TRAFFIC IMPACT STUDY FOR

DRI #3584
STONECREST
LOGISTICS CENTER

DATE:
March 2, 2022

LOCATION:
Stonecrest, DeKalb County, Georgia

PREPARED FOR:
IDI Logistics
1197 Peachtree Street, NE
Suite 600
Atlanta, GA 30361

PREPARED BY:
NV5 Engineers and Consultants, Inc.
1255 Canton Street, Suite G
Roswell, GA 30075
(678) 795-3600

NV5
nv5.com

Executive Summary

A new 1,904,300 square foot (sf) industrial development is proposed for construction at Stonecrest Industrial Way, located northwest of Lithonia Industrial Boulevard, in Stonecrest, DeKalb County, Georgia. The development will have one (1) new full-access driveway connection at the Stonecrest Industrial Way cul-du-sac. The proposed driveway location is planned to connect to Lithonia Industrial Boulevard via Stonecrest Industrial Way once completed.

The development is expected to be built-out by 2024 and will generate a total of 3,048 new daily trips. Of these daily volumes, 252 new trips (194 entering and 58 exiting) are expected to occur during the AM peak hour and 255 new trips (71 entering and 184 exiting) are expected to occur during the PM peak hour.

Existing intersections adjacent to the planned development were evaluated to determine if new roadway geometries or traffic controls will be needed once the new development is built. The following intersections evaluated in this study are:

1. Lithonia Industrial Boulevard at S Stone Mountain Lithonia Road
2. Lithonia Industrial Boulevard at Stonecrest Industrial Way / Site Driveway
3. Lithonia Industrial Boulevard at Rogers Lake Road
4. Lithonia Industrial Boulevard at SR 124/Rock Chapel Road
5. Lithonia Industrial Boulevard at US-278/Covington Highway

Existing and No-Build Conditions evaluated peak hour traffic volumes with existing traffic controls and lane geometries. Build Conditions evaluated peak hour traffic volumes with existing traffic controls and lane geometries, with optimized timing splits from the Existing and No-Build cycle lengths. Programmed and planned transportation improvement projects (TIPs) are not present within the study network.

Optimized signal timing plans should be considered at all signalized intersections in future years to accommodate future traffic volumes.

A summary of the changes observed in intersections with undesirable LOS approaches between Existing and No-Build, and between No-Build and Build Conditions during AM and PM peak hours. These analysis comparisons are identified on the following pages in Tables A and B, respectfully.

Table C notes undesirable LOS approaches in the Build Condition only, with a relationship showing the percent of site traffic associated with all other future movements and approaches with LOS E or F.

Finally, Table D summarizes where the left turn or right turn storage lengths and taper lengths at intersections with LOS E or F are exceeded by either existing or future traffic volumes. The general conditions and roadway improvement conditions that are recommended for this DRI are on the pages following the Table D results.

Table A: Capacity Analysis Result Summary – Existing and No-Build Conditions

ID	Intersection	Control	Movement	AM				PM			
				Existing		No-Build		Existing		No-Build	
				LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1	Lithonia Industrial Blvd & S Stone Mountain Lithonia Rd	Signal	**Overall**	**B**	**19.7**	**C**	**21.0**	**B**	**17.8**	**B**	**18.4**
			EB	B	15.1	B	15.6	B	16.4	B	17.0
			WB	C	25.4	C	27.7	C	21.2	C	22.0
			NB	B	16.5	B	17.2	B	17.5	B	18.2
			SB	C	22.1	C	23.8	B	17.0	B	17.5
2	Lithonia Industrial Blvd & Stonecrest Industrial Way/Site Driveway	Signal	**Overall**	**A**	**6.4**	**A**	**6.5**	**A**	**5.5**	**A**	**5.6**
			EB	A	3.3	A	3.4	A	4.0	A	4.0
			WB	A	8.0	A	8.1	A	7.6	A	7.6
			SB	B	18.1	B	18.7	B	13.4	B	13.7
3	Lithonia Industrial Blvd & Rogers Lake Rd	Signal	**Overall**	**A**	**4.8**	**A**	**4.8**	**A**	**5.0**	**A**	**5.1**
			EB	A	5.1	A	5.1	A	5.0	A	5.0
			WB	A	4.6	A	4.5	A	4.1	A	4.0
			NB	A	9.2	A	9.6	A	9.3	A	9.8
			SB	A	3.3	A	3.5	A	4.5	A	4.7
4	Lithonia Industrial Blvd & SR 124/Rock Chapel Rd	Signal	**Overall**	**A**	**7.9**	**A**	**8.2**	**B**	**12.4**	**B**	**13.4**
			EB	B	12.7	B	13.0	B	15.7	B	16.3
			NB	A	7.3	A	7.7	A	9.2	A	9.7
			SB	A	7.1	A	7.3	B	13.2	B	14.5
5	Lithonia Industrial Blvd & US-278/Covington Hwy	Signal	**Overall**	**D**	**53.6**	**E**	**63.3**	**C**	**34.2**	**D**	**39.2**
			EB	C	23.2	C	25.8	B	20.0	C	21.5
			WB	E	56.9	E	70.2	D	36.3	D	39.1
			NB	E	55.7	E	62.5	D	38.3	D	45.2
			SB	F	81.5	F	95.5	D	50.1	E	61.9

Table B: Capacity Analysis Result Summary – No-Build and Build Conditions

ID	Intersection	Control	Movement	AM				PM			
				No-Build		Build		No-Build		Build	
				LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1	Lithonia Industrial Blvd & S Stone Mountain Lithonia Rd	Signal	**Overall**	**C**	**21.0**	**C**	**22.4**	**B**	**18.4**	**B**	**18.9**
			EB	B	15.6	B	16.5	B	17.0	B	17.4
			WB	C	27.7	C	29.4	C	22.0	C	23.2
			NB	B	17.2	B	18.6	B	18.2	B	19.3
			SB	C	23.8	C	25.7	B	17.5	B	16.9
2	Lithonia Industrial Blvd & Stonecrest Industrial Way/Site Driveway	Signal	**Overall**	**A**	**6.5**	**C**	**22.5**	**A**	**5.6**	**A**	**9.8**
			EB	A	3.4	C	33.9	A	4.0	A	7.6
			WB	A	8.1	B	13.1	A	7.6	B	11.3
			SB	B	18.7	C	26.4	B	13.7	B	15.9
3	Lithonia Industrial Blvd & Rogers Lake Rd	Signal	**Overall**	**A**	**4.8**	**A**	**4.8**	**A**	**5.1**	**A**	**5.1**
			EB	A	5.1	A	5.1	A	5.0	A	5.0
			WB	A	4.5	A	4.5	A	4.0	A	3.9
			NB	A	9.6	A	10.0	A	9.8	B	10.3
			SB	A	3.5	A	3.4	A	4.7	A	4.8
4	Lithonia Industrial Blvd & SR 124/Rock Chapel Rd	Signal	**Overall**	**A**	**8.2**	**A**	**8.2**	**B**	**13.4**	**B**	**13.7**
			EB	B	13.0	B	13.0	B	16.3	B	16.5
			NB	A	7.7	A	7.9	A	9.7	A	10.0
			SB	A	7.3	A	7.3	B	14.5	B	14.9
5	Lithonia Industrial Blvd & US-278/Covington Hwy	Signal	**Overall**	**E**	**63.3**	**E**	**69.9**	**D**	**39.2**	**D**	**43.0**
			EB	C	25.8	C	29.2	C	21.5	C	23.0
			WB	E	70.2	E	72.2	D	39.1	D	42.7
			NB	E	62.5	E	78.2	D	45.2	D	46.1
			SB	F	95.5	F	104.6	E	61.9	E	70.4

Table C: Build Condition Comparison Summary – Failing Approach and Site Traffic Relationships

ID	Intersection	Control	Movement	AM Volume Relations					PM Volume Relations				
				LOS	Delay	Site Traffic	Total Traffic	% of Total Traffic	LOS	Delay	Site Traffic	Total Traffic	% of Total Traffic
5	Lithonia Industrial Blvd & US-278 / Covington Hwy	Signal	**Overall**	**E**	**69.9**	94	4535	2%	**D**	**43.0**	106	4604	2%
			EB	C	29.2	10	1027	1%	C	23.0	4	1508	0%
			WB	E	72.2	10	1731	1%	D	42.7	4	1114	0%
			NB	E	78.2	48	908	5%	D	46.1	29	974	3%
			SB	F	104.6	26	869	3%	E	70.4	69	1008	7%

Table D: Left Turn/Right Turn Storage Length Queue Summary

ID	Intersection	Turn Lane / Movement Approach	50th (95th) Percentile Queues, in feet							
			Lengths, in feet		Existing		No-Build		Build	
			Storage	Taper	AM	PM	AM	PM	AM	PM
5	Lithonia Industrial Blvd & US-278/Covington Hwy	EBL	100	50	121 (172)	149 (149)	143 (164)	112 (190)	134 (163)	128 (171)
		WBL	65	65	49 (117)	83 (133)	53 (155)	41 (124)	36 (114)	45 (118)
		NBL	215	85	82 (108)	73 (114)	106 (163)	190 (233)	176 (305)	200 (282)
		SBL	225	N/A	158 (345)	297 (305)	212 (388)	289 (321)	202 (294)	156 (262)

To receive the Notice of Decision Request for Non-Expedited DRI #3584 – Stonecrest Logistics Center, the following general conditions and roadway improvement conditions are recommended.

General Conditions:

Pedestrian, Bicycle, and Transit Facilities

- Provide internal pedestrian infrastructure from Stonecrest Industrial Way cul-du-sac to proposed site.
- Maintain and coordinate existing pedestrian pushbuttons/crosswalks at the Lithonia Industrial Boulevard and Stonecrest Industrial Way intersection for anticipated foot traffic from the existing MARTA Route 116 Bus Stop.
- Maintain and coordinate existing pedestrian pushbuttons/crosswalks at the Lithonia Industrial Boulevard at S Stone Mountain Lithonia Road intersection for anticipated foot traffic from the existing MARTA Route 116 Bus Stop.

Recommended Roadway Improvement Conditions of Approval:

Lithonia Industrial Boulevard at S Stone Mountain Lithonia Road

- Lane geometry improvements are not required based on capacity analysis results

Lithonia Industrial Boulevard at Stonecrest Industrial Way / Site Driveway

- Lane geometry improvements are not required based on capacity analysis results

Lithonia Industrial Boulevard at Rogers Lake Road

- Lane geometry improvements are not required based on capacity analysis results

Lithonia Industrial Boulevard at SR 124/Rock Chapel Road

- Lane geometry improvements are not required based on capacity analysis results

Recommended Roadway Improvement Advisory Conditions:

Lithonia Industrial Boulevard at US-278/Covington Highway

- Extend existing northbound and southbound left turn storage lengths to minimum 235 feet and 100-foot tapers
- Extend existing eastbound and westbound left turn storage length striping to minimum 235 feet and 100-foot tapers
- Install channelized right turn lanes on all approaches with minimum 175-foot storage lengths and 100-foot tapers

These conditions are based on the approved Methodology Meeting inputs and parameters identified in the Georgia Regional Transportation Authority (GRTA) Letter of Understanding (LOU), dated February 23, 2022. The recommended advisory conditions identified above are based on meeting the GRTA LOS D or better thresholds. The GRTA LOU is attached at the end of this report for reference.

TABLE OF CONTENTS

A. Introduction 1
A.1. Programmed & Planned Regional Transportation Improvements 4
B. Existing Conditions 5
B.1. Project Phasing 5
B.2. Transportation Facilities and LOS Standards 5
B.3. Transit 6
B.4. Pedestrian and Bicycle Facilities 7
B.5. Traffic Counts 8
B.6. Baseline Adjustments to Traffic Counts 8
C. Future Conditions 10
C.1. Background Growth 10
C.2. Project Trip Generation 12
C.3. Trip Distribution and Assignment 13
D. Traffic Impact Analysis 20
D.1. Existing Capacity Analysis 21
D.2. 2024 No-Build Capacity Analysis 23
D.3. Minimum Modeling Improvements Needed 25
D.4. 2024 Build Capacity Analysis 26
D.5. Heavy Vehicle Enhanced Focus Area 27
D.6. Queue Length Analysis 28
D.7. Additional Modeling Improvements Needed 30
D.8. 2024 Build Mitigation Capacity Analysis 30
E. Conclusion 31

APPENDIX A – SITE PLAN
APPENDIX B – TRANSIT SERVICE SCHEDULE DETAILS
APPENDIX C – TRAFFIC COUNT DATA & ADJUSTMENT FACTORS
APPENDIX D – HISTORIC TRAFFIC COUNT DATA
APPENDIX E – CAPACITY ANALYSIS REPORTS
APPENDIX F – HEAVY VEHCILE ENHANCED FOCUS AREA ANALYSIS
APPENDIX G – QUEUE LENGTH ANALYSIS REPORTS
APPENDIX H – MITIGATION CAPACITY ANALYSIS REPORTS
APPENDIX I – GRTA LETTER OF UNDERSTANDING (LOU)

LIST OF TABLES

Table 1: Project Trip Generation 12
Table 2: Project Trip Generation – Auto and Truck Trips 12
Table 3: HCM Level-of-Service Performance Criteria 20
Table 4: Capacity Analysis Results –Existing Conditions 21
Table 5: Capacity Analysis Results – 2024 No-Build Conditions 23
Table 6: Capacity Analysis Results – 2024 Build Conditions 26
Table 7: Queue Analysis Comparisons 29
Table 8: Capacity Analysis Results – 2024 Build Mitigation Conditions 30

LIST OF FIGURES

Figure 1. Vicinity Map 2
Figure 2. Site Location Aerial 3
Figure 3: Existing Alternative Transportation Map – Transit Services 6
Figure 4: Existing Alternative Transportation Map – Pedestrian & Bicycle Infrastructure 7
Figure 5. 2022 Adjusted Existing Traffic Volumes 9
Figure 6. 2024 No-Build Traffic Volumes 11
Figure 7. Trip Distribution, Autos 14
Figure 8. Trip Distribution, Trucks 15
Figure 9. Trip Assignment, Autos 16
Figure 10. Trip Assignment, Trucks 17
Figure 11. Trip Assignment, Combined Site Traffic (Autos and Trucks) 18
Figure 12. 2024 Build Traffic Volumes 19

A. Introduction

A new 1,904,300 square foot (sf) industrial development is proposed for construction at Stonecrest Industrial Way, located northwest of Lithonia Industrial Boulevard, in Stonecrest, DeKalb County, Georgia. The development will have one (1) new full-access driveway connection at the Stonecrest Industrial Way cul-du-sac. The proposed driveway location is planned to connect to Lithonia Industrial Boulevard via Stonecrest Industrial Way once completed.

The purpose of this assessment is to identify the traffic expected to be generated by new vehicular trips when the development is complete in the year 2024. The full traffic study includes existing traffic volumes (2022), future traffic volumes (2024), trip generation, directional distribution, and anticipated traffic impacts at the following intersections:

1. Lithonia Industrial Boulevard at S Stone Mountain Lithonia Road
2. Lithonia Industrial Boulevard at Stonecrest Industrial Way / Site Driveway
3. Lithonia Industrial Boulevard at Rogers Lake Road
4. Lithonia Industrial Boulevard at SR 124/Rock Chapel Road
5. Lithonia Industrial Boulevard at US-278/Covington Highway

Figure 1 shows the site location. Figure 2 shows an aerial of the area and the study intersections in relation to the site. The site plan is provided in Appendix A.

Figure 1. Vicinity Map

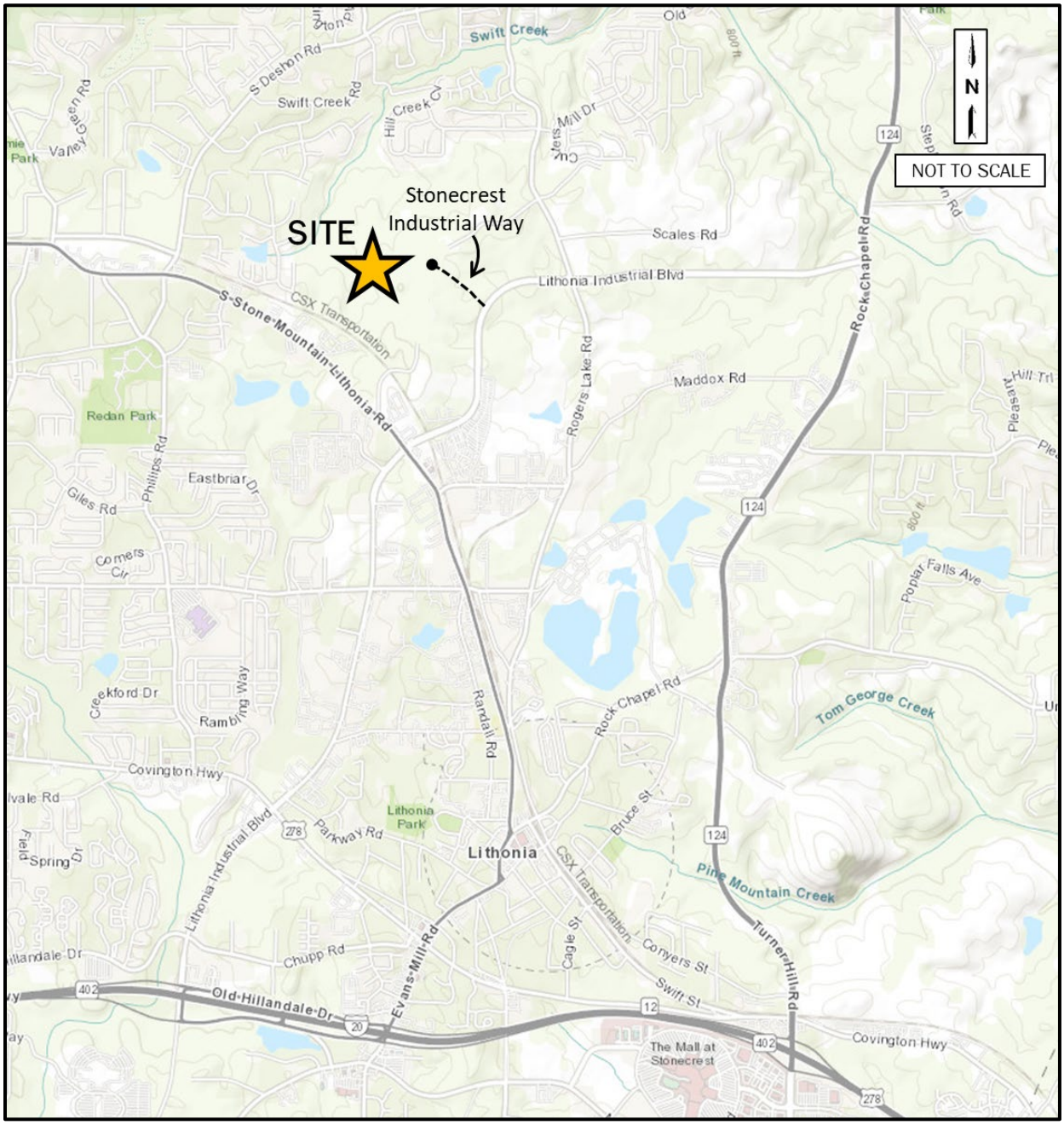
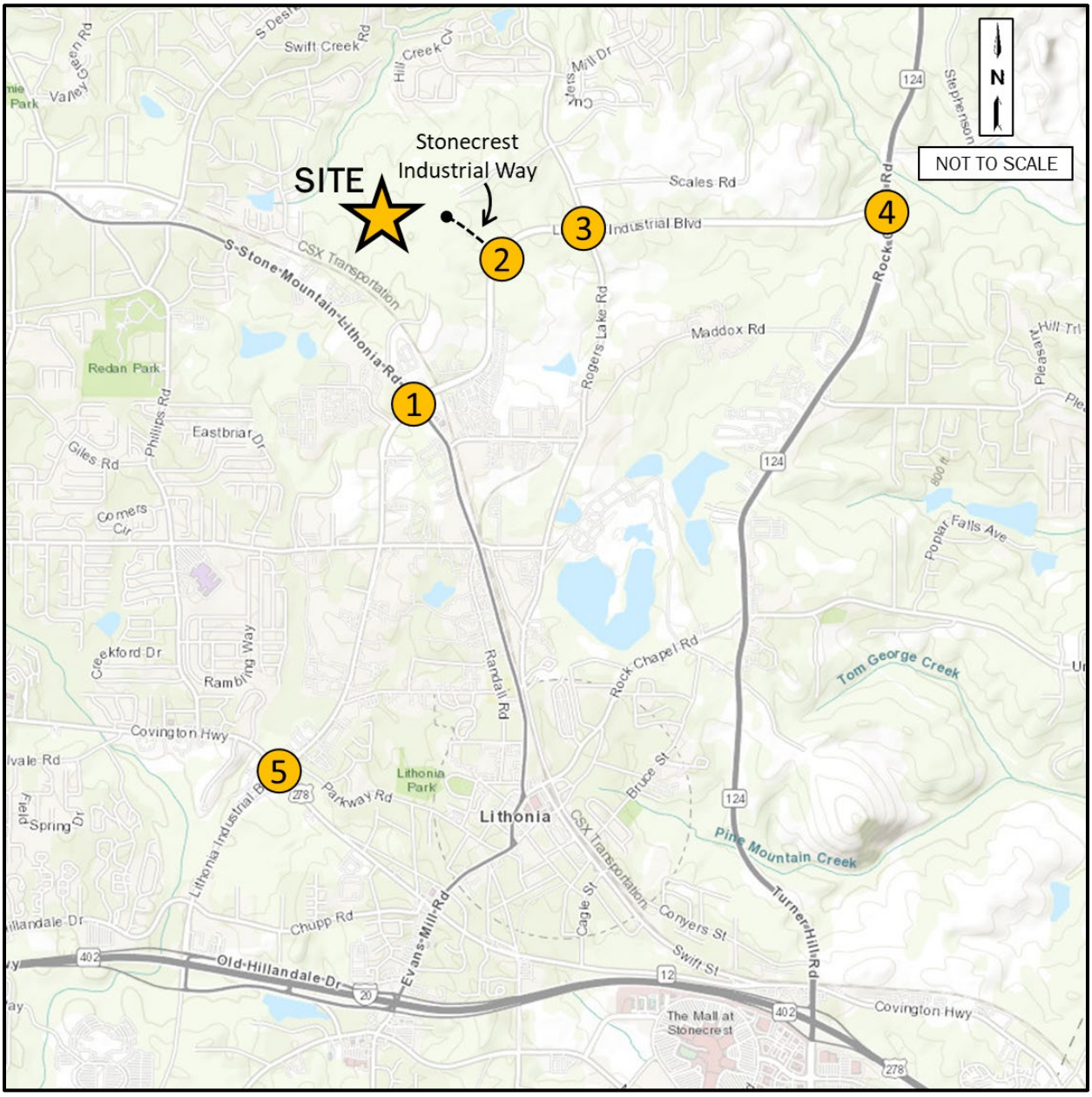


Figure 2. Site Location Aerial



LEGEND
1. Lithonia Industrial Boulevard at S Stone Mountain Lithonia Road
2. Lithonia Industrial Boulevard at Stonecrest Industrial Way / Site Driveway
3. Lithonia Industrial Boulevard at Rogers Lake Road
4. Lithonia Industrial Boulevard at SR 124/Rock Chapel Road
5. Lithonia Industrial Boulevard at US-278/Covington Highway

A.1. Programmed & Planned Regional Transportation Improvements

Regional transportation improvements were investigated using the Atlanta Regional Commission's (ARC's) Transportation Improvement Program (TIP), the GDOT GeoPI database, and the Gwinnett County project databases to verify if any large-scale infrastructure projects are programmed or planned for in the immediate area. Programmed and planned transportation improvement projects (TIPs) are not present within the study network.

B. Existing Conditions

B.1. Project Phasing

The development is planned to be completed in a single phase by 2024.

B.2. Transportation Facilities and LOS Standards

GA 124/Rock Chapel Road (SR 124) is a five-lane divided principal arterial roadway with north/south orientation that intersects with Lithonia Industrial Boulevard approximately 1.5 miles east of the proposed site access at Stonecrest Industrial Way. SR 124 has a posted speed limit of 45 miles per hour and provides access to various industrial land uses and some residential land uses along its length.

Lithonia Industrial Boulevard is a four-lane divided minor arterial roadway with northeast / southwest orientation that connects the proposed development Site Driveway at Stonecrest Industrial Way. Lithonia Industrial Boulevard has a posted speed limit of 45 miles per hour and provides access to various industrial and commercial land uses along its length.

GA-12/US-278/Covington Highway (Covington Highway) is a four-lane divided minor arterial roadway with east / west orientation that intersects with Lithonia Industrial Boulevard south of the proposed development. Covington Highway has a posted speed limit of 45 miles per hour and provides access to various industrial and commercial land uses along its length.

S Stone Mountain Lithonia Road is a two-lane undivided minor arterial roadway with northwest/southeast orientation. The road intersects with Lithonia Industrial Boulevard approximately 0.7 miles south of the proposed site access at Stonecrest Industrial Way. S Stone Mountain Lithonia Road has a posted speed limit of 45 miles per hour and provides access to various industrial land uses and some residential land uses along its length.

Stone Mountain Road is a two-lane undivided minor arterial roadway with north/south orientation. The road runs between Lithonia Industrial Boulevard and terminates at Moreland Boulevard in Downtown Lithonia. Stone Mountain Road and has a posted speed limit of 45 miles per hour and provides access to industrial, commercial/retail, and some industrial land uses along its length.

Rogers Lake Road is a two-lane undivided local roadway with north/south orientation that intersects with Lithonia Industrial Boulevard approximately 0.3 miles east of the proposed site access at Stonecrest Industrial Way. Rogers Lake Road has a posted speed limit of 35 miles per hour and provides access to residential, industrial, and agricultural land uses along its length.

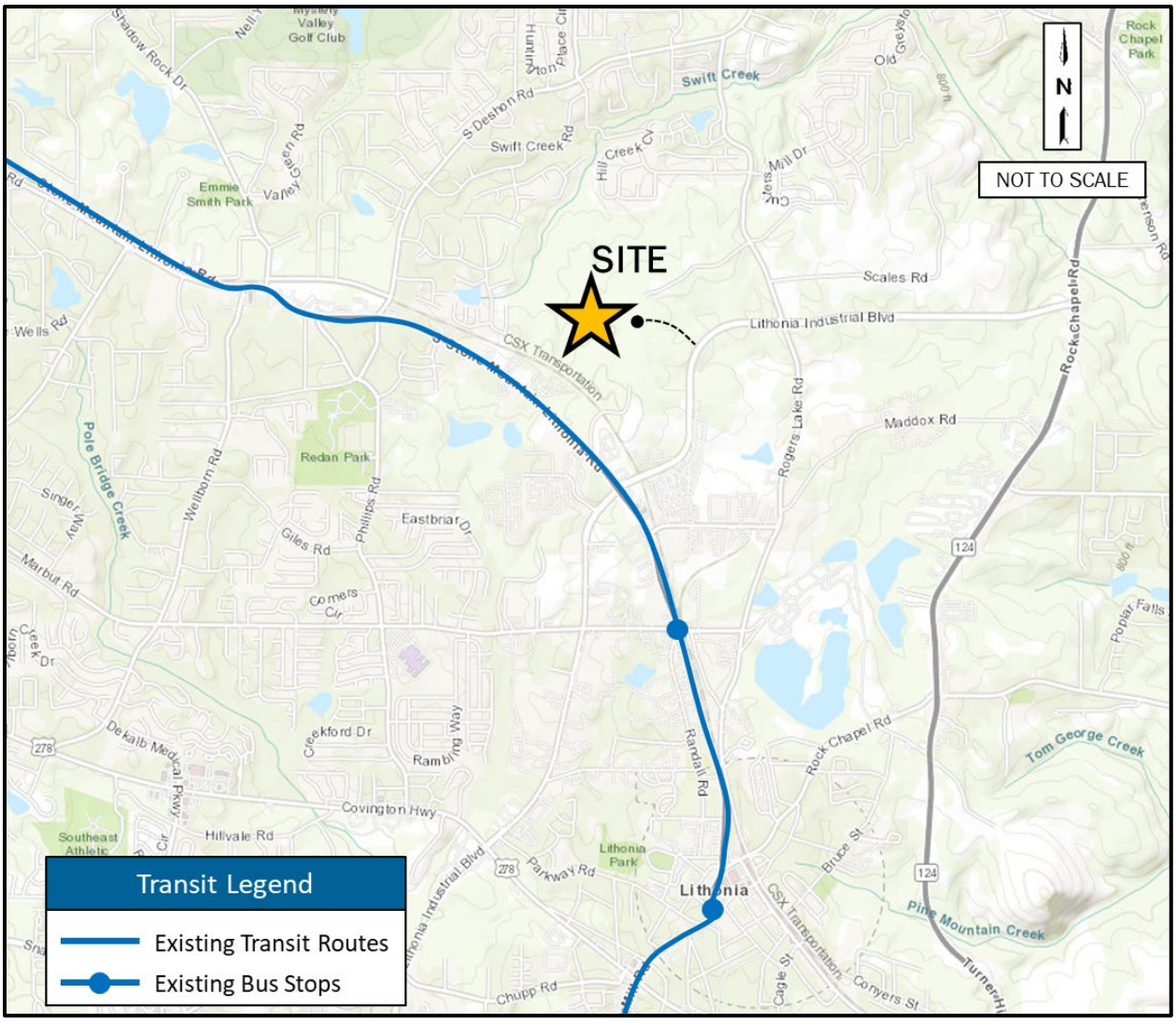
LOS D is considered the minimum standard unless existing conditions are lower.

B.3. Transit

An existing transit service, MARTA Bus Route 116, operates along S Stone Mountain Lithonia Road. This service route is shown below in Figure 3. Weekday and Weekend MARTA Transit Service Schedule Details for Bus Route 116 are provided in Appendix B.

The nearest MARTA bus stop service is located 1.12 miles from the site location. There are steep elevations along Stonecrest Industrial Way and Lithonia Industrial Boulevard for pedestrians to travel to/from the site. Trip generation reductions due to transit services is unlikely due to existing topography conditions. Therefore, a 0% trip reduction is assumed for this DRI.

Figure 3: Existing Alternative Transportation Map – Transit Services

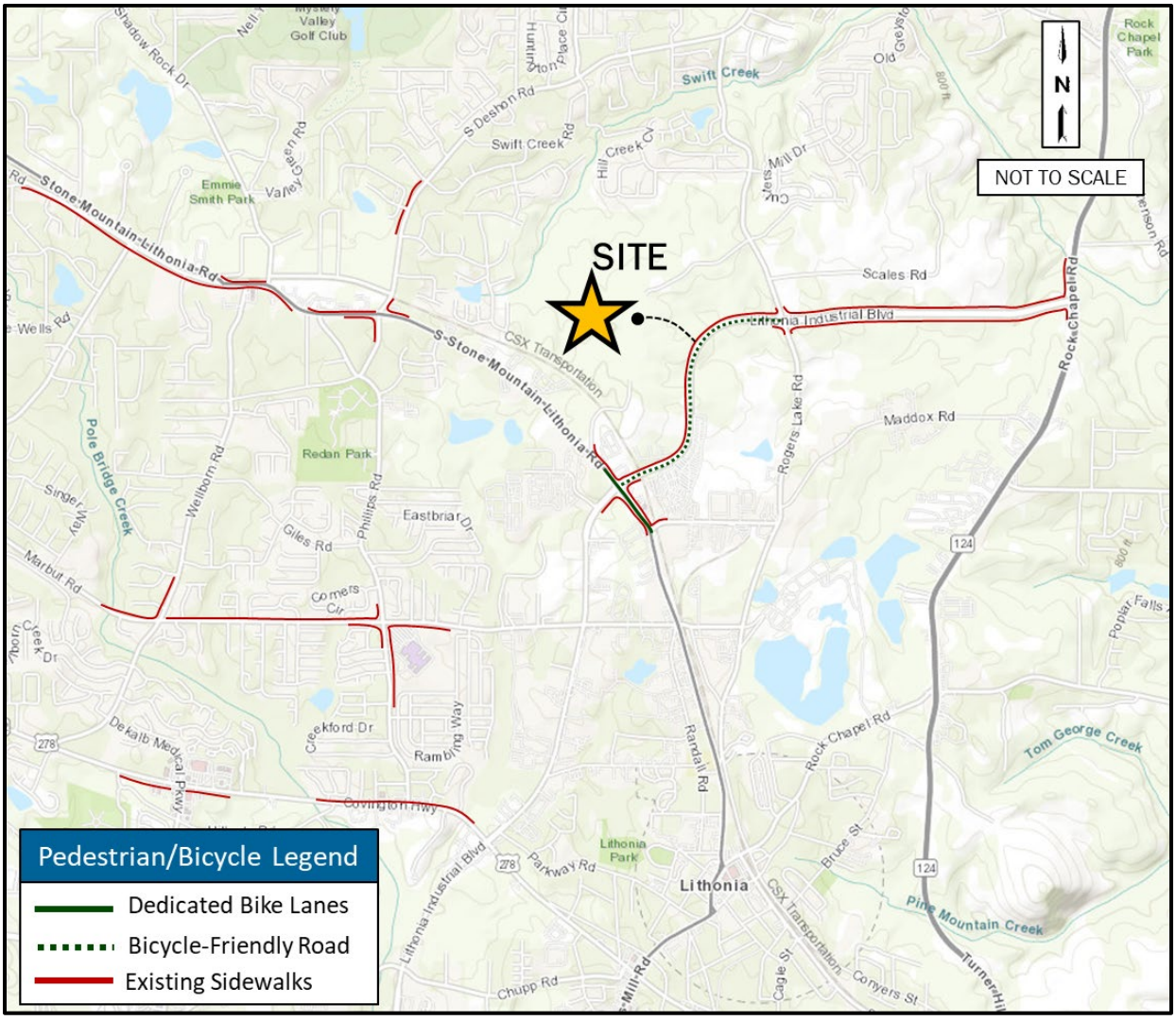


B.4. Pedestrian and Bicycle Facilities

There is pedestrian infrastructure that exists within the site area and its periphery along the Lithonia Industrial Boulevard corridor, between S Stone Mountain Lithonia Road and SR 124/Rock Chapel Road. Additionally, there are segmented portions of pedestrian infrastructure along S Stone Maintain Lithonia Road/Stone Mountain Road at Lithonia Industrial Boulevard. Other existing pedestrian infrastructure is segmented around the study area, north of downtown Lithonia. One (1) on-road bicycle route exists adjacent to the site along S Stone Mountain Lithonia Road, between Lithonia Industrial Boulevard and Chapman Road. Other on-road bicycle route infrastructure in the area includes a segmented portion southeast of the proposed development on Lithonia Industrial Boulevard, between S Stone Mountain Lithonia Road and Rogers Lake Road.

Figure 4 shows the existing pedestrian and bicycle facilities at and around the study network area.

Figure 4: Existing Alternative Transportation Map – Pedestrian & Bicycle Infrastructure



B.5. Traffic Counts

Weekday AM and PM peak period turning movement counts (TMCs) were collected at the following locations on Thursday, February 10, 2022:

- Lithonia Industrial Boulevard at S Stone Mountain Lithonia Road
- Lithonia Industrial Boulevard at Stonecrest Industrial Way / Site Driveway
- Lithonia Industrial Boulevard at Rogers Lake Road
- Lithonia Industrial Boulevard at SR 124/Rock Chapel Road
- Lithonia Industrial Boulevard at US-278/Covington Highway

Additionally, 24-hour bi-directional counts were collected on Lithonia Industrial Boulevard, between S Stone Mountain Lithonia Road and Stonecrest Industrial Way, on Thursday, February 10, 2022.

Traffic Count Data is provided in Appendix C.

B.6. Baseline Adjustments to Traffic Counts

TMC data collected at the study intersections on Thursday, February 10, 2022, was compared to historic traffic count data in the area to account for any peak hour volume adjustments that are needed due to the COVID-19 pandemic.

Traffic data used in the previously submitted DRI 2961 – Lithonia Distribution Center Traffic Impact Study, by NV5, was compared with the collected traffic count data to identify changes in traffic due to the COVID-19 pandemic. Additionally, the Georgia Department of Transportation (GDOT) Automated Traffic Signal Performance Measures (ATSPM) and Traffic Analysis and Data Application (TADA) databases were used to verify the adjusted collected counts accordingly.

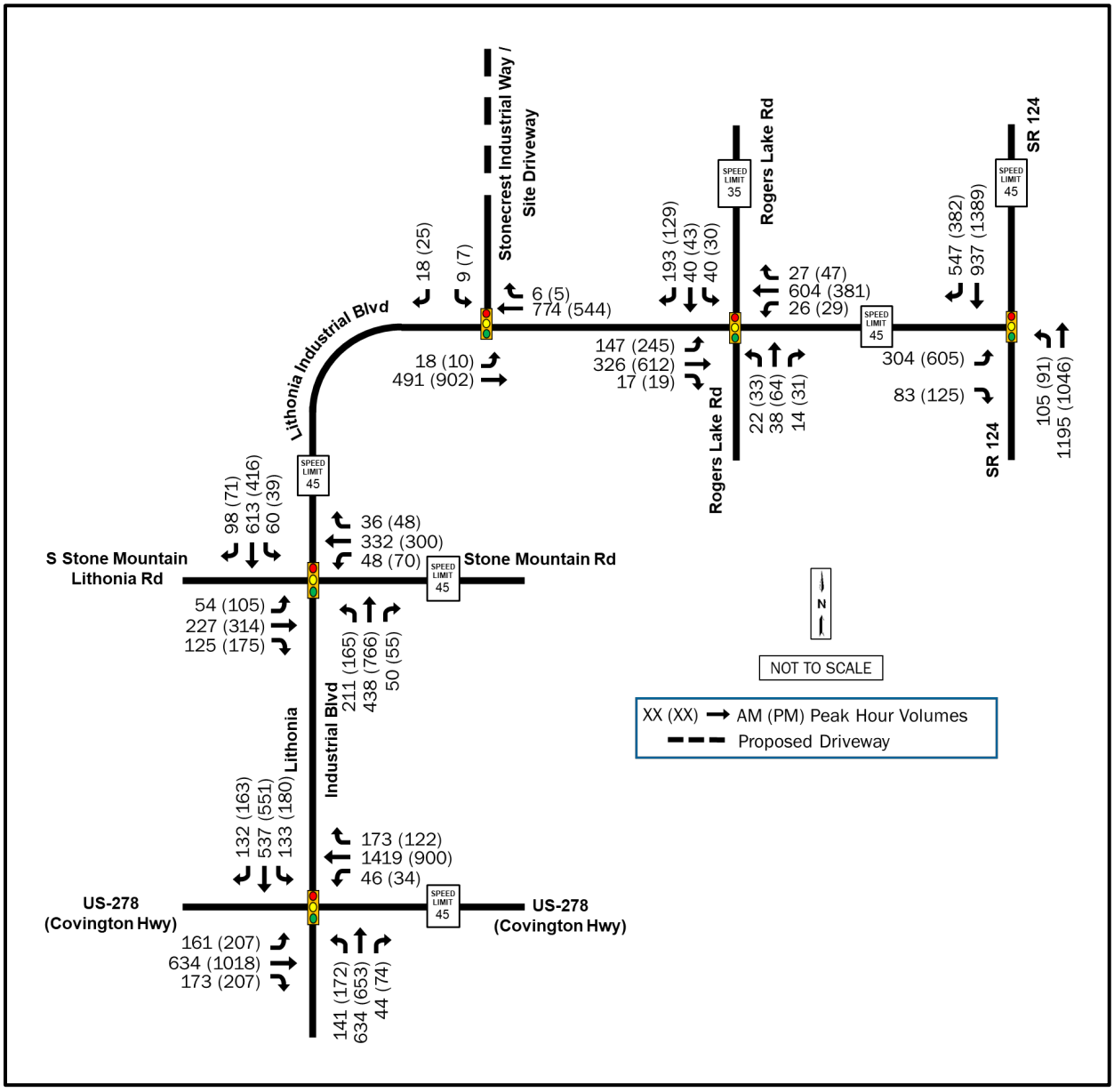
The following peak hour traffic volume adjustment factors were developed and approved for use in the analysis for this DRI:

- AM peak hour factor – 1.14
- PM peak hour factor – 1.07

Figure 5 depicts the adjusted AM peak hour and PM peak hour traffic volumes collected for these intersections. The No-Build and Build scenarios in the study utilize these volumes as baseline conditions.

The peak hour factors used to evaluate and adjust existing traffic volumes are also provided in Appendix C.

Figure 5. 2022 Adjusted Existing Traffic Volumes



C. Future Conditions

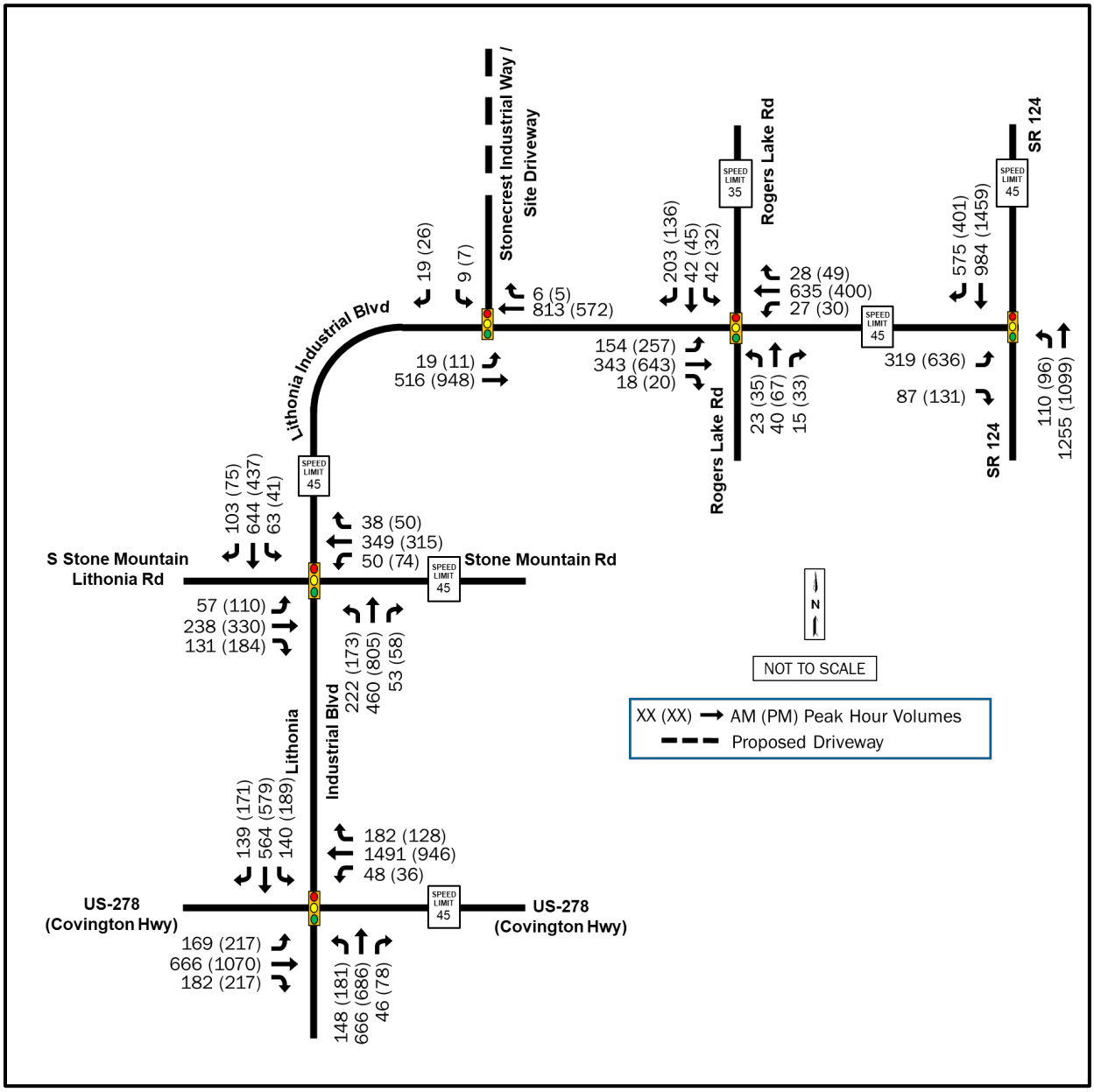
C.1. Background Growth

The growth rate in the study area is based on an analysis of historic traffic count data collected by the Georgia Department of Transportation (GDOT) and a collaboration with the Georgia Regional Transportation Authority (GRTA) during the DRI MMP Meetings held for this development.

The project is expected to be built out by the end of 2024. To account for future traffic growth, the 2022 adjusted traffic volumes were grown by 2.5% for two (2) years to develop the 2024 No-Build Traffic Volumes. Historic Traffic Count Data used to calculate the background growth is provided in Appendix D.

Figure 6 depicts the 2024 No-Build AM and PM peak hour traffic volumes.

Figure 6. 2024 No-Build Traffic Volumes



C.2. Project Trip Generation

Table 1 summarizes the fitted curve AM and PM peak hour project trip generation calculated using the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition, 2021.

Table 1: Project Trip Generation

Land Use	Code	Size (Square Feet)	Period	Total	Inbound	Outbound
Warehousing	150	1,904,300	Daily	3,048	1,524	1,524
			AM	252	194	58
			PM	255	71	184

The development will generate a total of 252 new trips (194 entering and 58 exiting) in the AM peak hour and 255 new trips (71 entering and 184 exiting) in the PM peak hour.

The site will generate trips by two (2) different vehicle types: personal auto vehicles and trucks (i.e., tractor trailers and /or box trucks). Table 2 summarizes the auto and truck trips that are associated with the total trips identified in the above Table 1 Project Trip Generation.

Table 2: Project Trip Generation – Auto and Truck Trips

Detailed Trip Generation by Vehicle Type	Period	Total	Inbound	Outbound
Autos	Daily	2,012	1,006	1,006
	AM	214	174	40
	PM	198	41	157
Trucks	Daily	1,036	518	518
	AM	38	20	18
	PM	57	30	27

The development will generate a total of 214 auto trips (174 entering and 40 exiting) and 38 truck trips (20 entering and 18 exiting) during the AM peak hour. During the PM peak hour, the development will generate a total of 198 auto trips (41 entering and 157 exiting) and 57 truck trips (30 entering and 27 exiting).

C.3. Trip Distribution and Assignment

The assignment and directional distribution of new project trips is based on existing traffic patterns observed in the overall study area and based on a collaboration with the Georgia Regional Transportation Authority (GRTA) during the DRI MMP Meetings held for this development. From the trips generated, the vehicles will be distributed throughout the network via two (2) trip distributions as outlined below:

Personal Auto Vehicle Trip Distribution

- 75% of trips will travel to/from the south via Lithonia Industrial Boulevard
    - 40% of the tips will travel to/from the east via S Stone Mountain Lithonia Road at Lithonia Industrial Boulevard
    - 30% of the trips will travel to/from the south via Lithonia Industrial Boulevard
        - 20% of these trips will travel to/from the south via Lithonia Industrial Boulevard
        - 5% of these trips will travel to/from the east via Covington Highway
        - 5% of these trips will travel to/from the west via Covington Highway
    - 5% of the trips will travel to/from the east via Stone Mountain Road
- 25% of trips will travel to/from the east via Lithonia Industrial Boulevard
    - 10% of the trips will travel to/from the north via Rogers Lake Road
    - 15% of the trips will travel to/from the east via Lithonia Industrial Boulevard at SR 124

Truck Vehicle Trip Distribution

- 20% of trips will travel to/from the east via Lithonia Industrial Boulevard
- 80% of trips will travel to/from the south via Lithonia Industrial Boulevard
    - 70% of the trips will travel to/from the south via Lithonia Industrial Boulevard
    - 5% of these trips will travel to/from the east via Covington Highway
    - 5% of these trips will travel to/from the west via Covington Highway

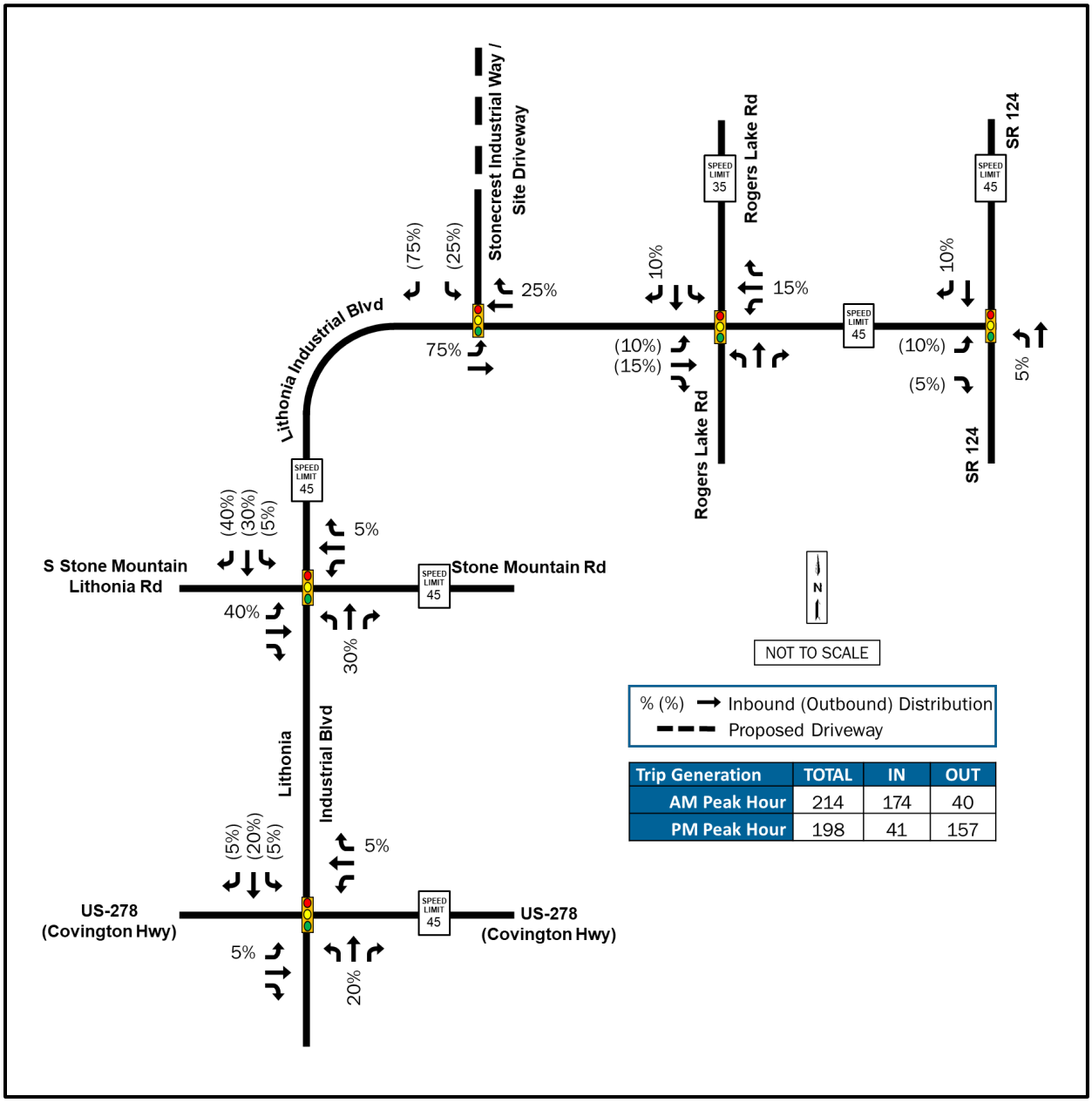
All traffic, both personal auto vehicles and trucks, will enter and exit the site via Stonecrest Industrial Way.

Figures 7 and 8 depict the trip distribution of new auto and truck trips, respectfully, to and from the proposed development. Figures 9 and 10 depict the trip assignment of these new trips based on the distribution of traffic during the AM and PM peak hours.

Figure 11 depicts the combined auto and truck trip assignments based on the distribution of traffic during the AM and PM peak hours.

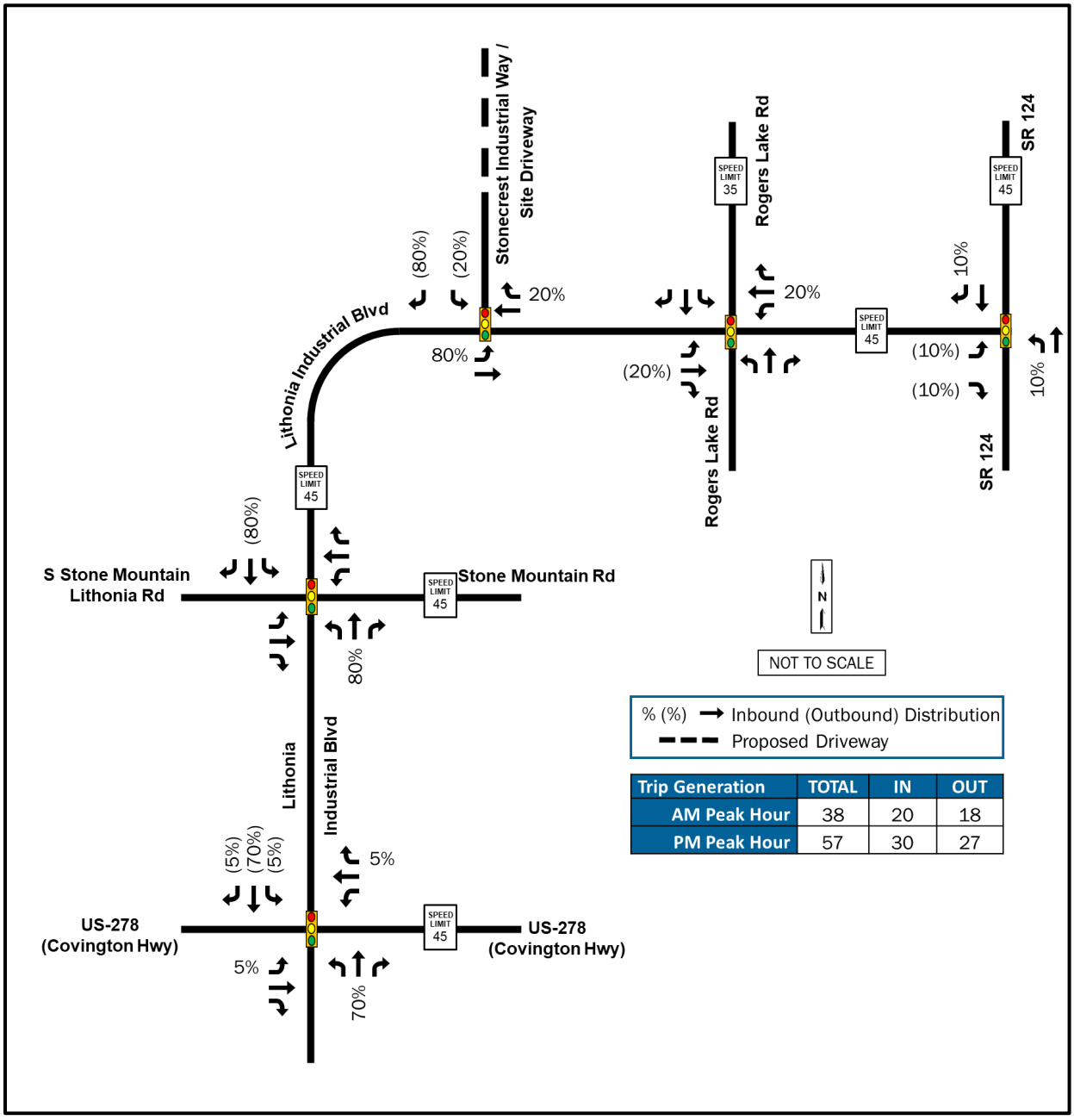
Figure 12 depicts the 2024 Build traffic volumes, which superimposes the 2024 No-Build traffic volumes from Figure 6 with the combined site traffic volumes in Figure 11.

