

September 2, 2021

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DeKalb County Public Works
Transportation Division
1300 Commerce Drive
Decatur, GA 30030

**Intersection Analysis Memo:
North Druid Hills Road at Birch Road Chick-fil-a Relocation Intersection Analysis – Decatur, GA**

Existing Traffic Volumes

The existing Chick-fil-a restaurant located at 3905 N Druid Hills Rd in Decatur, GA, is proposing to relocate to the southeast corner of Birch Road at N Druid Hills Rd intersection. The proposed site location was previously occupied by a Pier 1 Imports retail store. This memo analyzes the intersection LOS and queuing at North Druid Hills at Birch Road in the existing and proposed building conditions and the potential impacts on the operation of this intersection by the proposed relocated Chick-fil-a restaurant.

Traffic count data for this project was originally collected on Tuesday July 13, 2021. Peak hour turning movement counts were collected at the intersections of Birch Road at N Druid Hills Rd and N Druid Hills Rd at both existing Chick-fil-a driveway locations. Additional peak hour turning movement counts were recollected at the Birch Rd intersection on Tuesday August 10th, 2021, after the school year had started. The peak hour volumes at the Birch Rd intersection are provided in Figure 1. The full set of traffic data is provided in Appendix A. Previous collected volumes at the Chick-fila driveways have not been adjusted for collection during the summer when school was not in session.

Proposed Traffic Volumes

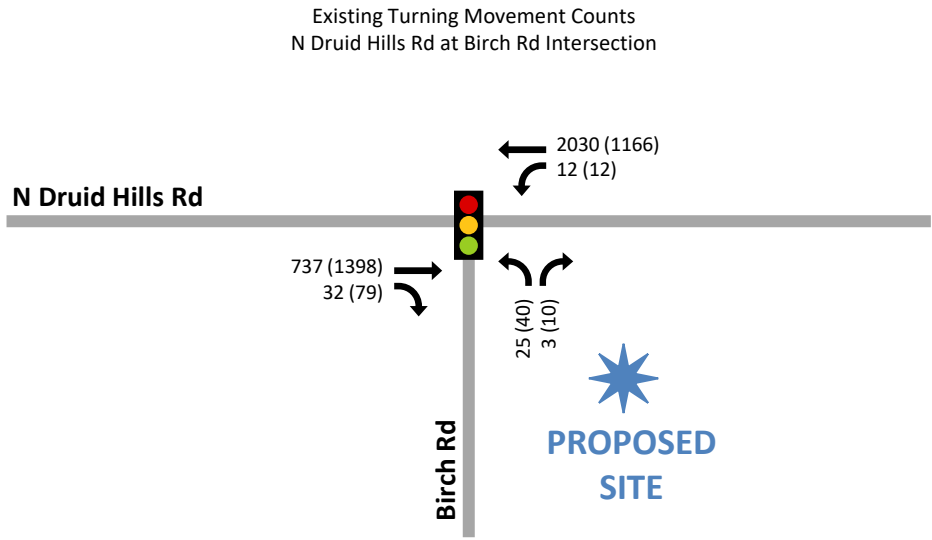
For the proposed traffic volumes, the existing Chick-fil-a trips were distributed to the Birch Rd intersection and the proposed right-in-right-out driveway on North Druid Hills Rd. Chick-fil-a estimates the new site location to generate 10% more trips, so this growth factor is applied to the redistributed trips. The proposed peak hour volumes at the Birch Road intersection are provided in Figures 2 and 3.

Figure 1: Existing Traffic Volumes

(##) → AM (PM) Traffic Volumes



NOT TO SCALE



(##) → MD Traffic Volumes (midday)

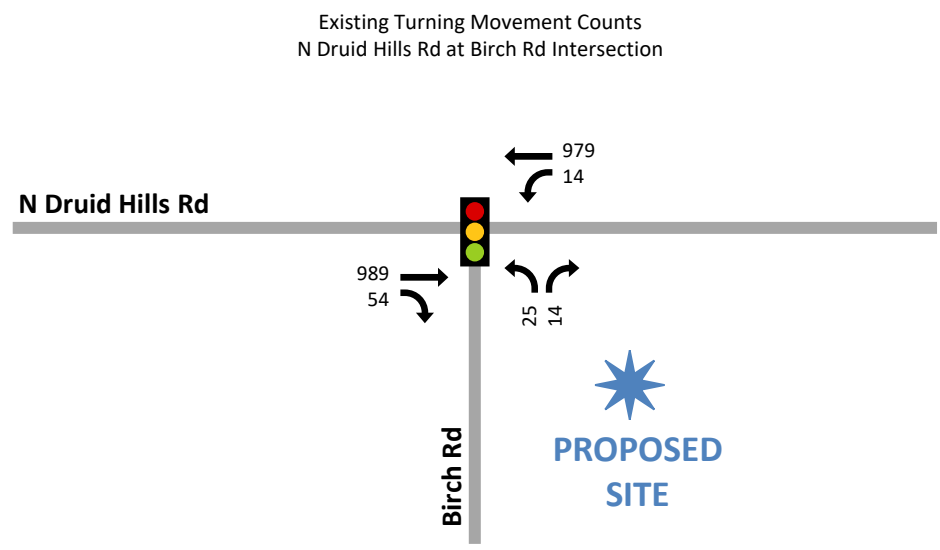


Figure 2: Projected Peak Hour Volumes



(##) → AM (PM) Traffic Volumes

Volumes updated 8/10/2021
 AM peak hour of Birch Rd intersection 7:30-8:30am
 PM peak hour of Birch Rd intersection 5:00-6:00pm

AM (PM) Peak Hour Turning movement counts – Birch Rd + Proposed Chick-fil-a site on North Druid Hills Rd

