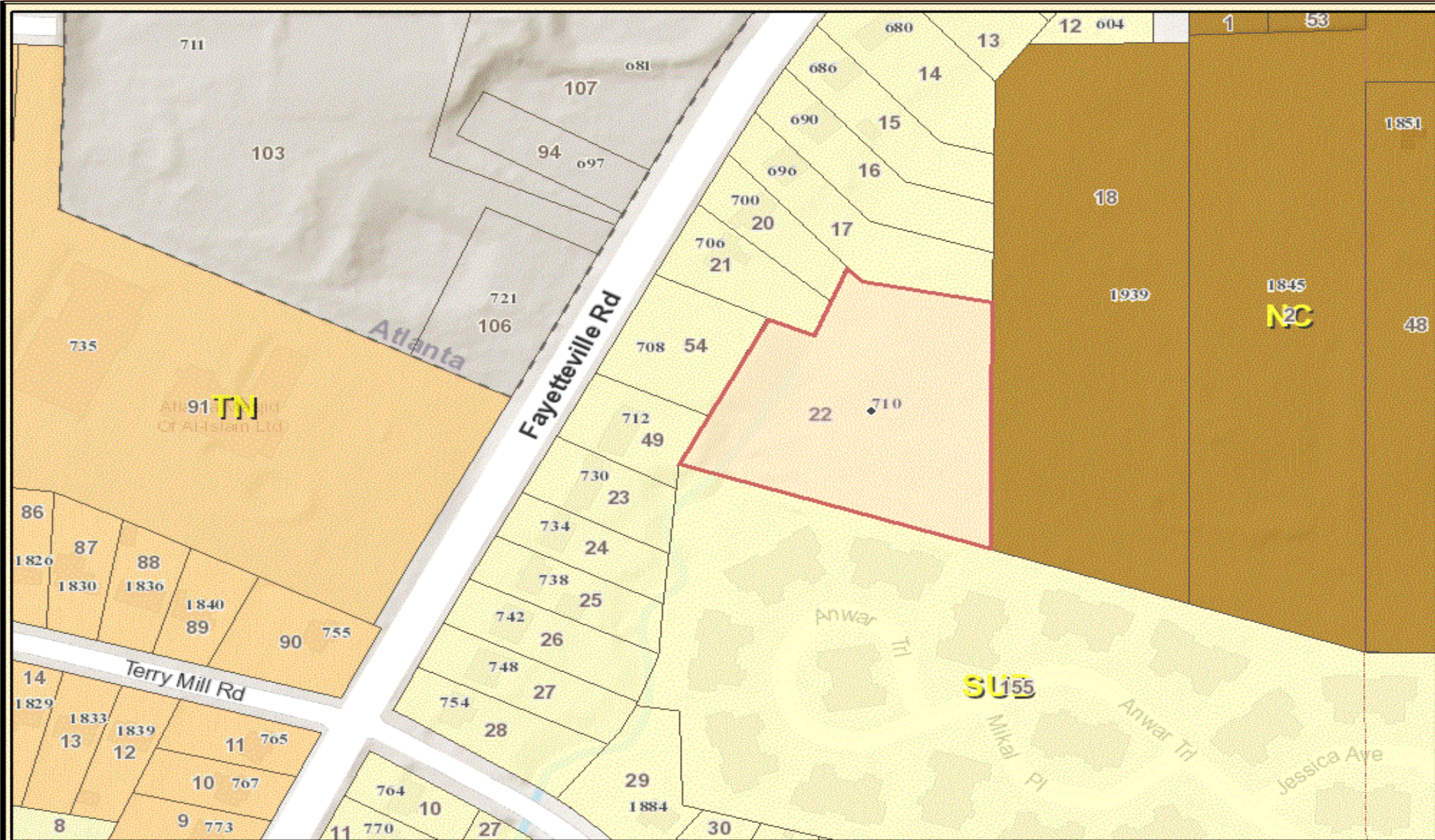


Date Printed: 2/2/2023

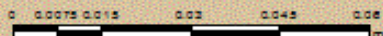


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LP-23-1246249 Land Use



Date Printed: 2/2/2023

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