Figure 7. Trip Distribution, Autos



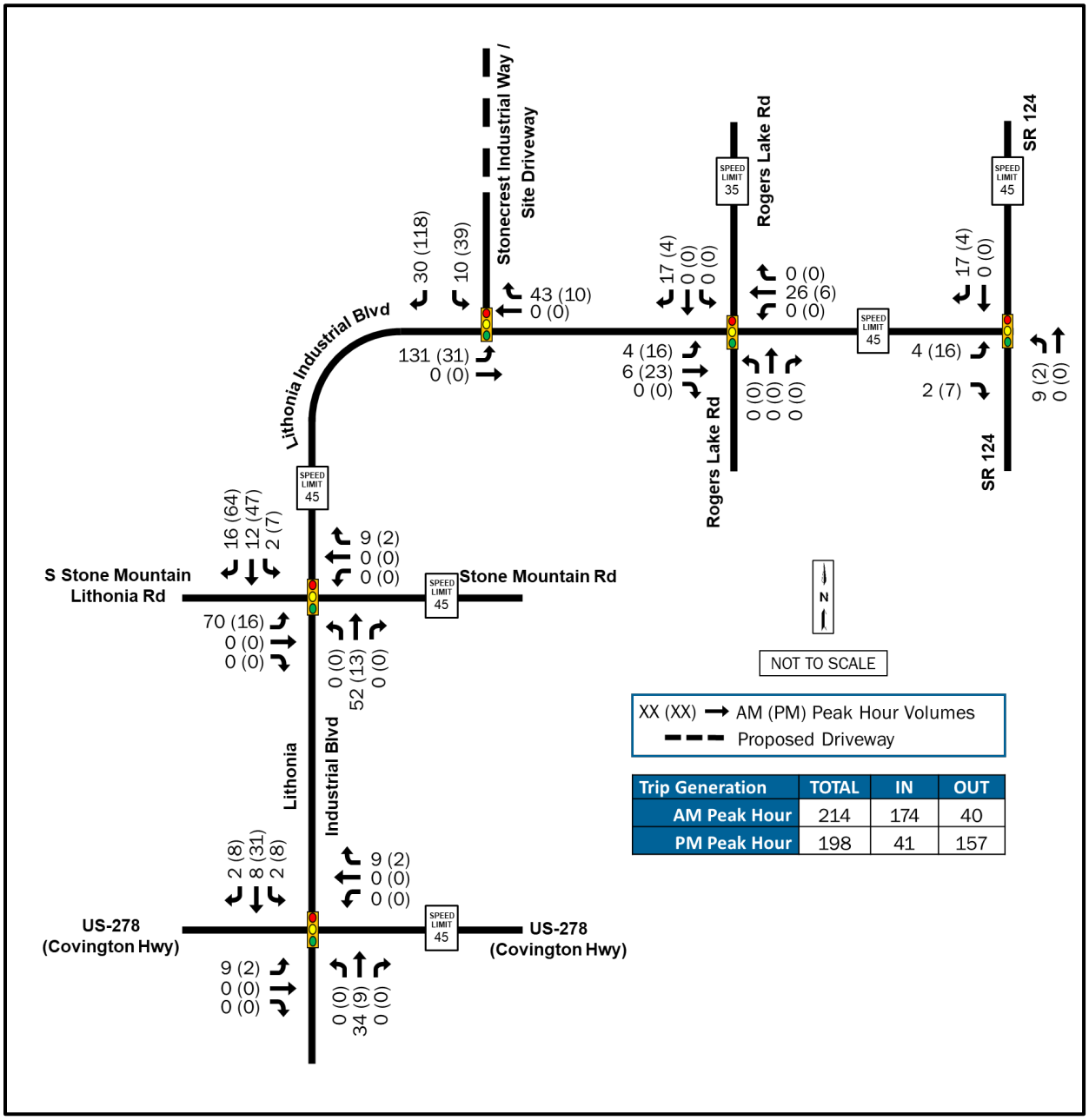
Trip Generation	TOTAL	IN	OUT
AM Peak Hour	214	174	40
PM Peak Hour	198	41	157

Figure 8. Trip Distribution, Trucks



Trip Generation	TOTAL	IN	OUT
AM Peak Hour	38	20	18
PM Peak Hour	57	30	27

Figure 9. Trip Assignment, Autos



Trip Generation	TOTAL	IN	OUT
AM Peak Hour	214	174	40
PM Peak Hour	198	41	157

Figure 10. Trip Assignment, Trucks

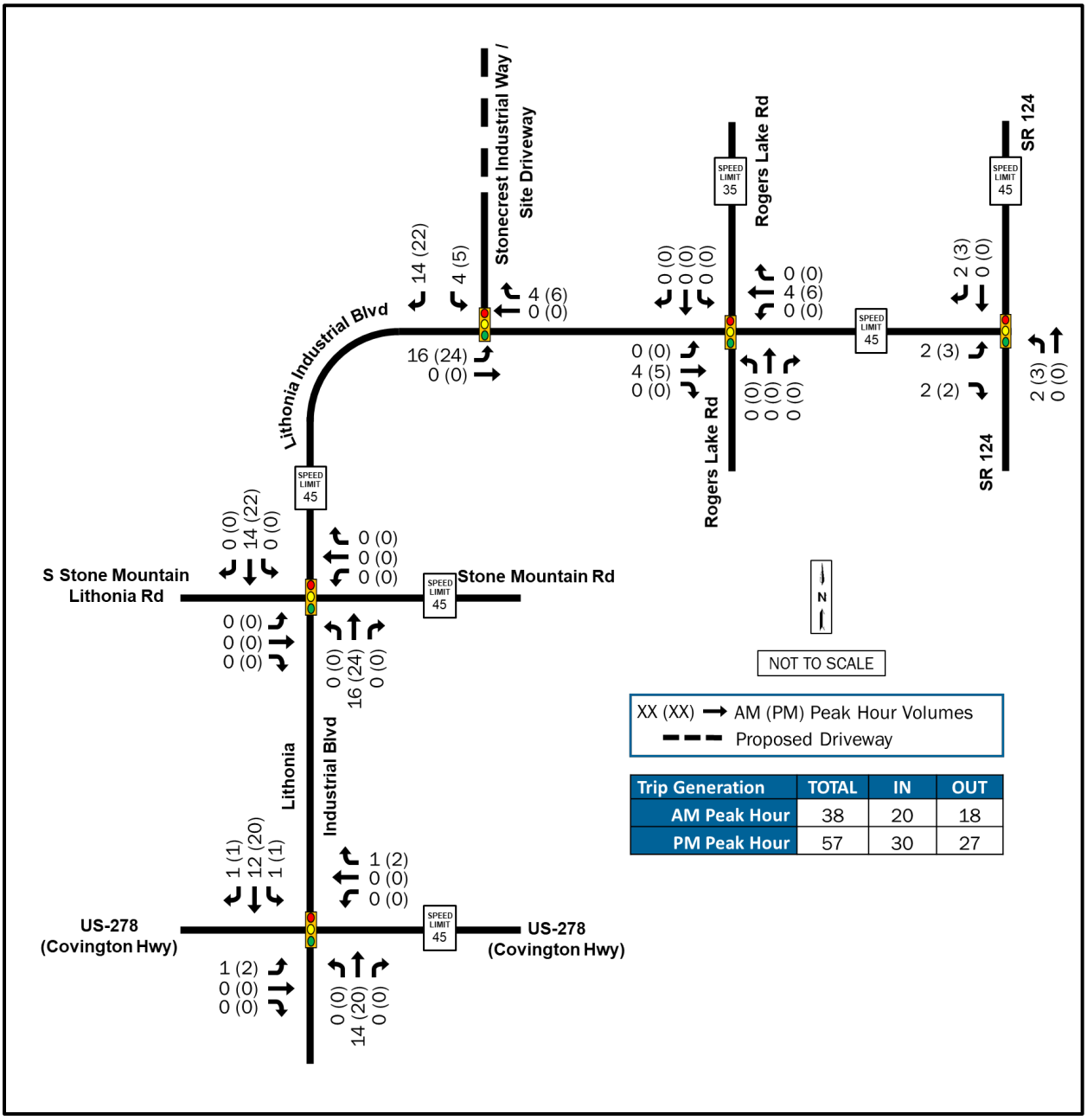
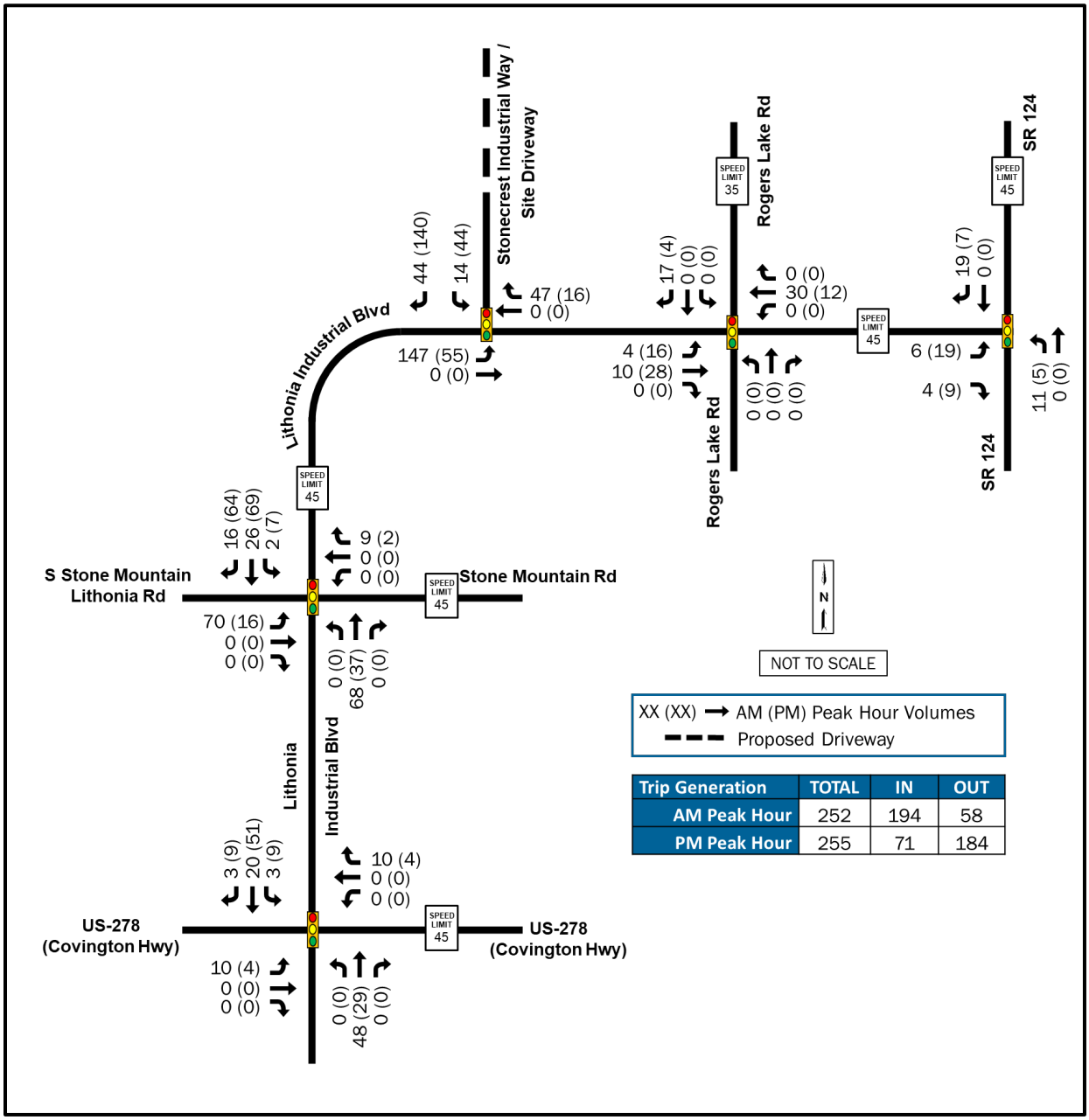
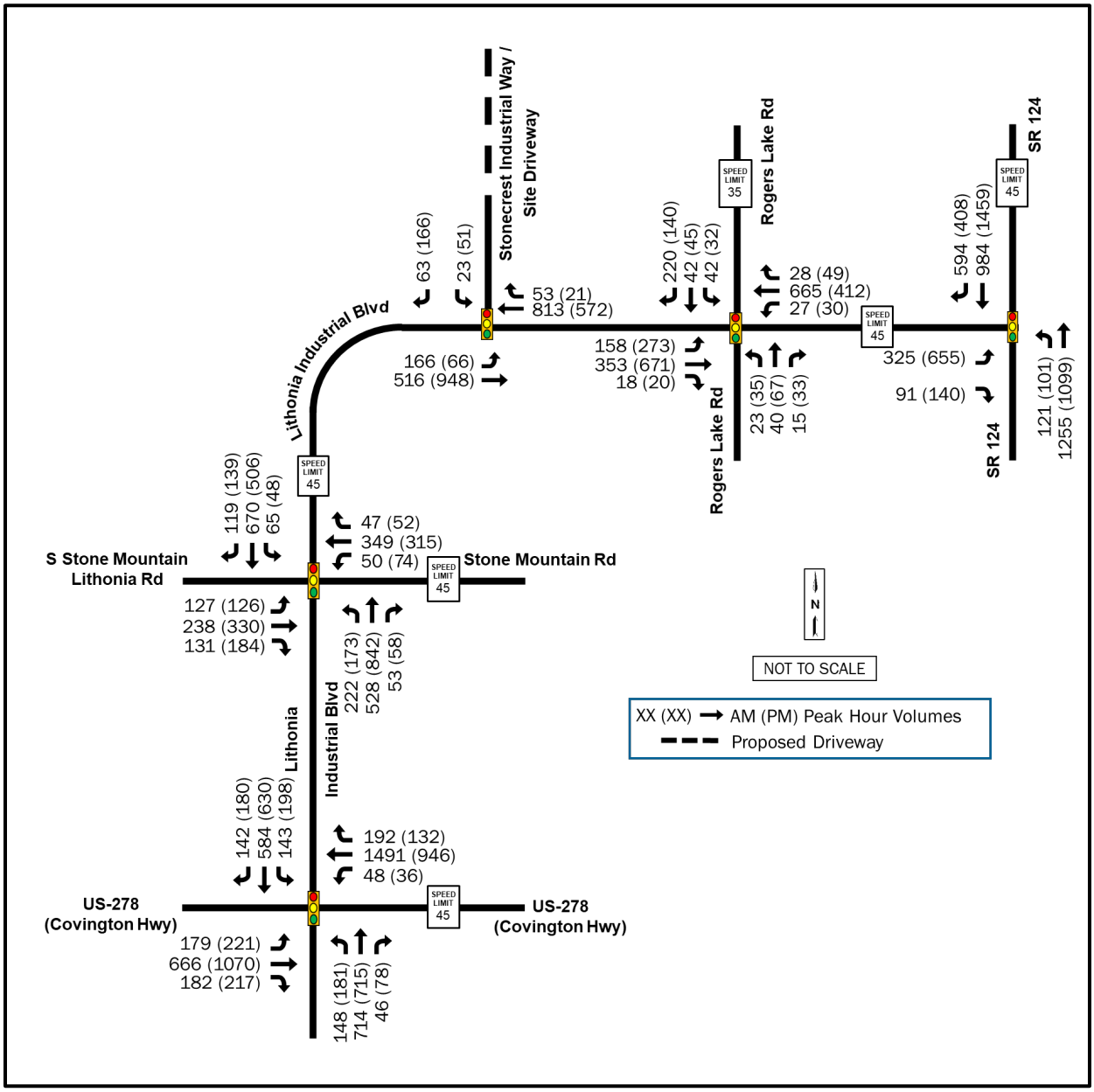


Figure 11. Trip Assignment, Combined Site Traffic (Autos and Trucks)



Trip Generation	TOTAL	IN	OUT
AM Peak Hour	252	194	58
PM Peak Hour	255	71	184

Figure 12. 2024 Build Traffic Volumes



D. Traffic Impact Analysis

The analysis in each of the scenarios for the study was performed using the traffic analysis software Synchro® 11. Average vehicular delays are calculated and reported as Levels of Service (LOS) as defined by the Highway Capacity Manual, 6th Edition (HCM 6).

Performance Criteria pertaining to the HCM methodology is shown in Table 3. The study considers an LOS D as a benchmark for acceptable intersection operation. Synchro® output reports for the study intersections are included in Appendix E.

Table 3: HCM Level-of-Service Performance Criteria

Average Delay (seconds/vehicle)		Level of Service (LOS)
Signalized Intersections	Unsignalized Intersections	
≤ 10.0	≤ 10.0	A
> 10 - 20	> 10 - 15	B
> 20 - 35	> 15 - 25	C
> 35 - 55	> 25 - 35	D
> 55 - 80	> 35 - 50	E
> 80.0	> 50.0	F

D.1. Existing Capacity Analysis

The results of the Existing Condition's capacity analysis are shown in Table 4 and include analysis of the volumes presented in Figure 5.

Table 4: Capacity Analysis Results –Existing Conditions

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	Lithonia Industrial Blvd & S Stone Mountain Lithonia Rd	Signal	**Overall**	**B**	**19.7**	**B**	**17.8**
			EB	B	15.1	B	16.4
			WB	C	25.4	C	21.2
			NB	B	16.5	B	17.5
			SB	C	22.1	B	17.0
2	Lithonia Industrial Blvd & Stonecrest Industrial Way / Site Driveway	Signal	**Overall**	**A**	**6.4**	**A**	**5.5**
			EB	A	3.3	A	4.0
			WB	A	8.0	A	7.6
			SB	B	18.1	B	13.4
3	Lithonia Industrial Blvd & Rogers Lake Rd	Signal	**Overall**	**A**	**4.8**	**A**	**5.0**
			EB	A	5.1	A	5.0
			WB	A	4.6	A	4.1
			NB	A	9.2	A	9.3
			SB	A	3.3	A	4.5
4	Lithonia Industrial Blvd & SR 124/Rock Chapel Rd	Signal	**Overall**	**A**	**7.9**	**B**	**12.4**
			EB	B	12.7	B	15.7
			NB	A	7.3	A	9.2
			SB	A	7.1	B	13.2
5	Lithonia Industrial Blvd & US-278/Covington Hwy	Signal	**Overall**	**D**	**53.6**	**C**	**34.2**
			EB	C	23.2	B	20.0
			WB	E	56.9	D	36.3
			NB	E	55.7	D	38.3
			SB	F	81.5	D	50.1

As shown in Table 4, the following existing conditions are identified for each associated study intersection:

Lithonia Industrial Boulevard at S Stone Mountain Lithonia Road
The signalized intersection currently operates at Levels of Service (LOS) D or better on all approaches during both the AM and PM peak hours.

Lithonia Industrial Boulevard at Stonecrest Industrial Way / Site Driveway
The signalized intersection currently operates at LOS D or better on all approaches during both the AM and PM peak hours.

Lithonia Industrial Boulevard at Rogers Lake Road
The signalized intersection currently operates at LOS D or better on all approaches during both the AM and PM peak hours.

Lithonia Industrial Boulevard at SR 124/Rock Chapel Road
The signalized intersection currently operates at LOS D or better on all approaches during both the AM and PM peak hours.

Lithonia Industrial Boulevard at US-278/Covington Highway
The signalized intersection currently operates at overall LOS D or better on all approaches during both the AM and PM peak hours. However, the westbound and northbound approaches of the intersection currently operate at undesirable LOS E during the AM peak hour. The southbound approach of the intersection currently operates at undesirable LOS F during the AM peak hour.

D.2. 2024 No-Build Capacity Analysis

The results of the 2024 No-Build Condition's capacity analysis are shown in Table 5 and include analysis of the volumes presented in Figure 6.

Table 5: Capacity Analysis Results – 2024 No-Build Conditions

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	Lithonia Industrial Blvd & S Stone Mountain Lithonia Rd	Signal	**Overall**	**C**	**21.0**	**B**	**18.4**
			EB	B	15.6	B	17.0
			WB	C	27.7	C	22.0
			NB	B	17.2	B	18.2
			SB	C	23.8	B	17.5
2	Lithonia Industrial Blvd & Stonecrest Industrial Way / Site Driveway	Signal	**Overall**	**A**	**6.5**	**A**	**5.6**
			EB	A	3.4	A	4.0
			WB	A	8.1	A	7.6
			SB	B	18.7	B	13.7
3	Lithonia Industrial Blvd & Rogers Lake Rd	Signal	**Overall**	**A**	**4.8**	**A**	**5.1**
			EB	A	5.1	A	5.0
			WB	A	4.5	A	4.0
			NB	A	9.6	A	9.8
			SB	A	3.5	A	4.7
4	Lithonia Industrial Blvd & SR 124/Rock Chapel Rd	Signal	**Overall**	**A**	**8.2**	**B**	**13.4**
			EB	B	13.0	B	16.3
			NB	A	7.7	A	9.7
			SB	A	7.3	B	14.5
5	Lithonia Industrial Blvd & US-278/Covington Hwy	Signal	**Overall**	**E**	**63.3**	**D**	**39.2**
			EB	C	25.8	C	21.5
			WB	E	70.2	D	39.1
			NB	E	62.5	D	45.2
			SB	F	95.5	E	61.9

As shown in Table 5, the following conditional changes are identified for each associated study intersection:

Lithonia Industrial Boulevard at S Stone Mountain Lithonia Road
The signalized intersection is expected to operate at Levels of Service (LOS) D or better on all approaches during both the AM and PM peak hours.

Lithonia Industrial Boulevard at Stonecrest Industrial Way / Site Driveway
The signalized intersection is expected to operate at LOS D or better on all approaches during both the AM and PM peak hours.

Lithonia Industrial Boulevard at Rogers Lake Road
The signalized intersection is expected to operate at LOS D or better on all approaches during both the AM and PM peak hours.

Lithonia Industrial Boulevard at SR 124/Rock Chapel Road
The signalized intersection is expected to operate at LOS D or better on all approaches during both the AM and PM peak hours.

Lithonia Industrial Boulevard at US-278/Covington Highway
The signalized intersection is expected to operate at overall undesirable LOS E during the AM peak hour and overall desirable LOS D during the PM peak hour. The westbound and northbound approaches of the intersection are expected to continue operating at undesirable LOS E during the AM peak hour. The southbound approach of the intersection is expected to continue operating at undesirable LOS F during the AM peak hour and change to LOS E in the PM peak hour.

D.3. Minimum Modeling Improvements Needed

Minimum improvements needed in the study network are signal split improvements to existing cycle lengths at the following intersections to accommodate future traffic volumes:

- Lithonia Industrial Boulevard at S Stone Mountain Lithonia Road
- Lithonia Industrial Boulevard at Stonecrest Industrial Way / Site Driveway
- Lithonia Industrial Boulevard at Rogers Lake Road
- Lithonia Industrial Boulevard at SR 124/Rock Chapel Road
- Lithonia Industrial Boulevard at US-278/Covington Highway

Signalized timing improvements to existing cycle length splits are the only feasible option at these intersections before additional mitigations are evaluated.

D.4. 2024 Build Capacity Analysis

The results of the 2024 Build Condition's capacity analysis are shown in Table 6 and includes analysis of the volumes presented in Figure 12 with optimized signal timing conditions.

Table 6: Capacity Analysis Results – 2024 Build Conditions

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	Lithonia Industrial Blvd & S Stone Mountain Lithonia Rd	Signal	**Overall**	**C**	**22.4**	**B**	**18.9**
			EB	B	16.5	B	17.4
			WB	C	29.4	C	23.2
			NB	B	18.6	B	19.3
			SB	C	25.7	B	16.9
2	Lithonia Industrial Blvd & Stonecrest Industrial Way / Site Driveway	Signal	**Overall**	**C**	**22.5**	**A**	**9.8**
			EB	C	33.9	A	7.6
			WB	B	13.1	B	11.3
			SB	C	26.4	B	15.9
3	Lithonia Industrial Blvd & Rogers Lake Rd	Signal	**Overall**	**A**	**4.8**	**A**	**5.1**
			EB	A	5.1	A	5.0
			WB	A	4.5	A	3.9
			NB	A	10.0	B	10.3
			SB	A	3.4	A	4.8
4	Lithonia Industrial Blvd & SR 124/Rock Chapel Rd	Signal	**Overall**	**A**	**8.2**	**B**	**13.7**
			EB	B	13.0	B	16.5
			NB	A	7.9	A	10.0
			SB	A	7.3	B	14.9
5	Lithonia Industrial Blvd & US-278/Covington Hwy	Signal	**Overall**	**E**	**69.9**	**D**	**43.0**
			EB	C	29.2	C	23.0
			WB	E	72.2	D	42.7
			NB	E	78.2	D	46.1
			SB	F	104.6	E	70.4

As shown in Table 6, the following conditional changes are identified for each associated study intersection with the site traffic added to the study network:

Lithonia Industrial Boulevard at S Stone Mountain Lithonia Road
The signalized intersection is expected to operate at Levels of Service (LOS) D or better on all approaches during both the AM and PM peak hours.

Lithonia Industrial Boulevard at Stonecrest Industrial Way / Site Driveway
The signalized intersection is expected to operate at LOS D or better on all approaches during both the AM and PM peak hours.

Lithonia Industrial Boulevard at Rogers Lake Road
The signalized intersection is expected to operate at LOS D or better on all approaches during both the AM and PM peak hours.

Lithonia Industrial Boulevard at SR 124/Rock Chapel Road
The signalized intersection is expected to operate at LOS D or better on all approaches during both the AM and PM peak hours.

Lithonia Industrial Boulevard at US-278/Covington Highway
The signalized intersection is expected to continue to operate at overall undesirable LOS E during the AM peak hour and overall desirable LOS D during the PM peak hour. The westbound and northbound approaches of the intersection are expected to continue to operate at undesirable LOS E during the AM peak hour. The southbound approach of the intersection is expected to continue to operate at undesirable LOS F during the AM peak hour and LOS E during the PM peak hour.

D.5. Heavy Vehicle Enhanced Focus Area

The planned development is an industrial land use that is expected to generate heavy vehicles. Routes that heavy vehicles are expected to take at and around the study network are identified in Figure 8 and Figure 10. An inventory of existing and proposed pavement conditions, roadway widths, corner radii heavy vehicle staging, and pedestrian safety are included in Appendix F.

D.6. Queue Length Analysis

Queue length analysis was conducted for all intersection approaches with failing Levels of Service (LOS) where the project is adding additional trips to that approach. Queue length analysis results are modeled according to Highway Capacity Manual procedures, using the traffic analysis software Synchro® 11. Queue lengths reported on include 50th percentile (average) queues, 95th percentile queues, existing storage lengths, and existing taper lengths to intersection approaches.

Table 7 shows intersection queue results comparing Existing, No-Build, and Build Conditions. An inventory of queue length output reports is included in Appendix G.

Queueing analysis suggests that the existing Lithonia Industrial Boulevard at Covington Highway intersection may become overloaded under future traffic conditions, even with optimized splits to existing cycle lengths in Build Conditions. The additional traffic expected to be generated by the proposed site is expected to contribute to the delays and queues at each intersection, within minimal site traffic impacting this existing intersection.

Table 7: Queue Analysis Comparisons

ID	Intersection	Turn Lane / Movement Approach	50th (95th) Percentile Queues, in feet							
			Lengths, in feet		Existing		No-Build		Build	
			Storage	Taper	AM	PM	AM	PM	AM	PM
5	Lithonia Industrial Blvd & US-278/Covington Hwy	EBL	100	50	121 (172)	149 (149)	143 (164)	112 (190)	134 (163)	128 (171)
		WBL	65	65	49 (117)	83 (133)	53 (155)	41 (124)	36 (114)	45 (118)
		NBL	215	85	82 (108)	73 (114)	106 (163)	190 (233)	176 (305)	200 (282)
		SBL	225	N/A	158 (345)	297 (305)	212 (388)	289 (321)	202 (294)	156 (262)

D.7. Additional Modeling Improvements Needed

The following study intersections need additional intersection lane geometry and traffic control improvements implemented to operate at Levels of Service (LOS) D or better in future years:

Lithonia Industrial Boulevard at US-278/Covington Highway

- Extend existing left turn storage lengths to minimum 235 feet and 100-foot tapers
- Install channelized right turn lanes on all approaches with minimum 175-foot storage lengths and 100-foot tapers
- Optimize signal timing settings to accommodate existing and future traffic volumes

These additional mitigations in the study network are based on the capacity analysis results identified for movements failing with LOS E or F between existing and future years with the following future conditions already incorporated in the future scenarios evaluated:

- The Build Condition signal optimization modifications incorporated in the study network
- The queue analysis conducted for the study intersections

D.8. 2024 Build Mitigation Capacity Analysis

The results of the 2024 Build Mitigation Condition's capacity analysis are shown in Table 8. These results include analysis of the volumes presented in Figure 12 with optimized signal timing conditions and the additional modeling improvements identified in Section D.7. Build Mitigation capacity analysis reports are provided in Appendix H.

Table 8: Capacity Analysis Results – 2024 Build Mitigation Conditions

ID	Intersection	Mitigation Measure	Movement	AM		PM	
				LOS	Delay	LOS	Delay
5	Lithonia Industrial Blvd & US-278/Covington Hwy	Signal and Turn Lane Improvements	**Overall**	**D**	**48.7**	**C**	**29.3**
			EB	D	39.2	B	19.1
			WB	D	54.3	C	31.2
			NB	D	52.2	D	39.8
			SB	D	45.0	C	32.3

Analysis indicates that the study intersection with associated mitigations is expected to operate at Levels of Service (LOS) D or better.

E. Conclusion

A new 1,904,300 square foot (sf) industrial development is proposed for construction at Stonecrest Industrial Way, located northwest of Lithonia Industrial Boulevard, in Stonecrest, DeKalb County, Georgia. The development will have one (1) new full-access driveway connection at the Stonecrest Industrial Way cul-du-sac. The proposed driveway location is planned to connect to Lithonia Industrial Boulevard via Stonecrest Industrial Way once completed.

The development is expected to be built-out by 2024 and will generate a total of 3,048 new daily trips. Of these daily volumes, 252 new trips (194 entering and 58 exiting) are expected to occur during the AM peak hour and 255 new trips (71 entering and 184 exiting) are expected to occur during the PM peak hour.

Under Existing Conditions, all study intersections operate at acceptable Levels of Service (LOS) D or better except for the following intersections and approaches:

Lithonia Industrial Boulevard at US-278/Covington Highway
The signalized intersection currently operates at overall LOS D or better on all approaches during both the AM and PM peak hours. However, the westbound and northbound approaches of the intersection currently operate at undesirable LOS E during the AM peak hour. The southbound approach of the intersection currently operates at undesirable LOS F during the AM peak hour.

Programmed and planned transportation improvement projects (TIPs) are not present within the study network.

In No-Build Conditions, the increase in traffic from the applied growth rate causes the following conditional changes at each associated study intersection:

Lithonia Industrial Boulevard at US-278/Covington Highway
The signalized intersection is expected to operate at overall undesirable LOS E during the AM peak hour and at overall LOS D during the PM peak hour. The westbound and northbound approaches of the intersection are expected to continue operating at undesirable LOS E during the AM peak hour. The southbound approach of the intersection is expected to continue operating at undesirable LOS F during the AM peak hour and change to LOS E in the PM peak hour.

For Build Conditions, the addition of project traffic to the study intersections mentioned above causes an increase in overall intersection and approach delay when compared to No-Build Conditions.

Queueing analysis suggests that the existing Lithonia Industrial Boulevard at Covington Highway intersection may become overloaded under future traffic conditions, even with optimized splits to existing cycle lengths in Build Conditions. The additional traffic expected to be generated by the proposed site is expected to contribute to the delays and queues at each intersection, within minimal site traffic impacting this existing intersection.

From the conducted analysis, the following additional mitigations will be needed at the following study intersection:

Lithonia Industrial Boulevard at US-278/Covington Highway

- Extend existing left turn storage lengths to minimum 235 feet and 100-foot tapers
- Install channelized right turn lanes on all approaches with minimum 175-foot storage lengths and 100-foot tapers
- Optimize signal timing settings to accommodate existing and future traffic volumes

These additional mitigations in the study network are based on the capacity analysis results identified for movements failing with LOS E or F, between existing and future years, with the Build Condition signal optimization modifications incorporated in the study network.

APPENDIX

APPENDIX A – SITE PLAN

APPENDIX B – TRANSIT SERVICE SCHEDULE DETAILS

APPENDIX C – TRAFFIC COUNT DATA & ADJUSTMENT FACTORS

APPENDIX D – HISTORIC TRAFFIC COUNT DATA

APPENDIX E – CAPACITY ANALYSIS REPORTS

APPENDIX F – HEAVY VEHICLE ENHANCED FOCUS AREA ANALYSIS

APPENDIX G – QUEUE LENGTH ANALYSIS REPORTS

APPENDIX H – MITIGATION CAPACITY ANALYSIS REPORTS

APPENDIX I – GRTA LETTER OF UNDERSTANDING (LOU)

APPENDIX A

SITE PLAN

OWNER / DEVELOPER:	TRAFFIC ENGINEER:	CIVIL ENGINEER:
IDI LOGISTICS	NV5	URBAN ENGINEERS
1197 PEACHTREE STREET NE	1255 CANTON STREET	1904 MONROE DRIVE
SUITE 600	SUITE G	SUITE 150
ATLANTA, GA 30361	ROSWELL, GA 30075	ATLANTA, GA 30324
PHONE: (770) 866-1117	PHONE: (678) 795-3649	PHONE: (404) 873-5874
CONTACT: GARY MINOR	CONTACT: NAVEED JAFFAR	CONTACT: DANIEL WINTERMEYER, P.E.

STONECREST LOGISTICS CENTER
PROJECT DATA:

1. DRI NUMBER: 3584
2. SITE AREA = 138.117 ACRES +/-
   DISTURBED AREA = 105 ACRES
3. FLOOR AREA RATIO = .30
4. PARKING:
   REQUIRED PER ZONING: 1,904,300 sf @ 1/1,500 SF = 1,270
   PROPOSED:
   STANDARD: 1,260
   HANDICAPPED: 26
   TOTAL: 1,286
   TRUCK LOADING SPACES: 369
   TOTAL TRAILER DROPS: 780
5. ROADWAY INFO:
   STONECREST INDUSTRIAL WAY (60' R/W) : 2 THROUGH LANES - NO TURN LANES
6. NO DEDICATED OPEN SPACE
7. BIKE PARKING PROPOSED: NONE PROPOSED
8. ALTERNATIVE PARKING PROVIDED:
   ELECTRIC CHARGING STATIONS: NONE PROPOSED
   SHARED PARKING SPACES: NONE PROPOSED
   CAR SHARE / VANPOOL SPACES: NONE PROPOSED
9. BUILDING USAGE BREAKDOWN:
   OFFICE: 57,129 SF
   WAREHOUSE: 1,847,171 SF
   TOTAL: 1,904,300 SF
10. DOMESTIC WATER PROVIDED BY DEKALB COUNTY
11. GRAVITY FEED SANITARY SEWER PROVIDED BY DEKALB COUNTY
12. THE NEAREST TRANSIT STOP IS LOCATED ON LITHONIA INDUSTRIAL PARKWAY APPROX 0.5 MILES FROM THE SITE.

GEORGIA 811 Utilities Protection Center, Inc.
Know what's below. Call before you dig.

Daniel Wintermeyer, Georgia Registered Professional Engineer No. 24420, 3/8/2022

Urban Engineers, Inc.
1904 MONROE DRIVE, N.E., SUITE 150
ATLANTA, GEORGIA 30324
PHONE:(404) 873-5874
www.urbanengineers.net

REVISIONS

DATE	△	DESCRIPTION
01/05/2022	1	REVISED BLDG 1
02/15/2022	2	ADDED INTERNAL SIDEWALKS TO THE PROJECT
03/08/2022	3	UPDATED PER GRTA COMMENTS

DRI SITE PLAN
IDI
STONECREST INDUSTRIAL WAY
STONECREST, GA

PROJECT No. 22112-7
LAND LOT(S): 124, 125 & 132
DISTRICT: 16TH
COUNTY: DEKALB
SCALE: 1" = 150'
DATE: 12-30-21

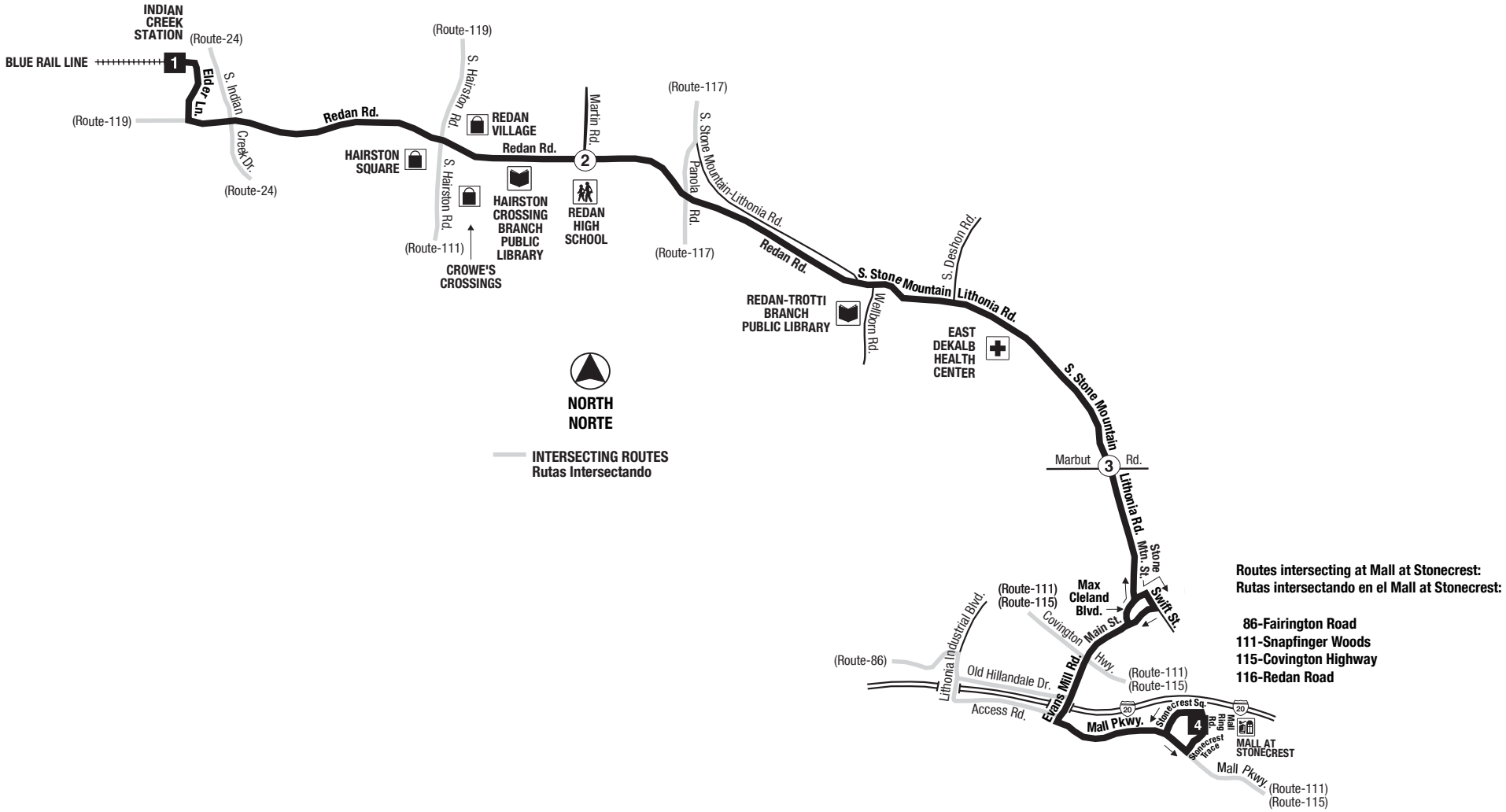
DRAWING NO.: C-1.0

APPENDIX B

TRANSIT SERVICE SCHEDULE DETAILS

Routes intersecting at Indian Creek Station:
Rutas intersectando en la Estación Indian Creek:

24-McAfee/Hosea Williams
107-Glenwood
111-Snapfinger Woods
116-Redan Road
119-Hairston Road/Stone Mountain Village



Routes intersecting at Mall at Stonecrest:
Rutas intersectando en el Mall at Stonecrest:

86-Fairington Road
111-Snapfinger Woods
115-Covington Highway
116-Redan Road

Route 116 - Redan Road
Weekday Schedule
Westbound
Note: $$ - Operates to the Dekalb Heath Center on trips departing inbound from Stonecrest Mall between 8:50 AM and 4:52 PM; (weekdays only)

	Mall at Stonecrest	Stn Mtn-Lithonia Rd & Marbut Rd	Redan Rd & Martin Rd	Indian Creek Station (East Loop)
	05:57 am	06:08 am	06:21 am	06:30 am
	06:27 am	06:38 am	06:51 am	07:00 am
	06:57 am	07:08 am	07:21 am	07:30 am
	07:27 am	07:38 am	07:51 am	08:00 am
	07:57 am	08:08 am	08:21 am	08:30 am
	08:25 am	08:36 am	08:49 am	09:00 am
	08:52 am	09:03 am	09:19 am	09:30 am
$$	09:22 am	09:33 am	09:49 am	10:00 am
$$	09:52 am	10:03 am	10:19 am	10:30 am
$$	10:22 am	10:33 am	10:49 am	11:00 am
$$	10:52 am	11:03 am	11:19 am	11:30 am
$$	11:22 am	11:33 am	11:49 am	12:00 pm
$$	11:52 am	12:03 pm	12:19 pm	12:30 pm
$$	12:22 pm	12:33 pm	12:49 pm	01:00 pm
$$	12:52 pm	01:03 pm	01:19 pm	01:30 pm
$$	01:22 pm	01:33 pm	01:49 pm	02:00 pm
$$	01:52 pm	02:03 pm	02:19 pm	02:30 pm
$$	02:22 pm	02:33 pm	02:49 pm	03:00 pm
$$	02:52 pm	03:03 pm	03:19 pm	03:30 pm
$$	03:22 pm	03:33 pm	03:49 pm	04:00 pm
$$	03:52 pm	04:03 pm	04:19 pm	04:30 pm
$$	04:22 pm	04:33 pm	04:49 pm	05:00 pm
$$	04:52 pm	05:03 pm	05:19 pm	05:30 pm
	05:22 pm	05:33 pm	05:49 pm	06:00 pm
	05:52 pm	06:03 pm	06:19 pm	06:30 pm
	06:24 pm	06:35 pm	06:51 pm	07:00 pm
	06:57 pm	07:08 pm	07:21 pm	07:30 pm
	07:27 pm	07:38 pm	07:51 pm	08:00 pm
	07:57 pm	08:08 pm	08:21 pm	08:30 pm
	08:27 pm	08:38 pm	08:51 pm	09:00 pm
	08:57 pm	09:08 pm	09:21 pm	09:30 pm
	09:27 pm	09:38 pm	09:51 pm	10:00 pm
	09:57 pm	10:08 pm	10:21 pm	10:30 pm
	10:27 pm	10:38 pm	10:51 pm	11:00 pm
	10:57 pm	11:08 pm	11:21 pm	11:30 pm
	11:27 pm	11:38 pm	11:51 pm	12:00 am

Eastbound
Note: $$ - Operates to the Dekalb Heath Center on trips departing inbound from Stonecrest Mall between 8:50 AM and 4:52 PM; (weekdays only)

Indian Creek Station (East Loop)	Redan Rd & Martin Rd	Stn Mtn-Lithonia Rd & Marbut Rd	Mall at Stonecrest
06:45 am	06:54 am	07:06 am	07:18 am
07:15 am	07:24 am	07:36 am	07:48 am
07:45 am	07:54 am	08:06 am	08:18 am
08:15 am	08:24 am	08:36 am	08:48 am
08:45 am	08:54 am	09:06 am	09:18 am
09:15 am	09:27 am	09:41 am	09:53 am
09:45 am	09:57 am	10:11 am	10:23 am
10:15 am	10:27 am	10:41 am	10:53 am
10:45 am	10:57 am	11:11 am	11:23 am
11:15 am	11:27 am	11:41 am	11:53 am
11:45 am	11:57 am	12:11 pm	12:23 pm
12:15 pm	12:27 pm	12:41 pm	12:53 pm
12:45 pm	12:57 pm	01:11 pm	01:23 pm
01:15 pm	01:27 pm	01:41 pm	01:53 pm
01:45 pm	01:57 pm	02:11 pm	02:23 pm
02:15 pm	02:27 pm	02:41 pm	02:53 pm
02:45 pm	02:57 pm	03:11 pm	03:23 pm
03:15 pm	03:27 pm	03:41 pm	03:53 pm
03:45 pm	03:57 pm	04:11 pm	04:23 pm
04:15 pm	04:27 pm	04:41 pm	04:53 pm
04:45 pm	04:57 pm	05:11 pm	05:23 pm

05:15 pm	05:27 pm	05:41 pm	05:53 pm
05:45 pm	05:57 pm	06:11 pm	06:23 pm
06:15 pm	06:27 pm	06:41 pm	06:53 pm
06:45 pm	06:57 pm	07:11 pm	07:23 pm
07:15 pm	07:27 pm	07:40 pm	07:52 pm
07:45 pm	07:57 pm	08:10 pm	08:22 pm
08:15 pm	08:27 pm	08:40 pm	08:52 pm
08:45 pm	08:57 pm	09:10 pm	09:22 pm
09:15 pm	09:27 pm	09:40 pm	09:52 pm
09:45 pm	09:57 pm	10:10 pm	10:22 pm
10:15 pm	10:27 pm	10:40 pm	10:52 pm
10:45 pm	10:57 pm	11:10 pm	11:22 pm
11:15 pm	11:27 pm	11:40 pm	11:52 pm
11:45 pm	11:57 pm	12:10 am	12:22 am
12:15 am	12:27 am	12:40 am	12:52 am

Saturday Schedule

Westbound

Note: $$ - Operates to the Dekalb Heath Center on trips departing inbound from Stonecrest Mall between 8:50 AM and 4:52 PM; (weekdays only)

	Mall at Stonecrest	Stn Mtn-Lithonia Rd & Marbut Rd	Redan Rd & Martin Rd	Indian Creek Station (East Loop)
	05:57 am	06:08 am	06:21 am	06:30 am
	06:27 am	06:38 am	06:51 am	07:00 am
	06:57 am	07:08 am	07:21 am	07:30 am
	07:27 am	07:38 am	07:51 am	08:00 am
	07:57 am	08:08 am	08:21 am	08:30 am
	08:25 am	08:36 am	08:49 am	09:00 am
	08:52 am	09:03 am	09:19 am	09:30 am
$$	09:22 am	09:33 am	09:49 am	10:00 am
$$	09:52 am	10:03 am	10:19 am	10:30 am
$$	10:22 am	10:33 am	10:49 am	11:00 am
$$	10:52 am	11:03 am	11:19 am	11:30 am
$$	11:22 am	11:33 am	11:49 am	12:00 pm
$$	11:52 am	12:03 pm	12:19 pm	12:30 pm
$$	12:22 pm	12:33 pm	12:49 pm	01:00 pm
$$	12:52 pm	01:03 pm	01:19 pm	01:30 pm
$$	01:22 pm	01:33 pm	01:49 pm	02:00 pm
$$	01:52 pm	02:03 pm	02:19 pm	02:30 pm
$$	02:22 pm	02:33 pm	02:49 pm	03:00 pm
$$	02:52 pm	03:03 pm	03:19 pm	03:30 pm
$$	03:22 pm	03:33 pm	03:49 pm	04:00 pm
$$	03:52 pm	04:03 pm	04:19 pm	04:30 pm
$$	04:22 pm	04:33 pm	04:49 pm	05:00 pm
$$	04:52 pm	05:03 pm	05:19 pm	05:30 pm
	05:22 pm	05:33 pm	05:49 pm	06:00 pm
	05:52 pm	06:03 pm	06:19 pm	06:30 pm
	06:24 pm	06:35 pm	06:51 pm	07:00 pm
	06:57 pm	07:08 pm	07:21 pm	07:30 pm
	07:27 pm	07:38 pm	07:51 pm	08:00 pm
	07:57 pm	08:08 pm	08:21 pm	08:30 pm
	08:27 pm	08:38 pm	08:51 pm	09:00 pm
	08:57 pm	09:08 pm	09:21 pm	09:30 pm
	09:27 pm	09:38 pm	09:51 pm	10:00 pm
	09:57 pm	10:08 pm	10:21 pm	10:30 pm
	10:27 pm	10:38 pm	10:51 pm	11:00 pm
	10:57 pm	11:08 pm	11:21 pm	11:30 pm
	11:27 pm	11:38 pm	11:51 pm	12:00 am

Eastbound

Note: $$ - Operates to the Dekalb Heath Center on trips departing inbound from Stonecrest Mall between 8:50 AM and 4:52 PM; (weekdays only)

Indian Creek Station (East Loop)	Redan Rd & Martin Rd	Stn Mtn-Lithonia Rd & Marbut Rd	Mall at Stonecrest
06:45 am	06:54 am	07:06 am	07:18 am
07:15 am	07:24 am	07:36 am	07:48 am
07:45 am	07:54 am	08:06 am	08:18 am
08:15 am	08:24 am	08:36 am	08:48 am
08:45 am	08:54 am	09:06 am	09:18 am

09:15 am	09:27 am	09:41 am	09:53 am
09:45 am	09:57 am	10:11 am	10:23 am
10:15 am	10:27 am	10:41 am	10:53 am
10:45 am	10:57 am	11:11 am	11:23 am
11:15 am	11:27 am	11:41 am	11:53 am
11:45 am	11:57 am	12:11 pm	12:23 pm
12:15 pm	12:27 pm	12:41 pm	12:53 pm
12:45 pm	12:57 pm	01:11 pm	01:23 pm
01:15 pm	01:27 pm	01:41 pm	01:53 pm
01:45 pm	01:57 pm	02:11 pm	02:23 pm
02:15 pm	02:27 pm	02:41 pm	02:53 pm
02:45 pm	02:57 pm	03:11 pm	03:23 pm
03:15 pm	03:27 pm	03:41 pm	03:53 pm
03:45 pm	03:57 pm	04:11 pm	04:23 pm
04:15 pm	04:27 pm	04:41 pm	04:53 pm
04:45 pm	04:57 pm	05:11 pm	05:23 pm
05:15 pm	05:27 pm	05:41 pm	05:53 pm
05:45 pm	05:57 pm	06:11 pm	06:23 pm
06:15 pm	06:27 pm	06:41 pm	06:53 pm
06:45 pm	06:57 pm	07:11 pm	07:23 pm
07:15 pm	07:27 pm	07:40 pm	07:52 pm
07:45 pm	07:57 pm	08:10 pm	08:22 pm
08:15 pm	08:27 pm	08:40 pm	08:52 pm
08:45 pm	08:57 pm	09:10 pm	09:22 pm
09:15 pm	09:27 pm	09:40 pm	09:52 pm
09:45 pm	09:57 pm	10:10 pm	10:22 pm
10:15 pm	10:27 pm	10:40 pm	10:52 pm
10:45 pm	10:57 pm	11:10 pm	11:22 pm
11:15 pm	11:27 pm	11:40 pm	11:52 pm
11:45 pm	11:57 pm	12:10 am	12:22 am
12:15 am	12:27 am	12:40 am	12:52 am

Sunday Schedule

Westbound

Note: $$ - Operates to the Dekalb Heath Center on trips departing inbound from Stonecrest Mall between 8:50 AM and 4:52 PM; (weekdays only)

	Mall at Stonecrest	Stn Mtn-Lithonia Rd & Marbut Rd	Redan Rd & Martin Rd	Indian Creek Station (East Loop)
	05:57 am	06:08 am	06:21 am	06:30 am
	06:27 am	06:38 am	06:51 am	07:00 am
	06:57 am	07:08 am	07:21 am	07:30 am
	07:27 am	07:38 am	07:51 am	08:00 am
	07:57 am	08:08 am	08:21 am	08:30 am
	08:25 am	08:36 am	08:49 am	09:00 am
	08:52 am	09:03 am	09:19 am	09:30 am
$$	09:22 am	09:33 am	09:49 am	10:00 am
$$	09:52 am	10:03 am	10:19 am	10:30 am
$$	10:22 am	10:33 am	10:49 am	11:00 am
$$	10:52 am	11:03 am	11:19 am	11:30 am
$$	11:22 am	11:33 am	11:49 am	12:00 pm
$$	11:52 am	12:03 pm	12:19 pm	12:30 pm
$$	12:22 pm	12:33 pm	12:49 pm	01:00 pm
$$	12:52 pm	01:03 pm	01:19 pm	01:30 pm
$$	01:22 pm	01:33 pm	01:49 pm	02:00 pm
$$	01:52 pm	02:03 pm	02:19 pm	02:30 pm
$$	02:22 pm	02:33 pm	02:49 pm	03:00 pm
$$	02:52 pm	03:03 pm	03:19 pm	03:30 pm
$$	03:22 pm	03:33 pm	03:49 pm	04:00 pm
$$	03:52 pm	04:03 pm	04:19 pm	04:30 pm
$$	04:22 pm	04:33 pm	04:49 pm	05:00 pm
$$	04:52 pm	05:03 pm	05:19 pm	05:30 pm
	05:22 pm	05:33 pm	05:49 pm	06:00 pm
	05:52 pm	06:03 pm	06:19 pm	06:30 pm
	06:24 pm	06:35 pm	06:51 pm	07:00 pm
	06:57 pm	07:08 pm	07:21 pm	07:30 pm
	07:27 pm	07:38 pm	07:51 pm	08:00 pm
	07:57 pm	08:08 pm	08:21 pm	08:30 pm

	08:27 pm	08:38 pm	08:51 pm	09:00 pm
	08:57 pm	09:08 pm	09:21 pm	09:30 pm
	09:27 pm	09:38 pm	09:51 pm	10:00 pm
	09:57 pm	10:08 pm	10:21 pm	10:30 pm
	10:27 pm	10:38 pm	10:51 pm	11:00 pm
	10:57 pm	11:08 pm	11:21 pm	11:30 pm
	11:27 pm	11:38 pm	11:51 pm	12:00 am

Eastbound

Note: $$ - Operates to the Dekalb Heath Center on trips departing inbound from Stonecrest Mall between 8:50 AM and 4:52 PM; (weekdays only)

Indian Creek Station (East Loop)	Redan Rd & Martin Rd	Stn Mtn-Lithonia Rd & Marbut Rd	Mall at Stonecrest
06:45 am	06:54 am	07:06 am	07:18 am
07:15 am	07:24 am	07:36 am	07:48 am
07:45 am	07:54 am	08:06 am	08:18 am
08:15 am	08:24 am	08:36 am	08:48 am
08:45 am	08:54 am	09:06 am	09:18 am
09:15 am	09:27 am	09:41 am	09:53 am
09:45 am	09:57 am	10:11 am	10:23 am
10:15 am	10:27 am	10:41 am	10:53 am
10:45 am	10:57 am	11:11 am	11:23 am
11:15 am	11:27 am	11:41 am	11:53 am
11:45 am	11:57 am	12:11 pm	12:23 pm
12:15 pm	12:27 pm	12:41 pm	12:53 pm
12:45 pm	12:57 pm	01:11 pm	01:23 pm
01:15 pm	01:27 pm	01:41 pm	01:53 pm
01:45 pm	01:57 pm	02:11 pm	02:23 pm
02:15 pm	02:27 pm	02:41 pm	02:53 pm
02:45 pm	02:57 pm	03:11 pm	03:23 pm
03:15 pm	03:27 pm	03:41 pm	03:53 pm
03:45 pm	03:57 pm	04:11 pm	04:23 pm
04:15 pm	04:27 pm	04:41 pm	04:53 pm
04:45 pm	04:57 pm	05:11 pm	05:23 pm
05:15 pm	05:27 pm	05:41 pm	05:53 pm
05:45 pm	05:57 pm	06:11 pm	06:23 pm
06:15 pm	06:27 pm	06:41 pm	06:53 pm
06:45 pm	06:57 pm	07:11 pm	07:23 pm
07:15 pm	07:27 pm	07:40 pm	07:52 pm
07:45 pm	07:57 pm	08:10 pm	08:22 pm
08:15 pm	08:27 pm	08:40 pm	08:52 pm
08:45 pm	08:57 pm	09:10 pm	09:22 pm
09:15 pm	09:27 pm	09:40 pm	09:52 pm
09:45 pm	09:57 pm	10:10 pm	10:22 pm
10:15 pm	10:27 pm	10:40 pm	10:52 pm
10:45 pm	10:57 pm	11:10 pm	11:22 pm
11:15 pm	11:27 pm	11:40 pm	11:52 pm
11:45 pm	11:57 pm	12:10 am	12:22 am
12:15 am	12:27 am	12:40 am	12:52 am

APPENDIX C

TRAFFIC COUNT DATA & ADJUSTMENT FACTORS

TRAFFIC DATA SERVICES

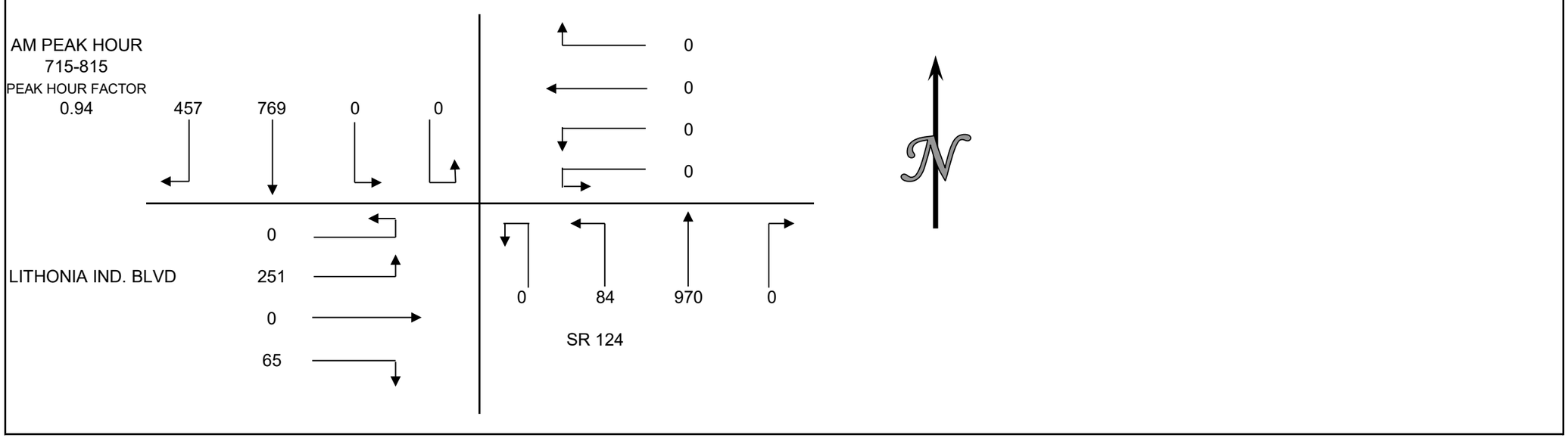
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT CARS SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONECREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S SR 124
E/W LITHONIA IND. BLVD

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
700-715	94	142	0	0	0	0	0	0	0	210	17	0	10	0	45	0	518
715-730	116	186	0	0	0	0	0	0	0	243	20	0	14	0	69	0	648
730-745	113	197	0	0	0	0	0	0	0	291	18	0	13	0	57	0	689
745-800	127	185	0	0	0	0	0	0	0	233	23	0	23	0	71	0	662
800-815	101	201	0	0	0	0	0	0	0	203	23	0	15	0	54	0	597
815-830	100	190	0	0	0	0	0	0	0	217	15	0	13	0	73	0	608
830-845	98	184	0	0	0	0	0	0	0	230	19	0	18	0	39	0	588
845-900	78	175	0	0	0	0	0	0	0	194	18	0	10	0	39	0	514
HOUR TOTALS																	
700-800	450	710	0	0	0	0	0	0	0	977	78	0	60	0	242	0	2517
715-815	457	769	0	0	0	0	0	0	0	970	84	0	65	0	251	0	2596
730-830	441	773	0	0	0	0	0	0	0	944	79	0	64	0	255	0	2556
745-845	426	760	0	0	0	0	0	0	0	883	80	0	69	0	237	0	2455
800-900	377	750	0	0	0	0	0	0	0	844	75	0	56	0	205	0	2307



TRAFFIC DATA SERVICES

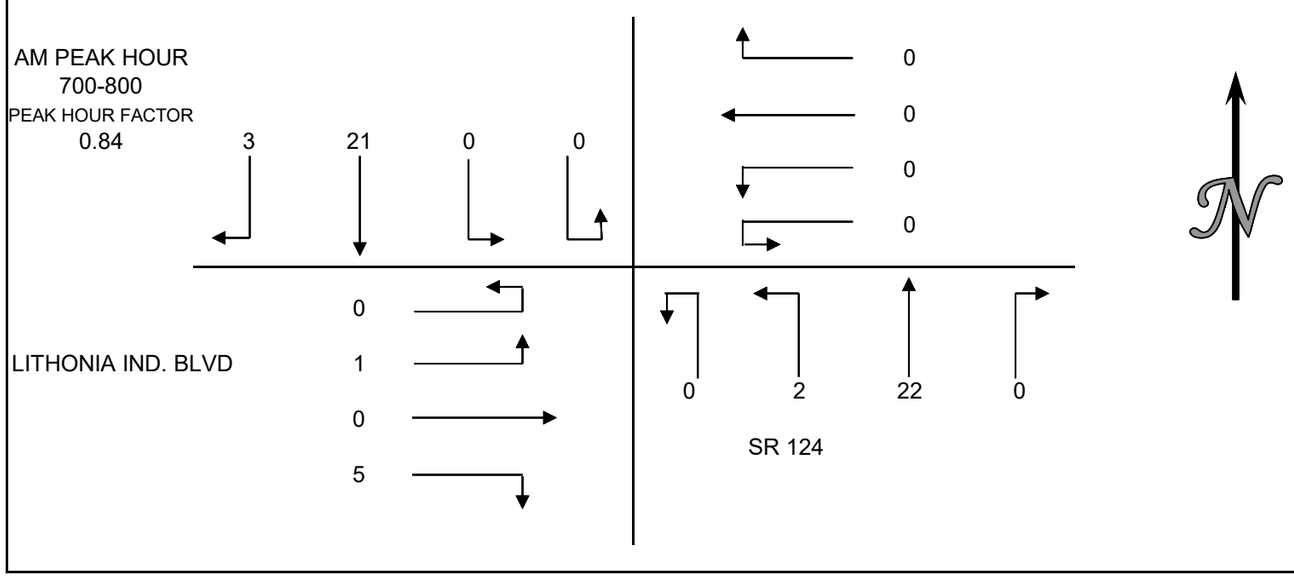
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT SINGLE UNIT TRUCKS & BUSES SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONECREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S SR 124
E/W LITHONIA IND. BLVD