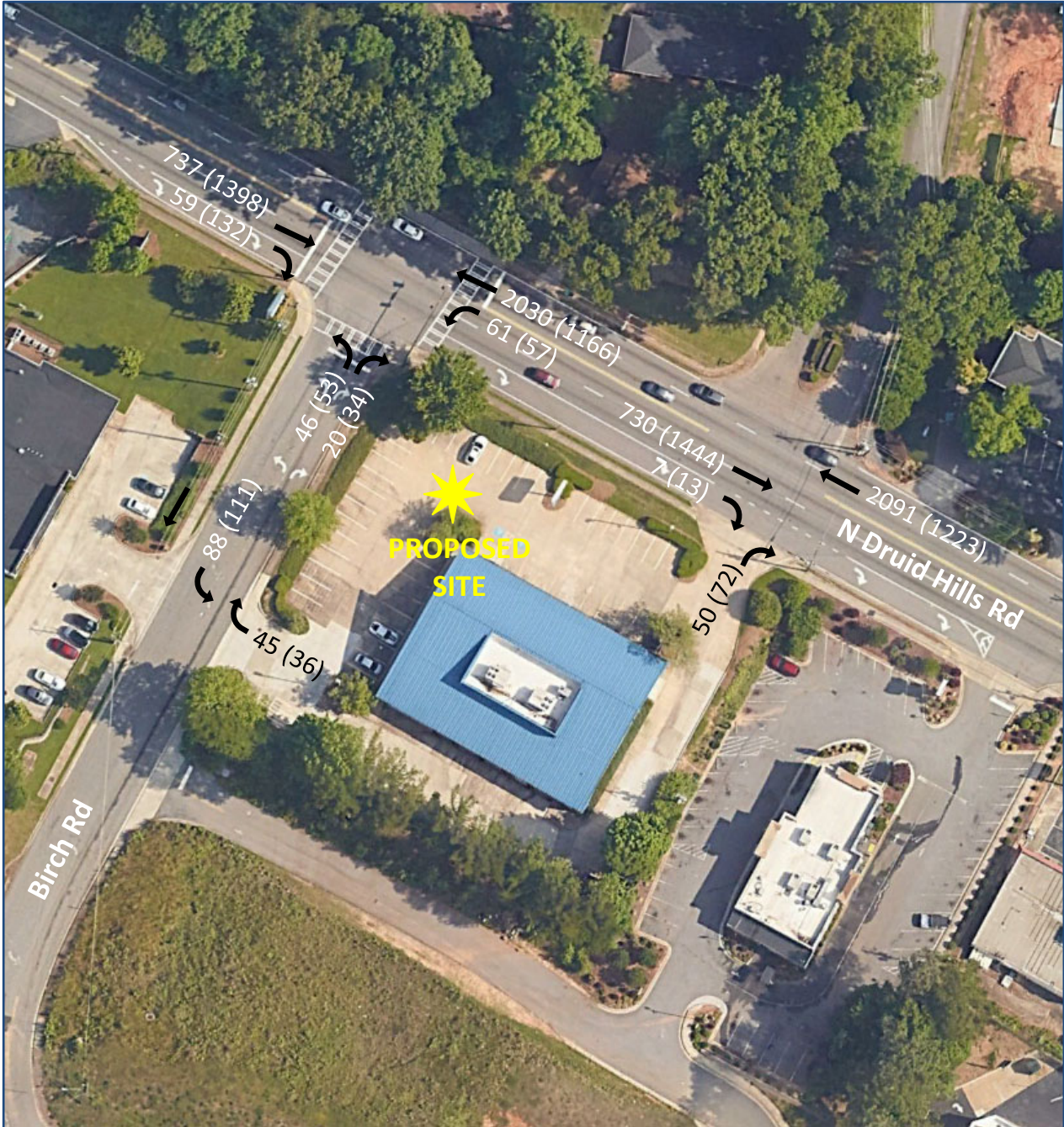


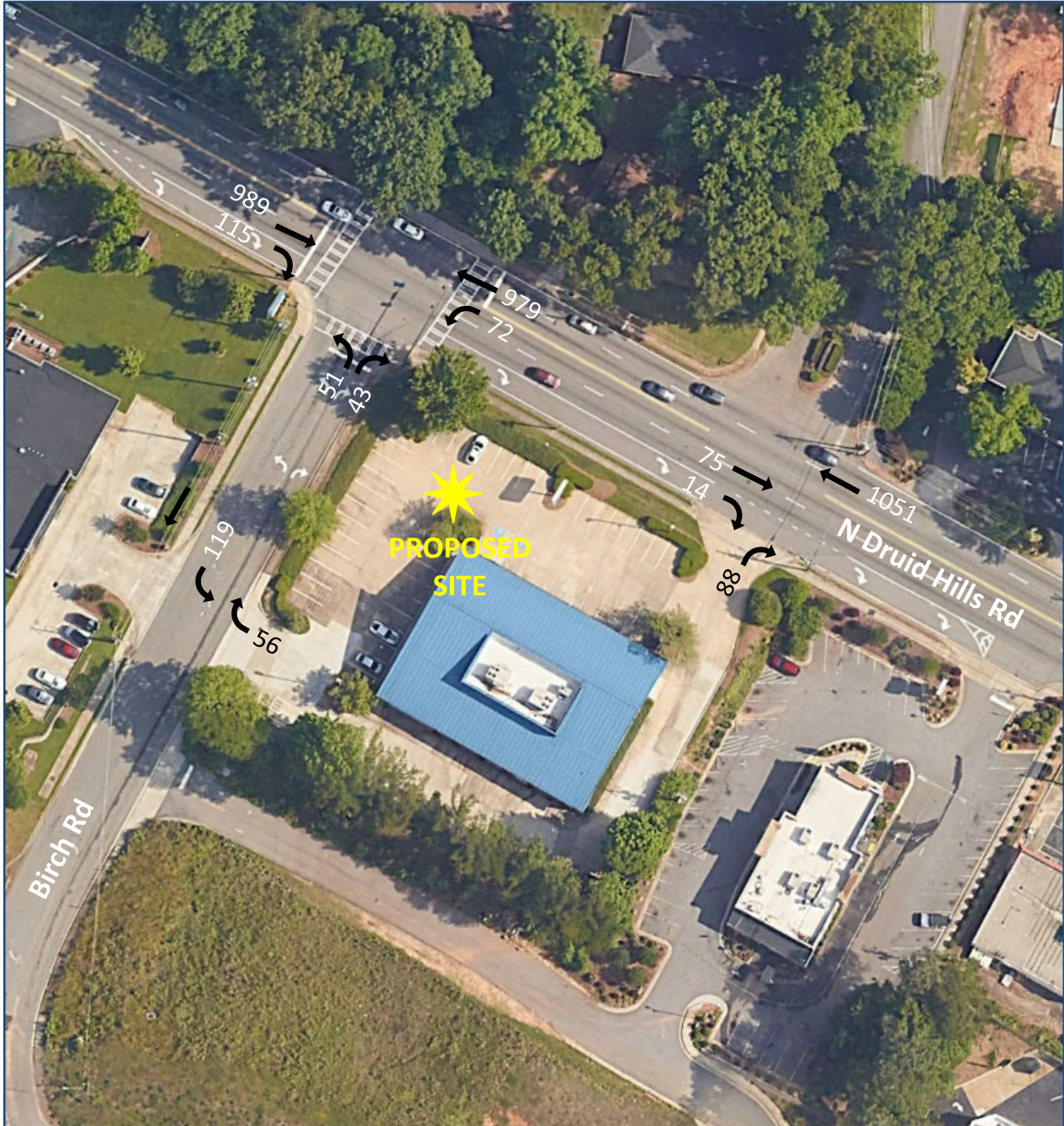
Figure 3: Projected Peak Hour Volumes

(##) → MD Traffic Volumes

Volumes updated 8/10/2021
MD peak hour of Birch Rd intersection 1:00-2:00pm



AM (PM) Peak Hour Turning movement counts – Birch Rd + Proposed Chick-fil-a site on North Druid Hills Rd



Existing Conditions Capacity Analysis

Existing traffic volumes were entered into a *Synchro* 10 model to perform capacity analysis of existing conditions for the AM, MD and PM peak periods. The results of the capacity analysis are shown by lane group movement in Table 1. Average vehicular delays and level-of service, as defined by the Highway Capacity Manual (HCM) 6th Edition are presented, and 95th percentile queues from *SimTraffic 10* are shown. Full *Synchro* output reports are included Appendix B. The signal timings for the intersection at Birch Rd were not available at the time of this analysis. The timings were estimated to be actuated coordinated with a 140-second cycle length with a side street split time of 25 seconds. These estimated timings were used for both the existing and proposed conditions analysis. For the purposes of this analysis North Druid H

Table 1: Existing Conditions Capacity Analysis

| Intersection | Control | Lane Group Movement | AM Peak Hour | | | MD Peak Hour | | | PM Peak Hour | | |
|----------------------------------|----------------|---------------------|--------------|-----|-------------------------------|--------------|-----|-------------------------------|--------------|-----|-------------------------------|
| | | | Delay (s) | LOS | 95 th % Queue (ft) | Delay (s) | LOS | 95 th % Queue (ft) | Delay (s) | LOS | 95 th % Queue (ft) |
| North Druid Hills Rd at Birch Rd | Signal Control | EBT | 1.1 | A | 59 | 1.4 | A | 81 | 2.0 | A | 131 |
| | | EBR | 0.8 | A | 10 | 0.9 | A | 12 | 1.0 | A | 33 |
| | | WBL | 4.4 | A | 157 | 1.7 | A | 112 | 2.1 | A | 198 |
| | | WBT | 4.9 | A | 130 | 1.7 | A | 59 | 2.2 | A | 148 |
| | | NBL | 74.5 | E | 67 | 71.1 | E | 61 | 78.1 | E | 74 |
| | | NBR | 66.6 | E | 5 | 68.5 | E | 13 | 66.6 | E | 13 |
| | | Intersection | 4.4 | A | - | 2.8 | A | - | 3.5 | A | - |

The intersection of Birch Rd at North Druid Hills Rd (with estimated timings) is shown to operate at LOS A during the AM, MD and PM peak periods. Under these conditions the NB approaches from Birch Rd are shown to operate at LOS E. This approach LOS for the minor street is a result of the coordinated operation on the mainline.

In the existing conditions the shared WBT/L lane is shown to have 95th percentile queuing of 157-ft in the AM peak period, 112-ft in the MD peak period and 198-ft in the PM peak period. These queuing lengths are equivalent to approximately 5-8 vehicles queuing per cycle.

Build Conditions Capacity Analysis

The proposed redistributed traffic volumes were also entered into a *Synchro* 10 model to perform capacity analysis of existing conditions for the AM, MD and PM peak periods. The results of the capacity analysis are shown by lane group movement in Table 2. Average vehicular delays and level-of service, as defined by the Highway Capacity Manual (HCM) 6th Edition are presented, and 95th percentile queues from *SimTraffic 10* are shown. Full *Synchro* output reports are included Appendix B. The estimated signal timings for the intersection at Birch Rd remained the same as the existing conditions analysis.

Table 2: Build Conditions Capacity Analysis

| Intersection | Control | Lane Group Movement | AM Peak Hour | | | MD Peak Hour | | | PM Peak Hour | | |
|----------------------------------|----------------|---------------------|--------------|-----|-------------------------------|--------------|-----|-------------------------------|--------------|-----|-------------------------------|
| | | | Delay (s) | LOS | 95 th % Queue (ft) | Delay (s) | LOS | 95 th % Queue (ft) | Delay (s) | LOS | 95 th % Queue (ft) |
| North Druid Hills Rd at Birch Rd | Signal Control | EBT | 1.3 | A | 85 | 1.7 | A | 92 | 2.2 | A | 125 |
| | | EBR | 1.0 | A | 23 | 1.2 | A | 35 | 1.2 | A | 35 |
| | | WBL | 6.6 | A | 262 | 2.4 | A | 207 | 3.0 | A | 289 |
| | | WBT | 5.9 | A | 220 | 2.5 | A | 165 | 3.0 | A | 259 |
| | | NBL | 77.9 | E | 95 | 75.6 | E | 88 | 76.1 | E | 90 |
| | | NBR | 68.6 | E | 13 | 75.5 | E | 25 | 70.4 | E | 32 |
| | | Intersection | 6.5 | A | - | 5.1 | A | - | 4.7 | A | - |

The intersection of Birch Rd at North Druid Hills Rd (with estimated timings) is shown to continue operate at LOS A during the AM, MD and PM peak periods with minor increases to the overall intersection delay. Under these conditions the NB approaches from Birch Rd continue to operate at LOS E with minor increases in delay and queuing.

In the build conditions the shared WBT/L lane is shown to have 95th percentile queuing of 262-ft in the AM peak period, 207-ft in the MD peak period and 289-ft in the PM peak period. These queuing lengths are equivalent to approximately 9-12 vehicles queuing per cycle.

Conclusions and Recommendations

The increased turning movement volumes at the Birch Rd intersection generated by the Chick-fil-a relocation contribute to minor increases in delay and queuing at the intersection approaches. The overall intersection continues to operate at the same LOS A as in the existing conditions with minor increases to overall delay. The Birch Rd minor street approach also continues to operate at the same level of service as it does in the existing conditions. The shared WBT/L lane on North Druid Hills demonstrates increases in queuing equivalent to approximately 100-ft or 4 vehicles per cycle during the peak hour build conditions.

Please contact me or Jack Johnson at 770-368-1399 if you have any questions or need additional information.

