City of Dunwoody Georgia
Community Development

4800 Ashford Dunwoody Road
Dunwoody, GA 30338
Phone: (678) 382-6800
dunwoodyga.gov

MEMORANDUM

To: City Council

From: Madalyn Smith, Senior Planner

Date: December 1, 2025

Subject: SLUP 25-01 – 4570 Ashford Dunwoody Road, Parcel ID# 18 350 03 003

REQUEST

Raising Cane's, LLC requests a Special Land Use Permit for a drive-through to allow the construction of a new drive-through restaurant.

APPLICANT

Property Owner:	Petitioner:	Representative:
Limestone Wells LLC	Raising Cane's LLC	Harold Buckley, Jr.

PLANNING COMMISSION MEETING, MAY 13TH, 2025

During the May 13, 2025 public hearing, two people spoke in support of the application, and the general manager of the Le Meridien hotel spoke in opposition. The applicant requested a 30-day deferral to consider alternative traffic patterns. The Planning Commission granted the request in an unanimous vote (6-0).

PLANNING COMMISSION MEETING JUNE 10 , 2025

At the June 10th meeting the property owner spoke in favor of the application and two people spoke in opposition to the application.. The applicant requested to allow the rezoning to move forward and to defer consideration of SLUP 25-01 to the September Planning Commission meeting. The Planning Commission granted the request in a unanimous vote (5-0).

PLANNING COMMISSION MEETING SEPTEMBER 9 , 2025

At the September 9th meeting the applicant presented updated materials. There were no public comments. The Planning Commission discussed traffic, ingress and egress to the property, drive-through queuing, the non-conforming curb-cut, the submitted opinion survey, and inter-parcel connectivity. The Planning Commission denied the request for SLUP 25-01 in a unanimous vote (5-0).

CITY COUNCIL MEETING NOVEMBER 10, 2025

The first read was held on November 10, 2025. There were no public comments. The City Council asked questions and discussed traffic, driveway queuing, inter-parcel connectivity, and future development on the Ashford Dunwoody Road corridor.

BACKGROUND & PROPOSED DEVELOPMENT



Figure 1. Context Map

The subject property, 4570 Ashford Dunwoody Road, is a 1.56 acre site located on the western side of Ashford Dunwoody Road, north of the intersection of Ashford Dunwoody Road and Perimeter Center W, up the street from Perimeter Mall. The property is zoned O-I (Office-Institution), which does not permit restaurants. The site is a former drive-through bank that has been out of operation for approximately 2 years.

Raising Cane's, LLC proposes to construct a drive-through restaurant along Ashford Dunwoody Road. Within the OI zoning district, stand-alone restaurants are not permitted, thus prompting the rezoning request. Within the proposed PC-1 zoning district, drive-throughs require a Special Land Use Permit. At the June 10, 2025 Planning Commission meeting, the applicant requested to move forward with the rezoning application and to defer consideration of the Special Land Use Permit to the September 9, 2025 meeting. At the September 8th, 2025 City Council meeting the rezoning was approved.

SITE PLAN ANALYSIS

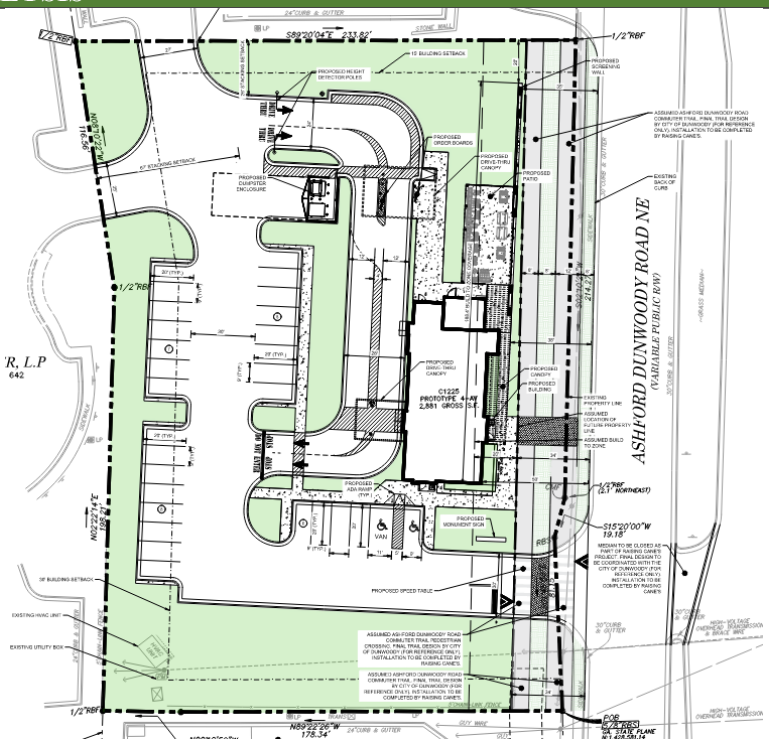


Figure 2. Site Plan

At the subject site, located on Ashford Dunwoody Road, the applicant proposes to replace an abandoned former drive-through bank and 45-space parking lot with a 2,881 SF double drive-through restaurant and 29-space parking lot.

There are no parking minimums within the city of Dunwoody and the proposed parking lot meets the maximum 29 spaces; the new parking lot configuration removes surface parking along Ashford Dunwoody Road. Bike parking is also provided adjacent to the pedestrian entrance, just south of the building. The drive-through lanes have a total stacking capacity of 25 cars and are located to the rear of the building.

The main vehicular access to the site is via an entrance on Ashford Dunwoody Road. The access shall be right-in, right-out only. The median shall be closed. There are additional access points, an unsignalized access point to the west via Le Meridian Hotel at 1212 Perimeter Center W and an access point to the north through 4600 Ashford Dunwoody Road, which is the North Italia parcel. By going north through the North Italia parcel, the applicant's property has access to Perimeter Center Terrace, which provides a signalized full-access entrance and exit.

The City's land development regulations stipulate minimum spacing requirements for vehicular access points on major (arterial and collector) streets. For streets with a speed limit of 45 mph, the minimum distance between two driveways is 245 feet. The existing ingress/egress on Ashford Dunwoody Road does not meet this requirements from the McDonald's entrance at 4540 Ashford Dunwoody Road. The existing curb cuts are 85 feet apart and are considered nonconforming. Driveways in close proximity increase the number of conflict points and are considered unsafe, especially on busy and high-speed streets. Ashford Dunwoody Road is on the City's High Injury Network and is listed in the City's Road Safety Plan as a priority street. Ideally, because this site has internal shared access from adjacent sites, particularly with Perimeter Center Terrace being signalized, this curb cut should be closed.

On Ashford Dunwoody Road, the City of Dunwoody is making significant investments to improving pedestrian and cyclist connectivity along what is considered the "spine" of Perimeter Center. The subject site is located along the "Phase 2" section of the Ashford Dunwoody Path, which is currently funded and designed, with right-of-way acquisition in progress. The path consists of a separated cycle track and sidewalk and a landscape buffer. As shown on the site plan, approximately 22-feet of right-of-way dedication is necessary to accommodate the path.



Figure 3. Rendering of proposed building

The main façade material for the street-facing elevation is stucco. The façade would need to meet all materials requirements for the Perimeter Center Overlay, including glazing requirements.

SURROUNDING LAND ANALYSIS

The table below summarizes all of the nearby zoning districts and land uses:

Direction	Zoning	Future Land Use	Current Land Use
N	C-1	Perimeter Center (PC-1)	Restaurant
S	C-1	Perimeter Center (PC-1)	Drive-through restaurant
E	OCR	Perimeter Center (PC-1)	Restaurant
W	O-I	Perimeter Center (PC-1)	Hotel

SPECIAL LAND USE PERMIT REVIEW AND APPROVAL CRITERIA

Chapter 27, Section 27-359 identifies criteria for evaluating applications for special land use permits. No application for special land use permit shall be granted by the City Council unless satisfactory provisions and arrangements have been made concerning each of the following factors, all of which are applicable to each application:

(1) Whether the proposed use is consistent with the policies of the comprehensive plan;
(2) Whether the proposed use complies with the requirements of this zoning ordinance;
(3) Whether the proposed site provides adequate land area for the proposed use, including provision of all required open space, off-street parking and all other applicable requirements of the subject zoning district;
(4) Whether the proposed use is compatible with adjacent properties and land uses, including consideration of:

a. Whether the proposed use will create adverse impacts upon any adjoining land use by reason of noise, smoke, odor, dust or vibration generated by the proposed use;
b. Whether the proposed use will create adverse impacts upon any adjoining land use by reason of the hours of operation of the proposed use;
c. Whether the proposed use will create adverse impacts upon any adjoining land use by reason of the manner of operation of the proposed use;
d. Whether the proposed use will create adverse impacts upon any adjoining land use by reason of the character of vehicles or the volume of traffic generated by the proposed use;
e. Whether the size, scale and massing of proposed buildings are appropriate in relation to the size of the subject property and in relation to the size, scale and massing of adjacent and nearby lots and buildings; and

f. Whether the proposed plan will adversely affect historic buildings, sites, districts, or archaeological resources.

(5) Whether public services, public facilities and utilities—including motorized and nonmotorized transportation facilities—are adequate to serve the proposed use;

(6) Whether adequate means of ingress and egress are proposed, with particular reference to nonmotorized and motorized traffic safety and convenience, traffic flow and control and emergency vehicle access;

(7) Whether adequate provision has been made for refuse and service areas; and

(8) Whether the proposed building as a result of its proposed height will create a negative shadow impact on any adjoining lot or building.

This Special Land Use Permit is being considered in conjunction with a zoning amendment to rezoning from O-I to PC-1. The PC-1 zoning district permits restaurants as an allowed use but drive-throughs, which are considered as their own use, require a Special Land Use Permit. Although there was a previous drive-through on the property, the building has been vacant for a significant period of time and after 6-months, a non-conforming use cannot be reinstated, thus prompting this request.

The applicant has provided a traffic study for the proposed Raising Cane's utilizing trip generation data collected from an existing Raising Cane's in Woodstock. Based on the study, the restaurant would produce 2,391 total gross trips and 1,135 total net new trips. The study quantifies the impact of these trips on the two unsignalized access points (2 &4) and two affected signalized intersections(1 & 3) (See Fig. 5).

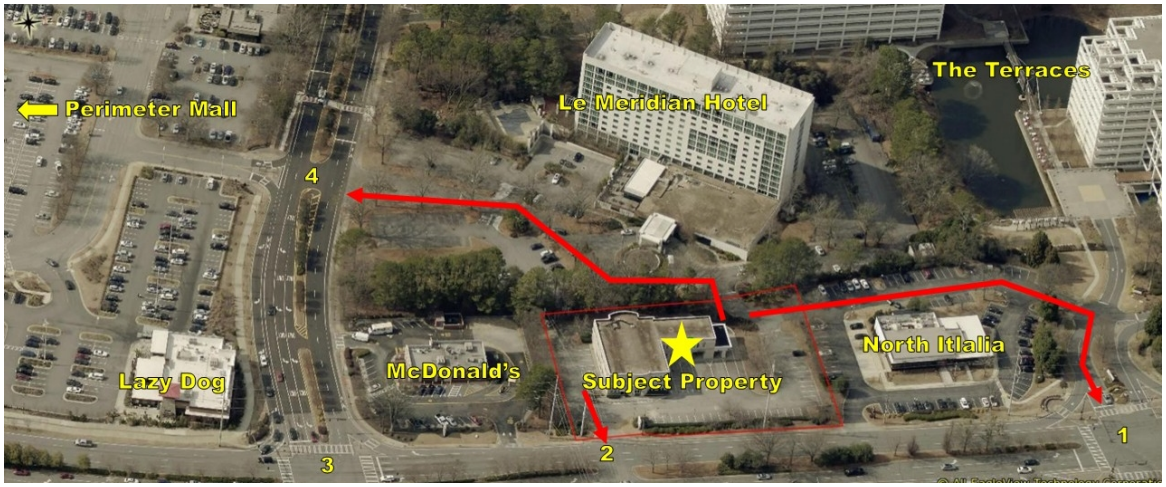


Figure 5. Map showing affected access points and intersections (labelled 1-4) and ingress/egress routes (red arrows)

The overall estimated daily total gross trips is 2,030; this number, adjusted for "pass-by" trips, is 964 net new trips. The traffic study assumes only 20% of ingress and 45% of egress will occur at the entrance on Ashford Dunwoody Road, access point 2. The opinion of staff is this assumption is underestimated; it is unlikely that ingress and egress would be so evenly distributed across the three access points and it is more likely that the most common ingress/egress point will be at the front of the building, which is the non-conforming access point along Ashford Dunwoody Road. Under the current assumptions, southbound traffic at intersection 3, Ashford Dunwoody Road and Perimeter Center W, shows a traffic increase of 3.9% at AM peak, 5% at mid-day peak, and 2.7% at PM peak. Access point 4 is the most impacted. Mid-day peak hour egress traffic would experience a seven-fold increase, the largest increase. Egress traffic increases approximately 2-fold at AM and PM peaks; ingress traffic

increases approximately 3-fold for AM, Mid-day, and PM peaks. No improvements to access point 4 are proposed, despite the "Level of Service" impacts expected.

The proposed site is adequately sized to accommodate the required drive-through lane stacking, however, staff has concerns about the proposed access to the site. The existing entrance on Ashford Dunwoody Road is 85-feet from the entrance to the adjacent drive-through restaurant which is significantly deficient of the required 245 feet minimum spacing requirement, per Section 16-237. The purpose of the access management standards is to ensure safety and mobility along collector and arterial streets. Driveways in close proximity increase the number of conflict points and are considered unsafe, especially on busy and high-speed streets.

The proposed double drive-through restaurant is located along the new Ashford Dunwoody Path. This path is a significant investment being by the City of Dunwoody to improve pedestrian and cyclist connectivity within Perimeter Center. Every driveway represents a potential conflict point for motorists, pedestrians and cyclists and, based on well-established engineering standards, the city's code seeks to improve mobility and safety by providing adequate separation between driveways on high traffic corridors. The existing site does have an unsignalized access through the Le Meridian Hotel at 1212 Perimeter Center W and through 4600 Ashford Dunwoody Road to Perimeter Center Terrace, a signalized intersection with Ashford Dunwoody Road.

The proposed restaurant would have outdoor seating and open space that the drive-through restaurant to the south lacks. The service/refuse areas are completely to the rear of the building and will be screened with a wall, and will not impact users of the trail or those using the outdoor seating.

Overall, the purpose of requiring a Special Land Use Permit for a drive-through is to ensure the appropriateness of the use for the area and maintain high design standards to mitigate adverse impacts such as stacking impeding streets, sidewalks, and other properties, typical car-centric development that does not consider alternative modes of transportation, and excessive asphalt. The proposed location of the drive-through along Ashford Dunwoody Road is problematic. Drive-throughs experience a high volume of traffic throughout the day, with the total gross trips estimated at 2.030, and the site's only direct access to Ashford Dunwoody Road is in conflict with the access management requirements. Allowing a new drive-through along Ashford Dunwoody would undermine the goals of the city's investment with the Ashford Dunwoody Path. If this curb-cut if to be kept open, a drive-through is an inappropriate use for the subject site.

DEVELOPMENT REVIEW COMMITTEE

At the meeting, staff recommended changes to the site plan to reduce the need for any variances. It was also recommended to have heaters on the patio to allow for year-round use of the space. Based on this feedback, the applicant updated the site plan accordingly.

PUBLIC COMMENTS RECEIVED

The staff has received two comments in opposition to the application. The comments are included as an attachment.

SLUP 25-01: DEPARTMENT OF COMMUNITY DEVELOPMENT RECOMMENDATION

Staff recommends denial of SLUP 25-01.

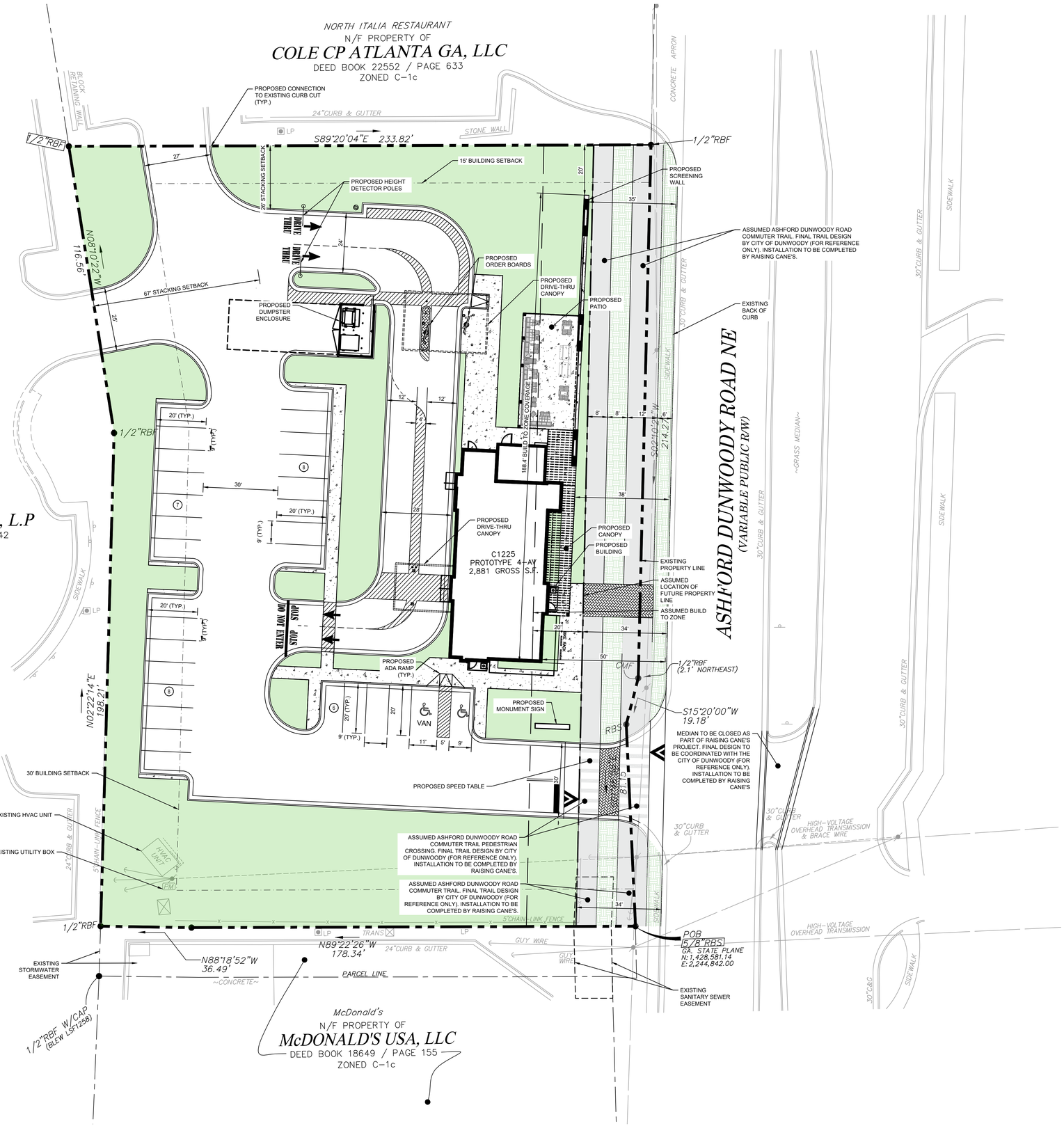
If the City Council should choose to recommend approval of SLUP 25-01, staff recommends the following exhibits and conditions:

Exhibit A: Site Plan, prepared by Kimley-Horn and dated October 9,2025
Exhibit B: Renderings, submitted August 29, 2025

1. The owner shall develop the site in general conformity with "Exhibit A". Minor changes as defined by Section 27-337(b) or necessary changes to meet conditions of zoning or land development requirements shall be reviewed by the Community Development Director if made necessary by actual field conditions at the time of development.
2. The owner shall construct the building in general conformity with Exhibit "B", with necessary changes to meet the *General building design criteria* requirements in Section 27-98.
3. The outdoor patio area, labelled "Proposed Patio" in "Exhibit A", shall be equipped with outdoor heaters to allow year round use of the space.
4. The owner shall be responsible for closing the median opening along Ashford Dunwoody Road. The design of the closure is subject to the approval of the Public Works Director. The closure shall be completed prior to the issuance of a Certificate of Occupancy for the proposed restaurant.
5. Prior to the issuance of a certificate of occupancy, the Owner will convey right-of-way to the City to incorporate the complete streetscape improvements along Ashford Dunwoody Road.

ATTACHMENTS

- Application
- Exhibit A
- Exhibit B
- Public Comments Received



DEVELOPMENT SUMMARY:

SITE SUMMARY:

CURRENT ZONING:	O-I, PERIMETER CENTER OVERLAY
PROPOSED ZONING:	PC-1, PERIMTER CENTER DISTRICT
CURRENT SITE AREA:	1.56 ACRES
LENGTH OF FRONT LOT LINE:	315'

PROPOSED LAND USES & DENSITIES:

RESTAURANT (DRIVE-THRU)	2,913 SF

CODE REQUIREMENTS SUMMARY:

BUILDING SITTING ALONG PARKWAY FRONTAGE EDGE			
	REQUIRED	PROVIDED	% EXCEEDING CODE
MINIMUM BUILD-TO ZONE COVERAGE	60% (188.4')	60% (188.4')	0
BUILD-TO ZONE	0' TO 20'	15'	N/A
MINIMUM SIDE BUILDING SETBACK	15'	20'	25%
MINIMUM REAR BUILDING SETBACK	15'	135'	89%
MINIMUM STACKING SETBACK	25'	26'	4%
OPEN SPACE REQUIRED	0.10 AC	0.33 AC	70%

FLOOR TO FLOOR HEIGHT			
	REQUIRED	PROVIDED	% EXCEEDING CODE
GROUND STORY HEIGHT	MIN: 14' MAX: 30'	28'	N/A
MAXIMUM BUILDING HEIGHT	5 STORIES / 70FT	1 STORY / 28'	N/A
REQUIRED NUMBER OF PRIMARY STREET ENTRANCES (1/150' OF FAÇADE)	1	1	N/A

PARKING REQUIREMENTS			
	REQUIRED	PROVIDED	% EXCEEDING CODE
PARKING SPACES FOR RESTAURANT (2,913 SF)	MAX: 29 SPACES (10 SPACES / 1000 SF)	29 SPACES	0

SITE PLAN LEGEND:

- PROPERTY LINE
- ON-SITE LANDSCAPED AREA
- PROPOSED CONCRETE SIDEWALK
- ASSUMED COMMUTER TRAIL LANDSCAPE (FOR REFERENCE ONLY. DESIGN BY CITY OF DUNWOODY. INSTALLATION BY RAISING CANE'S)
- ASSUMED COMMUTER TRAIL HARDSCAPE (FOR REFERENCE ONLY. DESIGN BY CITY OF DUNWOODY. INSTALLATION BY RAISING CANE'S)
- (10) PARKING COUNT

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

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1200 PEACHTREE STREET, NE
SUITE 800
ATLANTA, GEORGIA 30309

PREPARED BY

PREPARED FOR
RAISING CANE'S RESTAURANTS, LLC
PHONE 404.932.1540
541 10TH STREET NW SUITE 240,
ATLANTA, GA 30318

No.	ISSUANCE AND REVISION DESCRIPTIONS	DATE	BY

PROJECT
RAISING CANE'S - DUNWOODY
4570 ASHFORD DUNWOODY RD NE
ATLANTA, GA 30346
PARCEL ID 18 350 03 003
LAND LOT 349, 4TH DISTRICT

GEORGIA REGISTERED No. PE047234 PROFESSIONAL ENGINEER HARRISON J AITKEN
07/1/2025

GSWCC NO. (LEVEL II)	000089268
DRAWN BY	SFD
DESIGNED BY	HJA
REVIEWED BY	HJA
DATE	10/9/2025
PROJECT NO.	014199016

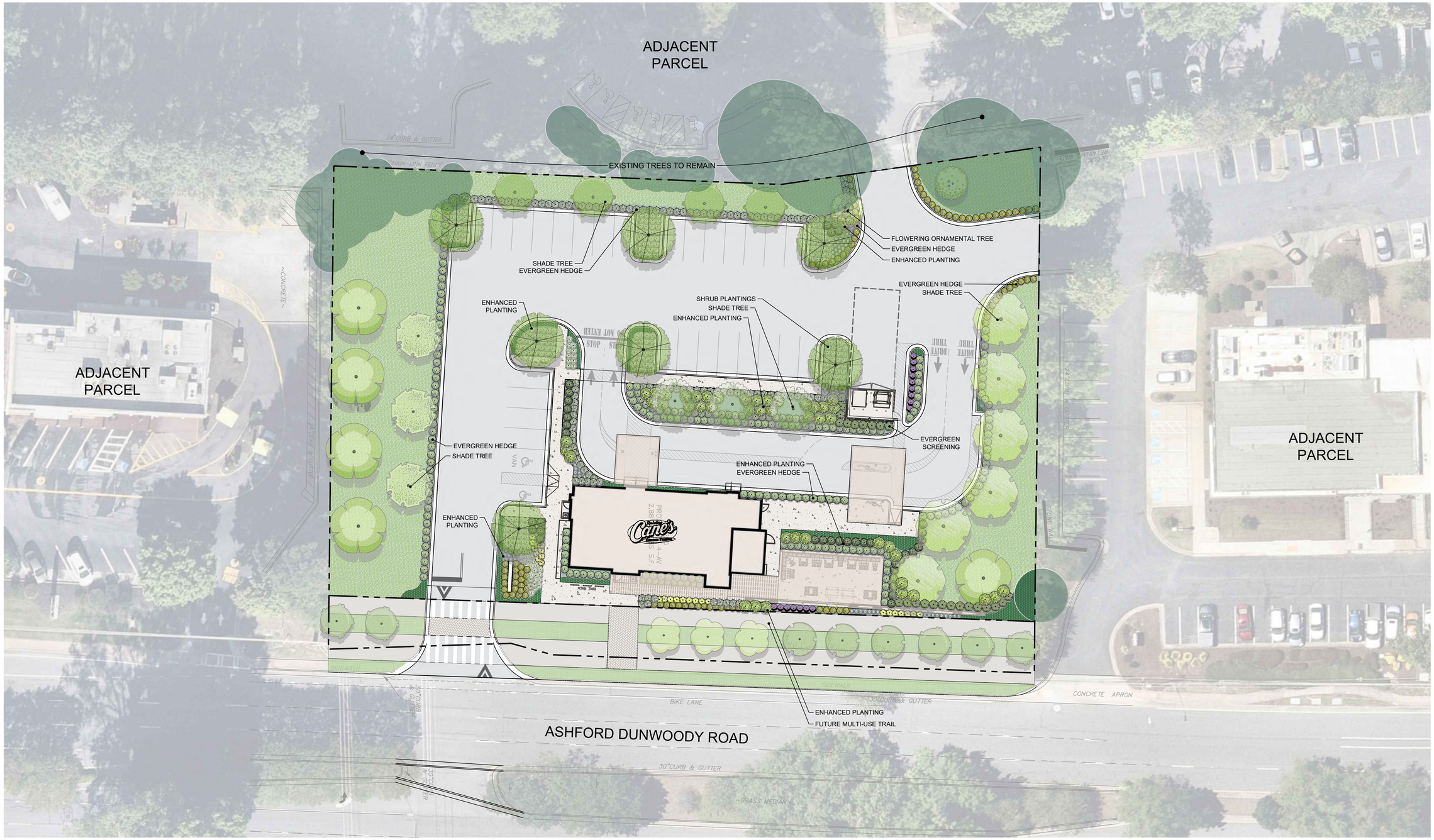
TITLE
SLUP SITE PLAN

SHEET NUMBER
C0.10

PRELIMINARY: NOT FOR CONSTRUCTION

Drawing name: K:\AMT_CIVIL\014199016_Raising Canes_Dunwoody GA\CAD\Exhibits\2025-09-15 SLUP Site Plan Updates\2025-09-15 SLUP Site Plan.dwg Layout1 Oct 09, 2025 3:53pm by: Sophie.Cronk

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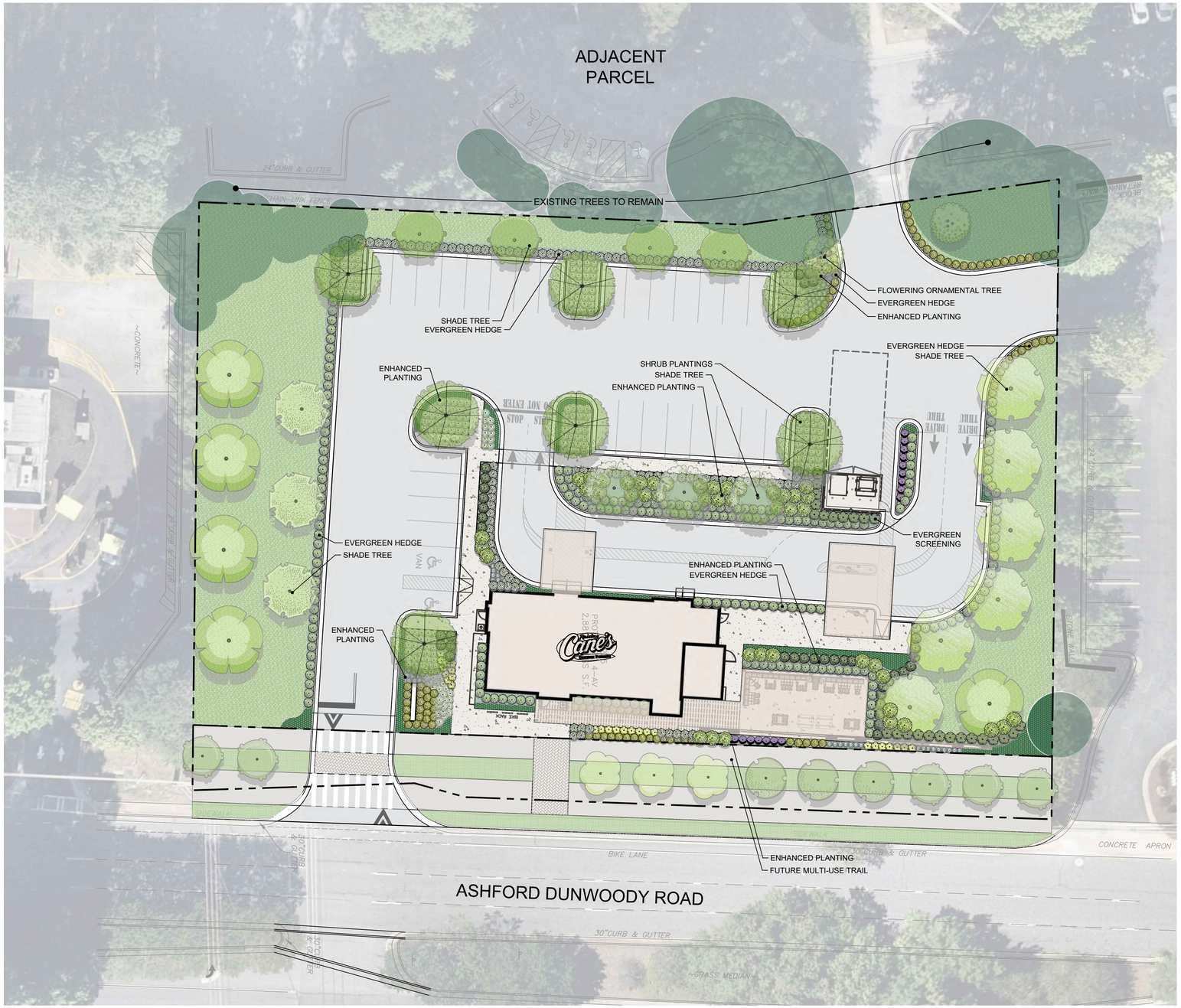
LANDSCAPE CONCEPT

OCTOBER 2025

DUNWOODY, GEORGIA

NORTH

10 20 40



PLANT SCHEDULE

SYMBOL	BOTANICAL NAME	COMMON NAME
TREES		
	AMELANCHIER ARBOREA	DOWNY SERVICEBERRY
	CHIONANTHUS VIRGINICUS	WHITE FRINGETREE
	MAGNOLIA STELLATA	STAR MAGNOLIA
	MAGNOLIA VIRGINIANA	SWEETBAY MAGNOLIA
	NYSSA SYLVATICA `WILDFIRE`	WILDFIRE TUPELO
	PISTACIA CHINENSIS	CHINESE PISTACHE
	QUERCUS LYRATA	OVERCUP OAK
	QUERCUS SHUMARDII	SHUMARD OAK
	TAXODIUM DISTICHUM 'SHAWNEE BRAVE'	SHAWNEE BRAVE BALD CYPRESS
	ULMUS AMERICANA 'JEFFERSON'	JEFFERSON AMERICAN ELM
SHRUBS		
	ABELIA X GRANDIFLORA 'RADIANCE'	SUNTASTIC® RADIANCE GLOSSY ABELIA
	AZALEA X `ROBLEX`	AUTUMN LILY® ENCORE® AZALEA
	DISTYLIUM X 'PIIDIST-IV' TM	LINEBACKER DISTYLIUM
	DISTYLIUM X 'PIIDIST-V' TM	CINNAMON GIRL DISTYLIUM
	DISTYLIUM X 'VINTAGE JADE'	VINTAGE JADE DISTYLIUM
	HYDRANGEA PANICULATA `LIMELIGHT`	LIMELIGHT PANICLE HYDRANGEA
	ITEA VIRGINICA 'HENRY'S GARNET'	HENRY'S GARNET SWEETSPIRE
	LIGUSTRUM SINENSE 'SUNSHINE'	SUNSHINE CHINESE PRIVET
	LOROPETALUM CHINENSE RUBRUM 'PIILC-III' TM	PURPLE DAYDREAM DWARF LOROPETALUM
GRASSES		
	MUHLENBERGIA CAPILLARIS 'WHITE CLOUD'	WHITE CLOUD MUHLY GRASS
GROUND COVERS		
	CYNODON DACTYLON 'TIF 419'	BERMUDA SOD
	LIRIOPE MUSCARI 'LOVE POTION NO. 13'	EMERALD GODDESS® LILYTURF

LANDSCAPE CONCEPT

OCTOBER 2025

Raising Cane's CHICKEN FINGERS

DUNWOODY, GEORGIA

NORTH

10 20 40


ONE LOVE
Raising Cane's
CHICKEN FINGERS



Kimley»Horn

MEMORANDUM

To: Sarah Holmes, *Raising Cane's*
From: Allison Laber, PE, *Kimley-Horn*
Andra Taylordean, EIT, *Kimely-Horn*
Date: November 3, 2025

RE: ***Raising Cane's, Dunwoody, Georgia***
Drive-Through Queueing Simulation

Kimley-Horn is pleased to provide this memorandum regarding the drive-through queueing simulation that was prepared for the proposed *Raising Cane's* site in Dunwoody, Georgia. The purpose of this memorandum is to provide context on the methodology in developing the simulation model.

The simulation model was created to address concerns regarding potential drive-through vehicle queueing beyond the site extents. To model the projected drive-through operations, Kimley-Horn used *PTV Vissim 2023* software.

PROJECT OVERVIEW

The *Raising Cane's* development is a proposed fast-food restaurant with a drive-through window on a 1.56-acre site located along Ashford Dunwoody Road in Dunwoody, Georgia.

Kimley-Horn completed a Traffic Impact Study for the site. The latest version of the study, dated July 31, 2025, was submitted to the City of Dunwoody. City staff have expressed concerns about the potential of drive-through vehicles queueing beyond the site extents. In order to address these concerns, Kimley-Horn prepared a simulation model using *Vissim* software.

METHODOLOGY

Site Visit

To gain an understanding of the drive-through operations at a *Raising Cane's* restaurant in the Metro Atlanta area, the Kimley-Horn team conducted a site visit to a local *Raising Cane's* restaurant. The team conducted a site visit at the *Raising Cane's* restaurant in Buford, Georgia on Tuesday, September 30, for one hour during the mid-day peak hour. The location in Buford, Georgia was chosen because the average sales at the Buford location are the most representative of the average sales within the Metro Atlanta area, as shown in **Table 1** (also provided in the Traffic Impact Study). In addition, the Dunwoody and Buford sites have similar characteristics, as outlined in **Table 2**.

Table 1: Raising Cane's Transaction Comparison - Metro Atlanta			
Location	**Total**	**Lunch**	**Dinner**
Athens	1,341	509	480
Buford	**1,127**	**481**	**442**
Snellville	1,072	459	425
Dacula	714	319	287
Woodstock	1,311	557	509
ATL Average	***1,113***	***465***	***428***

Table 2: Buford and Dunwoody Location Comparison		
Characteristics	**Dunwoody**	**Buford**
GDOT Annual Average Daily Traffic (AADT) counts on adjacent road	Ashford Dunwoody Road: 52,600 vehicles per day (2024 estimate)	Buford Drive: 51,900 vehicles per day (2024 estimate)
Proximity to a mall	Within 1,500 ft of Perimeter Mall	Within 1,500 ft of Mall of Georgia
Proximity to interstate/ highway ramps	Within ~0.5 miles of I-285 ramps Within ~1.5 miles of SR 400 ramps	Within ~1 mile of I-85 ramps Within ~1.5 miles of I-985 ramps

Data on the split of vehicles using the drive-through (compared to vehicles parking and entering the restaurant) was collected. In addition, the amount of time between vehicles exiting the drive through was recorded. This is referred to as the drive-through's processing time.

During the observations, orders were taken at order boards in two separate drive-through lanes. The two lanes then merged into one lane, and orders were delivered to customers from one window. During peak operations, *Raising Cane's* restaurants have the ability to expedite orders by deploying staff with hand-held order devices. In addition, they can utilize two drive-through lanes for delivery by deploying staff who deliver orders to the second drive-through lane.

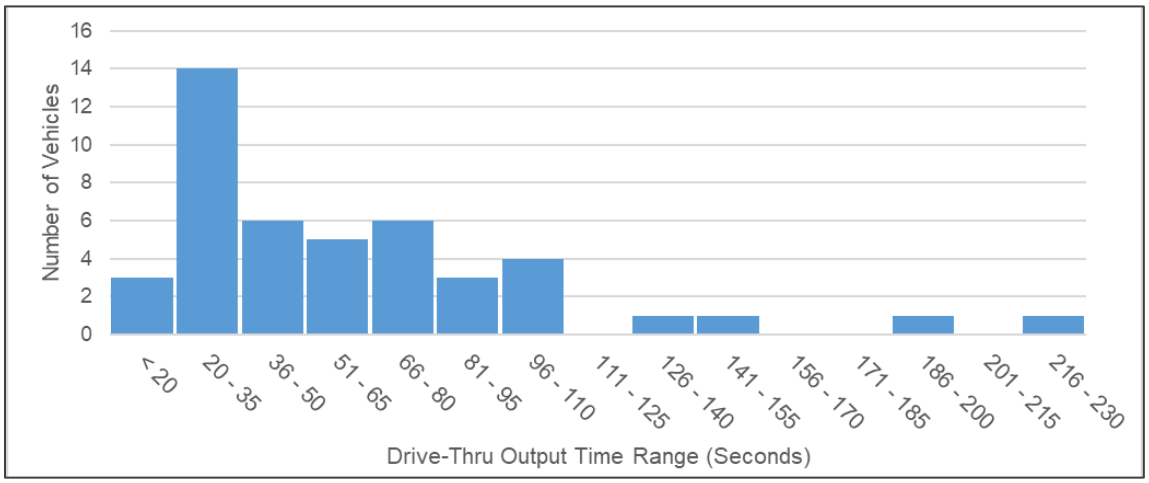
Simulation Model Inputs

The mid-day peak hour was modeled in the simulation because it was the peak hour with the highest trip generation in the Traffic Impact Study; the project trips in the simulation match the Traffic Impact Study (95 vehicles entering the site). Only the drive-through vehicles were modeled in the drive-through simulation. During the site visit to the Buford location, approximately 70% of the vehicles entering the site used the drive-through. In order to present a conservative analysis, an 80% drive-through split was assumed in the model (76 vehicles entering the site). Because the Dunwoody location also has a proposed multi-use path along the site frontage, these trip generation values are likely conservative. In addition, a peak hour factor of 0.86 was input, based on traffic counts collected at the Buford location during the mid-day peak hour on Tuesday, July 22, 2025.

The split of vehicles using each site access point was based on the trip assignment in the Traffic Impact Study.

The drive-through processing time in the model was based on the percentile times that were observed at the Buford location. During observations, there were times in which the drive-through had no vehicles. If the drive-though was empty for a certain amount of time, the recorded time between the vehicles exiting the drive-through lane was omitted from the data set; this occurred four times during observations. On average, the processing time per drive-through lane was 66 seconds. The lower bound was 16 seconds, and the upper bound was 217 seconds. In the simulation model, it was assumed that both drive-through lanes would be utilized for food delivery due to peak demands. **Figure 1** illustrates the observed vehicle processing times.

Figure 1: Observed Drive-Through Vehicle Processing Times



Simulation Model Outputs

Prior to running the simulation models, a 15-minute seeding period was run to populate the network with vehicles.

Two simulation periods were recorded: a 60-minute simulation and a 15-minute simulation. The 15-minute simulation reflects the period with the highest demand, based on a peak hour factor of 0.86.

For each of the simulation periods, ten simulation runs were performed. Each of the simulations were reviewed. In order to present conservative analysis, the simulations with the longest queues in the drive-through were recorded and are provided in the Attachments.

RESULTS

As shown in the drive-through simulation recordings, the drive-through at the proposed *Raising Cane's* site in Dunwoody, Georgia can process vehicles during the peak periods so that they do not queue beyond the site extents when staffed as assumed.

We hope this information is helpful. Please contact us if you have any questions.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Allison Laber, PE
Project Engineer

Andra Taylordean, EIT
Project Analyst

Attachments:

- *Vissim* Simulation Model Recording: 15-minute sample *(6x speed)* – within ShareFile Link
- *Vissim* Simulation Model Recording: 60-minute sample *(6x speed)* – within ShareFile Link
- Traffic Counts at Buford *Raising Cane's* Driveway

kimley-horn.com | 1200 Peachtree Street, Suite 800, Atlanta, GA 30309 | 404 419 8700

Click here for Map

Peak Hour Turning Movement Count

Buford & Dacula, GA (Raising Canes)

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, July 22, 2025	
Period	0000 - 2400
Peak Hour	1800 - 1900

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Classified Turn Movement Count || All vehicles

Buford & Dacula, GA (Raising Canes)

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1 of 1
Driveway
Raising Canes Buford Driveway (North)
Raising Canes Buford Driveway (West)
Raising Canes Buford Driveway (East)

Date
Tuesday, July 22, 2025

Weather
Fair
84°F

Lat/Long
34.068965°, -83.985938°

0000 - 2400 (Weekday 24h Session) (07-22-2025)
All vehicles

	Northbound				Southbound					Eastbound				Westbound					
	Driveway				Raising Canes Buford Driveway (North)					Raising Canes Buford Driveway (West)				Raising Canes Buford Driveway (East)					
TIME	Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	Right 1.6	U-Turn 1.7	App Total	Left 1.8	Thru 1.9	Right 1.10	App Total	Left 1.11	Thru 1.12	Right 1.13	U-Turn 1.14	App Total	Int Total
0000 - 0015	0	0	0	0	0	0	0	0	0	1	0	2	3	1	0	0	0	1	4
0015 - 0030	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
0030 - 0045	0	0	0	0	0	0	0	0	0	5	1	0	6	0	0	1	0	1	7
0045 - 0100	1	0	0	1	1	0	0	0	1	2	2	1	5	0	0	0	0	0	7
Hourly Total	1	0	0	1	1	0	0	0	1	13	3	3	19	1	0	1	0	2	23
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
0130 - 0145	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	3	0	3	4
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0315	1	0	0	1	0	1	0	0	1	1	0	0	1	0	1	2	0	3	6
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	1	0	1	0	0	1	1	0	0	1	0	1	2	0	3	6
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
0500 - 0515	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
0730 - 0745	0	0	0	0	1	0	0	1	2	1	1	0	2	0	0	1	0	1	5
0745 - 0800	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	0	0	0	1	0	0	3	4	2	1	0	3	0	0	1	0	1	8
0800 - 0815	0	0	0	0	1	0	1	1	3	0	0	0	0	0	0	0	0	0	3
0815 - 0830	0	0	0	0	2	0	0	1	3	0	0	0	0	0	0	0	0	0	3
0830 - 0845	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
0845 - 0900	0	0	0	0	1	0	0	4	5	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	0	0	0	4	0	1	7	12	0	0	0	0	0	0	0	0	0	12
0900 - 0915	0	0	0	0	1	0	0	3	4	1	0	0	1	0	0	2	0	2	7
0915 - 0930	0	0	0	0	0	0	0	3	3	1	0	0	1	0	0	0	0	0	3
0930 - 0945	0	0	0	0	2	0	0	2	4	1	0	0	1	0	0	2	0	2	7
0945 - 1000	0	0	0	0	3	0	0	5	8	0	0	0	0	0	0	1	0	1	9
Hourly Total	0	0	0	0	6	0	0	13	19	2	0	0	2	0	0	5	0	5	26
1000 - 1015	0	0	0	0	6	0	0	5	11	0	0	0	0	0	0	3	0	3	14
1015 - 1030	0	0	0	0	0	0	0	2	2	3	0	0	3	0	0	2	0	2	7
1030 - 1045	0	0	0	0	2	0	0	4	6	1	0	0	1	0	0	0	0	0	7
1045 - 1100	0	0	0	0	0	0	0	6	6	5	1	0	6	0	0	1	0	1	13
Hourly Total	0	0	0	0	8	0	0	17	25	9	1	0	10	0	0	6	0	6	41
1100 - 1115	0	0	0	0	0	0	0	7	7	8	1	0	9	0	0	1	0	1	17
1115 - 1130	0	0	0	0	3	0	0	9	12	7	2	0	9	0	0	3	0	3	24
1130 - 1145	0	0	0	0	1	0	0	3	4	11	0	0	11	0	0	1	0	1	16
1145 - 1200	0	0	0	0	2	0	2	8	12	12	0	0	12	0	0	2	0	2	26
Hourly Total	0	0	0	0	6	0	2	27	35	38	3	0	41	0	0	7	0	7	83
1200 - 1215	0	0	0	0	0	0	0	4	4	9	0	0	9	0	0	0	0	0	13
1215 - 1230	0	0	0	0	3	0	0	5	8	13	0	0	13	0	0	2	0	2	23
1230 - 1245	0	0	0	0	1	0	0	7	8	15	0	0	15	0	0	1	0	1	24
1245 - 1300	0	0	0	0	0	0	0	9	9	14	0	0	14	0	0	0	0	0	23
Hourly Total	0	0	0	0	4	0	0	25	29	51	0	0	51	0	0	3	0	3	83
1300 - 1315	0	0	0	0	0	0	0	6	6	26	0	0	26	0	0	1	0	1	33
1315 - 1330	0	0	0	0	1	0	0	8	9	13	1	0	14	0	0	2	0	2	25
1330 - 1345	0	0	0	0	0	0	0	7	7	21	0	0	21	0	0	0	0	0	28
1345 - 1400	0	0	0	0	1	0	0	4	5	13	0	0	13	0	0	2	0	2	20
Hourly Total	0	0	0	0	2	0	0	25	27	73	1	0	74	0	0	5	0	5	106
1400 - 1415	0	0	0	0	1	0	0	3	4	16	0	0	16	0	0	0	0	0	20
1415 - 1430	0	0	0	0	6	0	0	7	13	21	0	0	21	0	0	4	0	4	38
1430 - 1445	0	0	0	0	2	0	0	5	7	15	3	0	18	0	0	6	0	6	31
1445 - 1500	0	0	0	0	3	0	0	5	8	6	1	0	7	0	0	4	0	4	19
Hourly Total	0	0	0	0	12	0	0	20	32	58	4	0	62	0	0	14	0	14	108
1500 - 1515	0	0	0	0	0	0	0	9	9	11	1	0	12	0	0	0	0	0	21
1515 - 1530	0	0	0	0	0	0	0	4	4	15	0	0	15	0	0	1	0	1	20
1530 - 1545	0	0	0	0	4	0	0	1	5	5	1	0	6	0	0	4	0	4	15
1545 - 1600	0	0	0	0	0	0	0	6	6	17	2	0	19	0	0	2	0	2	27
Hourly Total	0	0	0	0	4	0	0	20	24	48	4	0	52	0	0	7	0	7	83
1600 - 1615	8	0	0	8	0	3	0	3	6	12	1	1	14	1	0	3	0	4	32
1615 - 1630	4	0	0	4	0	5	0	0	5	8	1	1	10	0	0	1	0	1	20
1630 - 1645	6	0	0	6	0	6	0	2	8	6	1	1	8	0	0	4	0	4	26
1645 - 1700	6	0	0	6	5	9	0	1	15	2	1	0	3	0	0	3	0	3	27
Hourly Total	24	0	0	24	5	23	0	6	34	28	4	3	35	1	0	11	0	12	105
1700 - 1715	13	0	0	13	4	7	0	1	12	1	2	1	4	0	0	5	0	5	34
1715 - 1730	7	0	0	7	1	8	0	1	10	10	3	0	13	1	0	4	0	5	35
1730 - 1745	5	0	0	5	1	11	0	0	12	13	1	0	14	1	0	0	0	1	32
1745 - 1800	4	0	0	4	3	8	0	0	11	7	3	1	11	0	0	5	0	5	31
Hourly Total	29	0	0	29	9	34	0	2	45	31	9	2	42	2	0	14	0	16	132
1800 - 1815	13	0	0	13	2	14	0	1	17	10	1	0	11	0	0	1	0	1	42
1815 - 1830	15	0	0	15	2	11	0	0	13	8	2	3	13	0	0	3	0	3	44
1830 - 1845	4	0	0	4	1	5	0	0	6	8	2	2	12	0	0	7	0	7	29
1845 - 1900	9	0	0	9	2	7	0	0	9	8	2	2	12	0	0	2	0	2	32
Hourly Total	41	0	0	41	7	37	0	1	45	34	7	7	48	0	0	13	0	13	147
1900 - 1915	7	0	0	7	4	2	0	0	6	5	1	3	9	1	0	1	0	2	24
1915 - 1930	3	0	0	3	0	2	0	0	2	3	1	1	5	0	0	1	0	1	11
1930 - 1945	8	0	0	8	2	0	0	0	2	8	1	2	11	0	0	7	0	7	28
1945 - 2000	6	0	0	6	2	2	0	0	4	7	0	1	8	0	0	0	0	0	18
Hourly Total	24	0	0	24	8	6	0	0	14	23	3	7	33	1	0	9	0	10	81
2000 - 2015	5	0	0	5	0	2	0	0	2	7	0	2	9	0	0	2	0	2	18
2015 - 2030	1	1	0	2	1	4	0	0	5	10	1	3	14	0	0	3	0	3	24
2030 - 2045	2	0	0	2	1	1	0	0	2	7	3	0	10	0	0	2	0	2	16
2045 - 2100	1	0	0	1	0	0	0	0	0	8	1	1	10	0	0	3	0	3	14
Hourly Total	9	1	0	10	2	7	0	0	9	32	5	6	43	0	0	10	0	10	72
2100 - 2115	4	0	0	4	0	2	0	0	2	7	2	3	12	0	0	3	0	3	21
2115 - 2130	4	0	0	4	4	2	0	0	6	8	0	0	8	0	0	3	0	3	21
2130 - 2145	1	0	0	1	1	3	0	0	4	7	1	1	9	0	0	1	0	1	15
2145 - 2200	3	0	0	3	1	1	0	0	2	11	2	1	14	0	0	2	0	2	21
Hourly Total	12	0	0	12	6	8	0	0	14	33	5	5	43	0	0	9	0	9	78
2200 - 2215	3	0	0	3	0	1	0	0	1	7	0	1	8	0	0	1	0	1	13
2215 - 2230	1	0	0	1	1	0	0	1	2	4	0	5	9	0	0	3	0	3	15
2230 - 2245	1	0	0	1	0	3	0	0	3	11	0	0	11	1	0	1	0	2	17
2245 - 2300	0	0	0	0	1	0	0	0	1	8	2	3	13	0	0	3	0	3	17
Hourly Total	5	0	0	5	2	4	0	1	7	30	2	9	41	1	0	8	0	9	62
2300 - 2315	0	0	0	0	1	1	0	0	2	7	0	5	12	0	0	3	0	3	17
2315 - 2330	1	0	0	1	1	0	0	0	1	8	0	2	10	0	0	1	0	1	13
2330 - 2345	0	0	0	0	1	0	0	0	1	6	1	2	9	0	0	0	0	0	10
2345 - 0000	2	0	0	2	1	0	0	0	1	2	0	1	3	0	0	3	0	3	9
Hourly Total	3	0	0	3	4	1	0	0	5	23	1	10	34	0	0	7	0	7	49
Grand Total	149	1	0	150	91	121	3	167	382	531	54	53	638	6	1	135	0	142	1312
Approach %	99.33	0.67	0.00	-	23.82	31.68	0.79	43.72	-	83.23	8.46	8.31	-	4.23	0.70	95.07	0.00	-	
Intersection %	11.36	0.08	0.00	11.43	6.94	9.22	0.23	12.73	29.12	40.47	4.12	4.04	48.63	0.46	0.08	10.29	0.00	10.82	
PHF	0.68	0.00	0.00	0.68	0.88	0.66	0.00	0.25	0.66	0.85	0.88	0.58	0.92	0.00	0.00	0.46	0.00	0.46	0.84

Peak hour in Traffic Impact Study was 12:00 PM - 1:00 PM.

Peak hour factor from 12:00 PM - 1:00 PM was calculated to be 0.87

STATE OF GEORGIA
CITY OF DUNWOODY **ORDINANCE 2025-XXXX**

AN ORDINANCE TO ALLOW A DRIVE THROUGH RESTAURANT AT LOT PARCEL NUMBER 18 349 05 002, IN CONSIDERATION OF SPECIAL LAND USE PERMIT CASE SLUP 25-02 (125 PERIMETER CENTER WEST, DUNWOODY, GA 3O338);

WHEREAS, the applicant, Zaxby's Properties, LLC, requests a Special Land Use Permit to allow a drive-through restaurant at 125 Perimeter Center West; and

WHEREAS, the Mayor and City Council find that the proposed use aligns with the Dunwoody Comprehensive Plan; and

WHEREAS, notice to the public regarding said modification to conditions of zoning has been published in *The Dunwoody Crier*, the Official News Organ of the City of Dunwoody; and

WHEREAS, a public hearing was held by the Mayor and City Council of the City of Dunwoody as required by the Zoning Procedures Act.

NOW THEREFORE, THE MAYOR AND CITY COUNCIL OF THE CITY OF DUNWOODY, GEORGIA HEREBY **ORDAIN AND APPROVE** the Special Land Use Permit 25-02 subject to the following conditions:

Exhibit A: Site plan, prepared by Carter Engineering and submitted August 20, 2025
Exhibit B: Elevations, prepared by Change Up and submitted August 20, 2025

1. The owner shall develop the site in general conformity with "Exhibit A" and Exhibit "B". Minor changes as defined by Section 27-337(b) or necessary changes to meet conditions of zoning or land development requirements shall be reviewed by the Community Development Director if made necessary by actual field conditions at the time of development.
2. The crosswalk labelled as "Q" in Exhibit A shall be a raised crosswalk.
3. The outdoor patio area, labelled "T" in Exhibit A, shall be equipped with outdoor heaters to allow year round use of the space.
4. If the initial operator, or any future operator of the building, requires a modification to the building that results in an increase of square footage of the primary structure and/or a modification to the drive-through stacking lanes, then a new Special Land Use Permit will be required.

SO ORDAINED AND EFFECTIVE, this the ___ day of _____, 2025.

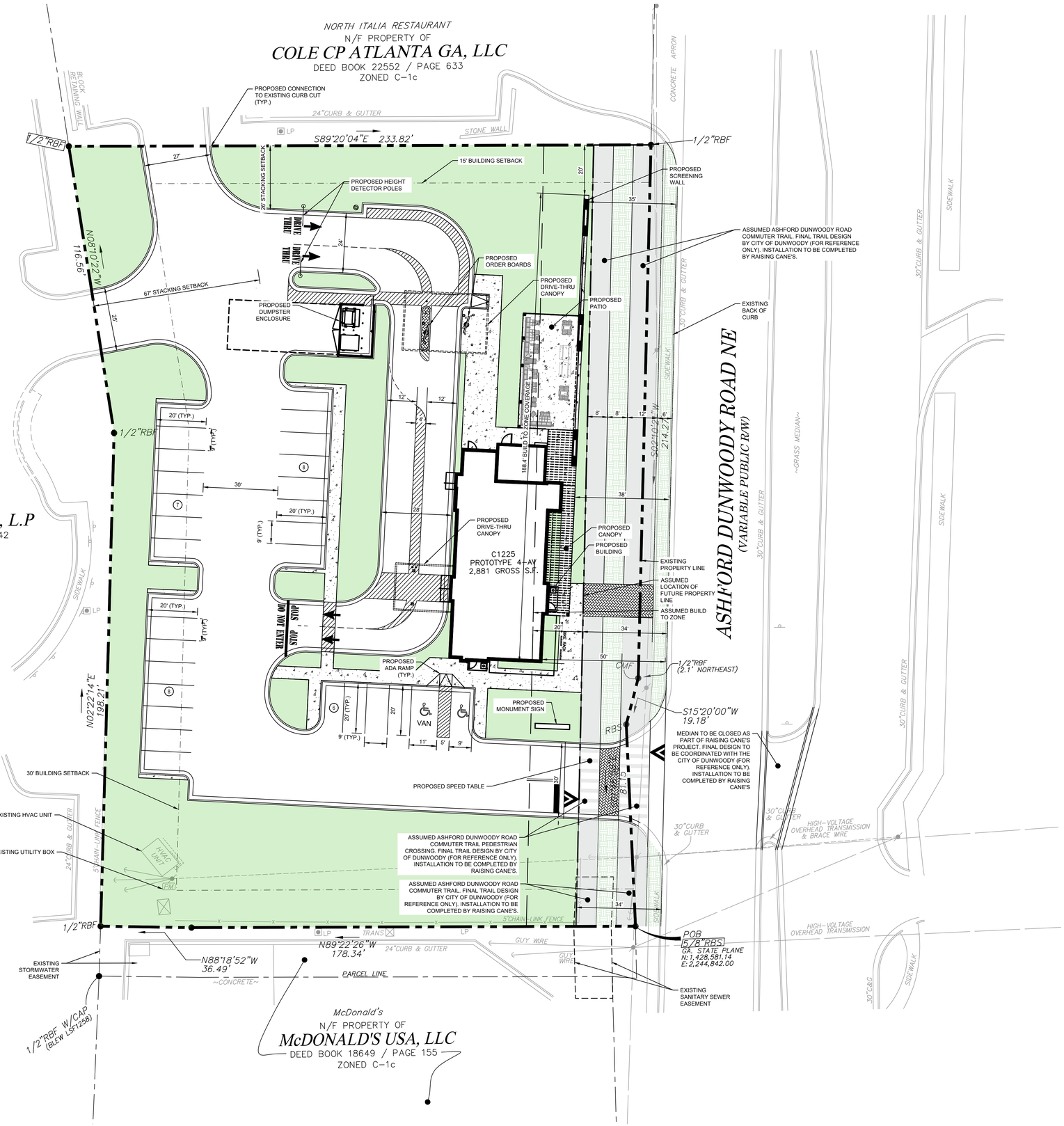
Approved by: Approved as to Form and Content

STATE OF GEORGIA
CITY OF DUNWOODY **ORDINANCE 2025-XXXX**

_____ _____
Lynn P. Deutsch, Mayor City Attorney

Attest:

_____
Sharon Lowery, City Clerk SEAL



DEVELOPMENT SUMMARY:

SITE SUMMARY:

CURRENT ZONING:	O-I, PERIMETER CENTER OVERLAY
PROPOSED ZONING:	PC-1, PERIMTER CENTER DISTRICT
CURRENT SITE AREA:	1.56 ACRES
LENGTH OF FRONT LOT LINE:	315'

PROPOSED LAND USES & DENSITIES:

RESTAURANT (DRIVE-THRU)	2,913 SF

CODE REQUIREMENTS SUMMARY:

BUILDING SITTING ALONG PARKWAY FRONTAGE EDGE			
	REQUIRED	PROVIDED	% EXCEEDING CODE
MINIMUM BUILD-TO ZONE COVERAGE	60% (188.4')	60% (188.4')	0
BUILD-TO ZONE	0' TO 20'	15'	N/A
MINIMUM SIDE BUILDING SETBACK	15'	20'	25%
MINIMUM REAR BUILDING SETBACK	15'	135'	89%
MINIMUM STACKING SETBACK	25'	26'	4%
OPEN SPACE REQUIRED	0.10 AC	0.33 AC	70%

FLOOR TO FLOOR HEIGHT			
	REQUIRED	PROVIDED	% EXCEEDING CODE
GROUND STORY HEIGHT	MIN: 14' MAX: 30'	28'	N/A
MAXIMUM BUILDING HEIGHT	5 STORIES / 70FT	1 STORY / 28'	N/A
REQUIRED NUMBER OF PRIMARY STREET ENTRANCES (1/150' OF FAÇADE)	1	1	N/A

PARKING REQUIREMENTS			
	REQUIRED	PROVIDED	% EXCEEDING CODE
PARKING SPACES FOR RESTAURANT (2,913 SF)	MAX: 29 SPACES (10 SPACES / 1000 SF)	29 SPACES	0

SITE PLAN LEGEND:

- PROPERTY LINE
- ON-SITE LANDSCAPED AREA
- PROPOSED CONCRETE SIDEWALK
- ASSUMED COMMUTER TRAIL LANDSCAPE (FOR REFERENCE ONLY. DESIGN BY CITY OF DUNWOODY. INSTALLATION BY RAISING CANE'S)
- ASSUMED COMMUTER TRAIL HARDSCAPE (FOR REFERENCE ONLY. DESIGN BY CITY OF DUNWOODY. INSTALLATION BY RAISING CANE'S)
- (10) PARKING COUNT

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

Kimley»Horn
PHONE 404.418.8700
WWW.KIMLEY-HORN.COM
© 2025 KIMLEY-HORN AND ASSOCIATES, INC.
1200 PEACHTREE STREET, NE
SUITE 800
ATLANTA, GEORGIA 30309

PREPARED BY

PREPARED FOR
RAISING CANE'S RESTAURANTS, LLC
PHONE 404.932.1540
541 10TH STREET NW SUITE 240,
ATLANTA, GA 30318

No.	ISSUANCE AND REVISION DESCRIPTIONS	DATE	BY

PROJECT
RAISING CANE'S - DUNWOODY
4570 ASHFORD DUNWOODY RD NE
ATLANTA, GA 30346
PARCEL ID 18 350 03 003
LAND LOT 349, 4TH DISTRICT

GEORGIA REGISTERED No. PE047234 PROFESSIONAL ENGINEER HARRISON J AITKEN
07/1/2025

GSWCC NO. (LEVEL II)	000089268
DRAWN BY	SFD
DESIGNED BY	HJA
REVIEWED BY	HJA
DATE	10/9/2025
PROJECT NO.	014199016

TITLE
SLUP SITE PLAN

SHEET NUMBER
C0.10

PRELIMINARY: NOT FOR CONSTRUCTION

Drawing name: K:\AMT_CIVIL\014199016_Raising Canes_Dunwoody GA\CAD\Exhibits\2025-09-15 SLUP Site Plan Updates\2025-09-15 SLUP Site Plan.dwg Layout1 Oct 09, 2025 3:53pm by: Sophie.Cronk

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.


ONE LOVE
Raising Cane's
CHICKEN FINGERS



Traffic Impact Analysis

Dunwoody Raising Cane's

Dunwoody, Georgia

Report Prepared:

March 2025

Report Updated:

July 2025

Prepared for:

Raising Cane's Restaurants, L.L.C

Prepared by:

Kimley-Horn and Associates, Inc.
1200 Peachtree Street, Suite 800
Atlanta, GA 30309
March 2025
PROJECT #014199016

Traffic Impact Analysis

Dunwoody Raising Cane's

Dunwoody, Georgia

Report Prepared:

March 2025

Report Updated:

July 2025



Prepared for:

Raising Cane's Restaurants, L.L.C

Prepared by:

Kimley»Horn

Kimley-Horn and Associates, Inc.
1200 Peachtree Street, Suite 800
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March 2025
PROJECT #014199016

Kimley»Horn

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APPENDICES

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Appendix C: Intersection Volume Worksheets
Appendix D: *Synchro* Analysis Reports
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1.0 INTRODUCTION

This report presents the analysis of the anticipated traffic impacts associated with the *Dunwoody Raising Cane's* development. The approximately 1.56-acre site is proposed to consist of a 2,700 SF fast food restaurant with a drive-through window.

The project site is currently developed as a Wells Fargo Bank with surface parking, and it is currently zoned O-I (Office Institutional).

The *Dunwoody Raising Cane's* development is anticipated to be completed by year 2026. This report summarizes the analyses of the following scenarios during the AM peak, MD peak, and PM peak hours:

1. Existing 2024 Traffic Conditions
2. Projected 2026 No-Build Traffic Conditions
3. Projected 2026 Build Traffic Conditions

The proposed development will be served by one (1) right-in/right-out driveway along Ashford Dunwoody Road, one (1) full-movement driveway along Perimeter Terrace, and one (1) full-movement driveway along Perimeter Center West. All the driveways exist today.

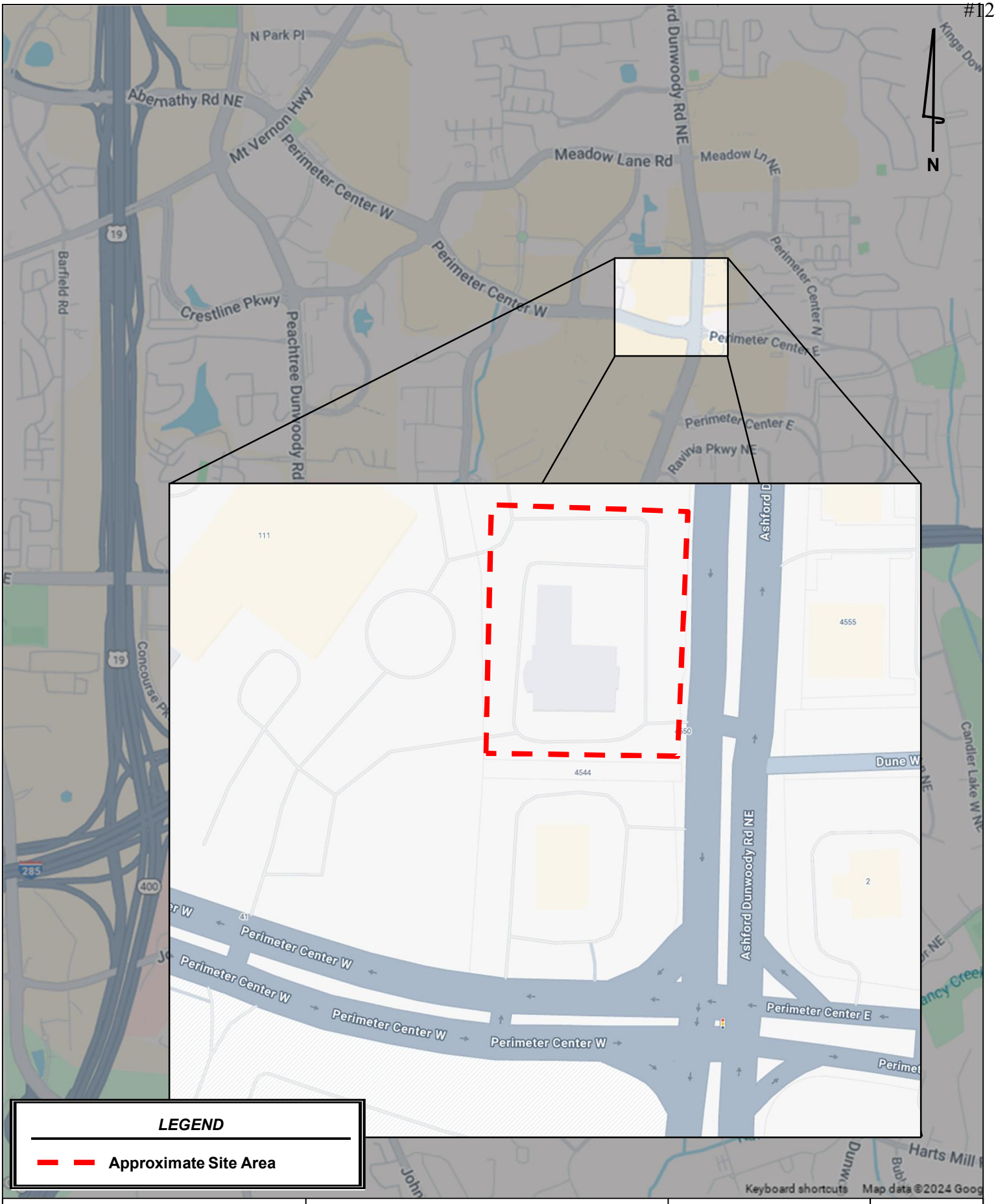
Figure 1 provides a location map. **Figure 2** and **Figure 3** provide aerial images of the site and study network.

A copy of the proposed site plan is provided in **Appendix A**.