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
700-715	1	6	0	0	0	0	0	0	0	5	0	0	2	0	0	0	14
715-730	0	8	0	0	0	0	0	0	0	4	0	0	2	0	0	0	14
730-745	1	2	0	0	0	0	0	0	0	8	1	0	1	0	1	0	14
745-800	1	5	0	0	0	0	0	0	0	5	1	0	0	0	0	0	12
800-815	0	3	0	0	0	0	0	0	0	7	0	0	0	0	0	0	10
815-830	0	3	0	0	0	0	0	0	0	8	0	0	1	0	1	0	13
830-845	0	6	0	0	0	0	0	0	0	10	0	0	0	0	0	0	16
845-900	0	5	0	0	0	0	0	0	0	7	0	0	0	0	0	0	12
HOUR TOTALS																	
700-800	3	21	0	0	0	0	0	0	0	22	2	0	5	0	1	0	54
715-815	2	18	0	0	0	0	0	0	0	24	2	0	3	0	1	0	50
730-830	2	13	0	0	0	0	0	0	0	28	2	0	2	0	2	0	49
745-845	1	17	0	0	0	0	0	0	0	30	1	0	1	0	1	0	51
800-900	0	17	0	0	0	0	0	0	0	32	0	0	1	0	1	0	51



TRAFFIC DATA SERVICES

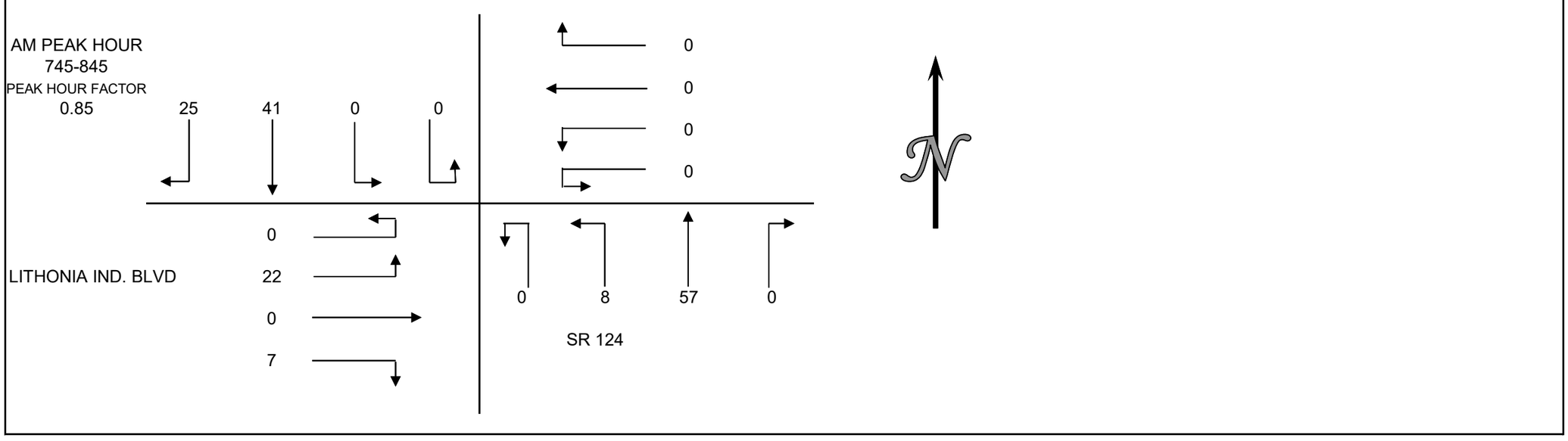
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT HEAVY DUTY TRUCKS SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONECREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S SR 124
E/W LITHONIA IND. BLVD

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
700-715	9	4	0	0	0	0	0	0	0	4	0	0	2	0	7	0	26
715-730	8	2	0	0	0	0	0	0	0	12	0	0	1	0	2	0	25
730-745	4	10	0	0	0	0	0	0	0	10	3	0	1	0	2	0	30
745-800	3	10	0	0	0	0	0	0	0	14	1	0	2	0	4	0	34
800-815	6	13	0	0	0	0	0	0	0	18	2	0	1	0	7	0	47
815-830	8	10	0	0	0	0	0	0	0	15	1	0	1	0	4	0	39
830-845	8	8	0	0	0	0	0	0	0	10	4	0	3	0	7	0	40
845-900	2	8	0	0	0	0	0	0	0	10	5	0	2	0	3	0	30
HOUR TOTALS																	
700-800	24	26	0	0	0	0	0	0	0	40	4	0	6	0	15	0	115
715-815	21	35	0	0	0	0	0	0	0	54	6	0	5	0	15	0	136
730-830	21	43	0	0	0	0	0	0	0	57	7	0	5	0	17	0	150
745-845	25	41	0	0	0	0	0	0	0	57	8	0	7	0	22	0	160
800-900	24	39	0	0	0	0	0	0	0	53	12	0	7	0	21	0	156



TRAFFIC DATA SERVICES

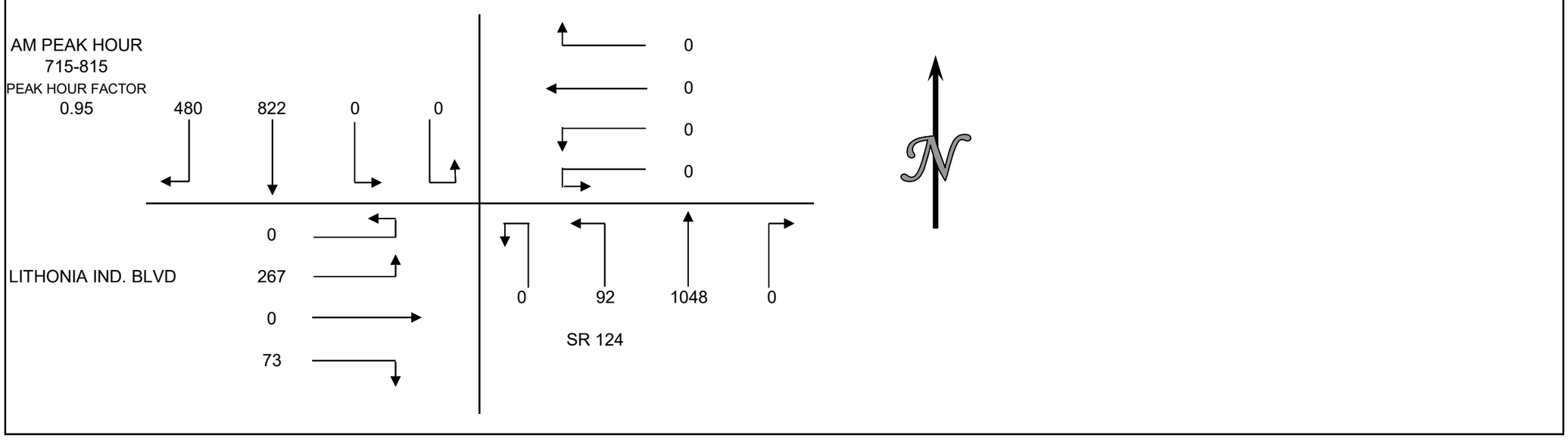
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT ALL VEHICLES SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONECREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S SR 124
E/W LITHONIA IND. BLVD

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
700-715	104	152	0	0	0	0	0	0	0	219	17	0	14	0	52	0	558
715-730	124	196	0	0	0	0	0	0	0	259	20	0	17	0	71	0	687
730-745	118	209	0	0	0	0	0	0	0	309	22	0	15	0	60	0	733
745-800	131	200	0	0	0	0	0	0	0	252	25	0	25	0	75	0	708
800-815	107	217	0	0	0	0	0	0	0	228	25	0	16	0	61	0	654
815-830	108	203	0	0	0	0	0	0	0	240	16	0	15	0	78	0	660
830-845	106	198	0	0	0	0	0	0	0	250	23	0	21	0	46	0	644
845-900	80	188	0	0	0	0	0	0	0	211	23	0	12	0	42	0	556
HOUR TOTALS																	
700-800	477	757	0	0	0	0	0	0	0	1039	84	0	71	0	258	0	2686
715-815	480	822	0	0	0	0	0	0	0	1048	92	0	73	0	267	0	2782
730-830	464	829	0	0	0	0	0	0	0	1029	88	0	71	0	274	0	2755
745-845	452	818	0	0	0	0	0	0	0	970	89	0	77	0	260	0	2666
800-900	401	806	0	0	0	0	0	0	0	929	87	0	64	0	227	0	2514



TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

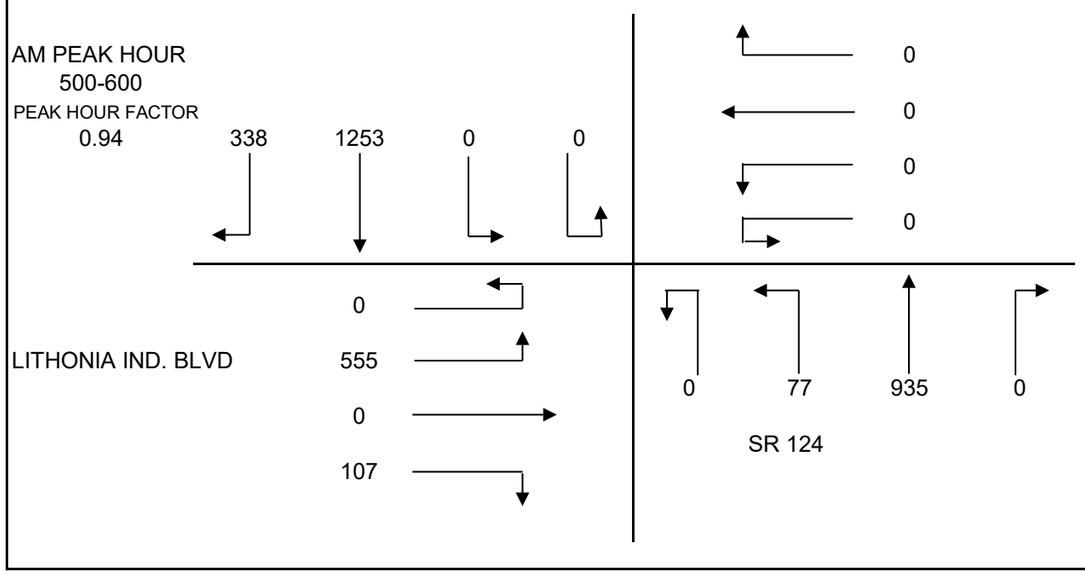
INTERSECTION TURNING MOVEMENT COUNT CARS SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONECREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S SR 124
E/W LITHONIA IND. BLVD

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
400-415	73	269	0	0	0	0	0	0	0	182	9	0	33	0	120	0	686
415-430	66	263	0	0	0	0	0	0	0	208	13	0	20	0	103	0	673
430-445	71	337	0	0	0	0	0	0	0	211	10	0	21	0	93	0	743
445-500	73	290	0	0	0	0	0	0	0	174	18	0	31	0	121	0	707
500-515	68	350	0	0	0	0	0	0	0	235	22	0	28	0	113	0	816
515-530	99	274	0	0	0	0	0	0	0	238	15	0	23	0	164	0	813
530-545	91	347	0	0	0	0	0	0	0	244	17	0	34	0	133	0	866
545-600	80	282	0	0	0	0	0	0	0	218	23	0	22	0	145	0	770
HOUR TOTALS																	
400-500	283	1159	0	0	0	0	0	0	0	775	50	0	105	0	437	0	2809
415-515	278	1240	0	0	0	0	0	0	0	828	63	0	100	0	430	0	2939
430-530	311	1251	0	0	0	0	0	0	0	858	65	0	103	0	491	0	3079
445-545	331	1261	0	0	0	0	0	0	0	891	72	0	116	0	531	0	3202
500-600	338	1253	0	0	0	0	0	0	0	935	77	0	107	0	555	0	3265

AM PEAK HOUR
500-600
PEAK HOUR FACTOR
0.94



TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

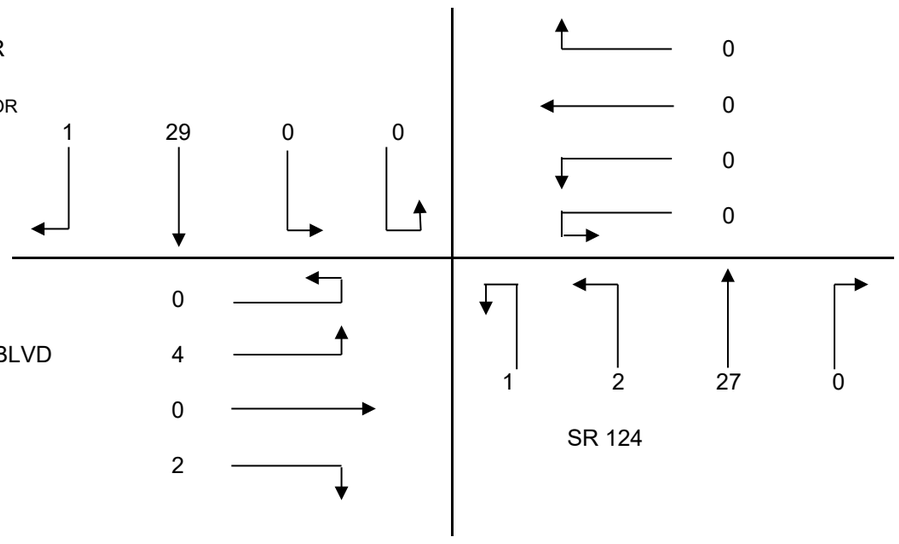
INTERSECTION TURNING MOVEMENT COUNT SINGLE UNIT TRUCKS & BUSES SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONECREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S SR 124
E/W LITHONIA IND. BLVD

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
400-415	0	10	0	0	0	0	0	0	0	10	0	1	0	0	0	0	21
415-430	0	7	0	0	0	0	0	0	0	7	0	0	0	0	1	0	15
430-445	1	6	0	0	0	0	0	0	0	7	1	0	1	0	2	0	18
445-500	0	6	0	0	0	0	0	0	0	3	1	0	1	0	1	0	12
500-515	1	9	0	0	0	0	0	0	0	8	0	0	0	0	1	0	19
515-530	0	2	0	0	0	0	0	0	0	6	0	0	2	0	0	0	10
530-545	1	4	0	0	0	0	0	0	0	3	0	0	1	0	2	0	11
545-600	0	5	0	0	0	0	0	0	0	3	1	0	0	0	0	0	9
HOUR TOTALS																	
400-500	1	29	0	0	0	0	0	0	0	27	2	1	2	0	4	0	66
415-515	2	28	0	0	0	0	0	0	0	25	2	0	2	0	5	0	64
430-530	2	23	0	0	0	0	0	0	0	24	2	0	4	0	4	0	59
445-545	2	21	0	0	0	0	0	0	0	20	1	0	4	0	4	0	52
500-600	2	20	0	0	0	0	0	0	0	20	1	0	3	0	3	0	49

AM PEAK HOUR
400-500
PEAK HOUR FACTOR
0.79



TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

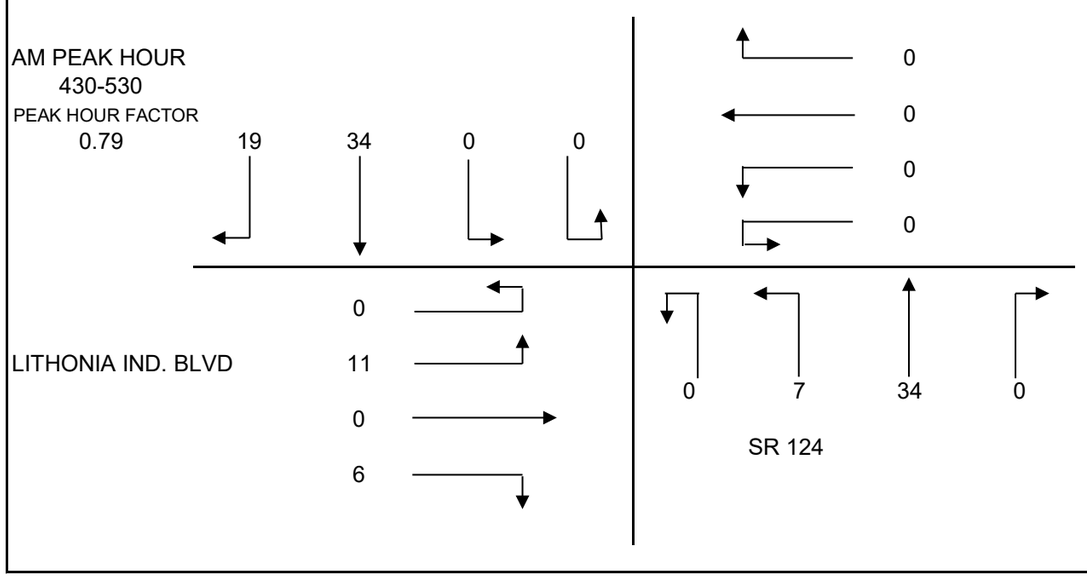
INTERSECTION TURNING MOVEMENT COUNT HEAVY DUTY TRUCKS SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONECREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S SR 124
E/W LITHONIA IND. BLVD

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
400-415	3	10	0	0	0	0	0	0	0	6	0	0	0	0	2	0	21
415-430	3	8	0	0	0	0	0	0	0	4	2	0	2	0	4	0	23
430-445	5	9	0	0	0	0	0	0	0	8	1	0	0	0	3	0	26
445-500	4	6	0	0	0	0	0	0	0	9	2	0	0	0	3	0	24
500-515	5	11	0	0	0	0	0	0	0	10	2	0	5	0	2	0	35
515-530	5	8	0	0	0	0	0	0	0	7	2	0	1	0	3	0	26
530-545	5	2	0	0	0	0	0	0	0	4	2	0	0	0	2	0	15
545-600	2	4	0	0	0	0	0	0	0	2	1	0	1	0	0	0	10
HOUR TOTALS																	
400-500	15	33	0	0	0	0	0	0	0	27	5	0	2	0	12	0	94
415-515	17	34	0	0	0	0	0	0	0	31	7	0	7	0	12	0	108
430-530	19	34	0	0	0	0	0	0	0	34	7	0	6	0	11	0	111
445-545	19	27	0	0	0	0	0	0	0	30	8	0	6	0	10	0	100
500-600	17	25	0	0	0	0	0	0	0	23	7	0	7	0	7	0	86

AM PEAK HOUR
430-530
PEAK HOUR FACTOR
0.79



TRAFFIC DATA SERVICES

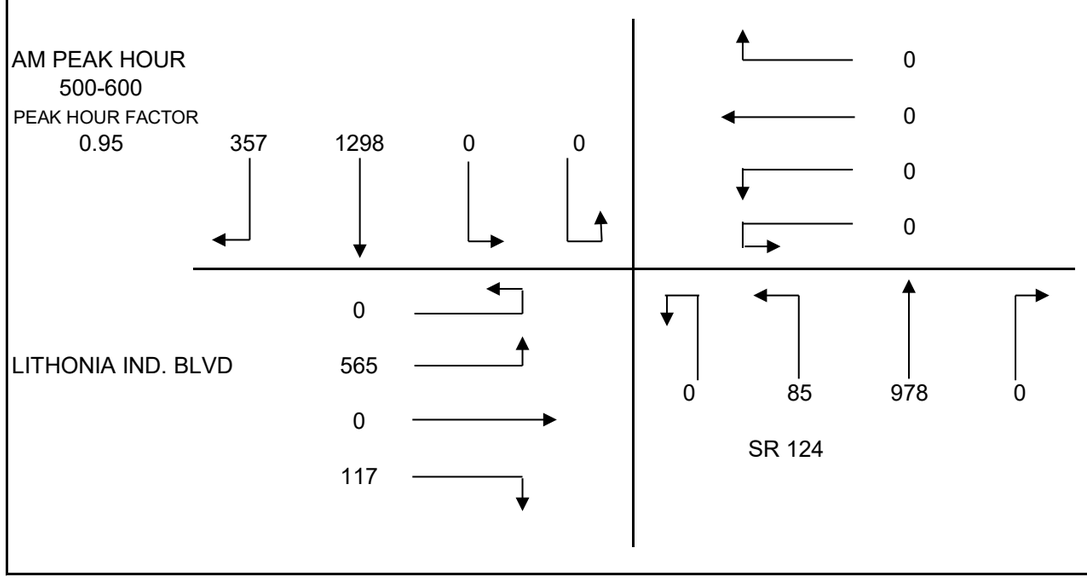
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT ALL VEHICLES SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONECREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S SR 124
E/W LITHONIA IND. BLVD

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
400-415	76	289	0	0	0	0	0	0	0	198	9	1	33	0	122	0	728
415-430	69	278	0	0	0	0	0	0	0	219	15	0	22	0	108	0	711
430-445	77	352	0	0	0	0	0	0	0	226	12	0	22	0	98	0	787
445-500	77	302	0	0	0	0	0	0	0	186	21	0	32	0	125	0	743
500-515	74	370	0	0	0	0	0	0	0	253	24	0	33	0	116	0	870
515-530	104	284	0	0	0	0	0	0	0	251	17	0	26	0	167	0	849
530-545	97	353	0	0	0	0	0	0	0	251	19	0	35	0	137	0	892
545-600	82	291	0	0	0	0	0	0	0	223	25	0	23	0	145	0	789
HOUR TOTALS																	
400-500	299	1221	0	0	0	0	0	0	0	829	57	1	109	0	453	0	2969
415-515	297	1302	0	0	0	0	0	0	0	884	72	0	109	0	447	0	3111
430-530	332	1308	0	0	0	0	0	0	0	916	74	0	113	0	506	0	3249
445-545	352	1309	0	0	0	0	0	0	0	941	81	0	126	0	545	0	3354
500-600	357	1298	0	0	0	0	0	0	0	978	85	0	117	0	565	0	3400



TRAFFIC DATA SERVICES

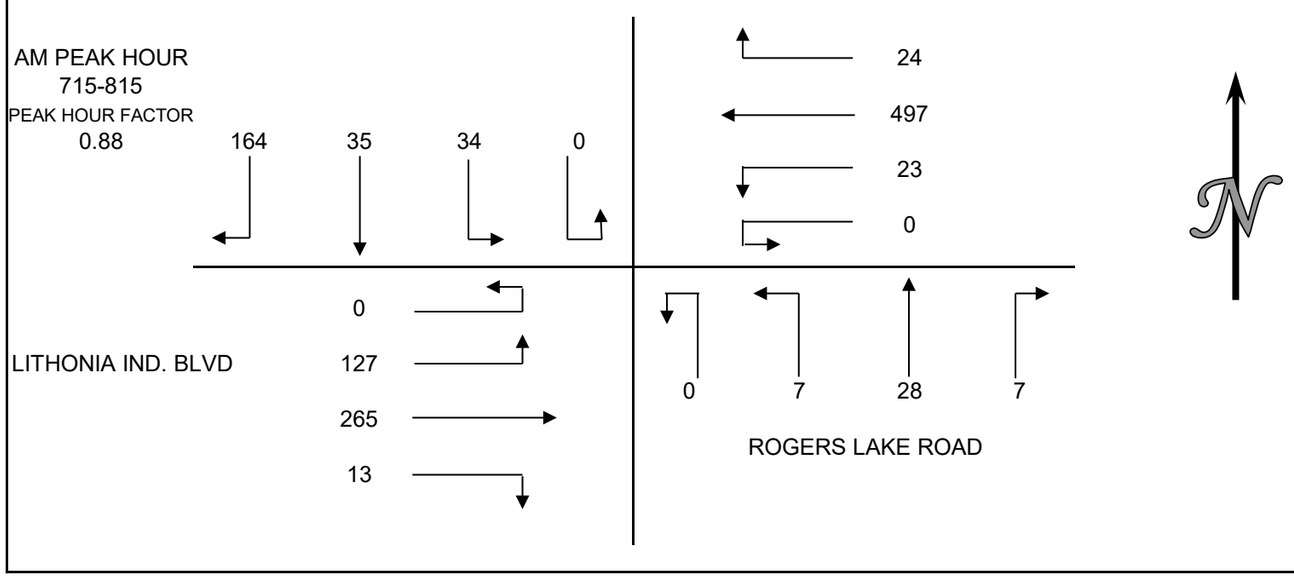
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT CARS SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONECREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S ROGERS LAKE ROAD
E/W LITHONIA IND. BLVD

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
700-715	39	5	6	0	4	97	8	0	2	5	3	0	11	40	19	0	239
715-730	39	7	3	0	8	121	8	0	2	5	2	0	3	65	29	0	292
730-745	39	14	13	0	5	124	5	0	3	6	3	0	3	58	29	0	302
745-800	51	11	14	0	5	128	5	0	2	8	1	0	5	80	38	0	348
800-815	35	3	4	0	6	124	5	0	0	9	1	0	2	62	31	0	282
815-830	26	14	8	0	3	109	1	0	5	7	0	0	1	69	24	0	267
830-845	32	4	8	0	6	95	5	0	0	5	2	0	0	45	22	0	224
845-900	26	8	5	0	5	88	1	0	0	5	0	0	4	48	15	0	205
HOUR TOTALS																	
700-800	168	37	36	0	22	470	26	0	9	24	9	0	22	243	115	0	1181
715-815	164	35	34	0	24	497	23	0	7	28	7	0	13	265	127	0	1224
730-830	151	42	39	0	19	485	16	0	10	30	5	0	11	269	122	0	1199
745-845	144	32	34	0	20	456	16	0	7	29	4	0	8	256	115	0	1121
800-900	119	29	25	0	20	416	12	0	5	26	3	0	7	224	92	0	978



TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

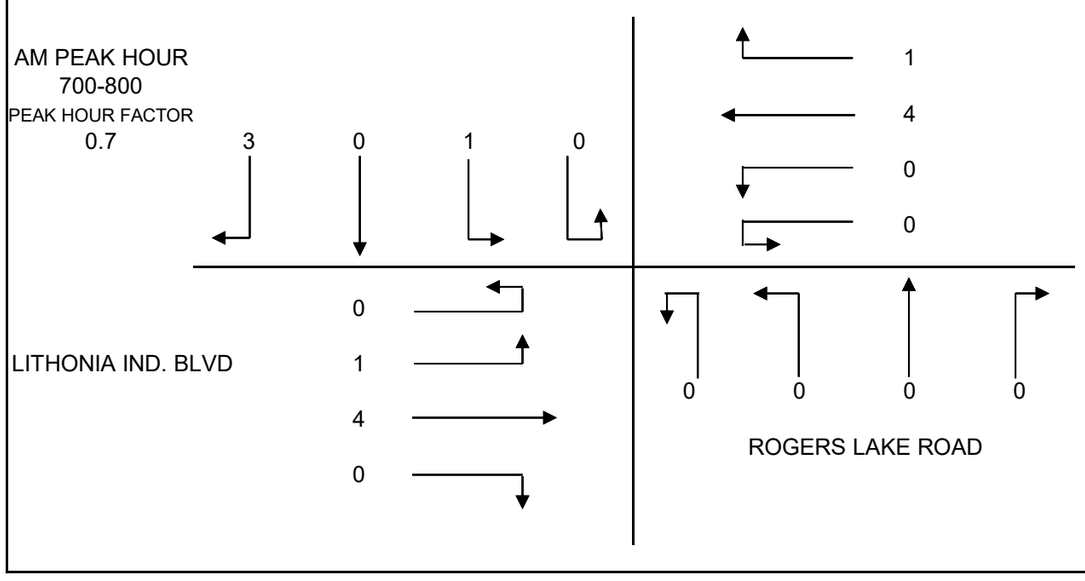
INTERSECTION TURNING MOVEMENT COUNT SINGLE UNIT TRUCKS & BUSES SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONECREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S ROGERS LAKE ROAD
E/W LITHONIA IND. BLVD

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
700-715	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2
715-730	2	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	4
730-745	1	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	5
745-800	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3
800-815	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
815-830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
830-845	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
845-900	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
HOUR TOTALS																	
700-800	3	0	1	0	1	4	0	0	0	0	0	0	0	4	1	0	14
715-815	3	0	1	0	0	4	0	0	0	0	0	0	0	4	1	0	13
730-830	1	0	0	0	0	4	0	0	0	0	0	0	0	3	3	0	11
745-845	1	0	0	0	0	1	0	0	0	0	0	0	0	3	2	0	7
800-900	1	0	1	0	0	0	0	0	0	0	0	0	0	1	2	0	5

AM PEAK HOUR
700-800
PEAK HOUR FACTOR
0.7



TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

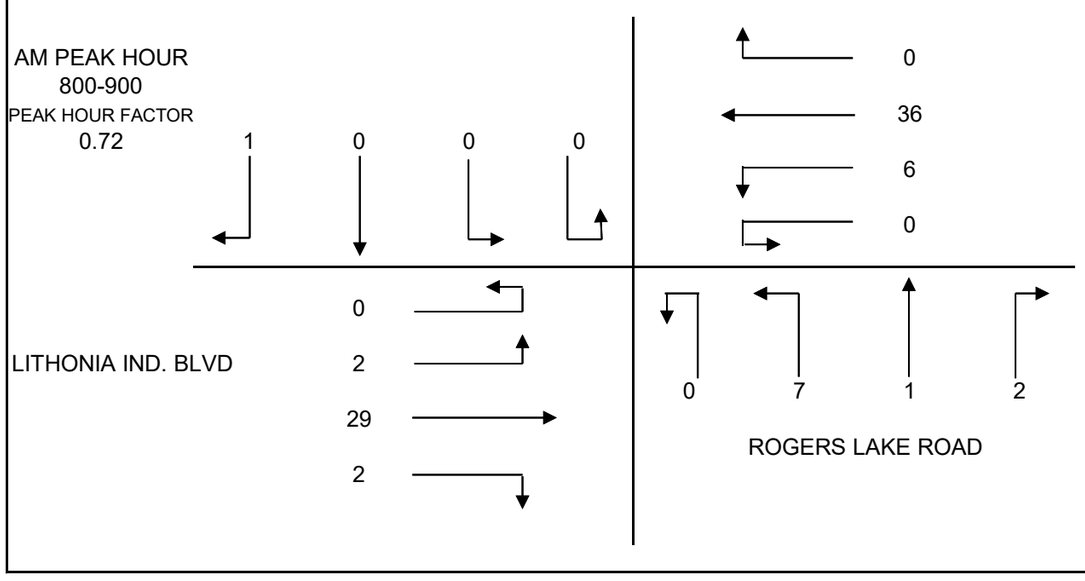
INTERSECTION TURNING MOVEMENT COUNT HEAVY DUTY TRUCKS SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONECREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S ROGERS LAKE ROAD
E/W LITHONIA IND. BLVD

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
700-715	5	0	0	0	0	8	1	0	2	0	6	0	1	7	0	0	30
715-730	0	0	0	0	0	8	0	0	2	2	1	0	0	2	0	0	15
730-745	2	0	0	0	0	5	0	0	1	2	7	0	0	4	0	0	21
745-800	0	0	0	0	0	5	0	0	1	1	2	0	2	5	1	0	17
800-815	0	0	0	0	0	11	0	0	1	0	2	0	0	6	0	0	20
815-830	1	0	0	0	0	9	0	0	0	1	3	0	1	5	2	0	22
830-845	0	0	0	0	0	8	4	0	1	0	0	0	1	12	0	0	26
845-900	0	0	0	0	0	8	2	0	0	0	2	0	0	6	0	0	18
HOUR TOTALS																	
700-800	7	0	0	0	0	26	1	0	6	5	16	0	3	18	1	0	83
715-815	2	0	0	0	0	29	0	0	5	5	12	0	2	17	1	0	73
730-830	3	0	0	0	0	30	0	0	3	4	14	0	3	20	3	0	80
745-845	1	0	0	0	0	33	4	0	3	2	7	0	4	28	3	0	85
800-900	1	0	0	0	0	36	6	0	2	1	7	0	2	29	2	0	86

AM PEAK HOUR
800-900
PEAK HOUR FACTOR
0.72



TRAFFIC DATA SERVICES

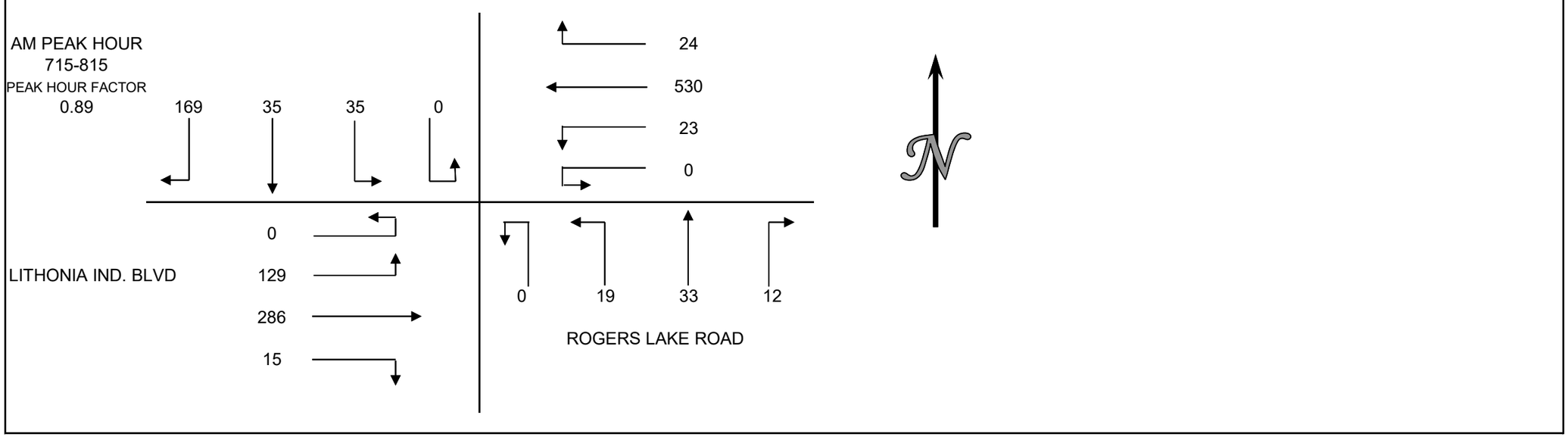
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT ALL VEHICLES SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONECREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S ROGERS LAKE ROAD
E/W LITHONIA IND. BLVD

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
700-715	44	5	6	0	5	105	9	0	4	5	9	0	12	48	19	0	271
715-730	41	7	4	0	8	129	8	0	4	7	3	0	3	68	29	0	311
730-745	42	14	13	0	5	132	5	0	4	8	10	0	3	62	30	0	328
745-800	51	11	14	0	5	134	5	0	3	9	3	0	7	87	39	0	368
800-815	35	3	4	0	6	135	5	0	1	9	3	0	2	69	31	0	303
815-830	27	14	8	0	3	118	1	0	5	8	3	0	2	74	28	0	291
830-845	33	4	8	0	6	103	9	0	1	5	2	0	1	57	22	0	251
845-900	26	8	6	0	5	96	3	0	0	5	2	0	4	54	15	0	224
HOUR TOTALS																	
700-800	178	37	37	0	23	500	27	0	15	29	25	0	25	265	117	0	1278
715-815	169	35	35	0	24	530	23	0	12	33	19	0	15	286	129	0	1310
730-830	155	42	39	0	19	519	16	0	13	34	19	0	14	292	128	0	1290
745-845	146	32	34	0	20	490	20	0	10	31	11	0	12	287	120	0	1213
800-900	121	29	26	0	20	452	18	0	7	27	10	0	9	254	96	0	1069



TRAFFIC DATA SERVICES

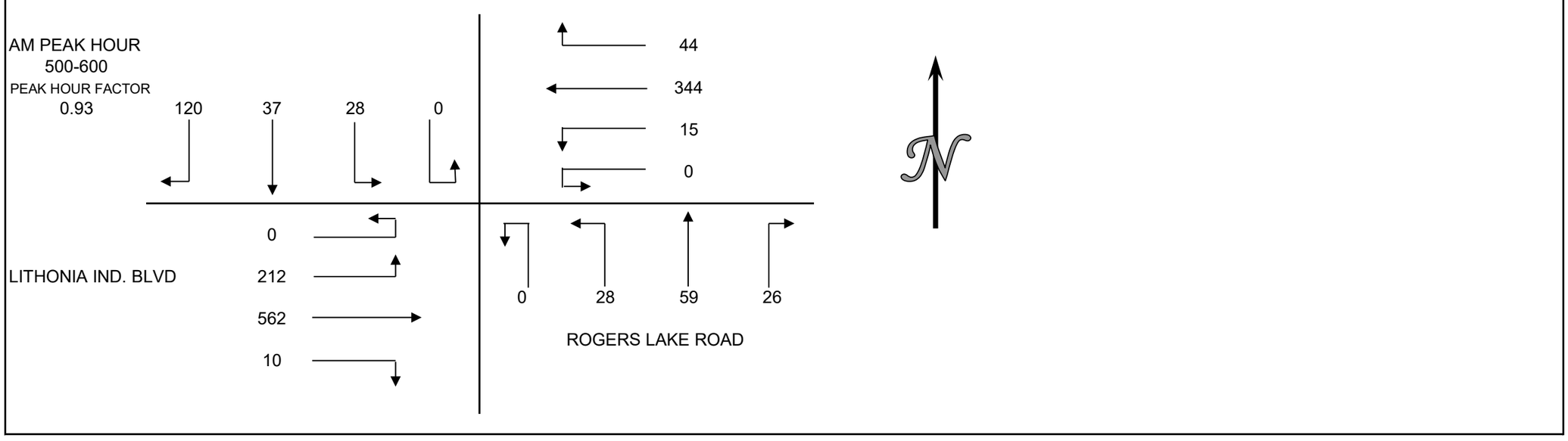
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT CARS SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONCREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S ROGERS LAKE ROAD
E/W LITHONIA IND. BLVD

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
400-415	35	11	5	0	5	72	2	0	5	9	3	0	4	144	28	0	323
415-430	37	12	5	0	9	63	3	0	5	14	6	0	4	110	33	0	301
430-445	30	10	11	0	7	79	2	0	7	11	5	0	4	109	28	0	303
445-500	42	6	7	0	11	68	4	0	4	14	8	0	4	145	43	0	356
500-515	26	8	6	0	13	64	5	0	5	19	3	0	2	128	39	0	318
515-530	24	12	5	0	6	98	5	0	12	13	7	0	1	150	54	0	387
530-545	27	6	9	0	15	94	1	0	5	14	9	0	3	156	59	0	398
545-600	43	11	8	0	10	88	4	0	4	13	9	0	4	128	60	0	382
HOUR TOTALS																	
400-500	144	39	28	0	32	282	11	0	21	48	22	0	16	508	132	0	1283
415-515	135	36	29	0	40	274	14	0	21	58	22	0	14	492	143	0	1278
430-530	122	36	29	0	37	309	16	0	28	57	23	0	11	532	164	0	1364
445-545	119	32	27	0	45	324	15	0	26	60	27	0	10	579	195	0	1459
500-600	120	37	28	0	44	344	15	0	26	59	28	0	10	562	212	0	1485



TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

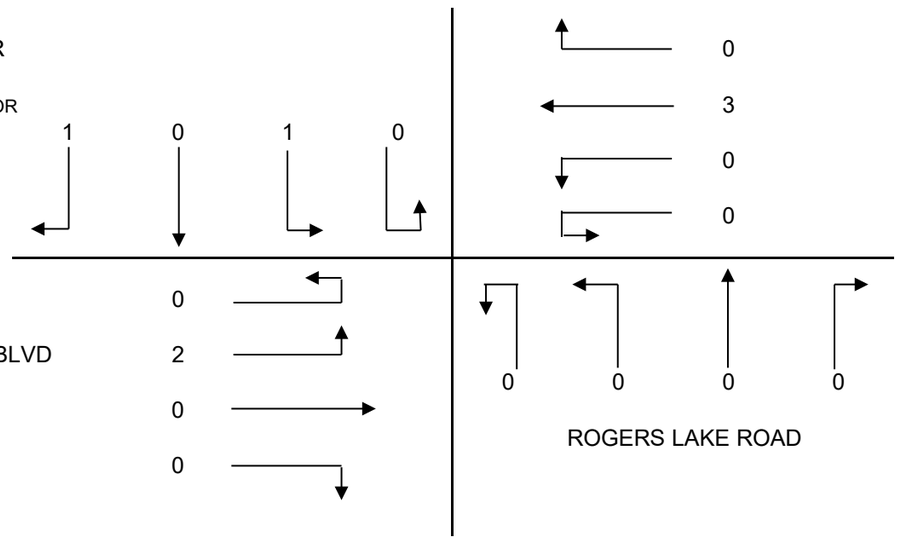
INTERSECTION TURNING MOVEMENT COUNT SINGLE UNIT TRUCKS & BUSES SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONCREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S ROGERS LAKE ROAD
E/W LITHONIA IND. BLVD

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
400-415	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	4
415-430	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
430-445	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
445-500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
500-515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
515-530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
530-545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
545-600	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
HOUR TOTALS																	
400-500	1	0	1	0	0	3	0	0	0	0	0	0	0	0	2	0	7
415-515	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
430-530	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
445-545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
500-600	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1

AM PEAK HOUR
400-500
PEAK HOUR FACTOR
0.44



TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

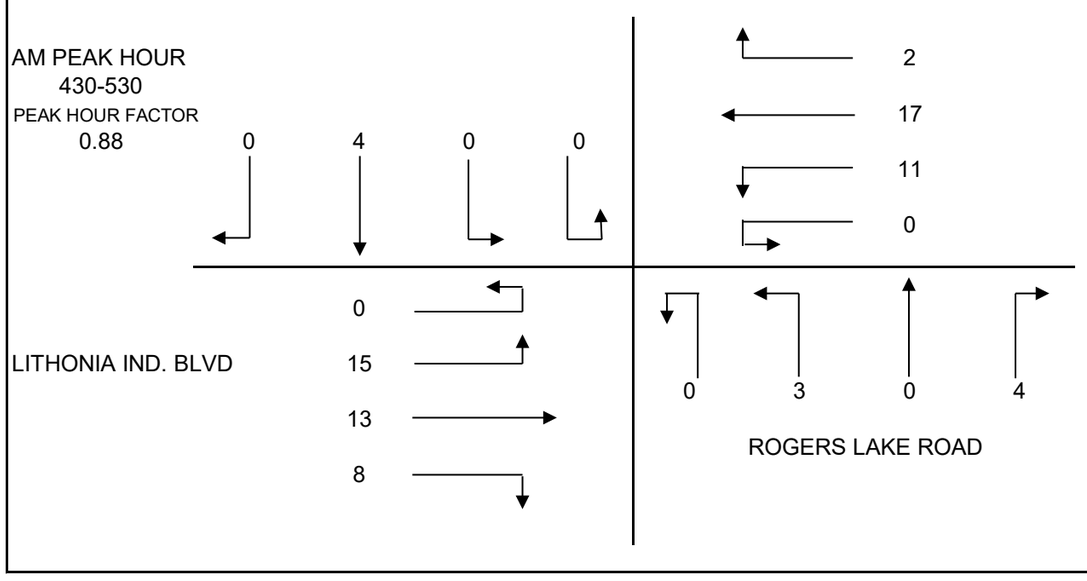
INTERSECTION TURNING MOVEMENT COUNT HEAVY DUTY TRUCKS SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONCREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S ROGERS LAKE ROAD
E/W LITHONIA IND. BLVD

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
400-415	1	1	0	0	0	3	0	0	0	0	0	0	2	4	2	0	13
415-430	0	0	0	0	0	2	2	0	0	0	0	0	5	6	4	0	19
430-445	0	2	0	0	0	5	1	0	1	0	0	0	2	1	1	0	13
445-500	0	1	0	0	2	4	2	0	0	0	0	0	1	6	4	0	20
500-515	0	1	0	0	0	2	5	0	1	0	2	0	1	5	5	0	22
515-530	0	0	0	0	0	6	3	0	2	0	1	0	4	1	5	0	22
530-545	0	1	0	0	0	1	3	0	0	0	0	0	2	3	2	0	12
545-600	1	1	0	0	0	2	1	0	0	1	0	0	1	1	5	0	13
HOUR TOTALS																	
400-500	1	4	0	0	2	14	5	0	1	0	0	0	10	17	11	0	65
415-515	0	4	0	0	2	13	10	0	2	0	2	0	9	18	14	0	74
430-530	0	4	0	0	2	17	11	0	4	0	3	0	8	13	15	0	77
445-545	0	3	0	0	2	13	13	0	3	0	3	0	8	15	16	0	76
500-600	1	3	0	0	0	11	12	0	3	1	3	0	8	10	17	0	69

AM PEAK HOUR
430-530
PEAK HOUR FACTOR
0.88



TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

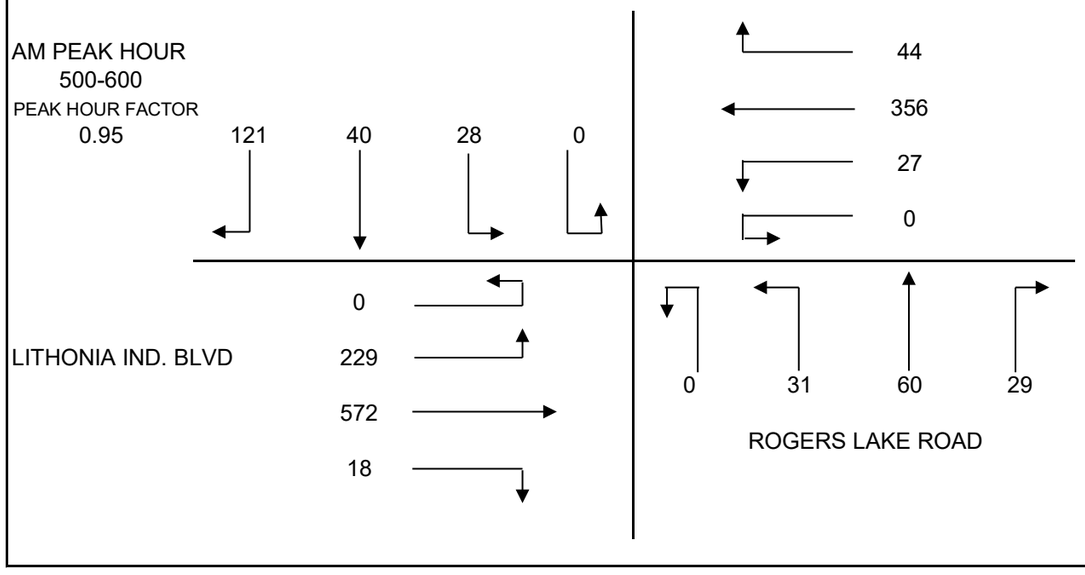
INTERSECTION TURNING MOVEMENT COUNT ALL VEHICLES SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONCREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S ROGERS LAKE ROAD
E/W LITHONIA IND. BLVD

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
400-415	36	12	6	0	5	76	2	0	5	9	3	0	6	148	32	0	340
415-430	37	12	5	0	9	66	5	0	5	14	6	0	9	116	37	0	321
430-445	31	12	11	0	7	85	3	0	8	11	5	0	6	110	29	0	318
445-500	42	7	7	0	13	72	6	0	4	14	8	0	5	151	47	0	376
500-515	26	9	6	0	13	66	10	0	6	19	5	0	3	133	44	0	340
515-530	24	12	5	0	6	104	8	0	14	13	8	0	5	151	59	0	409
530-545	27	7	9	0	15	95	4	0	5	14	9	0	5	159	61	0	410
545-600	44	12	8	0	10	91	5	0	4	14	9	0	5	129	65	0	396
HOUR TOTALS																	
400-500	146	43	29	0	34	299	16	0	22	48	22	0	26	525	145	0	1355
415-515	136	40	29	0	42	289	24	0	23	58	24	0	23	510	157	0	1355
430-530	123	40	29	0	39	327	27	0	32	57	26	0	19	545	179	0	1443
445-545	119	35	27	0	47	337	28	0	29	60	30	0	18	594	211	0	1535
500-600	121	40	28	0	44	356	27	0	29	60	31	0	18	572	229	0	1555

AM PEAK HOUR
500-600
PEAK HOUR FACTOR
0.95



TRAFFIC DATA SERVICES

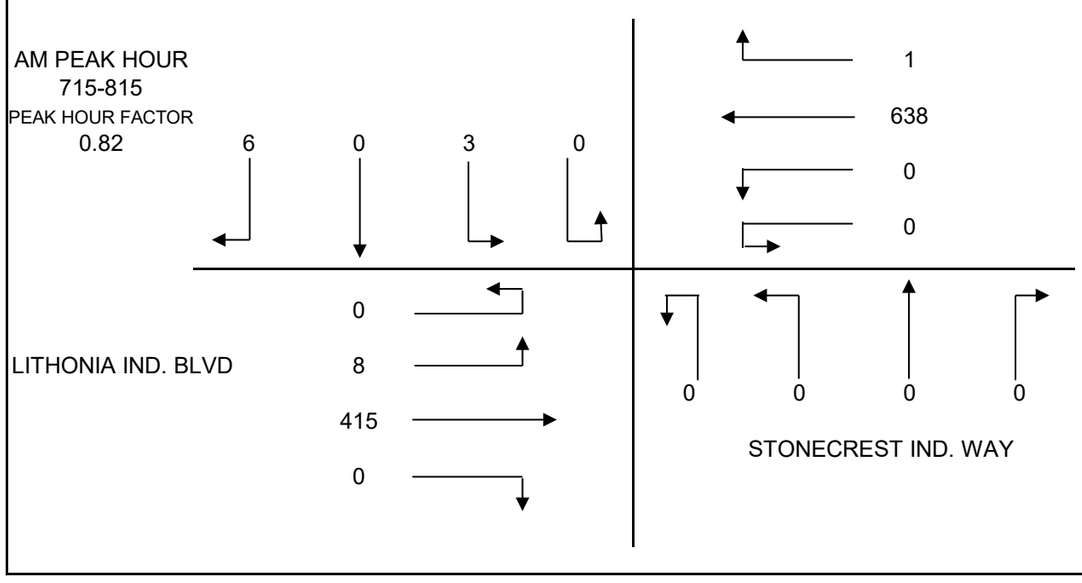
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT CARS SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONECREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S STONECREST IND. WAY
E/W LITHONIA IND. BLVD

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
700-715	0	0	1	0	1	146	0	0	0	0	0	0	0	74	0	0	222
715-730	2	0	1	0	0	141	0	0	0	0	0	0	0	103	1	0	248
730-745	0	0	1	0	0	156	0	0	0	0	0	0	0	93	3	0	253
745-800	3	0	1	0	0	197	0	0	0	0	0	0	0	124	2	0	327
800-815	1	0	0	0	1	144	0	0	0	0	0	0	0	95	2	0	243
815-830	4	0	1	0	0	136	0	0	0	0	0	0	0	94	3	0	238
830-845	0	0	0	0	0	121	0	0	0	0	0	0	0	68	2	0	191
845-900	2	0	0	0	1	114	0	0	0	0	0	0	0	63	3	0	183
HOUR TOTALS																	
700-800	5	0	4	0	1	640	0	0	0	0	0	0	0	394	6	0	1050
715-815	6	0	3	0	1	638	0	0	0	0	0	0	0	415	8	0	1071
730-830	8	0	3	0	1	633	0	0	0	0	0	0	0	406	10	0	1061
745-845	8	0	2	0	1	598	0	0	0	0	0	0	0	381	9	0	999
800-900	7	0	1	0	2	515	0	0	0	0	0	0	0	320	10	0	855



TRAFFIC DATA SERVICES

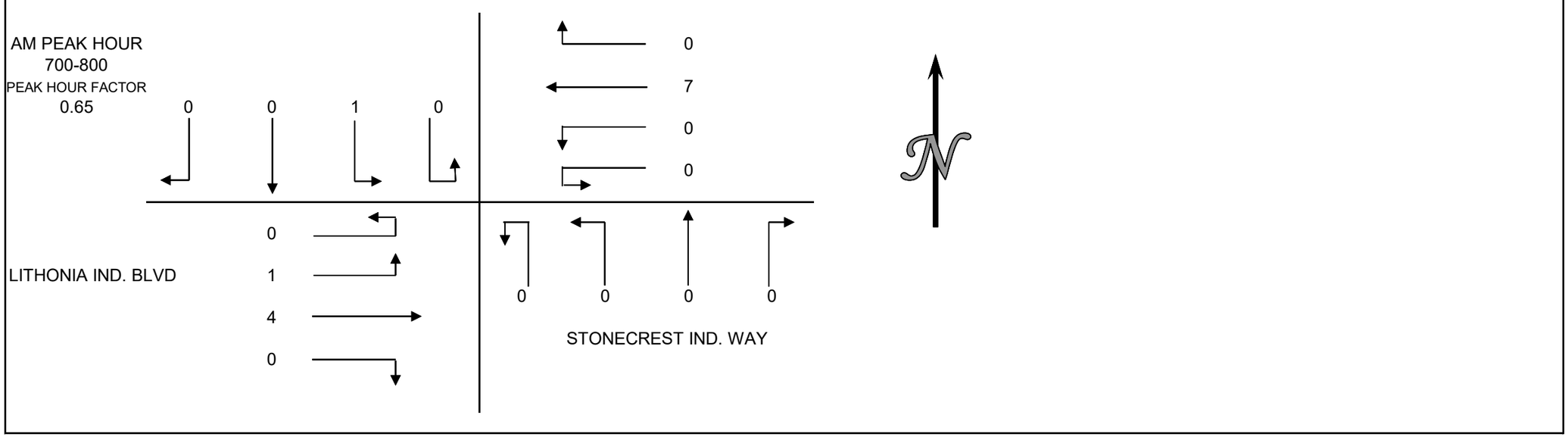
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT SINGLE UNIT TRUCKS & BUSES SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONECREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S STONECREST IND. WAY
E/W LITHONIA IND. BLVD

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
700-715	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	3
715-730	0	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0	5
730-745	0	0	1	0	0	2	0	0	0	0	0	0	0	1	1	0	5
745-800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
800-815	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3
815-830	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
830-845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
845-900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOUR TOTALS																	
700-800	0	0	1	0	0	7	0	0	0	0	0	0	0	4	1	0	13
715-815	0	0	1	0	0	6	0	0	0	0	0	0	0	5	1	0	13
730-830	0	0	1	0	0	4	0	0	0	0	0	0	0	4	1	0	10
745-845	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	5
800-900	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	5



TRAFFIC DATA SERVICES

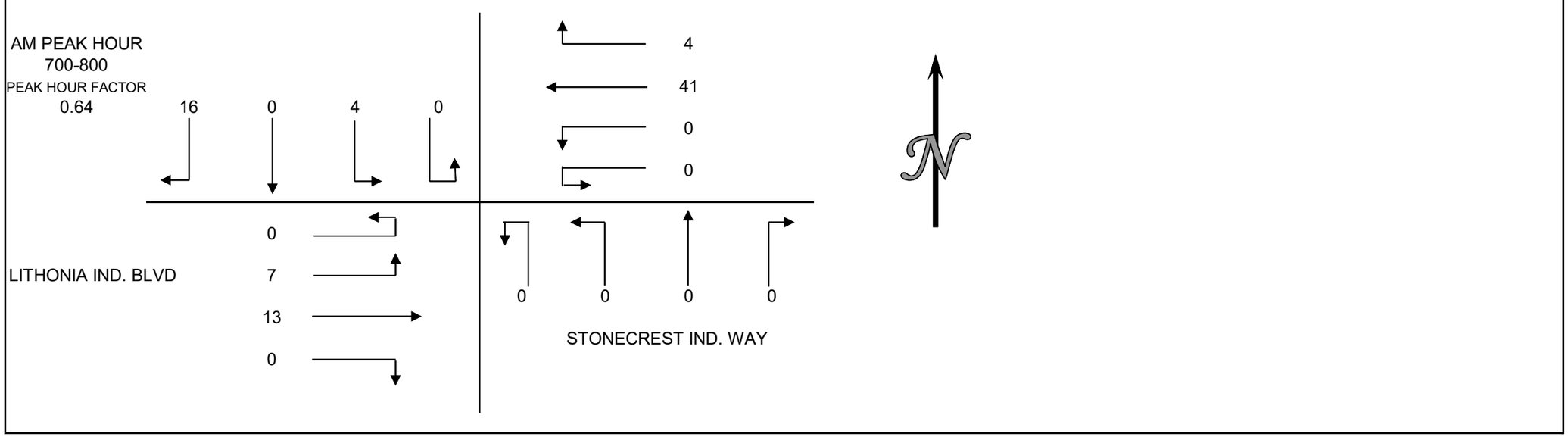
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT HEAVY DUTY TRUCKS SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONECREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S STONECREST IND. WAY
E/W LITHONIA IND. BLVD

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
700-715	7	0	1	0	0	16	0	0	0	0	0	0	0	6	3	0	33
715-730	3	0	0	0	0	9	0	0	0	0	0	0	0	2	2	0	16
730-745	1	0	1	0	1	10	0	0	0	0	0	0	0	2	1	0	16
745-800	5	0	2	0	3	6	0	0	0	0	0	0	0	3	1	0	20
800-815	1	0	1	0	0	10	0	0	0	0	0	0	0	4	3	0	19
815-830	4	0	1	0	2	12	0	0	0	0	0	0	0	6	1	0	26
830-845	2	0	0	0	2	4	0	0	0	0	0	0	0	11	1	0	20
845-900	1	0	0	0	0	11	0	0	0	0	0	0	0	5	1	0	18
HOUR TOTALS																	
700-800	16	0	4	0	4	41	0	0	0	0	0	0	0	13	7	0	85
715-815	10	0	4	0	4	35	0	0	0	0	0	0	0	11	7	0	71
730-830	11	0	5	0	6	38	0	0	0	0	0	0	0	15	6	0	81
745-845	12	0	4	0	7	32	0	0	0	0	0	0	0	24	6	0	85
800-900	8	0	2	0	4	37	0	0	0	0	0	0	0	26	6	0	83



TRAFFIC DATA SERVICES

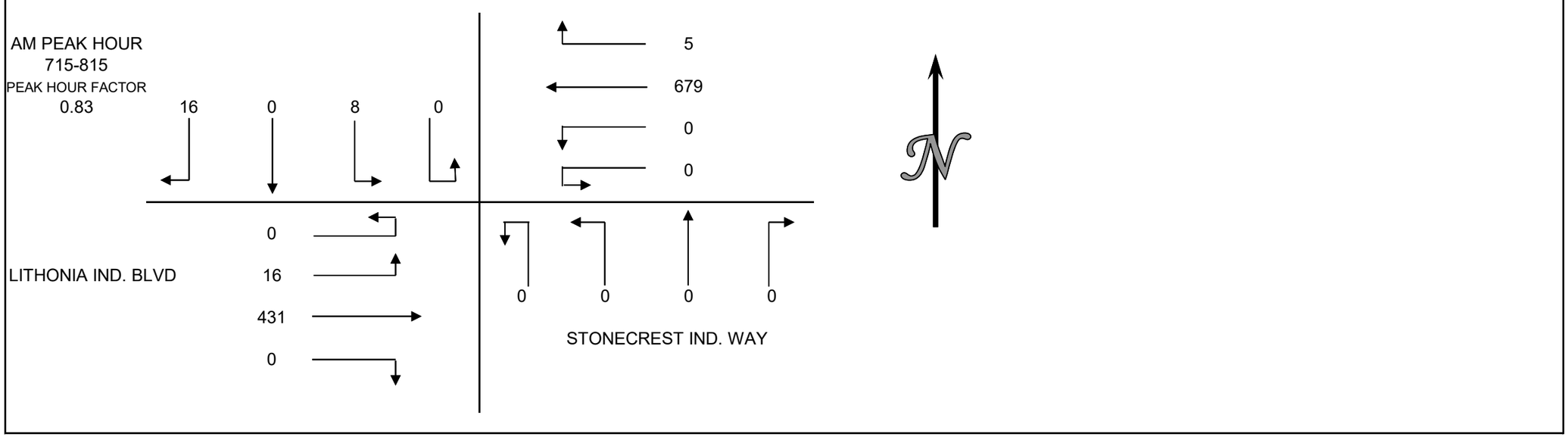
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT ALL VEHICLES SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONECREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S STONECREST IND. WAY
E/W LITHONIA IND. BLVD