Sincerely,



FORESITE GROUP, LLC

Stevie Berryman
Project Manager

Appendix A: Traffic Counts

National Data & Surveying Services Intersection Turning Movement Count

Location: Birch Rd & N Druid Hills Rd
City: Decatur
Control: Signalized

Project ID: 21-180213-001
Date: 8/10/2021

Data - Total

| NS/EW Streets: | Birch Rd | | | | Birch Rd | | | | N Druid Hills Rd | | | | N Druid Hills Rd | | | | TOTAL |
|-------------------------|---------------------|---------|---------|---------|------------|---------|---------|---------|------------------|---------|---------|---------|------------------|---------|---------|---------|-------|
| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| AM | 1 NL | 0 NT | 1 NR | 0 NU | 0 SL | 0 ST | 0 SR | 0 SU | 0 EL | 2 ET | 1 ER | 0 EU | 0 WL | 2 WT | 0 WR | 0 WU | TOTAL |
| 6:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 2 | 0 | 0 | 211 | 0 | 0 | 272 |
| 6:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 3 | 0 | 4 | 287 | 0 | 0 | 393 |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 | 0 | 0 | 0 | 362 | 0 | 0 | 461 |
| 6:45 AM | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 4 | 0 | 3 | 419 | 0 | 0 | 536 |
| 7:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 127 | 4 | 0 | 0 | 405 | 0 | 0 | 537 |
| 7:15 AM | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 153 | 2 | 0 | 2 | 443 | 0 | 0 | 603 |
| 7:30 AM | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 192 | 9 | 0 | 2 | 549 | 0 | 0 | 756 |
| 7:45 AM | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 181 | 9 | 0 | 5 | 535 | 0 | 0 | 737 |
| 8:00 AM | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 167 | 7 | 0 | 3 | 475 | 0 | 0 | 656 |
| 8:15 AM | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 197 | 7 | 0 | 2 | 471 | 0 | 0 | 690 |
| 8:30 AM | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 191 | 9 | 0 | 1 | 525 | 0 | 0 | 732 |
| 8:45 AM | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 159 | 6 | 0 | 3 | 480 | 0 | 0 | 651 |
| TOTAL VOLUMES : | 43 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1729 | 62 | 0 | 25 | 5162 | 0 | 0 | 7024 |
| APPROACH %'s : | 93.48% | 0.00% | 6.52% | 0.00% | | | | | 0.00% | 96.54% | 3.46% | 0.00% | 0.48% | 99.52% | 0.00% | 0.00% | |
| PEAK HR : | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | |
| PEAK HR VOL : | 25 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 737 | 32 | 0 | 12 | 2030 | 0 | 0 | 2839 |
| PEAK HR FACTOR : | 0.521 | 0.000 | 0.375 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.935 | 0.889 | 0.000 | 0.600 | 0.924 | 0.000 | 0.000 | 0.939 |
| | 0.538 | | | | | | | | | | | | | | | | |
| | 0.942 | | | | | | | | | | | | | | | | |
| | 0.926 | | | | | | | | | | | | | | | | |
| NOON | 1 NL | 0 NT | 1 NR | 0 NU | 0 SL | 0 ST | 0 SR | 0 SU | 0 EL | 2 ET | 1 ER | 0 EU | 0 WL | 2 WT | 0 WR | 0 WU | TOTAL |
| 11:00 AM | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 192 | 7 | 0 | 5 | 263 | 0 | 0 | 477 |
| 11:15 AM | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 231 | 10 | 0 | 1 | 236 | 0 | 0 | 487 |
| 11:30 AM | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 195 | 7 | 0 | 4 | 245 | 0 | 0 | 459 |
| 11:45 AM | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 215 | 7 | 0 | 6 | 270 | 0 | 0 | 512 |
| 12:00 PM | 7 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 215 | 11 | 0 | 2 | 222 | 0 | 0 | 462 |
| 12:15 PM | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 211 | 8 | 0 | 4 | 240 | 0 | 0 | 473 |
| 12:30 PM | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 243 | 5 | 1 | 6 | 261 | 0 | 1 | 525 |
| 12:45 PM | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 225 | 11 | 0 | 2 | 255 | 0 | 0 | 504 |
| 1:00 PM | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 252 | 19 | 0 | 3 | 226 | 0 | 0 | 509 |
| 1:15 PM | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 251 | 9 | 0 | 3 | 232 | 0 | 0 | 502 |
| 1:30 PM | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 247 | 12 | 0 | 4 | 256 | 0 | 0 | 528 |
| 1:45 PM | 6 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 239 | 14 | 0 | 4 | 265 | 0 | 0 | 536 |
| TOTAL VOLUMES : | 84 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 2716 | 120 | 1 | 44 | 2971 | 0 | 1 | 5974 |
| APPROACH %'s : | 69.42% | 0.00% | 30.58% | 0.00% | | | | | 0.00% | 95.73% | 4.23% | 0.04% | 1.46% | 98.51% | 0.00% | 0.03% | |
| PEAK HR : | 01:00 PM - 02:00 PM | | | | | | | | | | | | | | | | |
| PEAK HR VOL : | 25 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 989 | 54 | 0 | 14 | 979 | 0 | 0 | 2075 |
| PEAK HR FACTOR : | 0.781 | 0.000 | 0.438 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.981 | 0.711 | 0.000 | 0.875 | 0.924 | 0.000 | 0.000 | 0.968 |
| | 0.696 | | | | | | | | | | | | | | | | |
| | 0.962 | | | | | | | | | | | | | | | | |
| | 0.923 | | | | | | | | | | | | | | | | |
| PM | 1 NL | 0 NT | 1 NR | 0 NU | 0 SL | 0 ST | 0 SR | 0 SU | 0 EL | 2 ET | 1 ER | 0 EU | 0 WL | 2 WT | 0 WR | 0 WU | TOTAL |
| 3:00 PM | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 342 | 17 | 0 | 1 | 238 | 0 | 0 | 608 |
| 3:15 PM | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 379 | 9 | 0 | 4 | 249 | 0 | 0 | 650 |
| 3:30 PM | 11 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 403 | 20 | 0 | 2 | 191 | 0 | 0 | 633 |
| 3:45 PM | 11 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 354 | 16 | 0 | 3 | 223 | 0 | 0 | 614 |
| 4:00 PM | 15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 343 | 17 | 0 | 6 | 227 | 0 | 0 | 611 |
| 4:15 PM | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 330 | 23 | 0 | 4 | 302 | 0 | 0 | 667 |
| 4:30 PM | 11 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 331 | 23 | 0 | 3 | 234 | 0 | 1 | 607 |
| 4:45 PM | 15 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 352 | 24 | 0 | 1 | 239 | 0 | 0 | 637 |
| 5:00 PM | 14 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 317 | 29 | 0 | 6 | 254 | 0 | 0 | 623 |
| 5:15 PM | 8 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 350 | 16 | 0 | 1 | 263 | 0 | 0 | 642 |
| 5:30 PM | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 381 | 17 | 0 | 1 | 322 | 0 | 0 | 731 |
| 5:45 PM | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 350 | 17 | 0 | 4 | 327 | 0 | 0 | 712 |
| TOTAL VOLUMES : | 128 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 4232 | 228 | 0 | 36 | 3069 | 0 | 1 | 7735 |
| APPROACH %'s : | 75.74% | 0.00% | 24.26% | 0.00% | | | | | 0.00% | 94.89% | 5.11% | 0.00% | 1.16% | 98.81% | 0.00% | 0.03% | |
| PEAK HR : | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | |
| PEAK HR VOL : | 43 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 1398 | 79 | 0 | 12 | 1166 | 0 | 0 | 2708 |
| PEAK HR FACTOR : | 0.768 | 0.000 | 0.625 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.917 | 0.681 | 0.000 | 0.500 | 0.891 | 0.000 | 0.000 | 0.926 |
| | 0.779 | | | | | | | | | | | | | | | | |
| | 0.928 | | | | | | | | | | | | | | | | |
| | 0.890 | | | | | | | | | | | | | | | | |

National Data & Surveying Services Intersection Turning Movement Count

Location: Chick-fil-A W Dwy & N Druid Hills Rd
City: Decatur
Control: No Control

Project ID: 21-180189-002
Date: 7/13/2021

Data - Totals

| NS/EW Streets: | Chick-fil-A W Dwy | | | | Chick-fil-A W Dwy | | | | N Druid Hills Rd | | | | N Druid Hills Rd | | | | |
|-------------------------|----------------------------|---------|---------|---------|-------------------|---------|---------|---------|------------------|---------|---------|---------|------------------|---------|---------|---------|-------|
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
| | 1 NL | 1 NT | 0 NR | 0 NU | 0 SL | 0 ST | 0 SR | 0 SU | 0 EL | 2 ET | 0 ER | 0 EU | 0 WL | 3 WT | 0 WR | 0 WU | |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 0 | 9 | 187 | 0 | 0 | 243 |
| 6:15 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 7 | 0 | 6 | 274 | 0 | 0 | 365 |
| 6:30 AM | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 3 | 0 | 15 | 315 | 0 | 0 | 419 |
| 6:45 AM | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 112 | 5 | 0 | 11 | 339 | 0 | 0 | 474 |
| 7:00 AM | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 4 | 0 | 19 | 363 | 0 | 0 | 497 |
| 7:15 AM | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 | 6 | 0 | 10 | 404 | 0 | 0 | 548 |
| 7:30 AM | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 167 | 15 | 0 | 16 | 470 | 0 | 0 | 674 |
| 7:45 AM | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 171 | 10 | 0 | 6 | 526 | 0 | 0 | 718 |
| 8:00 AM | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 177 | 10 | 0 | 16 | 517 | 0 | 0 | 729 |
| 8:15 AM | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 177 | 1 | 0 | 10 | 497 | 0 | 0 | 692 |
| 8:30 AM | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 181 | 10 | 0 | 17 | 465 | 0 | 0 | 677 |
| 8:45 AM | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 183 | 12 | 0 | 17 | 477 | 0 | 0 | 697 |
| 9:00 AM | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 191 | 10 | 0 | 13 | 363 | 0 | 0 | 584 |
| 9:15 AM | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 181 | 10 | 0 | 16 | 386 | 0 | 0 | 600 |
| 9:30 AM | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 168 | 17 | 0 | 20 | 365 | 0 | 0 | 580 |
| 9:45 AM | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 208 | 13 | 0 | 10 | 351 | 0 | 0 | 588 |
| TOTAL VOLUMES : | 45 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 2354 | 133 | 0 | 211 | 6299 | 0 | 0 | 9085 |
| APPROACH %'s : | 51.14% | 0.00% | 48.86% | 0.00% | | | | | 0.00% | 94.65% | 5.35% | 0.00% | 3.24% | 96.76% | 0.00% | 0.00% | |
| PEAK HR : | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | |
| PEAK HR VOL : | 13 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 706 | 31 | 0 | 49 | 2005 | 0 | 0 | 2816 |
| PEAK HR FACTOR : | 0.650 | 0.000 | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.975 | 0.775 | 0.000 | 0.721 | 0.953 | 0.000 | 0.000 | 0.966 |
| | | | 0.694 | | | | | | | 0.965 | | | | 0.963 | | | |

| NS/EW Streets: | Chick-fil-A W Dwy | | | | Chick-fil-A W Dwy | | | | N Druid Hills Rd | | | | N Druid Hills Rd | | | | |
|-------------------------|----------------------------|---------|---------|---------|-------------------|---------|---------|---------|------------------|---------|---------|---------|------------------|---------|---------|---------|-------|
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
| | 1 NL | 1 NT | 0 NR | 0 NU | 0 SL | 0 ST | 0 SR | 0 SU | 0 EL | 2 ET | 0 ER | 0 EU | 0 WL | 3 WT | 0 WR | 0 WU | |
| 10:00 AM | 6 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 172 | 7 | 0 | 16 | 259 | 0 | 0 | 467 |
| 10:15 AM | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 187 | 17 | 0 | 10 | 259 | 0 | 0 | 483 |
| 10:30 AM | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 226 | 9 | 0 | 13 | 277 | 0 | 0 | 533 |
| 10:45 AM | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 196 | 10 | 0 | 12 | 258 | 0 | 0 | 483 |
| 11:00 AM | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 220 | 10 | 0 | 18 | 230 | 0 | 0 | 482 |
| 11:15 AM | 5 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 228 | 14 | 0 | 13 | 259 | 0 | 1 | 526 |
| 11:30 AM | 3 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 254 | 15 | 0 | 15 | 281 | 0 | 0 | 575 |
| 11:45 AM | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 232 | 14 | 0 | 24 | 247 | 0 | 0 | 527 |
| 12:00 PM | 3 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 229 | 10 | 0 | 16 | 250 | 0 | 1 | 516 |
| 12:15 PM | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 258 | 16 | 0 | 12 | 278 | 0 | 0 | 571 |
| 12:30 PM | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 259 | 16 | 0 | 22 | 237 | 0 | 0 | 543 |
| 12:45 PM | 4 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 291 | 17 | 0 | 11 | 268 | 0 | 3 | 601 |
| 1:00 PM | 3 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 266 | 18 | 0 | 18 | 269 | 0 | 1 | 582 |
| 1:15 PM | 9 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 273 | 18 | 0 | 10 | 294 | 0 | 0 | 614 |
| 1:30 PM | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 250 | 15 | 0 | 19 | 290 | 0 | 0 | 580 |
| 1:45 PM | 3 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 274 | 20 | 0 | 8 | 280 | 0 | 0 | 593 |
| TOTAL VOLUMES : | 59 | 0 | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 3815 | 226 | 0 | 237 | 4236 | 0 | 6 | 8676 |
| APPROACH %'s : | 37.82% | 0.00% | 62.18% | 0.00% | | | | | 0.00% | 94.41% | 5.59% | 0.00% | 5.29% | 94.57% | 0.00% | 0.13% | |
| PEAK HR : | 12:45 PM - 01:45 PM | | | | | | | | | | | | | | | | |
| PEAK HR VOL : | 17 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 1080 | 68 | 0 | 58 | 1121 | 0 | 4 | 2377 |
| PEAK HR FACTOR : | 0.472 | 0.000 | 0.725 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.928 | 0.944 | 0.000 | 0.763 | 0.953 | 0.000 | 0.333 | 0.968 |
| | | | 0.605 | | | | | | | 0.932 | | | | 0.957 | | | |