2.0 STUDY AREA DETERMINATION

The study area consists of the following intersections:

1. Ashford Dunwoody Road at Perimeter Center Drive E/W (signalized)
2. Ashford Dunwoody Road at Perimeter Center Drive N (signalized)
3. Ashford Dunwoody Road at Driveway B (signalized)
4. Perimeter Center N/Perimeter Ter at Driveway C (unsignalized)
5. Perimeter Center E/W at Driveway A (unsignalized)



Kimley»Horn	*Dunwoody Raising Cane's Transportation Analysis*	**Site Location Map**	**Figure 1**



Kimley»Horn	*Dunwoody Raising Cane's Transportation Analysis*	Site Aerial (zoomed out)	Figure 2
			Page 6



Kimley»Horn	*Dunwoody Raising Cane's Transportation Analysis*	**Site Aerial (zoomed in)**	**Figure 3**

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3.0 EXISTING TRAFFIC CONDITIONS

The roadways within the study network have the following characteristics:

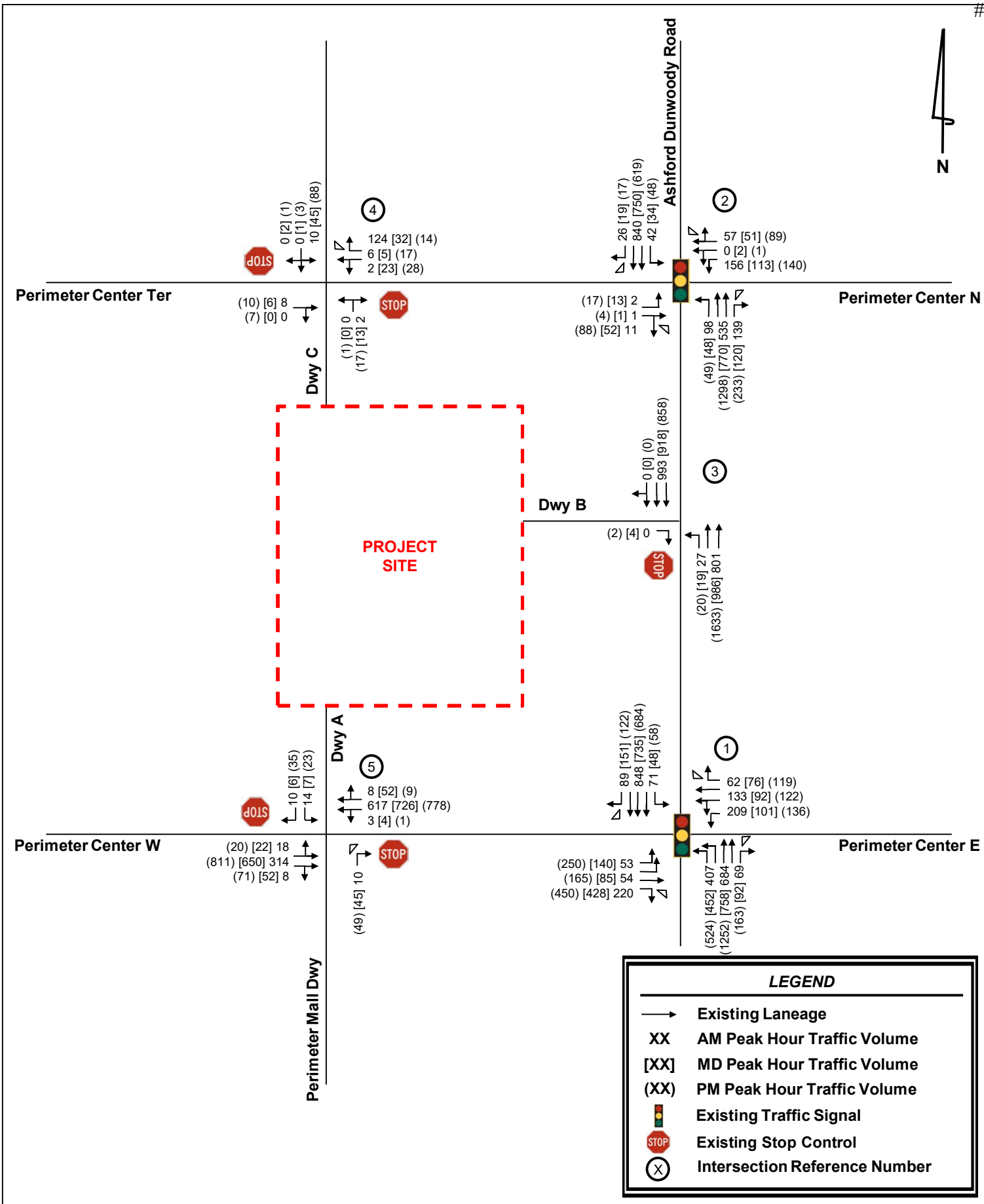
Ashwood Dunwoody Road is a four to eight-lane divided roadway with turn lanes. It is classified as a minor arterial and has a posted speed limit of 45 MPH in the vicinity of the project site. For the purposes of this traffic study, Ashwood Dunwoody Road is considered to have a north-south orientation. GDOT counts taken along Ashwood Dunwoody Road north of the project site indicate an annual daily traffic (AADT) of approximately 22,300 vehicles per day in 2023. GDOT counts taken along Ashwood Dunwoody Road south of the project site indicate an annual daily traffic (AADT) of approximately 52,100 vehicles per day in 2023.

Perimeter Center West is primarily a four-lane divided roadway with turn lanes. It is classified as a minor arterial and has a posted speed limit of 45 MPH in the vicinity of the project site. For the purposes of this traffic study, Perimeter Center West is considered to have an east-west orientation. GDOT counts taken along Perimeter Center West, west of Ashwood Dunwoody Road indicate an annual average daily traffic (AADT) of approximately 30,000 vehicles per day in 2023.

Perimeter Center East is primarily a two-lane divided local roadway with turn lanes. It has a posted speed limit of 30 MPH in the vicinity of the project site. For the purposes of this traffic study, Perimeter Center East is considered to have an east-west orientation.

Perimeter Center North is primarily a two-lane divided local roadway with turn lanes It has a posted speed limit of 45 MPH in the vicinity of the project site. For the purposes of this traffic study, Perimeter Center North is considered to have an east-west orientation.

Perimeter Terrace is primarily a two-lane undivided private roadway. It has a posted speed limit of 25 MPH in the vicinity of the project site. For the purposes of this traffic study, Perimeter Terrace is considered to have an east-west orientation.



Kimley»Horn	*Dunwoody Raising Cane's Transportation Analysis*	**Existing 2024 Traffic Conditions**	**Figure 4**

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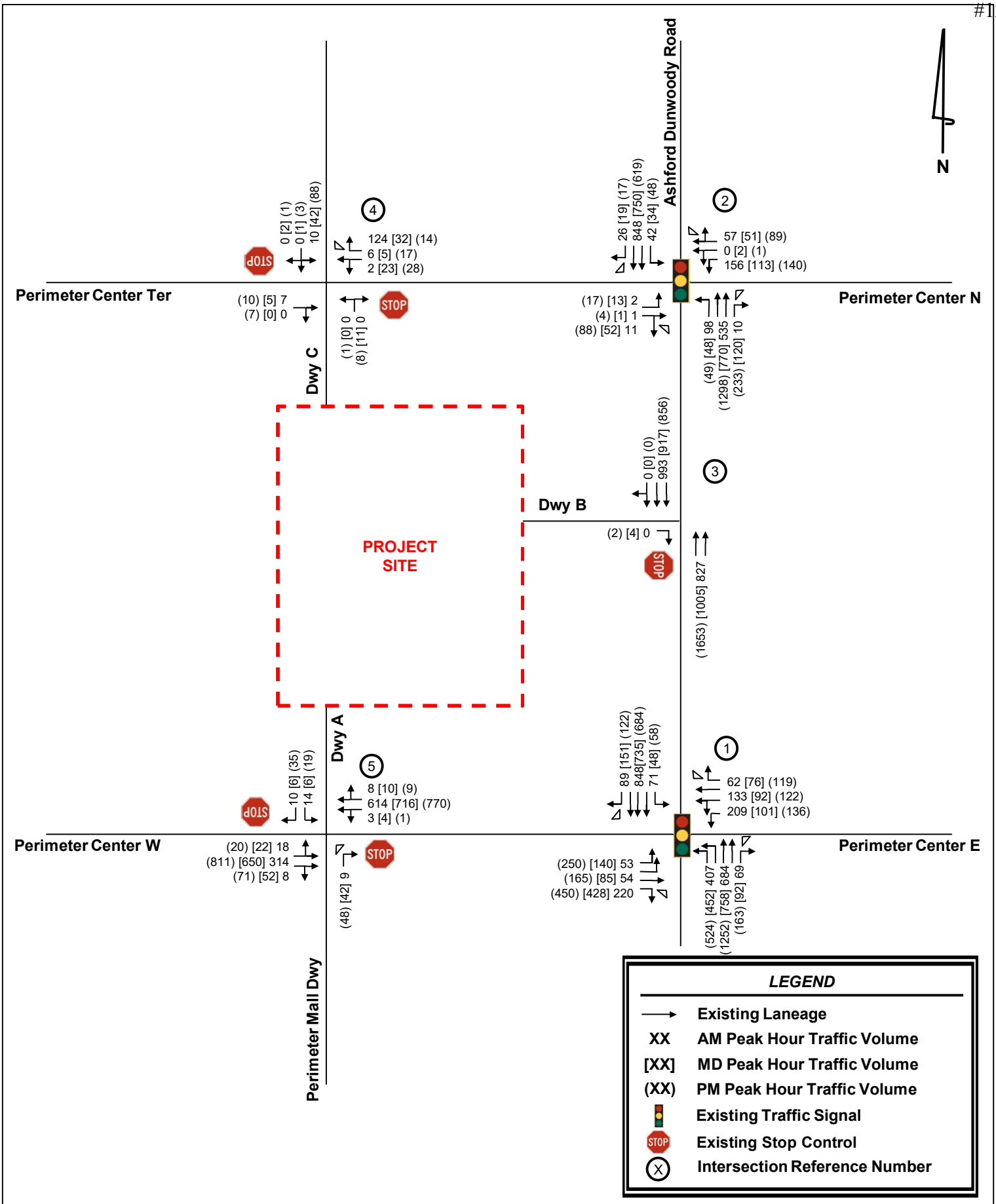
4.0 PROJECTED BACKGROUND (NON-PROJECT) TRAFFIC

Projected background traffic is defined as the expected traffic on the roadway network in the future year(s) absent the construction and opening of the proposed *Dunwoody Raising Cane's de*velopment. The Existing 2024 peak hour traffic volumes were increased by 0.5% per year for two (2) years to account for the expected background growth in traffic to the base year 2026. **Figure 5** illustrates the 2026 No-Build traffic volumes.

4.1 FUTURE ROADWAY/INTERSECTION PROJECTS

Programmed and planned projects near the project site were researched to account for any improvements or modifications within the study network before or by the build-out year of the development. GDOT's GeoPI and Atlanta Regional Commission's transportation projects were researched. No projects were identified through these sources.

Per Kimley-Horn's conversations with the City of Dunwoody staff, the City of Dunwoody plans to close the median between Perimeter Center N and Perimeter Center E on Ashford Dunwoody Road at the location of a Driveway B. This median closure was considered in the No-Build 2026 and Build 2026 conditions.



Kimley»Horn	*Dunwoody Raising Cane's Transportation Analysis*	**Projected 2026 No-Build Traffic Conditions**	**Figure 5**

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5.0 PROJECT TRAFFIC

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the proposed *Dunwoody Raising Cane's* development and the distribution and assignment of that traffic through the study roadway network. This traffic impact study evaluates the impacts of developing approximately 2,700 SF of fast-food restaurant with a drive-through window.

5.1 PROJECT SITE ACCESS

Access to the proposed *Dunwoody Raising Cane's* development will be provided at three locations, which are shown on the site plan in **Appendix A**.

- Driveway A – An existing full-movement driveway along Perimeter Center W. The driveway is proposed to continue to operate under side-street stop control.
- Driveway B – An existing full-movement driveway along Ashwood Dunwoody. The driveway is proposed operate as a right-in/right-out driveway due to proposed median closure along Ashford Dunwoody Road. It is proposed to continue to operate under side-street stop control.
- Driveway C – An existing full-movement driveway along Perimeter Center Terrace. The driveway is proposed continue to operate under side-street stop control.

5.2 TRIP GENERATION

Per the request of the City of Dunwoody, the trip generation analysis included a comparison between the Institute of Transportation Engineers' (ITE) *Trip Generation Manual* and traffic count data from a local *Raising Cane's* restaurant. In order to present a conservative analysis, the higher trip generation values for each peak hour were to be considered in the traffic study. The two methodologies are outlined below.

ITE METHODOLOGY:

- Trip generation for the proposed *Dunwoody Raising Cane's* development was calculated using rates contained in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition, 2021*.
- The trip generation was calculated assuming 2,700 square feet of a Fast-Food Restaurant with a Drive-Through Window (Land Use Code 934).
- Results are shown in **Table 3**.

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LOCAL DATA COLLECTION METHODOLOGY:

- Traffic counts were collected on Tuesday, October 1, 2024 at the *Raising Cane's* location at 9893 Hwy 92 in Woodstock, GA. Twenty-four hour average daily traffic counts (ADTs) were collected at both driveways that provide access to the site to capture all the trips generated by the site.
- The average number of transactions across *Raising Cane's* locations in the Metro Atlanta area (between December 1, 2024 and May 31, 2025) were compared to the number of transaction at the Woodstock location for the same time period. As shown in **Table 1**, the number of transactions at the Woodstock location is higher than average for the Metro Atlanta market.
- The Woodstock traffic count data was normalized to represent more typical traffic volumes as seen across Metro Atlanta, as shown in **Table 2**.

Table 1: Raising Cane's Transaction Comparison - Metro Atlanta

Location	Total	Lunch	Dinner
Athens	1341	509	480
Buford	1127	481	442
Snellville	1072	459	425
Dacula	714	319	287
Woodstock	1311	557	509
ATL Average	*1113*	*465*	*428*
% Difference (Woodstock vs ATL Average)	17.8%	19.8%	18.8%

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Table 2: Trip Generation - *Local Data Collection Methodology*												
Source	**Daily Traffic**			**AM Peak Hour**			**MD Peak Hour**			**PM Peak Hour**		
	Total	**Enter**	**Exit**	**Total**	**Enter**	**Exit**	**Total**	**Enter**	**Exit**	**Total**	**Enter**	**Exit**
Data Collection: Raising Cane's Woodstock, GA	2,391	1,199	1,192	7	6	1	223	114	109	162	78	84
Reduction Factor	0.849	0.849	0.849	1.0	1.0	1.0	0.835	0.835	0.835	0.842	0.842	0.842
Normalized Local Data	2,030	1,018	1,012	7	6	1	186	95	91	137	66	71

TRIP GENERATION RESULTS:

A summary of the trip generation comparison results is outlined in **Table 3**.

Table 3: Trip Generation Comparison – Gross Trips *ITE Methodology vs Local Data Collection Methodology*												
Source	**Daily Traffic**			**AM Peak Hour**			**MD Peak Hour**			**PM Peak Hour**		
	Total	**Enter**	**Exit**	**Total**	**Enter**	**Exit**	**Total**	**Enter**	**Exit**	**Total**	**Enter**	**Exit**
ITE Methodology	1,262	631	631	120	61	59	150	75	75	89	46	43
Local Data Collection Methodology	2,030	1,018	1,012	7	6	1	186	95	91	137	66	71
Higher Value	**2,030**	**1,018**	**1,012**	**120**	**61**	**59**	**186**	**95**	**91**	**137**	**66**	**71**

As shown in **Table 3**, the daily trip generation, MD trip generation, and PM trip generation results were higher following the *Local Data Collection Methodology*. The AM peak hour trip generation results were higher following the *ITE Trip Generation Methodology*.

The anticipated project trip generation is summarized in **Table 4**. The higher values from **Table 3** were used. Pass-by reductions to gross trips based on ITE rates were considered in the analysis for the Daily Traffic and AM Peak Hour traffic. In order to present a conservative *Synchro* analysis and due to the alternative methodology (*Local Data Collection*), no pass-by reductions were taken for the MD or PM peak hours. Thus, all driveway trips were distributed through the study network for the MD and PM peaks.

Table 4: Trip Generation - *Dunwoody Raising Cane's*												
Land Use	**Daily Traffic**			**AM Peak Hour**			**MD Peak Hour**			**PM Peak Hour**		
	Total	**Enter**	**Exit**	**Total**	**Enter**	**Exit**	**Total**	**Enter**	**Exit**	**Total**	**Enter**	**Exit**
Raising Cane's: Fast-Food Restaurant with Drive-Through Window	2,030	1,015	1,015	120	61	59	186	95	91	137	66	71
Total Driveway Trips	2,030	1,015	1,015	120	61	59	186	95	91	137	66	71
Pass-By Reduction	*-1,066*	*-533*	*-533*	*-60*	*-30*	*-30*	*-0**	*-0**	*-0**	*-0**	*-0**	*-0**
Total Network Trips	**964**	**482**	**482**	**60**	**31**	**29**	**186**	**95**	**91**	**137**	**66**	**71**

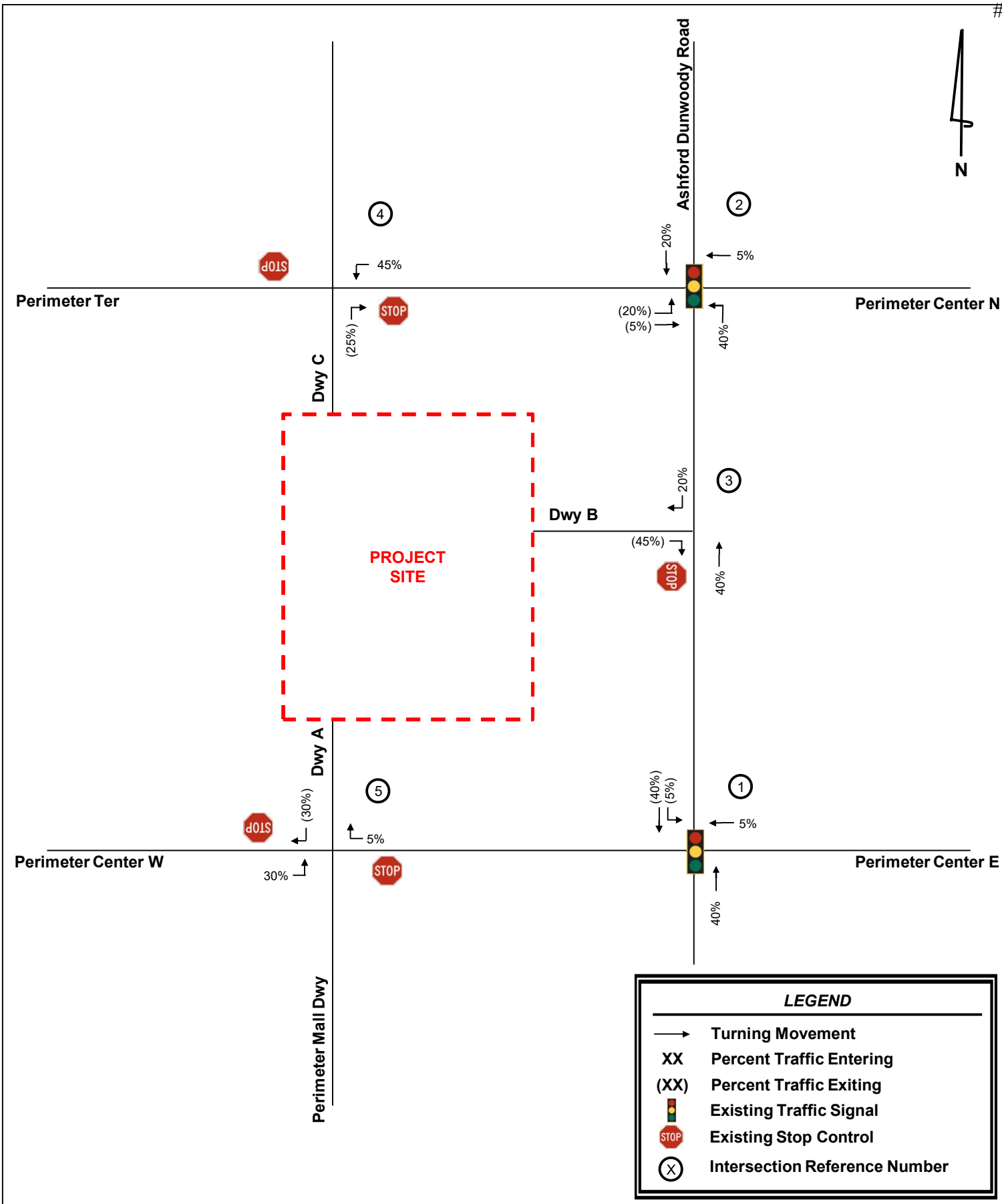
**In order to present a conservative Synchro analysis, no pass-by reductions were taken for the MD or PM peak hours.*

Based on **Table 4**, the proposed development is projected to generate approximately 964 total daily trips (482 in; 482 out), 60 AM peak hour trips, 186 MD peak hour trips, and 137 PM peak hour trips.

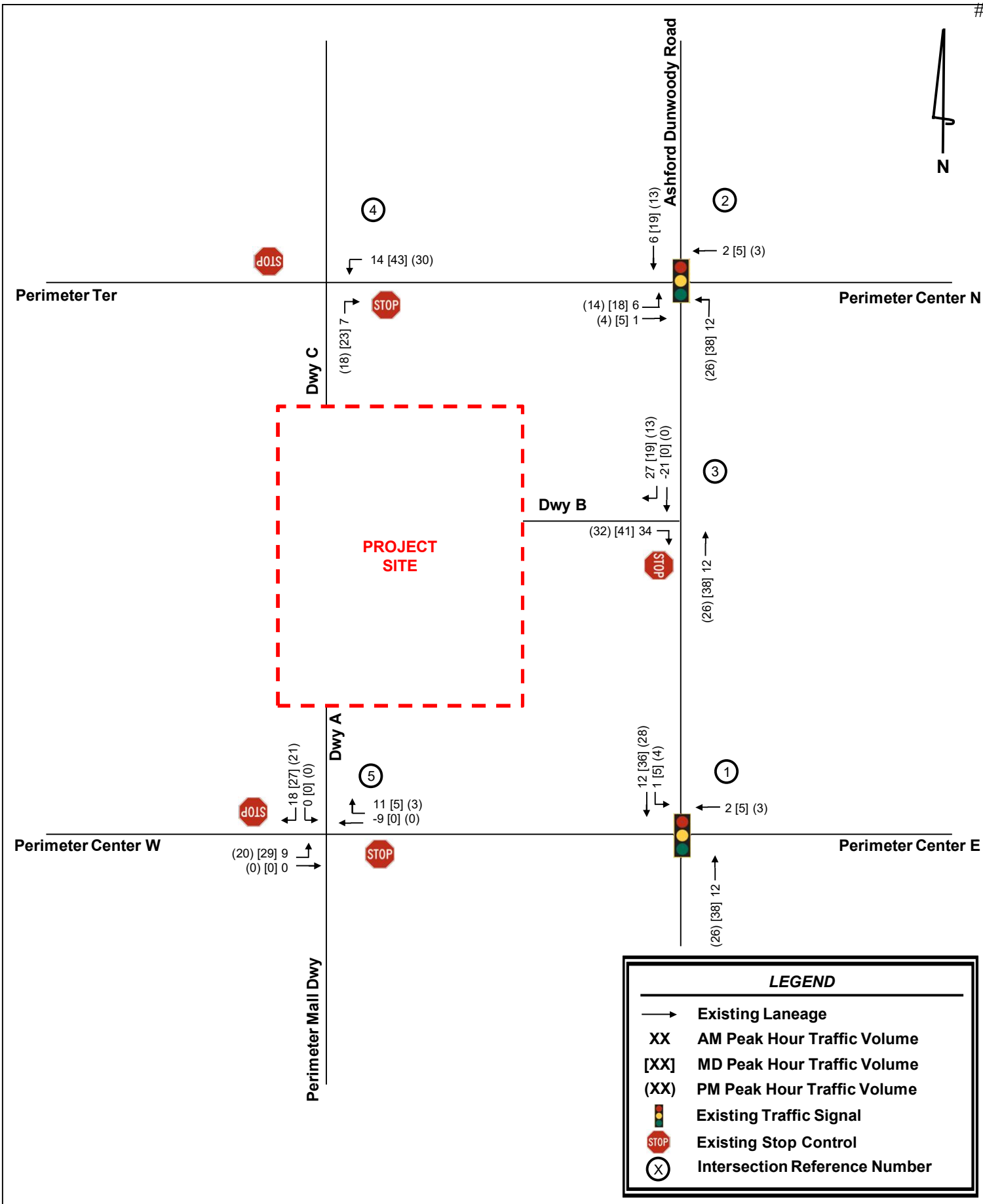
5.3 TRIP DISTRIBUTION AND ASSIGNMENT

The directional distribution and assignment of new project trips is based on a review of lane uses and population densities in the area and a review of the existing peak hour turning movement counts. **Figure 6** provides the directional distribution and assignment of the restaurant traffic. **Figure 7** provides the new project trips. **Figure 8** illustrates the 2026 Build traffic volumes and laneage for the AM, MD, and PM peak hours.

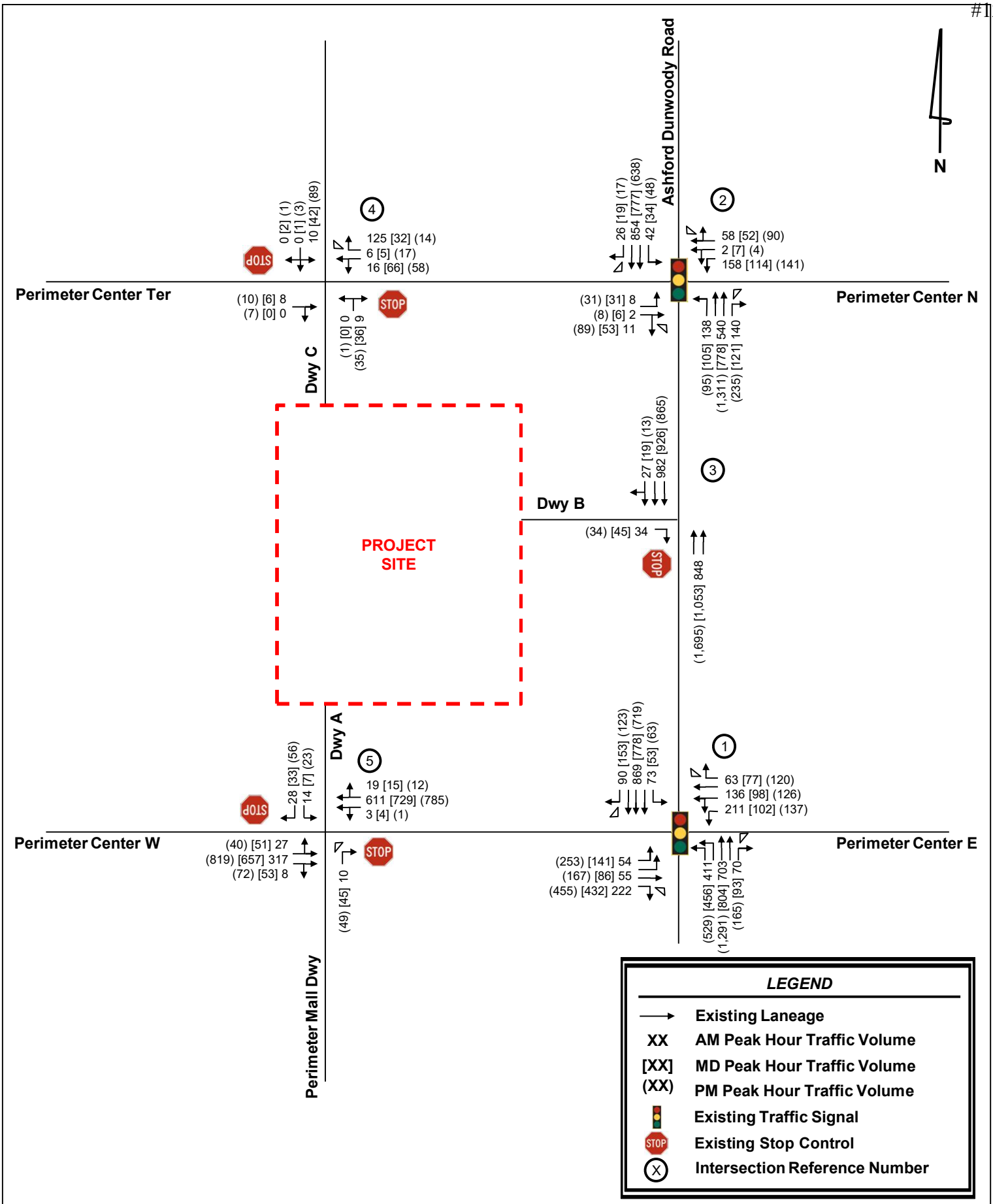
Appendix B provides the trip generation analysis. Appendix C provides intersection volume worksheets for all intersections and driveways within the study network.



Kimley»Horn	*Dunwoody Raising Cane's Transportation Analysis*	Trip Assignment and Distribution	Figure 6



Kimley»Horn	*Dunwoody Raising Cane's Transportation Analysis*	**Project Trips**	**Figure 7**



Kimley»Horn	*Dunwoody Raising Cane's Transportation Analysis*	**Projected 2026 Build Traffic Conditions**	**Figure 8**

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6.0 LEVEL-OF-SERVICE ANLAYSIS

Level-of-service (LOS) determinations were made for the weekday AM, MD, and PM peak hours for the existing study network intersections and proposed site-access intersections using *Synchro, Version 12.0. Synchro* software uses methodologies contained in the *6th Edition Highway Capacity Manual (HCM)* to determine the operating characteristics of an intersection. When HCM 6th Edition was unavailable due to methodology restrictions, HCM 2000 methodology was used. Capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a specified period under prevailing roadway, traffic, and control conditions.

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

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

LOS for intersections with stop control on the minor street(s) only are reported for the side street approaches and the mainline left turn approaches. It is not uncommon to have long delays for stop-controlled approaches when there is heavy major street volume.

The results of the Existing 2024 conditions, Projected 2026 No-Build, and Projected 2026 Build conditions analysis are summarized in **Table 5.**

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Table 5: Level-of-Service Summary *LOS (Delay in Seconds)*										
Intersection	Approach / Movement	Existing 2024			Projected 2026 No-Build			Projected 2026 Build		
		AM Peak	**MD Peak**	**PM Peak**	**AM Peak**	**MD Peak**	**PM Peak**	**AM Peak**	**MD Peak**	**PM Peak**
1. Ashford Dunwoody Road at Perimeter Center Drive E/W	Overall	**E (57.9)***	D (49.0)	**E (57.6)**	**E (56.0)***	D (48.9)*	**E (57.8)**	D (51.7)*	D (49.9)	**E (58.3)**
2. Ashford Dunwoody Road at Perimeter Center Drive	Overall	C (27.8)	C (22.6)	C (21.6)	C (28.7)	C (22.9)	C (21.8)	C (29.8)	C (26.8)	C (24.0)
3. Ashford Dunwoody Road at Driveway B	NBL	C (16.7)	C (16.7)	B (13.6)	-	-	-	-	-	-
	EB	A (0.0)	B (14.2)	B (12.6)	A (0.0)	B (14.3)	B (12.7)	C (15.2)	B (14.4)	B (13.4)
4. Perimeter Center N/Perimeter Ter at Driveway C	NB	A (9.2)	A (8.6)	A (9.3)	A (8.5)	A (8.4)	A (8.6)	A (8.5)	A (8.5)	A (8.6)
	WBL	A (7.3)	A (7.3)	A (7.3)	A (7.3)	A (7.3)	A (7.3)	A (7.3)	A (7.4)	A (7.4)
	SB	A (8.9)	A (9.3)	A (9.9)	A (8.9)	A (9.3)	A (9.9)	A (9.2)	B (10.4)	B (10.9)
5. Perimeter Center E/W at Driveway A	NB	A (0.0)	E (37.2)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
	EBL	A (9.0)	A (9.5)	A (9.9)	A (9.0)	A (9.6)	A (10.0)	A (9.1)	A (9.8)	B (10.1)
	WBL	A (8.0)	A (9.0)	A (9.9)	A (8.0)	A (9.0)	A (9.9)	A (8.0)	A (9.0)	A (9.9)
	SB	C (17.4)	D (26.3)	E (36.7)	C (17.5)	D (25.8)	D (33.5)	C (15.3)	C (18.0)	D (34.6)

*Delay decreases compared to prior scenario because volumes increase for movements with low delay.

As shown in **Table 5,** the intersection of Ashford Dunwoody Road at Perimeter Center Drive E/W (Intersection 1) is projected to operate at LOS E during the AM and PM peak hours for Existing and No-Build scenarios. Intersection 1 is projected to operate at LOS E during the PM peak hour, for the Build scenario. All other intersections are projected to operate an acceptable LOS during the AM, MD, and PM peak hours for each scenario.

Intersection 1 was modeled with adjusted split times under the Projected 2026 No-Build and Projected 2026 Build conditions. The LOS results with the updated split times are summarized in **Table 6.**

Table 6: Level-of-Service Summary – Updated Splits *LOS (Delay in Seconds)*				
Intersection	Approach / Movement	Projected 2026 No-Build		Projected 2026 Build
		AM Peak	**PM Peak**	**PM Peak**
1. Ashford Dunwoody Road at Perimeter Center Drive E/W	Overall	D (52.2)	D (50.9)	D (55.0)

As shown in **Table 6**, operations of Intersection 1 improve with updated split times. It should be noted that signal timings are routinely monitored and updated as needed by GDOT. As a result of the traffic analysis presented in this report, no improvements are recommended.

7.0 CONCLUSION

As currently envisioned, the *Dunwoody Raising Cane's* development is expected to be completed in 2026. The approximately 1.56-acre site is proposed to consist of 2,700 SF of retail.

This report summarizes the analyses of the following scenarios during the AM, MD, and PM peak hours:

1. Existing 2024 Traffic Conditions
2. Projected 2026 No-Build Traffic Conditions
3. Projected 2026 Build Traffic Conditions

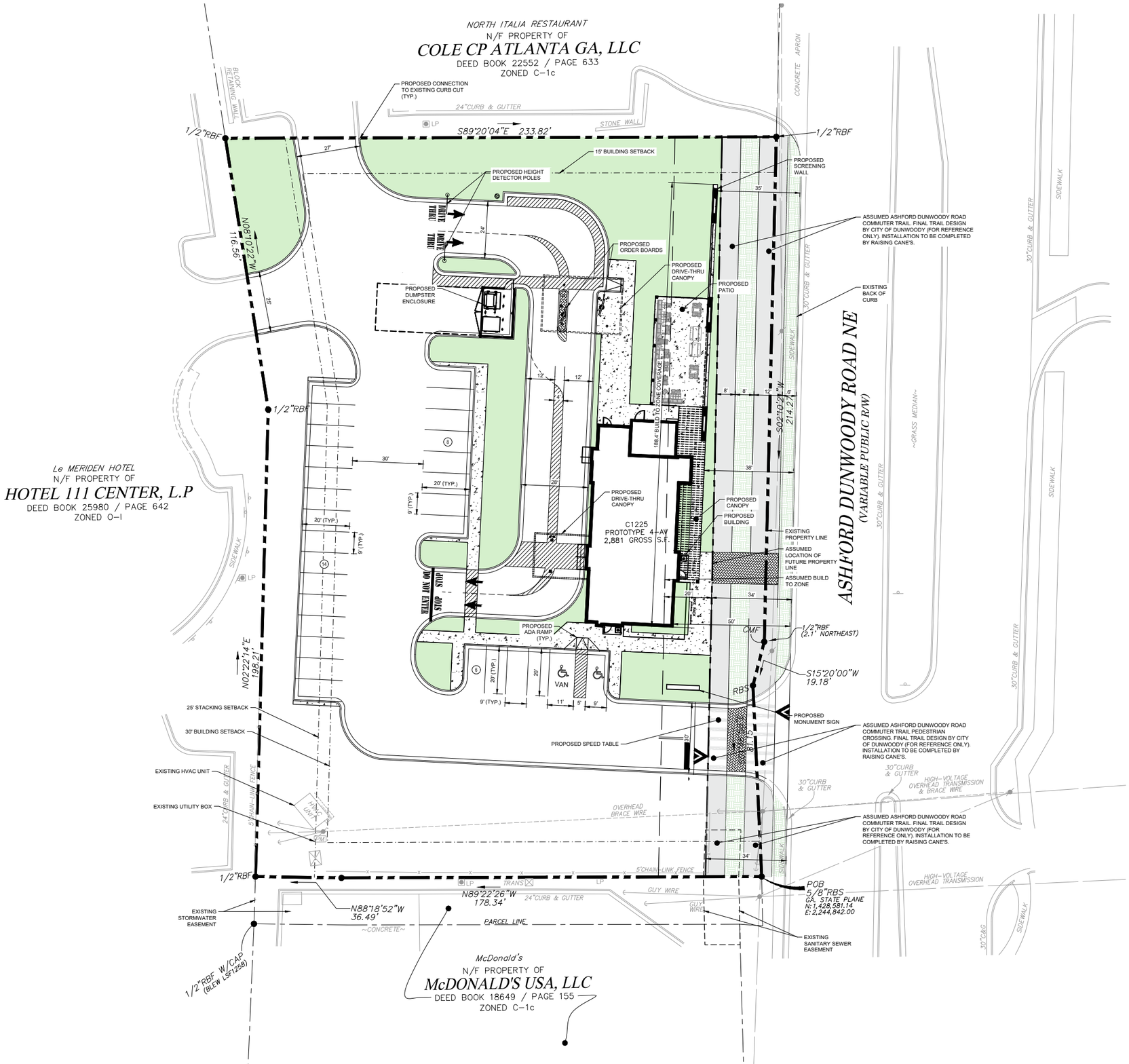
The proposed development will be served by one (1) right-in/right-out driveways along Ashford Dunwoody Road, one (1) full-movement driveway along Perimeter Terrace, and one (1) full-movement driveway along Perimeter Center West. All the driveways exist today.

As a result of the traffic analysis presented in this report, during the AM, MD, and PM peak hours, no improvements are recommended.

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APPENDIX A

Site Plan



DEVELOPMENT SUMMARY:

SITE SUMMARY:

CURRENT ZONING:	O-I, PERIMETER CENTER OVERLAY
PROPOSED ZONING:	PC-1, PERIMTER CENTER DISTRICT
CURRENT SITE AREA:	1.56 ACRES
LENGTH OF FRONT LOT LINE:	315'

PROPOSED LAND USES & DENSITIES:

RESTAURANT (DRIVE-THRU)	2,913 SF

CODE REQUIREMENTS SUMMARY:

BUILDING SITTING ALONG PARKWAY FRONTAGE EDGE		
	REQUIRED	PROVIDED
MINIMUM BUILD-TO ZONE COVERAGE	60% (188.4')	60% (188.4')
BUILD-TO ZONE	0' TO 20'	0' TO 20'
MINIMUM SIDE BUILDING SETBACK	15'	15'
MINIMUM REAR BUILDING SETBACK	15'	15'
MINIMUM STACKING SETBACK	25'	25'
OPEN SPACE REQUIRED	0.10 AC	0.10 AC (GREEN)

FLOOR TO FLOOR HEIGHT		
	REQUIRED	PROVIDED
GROUND STORY HEIGHT	MIN: 14' MAX: 30'	28'
MAXIMUM BUILDING HEIGHT	5 STORIES / 70FT	1 STORY / 28'
REQUIRED NUMBER OF PRIMARY STREET ENTRANCES (1/150' OF FAÇADE)	1	1

PARKING REQUIREMENTS		
	REQUIRED	PROVIDED
PARKING SPACES FOR RESTAURANT (2,913 SF)	MAX: 29 SPACES (10 SPACES / 1000 SF)	29 SPACES

SITE PLAN LEGEND:

- PROPERTY LINE
- ON-SITE LANDSCAPED AREA
- PROPOSED CONCRETE SIDEWALK
- ASSUMED COMMUTER TRAIL LANDSCAPE (FOR REFERENCE ONLY. DESIGN BY CITY OF DUNWOODY. INSTALLATION BY RAISING CANE'S)
- ASSUMED COMMUTER TRAIL HARDSCAPE (FOR REFERENCE ONLY. DESIGN BY CITY OF DUNWOODY. INSTALLATION BY RAISING CANE'S)
- (10) PARKING COUNT

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

PREPARED BY:
Kimley»Horn
PHONE 404.419.8700
WWW.KIMLEY-HORN.COM
1200 PEACHTREE STREET, NE
SUITE 800
ATLANTA, GEORGIA 30309
© 2025 KIMLEY-HORN AND ASSOCIATES, INC.

PREPARED FOR:
RAISING CANE'S RESTAURANTS, LLC
6800 BISHOP ROAD,
PLANO, TEXAS 750204
PHONE 469.644.3186

No.	ISSUANCE AND REVISION DESCRIPTIONS	DATE	BY

PROJECT
RAISING CANE'S - DUNWOODY
4570 ASHFORD DUNWOODY RD NE
ATLANTA, GA 30346
PARCEL ID 18 350 03 003
LAND LOT 349, 4TH DISTRICT

GEORGIA REGISTERED No. PE047234 PROFESSIONAL ENGINEER HARRISON J KNEE
07/11/2025

GSWCC NO. (LEVEL II)	0000089268
DRAWN BY	SFD
DESIGNED BY	HJA
REVIEWED BY	HJA
DATE	7/31/2025
PROJECT NO.	014199016

TITLE
SLUP SITE PLAN

SHEET NUMBER
C0.10

PRELIMINARY: NOT FOR CONSTRUCTION

Drawing name: K:\AMT_CIVIL\014199016_Raising Canes_Dunwoody GA\CAD\Exhibits\2025-03-25 SLUP Site Plan\2025-01-28 SLUP Site Plan.dwg Layout1 Jul 31, 2025 2:22pm by: Sydney.Kelley

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APPENDIX B

Trip Generation

Trip Generation Comparison												
Source		Daily Trips			AM Peak Hour			MD Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out
ITE Trip Gen Manual 11th Edition	Fast Food Restaurant with Drive Through Window (ITE LUC 934)	1,262	631	631	120	61	59	150	75	75	89	46	43
Data Collection	Normalized ATL Average Trips	2,030	1018	1012	0	0	0	186	95	91	137	66	71
Higher Value		**2,030**	**1,018**	**1,012**	**120**	**61**	**59**	**186**	**95**	**91**	**137**	**66**	**71**

Total Ingress and Egress || Volume Summary 15min

Site 1 + Site 2

		Volume Summary 15min		Rolling 60 min	
	TIME	EB (egress)	WB (ingress)	EB (egress)	WB (ingress)
	0000 - 0015	11	1		
	0015 - 0030	1	1		
	0030 - 0045	0	0		
	0045 - 0100	1	0	13	2
	0100 - 0115	0	0	2	1
	0115 - 0130	0	0	1	0
	0130 - 0145	0	0	1	0
	0145 - 0200	0	0	0	0
	0200 - 0215	0	0	0	0
	0215 - 0230	0	0	0	0
	0230 - 0245	0	0	0	0
	0245 - 0300	0	0	0	0
	0300 - 0315	1	0	1	0
	0315 - 0330	5	0	6	0
	0330 - 0345	0	0	6	0
	0345 - 0400	0	0	6	0
	0400 - 0415	0	0	5	0
	0415 - 0430	0	0	0	0
	0430 - 0445	0	0	0	0
	0445 - 0500	0	0	0	0
	0500 - 0515	0	0	0	0
	0515 - 0530	0	0	0	0
	0530 - 0545	0	0	0	0
	0545 - 0600	0	0	0	0
	0600 - 0615	0	0	0	0
	0615 - 0630	0	0	0	0
	0630 - 0645	0	1	0	1
	0645 - 0700	0	5	0	6
AM Peak	0700 - 0715	1	0	1	6
	0715 - 0730	0	0	1	6
	0730 - 0745	0	0	1	5
	0745 - 0800	0	2	1	2
	0800 - 0815	0	1	0	3
	0815 - 0830	0	0	0	3
	0830 - 0845	0	0	0	3
	0845 - 0900	0	0	0	1
	0900 - 0915	0	1	0	1
	0915 - 0930	1	1	1	2
	0930 - 0945	3	3	4	5
	0945 - 1000	0	2	4	7
	1000 - 1015	3	2	7	8
	1015 - 1030	4	7	10	14
	1030 - 1045	1	10	8	21
	1045 - 1100	6	15	14	34
MD Peak	1100 - 1115	19	12	30	44
	1115 - 1130	12	15	38	52
	1130 - 1145	22	33	59	75
	1145 - 1200	29	28	82	88

		Volume Summary 15min		Rolling 60 min	
	TIME	EB (egress)	WB (ingress)	EB (egress)	WB (ingress)
	1200 - 1215	29	27	92	103
	1215 - 1230	26	26	106	114
	1230 - 1245	25	18	109	99
	1245 - 1300	20	24	100	95
	1300 - 1315	21	31	92	99
	1315 - 1330	33	27	99	100
	1330 - 1345	32	22	106	104
	1345 - 1400	21	25	107	105
	1400 - 1415	32	26	118	100
	1415 - 1430	23	22	108	95
	1430 - 1445	22	16	98	89
	1445 - 1500	18	22	95	86
	1500 - 1515	19	24	82	84
	1515 - 1530	22	21	81	83
	1530 - 1545	18	23	77	90
	1545 - 1600	20	17	79	85
PM Peak	1600 - 1615	24	13	84	74
	1615 - 1630	16	25	78	78
	1630 - 1645	17	19	77	74
	1645 - 1700	21	21	78	78
	1700 - 1715	20	12	74	77
	1715 - 1730	23	16	81	68
	1730 - 1745	16	27	80	76
	1745 - 1800	20	22	79	77
	1800 - 1815	22	18	81	83
	1815 - 1830	16	29	74	96
	1830 - 1845	30	19	88	88
	1845 - 1900	25	24	93	90
	1900 - 1915	27	37	98	109
	1915 - 1930	27	33	109	113
	1930 - 1945	31	30	110	124
	1945 - 2000	25	23	110	123
	2000 - 2015	25	29	108	115
	2015 - 2030	40	30	121	112
	2030 - 2045	30	27	120	109
	2045 - 2100	18	26	113	112
	2100 - 2115	26	25	114	108
	2115 - 2130	25	24	99	102
	2130 - 2145	19	16	88	91
	2145 - 2200	20	13	90	78
	2200 - 2215	23	30	87	83
	2215 - 2230	10	9	72	68
	2230 - 2245	24	20	77	72
	2245 - 2300	16	18	73	77
	2300 - 2315	16	14	66	61
	2315 - 2330	16	13	72	65
	2330 - 2345	16	12	64	57
	2345 - 0000	14	7	62	46

Session Total	1199	1192

Bi-Directional Class Count || Volume Summary 15min

Woodstock, GA

www.marrtraffic.com

Site 1
Driveway,
west of Woodpark Blvd

Date
Tuesday, October 1, 2024

Weather
Mostly Cloudy
73°F

Lat/Long
34.086781°, -84.522977°

0000 - 2400 (24h Session) (10-01-2024)
Volume Summary 15min

TIME	Volume Summary 15min EB	WB	15min Total	60min Total
0000 - 0015	3	1	**4**	
0015 - 0030	0	1	**1**	
0030 - 0045	0	0	**0**	
0045 - 0100	1	0	**1**	**6**
0100 - 0115	0	0	**0**	
0115 - 0130	0	0	**0**	
0130 - 0145	0	0	**0**	
0145 - 0200	0	0	**0**	**0**
0200 - 0215	0	0	**0**	
0215 - 0230	0	0	**0**	
0230 - 0245	0	0	**0**	
0245 - 0300	0	0	**0**	**0**
0300 - 0315	0	0	**0**	
0315 - 0330	1	0	**1**	
0330 - 0345	0	0	**0**	
0345 - 0400	0	0	**0**	**1**
0400 - 0415	0	0	**0**	
0415 - 0430	0	0	**0**	
0430 - 0445	0	0	**0**	
0445 - 0500	0	0	**0**	**0**
0500 - 0515	0	0	**0**	
0515 - 0530	0	0	**0**	
0530 - 0545	0	0	**0**	
0545 - 0600	0	0	**0**	**0**
0600 - 0615	0	0	**0**	
0615 - 0630	0	0	**0**	
0630 - 0645	0	0	**0**	
0645 - 0700	0	5	**5**	**5**
0700 - 0715	0	0	**0**	
0715 - 0730	0	0	**0**	
0730 - 0745	0	0	**0**	
0745 - 0800	0	2	**2**	**2**
0800 - 0815	0	1	**1**	
0815 - 0830	0	0	**0**	
0830 - 0845	0	0	**0**	
0845 - 0900	0	0	**0**	**1**
0900 - 0915	0	1	**1**	
0915 - 0930	0	1	**1**	
0930 - 0945	1	2	**3**	
0945 - 1000	0	1	**1**	**6**
1000 - 1015	3	1	**4**	
1015 - 1030	2	7	**9**	
1030 - 1045	0	10	**10**	
1045 - 1100	0	15	**15**	**38**
1100 - 1115	10	11	**21**	
1115 - 1130	2	15	**17**	
1130 - 1145	8	31	**39**	
1145 - 1200	7	28	**35**	**112**

Time	Volume Summary 15min EB	WB	15min Total	60min Total
1200 - 1215	8	27	**35**	
1215 - 1230	8	25	**33**	
1230 - 1245	8	18	**26**	
1245 - 1300	4	23	**27**	**121**
1300 - 1315	4	29	**33**	
1315 - 1330	6	27	**33**	
1330 - 1345	8	20	**28**	
1345 - 1400	2	25	**27**	**121**
1400 - 1415	13	26	**39**	
1415 - 1430	5	21	**26**	
1430 - 1445	4	16	**20**	
1445 - 1500	4	20	**24**	**109**
1500 - 1515	4	24	**28**	
1515 - 1530	7	21	**28**	
1530 - 1545	2	19	**21**	
1545 - 1600	8	17	**25**	**102**
1600 - 1615	4	13	**17**	
1615 - 1630	6	25	**31**	
1630 - 1645	3	19	**22**	
1645 - 1700	4	21	**25**	**95**
1700 - 1715	4	12	**16**	
1715 - 1730	6	15	**21**	
1730 - 1745	4	27	**31**	
1745 - 1800	5	22	**27**	**95**
1800 - 1815	7	17	**24**	
1815 - 1830	7	29	**36**	
1830 - 1845	7	19	**26**	
1845 - 1900	8	24	**32**	**118**
1900 - 1915	9	36	**45**	
1915 - 1930	7	33	**40**	
1930 - 1945	9	30	**39**	
1945 - 2000	2	22	**24**	**148**
2000 - 2015	6	28	**34**	
2015 - 2030	10	29	**39**	
2030 - 2045	4	26	**30**	
2045 - 2100	3	26	**29**	**132**
2100 - 2115	5	25	**30**	
2115 - 2130	4	23	**27**	
2130 - 2145	3	14	**17**	
2145 - 2200	1	13	**14**	**88**
2200 - 2215	2	30	**32**	
2215 - 2230	1	9	**10**	
2230 - 2245	7	20	**27**	
2245 - 2300	2	18	**20**	**89**
2300 - 2315	3	13	**16**	
2315 - 2330	1	13	**14**	
2330 - 2345	3	12	**15**	
2345 - 0000	2	7	**9**	**54**

Session Total	282	1161	**1443**
Session Average	2.94	12.09	**15.03**
Session Percentage	19.54	80.46	

Bi-Directional Class Count || Volume Summary 15min

Woodstock, GA

Site 2
Driveway,
west of Woodpark Blvd

Date
Tuesday, October 1, 2024

Weather
Mostly Cloudy
73°F

Lat/Long
34.086334°, -84.523000°

0000 - 2400 (24h Session) (10-01-2024)
Volume Summary 15min

TIME	Volume Summary 15min EB	WB	15min Total	60min Total
0000 - 0015	8	0	**8**	
0015 - 0030	1	0	**1**	
0030 - 0045	0	0	**0**	
0045 - 0100	0	0	**0**	**9**
0100 - 0115	0	0	**0**	
0115 - 0130	0	0	**0**	
0130 - 0145	0	0	**0**	
0145 - 0200	0	0	**0**	**0**
0200 - 0215	0	0	**0**	
0215 - 0230	0	0	**0**	
0230 - 0245	0	0	**0**	
0245 - 0300	0	0	**0**	**0**
0300 - 0315	1	0	**1**	
0315 - 0330	4	0	**4**	
0330 - 0345	0	0	**0**	
0345 - 0400	0	0	**0**	**5**
0400 - 0415	0	0	**0**	
0415 - 0430	0	0	**0**	
0430 - 0445	0	0	**0**	
0445 - 0500	0	0	**0**	**0**
0500 - 0515	0	0	**0**	
0515 - 0530	0	0	**0**	
0530 - 0545	0	0	**0**	
0545 - 0600	0	0	**0**	**0**
0600 - 0615	0	0	**0**	
0615 - 0630	0	0	**0**	
0630 - 0645	0	1	**1**	
0645 - 0700	0	0	**0**	**1**
0700 - 0715	1	0	**1**	
0715 - 0730	0	0	**0**	
0730 - 0745	0	0	**0**	
0745 - 0800	0	0	**0**	**1**
0800 - 0815	0	0	**0**	
0815 - 0830	0	0	**0**	
0830 - 0845	0	0	**0**	
0845 - 0900	0	0	**0**	**0**
0900 - 0915	0	0	**0**	
0915 - 0930	1	0	**1**	
0930 - 0945	2	1	**3**	
0945 - 1000	0	1	**1**	**5**
1000 - 1015	0	1	**1**	
1015 - 1030	2	0	**2**	
1030 - 1045	1	0	**1**	
1045 - 1100	6	0	**6**	**10**
1100 - 1115	9	1	**10**	
1115 - 1130	10	0	**10**	
1130 - 1145	14	2	**16**	
1145 - 1200	22	0	**22**	**58**

Time	Volume Summary 15min EB	WB	15min Total	60min Total
1200 - 1215	21	0	**21**	
1215 - 1230	18	1	**19**	
1230 - 1245	17	0	**17**	
1245 - 1300	16	1	**17**	**74**
1300 - 1315	17	2	**19**	
1315 - 1330	27	0	**27**	
1330 - 1345	24	2	**26**	
1345 - 1400	19	0	**19**	**91**
1400 - 1415	19	0	**19**	
1415 - 1430	18	1	**19**	
1430 - 1445	18	0	**18**	
1445 - 1500	14	2	**16**	**72**
1500 - 1515	15	0	**15**	
1515 - 1530	15	0	**15**	
1530 - 1545	16	4	**20**	
1545 - 1600	12	0	**12**	**62**
1600 - 1615	20	0	**20**	
1615 - 1630	10	0	**10**	
1630 - 1645	14	0	**14**	
1645 - 1700	17	0	**17**	**61**
1700 - 1715	16	0	**16**	
1715 - 1730	17	1	**18**	
1730 - 1745	12	0	**12**	
1745 - 1800	15	0	**15**	**61**
1800 - 1815	15	1	**16**	
1815 - 1830	9	0	**9**	
1830 - 1845	23	0	**23**	
1845 - 1900	17	0	**17**	**65**
1900 - 1915	18	1	**19**	
1915 - 1930	20	0	**20**	
1930 - 1945	22	0	**22**	
1945 - 2000	23	1	**24**	**85**
2000 - 2015	19	1	**20**	
2015 - 2030	30	1	**31**	
2030 - 2045	26	1	**27**	
2045 - 2100	15	0	**15**	**93**
2100 - 2115	21	0	**21**	
2115 - 2130	21	1	**22**	
2130 - 2145	16	2	**18**	
2145 - 2200	19	0	**19**	**80**
2200 - 2215	21	0	**21**	
2215 - 2230	9	0	**9**	
2230 - 2245	17	0	**17**	
2245 - 2300	14	0	**14**	**61**
2300 - 2315	13	1	**14**	
2315 - 2330	15	0	**15**	
2330 - 2345	13	0	**13**	
2345 - 0000	12	0	**12**	**54**

Session Total	917	31	**948**
Session Average	9.55	0.32	**9.88**
Session Percentage	96.73	3.27	

Trip Generation Analysis (11th Ed. With *2nd Edition Handbook* Daily IC & *3rd Edition* AM/PM IC)
Dunwoody Raising Canes
Dunwoody, Georgia

Land Use		Setting	Density		Daily Trips			AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out	Total	In	Out
Proposed Project Trips													
LUC	Land Use	Setting	Density	Units	**HIDE THIS ROW**	Column1	Column2	Column3	Column4	Column5	Column6	Column7	Column8
934	Fast-Food Restaurant with Drive-Through Window	General Urban/Suburban	2,700	Sq. Ft. GFA	1,262	631	631	120	61	59	89	46	43
Gross Project Trips					**1,262**	**631**	**631**	**120**	**61**	**59**	**89**	**46**	**43**
Restaurant Trips					1,262	631	631	120	61	59	89	46	43
Pass By Reductions (Based on ITE Rates)					*-662*	*-331*	*-331*	*-60*	*-30*	*-30*	*-48*	*-24*	*-24*
Adjusted Restaurant Trips					600	300	300	60	31	29	41	22	19
Pass-By Reductions - TOTAL					*-662*	*-331*	*-331*	*-60*	*-30*	*-30*	*-48*	*-24*	*-24*
New Trips					**600**	**300**	**300**	**60**	**31**	**29**	**41**	**22**	**19**
Driveway Volumes													

Kimley»Horn

APPENDIX C

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #1

Perimeter Center W/Perimeter Center E at Ashford Dunwoody Rd NE (South)/Ashford Dunwoody Rd NE (North)

AM PEAK HOUR

	Ashford Dunwoody Rd NE (South) Northbound				Ashford Dunwoody Rd NE (North) Southbound				Perimeter Center W Eastbound				Perimeter Center E Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	8	399	684	69	6	65	848	89	0	53	54	220	0	209	133	62
Count Balancing																
Pedestrians			5				4				5				10	
Conflicting Pedestrians		5		10		10		5		4		5		5		4
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	1	5	7	2	0	0	14	3	0	4	3	8	0	1	6	0
Heavy Vehicle %	13%	2%	2%	3%	2%	2%	2%	3%	2%	8%	6%	4%	2%	2%	5%	2%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Existing 2024 Volumes	**8**	**399**	**684**	**69**	**6**	**65**	**848**	**89**	**0**	**53**	**54**	**220**	**0**	**209**	**133**	**62**
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Background Growth Trips	0	4	7	1	0	1	9	1	0	1	1	2	0	2	1	1
New Road Adjustment																
2026 No-Build Traffic	**8**	**403**	**691**	**70**	**6**	**66**	**857**	**90**	**0**	**54**	**55**	**222**	**0**	**211**	**134**	**63**
2026 No-Build Heavy Vehicle %	**13%**	**2%**	**2%**	**3%**	**2%**	**2%**	**2%**	**3%**	**2%**	**8%**	**6%**	**4%**	**2%**	**2%**	**5%**	**2%**
Trip Distribution IN			40%												5%	
Trip Distribution OUT						(5%)	(40%)									
Restaurant Trips			12	0	0	1	12	0	0	0	0	0	0	0	2	0
Total Primary Site Trips	0	0	12	0	0	1	12	0	0	0	0	0	0	0	2	0
Pass-By Distribution IN																
Pass-By Distribution OUT																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	12	0	0	1	12	0	0	0	0	0	0	0	2	0
2026 Build Traffic	**8**	**403**	**703**	**70**	**6**	**67**	**869**	**90**	**0**	**54**	**55**	**222**	**0**	**211**	**136**	**63**
2026 Build Heavy Vehicle %	**13%**	**2%**	**2%**	**3%**	**2%**	**2%**	**2%**	**3%**	**2%**	**7%**	**6%**	**4%**	**2%**	**2%**	**4%**	**2%**

MD PEAK HOUR

	Ashford Dunwoody Rd NE (South) Northbound				Ashford Dunwoody Rd NE (North) Southbound				Perimeter Center W Eastbound				Perimeter Center E Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	10	442	758	92	8	40	735	151	0	140	85	428	0	101	92	76
Count Balancing																
Pedestrians			2				10				6				2	
Conflicting Pedestrians		6		2		2		6		10		2		2		10
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	1	5	1	0	3	19	2	0	2	2	4	0	2	3	2
Heavy Vehicle %	2%	2%	2%	2%	2%	8%	3%	2%	2%	2%	2%	2%	2%	2%	3%	3%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Existing 2024 Volumes	**10**	**442**	**758**	**92**	**8**	**40**	**735**	**151**	**0**	**140**	**85**	**428**	**0**	**101**	**92**	**76**
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Background Growth Trips	0	4	8	1	0	0	7	2	0	1	1	4	0	1	1	1
New Road Adjustment																
2026 No-Build Traffic	**10**	**446**	**766**	**93**	**8**	**40**	**742**	**153**	**0**	**141**	**86**	**432**	**0**	**102**	**93**	**77**
2026 No-Build Heavy Vehicle %	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Trip Distribution IN			40%												5%	
Trip Distribution OUT						(5%)	(40%)									
Restaurant Trips	0	0	38	0	0	5	36	0	0	0	0	0	0	0	5	0
Total Primary Site Trips	0	0	38	0	0	5	36	0	0	0	0	0	0	0	5	0
Pass-By Distribution IN																
Pass-By Distribution OUT																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	38	0	0	5	36	0	0	0	0	0	0	0	5	0
2026 Build Traffic	**10**	**446**	**804**	**93**	**8**	**45**	**778**	**153**	**0**	**141**	**86**	**432**	**0**	**102**	**98**	**77**
2026 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**7%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**3%**	**3%**

PM PEAK HOUR

	Ashford Dunwoody Rd NE (South) Northbound				Ashford Dunwoody Rd NE (North) Southbound				Perimeter Center W Eastbound				Perimeter Center E Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	13	511	1,252	163	7	51	684	122	0	250	165	450	0	136	122	119
Count Balancing																
Pedestrians			4				8				7				8	
Conflicting Pedestrians		7		8		8		7		8		4		4		8
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	2	4	0	0	0	2	3	0	3	3	2	0	1	3	1
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Existing 2024 Volumes	**13**	**511**	**1,252**	**163**	**7**	**51**	**684**	**122**	**0**	**250**	**165**	**450**	**0**	**136**	**122**	**119**
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Background Growth Trips	0	5	13	2	0	1	7	1	0	3	2	5	0	1	1	1
New Road Adjustment																
2026 No-Build Traffic	**13**	**516**	**1,265**	**165**	**7**	**52**	**691**	**123**	**0**	**253**	**167**	**455**	**0**	**137**	**123**	**120**
2026 No-Build Heavy Vehicle %	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Trip Distribution IN			40%												5%	
Trip Distribution OUT						(5%)	(40%)									
Restaurant Trips	0	0	26	0	0	4	28	0	0	0	0	0	0	0	3	0
Total Primary Site Trips	0	0	26	0	0	4	28	0	0	0	0	0	0	0	3	0
Pass-By Distribution IN																
Pass-By Distribution OUT																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		0	26	0	0	4	28	0	0	0	0	0	0	0	3	0
2026 Build Traffic	**13**	**516**	**1,291**	**165**	**7**	**56**	**719**	**123**	**0**	**253**	**167**	**455**	**0**	**137**	**126**	**120**
2026 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #2

Perimeter Center Terrace/Perimeter Center N at Ashford Dunwoody Rd NE (South)/Ashford Dunwoody Rd NE (North)

AM PEAK HOUR

	Ashford Dunwoody Rd NE (South) Northbound				Ashford Dunwoody Rd NE (North) Southbound				Perimeter Center Terrace Eastbound				Perimeter Center N Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	98	535	139	0	42	840	26	0	2	1	11	0	156	0	57
Count Balancing																
Pedestrians		4				7				9				13		
Conflicting Pedestrians		9		13		13		9		7		4		4		7
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	1	4	5	0	1	14	4	0	0	1	3	0	0	0	1
Heavy Vehicle %	2%	2%	2%	4%	2%	2%	2%	15%	2%	2%	100%	27%	2%	2%	2%	2%
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	0.89	0.89	0.89	0.89
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Existing 2024 Volumes	**0**	**98**	**535**	**139**	**0**	**42**	**840**	**26**	**0**	**2**	**1**	**11**	**0**	**156**	**0**	**57**
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Background Growth Trips	0	1	5	1	0	0	8	0	0	0	0	0	0	2	0	1
New Road Adjustment	27															
2026 No-Build Traffic	**27**	**99**	**540**	**140**	**0**	**42**	**848**	**26**	**0**	**2**	**1**	**11**	**0**	**158**	**0**	**58**
2026 No-Build Heavy Vehicle %	**2%**	**2%**	**2%**	**4%**	**2%**	**2%**	**2%**	**15%**	**2%**	**2%**	**100%**	**27%**	**2%**	**2%**	**2%**	**2%**
Trip Distribution IN		40%					20%								5%	
Trip Distribution OUT										(20%)	(5%)					
Restaurant Trips	0	12	0	0	0	0	6	0	0	6	1	0	0	0	2	0
Total Primary Site Trips	0	12	0	0	0	0	6	0	0	6	1	0	0	0	2	0
Pass-By Distribution IN																
Pass-By Distribution OUT																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	12	0	0	0	0	6	0	0	6	1	0	0	0	2	0
2026 Build Traffic	**27**	**111**	**540**	**140**	**0**	**42**	**854**	**26**	**0**	**8**	**2**	**11**	**0**	**158**	**2**	**58**
2026 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**4%**	**2%**	**2%**	**2%**	**16%**	**2%**	**2%**	**51%**	**28%**	**2%**	**2%**	**2%**	**2%**

MD PEAK HOUR

	Ashford Dunwoody Rd NE (South) Northbound				Ashford Dunwoody Rd NE (North) Southbound				Perimeter Center Terrace Eastbound				Perimeter Center N Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	7	41	770	120	0	34	750	19	0	13	1	52	0	113	2	51
Count Balancing																
Pedestrians		0				2				1				8		
Conflicting Pedestrians		1		8		8		1		2		0		0		2
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	6	0	0	3	18	1	0	0	0	1	0	3	1	1
Heavy Vehicle %	2%	2%	2%	2%	2%	9%	2%	5%	2%	2%	2%	2%	2%	3%	50%	2%
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	0.93	0.93	0.93	0.93
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Existing 2024 Volumes	**7**	**41**	**770**	**120**	**0**	**34**	**750**	**19**	**0**	**13**	**1**	**52**	**0**	**113**	**2**	**51**
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Background Growth Trips	0	0	8	1	0	0	8	0	0	0	0	1	0	1	0	1
New Road Adjustment	19															
2026 No-Build Traffic	**26**	**41**	**778**	**121**	**0**	**34**	**758**	**19**	**0**	**13**	**1**	**53**	**0**	**114**	**2**	**52**
2026 No-Build Heavy Vehicle %	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**
Trip Distribution IN		40%					20%								5%	
Trip Distribution OUT										(20%)	(5%)					
Restaurant Trips	0	38	0	0	0	0	19	0	0	18	5	0	0	0	5	0
Total Primary Site Trips	0	38	0	0	0	0	19	0	0	18	5	0	0	0	5	0
Pass-By Distribution IN																
Pass-By Distribution OUT																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	38	0	0	0	0	19	0	0	18	5	0	0	0	5	0
2026 Build Traffic	**26**	**79**	**778**	**121**	**0**	**34**	**777**	**19**	**0**	**31**	**6**	**53**	**0**	**114**	**7**	**52**
2026 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**9%**	**2%**	**5%**	**2%**	**2%**	**2%**	**2%**	**2%**	**3%**	**14%**	**2%**

PM PEAK HOUR

	Ashford Dunwoody Rd NE (South) Northbound				Ashford Dunwoody Rd NE (North) Southbound				Perimeter Center Terrace Eastbound				Perimeter Center N Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	8	41	1,298	233	0	48	619	17	0	17	4	88	0	140	1	89
Count Balancing																
Pedestrians		5				4				5				4		
Conflicting Pedestrians		5		4		4		5		4		5		5		4
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	1	7	0	0	0	2	3	0	0	0	3	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	18%	2%	2%	2%	3%	2%	2%	2%	2%
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	0.95	0.95	0.95	0.95
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Existing 2024 Volumes	**8**	**41**	**1,298**	**233**	**0**	**48**	**619**	**17**	**0**	**17**	**4**	**88**	**0**	**140**	**1**	**89**
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Background Growth Trips	0	0	13	2	0	0	6	0	0	0	0	1	0	1	0	1
New Road Adjustment	20															
2026 No-Build Traffic	**28**	**41**	**1,311**	**235**	**0**	**48**	**625**	**17**	**0**	**17**	**4**	**89**	**0**	**141**	**1**	**90**
2026 No-Build Heavy Vehicle %	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Trip Distribution IN		40%					20%								5%	
Trip Distribution OUT										(20%)	(5%)					
Restaurant Trips	0	26	0	0	0	0	13	0	0	14	4	0	0	0	3	0
Total Primary Site Trips	0	26	0	0	0	0	13	0	0	14	4	0	0	0	3	0
Pass-By Distribution IN																
Pass-By Distribution OUT																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		26	0	0	0	0	13	0	0	14	4	0	0	0	3	0
2026 Build Traffic	**28**	**67**	**1,311**	**235**	**0**	**48**	**638**	**17**	**0**	**31**	**8**	**89**	**0**	**141**	**4**	**90**
2026 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**18%**	**2%**	**2%**	**2%**	**3%**	**2%**	**2%**	**2%**	**2%**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #3

Proposed Dwy B at Ashford Dunwoody Rd NE (South)/Ashford Dunwoody Rd NE (North)

AM PEAK HOUR

	Ashford Dunwoody Rd NE (South) Northbound				Ashford Dunwoody Rd NE (North) Southbound				Proposed Dwy B Eastbound				Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	23	4	800	1	0	0	993	0	0	0	0	0	0	0	0	0
Count Balancing			1	-1												
Pedestrians			1				1				8				0	
Conflicting Pedestrians		8		0		0		8		1		1		1		1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	11	0	0	0	17	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
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	0.89	0.89	0.89	0.89
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Existing 2024 Volumes	**23**	**4**	**801**	**0**	**0**	**0**	**993**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Background Growth Trips	0	0	8	0	0	0	10	0	0	0	0	0	0	0	0	0
New Road Adjustment	-23	-4	27													
2026 No-Build Traffic	**0**	**0**	**836**	**0**	**0**	**0**	**1,003**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2026 No-Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**
Trip Distribution IN			40%					20%								
Trip Distribution OUT												(45%)				
Restaurant Trips	0	0	12	0	0	0	0	6	0	0	0	13	0	0	0	0
Total Primary Site Trips	0	0	12	0	0	0	0	6	0	0	0	13	0	0	0	0
Pass-By Distribution IN							-70%	70%								
Pass-By Distribution OUT												(70%)				
Pass-By Trips	0	0	0	0	0	0	-21	21	0	0	0	21	0	0	0	0
Total Vehicular Project Trips	0	0	12	0	0	0	-21	27	0	0	0	34	0	0	0	0
2026 Build Traffic	**0**	**0**	**848**	**0**	**0**	**0**	**982**	**27**	**0**	**0**	**0**	**34**	**0**	**0**	**0**	**0**
2026 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**