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
700-715	7	0	2	0	1	164	0	0	0	0	0	0	0	81	3	0	258
715-730	5	0	1	0	0	153	0	0	0	0	0	0	0	107	3	0	269
730-745	1	0	3	0	1	168	0	0	0	0	0	0	0	96	5	0	274
745-800	8	0	3	0	3	203	0	0	0	0	0	0	0	127	3	0	347
800-815	2	0	1	0	1	155	0	0	0	0	0	0	0	101	5	0	265
815-830	8	0	2	0	2	149	0	0	0	0	0	0	0	101	4	0	266
830-845	2	0	0	0	2	125	0	0	0	0	0	0	0	79	3	0	211
845-900	3	0	0	0	1	125	0	0	0	0	0	0	0	68	4	0	201
HOUR TOTALS																	
700-800	21	0	9	0	5	688	0	0	0	0	0	0	0	411	14	0	1148
715-815	16	0	8	0	5	679	0	0	0	0	0	0	0	431	16	0	1155
730-830	19	0	9	0	7	675	0	0	0	0	0	0	0	425	17	0	1152
745-845	20	0	6	0	8	632	0	0	0	0	0	0	0	408	15	0	1089
800-900	15	0	3	0	6	554	0	0	0	0	0	0	0	349	16	0	943



TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

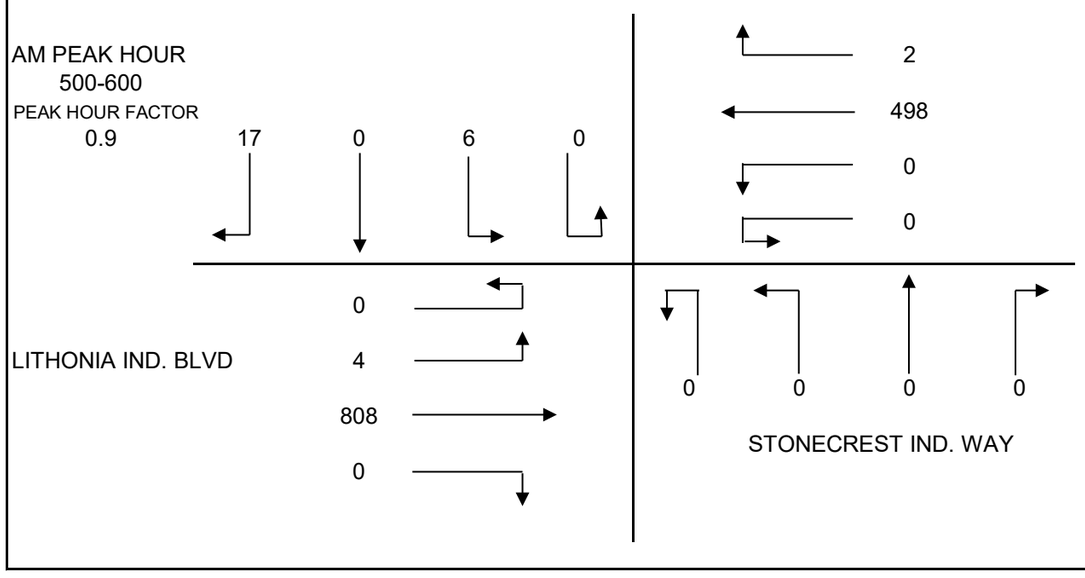
INTERSECTION TURNING MOVEMENT COUNT CARS SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONECREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S STONECREST IND. WAY
E/W LITHONIA IND. BLVD

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
400-415	1	0	1	0	0	107	0	0	0	0	0	0	0	179	1	0	289
415-430	3	0	0	0	1	109	0	0	0	0	0	0	0	150	0	0	263
430-445	3	0	2	0	0	110	0	0	0	0	0	0	0	136	0	0	251
445-500	2	0	3	0	1	118	0	0	0	0	0	0	0	189	1	0	314
500-515	2	0	1	0	0	97	0	0	0	0	0	0	0	171	0	0	271
515-530	2	0	4	0	1	131	0	0	0	0	0	0	0	219	0	0	357
530-545	8	0	1	0	0	128	0	0	0	0	0	0	0	231	1	0	369
545-600	5	0	0	0	1	142	0	0	0	0	0	0	0	187	3	0	338
HOUR TOTALS																	
400-500	9	0	6	0	2	444	0	0	0	0	0	0	0	654	2	0	1117
415-515	10	0	6	0	2	434	0	0	0	0	0	0	0	646	1	0	1099
430-530	9	0	10	0	2	456	0	0	0	0	0	0	0	715	1	0	1193
445-545	14	0	9	0	2	474	0	0	0	0	0	0	0	810	2	0	1311
500-600	17	0	6	0	2	498	0	0	0	0	0	0	0	808	4	0	1335

AM PEAK HOUR
500-600
PEAK HOUR FACTOR
0.9



TRAFFIC DATA SERVICES

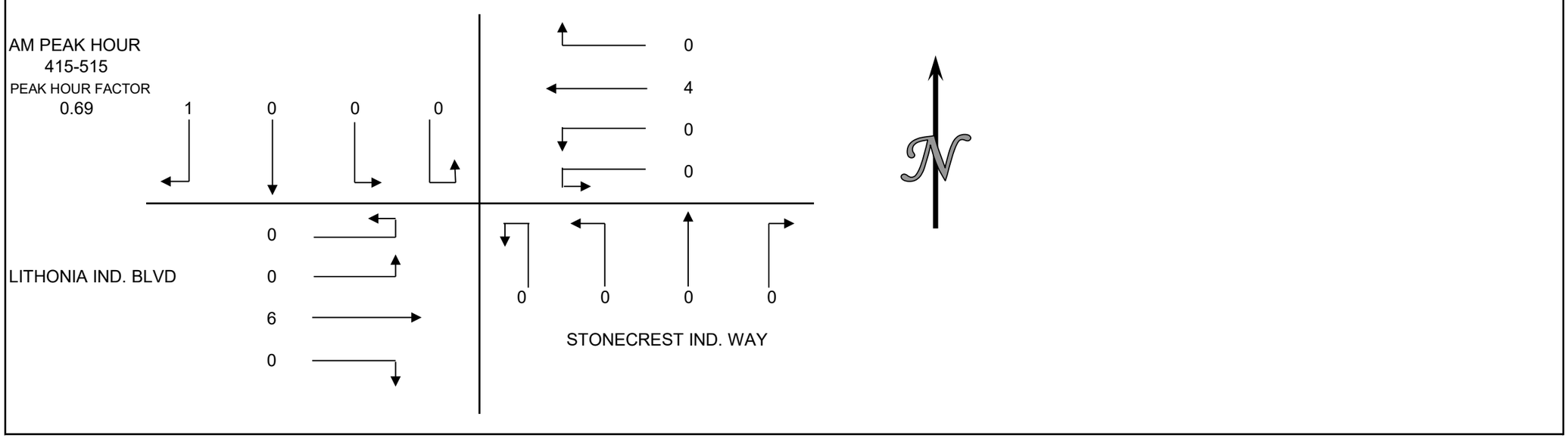
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT SINGLE UNIT TRUCKS & BUSES SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONECREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S STONECREST IND. WAY
E/W LITHONIA IND. BLVD

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
400-415	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
415-430	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	4
430-445	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
445-500	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
500-515	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	3
515-530	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2
530-545	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
545-600	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
HOUR TOTALS																	
400-500	0	0	0	0	0	4	0	0	0	0	0	0	0	5	0	0	9
415-515	1	0	0	0	0	4	0	0	0	0	0	0	0	6	0	0	11
430-530	1	0	0	0	1	2	0	0	0	0	0	0	0	5	0	0	9
445-545	1	0	0	0	1	2	0	0	0	0	0	0	0	4	0	0	8
500-600	1	0	0	0	1	2	0	0	0	0	0	0	0	4	0	0	8



TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

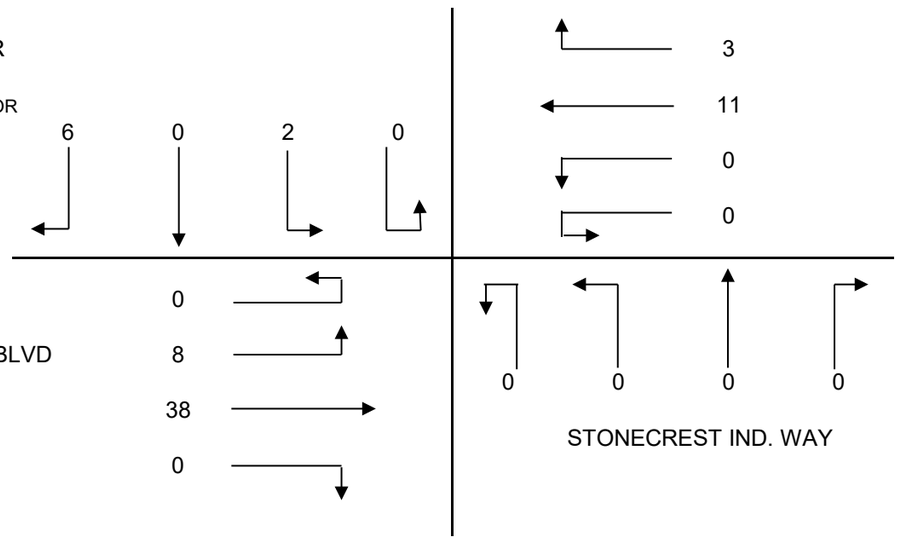
INTERSECTION TURNING MOVEMENT COUNT HEAVY DUTY TRUCKS SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONECREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S STONECREST IND. WAY
E/W LITHONIA IND. BLVD

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
400-415	1	0	0	0	0	3	0	0	0	0	0	0	0	9	1	0	14
415-430	2	0	1	0	1	2	0	0	0	0	0	0	0	13	3	0	22
430-445	1	0	0	0	2	2	0	0	0	0	0	0	0	3	1	0	9
445-500	1	0	0	0	0	4	0	0	0	0	0	0	0	12	3	0	20
500-515	2	0	1	0	0	3	0	0	0	0	0	0	0	10	1	0	17
515-530	3	0	0	0	1	2	0	0	0	0	0	0	0	8	1	0	15
530-545	0	0	0	0	0	1	0	0	0	0	0	0	0	6	1	0	8
545-600	0	0	0	0	1	2	0	0	0	0	0	0	0	7	2	0	12
HOUR TOTALS																	
400-500	5	0	1	0	3	11	0	0	0	0	0	0	0	37	8	0	65
415-515	6	0	2	0	3	11	0	0	0	0	0	0	0	38	8	0	68
430-530	7	0	1	0	3	11	0	0	0	0	0	0	0	33	6	0	61
445-545	6	0	1	0	1	10	0	0	0	0	0	0	0	36	6	0	60
500-600	5	0	1	0	2	8	0	0	0	0	0	0	0	31	5	0	52

AM PEAK HOUR
415-515
PEAK HOUR FACTOR
0.77



TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

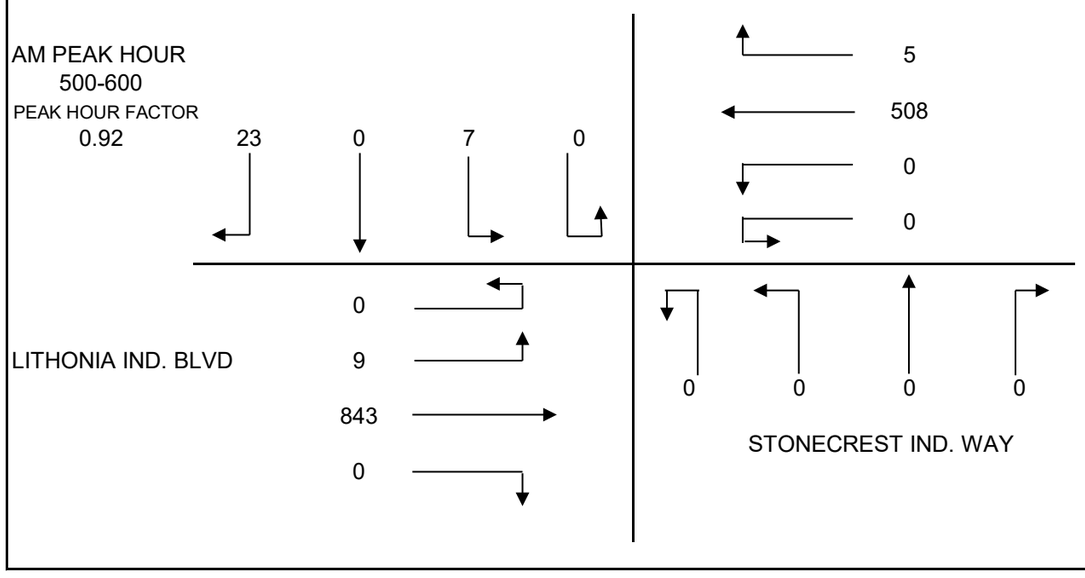
INTERSECTION TURNING MOVEMENT COUNT ALL VEHICLES SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONECREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S STONECREST IND. WAY
E/W LITHONIA IND. BLVD

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
400-415	2	0	1	0	0	111	0	0	0	0	0	0	0	188	2	0	304
415-430	5	0	1	0	2	113	0	0	0	0	0	0	0	165	3	0	289
430-445	4	0	2	0	2	112	0	0	0	0	0	0	0	141	1	0	262
445-500	3	0	3	0	1	123	0	0	0	0	0	0	0	202	4	0	336
500-515	5	0	2	0	0	101	0	0	0	0	0	0	0	182	1	0	291
515-530	5	0	4	0	3	133	0	0	0	0	0	0	0	228	1	0	374
530-545	8	0	1	0	0	129	0	0	0	0	0	0	0	238	2	0	378
545-600	5	0	0	0	2	145	0	0	0	0	0	0	0	195	5	0	352
HOUR TOTALS																	
400-500	14	0	7	0	5	459	0	0	0	0	0	0	0	696	10	0	1191
415-515	17	0	8	0	5	449	0	0	0	0	0	0	0	690	9	0	1178
430-530	17	0	11	0	6	469	0	0	0	0	0	0	0	753	7	0	1263
445-545	21	0	10	0	4	486	0	0	0	0	0	0	0	850	8	0	1379
500-600	23	0	7	0	5	508	0	0	0	0	0	0	0	843	9	0	1395

AM PEAK HOUR
500-600
PEAK HOUR FACTOR
0.92



TRAFFIC DATA SERVICES

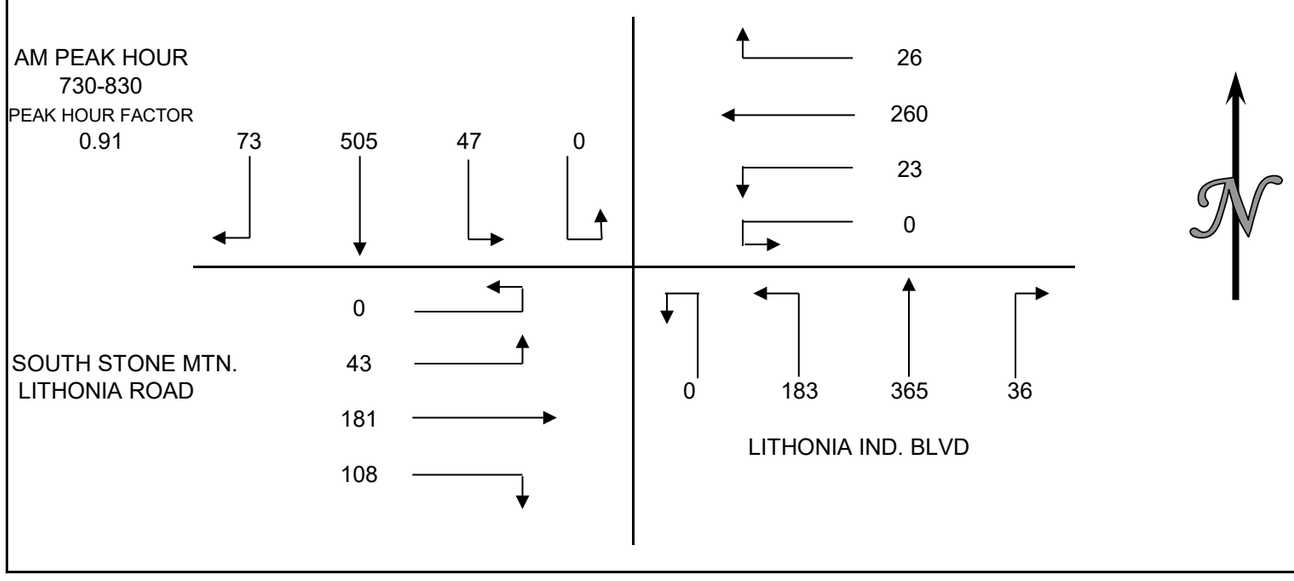
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT CARS SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONECREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S LITHONIA IND. BLVD
E/W SOUTH STONE MTN. LITHONIA ROAD

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
700-715	9	126	3	0	4	49	2	0	9	77	27	0	18	28	4	0	356
715-730	20	114	7	0	4	66	7	0	11	82	26	0	21	30	9	0	397
730-745	14	135	7	0	7	66	8	0	4	88	47	0	18	38	14	0	446
745-800	22	152	13	0	10	60	8	0	11	109	28	0	34	49	13	0	509
800-815	23	110	16	0	5	68	3	0	7	91	53	0	41	55	8	0	480
815-830	14	108	11	0	4	66	4	0	14	77	55	0	15	39	8	0	415
830-845	14	104	7	0	6	52	8	0	8	65	27	0	26	43	9	0	369
845-900	8	101	10	0	4	45	5	0	9	53	18	0	18	38	10	0	319
HOUR TOTALS																	
700-800	65	527	30	0	25	241	25	0	35	356	128	0	91	145	40	0	1708
715-815	79	511	43	0	26	260	26	0	33	370	154	0	114	172	44	0	1832
730-830	73	505	47	0	26	260	23	0	36	365	183	0	108	181	43	0	1850
745-845	73	474	47	0	25	246	23	0	40	342	163	0	116	186	38	0	1773
800-900	59	423	44	0	19	231	20	0	38	286	153	0	100	175	35	0	1583



TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

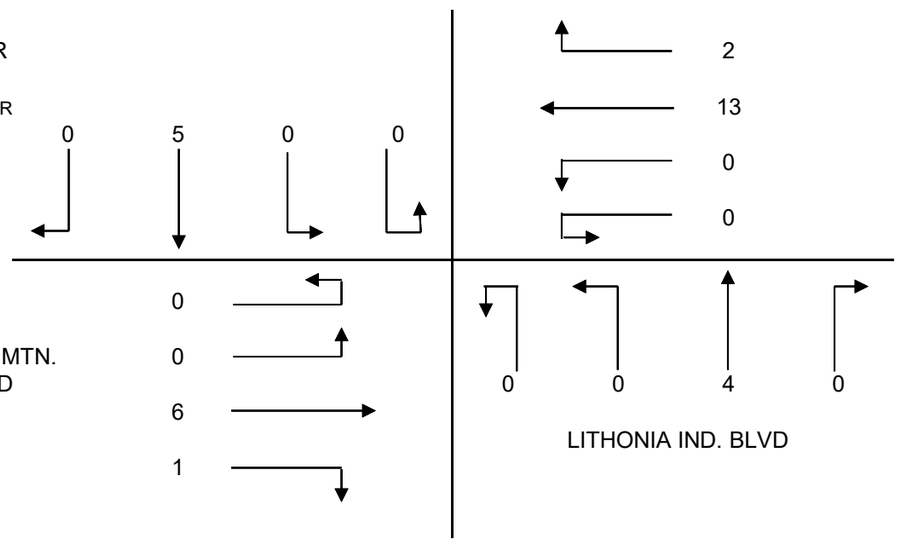
INTERSECTION TURNING MOVEMENT COUNT SINGLE UNIT TRUCKS & BUSES SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONECREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S LITHONIA IND. BLVD
E/W SOUTH STONE MTN. LITHONIA ROAD

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
700-715	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
715-730	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3
730-745	0	5	0	0	1	4	0	0	0	0	0	0	1	1	0	0	12
745-800	0	0	0	0	0	4	0	0	0	3	0	0	0	1	0	0	8
800-815	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
815-830	0	0	0	0	1	5	0	0	0	0	0	0	0	3	0	0	9
830-845	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3
845-900	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
HOUR TOTALS																	
700-800	1	5	1	0	1	8	0	0	0	4	0	0	1	4	1	0	26
715-815	1	5	1	0	1	8	0	0	0	4	0	0	1	3	1	0	25
730-830	0	5	0	0	2	13	0	0	0	4	0	0	1	6	0	0	31
745-845	0	0	0	0	1	10	0	0	0	4	0	0	0	7	0	0	22
800-900	0	0	1	0	1	6	0	0	0	1	0	0	0	6	0	0	15

AM PEAK HOUR
730-830
PEAK HOUR FACTOR
0.65



TRAFFIC DATA SERVICES

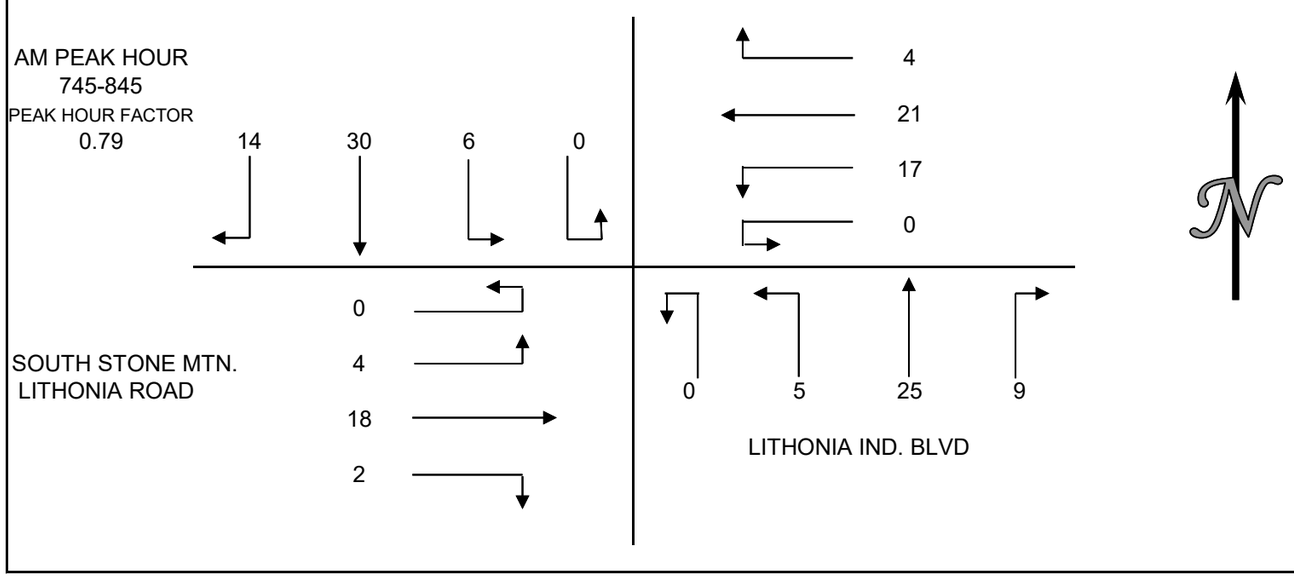
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT HEAVY DUTY TRUCKS SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONECREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S LITHONIA IND. BLVD
E/W SOUTH STONE MTN. LITHONIA ROAD

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
700-715	5	17	0	0	1	6	6	0	1	2	1	0	2	2	1	0	44
715-730	0	13	0	0	0	3	4	0	2	2	2	0	0	0	0	0	26
730-745	4	4	0	0	0	4	5	0	0	2	0	0	0	0	2	0	21
745-800	4	6	2	0	0	1	3	0	2	3	0	0	0	1	2	0	24
800-815	2	8	3	0	1	3	4	0	2	5	0	0	0	8	0	0	36
815-830	3	10	1	0	3	10	7	0	4	5	2	0	1	3	0	0	49
830-845	5	6	0	0	0	7	3	0	1	12	3	0	1	6	2	0	46
845-900	3	0	0	0	1	3	1	0	4	4	1	0	2	1	1	0	21
HOUR TOTALS																	
700-800	13	40	2	0	1	14	18	0	5	9	3	0	2	3	5	0	115
715-815	10	31	5	0	1	11	16	0	6	12	2	0	0	9	4	0	107
730-830	13	28	6	0	4	18	19	0	8	15	2	0	1	12	4	0	130
745-845	14	30	6	0	4	21	17	0	9	25	5	0	2	18	4	0	155
800-900	13	24	4	0	5	23	15	0	11	26	6	0	4	18	3	0	152



TRAFFIC DATA SERVICES

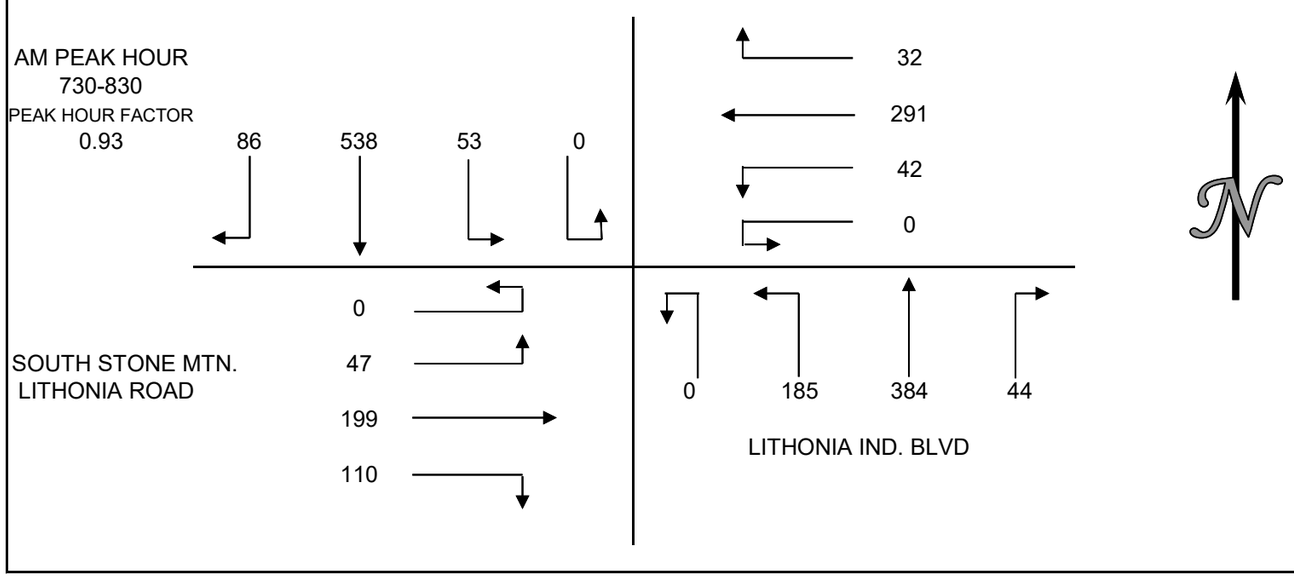
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT ALL VEHICLES SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONECREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S LITHONIA IND. BLVD
E/W SOUTH STONE MTN. LITHONIA ROAD

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
700-715	14	143	3	0	5	55	8	0	10	80	28	0	20	32	5	0	403
715-730	21	127	8	0	4	69	11	0	13	84	28	0	21	30	10	0	426
730-745	18	144	7	0	8	74	13	0	4	90	47	0	19	39	16	0	479
745-800	26	158	15	0	10	65	11	0	13	115	28	0	34	51	15	0	541
800-815	25	118	19	0	6	71	7	0	9	97	53	0	41	64	8	0	518
815-830	17	118	12	0	8	81	11	0	18	82	57	0	16	45	8	0	473
830-845	19	110	7	0	6	60	11	0	9	77	30	0	27	51	11	0	418
845-900	11	101	11	0	5	48	6	0	13	57	19	0	20	39	11	0	341
HOUR TOTALS																	
700-800	79	572	33	0	27	263	43	0	40	369	131	0	94	152	46	0	1849
715-815	90	547	49	0	28	279	42	0	39	386	156	0	115	184	49	0	1964
730-830	86	538	53	0	32	291	42	0	44	384	185	0	110	199	47	0	2011
745-845	87	504	53	0	30	277	40	0	49	371	168	0	118	211	42	0	1950
800-900	72	447	49	0	25	260	35	0	49	313	159	0	104	199	38	0	1750



TRAFFIC DATA SERVICES

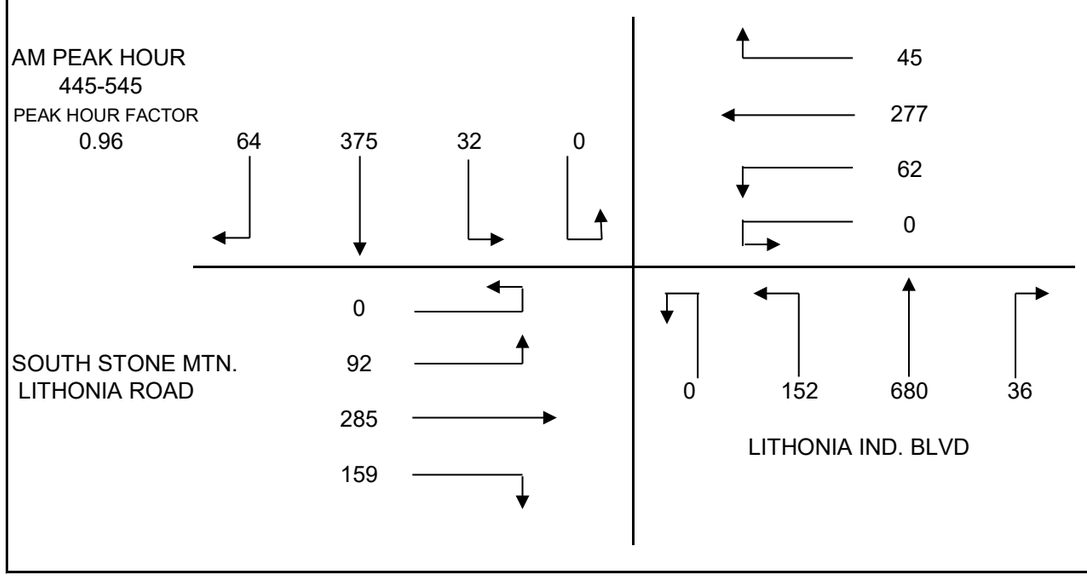
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT CARS SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONECREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S LITHONIA IND. BLVD
E/W SOUTH STONE MTN. LITHONIA ROAD

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
400-415	14	78	15	0	4	66	17	0	7	139	36	0	38	70	15	0	499
415-430	18	75	7	0	9	69	11	0	6	135	38	0	43	55	17	0	483
430-445	11	103	6	0	9	48	3	0	7	116	31	0	37	78	21	0	470
445-500	18	109	6	0	12	60	17	0	11	141	34	0	41	59	27	0	535
500-515	13	94	5	0	15	71	14	0	8	161	35	0	41	81	20	0	558
515-530	17	101	11	0	10	74	16	0	6	165	35	0	40	74	26	0	575
530-545	16	71	10	0	8	72	15	0	11	213	48	0	37	71	19	0	591
545-600	9	81	6	0	11	81	4	0	4	151	28	0	35	80	16	0	506
HOUR TOTALS																	
400-500	61	365	34	0	34	243	48	0	31	531	139	0	159	262	80	0	1987
415-515	60	381	24	0	45	248	45	0	32	553	138	0	162	273	85	0	2046
430-530	59	407	28	0	46	253	50	0	32	583	135	0	159	292	94	0	2138
445-545	64	375	32	0	45	277	62	0	36	680	152	0	159	285	92	0	2259
500-600	55	347	32	0	44	298	49	0	29	690	146	0	153	306	81	0	2230



TRAFFIC DATA SERVICES

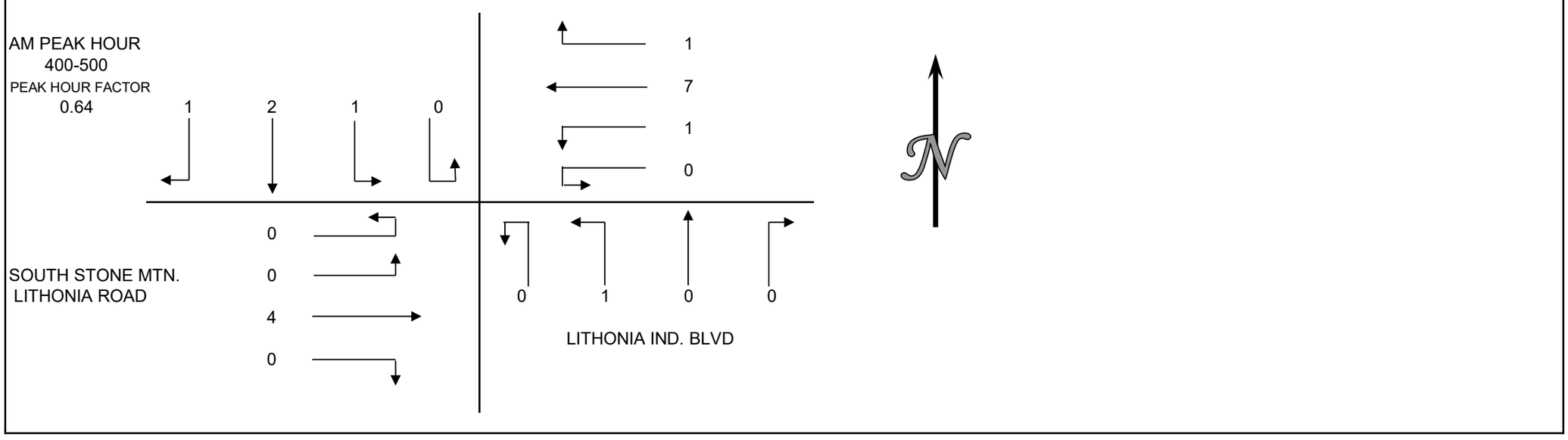
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT SINGLE UNIT TRUCKS & BUSES SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONECREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S LITHONIA IND. BLVD
E/W SOUTH STONE MTN. LITHONIA ROAD

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
400-415	0	0	0	0	1	5	0	0	0	0	0	0	0	1	0	0	7
415-430	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
430-445	1	0	1	0	0	1	1	0	0	0	1	0	0	2	0	0	7
445-500	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
500-515	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
515-530	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
530-545	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
545-600	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
HOUR TOTALS																	
400-500	1	2	1	0	1	7	1	0	0	0	1	0	0	4	0	0	18
415-515	1	2	1	0	0	3	1	0	0	0	1	0	0	3	0	0	12
430-530	1	0	1	0	0	2	1	0	0	0	1	0	0	4	0	0	10
445-545	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	5
500-600	1	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0	6



TRAFFIC DATA SERVICES

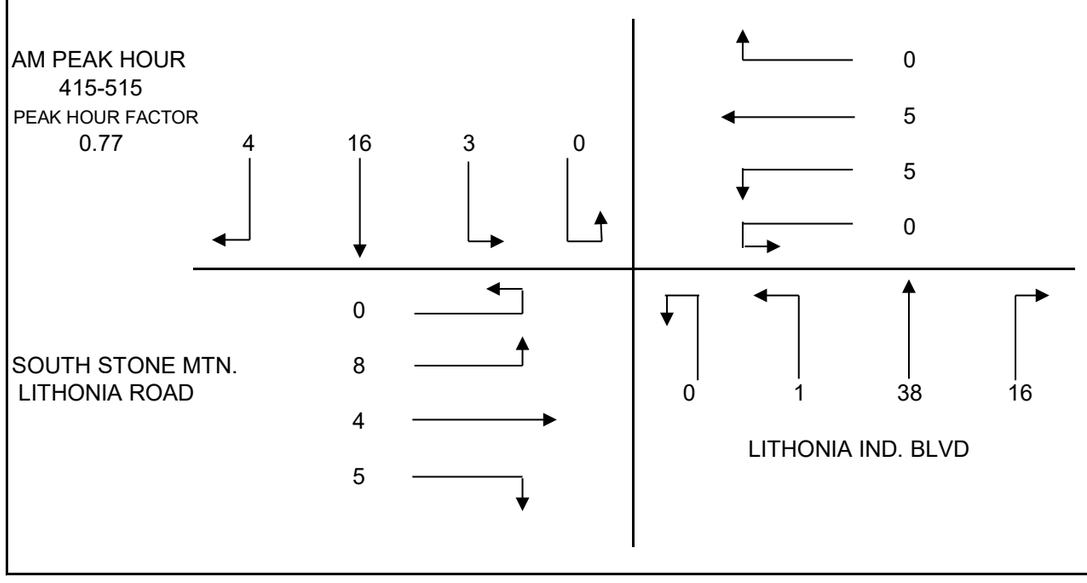
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT HEAVY DUTY TRUCKS SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONECREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S LITHONIA IND. BLVD
E/W SOUTH STONE MTN. LITHONIA ROAD

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
400-415	0	0	0	0	1	2	1	0	5	6	1	0	1	3	4	0	24
415-430	2	5	0	0	0	2	2	0	5	14	1	0	1	0	2	0	34
430-445	0	3	1	0	0	3	0	0	1	3	0	0	1	2	2	0	16
445-500	0	6	1	0	0	0	2	0	2	9	0	0	2	1	1	0	24
500-515	2	2	1	0	0	0	1	0	8	12	0	0	1	1	3	0	31
515-530	0	5	2	0	0	1	0	0	2	10	0	0	1	1	0	0	22
530-545	0	1	0	0	0	0	0	0	3	5	2	0	1	2	2	0	16
545-600	1	0	0	0	0	1	3	0	4	9	1	0	1	2	0	0	22
HOUR TOTALS																	
400-500	2	14	2	0	1	7	5	0	13	32	2	0	5	6	9	0	98
415-515	4	16	3	0	0	5	5	0	16	38	1	0	5	4	8	0	105
430-530	2	16	5	0	0	4	3	0	13	34	0	0	5	5	6	0	93
445-545	2	14	4	0	0	1	3	0	15	36	2	0	5	5	6	0	93
500-600	3	8	3	0	0	2	4	0	17	36	3	0	4	6	5	0	91



TRAFFIC DATA SERVICES

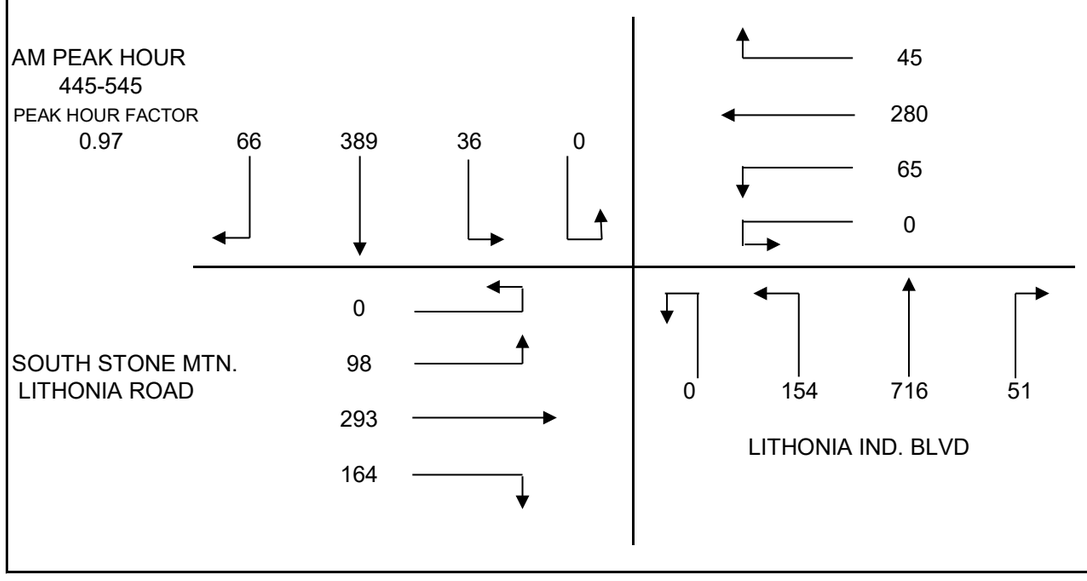
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT ALL VEHICLES SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONECREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S LITHONIA IND. BLVD
E/W SOUTH STONE MTN. LITHONIA ROAD

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
400-415	14	78	15	0	6	73	18	0	12	145	37	0	39	74	19	0	530
415-430	20	82	7	0	9	72	13	0	11	149	39	0	44	55	19	0	520
430-445	12	106	8	0	9	52	4	0	8	119	32	0	38	82	23	0	493
445-500	18	115	7	0	12	60	19	0	13	150	34	0	43	61	28	0	560
500-515	15	96	6	0	15	72	15	0	16	173	35	0	42	82	23	0	590
515-530	17	106	13	0	10	75	16	0	8	175	35	0	41	76	26	0	598
530-545	16	72	10	0	8	73	15	0	14	218	50	0	38	74	21	0	609
545-600	11	81	6	0	11	83	7	0	8	160	29	0	36	82	16	0	530
HOUR TOTALS																	
400-500	64	381	37	0	36	257	54	0	44	563	142	0	164	272	89	0	2103
415-515	65	399	28	0	45	256	51	0	48	591	140	0	167	280	93	0	2163
430-530	62	423	34	0	46	259	54	0	45	617	136	0	164	301	100	0	2241
445-545	66	389	36	0	45	280	65	0	51	716	154	0	164	293	98	0	2357
500-600	59	355	35	0	44	303	53	0	46	726	149	0	157	314	86	0	2327



TRAFFIC DATA SERVICES

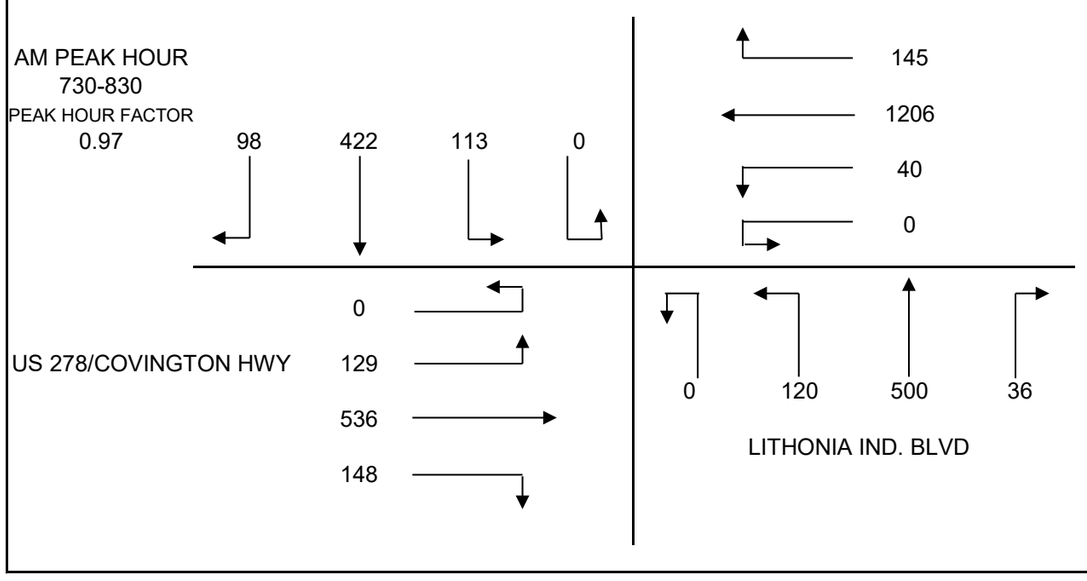
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT CARS SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONECREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S LITHONIA IND. BLVD
E/W US 278/COVINGTON HWY

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
700-715	22	96	18	0	28	256	5	0	1	100	25	0	28	102	32	0	713
715-730	28	100	21	0	33	284	12	0	10	103	24	0	36	111	23	0	785
730-745	24	106	26	0	45	296	6	0	5	108	29	0	41	152	29	0	867
745-800	32	108	23	0	34	296	10	0	9	141	33	0	38	138	37	0	899
800-815	12	117	22	0	37	320	14	0	17	139	24	0	41	117	29	0	889
815-830	30	91	42	0	29	294	10	0	5	112	34	0	28	129	34	0	838
830-845	48	84	11	0	21	244	6	0	10	80	27	0	25	113	26	0	695
845-900	32	70	27	0	23	217	5	0	11	71	31	0	18	123	27	0	655
HOUR TOTALS																	
700-800	106	410	88	0	140	1132	33	0	25	452	111	0	143	503	121	0	3264
715-815	96	431	92	0	149	1196	42	0	41	491	110	0	156	518	118	0	3440
730-830	98	422	113	0	145	1206	40	0	36	500	120	0	148	536	129	0	3493
745-845	122	400	98	0	121	1154	40	0	41	472	118	0	132	497	126	0	3321
800-900	122	362	102	0	110	1075	35	0	43	402	116	0	112	482	116	0	3077



TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

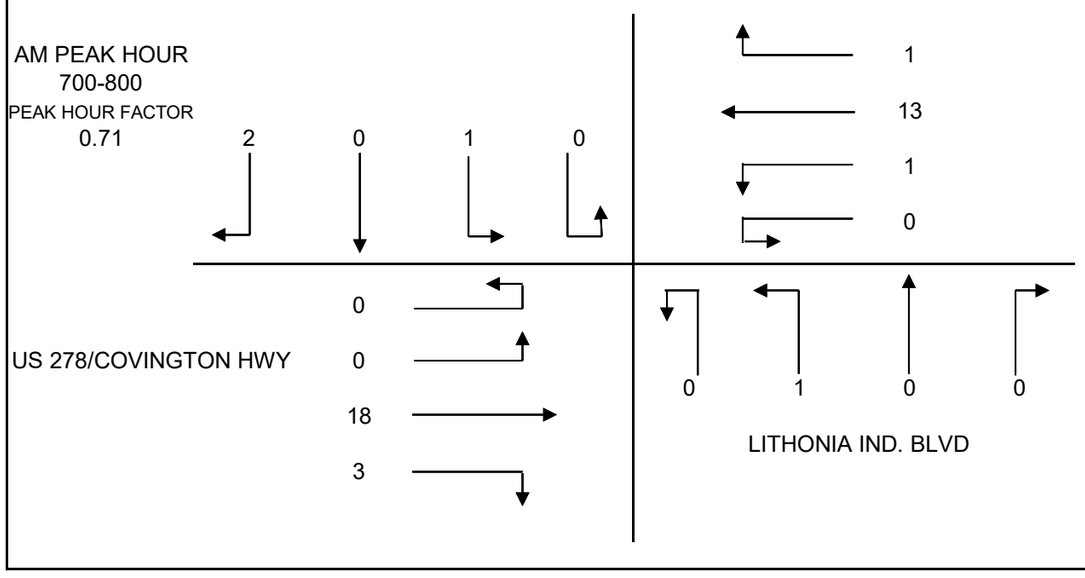
INTERSECTION TURNING MOVEMENT COUNT SINGLE UNIT TRUCKS & BUSES SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONECREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S LITHONIA IND. BLVD
E/W US 278/COVINGTON HWY

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
700-715	0	0	0	0	0	3	0	0	0	0	0	0	0	10	0	0	13
715-730	0	0	1	0	1	3	1	0	0	0	0	0	2	1	0	0	9
730-745	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
745-800	1	0	0	0	0	4	0	0	0	0	1	0	1	7	0	0	14
800-815	0	0	0	0	0	2	0	0	1	0	0	0	1	4	1	0	9
815-830	1	0	0	0	0	5	0	0	0	0	0	0	0	0	2	0	8
830-845	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	5
845-900	1	0	0	0	0	2	0	0	1	0	0	0	1	2	0	0	7
HOUR TOTALS																	
700-800	2	0	1	0	1	13	1	0	0	0	1	0	3	18	0	0	40
715-815	2	0	1	0	1	12	1	0	1	0	1	0	4	12	1	0	36
730-830	3	0	0	0	0	14	0	0	1	0	1	0	2	11	3	0	35
745-845	6	0	0	0	0	11	0	0	1	0	1	0	2	12	3	0	36
800-900	6	0	0	0	0	9	0	0	2	0	0	0	2	7	3	0	29

AM PEAK HOUR
700-800
PEAK HOUR FACTOR
0.71



TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

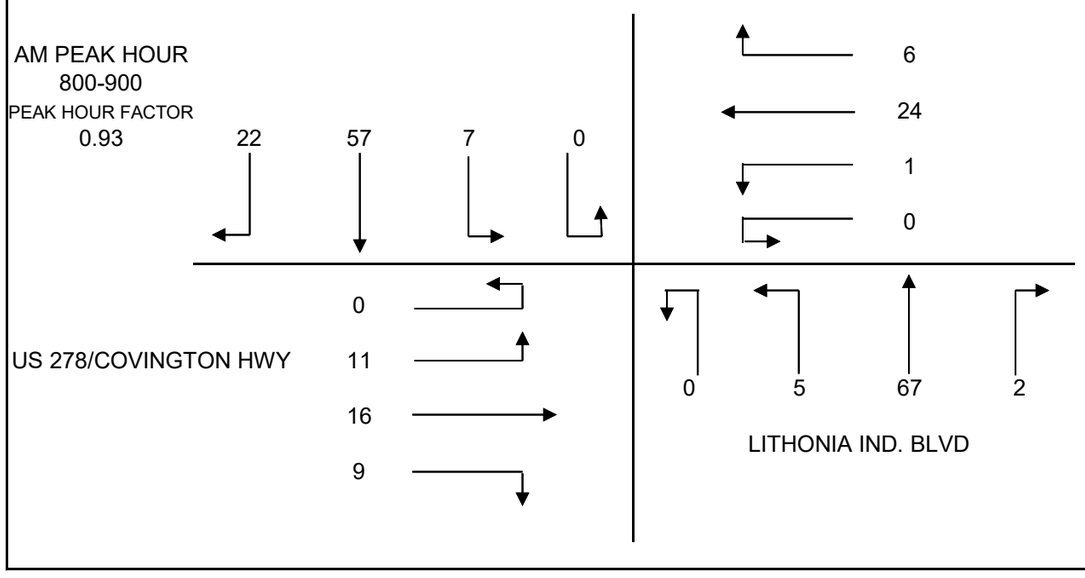
INTERSECTION TURNING MOVEMENT COUNT HEAVY DUTY TRUCKS SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONECREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S LITHONIA IND. BLVD
E/W US 278/COVINGTON HWY

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
700-715	2	27	0	0	1	9	0	0	0	6	1	0	0	0	1	0	47
715-730	7	18	2	0	0	2	0	0	1	8	0	0	1	2	3	0	44
730-745	1	16	1	0	2	4	0	0	0	8	2	0	1	2	0	0	37
745-800	2	17	1	0	1	9	0	0	0	12	0	0	1	2	5	0	50
800-815	8	11	0	0	4	8	0	0	0	22	1	0	0	1	1	0	56
815-830	4	20	2	0	0	4	0	0	2	14	0	0	0	4	3	0	53
830-845	8	10	4	0	2	5	0	0	0	15	3	0	7	2	5	0	61
845-900	2	16	1	0	0	7	1	0	0	16	1	0	2	9	2	0	57
HOUR TOTALS																	
700-800	12	78	4	0	4	24	0	0	1	34	3	0	3	6	9	0	178
715-815	18	62	4	0	7	23	0	0	1	50	3	0	3	7	9	0	187
730-830	15	64	4	0	7	25	0	0	2	56	3	0	2	9	9	0	196
745-845	22	58	7	0	7	26	0	0	2	63	4	0	8	9	14	0	220
800-900	22	57	7	0	6	24	1	0	2	67	5	0	9	16	11	0	227

AM PEAK HOUR
800-900
PEAK HOUR FACTOR
0.93



TRAFFIC DATA SERVICES

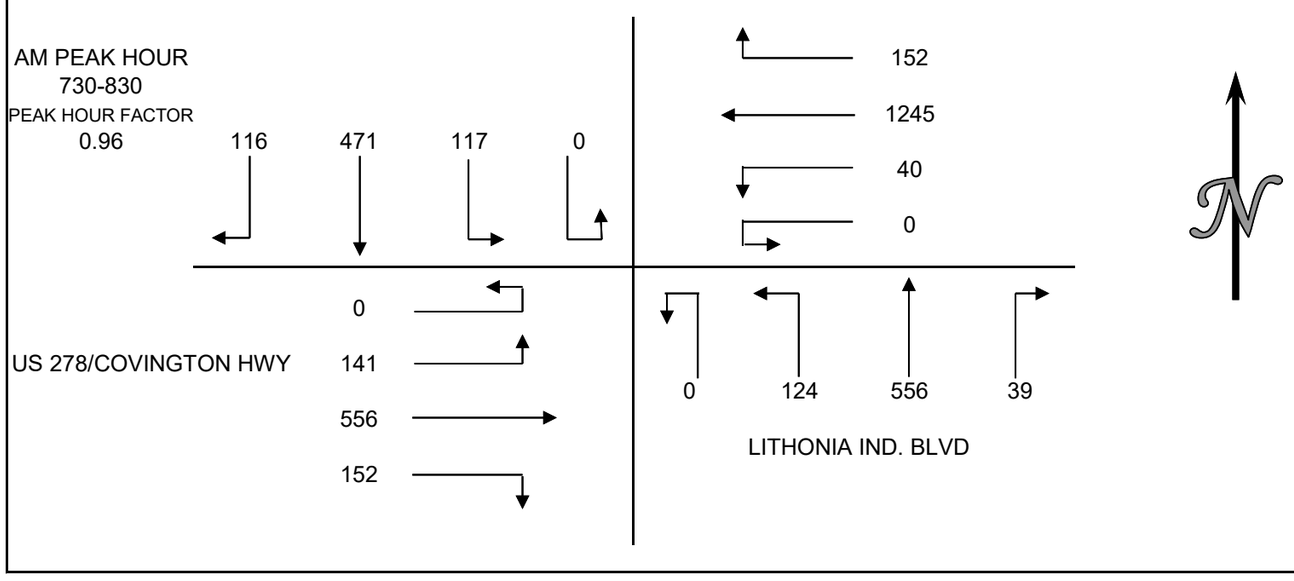
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT ALL VEHICLES SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONECREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S LITHONIA IND. BLVD
E/W US 278/COVINGTON HWY

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
700-715	24	118	18	0	29	268	5	0	1	106	26	0	28	112	33	0	768
715-730	35	118	24	0	34	289	13	0	11	106	24	0	39	114	26	0	833
730-745	26	122	27	0	47	303	6	0	5	116	31	0	42	154	29	0	908
745-800	35	123	24	0	35	309	10	0	9	153	34	0	40	147	42	0	961
800-815	20	130	22	0	41	330	14	0	18	161	25	0	42	122	31	0	956
815-830	35	96	44	0	29	303	10	0	7	126	34	0	28	133	39	0	884
830-845	60	94	15	0	23	249	6	0	10	95	30	0	32	116	31	0	761
845-900	35	86	28	0	23	226	6	0	12	87	32	0	21	134	29	0	719
HOUR TOTALS																	
700-800	120	481	93	0	145	1169	34	0	26	481	115	0	149	527	130	0	3470
715-815	116	493	97	0	157	1231	43	0	43	536	114	0	163	537	128	0	3658
730-830	116	471	117	0	152	1245	40	0	39	556	124	0	152	556	141	0	3709
745-845	150	443	105	0	128	1191	40	0	44	535	123	0	142	518	143	0	3562
800-900	150	406	109	0	116	1108	36	0	47	469	121	0	123	505	130	0	3320



TRAFFIC DATA SERVICES

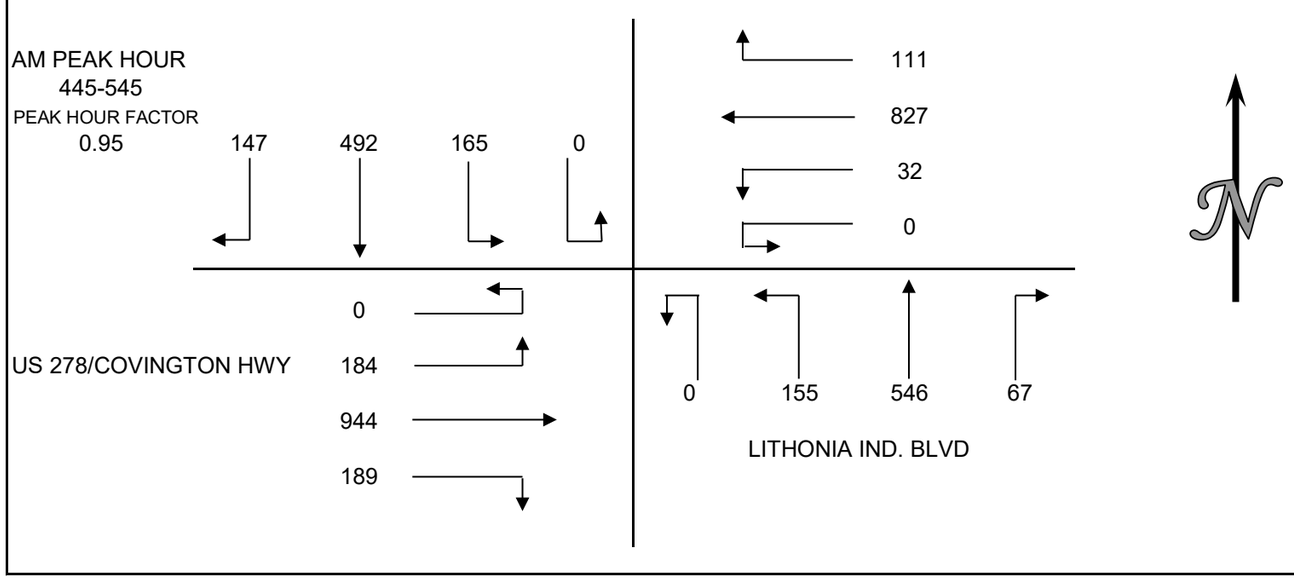
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT CARS SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONECREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S LITHONIA IND. BLVD
E/W US 278/COVINGTON HWY

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
400-415	36	90	30	0	29	175	20	0	14	115	42	0	42	209	55	0	857
415-430	23	95	24	0	36	187	6	0	12	102	43	0	39	216	35	0	818
430-445	41	102	46	0	15	161	9	0	11	113	32	0	44	221	39	0	834
445-500	28	115	41	0	26	204	6	0	15	118	31	0	51	243	44	0	922
500-515	42	133	41	0	22	191	10	0	14	121	41	0	46	220	48	0	929
515-530	32	117	46	0	35	219	8	0	20	147	40	0	47	233	45	0	989
530-545	45	127	37	0	28	213	8	0	18	160	43	0	45	248	47	0	1019
545-600	33	116	34	0	24	198	5	0	8	117	32	0	51	251	42	0	911
HOUR TOTALS																	
400-500	128	402	141	0	106	727	41	0	52	448	148	0	176	889	173	0	3431
415-515	134	445	152	0	99	743	31	0	52	454	147	0	180	900	166	0	3503
430-530	143	467	174	0	98	775	33	0	60	499	144	0	188	917	176	0	3674
445-545	147	492	165	0	111	827	32	0	67	546	155	0	189	944	184	0	3859
500-600	152	493	158	0	109	821	31	0	60	545	156	0	189	952	182	0	3848