| NS/EW Streets: | Chick-fil-A W Dwy | | | | Chick-fil-A W Dwy | | | | N Druid Hills Rd | | | | N Druid Hills Rd | | | | |
|-------------------------|----------------------------|---------|---------|---------|-------------------|---------|---------|---------|------------------|---------|---------|---------|------------------|---------|---------|---------|-------|
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
| | 1 NL | 1 NT | 0 NR | 0 NU | 0 SL | 0 ST | 0 SR | 0 SU | 0 EL | 2 ET | 0 ER | 0 EU | 0 WL | 3 WT | 0 WR | 0 WU | |
| 2:00 PM | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 318 | 8 | 0 | 18 | 225 | 0 | 0 | 577 |
| 2:15 PM | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 328 | 15 | 0 | 10 | 272 | 0 | 0 | 636 |
| 2:30 PM | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 392 | 15 | 0 | 14 | 289 | 0 | 0 | 720 |
| 2:45 PM | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 355 | 14 | 0 | 9 | 273 | 0 | 0 | 660 |
| 3:00 PM | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 367 | 16 | 0 | 8 | 271 | 0 | 0 | 665 |
| 3:15 PM | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 389 | 15 | 0 | 10 | 300 | 0 | 0 | 721 |
| 3:30 PM | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 356 | 8 | 0 | 12 | 252 | 0 | 1 | 636 |
| 3:45 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 378 | 13 | 0 | 7 | 247 | 0 | 0 | 647 |
| 4:00 PM | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 391 | 10 | 0 | 4 | 284 | 0 | 0 | 694 |
| 4:15 PM | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 373 | 9 | 1 | 9 | 287 | 0 | 0 | 685 |
| 4:30 PM | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 366 | 12 | 1 | 9 | 249 | 0 | 0 | 641 |
| 4:45 PM | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 381 | 9 | 0 | 4 | 258 | 0 | 0 | 659 |
| 5:00 PM | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 394 | 9 | 0 | 7 | 277 | 0 | 0 | 693 |
| 5:15 PM | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 352 | 16 | 0 | 8 | 270 | 0 | 0 | 651 |
| 5:30 PM | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 374 | 8 | 0 | 5 | 257 | 0 | 0 | 650 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 394 | 13 | 0 | 4 | 256 | 0 | 0 | 667 |
| 6:00 PM | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 369 | 12 | 0 | 4 | 238 | 0 | 0 | 626 |
| 6:15 PM | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 353 | 10 | 0 | 7 | 234 | 0 | 0 | 609 |
| 6:30 PM | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 378 | 14 | 0 | 6 | 241 | 0 | 0 | 647 |
| 6:45 PM | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 322 | 11 | 0 | 14 | 229 | 0 | 0 | 581 |
| 7:00 PM | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 290 | 19 | 0 | 14 | 179 | 0 | 0 | 506 |
| 7:15 PM | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 286 | 10 | 0 | 6 | 208 | 0 | 0 | 515 |
| 7:30 PM | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 276 | 13 | 0 | 13 | 193 | 0 | 1 | 505 |
| 7:45 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 257 | 12 | 0 | 11 | 169 | 0 | 0 | 451 |
| TOTAL VOLUMES : | 43 | 0 | 94 | 0 | 0 | 0 | 0 | 0 | 0 | 8439 | 291 | 2 | 213 | 5958 | 0 | 2 | 15042 |
| APPROACH %'s : | 31.39% | 0.00% | 68.61% | 0.00% | | | | | 0.00% | 96.64% | 3.33% | 0.02% | 3.45% | 96.52% | 0.00% | 0.03% | |
| PEAK HR : | 02:30 PM - 03:30 PM | | | | | | | | | | | | | | | | |
| PEAK HR VOL : | 8 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 1503 | 60 | 0 | 41 | 1133 | 0 | 0 | 2766 |
| PEAK HR FACTOR : | 0.667 | 0.000 | 0.656 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.959 | 0.938 | 0.000 | 0.732 | | | | |

National Data & Surveying Services Intersection Turning Movement Count

Location: Chick-fil-A E Dwy & N Druid Hills Rd
City: Decatur
Control: 1-Way Stop(SB)

Project ID: 21-180189-003
Date: 7/13/2021

Data - Totals

| NS/EW Streets: | Chick-fil-A E Dwy | | | | Chick-fil-A E Dwy | | | | N Druid Hills Rd | | | | N Druid Hills Rd | | | | TOTAL |
|-------------------------|-------------------------|-------|------------|-------|-------------------|-------|-----------|-------|------------------|--------|------------|-------|------------------|--------|-----------|-------|-------|
| | NORTHBOUND | | SOUTHBOUND | | EASTBOUND | | WESTBOUND | | NORTHBOUND | | SOUTHBOUND | | EASTBOUND | | WESTBOUND | | |
| AM | 0.5 | 0 | 0.5 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 6:00 AM | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 199 | 1 | 0 | 254 |
| 6:15 AM | 2 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 0 | 0 | 0 | 274 | 0 | 0 | 362 |
| 6:30 AM | 2 | 0 | 8 | 0 | 0 | 0 | 2 | 0 | 0 | 85 | 0 | 0 | 0 | 334 | 3 | 0 | 434 |
| 6:45 AM | 2 | 0 | 9 | 0 | 1 | 0 | 1 | 0 | 1 | 111 | 0 | 0 | 0 | 339 | 6 | 0 | 470 |
| 7:00 AM | 4 | 0 | 9 | 0 | 0 | 0 | 2 | 0 | 2 | 110 | 0 | 0 | 0 | 376 | 8 | 1 | 512 |
| 7:15 AM | 4 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 126 | 0 | 0 | 0 | 420 | 6 | 0 | 569 |
| 7:30 AM | 3 | 0 | 12 | 0 | 0 | 0 | 3 | 0 | 2 | 163 | 0 | 0 | 0 | 470 | 8 | 1 | 662 |
| 7:45 AM | 1 | 0 | 14 | 0 | 2 | 0 | 5 | 0 | 1 | 176 | 0 | 0 | 0 | 526 | 9 | 0 | 734 |
| 8:00 AM | 3 | 1 | 10 | 0 | 1 | 0 | 3 | 0 | 0 | 181 | 0 | 0 | 0 | 529 | 12 | 0 | 740 |
| 8:15 AM | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 179 | 0 | 0 | 0 | 504 | 10 | 1 | 705 |
| 8:30 AM | 1 | 0 | 16 | 0 | 0 | 0 | 1 | 0 | 1 | 181 | 0 | 0 | 0 | 480 | 10 | 0 | 690 |
| 8:45 AM | 2 | 0 | 13 | 0 | 0 | 0 | 2 | 0 | 1 | 188 | 0 | 0 | 0 | 491 | 15 | 0 | 712 |
| 9:00 AM | 2 | 0 | 18 | 0 | 2 | 0 | 6 | 0 | 0 | 196 | 0 | 0 | 0 | 367 | 16 | 0 | 607 |
| 9:15 AM | 2 | 1 | 15 | 0 | 2 | 0 | 4 | 0 | 0 | 185 | 0 | 0 | 0 | 396 | 16 | 0 | 621 |
| 9:30 AM | 3 | 0 | 10 | 0 | 2 | 0 | 5 | 1 | 2 | 170 | 0 | 0 | 0 | 381 | 8 | 0 | 582 |
| 9:45 AM | 1 | 0 | 19 | 0 | 2 | 0 | 3 | 0 | 4 | 208 | 0 | 0 | 0 | 353 | 21 | 0 | 611 |
| TOTAL VOLUMES : | 34 | 3 | 189 | 0 | 12 | 0 | 37 | 1 | 15 | 2383 | 0 | 0 | 0 | 6439 | 149 | 3 | 9265 |
| APPROACH %'s : | 15.04% | 1.33% | 83.63% | 0.00% | 24.00% | 0.00% | 74.00% | 2.00% | 0.63% | 99.37% | 0.00% | 0.00% | 0.00% | 97.69% | 2.26% | 0.05% | |
| PEAK HR : | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | |
| PEAK HR VOL : | 6 | 1 | 49 | 0 | 3 | 0 | 9 | 0 | 3 | 717 | 0 | 0 | 0 | 2039 | 41 | 1 | 2869 |
| PEAK HR FACTOR : | 0.500 | 0.250 | 0.766 | 0.000 | 0.375 | 0.000 | 0.450 | 0.000 | 0.750 | 0.990 | 0.000 | 0.000 | 0.000 | 0.964 | 0.854 | 0.250 | 0.969 |
| | 0.824 0.429 0.989 0.962 | | | | | | | | | | | | | | | | |
| NOON | 0.5 | 0 | 0.5 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 10:00 AM | 1 | 0 | 17 | 0 | 5 | 0 | 2 | 0 | 0 | 174 | 1 | 0 | 0 | 271 | 21 | 0 | 492 |
| 10:15 AM | 2 | 0 | 13 | 0 | 3 | 0 | 5 | 0 | 1 | 193 | 0 | 0 | 0 | 262 | 19 | 0 | 498 |
| 10:30 AM | 4 | 1 | 16 | 0 | 7 | 0 | 8 | 0 | 2 | 228 | 0 | 0 | 0 | 278 | 17 | 0 | 561 |
| 10:45 AM | 4 | 0 | 13 | 0 | 6 | 0 | 3 | 0 | 0 | 200 | 0 | 0 | 0 | 263 | 13 | 0 | 502 |
| 11:00 AM | 2 | 0 | 8 | 0 | 3 | 0 | 7 | 0 | 1 | 214 | 0 | 0 | 0 | 239 | 26 | 0 | 500 |
| 11:15 AM | 1 | 0 | 22 | 0 | 1 | 0 | 5 | 0 | 3 | 236 | 0 | 2 | 0 | 274 | 17 | 0 | 561 |
| 11:30 AM | 2 | 0 | 21 | 0 | 5 | 0 | 6 | 0 | 1 | 261 | 0 | 0 | 0 | 279 | 18 | 0 | 593 |
| 11:45 AM | 0 | 1 | 21 | 0 | 1 | 0 | 10 | 1 | 2 | 239 | 0 | 0 | 0 | 261 | 21 | 0 | 557 |
| 12:00 PM | 4 | 0 | 13 | 0 | 7 | 0 | 2 | 0 | 2 | 233 | 0 | 0 | 0 | 268 | 32 | 0 | 561 |
| 12:15 PM | 2 | 0 | 28 | 0 | 4 | 0 | 7 | 1 | 3 | 262 | 0 | 0 | 0 | 274 | 28 | 1 | 610 |
| 12:30 PM | 2 | 0 | 15 | 0 | 6 | 0 | 7 | 0 | 1 | 264 | 0 | 0 | 0 | 251 | 21 | 0 | 567 |
| 12:45 PM | 2 | 0 | 15 | 0 | 3 | 0 | 15 | 0 | 4 | 289 | 0 | 0 | 0 | 264 | 21 | 0 | 613 |
| 1:00 PM | 2 | 0 | 18 | 0 | 2 | 0 | 10 | 0 | 3 | 279 | 0 | 0 | 0 | 277 | 25 | 0 | 616 |
| 1:15 PM | 2 | 0 | 21 | 0 | 4 | 0 | 9 | 0 | 2 | 274 | 0 | 0 | 0 | 292 | 22 | 0 | 626 |
| 1:30 PM | 2 | 0 | 20 | 0 | 6 | 0 | 10 | 0 | 2 | 260 | 0 | 0 | 0 | 304 | 28 | 0 | 632 |
| 1:45 PM | 1 | 0 | 18 | 0 | 6 | 0 | 5 | 0 | 3 | 278 | 1 | 0 | 0 | 275 | 33 | 0 | 620 |
| TOTAL VOLUMES : | 33 | 2 | 279 | 0 | 69 | 0 | 111 | 2 | 30 | 3884 | 2 | 2 | 0 | 4332 | 362 | 1 | 9109 |
| APPROACH %'s : | 10.51% | 0.64% | 88.85% | 0.00% | 37.91% | 0.00% | 60.99% | 1.10% | 0.77% | 99.13% | 0.05% | 0.05% | 0.00% | 92.27% | 7.71% | 0.02% | |
| PEAK HR : | 01:00 PM - 02:00 PM | | | | | | | | | | | | | | | | |
| PEAK HR VOL : | 7 | 0 | 77 | 0 | 18 | 0 | 34 | 0 | 10 | 1091 | 1 | 0 | 0 | 1148 | 108 | 0 | 2494 |
| PEAK HR FACTOR : | 0.875 | 0.000 | 0.917 | 0.000 | 0.750 | 0.000 | 0.850 | 0.000 | 0.833 | 0.978 | 0.250 | 0.000 | 0.000 | 0.944 | 0.818 | 0.000 | 0.987 |
| | 0.913 0.813 0.977 0.946 | | | | | | | | | | | | | | | | |
| PM | 0.5 | 0 | 0.5 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 2:00 PM | 0 | 0 | 20 | 0 | 4 | 0 | 8 | 0 | 1 | 320 | 0 | 0 | 0 | 231 | 19 | 1 | 604 |
| 2:15 PM | 0 | 1 | 12 | 0 | 6 | 0 | 10 | 0 | 2 | 338 | 0 | 0 | 0 | 275 | 18 | 0 | 662 |
| 2:30 PM | 0 | 0 | 12 | 0 | 4 | 0 | 8 | 0 | 1 | 399 | 0 | 0 | 0 | 294 | 13 | 0 | 731 |
| 2:45 PM | 0 | 1 | 14 | 0 | 4 | 0 | 7 | 0 | 1 | 360 | 0 | 0 | 0 | 272 | 19 | 0 | 678 |
| 3:00 PM | 0 | 0 | 20 | 0 | 2 | 0 | 6 | 0 | 0 | 370 | 0 | 0 | 0 | 281 | 28 | 0 | 707 |
| 3:15 PM | 1 | 0 | 20 | 0 | 2 | 0 | 7 | 0 | 0 | 393 | 0 | 0 | 0 | 294 | 21 | 0 | 738 |
| 3:30 PM | 0 | 0 | 19 | 0 | 6 | 0 | 10 | 0 | 2 | 360 | 0 | 0 | 0 | 255 | 14 | 0 | 666 |
| 3:45 PM | 0 | 0 | 16 | 0 | 1 | 0 | 4 | 0 | 5 | 367 | 0 | 0 | 0 | 250 | 31 | 0 | 674 |
| 4:00 PM | 1 | 0 | 18 | 0 | 7 | 0 | 11 | 0 | 3 | 399 | 0 | 0 | 0 | 281 | 25 | 0 | 745 |
| 4:15 PM | 1 | 0 | 10 | 0 | 7 | 0 | 2 | 0 | 1 | 377 | 0 | 0 | 0 | 288 | 28 | 0 | 714 |
| 4:30 PM | 0 | 0 | 12 | 0 | 7 | 0 | 7 | 0 | 1 | 366 | 0 | 0 | 0 | 251 | 28 | 0 | 672 |
| 4:45 PM | 0 | 0 | 9 | 0 | 6 | 0 | 9 | 0 | 1 | 390 | 0 | 0 | 0 | 261 | 16 | 0 | 692 |
| 5:00 PM | 1 | 0 | 12 | 0 | 6 | 0 | 6 | 0 | 3 | 393 | 0 | 0 | 0 | 269 | 24 | 0 | 714 |
| 5:15 PM | 0 | 0 | 15 | 0 | 8 | 0 | 5 | 0 | 1 | 346 | 0 | 0 | 0 | 273 | 29 | 0 | 677 |
| 5:30 PM | 0 | 0 | 15 | 0 | 1 | 0 | 14 | 0 | 1 | 374 | 0 | 0 | 0 | 252 | 25 | 0 | 682 |
| 5:45 PM | 1 | 0 | 14 | 0 | 8 | 0 | 4 | 0 | 0 | 403 | 0 | 0 | 0 | 251 | 21 | 0 | 702 |
| 6:00 PM | 1 | 0 | 9 | 0 | 6 | 0 | 7 | 0 | 1 | 366 | 0 | 0 | 0 | 240 | 25 | 0 | 655 |
| 6:15 PM | 0 | 0 | 11 | 0 | 6 | 0 | 9 | 0 | 1 | 356 | 0 | 0 | 0 | 226 | 23 | 0 | 632 |
| 6:30 PM | 1 | 0 | 17 | 0 | 4 | 0 | 6 | 0 | 1 | 385 | 0 | 0 | 0 | 245 | 34 | 0 | 693 |
| 6:45 PM | 1 | 0 | 13 | 0 | 8 | 0 | 4 | 0 | 0 | 324 | 0 | 0 | 0 | 233 | 27 | 0 | 610 |
| 7:00 PM | 2 | 0 | 16 | 0 | 4 | 0 | 0 | 0 | 0 | 287 | 0 | 0 | 0 | 191 | 18 | 0 | 518 |
| 7:15 PM | 2 | 1 | 20 | 0 | 8 | 0 | 6 | 0 | 1 | 293 | 0 | 0 | 0 | 217 | 24 | 0 | 572 |
| 7:30 PM | 2 | 0 | 16 | 0 | 4 | 0 | 4 | 0 | 2 | 281 | 0 | 0 | 0 | 190 | 14 | 0 | 513 |
| 7:45 PM | 2 | 0 | 17 | 0 | 7 | 0 | 7 | 0 | 0 | 258 | 0 | 0 | 0 | 173 | 13 | 0 | 477 |
| TOTAL VOLUMES : | 16 | 3 | 357 | 0 | 126 | 0 | 161 | 0 | 29 | 8505 | 0 | 0 | 0 | 5993 | 537 | 1 | 15728 |
| APPROACH %'s : | 4.26% | 0.80% | 94.95% | 0.00% | 43.90% | 0.00% | 56.10% | 0.00% | 0.34% | 99.66% | 0.00% | 0.00% | 0.00% | 91.76% | 8.22% | 0.02% | |
| PEAK HR : | 02:30 PM - 03:30 PM | | | | | | | | | | | | | | | | |
| PEAK HR VOL : | 1 | 1 | 66 | 0 | 12 | 0 | 28 | 0 | 2 | 1522 | 0 | 0 | 0 | 1141 | 81 | 0 | 2854 |
| PEAK HR FACTOR : | 0.250 | 0.250 | 0.825 | 0.000 | 0.750 | 0.000 | 0.875 | 0.000 | 0.500 | 0.954 | 0.000 | 0.000 | 0.000 | 0.970 | 0.723 | 0.000 | 0.967 |
| | 0.810 0.833 0.953 0.970 | | | | | | | | | | | | | | | | |