MD PEAK HOUR

	Ashford Dunwoody Rd NE (South) Northbound				Ashford Dunwoody Rd NE (North) Southbound				Proposed Dwy B Eastbound				0 Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	15	4	986	0	1	0	917	0	0	0	0	4	0	0	0	0
Count Balancing																
Pedestrians			0				0				2				0	
Conflicting Pedestrians		2		0		0		2		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	1	1	7	0	0	0	22	0	0	0	0	1	0	0	0	0
Heavy Vehicle %	7%	25%	2%	2%	2%	2%	2%	2%	2%	2%	2%	25%	2%	2%	2%	2%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Existing 2024 Volumes	**15**	**4**	**986**	**0**	**1**	**0**	**917**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Background Growth Trips	0	0	10	0	0	0	9	0	0	0	0	0	0	0	0	0
New Road Adjustment	-15	-4	19													
2026 No-Build Traffic	**0**	**0**	**1,015**	**0**	**1**	**0**	**926**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**
2026 No-Build Heavy Vehicle %	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Trip Distribution IN			40%					20%								
Trip Distribution OUT												(45%)				
Restaurant Trips	0	0	38	0	0	0	0	19	0	0	0	41	0	0	0	0
Total Primary Site Trips	0	0	38	0	0	0	0	19	0	0	0	41	0	0	0	0
Pass-By Distribution IN																
Pass-By Distribution OUT																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	38	0	0	0	0	19	0	0	0	41	0	0	0	0
2026 Build Traffic	**0**	**0**	**1,053**	**0**	**1**	**0**	**926**	**19**	**0**	**0**	**0**	**45**	**0**	**0**	**0**	**0**
2026 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**

PM PEAK HOUR

	Ashford Dunwoody Rd NE (South) Northbound				Ashford Dunwoody Rd NE (North) Southbound				Proposed Dwy B Eastbound				0 Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	17	3	1,633	0	2	0	856	0	0	0	0	2	0	0	0	0
Count Balancing																
Pedestrians			0				2				8				0	
Conflicting Pedestrians		8		0		0		8		2		0		0		2
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	9	0	0	0	5	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
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	0.97	0.97	0.97	0.97
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Existing 2024 Volumes	**17**	**3**	**1,633**	**0**	**2**	**0**	**856**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Background Growth Trips	0	0	16	0	0	0	9	0	0	0	0	0	0	0	0	0
New Road Adjustment	-17	-3	20													
2026 No-Build Traffic	**0**	**0**	**1,669**	**0**	**2**	**0**	**865**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**
2026 No-Build Heavy Vehicle %	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Trip Distribution IN			40%					20%								
Trip Distribution OUT												(45%)				
Restaurant Trips	0	0	26	0	0	0	0	13	0	0	0	32	0	0	0	0
Total Primary Site Trips	0	0	26	0	0	0	0	13	0	0	0	32	0	0	0	0
Pass-By Distribution IN																
Pass-By Distribution OUT																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		0	26	0	0	0	0	13	0	0	0	32	0	0	0	0
2026 Build Traffic	**0**	**0**	**1,695**	**0**	**2**	**0**	**865**	**13**	**0**	**0**	**0**	**34**	**0**	**0**	**0**	**0**
2026 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #4

Perimeter Ter/Perimeter Center Terrace at Proposed Dwy C/Driveway (North)

AM PEAK HOUR

	Proposed Dwy C Northbound				Driveway (North) Southbound				Perimeter Ter Eastbound				Perimeter Center Terrace Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	0	2	0	0	10	0	0	0	1	7	0	1	1	6	124
Count Balancing			-2	2						-1	1					
Pedestrians			11				0				0				1	
Conflicting Pedestrians		0		1		1		0		0		11		11		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	0	0	0	2	0	0	0	0	4	0	1	0	3	2
Heavy Vehicle %	2%	2%	2%	2%	2%	20%	2%	2%	2%	2%	57%	2%	100%	2%	50%	2%
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Existing 2024 Volumes	**0**	**0**	**0**	**2**	**0**	**10**	**0**	**0**	**0**	**0**	**8**	**0**	**1**	**1**	**6**	**124**
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
New Road Adjustment																
2026 No-Build Traffic	**0**	**0**	**0**	**2**	**0**	**10**	**0**	**0**	**0**	**0**	**8**	**0**	**1**	**1**	**6**	**125**
2026 No-Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**20%**	**2%**	**2%**	**2%**	**2%**	**57%**	**2%**	**100%**	**2%**	**50%**	**2%**
Trip Distribution IN														45%		
Trip Distribution OUT				(25%)												
Restaurant Trips	0	0	0	7	0	0	0	0	0	0	0	0	0	14	0	0
Total Primary Site Trips	0	0	0	7	0	0	0	0	0	0	0	0	0	14	0	0
Pass-By Distribution IN																
Pass-By Distribution OUT																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	0	7	0	0	0	0	0	0	0	0	0	14	0	0
2026 Build Traffic	**0**	**0**	**0**	**9**	**0**	**10**	**0**	**0**	**0**	**0**	**8**	**0**	**1**	**15**	**6**	**125**
2026 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**20%**	**2%**	**2%**	**2%**	**2%**	**51%**	**2%**	**101%**	**2%**	**51%**	**2%**

MD PEAK HOUR

	Proposed Dwy C Northbound				Driveway (North) Southbound				Perimeter Ter Eastbound				Perimeter Center Terrace Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	0	2	11	0	42	1	2	0	1	5	0	8	15	5	32
Count Balancing			-2	2						-1	1					
Pedestrians			2				0				1				0	
Conflicting Pedestrians		1		0		0		1		0		2		2		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	100%	2%	2%	2%	2%	2%	13%	2%	2%	3%
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Existing 2024 Volumes	**0**	**0**	**0**	**13**	**0**	**42**	**1**	**2**	**0**	**0**	**6**	**0**	**8**	**15**	**5**	**32**
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
New Road Adjustment																
2026 No-Build Traffic	**0**	**0**	**0**	**13**	**0**	**42**	**1**	**2**	**0**	**0**	**6**	**0**	**8**	**15**	**5**	**32**
2026 No-Build Heavy Vehicle %	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Trip Distribution IN														45%		
Trip Distribution OUT				(25%)												
Restaurant Trips	0	0	0	23	0	0	0	0	0	0	0	0	0	43	0	0
Total Primary Site Trips	0	0	0	23	0	0	0	0	0	0	0	0	0	43	0	0
Pass-By Distribution IN																
Pass-By Distribution OUT																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	0	23	0	0	0	0	0	0	0	0	0	43	0	0
2026 Build Traffic	**0**	**0**	**0**	**36**	**0**	**42**	**1**	**2**	**0**	**0**	**6**	**0**	**8**	**58**	**5**	**32**
2026 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**101%**	**2%**	**2%**	**2%**	**2%**	**2%**	**13%**	**2%**	**2%**	**3%**

PM PEAK HOUR

	Proposed Dwy C Northbound				Driveway (North) Southbound				Perimeter Ter Eastbound				Perimeter Center Terrace Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	1	0	9	8	0	88	3	1	0	0	10	7	4	24	17	14
Count Balancing			-9	9												
Pedestrians			6				1				5				2	
Conflicting Pedestrians		5		2		2		5		1		6		6		1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	1	0	0	1	0	0	0	0	2	0	0	0	3	1
Heavy Vehicle %	2%	2%	11%	2%	2%	2%	2%	2%	2%	2%	20%	2%	2%	2%	18%	7%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Existing 2024 Volumes	**1**	**0**	**0**	**17**	**0**	**88**	**3**	**1**	**0**	**0**	**10**	**7**	**4**	**24**	**17**	**14**
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Background Growth Trips	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
New Road Adjustment																
2026 No-Build Traffic	**1**	**0**	**0**	**17**	**0**	**89**	**3**	**1**	**0**	**0**	**10**	**7**	**4**	**24**	**17**	**14**
2026 No-Build Heavy Vehicle %	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Trip Distribution IN														45%		
Trip Distribution OUT				(25%)												
Restaurant Trips	0	0	0	18	0	0	0	0	0	0	0	0	0	30	0	0
Total Primary Site Trips	0	0	0	18	0	0	0	0	0	0	0	0	0	30	0	0
Pass-By Distribution IN																
Pass-By Distribution OUT																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		0	0	18	0	0	0	0	0	0	0	0	0	30	0	0
2026 Build Traffic	**1**	**0**	**0**	**35**	**0**	**89**	**3**	**1**	**0**	**0**	**10**	**7**	**4**	**54**	**17**	**14**
2026 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**20%**	**2%**	**2%**	**2%**	**18%**	**7%**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #5

Perimeter Center W (West)/Perimeter Center W (East) at Perimeter Mall Driveway/Proposed Dwy A

AM PEAK HOUR

	Perimeter Mall Driveway Northbound				Proposed Dwy A Southbound				Perimeter Center W (West) Eastbound				Perimeter Center W (East) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	0	1	9	0	14	0	10	6	12	314	8	3	0	614	8
Count Balancing			-1	1												
Pedestrians		4				11				4				3		
Conflicting Pedestrians		4		3		3		4		11		4		4		11
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	0	1	0	1	0	0	1	0	13	1	0	0	14	0
Heavy Vehicle %	2%	2%	2%	11%	2%	7%	2%	2%	17%	2%	4%	13%	2%	2%	2%	2%
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	0.96	0.96	0.96	0.96
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Existing 2024 Volumes	**0**	**0**	**0**	**10**	**0**	**14**	**0**	**10**	**6**	**12**	**314**	**8**	**3**	**0**	**614**	**8**
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	3	0	0	0	6	0
New Road Adjustment																
2026 No-Build Traffic	**0**	**0**	**0**	**10**	**0**	**14**	**0**	**10**	**6**	**12**	**317**	**8**	**3**	**0**	**620**	**8**
2026 No-Build Heavy Vehicle %	**2%**	**2%**	**2%**	**11%**	**2%**	**7%**	**2%**	**2%**	**17%**	**2%**	**4%**	**13%**	**2%**	**2%**	**2%**	**2%**
Trip Distribution IN										30%						5%
Trip Distribution OUT								(30%)								
Restaurant Trips	0	0	0	0	0	0	0	9	0	9	0	0	0	0	0	2
Total Primary Site Trips	0	0	0	0	0	0	0	9	0	9	0	0	0	0	0	2
Pass-By Distribution IN															-30%	30%
Pass-By Distribution OUT								(30%)								
Pass-By Trips	0	0	0	0	0	0	0	9	0	0	0	0	0	0	-9	9
Total Vehicular Project Trips	0	0	0	0	0	0	0	18	0	9	0	0	0	0	-9	11
2026 Build Traffic	**0**	**0**	**0**	**10**	**0**	**14**	**0**	**28**	**6**	**21**	**317**	**8**	**3**	**0**	**611**	**19**
2026 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**10%**	**2%**	**7%**	**2%**	**2%**	**17%**	**2%**	**4%**	**13%**	**2%**	**2%**	**2%**	**2%**

MD PEAK HOUR

	Perimeter Mall Driveway Northbound				Proposed Dwy A Southbound				Perimeter Center W (West) Eastbound				Perimeter Center W (East) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	3	0	42	0	6	1	6	7	15	650	52	4	6	716	10
Count Balancing		-3		3		1	-1							-6	6	
Pedestrians		0				19				2				3		
Conflicting Pedestrians		2		3		3		2		19		0		0		19
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	1	0	0	0	1	0	0	0	0	8	0	0	0	6	1
Heavy Vehicle %	2%	33%	2%	2%	2%	17%	2%	2%	2%	2%	2%	2%	2%	2%	2%	10%
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	0.95	0.95	0.95	0.95
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Existing 2024 Volumes	**0**	**0**	**0**	**45**	**0**	**7**	**0**	**6**	**7**	**15**	**650**	**52**	**4**	**0**	**722**	**10**
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	7	1	0	0	7	0
New Road Adjustment																
2026 No-Build Traffic	**0**	**0**	**0**	**45**	**0**	**7**	**0**	**6**	**7**	**15**	**657**	**53**	**4**	**0**	**729**	**10**
2026 No-Build Heavy Vehicle %	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Trip Distribution IN										30%						5%
Trip Distribution OUT								(30%)								
Restaurant Trips	0	0	0	0	0	0	0	27	0	29	0	0	0	0	0	5
Total Primary Site Trips	0	0	0	0	0	0	0	27	0	29	0	0	0	0	0	5
Pass-By Distribution IN																
Pass-By Distribution OUT																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	0	0	0	0	0	27	0	29	0	0	0	0	0	5
2026 Build Traffic	**0**	**0**	**0**	**45**	**0**	**7**	**0**	**33**	**7**	**44**	**657**	**53**	**4**	**0**	**729**	**15**
2026 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**14%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**7%**

PM PEAK HOUR

	Perimeter Mall Driveway Northbound				Proposed Dwy A Southbound				Perimeter Center W (West) Eastbound				Perimeter Center W (East) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	0	1	48	1	18	4	35	1	19	811	71	1	7	770	9
Count Balancing			-1	1		4	-4							-7	7	
Pedestrians		3				6				1				2		
Conflicting Pedestrians		1		2		2		1		6		3		3		6
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	0	3	0	0	0	0	0	0	5	0	0	0	9	0
Heavy Vehicle %	2%	2%	2%	6%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
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	0.89	0.89	0.89	0.89
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Existing 2024 Volumes	**0**	**0**	**0**	**49**	**1**	**22**	**0**	**35**	**1**	**19**	**811**	**71**	**1**	**0**	**777**	**9**
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	8	1	0	0	8	0
New Road Adjustment																
2026 No-Build Traffic	**0**	**0**	**0**	**49**	**1**	**22**	**0**	**35**	**1**	**19**	**819**	**72**	**1**	**0**	**785**	**9**
2026 No-Build Heavy Vehicle %	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Trip Distribution IN										30%						5%
Trip Distribution OUT								(30%)								
Restaurant Trips	0	0	0	0	0	0	0	21	0	20	0	0	0	0	0	3
Total Primary Site Trips	0	0	0	0	0	0	0	21	0	20	0	0	0	0	0	3
Pass-By Distribution IN																
Pass-By Distribution OUT																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		0	0	0	0	0	0	21	0	20	0	0	0	0	0	3
2026 Build Traffic	**0**	**0**	**0**	**49**	**1**	**22**	**0**	**56**	**1**	**39**	**819**	**72**	**1**	**0**	**785**	**12**
2026 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**6%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**

Kimley»Horn

APPENDIX D

Synchro Analysis Reports

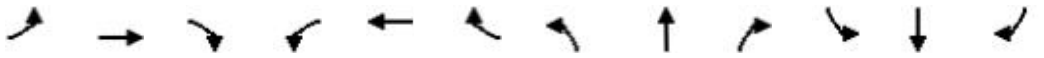
HCM Signalized Intersection Capacity Analysis — Dunwoody Raising Caines
1: Ashford Dunwoody Rd & Perimeter Center W/Perimeter Center E — Existing 2024 Conditions - AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	54	220	209	133	62	407	684	69	71	848	89
Future Volume (vph)	53	54	220	209	133	62	407	684	69	71	848	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.1	6.2	6.2	6.1	6.2	6.2
Lane Util. Factor	0.97	1.00	1.00	0.91	0.91	1.00	0.97	0.95	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.98	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3242	1792	1521	1610	3264	1554	3433	3539	1519	1770	5085	1534
Flt Permitted	0.95	1.00	1.00	0.95	0.46	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3242	1792	1521	1610	1517	1554	3433	3539	1519	1770	5085	1534
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	56	57	234	222	141	66	433	728	73	76	902	95
RTOR Reduction (vph)	0	0	220	0	0	49	0	0	40	0	0	64
Lane Group Flow (vph)	56	57	14	118	245	17	433	728	33	76	902	31
Confl. Peds. (#/hr)	4		5	5		4	5		10	10		5
Heavy Vehicles (%)	8%	6%	4%	2%	5%	2%	2%	2%	3%	2%	2%	3%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1 9	6		5	2	
Permitted Phases			8			4			6			2
Actuated Green, G (s)	10.4	10.4	10.4	44.8	44.8	44.8	34.8	76.4	76.4	13.1	54.7	54.7
Effective Green, g (s)	10.4	10.4	10.4	44.8	44.8	44.8	34.8	76.4	76.4	13.1	54.7	54.7
Actuated g/C Ratio	0.06	0.06	0.06	0.26	0.26	0.26	0.20	0.45	0.45	0.08	0.32	0.32
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	6.5		6.2	6.2	6.1	6.2	6.2
Vehicle Extension (s)	2.0	1.5	1.5	2.0	1.5	1.5		5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	198	109	93	424	860	409	702	1590	682	136	1636	493
v/s Ratio Prot	0.02	c0.03		0.07	c0.08		c0.13	0.21		0.04	c0.18	
v/s Ratio Perm			0.01			0.01			0.02			0.02
v/c Ratio	0.28	0.52	0.15	0.28	0.28	0.04	0.62	0.46	0.05	0.56	0.55	0.06
Uniform Delay, d1	76.2	77.4	75.6	49.8	49.8	46.6	61.5	32.4	26.3	75.7	47.5	39.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.01	7.24
Incremental Delay, d2	0.3	2.1	0.3	0.1	0.1	0.0	1.6	0.4	0.1	4.6	1.3	0.2
Delay (s)	76.5	79.5	75.9	49.9	49.9	46.6	63.2	32.9	26.4	71.1	49.5	289.2
Level of Service	E	E	E	D	D	D	E	C	C	E	D	F
Approach Delay (s/veh)		76.6			49.4			43.1			72.2	
Approach LOS		E			D			D			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	57.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	31.4
Intersection Capacity Utilization	72.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis — Dunwoody Raising Caines
1: Ashford Dunwoody Rd & Perimeter Center W/Perimeter Center E — Existing 2024 Conditions - MD Peak Hour

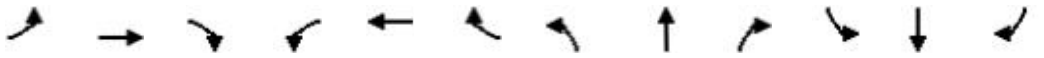


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	85	428	101	92	76	452	758	92	48	735	151
Future Volume (vph)	140	85	428	101	92	76	452	758	92	48	735	151
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.1	6.2	6.2	6.1	6.2	6.2
Lane Util. Factor	0.97	1.00	1.00	0.91	0.91	1.00	0.97	0.95	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	1863	1559	1610	3318	1525	3433	3539	1559	1671	5036	1547
Flt Permitted	0.95	1.00	1.00	0.95	0.46	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	1863	1559	1610	1532	1525	3433	3539	1559	1671	5036	1547
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	149	90	455	107	98	81	481	806	98	51	782	161
RTOR Reduction (vph)	0	0	417	0	0	58	0	0	57	0	0	78
Lane Group Flow (vph)	149	90	38	66	139	23	481	806	41	51	782	83
Confl. Peds. (#/hr)	10		2	2		10	6		2	2		6
Heavy Vehicles (%)	2%	2%	2%	2%	3%	3%	2%	2%	2%	8%	3%	2%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4			6			2
Actuated Green, G (s)	13.2	13.2	13.2	46.1	46.1	46.1	28.9	66.4	66.4	9.0	46.5	46.5
Effective Green, g (s)	13.2	13.2	13.2	46.1	46.1	46.1	28.9	66.4	66.4	9.0	46.5	46.5
Actuated g/C Ratio	0.08	0.08	0.08	0.29	0.29	0.29	0.18	0.42	0.42	0.06	0.29	0.29
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.1	6.2	6.2	6.1	6.2	6.2
Vehicle Extension (s)	2.0	1.5	1.5	2.0	1.5	1.5	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	283	153	128	463	955	439	620	1468	646	93	1463	449
v/s Ratio Prot	0.04	c0.05		0.04	c0.04		c0.14	c0.23		0.03	c0.16	
v/s Ratio Perm			0.02			0.02			0.03			0.05
v/c Ratio	0.53	0.59	0.29	0.14	0.15	0.05	0.78	0.55	0.06	0.55	0.53	0.18
Uniform Delay, d1	70.4	70.8	69.0	42.3	42.3	41.2	62.5	35.5	28.1	73.5	47.7	42.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.84	0.81	0.58
Incremental Delay, d2	0.8	3.7	0.5	0.1	0.0	0.0	6.0	0.7	0.1	6.2	1.4	0.9
Delay (s)	71.2	74.5	69.5	42.3	42.3	41.2	68.5	36.2	28.2	68.3	40.0	25.6
Level of Service	E	E	E	D	D	D	E	D	C	E	D	C
Approach Delay (s/veh)		70.5			42.0			46.9			39.1	
Approach LOS		E			D			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	49.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.3
Intersection Capacity Utilization	76.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis — Dunwoody Raising Caines
1: Ashford Dunwoody Rd & Perimeter Center W/Perimeter Center E — Existing 2024 Conditions - PM Peak Hour, No-Build Conditions

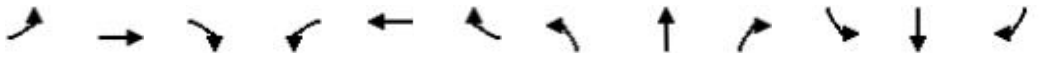


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	250	165	450	136	122	119	524	1252	163	58	684	122
Future Volume (vph)	250	165	450	136	122	119	524	1252	163	58	684	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.1	6.2	6.2	6.1	6.2	6.2
Lane Util. Factor	0.97	1.00	1.00	0.91	0.91	1.00	0.97	0.95	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.97	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	1863	1553	1610	3341	1542	3433	3539	1539	1770	5085	1542
Flt Permitted	0.95	1.00	1.00	0.95	0.46	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	1863	1553	1610	1543	1542	3433	3539	1539	1770	5085	1542
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	266	176	479	145	130	127	557	1332	173	62	728	130
RTOR Reduction (vph)	0	0	423	0	0	98	0	0	54	0	0	74
Lane Group Flow (vph)	266	176	56	90	185	29	557	1332	119	62	728	56
Confl. Peds. (#/hr)	8		4	4		8	7		8	8		7
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4			6			2
Actuated Green, G (s)	21.1	21.1	21.1	40.8	40.8	40.8	48.2	81.2	81.2	11.6	44.6	44.6
Effective Green, g (s)	21.1	21.1	21.1	40.8	40.8	40.8	48.2	81.2	81.2	11.6	44.6	44.6
Actuated g/C Ratio	0.12	0.12	0.12	0.23	0.23	0.23	0.27	0.45	0.45	0.06	0.25	0.25
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.1	6.2	6.2	6.1	6.2	6.2
Vehicle Extension (s)	2.0	1.5	1.5	2.0	1.5	1.5	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	402	218	182	364	757	349	919	1596	694	114	1259	382
v/s Ratio Prot	0.08	c0.09		c0.06	0.06		0.16	c0.38		0.04	c0.14	
v/s Ratio Perm			0.04			0.02			0.08			0.04
v/c Ratio	0.66	0.81	0.31	0.25	0.24	0.08	0.61	0.83	0.17	0.54	0.58	0.15
Uniform Delay, d1	76.0	77.5	72.8	57.0	57.0	54.8	57.6	43.5	29.4	81.6	59.4	52.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	0.88	0.79
Incremental Delay, d2	3.2	18.3	0.4	0.1	0.1	0.0	1.1	4.4	0.2	5.1	1.9	0.8
Delay (s)	79.2	95.8	73.1	57.1	57.0	54.9	58.7	47.9	29.6	91.3	54.3	42.5
Level of Service	E	F	E	E	E	D	E	D	C	F	D	D
Approach Delay (s/veh)		79.2			56.4			49.3			55.1	
Approach LOS		E			E			D			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	57.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	25.3
Intersection Capacity Utilization	84.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
2: Ashford Dunwoody Rd & Perimeter Terr/Perimeter Center N

Dunwoody Raising Caines
Existing 2024 Conditions - AM Peak Hour



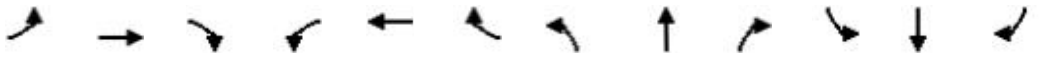
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	1	11	156	0	57	98	535	139	42	840	26
Future Volume (vph)	2	1	11	156	0	57	98	535	139	42	840	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.1	6.1	6.1	6.7	6.7	6.7	6.5	6.5	6.5	6.2	6.5	6.5
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.94	1.00	1.00	0.98	1.00	1.00	0.94	1.00	1.00	0.97
Flpb, ped/bikes	0.99	1.00	1.00	0.99	0.99	1.00	1.00	1.00	1.00	0.99	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1750	950	1191	1598	3196	1544	1768	3539	1460	1759	3539	1361
Flt Permitted	1.00	1.00	1.00	0.76	0.76	1.00	0.26	1.00	1.00	0.41	1.00	1.00
Satd. Flow (perm)	1843	950	1191	1274	2548	1544	490	3539	1460	757	3539	1361
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	2	1	12	175	0	64	110	601	156	47	944	29
RTOR Reduction (vph)	0	0	12	0	0	58	0	0	47	0	0	10
Lane Group Flow (vph)	2	1	0	87	88	6	110	601	109	47	944	19
Confl. Peds. (#/hr)	7		4	4		7	9		13	13		9
Heavy Vehicles (%)	2%	100%	27%	2%	2%	2%	2%	2%	4%	2%	2%	15%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases		3			4		1	6		5	2	
Permitted Phases	3		3	4		4	2		6	6		2
Actuated Green, G (s)	3.9	3.9	3.9	16.5	16.5	16.5	123.8	118.6	118.6	124.1	113.7	113.7
Effective Green, g (s)	3.9	3.9	3.9	16.5	16.5	16.5	123.8	118.6	118.6	124.1	113.7	113.7
Actuated g/C Ratio	0.02	0.02	0.02	0.10	0.10	0.10	0.73	0.70	0.70	0.73	0.67	0.67
Clearance Time (s)	6.1	6.1	6.1	6.7	6.7	6.7	6.5	6.5	6.5	6.2	6.5	6.5
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	42	21	27	123	247	149	432	2468	1018	585	2366	910
v/s Ratio Prot		0.00					c0.02	c0.17		0.00	c0.27	
v/s Ratio Perm	c0.00		0.00	c0.07	0.03	0.00	0.17		0.07	0.06		0.01
v/c Ratio	0.05	0.05	0.01	0.71	0.36	0.04	0.25	0.24	0.11	0.08	0.40	0.02
Uniform Delay, d1	81.2	81.2	81.2	74.4	71.8	69.6	7.5	9.4	8.4	6.4	12.7	9.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	2.80	2.50	7.68	1.00	1.00	1.00
Incremental Delay, d2	0.3	0.7	0.1	15.8	0.6	0.1	0.3	0.1	0.1	0.1	0.5	0.0
Delay (s)	81.6	81.9	81.3	90.2	72.4	69.7	21.3	23.5	64.6	6.5	13.2	9.5
Level of Service	F	F	F	F	E	E	C	C	E	A	B	A
Approach Delay (s/veh)		81.4			78.2			30.6			12.8	
Approach LOS		F			E			C			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	27.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	25.8
Intersection Capacity Utilization	58.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: Ashford Dunwoody Rd & Perimeter Terr/Perimeter Center N

Dunwoody Raising Caines
Existing 2024 Conditions - MD Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	1	52	113	2	51	48	770	120	34	750	19
Future Volume (vph)	13	1	52	113	2	51	48	770	120	34	750	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.1	6.1	6.1	6.7	6.7	6.7	6.5	6.5	6.5	6.2	6.5	6.5
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98	1.00	1.00	0.96	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1765	1863	1583	1595	3157	1559	1769	3539	1515	1653	3539	1517
Flt Permitted	0.29	1.00	1.00	0.76	0.75	1.00	0.31	1.00	1.00	0.30	1.00	1.00
Satd. Flow (perm)	543	1863	1583	1271	2474	1559	574	3539	1515	523	3539	1517
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	14	1	56	122	2	55	52	828	129	37	806	20
RTOR Reduction (vph)	0	0	51	0	0	51	0	0	46	0	0	7
Lane Group Flow (vph)	14	1	5	61	63	4	52	828	83	37	806	13
Confl. Peds. (#/hr)	2					2	1		8	8		1
Heavy Vehicles (%)	2%	2%	2%	3%	50%	2%	2%	2%	2%	9%	2%	5%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases		3			4		1	6		5	2	
Permitted Phases	3		3	4		4	2		6	6		2
Actuated Green, G (s)	13.7	13.7	13.7	12.8	12.8	12.8	107.7	102.4	102.4	108.0	101.7	101.7
Effective Green, g (s)	13.7	13.7	13.7	12.8	12.8	12.8	107.7	102.4	102.4	108.0	101.7	101.7
Actuated g/C Ratio	0.09	0.09	0.09	0.08	0.08	0.08	0.67	0.64	0.64	0.68	0.64	0.64
Clearance Time (s)	6.1	6.1	6.1	6.7	6.7	6.7	6.5	6.5	6.5	6.2	6.5	6.5
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	46	159	135	101	197	124	431	2264	969	392	2249	964
v/s Ratio Prot		0.00					c0.00	c0.23		0.00	0.23	
v/s Ratio Perm	c0.03		0.00	c0.05	0.03	0.00	0.08		0.05	0.06		0.01
v/c Ratio	0.30	0.01	0.04	0.60	0.32	0.04	0.12	0.37	0.09	0.09	0.36	0.01
Uniform Delay, d1	68.7	66.9	67.1	71.1	69.5	67.9	9.3	13.5	11.0	9.1	13.8	10.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.54	1.21	2.59	1.00	1.00	1.00
Incremental Delay, d2	2.7	0.0	0.1	8.3	0.7	0.1	0.1	0.2	0.1	0.1	0.4	0.0
Delay (s)	71.4	66.9	67.2	79.5	70.2	68.0	14.4	16.6	28.4	9.2	14.2	10.7
Level of Service	E	E	E	E	E	E	B	B	C	A	B	B
Approach Delay (s/veh)		68.0			72.7			18.0			13.9	
Approach LOS		E			E			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	22.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.8
Intersection Capacity Utilization	53.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis — Dunwoody Raising Caines
2: Ashford Dunwoody Rd & Perimeter Terr/Perimeter Center N — Existing 2024 Conditions - PM Peak Hour, No-Build Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	4	88	140	1	89	49	1298	233	48	619	17
Future Volume (vph)	17	4	88	140	1	89	49	1298	233	48	619	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.1	6.1	6.1	6.7	6.7	6.7	6.5	6.5	6.5	6.2	6.5	6.5
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1761	1863	1526	1594	3199	1552	1767	3539	1531	1770	3539	1337
Flt Permitted	0.22	1.00	1.00	0.76	0.74	1.00	0.37	1.00	1.00	0.14	1.00	1.00
Satd. Flow (perm)	414	1863	1526	1267	2486	1552	694	3539	1531	253	3539	1337
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	18	4	93	147	1	94	52	1366	245	51	652	18
RTOR Reduction (vph)	0	0	84	0	0	86	0	0	88	0	0	7
Lane Group Flow (vph)	18	4	9	73	75	8	52	1366	157	51	652	12
Confl. Peds. (#/hr)	4		5	5		4	5		4	4		5
Heavy Vehicles (%)	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	18%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases		3			4		1	6		5	2	
Permitted Phases	3		3	4		4	2		6	6		2
Actuated Green, G (s)	17.9	17.9	17.9	15.2	15.2	15.2	121.1	115.3	115.3	121.4	115.0	115.0
Effective Green, g (s)	17.9	17.9	17.9	15.2	15.2	15.2	121.1	115.3	115.3	121.4	115.0	115.0
Actuated g/C Ratio	0.10	0.10	0.10	0.08	0.08	0.08	0.67	0.64	0.64	0.67	0.64	0.64
Clearance Time (s)	6.1	6.1	6.1	6.7	6.7	6.7	6.5	6.5	6.5	6.2	6.5	6.5
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	41	185	151	106	209	131	503	2266	980	222	2261	854
v/s Ratio Prot		0.00					0.00	c0.39		c0.01	0.18	
v/s Ratio Perm	c0.04		0.01	c0.06	0.03	0.01	0.07		0.10	0.15		0.01
v/c Ratio	0.44	0.02	0.06	0.69	0.36	0.06	0.10	0.60	0.16	0.23	0.29	0.01
Uniform Delay, d1	76.3	73.1	73.4	80.1	77.8	75.8	10.2	18.9	13.0	14.1	14.4	11.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.80	0.64	0.74	1.00	1.00	1.00
Incremental Delay, d2	5.4	0.0	0.1	15.7	0.8	0.1	0.1	0.4	0.1	0.5	0.3	0.0
Delay (s)	81.7	73.2	73.6	95.8	78.6	76.0	8.2	12.5	9.7	14.7	14.7	11.9
Level of Service	F	E	E	F	E	E	A	B	A	B	B	B
Approach Delay (s/veh)		74.8			82.8			12.0			14.6	
Approach LOS		E			F			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	21.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	25.8
Intersection Capacity Utilization	67.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	27	800	993	0
Future Vol, veh/h	0	0	27	800	993	0
Conflicting Peds, #/hr	1	1	8	0	0	8
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	75	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	30	899	1116	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1635	567	1124	0	-	0
Stage 1	1124	-	-	-	-	-
Stage 2	511	-	-	-	-	-
Critical Hdwy	6.29	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.67	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	116	400	341	-	-	-
Stage 1	207	-	-	-	-	-
Stage 2	549	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	104	397	338	-	-	-
Mov Cap-2 Maneuver	104	-	-	-	-	-
Stage 1	187	-	-	-	-	-
Stage 2	545	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	338	-	-	-	-
HCM Lane V/C Ratio	0.09	-	-	-	-
HCM Control Delay (s/veh)	16.7	-	0	-	-
HCM Lane LOS	C	-	A	-	-
HCM 95th %tile Q (veh)	0.3	-	-	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	4	19	986	917	0
Future Vol, veh/h	0	4	19	986	917	0
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	75	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	25	25	2	2	2
Mvmt Flow	0	4	21	1072	997	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1577	501	999	0	-	0
Stage 1	999	-	-	-	-	-
Stage 2	578	-	-	-	-	-
Critical Hdwy	6.29	7.6	5.8	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.67	4.15	3.35	-	-	-
Pot Cap-1 Maneuver	125	397	330	-	-	-
Stage 1	248	-	-	-	-	-
Stage 2	508	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	117	396	329	-	-	-
Mov Cap-2 Maneuver	117	-	-	-	-	-
Stage 1	232	-	-	-	-	-
Stage 2	507	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	14.2	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	329	-	396	-	-
HCM Lane V/C Ratio	0.063	-	0.011	-	-
HCM Control Delay (s/veh)	16.7	-	14.2	-	-
HCM Lane LOS	C	-	B	-	-
HCM 95th %tile Q (veh)	0.2	-	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	2	20	1633	856	0
Future Vol, veh/h	0	2	20	1633	856	0
Conflicting Peds, #/hr	2	0	8	0	0	8
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	75	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	2	21	1684	882	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1776	449	890	0	-	0
Stage 1	890	-	-	-	-	-
Stage 2	886	-	-	-	-	-
Critical Hdwy	6.29	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.67	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	95	477	442	-	-	-
Stage 1	289	-	-	-	-	-
Stage 2	354	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	89	473	439	-	-	-
Mov Cap-2 Maneuver	89	-	-	-	-	-
Stage 1	273	-	-	-	-	-
Stage 2	351	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	12.6	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	439	-	473	-	-
HCM Lane V/C Ratio	0.047	-	0.004	-	-
HCM Control Delay (s/veh)	13.6	-	12.6	-	-
HCM Lane LOS	B	-	B	-	-
HCM 95th %tile Q (veh)	0.1	-	0	-	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	7	0	2	6	124	0	2	0	10	0	0
Future Vol, veh/h	0	7	0	2	6	124	0	2	0	10	0	0
Conflicting Peds, #/hr	0	0	11	11	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	57	2	2	50	2	2	2	2	20	2	2
Mvmt Flow	0	9	0	2	7	153	0	2	0	12	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	20	0	0	31	31	21	22	31	7
Stage 1	-	-	-	-	-	-	20	20	-	11	11	-
Stage 2	-	-	-	-	-	-	11	11	-	11	20	-
Critical Hdwy	-	-	-	4.12	-	-	7.12	6.52	6.22	7.3	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.3	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.3	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.018	3.318	3.68	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1596	-	0	977	862	1056	946	862	1075
Stage 1	0	-	-	-	-	0	999	879	-	965	886	-
Stage 2	0	-	-	-	-	0	1010	886	-	965	879	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1579	-	-	966	853	1044	942	853	1075
Mov Cap-2 Maneuver	-	-	-	-	-	-	966	853	-	942	853	-
Stage 1	-	-	-	-	-	-	999	870	-	965	885	-
Stage 2	-	-	-	-	-	-	1009	885	-	961	870	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	1.8	9.2	8.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	853	-	-	1579	-	942
HCM Lane V/C Ratio	0.003	-	-	0.002	-	0.013
HCM Control Delay (s/veh)	9.2	-	-	7.3	-	8.9
HCM Lane LOS	A	-	-	A	-	A
HCM 95th %tile Q (veh)	0	-	-	0	-	0

Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	5	0	23	5	32	0	2	11	42	1	2
Future Vol, veh/h	0	5	0	23	5	32	0	2	11	42	1	2
Conflicting Peds, #/hr	0	0	2	2	0	0	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	3	2	2	2	2	100	2
Mvmt Flow	0	6	0	27	6	37	0	2	13	49	1	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	8	0	0	71	68	8	74	68	7
Stage 1	-	-	-	-	-	-	8	8	-	60	60	-
Stage 2	-	-	-	-	-	-	63	60	-	14	8	-
Critical Hdwy	-	-	-	4.12	-	-	7.12	6.52	6.22	7.12	7.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	6.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	6.5	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.9	3.318
Pot Cap-1 Maneuver	0	-	-	1612	-	0	920	823	1074	916	668	1075
Stage 1	0	-	-	-	-	0	1013	889	-	951	687	-
Stage 2	0	-	-	-	-	0	948	845	-	1006	728	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1609	-	-	903	807	1072	891	655	1074
Mov Cap-2 Maneuver	-	-	-	-	-	-	903	807	-	891	655	-
Stage 1	-	-	-	-	-	-	1013	887	-	951	675	-
Stage 2	-	-	-	-	-	-	927	831	-	991	727	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	6	8.6	9.3
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	1020	-	-	1609	-	891
HCM Lane V/C Ratio	0.015	-	-	0.017	-	0.059
HCM Control Delay (s/veh)	8.6	-	-	7.3	-	9.3
HCM Lane LOS	A	-	-	A	-	A
HCM 95th %tile Q (veh)	0	-	-	0.1	-	0.2

Intersection	
Int Delay, s/veh	7.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	10	7	28	17	14	1	9	8	88	3	1
Future Vol, veh/h	0	10	7	28	17	14	1	9	8	88	3	1
Conflicting Peds, #/hr	1	0	6	6	0	1	5	0	2	2	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	20	2	2	18	7	2	11	2	2	2	2
Mvmt Flow	0	11	8	32	19	16	1	10	9	100	3	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	25	0	0	111	104	23	110	108	24
Stage 1	-	-	-	-	-	-	21	21	-	83	83	-
Stage 2	-	-	-	-	-	-	90	83	-	27	25	-
Critical Hdwy	-	-	-	4.12	-	-	7.12	6.61	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.61	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.61	-	6.12	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.099	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1589	-	0	867	769	1054	868	782	1052
Stage 1	0	-	-	-	-	0	998	860	-	925	826	-
Stage 2	0	-	-	-	-	0	917	809	-	990	874	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1580	-	-	841	749	1046	837	762	1047
Mov Cap-2 Maneuver	-	-	-	-	-	-	841	749	-	837	762	-
Stage 1	-	-	-	-	-	-	998	855	-	925	809	-
Stage 2	-	-	-	-	-	-	890	793	-	968	869	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	4.6	9.3	9.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	863	-	-	1580	-	836
HCM Lane V/C Ratio	0.024	-	-	0.02	-	0.125
HCM Control Delay (s/veh)	9.3	-	-	7.3	-	9.9
HCM Lane LOS	A	-	-	A	-	A
HCM 95th %tile Q (veh)	0.1	-	-	0.1	-	0.4

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	314	8	3	614	8	0	1	9	14	0	10
Future Vol, veh/h	18	314	8	3	614	8	0	1	9	14	0	10
Conflicting Peds, #/hr	11	0	4	4	0	11	4	0	3	3	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	4	13	2	2	2	2	2	11	7	2	2
Mvmt Flow	19	327	8	3	640	8	0	1	9	15	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	659	0	-	331	0	0	-	1034	-	866	1030	339
Stage 1	-	-	-	-	-	-	-	369	-	661	661	-
Stage 2	-	-	-	-	-	-	-	665	-	205	369	-
Critical Hdwy	4.14	-	-	4.14	-	-	-	6.54	-	7.64	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.54	-	6.64	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.54	-	6.64	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	-	4.02	-	3.57	4.02	3.32
Pot Cap-1 Maneuver	925	-	0	1225	-	-	0	231	0	239	232	657
Stage 1	-	-	0	-	-	-	0	619	0	406	458	-
Stage 2	-	-	0	-	-	-	0	456	0	764	619	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	915	-	-	1220	-	-	-	221	-	230	222	648
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	221	-	230	222	-
Stage 1	-	-	-	-	-	-	-	601	-	392	452	-
Stage 2	-	-	-	-	-	-	-	450	-	741	601	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.5	0	0	17.4
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	915	-	1220	-	-	315
HCM Lane V/C Ratio	-	0.02	-	0.003	-	-	0.079
HCM Control Delay (s/veh)	0	9	-	8	-	-	17.4
HCM Lane LOS	A	A	-	A	-	-	C
HCM 95th %tile Q (veh)	-	0.1	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	650	52	10	716	10	3	0	42	6	1	6
Future Vol, veh/h	22	650	52	10	716	10	3	0	42	6	1	6
Conflicting Peds, #/hr	19	0	0	0	0	19	2	0	3	3	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	10	33	2	2	17	2	2
Mvmt Flow	23	684	55	11	754	11	3	0	44	6	1	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	784	0	-	684	0	0	1132	-	-	1192	1531	404
Stage 1	-	-	-	-	-	-	730	-	-	801	801	-
Stage 2	-	-	-	-	-	-	402	-	-	391	730	-
Critical Hdwy	4.14	-	-	4.14	-	-	8.16	-	-	7.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	7.16	-	-	6.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7.16	-	-	6.84	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.83	-	-	3.67	4.02	3.32
Pot Cap-1 Maneuver	830	-	0	905	-	-	124	0	0	126	116	596
Stage 1	-	-	0	-	-	-	316	0	0	313	395	-
Stage 2	-	-	0	-	-	-	519	0	0	566	426	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	815	-	-	905	-	-	115	-	-	117	106	584
Mov Cap-2 Maneuver	-	-	-	-	-	-	115	-	-	117	106	-
Stage 1	-	-	-	-	-	-	301	-	-	293	380	-
Stage 2	-	-	-	-	-	-	500	-	-	538	406	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.3	0.1	37.2	26.3
HCM LOS			E	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	115	815	-	905	-	-	183
HCM Lane V/C Ratio	0.027	0.028	-	0.012	-	-	0.075
HCM Control Delay (s/veh)	37.2	9.5	-	9	-	-	26.3
HCM Lane LOS	E	A	-	A	-	-	D
HCM 95th %tile Q (veh)	0.1	0.1	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	811	71	8	770	9	0	1	48	19	4	35
Future Vol, veh/h	20	811	71	8	770	9	0	1	48	19	4	35
Conflicting Peds, #/hr	6	0	3	3	0	6	1	0	2	2	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	6	2	2	2
Mvmt Flow	22	911	80	9	865	10	0	1	54	21	4	39

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	881	0	-	914	0	0	-	1857	-	1396	1852	445
Stage 1	-	-	-	-	-	-	-	958	-	894	894	-
Stage 2	-	-	-	-	-	-	-	899	-	502	958	-
Critical Hdwy	4.14	-	-	4.14	-	-	-	6.54	-	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	-	4.02	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	763	-	0	742	-	-	0	73	0	101	73	561
Stage 1	-	-	0	-	-	-	0	334	0	302	358	-
Stage 2	-	-	0	-	-	-	0	356	0	520	334	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	759	-	-	740	-	-	-	66	-	93	66	557
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	66	-	93	66	-
Stage 1	-	-	-	-	-	-	-	313	-	283	347	-
Stage 2	-	-	-	-	-	-	-	345	-	487	313	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.2	0.1	0	36.7
HCM LOS			A	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	759	-	740	-	-	177
HCM Lane V/C Ratio	-	0.03	-	0.012	-	-	0.368
HCM Control Delay (s/veh)	0	9.9	-	9.9	-	-	36.7
HCM Lane LOS	A	A	-	A	-	-	E
HCM 95th %tile Q (veh)	-	0.1	-	0	-	-	1.6

HCM Signalized Intersection Capacity Analysis — Dunwoody Raising Caines
1: Ashford Dunwoody Rd & Perimeter Center W/Perimeter Center E — No-Build 2026 Conditions - AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	55	222	211	134	63	411	691	70	72	857	90
Future Volume (vph)	54	55	222	211	134	63	411	691	70	72	857	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.1	6.2	6.2	6.1	6.2	6.2
Lane Util. Factor	0.97	1.00	1.00	0.91	0.91	1.00	0.97	0.95	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.98	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3242	1792	1521	1610	3265	1554	3433	3539	1519	1770	5085	1534
Flt Permitted	0.95	1.00	1.00	0.95	0.46	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3242	1792	1521	1610	1517	1554	3433	3539	1519	1770	5085	1534
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	57	59	236	224	143	67	437	735	74	77	912	96
RTOR Reduction (vph)	0	0	221	0	0	49	0	0	41	0	0	65
Lane Group Flow (vph)	57	59	15	121	246	18	437	735	33	77	912	31
Confl. Peds. (#/hr)	4		5	5		4	5		10	10		5
Heavy Vehicles (%)	8%	6%	4%	2%	5%	2%	2%	2%	3%	2%	2%	3%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1 9	6		5	2	
Permitted Phases			8			4			6			2
Actuated Green, G (s)	10.6	10.6	10.6	44.5	44.5	44.5	34.8	76.4	76.4	13.2	54.8	54.8
Effective Green, g (s)	10.6	10.6	10.6	44.5	44.5	44.5	34.8	76.4	76.4	13.2	54.8	54.8
Actuated g/C Ratio	0.06	0.06	0.06	0.26	0.26	0.26	0.20	0.45	0.45	0.08	0.32	0.32
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	6.5		6.2	6.2	6.1	6.2	6.2
Vehicle Extension (s)	2.0	1.5	1.5	2.0	1.5	1.5		5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	202	111	94	421	854	406	702	1590	682	137	1639	494
v/s Ratio Prot	0.02	c0.03		0.08	c0.08		c0.13	0.21		0.04	c0.18	
v/s Ratio Perm			0.01			0.01			0.02			0.02
v/c Ratio	0.28	0.53	0.16	0.29	0.29	0.04	0.62	0.46	0.05	0.56	0.56	0.06
Uniform Delay, d1	76.1	77.3	75.5	50.1	50.1	46.9	61.6	32.5	26.3	75.6	47.6	39.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.98	6.00
Incremental Delay, d2	0.3	2.4	0.3	0.1	0.1	0.0	1.7	0.4	0.1	4.9	1.3	0.2
Delay (s)	76.3	79.7	75.8	50.2	50.2	46.9	63.3	33.0	26.4	69.3	48.0	239.4
Level of Service	E	E	E	D	D	D	E	C	C	E	D	F
Approach Delay (s/veh)		76.5			49.7			43.2			66.5	
Approach LOS		E			D			D			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	56.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	31.4
Intersection Capacity Utilization	72.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis — Dunwoody Raising Caines
1: Ashford Dunwoody Rd & Perimeter Center W/Perimeter Center N — No-Build 2026 Conditions - MD Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	141	86	432	102	93	77	456	766	93	48	742	153
Future Volume (vph)	141	86	432	102	93	77	456	766	93	48	742	153
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.1	6.2	6.2	6.1	6.2	6.2
Lane Util. Factor	0.97	1.00	1.00	0.91	0.91	1.00	0.97	0.95	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	1863	1559	1610	3318	1525	3433	3539	1559	1671	5036	1547
Flt Permitted	0.95	1.00	1.00	0.95	0.46	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	1863	1559	1610	1532	1525	3433	3539	1559	1671	5036	1547
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	150	91	460	109	99	82	485	815	99	51	789	163
RTOR Reduction (vph)	0	0	422	0	0	58	0	0	58	0	0	78
Lane Group Flow (vph)	150	91	38	68	140	24	485	815	41	51	789	85
Confl. Peds. (#/hr)	10		2	2		10	6		2	2		6
Heavy Vehicles (%)	2%	2%	2%	2%	3%	3%	2%	2%	2%	8%	3%	2%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4			6			2
Actuated Green, G (s)	13.3	13.3	13.3	45.9	45.9	45.9	29.2	66.5	66.5	9.0	46.3	46.3
Effective Green, g (s)	13.3	13.3	13.3	45.9	45.9	45.9	29.2	66.5	66.5	9.0	46.3	46.3
Actuated g/C Ratio	0.08	0.08	0.08	0.29	0.29	0.29	0.18	0.42	0.42	0.06	0.29	0.29
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.1	6.2	6.2	6.1	6.2	6.2
Vehicle Extension (s)	2.0	1.5	1.5	2.0	1.5	1.5	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	285	154	129	461	951	437	626	1470	647	93	1457	447
v/s Ratio Prot	0.04	c0.05		c0.04	0.04		c0.14	c0.23		0.03	c0.16	
v/s Ratio Perm			0.02			0.02			0.03			0.05
v/c Ratio	0.53	0.59	0.30	0.15	0.15	0.05	0.77	0.55	0.06	0.55	0.54	0.19
Uniform Delay, d1	70.3	70.7	69.0	42.5	42.5	41.3	62.3	35.5	28.1	73.5	47.9	42.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.79	0.57
Incremental Delay, d2	0.8	4.0	0.5	0.1	0.0	0.0	6.0	0.8	0.1	6.2	1.4	0.9
Delay (s)	71.1	74.7	69.4	42.5	42.5	41.3	68.2	36.3	28.1	69.5	39.4	25.5
Level of Service	E	E	E	D	D	D	E	D	C	E	D	C
Approach Delay (s/veh)		70.5			42.2			46.8			38.7	
Approach LOS		E			D			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	48.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.3
Intersection Capacity Utilization	76.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

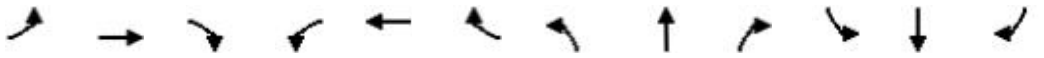
HCM Signalized Intersection Capacity Analysis — Dunwoody Raising Caines
1: Ashford Dunwoody Rd & Perimeter Center W/Perimeter Center E — No-Build 2026 Conditions - PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	253	167	455	137	123	120	529	1265	165	59	691	123
Future Volume (vph)	253	167	455	137	123	120	529	1265	165	59	691	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.1	6.2	6.2	6.1	6.2	6.2
Lane Util. Factor	0.97	1.00	1.00	0.91	0.91	1.00	0.97	0.95	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.97	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	1863	1553	1610	3341	1542	3433	3539	1539	1770	5085	1542
Flt Permitted	0.95	1.00	1.00	0.95	0.46	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	1863	1553	1610	1543	1542	3433	3539	1539	1770	5085	1542
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	269	178	484	146	131	128	563	1346	176	63	735	131
RTOR Reduction (vph)	0	0	427	0	0	99	0	0	54	0	0	74
Lane Group Flow (vph)	269	178	57	91	186	29	563	1346	122	63	735	57
Confl. Peds. (#/hr)	8		4	4		8	7		8	8		7
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4			6			2
Actuated Green, G (s)	21.3	21.3	21.3	40.2	40.2	40.2	48.6	81.5	81.5	11.7	44.6	44.6
Effective Green, g (s)	21.3	21.3	21.3	40.2	40.2	40.2	48.6	81.5	81.5	11.7	44.6	44.6
Actuated g/C Ratio	0.12	0.12	0.12	0.22	0.22	0.22	0.27	0.45	0.45	0.07	0.25	0.25
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.1	6.2	6.2	6.1	6.2	6.2
Vehicle Extension (s)	2.0	1.5	1.5	2.0	1.5	1.5	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	406	220	183	359	746	344	926	1602	696	115	1259	382
v/s Ratio Prot	0.08	c0.10		c0.06	0.06		0.16	c0.38		0.04	c0.14	
v/s Ratio Perm			0.04			0.02			0.08			0.04
v/c Ratio	0.66	0.81	0.31	0.25	0.25	0.08	0.61	0.84	0.18	0.55	0.58	0.15
Uniform Delay, d1	75.9	77.4	72.7	57.5	57.5	55.3	57.4	43.5	29.3	81.6	59.5	52.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	0.89	0.85
Incremental Delay, d2	3.1	18.3	0.4	0.1	0.1	0.0	1.1	4.6	0.3	5.1	1.9	0.8
Delay (s)	79.1	95.7	73.0	57.7	57.6	55.4	58.5	48.1	29.5	91.8	54.7	45.6
Level of Service	E	F	E	E	E	E	E	D	C	F	D	D
Approach Delay (s/veh)		79.1			56.9			49.3			55.9	
Approach LOS		E			E			D			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	57.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	25.3
Intersection Capacity Utilization	84.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
2: Ashford Dunwoody Rd & Perimeter Terr/Perimeter Center N

Dunwoody Raising Caines
No-Build 2026 Conditions - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	1	11	158	0	58	126	540	140	42	848	26
Future Volume (vph)	2	1	11	158	0	58	126	540	140	42	848	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.1	6.1	6.1	6.7	6.7	6.7	6.5	6.5	6.5	6.2	6.5	6.5
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.94	1.00	1.00	0.98	1.00	1.00	0.94	1.00	1.00	0.97
Flpb, ped/bikes	0.99	1.00	1.00	0.99	0.99	1.00	1.00	1.00	1.00	0.99	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1750	950	1191	1598	3196	1544	1768	3539	1460	1759	3539	1361
Flt Permitted	1.00	1.00	1.00	0.76	0.76	1.00	0.25	1.00	1.00	0.41	1.00	1.00
Satd. Flow (perm)	1843	950	1191	1274	2548	1544	474	3539	1460	751	3539	1361
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	2	1	12	178	0	65	142	607	157	47	953	29
RTOR Reduction (vph)	0	0	12	0	0	59	0	0	48	0	0	10
Lane Group Flow (vph)	2	1	0	89	89	6	142	607	109	47	953	19
Confl. Peds. (#/hr)	7		4	4		7	9		13	13		9
Heavy Vehicles (%)	2%	100%	27%	2%	2%	2%	2%	2%	4%	2%	2%	15%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases		3			4		1	6		5	2	
Permitted Phases	3		3	4		4	2		6	6		2
Actuated Green, G (s)	3.9	3.9	3.9	16.7	16.7	16.7	123.6	118.4	118.4	123.9	110.1	110.1
Effective Green, g (s)	3.9	3.9	3.9	16.7	16.7	16.7	123.6	118.4	118.4	123.9	110.1	110.1
Actuated g/C Ratio	0.02	0.02	0.02	0.10	0.10	0.10	0.73	0.70	0.70	0.73	0.65	0.65
Clearance Time (s)	6.1	6.1	6.1	6.7	6.7	6.7	6.5	6.5	6.5	6.2	6.5	6.5
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	42	21	27	125	250	151	447	2464	1016	579	2292	881
v/s Ratio Prot		0.00					c0.03	c0.17		0.00	c0.27	
v/s Ratio Perm	c0.00		0.00	c0.07	0.03	0.00	0.21		0.07	0.06		0.01
v/c Ratio	0.05	0.05	0.01	0.71	0.36	0.04	0.32	0.25	0.11	0.08	0.42	0.02
Uniform Delay, d1	81.2	81.2	81.2	74.3	71.6	69.4	8.0	9.5	8.5	6.5	14.4	10.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	3.13	2.46	7.54	1.00	1.00	1.00
Incremental Delay, d2	0.3	0.7	0.1	16.3	0.6	0.1	0.4	0.1	0.1	0.1	0.6	0.0
Delay (s)	81.6	81.9	81.3	90.6	72.3	69.5	25.3	23.4	63.9	6.5	15.0	10.7
Level of Service	F	F	F	F	E	E	C	C	E	A	B	B
Approach Delay (s/veh)		81.4			78.2			30.7			14.5	
Approach LOS		F			E			C			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	28.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	25.8
Intersection Capacity Utilization	60.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: Ashford Dunwoody Rd & Perimeter Terr/Perimeter Center N

Dunwoody Raising Caines
No-Build 2026 Conditions - MD Peak Hour

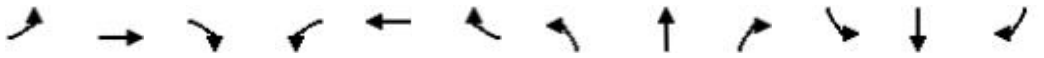
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	1	53	114	2	52	67	778	121	34	758	19
Future Volume (vph)	13	1	53	114	2	52	67	778	121	34	758	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.1	6.1	6.1	6.7	6.7	6.7	6.5	6.5	6.5	6.2	6.5	6.5
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98	1.00	1.00	0.96	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1765	1863	1583	1595	3157	1559	1769	3539	1515	1653	3539	1517
Flt Permitted	0.29	1.00	1.00	0.76	0.75	1.00	0.30	1.00	1.00	0.30	1.00	1.00
Satd. Flow (perm)	543	1863	1583	1271	2474	1559	562	3539	1515	517	3539	1517
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	14	1	57	123	2	56	72	837	130	37	815	20
RTOR Reduction (vph)	0	0	52	0	0	52	0	0	47	0	0	8
Lane Group Flow (vph)	14	1	5	61	64	4	72	837	83	37	815	13
Confl. Peds. (#/hr)	2					2	1		8	8		1
Heavy Vehicles (%)	2%	2%	2%	3%	50%	2%	2%	2%	2%	9%	2%	5%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases		3			4		1	6		5	2	
Permitted Phases	3		3	4		4	2		6	6		2
Actuated Green, G (s)	13.7	13.7	13.7	12.8	12.8	12.8	107.7	102.4	102.4	108.0	100.0	100.0
Effective Green, g (s)	13.7	13.7	13.7	12.8	12.8	12.8	107.7	102.4	102.4	108.0	100.0	100.0
Actuated g/C Ratio	0.09	0.09	0.09	0.08	0.08	0.08	0.67	0.64	0.64	0.68	0.63	0.63
Clearance Time (s)	6.1	6.1	6.1	6.7	6.7	6.7	6.5	6.5	6.5	6.2	6.5	6.5
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	46	159	135	101	197	124	436	2264	969	388	2211	948
v/s Ratio Prot		0.00					c0.01	c0.24		0.00	0.23	
v/s Ratio Perm	c0.03		0.00	c0.05	0.03	0.00	0.10		0.05	0.06		0.01
v/c Ratio	0.30	0.01	0.04	0.60	0.32	0.04	0.17	0.37	0.09	0.10	0.37	0.01
Uniform Delay, d1	68.7	66.9	67.1	71.1	69.5	67.9	9.4	13.6	11.0	9.1	14.6	11.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.53	1.21	2.58	1.00	1.00	1.00
Incremental Delay, d2	2.7	0.0	0.1	8.3	0.7	0.1	0.2	0.2	0.1	0.1	0.5	0.0
Delay (s)	71.4	66.9	67.2	79.5	70.2	68.0	14.6	16.6	28.4	9.2	15.1	11.4
Level of Service	E	E	E	E	E	E	B	B	C	A	B	B
Approach Delay (s/veh)		68.0			72.6			18.0			14.8	
Approach LOS		E			E			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	22.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.8
Intersection Capacity Utilization	53.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: Ashford Dunwoody Rd & Perimeter Terr/Perimeter Center N

Dunwoody Raising Caines
No-Build 2026 Conditions - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	4	89	141	1	90	69	1311	235	48	625	17
Future Volume (vph)	17	4	89	141	1	90	69	1311	235	48	625	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.1	6.1	6.1	6.7	6.7	6.7	6.5	6.5	6.5	6.2	6.5	6.5
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1761	1863	1526	1594	3199	1552	1767	3539	1531	1770	3539	1337
Flt Permitted	0.22	1.00	1.00	0.76	0.74	1.00	0.37	1.00	1.00	0.13	1.00	1.00
Satd. Flow (perm)	414	1863	1526	1267	2485	1552	685	3539	1531	246	3539	1337
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	18	4	94	148	1	95	73	1380	247	51	658	18
RTOR Reduction (vph)	0	0	85	0	0	87	0	0	89	0	0	7
Lane Group Flow (vph)	18	4	9	74	75	8	73	1380	158	51	658	11
Confl. Peds. (#/hr)	4		5	5		4	5		4	4		5
Heavy Vehicles (%)	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	18%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases		3			4		1	6		5	2	
Permitted Phases	3		3	4		4	2		6	6		2
Actuated Green, G (s)	17.9	17.9	17.9	15.4	15.4	15.4	120.9	115.1	115.1	121.2	112.9	112.9
Effective Green, g (s)	17.9	17.9	17.9	15.4	15.4	15.4	120.9	115.1	115.1	121.2	112.9	112.9
Actuated g/C Ratio	0.10	0.10	0.10	0.09	0.09	0.09	0.67	0.64	0.64	0.67	0.63	0.63
Clearance Time (s)	6.1	6.1	6.1	6.7	6.7	6.7	6.5	6.5	6.5	6.2	6.5	6.5
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	41	185	151	108	212	132	508	2262	978	217	2219	838
v/s Ratio Prot		0.00					0.01	c0.39		c0.01	0.19	
v/s Ratio Perm	c0.04		0.01	c0.06	0.03	0.01	0.09		0.10	0.15		0.01
v/c Ratio	0.44	0.02	0.06	0.69	0.35	0.06	0.14	0.61	0.16	0.24	0.30	0.01
Uniform Delay, d1	76.3	73.1	73.4	79.9	77.6	75.7	10.4	19.2	13.0	14.4	15.4	12.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.83	0.64	0.76	1.00	1.00	1.00
Incremental Delay, d2	5.4	0.0	0.1	15.2	0.7	0.1	0.1	0.5	0.1	0.6	0.3	0.0
Delay (s)	81.7	73.2	73.6	95.1	78.3	75.8	8.7	12.8	10.0	15.0	15.7	12.6
Level of Service	F	E	E	F	E	E	A	B	A	B	B	B
Approach Delay (s/veh)		74.8			82.5			12.2			15.6	
Approach LOS		E			F			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	21.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	25.8
Intersection Capacity Utilization	68.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	836	1003	0
Future Vol, veh/h	0	0	0	836	1003	0
Conflicting Peds, #/hr	1	1	8	0	0	8
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	75	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	939	1127	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1606	573	1135	0	-	0
Stage 1	1135	-	-	-	-	-
Stage 2	471	-	-	-	-	-
Critical Hdwy	6.29	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.67	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	121	396	337	-	-	-
Stage 1	204	-	-	-	-	-
Stage 2	575	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	119	393	334	-	-	-
Mov Cap-2 Maneuver	119	-	-	-	-	-
Stage 1	202	-	-	-	-	-
Stage 2	570	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	334	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q (veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	4	0	1015	926	0
Future Vol, veh/h	0	4	0	1015	926	0
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	75	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	25	25	2	2	2
Mvmt Flow	0	4	0	1103	1007	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1561	506	1009	0	-	0
Stage 1	1009	-	-	-	-	-
Stage 2	552	-	-	-	-	-
Critical Hdwy	6.29	7.6	5.8	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.67	4.15	3.35	-	-	-
Pot Cap-1 Maneuver	128	393	326	-	-	-
Stage 1	244	-	-	-	-	-
Stage 2	524	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	127	392	325	-	-	-
Mov Cap-2 Maneuver	127	-	-	-	-	-
Stage 1	244	-	-	-	-	-
Stage 2	523	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	14.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	325	-	392	-	-
HCM Lane V/C Ratio	-	-	0.011	-	-
HCM Control Delay (s/veh)	0	-	14.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q (veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	2	0	1669	865	0
Future Vol, veh/h	0	2	0	1669	865	0
Conflicting Peds, #/hr	2	0	8	0	0	8
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	75	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	2	0	1721	892	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1763	454	900	0	-	0
Stage 1	900	-	-	-	-	-
Stage 2	863	-	-	-	-	-
Critical Hdwy	6.29	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.67	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	97	473	437	-	-	-
Stage 1	285	-	-	-	-	-
Stage 2	364	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	95	469	434	-	-	-
Mov Cap-2 Maneuver	95	-	-	-	-	-
Stage 1	283	-	-	-	-	-
Stage 2	361	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	12.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	434	-	469	-	-
HCM Lane V/C Ratio	-	-	0.004	-	-
HCM Control Delay (s/veh)	0	-	12.7	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q (veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	8	0	2	6	125	0	0	2	10	0	0
Future Vol, veh/h	0	8	0	2	6	125	0	0	2	10	0	0
Conflicting Peds, #/hr	0	0	11	11	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	57	2	2	50	2	2	2	2	20	2	2
Mvmt Flow	0	10	0	2	7	154	0	0	2	12	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	21	0	0	32	32	22	23	32	7
Stage 1	-	-	-	-	-	-	21	21	-	11	11	-
Stage 2	-	-	-	-	-	-	11	11	-	12	21	-
Critical Hdwy	-	-	-	4.12	-	-	7.12	6.52	6.22	7.3	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.3	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.3	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.018	3.318	3.68	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1595	-	0	976	861	1055	945	861	1075
Stage 1	0	-	-	-	-	0	998	878	-	965	886	-
Stage 2	0	-	-	-	-	0	1010	886	-	964	878	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1578	-	-	965	852	1043	941	852	1075
Mov Cap-2 Maneuver	-	-	-	-	-	-	965	852	-	941	852	-
Stage 1	-	-	-	-	-	-	998	869	-	965	885	-
Stage 2	-	-	-	-	-	-	1009	885	-	961	869	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	1.8	8.5	8.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	1043	-	-	1578	-	941
HCM Lane V/C Ratio	0.002	-	-	0.002	-	0.013
HCM Control Delay (s/veh)	8.5	-	-	7.3	-	8.9
HCM Lane LOS	A	-	-	A	-	A
HCM 95th %tile Q (veh)	0	-	-	0	-	0

Intersection	
Int Delay, s/veh	7.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	6	0	23	5	32	0	0	13	42	1	2
Future Vol, veh/h	0	6	0	23	5	32	0	0	13	42	1	2
Conflicting Peds, #/hr	0	0	2	2	0	0	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	3	2	2	2	2	100	2
Mvmt Flow	0	7	0	27	6	37	0	0	15	49	1	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	9	0	0	72	69	9	75	69	7
Stage 1	-	-	-	-	-	-	9	9	-	60	60	-
Stage 2	-	-	-	-	-	-	63	60	-	15	9	-
Critical Hdwy	-	-	-	4.12	-	-	7.12	6.52	6.22	7.12	7.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	6.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	6.5	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.9	3.318
Pot Cap-1 Maneuver	0	-	-	1611	-	0	919	822	1073	915	667	1075
Stage 1	0	-	-	-	-	0	1012	888	-	951	687	-
Stage 2	0	-	-	-	-	0	948	845	-	1005	727	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1608	-	-	902	806	1071	890	654	1074
Mov Cap-2 Maneuver	-	-	-	-	-	-	902	806	-	890	654	-
Stage 1	-	-	-	-	-	-	1012	886	-	951	675	-
Stage 2	-	-	-	-	-	-	927	831	-	991	726	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	6	8.4	9.3
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	1071	-	-	1608	-	890
HCM Lane V/C Ratio	0.014	-	-	0.017	-	0.059
HCM Control Delay (s/veh)	8.4	-	-	7.3	-	9.3
HCM Lane LOS	A	-	-	A	-	A
HCM 95th %tile Q (veh)	0	-	-	0.1	-	0.2

Intersection	
Int Delay, s/veh	7.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	10	7	28	17	14	1	0	17	89	3	1
Future Vol, veh/h	0	10	7	28	17	14	1	0	17	89	3	1
Conflicting Peds, #/hr	1	0	6	6	0	1	5	0	2	2	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	20	2	2	18	7	2	11	2	2	2	2
Mvmt Flow	0	11	8	32	19	16	1	0	19	101	3	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	25	0	0	111	104	23	110	108	24
Stage 1	-	-	-	-	-	-	21	21	-	83	83	-
Stage 2	-	-	-	-	-	-	90	83	-	27	25	-
Critical Hdwy	-	-	-	4.12	-	-	7.12	6.61	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.61	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.61	-	6.12	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.099	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1589	-	0	867	769	1054	868	782	1052
Stage 1	0	-	-	-	-	0	998	860	-	925	826	-
Stage 2	0	-	-	-	-	0	917	809	-	990	874	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1580	-	-	841	749	1046	838	762	1047
Mov Cap-2 Maneuver	-	-	-	-	-	-	841	749	-	838	762	-
Stage 1	-	-	-	-	-	-	998	855	-	925	809	-
Stage 2	-	-	-	-	-	-	890	793	-	970	869	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	4.6	8.6	9.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	1032	-	-	1580	-	837
HCM Lane V/C Ratio	0.02	-	-	0.02	-	0.126
HCM Control Delay (s/veh)	8.6	-	-	7.3	-	9.9
HCM Lane LOS	A	-	-	A	-	A
HCM 95th %tile Q (veh)	0.1	-	-	0.1	-	0.4