TRAFFIC DATA SERVICES

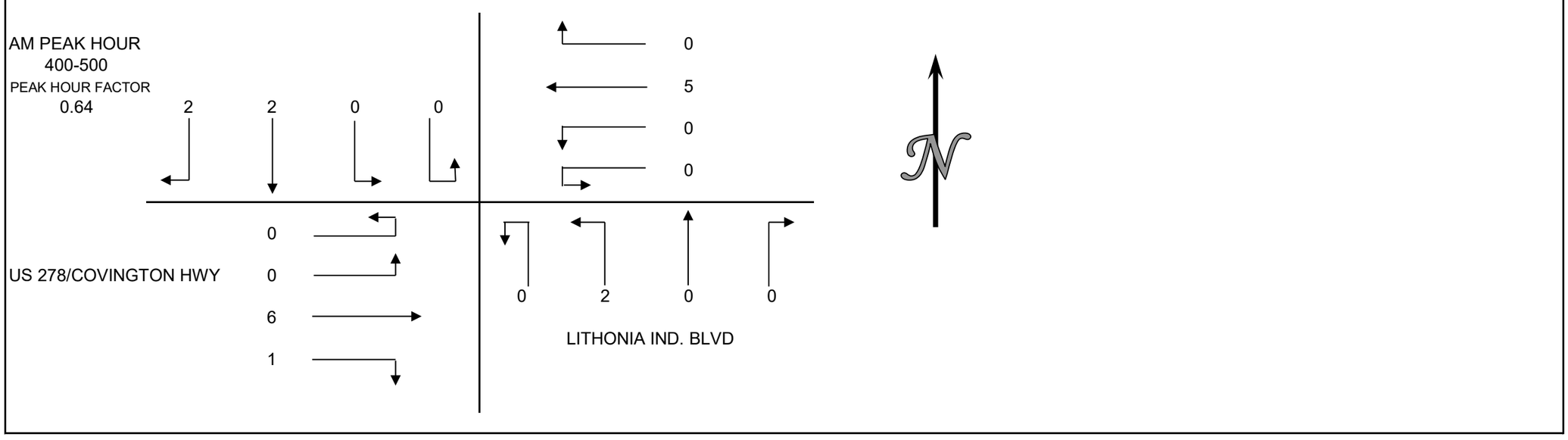
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT SINGLE UNIT TRUCKS & BUSES SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONECREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S LITHONIA IND. BLVD
E/W US 278/COVINGTON HWY

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
400-415	2	1	0	0	0	2	0	0	0	0	0	0	0	2	0	0	7
415-430	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	3
430-445	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	4
445-500	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0	4
500-515	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
515-530	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
530-545	0	0	0	0	0	2	0	0	0	0	0	0	0	1	1	0	4
545-600	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
HOUR TOTALS																	
400-500	2	2	0	0	0	5	0	0	0	0	2	0	1	6	0	0	18
415-515	0	1	0	0	0	4	0	0	0	0	2	0	1	5	0	0	13
430-530	0	0	0	0	0	5	0	0	0	0	2	0	1	3	0	0	11
445-545	0	0	0	0	0	7	0	0	0	0	1	0	0	2	1	0	11
500-600	0	0	0	0	0	7	0	0	0	0	0	0	0	2	1	0	10



TRAFFIC DATA SERVICES

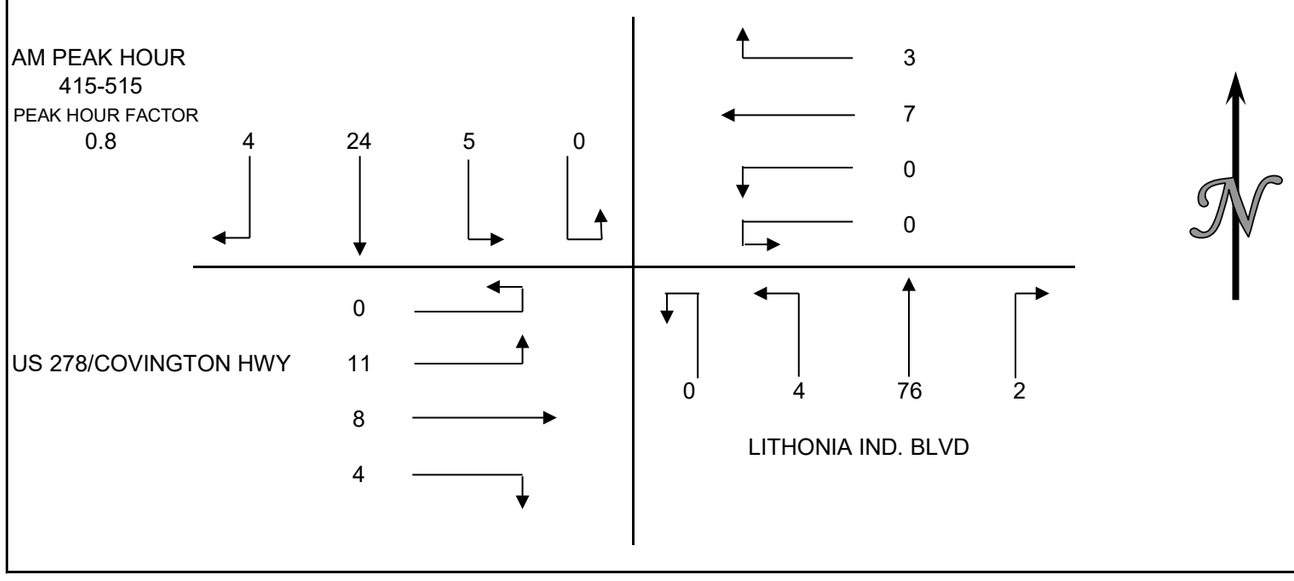
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT HEAVY DUTY TRUCKS SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONECREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S LITHONIA IND. BLVD
E/W US 278/COVINGTON HWY

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
400-415	0	5	1	0	0	1	0	0	1	19	2	0	3	1	4	0	37
415-430	2	9	1	0	1	1	0	0	0	18	1	0	1	1	4	0	39
430-445	0	4	2	0	0	1	0	0	1	15	1	0	0	4	2	0	30
445-500	0	5	1	0	1	2	0	0	0	19	1	0	1	0	3	0	33
500-515	2	6	1	0	1	3	0	0	1	24	1	0	2	3	2	0	46
515-530	3	7	0	0	0	1	0	0	0	12	1	0	1	0	3	0	28
530-545	0	5	1	0	1	1	0	0	1	9	2	0	0	2	0	0	22
545-600	2	2	1	0	2	1	0	0	0	19	0	0	1	2	1	0	31
HOUR TOTALS																	
400-500	2	23	5	0	2	5	0	0	2	71	5	0	5	6	13	0	139
415-515	4	24	5	0	3	7	0	0	2	76	4	0	4	8	11	0	148
430-530	5	22	4	0	2	7	0	0	2	70	4	0	4	7	10	0	137
445-545	5	23	3	0	3	7	0	0	2	64	5	0	4	5	8	0	129
500-600	7	20	3	0	4	6	0	0	2	64	4	0	4	7	6	0	127



TRAFFIC DATA SERVICES

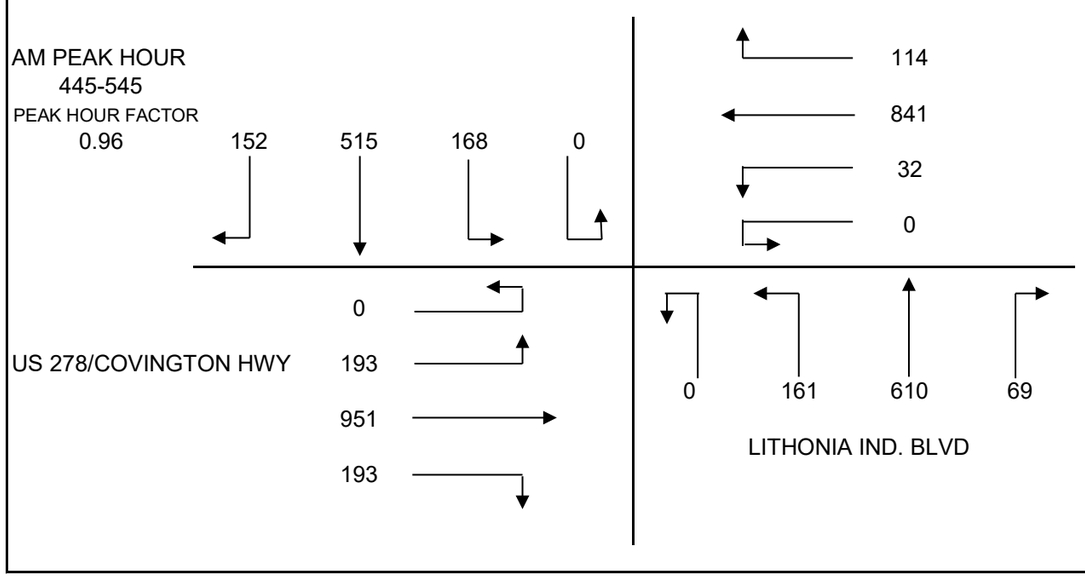
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT ALL VEHICLES SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONECREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S LITHONIA IND. BLVD
E/W US 278/COVINGTON HWY

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
400-415	38	96	31	0	29	178	20	0	15	134	44	0	45	212	59	0	901
415-430	25	105	25	0	37	188	6	0	12	120	44	0	40	219	39	0	860
430-445	41	106	48	0	15	162	9	0	12	128	34	0	45	227	41	0	868
445-500	28	120	42	0	27	209	6	0	15	137	33	0	52	243	47	0	959
500-515	44	139	42	0	23	195	10	0	15	145	42	0	48	224	50	0	977
515-530	35	124	46	0	35	221	8	0	20	159	41	0	48	233	48	0	1018
530-545	45	132	38	0	29	216	8	0	19	169	45	0	45	251	48	0	1045
545-600	35	118	35	0	26	202	5	0	8	136	32	0	52	253	43	0	945
HOUR TOTALS																	
400-500	132	427	146	0	108	737	41	0	54	519	155	0	182	901	186	0	3588
415-515	138	470	157	0	102	754	31	0	54	530	153	0	185	913	177	0	3664
430-530	148	489	178	0	100	787	33	0	62	569	150	0	193	927	186	0	3822
445-545	152	515	168	0	114	841	32	0	69	610	161	0	193	951	193	0	3999
500-600	159	513	161	0	113	834	31	0	62	609	160	0	193	961	189	0	3985



TRAFFIC DATA SERVICES
NV5 TRAFFIC STUDY
CITY OF STONECREST COUNTS

Site: #1
2/8/2022
Tuesday

24 Hour Classification

NB

Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
1:00 PM	378	4	240	52	19	31	8	0	10	13	0	1	0	0
2:00 PM	485	2	356	66	9	21	9	0	6	11	0	5	0	0
3:00 PM	603	5	432	90	21	25	14	0	10	4	0	2	0	0
4:00 PM	658	6	497	91	17	17	16	1	6	6	0	1	0	0
5:00 PM	677	1	522	96	10	20	4	0	15	6	0	2	0	1
6:00 PM	621	4	507	63	13	19	4	0	5	4	0	2	0	0
7:00 PM	449	2	368	56	4	10	0	0	3	6	0	0	0	0
8:00 PM	338	2	281	36	7	3	1	0	4	4	0	0	0	0
9:00 PM	288	2	245	27	4	6	1	0	1	2	0	0	0	0
10:00 PM	186	0	156	17	3	5	0	0	2	3	0	0	0	0
11:00 PM	155	4	138	9	2	1	0	0	0	1	0	0	0	0
2/9/2022 12:00 AM	118	3	95	14	1	2	2	0	0	1	0	0	0	0
1:00 AM	64	0	58	5	0	0	0	0	0	1	0	0	0	0
2:00 AM	72	0	62	6	0	4	0	0	0	0	0	0	0	0
3:00 AM	57	1	41	5	2	3	0	0	2	3	0	0	0	0
4:00 AM	74	1	62	4	2	2	1	0	0	2	0	0	0	0
5:00 AM	144	0	116	14	1	5	1	0	0	7	0	0	0	0
6:00 AM	192	2	158	16	3	6	0	0	1	6	0	0	0	0
7:00 AM	261	2	203	28	10	6	2	0	7	3	0	0	0	0
8:00 AM	288	1	215	30	14	13	4	0	6	5	0	0	0	0
9:00 AM	309	8	208	45	7	17	6	0	3	15	0	0	0	0
10:00 AM	297	3	209	48	3	13	7	0	2	12	0	0	0	0
11:00 AM	349	1	251	51	12	13	3	0	6	11	0	1	0	0
12:00 PM	191	0	135	31	3	12	1	2	2	4	0	1	0	0
Total	7254	54	5555	900	167	254	84	3	91	130	0	15	0	1
%		0.7	76.6	12.4	2.3	3.5	1.2	0.0	1.3	1.8	0.0	0.2	0.0	0.0

TRAFFIC DATA SERVICES
NV5 TRAFFIC STUDY
CITY OF STONECREST COUNTS

Lithonia Industrial Way Just
Stonecrest Industrial Wy

Site: #1
2/8/2022
Tuesday

Daily Classification

SB

Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	64	0	54	7	0	0	0	0	2	1	0	0	0	0
1:00 AM	38	0	35	1	1	0	0	0	0	1	0	0	0	0
2:00 AM	33	0	22	4	1	2	1	0	0	3	0	0	0	0
3:00 AM	60	0	40	8	0	4	0	0	1	7	0	0	0	0
4:00 AM	145	2	100	13	1	16	3	0	0	9	1	0	0	0
5:00 AM	259	0	175	29	3	27	6	1	4	10	2	2	0	0
6:00 AM	459	3	298	54	9	34	28	0	8	24	0	1	0	0
7:00 AM	636	3	465	66	16	40	19	1	6	14	2	2	2	0
8:00 AM	547	3	392	76	8	42	9	2	5	7	1	1	1	0
9:00 AM	396	0	267	60	6	34	6	0	3	16	2	2	0	0
10:00 AM	361	2	234	55	3	34	9	0	7	17	0	0	0	0
11:00 AM	324	0	219	40	5	34	7	0	3	15	0	0	1	0
12:00 PM	355	0	225	47	9	37	7	0	5	22	1	2	0	0
1:00 PM	350	1	235	44	3	43	9	1	3	10	1	0	0	0
2:00 PM	425	0	294	51	10	39	8	1	7	14	0	1	0	0
3:00 PM	478	2	340	63	7	38	8	0	8	6	1	4	1	0
4:00 PM	476	2	364	51	11	25	5	0	9	6	0	3	0	0
5:00 PM	574	2	430	72	5	45	3	0	9	7	0	1	0	0
6:00 PM	429	2	346	39	1	22	3	0	12	3	0	1	0	0
7:00 PM	387	2	296	55	2	18	3	0	2	7	0	1	1	0
8:00 PM	283	2	245	23	0	7	0	0	3	2	0	1	0	0
9:00 PM	220	0	185	18	1	9	2	0	1	4	0	0	0	0
10:00 PM	163	0	133	19	0	4	2	0	3	2	0	0	0	0
11:00 PM	150	1	120	17	0	6	1	0	3	2	0	0	0	0
Total	7612	27	5514	912	102	560	139	6	104	209	11	22	6	0
%		0.4	72.4	12.0	1.3	7.4	1.8	0.1	1.4	2.7	0.1	0.3	0.1	0.0

TRAFFIC DATA SERVICES

NV5 TRAFFIC STUDY

CITY OF STONECREST COUNTS

Site: #1
2/8/2022
Tuesday

24 Hour Volume, per Channel

	Interval Start	NB		Interval Start		
	12:30 PM	98		12:30 AM	22	
	12:45 PM	83		12:45 AM	23	
	1:00 PM	77	378	1:00 AM	22	64
	1:15 PM	95		1:15 AM	13	
	1:30 PM	108		1:30 AM	17	
	1:45 PM	98		1:45 AM	12	
	2:00 PM	103	485	2:00 AM	21	72
	2:15 PM	118		2:15 AM	10	
	2:30 PM	133		2:30 AM	24	
	2:45 PM	131		2:45 AM	17	
	3:00 PM	130	603	3:00 AM	15	57
	3:15 PM	155		3:15 AM	8	
	3:30 PM	144		3:30 AM	16	
	3:45 PM	174		3:45 AM	18	
	4:00 PM	158	658	4:00 AM	15	74
	4:15 PM	153		4:15 AM	10	
	4:30 PM	188		4:30 AM	18	
	4:45 PM	159		4:45 AM	31	
	5:00 PM	188	677	5:00 AM	27	144
	5:15 PM	170		5:15 AM	32	
	5:30 PM	150		5:30 AM	33	
	5:45 PM	169		5:45 AM	52	
	6:00 PM	167	621	6:00 AM	36	192
	6:15 PM	180		6:15 AM	47	
	6:30 PM	111		6:30 AM	48	
	6:45 PM	163		6:45 AM	61	
	7:00 PM	139	449	7:00 AM	64	261
	7:15 PM	108		7:15 AM	66	
	7:30 PM	100		7:30 AM	72	
	7:45 PM	102		7:45 AM	59	
	8:00 PM	107	338	8:00 AM	82	288
	8:15 PM	69		8:15 AM	84	
	8:30 PM	93		8:30 AM	51	
	8:45 PM	69		8:45 AM	71	
	9:00 PM	68	288	9:00 AM	75	309
	9:15 PM	73		9:15 AM	82	
	9:30 PM	76		9:30 AM	88	
	9:45 PM	71		9:45 AM	64	
	10:00 PM	39	186	10:00 AM	81	297
	10:15 PM	42		10:15 AM	71	
	10:30 PM	62		10:30 AM	74	
	10:45 PM	43		10:45 AM	71	
	11:00 PM	49	155	11:00 AM	78	349
	11:15 PM	30		11:15 AM	88	
	11:30 PM	44		11:30 AM	87	
	11:45 PM	32		11:45 AM	96	
2/9/2022	12:00 AM	45	118	12:00 PM	80	191
	12:15 AM	28		12:15 PM	111	

TRAFFIC DATA SERVICES
NV5 TRAFFIC STUDY
CITY OF STONECREST COUNTS

Site: #1
2/9/2022
Wednesday

24 Hour Volume, per Channel

24 Hour Total 7435

12:00 AM - 12:00 PM	
12 Hour Count	2225
Peak Hour	11:00 AM
Peak Volume	349
Factor	0.91

12:00 PM - 12:00 AM	
12 Hour Count	5210
Peak Hour	4:30 PM
Peak Volume	705
Factor	0.94

TRAFFIC DATA SERVICES

NV5 TRAFFIC STUDY

CITY OF STONECREST COUNTS

Lithonia Industrial Way Just
Stonecrest Industrial Wy

Site: #1
2/8/2022
Tuesday

Daily Volume, per Channel

SB

Interval Start			Interval Start		
12:00 AM	16	64	12:00 PM	94	355
12:15 AM	19		12:15 PM	93	
12:30 AM	14		12:30 PM	78	
12:45 AM	15		12:45 PM	90	
1:00 AM	9	38	1:00 PM	79	350
1:15 AM	10		1:15 PM	94	
1:30 AM	8		1:30 PM	94	
1:45 AM	11		1:45 PM	83	
2:00 AM	7	33	2:00 PM	72	425
2:15 AM	9		2:15 PM	99	
2:30 AM	6		2:30 PM	125	
2:45 AM	11		2:45 PM	129	
3:00 AM	10	60	3:00 PM	117	478
3:15 AM	14		3:15 PM	106	
3:30 AM	19		3:30 PM	131	
3:45 AM	17		3:45 PM	124	
4:00 AM	21	145	4:00 PM	107	476
4:15 AM	28		4:15 PM	103	
4:30 AM	51		4:30 PM	135	
4:45 AM	45		4:45 PM	131	
5:00 AM	38	259	5:00 PM	139	574
5:15 AM	62		5:15 PM	128	
5:30 AM	65		5:30 PM	135	
5:45 AM	94		5:45 PM	172	
6:00 AM	79	459	6:00 PM	109	429
6:15 AM	116		6:15 PM	109	
6:30 AM	127		6:30 PM	104	
6:45 AM	137		6:45 PM	107	
7:00 AM	148	636	7:00 PM	85	387
7:15 AM	140		7:15 PM	107	
7:30 AM	174		7:30 PM	92	
7:45 AM	174		7:45 PM	103	
8:00 AM	149	547	8:00 PM	76	283
8:15 AM	136		8:15 PM	74	
8:30 AM	136		8:30 PM	76	
8:45 AM	126		8:45 PM	57	
9:00 AM	99	396	9:00 PM	56	220
9:15 AM	100		9:15 PM	57	
9:30 AM	90		9:30 PM	53	
9:45 AM	107		9:45 PM	54	
10:00 AM	92	361	10:00 PM	42	163
10:15 AM	92		10:15 PM	36	
10:30 AM	95		10:30 PM	37	
10:45 AM	82		10:45 PM	48	
11:00 AM	84	324	11:00 PM	36	150
11:15 AM	95		11:15 PM	32	
11:30 AM	63		11:30 PM	59	
11:45 AM	82		11:45 PM	23	

TRAFFIC DATA SERVICES
NV5 TRAFFIC STUDY
CITY OF STONECREST COUNTS

Lithonia Industrial Way Just
Stonecrest Industrial Wy

Site: #1
2/8/2022
Tuesday

Daily Volume, per Channel

24 Hour Total 7612

12:00 AM - 12:00 PM		**12:00 PM - 12:00 AM**	
12 Hour Count	3322	12 Hour Count	4290
Peak Hour	7:15 AM	Peak Hour	5:00 PM
Peak Volume	637	Peak Volume	574
Factor	0.92	Factor	0.83

Project ID: DRI 3584

Signal Location: Lithonia Ind Blvd @ SR 124

City: Stonecrest

Previous Project Reference ID: DRI 2961 (Data ID: 19-09407-003)

PEAK HOURS

Total Volume	Recorded	Historic	Adjustment
	Intersection Total	Intersection Total	Factors
AM Peak	2782	3163	**1.14**
PM Peak	3400	3648	**1.07**

RECORDED DATES

Recorded	TMC data	**Day: Thursday** **Date: 2/10/2022**
Historic	DRI 2961 data	**Day: Thursday** **Date: 5/16/2019**

PEAK TIME

AM	PM
715-730	500-515
730-745	515-530
745-800	530-545
800-815	545-600

TRAFFIC DATA SERVICES

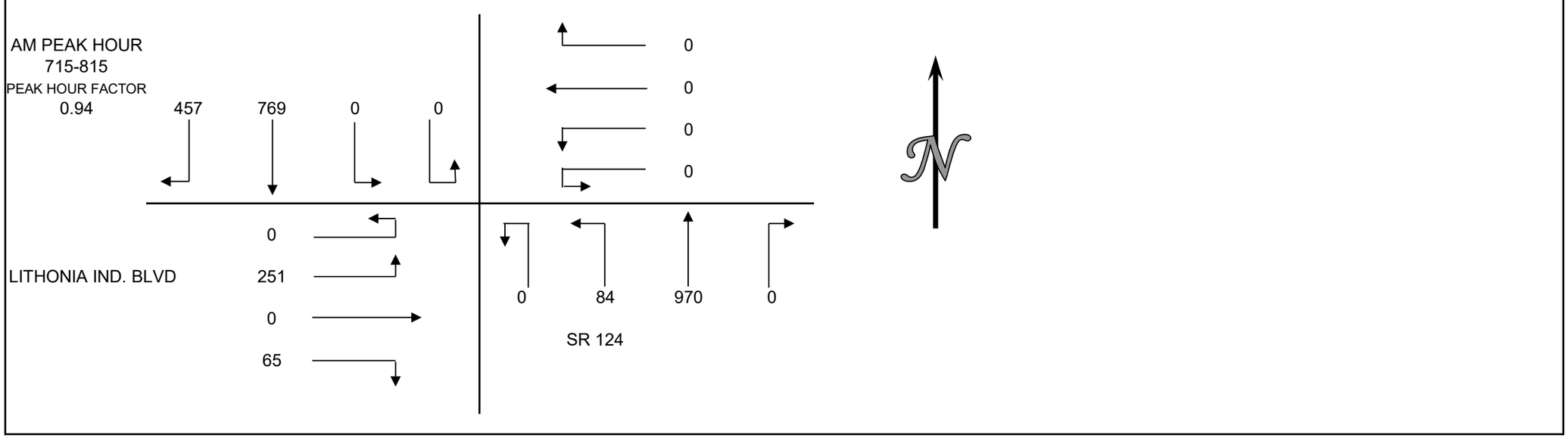
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT CARS SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONECREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S SR 124
E/W LITHONIA IND. BLVD

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
700-715	94	142	0	0	0	0	0	0	0	210	17	0	10	0	45	0	518
715-730	116	186	0	0	0	0	0	0	0	243	20	0	14	0	69	0	648
730-745	113	197	0	0	0	0	0	0	0	291	18	0	13	0	57	0	689
745-800	127	185	0	0	0	0	0	0	0	233	23	0	23	0	71	0	662
800-815	101	201	0	0	0	0	0	0	0	203	23	0	15	0	54	0	597
815-830	100	190	0	0	0	0	0	0	0	217	15	0	13	0	73	0	608
830-845	98	184	0	0	0	0	0	0	0	230	19	0	18	0	39	0	588
845-900	78	175	0	0	0	0	0	0	0	194	18	0	10	0	39	0	514
HOUR TOTALS																	
700-800	450	710	0	0	0	0	0	0	0	977	78	0	60	0	242	0	2517
715-815	457	769	0	0	0	0	0	0	0	970	84	0	65	0	251	0	2596
730-830	441	773	0	0	0	0	0	0	0	944	79	0	64	0	255	0	2556
745-845	426	760	0	0	0	0	0	0	0	883	80	0	69	0	237	0	2455
800-900	377	750	0	0	0	0	0	0	0	844	75	0	56	0	205	0	2307



TRAFFIC DATA SERVICES

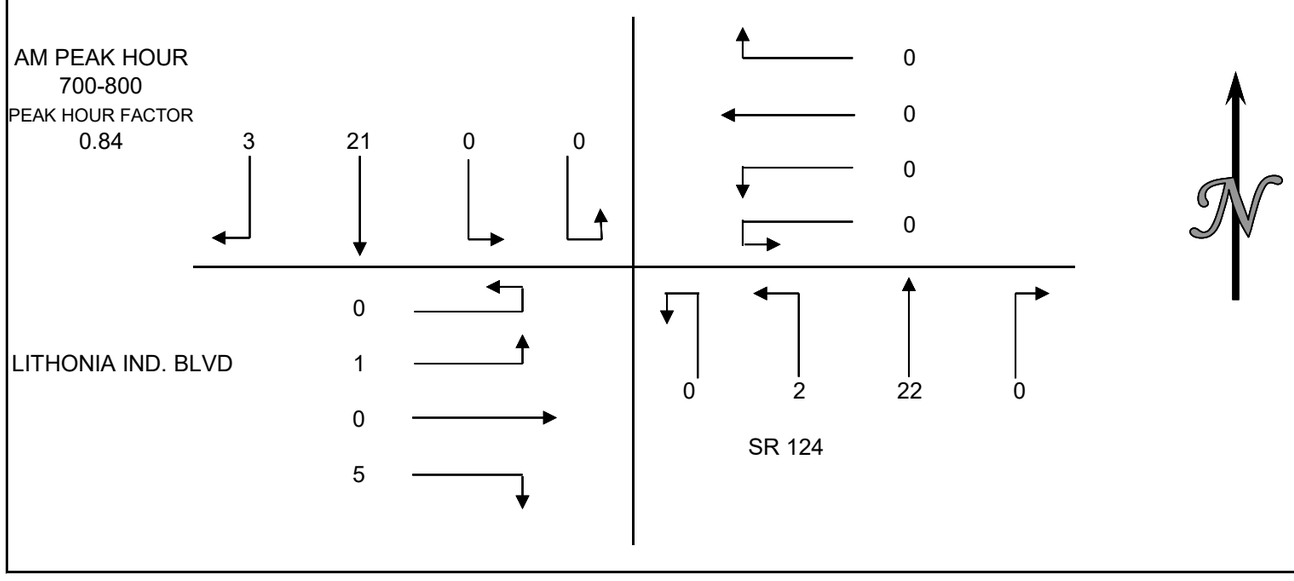
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT SINGLE UNIT TRUCKS & BUSES SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONECREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S SR 124
E/W LITHONIA IND. BLVD

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
700-715	1	6	0	0	0	0	0	0	0	5	0	0	2	0	0	0	14
715-730	0	8	0	0	0	0	0	0	0	4	0	0	2	0	0	0	14
730-745	1	2	0	0	0	0	0	0	0	8	1	0	1	0	1	0	14
745-800	1	5	0	0	0	0	0	0	0	5	1	0	0	0	0	0	12
800-815	0	3	0	0	0	0	0	0	0	7	0	0	0	0	0	0	10
815-830	0	3	0	0	0	0	0	0	0	8	0	0	1	0	1	0	13
830-845	0	6	0	0	0	0	0	0	0	10	0	0	0	0	0	0	16
845-900	0	5	0	0	0	0	0	0	0	7	0	0	0	0	0	0	12
HOUR TOTALS																	
700-800	3	21	0	0	0	0	0	0	0	22	2	0	5	0	1	0	54
715-815	2	18	0	0	0	0	0	0	0	24	2	0	3	0	1	0	50
730-830	2	13	0	0	0	0	0	0	0	28	2	0	2	0	2	0	49
745-845	1	17	0	0	0	0	0	0	0	30	1	0	1	0	1	0	51
800-900	0	17	0	0	0	0	0	0	0	32	0	0	1	0	1	0	51



TRAFFIC DATA SERVICES

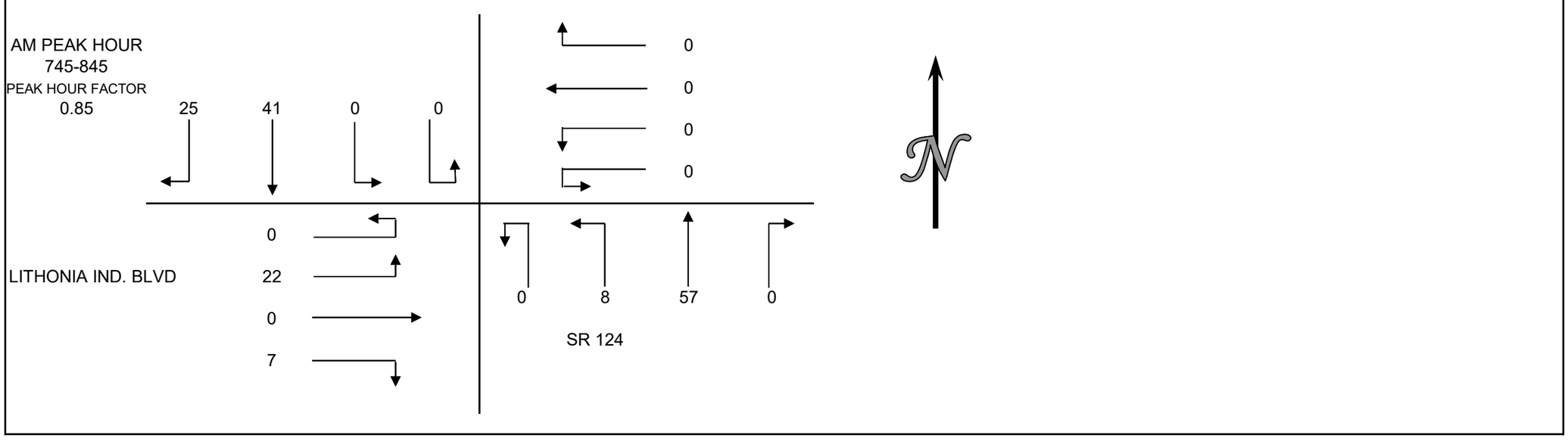
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT HEAVY DUTY TRUCKS SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONECREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S SR 124
E/W LITHONIA IND. BLVD

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
700-715	9	4	0	0	0	0	0	0	0	4	0	0	2	0	7	0	26
715-730	8	2	0	0	0	0	0	0	0	12	0	0	1	0	2	0	25
730-745	4	10	0	0	0	0	0	0	0	10	3	0	1	0	2	0	30
745-800	3	10	0	0	0	0	0	0	0	14	1	0	2	0	4	0	34
800-815	6	13	0	0	0	0	0	0	0	18	2	0	1	0	7	0	47
815-830	8	10	0	0	0	0	0	0	0	15	1	0	1	0	4	0	39
830-845	8	8	0	0	0	0	0	0	0	10	4	0	3	0	7	0	40
845-900	2	8	0	0	0	0	0	0	0	10	5	0	2	0	3	0	30
HOUR TOTALS																	
700-800	24	26	0	0	0	0	0	0	0	40	4	0	6	0	15	0	115
715-815	21	35	0	0	0	0	0	0	0	54	6	0	5	0	15	0	136
730-830	21	43	0	0	0	0	0	0	0	57	7	0	5	0	17	0	150
745-845	25	41	0	0	0	0	0	0	0	57	8	0	7	0	22	0	160
800-900	24	39	0	0	0	0	0	0	0	53	12	0	7	0	21	0	156



TRAFFIC DATA SERVICES

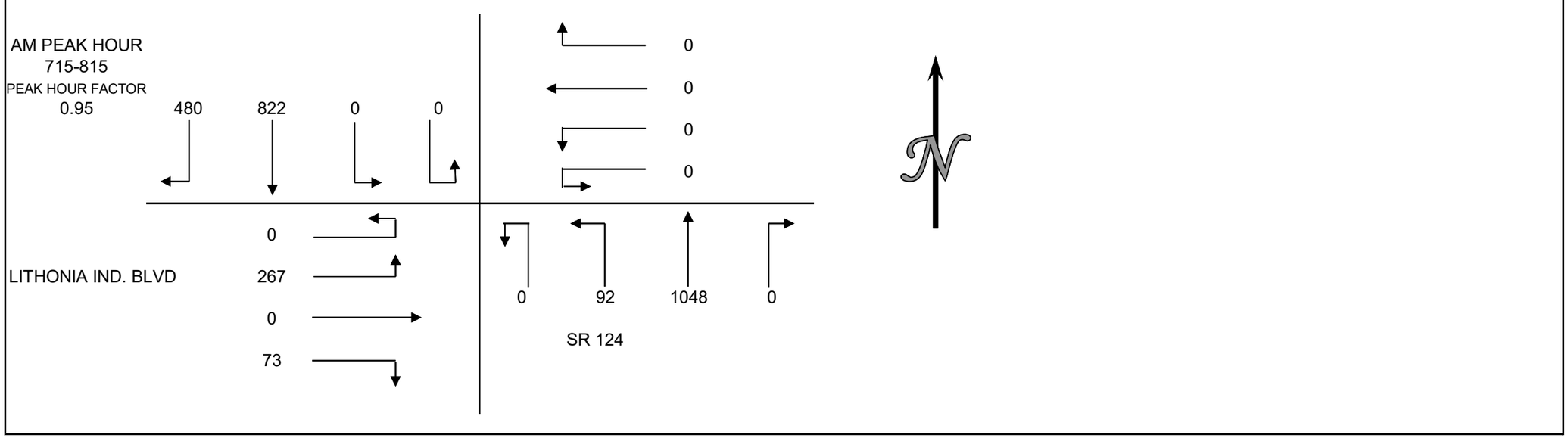
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT ALL VEHICLES SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONECREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S SR 124
E/W LITHONIA IND. BLVD

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
700-715	104	152	0	0	0	0	0	0	0	219	17	0	14	0	52	0	558
715-730	124	196	0	0	0	0	0	0	0	259	20	0	17	0	71	0	687
730-745	118	209	0	0	0	0	0	0	0	309	22	0	15	0	60	0	733
745-800	131	200	0	0	0	0	0	0	0	252	25	0	25	0	75	0	708
800-815	107	217	0	0	0	0	0	0	0	228	25	0	16	0	61	0	654
815-830	108	203	0	0	0	0	0	0	0	240	16	0	15	0	78	0	660
830-845	106	198	0	0	0	0	0	0	0	250	23	0	21	0	46	0	644
845-900	80	188	0	0	0	0	0	0	0	211	23	0	12	0	42	0	556
HOUR TOTALS																	
700-800	477	757	0	0	0	0	0	0	0	1039	84	0	71	0	258	0	2686
715-815	480	822	0	0	0	0	0	0	0	1048	92	0	73	0	267	0	2782
730-830	464	829	0	0	0	0	0	0	0	1029	88	0	71	0	274	0	2755
745-845	452	818	0	0	0	0	0	0	0	970	89	0	77	0	260	0	2666
800-900	401	806	0	0	0	0	0	0	0	929	87	0	64	0	227	0	2514



TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

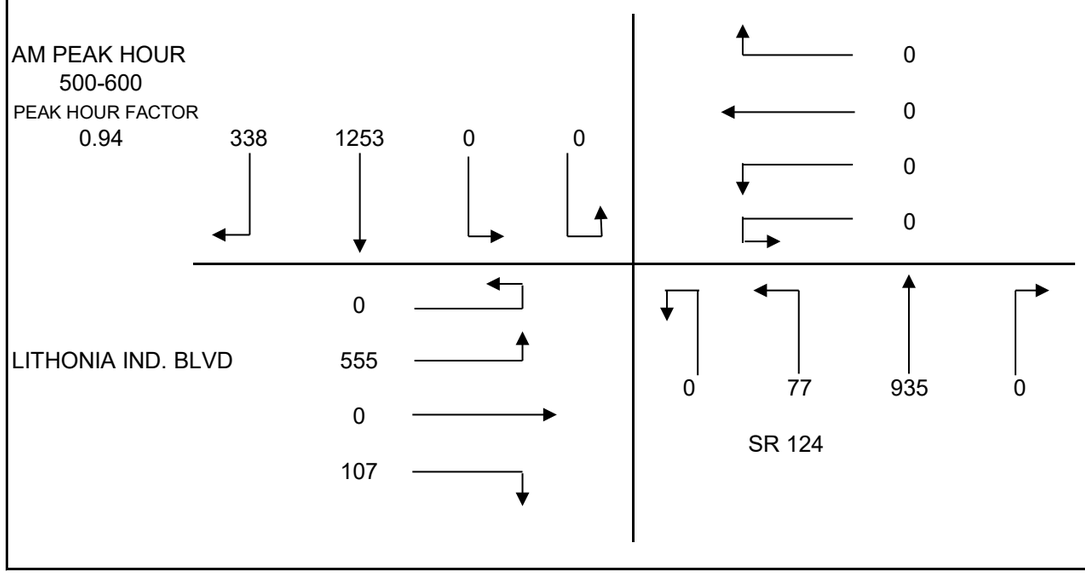
INTERSECTION TURNING MOVEMENT COUNT CARS SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONECREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S SR 124
E/W LITHONIA IND. BLVD

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
400-415	73	269	0	0	0	0	0	0	0	182	9	0	33	0	120	0	686
415-430	66	263	0	0	0	0	0	0	0	208	13	0	20	0	103	0	673
430-445	71	337	0	0	0	0	0	0	0	211	10	0	21	0	93	0	743
445-500	73	290	0	0	0	0	0	0	0	174	18	0	31	0	121	0	707
500-515	68	350	0	0	0	0	0	0	0	235	22	0	28	0	113	0	816
515-530	99	274	0	0	0	0	0	0	0	238	15	0	23	0	164	0	813
530-545	91	347	0	0	0	0	0	0	0	244	17	0	34	0	133	0	866
545-600	80	282	0	0	0	0	0	0	0	218	23	0	22	0	145	0	770
HOUR TOTALS																	
400-500	283	1159	0	0	0	0	0	0	0	775	50	0	105	0	437	0	2809
415-515	278	1240	0	0	0	0	0	0	0	828	63	0	100	0	430	0	2939
430-530	311	1251	0	0	0	0	0	0	0	858	65	0	103	0	491	0	3079
445-545	331	1261	0	0	0	0	0	0	0	891	72	0	116	0	531	0	3202
500-600	338	1253	0	0	0	0	0	0	0	935	77	0	107	0	555	0	3265

AM PEAK HOUR
500-600
PEAK HOUR FACTOR
0.94



TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

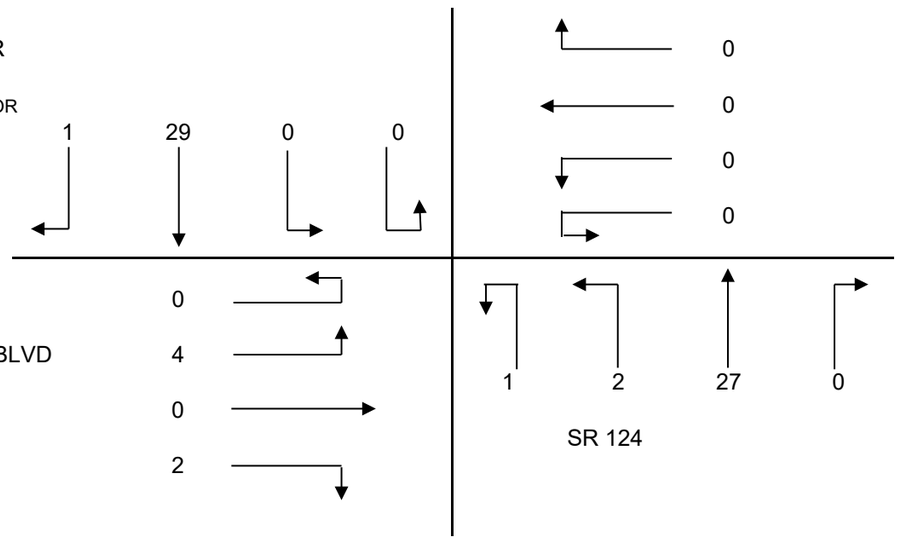
INTERSECTION TURNING MOVEMENT COUNT SINGLE UNIT TRUCKS & BUSES SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONECREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S SR 124
E/W LITHONIA IND. BLVD

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
400-415	0	10	0	0	0	0	0	0	0	10	0	1	0	0	0	0	21
415-430	0	7	0	0	0	0	0	0	0	7	0	0	0	0	1	0	15
430-445	1	6	0	0	0	0	0	0	0	7	1	0	1	0	2	0	18
445-500	0	6	0	0	0	0	0	0	0	3	1	0	1	0	1	0	12
500-515	1	9	0	0	0	0	0	0	0	8	0	0	0	0	1	0	19
515-530	0	2	0	0	0	0	0	0	0	6	0	0	2	0	0	0	10
530-545	1	4	0	0	0	0	0	0	0	3	0	0	1	0	2	0	11
545-600	0	5	0	0	0	0	0	0	0	3	1	0	0	0	0	0	9
HOUR TOTALS																	
400-500	1	29	0	0	0	0	0	0	0	27	2	1	2	0	4	0	66
415-515	2	28	0	0	0	0	0	0	0	25	2	0	2	0	5	0	64
430-530	2	23	0	0	0	0	0	0	0	24	2	0	4	0	4	0	59
445-545	2	21	0	0	0	0	0	0	0	20	1	0	4	0	4	0	52
500-600	2	20	0	0	0	0	0	0	0	20	1	0	3	0	3	0	49

AM PEAK HOUR
400-500
PEAK HOUR FACTOR
0.79



TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

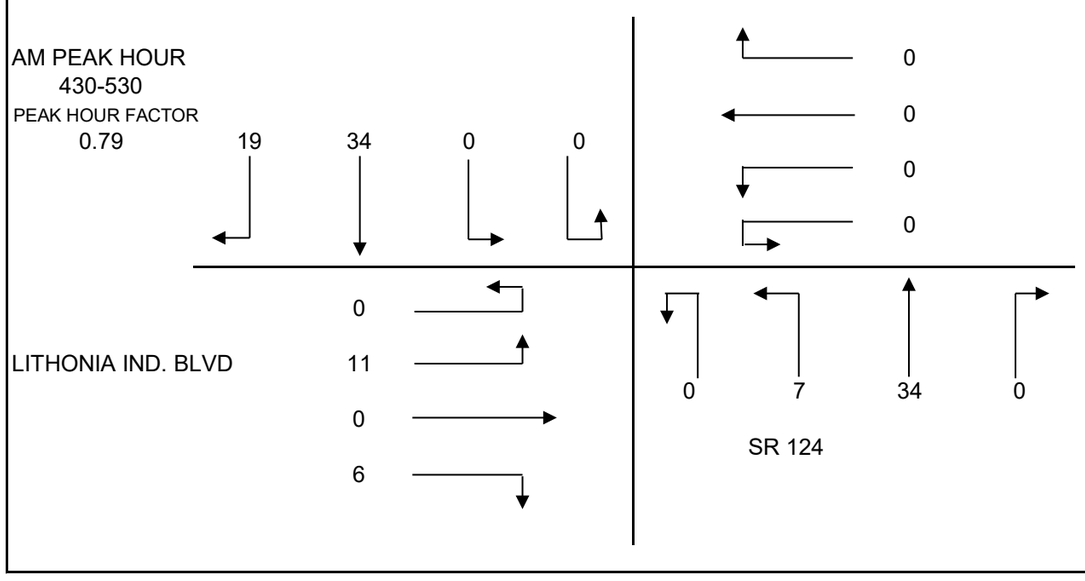
INTERSECTION TURNING MOVEMENT COUNT HEAVY DUTY TRUCKS SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONECREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S SR 124
E/W LITHONIA IND. BLVD

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
400-415	3	10	0	0	0	0	0	0	0	6	0	0	0	0	2	0	21
415-430	3	8	0	0	0	0	0	0	0	4	2	0	2	0	4	0	23
430-445	5	9	0	0	0	0	0	0	0	8	1	0	0	0	3	0	26
445-500	4	6	0	0	0	0	0	0	0	9	2	0	0	0	3	0	24
500-515	5	11	0	0	0	0	0	0	0	10	2	0	5	0	2	0	35
515-530	5	8	0	0	0	0	0	0	0	7	2	0	1	0	3	0	26
530-545	5	2	0	0	0	0	0	0	0	4	2	0	0	0	2	0	15
545-600	2	4	0	0	0	0	0	0	0	2	1	0	1	0	0	0	10
HOUR TOTALS																	
400-500	15	33	0	0	0	0	0	0	0	27	5	0	2	0	12	0	94
415-515	17	34	0	0	0	0	0	0	0	31	7	0	7	0	12	0	108
430-530	19	34	0	0	0	0	0	0	0	34	7	0	6	0	11	0	111
445-545	19	27	0	0	0	0	0	0	0	30	8	0	6	0	10	0	100
500-600	17	25	0	0	0	0	0	0	0	23	7	0	7	0	7	0	86

AM PEAK HOUR
430-530
PEAK HOUR FACTOR
0.79



TRAFFIC DATA SERVICES

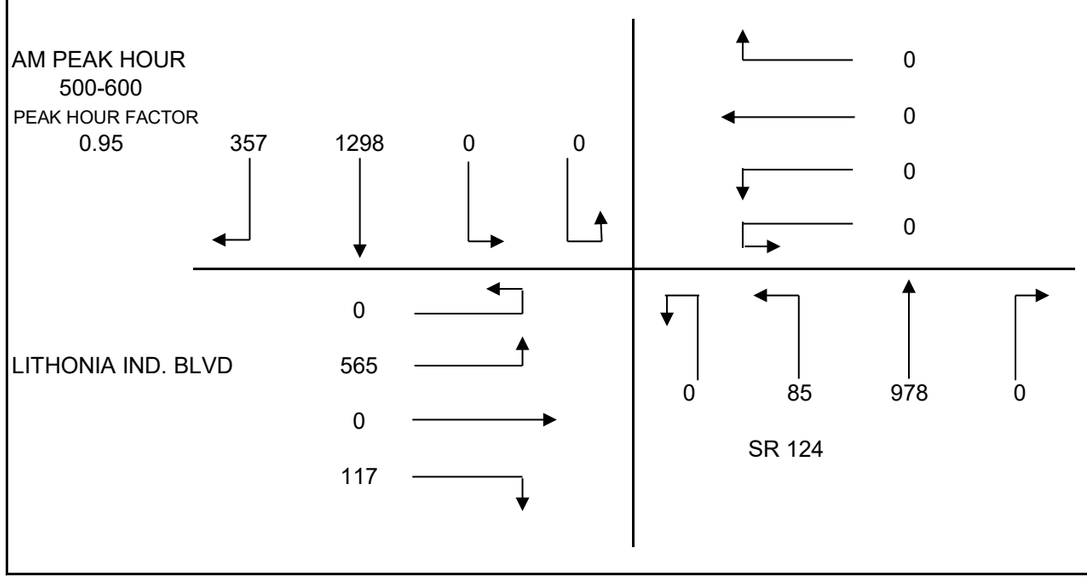
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT ALL VEHICLES SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONECREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S SR 124
E/W LITHONIA IND. BLVD

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
400-415	76	289	0	0	0	0	0	0	0	198	9	1	33	0	122	0	728
415-430	69	278	0	0	0	0	0	0	0	219	15	0	22	0	108	0	711
430-445	77	352	0	0	0	0	0	0	0	226	12	0	22	0	98	0	787
445-500	77	302	0	0	0	0	0	0	0	186	21	0	32	0	125	0	743
500-515	74	370	0	0	0	0	0	0	0	253	24	0	33	0	116	0	870
515-530	104	284	0	0	0	0	0	0	0	251	17	0	26	0	167	0	849
530-545	97	353	0	0	0	0	0	0	0	251	19	0	35	0	137	0	892
545-600	82	291	0	0	0	0	0	0	0	223	25	0	23	0	145	0	789
HOUR TOTALS																	
400-500	299	1221	0	0	0	0	0	0	0	829	57	1	109	0	453	0	2969
415-515	297	1302	0	0	0	0	0	0	0	884	72	0	109	0	447	0	3111
430-530	332	1308	0	0	0	0	0	0	0	916	74	0	113	0	506	0	3249
445-545	352	1309	0	0	0	0	0	0	0	941	81	0	126	0	545	0	3354
500-600	357	1298	0	0	0	0	0	0	0	978	85	0	117	0	565	0	3400



Project ID: 19-09407-003
Location: Rock Chapel Rd/SR 124 & Lithonia Industrial Blvd
City: Lithonia

Day: Thursday
Date: 05/16/2019

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Rock Chapel Rd/SR 124 Northbound						Rock Chapel Rd/SR 124 Southbound						Lithonia Industrial Blvd Eastbound						Lithonia Industrial Blvd Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
6:00 AM	12	166	0	0	0	178	0	83	79	0	0	162	37	0	7	0	0	44	0	0	0	0	0	0	384
6:15 AM	23	217	0	0	0	240	0	111	94	0	0	205	49	0	14	0	0	63	0	0	0	0	0	0	508
6:30 AM	35	260	0	0	0	295	0	134	127	0	0	261	52	0	7	0	0	59	0	0	0	0	0	0	615
6:45 AM	28	276	0	0	0	304	0	150	115	0	0	265	69	0	10	0	0	79	0	0	0	0	0	0	648
Total	98	919	0	0	0	1017	0	478	415	0	0	893	207	0	38	0	0	245	0	0	0	0	0	0	2155
7:00 AM	29	306	0	0	0	335	0	197	103	1	0	301	78	0	8	0	0	86	0	0	0	0	0	0	722
7:15 AM	30	316	0	0	0	346	0	174	128	0	0	302	90	0	17	0	0	107	0	0	0	0	0	0	755
7:30 AM	41	362	0	0	0	403	0	228	167	1	0	396	77	0	20	0	0	97	0	0	0	0	0	0	896
7:45 AM	27	318	0	0	0	345	0	227	115	0	0	342	96	0	22	0	0	118	0	0	0	0	0	0	805
Total	127	1302	0	0	0	1429	0	826	513	2	0	1341	341	0	67	0	0	408	0	0	0	0	0	0	3178
8:00 AM	27	262	0	0	0	289	0	208	107	0	0	315	86	0	17	0	0	103	0	0	0	0	0	0	707
8:15 AM	23	293	0	0	0	316	0	213	116	0	0	329	85	0	19	0	0	104	0	0	0	0	0	0	749
8:30 AM	18	241	0	0	0	259	0	197	113	1	0	311	72	0	18	0	0	90	0	0	0	0	0	0	660
8:45 AM	16	232	0	0	0	248	0	175	93	0	0	268	72	0	15	0	0	87	0	0	0	0	0	0	603
Total	84	1028	0	0	0	1112	0	793	429	1	0	1223	315	0	69	0	0	384	0	0	0	0	0	0	2719
BREAK																									
4:00 PM	24	231	0	0	0	255	0	299	76	0	0	375	116	0	31	0	0	147	0	0	0	0	0	0	777
4:15 PM	13	287	0	0	0	300	0	376	102	0	0	478	129	0	26	0	0	155	0	0	0	0	0	0	933
4:30 PM	12	265	0	0	0	277	0	294	86	1	0	381	126	0	36	0	0	162	0	0	0	0	0	0	820
4:45 PM	14	261	0	0	0	275	0	356	110	0	0	466	126	0	28	0	0	154	0	0	0	0	0	0	895
Total	63	1044	0	0	0	1107	0	1325	374	1	0	1700	497	0	121	0	0	618	0	0	0	0	0	0	3425
5:00 PM	24	284	0	1	0	309	0	288	107	0	0	395	182	0	34	0	1	216	0	0	0	0	0	0	920
5:15 PM	18	309	0	0	0	327	0	316	113	1	0	430	173	0	29	0	0	202	0	0	0	0	0	0	959
5:30 PM	20	272	0	0	0	292	0	362	100	0	0	462	137	0	33	0	0	170	0	0	0	0	0	0	924
5:45 PM	19	241	0	0	0	260	0	329	98	0	0	427	133	0	25	0	0	158	0	0	0	0	0	0	845
Total	81	1106	0	1	0	1188	0	1295	418	1	0	1714	625	0	121	0	1	746	0	0	0	0	0	0	3648
Grand Total	453	5399	0	1	0	5853	0	4717	2149	5	0	6871	1985	0	416	0	1	2401	0	0	0	0	0	0	15125
Apprch %	7.7	92.2	0.0	0.0	0.0		0.0	68.7	31.3	0.1	0.0		82.7	0.0	17.3	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	3.0	35.7	0.0	0.0	0.0	38.7	0.0	31.2	14.2	0.0	0.0	45.4	13.1	0.0	2.8	0.0	0.0	15.9	0.0	0.0	0.0	0.0	0.0	0.0	
Cars, PU, Vans	420	5152	0	1	0	5573	0	4506	2010		0	6521	1851	0	388	0		2239	0	0	0		0	0	14333
% Cars, PU, Vans	92.7	95.4	0.0	100.0	0.0	95.2	0.0	95.5	93.5	0.0	0.0	94.9	93.2	0.0	93.3	0.0	0.0	93.3	0.0	0.0	0.0	0.0	0.0	0.0	94.8
Heavy Trucks	33	247	0	0		280	0	211	139	0		350	134	0	28	0		162	0	0	0	0		0	792
%Heavy Trucks	7.3	4.6	0.0	0.0	0.0	4.8	0.0	4.5	6.5	0.0	0.0	5.1	6.8	0.0	6.7	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	5.2

Project ID: 19-09407-003
Location: Rock Chapel Rd/SR 124 & Lithonia Industrial Blvd
City: Lithonia

PEAK HOURS

Day: Thursday
Date: 05/16/2019

AM

	Rock Chapel Rd/SR 124 Northbound					Rock Chapel Rd/SR 124 Southbound					Lithonia Industrial Blvd Eastbound					Lithonia Industrial Blvd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 06:00 AM to 10:00 AM																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
7:00 AM	29	306	0	0	335	0	197	103	1	301	78	0	8	0	86	0	0	0	0	0	722
7:15 AM	30	316	0	0	346	0	174	128	0	302	90	0	17	0	107	0	0	0	0	0	755
7:30 AM	41	362	0	0	403	0	228	167	1	396	77	0	20	0	97	0	0	0	0	0	896
7:45 AM	27	318	0	0	345	0	227	115	0	342	96	0	22	0	118	0	0	0	0	0	805
Total Volume	127	1302	0	0	1429	0	826	513	2	1341	341	0	67	0	408	0	0	0	0	0	3178
% App. Total	8.9	91.1	0.0	0.0	100	0.0	61.6	38.3	0.1	100	83.6	0.0	16.4	0.0	100	0.0	0.0	0.0	0.0	0	
PHF					0.886					0.847					0.864						0.887
Cars, PU, Vans	119	1231	0	0	1350	0	786	490	2	1278	313	0	59	0	372	0	0	0	0	0	3000
% Cars, PU, Vans	93.7	94.5	0.0	0.0	94.5	0.0	95.2	95.5	100.0	95.3	91.8	0.0	88.1	0.0	91.2	0.0	0.0	0.0	0.0	0.0	94.4
Heavy Trucks	8	71	0	0	79	0	40	23	0	63	28	0	8	0	36	0	0	0	0	0	178
%Heavy Trucks	6.3	5.5	0.0	0.0	5.5	0.0	4.8	4.5	0.0	4.7	8.2	0.0	11.9	0.0	8.8	0.0	0.0	0.0	0.0	0.0	5.6

PM

	Rock Chapel Rd/SR 124 Northbound					Rock Chapel Rd/SR 124 Southbound					Lithonia Industrial Blvd Eastbound					Lithonia Industrial Blvd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
4:45 PM	14	261	0	0	275	0	356	110	0	466	126	0	28	0	154	0	0	0	0	0	895
5:00 PM	24	284	0	1	309	0	288	107	0	395	182	0	34	0	216	0	0	0	0	0	920
5:15 PM	18	309	0	0	327	0	316	113	1	430	173	0	29	0	202	0	0	0	0	0	959
5:30 PM	20	272	0	0	292	0	362	100	0	462	137	0	33	0	170	0	0	0	0	0	924
Total Volume	76	1126	0	1	1203	0	1322	430	1	1753	618	0	124	0	742	0	0	0	0	0	3698
% App. Total	6.3	93.6	0.0	0.1	100	0.0	75.4	24.5	0.1	100	83.3	0.0	16.7	0.0	100	0.0	0.0	0.0	0.0	0	
PHF					0.920					0.940					0.859						0.964
Cars, PU, Vans	70	1099	0	1	1170	0	1284	400	1	1685	588	0	116	0	704	0	0	0	0	0	3559
% Cars, PU, Vans	92.1	97.6	0.0	100.0	97.3	0.0	97.1	93.0	100.0	96.1	95.1	0.0	93.5	0.0	94.9	0.0	0.0	0.0	0.0	0.0	96.2
Heavy Trucks	6	27	0	0	33	0	38	30	0	68	30	0	8	0	38	0	0	0	0	0	139
%Heavy Trucks	7.9	2.4	0.0	0.0	2.7	0.0	2.9	7.0	0.0	3.9	4.9	0.0	6.5	0.0	5.1	0.0	0.0	0.0	0.0	0.0	3.8

APPENDIX D

HISTORIC TRAFFIC COUNT DATA

Single Station Annualized Statistics - 089-0154

Data Item	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Data Item
Statistics type	-	-	-	-	Actual	Estimated	Actual	Actual	Estimated	**Estimated**	Statistics type
AADT	30400	30900	30200	30200	32900	34000	33200	34300	34600	**31900**	AADT
Single-Unit Truck AADT	-	-	1013	1015	1394	1439	1608	1735	1747	**1610**	Single-Unit Truck AADT
Combo-Unit Truck AADT	-	-	449	450	468	483	596	608	612	**564**	Combo-Unit Truck AADT
% Peak SU Trucks	-	-	-	-	0.264	0.264	0.043	0.376	0.376	**0.376**	% Peak SU Trucks
% Peak CU Trucks	-	-	-	-	0.067	0.067	0.018	0.105	0.105	**0.105**	% Peak CU Trucks
K-Factor	-	-	0.08	0.08	0.092	0.092	0.0911	0.0883	0.0883	**0.0883**	K-Factor
D-Factor	-	-	0.5	0.5	0.5	0.5	0.53	0.52	0.52	**0.52**	D-Factor
Future AADT	-	-	-	-	-	57700	61900	58800	54300	**54300**	Future AADT