Chick-fil-A E Dwy & N Druid Hills Rd

Peak Hour Turning Movement Count

ID: 21-180189-003
City: Decatur

Day: Tuesday
Date: 7/13/2021

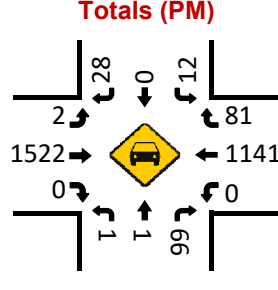
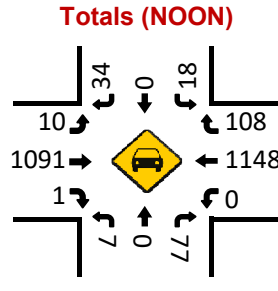
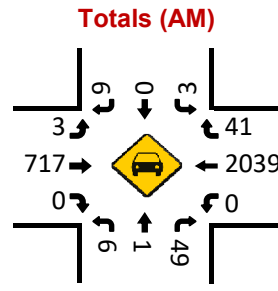
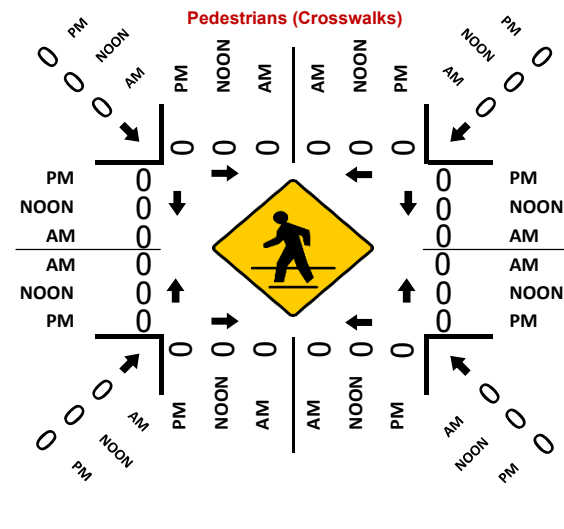
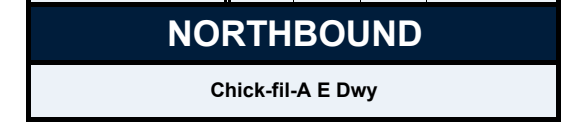
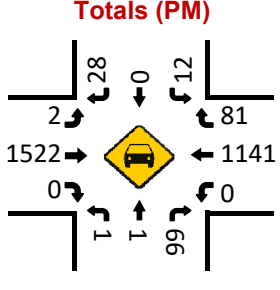
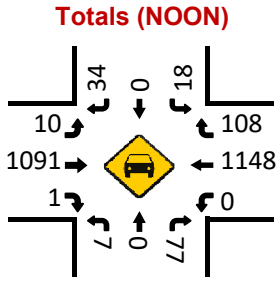
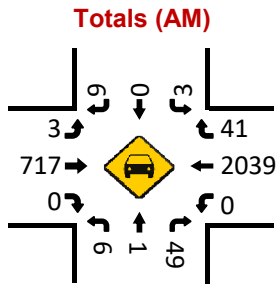
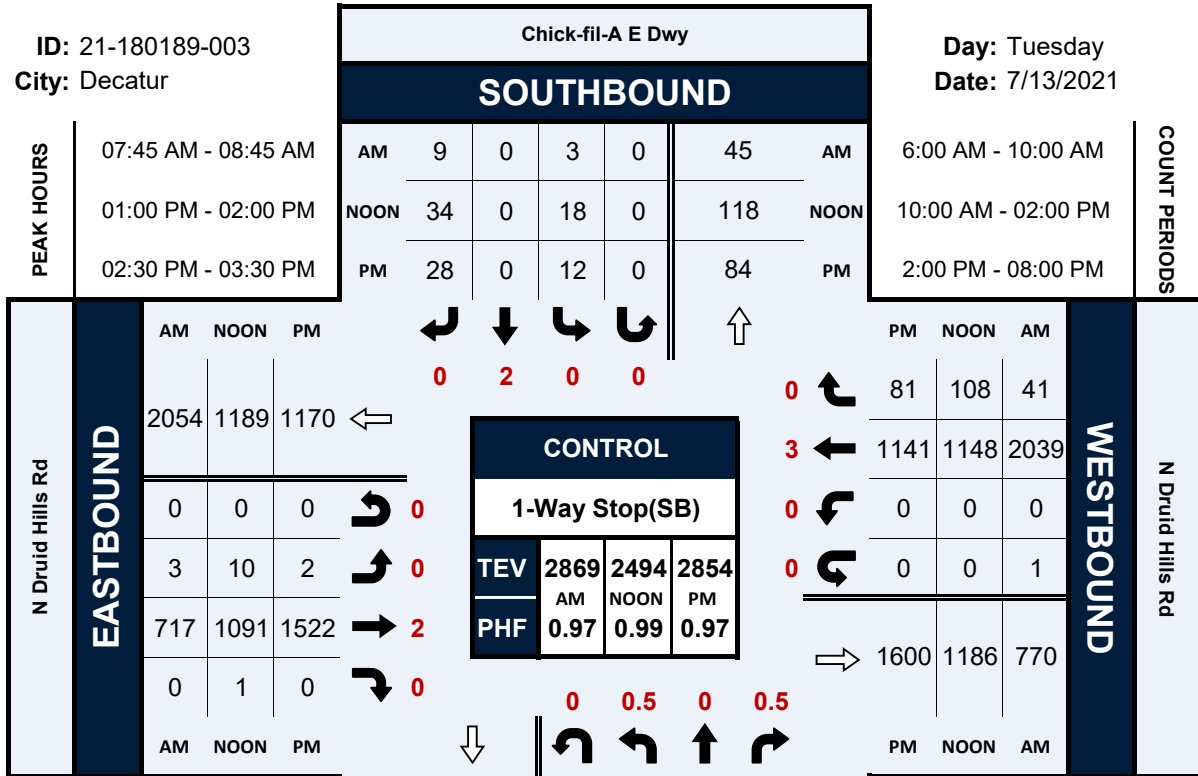