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	317	8	3	620	8	0	0	10	14	0	10
Future Vol, veh/h	18	317	8	3	620	8	0	0	10	14	0	10
Conflicting Peds, #/hr	11	0	4	4	0	11	4	0	3	3	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	4	13	2	2	2	2	2	11	7	2	2
Mvmt Flow	19	330	8	3	646	8	0	0	10	15	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	665	0	-	334	0	0	-	-	-	873	1039	342
Stage 1	-	-	-	-	-	-	-	-	-	667	667	-
Stage 2	-	-	-	-	-	-	-	-	-	206	372	-
Critical Hdwy	4.14	-	-	4.14	-	-	-	-	-	7.64	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.64	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.64	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	-	-	-	3.57	4.02	3.32
Pot Cap-1 Maneuver	920	-	0	1222	-	-	0	0	0	236	229	654
Stage 1	-	-	0	-	-	-	0	0	0	403	455	-
Stage 2	-	-	0	-	-	-	0	0	0	762	617	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	910	-	-	1222	-	-	-	-	-	228	220	645
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	228	220	-
Stage 1	-	-	-	-	-	-	-	-	-	388	449	-
Stage 2	-	-	-	-	-	-	-	-	-	740	601	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.5	0	0	17.5
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	910	-	1222	-	-	312
HCM Lane V/C Ratio	-	0.021	-	0.003	-	-	0.08
HCM Control Delay (s/veh)	0	9	-	8	-	-	17.5
HCM Lane LOS	A	A	-	A	-	-	C
HCM 95th %tile Q (veh)	-	0.1	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	657	53	4	729	10	0	0	45	7	0	6
Future Vol, veh/h	22	657	53	4	729	10	0	0	45	7	0	6
Conflicting Peds, #/hr	19	0	0	0	0	19	2	0	3	3	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	10	33	2	2	17	2	2
Mvmt Flow	23	692	56	4	767	11	0	0	47	7	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	797	0	-	692	0	0	-	-	-	1195	1538	410
Stage 1	-	-	-	-	-	-	-	-	-	800	800	-
Stage 2	-	-	-	-	-	-	-	-	-	395	738	-
Critical Hdwy	4.14	-	-	4.14	-	-	-	-	-	7.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.84	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	-	-	-	3.67	4.02	3.32
Pot Cap-1 Maneuver	821	-	0	899	-	-	0	0	0	126	115	591
Stage 1	-	-	0	-	-	-	0	0	0	314	395	-
Stage 2	-	-	0	-	-	-	0	0	0	563	422	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	806	-	-	899	-	-	-	-	-	118	107	579
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	118	107	-
Stage 1	-	-	-	-	-	-	-	-	-	294	385	-
Stage 2	-	-	-	-	-	-	-	-	-	536	403	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.3	0	0	25.8
HCM LOS			A	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	806	-	899	-	-	187
HCM Lane V/C Ratio	-	0.029	-	0.005	-	-	0.073
HCM Control Delay (s/veh)	0	9.6	-	9	-	-	25.8
HCM Lane LOS	A	A	-	A	-	-	D
HCM 95th %tile Q (veh)	-	0.1	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	819	72	1	785	9	0	0	49	23	0	35
Future Vol, veh/h	20	819	72	1	785	9	0	0	49	23	0	35
Conflicting Peds, #/hr	6	0	3	3	0	6	1	0	2	2	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	6	2	2	2
Mvmt Flow	22	920	81	1	882	10	0	0	55	26	0	39

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	898	0	-	923	0	0	-	-	-	1401	1862	453
Stage 1	-	-	-	-	-	-	-	-	-	895	895	-
Stage 2	-	-	-	-	-	-	-	-	-	506	967	-
Critical Hdwy	4.14	-	-	4.14	-	-	-	-	-	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	752	-	0	736	-	-	0	0	0	100	72	554
Stage 1	-	-	0	-	-	-	0	0	0	302	357	-
Stage 2	-	-	0	-	-	-	0	0	0	517	331	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	748	-	-	736	-	-	-	-	-	95	67	550
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	95	67	-
Stage 1	-	-	-	-	-	-	-	-	-	282	354	-
Stage 2	-	-	-	-	-	-	-	-	-	485	311	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.2	0	0	33.5
HCM LOS			A	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	748	-	736	-	-	190
HCM Lane V/C Ratio	-	0.03	-	0.002	-	-	0.343
HCM Control Delay (s/veh)	0	10	-	9.9	-	-	33.5
HCM Lane LOS	A	A	-	A	-	-	D
HCM 95th %tile Q (veh)	-	0.1	-	0	-	-	1.4

HCM Signalized Intersection Capacity Analysis — Dunwoody Raising Caines

1: Ashford Dunwoody Rd & Perimeter Center W/Perimeter Center E — Build 2026 - AM Peak

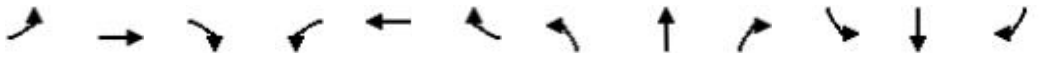
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	55	222	211	136	63	411	703	70	73	869	90
Future Volume (vph)	54	55	222	211	136	63	411	703	70	73	869	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.1	6.2	6.2	6.1	6.2	6.2
Lane Util. Factor	0.97	1.00	1.00	0.91	0.91	1.00	0.97	0.95	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.98	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3273	1792	1521	1610	3284	1554	3433	3539	1519	1770	5085	1534
Flt Permitted	0.95	1.00	1.00	0.95	0.46	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3273	1792	1521	1610	1525	1554	3433	3539	1519	1770	5085	1534
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	57	59	236	224	145	67	437	748	74	78	924	96
RTOR Reduction (vph)	0	0	221	0	0	50	0	0	41	0	0	65
Lane Group Flow (vph)	57	59	15	121	248	17	437	748	33	78	924	31
Confl. Peds. (#/hr)	4		5	5		4	5		10	10		5
Heavy Vehicles (%)	7%	6%	4%	2%	4%	2%	2%	2%	3%	2%	2%	3%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1 9	6		5	2	
Permitted Phases			8			4			6			2
Actuated Green, G (s)	10.6	10.6	10.6	44.3	44.3	44.3	34.8	76.4	76.4	13.4	55.0	55.0
Effective Green, g (s)	10.6	10.6	10.6	44.3	44.3	44.3	34.8	76.4	76.4	13.4	55.0	55.0
Actuated g/C Ratio	0.06	0.06	0.06	0.26	0.26	0.26	0.20	0.45	0.45	0.08	0.32	0.32
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	6.5		6.2	6.2	6.1	6.2	6.2
Vehicle Extension (s)	2.0	1.5	1.5	2.0	1.5	1.5		5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	204	111	94	419	855	404	702	1590	682	139	1645	496
v/s Ratio Prot	0.02	c0.03		0.08	c0.08		c0.13	0.21		0.04	c0.18	
v/s Ratio Perm			0.01			0.01			0.02			0.02
v/c Ratio	0.28	0.53	0.16	0.29	0.29	0.04	0.62	0.47	0.05	0.56	0.56	0.06
Uniform Delay, d1	76.1	77.3	75.5	50.3	50.3	47.0	61.6	32.7	26.3	75.5	47.5	39.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.85	3.96
Incremental Delay, d2	0.3	2.4	0.3	0.1	0.1	0.0	1.7	0.5	0.1	4.8	1.3	0.2
Delay (s)	76.3	79.7	75.8	50.4	50.3	47.0	63.3	33.1	26.4	72.7	41.9	157.5
Level of Service	E	E	E	D	D	D	E	C	C	E	D	F
Approach Delay (s/veh)		76.5			49.8			43.2			54.2	
Approach LOS		E			D			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	51.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	31.4
Intersection Capacity Utilization	72.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: Ashford Dunwoody Rd & Perimeter Terr/Perimeter Center N

Dunwoody Raising Caines
Build 2026 - AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	2	11	158	2	58	138	540	140	42	854	26
Future Volume (vph)	8	2	11	158	2	58	138	540	140	42	854	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.1	6.1	6.1	6.7	6.7	6.7	6.5	6.5	6.5	6.2	6.5	6.5
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.98	1.00	1.00	0.94	1.00	1.00	0.97
Flpb, ped/bikes	0.99	1.00	1.00	0.99	0.99	1.00	1.00	1.00	1.00	0.99	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1753	1258	1221	1598	3208	1544	1769	3539	1460	1759	3539	1349
Flt Permitted	0.41	1.00	1.00	0.76	0.74	1.00	0.24	1.00	1.00	0.40	1.00	1.00
Satd. Flow (perm)	753	1258	1221	1273	2494	1544	451	3539	1460	740	3539	1349
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	9	2	12	178	2	65	155	607	157	47	960	29
RTOR Reduction (vph)	0	0	11	0	0	59	0	0	53	0	0	11
Lane Group Flow (vph)	9	2	1	89	91	6	155	607	104	47	960	18
Confl. Peds. (#/hr)	7		4	4		7	9		13	13		9
Heavy Vehicles (%)	2%	51%	28%	2%	2%	2%	2%	2%	4%	2%	2%	16%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases		3			4		1	6		5	2	
Permitted Phases	3		3	4		4	2		6	6		2
Actuated Green, G (s)	9.8	9.8	9.8	16.7	16.7	16.7	117.7	112.2	112.2	118.0	103.5	103.5
Effective Green, g (s)	9.8	9.8	9.8	16.7	16.7	16.7	117.7	112.2	112.2	118.0	103.5	103.5
Actuated g/C Ratio	0.06	0.06	0.06	0.10	0.10	0.10	0.69	0.66	0.66	0.69	0.61	0.61
Clearance Time (s)	6.1	6.1	6.1	6.7	6.7	6.7	6.5	6.5	6.5	6.2	6.5	6.5
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	43	72	70	125	244	151	422	2335	963	548	2154	821
v/s Ratio Prot		0.00					c0.03	0.17		0.00	c0.27	
v/s Ratio Perm	c0.01		0.00	c0.07	0.04	0.00	0.22		0.07	0.06		0.01
v/c Ratio	0.21	0.03	0.01	0.71	0.37	0.04	0.37	0.26	0.11	0.09	0.45	0.02
Uniform Delay, d1	76.4	75.6	75.5	74.3	71.7	69.4	10.4	11.9	10.6	8.3	17.9	13.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	2.78	1.88	5.17	1.00	1.00	1.00
Incremental Delay, d2	1.8	0.1	0.0	16.3	0.7	0.1	0.5	0.1	0.1	0.1	0.7	0.0
Delay (s)	78.2	75.7	75.6	90.6	72.4	69.5	29.3	22.4	54.7	8.4	18.5	13.2
Level of Service	E	E	E	F	E	E	C	C	D	A	B	B
Approach Delay (s/veh)		76.6			78.3			29.1			17.9	
Approach LOS		E			E			C			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	29.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	25.8
Intersection Capacity Utilization	61.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	34	0	848	982	27
Future Vol, veh/h	0	34	0	848	982	27
Conflicting Peds, #/hr	1	1	8	0	0	8
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	38	0	953	1103	30

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	576	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	394	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	391	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	15.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	391	-	-
HCM Lane V/C Ratio	-	0.098	-	-
HCM Control Delay (s/veh)	-	15.2	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q (veh)	-	0.3	-	-

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	8	0	16	6	125	0	0	9	10	0	0
Future Vol, veh/h	0	8	0	16	6	125	0	0	9	10	0	0
Conflicting Peds, #/hr	0	0	11	11	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	51	2	2	51	2	2	2	2	20	2	2
Mvmt Flow	0	10	0	20	7	154	0	0	11	12	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	21	0	0	68	68	22	64	68	7
Stage 1	-	-	-	-	-	-	21	21	-	47	47	-
Stage 2	-	-	-	-	-	-	47	47	-	17	21	-
Critical Hdwy	-	-	-	4.12	-	-	7.12	6.52	6.22	7.3	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.3	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.3	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.018	3.318	3.68	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1595	-	0	925	823	1055	888	823	1075
Stage 1	0	-	-	-	-	0	998	878	-	923	856	-
Stage 2	0	-	-	-	-	0	967	856	-	958	878	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1578	-	-	907	804	1043	869	804	1075
Mov Cap-2 Maneuver	-	-	-	-	-	-	907	804	-	869	804	-
Stage 1	-	-	-	-	-	-	998	869	-	923	845	-
Stage 2	-	-	-	-	-	-	954	845	-	947	869	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	5.3	8.5	9.2
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	1043	-	-	1578	-	869
HCM Lane V/C Ratio	0.011	-	-	0.013	-	0.014
HCM Control Delay (s/veh)	8.5	-	-	7.3	-	9.2
HCM Lane LOS	A	-	-	A	-	A
HCM 95th %tile Q (veh)	0	-	-	0	-	0

Intersection	
Int Delay, s/veh	0.9

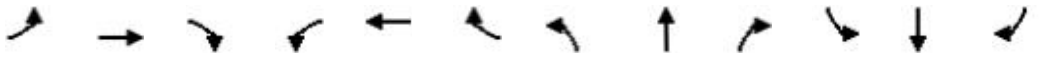
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	317	8	3	611	19	0	0	10	14	0	28
Future Vol, veh/h	27	317	8	3	611	19	0	0	10	14	0	28
Conflicting Peds, #/hr	11	0	4	4	0	11	4	0	3	3	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	4	13	2	2	2	2	2	10	7	2	2
Mvmt Flow	28	330	8	3	636	20	0	0	10	15	0	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	667	0	-	334	0	0	-	-	-	887	1053	343
Stage 1	-	-	-	-	-	-	-	-	-	663	663	-
Stage 2	-	-	-	-	-	-	-	-	-	224	390	-
Critical Hdwy	4.14	-	-	4.14	-	-	-	-	-	7.64	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.64	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.64	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	-	-	-	3.57	4.02	3.32
Pot Cap-1 Maneuver	919	-	0	1222	-	-	0	0	0	231	225	653
Stage 1	-	-	0	-	-	-	0	0	0	405	457	-
Stage 2	-	-	0	-	-	-	0	0	0	744	606	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	909	-	-	1222	-	-	-	-	-	221	214	644
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	221	214	-
Stage 1	-	-	-	-	-	-	-	-	-	386	451	-
Stage 2	-	-	-	-	-	-	-	-	-	714	583	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.7	0	0	15.3
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	909	-	1222	-	-	393
HCM Lane V/C Ratio	-	0.031	-	0.003	-	-	0.111
HCM Control Delay (s/veh)	0	9.1	-	8	-	-	15.3
HCM Lane LOS	A	A	-	A	-	-	C
HCM 95th %tile Q (veh)	-	0.1	-	0	-	-	0.4

HCM Signalized Intersection Capacity Analysis — Dunwoody Raising Caines
1: Ashford Dunwoody Rd & Perimeter Center W/Perimeter Center E — Build 2026 - MD Peak



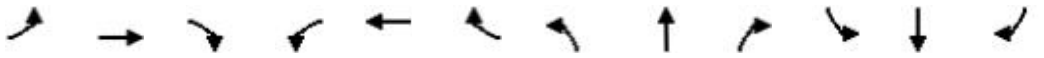
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	141	86	432	102	98	77	456	804	93	53	778	153
Future Volume (vph)	141	86	432	102	98	77	456	804	93	53	778	153
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.1	6.2	6.2	6.1	6.2	6.2
Lane Util. Factor	0.97	1.00	1.00	0.91	0.91	1.00	0.97	0.95	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	1863	1559	1610	3321	1525	3433	3539	1559	1687	5085	1547
Flt Permitted	0.95	1.00	1.00	0.95	0.46	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	1863	1559	1610	1532	1525	3433	3539	1559	1687	5085	1547
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	150	91	460	109	104	82	485	855	99	56	828	163
RTOR Reduction (vph)	0	0	422	0	0	59	0	0	58	0	0	78
Lane Group Flow (vph)	150	91	38	70	143	23	485	855	41	56	828	85
Confl. Peds. (#/hr)	10		2	2		10	6		2	2		6
Heavy Vehicles (%)	2%	2%	2%	2%	3%	3%	2%	2%	2%	7%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4			6			2
Actuated Green, G (s)	13.3	13.3	13.3	45.4	45.4	45.4	29.1	66.6	66.6	9.4	46.9	46.9
Effective Green, g (s)	13.3	13.3	13.3	45.4	45.4	45.4	29.1	66.6	66.6	9.4	46.9	46.9
Actuated g/C Ratio	0.08	0.08	0.08	0.28	0.28	0.28	0.18	0.42	0.42	0.06	0.29	0.29
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.1	6.2	6.2	6.1	6.2	6.2
Vehicle Extension (s)	2.0	1.5	1.5	2.0	1.5	1.5	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	285	154	129	456	942	432	624	1473	648	99	1490	453
v/s Ratio Prot	0.04	c0.05		c0.04	0.04		c0.14	c0.24		0.03	c0.16	
v/s Ratio Perm			0.02			0.02			0.03			0.06
v/c Ratio	0.53	0.59	0.30	0.15	0.15	0.05	0.78	0.58	0.06	0.57	0.56	0.19
Uniform Delay, d1	70.3	70.7	69.0	42.9	42.9	41.7	62.4	35.9	28.0	73.3	47.8	42.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.18	0.79	0.90
Incremental Delay, d2	0.8	4.0	0.5	0.1	0.0	0.0	6.1	0.9	0.1	6.8	1.4	0.9
Delay (s)	71.1	74.7	69.4	43.0	42.9	41.7	68.4	36.9	28.1	93.4	39.3	39.1
Level of Service	E	E	E	D	D	D	E	D	C	F	D	D
Approach Delay (s/veh)		70.5			42.6			46.9			42.2	
Approach LOS		E			D			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	49.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.3
Intersection Capacity Utilization	76.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: Ashford Dunwoody Rd & Perimeter Terr/Perimeter Center N

Dunwoody Raising Caines
Build 2026 - MD Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	6	53	114	7	52	105	778	121	34	777	19
Future Volume (vph)	31	6	53	114	7	52	105	778	121	34	777	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.1	6.1	6.1	6.7	6.7	6.7	6.5	6.5	6.5	6.2	6.5	6.5
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98	1.00	1.00	0.96	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1595	3176	1559	1769	3539	1515	1654	3539	1517
Flt Permitted	0.14	1.00	1.00	0.75	0.76	1.00	0.26	1.00	1.00	0.27	1.00	1.00
Satd. Flow (perm)	262	1863	1583	1265	2506	1559	489	3539	1515	472	3539	1517
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	33	6	57	123	8	56	113	837	130	37	835	20
RTOR Reduction (vph)	0	0	47	0	0	51	0	0	59	0	0	10
Lane Group Flow (vph)	33	6	10	61	70	5	113	837	71	37	835	10
Confl. Peds. (#/hr)	2					2	1		8	8		1
Heavy Vehicles (%)	2%	2%	2%	3%	14%	2%	2%	2%	2%	9%	2%	5%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases		3			4		1	6		5	2	
Permitted Phases	3		3	4		4	2		6	6		2
Actuated Green, G (s)	28.4	28.4	28.4	12.9	12.9	12.9	92.9	87.2	87.2	93.2	82.8	82.8
Effective Green, g (s)	28.4	28.4	28.4	12.9	12.9	12.9	92.9	87.2	87.2	93.2	82.8	82.8
Actuated g/C Ratio	0.18	0.18	0.18	0.08	0.08	0.08	0.58	0.55	0.55	0.58	0.52	0.52
Clearance Time (s)	6.1	6.1	6.1	6.7	6.7	6.7	6.5	6.5	6.5	6.2	6.5	6.5
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	46	330	280	101	202	125	364	1928	825	319	1831	785
v/s Ratio Prot		0.00					c0.02	c0.24		0.00	c0.24	
v/s Ratio Perm	c0.13		0.01	c0.05	0.03	0.00	0.16		0.05	0.06		0.01
v/c Ratio	0.72	0.02	0.04	0.60	0.35	0.04	0.31	0.43	0.09	0.12	0.46	0.01
Uniform Delay, d1	62.0	54.3	54.5	71.1	69.6	67.8	16.3	21.7	17.4	15.2	24.4	18.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.78	0.83	1.00	1.00	1.00
Incremental Delay, d2	39.2	0.0	0.0	8.3	0.8	0.1	0.4	0.3	0.1	0.2	0.8	0.0
Delay (s)	101.2	54.3	54.5	79.4	70.3	67.9	16.1	17.3	14.4	15.4	25.2	18.8
Level of Service	F	D	D	E	E	E	B	B	B	B	C	B
Approach Delay (s/veh)		70.5			72.6			16.8			24.6	
Approach LOS		E			E			B			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	26.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.8
Intersection Capacity Utilization	54.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	45	0	1053	926	19
Future Vol, veh/h	0	45	0	1053	926	19
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	49	0	1145	1007	21

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	516	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	431	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	430	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	14.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	430	-	-
HCM Lane V/C Ratio	-	0.114	-	-
HCM Control Delay (s/veh)	-	14.4	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q (veh)	-	0.4	-	-

Intersection	
Int Delay, s/veh	8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	6	0	66	5	32	0	0	36	42	1	2
Future Vol, veh/h	0	6	0	66	5	32	0	0	36	42	1	2
Conflicting Peds, #/hr	0	0	2	2	0	0	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	3	2	2	2	2	101	2
Mvmt Flow	0	7	0	77	6	37	0	0	42	49	1	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	9	0	0	172	169	9	188	169	7
Stage 1	-	-	-	-	-	-	9	9	-	160	160	-
Stage 2	-	-	-	-	-	-	163	160	-	28	9	-
Critical Hdwy	-	-	-	4.12	-	-	7.12	6.52	6.22	7.12	7.51	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	6.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	6.51	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.909	3.318
Pot Cap-1 Maneuver	0	-	-	1611	-	0	791	724	1073	772	577	1075
Stage 1	0	-	-	-	-	0	1012	888	-	842	611	-
Stage 2	0	-	-	-	-	0	839	766	-	989	726	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1608	-	-	757	688	1071	715	548	1074
Mov Cap-2 Maneuver	-	-	-	-	-	-	757	688	-	715	548	-
Stage 1	-	-	-	-	-	-	1012	886	-	842	582	-
Stage 2	-	-	-	-	-	-	795	729	-	950	725	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	6.8	8.5	10.4
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	1071	-	-	1608	-	721
HCM Lane V/C Ratio	0.039	-	-	0.048	-	0.073
HCM Control Delay (s/veh)	8.5	-	-	7.4	-	10.4
HCM Lane LOS	A	-	-	A	-	B
HCM 95th %tile Q (veh)	0.1	-	-	0.2	-	0.2

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	51	657	53	4	729	15	0	0	45	7	0	33
Future Vol, veh/h	51	657	53	4	729	15	0	0	45	7	0	33
Conflicting Peds, #/hr	19	0	0	0	0	19	2	0	3	3	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	7	2	2	2	14	2	2
Mvmt Flow	54	692	56	4	767	16	0	0	47	7	0	35

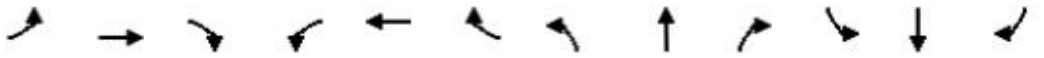
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	802	0	-	692	0	0	-	-	-	1259	1602	413
Stage 1	-	-	-	-	-	-	-	-	-	802	802	-
Stage 2	-	-	-	-	-	-	-	-	-	457	800	-
Critical Hdwy	4.14	-	-	4.14	-	-	-	-	-	7.78	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.78	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.78	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	-	-	-	3.64	4.02	3.32
Pot Cap-1 Maneuver	817	-	0	899	-	-	0	0	0	115	105	588
Stage 1	-	-	0	-	-	-	0	0	0	319	395	-
Stage 2	-	-	0	-	-	-	0	0	0	522	395	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	802	-	-	899	-	-	-	-	-	103	91	576
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	103	91	-
Stage 1	-	-	-	-	-	-	-	-	-	279	385	-
Stage 2	-	-	-	-	-	-	-	-	-	464	352	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.2	0	0	18
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	802	-	899	-	-	319
HCM Lane V/C Ratio	-	0.067	-	0.005	-	-	0.132
HCM Control Delay (s/veh)	0	9.8	0.5	9	-	-	18
HCM Lane LOS	A	A	A	A	-	-	C
HCM 95th %tile Q (veh)	-	0.2	-	0	-	-	0.5

HCM Signalized Intersection Capacity Analysis — Dunwoody Raising Caines

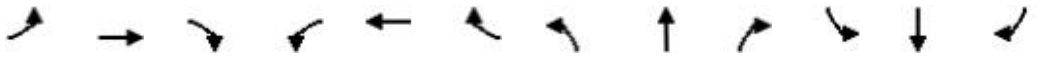
1: Ashford Dunwoody Rd & Perimeter Center W/Perimeter Center E — Build 2026 - PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	253	167	455	137	126	120	529	1291	165	63	719	123
Future Volume (vph)	253	167	455	137	126	120	529	1291	165	63	719	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.1	6.2	6.2	6.1	6.2	6.2
Lane Util. Factor	0.97	1.00	1.00	0.91	0.91	1.00	0.97	0.95	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.97	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	1863	1553	1610	3342	1542	3433	3539	1539	1770	5085	1542
Flt Permitted	0.95	1.00	1.00	0.95	0.46	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	1863	1553	1610	1543	1542	3433	3539	1539	1770	5085	1542
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	269	178	484	146	134	128	563	1373	176	67	765	131
RTOR Reduction (vph)	0	0	427	0	0	100	0	0	53	0	0	73
Lane Group Flow (vph)	269	178	57	91	189	28	563	1373	123	67	765	58
Confl. Peds. (#/hr)	8		4	4		8	7		8	8		7
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4			6			2
Actuated Green, G (s)	21.3	21.3	21.3	39.5	39.5	39.5	48.3	81.9	81.9	12.0	45.6	45.6
Effective Green, g (s)	21.3	21.3	21.3	39.5	39.5	39.5	48.3	81.9	81.9	12.0	45.6	45.6
Actuated g/C Ratio	0.12	0.12	0.12	0.22	0.22	0.22	0.27	0.46	0.46	0.07	0.25	0.25
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.1	6.2	6.2	6.1	6.2	6.2
Vehicle Extension (s)	2.0	1.5	1.5	2.0	1.5	1.5	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	406	220	183	353	733	338	921	1610	700	118	1288	390
v/s Ratio Prot	0.08	c0.10		0.06	c0.06		0.16	c0.39		0.04	c0.15	
v/s Ratio Perm			0.04			0.02			0.08			0.04
v/c Ratio	0.66	0.81	0.31	0.26	0.26	0.08	0.61	0.85	0.18	0.57	0.59	0.15
Uniform Delay, d1	75.9	77.4	72.7	58.1	58.1	55.9	57.6	43.7	29.0	81.5	59.1	52.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.21	0.88	0.97
Incremental Delay, d2	3.1	18.3	0.4	0.1	0.1	0.0	1.2	5.1	0.3	6.0	2.0	0.8
Delay (s)	79.1	95.7	73.0	58.3	58.2	55.9	58.8	48.7	29.3	104.9	53.8	51.6
Level of Service	E	F	E	E	E	E	E	D	C	F	D	D
Approach Delay (s/veh)		79.1			57.5			49.8			57.0	
Approach LOS		E			E			D			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	58.3	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	25.3
Intersection Capacity Utilization	85.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis — Dunwoody Raising Caines
2: Ashford Dunwoody Rd & Perimeter Terr/Perimeter Center N — Build 2026 - PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	8	89	141	4	90	95	1311	235	48	638	17
Future Volume (vph)	31	8	89	141	4	90	95	1311	235	48	638	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.1	6.1	6.1	6.7	6.7	6.7	6.5	6.5	6.5	6.2	6.5	6.5
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1534	1594	3206	1552	1768	3539	1531	1770	3539	1337
Flt Permitted	0.14	1.00	1.00	0.75	0.74	1.00	0.35	1.00	1.00	0.11	1.00	1.00
Satd. Flow (perm)	263	1863	1534	1263	2496	1552	644	3539	1531	209	3539	1337
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	33	8	94	148	4	95	100	1380	247	51	672	18
RTOR Reduction (vph)	0	0	79	0	0	87	0	0	104	0	0	8
Lane Group Flow (vph)	33	8	15	74	78	8	100	1380	143	51	672	10
Confl. Peds. (#/hr)	4		5	5		4	5		4	4		5
Heavy Vehicles (%)	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	18%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases		3			4		1	6		5	2	
Permitted Phases	3		3	4		4	2		6	6		2
Actuated Green, G (s)	28.3	28.3	28.3	15.4	15.4	15.4	110.5	104.4	104.4	110.8	101.0	101.0
Effective Green, g (s)	28.3	28.3	28.3	15.4	15.4	15.4	110.5	104.4	104.4	110.8	101.0	101.0
Actuated g/C Ratio	0.16	0.16	0.16	0.09	0.09	0.09	0.61	0.58	0.58	0.62	0.56	0.56
Clearance Time (s)	6.1	6.1	6.1	6.7	6.7	6.7	6.5	6.5	6.5	6.2	6.5	6.5
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	41	292	241	108	213	132	454	2052	887	184	1985	750
v/s Ratio Prot		0.00					c0.01	c0.39		0.01	0.19	
v/s Ratio Perm	c0.13		0.01	c0.06	0.03	0.01	0.12		0.09	0.16		0.01
v/c Ratio	0.80	0.03	0.06	0.69	0.37	0.06	0.22	0.67	0.16	0.28	0.34	0.01
Uniform Delay, d1	73.2	64.2	64.5	79.9	77.7	75.7	14.7	26.0	17.5	20.1	21.4	17.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.61	0.46	0.48	1.00	1.00	1.00
Incremental Delay, d2	67.6	0.0	0.1	15.2	0.8	0.1	0.2	0.7	0.1	0.8	0.5	0.0
Delay (s)	140.7	64.2	64.6	95.1	78.5	75.8	9.1	12.8	8.5	21.0	21.9	17.5
Level of Service	F	E	E	F	E	E	A	B	A	C	C	B
Approach Delay (s/veh)		83.2			82.4			12.0			21.7	
Approach LOS		F			F			B			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	24.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	25.8
Intersection Capacity Utilization	68.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	34	0	1695	865	13
Future Vol, veh/h	0	34	0	1695	865	13
Conflicting Peds, #/hr	2	0	8	0	0	8
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	35	0	1747	892	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	461	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	468	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	464	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	13.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	464	-	-
HCM Lane V/C Ratio	-	0.076	-	-
HCM Control Delay (s/veh)	-	13.4	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q (veh)	-	0.2	-	-

Intersection	
Int Delay, s/veh	7.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	10	7	58	17	14	1	0	35	89	3	1
Future Vol, veh/h	0	10	7	58	17	14	1	0	35	89	3	1
Conflicting Peds, #/hr	1	0	6	6	0	1	5	0	2	2	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	20	2	2	18	7	2	2	2	2	2	2
Mvmt Flow	0	11	8	66	19	16	1	0	40	101	3	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	25	0	0	179	172	23	188	176	24
Stage 1	-	-	-	-	-	-	21	21	-	151	151	-
Stage 2	-	-	-	-	-	-	158	151	-	37	25	-
Critical Hdwy	-	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1589	-	0	783	721	1054	772	717	1052
Stage 1	0	-	-	-	-	0	998	878	-	851	772	-
Stage 2	0	-	-	-	-	0	844	772	-	978	874	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1580	-	-	746	686	1046	717	683	1047
Mov Cap-2 Maneuver	-	-	-	-	-	-	746	686	-	717	683	-
Stage 1	-	-	-	-	-	-	998	873	-	851	740	-
Stage 2	-	-	-	-	-	-	800	740	-	939	869	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	5.7	8.6	10.9
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	1034	-	-	1580	-	718
HCM Lane V/C Ratio	0.04	-	-	0.042	-	0.147
HCM Control Delay (s/veh)	8.6	-	-	7.4	-	10.9
HCM Lane LOS	A	-	-	A	-	B
HCM 95th %tile Q (veh)	0.1	-	-	0.1	-	0.5

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	819	72	1	785	12	0	0	49	23	0	56
Future Vol, veh/h	40	819	72	1	785	12	0	0	49	23	0	56
Conflicting Peds, #/hr	6	0	3	3	0	6	1	0	2	2	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	6	2	2	2
Mvmt Flow	45	920	81	1	882	13	0	0	55	26	0	63

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	901	0	-	923	0	0	-	-	-	1449	1910	455
Stage 1	-	-	-	-	-	-	-	-	-	897	897	-
Stage 2	-	-	-	-	-	-	-	-	-	552	1013	-
Critical Hdwy	4.14	-	-	4.14	-	-	-	-	-	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	750	-	0	736	-	-	0	0	0	92	67	552
Stage 1	-	-	0	-	-	-	0	0	0	301	357	-
Stage 2	-	-	0	-	-	-	0	0	0	486	315	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	746	-	-	736	-	-	-	-	-	83	58	548
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	83	58	-
Stage 1	-	-	-	-	-	-	-	-	-	262	354	-
Stage 2	-	-	-	-	-	-	-	-	-	425	276	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.5	0	0	34.6
HCM LOS			A	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	746	-	736	-	-	208
HCM Lane V/C Ratio	-	0.06	-	0.002	-	-	0.427
HCM Control Delay (s/veh)	0	10.1	-	9.9	-	-	34.6
HCM Lane LOS	A	B	-	A	-	-	D
HCM 95th %tile Q (veh)	-	0.2	-	0	-	-	2

HCM Signalized Intersection Capacity Analysis — Dunwoody Raising Caines
1: Ashford Dunwoody Rd & Perimeter Center W/Perimeter Center E — No-Build 2026 Conditions - AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	55	222	211	134	63	411	691	70	72	857	90
Future Volume (vph)	54	55	222	211	134	63	411	691	70	72	857	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.1	6.2	6.2	6.1	6.2	6.2
Lane Util. Factor	0.97	1.00	1.00	0.91	0.91	1.00	0.97	0.95	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.98	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3242	1792	1521	1610	3265	1554	3433	3539	1519	1770	5085	1534
Flt Permitted	0.95	1.00	1.00	0.95	0.46	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3242	1792	1521	1610	1517	1554	3433	3539	1519	1770	5085	1534
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	57	59	236	224	143	67	437	735	74	77	912	96
RTOR Reduction (vph)	0	0	221	0	0	51	0	0	39	0	0	64
Lane Group Flow (vph)	57	59	15	121	246	16	437	735	35	77	912	32
Confl. Peds. (#/hr)	4		5	5		4	5		10	10		5
Heavy Vehicles (%)	8%	6%	4%	2%	5%	2%	2%	2%	3%	2%	2%	3%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1 9	6		5	2	
Permitted Phases			8			4			6			2
Actuated Green, G (s)	10.6	10.6	10.6	40.1	40.1	40.1	37.6	81.3	81.3	12.7	56.4	56.4
Effective Green, g (s)	10.6	10.6	10.6	40.1	40.1	40.1	37.6	81.3	81.3	12.7	56.4	56.4
Actuated g/C Ratio	0.06	0.06	0.06	0.24	0.24	0.24	0.22	0.48	0.48	0.07	0.33	0.33
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	6.5		6.2	6.2	6.1	6.2	6.2
Vehicle Extension (s)	2.0	1.5	1.5	2.0	1.5	1.5		5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	202	111	94	379	770	366	759	1692	726	132	1687	508
v/s Ratio Prot	0.02	c0.03		0.08	c0.08		c0.13	0.21		0.04	c0.18	
v/s Ratio Perm			0.01			0.01			0.02			0.02
v/c Ratio	0.28	0.53	0.16	0.32	0.32	0.04	0.58	0.43	0.05	0.58	0.54	0.06
Uniform Delay, d1	76.1	77.3	75.5	53.7	53.7	50.1	59.1	29.2	23.7	76.1	46.3	38.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.91	4.75
Incremental Delay, d2	0.3	2.4	0.3	0.2	0.1	0.0	1.1	0.4	0.1	6.0	1.2	0.2
Delay (s)	76.3	79.7	75.8	53.8	53.8	50.2	60.1	29.6	23.8	71.4	43.5	184.2
Level of Service	E	E	E	D	D	D	E	C	C	E	D	F
Approach Delay (s/veh)		76.5			53.2			40.0			57.9	
Approach LOS		E			D			D			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	52.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	31.4
Intersection Capacity Utilization	72.5%	ICU Level of Service	C
Analysis Period (min)	15		

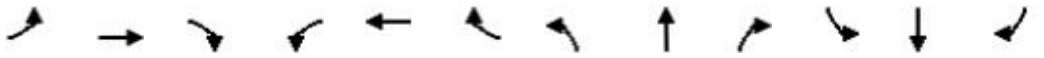
c Critical Lane Group

HCM Signalized Intersection Capacity Analysis — Dunwoody Raising Caines
1: Ashford Dunwoody Rd & Perimeter Center W/Perimeter Center E — No-Build 2026 Conditions - PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	253	167	455	137	123	120	529	1265	165	59	691	123
Future Volume (vph)	253	167	455	137	123	120	529	1265	165	59	691	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.1	6.2	6.2	6.1	6.2	6.2
Lane Util. Factor	0.97	1.00	1.00	0.91	0.91	1.00	0.97	0.95	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.97	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	1863	1553	1610	3341	1542	3433	3539	1539	1770	5085	1542
Flt Permitted	0.95	1.00	1.00	0.95	0.46	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	1863	1553	1610	1543	1542	3433	3539	1539	1770	5085	1542
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	269	178	484	146	131	128	563	1346	176	63	735	131
RTOR Reduction (vph)	0	0	417	0	0	109	0	0	47	0	0	66
Lane Group Flow (vph)	269	178	67	91	186	19	563	1346	129	63	735	65
Confl. Peds. (#/hr)	8		4	4		8	7		8	8		7
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4			6			2
Actuated Green, G (s)	21.5	21.5	21.5	26.9	26.9	26.9	48.2	94.2	94.2	12.1	58.1	58.1
Effective Green, g (s)	21.5	21.5	21.5	26.9	26.9	26.9	48.2	94.2	94.2	12.1	58.1	58.1
Actuated g/C Ratio	0.12	0.12	0.12	0.15	0.15	0.15	0.27	0.52	0.52	0.07	0.32	0.32
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.1	6.2	6.2	6.1	6.2	6.2
Vehicle Extension (s)	2.0	1.5	1.5	2.0	1.5	1.5	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	410	222	185	240	499	230	919	1852	805	118	1641	497
v/s Ratio Prot	0.08	c0.10		c0.06	0.06		0.16	c0.38		0.04	c0.14	
v/s Ratio Perm			0.04			0.01			0.08			0.04
v/c Ratio	0.66	0.80	0.36	0.38	0.37	0.08	0.61	0.73	0.16	0.53	0.45	0.13
Uniform Delay, d1	75.7	77.2	72.9	69.0	69.0	65.9	57.7	33.0	22.3	81.2	48.3	43.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.15	1.00	1.40
Incremental Delay, d2	2.9	17.5	0.4	0.4	0.2	0.1	1.2	1.8	0.2	4.5	0.9	0.5
Delay (s)	78.6	94.7	73.4	69.4	69.1	66.0	58.9	34.8	22.5	97.6	49.1	60.7
Level of Service	E	F	E	E	E	E	E	C	C	F	D	E
Approach Delay (s/veh)		79.0			68.2			40.3			54.0	
Approach LOS		E			E			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	54.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	25.3
Intersection Capacity Utilization	84.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis — Dunwoody Raising Caines
1: Ashford Dunwoody Rd & Perimeter Center W/Perimeter Center E — Build 2026 - PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	253	167	455	137	126	120	529	1291	165	63	719	123
Future Volume (vph)	253	167	455	137	126	120	529	1291	165	63	719	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.1	6.2	6.2	6.1	6.2	6.2
Lane Util. Factor	0.97	1.00	1.00	0.91	0.91	1.00	0.97	0.95	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.97	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	1863	1553	1610	3342	1542	3433	3539	1539	1770	5085	1542
Flt Permitted	0.95	1.00	1.00	0.95	0.46	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	1863	1553	1610	1543	1542	3433	3539	1539	1770	5085	1542
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	269	178	484	146	134	128	563	1373	176	67	765	131
RTOR Reduction (vph)	0	0	427	0	0	106	0	0	49	0	0	73
Lane Group Flow (vph)	269	178	57	91	189	22	563	1373	127	67	765	58
Confl. Peds. (#/hr)	8		4	4		8	7		8	8		7
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4			6			2
Actuated Green, G (s)	21.3	21.3	21.3	31.5	31.5	31.5	56.3	89.6	89.6	12.3	45.6	45.6
Effective Green, g (s)	21.3	21.3	21.3	31.5	31.5	31.5	56.3	89.6	89.6	12.3	45.6	45.6
Actuated g/C Ratio	0.12	0.12	0.12	0.18	0.18	0.18	0.31	0.50	0.50	0.07	0.25	0.25
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.1	6.2	6.2	6.1	6.2	6.2
Vehicle Extension (s)	2.0	1.5	1.5	2.0	1.5	1.5	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	406	220	183	281	584	269	1073	1761	766	120	1288	390
v/s Ratio Prot	0.08	c0.10		0.06	c0.06		0.16	c0.39		0.04	c0.15	
v/s Ratio Perm			0.04			0.01			0.08			0.04
v/c Ratio	0.66	0.81	0.31	0.32	0.32	0.08	0.52	0.78	0.17	0.56	0.59	0.15
Uniform Delay, d1	75.9	77.4	72.7	64.9	64.9	62.2	50.8	37.1	24.7	81.2	59.1	52.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.22	0.88	0.97
Incremental Delay, d2	3.1	18.3	0.4	0.2	0.1	0.0	0.5	2.6	0.2	5.4	2.0	0.8
Delay (s)	79.1	95.7	73.0	65.2	65.1	62.2	51.3	39.7	25.0	104.8	53.8	51.6
Level of Service	E	F	E	E	E	E	D	D	C	F	D	D
Approach Delay (s/veh)		79.1			64.2			41.6			57.0	
Approach LOS		E			E			D			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	55.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	25.3
Intersection Capacity Utilization	85.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Kimley»Horn

APPENDIX E

Raw Traffic Count Data

Peak Hour Turning Movement Count

Dunwoody, GA

Click here for Map

Marr Traffic DATA COLLECTION

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Tuesday, August 13, 2024	
Period	0700 - 0900
Peak Hour	0800 - 0900

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

Time	Northbound Ashford Dunwoody Rd NE (South) Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Southbound Ashford Dunwoody Rd NE (North) Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Eastbound Perimeter Center W Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Westbound Perimeter Center E Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0800 - 0815	96	154	14	1	265	10	181	24	1	216	16	14	48	0	78	51	27	11	0	89	648
0815 - 0830	86	155	27	3	271	22	265	24	2	313	10	14	66	0	90	53	31	14	0	98	772
0830 - 0845	95	196	16	4	311	18	227	22	1	268	9	14	52	0	75	53	41	23	0	117	771
0845 - 0900	122	179	12	0	313	15	175	19	2	211	18	12	54	0	84	52	34	14	0	100	708
Total	399	684	69	8	1160	65	848	89	6	1008	53	54	220	0	327	209	133	62	0	404	2899
Approach %	34.40	58.97	5.95	0.69	-	6.45	84.13	8.83	0.60	-	16.21	16.51	67.28	0.00	-	51.73	32.92	15.35	0.00	-	
PHF	0.82	0.87	0.64	0.50	**0.93**	0.74	0.80	0.93	0.75	**0.81**	0.74	0.96	0.83	0.00	**0.91**	0.99	0.81	0.67	0.00	**0.86**	**0.94**

Bikes

Time	Northbound Ashford Dunwoody Rd NE (South) Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Southbound Ashford Dunwoody Rd NE (North) Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Eastbound Perimeter Center W Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Westbound Perimeter Center E Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

Time	Northbound Ashford Dunwoody Rd NE (South) Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Southbound Ashford Dunwoody Rd NE (North) Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Eastbound Perimeter Center W Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Westbound Perimeter Center E Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0800 - 0815	95	149	14	1	259	10	175	23	1	209	15	13	45	0	73	51	25	11	0	87	628
0815 - 0830	85	154	27	3	269	22	264	24	2	312	9	14	63	0	86	52	31	14	0	97	764
0830 - 0845	93	195	16	3	307	18	222	21	1	262	9	13	50	0	72	53	38	23	0	114	755
0845 - 0900	121	179	10	0	310	15	173	18	2	208	16	11	54	0	81	52	33	14	0	99	698
Total	394	677	67	7	1145	65	834	86	6	991	49	51	212	0	312	208	127	62	0	397	2845
Approach %	34.41	59.13	5.85	0.61	-	6.56	84.16	8.68	0.61	-	15.71	16.35	67.95	0.00	-	52.39	31.99	15.62	0.00	-	
PHF	0.81	0.87	0.62	0.58	**0.92**	0.74	0.79	0.90	0.75	**0.79**	0.77	0.91	0.84	0.00	**0.91**	0.98	0.84	0.67	0.00	**0.87**	**0.93**

Single Unit Trucks (4-7)

Time	Northbound Ashford Dunwoody Rd NE (South) Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Southbound Ashford Dunwoody Rd NE (North) Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Eastbound Perimeter Center W Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Westbound Perimeter Center E Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0800 - 0815	1	5	0	0	6	0	6	1	0	7	1	1	3	0	5	0	2	0	0	2	20
0815 - 0830	1	1	0	0	2	0	1	0	0	1	1	0	2	0	3	1	0	0	0	1	7
0830 - 0845	2	1	0	1	4	0	5	1	0	6	0	1	2	0	3	0	3	0	0	3	16
0845 - 0900	1	0	2	0	3	0	2	1	0	3	2	1	0	0	3	0	1	0	0	1	10
Total	5	7	2	1	15	0	14	3	0	17	4	3	7	0	14	1	6	0	0	7	53
Approach %	33.33	46.67	13.33	6.67	-	0.00	82.35	17.65	0.00	-	28.57	21.43	50.00	0.00	-	14.29	85.71	0.00	0.00	-	
PHF	0.63	0.35	0.25	0.25	**0.63**	0.00	0.58	0.75	0.00	**0.61**	0.50	0.75	0.58	0.00	**0.70**	0.25	0.50	0.00	0.00	**0.58**	**0.66**

Combination Trucks (8-13)

Time	Northbound Ashford Dunwoody Rd NE (South) Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Southbound Ashford Dunwoody Rd NE (North) Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Eastbound Perimeter Center W Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Westbound Perimeter Center E Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.25	0.00	**0.25**	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Peak Hour Turning Movement Count

Dunwoody, GA

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, August 13, 2024	
Period	1100 - 1300
Peak Hour	1200 - 1300

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

Time	Northbound Ashford Dunwoody Rd NE (South) Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Southbound Ashford Dunwoody Rd NE (North) Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Eastbound Perimeter Center W Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Westbound Perimeter Center E Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1200 - 1215	111	199	19	4	333	12	207	34	1	254	29	12	106	0	147	31	21	19	0	71	805
1215 - 1230	87	161	15	3	266	4	162	35	2	203	36	20	110	0	166	29	33	20	0	82	717
1230 - 1245	142	224	29	3	398	10	169	48	1	228	38	25	91	0	154	28	18	14	0	60	840
1245 - 1300	102	174	29	0	305	14	197	34	4	249	37	28	121	0	186	13	20	23	0	56	796
Total	442	758	92	10	1302	40	735	151	8	934	140	85	428	0	653	101	92	76	0	269	3158
Approach %	33.95	58.22	7.07	0.77	-	4.28	78.69	16.17	0.86	-	21.44	13.02	65.54	0.00	-	37.55	34.20	28.25	0.00	-	
PHF	0.78	0.85	0.79	0.63	**0.82**	0.71	0.89	0.79	0.50	**0.92**	0.92	0.76	0.88	0.00	**0.88**	0.81	0.70	0.83	0.00	**0.82**	**0.94**

Bikes

Time	Northbound Ashford Dunwoody Rd NE (South) Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Southbound Ashford Dunwoody Rd NE (North) Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Eastbound Perimeter Center W Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Westbound Perimeter Center E Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

Time	Northbound Ashford Dunwoody Rd NE (South) Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Southbound Ashford Dunwoody Rd NE (North) Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Eastbound Perimeter Center W Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Westbound Perimeter Center E Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1200 - 1215	111	198	19	4	332	12	201	32	1	246	29	12	103	0	144	30	21	18	0	69	791
1215 - 1230	86	160	15	3	264	3	158	35	2	198	34	20	110	0	164	29	31	19	0	79	705
1230 - 1245	142	222	29	3	396	9	164	48	1	222	38	25	91	0	154	28	17	14	0	59	831
1245 - 1300	102	173	28	0	303	13	193	34	4	244	37	26	120	0	183	12	20	23	0	55	785
Total	441	753	91	10	1295	37	716	149	8	910	138	83	424	0	645	99	89	74	0	262	3112
Approach %	34.05	58.15	7.03	0.77	-	4.07	78.68	16.37	0.88	-	21.40	12.87	65.74	0.00	-	37.79	33.97	28.24	0.00	-	
PHF	0.78	0.85	0.78	0.63	**0.82**	0.71	0.89	0.78	0.50	**0.92**	0.91	0.80	0.88	0.00	**0.88**	0.83	0.72	0.80	0.00	**0.83**	**0.94**

Single Unit Trucks (4-7)

Time	Northbound Ashford Dunwoody Rd NE (South) Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Southbound Ashford Dunwoody Rd NE (North) Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Eastbound Perimeter Center W Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Westbound Perimeter Center E Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1200 - 1215	0	1	0	0	1	0	6	2	0	8	0	0	2	0	2	1	0	1	0	2	13
1215 - 1230	1	0	0	0	1	1	3	0	0	4	1	0	0	0	1	0	2	1	0	3	9
1230 - 1245	0	2	0	0	2	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	8
1245 - 1300	0	1	1	0	2	1	3	0	0	4	0	2	1	0	3	1	0	0	0	1	10
Total	1	4	1	0	6	2	17	2	0	21	1	2	3	0	6	2	3	2	0	7	40
Approach %	16.67	66.67	16.67	0.00	-	9.52	80.95	9.52	0.00	-	16.67	33.33	50.00	0.00	-	28.57	42.86	28.57	0.00	-	
PHF	0.25	0.50	0.25	0.00	**0.75**	0.50	0.71	0.25	0.00	**0.66**	0.25	0.25	0.38	0.00	**0.50**	0.50	0.38	0.50	0.00	**0.58**	**0.77**

Combination Trucks (8-13)

Time	Northbound Ashford Dunwoody Rd NE (South) Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Southbound Ashford Dunwoody Rd NE (North) Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Eastbound Perimeter Center W Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Westbound Perimeter Center E Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
1215 - 1230	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	3
1230 - 1245	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1245 - 1300	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	1	2	0	0	3	1	0	1	0	2	0	0	0	0	0	6
Approach %	0.00	100.00	0.00	0.00	-	33.33	66.67	0.00	0.00	-	50.00	0.00	50.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	**0.25**	0.25	0.50	0.00	0.00	**0.75**	0.25	0.00	0.25	0.00	**0.50**	0.00	0.00	0.00	0.00	**0.00**	**0.50**

Peak Hour Turning Movement Count

Dunwoody, GA

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, August 13, 2024	
Period	1600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

Time	Northbound Ashford Dunwoody Rd NE (South) Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Southbound Ashford Dunwoody Rd NE (North) Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Eastbound Perimeter Center W Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Westbound Perimeter Center E Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1700 - 1715	123	293	36	2	454	10	196	25	2	233	56	35	101	0	192	27	30	23	0	80	959
1715 - 1730	131	321	49	5	506	14	150	34	3	201	75	54	138	0	267	37	32	33	0	102	1076
1730 - 1745	121	334	37	0	492	14	155	29	0	198	79	35	104	0	218	45	25	34	0	104	1012
1745 - 1800	136	304	41	6	487	13	183	34	2	232	40	41	107	0	188	27	35	29	0	91	998
Total	511	1252	163	13	1939	51	684	122	7	864	250	165	450	0	865	136	122	119	0	377	4045
Approach %	26.35	64.57	8.41	0.67	-	5.90	79.17	14.12	0.81	-	28.90	19.08	52.02	0.00	-	36.07	32.36	31.56	0.00	-	
PHF	0.94	0.94	0.83	0.54	**0.96**	0.91	0.87	0.90	0.58	**0.93**	0.79	0.76	0.82	0.00	**0.81**	0.76	0.87	0.88	0.00	**0.91**	**0.94**

Bikes

Time	Northbound Ashford Dunwoody Rd NE (South) Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Southbound Ashford Dunwoody Rd NE (North) Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Eastbound Perimeter Center W Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Westbound Perimeter Center E Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

Time	Northbound Ashford Dunwoody Rd NE (South) Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Southbound Ashford Dunwoody Rd NE (North) Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Eastbound Perimeter Center W Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Westbound Perimeter Center E Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1700 - 1715	122	292	36	2	452	10	195	24	2	231	54	35	100	0	189	26	29	22	0	77	949
1715 - 1730	131	321	49	5	506	14	150	33	3	200	74	52	138	0	264	37	31	33	0	101	1071
1730 - 1745	121	332	37	0	490	14	155	29	0	198	79	34	104	0	217	45	24	34	0	103	1008
1745 - 1800	135	303	41	6	485	13	182	33	2	230	40	41	106	0	187	27	35	29	0	91	993
Total	509	1248	163	13	1933	51	682	119	7	859	247	162	448	0	857	135	119	118	0	372	4021
Approach %	26.33	64.56	8.43	0.67	-	5.94	79.39	13.85	0.81	-	28.82	18.90	52.28	0.00	-	36.29	31.99	31.72	0.00	-	
PHF	0.94	0.94	0.83	0.54	**0.96**	0.91	0.87	0.90	0.58	**0.93**	0.78	0.78	0.81	0.00	**0.81**	0.75	0.85	0.87	0.00	**0.90**	**0.94**

Single Unit Trucks (4-7)

Time	Northbound Ashford Dunwoody Rd NE (South) Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Southbound Ashford Dunwoody Rd NE (North) Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Eastbound Perimeter Center W Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Westbound Perimeter Center E Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1700 - 1715	0	0	0	0	0	0	1	1	0	2	1	0	1	0	2	1	1	1	0	3	7
1715 - 1730	0	0	0	0	0	0	0	1	0	1	1	2	0	0	3	0	1	0	0	1	5
1730 - 1745	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	4
1745 - 1800	1	1	0	0	2	0	1	1	0	2	0	0	1	0	1	0	0	0	0	0	5
Total	1	3	0	0	4	0	2	3	0	5	2	3	2	0	7	1	3	1	0	5	21
Approach %	25.00	75.00	0.00	0.00	-	0.00	40.00	60.00	0.00	-	28.57	42.86	28.57	0.00	-	20.00	60.00	20.00	0.00	-	
PHF	0.25	0.38	0.00	0.00	**0.50**	0.00	0.50	0.75	0.00	**0.63**	0.50	0.38	0.50	0.00	**0.58**	0.25	0.75	0.25	0.00	**0.42**	**0.75**

Combination Trucks (8-13)

Time	Northbound Ashford Dunwoody Rd NE (South) Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Southbound Ashford Dunwoody Rd NE (North) Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Eastbound Perimeter Center W Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Westbound Perimeter Center E Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1700 - 1715	1	1	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
Approach %	50.00	50.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	**0.00**	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Peak Hour Turning Movement Count

Dunwoody, GA

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Marr Traffic DATA COLLECTION

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Tuesday, August 13, 2024	
Period	0700 - 0900
Peak Hour	0800 - 0900

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Perimeter Center Terrace					Perimeter Center N					
Time	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
0800 - 0815	24	104	38	0	166	6	187	8	0	201	2	0	1	0	3	37	0	11	0	48	418
0815 - 0830	20	117	30	0	167	14	252	5	0	271	0	1	4	0	5	45	0	17	0	62	505
0830 - 0845	32	173	28	0	233	9	220	6	0	235	0	0	4	0	4	45	0	17	0	62	534
0845 - 0900	22	141	43	0	206	13	181	7	0	201	0	0	2	0	2	29	0	12	0	41	450
Total	98	535	139	0	772	42	840	26	0	908	2	1	11	0	14	156	0	57	0	213	1907
Approach %	12.69	69.30	18.01	0.00	-	4.63	92.51	2.86	0.00	-	14.29	7.14	78.57	0.00	-	73.24	0.00	26.76	0.00	-	
PHF	0.77	0.77	0.81	0.00	**0.83**	0.75	0.83	0.81	0.00	**0.84**	0.25	0.25	0.69	0.00	**0.70**	0.87	0.00	0.84	0.00	**0.86**	**0.89**

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Perimeter Center Terrace					Perimeter Center N					
Time	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Perimeter Center Terrace					Perimeter Center N					
Time	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
0800 - 0815	24	101	35	0	160	5	181	7	0	193	2	0	0	0	2	37	0	11	0	48	403
0815 - 0830	19	117	29	0	165	14	251	4	0	269	0	0	4	0	4	45	0	16	0	61	499
0830 - 0845	32	172	28	0	232	9	216	5	0	230	0	0	2	0	2	45	0	17	0	62	526
0845 - 0900	22	141	42	0	205	13	178	6	0	197	0	0	2	0	2	29	0	12	0	41	445
Total	97	531	134	0	762	41	826	22	0	889	2	0	8	0	10	156	0	56	0	212	1873
Approach %	12.73	69.69	17.59	0.00	-	4.61	92.91	2.47	0.00	-	20.00	0.00	80.00	0.00	-	73.58	0.00	26.42	0.00	-	
PHF	0.76	0.77	0.80	0.00	**0.82**	0.73	0.82	0.79	0.00	**0.83**	0.25	0.00	0.50	0.00	**0.63**	0.87	0.00	0.82	0.00	**0.85**	**0.89**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Perimeter Center Terrace					Perimeter Center N					
Time	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
0800 - 0815	0	3	3	0	6	1	6	1	0	8	0	0	1	0	1	0	0	0	0	0	15
0815 - 0830	1	0	1	0	2	0	1	1	0	2	0	1	0	0	1	0	0	1	0	1	6
0830 - 0845	0	1	0	0	1	0	4	1	0	5	0	0	2	0	2	0	0	0	0	0	8
0845 - 0900	0	0	1	0	1	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	5
Total	1	4	5	0	10	1	14	4	0	19	0	1	3	0	4	0	0	1	0	1	34
Approach %	10.00	40.00	50.00	0.00	-	5.26	73.68	21.05	0.00	-	0.00	25.00	75.00	0.00	-	0.00	0.00	100.00	0.00	-	
PHF	0.25	0.33	0.42	0.00	**0.42**	0.25	0.58	1.00	0.00	**0.59**	0.00	0.25	0.38	0.00	**0.50**	0.00	0.00	0.25	0.00	**0.25**	**0.57**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Perimeter Center Terrace					Perimeter Center N					
Time	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Dunwoody, GA

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, August 13, 2024	
Period	1100 - 1300
Peak Hour	1200 - 1300

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

Time	Northbound Ashford Dunwoody Rd NE (South) Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Southbound Ashford Dunwoody Rd NE (North) Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Eastbound Perimeter Center Terrace Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Westbound Perimeter Center N Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
1200 - 1215	7	202	29	0	238	12	181	2	0	195	4	0	13	0	17	40	0	13	0	53	503
1215 - 1230	7	175	31	2	215	6	163	5	0	174	4	0	12	0	16	29	1	12	0	42	447
1230 - 1245	16	216	26	2	260	10	198	8	0	216	2	1	14	0	17	22	1	14	0	37	530
1245 - 1300	11	177	34	3	225	6	208	4	0	218	3	0	13	0	16	22	0	12	0	34	493
Total	41	770	120	7	938	34	750	19	0	803	13	1	52	0	66	113	2	51	0	166	1973
Approach %	4.37	82.09	12.79	0.75	-	4.23	93.40	2.37	0.00	-	19.70	1.52	78.79	0.00	-	68.07	1.20	30.72	0.00	-	
PHF	0.64	0.89	0.88	0.58	**0.90**	0.71	0.90	0.59	0.00	**0.92**	0.81	0.25	0.93	0.00	**0.97**	0.71	0.50	0.91	0.00	**0.78**	**0.93**

Bikes

Time	Northbound Ashford Dunwoody Rd NE (South) Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Southbound Ashford Dunwoody Rd NE (North) Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Eastbound Perimeter Center Terrace Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Westbound Perimeter Center N Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

Time	Northbound Ashford Dunwoody Rd NE (South) Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Southbound Ashford Dunwoody Rd NE (North) Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Eastbound Perimeter Center Terrace Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Westbound Perimeter Center N Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
1200 - 1215	7	201	29	0	237	11	174	2	0	187	4	0	13	0	17	40	0	12	0	52	493
1215 - 1230	7	173	31	2	213	5	159	5	0	169	4	0	12	0	16	28	1	12	0	41	439
1230 - 1245	16	214	26	2	258	9	194	7	0	210	2	1	13	0	16	22	0	14	0	36	520
1245 - 1300	11	176	34	3	224	6	205	4	0	215	3	0	13	0	16	20	0	12	0	32	487
Total	41	764	120	7	932	31	732	18	0	781	13	1	51	0	65	110	1	50	0	161	1939
Approach %	4.40	81.97	12.88	0.75	-	3.97	93.73	2.30	0.00	-	20.00	1.54	78.46	0.00	-	68.32	0.62	31.06	0.00	-	
PHF	0.64	0.89	0.88	0.58	**0.90**	0.70	0.89	0.64	0.00	**0.91**	0.81	0.25	0.98	0.00	**0.96**	0.69	0.25	0.89	0.00	**0.77**	**0.93**

Single Unit Trucks (4-7)

Time	Northbound Ashford Dunwoody Rd NE (South) Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Southbound Ashford Dunwoody Rd NE (North) Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Eastbound Perimeter Center Terrace Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Westbound Perimeter Center N Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
1200 - 1215	0	1	0	0	1	1	7	0	0	8	0	0	0	0	0	0	0	1	0	1	10
1215 - 1230	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	1	0	0	0	1	5
1230 - 1245	0	2	0	0	2	1	3	1	0	5	0	0	1	0	1	0	1	0	0	1	9
1245 - 1300	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	2	0	0	0	2	5
Total	0	4	0	0	4	3	15	1	0	19	0	0	1	0	1	3	1	1	0	5	29
Approach %	0.00	100.00	0.00	0.00	-	15.79	78.95	5.26	0.00	-	0.00	0.00	100.00	0.00	-	60.00	20.00	20.00	0.00	-	
PHF	0.00	0.50	0.00	0.00	**0.50**	0.75	0.54	0.25	0.00	**0.59**	0.00	0.00	0.25	0.00	**0.25**	0.38	0.25	0.25	0.00	**0.63**	**0.73**

Combination Trucks (8-13)

Time	Northbound Ashford Dunwoody Rd NE (South) Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Southbound Ashford Dunwoody Rd NE (North) Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Eastbound Perimeter Center Terrace Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Westbound Perimeter Center N Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
1230 - 1245	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1245 - 1300	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	**0.25**	0.00	0.75	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.42**

Peak Hour Turning Movement Count

Dunwoody, GA

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, August 13, 2024	
Period	1600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

Time	Northbound Ashford Dunwoody Rd NE (South) Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Southbound Ashford Dunwoody Rd NE (North) Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Eastbound Perimeter Center Terrace Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Westbound Perimeter Center N Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
1700 - 1715	11	309	47	2	369	13	170	3	0	186	4	0	29	0	33	44	0	28	0	72	660
1715 - 1730	5	360	63	0	428	13	145	5	0	163	5	3	21	0	29	32	0	30	0	62	682
1730 - 1745	14	348	56	2	420	10	141	3	0	154	5	1	13	0	19	37	0	12	0	49	642
1745 - 1800	11	281	67	4	363	12	163	6	0	181	3	0	25	0	28	27	1	19	0	47	619
Total	41	1298	233	8	1580	48	619	17	0	684	17	4	88	0	109	140	1	89	0	230	2603
Approach %	2.59	82.15	14.75	0.51	-	7.02	90.50	2.49	0.00	-	15.60	3.67	80.73	0.00	-	60.87	0.43	38.70	0.00	-	
PHF	0.73	0.90	0.87	0.50	**0.92**	0.92	0.91	0.71	0.00	**0.92**	0.85	0.33	0.76	0.00	**0.83**	0.80	0.25	0.74	0.00	**0.80**	**0.95**

Bikes

Time	Northbound Ashford Dunwoody Rd NE (South) Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Southbound Ashford Dunwoody Rd NE (North) Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Eastbound Perimeter Center Terrace Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Westbound Perimeter Center N Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.25	0.00	**0.25**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Passenger Vehicles (1-3)

Time	Northbound Ashford Dunwoody Rd NE (South) Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Southbound Ashford Dunwoody Rd NE (North) Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Eastbound Perimeter Center Terrace Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Westbound Perimeter Center N Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
1700 - 1715	10	306	47	2	365	13	169	2	0	184	4	0	28	0	32	44	0	28	0	72	653
1715 - 1730	5	359	63	0	427	13	145	4	0	162	5	3	20	0	28	32	0	30	0	62	679
1730 - 1745	14	346	56	2	418	10	141	3	0	154	5	1	13	0	19	37	0	12	0	49	640
1745 - 1800	11	280	66	4	361	12	162	5	0	179	3	0	24	0	27	27	1	19	0	47	614
Total	40	1291	232	8	1571	48	617	14	0	679	17	4	85	0	106	140	1	89	0	230	2586
Approach %	2.55	82.18	14.77	0.51	-	7.07	90.87	2.06	0.00	-	16.04	3.77	80.19	0.00	-	60.87	0.43	38.70	0.00	-	
PHF	0.71	0.90	0.88	0.50	**0.92**	0.92	0.91	0.70	0.00	**0.92**	0.85	0.33	0.76	0.00	**0.83**	0.80	0.25	0.74	0.00	**0.80**	**0.95**

Single Unit Trucks (4-7)

Time	Northbound Ashford Dunwoody Rd NE (South) Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Southbound Ashford Dunwoody Rd NE (North) Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Eastbound Perimeter Center Terrace Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Westbound Perimeter Center N Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
1700 - 1715	0	2	0	0	2	0	1	1	0	2	0	0	1	0	1	0	0	0	0	0	5
1715 - 1730	0	1	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	3
1730 - 1745	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1745 - 1800	0	1	0	0	1	0	1	1	0	2	0	0	1	0	1	0	0	0	0	0	4
Total	0	6	0	0	6	0	2	3	0	5	0	0	3	0	3	0	0	0	0	0	14
Approach %	0.00	100.00	0.00	0.00	-	0.00	40.00	60.00	0.00	-	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.75	0.00	0.00	**0.75**	0.00	0.50	0.75	0.00	**0.63**	0.00	0.00	0.75	0.00	**0.75**	0.00	0.00	0.00	0.00	**0.00**	**0.70**

Combination Trucks (8-13)

Time	Northbound Ashford Dunwoody Rd NE (South) Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Southbound Ashford Dunwoody Rd NE (North) Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Eastbound Perimeter Center Terrace Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Westbound Perimeter Center N Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
1700 - 1715	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Approach %	50.00	50.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Peak Hour Turning Movement Count

Dunwoody, GA

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, August 13, 2024	
Period	0700 - 0900
Peak Hour	0800 - 0900

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Wells Fargo Dwy					Dune Woods Access Ln					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
0800 - 0815	1	174	0	8	183	0	223	0	0	223	0	0	0	0	0	0	0	0	0	0	406
0815 - 0830	1	175	0	7	183	0	294	0	0	294	0	0	0	0	0	0	0	0	0	0	477
0830 - 0845	1	236	1	5	243	0	268	0	0	268	0	0	0	0	0	0	0	0	0	0	511
0845 - 0900	1	215	0	3	219	0	208	0	0	208	0	0	0	0	0	0	0	0	0	0	427
Total	4	800	1	23	828	0	993	0	0	993	0	0	0	0	0	0	0	0	0	0	1821
Approach %	0.48	96.62	0.12	2.78	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	1.00	0.85	0.25	0.72	**0.85**	0.00	0.84	0.00	0.00	**0.84**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.89**

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Wells Fargo Dwy					Dune Woods Access Ln					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
0800 - 0815	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Wells Fargo Dwy					Dune Woods Access Ln					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
0800 - 0815	1	167	0	8	176	0	216	0	0	216	0	0	0	0	0	0	0	0	0	0	392
0815 - 0830	1	173	0	7	181	0	293	0	0	293	0	0	0	0	0	0	0	0	0	0	474
0830 - 0845	1	235	1	5	242	0	262	0	0	262	0	0	0	0	0	0	0	0	0	0	504
0845 - 0900	1	213	0	3	217	0	205	0	0	205	0	0	0	0	0	0	0	0	0	0	422
Total	4	788	1	23	816	0	976	0	0	976	0	0	0	0	0	0	0	0	0	0	1792
Approach %	0.49	96.57	0.12	2.82	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	1.00	0.84	0.25	0.72	**0.84**	0.00	0.83	0.00	0.00	**0.83**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.89**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Wells Fargo Dwy					Dune Woods Access Ln					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
0800 - 0815	0	6	0	0	6	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	13
0815 - 0830	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
0830 - 0845	0	1	0	0	1	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	7
0845 - 0900	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
Total	0	11	0	0	11	0	17	0	0	17	0	0	0	0	0	0	0	0	0	0	28
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.46	0.00	0.00	**0.46**	0.00	0.61	0.00	0.00	**0.61**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.54**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Wells Fargo Dwy					Dune Woods Access Ln					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Dunwoody, GA

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, August 13, 2024	
Period	1100 - 1300
Peak Hour	1200 - 1300

* the Peak Hour Diagram does not include Bikes



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

Time	Northbound Ashford Dunwoody Rd NE (South) Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Southbound Ashford Dunwoody Rd NE (North) Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Eastbound Wells Fargo Dwy Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Westbound Dune Woods Access Ln Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
1200 - 1215	0	248	0	4	252	0	240	0	1	241	0	0	1	0	1	0	0	0	0	0	494
1215 - 1230	3	217	0	5	225	0	198	0	0	198	0	0	2	0	2	0	0	0	0	0	425
1230 - 1245	1	278	0	3	282	0	242	0	0	242	0	0	1	0	1	0	0	0	0	0	525
1245 - 1300	0	243	0	3	246	0	237	0	0	237	0	0	0	0	0	0	0	0	0	0	483
Total	4	986	0	15	1005	0	917	0	1	918	0	0	4	0	4	0	0	0	0	0	1927
Approach %	0.40	98.11	0.00	1.49	-	0.00	99.89	0.00	0.11	-	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.33	0.89	0.00	0.75	**0.89**	0.00	0.95	0.00	0.25	**0.95**	0.00	0.00	0.50	0.00	**0.50**	0.00	0.00	0.00	0.00	**0.00**	**0.92**