Single Station Annualized Statistics - 089-0158

Data Item	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Data Item
Statistics type	-	-	-	-	Actual	Estimated	Actual	Estimated	Actual	**Estimated**	Statistics type
AADT	25500	25900	26300	26300	33200	34300	31600	31500	40500	**37400**	AADT
Single-Unit Truck AADT	685	696	847	847	1092	1128	1328	1326	1733	**1598**	Single-Unit Truck AADT
Combo-Unit Truck AADT	308	313	424	423	421	435	488	487	565	**521**	Combo-Unit Truck AADT
% Peak SU Trucks	-	-	-	-	0.199	0.199	0.037	0.037	0.237	**0.237**	% Peak SU Trucks
% Peak CU Trucks	-	-	-	-	0.06	0.06	0.015	0.015	0.069	**0.069**	% Peak CU Trucks
K-Factor	-	-	0.09	0.09	0.0895	0.0895	0.0931	0.0931	0.0835	**0.0835**	K-Factor
D-Factor	-	-	0.5	0.5	0.5	0.5	0.52	0.52	0.5	**0.5**	D-Factor
Future AADT	-	-	-	-	-	50400	57600	58000	68200	**68200**	Future AADT

Single Station Annualized Statistics - 089-0509

Data Item	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Data Item
Statistics type	-	-	-	-	Estimated	Estimated	Actual	Estimated	Estimated	**Estimated**	Statistics type
AADT	9720	9670	7230	7230	7780	8030	8640	8630	8690	**8010**	AADT
Single-Unit Truck AADT	-	-	-	-	-	-	-	-	-	**-**	Single-Unit Truck AADT
Combo-Unit Truck AADT	-	-	-	-	-	-	-	-	-	**-**	Combo-Unit Truck AADT
% Peak SU Trucks	-	-	-	-	0	0	-	-	-	**-**	% Peak SU Trucks
% Peak CU Trucks	-	-	-	-	0	0	-	-	-	**-**	% Peak CU Trucks
K-Factor	-	-	0.09	0.09	0.09	0.09	0.0895	0.0895	0.0895	**0.0895**	K-Factor
D-Factor	-	-	-	-	-	-	0.5	0.5	0.5	**0.5**	D-Factor
Future AADT	-	-	-	-	-	8890	10900	10900	10900	**10900**	Future AADT

Single Station Annualized Statistics - 089-0512

Data Item	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Data Item
Statistics type	-	-	-	-	Estimated	Estimated	Estimated	Actual	Estimated	**Estimated**	Statistics type
AADT	9970	9910	9960	9960	10700	11100	11800	13200	13300	**12300**	AADT
Single-Unit Truck AADT	-	-	-	-	-	-	-	-	-	**-**	Single-Unit Truck AADT
Combo-Unit Truck AADT	-	-	-	-	-	-	-	-	-	**-**	Combo-Unit Truck AADT
% Peak SU Trucks	-	-	-	-	0	0	-	-	-	**-**	% Peak SU Trucks
% Peak CU Trucks	-	-	-	-	0	0	-	-	-	**-**	% Peak CU Trucks
K-Factor	-	-	-	-	-	-	-	0.0797	0.0797	**0.0797**	K-Factor
D-Factor	-	-	-	-	-	-	-	0.55	0.55	**0.55**	D-Factor
Future AADT	-	-	-	-	-	12600	14900	17400	20900	**20900**	Future AADT

Single Station Annualized Statistics - 089-4061

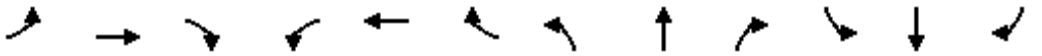
Data Item	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Data Item
Statistics type	-	-	-	-	Estimated	Estimated	Estimated	Actual	Estimated	**Estimated**	Statistics type
AADT	10800	10800	11000	15400	16000	16400	16700	21800	22200	**20600**	AADT
Single-Unit Truck AADT	-	-	-	-	-	-	-	-	-	**-**	Single-Unit Truck AADT
Combo-Unit Truck AADT	-	-	-	-	-	-	-	-	-	**-**	Combo-Unit Truck AADT
% Peak SU Trucks	-	-	-	-	0	0	-	-	-	**-**	% Peak SU Trucks
% Peak CU Trucks	-	-	-	-	0	0	-	-	-	**-**	% Peak CU Trucks
K-Factor	-	-	-	0.0859	0.0859	0.0859	-	0.0756	0.0756	**0.0756**	K-Factor
D-Factor	-	-	-	0.5	0.5	0.5	-	0.51	0.51	**0.51**	D-Factor
Future AADT	-	-	-	-	-	28000	40700	45300	48500	**48500**	Future AADT

Stonecrest Industrial Way Distribution Center - Growth Rates

Percentage Growth												
Roadway	**County**	**Traffic Count Station**	**2016 Traffic Volumes**	**2017 Traffic Volumes**	**2018 Traffic Volumes**	**2019 Traffic Volumes**	**2020 Traffic Volumes**	**2021 Traffic Volumes by Linear Regress.**	**2022 Traffic Volumes by Linear Regress.**	**2024 Traffic Volumes by Linear Regress.**	**Annual Growth 2021 to 2022**	**Annual Growth 2022 to 2024**
GA 124 Rock Chapel Rd	DeKalb	089-0158	34,300	31,600	31,500	40,500	37,400	39,590	41,100	44,120	3.8%	3.7%
GA 124 Rock Chapel Rd	DeKalb	089-0154	34,000	33,200	34,300	34,500	31,900	32,710	32,420	31,840	-0.9%	-0.9%
S Stn Mtn Lithonia Rd	DeKalb	089-0512	11,100	11,800	13,200	13,300	12,300	13,510	13,900	14,680	2.9%	2.8%
Lithonia Indust Blvd	DeKalb	089-4061	16,400	16,700	21,800	22,200	20,600	23,710	25,100	27,880	5.9%	5.5%
Stone Mountain St	DeKalb	089-0509	8,030	8,640	8,630	8,690	8,010	8,403	8,404	8,406	0.0%	0.0%
		Weighted Average	**103,830**	**101,940**	**109,430**	**119,190**	**110,210**	**117,923**	**120,924**	**126,926**	**2.5%**	**2.5%**

APPENDIX E

CAPACITY ANALYSIS REPORTS



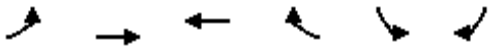
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	227	125	48	332	36	211	438	50	60	613	98
Future Volume (veh/h)	54	227	125	48	332	36	211	438	50	60	613	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	1767	1767	1870	1233	1737	1618	1885	1826	1767	1737	1811	1678
Adj Flow Rate, veh/h	58	244	0	52	357	0	227	471	0	65	659	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	9	9	2	45	11	19	1	5	9	11	6	15
Cap, veh/h	273	454		281	442		408	1112		400	866	
Arrive On Green	0.06	0.26	0.00	0.06	0.25	0.00	0.14	0.32	0.00	0.07	0.25	0.00
Sat Flow, veh/h	1682	1767	1585	1174	1737	1372	1795	3469	1497	1654	3441	1422
Grp Volume(v), veh/h	58	244	0	52	357	0	227	471	0	65	659	0
Grp Sat Flow(s),veh/h/ln	1682	1767	1585	1174	1737	1372	1795	1735	1497	1654	1721	1422
Q Serve(g_s), s	1.7	8.1	0.0	2.2	13.1	0.0	5.8	7.2	0.0	1.9	12.0	0.0
Cycle Q Clear(g_c), s	1.7	8.1	0.0	2.2	13.1	0.0	5.8	7.2	0.0	1.9	12.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	273	454		281	442		408	1112		400	866	
V/C Ratio(X)	0.21	0.54		0.19	0.81		0.56	0.42		0.16	0.76	
Avail Cap(c_a), veh/h	314	599		331	614		667	1738		436	1065	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	17.7	21.7	0.0	17.1	23.8	0.0	15.4	18.1	0.0	16.5	23.5	0.0
Incr Delay (d2), s/veh	0.4	1.0	0.0	0.3	5.5	0.0	1.2	0.3	0.0	0.2	2.6	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	0.6	3.1	0.0	0.5	5.4	0.0	2.1	2.6	0.0	0.6	4.6	0.0
Unsig. Movement Delay, s/veh			0.00			0.00			0.00			0.00
LnGrp Delay(d),s/veh	18.1	22.7	0.0	17.5	29.3	0.0	16.6	18.4	0.0	16.6	26.1	0.0
LnGrp LOS	B	C	A	B	C	A	B	B	A	B	C	A
Approach Vol, veh/h		436	A		448	A		752	A		829	A
Approach Delay, s/veh		15.1			25.4			16.5			22.1	
Approach LOS		B			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	22.2	14.2	22.1	9.1	22.5	9.5	26.7
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	5.0	23.0	18.0	20.0	6.0	22.0	5.0	33.0
Max Q Clear Time (g_c+I1), s	3.7	15.1	7.8	14.0	4.2	10.1	3.9	9.2
Green Ext Time (p_c), s	0.0	1.2	0.4	2.0	0.0	0.9	0.0	2.8

Intersection Summary	
HCM 6th Ctrl Delay	19.7
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR, EBR, WBR, SBR] is included in calculations of the approach delay and intersection delay.



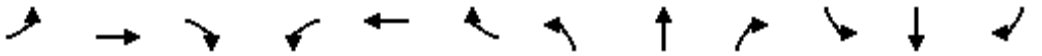
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	18	491	774	6	9	18
Future Volume (veh/h)	18	491	774	6	9	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1159	1841	1811	714	966	966
Adj Flow Rate, veh/h	22	592	933	0	11	22
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	50	4	6	80	63	63
Cap, veh/h	63	2213	1467		64	57
Arrive On Green	0.06	0.63	0.43	0.00	0.07	0.07
Sat Flow, veh/h	1104	3589	3532	605	920	819
Grp Volume(v), veh/h	22	592	933	0	11	22
Grp Sat Flow(s),veh/h/ln	1104	1749	1721	605	920	819
Q Serve(g_s), s	0.6	2.5	7.2	0.0	0.4	0.9
Cycle Q Clear(g_c), s	0.6	2.5	7.2	0.0	0.4	0.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	63	2213	1467		64	57
V/C Ratio(X)	0.35	0.27	0.64		0.17	0.39
Avail Cap(c_a), veh/h	197	3230	2050		521	464
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	15.2	2.7	7.6	0.0	14.7	14.9
Incr Delay (d2), s/veh	3.2	0.1	0.5	0.0	1.3	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	1.2	0.0	0.1	0.5
Unsig. Movement Delay, s/veh				0.00		
LnGrp Delay(d),s/veh	18.4	2.8	8.0	0.0	16.0	19.2
LnGrp LOS	B	A	A	A	B	B
Approach Vol, veh/h		614	940	A	33	
Approach Delay, s/veh		3.3	8.0		18.1	
Approach LOS		A	A		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		26.2		7.3	6.9	19.3
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		30.0		18.0	5.0	19.0
Max Q Clear Time (g_c+I1), s		4.5		2.9	2.6	9.2
Green Ext Time (p_c), s		3.8		0.0	0.0	4.2

Intersection Summary	
HCM 6th Ctrl Delay	6.4
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is included in calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	147	326	17	26	604	27	22	38	14	40	40	193
Future Volume (veh/h)	147	326	17	26	604	27	22	38	14	40	40	193
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1796	1707	1900	1811	1900	966	1678	1278	1856	1900	1856
Adj Flow Rate, veh/h	165	366	19	29	679	30	25	43	0	45	45	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	7	13	0	6	0	63	15	42	3	0	3
Cap, veh/h	528	1736	736	697	1750	819	337	262		423	296	
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.16	0.16	0.00	0.16	0.16	0.00
Sat Flow, veh/h	740	3413	1447	1014	3441	1610	703	1678	1083	1353	1900	1572
Grp Volume(v), veh/h	165	366	19	29	679	30	25	43	0	45	45	0
Grp Sat Flow(s),veh/h/ln	740	1706	1447	1014	1721	1610	703	1678	1083	1353	1900	1572
Q Serve(g_s), s	5.2	1.8	0.2	0.5	3.6	0.3	0.9	0.7	0.0	0.9	0.6	0.0
Cycle Q Clear(g_c), s	8.8	1.8	0.2	2.2	3.6	0.3	1.6	0.7	0.0	1.6	0.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	528	1736	736	697	1750	819	337	262		423	296	
V/C Ratio(X)	0.31	0.21	0.03	0.04	0.39	0.04	0.07	0.16		0.11	0.15	
Avail Cap(c_a), veh/h	922	3550	1505	1237	3579	1675	675	1069		1074	1211	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	7.2	4.0	3.6	4.6	4.5	3.7	11.5	10.9	0.0	11.6	10.9	0.0
Incr Delay (d2), s/veh	0.3	0.1	0.0	0.0	0.1	0.0	0.1	0.3	0.0	0.1	0.2	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	0.4	0.1	0.0	0.0	0.2	0.0	0.1	0.2	0.0	0.2	0.2	0.0
Unsig. Movement Delay, s/veh									0.00			0.00
LnGrp Delay(d),s/veh	7.5	4.1	3.7	4.7	4.6	3.7	11.6	11.2	0.0	11.7	11.1	0.0
LnGrp LOS	A	A	A	A	A	A	B	B	A	B	B	A
Approach Vol, veh/h		550			738			84	A		307	A
Approach Delay, s/veh		5.1			4.6			9.2			3.3	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.2		9.6		20.2		9.6				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		30.0		18.0		30.0		18.0				
Max Q Clear Time (g_c+I1), s		5.6		3.6		10.8		3.6				
Green Ext Time (p_c), s		4.6		0.2		3.3		0.2				

Intersection Summary												
HCM 6th Ctrl Delay			4.8									
HCM 6th LOS			A									

Notes

Unsignalized Delay for [NBR, SBR] is included in calculations of the approach delay and intersection delay.

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (veh/h)	304	83	105	1195	0	937	547
Future Volume (veh/h)	304	83	105	1195	0	937	547
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	1811	1737	1767	1796		1811	1826
Adj Flow Rate, veh/h	320	0	111	1258		986	0
Peak Hour Factor	0.95	0.95	0.95	0.95		0.95	0.95
Percent Heavy Veh, %	6	11	9	7		6	5
Cap, veh/h	592		365	1977		1708	
Arrive On Green	0.18	0.00	0.11	0.58		0.35	0.00
Sat Flow, veh/h	3346	1472	3264	3503		5107	1547
Grp Volume(v), veh/h	320	0	111	1258		986	0
Grp Sat Flow(s),veh/h/ln	1673	1472	1632	1706		1648	1547
Q Serve(g_s), s	3.6	0.0	1.3	10.1		6.7	0.0
Cycle Q Clear(g_c), s	3.6	0.0	1.3	10.1		6.7	0.0
Prop In Lane	1.00	1.00	1.00				1.00
Lane Grp Cap(c), veh/h	592		365	1977		1708	
V/C Ratio(X)	0.54		0.30	0.64		0.58	
Avail Cap(c_a), veh/h	1550		477	1977		2411	
HCM Platoon Ratio	1.00	1.00	1.00	1.00		1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00		1.00	0.00
Uniform Delay (d), s/veh	15.4	0.0	16.7	5.8		11.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.5	0.7		0.3	0.0
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	0.4	1.4		1.6	0.0
Unsig. Movement Delay, s/veh		0.00					0.00
LnGrp Delay(d),s/veh	16.1	0.0	17.2	6.4		11.3	0.0
LnGrp LOS	B	A	B	A		B	A
Approach Vol, veh/h	407	A		1369		1562	A
Approach Delay, s/veh	12.7			7.3		7.1	
Approach LOS	B			A		A	

Timer - Assigned Phs	1	2		4		6	
Phs Duration (G+Y+Rc), s	9.6	19.2		12.3		28.8	
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0	
Max Green Setting (Gmax), s	5.0	19.0		18.0		19.0	
Max Q Clear Time (g_c+I1), s	3.3	8.7		5.6		12.1	
Green Ext Time (p_c), s	0.0	4.5		0.9		4.3	

Intersection Summary		
HCM 6th Ctrl Delay	7.9	
HCM 6th LOS	A	

Notes

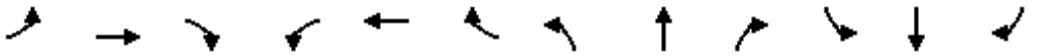
User approved ignoring U-Turning movement.

Unsignalized Delay for [EBR, SBR] is included in calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	161	634	173	46	1419	173	141	634	44	133	537	132
Future Volume (veh/h)	161	634	173	46	1419	173	141	634	44	133	537	132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1841	1856	1900	1856	1826	1856	1752	1781	1856	1693	1663
Adj Flow Rate, veh/h	168	660	180	48	1478	180	147	660	46	139	559	138
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	9	4	3	0	3	5	3	10	8	3	14	16
Cap, veh/h	188	1607	438	366	1505	181	169	777	352	181	576	142
Arrive On Green	0.08	0.59	0.59	0.47	0.47	0.47	0.06	0.23	0.23	0.05	0.22	0.22
Sat Flow, veh/h	1682	2716	740	665	3168	382	1767	3328	1510	1767	2558	629
Grp Volume(v), veh/h	168	425	415	48	816	842	147	660	46	139	351	346
Grp Sat Flow(s),veh/h/ln	1682	1749	1708	665	1763	1787	1767	1664	1510	1767	1608	1579
Q Serve(g_s), s	7.4	15.7	15.7	5.0	54.3	56.2	7.0	22.8	2.9	6.0	25.9	26.1
Cycle Q Clear(g_c), s	7.4	15.7	15.7	6.8	54.3	56.2	7.0	22.8	2.9	6.0	25.9	26.1
Prop In Lane	1.00		0.43	1.00		0.21	1.00		1.00	1.00		0.40
Lane Grp Cap(c), veh/h	188	1035	1010	366	837	849	169	777	352	181	362	355
V/C Ratio(X)	0.89	0.41	0.41	0.13	0.97	0.99	0.87	0.85	0.13	0.77	0.97	0.97
Avail Cap(c_a), veh/h	188	1035	1010	366	837	849	169	777	352	181	362	355
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.2	13.2	13.2	18.8	30.8	31.3	38.6	44.0	36.4	40.3	46.1	46.2
Incr Delay (d2), s/veh	37.4	0.3	0.3	0.2	24.8	28.9	35.9	8.9	0.2	18.2	39.1	40.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	5.7	5.6	0.8	26.9	29.0	4.9	10.0	1.1	2.1	13.9	13.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.6	13.5	13.5	19.0	55.6	60.2	74.5	52.9	36.5	58.5	85.2	87.0
LnGrp LOS	E	B	B	B	E	E	E	D	D	E	F	F
Approach Vol, veh/h		1008			1706			853			836	
Approach Delay, s/veh		23.2			56.9			55.7			81.5	
Approach LOS		C			E			E			F	

Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	14.0	62.0	12.0	32.0		76.0	11.0	33.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s	8.0	56.0	6.0	26.0		70.0	5.0	27.0				
Max Q Clear Time (g_c+I1), s	9.4	58.2	9.0	28.1		17.7	8.0	24.8				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0		5.7	0.0	1.0				

Intersection Summary			
HCM 6th Ctrl Delay		53.6	
HCM 6th LOS		D	



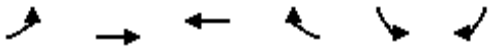
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	314	175	70	300	48	165	766	55	39	416	71
Future Volume (veh/h)	105	314	175	70	300	48	165	766	55	39	416	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	1811	1856	1856	1826	1885	1900	1885	1826	1470	1737	1841	1856
Adj Flow Rate, veh/h	108	324	0	72	309	0	170	790	0	40	429	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	6	3	3	5	1	0	1	5	29	11	4	3
Cap, veh/h	330	430		313	417		476	1113		284	910	
Arrive On Green	0.08	0.23	0.00	0.07	0.22	0.00	0.12	0.32	0.00	0.06	0.26	0.00
Sat Flow, veh/h	1725	1856	1572	1739	1885	1610	1795	3469	1246	1654	3497	1572
Grp Volume(v), veh/h	108	324	0	72	309	0	170	790	0	40	429	0
Grp Sat Flow(s),veh/h/ln	1725	1856	1572	1739	1885	1610	1795	1735	1246	1654	1749	1572
Q Serve(g_s), s	2.9	10.2	0.0	1.9	9.6	0.0	4.0	12.6	0.0	1.1	6.5	0.0
Cycle Q Clear(g_c), s	2.9	10.2	0.0	1.9	9.6	0.0	4.0	12.6	0.0	1.1	6.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	330	430		313	417		476	1113		284	910	
V/C Ratio(X)	0.33	0.75		0.23	0.74		0.36	0.71		0.14	0.47	
Avail Cap(c_a), veh/h	350	769		352	781		810	1769		350	1059	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	17.0	22.4	0.0	17.1	22.8	0.0	13.4	18.7	0.0	15.7	19.6	0.0
Incr Delay (d2), s/veh	0.6	2.7	0.0	0.4	2.6	0.0	0.5	0.8	0.0	0.2	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	4.2	0.0	0.7	4.0	0.0	1.4	4.4	0.0	0.4	2.3	0.0
Unsig. Movement Delay, s/veh			0.00			0.00			0.00			0.00
LnGrp Delay(d),s/veh	17.6	25.1	0.0	17.5	25.4	0.0	13.9	19.6	0.0	15.9	20.0	0.0
LnGrp LOS	B	C	A	B	C	A	B	B	A	B	B	A
Approach Vol, veh/h		612	A		430	A		1017	A		542	A
Approach Delay, s/veh		16.4			21.2			17.5			17.0	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	18.9	12.3	21.3	9.6	19.5	8.5	25.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	5.0	25.0	18.0	18.0	5.0	25.0	5.0	31.0
Max Q Clear Time (g_c+I1), s	4.9	11.6	6.0	8.5	3.9	12.2	3.1	14.6
Green Ext Time (p_c), s	0.0	1.3	0.3	1.7	0.0	1.3	0.0	4.6

Intersection Summary	
HCM 6th Ctrl Delay	17.8
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR, EBR, WBR, SBR] is included in calculations of the approach delay and intersection delay.



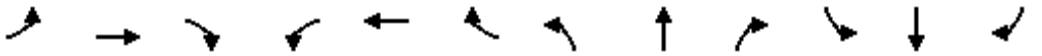
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	10	902	544	5	7	25
Future Volume (veh/h)	10	902	544	5	7	25
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1070	1841	1870	1011	1693	1515
Adj Flow Rate, veh/h	11	980	591	0	8	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	56	4	2	60	14	26
Cap, veh/h	51	1990	1216		125	100
Arrive On Green	0.05	0.57	0.34	0.00	0.08	0.08
Sat Flow, veh/h	1019	3589	3647	857	1612	1284
Grp Volume(v), veh/h	11	980	591	0	8	27
Grp Sat Flow(s),veh/h/ln	1019	1749	1777	857	1612	1284
Q Serve(g_s), s	0.3	4.8	3.7	0.0	0.1	0.6
Cycle Q Clear(g_c), s	0.3	4.8	3.7	0.0	0.1	0.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	51	1990	1216		125	100
V/C Ratio(X)	0.22	0.49	0.49		0.06	0.27
Avail Cap(c_a), veh/h	216	3831	2511		1082	862
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	12.9	3.7	7.3	0.0	12.1	12.3
Incr Delay (d2), s/veh	2.1	0.2	0.3	0.0	0.2	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	0.1	0.1	0.6	0.0	0.0	0.0
Unsig. Movement Delay, s/veh				0.00		
LnGrp Delay(d),s/veh	15.0	3.8	7.6	0.0	12.3	13.7
LnGrp LOS	B	A	A	A	B	B
Approach Vol, veh/h		991	596	A	35	
Approach Delay, s/veh		4.0	7.6		13.4	
Approach LOS		A	A		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		21.1		7.2	6.4	14.7
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		30.0		18.0	5.0	19.0
Max Q Clear Time (g_c+I1), s		6.8		2.6	2.3	5.7
Green Ext Time (p_c), s		6.8		0.0	0.0	3.0

Intersection Summary	
HCM 6th Ctrl Delay	5.5
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is included in calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	245	612	19	29	381	47	33	64	31	30	43	129
Future Volume (veh/h)	245	612	19	29	381	47	33	64	31	30	43	129
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1870	1248	1248	1856	1900	1752	1870	1752	1900	1781	1885
Adj Flow Rate, veh/h	258	644	20	31	401	49	35	67	0	32	45	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	2	44	44	3	0	10	2	10	0	8	1
Cap, veh/h	652	1896	564	446	1881	859	394	290		392	277	
Arrive On Green	0.53	0.53	0.53	0.53	0.53	0.53	0.16	0.16	0.00	0.16	0.16	0.00
Sat Flow, veh/h	903	3554	1058	515	3526	1610	1275	1870	1485	1355	1781	1598
Grp Volume(v), veh/h	258	644	20	31	401	49	35	67	0	32	45	0
Grp Sat Flow(s),veh/h/ln	903	1777	1058	515	1763	1610	1275	1870	1485	1355	1781	1598
Q Serve(g_s), s	6.8	3.3	0.3	1.2	1.9	0.5	0.8	1.0	0.0	0.7	0.7	0.0
Cycle Q Clear(g_c), s	8.7	3.3	0.3	4.5	1.9	0.5	1.5	1.0	0.0	1.7	0.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	652	1896	564	446	1881	859	394	290		392	277	
V/C Ratio(X)	0.40	0.34	0.04	0.07	0.21	0.06	0.09	0.23		0.08	0.16	
Avail Cap(c_a), veh/h	1041	3428	1020	668	3401	1553	950	1106		983	1053	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	6.2	4.3	3.6	5.5	3.9	3.6	12.4	11.9	0.0	12.6	11.8	0.0
Incr Delay (d2), s/veh	0.4	0.1	0.0	0.1	0.1	0.0	0.1	0.4	0.0	0.1	0.3	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	0.5	0.3	0.0	0.1	0.1	0.0	0.2	0.3	0.0	0.2	0.2	0.0
Unsig. Movement Delay, s/veh									0.00			0.00
LnGrp Delay(d),s/veh	6.6	4.4	3.6	5.6	4.0	3.6	12.5	12.3	0.0	12.7	12.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	B	A	B	B	A
Approach Vol, veh/h		922			481			135	A		213	A
Approach Delay, s/veh		5.0			4.1			9.3			4.5	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.1		10.0		22.1		10.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		30.0		18.0		30.0		18.0				
Max Q Clear Time (g_c+I1), s		6.5		3.7		10.7		3.5				
Green Ext Time (p_c), s		2.9		0.2		5.5		0.3				

Intersection Summary												
HCM 6th Ctrl Delay			5.0									
HCM 6th LOS			A									

Notes

Unsignalized Delay for [NBR, SBR] is included in calculations of the approach delay and intersection delay.

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (veh/h)	605	125	91	1046	0	1389	382
Future Volume (veh/h)	605	125	91	1046	0	1389	382
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	1767	1767	1841		1856	1826
Adj Flow Rate, veh/h	637	0	96	1101		1462	0
Peak Hour Factor	0.95	0.95	0.95	0.95		0.95	0.95
Percent Heavy Veh, %	2	9	9	4		3	5
Cap, veh/h	879		298	1936		1855	
Arrive On Green	0.25	0.00	0.09	0.55		0.37	0.00
Sat Flow, veh/h	3456	1497	3264	3589		5233	1547
Grp Volume(v), veh/h	637	0	96	1101		1462	0
Grp Sat Flow(s),veh/h/ln	1728	1497	1632	1749		1689	1547
Q Serve(g_s), s	8.8	0.0	1.4	10.7		13.4	0.0
Cycle Q Clear(g_c), s	8.8	0.0	1.4	10.7		13.4	0.0
Prop In Lane	1.00	1.00	1.00				1.00
Lane Grp Cap(c), veh/h	879		298	1936		1855	
V/C Ratio(X)	0.72		0.32	0.57		0.79	
Avail Cap(c_a), veh/h	1261		376	1936		1946	
HCM Platoon Ratio	1.00	1.00	1.00	1.00		1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00		1.00	0.00
Uniform Delay (d), s/veh	17.7	0.0	22.1	7.6		14.7	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.6	0.4		2.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.0	0.5	2.4		4.2	0.0
Unsig. Movement Delay, s/veh		0.00					0.00
LnGrp Delay(d),s/veh	18.9	0.0	22.8	8.0		16.9	0.0
LnGrp LOS	B	A	C	A		B	A
Approach Vol, veh/h	769	A		1197		1864	A
Approach Delay, s/veh	15.7			9.2		13.2	
Approach LOS	B			A		B	

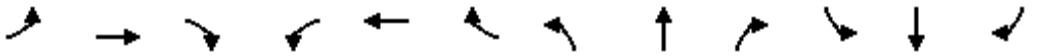
Timer - Assigned Phs	1	2		4		6	
Phs Duration (G+Y+Rc), s	9.8	24.1		18.2		33.8	
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0	
Max Green Setting (Gmax), s	5.0	19.0		18.0		19.0	
Max Q Clear Time (g_c+I1), s	3.4	15.4		10.8		12.7	
Green Ext Time (p_c), s	0.0	2.7		1.5		3.5	

Intersection Summary			
HCM 6th Ctrl Delay		12.4	
HCM 6th LOS		B	

Notes

User approved ignoring U-Turning movement.

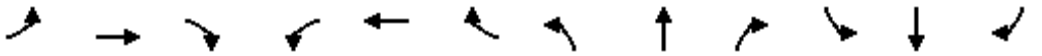
Unsignalized Delay for [EBR, SBR] is included in calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	207	1018	207	34	900	122	172	653	74	180	551	163
Future Volume (veh/h)	207	1018	207	34	900	122	172	653	74	180	551	163
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	1826	1885	1870	1900	1870	1856	1841	1752	1856	1870	1841	1856
Adj Flow Rate, veh/h	216	1060	216	35	938	127	179	680	77	188	574	170
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	1	2	0	2	3	4	10	3	2	4	3
Cap, veh/h	298	1507	306	185	1094	148	244	800	378	257	640	189
Arrive On Green	0.10	0.51	0.51	0.35	0.35	0.35	0.08	0.24	0.24	0.08	0.24	0.24
Sat Flow, veh/h	1739	2965	602	441	3145	426	1753	3328	1572	1781	2662	786
Grp Volume(v), veh/h	216	639	637	35	530	535	179	680	77	188	377	367
Grp Sat Flow(s),veh/h/ln	1739	1791	1777	441	1777	1794	1753	1664	1572	1781	1749	1699
Q Serve(g_s), s	6.5	23.8	24.0	5.8	24.2	24.2	6.8	17.1	3.4	7.0	18.2	18.3
Cycle Q Clear(g_c), s	6.5	23.8	24.0	15.8	24.2	24.2	6.8	17.1	3.4	7.0	18.2	18.3
Prop In Lane	1.00		0.34	1.00		0.24	1.00		1.00	1.00		0.46
Lane Grp Cap(c), veh/h	298	910	903	185	618	624	244	800	378	257	420	408
V/C Ratio(X)	0.72	0.70	0.71	0.19	0.86	0.86	0.73	0.85	0.20	0.73	0.90	0.90
Avail Cap(c_a), veh/h	298	963	955	198	671	677	244	800	378	257	420	408
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.3	16.4	16.5	27.9	26.5	26.5	24.8	31.7	26.5	24.8	32.1	32.2
Incr Delay (d2), s/veh	8.5	2.2	2.2	0.5	10.1	10.1	10.8	8.7	0.3	10.2	21.3	22.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	8.9	8.9	0.6	11.0	11.1	3.3	7.3	1.2	3.4	9.6	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.8	18.6	18.7	28.4	36.6	36.6	35.6	40.4	26.8	35.0	53.4	54.6
LnGrp LOS	C	B	B	C	D	D	D	D	C	C	D	D
Approach Vol, veh/h		1492			1100			936			932	
Approach Delay, s/veh		20.0			36.3			38.3			50.1	
Approach LOS		B			D			D			D	

Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	14.0	35.4	12.0	26.0		49.4	12.0	26.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s	8.0	32.0	6.0	20.0		46.0	6.0	20.0				
Max Q Clear Time (g_c+I1), s	8.5	26.2	8.8	20.3		26.0	9.0	19.1				
Green Ext Time (p_c), s	0.0	3.2	0.0	0.0		8.2	0.0	0.5				

Intersection Summary	
HCM 6th Ctrl Delay	34.2
HCM 6th LOS	C



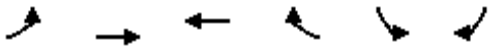
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	238	131	50	349	38	222	460	53	63	644	103
Future Volume (veh/h)	57	238	131	50	349	38	222	460	53	63	644	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	1767	1767	1870	1233	1737	1618	1885	1826	1767	1737	1811	1678
Adj Flow Rate, veh/h	61	256	0	54	375	0	239	495	0	68	692	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	9	9	2	45	11	19	1	5	9	11	6	15
Cap, veh/h	263	467		276	454		400	1133		391	878	
Arrive On Green	0.06	0.26	0.00	0.06	0.26	0.00	0.14	0.33	0.00	0.07	0.26	0.00
Sat Flow, veh/h	1682	1767	1585	1174	1737	1372	1795	3469	1497	1654	3441	1422
Grp Volume(v), veh/h	61	256	0	54	375	0	239	495	0	68	692	0
Grp Sat Flow(s),veh/h/ln	1682	1767	1585	1174	1737	1372	1795	1735	1497	1654	1721	1422
Q Serve(g_s), s	1.8	8.8	0.0	2.3	14.4	0.0	6.3	7.9	0.0	2.1	13.3	0.0
Cycle Q Clear(g_c), s	1.8	8.8	0.0	2.3	14.4	0.0	6.3	7.9	0.0	2.1	13.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	263	467		276	454		400	1133		391	878	
V/C Ratio(X)	0.23	0.55		0.20	0.83		0.60	0.44		0.17	0.79	
Avail Cap(c_a), veh/h	299	574		321	589		635	1666		422	1021	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	18.3	22.4	0.0	17.6	24.6	0.0	16.0	18.7	0.0	17.1	24.6	0.0
Incr Delay (d2), s/veh	0.4	1.0	0.0	0.3	7.4	0.0	1.4	0.3	0.0	0.2	3.6	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	0.6	3.4	0.0	0.6	6.2	0.0	2.3	2.8	0.0	0.7	5.2	0.0
Unsig. Movement Delay, s/veh			0.00			0.00			0.00			0.00
LnGrp Delay(d),s/veh	18.8	23.4	0.0	18.0	32.1	0.0	17.4	19.0	0.0	17.3	28.2	0.0
LnGrp LOS	B	C	A	B	C	A	B	B	A	B	C	A
Approach Vol, veh/h		458	A		470	A		791	A		871	A
Approach Delay, s/veh		15.6			27.7			17.2			23.8	
Approach LOS		B			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	23.5	14.7	23.1	9.3	23.7	9.7	28.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	5.0	23.0	18.0	20.0	6.0	22.0	5.0	33.0
Max Q Clear Time (g_c+I1), s	3.8	16.4	8.3	15.3	4.3	10.8	4.1	9.9
Green Ext Time (p_c), s	0.0	1.1	0.4	1.8	0.0	0.9	0.0	3.0

Intersection Summary	
HCM 6th Ctrl Delay	21.0
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR, EBR, WBR, SBR] is included in calculations of the approach delay and intersection delay.



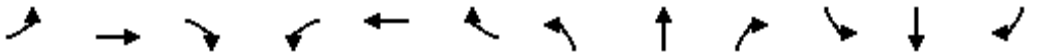
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	19	516	813	6	9	19
Future Volume (veh/h)	19	516	813	6	9	19
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1159	1841	1811	714	966	966
Adj Flow Rate, veh/h	23	622	980	0	11	23
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	50	4	6	80	63	63
Cap, veh/h	64	2234	1497		64	57
Arrive On Green	0.06	0.64	0.44	0.00	0.07	0.07
Sat Flow, veh/h	1104	3589	3532	605	920	819
Grp Volume(v), veh/h	23	622	980	0	11	23
Grp Sat Flow(s),veh/h/ln	1104	1749	1721	605	920	819
Q Serve(g_s), s	0.7	2.7	7.7	0.0	0.4	0.9
Cycle Q Clear(g_c), s	0.7	2.7	7.7	0.0	0.4	0.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	64	2234	1497		64	57
V/C Ratio(X)	0.36	0.28	0.65		0.17	0.40
Avail Cap(c_a), veh/h	193	3163	2008		510	454
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	15.5	2.7	7.6	0.0	15.0	15.3
Incr Delay (d2), s/veh	3.4	0.1	0.5	0.0	1.3	4.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	1.4	0.0	0.1	0.5
Unsig. Movement Delay, s/veh				0.00		
LnGrp Delay(d),s/veh	18.9	2.8	8.1	0.0	16.3	19.8
LnGrp LOS	B	A	A	A	B	B
Approach Vol, veh/h		645	987	A	34	
Approach Delay, s/veh		3.4	8.1		18.7	
Approach LOS		A	A		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		26.9		7.4	7.0	19.9
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		30.0		18.0	5.0	19.0
Max Q Clear Time (g_c+I1), s		4.7		2.9	2.7	9.7
Green Ext Time (p_c), s		4.0		0.0	0.0	4.2

Intersection Summary	
HCM 6th Ctrl Delay	6.5
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is included in calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	343	18	27	635	28	23	40	15	42	42	203
Future Volume (veh/h)	154	343	18	27	635	28	23	40	15	42	42	203
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	1796	1707	1900	1811	1900	966	1678	1278	1856	1900	1856
Adj Flow Rate, veh/h	173	385	20	30	713	31	26	45	0	47	47	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	7	13	0	6	0	63	15	42	3	0	3
Cap, veh/h	518	1790	759	693	1804	844	325	259		408	293	
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.15	0.15	0.00	0.15	0.15	0.00
Sat Flow, veh/h	716	3413	1447	996	3441	1610	702	1678	1083	1350	1900	1572
Grp Volume(v), veh/h	173	385	20	30	713	31	26	45	0	47	47	0
Grp Sat Flow(s),veh/h/ln	716	1706	1447	996	1721	1610	702	1678	1083	1350	1900	1572
Q Serve(g_s), s	5.9	1.9	0.2	0.5	3.9	0.3	1.0	0.7	0.0	1.0	0.7	0.0
Cycle Q Clear(g_c), s	9.8	1.9	0.2	2.4	3.9	0.3	1.7	0.7	0.0	1.7	0.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	518	1790	759	693	1804	844	325	259		408	293	
V/C Ratio(X)	0.33	0.22	0.03	0.04	0.40	0.04	0.08	0.17		0.12	0.16	
Avail Cap(c_a), veh/h	856	3400	1442	1163	3429	1604	645	1025		1025	1160	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	7.4	4.0	3.6	4.6	4.4	3.6	12.1	11.4	0.0	12.2	11.4	0.0
Incr Delay (d2), s/veh	0.4	0.1	0.0	0.0	0.1	0.0	0.1	0.3	0.0	0.1	0.3	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	0.4	0.1	0.0	0.0	0.3	0.0	0.1	0.2	0.0	0.2	0.2	0.0
Unsig. Movement Delay, s/veh									0.00			0.00
LnGrp Delay(d),s/veh	7.8	4.0	3.6	4.6	4.6	3.6	12.3	11.8	0.0	12.3	11.7	0.0
LnGrp LOS	A	A	A	A	A	A	B	B	A	B	B	A
Approach Vol, veh/h		578			774			88	A		322	A
Approach Delay, s/veh		5.1			4.5			9.6			3.5	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.3		9.8		21.3		9.8				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		30.0		18.0		30.0		18.0				
Max Q Clear Time (g_c+I1), s		5.9		3.7		11.8		3.7				
Green Ext Time (p_c), s		4.9		0.2		3.5		0.2				

Intersection Summary												
HCM 6th Ctrl Delay			4.8									
HCM 6th LOS			A									

Notes

Unsignalized Delay for [NBR, SBR] is included in calculations of the approach delay and intersection delay.

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (veh/h)	319	87	110	1255	0	984	575
Future Volume (veh/h)	319	87	110	1255	0	984	575
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	1811	1737	1767	1796		1811	1826
Adj Flow Rate, veh/h	336	0	116	1321		1036	0
Peak Hour Factor	0.95	0.95	0.95	0.95		0.95	0.95
Percent Heavy Veh, %	6	11	9	7		6	5
Cap, veh/h	605		365	1985		1735	
Arrive On Green	0.18	0.00	0.11	0.58		0.35	0.00
Sat Flow, veh/h	3346	1472	3264	3503		5107	1547
Grp Volume(v), veh/h	336	0	116	1321		1036	0
Grp Sat Flow(s),veh/h/ln	1673	1472	1632	1706		1648	1547
Q Serve(g_s), s	3.9	0.0	1.4	11.1		7.2	0.0
Cycle Q Clear(g_c), s	3.9	0.0	1.4	11.1		7.2	0.0
Prop In Lane	1.00	1.00	1.00				1.00
Lane Grp Cap(c), veh/h	605		365	1985		1735	
V/C Ratio(X)	0.55		0.32	0.67		0.60	
Avail Cap(c_a), veh/h	1510		465	1985		2348	
HCM Platoon Ratio	1.00	1.00	1.00	1.00		1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00		1.00	0.00
Uniform Delay (d), s/veh	15.7	0.0	17.2	6.0		11.2	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.5	0.9		0.3	0.0
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	0.4	1.7		1.8	0.0
Unsig. Movement Delay, s/veh		0.00					0.00
LnGrp Delay(d),s/veh	16.5	0.0	17.7	6.9		11.6	0.0
LnGrp LOS	B	A	B	A		B	A
Approach Vol, veh/h	428	A		1437		1641	A
Approach Delay, s/veh	13.0			7.7		7.3	
Approach LOS	B			A		A	

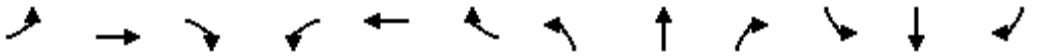
Timer - Assigned Phs	1	2		4		6	
Phs Duration (G+Y+Rc), s	9.7	19.8		12.6		29.5	
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0	
Max Green Setting (Gmax), s	5.0	19.0		18.0		19.0	
Max Q Clear Time (g_c+I1), s	3.4	9.2		5.9		13.1	
Green Ext Time (p_c), s	0.0	4.5		0.9		3.9	

Intersection Summary		
HCM 6th Ctrl Delay		8.2
HCM 6th LOS		A

Notes

User approved ignoring U-Turning movement.

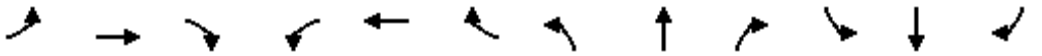
Unsignalized Delay for [EBR, SBR] is included in calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	666	182	48	1491	182	148	666	46	140	564	139
Future Volume (veh/h)	169	666	182	48	1491	182	148	666	46	140	564	139
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	1767	1841	1856	1900	1856	1826	1856	1752	1781	1856	1693	1663
Adj Flow Rate, veh/h	176	694	190	50	1553	190	154	694	48	146	588	145
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	9	4	3	0	3	5	3	10	8	3	14	16
Cap, veh/h	186	1605	439	348	1504	182	163	777	352	171	576	142
Arrive On Green	0.08	0.59	0.59	0.47	0.47	0.47	0.06	0.23	0.23	0.05	0.22	0.22
Sat Flow, veh/h	1682	2713	743	638	3167	382	1767	3328	1510	1767	2558	629
Grp Volume(v), veh/h	176	447	437	50	855	888	154	694	48	146	369	364
Grp Sat Flow(s),veh/h/ln	1682	1749	1707	638	1763	1787	1767	1664	1510	1767	1608	1579
Q Serve(g_s), s	8.2	16.8	16.9	5.6	57.0	57.0	7.0	24.2	3.0	6.0	27.0	27.0
Cycle Q Clear(g_c), s	8.2	16.8	16.9	8.4	57.0	57.0	7.0	24.2	3.0	6.0	27.0	27.0
Prop In Lane	1.00		0.43	1.00		0.21	1.00		1.00	1.00		0.40
Lane Grp Cap(c), veh/h	186	1035	1010	348	837	849	163	777	352	171	362	355
V/C Ratio(X)	0.95	0.43	0.43	0.14	1.02	1.05	0.94	0.89	0.14	0.86	1.02	1.02
Avail Cap(c_a), veh/h	186	1035	1010	348	837	849	163	777	352	171	362	355
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.0	13.4	13.4	19.6	31.5	31.5	39.6	44.6	36.4	41.6	46.5	46.5
Incr Delay (d2), s/veh	50.2	0.3	0.3	0.2	36.7	43.6	54.1	12.8	0.2	32.2	52.5	54.1
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	4.9	6.1	6.0	0.8	30.7	32.8	5.9	11.0	1.1	2.9	15.7	15.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.2	13.7	13.7	19.8	68.2	75.1	93.7	57.4	36.6	73.8	99.0	100.6
LnGrp LOS	F	B	B	B	F	F	F	E	D	E	F	F
Approach Vol, veh/h		1060			1793			896			879	
Approach Delay, s/veh		25.8			70.2			62.5			95.5	
Approach LOS		C			E			E			F	

Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	14.0	62.0	12.0	32.0		76.0	11.0	33.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s	8.0	56.0	6.0	26.0		70.0	5.0	27.0				
Max Q Clear Time (g_c+I1), s	10.2	59.0	9.0	29.0		18.9	8.0	26.2				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0		6.1	0.0	0.4				

Intersection Summary			
HCM 6th Ctrl Delay		63.3	
HCM 6th LOS		E	



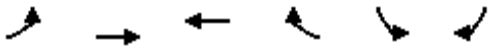
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	330	184	74	315	50	173	805	58	41	437	75
Future Volume (veh/h)	110	330	184	74	315	50	173	805	58	41	437	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	1811	1856	1856	1826	1885	1900	1885	1826	1470	1737	1841	1856
Adj Flow Rate, veh/h	113	340	0	76	325	0	178	830	0	42	451	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	6	3	3	5	1	0	1	5	29	11	4	3
Cap, veh/h	322	443		304	428		470	1138		274	934	
Arrive On Green	0.08	0.24	0.00	0.07	0.23	0.00	0.12	0.33	0.00	0.06	0.27	0.00
Sat Flow, veh/h	1725	1856	1572	1739	1885	1610	1795	3469	1246	1654	3497	1572
Grp Volume(v), veh/h	113	340	0	76	325	0	178	830	0	42	451	0
Grp Sat Flow(s),veh/h/ln	1725	1856	1572	1739	1885	1610	1795	1735	1246	1654	1749	1572
Q Serve(g_s), s	3.2	11.2	0.0	2.1	10.6	0.0	4.3	13.9	0.0	1.2	7.1	0.0
Cycle Q Clear(g_c), s	3.2	11.2	0.0	2.1	10.6	0.0	4.3	13.9	0.0	1.2	7.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	322	443		304	428		470	1138		274	934	
V/C Ratio(X)	0.35	0.77		0.25	0.76		0.38	0.73		0.15	0.48	
Avail Cap(c_a), veh/h	335	736		338	747		780	1693		333	1013	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	17.6	23.3	0.0	17.7	23.7	0.0	13.8	19.5	0.0	16.2	20.2	0.0
Incr Delay (d2), s/veh	0.7	2.8	0.0	0.4	2.8	0.0	0.5	0.9	0.0	0.3	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	4.6	0.0	0.8	4.5	0.0	1.5	4.9	0.0	0.4	2.6	0.0
Unsig. Movement Delay, s/veh			0.00			0.00			0.00			0.00
LnGrp Delay(d),s/veh	18.3	26.1	0.0	18.2	26.5	0.0	14.3	20.4	0.0	16.5	20.6	0.0
LnGrp LOS	B	C	A	B	C	A	B	C	A	B	C	A
Approach Vol, veh/h		643	A		453	A		1068	A		570	A
Approach Delay, s/veh		17.0			22.0			18.2			17.5	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.5	19.9	12.7	22.5	9.7	20.6	8.7	26.5
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	5.0	25.0	18.0	18.0	5.0	25.0	5.0	31.0
Max Q Clear Time (g_c+I1), s	5.2	12.6	6.3	9.1	4.1	13.2	3.2	15.9
Green Ext Time (p_c), s	0.0	1.3	0.3	1.8	0.0	1.4	0.0	4.7

Intersection Summary	
HCM 6th Ctrl Delay	18.4
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR, EBR, WBR, SBR] is included in calculations of the approach delay and intersection delay.



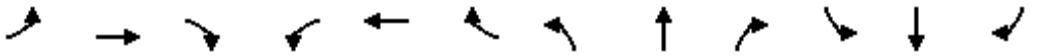
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	948	572	5	7	26
Future Volume (veh/h)	11	948	572	5	7	26
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1070	1841	1870	1011	1693	1515
Adj Flow Rate, veh/h	12	1030	622	0	8	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	56	4	2	60	14	26
Cap, veh/h	52	2010	1245		126	100
Arrive On Green	0.05	0.57	0.35	0.00	0.08	0.08
Sat Flow, veh/h	1019	3589	3647	857	1612	1284
Grp Volume(v), veh/h	12	1030	622	0	8	28
Grp Sat Flow(s),veh/h/ln	1019	1749	1777	857	1612	1284
Q Serve(g_s), s	0.3	5.1	4.0	0.0	0.1	0.6
Cycle Q Clear(g_c), s	0.3	5.1	4.0	0.0	0.1	0.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	52	2010	1245		126	100
V/C Ratio(X)	0.23	0.51	0.50		0.06	0.28
Avail Cap(c_a), veh/h	212	3765	2468		1063	847
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	13.1	3.7	7.4	0.0	12.3	12.5
Incr Delay (d2), s/veh	2.3	0.2	0.3	0.0	0.2	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.1	0.7	0.0	0.0	0.5
Unsig. Movement Delay, s/veh				0.00		
LnGrp Delay(d),s/veh	15.4	3.9	7.7	0.0	12.5	14.0
LnGrp LOS	B	A	A	A	B	B
Approach Vol, veh/h		1042	627	A	36	
Approach Delay, s/veh		4.0	7.6		13.7	
Approach LOS		A	A		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		21.5		7.3	6.5	15.1
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		30.0		18.0	5.0	19.0
Max Q Clear Time (g_c+I1), s		7.1		2.6	2.3	6.0
Green Ext Time (p_c), s		7.1		0.1	0.0	3.1

Intersection Summary	
HCM 6th Ctrl Delay	5.6
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is included in calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	257	643	20	30	400	49	35	67	33	32	45	136
Future Volume (veh/h)	257	643	20	30	400	49	35	67	33	32	45	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1870	1248	1248	1856	1900	1752	1870	1752	1900	1781	1885
Adj Flow Rate, veh/h	271	677	21	32	421	52	37	71	0	34	47	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	2	44	44	3	0	10	2	10	0	8	1
Cap, veh/h	645	1948	580	435	1932	883	381	287		377	273	
Arrive On Green	0.55	0.55	0.55	0.55	0.55	0.55	0.15	0.15	0.00	0.15	0.15	0.00
Sat Flow, veh/h	884	3554	1058	499	3526	1610	1272	1870	1485	1350	1781	1598
Grp Volume(v), veh/h	271	677	21	32	421	52	37	71	0	34	47	0
Grp Sat Flow(s),veh/h/ln	884	1777	1058	499	1763	1610	1272	1870	1485	1350	1781	1598
Q Serve(g_s), s	7.6	3.6	0.3	1.3	2.1	0.5	0.9	1.1	0.0	0.8	0.8	0.0
Cycle Q Clear(g_c), s	9.7	3.6	0.3	4.8	2.1	0.5	1.6	1.1	0.0	1.9	0.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	645	1948	580	435	1932	883	381	287		377	273	
V/C Ratio(X)	0.42	0.35	0.04	0.07	0.22	0.06	0.10	0.25		0.09	0.17	
Avail Cap(c_a), veh/h	979	3288	979	623	3262	1490	907	1061		936	1010	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	6.4	4.2	3.5	5.6	3.9	3.5	13.0	12.5	0.0	13.3	12.3	0.0
Incr Delay (d2), s/veh	0.4	0.1	0.0	0.1	0.1	0.0	0.1	0.4	0.0	0.1	0.3	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	0.5	0.3	0.0	0.1	0.2	0.0	0.2	0.4	0.0	0.2	0.3	0.0
Unsig. Movement Delay, s/veh									0.00			0.00
LnGrp Delay(d),s/veh	6.8	4.3	3.5	5.6	3.9	3.6	13.2	12.9	0.0	13.4	12.6	0.0
LnGrp LOS	A	A	A	A	A	A	B	B	A	B	B	A
Approach Vol, veh/h		969			505			143	A		224	A
Approach Delay, s/veh		5.0			4.0			9.8			4.7	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		23.4		10.1		23.4		10.1				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		30.0		18.0		30.0		18.0				
Max Q Clear Time (g_c+I1), s		6.8		3.9		11.7		3.6				
Green Ext Time (p_c), s		3.1		0.2		5.7		0.3				

Intersection Summary												
HCM 6th Ctrl Delay			5.1									
HCM 6th LOS			A									

Notes

Unsignalized Delay for [NBR, SBR] is included in calculations of the approach delay and intersection delay.

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (veh/h)	636	131	96	1099	0	1459	401
Future Volume (veh/h)	636	131	96	1099	0	1459	401
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	1767	1767	1841		1856	1826
Adj Flow Rate, veh/h	669	0	101	1157		1536	0
Peak Hour Factor	0.95	0.95	0.95	0.95		0.95	0.95
Percent Heavy Veh, %	2	9	9	4		3	5
Cap, veh/h	902		299	1928		1854	
Arrive On Green	0.26	0.00	0.09	0.55		0.37	0.00
Sat Flow, veh/h	3456	1497	3264	3589		5233	1547
Grp Volume(v), veh/h	669	0	101	1157		1536	0
Grp Sat Flow(s),veh/h/ln	1728	1497	1632	1749		1689	1547
Q Serve(g_s), s	9.5	0.0	1.5	11.8		14.7	0.0
Cycle Q Clear(g_c), s	9.5	0.0	1.5	11.8		14.7	0.0
Prop In Lane	1.00	1.00	1.00				1.00
Lane Grp Cap(c), veh/h	902		299	1928		1854	
V/C Ratio(X)	0.74		0.34	0.60		0.83	
Avail Cap(c_a), veh/h	1231		367	1928		1900	
HCM Platoon Ratio	1.00	1.00	1.00	1.00		1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00		1.00	0.00
Uniform Delay (d), s/veh	18.0	0.0	22.7	8.0		15.4	0.0
Incr Delay (d2), s/veh	1.6	0.0	0.7	0.5		3.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	0.5	2.8		4.8	0.0
Unsig. Movement Delay, s/veh		0.00					0.00
LnGrp Delay(d),s/veh	19.6	0.0	23.4	8.5		18.5	0.0
LnGrp LOS	B	A	C	A		B	A
Approach Vol, veh/h	807	A		1258		1958	A
Approach Delay, s/veh	16.3			9.7		14.5	
Approach LOS	B			A		B	

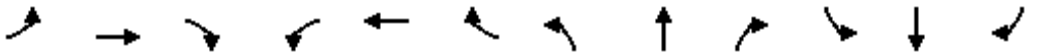
Timer - Assigned Phs	1	2		4		6	
Phs Duration (G+Y+Rc), s	9.9	24.5		18.9		34.4	
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0	
Max Green Setting (Gmax), s	5.0	19.0		18.0		19.0	
Max Q Clear Time (g_c+I1), s	3.5	16.7		11.5		13.8	
Green Ext Time (p_c), s	0.0	1.8		1.5		3.1	

Intersection Summary			
HCM 6th Ctrl Delay		13.4	
HCM 6th LOS		B	

Notes

User approved ignoring U-Turning movement.

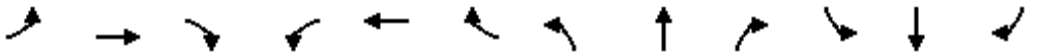
Unsignalized Delay for [EBR, SBR] is included in calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	217	1070	217	36	946	128	181	686	78	189	579	171
Future Volume (veh/h)	217	1070	217	36	946	128	181	686	78	189	579	171
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1885	1870	1900	1870	1856	1841	1752	1856	1870	1841	1856
Adj Flow Rate, veh/h	226	1115	226	38	985	133	189	715	81	197	603	178
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	1	2	0	2	3	4	10	3	2	4	3
Cap, veh/h	289	1526	308	172	1119	151	229	790	373	242	632	186
Arrive On Green	0.10	0.51	0.51	0.36	0.36	0.36	0.08	0.24	0.24	0.08	0.24	0.24
Sat Flow, veh/h	1739	2969	599	414	3146	425	1753	3328	1572	1781	2663	785
Grp Volume(v), veh/h	226	670	671	38	556	562	189	715	81	197	395	386
Grp Sat Flow(s),veh/h/ln	1739	1791	1777	414	1777	1794	1753	1664	1572	1781	1749	1699
Q Serve(g_s), s	6.9	25.7	26.1	7.0	26.0	26.0	7.0	18.5	3.7	7.0	19.7	19.8
Cycle Q Clear(g_c), s	6.9	25.7	26.1	19.0	26.0	26.0	7.0	18.5	3.7	7.0	19.7	19.8
Prop In Lane	1.00		0.34	1.00		0.24	1.00		1.00	1.00		0.46
Lane Grp Cap(c), veh/h	289	920	913	172	632	638	229	790	373	242	415	403
V/C Ratio(X)	0.78	0.73	0.73	0.22	0.88	0.88	0.82	0.90	0.22	0.81	0.95	0.96
Avail Cap(c_a), veh/h	289	952	944	179	663	669	229	790	373	242	415	403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.7	16.7	16.8	29.7	26.7	26.7	26.2	32.8	27.1	26.6	33.2	33.3
Incr Delay (d2), s/veh	13.1	2.8	2.9	0.6	12.7	12.6	21.0	13.9	0.3	18.8	32.2	33.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	9.7	9.8	0.7	12.1	12.3	4.1	8.4	1.3	4.2	11.5	11.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.8	19.5	19.7	30.3	39.4	39.4	47.2	46.7	27.4	45.4	65.4	66.7
LnGrp LOS	C	B	B	C	D	D	D	D	C	D	E	E
Approach Vol, veh/h		1567			1156			985			978	
Approach Delay, s/veh		21.5			39.1			45.2			61.9	
Approach LOS		C			D			D			E	

Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	14.0	36.5	12.0	26.0		50.5	12.0	26.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s	8.0	32.0	6.0	20.0		46.0	6.0	20.0				
Max Q Clear Time (g_c+I1), s	8.9	28.0	9.0	21.8		28.1	9.0	20.5				
Green Ext Time (p_c), s	0.0	2.5	0.0	0.0		8.2	0.0	0.0				

Intersection Summary												
HCM 6th Ctrl Delay			39.2									
HCM 6th LOS			D									



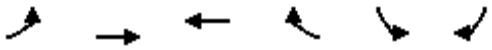
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	238	131	50	349	47	222	528	53	65	670	119
Future Volume (veh/h)	127	238	131	50	349	47	222	528	53	65	670	119
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	1767	1767	1870	1233	1737	1618	1885	1826	1767	1737	1811	1678
Adj Flow Rate, veh/h	137	256	0	54	375	0	239	568	0	70	720	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	9	9	2	45	11	19	1	5	9	11	6	15
Cap, veh/h	284	495		283	448		384	1134		357	882	
Arrive On Green	0.08	0.28	0.00	0.06	0.26	0.00	0.14	0.33	0.00	0.06	0.26	0.00
Sat Flow, veh/h	1682	1767	1585	1174	1737	1372	1795	3469	1497	1654	3441	1422
Grp Volume(v), veh/h	137	256	0	54	375	0	239	568	0	70	720	0
Grp Sat Flow(s),veh/h/ln	1682	1767	1585	1174	1737	1372	1795	1735	1497	1654	1721	1422
Q Serve(g_s), s	4.4	9.1	0.0	2.4	15.2	0.0	6.6	9.8	0.0	2.2	14.6	0.0
Cycle Q Clear(g_c), s	4.4	9.1	0.0	2.4	15.2	0.0	6.6	9.8	0.0	2.2	14.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	284	495		283	448		384	1134		357	882	
V/C Ratio(X)	0.48	0.52		0.19	0.84		0.62	0.50		0.20	0.82	
Avail Cap(c_a), veh/h	284	547		325	561		600	1588		383	973	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	19.5	22.5	0.0	18.6	26.1	0.0	17.0	20.1	0.0	18.0	26.0	0.0
Incr Delay (d2), s/veh	1.3	0.8	0.0	0.3	8.8	0.0	1.6	0.3	0.0	0.3	5.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	3.5	0.0	0.6	6.7	0.0	2.5	3.6	0.0	0.8	6.0	0.0
Unsig. Movement Delay, s/veh			0.00			0.00			0.00			0.00
LnGrp Delay(d),s/veh	20.8	23.3	0.0	18.9	34.9	0.0	18.7	20.5	0.0	18.3	31.0	0.0
LnGrp LOS	C	C	A	B	C	A	B	C	A	B	C	A
Approach Vol, veh/h		534	A		480	A		864	A		918	A
Approach Delay, s/veh		16.5			29.4			18.6			25.7	
Approach LOS		B			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	24.2	15.1	24.0	9.4	25.8	9.8	29.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	5.0	23.0	18.0	20.0	6.0	22.0	5.0	33.0
Max Q Clear Time (g_c+I1), s	6.4	17.2	8.6	16.6	4.4	11.1	4.2	11.8
Green Ext Time (p_c), s	0.0	1.0	0.4	1.4	0.0	0.9	0.0	3.4

Intersection Summary	
HCM 6th Ctrl Delay	22.4
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR, EBR, WBR, SBR] is included in calculations of the approach delay and intersection delay.