Figure 1: Peak Hour Turning Movement Counts

(##) → AM (PM) Traffic Volumes

AM peak hour of driveways 7:45-8:45am
 PM peak hour of driveways 2:30-3:30pm



AM (PM) Peak Hour Turning movement counts – Existing Chick-fil-a Driveways on North Druid Hills Rd

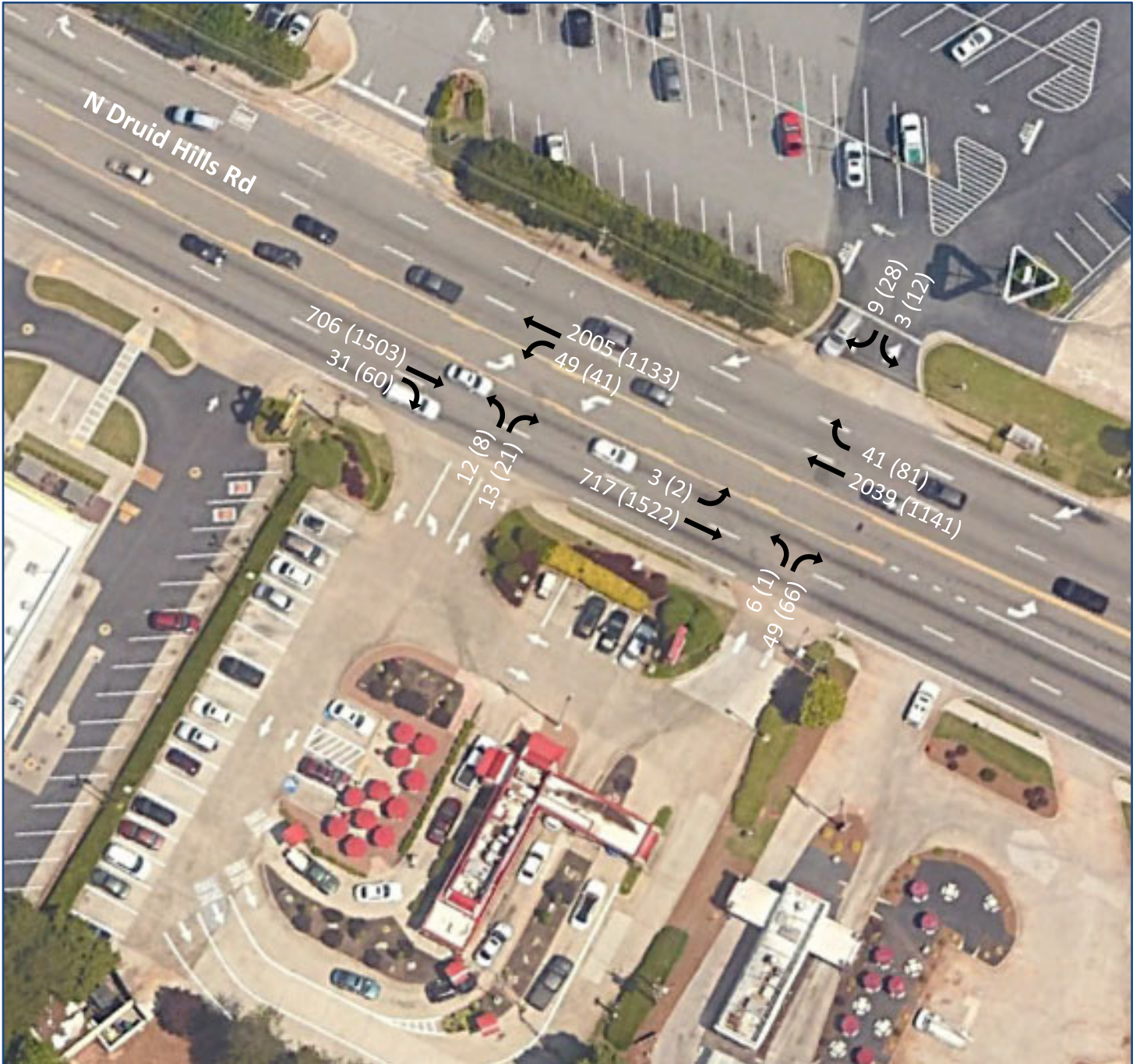


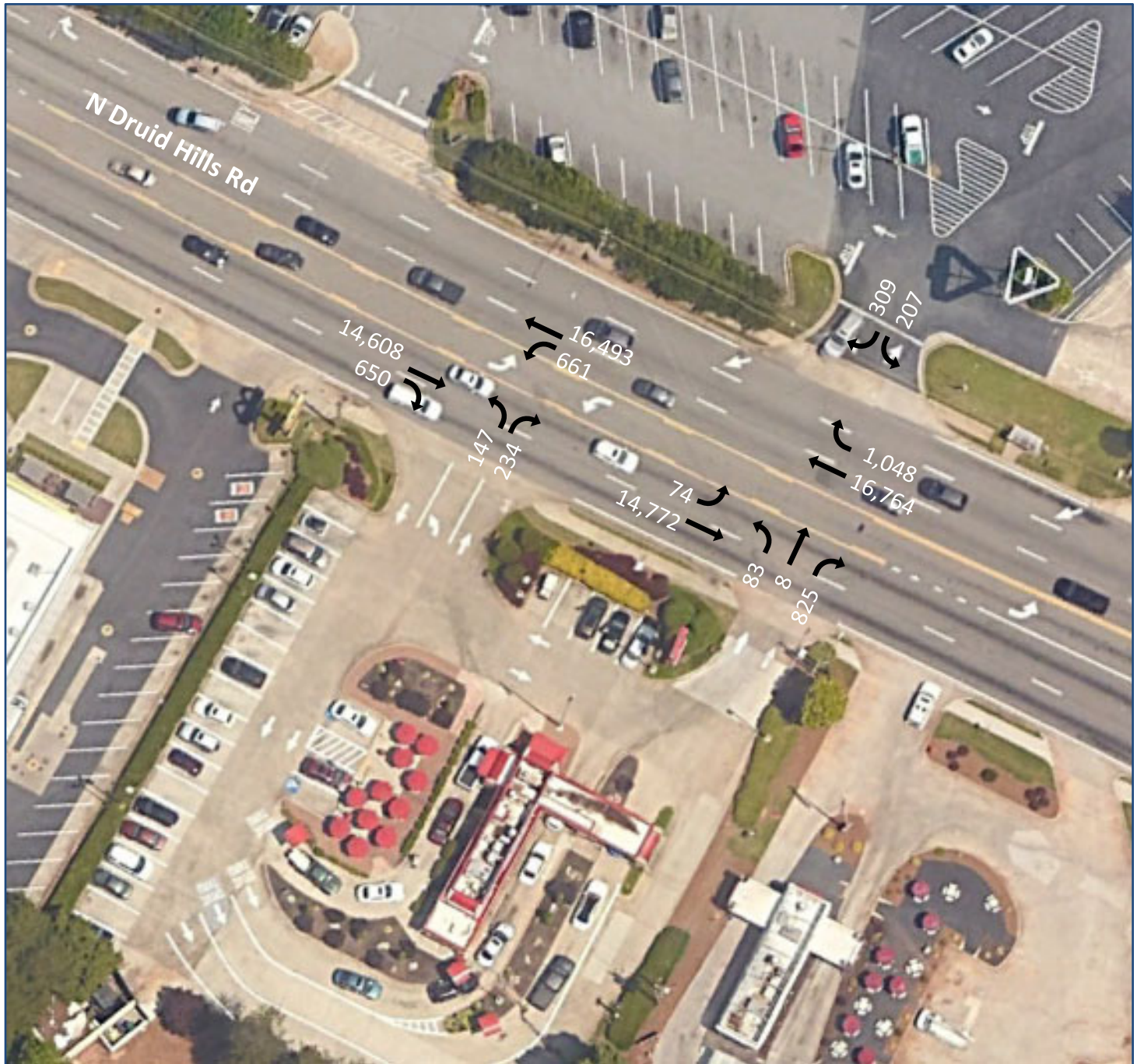
Figure 2: 14-Hour Turning Movement Counts

(##) → AM (PM) Traffic Volumes

14-hour counts collected 6:00am to 8:00pm



Total 14-hour Turning movement counts – Existing Chick-fil-a Driveways on North Druid Hills Rd