Bikes

Time	Northbound Ashford Dunwoody Rd NE (South) Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Southbound Ashford Dunwoody Rd NE (North) Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Eastbound Wells Fargo Dwy Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Westbound Dune Woods Access Ln Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

Time	Northbound Ashford Dunwoody Rd NE (South) Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Southbound Ashford Dunwoody Rd NE (North) Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Eastbound Wells Fargo Dwy Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Westbound Dune Woods Access Ln Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
1200 - 1215	0	247	0	3	250	0	233	0	1	234	0	0	1	0	1	0	0	0	0	0	485
1215 - 1230	2	214	0	5	221	0	193	0	0	193	0	0	2	0	2	0	0	0	0	0	416
1230 - 1245	1	276	0	3	280	0	237	0	0	237	0	0	0	0	0	0	0	0	0	0	517
1245 - 1300	0	242	0	3	245	0	232	0	0	232	0	0	0	0	0	0	0	0	0	0	477
Total	3	979	0	14	996	0	895	0	1	896	0	0	3	0	3	0	0	0	0	0	1895
Approach %	0.30	98.29	0.00	1.41	-	0.00	99.89	0.00	0.11	-	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.38	0.89	0.00	0.70	**0.89**	0.00	0.94	0.00	0.25	**0.95**	0.00	0.00	0.38	0.00	**0.38**	0.00	0.00	0.00	0.00	**0.00**	**0.92**

Single Unit Trucks (4-7)

Time	Northbound Ashford Dunwoody Rd NE (South) Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Southbound Ashford Dunwoody Rd NE (North) Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Eastbound Wells Fargo Dwy Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Westbound Dune Woods Access Ln Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
1200 - 1215	0	1	0	1	2	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	9
1215 - 1230	1	1	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6
1230 - 1245	0	2	0	0	2	0	4	0	0	4	0	0	1	0	1	0	0	0	0	0	7
1245 - 1300	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
Total	1	5	0	1	7	0	19	0	0	19	0	0	1	0	1	0	0	0	0	0	27
Approach %	14.29	71.43	0.00	14.29	-	0.00	100.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.63	0.00	0.25	**0.88**	0.00	0.68	0.00	0.00	**0.68**	0.00	0.00	0.25	0.00	**0.25**	0.00	0.00	0.00	0.00	**0.00**	**0.75**

Combination Trucks (8-13)

Time	Northbound Ashford Dunwoody Rd NE (South) Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Southbound Ashford Dunwoody Rd NE (North) Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Eastbound Wells Fargo Dwy Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Westbound Dune Woods Access Ln Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
1230 - 1245	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1245 - 1300	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	**0.25**	0.00	0.75	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.42**

Peak Hour Turning Movement Count

Dunwoody, GA

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, August 13, 2024	
Period	1600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

Time	Northbound Ashford Dunwoody Rd NE (South) Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Southbound Ashford Dunwoody Rd NE (North) Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Eastbound Wells Fargo Dwy Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Westbound Dune Woods Access Ln Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
1700 - 1715	1	376	0	2	379	0	239	0	2	241	0	0	1	0	1	0	0	0	0	0	621
1715 - 1730	0	435	0	6	441	0	202	0	0	202	0	0	1	0	1	0	0	0	0	0	644
1730 - 1745	2	442	0	6	450	0	195	0	0	195	0	0	0	0	0	0	0	0	0	0	645
1745 - 1800	0	380	0	3	383	0	220	0	0	220	0	0	0	0	0	0	0	0	0	0	603
Total	3	1633	0	17	1653	0	856	0	2	858	0	0	2	0	2	0	0	0	0	0	2513
Approach %	0.18	98.79	0.00	1.03	-	0.00	99.77	0.00	0.23	-	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.38	0.92	0.00	0.71	**0.92**	0.00	0.90	0.00	0.25	**0.89**	0.00	0.00	0.50	0.00	**0.50**	0.00	0.00	0.00	0.00	**0.00**	**0.97**

Bikes

Time	Northbound Ashford Dunwoody Rd NE (South) Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Southbound Ashford Dunwoody Rd NE (North) Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Eastbound Wells Fargo Dwy Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Westbound Dune Woods Access Ln Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

Time	Northbound Ashford Dunwoody Rd NE (South) Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Southbound Ashford Dunwoody Rd NE (North) Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Eastbound Wells Fargo Dwy Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Westbound Dune Woods Access Ln Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
1700 - 1715	1	372	0	2	375	0	237	0	2	239	0	0	1	0	1	0	0	0	0	0	615
1715 - 1730	0	434	0	6	440	0	201	0	0	201	0	0	1	0	1	0	0	0	0	0	642
1730 - 1745	2	440	0	6	448	0	195	0	0	195	0	0	0	0	0	0	0	0	0	0	643
1745 - 1800	0	378	0	3	381	0	218	0	0	218	0	0	0	0	0	0	0	0	0	0	599
Total	3	1624	0	17	1644	0	851	0	2	853	0	0	2	0	2	0	0	0	0	0	2499
Approach %	0.18	98.78	0.00	1.03	-	0.00	99.77	0.00	0.23	-	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.38	0.92	0.00	0.71	**0.92**	0.00	0.90	0.00	0.25	**0.89**	0.00	0.00	0.50	0.00	**0.50**	0.00	0.00	0.00	0.00	**0.00**	**0.97**

Single Unit Trucks (4-7)

Time	Northbound Ashford Dunwoody Rd NE (South) Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Southbound Ashford Dunwoody Rd NE (North) Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Eastbound Wells Fargo Dwy Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Westbound Dune Woods Access Ln Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
1700 - 1715	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
1715 - 1730	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1730 - 1745	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1745 - 1800	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
Total	0	7	0	0	7	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	12
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.88	0.00	0.00	**0.88**	0.00	0.63	0.00	0.00	**0.63**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.75**

Combination Trucks (8-13)

Time	Northbound Ashford Dunwoody Rd NE (South) Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Southbound Ashford Dunwoody Rd NE (North) Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Eastbound Wells Fargo Dwy Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Westbound Dune Woods Access Ln Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
1700 - 1715	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Approach %	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Peak Hour Turning Movement Count

Dunwoody, GA

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, August 13, 2024	
Period	0700 - 0900
Peak Hour	0745 - 0845

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Driveway (South)					Driveway (North)					Perimeter Ter					Perimeter Center Terrace					
Time	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0745 - 0800	0	2	0	0	2	2	0	0	0	2	0	4	0	0	4	1	2	36	0	39	47
0800 - 0815	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	0	1	31	0	32	36
0815 - 0830	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	1	23	1	25	29
0830 - 0845	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	0	2	34	0	36	40
Total	0	2	0	0	2	10	0	0	0	10	1	7	0	0	8	1	6	124	1	132	152
Approach %	0.00	100.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	12.50	87.50	0.00	0.00	-	0.76	4.55	93.94	0.76	-	
PHF	0.00	0.25	0.00	0.00	**0.25**	0.63	0.00	0.00	0.00	**0.63**	0.25	0.44	0.00	0.00	**0.50**	0.25	0.75	0.86	0.25	**0.85**	**0.81**

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Driveway (South)					Driveway (North)					Perimeter Ter					Perimeter Center Terrace					
Time	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Driveway (South)					Driveway (North)					Perimeter Ter					Perimeter Center Terrace					
Time	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0745 - 0800	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	1	1	35	0	37	42
0800 - 0815	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	0	1	30	0	31	34
0815 - 0830	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	23	0	23	27
0830 - 0845	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	1	34	0	35	37
Total	0	2	0	0	2	8	0	0	0	8	1	3	0	0	4	1	3	122	0	126	140
Approach %	0.00	100.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	25.00	75.00	0.00	0.00	-	0.79	2.38	96.83	0.00	-	
PHF	0.00	0.25	0.00	0.00	**0.25**	0.50	0.00	0.00	0.00	**0.50**	0.25	0.38	0.00	0.00	**0.50**	0.25	0.75	0.87	0.00	**0.85**	**0.83**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Driveway (South)					Driveway (North)					Perimeter Ter					Perimeter Center Terrace					
Time	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0745 - 0800	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	1	1	0	2	5
0800 - 0815	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
Total	0	0	0	0	0	2	0	0	0	2	0	4	0	0	4	0	3	2	1	6	12
Approach %	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	50.00	33.33	16.67	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.50	0.00	0.00	0.00	**0.50**	0.00	0.50	0.00	0.00	**0.50**	0.00	0.75	0.50	0.25	**0.75**	**0.60**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Driveway (South)					Driveway (North)					Perimeter Ter					Perimeter Center Terrace					
Time	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Dunwoody, GA

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, August 13, 2024	
Period	1100 - 1300
Peak Hour	1200 - 1300

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Driveway (South)					Driveway (North)					Perimeter Ter					Perimeter Center Terrace					
Time	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1200 - 1215	0	0	1	0	1	17	1	1	0	19	0	1	0	0	1	3	2	4	0	9	30
1215 - 1230	0	2	2	0	4	9	0	0	0	9	0	2	0	0	2	5	0	5	2	12	27
1230 - 1245	0	0	0	0	0	8	0	1	0	9	0	2	0	0	2	3	2	15	5	25	36
1245 - 1300	0	0	8	0	8	8	0	0	0	8	1	0	0	0	1	4	1	8	1	14	31
Total	0	2	11	0	13	42	1	2	0	45	1	5	0	0	6	15	5	32	8	60	124
Approach %	0.00	15.38	84.62	0.00	-	93.33	2.22	4.44	0.00	-	16.67	83.33	0.00	0.00	-	25.00	8.33	53.33	13.33	-	
PHF	0.00	0.25	0.34	0.00	**0.41**	0.62	0.25	0.50	0.00	**0.59**	0.25	0.63	0.00	0.00	**0.75**	0.75	0.63	0.53	0.40	**0.60**	**0.86**

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Driveway (South)					Driveway (North)					Perimeter Ter					Perimeter Center Terrace					
Time	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Driveway (South)					Driveway (North)					Perimeter Ter					Perimeter Center Terrace					
Time	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1200 - 1215	0	0	1	0	1	17	0	1	0	18	0	1	0	0	1	3	2	4	0	9	29
1215 - 1230	0	2	2	0	4	9	0	0	0	9	0	2	0	0	2	5	0	5	2	12	27
1230 - 1245	0	0	0	0	0	8	0	1	0	9	0	2	0	0	2	3	2	14	4	23	34
1245 - 1300	0	0	8	0	8	8	0	0	0	8	1	0	0	0	1	4	1	8	1	14	31
Total	0	2	11	0	13	42	0	2	0	44	1	5	0	0	6	15	5	31	7	58	121
Approach %	0.00	15.38	84.62	0.00	-	95.45	0.00	4.55	0.00	-	16.67	83.33	0.00	0.00	-	25.86	8.62	53.45	12.07	-	
PHF	0.00	0.25	0.34	0.00	**0.41**	0.62	0.00	0.50	0.00	**0.61**	0.25	0.63	0.00	0.00	**0.75**	0.75	0.63	0.55	0.44	**0.63**	**0.89**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Driveway (South)					Driveway (North)					Perimeter Ter					Perimeter Center Terrace					
Time	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	1	2	3
Approach %	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	50.00	50.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.25	0.25	**0.25**	**0.38**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Driveway (South)					Driveway (North)					Perimeter Ter					Perimeter Center Terrace					
Time	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Dunwoody, GA

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Marr Traffic DATA COLLECTION

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Tuesday, August 13, 2024	
Period	1600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Driveway (South)					Driveway (North)					Perimeter Ter					Perimeter Center Terrace					
Time	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1700 - 1715	0	1	0	0	1	34	0	0	0	34	0	3	1	0	4	6	4	4	0	14	53
1715 - 1730	0	1	2	0	3	23	1	0	0	24	0	2	1	0	3	5	3	2	0	10	40
1730 - 1745	0	2	2	0	4	14	1	1	0	16	0	1	4	0	5	6	6	4	1	17	42
1745 - 1800	0	5	4	1	10	17	1	0	0	18	0	4	1	0	5	7	4	4	3	18	51
Total	0	9	8	1	18	88	3	1	0	92	0	10	7	0	17	24	17	14	4	59	186
Approach %	0.00	50.00	44.44	5.56	-	95.65	3.26	1.09	0.00	-	0.00	58.82	41.18	0.00	-	40.68	28.81	23.73	6.78	-	
PHF	0.00	0.45	0.50	0.25	**0.45**	0.65	0.75	0.25	0.00	**0.68**	0.00	0.63	0.44	0.00	**0.85**	0.86	0.71	0.88	0.33	**0.82**	**0.88**

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Driveway (South)					Driveway (North)					Perimeter Ter					Perimeter Center Terrace					
Time	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Driveway (South)					Driveway (North)					Perimeter Ter					Perimeter Center Terrace					
Time	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1700 - 1715	0	0	0	0	0	33	0	0	0	33	0	3	1	0	4	6	3	3	0	12	49
1715 - 1730	0	1	2	0	3	23	1	0	0	24	0	1	1	0	2	5	2	2	0	9	38
1730 - 1745	0	2	2	0	4	14	1	1	0	16	0	1	4	0	5	6	6	4	1	17	42
1745 - 1800	0	5	4	1	10	17	1	0	0	18	0	3	1	0	4	7	3	4	3	17	49
Total	0	8	8	1	17	87	3	1	0	91	0	8	7	0	15	24	14	13	4	55	178
Approach %	0.00	47.06	47.06	5.88	-	95.60	3.30	1.10	0.00	-	0.00	53.33	46.67	0.00	-	43.64	25.45	23.64	7.27	-	
PHF	0.00	0.40	0.50	0.25	**0.43**	0.66	0.75	0.25	0.00	**0.69**	0.00	0.67	0.44	0.00	**0.75**	0.86	0.58	0.81	0.33	**0.81**	**0.91**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Driveway (South)					Driveway (North)					Perimeter Ter					Perimeter Center Terrace					
Time	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1700 - 1715	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Total	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	3	0	0	3	6
Approach %	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.25	0.00	0.00	0.00	**0.25**	0.00	0.50	0.00	0.00	**0.50**	0.00	0.75	0.00	0.00	**0.75**	**0.75**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Driveway (South)					Driveway (North)					Perimeter Ter					Perimeter Center Terrace					
Time	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1700 - 1715	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Approach %	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.25	0.00	**0.25**	**0.25**

Peak Hour Turning Movement Count

Dunwoody, GA

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Marr Traffic DATA COLLECTION

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Tuesday, August 13, 2024	
Period	0700 - 0900
Peak Hour	0800 - 0900

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

Time	Northbound Perimeter Mall Driveway Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Southbound Le Meridien Atlanta Perimeter Driveway Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Eastbound Perimeter Center W (West) Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Westbound Perimeter Center W (East) Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
0800 - 0815	0	1	1	0	2	2	0	4	0	6	2	75	2	3	82	0	143	0	1	144	234
0815 - 0830	0	0	1	0	1	6	0	1	0	7	3	90	4	1	98	0	135	4	0	139	245
0830 - 0845	0	0	2	0	2	2	0	3	0	5	4	69	1	1	75	0	176	2	0	178	260
0845 - 0900	0	0	5	0	5	4	0	2	0	6	3	80	1	1	85	0	160	2	2	164	260
Total	0	1	9	0	10	14	0	10	0	24	12	314	8	6	340	0	614	8	3	625	999
Approach %	0.00	10.00	90.00	0.00	-	58.33	0.00	41.67	0.00	-	3.53	92.35	2.35	1.76	-	0.00	98.24	1.28	0.48	-	
PHF	0.00	0.25	0.45	0.00	**0.50**	0.58	0.00	0.63	0.00	**0.86**	0.75	0.87	0.50	0.50	**0.87**	0.00	0.87	0.50	0.38	**0.88**	**0.96**

Bikes

Time	Northbound Perimeter Mall Driveway Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Southbound Le Meridien Atlanta Perimeter Driveway Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Eastbound Perimeter Center W (West) Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Westbound Perimeter Center W (East) Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.25	0.00	**0.25**	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Passenger Vehicles (1-3)

Time	Northbound Perimeter Mall Driveway Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Southbound Le Meridien Atlanta Perimeter Driveway Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Eastbound Perimeter Center W (West) Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Westbound Perimeter Center W (East) Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
0800 - 0815	0	1	1	0	2	2	0	4	0	6	2	70	2	3	77	0	139	0	1	140	225
0815 - 0830	0	0	1	0	1	5	0	1	0	6	3	87	3	0	93	0	134	4	0	138	238
0830 - 0845	0	0	2	0	2	2	0	3	0	5	4	66	0	1	71	0	170	2	0	172	250
0845 - 0900	0	0	4	0	4	4	0	2	0	6	3	78	1	1	83	0	157	2	2	161	254
Total	0	1	8	0	9	13	0	10	0	23	12	301	6	5	324	0	600	8	3	611	967
Approach %	0.00	11.11	88.89	0.00	-	56.52	0.00	43.48	0.00	-	3.70	92.90	1.85	1.54	-	0.00	98.20	1.31	0.49	-	
PHF	0.00	0.25	0.50	0.00	**0.56**	0.65	0.00	0.63	0.00	**0.96**	0.75	0.86	0.50	0.42	**0.87**	0.00	0.88	0.50	0.38	**0.89**	**0.95**

Single Unit Trucks (4-7)

Time	Northbound Perimeter Mall Driveway Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Southbound Le Meridien Atlanta Perimeter Driveway Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Eastbound Perimeter Center W (West) Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Westbound Perimeter Center W (East) Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	4	0	0	4	9
0815 - 0830	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	1	0	0	1	4
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	6	0	0	6	9
0845 - 0900	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	6
Total	0	0	1	0	1	1	0	0	0	1	0	12	0	0	12	0	14	0	0	14	28
Approach %	0.00	0.00	100.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.25	0.00	**0.25**	0.25	0.00	0.00	0.00	**0.25**	0.00	0.60	0.00	0.00	**0.60**	0.00	0.58	0.00	0.00	**0.58**	**0.78**

Combination Trucks (8-13)

Time	Northbound Perimeter Mall Driveway Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Southbound Le Meridien Atlanta Perimeter Driveway Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Eastbound Perimeter Center W (West) Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Westbound Perimeter Center W (East) Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	2
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3	0	0	0	0	0	3
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	33.33	33.33	33.33	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.25	0.25	**0.38**	0.00	0.00	0.00	0.00	**0.00**	**0.38**

Peak Hour Turning Movement Count

Dunwoody, GA

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, August 13, 2024	
Period	1100 - 1300
Peak Hour	1200 - 1300

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

Time	Northbound Perimeter Mall Driveway Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Southbound Le Meridien Atlanta Perimeter Driveway Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Eastbound Perimeter Center W (West) Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Westbound Perimeter Center W (East) Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
1200 - 1215	1	0	10	0	11	0	0	2	0	2	3	153	17	2	175	1	164	2	1	168	356
1215 - 1230	0	0	7	0	7	2	0	2	0	4	4	172	15	3	194	2	168	1	1	172	377
1230 - 1245	1	0	9	0	10	1	0	0	0	1	7	157	13	2	179	0	207	2	2	211	401
1245 - 1300	1	0	16	0	17	3	1	2	0	6	1	168	7	0	176	3	177	5	0	185	384
Total	3	0	42	0	45	6	1	6	0	13	15	650	52	7	724	6	716	10	4	736	1518
Approach %	6.67	0.00	93.33	0.00	-	46.15	7.69	46.15	0.00	-	2.07	89.78	7.18	0.97	-	0.82	97.28	1.36	0.54	-	
PHF	0.75	0.00	0.66	0.00	**0.66**	0.50	0.25	0.75	0.00	**0.54**	0.54	0.94	0.76	0.58	**0.93**	0.50	0.86	0.50	0.50	**0.87**	**0.95**

Bikes

Time	Northbound Perimeter Mall Driveway Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Southbound Le Meridien Atlanta Perimeter Driveway Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Eastbound Perimeter Center W (West) Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Westbound Perimeter Center W (East) Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

Time	Northbound Perimeter Mall Driveway Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Southbound Le Meridien Atlanta Perimeter Driveway Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Eastbound Perimeter Center W (West) Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Westbound Perimeter Center W (East) Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
1200 - 1215	1	0	10	0	11	0	0	2	0	2	3	150	17	2	172	1	162	2	1	166	351
1215 - 1230	0	0	7	0	7	2	0	2	0	4	4	170	15	3	192	2	165	1	1	169	372
1230 - 1245	0	0	9	0	9	1	0	0	0	1	7	156	13	2	178	0	206	2	2	210	398
1245 - 1300	1	0	16	0	17	2	1	2	0	5	1	166	7	0	174	3	177	4	0	184	380
Total	2	0	42	0	44	5	1	6	0	12	15	642	52	7	716	6	710	9	4	729	1501
Approach %	4.55	0.00	95.45	0.00	-	41.67	8.33	50.00	0.00	-	2.09	89.66	7.26	0.98	-	0.82	97.39	1.23	0.55	-	
PHF	0.50	0.00	0.66	0.00	**0.65**	0.63	0.25	0.75	0.00	**0.60**	0.54	0.94	0.76	0.58	**0.93**	0.50	0.86	0.56	0.50	**0.87**	**0.94**

Single Unit Trucks (4-7)

Time	Northbound Perimeter Mall Driveway Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Southbound Le Meridien Atlanta Perimeter Driveway Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Eastbound Perimeter Center W (West) Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Westbound Perimeter Center W (East) Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
1230 - 1245	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
1245 - 1300	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	0	1	0	1	4
Total	1	0	0	0	1	1	0	0	0	1	0	6	0	0	6	0	6	1	0	7	15
Approach %	100.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	85.71	14.29	0.00	-	
PHF	0.25	0.00	0.00	0.00	**0.25**	0.25	0.00	0.00	0.00	**0.25**	0.00	0.75	0.00	0.00	**0.75**	0.00	0.50	0.25	0.00	**0.58**	**0.94**

Combination Trucks (8-13)

Time	Northbound Perimeter Mall Driveway Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Southbound Le Meridien Atlanta Perimeter Driveway Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Eastbound Perimeter Center W (West) Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Westbound Perimeter Center W (East) Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.50	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	**0.00**	**0.50**

Peak Hour Turning Movement Count

Dunwoody, GA

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, August 13, 2024	
Period	1600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

Time	Northbound Perimeter Mall Driveway Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Southbound Le Meridien Atlanta Perimeter Driveway Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Eastbound Perimeter Center W (West) Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Westbound Perimeter Center W (East) Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
1700 - 1715	0	0	16	0	16	3	0	5	0	8	4	178	18	0	200	1	182	2	0	185	409
1715 - 1730	0	0	17	0	17	10	3	12	0	25	5	237	20	1	263	2	196	3	0	201	506
1730 - 1745	0	0	12	0	12	2	0	11	0	13	6	207	18	0	231	1	184	1	1	187	443
1745 - 1800	0	1	3	0	4	3	1	7	1	12	4	189	15	0	208	3	208	3	0	214	438
Total	0	1	48	0	49	18	4	35	1	58	19	811	71	1	902	7	770	9	1	787	1796
Approach %	0.00	2.04	97.96	0.00	-	31.03	6.90	60.34	1.72	-	2.11	89.91	7.87	0.11	-	0.89	97.84	1.14	0.13	-	
PHF	0.00	0.25	0.71	0.00	**0.72**	0.45	0.33	0.73	0.25	**0.58**	0.79	0.86	0.89	0.25	**0.86**	0.58	0.93	0.75	0.25	**0.92**	**0.89**

Bikes

Time	Northbound Perimeter Mall Driveway Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Southbound Le Meridien Atlanta Perimeter Driveway Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Eastbound Perimeter Center W (West) Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Westbound Perimeter Center W (East) Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

Time	Northbound Perimeter Mall Driveway Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Southbound Le Meridien Atlanta Perimeter Driveway Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Eastbound Perimeter Center W (West) Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Westbound Perimeter Center W (East) Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
1700 - 1715	0	0	15	0	15	3	0	5	0	8	4	176	18	0	198	1	179	2	0	182	403
1715 - 1730	0	0	16	0	16	10	3	12	0	25	5	235	20	1	261	2	194	3	0	199	501
1730 - 1745	0	0	11	0	11	2	0	11	0	13	6	207	18	0	231	1	182	1	1	185	440
1745 - 1800	0	1	3	0	4	3	1	7	1	12	4	188	15	0	207	3	206	3	0	212	435
Total	0	1	45	0	46	18	4	35	1	58	19	806	71	1	897	7	761	9	1	778	1779
Approach %	0.00	2.17	97.83	0.00	-	31.03	6.90	60.34	1.72	-	2.12	89.86	7.92	0.11	-	0.90	97.81	1.16	0.13	-	
PHF	0.00	0.25	0.70	0.00	**0.72**	0.45	0.33	0.73	0.25	**0.58**	0.79	0.86	0.89	0.25	**0.86**	0.58	0.92	0.75	0.25	**0.92**	**0.89**

Single Unit Trucks (4-7)

Time	Northbound Perimeter Mall Driveway Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Southbound Le Meridien Atlanta Perimeter Driveway Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Eastbound Perimeter Center W (West) Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Westbound Perimeter Center W (East) Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
1715 - 1730	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	5
1730 - 1745	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
Total	0	0	2	0	2	0	0	0	0	0	0	5	0	0	5	0	8	0	0	8	15
Approach %	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.50	0.00	**0.50**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.63	0.00	0.00	**0.63**	0.00	1.00	0.00	0.00	**1.00**	**0.75**

Combination Trucks (8-13)

Time	Northbound Perimeter Mall Driveway Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Southbound Le Meridien Atlanta Perimeter Driveway Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Eastbound Perimeter Center W (West) Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Westbound Perimeter Center W (East) Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
1700 - 1715	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Approach %	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.25	0.00	**0.25**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.00	0.00	**0.25**	**0.25**

Bi-Directional Class Count || NB EB 15min

Woodstock, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 2
Driveway,
west of Woodpark Blvd

Date
Tuesday, October 1, 2024

Weather
Mostly Cloudy
73°F

Lat/Long
34.086334°, -84.523000°

Click here for Map

0000 - 2400 (24h Session) (10-01-2024)
NB EB 15min

	Eastbound (Movement 2.1)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
0015 - 0030	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0315 - 0330	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0715	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0915 - 0930	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
0930 - 0945	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1015 - 1030	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1030 - 1045	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1045 - 1100	0	3	3	0	0	0	0	0	0	0	0	0	0	6	9
1100 - 1115	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
1115 - 1130	0	8	2	0	0	0	0	0	0	0	0	0	0	10	
1130 - 1145	0	10	4	0	0	0	0	0	0	0	0	0	0	14	
1145 - 1200	0	19	3	0	0	0	0	0	0	0	0	0	0	22	55
1200 - 1215	0	19	2	0	0	0	0	0	0	0	0	0	0	21	
1215 - 1230	0	16	2	0	0	0	0	0	0	0	0	0	0	18	
1230 - 1245	0	15	2	0	0	0	0	0	0	0	0	0	0	17	
1245 - 1300	0	13	3	0	0	0	0	0	0	0	0	0	0	16	72
1300 - 1315	0	12	5	0	0	0	0	0	0	0	0	0	0	17	
1315 - 1330	0	23	4	0	0	0	0	0	0	0	0	0	0	27	
1330 - 1345	0	17	7	0	0	0	0	0	0	0	0	0	0	24	
1345 - 1400	0	19	0	0	0	0	0	0	0	0	0	0	0	19	87
1400 - 1415	0	17	1	0	1	0	0	0	0	0	0	0	0	19	
1415 - 1430	0	16	2	0	0	0	0	0	0	0	0	0	0	18	
1430 - 1445	0	15	3	0	0	0	0	0	0	0	0	0	0	18	
1445 - 1500	0	10	4	0	0	0	0	0	0	0	0	0	0	14	69
1500 - 1515	0	13	2	0	0	0	0	0	0	0	0	0	0	15	
1515 - 1530	0	13	1	0	1	0	0	0	0	0	0	0	0	15	
1530 - 1545	0	13	3	0	0	0	0	0	0	0	0	0	0	16	
1545 - 1600	0	10	2	0	0	0	0	0	0	0	0	0	0	12	58
1600 - 1615	0	19	1	0	0	0	0	0	0	0	0	0	0	20	
1615 - 1630	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
1630 - 1645	0	14	0	0	0	0	0	0	0	0	0	0	0	14	
1645 - 1700	0	14	3	0	0	0	0	0	0	0	0	0	0	17	61
1700 - 1715	0	16	0	0	0	0	0	0	0	0	0	0	0	16	
1715 - 1730	0	15	2	0	0	0	0	0	0	0	0	0	0	17	
1730 - 1745	0	9	3	0	0	0	0	0	0	0	0	0	0	12	
1745 - 1800	0	11	4	0	0	0	0	0	0	0	0	0	0	15	60
1800 - 1815	0	15	0	0	0	0	0	0	0	0	0	0	0	15	
1815 - 1830	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
1830 - 1845	0	20	3	0	0	0	0	0	0	0	0	0	0	23	
1845 - 1900	0	14	3	0	0	0	0	0	0	0	0	0	0	17	64
1900 - 1915	0	18	0	0	0	0	0	0	0	0	0	0	0	18	
1915 - 1930	0	16	4	0	0	0	0	0	0	0	0	0	0	20	
1930 - 1945	0	19	3	0	0	0	0	0	0	0	0	0	0	22	
1945 - 2000	0	21	2	0	0	0	0	0	0	0	0	0	0	23	83
2000 - 2015	0	16	3	0	0	0	0	0	0	0	0	0	0	19	
2015 - 2030	0	26	4	0	0	0	0	0	0	0	0	0	0	30	
2030 - 2045	0	21	5	0	0	0	0	0	0	0	0	0	0	26	
2045 - 2100	0	13	2	0	0	0	0	0	0	0	0	0	0	15	90
2100 - 2115	0	19	2	0	0	0	0	0	0	0	0	0	0	21	
2115 - 2130	0	16	5	0	0	0	0	0	0	0	0	0	0	21	
2130 - 2145	0	14	2	0	0	0	0	0	0	0	0	0	0	16	
2145 - 2200	0	17	2	0	0	0	0	0	0	0	0	0	0	19	77
2200 - 2215	0	16	5	0	0	0	0	0	0	0	0	0	0	21	
2215 - 2230	0	9	0	0	0	0	0	0	0	0	0	0	0	9	
2230 - 2245	0	16	1	0	0	0	0	0	0	0	0	0	0	17	
2245 - 2300	0	10	4	0	0	0	0	0	0	0	0	0	0	14	61
2300 - 2315	0	13	0	0	0	0	0	0	0	0	0	0	0	13	
2315 - 2330	0	14	1	0	0	0	0	0	0	0	0	0	0	15	
2330 - 2345	0	12	1	0	0	0	0	0	0	0	0	0	0	13	
2345 - 0000	0	12	0	0	0	0	0	0	0	0	0	0	0	12	53

Session Total	0	786	128	0	3	0	0	0	0	0	0	0	0	917
Session Average	0.00	8.19	1.33	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9.55
Session Percentage	0.00	85.71	13.96	0.00	0.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0930 - 1030	0845 - 0945	-	0830 - 0930	-	-	-	-	-	-	-	-	0930 - 1030
AM Peak Volume	0	3	1	0	1	0	0	0	0	0	0	0	0	4

Noon Peak Hour	-	1315 - 1415	1245 - 1345	-	1315 - 1415	-	-	-	-	-	-	-	-	1315 - 1415
Noon Peak Volume	0	76	19	0	1	0	0	0	0	0	0	0	0	89

PM Peak Hour	-	1945 - 2045	1945 - 2045	-	1500 - 1600	-	-	-	-	-	-	-	-	1945 - 2045
PM Peak Volume	0	84	14	0	1	0	0	0	0	0	0	0	0	98

Bi-Directional Class Count || SB WB 15min

Woodstock, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 2
Driveway,
west of Woodpark Blvd

Date
Tuesday, October 1, 2024

Weather
Mostly Cloudy
73°F

Lat/Long
34.086334°, -84.523000°

Click here for Map

0000 - 2400 (24h Session) (10-01-2024)
SB WB 15min

	Westbound (Movement 2,2)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0630 - 0645	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0930 - 0945	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
0945 - 1000	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
1000 - 1015	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1100 - 1115	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1130 - 1145	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1215 - 1230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1245 - 1300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
1300 - 1315	1	1	0	0	0	0	0	0	0	0	0	0	0	2	
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1330 - 1345	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1415 - 1430	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1445 - 1500	0	2	0	0	0	0	0	0	0	0	0	0	0	2	3
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1530 - 1545	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1715 - 1730	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1800 - 1815	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1900 - 1915	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1915 - 1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1930 - 1945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1945 - 2000	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
2000 - 2015	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2015 - 2030	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2030 - 2045	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2045 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2100 - 2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2115 - 2130	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2130 - 2145	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2145 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2200 - 2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2215 - 2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2230 - 2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2330 - 2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2345 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Session Total	1	27	2	0	0	1	0	0	0	0	0	0	0	31
Session Average	0.01	0.28	0.02	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.32
Session Percentage	3.23	87.10	6.45	0.00	0.00	3.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0915 - 1015	0545 - 0645	-	-	0845 - 0945	-	-	-	-	-	-	-	0915 - 1015
AM Peak Volume	0	2	1	0	0	1	0	0	0	0	0	0	0	3

Noon Peak Hour	1215 - 1315	1445 - 1545	1445 - 1545	-	-	-	-	-	-	-	-	-	-	1445 - 1545
Noon Peak Volume	1	5	1	0	0	0	0	0	0	0	0	0	0	6

PM Peak Hour	-	1945 - 2045	1500 - 1600	-	-	-	-	-	-	-	-	-	-	1500 - 1600
PM Peak Volume	0	4	1	0	0	0	0	0	0	0	0	0	0	4

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

Woodstock, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 2
Driveway,
west of Woodpark Blvd

Date
Tuesday, October 1, 2024

Weather
Mostly Cloudy
73°F

Lat/Long
34.086334°, -84.523000°

0000 - 2400 (24h Session) (10-01-2024)
Bi-Directional 15min

	Bi-Directional 15min													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
0015 - 0030	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0315 - 0330	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0630 - 0645	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0700 - 0715	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0915 - 0930	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
0930 - 0945	0	1	1	0	0	1	0	0	0	0	0	0	0	3	
0945 - 1000	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5
1000 - 1015	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1015 - 1030	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1030 - 1045	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1045 - 1100	0	3	3	0	0	0	0	0	0	0	0	0	0	6	10
1100 - 1115	0	7	3	0	0	0	0	0	0	0	0	0	0	10	
1115 - 1130	0	8	2	0	0	0	0	0	0	0	0	0	0	10	
1130 - 1145	0	12	4	0	0	0	0	0	0	0	0	0	0	16	
1145 - 1200	0	19	3	0	0	0	0	0	0	0	0	0	0	22	58
1200 - 1215	0	19	2	0	0	0	0	0	0	0	0	0	0	21	
1215 - 1230	0	17	2	0	0	0	0	0	0	0	0	0	0	19	
1230 - 1245	0	15	2	0	0	0	0	0	0	0	0	0	0	17	
1245 - 1300	0	14	3	0	0	0	0	0	0	0	0	0	0	17	74
1300 - 1315	1	13	5	0	0	0	0	0	0	0	0	0	0	19	
1315 - 1330	0	23	4	0	0	0	0	0	0	0	0	0	0	27	
1330 - 1345	0	19	7	0	0	0	0	0	0	0	0	0	0	26	
1345 - 1400	0	19	0	0	0	0	0	0	0	0	0	0	0	19	91
1400 - 1415	0	17	1	0	1	0	0	0	0	0	0	0	0	19	
1415 - 1430	0	17	2	0	0	0	0	0	0	0	0	0	0	19	
1430 - 1445	0	15	3	0	0	0	0	0	0	0	0	0	0	18	
1445 - 1500	0	12	4	0	0	0	0	0	0	0	0	0	0	16	72
1500 - 1515	0	13	2	0	0	0	0	0	0	0	0	0	0	15	
1515 - 1530	0	13	1	0	1	0	0	0	0	0	0	0	0	15	
1530 - 1545	0	16	4	0	0	0	0	0	0	0	0	0	0	20	
1545 - 1600	0	10	2	0	0	0	0	0	0	0	0	0	0	12	62
1600 - 1615	0	19	1	0	0	0	0	0	0	0	0	0	0	20	
1615 - 1630	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
1630 - 1645	0	14	0	0	0	0	0	0	0	0	0	0	0	14	
1645 - 1700	0	14	3	0	0	0	0	0	0	0	0	0	0	17	61
1700 - 1715	0	16	0	0	0	0	0	0	0	0	0	0	0	16	
1715 - 1730	0	16	2	0	0	0	0	0	0	0	0	0	0	18	
1730 - 1745	0	9	3	0	0	0	0	0	0	0	0	0	0	12	
1745 - 1800	0	11	4	0	0	0	0	0	0	0	0	0	0	15	61
1800 - 1815	0	16	0	0	0	0	0	0	0	0	0	0	0	16	
1815 - 1830	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
1830 - 1845	0	20	3	0	0	0	0	0	0	0	0	0	0	23	
1845 - 1900	0	14	3	0	0	0	0	0	0	0	0	0	0	17	65
1900 - 1915	0	19	0	0	0	0	0	0	0	0	0	0	0	19	
1915 - 1930	0	16	4	0	0	0	0	0	0	0	0	0	0	20	
1930 - 1945	0	19	3	0	0	0	0	0	0	0	0	0	0	22	
1945 - 2000	0	22	2	0	0	0	0	0	0	0	0	0	0	24	85
2000 - 2015	0	17	3	0	0	0	0	0	0	0	0	0	0	20	
2015 - 2030	0	27	4	0	0	0	0	0	0	0	0	0	0	31	
2030 - 2045	0	22	5	0	0	0	0	0	0	0	0	0	0	27	
2045 - 2100	0	13	2	0	0	0	0	0	0	0	0	0	0	15	93
2100 - 2115	0	19	2	0	0	0	0	0	0	0	0	0	0	21	
2115 - 2130	0	17	5	0	0	0	0	0	0	0	0	0	0	22	
2130 - 2145	0	16	2	0	0	0	0	0	0	0	0	0	0	18	
2145 - 2200	0	17	2	0	0	0	0	0	0	0	0	0	0	19	80
2200 - 2215	0	16	5	0	0	0	0	0	0	0	0	0	0	21	
2215 - 2230	0	9	0	0	0	0	0	0	0	0	0	0	0	9	
2230 - 2245	0	16	1	0	0	0	0	0	0	0	0	0	0	17	
2245 - 2300	0	10	4	0	0	0	0	0	0	0	0	0	0	14	61
2300 - 2315	0	14	0	0	0	0	0	0	0	0	0	0	0	14	
2315 - 2330	0	14	1	0	0	0	0	0	0	0	0	0	0	15	
2330 - 2345	0	12	1	0	0	0	0	0	0	0	0	0	0	13	
2345 - 0000	0	12	0	0	0	0	0	0	0	0	0	0	0	12	54

Session Total	1	813	130	0	3	1	0	0	0	0	0	0	0	948
Session Average	0.01	8.47	1.35	0.00	0.03	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9.88
Session Percentage	0.11	85.76	13.71	0.00	0.32	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0930 - 1030	0545 - 0645	-	0830 - 0930	0845 - 0945	-	-	-	-	-	-	-	0930 - 1030
AM Peak Volume	0	5	1	0	1	1	0	0	0	0	0	0	0	7

Noon Peak Hour	1215 - 1315	1315 - 1415	1245 - 1345	-	1315 - 1415	-	-	-	-	-	-	-	-	1300 - 1400
Noon Peak Volume	1	78	19	0	1	0	0	0	0	0	0	0	0	91

PM Peak Hour	-	1945 - 2045	1945 - 2045	-	1500 - 1600	-	-	-	-	-	-	-	-	1945 - 2045
PM Peak Volume	0	88	14	0	1	0	0	0	0	0	0	0	0	102

Bi-Directional Class Count || Volume Summary 15min

Woodstock, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 2
Driveway,
west of Woodpark Blvd

Date
Tuesday, October 1, 2024

Weather
Mostly Cloudy
73°F

Lat/Long
34.086334°, -84.523000°

0000 - 2400 (24h Session) (10-01-2024)
Volume Summary 15min

TIME	Volume Summary 15min EB	WB	15min Total	60min Total
0000 - 0015	8	0	**8**	
0015 - 0030	1	0	**1**	
0030 - 0045	0	0	**0**	
0045 - 0100	0	0	**0**	**9**
0100 - 0115	0	0	**0**	
0115 - 0130	0	0	**0**	
0130 - 0145	0	0	**0**	
0145 - 0200	0	0	**0**	**0**
0200 - 0215	0	0	**0**	
0215 - 0230	0	0	**0**	
0230 - 0245	0	0	**0**	
0245 - 0300	0	0	**0**	**0**
0300 - 0315	1	0	**1**	
0315 - 0330	4	0	**4**	
0330 - 0345	0	0	**0**	
0345 - 0400	0	0	**0**	**5**
0400 - 0415	0	0	**0**	
0415 - 0430	0	0	**0**	
0430 - 0445	0	0	**0**	
0445 - 0500	0	0	**0**	**0**
0500 - 0515	0	0	**0**	
0515 - 0530	0	0	**0**	
0530 - 0545	0	0	**0**	
0545 - 0600	0	0	**0**	**0**
0600 - 0615	0	0	**0**	
0615 - 0630	0	0	**0**	
0630 - 0645	0	1	**1**	
0645 - 0700	0	0	**0**	**1**
0700 - 0715	1	0	**1**	
0715 - 0730	0	0	**0**	
0730 - 0745	0	0	**0**	
0745 - 0800	0	0	**0**	**1**
0800 - 0815	0	0	**0**	
0815 - 0830	0	0	**0**	
0830 - 0845	0	0	**0**	
0845 - 0900	0	0	**0**	**0**
0900 - 0915	0	0	**0**	
0915 - 0930	1	0	**1**	
0930 - 0945	2	1	**3**	
0945 - 1000	0	1	**1**	**5**
1000 - 1015	0	1	**1**	
1015 - 1030	2	0	**2**	
1030 - 1045	1	0	**1**	
1045 - 1100	6	0	**6**	**10**
1100 - 1115	9	1	**10**	
1115 - 1130	10	0	**10**	
1130 - 1145	14	2	**16**	
1145 - 1200	22	0	**22**	**58**

Time	Volume Summary 15min EB	WB	15min Total	60min Total
1200 - 1215	21	0	**21**	
1215 - 1230	18	1	**19**	
1230 - 1245	17	0	**17**	
1245 - 1300	16	1	**17**	**74**
1300 - 1315	17	2	**19**	
1315 - 1330	27	0	**27**	
1330 - 1345	24	2	**26**	
1345 - 1400	19	0	**19**	**91**
1400 - 1415	19	0	**19**	
1415 - 1430	18	1	**19**	
1430 - 1445	18	0	**18**	
1445 - 1500	14	2	**16**	**72**
1500 - 1515	15	0	**15**	
1515 - 1530	15	0	**15**	
1530 - 1545	16	4	**20**	
1545 - 1600	12	0	**12**	**62**
1600 - 1615	20	0	**20**	
1615 - 1630	10	0	**10**	
1630 - 1645	14	0	**14**	
1645 - 1700	17	0	**17**	**61**
1700 - 1715	16	0	**16**	
1715 - 1730	17	1	**18**	
1730 - 1745	12	0	**12**	
1745 - 1800	15	0	**15**	**61**
1800 - 1815	15	1	**16**	
1815 - 1830	9	0	**9**	
1830 - 1845	23	0	**23**	
1845 - 1900	17	0	**17**	**65**
1900 - 1915	18	1	**19**	
1915 - 1930	20	0	**20**	
1930 - 1945	22	0	**22**	
1945 - 2000	23	1	**24**	**85**
2000 - 2015	19	1	**20**	
2015 - 2030	30	1	**31**	
2030 - 2045	26	1	**27**	
2045 - 2100	15	0	**15**	**93**
2100 - 2115	21	0	**21**	
2115 - 2130	21	1	**22**	
2130 - 2145	16	2	**18**	
2145 - 2200	19	0	**19**	**80**
2200 - 2215	21	0	**21**	
2215 - 2230	9	0	**9**	
2230 - 2245	17	0	**17**	
2245 - 2300	14	0	**14**	**61**
2300 - 2315	13	1	**14**	
2315 - 2330	15	0	**15**	
2330 - 2345	13	0	**13**	
2345 - 0000	12	0	**12**	**54**

Session Total	917	31	**948**
Session Average	9.55	0.32	**9.88**
Session Percentage	96.73	3.27	

Bi-Directional Class Count || NB EB 60min

Woodstock, GA

Marr Traffic DATA COLLECTION
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Site 2
Driveway,
west of Woodpark Blvd

Date
Tuesday, October 1, 2024

Lat/Long
34.086334°, -84.523000°

Weather
Mostly Cloudy
73°F

0000 - 2400 (24h Session) (10-01-2024)
NB EB 60min

	Eastbound (Movement 2.1)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0300 - 0400	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0700 - 0800	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
0800 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0900 - 1000	0	1	1	0	1	0	0	0	0	0	0	0	0	**3**
1000 - 1100	0	6	3	0	0	0	0	0	0	0	0	0	0	**9**
1100 - 1200	0	43	12	0	0	0	0	0	0	0	0	0	0	**55**
1200 - 1300	0	63	9	0	0	0	0	0	0	0	0	0	0	**72**
1300 - 1400	0	71	16	0	0	0	0	0	0	0	0	0	0	**87**
1400 - 1500	0	58	10	0	1	0	0	0	0	0	0	0	0	**69**
1500 - 1600	0	49	8	0	1	0	0	0	0	0	0	0	0	**58**
1600 - 1700	0	56	5	0	0	0	0	0	0	0	0	0	0	**61**
1700 - 1800	0	51	9	0	0	0	0	0	0	0	0	0	0	**60**
1800 - 1900	0	57	7	0	0	0	0	0	0	0	0	0	0	**64**
1900 - 2000	0	74	9	0	0	0	0	0	0	0	0	0	0	**83**
2000 - 2100	0	76	14	0	0	0	0	0	0	0	0	0	0	**90**
2100 - 2200	0	66	11	0	0	0	0	0	0	0	0	0	0	**77**
2200 - 2300	0	51	10	0	0	0	0	0	0	0	0	0	0	**61**
2300 - 2400	0	51	2	0	0	0	0	0	0	0	0	0	0	**53**

Session Total	0	786	128	0	3	0	0	0	0	0	0	0	0	**917**
Session Average	0.00	32.75	5.33	0.00	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**38.21**
Session Percentage	0.00	85.71	13.96	0.00	0.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

Noon Peak Hour	-	1300 - 1400	1300 - 1400	-	1400 - 1500	-	-	-	-	-	-	-	-	**1300 - 1400**
Noon Peak Volume	0	71	16	0	1	0	0	0	0	0	0	0	0	**87**

PM Peak Hour	-	1900 - 2000	1700 - 1800	-	1500 - 1600	-	-	-	-	-	-	-	-	**1900 - 2000**
PM Peak Volume	0	74	9	0	1	0	0	0	0	0	0	0	0	**83**

Bi-Directional Class Count || SB WB 60min

Woodstock, GA

Marr Traffic DATA COLLECTION
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Site 2
Driveway,
west of Woodpark Blvd

Date
Tuesday, October 1, 2024

Lat/Long
34.086334°, -84.523000°

Weather
Mostly Cloudy
73°F

0000 - 2400 (24h Session) (10-01-2024)
SB WB 60min

	Westbound (Movement 2.2)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0600 - 0700	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
0700 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0800 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0900 - 1000	0	1	0	0	0	1	0	0	0	0	0	0	0	**2**
1000 - 1100	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1100 - 1200	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1200 - 1300	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1300 - 1400	1	3	0	0	0	0	0	0	0	0	0	0	0	**4**
1400 - 1500	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1500 - 1600	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
1600 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1700 - 1800	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1800 - 1900	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1900 - 2000	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2000 - 2100	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2100 - 2200	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2300 - 2400	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**

Session Total	1	27	2	0	0	1	0	0	0	0	0	0	0	**31**
Session Average	0.04	1.13	0.08	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**1.29**
Session Percentage	3.23	87.10	6.45	0.00	0.00	3.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0900 - 1000	0600 - 0700	-	-	0900 - 1000	-	-	-	-	-	-	-	**0900 - 1000**
AM Peak Volume	0	1	1	0	0	1	0	0	0	0	0	0	0	**2**

Noon Peak Hour	1300 - 1400	1100 - 1200	-	-	-	-	-	-	-	-	-	-	-	**1300 - 1400**
Noon Peak Volume	1	3	0	0	0	0	0	0	0	0	0	0	0	**4**

PM Peak Hour	-	1500 - 1600	1500 - 1600	-	-	-	-	-	-	-	-	-	-	**1500 - 1600**
PM Peak Volume	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**

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

Woodstock, GA

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Lat/Long
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Weather
Mostly Cloudy
73°F

0000 - 2400 (24h Session) (10-01-2024)
Bi-Directional 60min

	Bi-Directional 60min													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0300 - 0400	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0600 - 0700	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
0700 - 0800	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
0800 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0900 - 1000	0	2	1	0	1	1	0	0	0	0	0	0	0	**5**
1000 - 1100	0	7	3	0	0	0	0	0	0	0	0	0	0	**10**
1100 - 1200	0	46	12	0	0	0	0	0	0	0	0	0	0	**58**
1200 - 1300	0	65	9	0	0	0	0	0	0	0	0	0	0	**74**
1300 - 1400	1	74	16	0	0	0	0	0	0	0	0	0	0	**91**
1400 - 1500	0	61	10	0	1	0	0	0	0	0	0	0	0	**72**
1500 - 1600	0	52	9	0	1	0	0	0	0	0	0	0	0	**62**
1600 - 1700	0	56	5	0	0	0	0	0	0	0	0	0	0	**61**
1700 - 1800	0	52	9	0	0	0	0	0	0	0	0	0	0	**61**
1800 - 1900	0	58	7	0	0	0	0	0	0	0	0	0	0	**65**
1900 - 2000	0	76	9	0	0	0	0	0	0	0	0	0	0	**85**
2000 - 2100	0	79	14	0	0	0	0	0	0	0	0	0	0	**93**
2100 - 2200	0	69	11	0	0	0	0	0	0	0	0	0	0	**80**
2200 - 2300	0	51	10	0	0	0	0	0	0	0	0	0	0	**61**
2300 - 2400	0	52	2	0	0	0	0	0	0	0	0	0	0	**54**

Session Total	1	813	130	0	3	1	0	0	0	0	0	0	0	**948**
Session Average	0.04	33.88	5.42	0.00	0.13	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**39.50**
Session Percentage	0.11	85.76	13.71	0.00	0.32	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0900 - 1000	0600 - 0700	-	0900 - 1000	0900 - 1000	-	-	-	-	-	-	-	**0900 - 1000**
AM Peak Volume	0	2	1	0	1	1	0	0	0	0	0	0	0	**5**

Noon Peak Hour	1300 - 1400	1300 - 1400	1300 - 1400	-	1400 - 1500	-	-	-	-	-	-	-	-	**1300 - 1400**
Noon Peak Volume	1	74	16	0	1	0	0	0	0	0	0	0	0	**91**

PM Peak Hour	-	1900 - 2000	1500 - 1600	-	1500 - 1600	-	-	-	-	-	-	-	-	**1900 - 2000**
PM Peak Volume	0	76	9	0	1	0	0	0	0	0	0	0	0	**85**

Bi-Directional Class Count || Volume Summary 60min

Woodstock, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 2
Driveway,
west of Woodpark Blvd

Date
Tuesday, October 1, 2024

Weather
Mostly Cloudy
73°F

Lat/Long
34.086334°, -84.523000°

0000 - 2400 (24h Session) (10-01-2024)
Volume Summary 60min

	Volume Summary 60min		
TIME	EB	WB	**Total**
0000 - 0100	9	0	**9**
0100 - 0200	0	0	**0**
0200 - 0300	0	0	**0**
0300 - 0400	5	0	**5**
0400 - 0500	0	0	**0**
0500 - 0600	0	0	**0**
0600 - 0700	0	1	**1**
0700 - 0800	1	0	**1**
0800 - 0900	0	0	**0**
0900 - 1000	3	2	**5**
1000 - 1100	9	1	**10**
1100 - 1200	55	3	**58**

	Volume Summary 60min		
Time	EB	WB	**Total**
1200 - 1300	72	2	**74**
1300 - 1400	87	4	**91**
1400 - 1500	69	3	**72**
1500 - 1600	58	4	**62**
1600 - 1700	61	0	**61**
1700 - 1800	60	1	**61**
1800 - 1900	64	1	**65**
1900 - 2000	83	2	**85**
2000 - 2100	90	3	**93**
2100 - 2200	77	3	**80**
2200 - 2300	61	0	**61**
2300 - 2400	53	1	**54**

Session Total	917	31	**948**
Session Average	38.21	1.29	**39.50**
Session Percentage	96.73	3.27	

Bi-Directional Class Count || Graphical Analysis NB EB

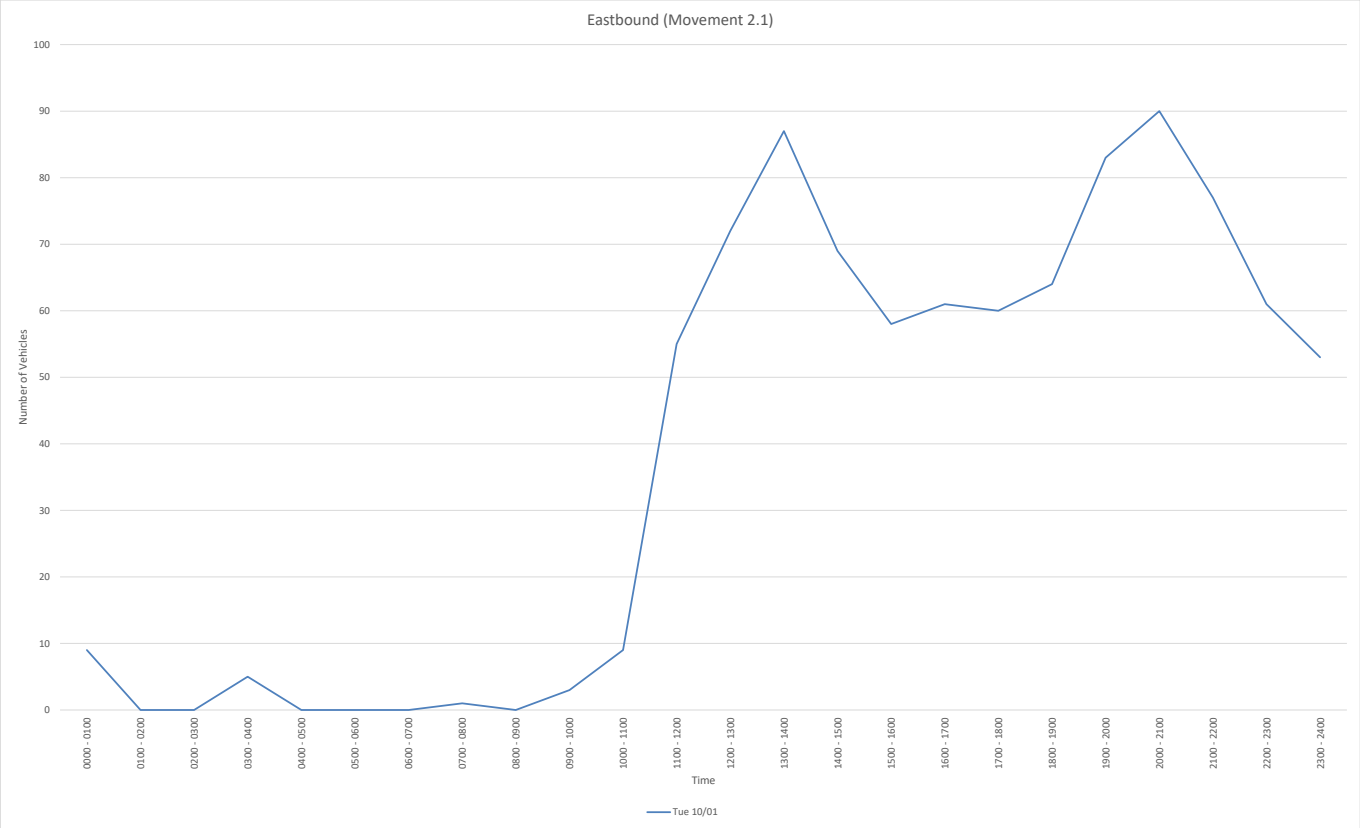
Woodstock, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 2
Driveway,
west of Woodpark Blvd

Lat/Long
34.086334°, -84.523000°

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



Bi-Directional Class Count || Graphical Analysis SB WB

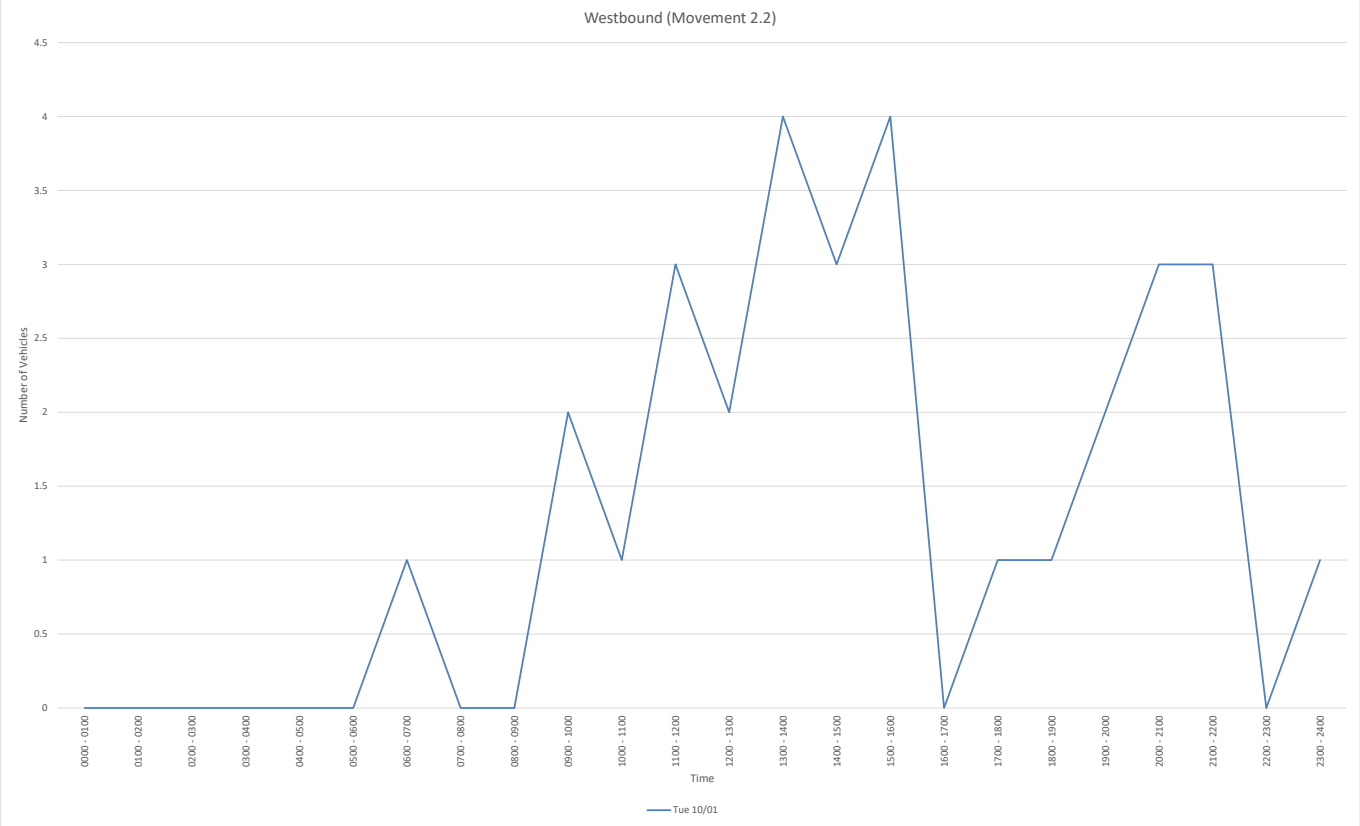
Woodstock, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 2
Driveway,
west of Woodpark Blvd

Lat/Long
34.086334°, -84.523000°

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



EB
File Name:
Start Date: 10/1/2024
Start Time: 0
Site Code: 2
Station ID: 1
Location 1: Driveway, west of Woodpark Blvd
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
10/1/2024	12:00 AM	0	6	2	0	0	0	0	0	0	0	0	0	0
10/1/2024	12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	9:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0
10/1/2024	9:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:45 AM	0	3	3	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:00 AM	0	6	3	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:15 AM	0	8	2	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:30 AM	0	10	4	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:45 AM	0	19	3	0	0	0	0	0	0	0	0	0	0
10/1/2024	12:00 PM	0	19	2	0	0	0	0	0	0	0	0	0	0
10/1/2024	12:15 PM	0	16	2	0	0	0	0	0	0	0	0	0	0
10/1/2024	12:30 PM	0	15	2	0	0	0	0	0	0	0	0	0	0
10/1/2024	12:45 PM	0	13	3	0	0	0	0	0	0	0	0	0	0
10/1/2024	1:00 PM	0	12	5	0	0	0	0	0	0	0	0	0	0
10/1/2024	1:15 PM	0	23	4	0	0	0	0	0	0	0	0	0	0
10/1/2024	1:30 PM	0	17	7	0	0	0	0	0	0	0	0	0	0
10/1/2024	1:45 PM	0	19	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:00 PM	0	17	1	0	1	0	0	0	0	0	0	0	0
10/1/2024	2:15 PM	0	16	2	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:30 PM	0	15	3	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:45 PM	0	10	4	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:00 PM	0	13	2	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:15 PM	0	13	1	0	1	0	0	0	0	0	0	0	0
10/1/2024	3:30 PM	0	13	3	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:45 PM	0	10	2	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:00 PM	0	19	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:15 PM	0	9	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:30 PM	0	14	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:45 PM	0	14	3	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:00 PM	0	16	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:15 PM	0	15	2	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:30 PM	0	9	3	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:45 PM	0	11	4	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:00 PM	0	15	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:15 PM	0	8	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:30 PM	0	20	3	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:45 PM	0	14	3	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:00 PM	0	18	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:15 PM	0	16	4	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:30 PM	0	19	3	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:45 PM	0	21	2	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:00 PM	0	16	3	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:15 PM	0	26	4	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:30 PM	0	21	5	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:45 PM	0	13	2	0	0	0	0	0	0	0	0	0	0
10/1/2024	9:00 PM	0	19	2	0	0	0	0	0	0	0	0	0	0
10/1/2024	9:15 PM	0	16	5	0	0	0	0	0	0	0	0	0	0
10/1/2024	9:30 PM	0	14	2	0	0	0	0	0	0	0	0	0	0
10/1/2024	9:45 PM	0	17	2	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:00 PM	0	16	5	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:30 PM	0	16	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:45 PM	0	10	4	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:00 PM	0	13	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:15 PM	0	14	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:30 PM	0	12	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:45 PM	0	12	0	0	0	0	0	0	0	0	0	0	0

WB
File Name:
Start Date: 10/1/2024
Start Time: 0
Site Code: 2
Station ID: 1
Location 1: Driveway, west of Woodpark Blvd
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
10/1/2024	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	9:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0
10/1/2024	9:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	12:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	1:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	1:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:30 PM	0	3	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	9:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	9:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

EB
File Name:
Start Date: 10/1/2024
Start Time: 0
Site Code: 2
Station ID: 1
Location 1: Driveway, west of Woodpark Blvd
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
10/1/2024	12:00 AM	0	7	2	0	0	0	0	0	0	0	0	0	0
10/1/2024	12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0
10/1/2024	8:45 AM	0	1	1	0	1	0	0	0	0	0	0	0	0
10/1/2024	9:00 AM	0	1	1	0	1	0	0	0	0	0	0	0	0
10/1/2024	9:15 AM	0	1	1	0	1	0	0	0	0	0	0	0	0
10/1/2024	9:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	9:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:00 AM	0	6	3	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:15 AM	0	12	6	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:30 AM	0	18	8	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:45 AM	0	27	12	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:00 AM	0	43	12	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:15 AM	0	56	11	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:30 AM	0	64	11	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:45 AM	0	69	9	0	0	0	0	0	0	0	0	0	0
10/1/2024	12:00 PM	0	63	9	0	0	0	0	0	0	0	0	0	0
10/1/2024	12:15 PM	0	56	12	0	0	0	0	0	0	0	0	0	0
10/1/2024	12:30 PM	0	63	14	0	0	0	0	0	0	0	0	0	0
10/1/2024	12:45 PM	0	65	19	0	0	0	0	0	0	0	0	0	0
10/1/2024	1:00 PM	0	71	16	0	0	0	0	0	0	0	0	0	0
10/1/2024	1:15 PM	0	76	12	0	1	0	0	0	0	0	0	0	0
10/1/2024	1:30 PM	0	69	10	0	1	0	0	0	0	0	0	0	0
10/1/2024	1:45 PM	0	67	6	0	1	0	0	0	0	0	0	0	0
10/1/2024	2:00 PM	0	58	10	0	1	0	0	0	0	0	0	0	0
10/1/2024	2:15 PM	0	54	11	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:30 PM	0	51	10	0	1	0	0	0	0	0	0	0	0
10/1/2024	2:45 PM	0	49	10	0	1	0	0	0	0	0	0	0	0
10/1/2024	3:00 PM	0	49	8	0	1	0	0	0	0	0	0	0	0
10/1/2024	3:15 PM	0	55	7	0	1	0	0	0	0	0	0	0	0
10/1/2024	3:30 PM	0	51	7	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:45 PM	0	52	4	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:00 PM	0	56	5	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:15 PM	0	53	4	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:30 PM	0	59	5	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:45 PM	0	54	8	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:00 PM	0	51	9	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:15 PM	0	50	9	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:30 PM	0	43	8	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:45 PM	0	54	8	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:00 PM	0	57	7	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:15 PM	0	60	7	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:30 PM	0	68	10	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:45 PM	0	67	10	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:00 PM	0	74	9	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:15 PM	0	72	12	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:30 PM	0	82	12	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:45 PM	0	84	14	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:00 PM	0	76	14	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:15 PM	0	79	13	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:30 PM	0	69	14	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:45 PM	0	62	11	0	0	0	0	0	0	0	0	0	0
10/1/2024	9:00 PM	0	66	11	0	0	0	0	0	0	0	0	0	0
10/1/2024	9:15 PM	0	63	14	0	0	0	0	0	0	0	0	0	0
10/1/2024	9:30 PM	0	56	9	0	0	0	0	0	0	0	0	0	0
10/1/2024	9:45 PM	0	58	8	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:00 PM	0	51	10	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:15 PM	0	48	5	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:30 PM	0	53	6	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:45 PM	0	49	6	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:00 PM	0	51	2	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:15 PM	0	38	2	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:30 PM	0	24	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:45 PM	0	12	0	0	0	0	0	0	0	0	0	0	0

WB
File Name:
Start Date: 10/1/2024
Start Time: 0
Site Code: 2
Station ID: 1
Location 1: Driveway, west of Woodpark Blvd
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
10/1/2024	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0
10/1/2024	9:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0
10/1/2024	9:15 AM	0	2	0	0	0	1	0	0	0	0	0	0	0
10/1/2024	9:30 AM	0	2	0	0	0	1	0	0	0	0	0	0	0
10/1/2024	9:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	12:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	12:15 PM	1	3	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	12:30 PM	1	2	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	12:45 PM	1	4	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	1:00 PM	1	3	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	1:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	1:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	1:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:45 PM	0	5	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:30 PM	0	3	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	9:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	9:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	9:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

Bi-Directional Class Count || NB EB 15min

Woodstock, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Driveway,
west of Woodpark Blvd

Date
Tuesday, October 1, 2024

Weather
Mostly Cloudy
73°F

Lat/Long
34.086781°, -84.522977°

Click here for Map

0000 - 2400 (24h Session) (10-01-2024)
NB EB 15min

	Eastbound (Movement 1.1)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0315 - 0330	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0930 - 0945	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1000 - 1015	0	2	0	0	1	0	0	0	0	0	0	0	0	3	
1015 - 1030	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
1100 - 1115	0	10	0	0	0	0	0	0	0	0	0	0	0	10	
1115 - 1130	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1130 - 1145	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
1145 - 1200	0	6	1	0	0	0	0	0	0	0	0	0	0	7	27
1200 - 1215	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
1215 - 1230	0	5	3	0	0	0	0	0	0	0	0	0	0	8	
1230 - 1245	0	5	3	0	0	0	0	0	0	0	0	0	0	8	
1245 - 1300	0	4	0	0	0	0	0	0	0	0	0	0	0	4	28
1300 - 1315	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
1315 - 1330	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
1330 - 1345	1	5	1	0	1	0	0	0	0	0	0	0	0	8	
1345 - 1400	0	2	0	0	0	0	0	0	0	0	0	0	0	2	20
1400 - 1415	0	10	3	0	0	0	0	0	0	0	0	0	0	13	
1415 - 1430	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
1430 - 1445	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
1445 - 1500	0	3	1	0	0	0	0	0	0	0	0	0	0	4	26
1500 - 1515	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
1515 - 1530	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
1530 - 1545	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1545 - 1600	0	8	0	0	0	0	0	0	0	0	0	0	0	8	21
1600 - 1615	0	0	4	0	0	0	0	0	0	0	0	0	0	4	
1615 - 1630	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
1630 - 1645	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
1645 - 1700	0	4	0	0	0	0	0	0	0	0	0	0	0	4	17
1700 - 1715	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
1715 - 1730	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
1730 - 1745	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
1745 - 1800	0	3	2	0	0	0	0	0	0	0	0	0	0	5	19
1800 - 1815	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
1815 - 1830	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
1830 - 1845	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
1845 - 1900	0	6	2	0	0	0	0	0	0	0	0	0	0	8	29
1900 - 1915	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
1915 - 1930	0	4	3	0	0	0	0	0	0	0	0	0	0	7	
1930 - 1945	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
1945 - 2000	0	2	0	0	0	0	0	0	0	0	0	0	0	2	27
2000 - 2015	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
2015 - 2030	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
2030 - 2045	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
2045 - 2100	0	1	1	0	1	0	0	0	0	0	0	0	0	3	23
2100 - 2115	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
2115 - 2130	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
2130 - 2145	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
2145 - 2200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13
2200 - 2215	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2215 - 2230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2230 - 2245	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
2245 - 2300	0	2	0	0	0	0	0	0	0	0	0	0	0	2	12
2300 - 2315	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
2315 - 2330	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2330 - 2345	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
2345 - 0000	0	2	0	0	0	0	0	0	0	0	0	0	0	2	9