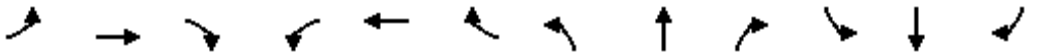
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	166	516	813	53	23	63
Future Volume (veh/h)	166	516	813	53	23	63
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1159	1841	1811	714	966	966
Adj Flow Rate, veh/h	200	622	980	0	28	76
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	50	4	6	80	63	63
Cap, veh/h	175	2271	1297		114	101
Arrive On Green	0.16	0.65	0.38	0.00	0.12	0.12
Sat Flow, veh/h	1104	3589	3532	605	920	819
Grp Volume(v), veh/h	200	622	980	0	28	76
Grp Sat Flow(s),veh/h/ln	1104	1749	1721	605	920	819
Q Serve(g_s), s	7.0	3.3	10.9	0.0	1.2	3.9
Cycle Q Clear(g_c), s	7.0	3.3	10.9	0.0	1.2	3.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	175	2271	1297		114	101
V/C Ratio(X)	1.14	0.27	0.76		0.25	0.75
Avail Cap(c_a), veh/h	175	2462	1485		397	353
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	18.5	3.3	12.0	0.0	17.4	18.6
Incr Delay (d2), s/veh	110.6	0.1	2.0	0.0	1.1	10.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	0.3	3.1	0.0	0.3	0.3
Unsig. Movement Delay, s/veh				0.00		
LnGrp Delay(d),s/veh	129.1	3.4	13.9	0.0	18.6	29.3
LnGrp LOS	F	A	B	A	B	C
Approach Vol, veh/h		822	1044	A	104	
Approach Delay, s/veh		33.9	13.1		26.4	
Approach LOS		C	B		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		33.6		10.4	12.0	21.6
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		30.0		18.0	6.0	18.0
Max Q Clear Time (g_c+I1), s		5.3		5.9	9.0	12.9
Green Ext Time (p_c), s		4.0		0.2	0.0	2.7

Intersection Summary		
HCM 6th Ctrl Delay		22.5
HCM 6th LOS		C

Notes

Unsignalized Delay for [WBR] is included in calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	353	18	27	665	28	23	40	15	42	42	220
Future Volume (veh/h)	158	353	18	27	665	28	23	40	15	42	42	220
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	1796	1707	1900	1811	1900	966	1678	1278	1856	1900	1856
Adj Flow Rate, veh/h	178	397	20	30	747	31	26	45	0	47	47	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	7	13	0	6	0	63	15	42	3	0	3
Cap, veh/h	508	1835	778	694	1850	866	315	253		396	287	
Arrive On Green	0.54	0.54	0.54	0.54	0.54	0.54	0.15	0.15	0.00	0.15	0.15	0.00
Sat Flow, veh/h	694	3413	1447	985	3441	1610	702	1678	1083	1350	1900	1572
Grp Volume(v), veh/h	178	397	20	30	747	31	26	45	0	47	47	0
Grp Sat Flow(s),veh/h/ln	694	1706	1447	985	1721	1610	702	1678	1083	1350	1900	1572
Q Serve(g_s), s	6.5	2.0	0.2	0.5	4.1	0.3	1.1	0.8	0.0	1.0	0.7	0.0
Cycle Q Clear(g_c), s	10.7	2.0	0.2	2.5	4.1	0.3	1.8	0.8	0.0	1.8	0.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	508	1835	778	694	1850	866	315	253		396	287	
V/C Ratio(X)	0.35	0.22	0.03	0.04	0.40	0.04	0.08	0.18		0.12	0.16	
Avail Cap(c_a), veh/h	805	3293	1396	1114	3320	1554	624	992		991	1124	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	7.5	3.9	3.5	4.5	4.4	3.5	12.6	11.9	0.0	12.7	11.9	0.0
Incr Delay (d2), s/veh	0.4	0.1	0.0	0.0	0.1	0.0	0.1	0.3	0.0	0.1	0.3	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	0.5	0.1	0.0	0.0	0.3	0.0	0.1	0.2	0.0	0.2	0.2	0.0
Unsig. Movement Delay, s/veh									0.00			0.00
LnGrp Delay(d),s/veh	7.9	3.9	3.5	4.6	4.5	3.5	12.8	12.2	0.0	12.8	12.1	0.0
LnGrp LOS	A	A	A	A	A	A	B	B	A	B	B	A
Approach Vol, veh/h		595			808			88	A		341	A
Approach Delay, s/veh		5.1			4.5			10.0			3.4	
Approach LOS		A			A			B			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.3		9.9		22.3		9.9				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		30.0		18.0		30.0		18.0				
Max Q Clear Time (g_c+I1), s		6.1		3.8		12.7		3.8				
Green Ext Time (p_c), s		5.2		0.2		3.6		0.2				

Intersection Summary												
HCM 6th Ctrl Delay			4.8									
HCM 6th LOS			A									

Notes

Unsignalized Delay for [NBR, SBR] is included in calculations of the approach delay and intersection delay.

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (veh/h)	325	91	121	1255	0	984	594
Future Volume (veh/h)	325	91	121	1255	0	984	594
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	1811	1737	1767	1796		1811	1826
Adj Flow Rate, veh/h	342	0	127	1321		1036	0
Peak Hour Factor	0.95	0.95	0.95	0.95		0.95	0.95
Percent Heavy Veh, %	6	11	9	7		6	5
Cap, veh/h	611		375	1986		1727	
Arrive On Green	0.18	0.00	0.11	0.58		0.35	0.00
Sat Flow, veh/h	3346	1472	3264	3503		5107	1547
Grp Volume(v), veh/h	342	0	127	1321		1036	0
Grp Sat Flow(s),veh/h/ln	1673	1472	1632	1706		1648	1547
Q Serve(g_s), s	4.0	0.0	1.5	11.2		7.3	0.0
Cycle Q Clear(g_c), s	4.0	0.0	1.5	11.2		7.3	0.0
Prop In Lane	1.00	1.00	1.00				1.00
Lane Grp Cap(c), veh/h	611		375	1986		1727	
V/C Ratio(X)	0.56		0.34	0.66		0.60	
Avail Cap(c_a), veh/h	1497		461	1986		2329	
HCM Platoon Ratio	1.00	1.00	1.00	1.00		1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00		1.00	0.00
Uniform Delay (d), s/veh	15.8	0.0	17.3	6.1		11.4	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.5	0.8		0.3	0.0
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	0.5	1.7		1.8	0.0
Unsig. Movement Delay, s/veh		0.00					0.00
LnGrp Delay(d),s/veh	16.6	0.0	17.8	6.9		11.7	0.0
LnGrp LOS	B	A	B	A		B	A
Approach Vol, veh/h	438	A		1448		1661	A
Approach Delay, s/veh	13.0			7.9		7.3	
Approach LOS	B			A		A	

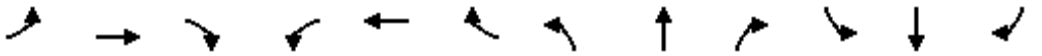
Timer - Assigned Phs	1	2		4		6	
Phs Duration (G+Y+Rc), s	9.9	19.8		12.7		29.7	
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0	
Max Green Setting (Gmax), s	5.0	19.0		18.0		19.0	
Max Q Clear Time (g_c+I1), s	3.5	9.3		6.0		13.2	
Green Ext Time (p_c), s	0.0	4.5		0.9		3.8	

Intersection Summary		
HCM 6th Ctrl Delay		8.2
HCM 6th LOS		A

Notes

User approved ignoring U-Turning movement.

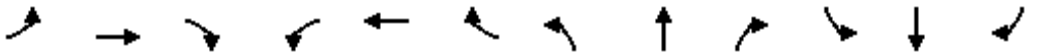
Unsignalized Delay for [EBR, SBR] is included in calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	666	182	48	1491	192	148	714	46	143	584	142
Future Volume (veh/h)	179	666	182	48	1491	192	148	714	46	143	584	142
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1841	1856	1900	1856	1826	1856	1752	1781	1856	1693	1663
Adj Flow Rate, veh/h	186	694	190	50	1553	200	154	744	48	149	608	148
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	9	4	3	0	3	5	3	10	8	3	14	16
Cap, veh/h	186	1605	439	348	1495	190	163	749	340	164	577	140
Arrive On Green	0.08	0.59	0.59	0.47	0.47	0.47	0.06	0.22	0.22	0.06	0.22	0.22
Sat Flow, veh/h	1682	2713	743	638	3147	400	1767	3328	1510	1767	2565	623
Grp Volume(v), veh/h	186	447	437	50	860	893	154	744	48	149	381	375
Grp Sat Flow(s),veh/h/ln	1682	1749	1707	638	1763	1784	1767	1664	1510	1767	1608	1580
Q Serve(g_s), s	9.0	16.8	16.9	5.6	57.0	57.0	7.0	26.8	3.1	7.0	27.0	27.0
Cycle Q Clear(g_c), s	9.0	16.8	16.9	8.4	57.0	57.0	7.0	26.8	3.1	7.0	27.0	27.0
Prop In Lane	1.00		0.43	1.00		0.22	1.00		1.00	1.00		0.39
Lane Grp Cap(c), veh/h	186	1035	1010	348	837	847	163	749	340	164	362	356
V/C Ratio(X)	1.00	0.43	0.43	0.14	1.03	1.05	0.94	0.99	0.14	0.91	1.05	1.06
Avail Cap(c_a), veh/h	186	1035	1010	348	837	847	163	749	340	164	362	356
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.3	13.4	13.4	19.6	31.5	31.5	39.6	46.4	37.2	38.9	46.5	46.5
Incr Delay (d2), s/veh	65.6	0.3	0.3	0.2	38.3	46.0	54.1	31.2	0.2	44.2	61.7	63.1
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	5.8	6.1	6.0	0.8	31.1	33.3	5.9	13.9	1.1	5.3	16.6	16.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	102.9	13.7	13.7	19.8	69.8	77.5	93.7	77.6	37.4	83.1	108.2	109.6
LnGrp LOS	F	B	B	B	F	F	F	E	D	F	F	F
Approach Vol, veh/h		1070			1803			946			905	
Approach Delay, s/veh		29.2			72.2			78.2			104.6	
Approach LOS		C			E			E			F	

Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	14.0	62.0	12.0	32.0		76.0	12.0	32.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s	8.0	56.0	6.0	26.0		70.0	6.0	26.0				
Max Q Clear Time (g_c+I1), s	11.0	59.0	9.0	29.0		18.9	9.0	28.8				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0		6.1	0.0	0.0				

Intersection Summary												
HCM 6th Ctrl Delay			69.9									
HCM 6th LOS			E									



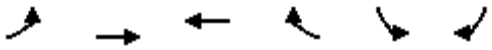
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	330	184	74	315	52	173	842	58	48	506	139
Future Volume (veh/h)	126	330	184	74	315	52	173	842	58	48	506	139
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	1811	1856	1856	1826	1885	1900	1885	1826	1470	1737	1841	1856
Adj Flow Rate, veh/h	130	340	0	76	325	0	178	868	0	49	522	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	6	3	3	5	1	0	1	5	29	11	4	3
Cap, veh/h	327	456		305	421		445	1159		268	975	
Arrive On Green	0.09	0.25	0.00	0.07	0.22	0.00	0.11	0.33	0.00	0.06	0.28	0.00
Sat Flow, veh/h	1725	1856	1572	1739	1885	1610	1795	3469	1246	1654	3497	1572
Grp Volume(v), veh/h	130	340	0	76	325	0	178	868	0	49	522	0
Grp Sat Flow(s),veh/h/ln	1725	1856	1572	1739	1885	1610	1795	1735	1246	1654	1749	1572
Q Serve(g_s), s	3.8	11.6	0.0	2.2	11.1	0.0	4.5	15.3	0.0	1.4	8.7	0.0
Cycle Q Clear(g_c), s	3.8	11.6	0.0	2.2	11.1	0.0	4.5	15.3	0.0	1.4	8.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	327	456		305	421		445	1159		268	975	
V/C Ratio(X)	0.40	0.75		0.25	0.77		0.40	0.75		0.18	0.54	
Avail Cap(c_a), veh/h	344	703		334	687		737	1617		316	975	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	18.4	23.9	0.0	18.7	25.0	0.0	14.3	20.3	0.0	16.6	21.0	0.0
Incr Delay (d2), s/veh	0.8	2.5	0.0	0.4	3.0	0.0	0.6	1.3	0.0	0.3	0.6	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	1.4	4.8	0.0	0.8	4.8	0.0	1.6	5.5	0.0	0.5	3.2	0.0
Unsig. Movement Delay, s/veh			0.00			0.00			0.00			0.00
LnGrp Delay(d),s/veh	19.2	26.4	0.0	19.1	28.0	0.0	14.9	21.6	0.0	16.9	21.6	0.0
LnGrp LOS	B	C	A	B	C	A	B	C	A	B	C	A
Approach Vol, veh/h		660	A		455	A		1106	A		714	A
Approach Delay, s/veh		17.4			23.2			19.3			16.9	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	20.3	12.8	24.1	9.8	21.9	9.0	27.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	24.0	18.0	18.0	5.0	25.0	5.0	31.0
Max Q Clear Time (g_c+I1), s	5.8	13.1	6.5	10.7	4.2	13.6	3.4	17.3
Green Ext Time (p_c), s	0.0	1.2	0.3	1.8	0.0	1.3	0.0	4.7

Intersection Summary	
HCM 6th Ctrl Delay	18.9
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR, EBR, WBR, SBR] is included in calculations of the approach delay and intersection delay.



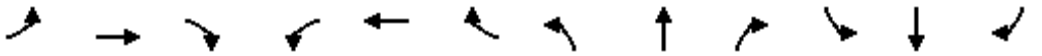
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	66	948	572	21	51	166
Future Volume (veh/h)	66	948	572	21	51	166
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1070	1841	1870	1011	1693	1515
Adj Flow Rate, veh/h	72	1030	622	0	55	180
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	56	4	2	60	14	26
Cap, veh/h	98	1850	1068		334	266
Arrive On Green	0.10	0.53	0.30	0.00	0.21	0.21
Sat Flow, veh/h	1019	3589	3647	857	1612	1284
Grp Volume(v), veh/h	72	1030	622	0	55	180
Grp Sat Flow(s),veh/h/ln	1019	1749	1777	857	1612	1284
Q Serve(g_s), s	2.6	7.4	5.6	0.0	1.1	4.9
Cycle Q Clear(g_c), s	2.6	7.4	5.6	0.0	1.1	4.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	98	1850	1068		334	266
V/C Ratio(X)	0.73	0.56	0.58		0.16	0.68
Avail Cap(c_a), veh/h	188	2862	1782		808	644
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	16.6	6.0	11.2	0.0	12.3	13.9
Incr Delay (d2), s/veh	10.0	0.3	0.5	0.0	0.2	3.0
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	1.1	1.5	0.0	0.3	3.6
Unsig. Movement Delay, s/veh				0.00		
LnGrp Delay(d),s/veh	26.6	6.2	11.7	0.0	12.6	16.9
LnGrp LOS	C	A	B	A	B	B
Approach Vol, veh/h		1102	645	A	235	
Approach Delay, s/veh		7.6	11.3		15.9	
Approach LOS		A	B		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		25.0		12.8	8.7	16.4
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		30.0		18.0	6.0	18.0
Max Q Clear Time (g_c+I1), s		9.4		6.9	4.6	7.6
Green Ext Time (p_c), s		6.9		0.6	0.0	2.8

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

Notes

Unsignalized Delay for [WBR] is included in calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	273	671	20	30	412	49	35	67	33	32	45	140
Future Volume (veh/h)	273	671	20	30	412	49	35	67	33	32	45	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1870	1248	1248	1856	1900	1752	1870	1752	1900	1781	1885
Adj Flow Rate, veh/h	287	706	21	32	434	52	37	71	0	34	47	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	2	44	44	3	0	10	2	10	0	8	1
Cap, veh/h	645	1998	595	428	1982	905	368	280		364	266	
Arrive On Green	0.56	0.56	0.56	0.56	0.56	0.56	0.15	0.15	0.00	0.15	0.15	0.00
Sat Flow, veh/h	874	3554	1058	485	3526	1610	1272	1870	1485	1350	1781	1598
Grp Volume(v), veh/h	287	706	21	32	434	52	37	71	0	34	47	0
Grp Sat Flow(s),veh/h/ln	874	1777	1058	485	1763	1610	1272	1870	1485	1350	1781	1598
Q Serve(g_s), s	8.5	3.8	0.3	1.3	2.1	0.5	0.9	1.2	0.0	0.8	0.8	0.0
Cycle Q Clear(g_c), s	10.6	3.8	0.3	5.1	2.1	0.5	1.7	1.2	0.0	2.0	0.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	645	1998	595	428	1982	905	368	280		364	266	
V/C Ratio(X)	0.44	0.35	0.04	0.07	0.22	0.06	0.10	0.25		0.09	0.18	
Avail Cap(c_a), veh/h	934	3174	945	588	3149	1438	875	1024		901	975	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	6.4	4.1	3.4	5.5	3.8	3.4	13.6	13.0	0.0	13.9	12.9	0.0
Incr Delay (d2), s/veh	0.5	0.1	0.0	0.1	0.1	0.0	0.1	0.5	0.0	0.1	0.3	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	0.6	0.3	0.0	0.1	0.2	0.0	0.2	0.4	0.0	0.2	0.3	0.0
Unsig. Movement Delay, s/veh									0.00			0.00
LnGrp Delay(d),s/veh	6.9	4.3	3.4	5.6	3.8	3.5	13.8	13.5	0.0	14.0	13.2	0.0
LnGrp LOS	A	A	A	A	A	A	B	B	A	B	B	A
Approach Vol, veh/h		1014			518			143	A		228	A
Approach Delay, s/veh		5.0			3.9			10.3			4.8	
Approach LOS		A			A			B			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		24.5		10.2		24.5		10.2				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		30.0		18.0		30.0		18.0				
Max Q Clear Time (g_c+I1), s		7.1		4.0		12.6		3.7				
Green Ext Time (p_c), s		3.2		0.2		5.9		0.3				

Intersection Summary												
HCM 6th Ctrl Delay			5.1									
HCM 6th LOS			A									

Notes

Unsignalized Delay for [NBR, SBR] is included in calculations of the approach delay and intersection delay.

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (veh/h)	655	140	101	1099	0	1459	408
Future Volume (veh/h)	655	140	101	1099	0	1459	408
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	1767	1767	1841		1856	1826
Adj Flow Rate, veh/h	689	0	106	1157		1536	0
Peak Hour Factor	0.95	0.95	0.95	0.95		0.95	0.95
Percent Heavy Veh, %	2	9	9	4		3	5
Cap, veh/h	918		302	1919		1841	
Arrive On Green	0.27	0.00	0.09	0.55		0.36	0.00
Sat Flow, veh/h	3456	1497	3264	3589		5233	1547
Grp Volume(v), veh/h	689	0	106	1157		1536	0
Grp Sat Flow(s),veh/h/ln	1728	1497	1632	1749		1689	1547
Q Serve(g_s), s	9.8	0.0	1.6	12.0		14.9	0.0
Cycle Q Clear(g_c), s	9.8	0.0	1.6	12.0		14.9	0.0
Prop In Lane	1.00	1.00	1.00				1.00
Lane Grp Cap(c), veh/h	918		302	1919		1841	
V/C Ratio(X)	0.75		0.35	0.60		0.83	
Avail Cap(c_a), veh/h	1219		364	1919		1881	
HCM Platoon Ratio	1.00	1.00	1.00	1.00		1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00		1.00	0.00
Uniform Delay (d), s/veh	18.1	0.0	22.9	8.2		15.7	0.0
Incr Delay (d2), s/veh	1.8	0.0	0.7	0.5		3.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	0.6	2.9		4.9	0.0
Unsig. Movement Delay, s/veh		0.00					0.00
LnGrp Delay(d),s/veh	20.0	0.0	23.6	8.7		19.0	0.0
LnGrp LOS	B	A	C	A		B	A
Approach Vol, veh/h	836	A		1263		1965	A
Approach Delay, s/veh	16.5			10.0		14.9	
Approach LOS	B			A		B	

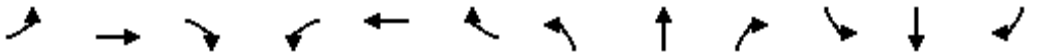
Timer - Assigned Phs	1	2		4		6	
Phs Duration (G+Y+Rc), s	10.0	24.6		19.3		34.5	
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0	
Max Green Setting (Gmax), s	5.0	19.0		18.0		19.0	
Max Q Clear Time (g_c+I1), s	3.6	16.9		11.8		14.0	
Green Ext Time (p_c), s	0.0	1.7		1.5		3.0	

Intersection Summary			
HCM 6th Ctrl Delay		13.7	
HCM 6th LOS		B	

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [EBR, SBR] is included in calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	221	1070	217	36	946	132	181	715	78	198	630	180
Future Volume (veh/h)	221	1070	217	36	946	132	181	715	78	198	630	180
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	1826	1885	1870	1900	1870	1856	1841	1752	1856	1870	1841	1856
Adj Flow Rate, veh/h	230	1115	226	38	985	138	189	745	81	206	656	188
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	1	2	0	2	3	4	10	3	2	4	3
Cap, veh/h	281	1504	303	167	1095	153	220	821	388	240	662	189
Arrive On Green	0.10	0.51	0.51	0.35	0.35	0.35	0.08	0.25	0.25	0.08	0.25	0.25
Sat Flow, veh/h	1739	2969	599	414	3130	438	1753	3328	1572	1781	2683	768
Grp Volume(v), veh/h	230	670	671	38	559	564	189	745	81	206	427	417
Grp Sat Flow(s),veh/h/ln	1739	1791	1777	414	1777	1791	1753	1664	1572	1781	1749	1702
Q Serve(g_s), s	7.2	26.3	26.7	7.1	26.6	26.7	7.0	19.4	3.6	7.0	21.7	21.8
Cycle Q Clear(g_c), s	7.2	26.3	26.7	19.8	26.6	26.7	7.0	19.4	3.6	7.0	21.7	21.8
Prop In Lane	1.00		0.34	1.00		0.24	1.00		1.00	1.00		0.45
Lane Grp Cap(c), veh/h	281	907	901	167	621	626	220	821	388	240	431	420
V/C Ratio(X)	0.82	0.74	0.74	0.23	0.90	0.90	0.86	0.91	0.21	0.86	0.99	0.99
Avail Cap(c_a), veh/h	281	924	917	170	638	643	220	821	388	240	431	420
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.2	17.3	17.4	30.8	27.5	27.5	26.0	32.6	26.7	27.2	33.5	33.5
Incr Delay (d2), s/veh	17.1	3.1	3.3	0.7	15.6	15.6	27.2	13.8	0.3	25.3	40.8	41.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	10.1	10.2	0.7	12.9	13.0	4.4	8.8	1.3	4.7	13.4	13.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.3	20.5	20.7	31.5	43.1	43.1	53.2	46.4	26.9	52.4	74.3	75.2
LnGrp LOS	D	C	C	C	D	D	D	D	C	D	E	E
Approach Vol, veh/h		1571			1161			1015			1050	
Approach Delay, s/veh		23.0			42.7			46.1			70.4	
Approach LOS		C			D			D			E	

Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	14.0	36.2	12.0	27.0		50.2	12.0	27.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s	8.0	31.0	6.0	21.0		45.0	6.0	21.0				
Max Q Clear Time (g_c+I1), s	9.2	28.7	9.0	23.8		28.7	9.0	21.4				
Green Ext Time (p_c), s	0.0	1.5	0.0	0.0		7.8	0.0	0.0				

Intersection Summary												
HCM 6th Ctrl Delay			43.0									
HCM 6th LOS			D									

APPENDIX F

HEAVY VEHICLE ENHANCED FOCUS AREA ANALYSIS

F. Heavy Vehicle Enhanced Focus Area

The TIS shall include a Heavy Vehicle Enhanced Focus Area component if the Project includes industrial or commercial components, or other components expected to generate Heavy Vehicles. The requirements in this section shall apply to not only commercial Heavy Vehicles but also to transit buses, school buses, and fire engines.

F.1. Heavy Vehicle Routing

All heavy trucks expected to be generated by the development will access the site via Lithia Springs Industrial Blvd (SR 117) connected through Stonecrest Industrial Way.

- 20% of trips will travel to/from the east via Lithonia Industrial Boulevard
- 80% of trips will travel to/from the south via Lithonia Industrial Boulevard
    - 70% of the trips will travel to/from the south via Lithonia Industrial Boulevard
    - 5% of these trips will travel to/from the east via Covington Highway
    - 5% of these trips will travel to/from the west via Covington Highway

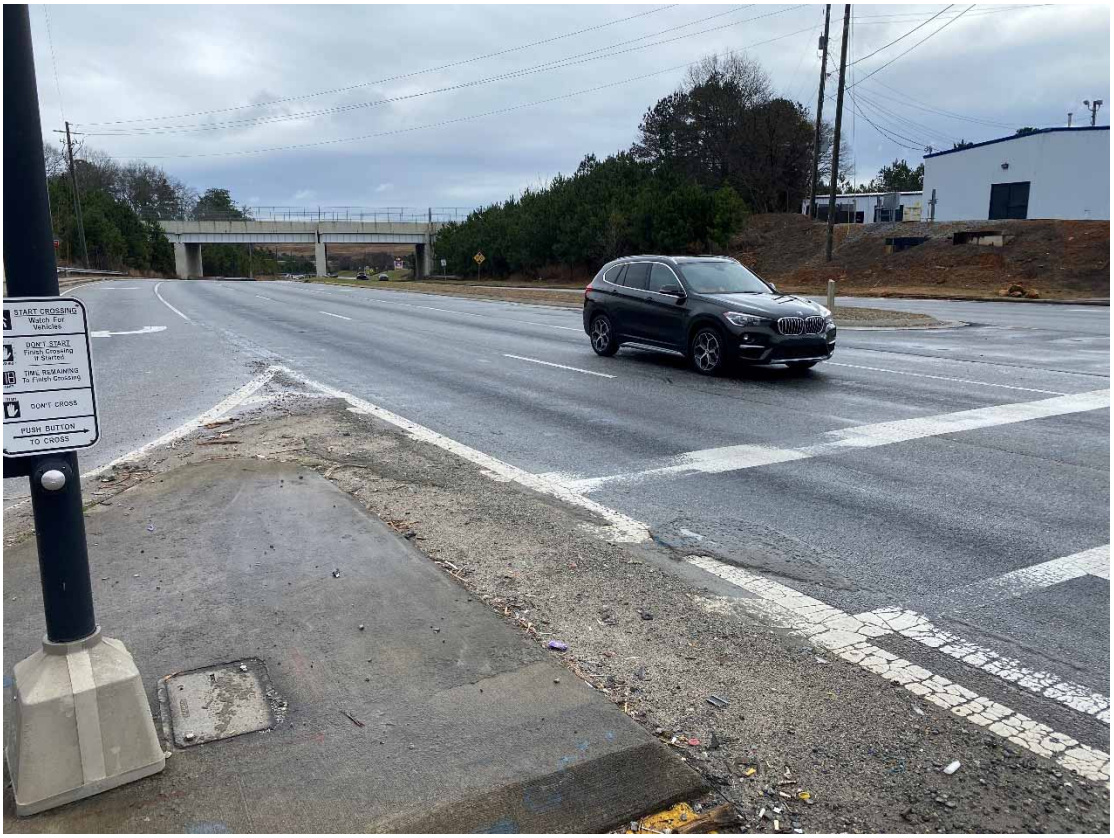
F.2. Pavement Conditions

The TIS shall note the pavement condition of the Project's Heavy Vehicle route(s). The Heavy Vehicle route pavement condition analysis shall be limited to the roadway segments between all proposed Heavy Vehicle driveways and the nearest Study Network intersections in both directions. The Heavy Vehicle route pavement condition analysis shall specifically indicate roadway sections where the pavement condition is distressed. Each of the following images was taken from field inspection from February of 2022.

Lithonia Industrial Blvd at Rogers Lake Road
Pavement in Good Condtion and shows no signs of issue

Lithonia Industrial Blvd at Rogers Lake Road
Pavement in Good Condtion and shows no signs of issue

Lithonia Industrial Blvd at Stonecrest Industrial Way
Pavement in Good Condtion and shows no signs of issue



Lithonia Industrial Blvd at Stone Mountain Lithonia Rd
Pavement in Good Condtion and shows no signs of issue

Lithonia Industrial Blvd at Covington Highway
Pavement in Good Condtion and shows no signs of issue

F.3. Roadway Width Inventory

Roadway Width: The TIS shall note the lane width for the Project's Heavy Vehicle driveways and the roadway segments between the driveways and the nearest Study Network intersection(s) in each direction Heavy Vehicles are expected to travel. The analysis shall include the roadway width of each lane, in tabular format, for distinct roadway segments. The Table below summarizes the pavement lane characteristics along the designated Heavy Truck Route proposed for this development.

Roadway	Type of Lane	# of Lanes	Direction	Actual Width	Regulation Width	Description
Lithonia Industrial Blvd	Travel	2	EB	12	12	South Stone Mountain Lithonia Road to Rock Chapel Road
	Travel	2	WB	12	12	South Stone Mountain Lithonia Road to Rock Chapel Road
	Left-Turn	1	EB to NB	12	12	Turn into Stonecrest Industrial Way
Stonecrest Industrial Way	Travel	1	NB	13	12	From Lithonia Industrial Blvd
	Travel	1	SB	13	12	To Lithonia Industrial Blvd

F.4. Corner Radii Analysis

The TIS shall note the corner radii for curbs/driveways and the anticipated wheel-path for the Project intersections. This information shall be included in as a diagram along with Heavy Vehicle radii standards for the typical Heavy Vehicles proposed to access the site.

An Auto-Turn Analysis was performed at the following intersections with a WB-67 design vehicle turn template:

- Lithonia Industrial Boulevard at S Stone Mountain Lithonia Road
- Lithonia Industrial Boulevard at Stonecrest Industrial Way / Site Driveway
- Lithonia Industrial Boulevard at Rogers Lake Road
- Lithonia Industrial Boulevard at SR 124/Rock Chapel Road
- Lithonia Industrial Boulevard at US-278/Covington Highway

The graphical results of the turning analysis can be found in Appendix E. Analysis indicates that the existing and proposed infrastructure is adequate to accommodate the design vehicle.

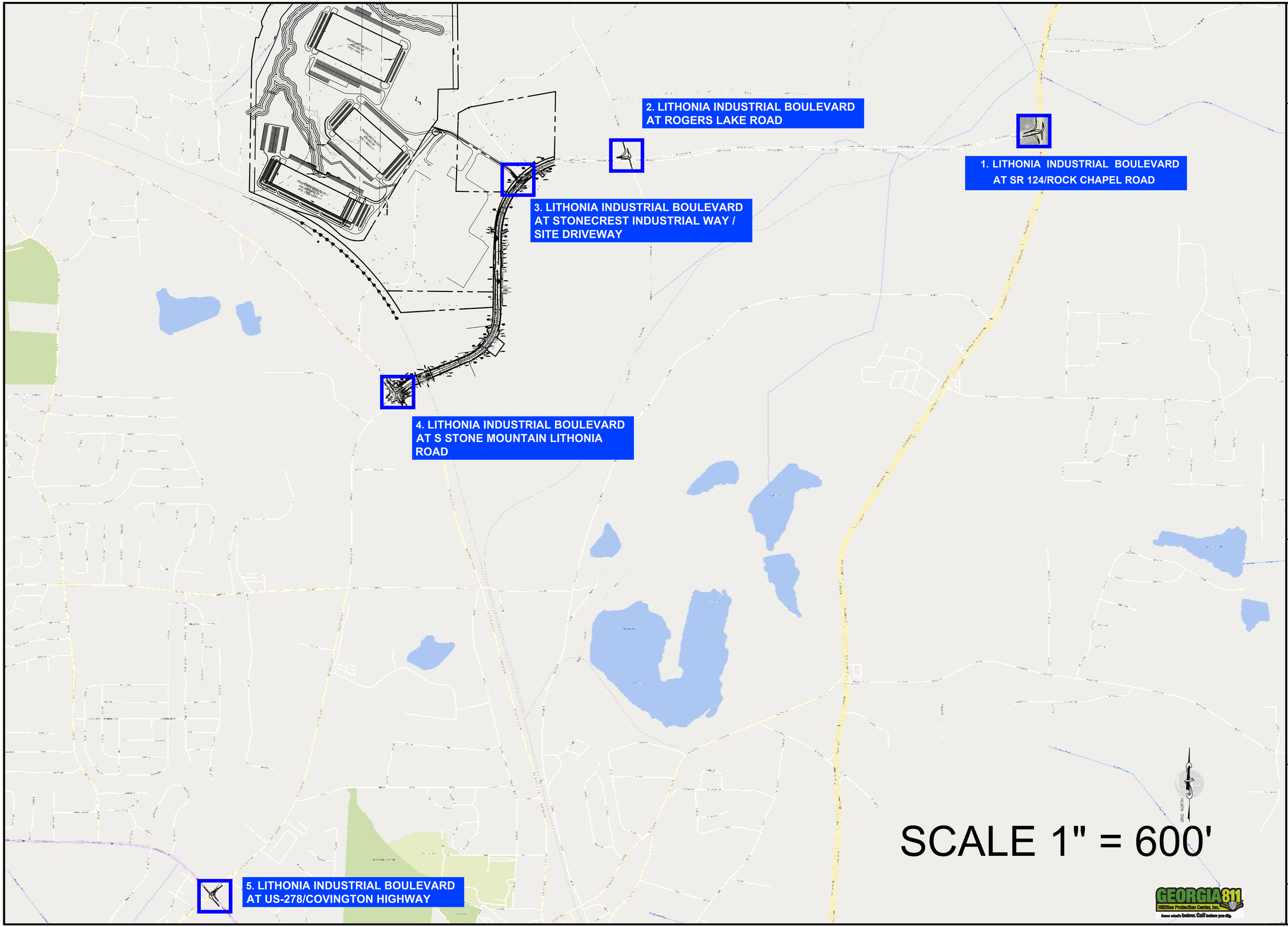
F.5. Heavy Vehicle Staging

Truck docks (loading/unloading areas) will be provided on the building proposed for this project. The truck courts will provide ample space for tractor-trailer turning movements and allow for staging while other vehicles are parking or maneuvering. All traffic, including trucks, will enter the site from Stonecrest Industrial Way. The driveway length for the largest building yields a storage length of 900 feet from the curb cut on Stonecrest Industrial Way. That would provide storage for up to 12 tractor-trailers which equates to the peak hour truck inbound trips for that 1 million sf warehouse facility. No vehicular access control is proposed, at this time, for this building which will minimize any potential queuing. The building is designed with areas for trailer drops.

Based on this development being a speculative development, the exact delivery hours and number of deliveries are unknown. Typically, the highest volume of deliveries is during the day and off-peak hours.

E.6. Pedestrian Safety

The proposed Gravel Springs Road will provide a sidewalk into the site from Stonecrest Industrial Way to the each office elements. Americans with Disabilities Act compliant ramps will also be provided as well as cross walks. Internal to the site, pedestrian sidewalks will be provided from automobile parking areas to the buildings.



3/2/2022

Urban Engineers, Inc.
1904 MONROE DRIVE, N.E., SUITE 150
ATLANTA, GEORGIA 30324
PHONE:(404) 873-5874
www.urbanengineers.net

REVISIONS

DESCRIPTION	DATE	△

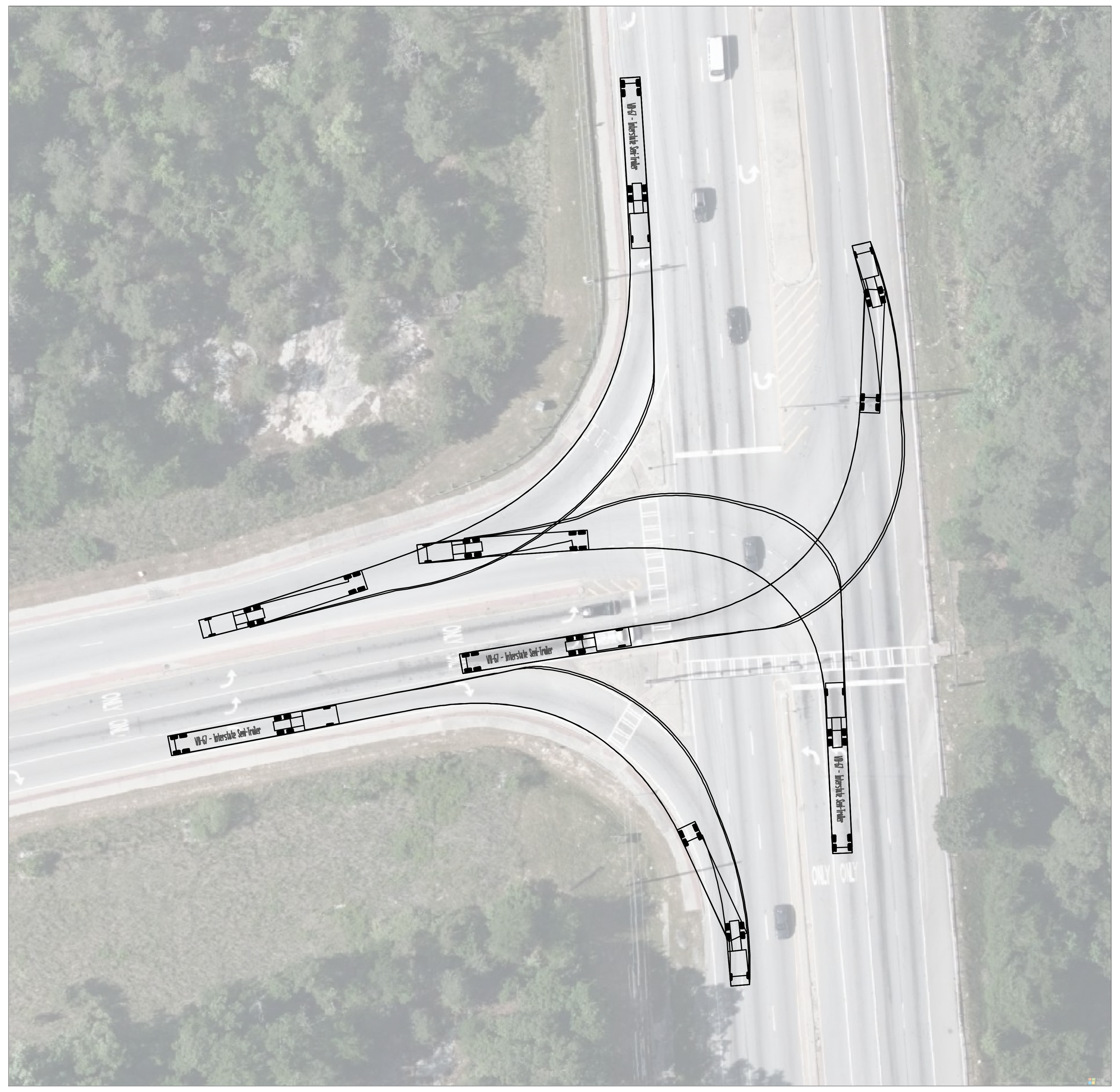
TRUCK OVERALL MOVEMENTS

IDI
STONECREST INDUSTRIAL WAY
STONECREST, GA

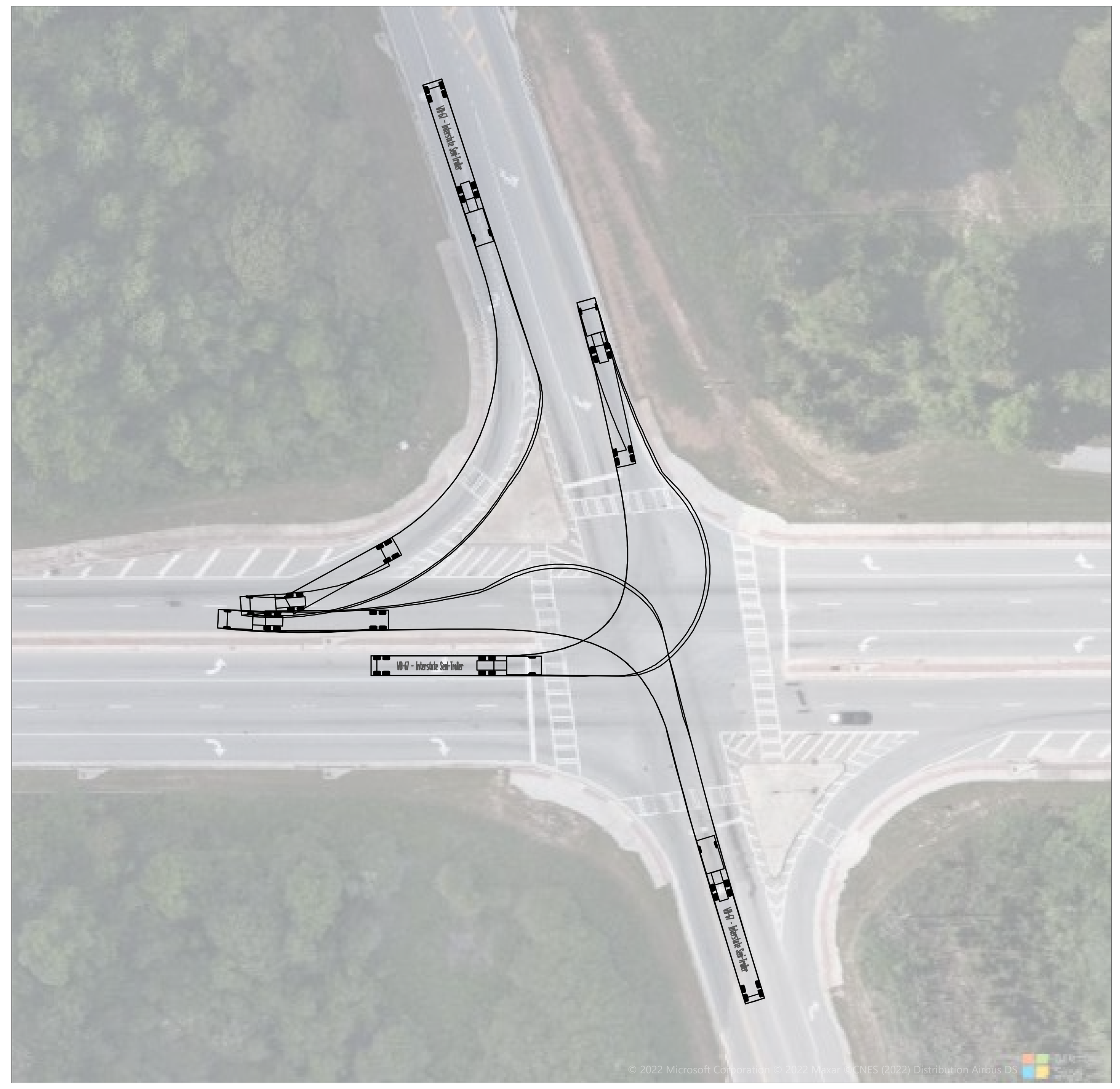
PROJECT No.	22112-7
LAND LOT(S):	124, 125 & 132
DISTRICT:	16TH
COUNTY:	DEKALB
SCALE:	########
DATE:	12-30-21

DRAWING NO.:
C-2.0

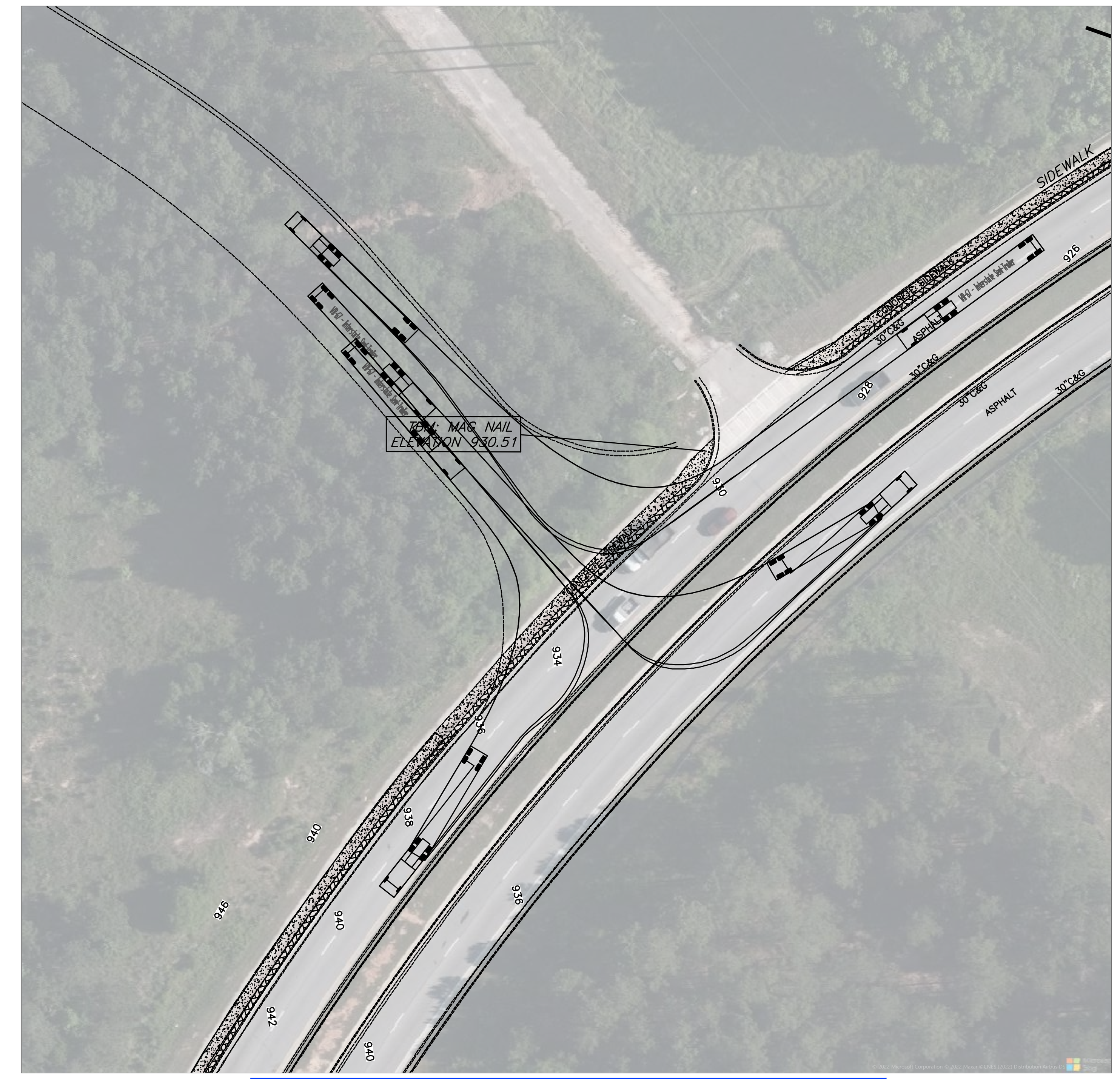
U:\JOBs\22112\7 - Stonecrest\su22112\7 - Concept Plan.dwg
3/2/2022 6:10 AM



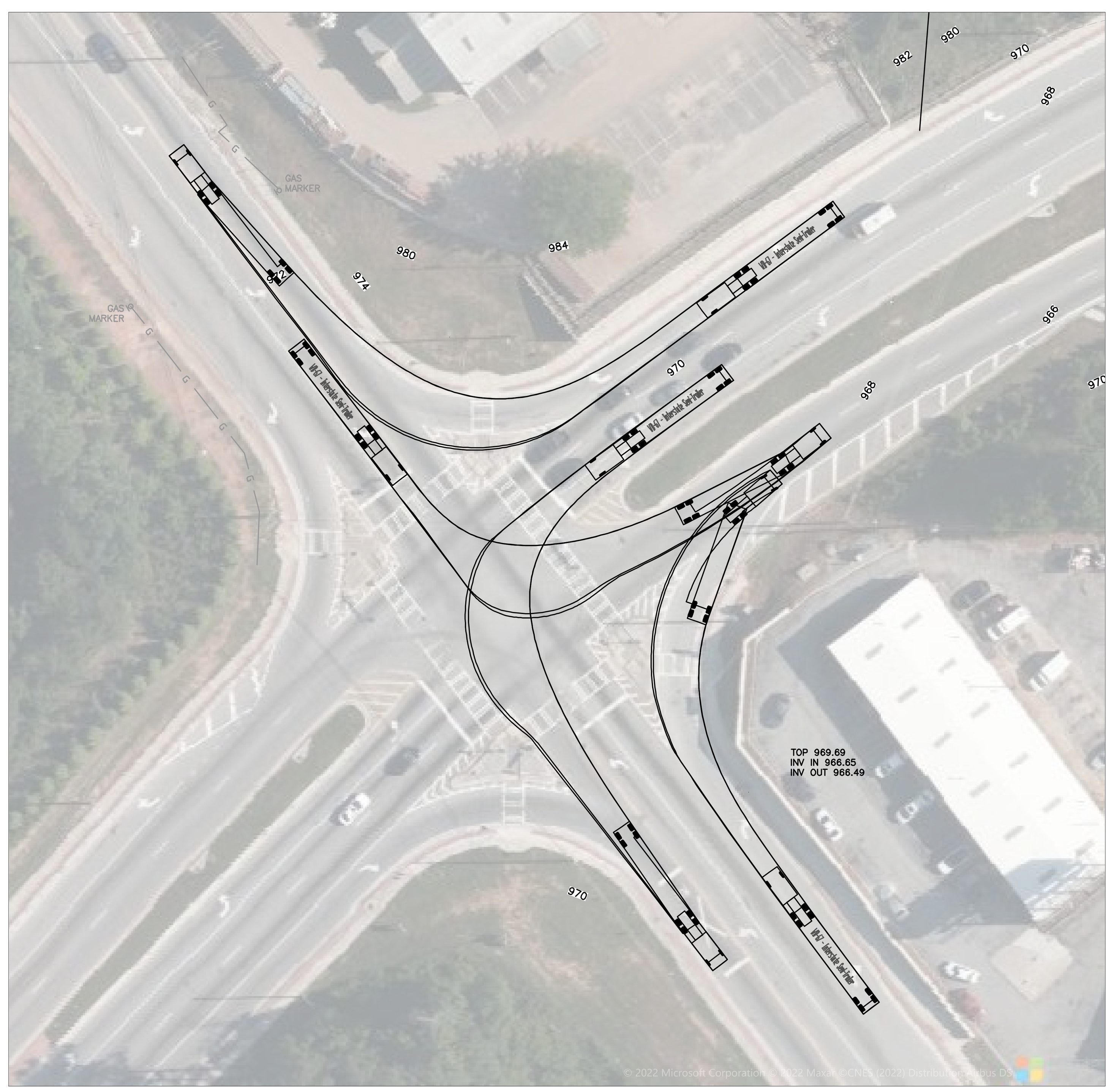
1. LITHONIA INDUSTRIAL BOULEVARD AT SR 124/ROCK CHAPEL ROAD



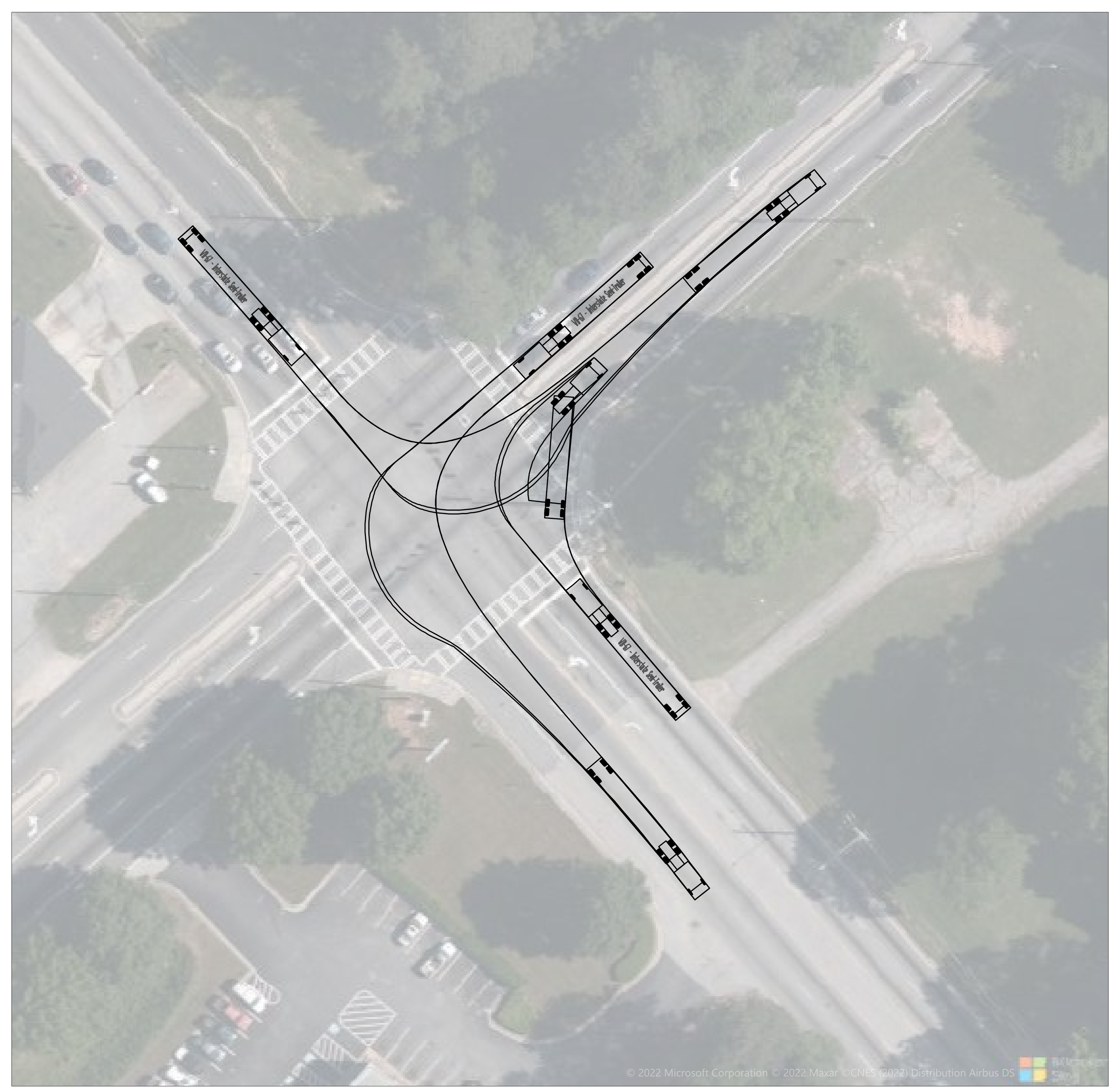
2. LITHONIA INDUSTRIAL BOULEVARD AT ROGERS LAKE ROAD



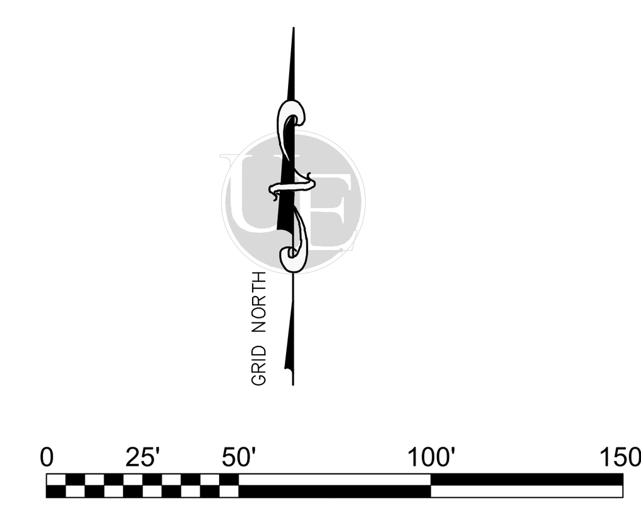
3. LITHONIA INDUSTRIAL BOULEVARD AT STONECREST INDUSTRIAL WAY / SITE DRIVEWAY



4. LITHONIA INDUSTRIAL BOULEVARD AT S STONE MOUNTAIN LITHONIA ROAD



5. LITHONIA INDUSTRIAL BOULEVARD AT US-278/COVINGTON HIGHWAY



SCALE: 1" = 50'

GEORGIA811 Utilities Protection Center, Inc. Know what's below. Call before you dig.

3/2/2022

Urban Engineers, Inc.