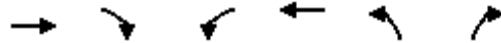


Appendix B: Synchro Analysis

HCM 6th Signalized Intersection Summary

1: Birch Rd & North Druid Hills

08/16/2021



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|------------------------------|------|-------|------|------|------|-------|
| Lane Configurations | ↑↑ | ↑ | | ↑↑ | ↑ | ↑ |
| Traffic Volume (veh/h) | 737 | 32 | 12 | 2030 | 25 | 3 |
| Future Volume (veh/h) | 737 | 32 | 12 | 2030 | 25 | 3 |
| 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 | 801 | 35 | 13 | 2207 | 27 | 3 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 3195 | 1425 | 34 | 3113 | 53 | 47 |
| Arrive On Green | 0.90 | 0.90 | 0.90 | 0.90 | 0.03 | 0.03 |
| Sat Flow, veh/h | 3647 | 1585 | 9 | 3548 | 1781 | 1585 |
| Grp Volume(v), veh/h | 801 | 35 | 1191 | 1029 | 27 | 3 |
| Grp Sat Flow(s),veh/h/ln | 1777 | 1585 | 1854 | 1617 | 1781 | 1585 |
| Q Serve(g_s), s | 4.1 | 0.3 | 0.0 | 24.7 | 2.1 | 0.3 |
| Cycle Q Clear(g_c), s | 4.1 | 0.3 | 24.8 | 24.7 | 2.1 | 0.3 |
| Prop In Lane | | 1.00 | 0.01 | | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 3195 | 1425 | 1693 | 1454 | 53 | 47 |
| V/C Ratio(X) | 0.25 | 0.02 | 0.70 | 0.71 | 0.51 | 0.06 |
| Avail Cap(c_a), veh/h | 3195 | 1425 | 1693 | 1454 | 254 | 226 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.9 | 0.7 | 2.0 | 2.0 | 66.9 | 66.1 |
| Incr Delay (d2), s/veh | 0.2 | 0.0 | 2.5 | 2.9 | 7.6 | 0.6 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.4 | 0.0 | 3.1 | 2.9 | 1.1 | 0.1 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 1.1 | 0.8 | 4.4 | 4.9 | 74.5 | 66.6 |
| LnGrp LOS | A | A | A | A | E | E |
| Approach Vol, veh/h | 836 | | | 2220 | 30 | |
| Approach Delay, s/veh | 1.1 | | | 4.7 | 73.7 | |
| Approach LOS | A | | | A | E | |
| Timer - Assigned Phs | | 2 | | 4 | | 6 |
| Phs Duration (G+Y+Rc), s | | 130.9 | | 9.1 | | 130.9 |
| Change Period (Y+Rc), s | | 5.0 | | 5.0 | | 5.0 |
| Max Green Setting (Gmax), s | | 110.0 | | 20.0 | | 110.0 |
| Max Q Clear Time (g_c+I1), s | | 26.8 | | 4.1 | | 6.1 |
| Green Ext Time (p_c), s | | 43.5 | | 0.0 | | 6.4 |
| Intersection Summary | | | | | | |
| HCM 6th Ctrl Delay | | | 4.4 | | | |
| HCM 6th LOS | | | A | | | |

Intersection: 1: Birch Rd & North Druid Hills

| Movement | EB | EB | EB | WB | WB | NB | NB |
|-----------------------|-----|-----|----|------|------|-----|-----|
| Directions Served | T | T | R | LT | T | L | R |
| Maximum Queue (ft) | 96 | 52 | 22 | 205 | 179 | 90 | 12 |
| Average Queue (ft) | 17 | 5 | 1 | 59 | 44 | 24 | 1 |
| 95th Queue (ft) | 59 | 26 | 10 | 157 | 130 | 67 | 5 |
| Link Distance (ft) | 804 | 804 | | 1048 | 1048 | 311 | 311 |
| Upstream Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |
| Storage Bay Dist (ft) | | | 85 | | | | |
| Storage Blk Time (%) | | 0 | | | | | |
| Queuing Penalty (veh) | | 0 | | | | | |

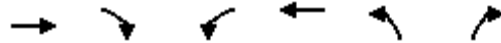
Network Summary

Network wide Queuing Penalty: 0

HCM 6th Signalized Intersection Summary

1: Birch Rd & North Druid Hills

08/16/2021



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|------------------------------|------|-------|------|------|------|-------|
| Lane Configurations | ↑↑ | ↗ | | ↑↑ | ↖ | ↗ |
| Traffic Volume (veh/h) | 989 | 54 | 14 | 979 | 25 | 14 |
| Future Volume (veh/h) | 989 | 54 | 14 | 979 | 25 | 14 |
| 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 | 1075 | 59 | 15 | 1064 | 27 | 15 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 3177 | 1417 | 48 | 3037 | 61 | 55 |
| Arrive On Green | 0.89 | 0.89 | 0.89 | 0.89 | 0.03 | 0.03 |
| Sat Flow, veh/h | 3647 | 1585 | 24 | 3482 | 1781 | 1585 |
| Grp Volume(v), veh/h | 1075 | 59 | 569 | 510 | 27 | 15 |
| Grp Sat Flow(s),veh/h/ln | 1777 | 1585 | 1804 | 1617 | 1781 | 1585 |
| Q Serve(g_s), s | 6.4 | 0.6 | 0.0 | 6.8 | 2.1 | 1.3 |
| Cycle Q Clear(g_c), s | 6.4 | 0.6 | 6.5 | 6.8 | 2.1 | 1.3 |
| Prop In Lane | | 1.00 | 0.03 | | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 3177 | 1417 | 1639 | 1446 | 61 | 55 |
| V/C Ratio(X) | 0.34 | 0.04 | 0.35 | 0.35 | 0.44 | 0.27 |
| Avail Cap(c_a), veh/h | 3177 | 1417 | 1639 | 1446 | 254 | 226 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 1.1 | 0.8 | 1.1 | 1.1 | 66.3 | 65.9 |
| Incr Delay (d2), s/veh | 0.3 | 0.1 | 0.6 | 0.7 | 4.9 | 2.7 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.7 | 0.1 | 0.9 | 0.9 | 1.0 | 0.6 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 1.4 | 0.9 | 1.7 | 1.8 | 71.1 | 68.5 |
| LnGrp LOS | A | A | A | A | E | E |
| Approach Vol, veh/h | 1134 | | | 1079 | 42 | |
| Approach Delay, s/veh | 1.4 | | | 1.8 | 70.2 | |
| Approach LOS | A | | | A | E | |
| Timer - Assigned Phs | | 2 | | 4 | | 6 |
| Phs Duration (G+Y+Rc), s | | 130.2 | | 9.8 | | 130.2 |
| Change Period (Y+Rc), s | | 5.0 | | 5.0 | | 5.0 |
| Max Green Setting (Gmax), s | | 110.0 | | 20.0 | | 110.0 |
| Max Q Clear Time (g_c+I1), s | | 8.8 | | 4.1 | | 8.4 |
| Green Ext Time (p_c), s | | 8.7 | | 0.1 | | 10.0 |
| Intersection Summary | | | | | | |
| HCM 6th Ctrl Delay | | | 2.8 | | | |
| HCM 6th LOS | | | A | | | |

Intersection: 1: Birch Rd & North Druid Hills

| Movement | EB | EB | EB | WB | WB | NB | NB |
|-----------------------|-----|-----|----|------|------|-----|-----|
| Directions Served | T | T | R | LT | T | L | R |
| Maximum Queue (ft) | 109 | 76 | 21 | 146 | 109 | 84 | 25 |
| Average Queue (ft) | 27 | 14 | 2 | 41 | 13 | 23 | 2 |
| 95th Queue (ft) | 81 | 51 | 12 | 112 | 59 | 61 | 13 |
| Link Distance (ft) | 804 | 804 | | 1048 | 1048 | 311 | 311 |
| Upstream Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |
| Storage Bay Dist (ft) | | | 85 | | | | |
| Storage Blk Time (%) | | 0 | | | | | |
| Queuing Penalty (veh) | | 0 | | | | | |

Network Summary

Network wide Queuing Penalty: 0

HCM 6th Signalized Intersection Summary

1: Birch Rd & North Druid Hills

08/16/2021



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|------------------------------|------|-------|------|------|------|-------|
| Lane Configurations | ↑↑ | ↗ | | ↑↑ | ↖ | ↗ |
| Traffic Volume (veh/h) | 1398 | 79 | 12 | 1166 | 43 | 10 |
| Future Volume (veh/h) | 1398 | 79 | 12 | 1166 | 43 | 10 |
| 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 | 1520 | 86 | 13 | 1267 | 47 | 11 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 3164 | 1411 | 39 | 3029 | 68 | 61 |
| Arrive On Green | 0.89 | 0.89 | 0.89 | 0.89 | 0.04 | 0.04 |
| Sat Flow, veh/h | 3647 | 1585 | 14 | 3488 | 1781 | 1585 |
| Grp Volume(v), veh/h | 1520 | 86 | 676 | 604 | 47 | 11 |
| Grp Sat Flow(s),veh/h/ln | 1777 | 1585 | 1800 | 1617 | 1781 | 1585 |
| Q Serve(g_s), s | 11.5 | 0.9 | 0.0 | 9.2 | 3.6 | 0.9 |
| Cycle Q Clear(g_c), s | 11.5 | 0.9 | 8.7 | 9.2 | 3.6 | 0.9 |
| Prop In Lane | | 1.00 | 0.02 | | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 3164 | 1411 | 1629 | 1439 | 68 | 61 |
| V/C Ratio(X) | 0.48 | 0.06 | 0.41 | 0.42 | 0.69 | 0.18 |
| Avail Cap(c_a), veh/h | 3164 | 1411 | 1629 | 1439 | 254 | 226 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 1.5 | 0.9 | 1.3 | 1.3 | 66.5 | 65.2 |
| Incr Delay (d2), s/veh | 0.5 | 0.1 | 0.8 | 0.9 | 11.6 | 1.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.5 | 0.1 | 1.3 | 1.3 | 1.9 | 0.4 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 2.0 | 1.0 | 2.1 | 2.2 | 78.1 | 66.6 |
| LnGrp LOS | A | A | A | A | E | E |
| Approach Vol, veh/h | 1606 | | | 1280 | 58 | |
| Approach Delay, s/veh | 1.9 | | | 2.2 | 75.9 | |
| Approach LOS | A | | | A | E | |
| Timer - Assigned Phs | | 2 | | 4 | | 6 |
| Phs Duration (G+Y+Rc), s | | 129.6 | | 10.4 | | 129.6 |
| Change Period (Y+Rc), s | | 5.0 | | 5.0 | | 5.0 |
| Max Green Setting (Gmax), s | | 110.0 | | 20.0 | | 110.0 |
| Max Q Clear Time (g_c+I1), s | | 11.2 | | 5.6 | | 13.5 |
| Green Ext Time (p_c), s | | 11.9 | | 0.1 | | 19.1 |
| Intersection Summary | | | | | | |
| HCM 6th Ctrl Delay | | | 3.5 | | | |
| HCM 6th LOS | | | A | | | |

Intersection: 1: Birch Rd & North Druid Hills

| Movement | EB | EB | EB | WB | WB | NB | NB |
|-----------------------|-----|-----|----|------|------|-----|-----|
| Directions Served | T | T | R | LT | T | L | R |
| Maximum Queue (ft) | 159 | 158 | 52 | 278 | 240 | 85 | 25 |
| Average Queue (ft) | 56 | 36 | 7 | 72 | 43 | 37 | 2 |
| 95th Queue (ft) | 131 | 103 | 33 | 198 | 148 | 74 | 13 |
| Link Distance (ft) | 804 | 804 | | 1048 | 1048 | 311 | 311 |
| Upstream Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |
| Storage Bay Dist (ft) | | | 85 | | | | |
| Storage Blk Time (%) | | 1 | | | | | |
| Queuing Penalty (veh) | | 1 | | | | | |

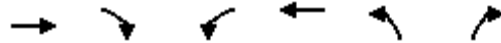
Network Summary

| |
|---------------------------------|
| Network wide Queuing Penalty: 1 |
|---------------------------------|