Session Total	1	234	43	0	3	1	0	0	0	0	0	0	0	282
Session Average	0.01	2.44	0.45	0.00	0.03	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.94
Session Percentage	0.35	82.98	15.25	0.00	1.06	0.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0930 - 1030	-	-	0915 - 1015	0845 - 0945	-	-	-	-	-	-	-	0930 - 1030
AM Peak Volume	0	4	0	0	1	1	0	0	0	0	0	0	0	6

Noon Peak Hour	1245 - 1345	1100 - 1200	1145 - 1245	-	1000 - 1100	-	-	-	-	-	-	-	-	1130 - 1230
Noon Peak Volume	1	26	9	0	1	0	0	0	0	0	0	0	0	31

PM Peak Hour	-	1815 - 1915	1845 - 1945	-	-	-	-	-	-	-	-	-	-	1845 - 1945
PM Peak Volume	0	27	8	0	0	0	0	0	0	0	0	0	0	33

Bi-Directional Class Count || SB WB 15min

Woodstock, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Driveway,
west of Woodpark Blvd

Date
Tuesday, October 1, 2024

Weather
Mostly Cloudy
73°F

Lat/Long
34.086781°, -84.522977°

Click here for Map

0000 - 2400 (24h Session) (10-01-2024)
SB WB 15min

	Westbound (Movement 1,2)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0015 - 0030	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0645 - 0700	0	4	1	0	0	0	0	0	0	0	0	0	0	5	5
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0745 - 0800	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
0800 - 0815	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0900 - 0915	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
0915 - 0930	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
0930 - 0945	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0945 - 1000	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5
1000 - 1015	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1015 - 1030	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
1030 - 1045	0	8	2	0	0	0	0	0	0	0	0	0	0	10	
1045 - 1100	0	11	4	0	0	0	0	0	0	0	0	0	0	15	33
1100 - 1115	0	9	2	0	0	0	0	0	0	0	0	0	0	11	
1115 - 1130	0	11	4	0	0	0	0	0	0	0	0	0	0	15	
1130 - 1145	0	27	4	0	0	0	0	0	0	0	0	0	0	31	
1145 - 1200	0	27	1	0	0	0	0	0	0	0	0	0	0	28	85
1200 - 1215	0	23	4	0	0	0	0	0	0	0	0	0	0	27	
1215 - 1230	0	17	8	0	0	0	0	0	0	0	0	0	0	25	
1230 - 1245	0	17	1	0	0	0	0	0	0	0	0	0	0	18	
1245 - 1300	0	14	7	0	2	0	0	0	0	0	0	0	0	23	93
1300 - 1315	0	25	4	0	0	0	0	0	0	0	0	0	0	29	
1315 - 1330	0	22	5	0	0	0	0	0	0	0	0	0	0	27	
1330 - 1345	0	18	2	0	0	0	0	0	0	0	0	0	0	20	
1345 - 1400	0	22	3	0	0	0	0	0	0	0	0	0	0	25	101
1400 - 1415	0	24	1	0	1	0	0	0	0	0	0	0	0	26	
1415 - 1430	0	17	4	0	0	0	0	0	0	0	0	0	0	21	
1430 - 1445	0	16		0	0	0	0	0	0	0	0	0	0	16	
1445 - 1500	0	17	3	0	0	0	0	0	0	0	0	0	0	20	83
1500 - 1515	0	20	4	0	0	0	0	0	0	0	0	0	0	24	
1515 - 1530	0	19	1	0	1	0	0	0	0	0	0	0	0	21	
1530 - 1545	0	16	3	0	0	0	0	0	0	0	0	0	0	19	
1545 - 1600	0	14	3	0	0	0	0	0	0	0	0	0	0	17	81
1600 - 1615	0	12	1	0	0	0	0	0	0	0	0	0	0	13	
1615 - 1630	0	23	2	0	0	0	0	0	0	0	0	0	0	25	
1630 - 1645	0	17	2	0	0	0	0	0	0	0	0	0	0	19	
1645 - 1700	0	20	1	0	0	0	0	0	0	0	0	0	0	21	78
1700 - 1715	0	11	1	0	0	0	0	0	0	0	0	0	0	12	
1715 - 1730	0	14	1	0	0	0	0	0	0	0	0	0	0	15	
1730 - 1745	0	18	9	0	0	0	0	0	0	0	0	0	0	27	
1745 - 1800	0	18	4	0	0	0	0	0	0	0	0	0	0	22	76
1800 - 1815	0	16	1	0	0	0	0	0	0	0	0	0	0	17	
1815 - 1830	0	27	2	0	0	0	0	0	0	0	0	0	0	29	
1830 - 1845	0	16	3	0	0	0	0	0	0	0	0	0	0	19	
1845 - 1900	0	21	3	0	0	0	0	0	0	0	0	0	0	24	89
1900 - 1915	0	28	8	0	0	0	0	0	0	0	0	0	0	36	
1915 - 1930	0	30	3	0	0	0	0	0	0	0	0	0	0	33	
1930 - 1945	0	25	5	0	0	0	0	0	0	0	0	0	0	30	
1945 - 2000	0	20	2	0	0	0	0	0	0	0	0	0	0	22	121
2000 - 2015	0	23	5	0	0	0	0	0	0	0	0	0	0	28	
2015 - 2030	0	27	2	0	0	0	0	0	0	0	0	0	0	29	
2030 - 2045	0	23	3	0	0	0	0	0	0	0	0	0	0	26	
2045 - 2100	0	22	3	0	1	0	0	0	0	0	0	0	0	26	109
2100 - 2115	0	19	6	0	0	0	0	0	0	0	0	0	0	25	
2115 - 2130	0	21	2	0	0	0	0	0	0	0	0	0	0	23	
2130 - 2145	0	13	1	0	0	0	0	0	0	0	0	0	0	14	
2145 - 2200	0	11	2	0	0	0	0	0	0	0	0	0	0	13	75
2200 - 2215	0	24	6	0	0	0	0	0	0	0	0	0	0	30	
2215 - 2230	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
2230 - 2245	0	17	3	0	0	0	0	0	0	0	0	0	0	20	
2245 - 2300	0	17	1	0	0	0	0	0	0	0	0	0	0	18	77
2300 - 2315	0	12	1	0	0	0	0	0	0	0	0	0	0	13	
2315 - 2330	0	13	0	0	0	0	0	0	0	0	0	0	0	13	
2330 - 2345	0	12	0	0	0	0	0	0	0	0	0	0	0	12	
2345 - 0000	0	7	0	0	0	0	0	0	0	0	0	0	0	7	45

Session Total	0	997	157	0	7	0	0	0	0	0	0	0	0	1161
Session Average	0.00	10.39	1.65	0.00	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12.09
Session Percentage	0.00	85.87	13.52	0.00	0.60	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0945 - 1045	0945 - 1045	-	0830 - 0930	-	-	-	-	-	-	-	-	0945 - 1045
AM Peak Volume	0	17	2	0	2	0	0	0	0	0	0	0	0	19

Noon Peak Hour	-	1130 - 1230	1200 - 1300	-	1200 - 1300	-	-	-	-	-	-	-	-	1130 - 1230
Noon Peak Volume	0	94	20	0	2	0	0	0	0	0	0	0	0	111

PM Peak Hour	-	1845 - 1945	1845 - 1945	-	1500 - 1600	-	-	-	-	-	-	-	-	1845 - 1945
PM Peak Volume	0	104	19	0	1	0	0	0	0	0	0	0	0	123

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

Woodstock, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Driveway,
west of Woodpark Blvd

Date
Tuesday, October 1, 2024

Lat/Long
34.086781°, -84.522977°

Weather
Mostly Cloudy
73°F

0000 - 2400 (24h Session) (10-01-2024)
Bi-Directional 15min

	Bi-Directional 15min													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0015 - 0030	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	1	0	0	0	0	0	0	0	0	0	0	0	1	6
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0315 - 0330	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0645 - 0700	0	4	1	0	0	0	0	0	0	0	0	0	0	5	5
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0745 - 0800	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
0800 - 0815	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0900 - 0915	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
0915 - 0930	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
0930 - 0945	0	1	1	0	0	1	0	0	0	0	0	0	0	3	
0945 - 1000	0	1	0	0	0	0	0	0	0	0	0	0	0	1	6
1000 - 1015	0	3	0	0	1	0	0	0	0	0	0	0	0	4	
1015 - 1030	0	9	0	0	0	0	0	0	0	0	0	0	0	9	
1030 - 1045	0	8	2	0	0	0	0	0	0	0	0	0	0	10	
1045 - 1100	0	11	4	0	0	0	0	0	0	0	0	0	0	15	38
1100 - 1115	0	19	2	0	0	0	0	0	0	0	0	0	0	21	
1115 - 1130	0	13	4	0	0	0	0	0	0	0	0	0	0	17	
1130 - 1145	0	35	4	0	0	0	0	0	0	0	0	0	0	39	
1145 - 1200	0	33	2	0	0	0	0	0	0	0	0	0	0	35	112
1200 - 1215	0	29	6	0	0	0	0	0	0	0	0	0	0	35	
1215 - 1230	0	22	11	0	0	0	0	0	0	0	0	0	0	33	
1230 - 1245	0	22	4	0	0	0	0	0	0	0	0	0	0	26	
1245 - 1300	0	18	7	0	2	0	0	0	0	0	0	0	0	27	121
1300 - 1315	0	29	4	0	0	0	0	0	0	0	0	0	0	33	
1315 - 1330	0	26	7	0	0	0	0	0	0	0	0	0	0	33	
1330 - 1345	1	23	3	0	1	0	0	0	0	0	0	0	0	28	
1345 - 1400	0	24	3	0	0	0	0	0	0	0	0	0	0	27	121
1400 - 1415	0	34	4	0	1	0	0	0	0	0	0	0	0	39	
1415 - 1430	0	21	5	0	0	0	0	0	0	0	0	0	0	26	
1430 - 1445	0	20	0	0	0	0	0	0	0	0	0	0	0	20	
1445 - 1500	0	20	4	0	0	0	0	0	0	0	0	0	0	24	109
1500 - 1515	0	23	5	0	0	0	0	0	0	0	0	0	0	28	
1515 - 1530	0	25	2	0	1	0	0	0	0	0	0	0	0	28	
1530 - 1545	0	18	3	0	0	0	0	0	0	0	0	0	0	21	
1545 - 1600	0	22	3	0	0	0	0	0	0	0	0	0	0	25	102
1600 - 1615	0	12	5	0	0	0	0	0	0	0	0	0	0	17	
1615 - 1630	0	29	2	0	0	0	0	0	0	0	0	0	0	31	
1630 - 1645	0	19	3	0	0	0	0	0	0	0	0	0	0	22	
1645 - 1700	0	24	1	0	0	0	0	0	0	0	0	0	0	25	95
1700 - 1715	0	15	1	0	0	0	0	0	0	0	0	0	0	16	
1715 - 1730	0	20	1	0	0	0	0	0	0	0	0	0	0	21	
1730 - 1745	0	20	11	0	0	0	0	0	0	0	0	0	0	31	
1745 - 1800	0	21	6	0	0	0	0	0	0	0	0	0	0	27	95
1800 - 1815	0	22	2	0	0	0	0	0	0	0	0	0	0	24	
1815 - 1830	0	34	2	0	0	0	0	0	0	0	0	0	0	36	
1830 - 1845	0	23	3	0	0	0	0	0	0	0	0	0	0	26	
1845 - 1900	0	27	5	0	0	0	0	0	0	0	0	0	0	32	118
1900 - 1915	0	35	10	0	0	0	0	0	0	0	0	0	0	45	
1915 - 1930	0	34	6	0	0	0	0	0	0	0	0	0	0	40	
1930 - 1945	0	33	6	0	0	0	0	0	0	0	0	0	0	39	
1945 - 2000	0	22	2	0	0	0	0	0	0	0	0	0	0	24	148
2000 - 2015	0	29	5	0	0	0	0	0	0	0	0	0	0	34	
2015 - 2030	0	36	3	0	0	0	0	0	0	0	0	0	0	39	
2030 - 2045	0	27	3	0	0	0	0	0	0	0	0	0	0	30	
2045 - 2100	0	23	4	0	2	0	0	0	0	0	0	0	0	29	132
2100 - 2115	0	22	8	0	0	0	0	0	0	0	0	0	0	30	
2115 - 2130	0	25	2	0	0	0	0	0	0	0	0	0	0	27	
2130 - 2145	0	15	2	0	0	0	0	0	0	0	0	0	0	17	
2145 - 2200	0	12	2	0	0	0	0	0	0	0	0	0	0	14	88
2200 - 2215	0	26	6	0	0	0	0	0	0	0	0	0	0	32	
2215 - 2230	0	8	2	0	0	0	0	0	0	0	0	0	0	10	
2230 - 2245	0	24	3	0	0	0	0	0	0	0	0	0	0	27	
2245 - 2300	0	19	1	0	0	0	0	0	0	0	0	0	0	20	89
2300 - 2315	0	15	1	0	0	0	0	0	0	0	0	0	0	16	
2315 - 2330	0	14	0	0	0	0	0	0	0	0	0	0	0	14	
2330 - 2345	0	15	0	0	0	0	0	0	0	0	0	0	0	15	
2345 - 0000	0	9	0	0	0	0	0	0	0	0	0	0	0	9	54

Session Total	1	1231	200	0	10	1	0	0	0	0	0	0	0	1443
Session Average	0.01	12.82	2.08	0.00	0.10	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15.03
Session Percentage	0.07	85.31	13.86	0.00	0.69	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0945 - 1045	0945 - 1045	-	0830 - 0930	0845 - 0945	-	-	-	-	-	-	-	0945 - 1045
AM Peak Volume	0	21	2	0	2	1	0	0	0	0	0	0	0	24

Noon Peak Hour	1245 - 1345	1130 - 1230	1200 - 1300	-	1245 - 1345	-	-	-	-	-	-	-	-	1130 - 1230
Noon Peak Volume	1	119	28	0	3	0	0	0	0	0	0	0	0	142

PM Peak Hour	-	1845 - 1945	1845 - 1945	-	1500 - 1600	-	-	-	-	-	-	-	-	1845 - 1945
PM Peak Volume	0	129	27	0	1	0	0	0	0	0	0	0	0	156

Bi-Directional Class Count || Volume Summary 15min

Woodstock, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Driveway,
west of Woodpark Blvd

Date
Tuesday, October 1, 2024

Weather
Mostly Cloudy
73°F

Lat/Long
34.086781°, -84.522977°

0000 - 2400 (24h Session) (10-01-2024)
Volume Summary 15min

TIME	Volume Summary 15min EB	WB	15min Total	60min Total
0000 - 0015	3	1	**4**	
0015 - 0030	0	1	**1**	
0030 - 0045	0	0	**0**	
0045 - 0100	1	0	**1**	**6**
0100 - 0115	0	0	**0**	
0115 - 0130	0	0	**0**	
0130 - 0145	0	0	**0**	
0145 - 0200	0	0	**0**	**0**
0200 - 0215	0	0	**0**	
0215 - 0230	0	0	**0**	
0230 - 0245	0	0	**0**	
0245 - 0300	0	0	**0**	**0**
0300 - 0315	0	0	**0**	
0315 - 0330	1	0	**1**	
0330 - 0345	0	0	**0**	
0345 - 0400	0	0	**0**	**1**
0400 - 0415	0	0	**0**	
0415 - 0430	0	0	**0**	
0430 - 0445	0	0	**0**	
0445 - 0500	0	0	**0**	**0**
0500 - 0515	0	0	**0**	
0515 - 0530	0	0	**0**	
0530 - 0545	0	0	**0**	
0545 - 0600	0	0	**0**	**0**
0600 - 0615	0	0	**0**	
0615 - 0630	0	0	**0**	
0630 - 0645	0	0	**0**	
0645 - 0700	0	5	**5**	**5**
0700 - 0715	0	0	**0**	
0715 - 0730	0	0	**0**	
0730 - 0745	0	0	**0**	
0745 - 0800	0	2	**2**	**2**
0800 - 0815	0	1	**1**	
0815 - 0830	0	0	**0**	
0830 - 0845	0	0	**0**	
0845 - 0900	0	0	**0**	**1**
0900 - 0915	0	1	**1**	
0915 - 0930	0	1	**1**	
0930 - 0945	1	2	**3**	
0945 - 1000	0	1	**1**	**6**
1000 - 1015	3	1	**4**	
1015 - 1030	2	7	**9**	
1030 - 1045	0	10	**10**	
1045 - 1100	0	15	**15**	**38**
1100 - 1115	10	11	**21**	
1115 - 1130	2	15	**17**	
1130 - 1145	8	31	**39**	
1145 - 1200	7	28	**35**	**112**

Time	Volume Summary 15min EB	WB	15min Total	60min Total
1200 - 1215	8	27	**35**	
1215 - 1230	8	25	**33**	
1230 - 1245	8	18	**26**	
1245 - 1300	4	23	**27**	**121**
1300 - 1315	4	29	**33**	
1315 - 1330	6	27	**33**	
1330 - 1345	8	20	**28**	
1345 - 1400	2	25	**27**	**121**
1400 - 1415	13	26	**39**	
1415 - 1430	5	21	**26**	
1430 - 1445	4	16	**20**	
1445 - 1500	4	20	**24**	**109**
1500 - 1515	4	24	**28**	
1515 - 1530	7	21	**28**	
1530 - 1545	2	19	**21**	
1545 - 1600	8	17	**25**	**102**
1600 - 1615	4	13	**17**	
1615 - 1630	6	25	**31**	
1630 - 1645	3	19	**22**	
1645 - 1700	4	21	**25**	**95**
1700 - 1715	4	12	**16**	
1715 - 1730	6	15	**21**	
1730 - 1745	4	27	**31**	
1745 - 1800	5	22	**27**	**95**
1800 - 1815	7	17	**24**	
1815 - 1830	7	29	**36**	
1830 - 1845	7	19	**26**	
1845 - 1900	8	24	**32**	**118**
1900 - 1915	9	36	**45**	
1915 - 1930	7	33	**40**	
1930 - 1945	9	30	**39**	
1945 - 2000	2	22	**24**	**148**
2000 - 2015	6	28	**34**	
2015 - 2030	10	29	**39**	
2030 - 2045	4	26	**30**	
2045 - 2100	3	26	**29**	**132**
2100 - 2115	5	25	**30**	
2115 - 2130	4	23	**27**	
2130 - 2145	3	14	**17**	
2145 - 2200	1	13	**14**	**88**
2200 - 2215	2	30	**32**	
2215 - 2230	1	9	**10**	
2230 - 2245	7	20	**27**	
2245 - 2300	2	18	**20**	**89**
2300 - 2315	3	13	**16**	
2315 - 2330	1	13	**14**	
2330 - 2345	3	12	**15**	
2345 - 0000	2	7	**9**	**54**

Session Total	282	1161	**1443**
Session Average	2.94	12.09	**15.03**
Session Percentage	19.54	80.46	

Bi-Directional Class Count || NB EB 60min

Woodstock, GA

Marr Traffic DATA COLLECTION
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Site 1
Driveway,
west of Woodpark Blvd

Date
Tuesday, October 1, 2024

Lat/Long
34.086781°, -84.522977°

Weather
Mostly Cloudy
73°F

0000 - 2400 (24h Session) (10-01-2024)
NB EB 60min

	Eastbound (Movement 1.1)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0300 - 0400	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0700 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0800 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0900 - 1000	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**
1000 - 1100	0	4	0	0	1	0	0	0	0	0	0	0	0	**5**
1100 - 1200	0	26	1	0	0	0	0	0	0	0	0	0	0	**27**
1200 - 1300	0	20	8	0	0	0	0	0	0	0	0	0	0	**28**
1300 - 1400	1	15	3	0	1	0	0	0	0	0	0	0	0	**20**
1400 - 1500	0	21	5	0	0	0	0	0	0	0	0	0	0	**26**
1500 - 1600	0	19	2	0	0	0	0	0	0	0	0	0	0	**21**
1600 - 1700	0	12	5	0	0	0	0	0	0	0	0	0	0	**17**
1700 - 1800	0	15	4	0	0	0	0	0	0	0	0	0	0	**19**
1800 - 1900	0	26	3	0	0	0	0	0	0	0	0	0	0	**29**
1900 - 2000	0	21	6	0	0	0	0	0	0	0	0	0	0	**27**
2000 - 2100	0	20	2	0	1	0	0	0	0	0	0	0	0	**23**
2100 - 2200	0	10	3	0	0	0	0	0	0	0	0	0	0	**13**
2200 - 2300	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
2300 - 2400	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**

Session Total	1	234	43	0	3	1	0	0	0	0	0	0	0	**282**
Session Average	0.04	9.75	1.79	0.00	0.13	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**11.75**
Session Percentage	0.35	82.98	15.25	0.00	1.06	0.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	-	-	-	-	-	0900 - 1000	-	-	-	-	-	-	-	**0900 - 1000**
AM Peak Volume	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**

Noon Peak Hour	1300 - 1400	1100 - 1200	1200 - 1300	-	1000 - 1100	-	-	-	-	-	-	-	-	**1200 - 1300**
Noon Peak Volume	1	26	8	0	1	0	0	0	0	0	0	0	0	**28**

PM Peak Hour	-	1800 - 1900	1900 - 2000	-	-	-	-	-	-	-	-	-	-	**1800 - 1900**
PM Peak Volume	0	26	6	0	0	0	0	0	0	0	0	0	0	**29**

Bi-Directional Class Count || SB WB 60min

Woodstock, GA

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Site 1
Driveway,
west of Woodpark Blvd

Date
Tuesday, October 1, 2024

Weather
Mostly Cloudy
73°F

Lat/Long
34.086781°, -84.522977°

0000 - 2400 (24h Session) (10-01-2024)
SB WB 60min

	Westbound (Movement 1.2)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0600 - 0700	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
0700 - 0800	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
0800 - 0900	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
0900 - 1000	0	2	1	0	2	0	0	0	0	0	0	0	0	**5**
1000 - 1100	0	27	6	0	0	0	0	0	0	0	0	0	0	**33**
1100 - 1200	0	74	11	0	0	0	0	0	0	0	0	0	0	**85**
1200 - 1300	0	71	20	0	2	0	0	0	0	0	0	0	0	**93**
1300 - 1400	0	87	14	0	0	0	0	0	0	0	0	0	0	**101**
1400 - 1500	0	74	8	0	1	0	0	0	0	0	0	0	0	**83**
1500 - 1600	0	69	11	0	1	0	0	0	0	0	0	0	0	**81**
1600 - 1700	0	72	6	0	0	0	0	0	0	0	0	0	0	**78**
1700 - 1800	0	61	15	0	0	0	0	0	0	0	0	0	0	**76**
1800 - 1900	0	80	9	0	0	0	0	0	0	0	0	0	0	**89**
1900 - 2000	0	103	18	0	0	0	0	0	0	0	0	0	0	**121**
2000 - 2100	0	95	13	0	1	0	0	0	0	0	0	0	0	**109**
2100 - 2200	0	64	11	0	0	0	0	0	0	0	0	0	0	**75**
2200 - 2300	0	65	12	0	0	0	0	0	0	0	0	0	0	**77**
2300 - 2400	0	44	1	0	0	0	0	0	0	0	0	0	0	**45**

Session Total	0	997	157	0	7	0	0	0	0	0	0	0	0	**1161**
Session Average	0.00	41.54	6.54	0.00	0.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**48.38**
Session Percentage	0.00	85.87	13.52	0.00	0.60	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0600 - 0700	0600 - 0700	-	0900 - 1000	-	-	-	-	-	-	-	-	**0600 - 0700**
AM Peak Volume	0	4	1	0	2	0	0	0	0	0	0	0	0	**5**

Noon Peak Hour	-	1300 - 1400	1200 - 1300	-	1200 - 1300	-	-	-	-	-	-	-	-	**1300 - 1400**
Noon Peak Volume	0	87	20	0	2	0	0	0	0	0	0	0	0	**101**

PM Peak Hour	-	1900 - 2000	1900 - 2000	-	1500 - 1600	-	-	-	-	-	-	-	-	**1900 - 2000**
PM Peak Volume	0	103	18	0	1	0	0	0	0	0	0	0	0	**121**

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

Woodstock, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Driveway,
west of Woodpark Blvd

Date
Tuesday, October 1, 2024

Lat/Long
34.086781°, -84.522977°

Weather
Mostly Cloudy
73°F

0000 - 2400 (24h Session) (10-01-2024)
Bi-Directional 60min

	Bi-Directional 60min													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0300 - 0400	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0600 - 0700	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
0700 - 0800	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
0800 - 0900	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
0900 - 1000	0	2	1	0	2	1	0	0	0	0	0	0	0	**6**
1000 - 1100	0	31	6	0	1	0	0	0	0	0	0	0	0	**38**
1100 - 1200	0	100	12	0	0	0	0	0	0	0	0	0	0	**112**
1200 - 1300	0	91	28	0	2	0	0	0	0	0	0	0	0	**121**
1300 - 1400	1	102	17	0	1	0	0	0	0	0	0	0	0	**121**
1400 - 1500	0	95	13	0	1	0	0	0	0	0	0	0	0	**109**
1500 - 1600	0	88	13	0	1	0	0	0	0	0	0	0	0	**102**
1600 - 1700	0	84	11	0	0	0	0	0	0	0	0	0	0	**95**
1700 - 1800	0	76	19	0	0	0	0	0	0	0	0	0	0	**95**
1800 - 1900	0	106	12	0	0	0	0	0	0	0	0	0	0	**118**
1900 - 2000	0	124	24	0	0	0	0	0	0	0	0	0	0	**148**
2000 - 2100	0	115	15	0	2	0	0	0	0	0	0	0	0	**132**
2100 - 2200	0	74	14	0	0	0	0	0	0	0	0	0	0	**88**
2200 - 2300	0	77	12	0	0	0	0	0	0	0	0	0	0	**89**
2300 - 2400	0	53	1	0	0	0	0	0	0	0	0	0	0	**54**

Session Total	1	1231	200	0	10	1	0	0	0	0	0	0	0	**1443**
Session Average	0.04	51.29	8.33	0.00	0.42	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**60.13**
Session Percentage	0.07	85.31	13.86	0.00	0.69	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0600 - 0700	0600 - 0700	-	0900 - 1000	0900 - 1000	-	-	-	-	-	-	-	**0900 - 1000**
AM Peak Volume	0	4	1	0	2	1	0	0	0	0	0	0	0	**6**

Noon Peak Hour	1300 - 1400	1300 - 1400	1200 - 1300	-	1200 - 1300	-	-	-	-	-	-	-	-	**1200 - 1300**
Noon Peak Volume	1	102	28	0	2	0	0	0	0	0	0	0	0	**121**

PM Peak Hour	-	1900 - 2000	1900 - 2000	-	1500 - 1600	-	-	-	-	-	-	-	-	**1900 - 2000**
PM Peak Volume	0	124	24	0	1	0	0	0	0	0	0	0	0	**148**

Bi-Directional Class Count || Volume Summary 60min

Woodstock, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Driveway,
west of Woodpark Blvd

Date
Tuesday, October 1, 2024

Weather
Mostly Cloudy
73°F

Lat/Long
34.086781°, -84.522977°

0000 - 2400 (24h Session) (10-01-2024)
Volume Summary 60min

	Volume Summary 60min		
TIME	EB	WB	**Total**
0000 - 0100	4	2	**6**
0100 - 0200	0	0	**0**
0200 - 0300	0	0	**0**
0300 - 0400	1	0	**1**
0400 - 0500	0	0	**0**
0500 - 0600	0	0	**0**
0600 - 0700	0	5	**5**
0700 - 0800	0	2	**2**
0800 - 0900	0	1	**1**
0900 - 1000	1	5	**6**
1000 - 1100	5	33	**38**
1100 - 1200	27	85	**112**

	Volume Summary 60min		
Time	EB	WB	**Total**
1200 - 1300	28	93	**121**
1300 - 1400	20	101	**121**
1400 - 1500	26	83	**109**
1500 - 1600	21	81	**102**
1600 - 1700	17	78	**95**
1700 - 1800	19	76	**95**
1800 - 1900	29	89	**118**
1900 - 2000	27	121	**148**
2000 - 2100	23	109	**132**
2100 - 2200	13	75	**88**
2200 - 2300	12	77	**89**
2300 - 2400	9	45	**54**

Session Total	282	1161	**1443**
Session Average	11.75	48.38	**60.13**
Session Percentage	19.54	80.46	

Bi-Directional Class Count || Graphical Analysis NB EB

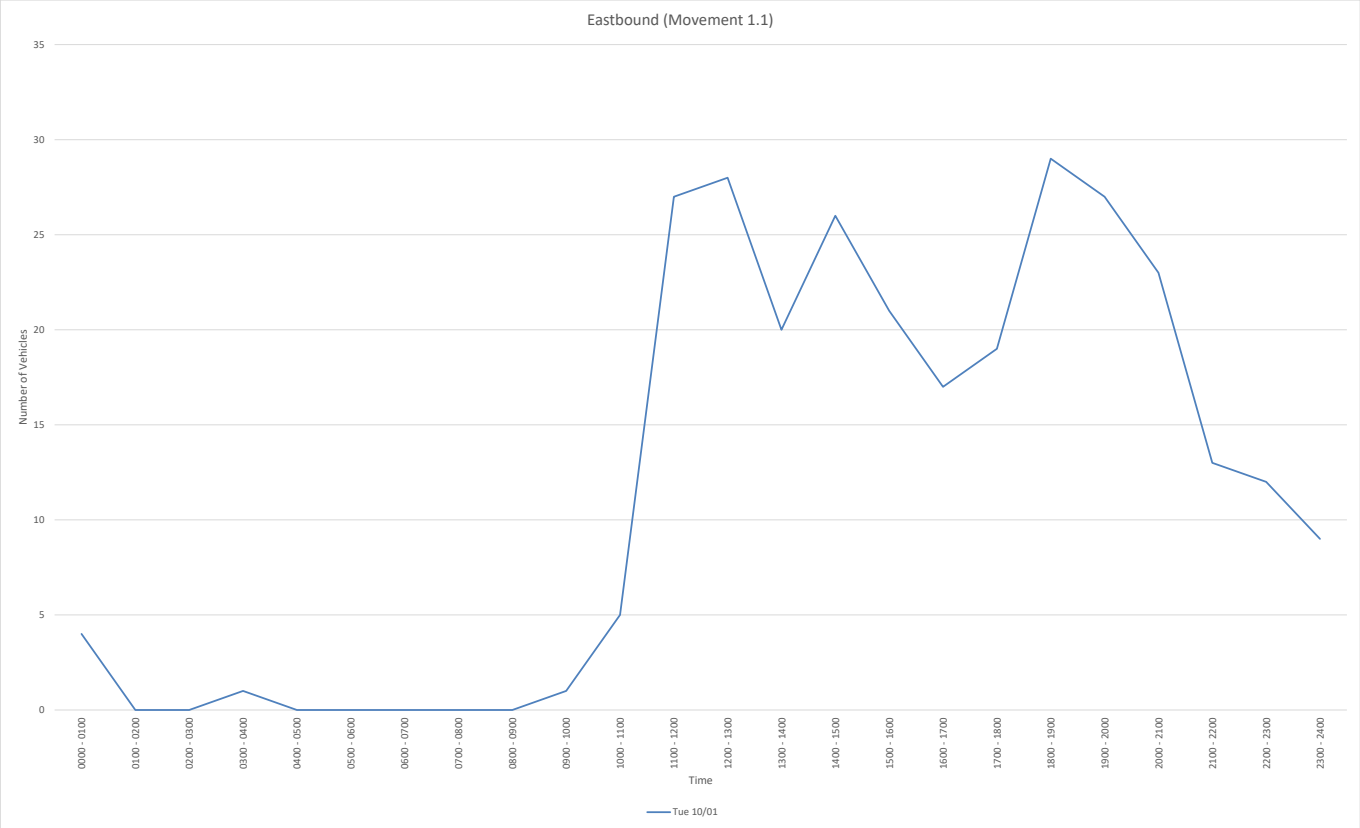
Woodstock, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Driveway,
west of Woodpark Blvd

Lat/Long
34.086781°, -84.522977°

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



Bi-Directional Class Count || Graphical Analysis SB WB

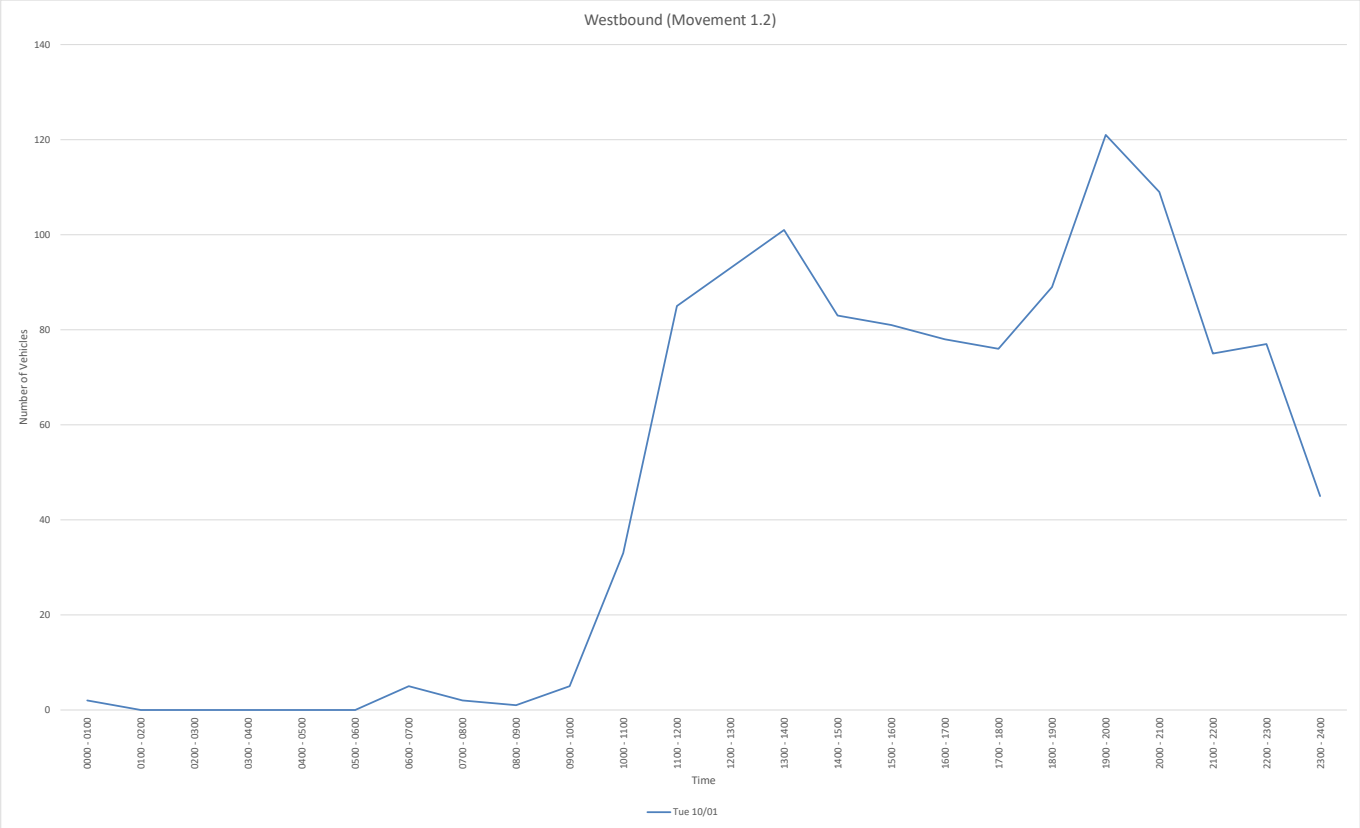
Woodstock, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Driveway,
west of Woodpark Blvd

Lat/Long
34.086781°, -84.522977°

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



EB
File Name:
Start Date: 10/1/2024
Start Time: 0
Site Code: 1
Station ID: 1
Location 1: Driveway, west of Woodpark Blvd
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
10/1/2024	12:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	9:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0
10/1/2024	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0
10/1/2024	10:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	12:00 PM	0	6	2	0	0	0	0	0	0	0	0	0	0
10/1/2024	12:15 PM	0	5	3	0	0	0	0	0	0	0	0	0	0
10/1/2024	12:30 PM	0	5	3	0	0	0	0	0	0	0	0	0	0
10/1/2024	12:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	1:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	1:15 PM	0	4	2	0	0	0	0	0	0	0	0	0	0
10/1/2024	1:30 PM	1	5	1	0	1	0	0	0	0	0	0	0	0
10/1/2024	1:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:00 PM	0	10	3	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:15 PM	0	4	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:45 PM	0	3	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:15 PM	0	6	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:00 PM	0	0	4	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:30 PM	0	2	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:30 PM	0	2	2	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:45 PM	0	3	2	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:45 PM	0	6	2	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:00 PM	0	7	2	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:15 PM	0	4	3	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:30 PM	0	8	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:15 PM	0	9	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:45 PM	0	1	1	0	1	0	0	0	0	0	0	0	0
10/1/2024	9:00 PM	0	3	2	0	0	0	0	0	0	0	0	0	0
10/1/2024	9:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	9:30 PM	0	2	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	9:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0

WB
File Name:
Start Date: 10/1/2024
Start Time: 0
Site Code: 1
Station ID: 1
Location 1: Driveway, west of Woodpark Blvd
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
10/1/2024	12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	9:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0
10/1/2024	9:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0
10/1/2024	9:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	9:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:30 AM	0	8	2	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:45 AM	0	11	4	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:00 AM	0	9	2	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:15 AM	0	11	4	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:30 AM	0	27	4	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:45 AM	0	27	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	12:00 PM	0	23	4	0	0	0	0	0	0	0	0	0	0
10/1/2024	12:15 PM	0	17	8	0	0	0	0	0	0	0	0	0	0
10/1/2024	12:30 PM	0	17	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	12:45 PM	0	14	7	0	2	0	0	0	0	0	0	0	0
10/1/2024	1:00 PM	0	25	4	0	0	0	0	0	0	0	0	0	0
10/1/2024	1:15 PM	0	22	5	0	0	0	0	0	0	0	0	0	0
10/1/2024	1:30 PM	0	18	2	0	0	0	0	0	0	0	0	0	0
10/1/2024	1:45 PM	0	22	3	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:00 PM	0	24	1	0	1	0	0	0	0	0	0	0	0
10/1/2024	2:15 PM	0	17	4	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:30 PM	0	16	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:45 PM	0	17	3	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:00 PM	0	20	4	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:15 PM	0	19	1	0	1	0	0	0	0	0	0	0	0
10/1/2024	3:30 PM	0	16	3	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:45 PM	0	14	3	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:00 PM	0	12	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:15 PM	0	23	2	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:30 PM	0	17	2	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:45 PM	0	20	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:00 PM	0	11	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:15 PM	0	14	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:30 PM	0	18	9	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:45 PM	0	18	4	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:00 PM	0	16	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:15 PM	0	27	2	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:30 PM	0	16	3	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:45 PM	0	21	3	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:00 PM	0	28	8	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:15 PM	0	30	3	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:30 PM	0	25	5	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:45 PM	0	20	2	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:00 PM	0	23	5	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:15 PM	0	27	2	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:30 PM	0	23	3	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:45 PM	0	22	3	0	1	0	0	0	0	0	0	0	0
10/1/2024	9:00 PM	0	19	6	0	0	0	0	0	0	0	0	0	0
10/1/2024	9:15 PM	0	21	2	0	0	0	0	0	0	0	0	0	0
10/1/2024	9:30 PM	0	13	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	9:45 PM	0	11	2	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:00 PM	0	24	6	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:15 PM	0	7	2	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:30 PM	0	17	3	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:45 PM	0	17	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:00 PM	0	12	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:15 PM	0	13	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:30 PM	0	12	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0

EB
File Name:
Start Date: 10/1/2024
Start Time: 0
Site Code: 1
Station ID: 1
Location 1: Driveway, west of Woodpark Blvd
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
10/1/2024	12:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0
10/1/2024	9:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0
10/1/2024	9:15 AM	0	2	0	0	1	1	0	0	0	0	0	0	0
10/1/2024	9:30 AM	0	4	0	0	1	1	0	0	0	0	0	0	0
10/1/2024	9:45 AM	0	4	0	0	1	0	0	0	0	0	0	0	0
10/1/2024	10:00 AM	0	4	0	0	1	0	0	0	0	0	0	0	0
10/1/2024	10:15 AM	0	12	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:30 AM	0	12	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:45 AM	0	20	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:00 AM	0	26	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:15 AM	0	22	3	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:30 AM	0	25	6	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:45 AM	0	22	9	0	0	0	0	0	0	0	0	0	0
10/1/2024	12:00 PM	0	20	8	0	0	0	0	0	0	0	0	0	0
10/1/2024	12:15 PM	0	18	6	0	0	0	0	0	0	0	0	0	0
10/1/2024	12:30 PM	0	17	5	0	0	0	0	0	0	0	0	0	0
10/1/2024	12:45 PM	1	17	3	0	1	0	0	0	0	0	0	0	0
10/1/2024	1:00 PM	1	15	3	0	1	0	0	0	0	0	0	0	0
10/1/2024	1:15 PM	1	21	6	0	1	0	0	0	0	0	0	0	0
10/1/2024	1:30 PM	1	21	5	0	1	0	0	0	0	0	0	0	0
10/1/2024	1:45 PM	0	20	4	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:00 PM	0	21	5	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:15 PM	0	14	3	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:30 PM	0	16	3	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:45 PM	0	14	3	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:00 PM	0	19	2	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:15 PM	0	16	5	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:30 PM	0	16	4	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:45 PM	0	16	5	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:00 PM	0	12	5	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:15 PM	0	16	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:30 PM	0	16	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:45 PM	0	16	2	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:00 PM	0	15	4	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:15 PM	0	17	5	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:30 PM	0	18	5	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:45 PM	0	23	3	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:00 PM	0	26	3	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:15 PM	0	27	4	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:30 PM	0	24	7	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:45 PM	0	25	8	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:00 PM	0	21	6	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:15 PM	0	20	4	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:30 PM	0	25	2	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:45 PM	0	21	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:00 PM	0	20	2	0	1	0	0	0	0	0	0	0	0
10/1/2024	8:15 PM	0	17	4	0	1	0	0	0	0	0	0	0	0
10/1/2024	8:30 PM	0	12	3	0	1	0	0	0	0	0	0	0	0
10/1/2024	8:45 PM	0	10	4	0	1	0	0	0	0	0	0	0	0
10/1/2024	9:00 PM	0	10	3	0	0	0	0	0	0	0	0	0	0
10/1/2024	9:15 PM	0	9	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	9:30 PM	0	6	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	9:45 PM	0	11	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:00 PM	0	12	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:15 PM	0	13	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:30 PM	0	13	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:45 PM	0	9	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:00 PM	0	9	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0

WB
File Name:
Start Date: 10/1/2024
Start Time: 0
Site Code: 1
Station ID: 1
Location 1: Driveway, west of Woodpark Blvd
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
10/1/2024	12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0
10/1/2024	8:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	0
10/1/2024	8:45 AM	0	1	1	0	2	0	0	0	0	0	0	0	0
10/1/2024	9:00 AM	0	2	1	0	2	0	0	0	0	0	0	0	0
10/1/2024	9:15 AM	0	3	1	0	1	0	0	0	0	0	0	0	0
10/1/2024	9:30 AM	0	10	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	9:45 AM	0	17	2	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:00 AM	0	27	6	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:15 AM	0	35	8	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:30 AM	0	39	12	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:45 AM	0	58	14	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:00 AM	0	74	11	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:15 AM	0	88	13	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:30 AM	0	94	17	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:45 AM	0	84	14	0	0	0	0	0	0	0	0	0	0
10/1/2024	12:00 PM	0	71	20	0	2	0	0	0	0	0	0	0	0
10/1/2024	12:15 PM	0	73	20	0	2	0	0	0	0	0	0	0	0
10/1/2024	12:30 PM	0	78	17	0	2	0	0	0	0	0	0	0	0
10/1/2024	12:45 PM	0	79	18	0	2	0	0	0	0	0	0	0	0
10/1/2024	1:00 PM	0	87	14	0	0	0	0	0	0	0	0	0	0
10/1/2024	1:15 PM	0	86	11	0	1	0	0	0	0	0	0	0	0
10/1/2024	1:30 PM	0	81	10	0	1	0	0	0	0	0	0	0	0
10/1/2024	1:45 PM	0	79	8	0	1	0	0	0	0	0	0	0	0
10/1/2024	2:00 PM	0	74	8	0	1	0	0	0	0	0	0	0	0
10/1/2024	2:15 PM	0	70	11	0	0	0	0	0	0	0	0	0	0
10/1/2024	2:30 PM	0	72	8	0	1	0	0	0	0	0	0	0	0
10/1/2024	2:45 PM	0	72	11	0	1	0	0	0	0	0	0	0	0
10/1/2024	3:00 PM	0	69	11	0	1	0	0	0	0	0	0	0	0
10/1/2024	3:15 PM	0	61	8	0	1	0	0	0	0	0	0	0	0
10/1/2024	3:30 PM	0	65	9	0	0	0	0	0	0	0	0	0	0
10/1/2024	3:45 PM	0	66	8	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:00 PM	0	72	6	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:15 PM	0	71	6	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:30 PM	0	62	5	0	0	0	0	0	0	0	0	0	0
10/1/2024	4:45 PM	0	63	12	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:00 PM	0	61	15	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:15 PM	0	66	15	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:30 PM	0	79	16	0	0	0	0	0	0	0	0	0	0
10/1/2024	5:45 PM	0	77	10	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:00 PM	0	80	9	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:15 PM	0	92	16	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:30 PM	0	95	17	0	0	0	0	0	0	0	0	0	0
10/1/2024	6:45 PM	0	104	19	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:00 PM	0	103	18	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:15 PM	0	98	15	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:30 PM	0	95	14	0	0	0	0	0	0	0	0	0	0
10/1/2024	7:45 PM	0	93	12	0	0	0	0	0	0	0	0	0	0
10/1/2024	8:00 PM	0	95	13	0	1	0	0	0	0	0	0	0	0
10/1/2024	8:15 PM	0	91	14	0	1	0	0	0	0	0	0	0	0
10/1/2024	8:30 PM	0	85	14	0	1	0	0	0	0	0	0	0	0
10/1/2024	8:45 PM	0	75	12	0	1	0	0	0	0	0	0	0	0
10/1/2024	9:00 PM	0	64	11	0	0	0	0	0	0	0	0	0	0
10/1/2024	9:15 PM	0	69	11	0	0	0	0	0	0	0	0	0	0
10/1/2024	9:30 PM	0	55	11	0	0	0	0	0	0	0	0	0	0
10/1/2024	9:45 PM	0	59	13	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:00 PM	0	65	12	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:15 PM	0	53	7	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:30 PM	0	59	5	0	0	0	0	0	0	0	0	0	0
10/1/2024	10:45 PM	0	54	2	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:00 PM	0	44	1	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:15 PM	0	32	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:30 PM	0	19	0	0	0	0	0	0	0	0	0	0	0
10/1/2024	11:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0

#	Name	Email	Address	Phone #	How would you best describe your connection to the community?	Have you ever eaten at Raising Cane's before?	Would you like to see a Raising Cane's open in YOUR community?	What matters most to you about new businesses opening in Dunwoody? (1)	What matters most to you about new businesses opening in Dunwoody? (2)	What matters most to you about new businesses opening in Dunwoody? (3)	Raising Cane's is all about the community! If we came to Dunwoody, how could we	Please list the organization, school, or nonprofit you'd like us to support.	What would excite you most about a Raising Cane's in Dunwoody? (1)	What would excite you most about a Raising Cane's in Dunwoody? (2)	What would excite you most about a Raising Cane's in Dunwoody? (3)	What would excite you most about a Raising Cane's in Dunwoody? (4)	What would excite you most about a Raising Cane's in Dunwoody? (5)	What would excite you most about a Raising Cane's in Dunwoody? (6)	What would excite you most about a Raising Cane's in Dunwoody? (7)
1	Demona Warren	[redacted]	6510 Albright Trail, Riverdale, GA 30296	[redacted]	I work/do business in Dunwoody	Yes, but only once or twice	Yes, absolutely!	Supporting local employment opportunities			Sponsoring youth sports or school fundraisers	Fulton County Schools	Quick Service	Drive-thru convenience	Affordable family meals				
2	Castor Gay		2265 Marrietta Blvd. NW, Atlanta GA 30318	[redacted]	I work/do business in Dunwoody	Yes, I love it!	Yes, absolutely!	Minimizing traffic congestion	Community involvement & local sponsships	Cleaniness and low impact on neighbors	Job training or local hiring		Fresh Chicken Fingers	Famous Cane's sauce	Quick service	Community vibe	Late-night hours	Drive-thru convenience	Affordable family meals
3	Mollie Lutty		2615 Caldwell Rd. Northeast, Brookhaven GA 30319	5	I visit often/spend time and enjoy social life in	Yes, I love it!	Yes, absolutely!	Minimizing traffic congestion			Sponsoring youth sports or school fundraisers	Animals	Famous Cane's sauce						
4	Kenya Cobbs		2149 North Forest Trail, Dunwoody GA 30338	[redacted]	I am a resident/live in Dunwoody	No, but I've heard great things	Yes, absolutely!	Cleaniness and low impact on neighbors			Sponsoring youth sports or school fundraisers	Mueller Water Products	Fresh Chicken Fingers	Famous Cane's sauce	Quick service	Community vibe	Drive-thru convenience	Affordable family meals	
5	Candice Quirk		2624 Fontainebleau Dr., Atlanta GA 30360	[redacted]	I am a resident/live in Dunwoody	Yes, I love it!	Yes, absolutely!	Minimizing traffic congestion	Community involvement & local sponsships	Compliance with Dunwoody's	Sponsoring youth sports or school fundraisers	Kingsley Elementary	Affordable family meals						
6	Brandon Morgan		290 Morgan Rd., Danielsville, GA 30633	[redacted]	I visit often/spend time and enjoy social life in	Yes, I love it!	Yes, absolutely!	Minimizing traffic congestion	Community involvement & local sponsships	Supporting local employment opportunities	Job training or local hiring		Fresh Chicken Fingers	Drive-thru convenience					
7	Mandy Carbia		1847 D'Youville Lane, Atlanta, GA 30341	[redacted]	I am a resident/live in Dunwoody	Yes, but only once or twice	Yes, absolutely!	Minimizing traffic congestion	Community involvement & local sponsships	Community involvement & local sponships	Partnerships with neighorhood events or	Dunwoody Christian School	Fresh Chicken Fingers	Famous Cane's sauce	Quick service	Community vibe	Drive-thru convenience	Affordable family meals	
8	Robert Isaacs		6690 Sterling Dr. Sandy Springs GA 30328	[redacted]	I am a resident/live in Dunwoody	Yes, I love it!	Yes, absolutely!	Minimizing traffic congestion	Safe pedestrian access & Community involvement & Drive-through design	Community involvement & local sponships	Job training or local hiring		Fresh Chicken Fingers						
9	Scott Manning		610 Roswell Green Ln, Roswell GA 30075	[redacted]	I visit often/spend time and enjoy social life in	Yes, I love it!	Yes, absolutely!	Minimizing traffic congestion	Safe pedestrian access & Drive-through design	Community involvement & local sponships	Job training or local hiring		Fresh Chicken Fingers	Famous Cane's sauce					
10	Jessica Hensley		6693 Prelude Dr., Atlanta GA 30328	[redacted]	I am a resident/live in Dunwoody	Yes, I love it!	Yes, absolutely!	Minimizing traffic congestion			Other	Chloa	Fresh Chicken Fingers						
11	Jon Reiss		1465 Valley View Manor, Atlanta GA 30338	[redacted]	I am a resident/live in Dunwoody	Yes, I love it!	Yes, absolutely!	Supporting local employment opportunities			Partnerships with neighorhood events or	MS Society	Fresh Chicken Fingers						
12	Braxton Ford		925 Dana Dr. Fairfield AL 35064	[redacted]	I work/do business in Dunwoody	Yes, I love it!	Yes, absolutely!	Minimizing traffic congestion	Safe pedestrian access & Drive-through design	Community involvement & local sponships	Job training or local hiring		Fresh Chicken Fingers	Famous Cane's sauce	Quick service				
13	Caroline French		960 E Paces Ferry Rd. NE, Atlanta GA 30326	[redacted]	I visit often/spend time and enjoy social life in	Yes, but only once or twice	Yes, absolutely!	Minimizing traffic congestion	Safe pedestrian access & Drive-through design	Community involvement & local sponships	Job training or local hiring		Fresh Chicken Fingers	Community vibe	Affordable family meals				
14	Evelyn Collazo		1619 Rochelle Dr., Dunwoody GA 30338	[redacted]	I am a resident/live in Dunwoody	No, never heard of it	Maybe- I'd like to hear more	Safe pedestrian access & Drive-through design	Community involvement & local sponships	Cleaniness and low impact on neighbors	Partnerships with neighorhood events or	Any local ORH	Quick Service	Drive-thru convenience	Affordable family meals				
15	Katie Newman		7685 Treeridge Ct., Atlanta GA 30350	[redacted]	I visit often/spend time and enjoy social life in	Yes, but only once or twice	Maybe- I'd like to hear more	Minimizing traffic congestion	Safe pedestrian access & Drive-through design	Cleaniness and low impact on neighbors	Job training or local hiring		Fresh Chicken Fingers	Late-night hours	Drive-thru convenience	Affordable family meals			
16	Ralph Lee		223 Golden Crest Circle, Birmingham AL 35209	[redacted]	I visit often/spend time and enjoy social life in	No, but I've heard great things	Yes, absolutely!	Minimizing traffic congestion			Job training or local hiring		Fresh Chicken Fingers						
17	Brian Quirk		2624 Fontainebleau Dr., Atlanta GA 30360	[redacted]	I am a resident/live in Dunwoody	No, but I've heard great things	Yes, absolutely!	Community involvement & local sponships	Supporting local employment opportunities	Cleaniness and low impact on neighbors	Sponsoring youth sports or school fundraisers	Kingsley Elementary	Affordable family meals						
18	Alvsha Jaffer		1899 Mount Vernon Place, Dunwoody GA 30338	[redacted]	I am a resident/live in Dunwoody	Yes, I love it!	Yes, absolutely!	Safe pedestrian access & Drive-through design	Community involvement & Cleaniness and low impact local sponships	Cleaniness and low impact on neighbors	Sponsoring youth sports or school fundraisers	Local parade	Fresh Chicken Fingers	Famous Cane's sauce	Quick service	Community vibe	Late-night hours	Drive-thru convenience	Affordable family meals
19	Lisa Krueger		2482 Jeff Ferry Rd., Unity 685, Dunwoody GA 30338	[redacted]	I work/do business in Dunwoody	No, but I've heard great things	Maybe- I'd like to hear more	Community involvement & local sponships	Cleaniness and low impact on neighbors	Compliance with Dunwoody's	Partnerships with neighorhood events or	Hope Atlanta, Backpack Buddies	Fresh Chicken Fingers	Famous Cane's sauce	Community vibe				
20	Saskia Licona		2327 Dunnwoody Xing, Apt. E, Atlanta GA 30338	[redacted]	I am a resident/live in Dunwoody	No, but I've heard great things	Yes, absolutely!	Community involvement & local sponships	Supporting local employment opportunities	Cleaniness and low impact on neighbors	Sponsoring youth sports or school fundraisers	Chesnut Elementary School	Fresh Chicken Fingers	Late-night hours	Drive-thru convenience	Affordable family meals			
21	Cathy Brown		4626 Dellrose Dr., Dunwoody GA 30338	[redacted]	I am a resident/live in Dunwoody	No, but I've heard great things	Yes, absolutely!	Minimizing traffic congestion	Safe pedestrian access & Drive-through design	Cleaniness and low impact on neighbors	Sponsoring youth sports or school fundraisers	Dunwoody Girls Softball	Fresh Chicken Fingers	Famous Cane's sauce	Quick service	Drive-thru convenience	Affordable family meals		
22	Colette Drescher		4690 Cambridge Dr., Dunwoody GA 30338	[redacted]	I am a resident/live in Dunwoody	No, but I've heard great things	Yes, absolutely!	Cleaniness and low impact on neighbors			Partnerships with neighorhood events or	Dunwoody Woman's Club, Communitv Develoopment	Fresh Chicken Fingers	Drive-thru convenience					
23	Jan Slimming		5361 Vernon Lake Dr., Dunwoody GA 30338	[redacted]	I am a resident/live in Dunwoody	No, never heard of it	Yes, absolutely!	Community involvement & local sponships			Sponsoring youth sports or school fundraisers	Dunwoody High School	Fresh Chicken Fingers						
24	Grace Temple		7316 , Hywy 85, Riverdale , ((		I work/do business in Dunwoody	No, but I've heard great things	Yes, absolutely!	Safe pedestrian access & drive-through design	Community involvement & local sponsorships	Supporting local employment opportunities	Sponsoring youth sports or school fundraisers	Youth Programs	Drive-thru convenience						
25	Angela Waters		1233 The Plaza #9034, Charlotte, NC, 28205	(	I work/do business in Dunwoody	Yes, I love it!	Yes, absolutely!	Community involvement & local sponsorships	Cleanliness and low impact on neighbors	Dunwoody's comprehensive plan	Partnerships with neighborhood events or	Local schools	Fresh Chicken Fingers						
26	Rosalyn Johnson		9109 Fuller Avenue, Cleveland, OH, 44104	[redacted]	I visit often/spend time and enjoy social life in	Yes, I love it!	Yes, absolutely!	Cleaniness and low impact on neighbors			Partnerships with neighborhood events or	Local Sschool	Fresh Chicken Fingers	Famous Cane's sauce	Quick service	Community vibe	Late-night hours	Drive-thru convenience	Affordable family meals
27	Tracv S		4396 Conley Landing, Conley, GA. 30288	[redacted]	I visit often/spend time and enjoy social life in	No. never heard of it	Yes. absolutely!	Safe pedestrian access & Drive-through design	Community involvement & local sponsorships	Supporting local employment opportunities	Job training or local hiring		Quick Service	Community vibe	Late-night hours	Drive-thru convenience	Affordable family meals		
28	Josiah Cardwell		Cook Rd, Stockbridge, GA, 30281	52	I am a resident/live in Dunwoody	Yes, I love it!	Yes, absolutely!	Supporting local employment opportunities			Partnerships with neighborhood events or	Atlanta youth foundation	Fresh Chicken Fingers						
29	Marlon Camobell		1841 Spring Ave, Atlanta, GA, 30318	[redacted]	I visit often/spend time and enjoy social life in	No, but I've heard great things	Yes. absolutely!	Cleaniness and low impact on neighbors			Partnerships with neighborhood events or	N/A	Affordable family meals						
30	Paul Stephenson		407 Ivy Chase Lane, Peachtree Corners. GA. 30092	[redacted]	I work/do business in Dunwoody	Yes. I love it!	Yes. absolutely!	Supporting local employment opportunities			Job training or local hiring		Fresh Chicken Fingers						
31	Adrienne Taylor-Barnes		2640 Lake Commons Ct, Snellville. GA. 30078-6448	[redacted]	I visit often/spend time and enjoy social life in Dunwoody	Yes. but only once or twice	Maybe- I'd like to hear more	Minimizing traffic congestion			Job training or local hiring		Famous Cane's sauce						
32	Robb Evans		4349 Redwood Street, Atlanta, Georgia. 30360	[redacted]	I am a resident/live in Dunwoody	Yes. I love it!	Yes. absolutely!	Minimizing traffic congestion			Job training or local hiring		Fresh Chicken Fingers						
33	Laila Puah		1256 Asterwood Ln SW, Atlanta. GA. 30331	[redacted]	I visit often/spend time and enjoy social life in Dunwoody	No. never heard of it	Maybe- I'd like to hear more	Cleaniness and low impact on neighbors			Job training or local hiring		Drive-thru convenience	Affordable family meals					
34	Lisa Saxon		6029 Bretton Woods Drive, Lithonia. GA. 30058	[redacted]	I visit often/spend time and enjoy social life in Dunwoody	Yes. but only once or twice	Yes. absolutely!	Minimizing traffic congestion	Safe pedestrian access & Drive-through design	Community involvement & local sponships	Partnerships with neighborhood events or nonprofits	Soruill center for the arts	Community vibe	Affordable family meals					
35	Oliver Veza		1437 Ashford Pl ne, Atlanta, GA. 30319	[redacted]	I visit often/spend time and enjoy social life in Dunwoody	Yes. but only once or twice	Yes. absolutely!	Safe pedestrian access & Drive-through design	Community involvement & local sponsorships	Supporting local employment opportunities	Job training or local hiring		Fresh Chicken Fingers	Community vibe	Affordable family meals				
36	Seyi Omonira		3140 7 Pines Ct, Unit 207, Atlanta, GA, 30339	[redacted]	I visit often/spend time and enjoy social life in Dunwoody	Yes, but only once or twice	Maybe- I'd like to hear more	Minimizing traffic congestion	Safe pedestrian access & Drive-through design	Cleaniness and low impact on neighbors	Sponsoring youth sports or school fundraisers	Local events in the city	Famous Cane's sauce						
37	Felix Saget		1185 Dove Point Court, Mableton, Georgia, 30126	[redacted]	I visit often/spend time and enjoy social life in Dunwoody	No, never heard of it	I'm not familiar with Raising Cane's yet	Minimizing traffic congestion			Job training or local hiring		Affordable family meals						
38	Genevieve Shurack		1871 Sterling Oaks Circle NE, Brookhaven, GA, 30319	[redacted]	I visit often/spend time and enjoy social life in Dunwoody	No, but I've heard great things	Maybe- I'd like to hear more	Community Involvement & local sponsorships			Partnerships with neighborhood events or nonprofits	Schools	Affordable family meals						
39	Cole Thomas		3365 Peachtree Corners Cir, Apt F, PTC, GA, 30092	[redacted]	I visit often/spend time and enjoy social life in Dunwoody	Yes, I love it!	Yes, absolutely!	Community involvement & local sponsorships			Partnerships with neighborhood events or nonprofits	Alpha Kappa Alpha Sorority, Inc.	Fresh Chicken Fingers						
40	Krista Wright		4839 Luray Drive, Dunwoody, GA, 30338	[redacted]	I am a resident/live in Dunwoody	No, but I've heard great things	Maybe- I'd like to hear more	Minimizing traffic congestion	Community involvement & local sponsorships	Supporting local employment opportunities	Partnerships with neighborhood events or nonprofits	Dunwoody public schools	Fresh Chicken Fingers	Quick service	Community vibe	Drive-thru convenience	Affordable family meals		
41	Kaluana Moore		Dunwoody, GA, 30350	[redacted]	I am a resident/live in Dunwoody	No, but I've heard great things	Yes, absolutely!	Safe pedestrian access & Drive-through design			Partnerships with neighborhood events or nonprofits	Dunwoody prep	Quick Service						
42	Matt Dickson		4410 Kellog Springs CT, Dunwoody, GA, 30338	[redacted]	I am a resident/live in Dunwoody	Yes, I love it!	Yes, absolutely!	Minimizing traffic congestion			Sponsoring youth sports or school fundraisers	Mjcca	Fresh Chicken Fingers						
43	Kelsey Corbin		2792 Peeler Rd, Atlanta, GA, 30360	[redacted]	I am a resident/live in Dunwoody	Yes, I love it!	Yes, absolutely!	Cleaniness and low impact on neighbors			Partnerships with neighborhood events or nonprofits	Brook run park	Fresh Chicken Fingers						
44	Brian Toms		4634 Village Ct, Dunwoody, GA, 30338	[redacted]	I am a resident/live in Dunwoody	Yes, I love it!	Yes, absolutely!	Safe pedestrian access & Drive-through design	Community involvement & local sponsorships	Cleaniness and low impact on neighbors	Other	Sponsor Dunwoody Oktoberfest on Sept 27. Call me!	Fresh Chicken Fingers	Famous Cane's sauce	Quick service	Community vibe	Drive-thru convenience	Affordable family meals	
45	Jean Lopez		2241 Nancy Creek Dr, Chamblee, GA, 30341	[redacted]	I am a resident/live in Dunwoody	Yes, I love it!	Yes, absolutely!	Minimizing traffic congestion			Job training or local hiring		Fresh Chicken Fingers	Famous Cane's sauce	Quick service				
46	Maria Delgado		5210 Charleston Place Dunwoody, Atlanta, Georgia, 30338	[redacted]	I am a resident/live in Dunwoody	Yes, I love it!	Yes, absolutely!	Minimizing traffic congestion	Supporting local employment opportunities	Cleaniness and low impact on neighbors	Other	Chestnut Elementary School and more	Fresh Chicken Fingers	Famous Cane's sauce	Quick service	Community vibe	Late-night hours	Drive-thru convenience	Affordable family meals
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Application Form

City of Dunwoody Georgia

Community Development
4800 Ashford Dunwoody Road
Dunwoody, GA 30338
Phone: (678) 382-6800
dunwoodyga.gov

Purpose of Application (check all that apply):

- [ ] Comprehensive Plan Land Use Map Amendment
- [ ] Zoning Ordinance Text Amendment
- [X] Zoning Map Amendment
- [X] Special Land Use Permit
- [ ] Major Modification of Zoning Conditions

Application Information

Company Name: Raising Cane's LLC

Contact Name: Harold Buckley, Jr.

Address: 2849 Paces Ferry Road, Suite 700; Atlanta, GA 30339

Phone: 770-803-3707 Email: hbuckley@wbilegal.com

Pre-Application Conference Date: 12/5/24

Owner Information

[ ] Check here if same as applicant

Owner's Name: Limestone Wells LLC

Owner's Address: 200 S Biscayne Blvd, Floor 6; Miami FL 33131

Phone: _____ Email: _____

Property Information

Property Address(es): 4570 Ashford Dunwoody Road

Parcel ID #(s): 18 350 03 003

Total Acreage: 1.56 Current Zoning Classification: OI Current Use: Vacant institutional

Project Information

Proposed Zoning Classification: PC-1 Proposed Use: Restaurant with drive-thru

Project Details: Proposed development of Raising Cane's restaurant w/ drive-thru

Applicant Affidavit

I hereby certify that to the best of my knowledge, this amendment application form is correct and complete. If additional materials are determined to be necessary, I understand that I am responsible for filing additional materials as specified by the City of Dunwoody Zoning Ordinance. I certify that I, the applicant (if different), am authorized to act on the owner's behalf, pursuant to this application and associated actions.

Applicant's Name: Harold Buckley, Jr.

Applicant's Signature: Harold Buckley Jr. Date: 3/3/25

Notary:

Sworn to and subscribed before me this 3rd Day of March, 20 25

Notary Public: Ashira Nowlin

ASHIRA NOWLIN

Signature: Ashira Nowlin

My Commission Expires: June 21, 2025

ASHIRA NOWLIN NOTARY PUBLIC Exp. June 21, 2025 COBB COUNTY, GA

Property Owner(s) Notarized Certification

City of Dunwoody Georgia
Community Development
4800 Ashford Dunwoody Road
Dunwoody, GA 30338
Phone: (678) 382-6800
dunwoodyga.gov

Property Owner:

Owner Name: Limestone Wells LLC

Signature: [signature] Manager, Orion Limestone Wells MMC, LLC, Manger of Limestone Wells, LLC Date: 3/3/2025

Address: 200 S Biscayne Blvd, Floor 6; Miami FL 33131

Phone: 305-278-8400 Email: JSANZ@ORIONMIAMI.COM

Notary Public: ARANTXA MURO

Sworn to and subscribed before me this 3rd Day of MARCH, 2025

Notary Signature: [signature]

My Commission Expires: 7/27/2025

ARANTXA MURO
Notary Public - State of Florica
Commission # HH 127097
My Comm. Expires Jul 27, 2025
Bonded through National Notary Assn.

Property Owner:

Owner Name: _____

Signature: _____ Date: _____

Address: _____

Phone: _____ Email: _____

Notary Public: _____

Sworn to and subscribed before me this _____ Day of _____, 20___

Notary Signature: _____

My Commission Expires: _____

Property Owner:

Owner Name: _____

Signature: _____ Date: _____

Address: _____

Phone: _____ Email: _____

Notary Public: _____

Sworn to and subscribed before me this _____ Day of _____, 20___

Notary Signature: _____

My Commission Expires: _____

Applicant Notarized Certification

City of Dunwoody Georgia

I hereby certify that to the best of my knowledge, this application form is correct and complete. If additional materials are determined to be necessary, I understand that I am responsible for filing additional materials as specified by the City of Dunwoody Zoning Ordinance. I certify that I, the applicant (if different), am authorized to act on the owner's behalf, pursuant to this application and associated actions.