1904 MONROE DRIVE, N.E., SUITE 150
ATLANTA, GEORGIA 30324
PHONE:(404) 873-5874
www.urbanengineers.net

REVISIONS		
DATE	△	DESCRIPTION

TRUCK MOVEMENTS

IDI
STONECREST INDUSTRIAL WAY
STONECREST, GA

PROJECT No. 22112-7
LAND LOT(S): 124, 125 & 132
DISTRICT: 16TH
COUNTY: DEKALB
SCALE: 1" = 50'
DATE: 12-30-21

DRAWING NO.: C-2.1

U:\IDI\u22112j7 - Stonecrest\u22112j7 - Concept Plan.dwg
3/2/2022 6:11 AM

APPENDIX G

QUEUE LENGTH ANALYSIS REPORTS

Intersection: 5: Lithonia Ind Blvd & Covington Hwy

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	T	R	L	T
Maximum Queue (ft)	149	449	363	130	666	666	113	284	253	50	300	541
Average Queue (ft)	121	208	164	49	635	605	82	242	196	25	158	319
95th Queue (ft)	172	417	352	117	735	804	108	294	287	51	345	546
Link Distance (ft)		564	564		651	651		496	496	496		655
Upstream Blk Time (%)					33	35						
Queuing Penalty (veh)					0	0						
Storage Bay Dist (ft)	100			65			215				225	
Storage Blk Time (%)	49	6		0	54			21				29
Queuing Penalty (veh)	154	10		0	25			30				39

Intersection: 5: Lithonia Ind Blvd & Covington Hwy

Movement	SB
Directions Served	TR
Maximum Queue (ft)	508
Average Queue (ft)	296
95th Queue (ft)	532
Link Distance (ft)	655
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Lithonia Ind Blvd & Covington Hwy

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	T	R	L	T
Maximum Queue (ft)	149	287	312	130	356	320	110	264	226	62	300	610
Average Queue (ft)	149	233	239	83	277	236	73	212	172	27	297	493
95th Queue (ft)	149	314	348	133	370	348	114	289	259	61	305	680
Link Distance (ft)		564	564		651	651		496	496	496		655
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	100			65			215				225	
Storage Blk Time (%)	27	31		74	52			6			97	0
Queuing Penalty (veh)	136	63		335	18			10			267	0

Intersection: 5: Lithonia Ind Blvd & Covington Hwy

Movement	SB
Directions Served	TR
Maximum Queue (ft)	565
Average Queue (ft)	410
95th Queue (ft)	640
Link Distance (ft)	655
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Lithonia Ind Blvd & Covington Hwy

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	T	R	L	T
Maximum Queue (ft)	150	579	559	129	694	685	154	249	263	53	299	702
Average Queue (ft)	143	442	380	53	671	669	106	205	215	24	212	526
95th Queue (ft)	164	671	605	155	690	682	163	282	292	61	388	746
Link Distance (ft)		564	564		651	651		496	496	496		655
Upstream Blk Time (%)		6	0		54	54						4
Queuing Penalty (veh)		0	0		0	0						0
Storage Bay Dist (ft)	100			65			215				225	
Storage Blk Time (%)	78	2			56			12				57
Queuing Penalty (veh)	261	4			27			18				79

Intersection: 5: Lithonia Ind Blvd & Covington Hwy

Movement	SB
Directions Served	TR
Maximum Queue (ft)	567
Average Queue (ft)	463
95th Queue (ft)	622
Link Distance (ft)	655
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Lithonia Ind Blvd & Covington Hwy

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	T	R	L	T
Maximum Queue (ft)	149	533	452	129	393	344	224	301	289	53	300	670
Average Queue (ft)	112	328	282	41	328	296	190	241	238	20	289	545
95th Queue (ft)	190	574	509	124	415	382	233	299	306	53	321	793
Link Distance (ft)		564	564		651	651		496	496	496		655
Upstream Blk Time (%)												6
Queuing Penalty (veh)												0
Storage Bay Dist (ft)	100			65			215				225	
Storage Blk Time (%)	34	20		1	57		3	18			81	17
Queuing Penalty (veh)	180	44		6	21		9	33			233	32

Intersection: 5: Lithonia Ind Blvd & Covington Hwy

Movement	SB
Directions Served	TR
Maximum Queue (ft)	604
Average Queue (ft)	426
95th Queue (ft)	668
Link Distance (ft)	655
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Lithonia Ind Blvd & Covington Hwy

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	T	R	L	T
Maximum Queue (ft)	149	225	280	129	675	685	299	379	363	51	298	300
Average Queue (ft)	134	189	183	36	518	530	176	320	282	25	202	227
95th Queue (ft)	163	241	292	114	728	730	305	393	358	52	294	310
Link Distance (ft)		564	564		651	651		496	496	496		655
Upstream Blk Time (%)					11	11						
Queuing Penalty (veh)					0	0						
Storage Bay Dist (ft)	100			65			215				225	
Storage Blk Time (%)	38	19			51		5	42			0	11
Queuing Penalty (veh)	126	34			24		18	61			0	15

Intersection: 5: Lithonia Ind Blvd & Covington Hwy

Movement	SB
Directions Served	TR
Maximum Queue (ft)	287
Average Queue (ft)	220
95th Queue (ft)	307
Link Distance (ft)	655
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Lithonia Ind Blvd & Covington Hwy

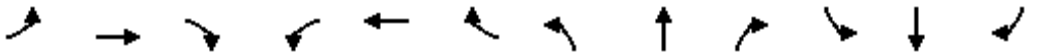
Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	T	R	L	T
Maximum Queue (ft)	150	351	328	129	410	349	270	286	318	25	222	270
Average Queue (ft)	128	242	234	45	330	286	200	257	254	19	156	240
95th Queue (ft)	171	373	340	118	444	401	282	304	332	35	262	286
Link Distance (ft)		564	564		651	651		496	496	496		655
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	100			65			215				225	
Storage Blk Time (%)	33	28		3	58		1	13			2	9
Queuing Penalty (veh)	179	61		15	21		5	23			5	18

Intersection: 5: Lithonia Ind Blvd & Covington Hwy

Movement	SB
Directions Served	TR
Maximum Queue (ft)	418
Average Queue (ft)	277
95th Queue (ft)	419
Link Distance (ft)	655
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

APPENDIX H

MITIGATION CAPACITY ANALYSIS REPORTS



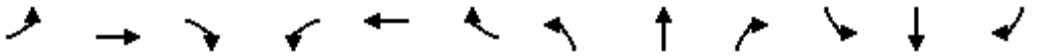
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	666	182	48	1491	192	148	714	46	143	584	142
Future Volume (veh/h)	179	666	182	48	1491	192	148	714	46	143	584	142
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1841	1856	1900	1856	1826	1856	1752	1781	1856	1693	1663
Adj Flow Rate, veh/h	186	694	190	50	1553	200	154	744	48	149	608	148
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	9	4	3	0	3	5	3	10	8	3	14	16
Cap, veh/h	173	1609	723	345	1535	674	263	821	372	228	775	340
Arrive On Green	0.07	0.46	0.46	0.04	0.44	0.44	0.09	0.25	0.25	0.08	0.24	0.24
Sat Flow, veh/h	1682	3497	1572	1810	3526	1547	1767	3328	1510	1767	3216	1409
Grp Volume(v), veh/h	186	694	190	50	1553	200	154	744	48	149	608	148
Grp Sat Flow(s),veh/h/ln	1682	1749	1572	1810	1763	1547	1767	1664	1510	1767	1608	1409
Q Serve(g_s), s	8.0	16.0	8.9	1.8	52.0	10.0	7.6	25.9	3.0	7.4	21.1	10.6
Cycle Q Clear(g_c), s	8.0	16.0	8.9	1.8	52.0	10.0	7.6	25.9	3.0	7.4	21.1	10.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	173	1609	723	345	1535	674	263	821	372	228	775	340
V/C Ratio(X)	1.08	0.43	0.26	0.14	1.01	0.30	0.59	0.91	0.13	0.65	0.78	0.44
Avail Cap(c_a), veh/h	173	1609	723	359	1535	674	298	836	379	228	775	340
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.6	21.7	19.8	17.5	33.7	21.9	31.7	43.7	35.0	33.0	42.4	38.4
Incr Delay (d2), s/veh	89.9	0.2	0.2	0.2	26.0	0.2	2.3	13.4	0.2	6.5	5.3	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	6.3	3.1	0.7	26.1	3.5	3.3	11.8	1.1	3.5	8.7	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	123.6	21.9	20.0	17.7	59.7	22.1	34.1	57.0	35.2	39.4	47.7	39.3
LnGrp LOS	F	C	C	B	F	C	C	E	D	D	D	D
Approach Vol, veh/h		1070			1803			946			905	
Approach Delay, s/veh		39.2			54.3			52.2			45.0	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	57.0	15.7	33.8	10.0	60.0	15.0	34.5
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	7.0	51.0	12.0	26.0	5.0	53.0	9.0	29.0
Max Q Clear Time (g_c+I1), s	10.0	54.0	9.6	23.1	3.8	18.0	9.4	27.9
Green Ext Time (p_c), s	0.0	0.0	0.1	1.2	0.0	5.5	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	48.7
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	221	1070	217	36	946	132	181	715	78	198	630	180
Future Volume (veh/h)	221	1070	217	36	946	132	181	715	78	198	630	180
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	1826	1885	1870	1900	1870	1856	1841	1752	1856	1870	1841	1856
Adj Flow Rate, veh/h	230	1115	226	38	985	138	189	745	81	206	656	188
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	1	2	0	2	3	4	10	3	2	4	3
Cap, veh/h	295	1746	773	188	1166	516	281	834	394	267	916	412
Arrive On Green	0.10	0.49	0.49	0.33	0.33	0.33	0.08	0.25	0.25	0.09	0.26	0.26
Sat Flow, veh/h	1739	3582	1585	414	3554	1572	1753	3328	1572	1781	3497	1572
Grp Volume(v), veh/h	230	1115	226	38	985	138	189	745	81	206	656	188
Grp Sat Flow(s),veh/h/ln	1739	1791	1585	414	1777	1572	1753	1664	1572	1781	1749	1572
Q Serve(g_s), s	7.3	20.3	7.5	6.6	22.6	5.7	7.0	19.0	3.6	7.6	15.0	8.8
Cycle Q Clear(g_c), s	7.3	20.3	7.5	12.9	22.6	5.7	7.0	19.0	3.6	7.6	15.0	8.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	295	1746	773	188	1166	516	281	834	394	267	916	412
V/C Ratio(X)	0.78	0.64	0.29	0.20	0.85	0.27	0.67	0.89	0.21	0.77	0.72	0.46
Avail Cap(c_a), veh/h	295	1836	813	198	1255	555	281	834	394	267	916	412
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.1	16.7	13.4	26.8	27.4	21.7	23.8	31.8	26.0	24.1	29.4	27.2
Incr Delay (d2), s/veh	12.6	0.7	0.2	0.5	5.2	0.3	6.2	12.1	0.3	12.9	2.7	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	7.4	2.4	0.6	9.6	2.0	3.2	8.4	1.3	3.9	6.2	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.7	17.4	13.7	27.3	32.6	22.0	30.0	43.8	26.2	37.0	32.1	27.9
LnGrp LOS	C	B	B	C	C	C	C	D	C	D	C	C
Approach Vol, veh/h		1571			1161			1015			1050	
Approach Delay, s/veh		19.1			31.2			39.8			32.3	
Approach LOS		B			C			D			C	

Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	14.0	33.8	12.0	28.0		47.8	13.0	27.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s	8.0	30.0	6.0	22.0		44.0	7.0	21.0				
Max Q Clear Time (g_c+I1), s	9.3	24.6	9.0	17.0		22.3	9.6	21.0				
Green Ext Time (p_c), s	0.0	3.2	0.0	2.1		8.6	0.0	0.0				

Intersection Summary												
HCM 6th Ctrl Delay			29.3									
HCM 6th LOS			C									

APPENDIX I

GRTA LETTER OF UNDERSTANDING (LOU)

LETTER OF UNDERSTANDING

February 23, 2022

Gary Minor
IDI Logistics
1197 Peachtree Street NE
Suite 600
Atlanta, GA 30361
RE: **Stonecrest Logistics Center** (**DRI#: 3584)**

Dear Gary Minor:

The purpose of this Letter of Understanding is to document the discussions during the Methodology Meeting held virtually on February 7, 2022, regarding **Stonecrest Logistics Center** Development of Regional Impact (DRI). The *GRTA DRI Review Procedures*, as well as the inputs and parameters documented in this Letter of Understanding and the revised Methodology Meeting Packet, shall be adhered to in preparing the GRTA required Transportation Study.

PROJECT OVERVIEW

- The proposed site is located at 33°44'30.7"N 84°07'04.1"W, Stonecrest Industrial Way, located northwest of Lithonia Industrial Boulevard, in DeKalb County, Georgia.
- The proposed development includes of 1,904,300 square feet (sf) of industrial space on a 138.12-acre plot. Of the total plot of land, 105 acres will be used and considered as the Disturbed Area of the total site area. The development has a 0.30 floor area ratio and does not have dedicated open space.
- The projected build-out is one phase to be completed by 2024.
- The proposed development includes 1 site access along Site Driveway at Stonecrest Industrial Way.
- The DRI trigger for this development is an LDP – Land Disturbance Permit.
- The vehicular trip generation is estimated to be 3,048 net daily trips based on the *ITE Trip Generation Manual 11th edition.*
- The applicant is applying for approval under GRTA's non-expedited Traffic Impact Study review process.

STUDY NETWORK

1. Lithonia Industrial Boulevard at S Stone Mountain Lithonia Road
2. Lithonia Industrial Boulevard at Stonecrest Industrial Way / Site Driveway
3. Lithonia Industrial Boulevard at Rogers Lake Road
4. Lithonia Industrial Boulevard at SR 124/Rock Chapel Road
5. Lithonia Industrial Boulevard at US-278/Covington Highway

METHODOLOGY MEETING PACKET INPUTS & PARAMETERS

- The Site Plan shall meet all the applicable requirements in Section 7.1 of the *GRTA DRI Review Procedures*.
- All Study Network intersections shall be analyzed during the AM and PM peak hours for (1) existing conditions, (2) future "no-build" conditions, and (3) future "build" conditions as specified in the *GRTA DRI Review Procedures*.
- This DRI shall be modeled and reviewed in one phase to be completed by 2024.

- The Level of Service (LOS) standard for all analysis shall be LOS D unless specified otherwise in Section 3.2.2.1. For example, a LOS E standard is allowed if the existing LOS for the intersection or approach is a LOS F.

- Default values should not be assumed in the traffic modeling. Existing conditions shall be taken into account as required in Section 3.2.2.

- The trip generation calculations in the revised Methodology Meeting Packet shall be used in the Transportation Study. Mixed-use and pass-by reductions are not allowed for this site. Pass-by reductions shall not exceed 15% of a roadway's traffic volume standard established in Appendix 7.2.

- The trip assignment approach in the revised Methodology Meeting Packet shall be utilized for all Study Network intersection movements.

- The applicant shall research TIP, STIP, RTP and GDOT's construction work program, as well as any local government and transit operator plans (SPLOST, CIP, etc.), to determine the open date, sponsor, cost of the project, funding source(s), for future roadway projects in the project vicinity. Programmed transportation projects anticipated to open on or before the Build Out year of the DRI Project shall be modeled as completed in the No-Build and Build conditions unless approved otherwise.

- A 2.5% annual traffic Background Growth Rate shall be used for all roadways.

- Capacity analysis shall be based on turning movement counts collected not more than 12-months prior to the date of the actual DRI submittal to GRTA, unless specified otherwise. As specified in Section 2.3, turning movement counts shall be collected while local schools are in session, on a Tuesday, Wednesday or Thursday (unless approved otherwise) and not during holiday periods (weeks of July 4th, Thanksgiving and +/- 5 days of Christmas).

- COVID-19: The transportation analysis shall utilize existing turning movement count data when available during COVID. All counts older than a year shall be grown by the Background Growth Rate unless approved otherwise. If new counts are required, a control count location where existing count data is available shall be used for developing traffic growth extrapolation rates. The traffic engineer shall submit the proposed growth rates to GRTA, GDOT and local government stakeholders for input and GRTA approval before submitting the Transportation Study.

- If the *GRTA DRI Review Procedures* requires an Enhanced Focus Area for Heavy Vehicles or an Enhanced Focus Area for Dense Urban Environments, the Transportation Study shall incorporate the inputs and parameters agreed to at the Methodology Meeting and documented in the revised Methodology Meeting Packet. These inputs may include a Heavy Vehicle modeling percentages, a Heavy Vehicle route map, a pedestrian crosswalk delay adjustment and a bus blockage adjustment factor.

ADDITIONAL REQUIREMENTS

All applicable requirements of the *GRTA DRI Review Procedures* must be met for the Transportation Study to be considered complete. The *GRTA DRI Review Procedures* are located on GRTA's DRI website: https://www.srta.ga.gov/programs-projects/dev-of-regional-impact/ Contact GRTA staff if you have any questions on these requirements.

The Transportation Study shall also include as attachments the native LOS modeling file (i.e., Synchro modeling files) as well as the modeling reports (PDFs) for all Study Network intersections for the Existing, No-Build and Build conditions for all phases. The PDF reports shall be numbered (in page headers) and organized in order according to the Study Network numbering sequence in this Letter of Understanding. The reports shall also be organized in the following sequence: *Existing condition AM, Existing condition PM, No-build condition AM, No-Build condition PM, Build condition AM, Build condition PM*. If improvements are modeled, those PDFs shall be labeled as such and follow the appropriate condition's applicable peak period.

The Transportation Study appendices shall also include all turning movement count data, regardless of if using historic data or newly collected turning movement counts.

When documenting any Queue Length impacts required in Section 3.2.3.6, the TIS Executive Summary shall also note any individual *movements* not meeting the LOS standard where the DRI Project adds trips in the Build condition and exceeds available storage capacity for that movement.

When identifying mitigations in the existing, no-build and build conditions, the mitigations identified in preceding conditions shall not be modeled as complete when conducting the LOS analysis. The same mitigation may still be proposed as mitigation in the subsequent condition but it shall not be included as completed in the default analysis. For example, a turn lane may be identified as a needed improvement in the no-build condition. The turn lane should not be modeled as completed in the build condition. The turn lane should only be modeled as complete in the no-build with improvements condition and the build with improvements condition.

DRI REVIEW PACKAGE SUBMITTAL

GRTA will begin reviewing the DRI once the DRI Review Package is submitted and deemed complete. The DRI Review Package includes: the permitting Local Government inputting both Department of Community Affairs (DCA) forms into the DCA DRI website; and the **Traffic Engineer submittal of the GRTA Transportation Study (including LOS appendices, traffic count data and any other required attachments) and Site Plan to GRTA staff and ALL stakeholders included in the CC list of this Letter of Understanding**.

All DRI Review Packages shall be submitted electronically via email to all stakeholders in the CC list of the Letter of Understanding. If the DRI Review Package total file size is greater than 10 MB, the DRI Review Package shall be submitted via email with a FTP link provided for downloading the files.

Please contact me if you have any questions about the Letter of Understanding or the *GRTA DRI Review Procedures*.

Sincerely,

Elizabeth Davis
Senior Transit and Transportation Planner

Cc:

Andrew Smith, ARC
Aries Little, ARC
Donald Shockey, ARC
Marquitrice Mangham , ARC
Cedric Hudson, Dekalb County, GA
Larry Washington, Dekalb County, GA
Patrece Keeter, Dekalb County, GA
Sylvia Smith, Dekalb County, GA
Joshua Higgins, GDOT
Megan R Wilson, GDOT
Aileen Daney, GRTA/ATL
December Weir, GRTA/ATL
LaThaydra Sands, Lithonia City
Jim Summerbell, Stonecrest, GA
Keedra Jackson, Stonecrest, GA
Charles Rosa, MARTA
Natavis Harris, MARTA
Gary Minor, Idilogistics
Nick Faber, Idilogistics
George Doyle, NV5
Naveed Jaffar, NV5
Hari Karikaran, Lowe Engineers
Dan Wintermeyer, Urban Engineers

MEMORANDUM

To: Elizabeth Davis, GRTA

From: Naveed Jaffar, PE, PTOE (Naveed.Jaffar@NV5.com)

Date: February 24, 2022

Re: Traffic Volume Adjustment Factors
DRI# 3584 – Stonecrest Logistics Center
Stonecrest, DeKalb County, Georgia

PRELIMINARY REVIEW

NV5 is working with IDI Logistics to conduct capacity analysis for the planned Development of Regional Impact Study (DRI) for the DRI# 3584 – Stonecrest Logistics Center in Stonecrest, DeKalb County, Georgia at the following existing intersections:

1. Lithonia Industrial Boulevard at S Stone Mountain Lithonia Road
2. Lithonia Industrial Boulevard at Stonecrest Industrial Way / Site Driveway
3. Lithonia Industrial Boulevard at Rogers Lake Road
4. Lithonia Industrial Boulevard at SR 124/Rock Chapel Road
5. Lithonia Industrial Boulevard at US-278/Covington Highway

The five (5) study intersections were counted on Thursday, February 10, 2022, prior to school sessions ending and after the initial DRI Methodology Meeting on Monday, February 7, 2022.

Per Georgia Regional Transit Authority (GRTA) DRI methodology guidelines, analysis was conducted to determine peak hour adjustment factors for the 2022 traffic counts due to the COVID pandemic. The calculated adjustment factors will be applied to the five (5) study intersections identified in the GRTA Letter of Understanding (LOU), dated Wednesday, February 23, 2022, for the DRI Traffic Impact Study.

COVID Adjustment Factor Analysis

For COVID-related adjustment factors, NV5 compared historic 2019 counts at the Lithonia Industrial Boulevard at SR 124/Rock Chapel Road intersection with the 2022 counts collected at the same study intersection. Historic 2019 counts used in this analysis were obtained from the previously submitted DRI# 2961 – Lithonia Distribution Center Traffic Impact Study. Table 1 shows the results:

Table 1: Traffic Volume COVID Adjustment Factors

ID	Intersection	Peak Hour	Total Volumes at Intersection		Adjustment Factor
			2019	2022	2019/2022
4	Lithonia Industrial Boulevard & SR 124/Rock Chapel Road	7:15-8:15 AM	3,163	2,782	1.14
		5:00-6:00 PM	3,648	3,400	1.07

As shown in Table 1, the 2019 AM and PM peak hour traffic volumes at the Lithonia Industrial Boulevard and SR 124/Rock Chapel Road intersection are higher than the 2022 traffic volumes. Historic 2019 and Existing 2022 traffic count data at this intersection are attached with this memorandum for reference.

Recommendations

In summary, the following adjustments are recommended for the collected February 2022 count data to adjust existing traffic volume data for pre-COVID conditions:

- AM peak hour - 1.14
- PM peak hour - 1.07

Project ID: DRI 3584

Signal Location: Lithonia Ind Blvd @ SR 124

City: Stonecrest

Previous Project Reference ID: DRI 2961 (Data ID: 19-09407-003)

PEAK HOURS

Total Volume	Recorded	Historic	Adjustment
	Intersection Total	Intersection Total	Factors
AM Peak	2782	3163	**1.14**
PM Peak	3400	3648	**1.07**

RECORDED DATES

Recorded	TMC data	**Day: Thursday** **Date: 2/10/2022**
Historic	DRI 2961 data	**Day: Thursday** **Date: 5/16/2019**

PEAK TIME

AM	PM
715-730	500-515
730-745	515-530
745-800	530-545
800-815	545-600

TRAFFIC DATA SERVICES

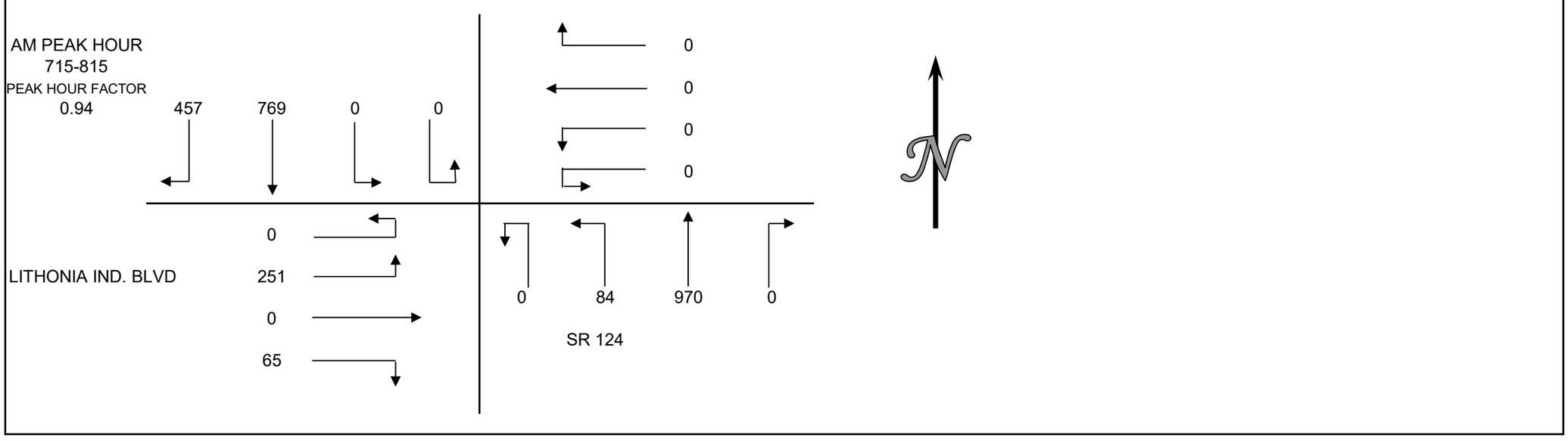
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT CARS SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONECREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S SR 124
E/W LITHONIA IND. BLVD

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
700-715	94	142	0	0	0	0	0	0	0	210	17	0	10	0	45	0	518
715-730	116	186	0	0	0	0	0	0	0	243	20	0	14	0	69	0	648
730-745	113	197	0	0	0	0	0	0	0	291	18	0	13	0	57	0	689
745-800	127	185	0	0	0	0	0	0	0	233	23	0	23	0	71	0	662
800-815	101	201	0	0	0	0	0	0	0	203	23	0	15	0	54	0	597
815-830	100	190	0	0	0	0	0	0	0	217	15	0	13	0	73	0	608
830-845	98	184	0	0	0	0	0	0	0	230	19	0	18	0	39	0	588
845-900	78	175	0	0	0	0	0	0	0	194	18	0	10	0	39	0	514
HOUR TOTALS																	
700-800	450	710	0	0	0	0	0	0	0	977	78	0	60	0	242	0	2517
715-815	457	769	0	0	0	0	0	0	0	970	84	0	65	0	251	0	2596
730-830	441	773	0	0	0	0	0	0	0	944	79	0	64	0	255	0	2556
745-845	426	760	0	0	0	0	0	0	0	883	80	0	69	0	237	0	2455
800-900	377	750	0	0	0	0	0	0	0	844	75	0	56	0	205	0	2307



TRAFFIC DATA SERVICES

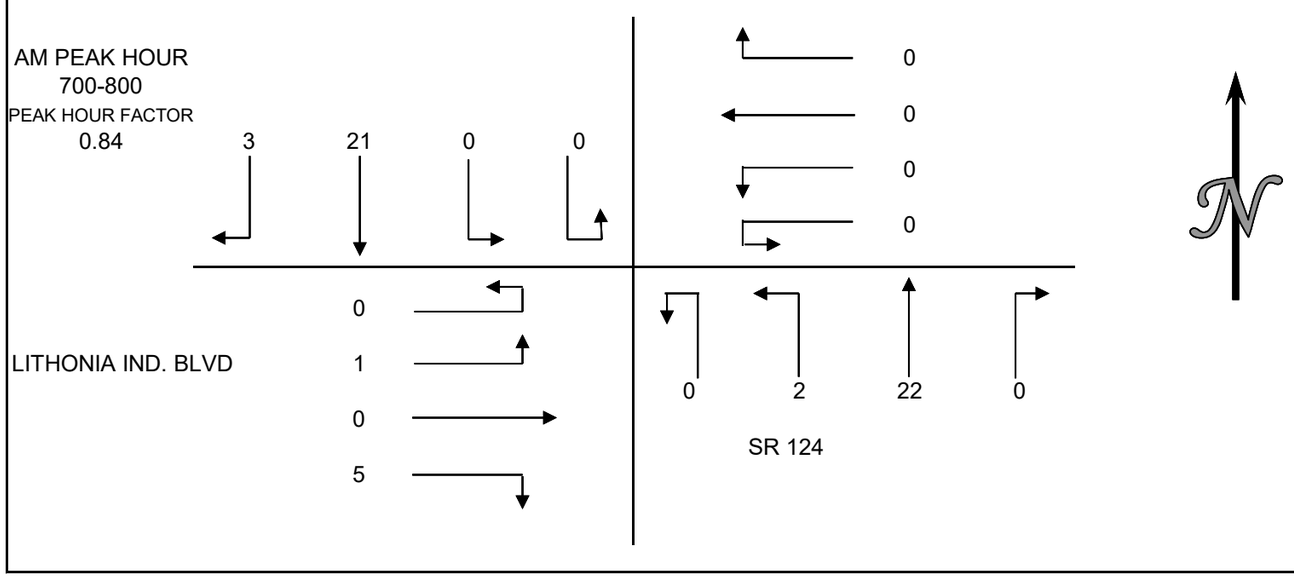
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT SINGLE UNIT TRUCKS & BUSES SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONECREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S SR 124
E/W LITHONIA IND. BLVD

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
700-715	1	6	0	0	0	0	0	0	0	5	0	0	2	0	0	0	14
715-730	0	8	0	0	0	0	0	0	0	4	0	0	2	0	0	0	14
730-745	1	2	0	0	0	0	0	0	0	8	1	0	1	0	1	0	14
745-800	1	5	0	0	0	0	0	0	0	5	1	0	0	0	0	0	12
800-815	0	3	0	0	0	0	0	0	0	7	0	0	0	0	0	0	10
815-830	0	3	0	0	0	0	0	0	0	8	0	0	1	0	1	0	13
830-845	0	6	0	0	0	0	0	0	0	10	0	0	0	0	0	0	16
845-900	0	5	0	0	0	0	0	0	0	7	0	0	0	0	0	0	12
HOUR TOTALS																	
700-800	3	21	0	0	0	0	0	0	0	22	2	0	5	0	1	0	54
715-815	2	18	0	0	0	0	0	0	0	24	2	0	3	0	1	0	50
730-830	2	13	0	0	0	0	0	0	0	28	2	0	2	0	2	0	49
745-845	1	17	0	0	0	0	0	0	0	30	1	0	1	0	1	0	51
800-900	0	17	0	0	0	0	0	0	0	32	0	0	1	0	1	0	51



TRAFFIC DATA SERVICES

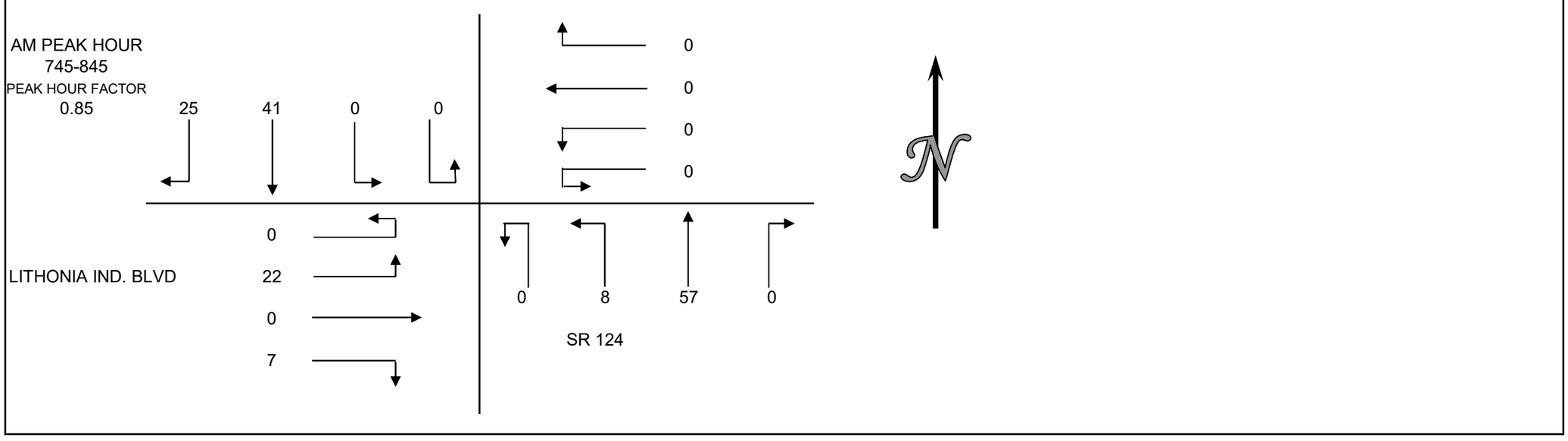
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT HEAVY DUTY TRUCKS SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONECREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S SR 124
E/W LITHONIA IND. BLVD

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
700-715	9	4	0	0	0	0	0	0	0	4	0	0	2	0	7	0	26
715-730	8	2	0	0	0	0	0	0	0	12	0	0	1	0	2	0	25
730-745	4	10	0	0	0	0	0	0	0	10	3	0	1	0	2	0	30
745-800	3	10	0	0	0	0	0	0	0	14	1	0	2	0	4	0	34
800-815	6	13	0	0	0	0	0	0	0	18	2	0	1	0	7	0	47
815-830	8	10	0	0	0	0	0	0	0	15	1	0	1	0	4	0	39
830-845	8	8	0	0	0	0	0	0	0	10	4	0	3	0	7	0	40
845-900	2	8	0	0	0	0	0	0	0	10	5	0	2	0	3	0	30
HOUR TOTALS																	
700-800	24	26	0	0	0	0	0	0	0	40	4	0	6	0	15	0	115
715-815	21	35	0	0	0	0	0	0	0	54	6	0	5	0	15	0	136
730-830	21	43	0	0	0	0	0	0	0	57	7	0	5	0	17	0	150
745-845	25	41	0	0	0	0	0	0	0	57	8	0	7	0	22	0	160
800-900	24	39	0	0	0	0	0	0	0	53	12	0	7	0	21	0	156



TRAFFIC DATA SERVICES

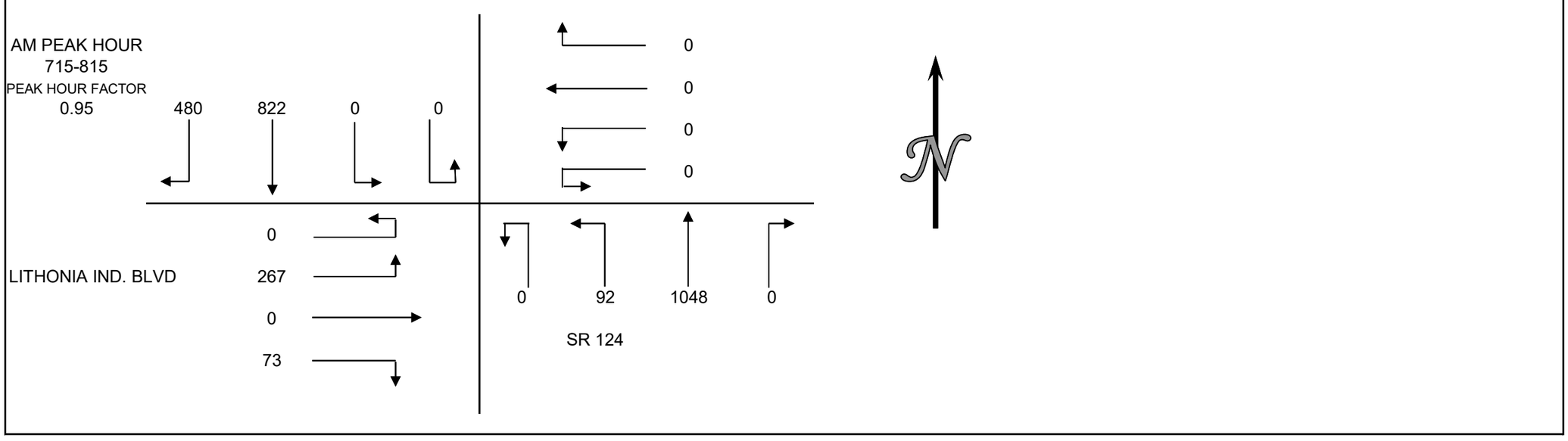
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT ALL VEHICLES SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONECREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S SR 124
E/W LITHONIA IND. BLVD

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
700-715	104	152	0	0	0	0	0	0	0	219	17	0	14	0	52	0	558
715-730	124	196	0	0	0	0	0	0	0	259	20	0	17	0	71	0	687
730-745	118	209	0	0	0	0	0	0	0	309	22	0	15	0	60	0	733
745-800	131	200	0	0	0	0	0	0	0	252	25	0	25	0	75	0	708
800-815	107	217	0	0	0	0	0	0	0	228	25	0	16	0	61	0	654
815-830	108	203	0	0	0	0	0	0	0	240	16	0	15	0	78	0	660
830-845	106	198	0	0	0	0	0	0	0	250	23	0	21	0	46	0	644
845-900	80	188	0	0	0	0	0	0	0	211	23	0	12	0	42	0	556
HOUR TOTALS																	
700-800	477	757	0	0	0	0	0	0	0	1039	84	0	71	0	258	0	2686
715-815	480	822	0	0	0	0	0	0	0	1048	92	0	73	0	267	0	2782
730-830	464	829	0	0	0	0	0	0	0	1029	88	0	71	0	274	0	2755
745-845	452	818	0	0	0	0	0	0	0	970	89	0	77	0	260	0	2666
800-900	401	806	0	0	0	0	0	0	0	929	87	0	64	0	227	0	2514



TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

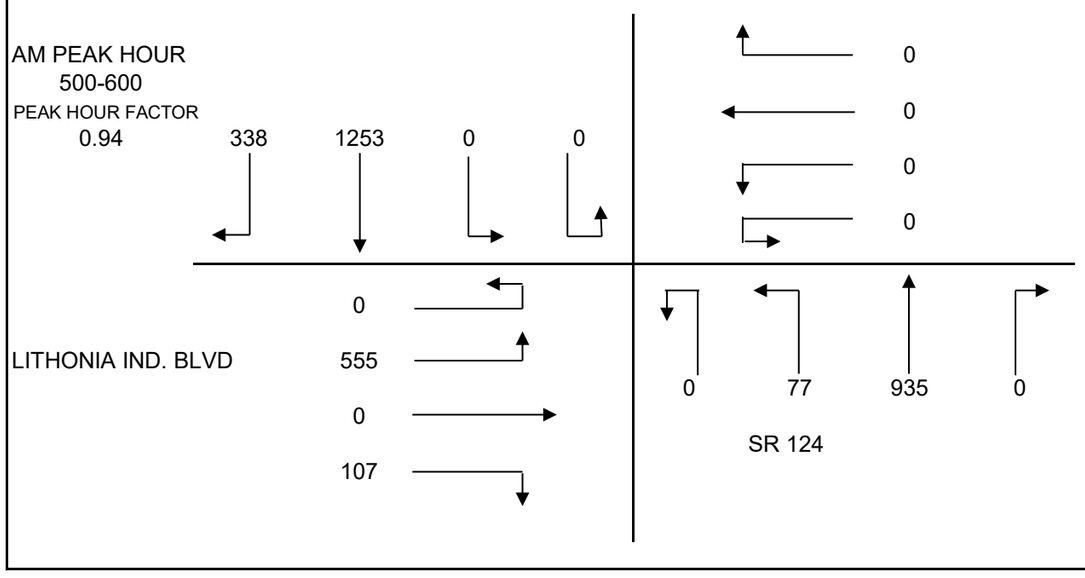
INTERSECTION TURNING MOVEMENT COUNT CARS SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONECREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S SR 124
E/W LITHONIA IND. BLVD

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
400-415	73	269	0	0	0	0	0	0	0	182	9	0	33	0	120	0	686
415-430	66	263	0	0	0	0	0	0	0	208	13	0	20	0	103	0	673
430-445	71	337	0	0	0	0	0	0	0	211	10	0	21	0	93	0	743
445-500	73	290	0	0	0	0	0	0	0	174	18	0	31	0	121	0	707
500-515	68	350	0	0	0	0	0	0	0	235	22	0	28	0	113	0	816
515-530	99	274	0	0	0	0	0	0	0	238	15	0	23	0	164	0	813
530-545	91	347	0	0	0	0	0	0	0	244	17	0	34	0	133	0	866
545-600	80	282	0	0	0	0	0	0	0	218	23	0	22	0	145	0	770
HOUR TOTALS																	
400-500	283	1159	0	0	0	0	0	0	0	775	50	0	105	0	437	0	2809
415-515	278	1240	0	0	0	0	0	0	0	828	63	0	100	0	430	0	2939
430-530	311	1251	0	0	0	0	0	0	0	858	65	0	103	0	491	0	3079
445-545	331	1261	0	0	0	0	0	0	0	891	72	0	116	0	531	0	3202
500-600	338	1253	0	0	0	0	0	0	0	935	77	0	107	0	555	0	3265

AM PEAK HOUR
500-600
PEAK HOUR FACTOR
0.94



TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

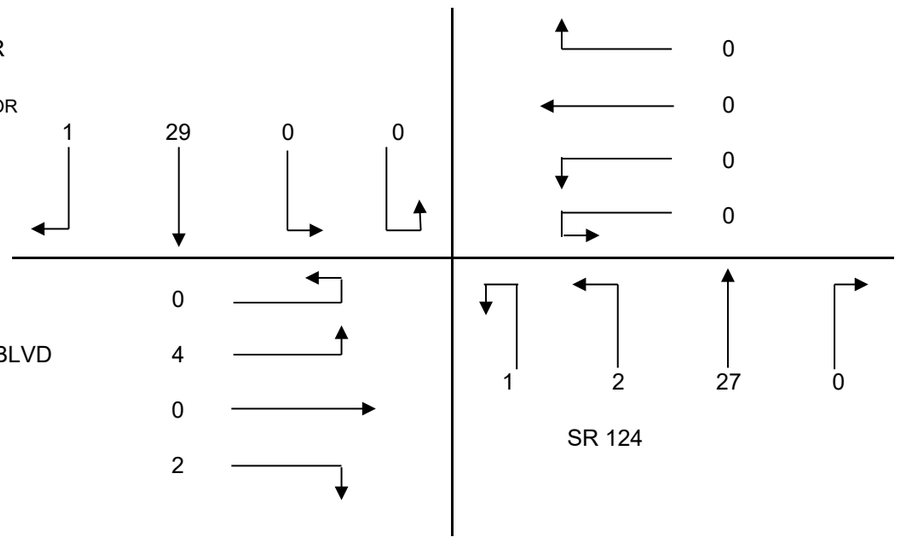
INTERSECTION TURNING MOVEMENT COUNT SINGLE UNIT TRUCKS & BUSES SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONECREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S SR 124
E/W LITHONIA IND. BLVD

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
400-415	0	10	0	0	0	0	0	0	0	10	0	1	0	0	0	0	21
415-430	0	7	0	0	0	0	0	0	0	7	0	0	0	0	1	0	15
430-445	1	6	0	0	0	0	0	0	0	7	1	0	1	0	2	0	18
445-500	0	6	0	0	0	0	0	0	0	3	1	0	1	0	1	0	12
500-515	1	9	0	0	0	0	0	0	0	8	0	0	0	0	1	0	19
515-530	0	2	0	0	0	0	0	0	0	6	0	0	2	0	0	0	10
530-545	1	4	0	0	0	0	0	0	0	3	0	0	1	0	2	0	11
545-600	0	5	0	0	0	0	0	0	0	3	1	0	0	0	0	0	9
HOUR TOTALS																	
400-500	1	29	0	0	0	0	0	0	0	27	2	1	2	0	4	0	66
415-515	2	28	0	0	0	0	0	0	0	25	2	0	2	0	5	0	64
430-530	2	23	0	0	0	0	0	0	0	24	2	0	4	0	4	0	59
445-545	2	21	0	0	0	0	0	0	0	20	1	0	4	0	4	0	52
500-600	2	20	0	0	0	0	0	0	0	20	1	0	3	0	3	0	49

AM PEAK HOUR
400-500
PEAK HOUR FACTOR
0.79



TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

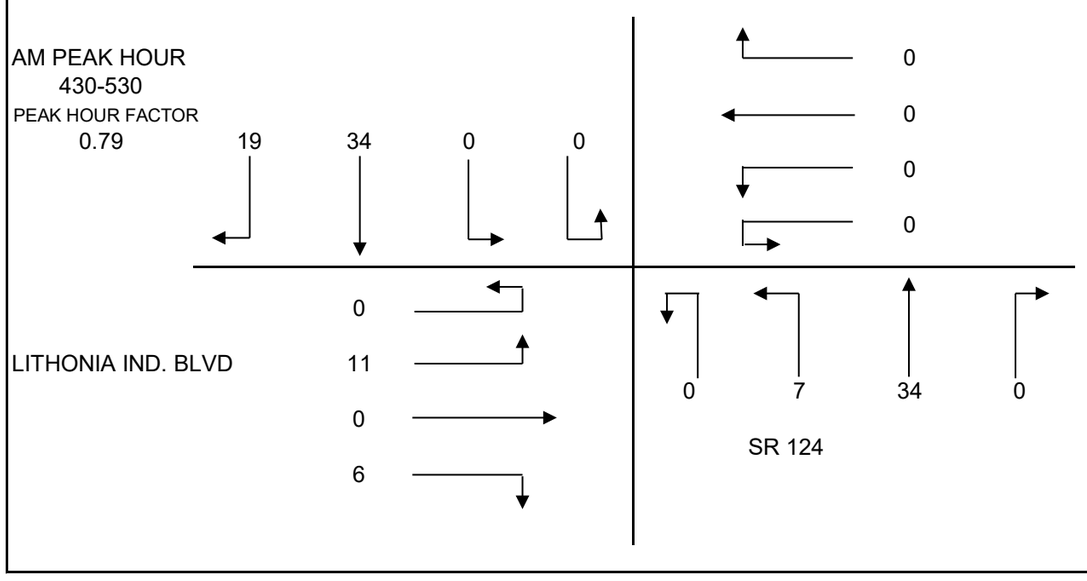
INTERSECTION TURNING MOVEMENT COUNT HEAVY DUTY TRUCKS SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONECREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S SR 124
E/W LITHONIA IND. BLVD

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
400-415	3	10	0	0	0	0	0	0	0	6	0	0	0	0	2	0	21
415-430	3	8	0	0	0	0	0	0	0	4	2	0	2	0	4	0	23
430-445	5	9	0	0	0	0	0	0	0	8	1	0	0	0	3	0	26
445-500	4	6	0	0	0	0	0	0	0	9	2	0	0	0	3	0	24
500-515	5	11	0	0	0	0	0	0	0	10	2	0	5	0	2	0	35
515-530	5	8	0	0	0	0	0	0	0	7	2	0	1	0	3	0	26
530-545	5	2	0	0	0	0	0	0	0	4	2	0	0	0	2	0	15
545-600	2	4	0	0	0	0	0	0	0	2	1	0	1	0	0	0	10
HOUR TOTALS																	
400-500	15	33	0	0	0	0	0	0	0	27	5	0	2	0	12	0	94
415-515	17	34	0	0	0	0	0	0	0	31	7	0	7	0	12	0	108
430-530	19	34	0	0	0	0	0	0	0	34	7	0	6	0	11	0	111
445-545	19	27	0	0	0	0	0	0	0	30	8	0	6	0	10	0	100
500-600	17	25	0	0	0	0	0	0	0	23	7	0	7	0	7	0	86

AM PEAK HOUR
430-530
PEAK HOUR FACTOR
0.79



TRAFFIC DATA SERVICES

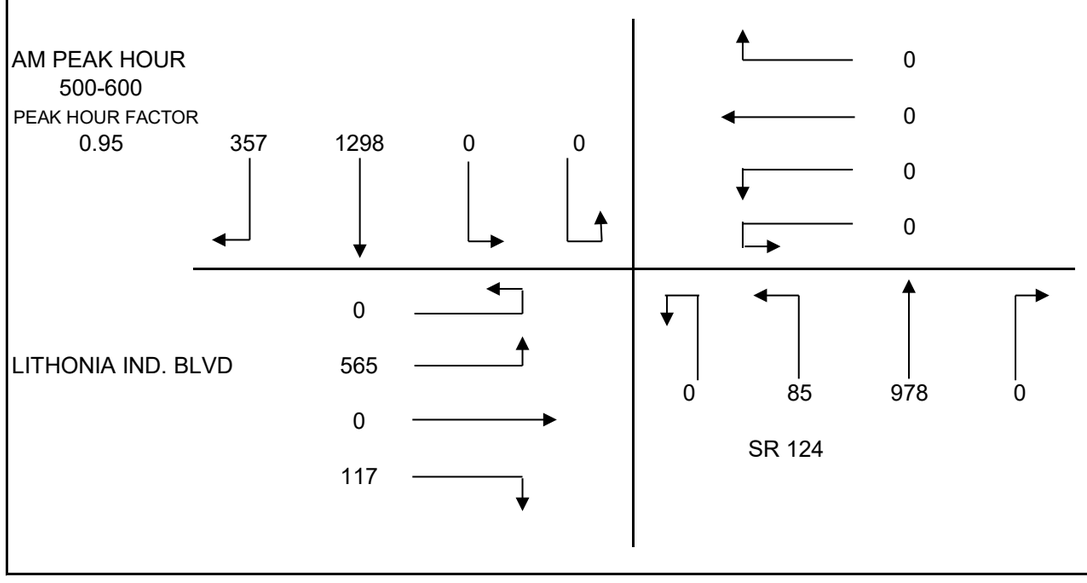
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT ALL VEHICLES SUMMARY

CLIENT: NV5
PROJECT: CITY OF STONECREST TRAFFIC STUDY
DATE: THURSDAY, FEBRUARY 10TH 2022
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S SR 124
E/W LITHONIA IND. BLVD

VEHICLE COUNTS

PERIOD 15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	3U SBUT	4 WBRT	5 WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	9U NBUT	10 EBRT	11 EBTH	12 EBLT	12U EBUT	TOTAL
400-415	76	289	0	0	0	0	0	0	0	198	9	1	33	0	122	0	728
415-430	69	278	0	0	0	0	0	0	0	219	15	0	22	0	108	0	711
430-445	77	352	0	0	0	0	0	0	0	226	12	0	22	0	98	0	787
445-500	77	302	0	0	0	0	0	0	0	186	21	0	32	0	125	0	743
500-515	74	370	0	0	0	0	0	0	0	253	24	0	33	0	116	0	870
515-530	104	284	0	0	0	0	0	0	0	251	17	0	26	0	167	0	849
530-545	97	353	0	0	0	0	0	0	0	251	19	0	35	0	137	0	892
545-600	82	291	0	0	0	0	0	0	0	223	25	0	23	0	145	0	789
HOUR TOTALS																	
400-500	299	1221	0	0	0	0	0	0	0	829	57	1	109	0	453	0	2969
415-515	297	1302	0	0	0	0	0	0	0	884	72	0	109	0	447	0	3111
430-530	332	1308	0	0	0	0	0	0	0	916	74	0	113	0	506	0	3249
445-545	352	1309	0	0	0	0	0	0	0	941	81	0	126	0	545	0	3354
500-600	357	1298	0	0	0	0	0	0	0	978	85	0	117	0	565	0	3400



Project ID: 19-09407-003
Location: Rock Chapel Rd/SR 124 & Lithonia Industrial Blvd
City: Lithonia

Day: Thursday
Date: 05/16/2019

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Rock Chapel Rd/SR 124 Northbound						Rock Chapel Rd/SR 124 Southbound						Lithonia Industrial Blvd Eastbound						Lithonia Industrial Blvd Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
6:00 AM	12	166	0	0	0	178	0	83	79	0	0	162	37	0	7	0	0	44	0	0	0	0	0	0	384
6:15 AM	23	217	0	0	0	240	0	111	94	0	0	205	49	0	14	0	0	63	0	0	0	0	0	0	508
6:30 AM	35	260	0	0	0	295	0	134	127	0	0	261	52	0	7	0	0	59	0	0	0	0	0	0	615
6:45 AM	28	276	0	0	0	304	0	150	115	0	0	265	69	0	10	0	0	79	0	0	0	0	0	0	648
Total	98	919	0	0	0	1017	0	478	415	0	0	893	207	0	38	0	0	245	0	0	0	0	0	0	2155
7:00 AM	29	306	0	0	0	335	0	197	103	1	0	301	78	0	8	0	0	86	0	0	0	0	0	0	722
7:15 AM	30	316	0	0	0	346	0	174	128	0	0	302	90	0	17	0	0	107	0	0	0	0	0	0	755
7:30 AM	41	362	0	0	0	403	0	228	167	1	0	396	77	0	20	0	0	97	0	0	0	0	0	0	896
7:45 AM	27	318	0	0	0	345	0	227	115	0	0	342	96	0	22	0	0	118	0	0	0	0	0	0	805
Total	127	1302	0	0	0	1429	0	826	513	2	0	1341	341	0	67	0	0	408	0	0	0	0	0	0	3178
8:00 AM	27	262	0	0	0	289	0	208	107	0	0	315	86	0	17	0	0	103	0	0	0	0	0	0	707
8:15 AM	23	293	0	0	0	316	0	213	116	0	0	329	85	0	19	0	0	104	0	0	0	0	0	0	749
8:30 AM	18	241	0	0	0	259	0	197	113	1	0	311	72	0	18	0	0	90	0	0	0	0	0	0	660
8:45 AM	16	232	0	0	0	248	0	175	93	0	0	268	72	0	15	0	0	87	0	0	0	0	0	0	603
Total	84	1028	0	0	0	1112	0	793	429	1	0	1223	315	0	69	0	0	384	0	0	0	0	0	0	2719
BREAK																									
4:00 PM	24	231	0	0	0	255	0	299	76	0	0	375	116	0	31	0	0	147	0	0	0	0	0	0	777
4:15 PM	13	287	0	0	0	300	0	376	102	0	0	478	129	0	26	0	0	155	0	0	0	0	0	0	933
4:30 PM	12	265	0	0	0	277	0	294	86	1	0	381	126	0	36	0	0	162	0	0	0	0	0	0	820
4:45 PM	14	261	0	0	0	275	0	356	110	0	0	466	126	0	28	0	0	154	0	0	0	0	0	0	895
Total	63	1044	0	0	0	1107	0	1325	374	1	0	1700	497	0	121	0	0	618	0	0	0	0	0	0	3425
5:00 PM	24	284	0	1	0	309	0	288	107	0	0	395	182	0	34	0	1	216	0	0	0	0	0	0	920
5:15 PM	18	309	0	0	0	327	0	316	113	1	0	430	173	0	29	0	0	202	0	0	0	0	0	0	959
5:30 PM	20	272	0	0	0	292	0	362	100	0	0	462	137	0	33	0	0	170	0	0	0	0	0	0	924
5:45 PM	19	241	0	0	0	260	0	329	98	0	0	427	133	0	25	0	0	158	0	0	0	0	0	0	845
Total	81	1106	0	1	0	1188	0	1295	418	1	0	1714	625	0	121	0	1	746	0	0	0	0	0	0	3648
Grand Total	453	5399	0	1	0	5853	0	4717	2149	5	0	6871	1985	0	416	0	1	2401	0	0	0	0	0	0	15125
Apprch %	7.7	92.2	0.0	0.0	0.0		0.0	68.7	31.3	0.1	0.0		82.7	0.0	17.3	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	3.0	35.7	0.0	0.0	0.0	38.7	0.0	31.2	14.2	0.0	0.0	45.4	13.1	0.0	2.8	0.0	0.0	15.9	0.0	0.0	0.0	0.0	0.0	0.0	
Cars, PU, Vans	420	5152	0	1	0	5573	0	4506	2010		0	6521	1851	0	388	0		2239	0	0	0		0	0	14333
% Cars, PU, Vans	92.7	95.4	0.0	100.0	0.0	95.2	0.0	95.5	93.5	0.0	0.0	94.9	93.2	0.0	93.3	0.0	0.0	93.3	0.0	0.0	0.0	0.0	0.0	0.0	94.8
Heavy Trucks	33	247	0	0		280	0	211	139	0		350	134	0	28	0		162	0	0	0	0		0	792
%Heavy Trucks	7.3	4.6	0.0	0.0	0.0	4.8	0.0	4.5	6.5	0.0	0.0	5.1	6.8	0.0	6.7	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	5.2

Project ID: 19-09407-003
Location: Rock Chapel Rd/SR 124 & Lithonia Industrial Blvd
City: Lithonia

PEAK HOURS

Day: Thursday
Date: 05/16/2019

AM

	Rock Chapel Rd/SR 124 Northbound					Rock Chapel Rd/SR 124 Southbound					Lithonia Industrial Blvd Eastbound					Lithonia Industrial Blvd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 06:00 AM to 10:00 AM																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
7:00 AM	29	306	0	0	335	0	197	103	1	301	78	0	8	0	86	0	0	0	0	0	722
7:15 AM	30	316	0	0	346	0	174	128	0	302	90	0	17	0	107	0	0	0	0	0	755
7:30 AM	41	362	0	0	403	0	228	167	1	396	77	0	20	0	97	0	0	0	0	0	896
7:45 AM	27	318	0	0	345	0	227	115	0	342	96	0	22	0	118	0	0	0	0	0	805
Total Volume	127	1302	0	0	1429	0	826	513	2	1341	341	0	67	0	408	0	0	0	0	0	3178
% App. Total	8.9	91.1	0.0	0.0	100	0.0	61.6	38.3	0.1	100	83.6	0.0	16.4	0.0	100	0.0	0.0	0.0	0.0	0	
PHF					0.886					0.847					0.864						0.887
Cars, PU, Vans	119	1231	0	0	1350	0	786	490	2	1278	313	0	59	0	372	0	0	0	0	0	3000
% Cars, PU, Vans	93.7	94.5	0.0	0.0	94.5	0.0	95.2	95.5	100.0	95.3	91.8	0.0	88.1	0.0	91.2	0.0	0.0	0.0	0.0	0.0	94.4
Heavy Trucks	8	71	0	0	79	0	40	23	0	63	28	0	8	0	36	0	0	0	0	0	178
%Heavy Trucks	6.3	5.5	0.0	0.0	5.5	0.0	4.8	4.5	0.0	4.7	8.2	0.0	11.9	0.0	8.8	0.0	0.0	0.0	0.0	0.0	5.6

PM

	Rock Chapel Rd/SR 124 Northbound					Rock Chapel Rd/SR 124 Southbound					Lithonia Industrial Blvd Eastbound					Lithonia Industrial Blvd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
4:45 PM	14	261	0	0	275	0	356	110	0	466	126	0	28	0	154	0	0	0	0	0	895
5:00 PM	24	284	0	1	309	0	288	107	0	395	182	0	34	0	216	0	0	0	0	0	920
5:15 PM	18	309	0	0	327	0	316	113	1	430	173	0	29	0	202	0	0	0	0	0	959
5:30 PM	20	272	0	0	292	0	362	100	0	462	137	0	33	0	170	0	0	0	0	0	924
Total Volume	76	1126	0	1	1203	0	1322	430	1	1753	618	0	124	0	742	0	0	0	0	0	3698
% App. Total	6.3	93.6	0.0	0.1	100	0.0	75.4	24.5	0.1	100	83.3	0.0	16.7	0.0	100	0.0	0.0	0.0	0.0	0	
PHF					0.920					0.940					0.859						0.964
Cars, PU, Vans	70	1099	0	1	1170	0	1284	400	1	1685	588	0	116	0	704	0	0	0	0	0	3559
% Cars, PU, Vans	92.1	97.6	0.0	100.0	97.3	0.0	97.1	93.0	100.0	96.1	95.1	0.0	93.5	0.0	94.9	0.0	0.0	0.0	0.0	0.0	96.2
Heavy Trucks	6	27	0	0	33	0	38	30	0	68	30	0	8	0	38	0	0	0	0	0	139
%Heavy Trucks	7.9	2.4	0.0	0.0	2.7	0.0	2.9	7.0	0.0	3.9	4.9	0.0	6.5	0.0	5.1	0.0	0.0	0.0	0.0	0.0	3.8