HCM 6th Signalized Intersection Summary

1: Birch Rd & North Druid Hills

08/16/2021



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|------------------------------|------|-------|------|------|------|-------|
| Lane Configurations | ↑↑ | ↑ | | ↑↑ | ↑ | ↑ |
| Traffic Volume (veh/h) | 737 | 59 | 61 | 2030 | 46 | 20 |
| Future Volume (veh/h) | 737 | 59 | 61 | 2030 | 46 | 20 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | | No | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 801 | 64 | 66 | 2207 | 50 | 22 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 3157 | 1408 | 95 | 2898 | 72 | 64 |
| Arrive On Green | 0.89 | 0.89 | 0.89 | 0.89 | 0.04 | 0.04 |
| Sat Flow, veh/h | 3647 | 1585 | 77 | 3347 | 1781 | 1585 |
| Grp Volume(v), veh/h | 801 | 64 | 1220 | 1053 | 50 | 22 |
| Grp Sat Flow(s),veh/h/ln | 1777 | 1585 | 1722 | 1617 | 1781 | 1585 |
| Q Serve(g_s), s | 4.5 | 0.7 | 12.8 | 29.2 | 3.9 | 1.9 |
| Cycle Q Clear(g_c), s | 4.5 | 0.7 | 32.8 | 29.2 | 3.9 | 1.9 |
| Prop In Lane | | 1.00 | 0.05 | | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 3157 | 1408 | 1557 | 1436 | 72 | 64 |
| V/C Ratio(X) | 0.25 | 0.05 | 0.78 | 0.73 | 0.70 | 0.34 |
| Avail Cap(c_a), veh/h | 3157 | 1408 | 1557 | 1436 | 254 | 226 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 1.1 | 0.9 | 2.6 | 2.5 | 66.3 | 65.4 |
| Incr Delay (d2), s/veh | 0.2 | 0.1 | 4.0 | 3.4 | 11.5 | 3.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.6 | 0.1 | 5.3 | 4.4 | 2.0 | 0.8 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 1.3 | 1.0 | 6.6 | 5.9 | 77.9 | 68.6 |
| LnGrp LOS | A | A | A | A | E | E |
| Approach Vol, veh/h | 865 | | | 2273 | 72 | |
| Approach Delay, s/veh | 1.3 | | | 6.2 | 75.0 | |
| Approach LOS | A | | | A | E | |
| Timer - Assigned Phs | | 2 | | 4 | | 6 |
| Phs Duration (G+Y+Rc), s | | 129.4 | | 10.6 | | 129.4 |
| Change Period (Y+Rc), s | | 5.0 | | 5.0 | | 5.0 |
| Max Green Setting (Gmax), s | | 110.0 | | 20.0 | | 110.0 |
| Max Q Clear Time (g_c+I1), s | | 34.8 | | 5.9 | | 6.5 |
| Green Ext Time (p_c), s | | 45.3 | | 0.1 | | 6.5 |
| Intersection Summary | | | | | | |
| HCM 6th Ctrl Delay | | | 6.5 | | | |
| HCM 6th LOS | | | A | | | |

Intersection: 1: Birch Rd & North Druid Hills

| Movement | EB | EB | EB | WB | WB | NB | NB |
|-----------------------|-----|-----|----|------|------|-----|-----|
| Directions Served | T | T | R | LT | T | L | R |
| Maximum Queue (ft) | 101 | 56 | 32 | 304 | 278 | 111 | 23 |
| Average Queue (ft) | 32 | 11 | 5 | 127 | 86 | 41 | 2 |
| 95th Queue (ft) | 85 | 44 | 23 | 262 | 220 | 95 | 13 |
| Link Distance (ft) | 804 | 804 | | 1048 | 1048 | 311 | 311 |
| Upstream Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |
| Storage Bay Dist (ft) | | | 85 | | | | |
| Storage Blk Time (%) | | 0 | | | | | |
| Queuing Penalty (veh) | | 0 | | | | | |

Network Summary

Network wide Queuing Penalty: 0

HCM 6th Signalized Intersection Summary

1: Birch Rd & North Druid Hills

08/16/2021



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|------------------------------|------|-------|------|------|------|-------|
| Lane Configurations | ↑↑ | ↑ | | ↑↑ | ↑ | ↑ |
| Traffic Volume (veh/h) | 989 | 115 | 72 | 979 | 51 | 43 |
| Future Volume (veh/h) | 989 | 115 | 72 | 979 | 51 | 43 |
| 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 | 1075 | 125 | 78 | 1064 | 55 | 47 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 3139 | 1400 | 184 | 2460 | 81 | 72 |
| Arrive On Green | 0.88 | 0.88 | 0.88 | 0.88 | 0.05 | 0.05 |
| Sat Flow, veh/h | 3647 | 1585 | 175 | 2870 | 1781 | 1585 |
| Grp Volume(v), veh/h | 1075 | 125 | 521 | 621 | 55 | 47 |
| Grp Sat Flow(s),veh/h/ln | 1777 | 1585 | 1343 | 1617 | 1781 | 1585 |
| Q Serve(g_s), s | 7.1 | 1.4 | 0.0 | 10.2 | 4.3 | 4.1 |
| Cycle Q Clear(g_c), s | 7.1 | 1.4 | 6.3 | 10.2 | 4.3 | 4.1 |
| Prop In Lane | | 1.00 | 0.15 | | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 3139 | 1400 | 1216 | 1428 | 81 | 72 |
| V/C Ratio(X) | 0.34 | 0.09 | 0.43 | 0.43 | 0.68 | 0.66 |
| Avail Cap(c_a), veh/h | 3139 | 1400 | 1216 | 1428 | 254 | 226 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 1.4 | 1.0 | 1.3 | 1.5 | 65.8 | 65.8 |
| Incr Delay (d2), s/veh | 0.3 | 0.1 | 1.1 | 1.0 | 9.7 | 9.7 |
| 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 | 0.2 | 1.3 | 1.6 | 2.2 | 1.9 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 1.7 | 1.2 | 2.4 | 2.5 | 75.6 | 75.5 |
| LnGrp LOS | A | A | A | A | E | E |
| Approach Vol, veh/h | 1200 | | | 1142 | 102 | |
| Approach Delay, s/veh | 1.6 | | | 2.5 | 75.5 | |
| Approach LOS | A | | | A | E | |
| Timer - Assigned Phs | | 2 | | 4 | | 6 |
| Phs Duration (G+Y+Rc), s | | 128.7 | | 11.3 | | 128.7 |
| Change Period (Y+Rc), s | | 5.0 | | 5.0 | | 5.0 |
| Max Green Setting (Gmax), s | | 110.0 | | 20.0 | | 110.0 |
| Max Q Clear Time (g_c+I1), s | | 12.2 | | 6.3 | | 9.1 |
| Green Ext Time (p_c), s | | 11.1 | | 0.2 | | 10.4 |
| Intersection Summary | | | | | | |
| HCM 6th Ctrl Delay | | | 5.1 | | | |
| HCM 6th LOS | | | A | | | |

Intersection: 1: Birch Rd & North Druid Hills

| Movement | EB | EB | EB | WB | WB | NB | NB |
|-----------------------|-----|-----|----|------|------|-----|-----|
| Directions Served | T | T | R | LT | T | L | R |
| Maximum Queue (ft) | 104 | 78 | 47 | 275 | 230 | 110 | 38 |
| Average Queue (ft) | 37 | 16 | 11 | 104 | 52 | 40 | 7 |
| 95th Queue (ft) | 92 | 55 | 35 | 207 | 165 | 88 | 25 |
| Link Distance (ft) | 804 | 804 | | 1048 | 1048 | 311 | 311 |
| Upstream Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |
| Storage Bay Dist (ft) | | | 85 | | | | |
| Storage Blk Time (%) | | 0 | | | | | |
| Queuing Penalty (veh) | | 0 | | | | | |

Network Summary

Network wide Queuing Penalty: 0

HCM 6th Signalized Intersection Summary

1: Birch Rd & North Druid Hills

08/16/2021



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|------------------------------|------|-------|------|------|------|-------|
| Lane Configurations | ↑↑ | ↑ | | ↑↑ | ↑ | ↑ |
| Traffic Volume (veh/h) | 1398 | 132 | 57 | 1166 | 53 | 34 |
| Future Volume (veh/h) | 1398 | 132 | 57 | 1166 | 53 | 34 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | | No | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 1520 | 143 | 62 | 1267 | 58 | 37 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 3135 | 1398 | 122 | 2489 | 83 | 74 |
| Arrive On Green | 0.88 | 0.88 | 0.88 | 0.88 | 0.05 | 0.05 |
| Sat Flow, veh/h | 3647 | 1585 | 106 | 2907 | 1781 | 1585 |
| Grp Volume(v), veh/h | 1520 | 143 | 608 | 721 | 58 | 37 |
| Grp Sat Flow(s),veh/h/ln | 1777 | 1585 | 1311 | 1617 | 1781 | 1585 |
| Q Serve(g_s), s | 12.3 | 1.6 | 0.0 | 13.3 | 4.5 | 3.2 |
| Cycle Q Clear(g_c), s | 12.3 | 1.6 | 8.0 | 13.3 | 4.5 | 3.2 |
| Prop In Lane | | 1.00 | 0.10 | | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 3135 | 1398 | 1185 | 1426 | 83 | 74 |
| V/C Ratio(X) | 0.48 | 0.10 | 0.51 | 0.51 | 0.70 | 0.50 |
| Avail Cap(c_a), veh/h | 3135 | 1398 | 1185 | 1426 | 254 | 226 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 1.7 | 1.1 | 1.4 | 1.8 | 65.8 | 65.2 |
| Incr Delay (d2), s/veh | 0.5 | 0.1 | 1.6 | 1.3 | 10.3 | 5.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.9 | 0.2 | 1.6 | 2.1 | 2.3 | 1.4 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 2.2 | 1.2 | 3.0 | 3.0 | 76.1 | 70.4 |
| LnGrp LOS | A | A | A | A | E | E |
| Approach Vol, veh/h | 1663 | | | 1329 | 95 | |
| Approach Delay, s/veh | 2.2 | | | 3.0 | 73.9 | |
| Approach LOS | A | | | A | E | |
| Timer - Assigned Phs | | 2 | | 4 | | 6 |
| Phs Duration (G+Y+Rc), s | | 128.5 | | 11.5 | | 128.5 |
| Change Period (Y+Rc), s | | 5.0 | | 5.0 | | 5.0 |
| Max Green Setting (Gmax), s | | 110.0 | | 20.0 | | 110.0 |
| Max Q Clear Time (g_c+I1), s | | 15.3 | | 6.5 | | 14.3 |
| Green Ext Time (p_c), s | | 15.6 | | 0.2 | | 19.7 |
| Intersection Summary | | | | | | |
| HCM 6th Ctrl Delay | | | 4.7 | | | |
| HCM 6th LOS | | | A | | | |

Intersection: 1: Birch Rd & North Druid Hills

| Movement | EB | EB | EB | WB | WB | NB | NB |
|-----------------------|-----|-----|----|------|------|-----|-----|
| Directions Served | T | T | R | LT | T | L | R |
| Maximum Queue (ft) | 132 | 128 | 48 | 317 | 280 | 104 | 48 |
| Average Queue (ft) | 56 | 31 | 11 | 150 | 104 | 43 | 10 |
| 95th Queue (ft) | 125 | 87 | 35 | 289 | 259 | 90 | 32 |
| Link Distance (ft) | 804 | 804 | | 1048 | 1048 | 311 | 311 |
| Upstream Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |
| Storage Bay Dist (ft) | | | 85 | | | | |
| Storage Blk Time (%) | | 1 | 0 | | | | |
| Queuing Penalty (veh) | | 1 | 0 | | | | |

Network Summary

Network wide Queuing Penalty: 1