Community Development
4800 Ashford Dunwoody Road
Dunwoody, GA 30338
Phone: (678) 382-6800
dunwoodyga.gov

Applicant:

Name: Raising Cane's LLC

Signature: Hall Buckley Jr. Date:

Address: 2849 PAces Fery Road, Suite 700; Atlanta, GA 30339

Phone: 770-803-3707 Email: hbuckley@mblegal.com

Notary Public: Ashia Nowlin

Sworn to and subscribed before me this 3rd Day of March, 20 25

ASHIA NOWLIN NOTARY PUBLIC Exp. June 21, 2025 COBB COUNTY, GA

Notary Signature: Ashia Nowlin

My Commission Expires: June 21, 2025

Applicant:

Name:

Signature: Date:

Address:

Phone: Email:

Notary Public:

Sworn to and subscribed before me this Day of , 20

Notary Signature:

My Commission Expires:

Applicant:

Name:

Signature: Date:

Address:

Phone: Email:

Notary Public:

Sworn to and subscribed before me this Day of , 20

Notary Signature:

My Commission Expires:

Campaign Disclosure Ordinance

City of Dunwoody Georgia
Community Development
4800 Ashford Dunwoody Road
Dunwoody, GA 30338
Phone: (678) 382-6800
dunwoodyga.gov

Have you, within the two years immediately preceding the filing of this application, made campaign contributions aggregating $250.00 or more to a member of the City of Dunwoody City Council or a member of the City of Dunwoody Planning Commission? [ ] YES [x] NO

Applicant/Owner

Signature: Harold Buchanan Jr. Date: 3/3/25

Address: 2849 PAces Ferry Road, Suite 700; Atlanta, GA 30339

If the answer above is yes, please complete the following section:

Date	Government Official	Official Position	Description	Amount

(CLERK OF COURT RECORDING INFORMATION)

GRID NORTH – GA. WEST ZONE

GeoSurvey

SITE PHOTOGRAPHS


1


2


3


4


5


6

LEGEND

STANDARD ABBREVIATIONS

AC	AIR CONDITIONER
BH	BORE HOLE
BSL	BUILDING SETBACK LINE
CI	CURB INLET
CMP	CORRUGATED METAL PIPE
CMF	CONCRETE MONUMENT FND
CO	SANITARY CLEANOUT
CPED	COMMUNICATION PEDESTAL
CTP	CRIMPED TOP PIPE
DI	DROP INLET
DIP	DUCTILE IRON PIPE
DWCB	DOUBLE WING CATCH BASIN
FND	FOUND
GM	GAS METER
INV	INVERT
JB	JUNCTION BOX
MH	MANHOLE
NF	NAIL FOUND
NS	NAIL SET
OCS	OUTLET CONTROL STRUCTURE
OTP	OPEN TOP PIPE
PBX	POWER BOX
PM	POWER METER
POB	POINT OF BEGINNING
POC	POINT OF COMMENCEMENT
RCP	REINFORCED CONCRETE PIPE
RBR	IRON REINFORCING BAR
RBS	5/8"RBR SET CAPPED LSF 621
SS	SANITARY SEWER
SWCB	SINGLE WING CATCH BASIN
TRANS	ELECTRIC TRANSFORMER

STANDARD SYMBOLS

POWER POLE
GUY WIRE
POWER LINE
LP — LIGHT POLE
ELECTRIC TRANSFORMER
WATER VAULT
GAS VALVE
GAS METER
WATER VALVE
WM — WATER METER
FIRE HYDRANT
E — UNDERGROUND ELECTRIC LINE
G — UNDERGROUND GAS LINE
CM — UNDERGROUND COMMUNICATION LINE
W — UNDERGROUND WATER LINE
1 — PHOTO POSITION INDICATOR
XX — REGULAR PARKING SPACE COUNT
HANDICAP PARKING SPACE
TREE POSITION INDICATOR
SIGN

UTILITY NOTE

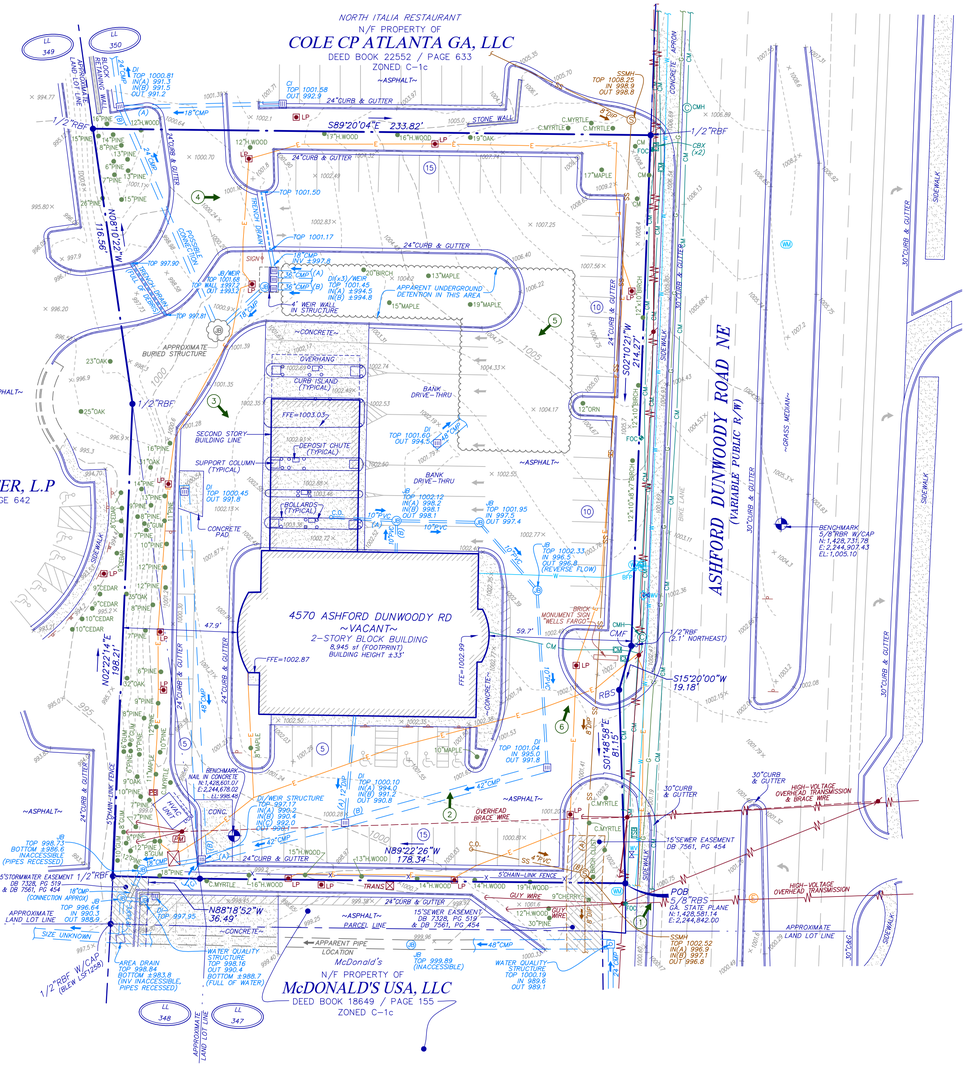
THE UNDERGROUND UTILITIES SHOWN HEREON ARE BASED ON LOCATION OF MARKINGS PROVIDED BY:
GROUNDHAWK
355 ONETA STREET – SUITE D200
ATHENS, GEORGIA 30601
(762) 728–9155
GROUNDHAWK UTILIZED SEVERAL TECHNIQUES INCLUDING, BUT NOT LIMITED TO, ELECTROMAGNETIC, MAGNETIC LOCATION FOR FERROUS METALS, ACOUSTIC AND PASSIVE FREQUENCIES TO DESIGNATE AND MARK BURIED UTILITIES ON THE SURFACE WITH PAINT AND FLAGS COVERING THE ENTIRE AREA OF THE PROJECT.

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

IF YOU DIG

811

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



CLOSURE STATEMENT

THE FIELD CLOSURE UPON WHICH THIS PLAT IS BASED HAS A CLOSURE PRECISION OF ONE FOOT IN 70,865 , AND WAS ADJUSTED USING THE LEAST SQUARES METHOD. A TRIMBLE "S" SERIES TOTAL STATION AND TRIMBLE TSC SERIES DATA COLLECTOR WERE USED TO COLLECT THIS FIELD DATA.
THIS PLAT HAS BEEN CALCULATED FOR CLOSURE AND WAS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 168,239 FEET. GEE INIT.

GRAPHIC SCALE

0 15 30 75 150
1"= 30'

TITLE EXCEPTIONS

THE FOLLOWING EXCEPTIONS ARE LISTED IN SCHEDULE B, PART II, OF A COMMITMENT FOR TITLE INSURANCE, AS PREPARED FOR STEWART TITLE GUARANTY COMPANY, COMMITMENT NO.: 24000090010; ISSUED DATE: JANUARY 16, 2024

6. Easement from Perimeter Center Hotel Associates to Georgia Power Company, dated November 19, 1979, filed April 24, 1980 and recorded in Deed Book 4256, Page 486, records of the Superior Court of DeKalb County, Georgia.
DOES NOT AFFECT SITE – EASEMENT HAS EXPIRED

7. Easement from Perimeter Center Hotel Associates to Georgia Power Company, dated June 30, 1980, filed July 28, 1980 and recorded in Deed Book 4304, Page 461, aforesaid records.
DOES NOT AFFECT SITE – NOT ON THE PROPERTY

8. Easements as contained in that certain Right of Way Deed from Perimeter Center Hotel Associates, a Virginia general partnership to DeKalb County, a political subdivision of the State of Georgia, dated September 22, 1980, filed September 30, 1980 and recorded in Deed Book 4345, Page 175, aforesaid records.
DOES NOT AFFECT SITE – TEMPORARY EASEMENT HAS EXPIRED

9. Permit for Anchors, Guy Poles and Wires from Guest Quarters, Inc., a Virginia corporation to Georgia Power Company, a corporation, dated July 22, 1983, filed August 1, 1983 and recorded in Deed Book 4804, Page 51, aforesaid records.
MAY AFFECT SITE – MAP REFERENCED IN SAID DOCUMENT NOT PROVIDED

10. Permit for Anchors, Guy Poles and Wires from Guest Quarters Development Company, a Virgina limited partnership to Georgia Power Company, a corporation, dated August 3, 1983, filed October 4, 1983 and recorded in Deed Book 4846, Page 109, aforesaid records.
MAY AFFECT SITE – MAP REFERENCED IN SAID DOCUMENT NOT PROVIDED

11. Utility Easement Grant and Release and Quitclaim of Utility Easement from Taylor & Mathis, Ltd., a Georgia limited partnership, as to undivided 15% interest and Metropolitan Life Insurance Company, a New York corporation, as to an undivided 85% interest to Georgia Power Company, a Georgia corporation, dated April 3, 1989, filed June 6, 1989 and recorded in Deed Book 6446, Page 601, aforesaid records.
DOES NOT AFFECT SITE – NOT ON THE PROPERTY

12. Easement Agreement from Paul A. Smith, Jr., as to an undivided forty–five percent (45%) interest, J. Michael Gearon, as to an undivided five percent (5%) interest and Metropolitan Life Insurance Company, a NewYork corporation, as to an undivided fifty percent (50%) interest to Taylor & Mathis, Inc., a Georgia corporation, dated May 31, 1992, filed July 9, 1992 and recorded in Deed Book 7328, Page 519, aforesaid records; as assigned by Assignment of Easement Agreement by and between Taylor & Mathis, Inc., a Georgia corporation ("Assignor") and Taylor & Mathis IV, a Georgia general partnership ("Assignee"), dated October 19, 1992, filed November 23, 1992 and recorded in Deed Book 7478, Page 579, aforesaid records.
BENEFITS SUBJECT PROPERTY FOR STORM & SEWER ACROSS PROPERTY TO THE SOUTH (McDONALD'S) – EASEMENTS ARE PLOTTED

13. Terms and conditions as set forth in that certain Reciprocal Easement Agreement by and between Atlanta Hotel Ventures, Inc., a Delaware corporation, Metropolitan Life Insurance Company, a New York corporation (as to an undivided 85% interest), Taylor & Mathis, LTD., a Georgia limited partnership (as to an undivided 15% interest) and Taylor & Mathis IV, a Georgia general partnership, dated November 20, 1992, filed November 23, 1992 and recorded in Deed Book 7478, Page 552, aforesaid records.
AFFECTS SITE – BLANKET IN NATURE

14. Easements as contained in that certain Limited Warranty Deed between Taylor & Mathis IV, a Georgia general partnership and First union National Bank of Georgia, a national banking association, dated November20, 1992, filed November 23, 1992 and recorded in Deed Book 7478, Page 582, aforesaid records; as re–filed February 5, 1993 and re–recorded in Deed Book 7561, Page 454, aforesaid records.
AFFECTS SITE – BLANKET IN NATURE
EASEMENTS THAT CAN BE PLOTTED ARE AS SHOWN

15. Terms and conditions of that certain unrecorded Lease Agreement dated April 1, 2003 as evidenced by Subordination, Non–Disturbance and Attornment Agreement between First National Bank of South Miami ("Lender"), Wells Fargo Bank, National Association, as successor by merger to Wachovia Bank, National Association ("Tenant") and Limestone Wells, LLC, a Florida limited liability company ("Landlord"), dated May 5, 2016, filed May 20, 2016 and recorded in Deed Book 25567, Page 503, aforesaid records.
AFFECTS SITE – BLANKET IN NATURE

PROPERTY DESCRIPTION

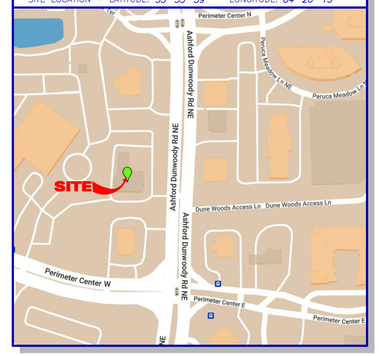
All that tract or parcel of land lying and being in Land Lots 349 and 350 of the 18th District, of DeKalb County, City of Atlanta, Georgia, and being more particularly described as follows:

BEGINNING at a 5/8–inch rebar set on the western right–of–way of Ashford Dunwoody Road, said 5/8–inch rebar set having Georgia State Plane coordinate values North: 1,428,581.14; East 2,244,842.00; Thence departing said right–of–way North 89 degrees 22 minutes 26 seconds West, a distance of 178.34 feet to a point; Thence North 88 degrees 18 minutes 52 seconds West, a distance of 36.49 feet to a 1/2–inch rebar found; Thence North 02 degrees 22 minutes 14 seconds East, a distance of 198.21 feet to a 1/2–inch rebar found; Thence North 08 degrees 10 minutes 22 seconds West, a distance of 116.56 feet to a 1/2–inch rebar found; Thence South 89 degrees 20 minutes 04 seconds East, a distance of 233.82 feet to a 1/2–inch rebar found located on the western right–of–way of said Ashford Dunwoody Road; Thence continuing with said right–of–way South 02 degrees 10 minutes 21 seconds West, a distance of 214.27 feet to a concrete monument found; Thence South 15 degrees 20 minutes 00 seconds West, a distance of 19.18 feet to a 5/8–inch rebar set; Thence South 01 degrees 48 minutes 58 seconds East, a distance of 81.15 feet to a 5/8–inch rebar set, which is the POINT OF BEGINNING.

Said tract or parcel of land contains 1.559 Acres and is the same property described in Exhibit "A" of Commitment for title insurance for Stewart Title Guaranty Company, commitment number: 24000090010, dated January 16, 2024.

VICINITY MAP

SITE LOCATION – LATITUDE: *33° 55' 39"* LONGITUDE: *84° 20' 15"*



GENERAL NOTES

THIS SURVEY HAS BEEN PREPARED FOR THE EXCLUSIVE USE OF THE PERSON OR ENTITIES NAMED HEREON. NO EXPRESS OR IMPLIED WARRANTIES WITH RESPECT TO THE INFORMATION SHOWN HEREON SHALL TO BE EXTENDED TO ANY PERSONS OR ENTITIES OTHER THAN THOSE SHOWN HEREON.

REVISIONS LISTED ON THIS SURVEY APPLY ONLY TO THE SPECIFIC CHANGES REFERENCED, AND DO NOT CONSTITUTE AN UPDATE OF OTHER DATA ON THIS SURVEY. THE "SURVEY DATE" SHOWN HEREON IS THE APPLICABLE DATE AS RELATED TO PROVISIONS OF STATUTES OF LIMITATION UNLESS SPECIFICALLY NOTED OTHERWISE.

THIS PROPERTY IS NOT LOCATED IN A SPECIAL FLOOD HAZARD AREA BASED ON THE FLOOD INSURANCE RATE MAP FOR THIS AREA. THE MAP NUMBER FOR THIS AREA IS 13089C0012K, AND THE DATE OF SAID MAP IS AUGUST 15, 2019. THIS DETERMINATION WAS MADE BY GRAPHICALLY DETERMINING THE POSITION OF THIS SITE ON SAID FIRM MAPS UNLESS OTHERWISE NOTED.

PLEASE NOTE: ALL TREES 6–INCH DBH (DIAMETER AT BREAST HEIGHT) AND LARGER WERE LOCATED FOR THIS SURVEY.

THE DATUM FOR THIS SITE WAS ESTABLISHED UTILIZING GLOBAL POSITIONING SYSTEMS, AND BASED ON POSITIONAL VALUES FOR THE VIRTUAL REFERENCE STATION NETWORK DEVELOPED BY eGPS SOLUTIONS. THE HORIZONTAL REFERENCE FRAME IS NORTH AMERICAN DATUM OF 1983(2011)–STATE PLANE COORDINATE SYSTEM OF GEORGIA–WEST ZONE. THE VERTICAL REFERENCE FRAME IS NORTH AMERICAN VERTICAL DATUM OF 1988. ANY DIRECTIONS OR DIMENSIONS SHOWN ARE A RECTANGULAR, GROUND LEVEL PROJECTION OF THE STATE PLANE COORDINATE SYSTEM.

NO ZONING REPORT OR ZONING LETTER WAS PROVIDED TO THE SURVEYOR. THE SITE IS ZONED "O–I" (OFFICE–INSTITUTIONAL DISTRICT) + PERIMETER CENTER OVERLAY AS SHOWN ON THE ONLINE GIS ZONING MAP OF THE CITY OF DUNWOODY. ZONING AND SETBACKS SHOULD BE CONFIRMED AND VERIFIED BY PLANNING AND ZONING PRIOR TO DESIGN OR CONSTRUCTION ACTIVITIES.

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

SURVEYOR CERTIFICATION (ALTA)

To: Stewart Title Guaranty Company
Raising Cane's Restaurants, L.L.C., a Louisiana limited liability company

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 5, 6(a), 7(a), 7(b–1), 8, 9, 11(a), 11(b) & 13 of Table A thereof.
The field work was completed on June 4, 2024.

Date: June 4, 2024

David L. Hester
Georgia Registered
Land Surveyor # 3042

GEORGIA REGISTERED No. 3042 LAND SURVEYOR DAVID HESTER

SURVEYOR CERTIFICATION (GA)

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

David L. Hester
Georgia Registered
Land Surveyor # 3042

N/F PROPERTY OF
Limestone Wells, LLC
DEED BOOK 25567 / PAGE 466
ZONED O–I (PERIMETER CENTER OVERLAY)

SITE AREA
1.559 Acres
67,919 sf

GeoSurvey

Professional Land Surveying Services
1660 Barnes Mill Road
Marietta, Georgia 30062
Phone: (770) 795–9900
Fax: (770) 795–8880
www.geosurvey.com
EMAIL: info@geosurvey.com
Certificate of Authorization #LSF–000621

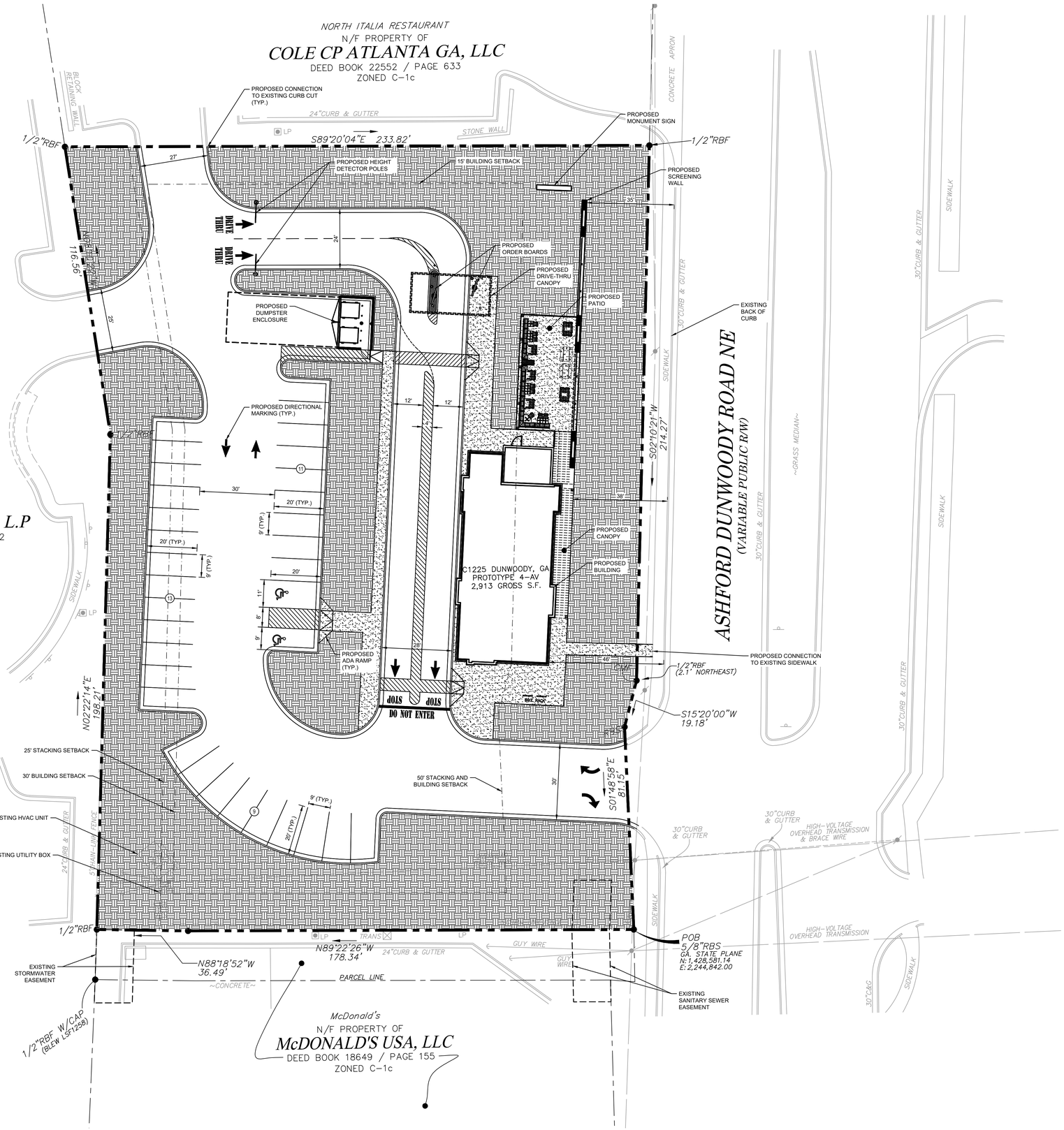
ALTA/NSPS LAND TITLE SURVEY

4570 ASHFORD DUNWOODY

FOR

Raising Cane's Restaurants, L.L.C.
Stewart Title Guaranty Company

GS JOB NO:	20247935	DRAWING SCALE:	1"= 30'	SURVEY DATE:	6–4–2024
FIELD WORK:	TM	CITY:	ATLANTA	REVISIONS (SEE GENERAL NOTES)	
PROJ MGR:	GEE	COUNTY:	DEKALB STATE: GA	1. 7/12/24	Added Title, Legal, & ALTA Cert.
REVIEWED:	DLH	LAND LOT:	349 & 350		
DWG FILE:	20247935–1.dwg	DISTRICT:	18TH		



DEVELOPMENT SUMMARY:

SITE SUMMARY:

CURRENT ZONING:	O-I, PERIMETER CENTER OVERLAY
PROPOSED ZONING:	PC-1, PERIMTER CENTER DISTRICT
SITE AREA:	1.56 ACRES
BUILDING SETBACK:	
FRONT:	50 FT
SIDE:	20 FT
BACK:	30 FT
LANDSCAPE SETBACK:	
FRONT:	10 FT
SIDE:	5 FT
BACK:	10 FT
MAXIMUM BUILDING HEIGHT:	5 STORIES/70 FT
PROPOSED BUILDING HEIGHT:	XX FT (1 STORY)

BUILD-TO ZONE COVERAGE:

WIDTH OF BUILDING WITHIN BUILD-TOZONE:	188'
LOT LINE PARALLEL TO THE STREET TYPE:	315'
BUILD-TO ZONE COVERAGE:	60%

PROPOSED LAND USES & DENSITIES:

RESTAURANT (DRIVE-THRU)	2,913 SF

PARKING SUMMARY:

REQUIRED PARKING:	**29 SPACES** (MAXIMUM)
RESTAURANT (2,913 SF)	29 SPACES (10/1000 SF)
PROPOSED PARKING:	**33 SPACES** (TOTAL)
RESTAURANT (DRIVE-THRU)	33 SPACES

SITE PLAN LEGEND:

- PROPERTY LINE
- LANDSCAPED AREA
- PROPOSED CONCRETE SIDEWALK
- (10) PARKING COUNT

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

PREPARED BY
Kimley»Horn
PHONE 404.418.8700
WWW.KIMLEY-HORN.COM
© 2024 KIMLEY-HORN AND ASSOCIATES, INC.
1200 PEACHTREE STREET, NE
SUITE 800
ATLANTA, GEORGIA 30309

PREPARED FOR
RAISING CANE'S
RESTAURANTS, LLC
910 S. ACADIAN THRUWAY, —,
BATON ROUGE, LA 70806
PHONE 972.769.3100

No.	ISSUANCE AND REVISION DESCRIPTIONS	DATE	BY

PROJECT
RAISING CANE'S - DUNWOODY
4570 ASHFORD DUNWOODY RD NE
ATLANTA, GA 30346
PARCEL ID 18 350 03 003
LAND LOT 349, 4TH DISTRICT

GEORGIA REGISTERED No. PE047234 PROFESSIONAL ENGINEER HARRISON J ALLEN
03/03/2025

GSWCC NO. (LEVEL II)	0000089268
DRAWN BY	SFD
DESIGNED BY	HJA
REVIEWED BY	HJA
DATE	3/3/2025
PROJECT NO.	014199016

TITLE
SLUP SITE PLAN

SHEET NUMBER
C0.10

PRELIMINARY: NOT FOR CONSTRUCTION

Drawing name: K:\AMT_CIVIL\014199016_Raising Canes_Dunwoody GA\CAD\Exhibits\2025-01-28 SLUP Site Plan\2025-01-28 SLUP Site Plan.dwg Layout1 Mar 03, 2025 9:01am by: sophie.cronk

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

C1225 DUNWOODY ATLANTA GA - P4 AV COLOR ELEVATIONS - COLOR ELEVATIONS



FRONT ELEVATION



REAR ELEVATION

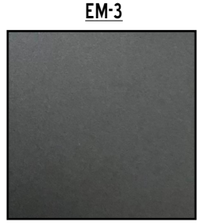


SIDE ELEVATION

REAR ELEVATION

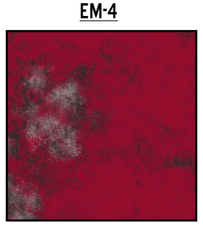
MATERIAL FINISHES

EM-3



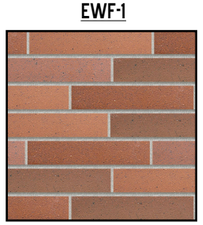
POWDER COATED STEEL MATTE BLACK FINISH

EM-4



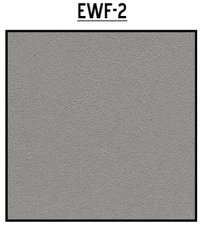
RECLAIMED METAL PANEL: VINTAGE CAR HOOD OCCURS AT FACE OF THE "I" ELEMENT ONLY

EWF-1



BELDEN NORMAN BRICK MASONRY MEDIUM RANGE, SMOOTH, IRON SPOT. MORTAR TO MATCH SOLOMON PRODUCTS 10 H, WEATHERED HORIZONTAL STRIKE. VERTICAL JOINTS ARE FLUSH

EWF-2



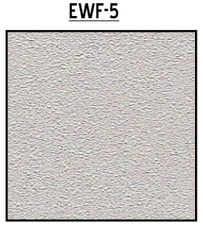
"SW 7669 SUMMIT GRAY" PORTLAND CEMENT STUCCO

EWF-4



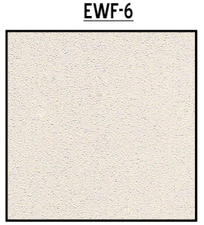
BORAL: "ALAMO" QUEEN BRICK, MORTER TO MATCH SOLOMON PRODUCTS 10 H, LIGHT BUFF SACK RUB FINISH.

EWF-5



"132 MOUNTAIN FOG" PORTLAND CEMENT STUCCO

EWF-6



"456 OYSTER SHELL" CEMENT STUCCO

EWS-2



ALUMINUM STOREFRONT SYSTEM FINISH: ANODIZED BLACK

03/03/2025
SCALE: 1/16" = 1'-0"

WILSON BROCK & IRBY, L.L.C.

ATTORNEYS AT LAW

OVERLOOK I, SUITE 700
2849 PACES FERRY ROAD
ATLANTA, GEORGIA 30339

HAROLD BUCKLEY, JR.

HBUCKLEY@WBILEGAL.COM
DIRECT DIAL: (770) 803-3707

TELEPHONE
(404) 853-5050

FACSIMILE
(404) 853-1812

March 3, 2025

VIA: ELECTRONIC DELIVERY

Mr. Richard McLeod, Director
Dunwoody Dept. of Comm. Development
Dunwoody City Hall
4800 Ashford Dunwoody Road
Dunwoody, GA 30338

RE: Environmental Site Analysis for Application by Raising Cane's to Rezone Property Located at 4570 Ashford Dunwoody Road (the "Site"), and for a Special Land Use Permit to Allow a Restaurant Drive-Thru.

Dear Mr. McLeod:

Raising Cane's is currently exploring an opportunity to redevelop the Site with a new restaurant, which includes a drive-thru facility. The Site is zoned O-I and it is located within the Perimeter Center Overlay District. Unfortunately, the zoning ordinance restricts restaurants to accessory use status on O-I property and Raising Canes desires to develop its restaurant as a standalone primary land use. Therefore, Raising Cane's development proposal requires the Site to be rezoned from O-I to PC-1, which allows standalone restaurants. In addition, the PC-1 zoning regulations require the city council's prior approval of a special land use permit for drive-thru facilities. In furtherance of its development proposal, Raising Cane's respectfully submits this environmental site analysis in support of its rezoning and special land use permit requests.

(1) The zoning proposal conforms with the policy and intent of the comprehensive plan.

i. Citywide policies

The comprehensive plan sets the city council's community development vision and policy. The plan's vision is:

> "The City of Dunwoody will be a dynamic regional destination and a community where all people can thrive – with a balanced mix of urban and suburban environments and amenities; high quality employment; equitable housing and transportation options; a commitment to sustainability; and best-in-class infrastructure, facilities and services." [1]

[1] Comprehensive Plan, p. i.

This vision is supported by citywide community policies and goals to help shape the direction of the city's growth, which include the following:[2]

- Redevelop target areas with a vibrant mix of uses, transportation options, high quality design, and amenities.
  - Encourage a mix of compatible land uses in future commercial development and redevelopment areas.

- Promote connectivity and choice for all modes of travel, including transit, biking, and walking.
  - Promote walk- and bike-"ability" to homes, schools, shopping, employment centers, civic uses, and open space.
  - Create a community-wide pedestrian/bike path network.
  - Increase network connectivity to accommodate demand between adjacent neighborhoods and developments without accessing the major thoroughfare system.

The comprehensive plan further states that "although residents and workers have access to transit and multi-modal opportunities, much more needs to be done to increase transportation connectivity and access...[with a] clear aspiration for continued improvement of streetscapes to promote walking and biking..."[3]

Raising Cane's' development proposal is consistent with the foregoing community policies and goals. The Site is located between two restaurants, with North Italia located to the north and a McDonald's to the south. A Red Pepper Taqueria is located directly across Ashford Dunwoody Road from the Site. Redeveloping the Site with a restaurant would be consistent and compatible with these existing restaurant uses.

The Site is located immediately adjacent to the Le Meridien Atlanta Perimeter, a major hotel operated by Marriott that has a total of 275 rooms, 143 of which are two room suites. The hotel itself backs up to the Terraces office development, which is comprised of 1,000,000 square feet of floor area distributed between two 11-story office buildings. The Site is also located directly across Ashford Dunwoody Road from a 132-room Hampton Inn hotel and the Sterling Pointe office development, which includes an additional 364,000 square feet of office and co-working space. Sterling Pointe is virtually surrounded by multi-family residential developments, such as the 446-unit The Bricks Perimeter Center, the 709-unit The Hartley, and the 408-unit Arrive Perimeter. The addition of a Raising Cane's restaurant would contribute to this existing and vibrant mix of land uses, as prescribed by the comprehensive plan's community policies and goals.

Raising Cane's' development proposal is also consistent with the city's policy and goals for promoting connectivity and choice for all modes of travel. A restaurant on the Site would be

[2] Id at pp. 14 – 15.
[3] Id at p. 12.

within easy walking distance of the above offices, hotels, and residences with many potential pedestrians not being required to cross a public street. Furthermore, Raising Cane's designed its restaurant's streetscape to accommodate and provide easy restaurant access from a proposed bike/pedestrian trail the city will construct along the Site's Ashford Dunwoody Road frontage, making the restaurant accessible by pedestrians and cyclists from far beyond its immediate surroundings.

The comprehensive plan's specific vision and intent for the Perimeter Center character area, in which the Site is located, similarly includes creating transportation alternatives and mitigating road congestion. Just as Raising Cane's' development proposal is consistent with the comprehensive plan's citywide community policies and goals; it is consistent with the foregoing character area specific vision and intent.

For the foregoing reasons, Raising Cane's rezoning request meets this approval standard.

(2) Environmental Impacts of the Proposed Project.

a. Wetlands

There are no wetlands on the Site, so no wetland impact mitigation is necessary.

b. Floodplain

There are no floodplain areas on the Site so Raising Cane's development proposal poses no risk of adverse floodplain impacts.

c. Streams/Stream Buffers

The stream nearest to the Site is located on the other side of the Le Meridien hotel, at a distance of approximately 380 feet from our nearest property boundary. Therefore, this development proposal poses no risk of adverse stream or stream buffer impacts.

d. Slopes exceeding 25 percent over a 10-foot rise in elevation

The Site's topography rises from its lowest elevation of 1,000 feet to its highest elevation of 1,008 feet over a horizontal distance of approximately 190 feet. Between these two topographic elevations, the Site's topography slopes approximately 4 percent, well below the 25 percent maximum threshold.

e. Vegetation

The Site is currently developed with a vacant Wells Fargo development, which included ornamental trees in and around its parking lot, as well as trees along its rear property line that provide screening to the adjacent hotel. Therefore, there are no heavily wooded on-Site areas that could be negatively impacted by Raising Cane's development proposal. Raising Cane's will comply with all of the city's tree preservation regulations, as set forth in Article II, Division 6 of the city's code of ordinances.

f. Wildlife Species

The Site is already developed with an intense O-I development, which does not set aside a significant amount of contiguous greenspace. An inspection of the Site did not reveal any evidence of any potential wild animal habitats.

g. Archeological/Historical Sites

The Site is currently fully developed with a nonresidential facility. There is no evidence of any manmade on-Site improvements that predate the existing development.

(3) Environmental Impacts of the Proposed Project.

a. Protection of environmentally sensitive areas, i.e., floodplain, slopes exceeding 25 percent, river corridors.

The Site does not contain any of the environmentally sensitive areas specified in this standard. Therefore, no protective project implementation measures are necessary.

b. Protection of water quality

The Site does not contain any streams, rivers, wetlands, or floodplains. Therefore, no protective project implementation measures are necessary.

c. Minimization of negative impacts on existing infrastructure

Raising Cane's has engaged Kimley-Horn to perform a traffic study for its development proposal. In its study, Kimley-Horn took a very conservative approach to its analysis to ensure that its traffic forecasts reflected Raising Cane's real-world experience. More specifically, Kimley-Horn performed a traditional traffic analysis based on the Institute of Transportation Engineers' vehicular trip generation standards. They compared the resulting figures against Raising Cane's experience at a recently opened restaurant in Woodstock, which generated far more vehicular trips than was expected. They then incorporated the higher figure in their traffic analysis for the Site and adjusted that higher to remove pass-by traffic that would already be in the area from their calculations to accurately reflect the net new vehicular trips the restaurant would actually generate.

Based on the foregoing analysis, Kimley-Horn prepared the following table, which calculates the net new trips the proposed restaurant would generate:

Table 2: Trip Generation
Dunwoody Raising Cane's

Land Use	Daily Traffic			AM Peak Hour			MD Peak Hour			PM Peak Hour		
	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Raising Cane's Fast-Food Restaurant with Drive-Through Window	2,391	1,199	1,192	120	61	59	223	114	109	162	78	84
Total Gross Trips	2,391	1,199	1,192	120	61	59	223	114	109	162	78	84
Pass-By Reduction	-1,256	-628	-628	-60	-30	-30	-0	-0	-0	-90	-45	-45
Total Net New Trips	1,135	568	567	60	31	29	223	114	109	72	33	39

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Kimley-Horn then used its trip generation results to calculate the impact the proposed Raising Cane's would have on the future level of service for various intersections on Ashford Dunwoody Road, Perimeter Center Drive, Perimeter Terrace, and Peachtree Centers east and west. The level of service analysis revealed that the proposed Raising Cane's would have no more than a negligible impact on those roadways.

Notwithstanding the foregoing, our development proposal incorporates various measures to minimize traffic impacts. The proposed development would only accommodate right in/right out vehicular movements from Ashford Dunwoody Road. Not only will this eliminate potentially conflicting vehicle movements associated with drivers attempting to turn left on that roadway, it will substantially reduce the overall volume of vehicles accessing the Site from Ashford Dunwoody Road. The proposed development would also provide interparcel access

Notwithstanding the foregoing, Raising Cane's development would also limit direct vehicular access from Ashford Dunwoody Road to right-in, right-out vehicular movements, which will substantially reduce the number of vehicles crossing the planned trail, thereby reducing conflicting pedestrian and vehicular movements. Also, in the spirit of providing responsible vehicular access to the Site, interparcel access points at the rear of the Site would provide vehicular access to Perimeter Terrace (which provides signalized access to the Terraces from Ashford Dunwoody Road) and Perimeter Center West.

d. Minimization on archeological/historically significant areas

The Site does not contain any archeological or historically significant areas. Therefore, no protective project implementation measures are necessary.

e. Minimization of negative impacts on environmentally stressed communities where environmentally stressed communities are defined as communities exposed to a minimum of two environmentally adverse conditions resulting from public and private municipal (e.g., solid waste and wastewater treatment facilities, utilities, airports, and railroads) and industrial (e.g., landfills, quarries and manufacturing facilities) uses.

The nearby surrounding community is not environmentally stressed because it does not have two or more of the environmental adverse conditions specified in this standard. Therefore, no protective project implementation measures are necessary.

f. Creation and preservation of green space and open space

The Site's green space and open space consists of landscape buffers and parking lot tree islands. Therefore, it does not contain any environmentally sensitive open or greed space. Therefore, no protective project implementation measures are necessary. However, like its predecessor in use, Raising Cane's will comply with all of the city's regulations governing the provision of green space and open space.

g. Protection of citizens from the negative impacts of noise and lighting

The proposed restaurant will not incorporate any features that will generate glare or an inordinate amount of noise. Furthermore, none of the properties directly abutting the Site are residential. So, the risk of direct negative noise or light impacts on residential neighbors is nonexistent. Finally, the only development component that could produce an appreciable amount of light and sound is a partially enclosed outdoor dining area, which will be located along the city's planned Ashford Dunwoody pedestrian trail. Instead of creating negative impacts, this proposed dining area will enhance the pedestrian environment for trail users.

h. Protection of parks and recreational green space

The Site does not contain, nor is it located near any parks or recreational green space. Therefore, to protective project implementation measures are necessary.

i. Minimization of impacts to wildlife habitats

The Site does not contain, nor is it located near any parks or recreational green space. Therefore, to protective project implementation measures are necessary.

For all the foregoing reasons, Raising Cane's' development proposal will not have any impacts on environmentally sensitive areas. Please do not hesitate to let me know if we may provide any additional information or clarify anything in this letter.

Sincerely,

WILSON BROCK & IRBY, L.L.C.

Harold Buckley Jr.

By: Harold Buckley, Jr., AICP
Attorneys for Raising Cane's

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Traffic Impact Analysis

Dunwoody Raising Cane's

Dunwoody, Georgia

Report Prepared:

March 2025

Prepared for:

Raising Cane's Restaurants, L.L.C

Prepared by:

Kimley-Horn and Associates, Inc.
1200 Peachtree Street, Suite 800
Atlanta, GA 30309
March 2025
PROJECT #014199016

Kimley»Horn

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Appendix B: Trip Generation
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Appendix D: *Synchro* Analysis Reports
Appendix E: Raw Traffic Count Data

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1.0 INTRODUCTION

This report presents the analysis of the anticipated traffic impacts associated with the *Dunwoody Raising Cane's* development. The approximately 1.56-acre site is proposed to consist of a 2,700 SF fast food restaurant with a drive-through window.

The project site is currently developed as a Wells Fargo Bank with surface parking, and it is currently zoned O-I (Office Institutional).

The *Dunwoody Raising Cane's* development is anticipated to be completed by year 2026. This report summarizes the analyses of the following scenarios during the AM peak, MD peak, and PM peak hours:

1. Existing 2024 Traffic Conditions
2. Projected 2026 No-Build Traffic Conditions
3. Projected 2026 Build Traffic Conditions

The proposed development will be served by one (1) right-in/right-out driveway along Ashford Dunwoody Road, one (1) full-movement driveway along Perimeter Terrace, and one (1) full-movement driveway along Perimeter Center West. All the driveways exist today.

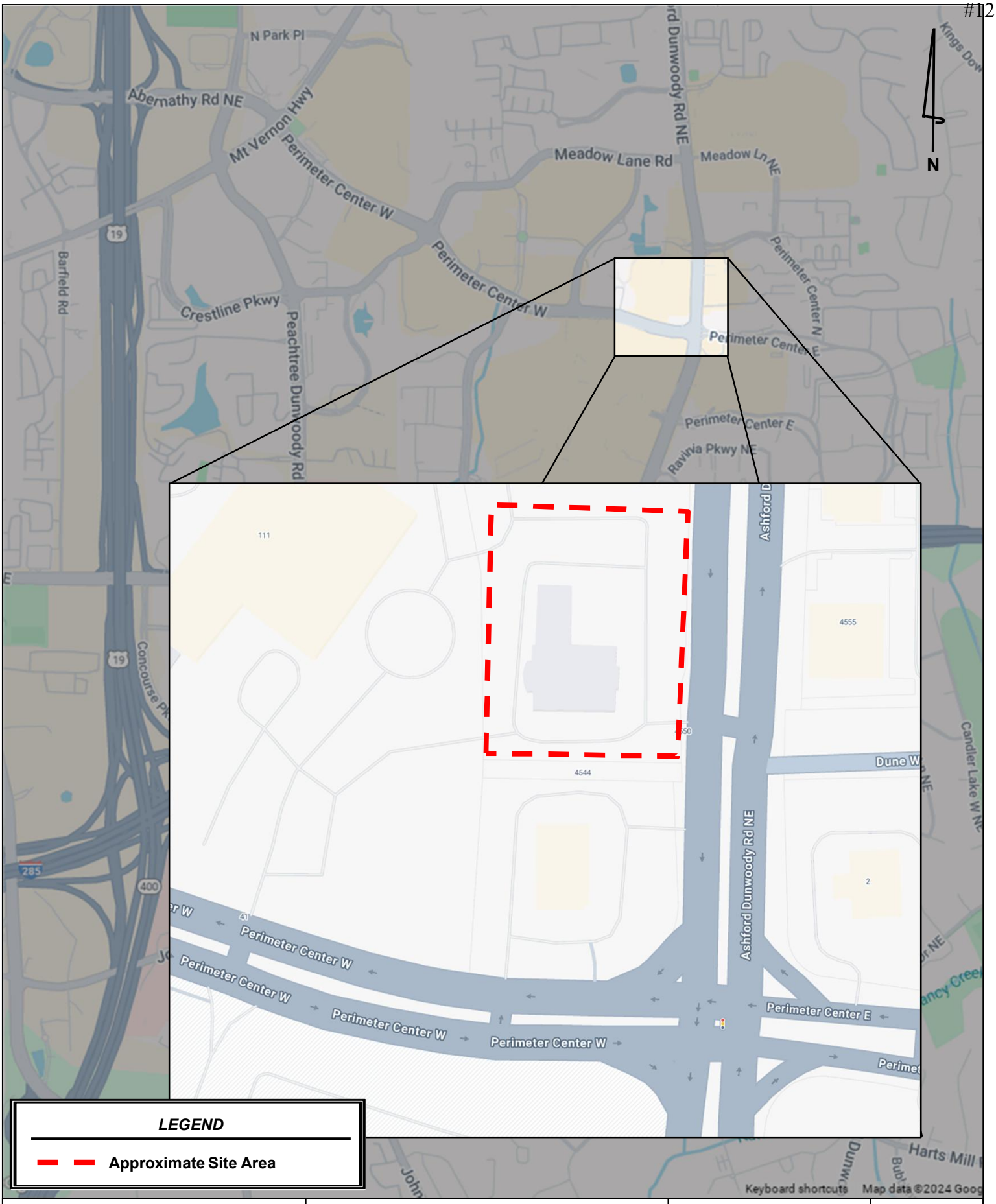
Figure 1 provides a location map. **Figure 2** and **Figure 3** provide aerial images of the site and study network.

A copy of the proposed site plan is provided in **Appendix A**.

2.0 STUDY AREA DETERMINATION

The study area consists of the following intersections:

1. Ashford Dunwoody Road at Perimeter Center Drive E/W (signalized)
2. Ashford Dunwoody Road at Perimeter Center Drive N (signalized)
3. Ashford Dunwoody Road at Driveway B (signalized)
4. Perimeter Center N/Perimeter Ter at Driveway C (unsignalized)
5. Perimeter Center E/W at Driveway A (unsignalized)



Kimley»Horn	*Dunwoody Raising Cane's Transportation Analysis*	**Site Location Map**	**Figure 1**



Kimley»Horn	*Dunwoody Raising Cane's Transportation Analysis*	Site Aerial (zoomed out)	Figure 2
			Page 6



Kimley»Horn	*Dunwoody Raising Cane's Transportation Analysis*	**Site Aerial (zoomed in)**	**Figure 3**

Kimley»Horn

3.0 EXISTING TRAFFIC CONDITIONS

The roadways within the study network have the following characteristics:

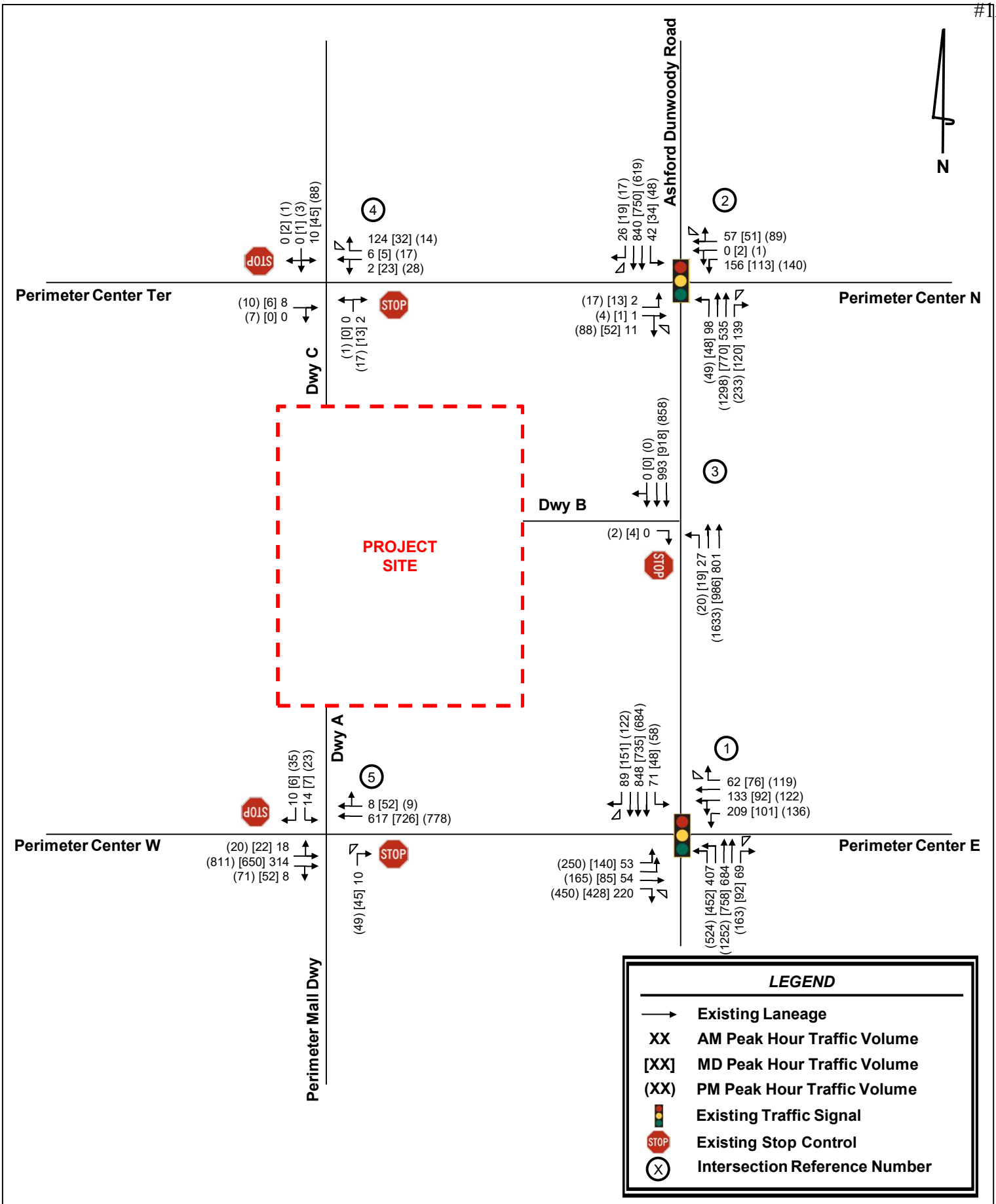
Ashwood Dunwoody Road is a four to eight-lane divided roadway with turn lanes. It is classified as a minor arterial and has a posted speed limit of 45 MPH in the vicinity of the project site. For the purposes of this traffic study, Ashwood Dunwoody Road is considered to have a north-south orientation. GDOT counts taken along Ashwood Dunwoody Road north of the project site indicate an annual daily traffic (AADT) of approximately 22,300 vehicles per day in 2023. GDOT counts taken along Ashwood Dunwoody Road south of the project site indicate an annual daily traffic (AADT) of approximately 52,100 vehicles per day in 2023.

Perimeter Center West is primarily a four-lane divided roadway with turn lanes. It is classified as a minor arterial and has a posted speed limit of 45 MPH in the vicinity of the project site. For the purposes of this traffic study, Perimeter Center West is considered to have an east-west orientation. GDOT counts taken along Perimeter Center West, west of Ashwood Dunwoody Road indicate an annual average daily traffic (AADT) of approximately 30,000 vehicles per day in 2023.

Perimeter Center East is primarily a two-lane divided local roadway with turn lanes. It has a posted speed limit of 30 MPH in the vicinity of the project site. For the purposes of this traffic study, Perimeter Center East is considered to have an east-west orientation.

Perimeter Center North is primarily a two-lane divided local roadway with turn lanes It has a posted speed limit of 45 MPH in the vicinity of the project site. For the purposes of this traffic study, Perimeter Center North is considered to have an east-west orientation.

Perimeter Terrace is primarily a two-lane undivided private roadway. It has a posted speed limit of 25 MPH in the vicinity of the project site. For the purposes of this traffic study, Perimeter Terrace is considered to have an east-west orientation.



Kimley»Horn	*Dunwoody Raising Cane's Transportation Analysis*	**Existing 2024 Traffic Conditions**	**Figure 4**

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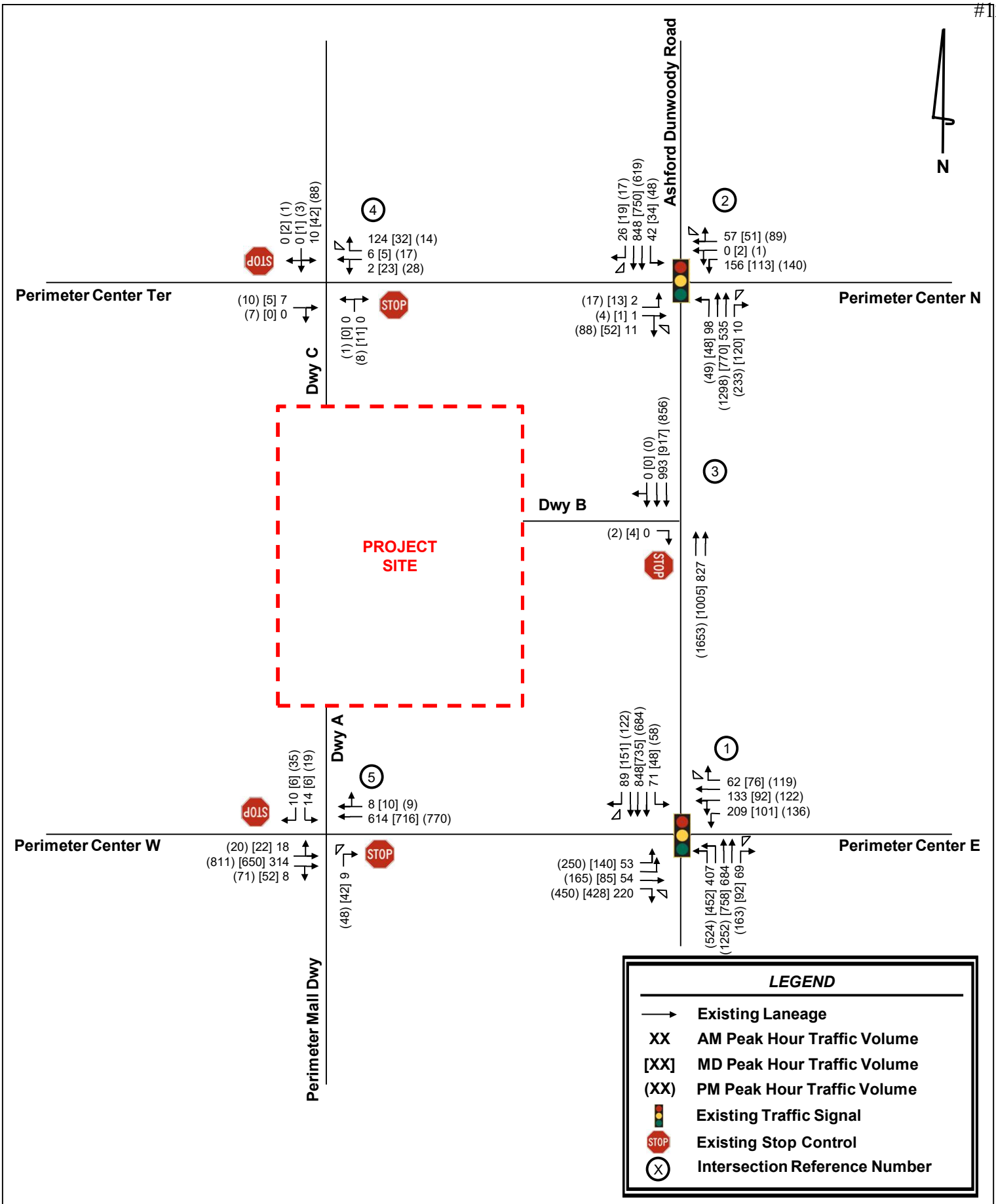
4.0 PROJECTED BACKGROUND (NON-PROJECT) TRAFFIC

Projected background traffic is defined as the expected traffic on the roadway network in the future year(s) absent the construction and opening of the proposed *Dunwoody Raising Cane's de*velopment. The Existing 2024 peak hour traffic volumes were increased by 0.5% per year for two (2) years to account for the expected background growth in traffic to the base year 2026. **Figure 5** illustrates the 2026 No-Build traffic volumes.

4.1 FUTURE ROADWAY/INTERSECTION PROJECTS

Programmed and planned projects near the project site were researched to account for any improvements or modifications within the study network before or by the build-out year of the development. GDOT's GeoPI and Atlanta Regional Commission's transportation projects were researched. No projects were identified through these sources.

Per Kimley-Horn's conversations with the City of Dunwoody staff, the City of Dunwoody plans to close the median between Perimeter Center N and Perimeter Center E on Ashford Dunwoody Road at the location of a Driveway B. This median closure was considered in the No-Build 2026 and Build 2026 conditions.



Kimley»Horn	*Dunwoody Raising Cane's Transportation Analysis*	**Projected 2026 No-Build Traffic Conditions**	**Figure 5**

Kimley»Horn

5.0 PROJECT TRAFFIC

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the proposed *Dunwoody Raising Cane's* development and the distribution and assignment of that traffic through the study roadway network. This traffic impact study evaluates the impacts of developing approximately 2,700 SF of fast-food restaurant with a drive-through window.

5.1 PROJECT SITE ACCESS

Access to the proposed *Dunwoody Raising Cane's* development will be provided at three locations, which are shown on the site plan in **Appendix A**.

- Driveway A – An existing full-movement driveway along Perimeter Center W. The driveway is proposed to continue to operate under side-street stop control.
- Driveway B – An existing full-movement driveway along Ashwood Dunwoody. The driveway is proposed operate as a right-in/right-out driveway due to proposed median closure along Ashford Dunwoody Road. It is proposed to continue to operate under side-street stop control.
- Driveway C – An existing full-movement driveway along Perimeter Center Terrace. The driveway is proposed continue to operate under side-street stop control.

5.2 TRIP GENERATION

Per the request of the City of Dunwoody, the trip generation methodology included a comparison between the Institute of Transportation Engineers' (ITE) *Trip Generation Manual* and data collected at a Raising Cane's restaurant in the metro Atlanta area. In order to present a conservative analysis, the higher trip generation values for each peak hour were to be used in the volume development.

Following the ITE methodology, trip generation for the proposed *Dunwoody Raising Cane's* development was calculated using rates contained in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition, 2021*. The trip generation was calculated assuming 2,700 square feet of a Fast-Food Restaurant with a Drive-Through Window (Land Use Code 934).

Following the data collection methodology, traffic counts were collected on Tuesday, October 1, 2024 at the *Raising Cane's* location at 9893 Hwy 92 in Woodstock, GA. Twenty-four hour average daily traffic counts (ADTs) were collected at both driveways that provide access to the site. A summary of the trip generation comparison results is outlined in **Table 1**.

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Table 1: Trip Generation Comparison *ITE Trip Generation vs Woodstock Raising Cane's*												
Source	**Daily Traffic**			**AM Peak Hour**			**MD Peak Hour**			**PM Peak Hour**		
	Total	**Enter**	**Exit**	**Total**	**Enter**	**Exit**	**Total**	**Enter**	**Exit**	**Total**	**Enter**	**Exit**
ITE Trip Gen Manual 11th Edition: *Fast-Food Restaurant with Drive-Through Window (LUC 934), 2,700 SF*	1,262	631	631	120	61	59	148	74	74	89	46	43
Data Collection: *Raising Cane's Woodstock, GA (Tues 10/1/2024)*	2,391	1,199	1,192	7	6	1	223	114	109	162	78	84
Higher Value	**2,391**	**1,199**	**1,192**	**120**	**61**	**59**	**223**	**114**	**109**	**162**	**78**	**84**

As shown in **Table 1**, the daily trip generation, MD trip generation, and PM trip generation results were higher in the collected data. The AM peak hour trip generation results were higher following the ITE Trip Generation Manual.

The anticipated project trip generation is summarized in **Table 2** for the daily traffic, AM peak hour, MD peak hour, and PM peak hour. The higher values from **Table 1** were used. Pass by reductions to gross trips based on ITE rates were considered in the analysis.

Table 2: Trip Generation *Dunwoody Raising Cane's*												
Land Use	**Daily Traffic**			**AM Peak Hour**			**MD Peak Hour**			**PM Peak Hour**		
	Total	**Enter**	**Exit**	**Total**	**Enter**	**Exit**	**Total**	**Enter**	**Exit**	**Total**	**Enter**	**Exit**
Raising Cane's: Fast-Food Restaurant with Drive-Through Window	2,391	1,199	1,192	120	61	59	223	114	109	162	78	84
Total Gross Trips	**2,391**	**1,199**	**1,192**	**120**	**61**	**59**	**223**	**114**	**109**	**162**	**78**	**84**
Pass-By Reduction	-1,256	-628	-628	-60	-30	-30	-0	-0	-0	-90	-45	-45
Total Net New Trips	**1,135**	**568**	**567**	**60**	**31**	**29**	**223**	**114**	**109**	**72**	**33**	**39**

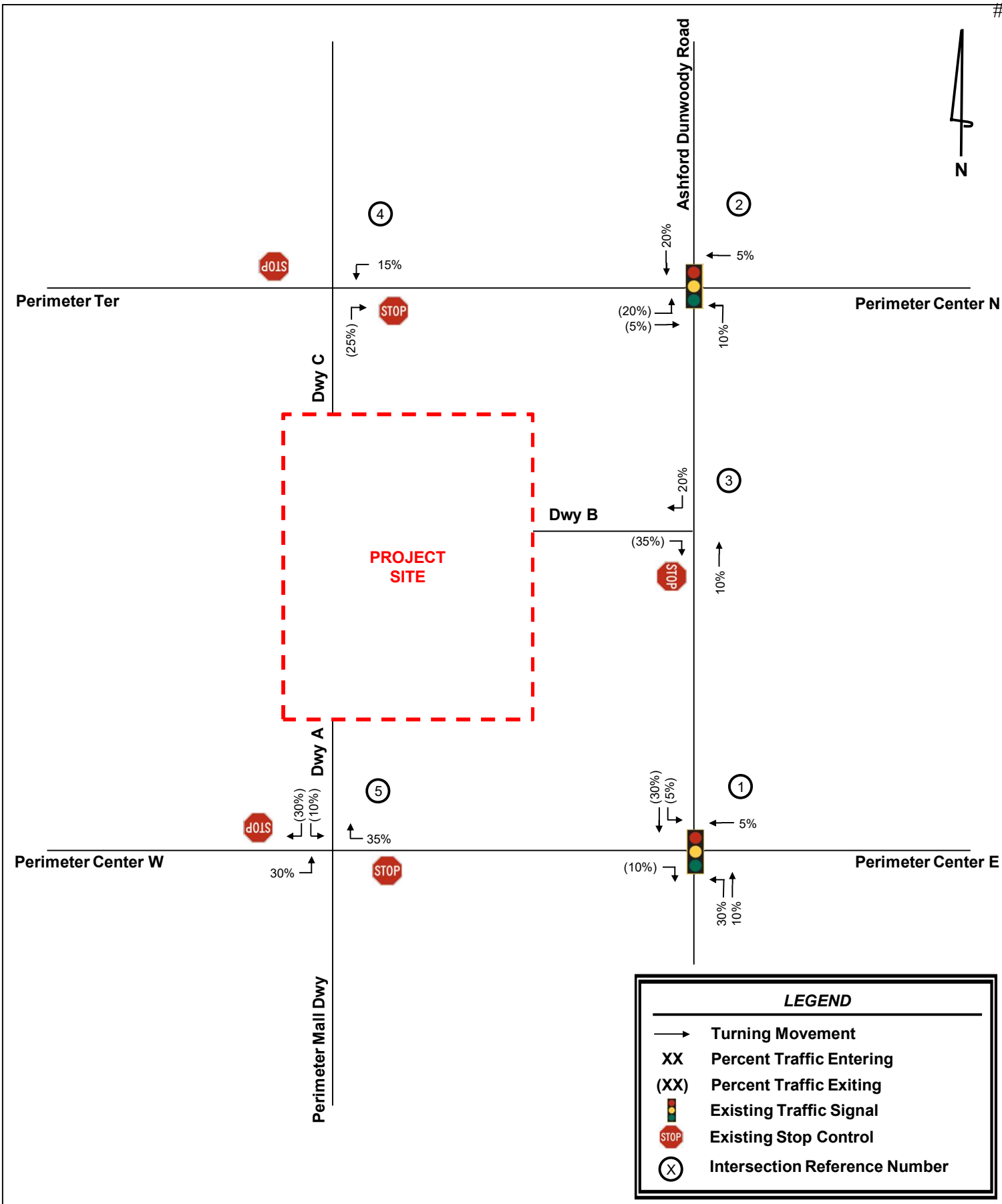
Based on **Table 1**, the proposed development is projected to generate approximately 2,391 total daily trips (1,199 in; 1,192 out), 120 AM peak hour trips, 223 MD peak hour trips, and 162 PM peak hour trips.

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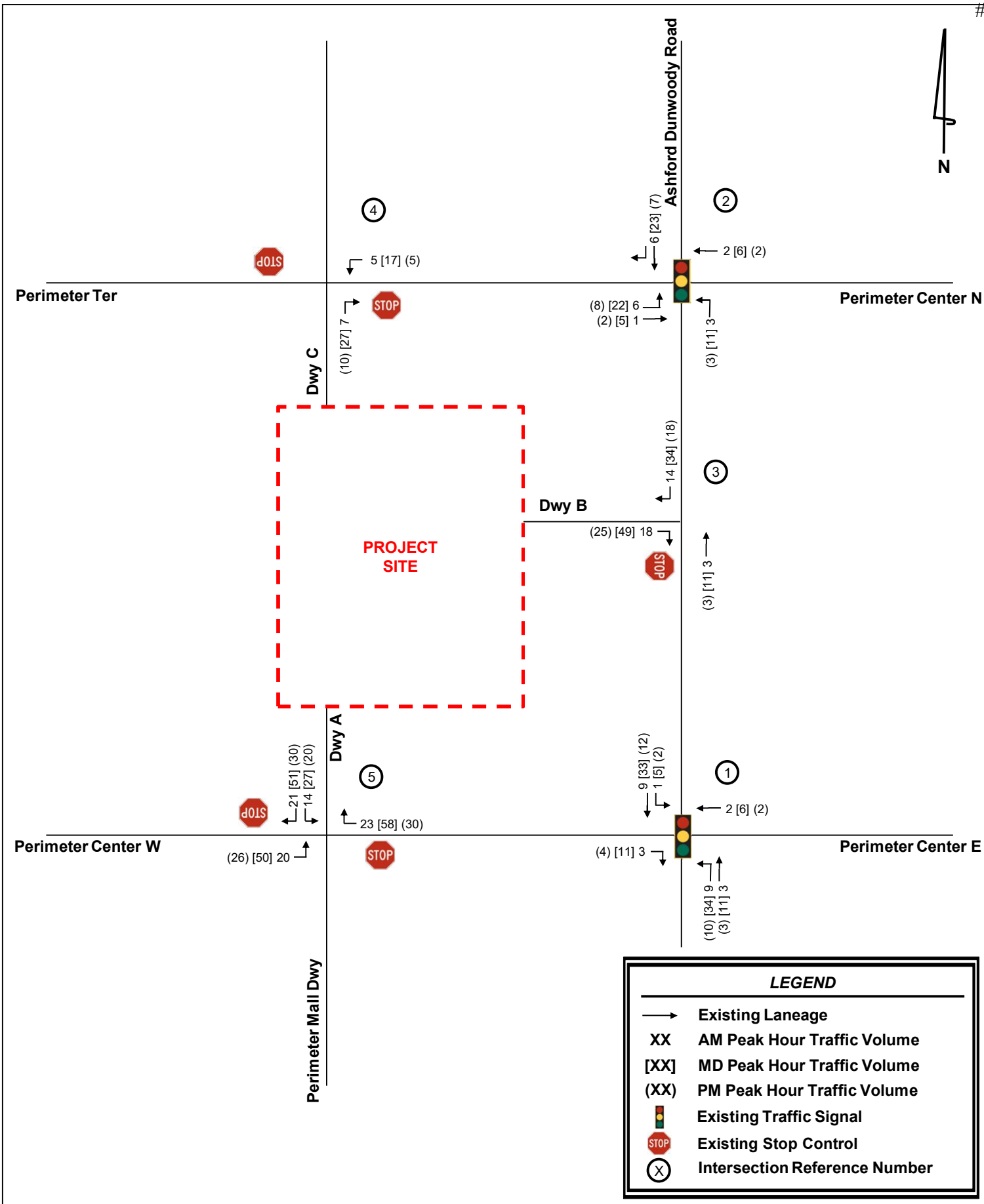
5.3 TRIP DISTRIBUTION AND ASSIGNMENT

The directional distribution and assignment of new project trips is based on a review of lane uses and population densities in the area and a review of the existing peak hour turning movement counts. **Figure 6** provides the directional distribution and assignment of the restaurant traffic. **Figure 7** provides the new project trips. **Figure 8** illustrates the 2026 Build traffic volumes and laneage for the AM, MD, and PM peak hours.

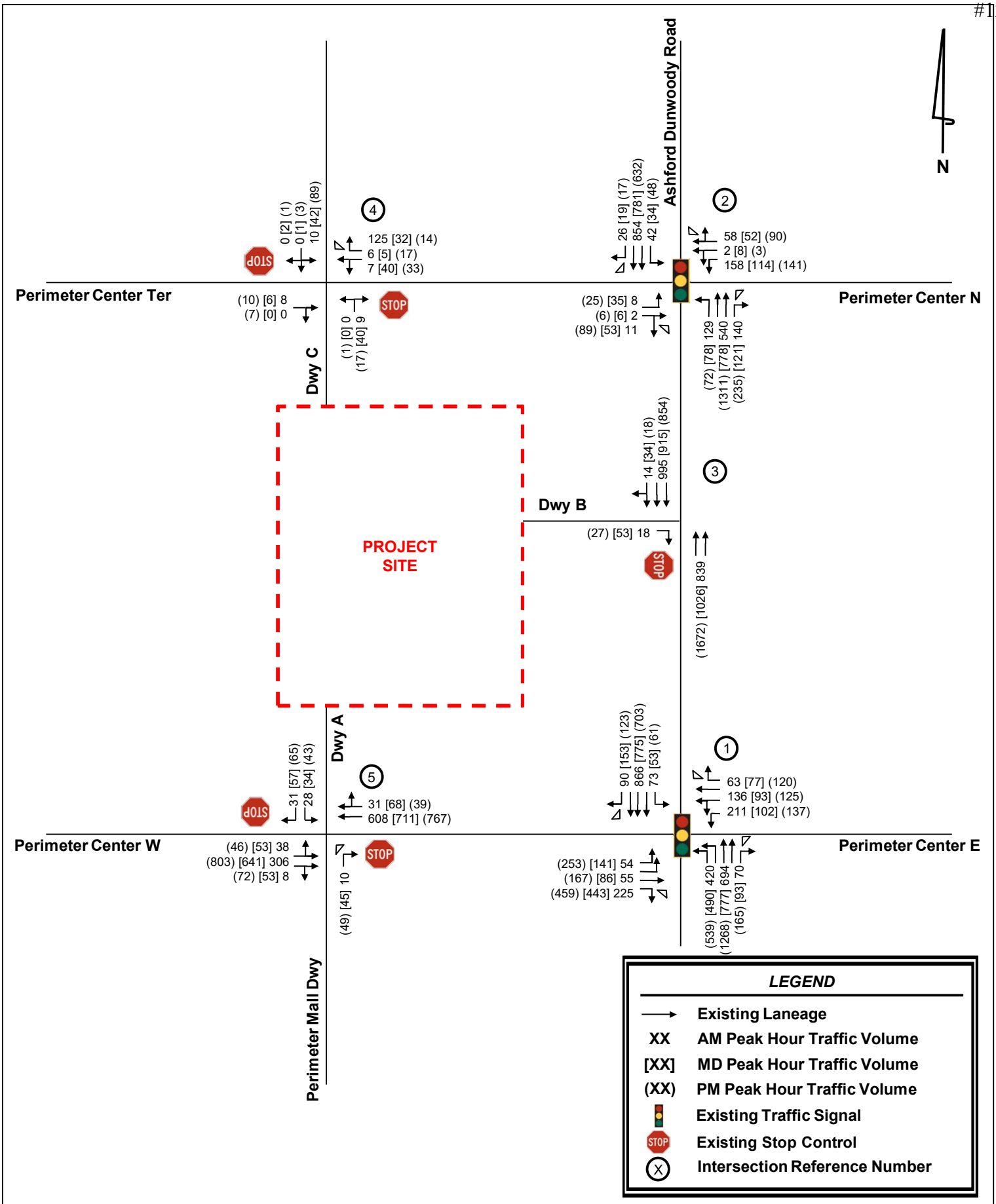
Appendix B provides the trip generation analysis. Appendix C provides intersection volume worksheets for all intersections and driveways within the study network.



Kimley»Horn	*Dunwoody Raising Cane's Transportation Analysis*	Trip Assignment and Distribution	Figure 6



Kimley»Horn	*Dunwoody Raising Cane's Transportation Analysis*	**Project Trips**	**Figure 7**



Kimley»Horn	*Dunwoody Raising Cane's Transportation Analysis*	**Projected 2026 Build Traffic Conditions**	**Figure 8**

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6.0 LEVEL-OF-SERVICE ANLAYSIS

Level-of-service (LOS) determinations were made for the weekday AM, MD, and PM peak hours for the existing study network intersections and proposed site-access intersections using *Synchro, Version 12.0. Synchro* software uses methodologies contained in the *6th Edition Highway Capacity Manual (HCM)* to determine the operating characteristics of an intersection. When HCM 6th Edition was unavailable due to methodology restrictions, HCM 2000 methodology was used. Capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a specified period under prevailing roadway, traffic, and control conditions.

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

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

LOS for intersections with stop control on the minor street(s) only are reported for the side street approaches and the mainline left turn approaches. It is not uncommon to have long delays for stop-controlled approaches when there is heavy major street volume.

The results of the Existing 2024 conditions, Projected 2026 No-Build, and Projected 2026 Build conditions analysis are summarized in **Table 3.**

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Table 3: Level-of-Service Summary *LOS (Delay in Seconds)*										
Intersection	Approach / Movement	Existing 2024			Projected 2026 No-Build			Projected 2026 Build		
		AM Peak	MD Peak	PM Peak	AM Peak	MD Peak	PM Peak	AM Peak	MD Peak	PM Peak
1. Ashford Dunwoody Road at Perimeter Center Drive E/W	Overall	**E (57.9)***	D (49.0)	**E (57.6)**	**E (56.0)***	D (48.9)*	**E (57.8)**	D (52.2)*	D (49.1)	**E (57.6)**
2. Ashford Dunwoody Road at Perimeter Center Drive	Overall	C (27.8)	C (22.6)	C (21.6)	C (28.7)	C (22.9)	C (21.8)	C (29.3)	C (28.0)	C (22.3)
3. Ashford Dunwoody Road at Driveway B	NBL	C (16.7)	C (16.7)	B (13.6)	-	-	-	-	-	-
	EB	A (0.0)	B (14.2)	B (12.6)	A (0.0)	B (14.3)	B (12.7)	B (14.7)	B (14.7)	B (13.2)
4. Perimeter Center N/Perimeter Ter at Driveway C	NB	A (9.2)	A (8.6)	A (9.3)	A (8.5)	A (8.4)	A (8.6)	A (8.5)	A (8.5)	A (8.6)
	WBL	A (7.3)	A (7.3)	A (7.3)	A (7.3)	A (7.3)	A (7.3)	A (7.3)	A (7.3)	A (7.3)
	SB	A (8.9)	A (9.3)	A (9.9)	A (8.9)	A (9.3)	A (9.9)	A (9.0)	A (9.9)	B (10.2)
5. Perimeter Center E/W at Driveway A	NB	A (0.0)	E (37.2)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
	EBL	A (9.0)	A (9.5)	A (9.9)	A (9.0)	A (9.6)	A (10.0)	A (9.2)	B (10.1)	B (10.2)
	WBL	A (8.0)	A (9.0)	A (9.9)	A (8.0)	A (9.0)	A (9.9)	A (7.9)	A (9.0)	A (9.8)
	SB	C (17.4)	D (26.3)	E (36.7)	C (17.5)	D (25.8)	D (33.5)	C (18.4)	E (36.8)	F (70.1)

*Delay decreases compared to prior scenario because volumes increase for movements with low delay.

As shown in **Table 3,** the intersection of Ashford Dunwoody Road at Perimeter Center Drive E/W (Intersection 1) is projected to operate at LOS E during the AM and PM peak hours for Existing and No-Build scenarios. Intersection 1 is projected to operate at LOS E during the PM peak hour, for the Build scenario. All other intersections are projected to operate an acceptable LOS during the AM, MD, and PM peak hours for each scenario.

Intersection 1 was modeled with adjusted split times under the Projected 2026 No-Build and Projected 2026 Build conditions. The LOS results with the updated split times are summarized in **Table 4.**

Table 4: Level-of-Service Summary – Updated Splits *LOS (Delay in Seconds)*				
Intersection	Approach / Movement	Projected 2026 No-Build		Projected 2026 Build
		AM Peak	PM Peak	PM Peak
1. Ashford Dunwoody Road at Perimeter Center Drive E/W	Overall	D (52.2)	D (50.9)	D (54.1)

As shown in **Table 4**, operations of Intersection 1 improve with updated split times. It should be noted that signal timings are routinely monitored and updated as needed by GDOT. As a result of the traffic analysis presented in this report, no improvements are recommended.

7.0 CONCLUSION

As currently envisioned, the *Dunwoody Raising Cane's* development is expected to be completed in 2026. The approximately 1.56-acre site is proposed to consist of 2,700 SF of retail.

This report summarizes the analyses of the following scenarios during the AM, MD, and PM peak hours:

1. Existing 2024 Traffic Conditions
2. Projected 2026 No-Build Traffic Conditions
3. Projected 2026 Build Traffic Conditions

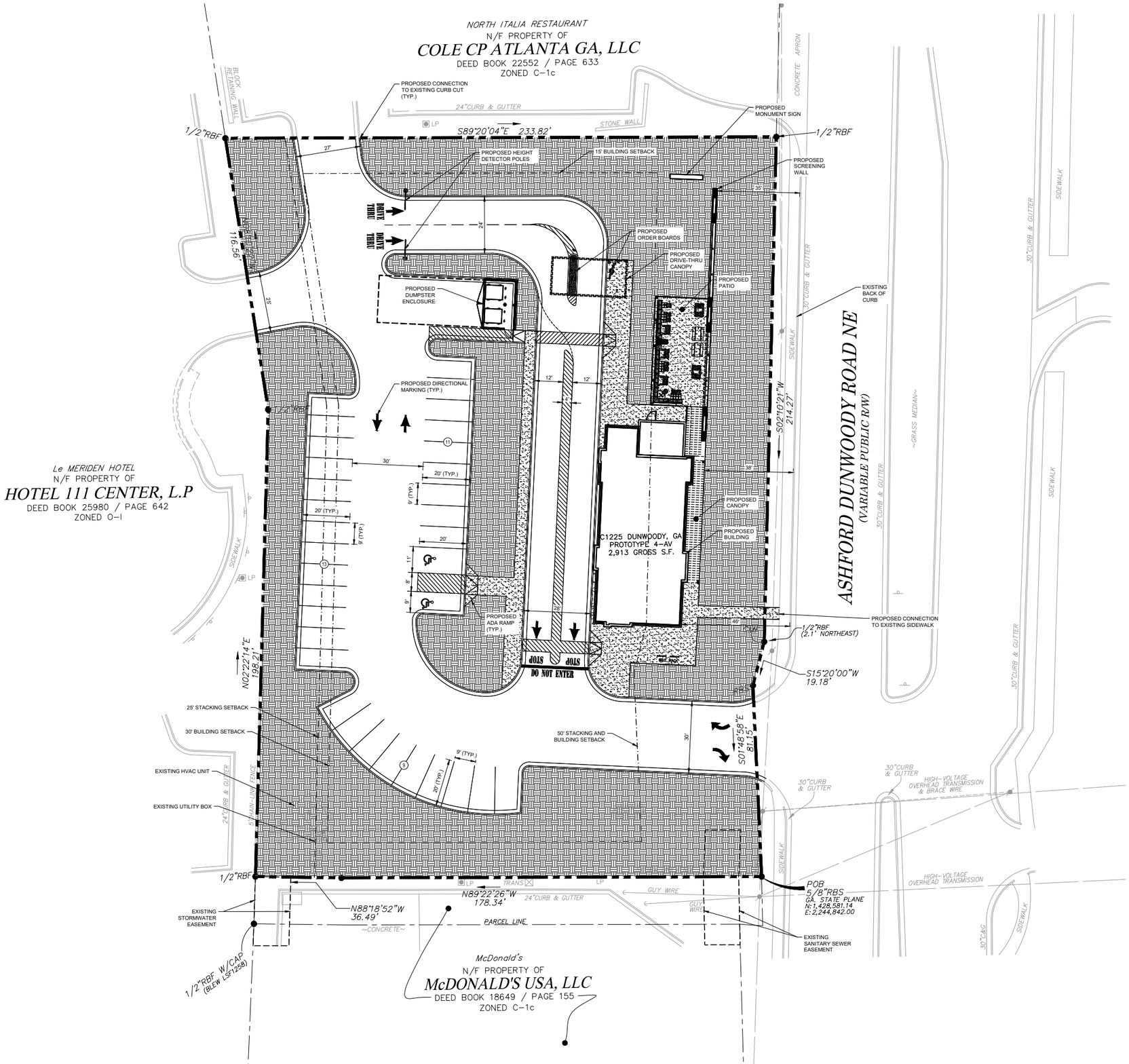
The proposed development will be served by one (1) right-in/right-out driveways along Ashford Dunwoody Road, one (1) full-movement driveway along Perimeter Terrace, and one (1) full-movement driveway along Perimeter Center West. All the driveways exist today.

As a result of the traffic analysis presented in this report, during the AM, MD, and PM peak hours, no improvements are recommended.

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APPENDIX A

Site Plan



DEVELOPMENT SUMMARY:

SITE SUMMARY:

CURRENT ZONING:	O-I, PERIMETER CENTER OVERLAY
PROPOSED ZONING:	PC-1, PERIMTER CENTER DISTRICT
SITE AREA:	1.56 ACRES
BUILDING SETBACK:	
FRONT:	50 FT
SIDE:	20 FT
BACK:	30 FT
LANDSCAPE SETBACK:	
FRONT:	10 FT
SIDE:	5 FT
BACK:	10 FT
MAXIMUM BUILDING HEIGHT:	5 STORIES/70 FT
PROPOSED BUILDING HEIGHT:	XX FT (1 STORY)

BUILD-TO ZONE COVERAGE:

WIDTH OF BUILDING WITHIN BUILD-TOZONE:	188'
LOT LINE PARALLEL TO THE STREET TYPE:	315'
BUILD-TO ZONE COVERAGE:	60%

PROPOSED LAND USES & DENSITIES:

RESTAURANT (DRIVE-THRU)	2,913 SF

PARKING SUMMARY:

REQUIRED PARKING: RESTAURANT (2,913 SF)	**29 SPACES** (MAXIMUM) 29 SPACES (10/1000 SF)
PROPOSED PARKING: RESTAURANT (DRIVE-THRU)	**33 SPACES** (TOTAL) 33 SPACES

SITE PLAN LEGEND:

- PROPERTY LINE
- LANDSCAPED AREA
- PROPOSED CONCRETE SIDEWALK
- (10) PARKING COUNT

PREPARED BY:
Kimley»Horn
PHONE 404.419.8700
WWW.KIMLEY-HORN.COM
1200 PEACHTREE STREET, NE
SUITE 800
ATLANTA, GEORGIA 30309

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PREPARED FOR:
RAISING CANE'S RESTAURANTS, LLC
910 S. ACADIAN THURWAY, ----,
BATON ROUGE, LA 70806
PHONE 972.789.3100

No.	ISSUANCE AND REVISION DESCRIPTIONS	DATE	BY

PROJECT:
RAISING CANE'S - DUNWOODY
4570 ASHFORD DUNWOODY RD NE
ATLANTA, GA 30346
PARCEL ID 18 350 03 003
LAND LOT 349, 4TH DISTRICT

GEORGIA REGISTERED No. PE047234 PROFESSIONAL ENGINEER HARRISON J AIKEN
03/03/2025

GSWCC NO. (LEVEL II)	0000089268
DRAWN BY	SFD
DESIGNED BY	HJA
REVIEWED BY	HJA
DATE	3/3/2025
PROJECT NO.	014199016

TITLE
SLUP SITE PLAN

SHEET NUMBER
C0.10

PRELIMINARY: NOT FOR CONSTRUCTION

Drawing name: K:\AMT_CIVIL\014199016_Raising Canes_Dunwoody GA\CAD\Exhibits\2025-01-28 SLUP Site Plan\2025-01-28 SLUP Site Plan.dwg Layout1 Mar 03, 2025 9:01am by: sophie.cronk

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

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APPENDIX B

Trip Generation

Trip Generation Comparison												
Source		Daily Trips			AM Peak Hour			MD Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out
ITE Trip Gen Manual 11th Edition	Fast Food Restaurant with Drive Through Window (ITE LUC 934)	1,262	631	631	120	61	59	150	75	75	89	46	43
Data Collection	Raising Canes Woodstock, GA (Tues 10/1/2024)	2391	1199	1192	7	6	1	223	114	109	162	78	84
Higher Value		**2391**	**1199**	**1192**	**120**	**61**	**59**	**223**	**114**	**109**	**162**	**78**	**84**

Trip Generation Analysis (11th Ed. With *2nd Edition Handbook* Daily IC & *3rd Edition* AM/PM IC)
Dunwoody Raising Canes
Dunwoody, Georgia

Land Use		Setting	Density		Daily Trips			AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out	Total	In	Out
Proposed Project Trips													
LUC	Land Use	Setting	Density	Units	**HIDE THIS ROW**	Column1	Column2	Column3	Column4	Column5	Column6	Column7	Column8
934	Fast-Food Restaurant with Drive-Through Window	General Urban/Suburban	2,700	Sq. Ft. GFA	1,262	631	631	120	61	59	89	46	43
Gross Project Trips					**1,262**	**631**	**631**	**120**	**61**	**59**	**89**	**46**	**43**
Restaurant Trips					1,262	631	631	120	61	59	89	46	43
Pass By Reductions (Based on ITE Rates)					*-662*	*-331*	*-331*	*-60*	*-30*	*-30*	*-48*	*-24*	*-24*
Adjusted Restaurant Trips					600	300	300	60	31	29	41	22	19
Pass-By Reductions - TOTAL					*-662*	*-331*	*-331*	*-60*	*-30*	*-30*	*-48*	*-24*	*-24*
New Trips					**600**	**300**	**300**	**60**	**31**	**29**	**41**	**22**	**19**
Driveway Volumes													

Total Ingress and Egress || Volume Summary 15min

Site 1 + Site 2

	TIME	Volume Summary 15min EB (egress)	Volume Summary 15min WB (ingress)	Rolling 60 min EB (egress)	Rolling 60 min WB (ingress)
	0000 - 0015	11	1		
	0015 - 0030	1	1		
	0030 - 0045	0	0		
	0045 - 0100	1	0	13	2
	0100 - 0115	0	0	2	1
	0115 - 0130	0	0	1	0
	0130 - 0145	0	0	1	0
	0145 - 0200	0	0	0	0
	0200 - 0215	0	0	0	0
	0215 - 0230	0	0	0	0
	0230 - 0245	0	0	0	0
	0245 - 0300	0	0	0	0
	0300 - 0315	1	0	1	0
	0315 - 0330	5	0	6	0
	0330 - 0345	0	0	6	0
	0345 - 0400	0	0	6	0
	0400 - 0415	0	0	5	0
	0415 - 0430	0	0	0	0
	0430 - 0445	0	0	0	0
	0445 - 0500	0	0	0	0
	0500 - 0515	0	0	0	0
	0515 - 0530	0	0	0	0
	0530 - 0545	0	0	0	0
	0545 - 0600	0	0	0	0
	0600 - 0615	0	0	0	0
	0615 - 0630	0	0	0	0
	0630 - 0645	0	1	0	1
	0645 - 0700	0	5	0	6
AM Peak	0700 - 0715	1	0	1	6
	0715 - 0730	0	0	1	6
	0730 - 0745	0	0	1	5
	0745 - 0800	0	2	1	2
	0800 - 0815	0	1	0	3
	0815 - 0830	0	0	0	3
	0830 - 0845	0	0	0	3
	0845 - 0900	0	0	0	1
	0900 - 0915	0	1	0	1
	0915 - 0930	1	1	1	2
	0930 - 0945	3	3	4	5
	0945 - 1000	0	2	4	7
	1000 - 1015	3	2	7	8
	1015 - 1030	4	7	10	14
	1030 - 1045	1	10	8	21
	1045 - 1100	6	15	14	34
MD Peak	1100 - 1115	19	12	30	44
	1115 - 1130	12	15	38	52
	1130 - 1145	22	33	59	75
	1145 - 1200	29	28	82	88
	1200 - 1215	29	27	92	103
	1215 - 1230	26	26	106	114
	1230 - 1245	25	18	109	99
	1245 - 1300	20	24	100	95
	1300 - 1315	21	31	92	99
	1315 - 1330	33	27	99	100
	1330 - 1345	32	22	106	104
	1345 - 1400	21	25	107	105
	1400 - 1415	32	26	118	100
	1415 - 1430	23	22	108	95
	1430 - 1445	22	16	98	89
	1445 - 1500	18	22	95	86
	1500 - 1515	19	24	82	84
	1515 - 1530	22	21	81	83
	1530 - 1545	18	23	77	90
	1545 - 1600	20	17	79	85
PM Peak	1600 - 1615	24	13	84	74
	1615 - 1630	16	25	78	78
	1630 - 1645	17	19	77	74
	1645 - 1700	21	21	78	78
	1700 - 1715	20	12	74	77
	1715 - 1730	23	16	81	68
	1730 - 1745	16	27	80	76
	1745 - 1800	20	22	79	77
	1800 - 1815	22	18	81	83
	1815 - 1830	16	29	74	96
	1830 - 1845	30	19	88	88
	1845 - 1900	25	24	93	90
	1900 - 1915	27	37	98	109
	1915 - 1930	27	33	109	113
	1930 - 1945	31	30	110	124
	1945 - 2000	25	23	110	123
	2000 - 2015	25	29	108	115
	2015 - 2030	40	30	121	112
	2030 - 2045	30	27	120	109
	2045 - 2100	18	26	113	112
	2100 - 2115	26	25	114	108
	2115 - 2130	25	24	99	102
	2130 - 2145	19	16	88	91
	2145 - 2200	20	13	90	78
	2200 - 2215	23	30	87	83
	2215 - 2230	10	9	72	68
	2230 - 2245	24	20	77	72
	2245 - 2300	16	18	73	77
	2300 - 2315	16	14	66	61
	2315 - 2330	16	13	72	65
	2330 - 2345	16	12	64	57
	2345 - 0000	14	7	62	46

Session Total	1199	1192

Bi-Directional Class Count || Volume Summary 15min

Woodstock, GA

www.marrtraffic.com

Site 1
Driveway,
west of Woodpark Blvd

Date
Tuesday, October 1, 2024

Lat/Long
34.086781°, -84.522977°

Weather
Mostly Cloudy
73°F

0000 - 2400 (24h Session) (10-01-2024)
Volume Summary 15min

TIME	Volume Summary 15min EB	WB	15min Total	60min Total
0000 - 0015	3	1	**4**	
0015 - 0030	0	1	**1**	
0030 - 0045	0	0	**0**	
0045 - 0100	1	0	**1**	**6**
0100 - 0115	0	0	**0**	
0115 - 0130	0	0	**0**	
0130 - 0145	0	0	**0**	
0145 - 0200	0	0	**0**	**0**
0200 - 0215	0	0	**0**	
0215 - 0230	0	0	**0**	
0230 - 0245	0	0	**0**	
0245 - 0300	0	0	**0**	**0**
0300 - 0315	0	0	**0**	
0315 - 0330	1	0	**1**	
0330 - 0345	0	0	**0**	
0345 - 0400	0	0	**0**	**1**
0400 - 0415	0	0	**0**	
0415 - 0430	0	0	**0**	
0430 - 0445	0	0	**0**	
0445 - 0500	0	0	**0**	**0**
0500 - 0515	0	0	**0**	
0515 - 0530	0	0	**0**	
0530 - 0545	0	0	**0**	
0545 - 0600	0	0	**0**	**0**
0600 - 0615	0	0	**0**	
0615 - 0630	0	0	**0**	
0630 - 0645	0	0	**0**	
0645 - 0700	0	5	**5**	**5**
0700 - 0715	0	0	**0**	
0715 - 0730	0	0	**0**	
0730 - 0745	0	0	**0**	
0745 - 0800	0	2	**2**	**2**
0800 - 0815	0	1	**1**	
0815 - 0830	0	0	**0**	
0830 - 0845	0	0	**0**	
0845 - 0900	0	0	**0**	**1**
0900 - 0915	0	1	**1**	
0915 - 0930	0	1	**1**	
0930 - 0945	1	2	**3**	
0945 - 1000	0	1	**1**	**6**
1000 - 1015	3	1	**4**	
1015 - 1030	2	7	**9**	
1030 - 1045	0	10	**10**	
1045 - 1100	0	15	**15**	**38**
1100 - 1115	10	11	**21**	
1115 - 1130	2	15	**17**	
1130 - 1145	8	31	**39**	
1145 - 1200	7	28	**35**	**112**

Time	Volume Summary 15min EB	WB	15min Total	60min Total
1200 - 1215	8	27	**35**	
1215 - 1230	8	25	**33**	
1230 - 1245	8	18	**26**	
1245 - 1300	4	23	**27**	**121**
1300 - 1315	4	29	**33**	
1315 - 1330	6	27	**33**	
1330 - 1345	8	20	**28**	
1345 - 1400	2	25	**27**	**121**
1400 - 1415	13	26	**39**	
1415 - 1430	5	21	**26**	
1430 - 1445	4	16	**20**	
1445 - 1500	4	20	**24**	**109**
1500 - 1515	4	24	**28**	
1515 - 1530	7	21	**28**	
1530 - 1545	2	19	**21**	
1545 - 1600	8	17	**25**	**102**
1600 - 1615	4	13	**17**	
1615 - 1630	6	25	**31**	
1630 - 1645	3	19	**22**	
1645 - 1700	4	21	**25**	**95**
1700 - 1715	4	12	**16**	
1715 - 1730	6	15	**21**	
1730 - 1745	4	27	**31**	
1745 - 1800	5	22	**27**	**95**
1800 - 1815	7	17	**24**	
1815 - 1830	7	29	**36**	
1830 - 1845	7	19	**26**	
1845 - 1900	8	24	**32**	**118**
1900 - 1915	9	36	**45**	
1915 - 1930	7	33	**40**	
1930 - 1945	9	30	**39**	
1945 - 2000	2	22	**24**	**148**
2000 - 2015	6	28	**34**	
2015 - 2030	10	29	**39**	
2030 - 2045	4	26	**30**	
2045 - 2100	3	26	**29**	**132**
2100 - 2115	5	25	**30**	
2115 - 2130	4	23	**27**	
2130 - 2145	3	14	**17**	
2145 - 2200	1	13	**14**	**88**
2200 - 2215	2	30	**32**	
2215 - 2230	1	9	**10**	
2230 - 2245	7	20	**27**	
2245 - 2300	2	18	**20**	**89**
2300 - 2315	3	13	**16**	
2315 - 2330	1	13	**14**	
2330 - 2345	3	12	**15**	
2345 - 0000	2	7	**9**	**54**

Session Total	282	1161	**1443**
Session Average	2.94	12.09	**15.03**
Session Percentage	19.54	80.46	

Bi-Directional Class Count || Volume Summary 15min

Woodstock, GA

Site 2
Driveway,
west of Woodpark Blvd

Date
Tuesday, October 1, 2024

Weather
Mostly Cloudy
73°F

Lat/Long
34.086334°, -84.523000°

0000 - 2400 (24h Session) (10-01-2024)
Volume Summary 15min

TIME	Volume Summary 15min EB	Volume Summary 15min WB	15min Total	60min Total
0000 - 0015	8	0	**8**	
0015 - 0030	1	0	**1**	
0030 - 0045	0	0	**0**	
0045 - 0100	0	0	**0**	**9**
0100 - 0115	0	0	**0**	
0115 - 0130	0	0	**0**	
0130 - 0145	0	0	**0**	
0145 - 0200	0	0	**0**	**0**
0200 - 0215	0	0	**0**	
0215 - 0230	0	0	**0**	
0230 - 0245	0	0	**0**	
0245 - 0300	0	0	**0**	**0**
0300 - 0315	1	0	**1**	
0315 - 0330	4	0	**4**	
0330 - 0345	0	0	**0**	
0345 - 0400	0	0	**0**	**5**
0400 - 0415	0	0	**0**	
0415 - 0430	0	0	**0**	
0430 - 0445	0	0	**0**	
0445 - 0500	0	0	**0**	**0**
0500 - 0515	0	0	**0**	
0515 - 0530	0	0	**0**	
0530 - 0545	0	0	**0**	
0545 - 0600	0	0	**0**	**0**
0600 - 0615	0	0	**0**	
0615 - 0630	0	0	**0**	
0630 - 0645	0	1	**1**	
0645 - 0700	0	0	**0**	**1**
0700 - 0715	1	0	**1**	
0715 - 0730	0	0	**0**	
0730 - 0745	0	0	**0**	
0745 - 0800	0	0	**0**	**1**
0800 - 0815	0	0	**0**	
0815 - 0830	0	0	**0**	
0830 - 0845	0	0	**0**	
0845 - 0900	0	0	**0**	**0**
0900 - 0915	0	0	**0**	
0915 - 0930	1	0	**1**	
0930 - 0945	2	1	**3**	
0945 - 1000	0	1	**1**	**5**
1000 - 1015	0	1	**1**	
1015 - 1030	2	0	**2**	
1030 - 1045	1	0	**1**	
1045 - 1100	6	0	**6**	**10**
1100 - 1115	9	1	**10**	
1115 - 1130	10	0	**10**	
1130 - 1145	14	2	**16**	
1145 - 1200	22	0	**22**	**58**

Time	Volume Summary 15min EB	Volume Summary 15min WB	15min Total	60min Total
1200 - 1215	21	0	**21**	
1215 - 1230	18	1	**19**	
1230 - 1245	17	0	**17**	
1245 - 1300	16	1	**17**	**74**
1300 - 1315	17	2	**19**	
1315 - 1330	27	0	**27**	
1330 - 1345	24	2	**26**	
1345 - 1400	19	0	**19**	**91**
1400 - 1415	19	0	**19**	
1415 - 1430	18	1	**19**	
1430 - 1445	18	0	**18**	
1445 - 1500	14	2	**16**	**72**
1500 - 1515	15	0	**15**	
1515 - 1530	15	0	**15**	
1530 - 1545	16	4	**20**	
1545 - 1600	12	0	**12**	**62**
1600 - 1615	20	0	**20**	
1615 - 1630	10	0	**10**	
1630 - 1645	14	0	**14**	
1645 - 1700	17	0	**17**	**61**
1700 - 1715	16	0	**16**	
1715 - 1730	17	1	**18**	
1730 - 1745	12	0	**12**	
1745 - 1800	15	0	**15**	**61**
1800 - 1815	15	1	**16**	
1815 - 1830	9	0	**9**	
1830 - 1845	23	0	**23**	
1845 - 1900	17	0	**17**	**65**
1900 - 1915	18	1	**19**	
1915 - 1930	20	0	**20**	
1930 - 1945	22	0	**22**	
1945 - 2000	23	1	**24**	**85**
2000 - 2015	19	1	**20**	
2015 - 2030	30	1	**31**	
2030 - 2045	26	1	**27**	
2045 - 2100	15	0	**15**	**93**
2100 - 2115	21	0	**21**	
2115 - 2130	21	1	**22**	
2130 - 2145	16	2	**18**	
2145 - 2200	19	0	**19**	**80**
2200 - 2215	21	0	**21**	
2215 - 2230	9	0	**9**	
2230 - 2245	17	0	**17**	
2245 - 2300	14	0	**14**	**61**
2300 - 2315	13	1	**14**	
2315 - 2330	15	0	**15**	
2330 - 2345	13	0	**13**	
2345 - 0000	12	0	**12**	**54**

Session Total	917	31	**948**
Session Average	9.55	0.32	**9.88**
Session Percentage	96.73	3.27	

Kimley»Horn

APPENDIX C

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #1

Perimeter Center W/Perimeter Center E at Ashford Dunwoody Rd NE (South)/Ashford Dunwoody Rd NE (North)

AM PEAK HOUR

	Ashford Dunwoody Rd NE (South) Northbound				Ashford Dunwoody Rd NE (North) Southbound				Perimeter Center W Eastbound				Perimeter Center E Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	8	399	684	69	6	65	848	89	0	53	54	220	0	209	133	62
Count Balancing																
Pedestrians		5				4				5				10		
Conflicting Pedestrians		5		10		10		5		4		5		5		4
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	1	5	7	2	0	0	14	3	0	4	3	8	0	1	6	0
Heavy Vehicle %	13%	2%	2%	3%	2%	2%	2%	3%	2%	8%	6%	4%	2%	2%	5%	2%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Existing 2024 Volumes	**8**	**399**	**684**	**69**	**6**	**65**	**848**	**89**	**0**	**53**	**54**	**220**	**0**	**209**	**133**	**62**
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Background Growth Trips	0	4	7	1	0	1	9	1	0	1	1	2	0	2	1	1
New Road Adjustment																
2026 No-Build Traffic	**8**	**403**	**691**	**70**	**6**	**66**	**857**	**90**	**0**	**54**	**55**	**222**	**0**	**211**	**134**	**63**
2026 No-Build Heavy Vehicle %	**13%**	**2%**	**2%**	**3%**	**2%**	**2%**	**2%**	**3%**	**2%**	**8%**	**6%**	**4%**	**2%**	**2%**	**5%**	**2%**
Trip Distribution IN		30%	10%												5%	
Trip Distribution OUT						(5%)	(30%)					(10%)				
Restaurant Trips		9	3	0	0	1	9	0	0	0	0	3	0	0	2	0
Total Primary Site Trips	0	9	3	0	0	1	9	0	0	0	0	3	0	0	2	0
Pass-By Distribution IN																
Pass-By Distribution OUT																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	9	3	0	0	1	9	0	0	0	0	3	0	0	2	0
2026 Build Traffic	**8**	**412**	**694**	**70**	**6**	**67**	**866**	**90**	**0**	**54**	**55**	**225**	**0**	**211**	**136**	**63**
2026 Build Heavy Vehicle %	**13%**	**2%**	**2%**	**3%**	**2%**	**2%**	**2%**	**3%**	**2%**	**7%**	**6%**	**4%**	**2%**	**2%**	**4%**	**2%**

MD PEAK HOUR

	Ashford Dunwoody Rd NE (South) Northbound				Ashford Dunwoody Rd NE (North) Southbound				Perimeter Center W Eastbound				Perimeter Center E Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	10	442	758	92	8	40	735	151	0	140	85	428	0	101	92	76
Count Balancing																
Pedestrians		2				10				6				2		
Conflicting Pedestrians		6		2		2		6		10		2		2		10
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	1	5	1	0	3	19	2	0	2	2	4	0	2	3	2
Heavy Vehicle %	2%	2%	2%	2%	2%	8%	3%	2%	2%	2%	2%	2%	2%	2%	3%	3%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Existing 2024 Volumes	**10**	**442**	**758**	**92**	**8**	**40**	**735**	**151**	**0**	**140**	**85**	**428**	**0**	**101**	**92**	**76**
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Background Growth Trips	0	4	8	1	0	0	7	2	0	1	1	4	0	1	1	1
New Road Adjustment																
2026 No-Build Traffic	**10**	**446**	**766**	**93**	**8**	**40**	**742**	**153**	**0**	**141**	**86**	**432**	**0**	**102**	**93**	**77**
2026 No-Build Heavy Vehicle %	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Trip Distribution IN		30%	10%												5%	
Trip Distribution OUT						(5%)	(30%)					(10%)				
Restaurant Trips	0	34	11	0	0	5	33	0	0	0	0	11	0	0	6	0
Total Primary Site Trips	0	34	11	0	0	5	33	0	0	0	0	11	0	0	6	0
Pass-By Distribution IN																
Pass-By Distribution OUT																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	34	11	0	0	5	33	0	0	0	0	11	0	0	6	0
2026 Build Traffic	**10**	**480**	**777**	**93**	**8**	**45**	**775**	**153**	**0**	**141**	**86**	**443**	**0**	**102**	**99**	**77**
2026 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**7%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**3%**	**3%**

PM PEAK HOUR

	Ashford Dunwoody Rd NE (South) Northbound				Ashford Dunwoody Rd NE (North) Southbound				Perimeter Center W Eastbound				Perimeter Center E Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	13	511	1,252	163	7	51	684	122	0	250	165	450	0	136	122	119
Count Balancing																
Pedestrians		4				8				7				8		
Conflicting Pedestrians		7		8		8		7		8		4		4		8
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	2	4	0	0	0	2	3	0	3	3	2	0	1	3	1
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Existing 2024 Volumes	**13**	**511**	**1,252**	**163**	**7**	**51**	**684**	**122**	**0**	**250**	**165**	**450**	**0**	**136**	**122**	**119**
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Background Growth Trips	0	5	13	2	0	1	7	1	0	3	2	5	0	1	1	1
New Road Adjustment																
2026 No-Build Traffic	**13**	**516**	**1,265**	**165**	**7**	**52**	**691**	**123**	**0**	**253**	**167**	**455**	**0**	**137**	**123**	**120**
2026 No-Build Heavy Vehicle %	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Trip Distribution IN		30%	10%												5%	
Trip Distribution OUT						(5%)	(30%)					(10%)				
Restaurant Trips	0	10	3	0	0	2	12	0	0	0	0	4	0	0	2	0
Total Primary Site Trips	0	10	3	0	0	2	12	0	0	0	0	4	0	0	2	0
Pass-By Distribution IN																
Pass-By Distribution OUT																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		10	3	0	0	2	12	0	0	0	0	4	0	0	2	0
2026 Build Traffic	**13**	**526**	**1,268**	**165**	**7**	**54**	**703**	**123**	**0**	**253**	**167**	**459**	**0**	**137**	**125**	**120**
2026 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #2

Perimeter Center Terrace/Perimeter Center N at Ashford Dunwoody Rd NE (South)/Ashford Dunwoody Rd NE (North)

AM PEAK HOUR

	Ashford Dunwoody Rd NE (South) Northbound				Ashford Dunwoody Rd NE (North) Southbound				Perimeter Center Terrace Eastbound				Perimeter Center N Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	98	535	139	0	42	840	26	0	2	1	11	0	156	0	57
Count Balancing																
Pedestrians		4				7				9				13		
Conflicting Pedestrians		9		13		13		9		7		4		4		7
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	1	4	5	0	1	14	4	0	0	1	3	0	0	0	1
Heavy Vehicle %	2%	2%	2%	4%	2%	2%	2%	15%	2%	2%	100%	27%	2%	2%	2%	2%
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	0.89	0.89	0.89	0.89
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Existing 2024 Volumes	**0**	**98**	**535**	**139**	**0**	**42**	**840**	**26**	**0**	**2**	**1**	**11**	**0**	**156**	**0**	**57**
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Background Growth Trips	0	1	5	1	0	0	8	0	0	0	0	0	0	2	0	1
New Road Adjustment	27															
2026 No-Build Traffic	**27**	**99**	**540**	**140**	**0**	**42**	**848**	**26**	**0**	**2**	**1**	**11**	**0**	**158**	**0**	**58**
2026 No-Build Heavy Vehicle %	**2%**	**2%**	**2%**	**4%**	**2%**	**2%**	**2%**	**15%**	**2%**	**2%**	**100%**	**27%**	**2%**	**2%**	**2%**	**2%**
Trip Distribution IN		10%					20%								5%	
Trip Distribution OUT										(20%)	(5%)					
Restaurant Trips	0	3	0	0	0	0	6	0	0	6	1	0	0	0	2	0
Total Primary Site Trips	0	3	0	0	0	0	6	0	0	6	1	0	0	0	2	0
Pass-By Distribution IN																
Pass-By Distribution OUT																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	3	0	0	0	0	6	0	0	6	1	0	0	0	2	0
2026 Build Traffic	**27**	**102**	**540**	**140**	**0**	**42**	**854**	**26**	**0**	**8**	**2**	**11**	**0**	**158**	**2**	**58**
2026 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**4%**	**2%**	**2%**	**2%**	**16%**	**2%**	**2%**	**51%**	**28%**	**2%**	**2%**	**2%**	**2%**

MD PEAK HOUR

	Ashford Dunwoody Rd NE (South) Northbound				Ashford Dunwoody Rd NE (North) Southbound				Perimeter Center Terrace Eastbound				Perimeter Center N Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	7	41	770	120	0	34	750	19	0	13	1	52	0	113	2	51
Count Balancing																
Pedestrians		0				2				1				8		
Conflicting Pedestrians		1		8		8		1		2		0		0		2
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	6	0	0	3	18	1	0	0	0	1	0	3	1	1
Heavy Vehicle %	2%	2%	2%	2%	2%	9%	2%	5%	2%	2%	2%	2%	2%	3%	50%	2%
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	0.93	0.93	0.93	0.93
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Existing 2024 Volumes	**7**	**41**	**770**	**120**	**0**	**34**	**750**	**19**	**0**	**13**	**1**	**52**	**0**	**113**	**2**	**51**
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Background Growth Trips	0	0	8	1	0	0	8	0	0	0	0	1	0	1	0	1
New Road Adjustment	19															
2026 No-Build Traffic	**26**	**41**	**778**	**121**	**0**	**34**	**758**	**19**	**0**	**13**	**1**	**53**	**0**	**114**	**2**	**52**
2026 No-Build Heavy Vehicle %	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**
Trip Distribution IN		10%					20%								5%	
Trip Distribution OUT										(20%)	(5%)					
Restaurant Trips	0	11	0	0	0	0	23	0	0	22	5	0	0	0	6	0
Total Primary Site Trips	0	11	0	0	0	0	23	0	0	22	5	0	0	0	6	0
Pass-By Distribution IN																
Pass-By Distribution OUT																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	11	0	0	0	0	23	0	0	22	5	0	0	0	6	0
2026 Build Traffic	**26**	**52**	**778**	**121**	**0**	**34**	**781**	**19**	**0**	**35**	**6**	**53**	**0**	**114**	**8**	**52**
2026 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**9%**	**2%**	**5%**	**2%**	**2%**	**2%**	**2%**	**2%**	**3%**	**13%**	**2%**

PM PEAK HOUR

	Ashford Dunwoody Rd NE (South) Northbound				Ashford Dunwoody Rd NE (North) Southbound				Perimeter Center Terrace Eastbound				Perimeter Center N Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	8	41	1,298	233	0	48	619	17	0	17	4	88	0	140	1	89
Count Balancing																
Pedestrians		5				4				5				4		
Conflicting Pedestrians		5		4		4		5		4		5		5		4
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	1	7	0	0	0	2	3	0	0	0	3	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	18%	2%	2%	2%	3%	2%	2%	2%	2%
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	0.95	0.95	0.95	0.95
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Existing 2024 Volumes	**8**	**41**	**1,298**	**233**	**0**	**48**	**619**	**17**	**0**	**17**	**4**	**88**	**0**	**140**	**1**	**89**
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Background Growth Trips	0	0	13	2	0	0	6	0	0	0	0	1	0	1	0	1
New Road Adjustment	20															
2026 No-Build Traffic	**28**	**41**	**1,311**	**235**	**0**	**48**	**625**	**17**	**0**	**17**	**4**	**89**	**0**	**141**	**1**	**90**
2026 No-Build Heavy Vehicle %	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Trip Distribution IN		10%					20%								5%	
Trip Distribution OUT										(20%)	(5%)					
Restaurant Trips	0	3	0	0	0	0	7	0	0	8	2	0	0	0	2	0
Total Primary Site Trips	0	3	0	0	0	0	7	0	0	8	2	0	0	0	2	0
Pass-By Distribution IN																
Pass-By Distribution OUT																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		3	0	0	0	0	7	0	0	8	2	0	0	0	2	0
2026 Build Traffic	**28**	**44**	**1,311**	**235**	**0**	**48**	**632**	**17**	**0**	**25**	**6**	**89**	**0**	**141**	**3**	**90**
2026 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**18%**	**2%**	**2%**	**2%**	**3%**	**2%**	**2%**	**2%**	**2%**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #3

Proposed Dwy B at Ashford Dunwoody Rd NE (South)/Ashford Dunwoody Rd NE (North)

AM PEAK HOUR

	Ashford Dunwoody Rd NE (South) Northbound				Ashford Dunwoody Rd NE (North) Southbound				Proposed Dwy B Eastbound				Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	23	4	800	1	0	0	993	0	0	0	0	0	0	0	0	0
Count Balancing			1	-1												
Pedestrians			1				1				8				0	
Conflicting Pedestrians		8		0		0		8		1		1		1		1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	11	0	0	0	17	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
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	0.89	0.89	0.89	0.89
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Existing 2024 Volumes	**23**	**4**	**801**	**0**	**0**	**0**	**993**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Background Growth Trips	0	0	8	0	0	0	10	0	0	0	0	0	0	0	0	0
New Road Adjustment	-23	-4	27													
2026 No-Build Traffic	**0**	**0**	**836**	**0**	**0**	**0**	**1,003**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2026 No-Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**
Trip Distribution IN			10%					20%								
Trip Distribution OUT												(35%)				
Restaurant Trips	0	0	3	0	0	0	0	6	0	0	0	10	0	0	0	0
Total Primary Site Trips	0	0	3	0	0	0	0	6	0	0	0	10	0	0	0	0
Pass-By Distribution IN							-25%	25%								
Pass-By Distribution OUT												(25%)				
Pass-By Trips	0	0	0	0	0	0	-8	8	0	0	0	8	0	0	0	0
Total Vehicular Project Trips	0	0	3	0	0	0	-8	14	0	0	0	18	0	0	0	0
2026 Build Traffic	**0**	**0**	**839**	**0**	**0**	**0**	**995**	**14**	**0**	**0**	**0**	**18**	**0**	**0**	**0**	**0**
2026 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**

MD PEAK HOUR

	Ashford Dunwoody Rd NE (South) Northbound				Ashford Dunwoody Rd NE (North) Southbound				Proposed Dwy B Eastbound				0 Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	15	4	986	0	1	0	917	0	0	0	0	4	0	0	0	0
Count Balancing																
Pedestrians			0				0				2				0	
Conflicting Pedestrians		2		0		0		2		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	1	1	7	0	0	0	22	0	0	0	0	1	0	0	0	0
Heavy Vehicle %	7%	25%	2%	2%	2%	2%	2%	2%	2%	2%	2%	25%	2%	2%	2%	2%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Existing 2024 Volumes	**15**	**4**	**986**	**0**	**1**	**0**	**917**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Background Growth Trips	0	0	10	0	0	0	9	0	0	0	0	0	0	0	0	0
New Road Adjustment	-15	-4	19													
2026 No-Build Traffic	**0**	**0**	**1,015**	**0**	**1**	**0**	**926**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**
2026 No-Build Heavy Vehicle %	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Trip Distribution IN			10%					20%								
Trip Distribution OUT												(35%)				
Restaurant Trips	0	0	11	0	0	0	0	23	0	0	0	38	0	0	0	0
Total Primary Site Trips	0	0	11	0	0	0	0	23	0	0	0	38	0	0	0	0
Pass-By Distribution IN							-25%	25%								
Pass-By Distribution OUT												(25%)				
Pass-By Trips	0	0	0	0	0	0	-11	11	0	0	0	11	0	0	0	0
Total Vehicular Project Trips	0	0	11	0	0	0	-11	34	0	0	0	49	0	0	0	0
2026 Build Traffic	**0**	**0**	**1,026**	**0**	**1**	**0**	**915**	**34**	**0**	**0**	**0**	**53**	**0**	**0**	**0**	**0**
2026 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**

PM PEAK HOUR

	Ashford Dunwoody Rd NE (South) Northbound				Ashford Dunwoody Rd NE (North) Southbound				Proposed Dwy B Eastbound				0 Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	17	3	1,633	0	2	0	856	0	0	0	0	2	0	0	0	0
Count Balancing																
Pedestrians			0				2				8				0	
Conflicting Pedestrians		8		0		0		8		2		0		0		2
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	9	0	0	0	5	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
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	0.97	0.97	0.97	0.97
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Existing 2024 Volumes	**17**	**3**	**1,633**	**0**	**2**	**0**	**856**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Background Growth Trips	0	0	16	0	0	0	9	0	0	0	0	0	0	0	0	0
New Road Adjustment	-17	-3	20													
2026 No-Build Traffic	**0**	**0**	**1,669**	**0**	**2**	**0**	**865**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**
2026 No-Build Heavy Vehicle %	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Trip Distribution IN			10%					20%								
Trip Distribution OUT												(35%)				
Restaurant Trips	0	0	3	0	0	0	0	7	0	0	0	14	0	0	0	0
Total Primary Site Trips	0	0	3	0	0	0	0	7	0	0	0	14	0	0	0	0
Pass-By Distribution IN							-25%	25%								
Pass-By Distribution OUT												(25%)				
Pass-By Trips	0	0	0	0	0	0	-11	11	0	0	0	11	0	0	0	0
Total Vehicular Project Trips		0	3	0	0	0	-11	18	0	0	0	25	0	0	0	0
2026 Build Traffic	**0**	**0**	**1,672**	**0**	**2**	**0**	**854**	**18**	**0**	**0**	**0**	**27**	**0**	**0**	**0**	**0**
2026 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #4

Perimeter Ter/Perimeter Center Terrace at Proposed Dwy C/Driveway (North)

AM PEAK HOUR

	Proposed Dwy C Northbound				Driveway (North) Southbound				Perimeter Ter Eastbound				Perimeter Center Terrace Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	0	2	0	0	10	0	0	0	1	7	0	1	1	6	124
Count Balancing			-2	2						-1	1					
Pedestrians		11				0				0				1		
Conflicting Pedestrians		0		1		1		0		0		11		11		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	0	0	0	2	0	0	0	0	4	0	1	0	3	2
Heavy Vehicle %	2%	2%	2%	2%	2%	20%	2%	2%	2%	2%	57%	2%	100%	2%	50%	2%
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Existing 2024 Volumes	**0**	**0**	**0**	**2**	**0**	**10**	**0**	**0**	**0**	**0**	**8**	**0**	**1**	**1**	**6**	**124**
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
New Road Adjustment																
2026 No-Build Traffic	**0**	**0**	**0**	**2**	**0**	**10**	**0**	**0**	**0**	**0**	**8**	**0**	**1**	**1**	**6**	**125**
2026 No-Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**20%**	**2%**	**2%**	**2%**	**2%**	**57%**	**2%**	**100%**	**2%**	**50%**	**2%**
Trip Distribution IN														15%		
Trip Distribution OUT				(25%)												
Restaurant Trips	0	0	0	7	0	0	0	0	0	0	0	0	0	5	0	0
Total Primary Site Trips	0	0	0	7	0	0	0	0	0	0	0	0	0	5	0	0
Pass-By Distribution IN																
Pass-By Distribution OUT																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	0	7	0	0	0	0	0	0	0	0	0	5	0	0
2026 Build Traffic	**0**	**0**	**0**	**9**	**0**	**10**	**0**	**0**	**0**	**0**	**8**	**0**	**1**	**6**	**6**	**125**
2026 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**20%**	**2%**	**2%**	**2%**	**2%**	**51%**	**2%**	**101%**	**2%**	**51%**	**2%**

MD PEAK HOUR

	Proposed Dwy C Northbound				Driveway (North) Southbound				Perimeter Ter Eastbound				Perimeter Center Terrace Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	0	2	11	0	42	1	2	0	1	5	0	8	15	5	32
Count Balancing			-2	2						-1	1					
Pedestrians		2				0				1				0		
Conflicting Pedestrians		1		0		0		1		0		2		2		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	100%	2%	2%	2%	2%	2%	13%	2%	2%	3%
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Existing 2024 Volumes	**0**	**0**	**0**	**13**	**0**	**42**	**1**	**2**	**0**	**0**	**6**	**0**	**8**	**15**	**5**	**32**
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
New Road Adjustment																
2026 No-Build Traffic	**0**	**0**	**0**	**13**	**0**	**42**	**1**	**2**	**0**	**0**	**6**	**0**	**8**	**15**	**5**	**32**
2026 No-Build Heavy Vehicle %	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Trip Distribution IN														15%		
Trip Distribution OUT				(25%)												
Restaurant Trips	0	0	0	27	0	0	0	0	0	0	0	0	0	17	0	0
Total Primary Site Trips	0	0	0	27	0	0	0	0	0	0	0	0	0	17	0	0
Pass-By Distribution IN																
Pass-By Distribution OUT																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	0	27	0	0	0	0	0	0	0	0	0	17	0	0
2026 Build Traffic	**0**	**0**	**0**	**40**	**0**	**42**	**1**	**2**	**0**	**0**	**6**	**0**	**8**	**32**	**5**	**32**
2026 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**101%**	**2%**	**2%**	**2%**	**2%**	**2%**	**13%**	**2%**	**2%**	**3%**

PM PEAK HOUR

	Proposed Dwy C Northbound				Driveway (North) Southbound				Perimeter Ter Eastbound				Perimeter Center Terrace Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	1	0	9	8	0	88	3	1	0	0	10	7	4	24	17	14
Count Balancing			-9	9												
Pedestrians		6				1				5				2		
Conflicting Pedestrians		5		2		2		5		1		6		6		1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	1	0	0	1	0	0	0	0	2	0	0	0	3	1
Heavy Vehicle %	2%	2%	11%	2%	2%	2%	2%	2%	2%	2%	20%	2%	2%	2%	18%	7%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Existing 2024 Volumes	**1**	**0**	**0**	**17**	**0**	**88**	**3**	**1**	**0**	**0**	**10**	**7**	**4**	**24**	**17**	**14**
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Background Growth Trips	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
New Road Adjustment																
2026 No-Build Traffic	**1**	**0**	**0**	**17**	**0**	**89**	**3**	**1**	**0**	**0**	**10**	**7**	**4**	**24**	**17**	**14**
2026 No-Build Heavy Vehicle %	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Trip Distribution IN														15%		
Trip Distribution OUT				(25%)												
Restaurant Trips	0	0	0	10	0	0	0	0	0	0	0	0	0	5	0	0
Total Primary Site Trips	0	0	0	10	0	0	0	0	0	0	0	0	0	5	0	0
Pass-By Distribution IN																
Pass-By Distribution OUT																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		0	0	10	0	0	0	0	0	0	0	0	0	5	0	0
2026 Build Traffic	**1**	**0**	**0**	**27**	**0**	**89**	**3**	**1**	**0**	**0**	**10**	**7**	**4**	**29**	**17**	**14**
2026 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**20%**	**2%**	**2%**	**2%**	**18%**	**7%**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #5

Perimeter Center W (West)/Perimeter Center W (East) at Perimeter Mall Driveway/Proposed Dwy A

AM PEAK HOUR

	Perimeter Mall Driveway Northbound				Proposed Dwy A Southbound				Perimeter Center W (West) Eastbound				Perimeter Center W (East) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	0	1	9	0	14	0	10	6	12	314	8	3	0	614	8
Count Balancing			-1	1												
Pedestrians		4				11				4				3		
Conflicting Pedestrians		4		3		3		4		11		4		4		11
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	0	1	0	1	0	0	1	0	13	1	0	0	14	0
Heavy Vehicle %	2%	2%	2%	11%	2%	7%	2%	2%	17%	2%	4%	13%	2%	2%	2%	2%
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	0.96	0.96	0.96	0.96
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Existing 2024 Volumes	**0**	**0**	**0**	**10**	**0**	**14**	**0**	**10**	**6**	**12**	**314**	**8**	**3**	**0**	**614**	**8**
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	3	0	0	0	6	0
New Road Adjustment																
2026 No-Build Traffic	**0**	**0**	**0**	**10**	**0**	**14**	**0**	**10**	**6**	**12**	**317**	**8**	**3**	**0**	**620**	**8**
2026 No-Build Heavy Vehicle %	**2%**	**2%**	**2%**	**11%**	**2%**	**7%**	**2%**	**2%**	**17%**	**2%**	**4%**	**13%**	**2%**	**2%**	**2%**	**2%**
Trip Distribution IN										30%						35%
Trip Distribution OUT						(10%)		(30%)								
Restaurant Trips	0	0	0	0	0	3	0	9	0	9	0	0	0	0	0	11
Total Primary Site Trips	0	0	0	0	0	3	0	9	0	9	0	0	0	0	0	11
Pass-By Distribution IN										35%	-35%				-40%	40%
Pass-By Distribution OUT						(35%)		(40%)								
Pass-By Trips	0	0	0	0	0	11	0	12	0	11	-11	0	0	0	-12	12
Total Vehicular Project Trips	0	0	0	0	0	14	0	21	0	20	-11	0	0	0	-12	23
2026 Build Traffic	**0**	**0**	**0**	**10**	**0**	**28**	**0**	**31**	**6**	**32**	**306**	**8**	**3**	**0**	**608**	**31**
2026 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**10%**	**2%**	**4%**	**2%**	**2%**	**17%**	**2%**	**4%**	**13%**	**2%**	**2%**	**2%**	**2%**

MD PEAK HOUR

	Perimeter Mall Driveway Northbound				Proposed Dwy A Southbound				Perimeter Center W (West) Eastbound				Perimeter Center W (East) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	3	0	42	0	6	1	6	7	15	650	52	4	6	716	10
Count Balancing		-3		3		1	-1							-6	6	
Pedestrians		0				19				2				3		
Conflicting Pedestrians		2		3		3		2		19		0		0		19
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	1	0	0	0	1	0	0	0	0	8	0	0	0	6	1
Heavy Vehicle %	2%	33%	2%	2%	2%	17%	2%	2%	2%	2%	2%	2%	2%	2%	2%	10%
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	0.95	0.95	0.95	0.95
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Existing 2024 Volumes	**0**	**0**	**0**	**45**	**0**	**7**	**0**	**6**	**7**	**15**	**650**	**52**	**4**	**0**	**722**	**10**
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	7	1	0	0	7	0
New Road Adjustment																
2026 No-Build Traffic	**0**	**0**	**0**	**45**	**0**	**7**	**0**	**6**	**7**	**15**	**657**	**53**	**4**	**0**	**729**	**10**
2026 No-Build Heavy Vehicle %	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Trip Distribution IN										30%						35%
Trip Distribution OUT						(10%)		(30%)								
Restaurant Trips	0	0	0	0	0	11	0	33	0	34	0	0	0	0	0	40
Total Primary Site Trips	0	0	0	0	0	11	0	33	0	34	0	0	0	0	0	40
Pass-By Distribution IN										35%	-35%				-40%	40%
Pass-By Distribution OUT						(35%)		(40%)								
Pass-By Trips	0	0	0	0	0	16	0	18	0	16	-16	0	0	0	-18	18
Total Vehicular Project Trips	0	0	0	0	0	27	0	51	0	50	-16	0	0	0	-18	58
2026 Build Traffic	**0**	**0**	**0**	**45**	**0**	**34**	**0**	**57**	**7**	**65**	**641**	**53**	**4**	**0**	**711**	**68**
2026 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**3%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**

PM PEAK HOUR

	Perimeter Mall Driveway Northbound				Proposed Dwy A Southbound				Perimeter Center W (West) Eastbound				Perimeter Center W (East) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	0	1	48	1	18	4	35	1	19	811	71	1	7	770	9
Count Balancing			-1	1		4	-4							-7	7	
Pedestrians		3				6				1				2		
Conflicting Pedestrians		1		2		2		1		6		3		3		6
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	0	3	0	0	0	0	0	0	5	0	0	0	9	0
Heavy Vehicle %	2%	2%	2%	6%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
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	0.89	0.89	0.89	0.89
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Existing 2024 Volumes	**0**	**0**	**0**	**49**	**1**	**22**	**0**	**35**	**1**	**19**	**811**	**71**	**1**	**0**	**777**	**9**
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	8	1	0	0	8	0
New Road Adjustment																
2026 No-Build Traffic	**0**	**0**	**0**	**49**	**1**	**22**	**0**	**35**	**1**	**19**	**819**	**72**	**1**	**0**	**785**	**9**
2026 No-Build Heavy Vehicle %	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Trip Distribution IN										30%						35%
Trip Distribution OUT						(10%)		(30%)								
Restaurant Trips	0	0	0	0	0	4	0	12	0	10	0	0	0	0	0	12
Total Primary Site Trips	0	0	0	0	0	4	0	12	0	10	0	0	0	0	0	12
Pass-By Distribution IN										35%	-35%				-40%	40%
Pass-By Distribution OUT						(35%)		(40%)								
Pass-By Trips	0	0	0	0	0	16	0	18	0	16	-16	0	0	0	-18	18
Total Vehicular Project Trips		0	0	0	0	20	0	30	0	26	-16	0	0	0	-18	30
2026 Build Traffic	**0**	**0**	**0**	**49**	**1**	**42**	**0**	**65**	**1**	**45**	**803**	**72**	**1**	**0**	**767**	**39**
2026 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**6%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**

Kimley»Horn

APPENDIX D

Synchro Analysis Reports

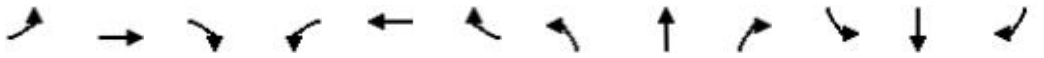
HCM Signalized Intersection Capacity Analysis — Dunwoody Raising Caines
1: Ashford Dunwoody Rd & Perimeter Center W/Perimeter Center E — Existing 2024 Conditions - AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	54	220	209	133	62	407	684	69	71	848	89
Future Volume (vph)	53	54	220	209	133	62	407	684	69	71	848	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.1	6.2	6.2	6.1	6.2	6.2
Lane Util. Factor	0.97	1.00	1.00	0.91	0.91	1.00	0.97	0.95	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.98	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3242	1792	1521	1610	3264	1554	3433	3539	1519	1770	5085	1534
Flt Permitted	0.95	1.00	1.00	0.95	0.46	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3242	1792	1521	1610	1517	1554	3433	3539	1519	1770	5085	1534
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	56	57	234	222	141	66	433	728	73	76	902	95
RTOR Reduction (vph)	0	0	220	0	0	49	0	0	40	0	0	64
Lane Group Flow (vph)	56	57	14	118	245	17	433	728	33	76	902	31
Confl. Peds. (#/hr)	4		5	5		4	5		10	10		5
Heavy Vehicles (%)	8%	6%	4%	2%	5%	2%	2%	2%	3%	2%	2%	3%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1 9	6		5	2	
Permitted Phases			8			4			6			2
Actuated Green, G (s)	10.4	10.4	10.4	44.8	44.8	44.8	34.8	76.4	76.4	13.1	54.7	54.7
Effective Green, g (s)	10.4	10.4	10.4	44.8	44.8	44.8	34.8	76.4	76.4	13.1	54.7	54.7
Actuated g/C Ratio	0.06	0.06	0.06	0.26	0.26	0.26	0.20	0.45	0.45	0.08	0.32	0.32
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	6.5		6.2	6.2	6.1	6.2	6.2
Vehicle Extension (s)	2.0	1.5	1.5	2.0	1.5	1.5		5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	198	109	93	424	860	409	702	1590	682	136	1636	493
v/s Ratio Prot	0.02	c0.03		0.07	c0.08		c0.13	0.21		0.04	c0.18	
v/s Ratio Perm			0.01			0.01			0.02			0.02
v/c Ratio	0.28	0.52	0.15	0.28	0.28	0.04	0.62	0.46	0.05	0.56	0.55	0.06
Uniform Delay, d1	76.2	77.4	75.6	49.8	49.8	46.6	61.5	32.4	26.3	75.7	47.5	39.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.01	7.24
Incremental Delay, d2	0.3	2.1	0.3	0.1	0.1	0.0	1.6	0.4	0.1	4.6	1.3	0.2
Delay (s)	76.5	79.5	75.9	49.9	49.9	46.6	63.2	32.9	26.4	71.1	49.5	289.2
Level of Service	E	E	E	D	D	D	E	C	C	E	D	F
Approach Delay (s/veh)		76.6			49.4			43.1			72.2	
Approach LOS		E			D			D			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	57.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	31.4
Intersection Capacity Utilization	72.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis — Dunwoody Raising Caines
1: Ashford Dunwoody Rd & Perimeter Center W/Perimeter Center E — Existing 2024 Conditions - MD Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	85	428	101	92	76	452	758	92	48	735	151
Future Volume (vph)	140	85	428	101	92	76	452	758	92	48	735	151
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.1	6.2	6.2	6.1	6.2	6.2
Lane Util. Factor	0.97	1.00	1.00	0.91	0.91	1.00	0.97	0.95	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	1863	1559	1610	3318	1525	3433	3539	1559	1671	5036	1547
Flt Permitted	0.95	1.00	1.00	0.95	0.46	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	1863	1559	1610	1532	1525	3433	3539	1559	1671	5036	1547
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	149	90	455	107	98	81	481	806	98	51	782	161
RTOR Reduction (vph)	0	0	417	0	0	58	0	0	57	0	0	78
Lane Group Flow (vph)	149	90	38	66	139	23	481	806	41	51	782	83
Confl. Peds. (#/hr)	10		2	2		10	6		2	2		6
Heavy Vehicles (%)	2%	2%	2%	2%	3%	3%	2%	2%	2%	8%	3%	2%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4			6			2
Actuated Green, G (s)	13.2	13.2	13.2	46.1	46.1	46.1	28.9	66.4	66.4	9.0	46.5	46.5
Effective Green, g (s)	13.2	13.2	13.2	46.1	46.1	46.1	28.9	66.4	66.4	9.0	46.5	46.5
Actuated g/C Ratio	0.08	0.08	0.08	0.29	0.29	0.29	0.18	0.42	0.42	0.06	0.29	0.29
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.1	6.2	6.2	6.1	6.2	6.2
Vehicle Extension (s)	2.0	1.5	1.5	2.0	1.5	1.5	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	283	153	128	463	955	439	620	1468	646	93	1463	449
v/s Ratio Prot	0.04	c0.05		0.04	c0.04		c0.14	c0.23		0.03	c0.16	
v/s Ratio Perm			0.02			0.02			0.03			0.05
v/c Ratio	0.53	0.59	0.29	0.14	0.15	0.05	0.78	0.55	0.06	0.55	0.53	0.18
Uniform Delay, d1	70.4	70.8	69.0	42.3	42.3	41.2	62.5	35.5	28.1	73.5	47.7	42.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.84	0.81	0.58
Incremental Delay, d2	0.8	3.7	0.5	0.1	0.0	0.0	6.0	0.7	0.1	6.2	1.4	0.9
Delay (s)	71.2	74.5	69.5	42.3	42.3	41.2	68.5	36.2	28.2	68.3	40.0	25.6
Level of Service	E	E	E	D	D	D	E	D	C	E	D	C
Approach Delay (s/veh)		70.5			42.0			46.9			39.1	
Approach LOS		E			D			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	49.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.3
Intersection Capacity Utilization	76.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

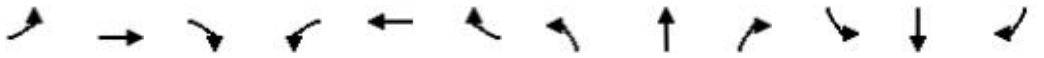
HCM Signalized Intersection Capacity Analysis — Dunwoody Raising Caines
1: Ashford Dunwoody Rd & Perimeter Center W/Perimeter Center E — Existing 2024 Conditions - PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	250	165	450	136	122	119	524	1252	163	58	684	122
Future Volume (vph)	250	165	450	136	122	119	524	1252	163	58	684	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.1	6.2	6.2	6.1	6.2	6.2
Lane Util. Factor	0.97	1.00	1.00	0.91	0.91	1.00	0.97	0.95	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.97	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	1863	1553	1610	3341	1542	3433	3539	1539	1770	5085	1542
Flt Permitted	0.95	1.00	1.00	0.95	0.46	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	1863	1553	1610	1543	1542	3433	3539	1539	1770	5085	1542
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	266	176	479	145	130	127	557	1332	173	62	728	130
RTOR Reduction (vph)	0	0	423	0	0	98	0	0	54	0	0	74
Lane Group Flow (vph)	266	176	56	90	185	29	557	1332	119	62	728	56
Confl. Peds. (#/hr)	8		4	4		8	7		8	8		7
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4			6			2
Actuated Green, G (s)	21.1	21.1	21.1	40.8	40.8	40.8	48.2	81.2	81.2	11.6	44.6	44.6
Effective Green, g (s)	21.1	21.1	21.1	40.8	40.8	40.8	48.2	81.2	81.2	11.6	44.6	44.6
Actuated g/C Ratio	0.12	0.12	0.12	0.23	0.23	0.23	0.27	0.45	0.45	0.06	0.25	0.25
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.1	6.2	6.2	6.1	6.2	6.2
Vehicle Extension (s)	2.0	1.5	1.5	2.0	1.5	1.5	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	402	218	182	364	757	349	919	1596	694	114	1259	382
v/s Ratio Prot	0.08	c0.09		c0.06	0.06		0.16	c0.38		0.04	c0.14	
v/s Ratio Perm			0.04			0.02			0.08			0.04
v/c Ratio	0.66	0.81	0.31	0.25	0.24	0.08	0.61	0.83	0.17	0.54	0.58	0.15
Uniform Delay, d1	76.0	77.5	72.8	57.0	57.0	54.8	57.6	43.5	29.4	81.6	59.4	52.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	0.88	0.79
Incremental Delay, d2	3.2	18.3	0.4	0.1	0.1	0.0	1.1	4.4	0.2	5.1	1.9	0.8
Delay (s)	79.2	95.8	73.1	57.1	57.0	54.9	58.7	47.9	29.6	91.3	54.3	42.5
Level of Service	E	F	E	E	E	D	E	D	C	F	D	D
Approach Delay (s/veh)		79.2			56.4			49.3			55.1	
Approach LOS		E			E			D			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	57.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	25.3
Intersection Capacity Utilization	84.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
2: Ashford Dunwoody Rd & Perimeter Terr/Perimeter Center N

Dunwoody Raising Caines
Existing 2024 Conditions - AM Peak Hour



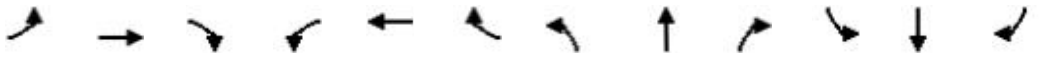
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	1	11	156	0	57	98	535	139	42	840	26
Future Volume (vph)	2	1	11	156	0	57	98	535	139	42	840	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.1	6.1	6.1	6.7	6.7	6.7	6.5	6.5	6.5	6.2	6.5	6.5
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.94	1.00	1.00	0.98	1.00	1.00	0.94	1.00	1.00	0.97
Flpb, ped/bikes	0.99	1.00	1.00	0.99	0.99	1.00	1.00	1.00	1.00	0.99	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1750	950	1191	1598	3196	1544	1768	3539	1460	1759	3539	1361
Flt Permitted	1.00	1.00	1.00	0.76	0.76	1.00	0.26	1.00	1.00	0.41	1.00	1.00
Satd. Flow (perm)	1843	950	1191	1274	2548	1544	490	3539	1460	757	3539	1361
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	2	1	12	175	0	64	110	601	156	47	944	29
RTOR Reduction (vph)	0	0	12	0	0	58	0	0	47	0	0	10
Lane Group Flow (vph)	2	1	0	87	88	6	110	601	109	47	944	19
Confl. Peds. (#/hr)	7		4	4		7	9		13	13		9
Heavy Vehicles (%)	2%	100%	27%	2%	2%	2%	2%	2%	4%	2%	2%	15%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases		3			4		1	6		5	2	
Permitted Phases	3		3	4		4	2		6	6		2
Actuated Green, G (s)	3.9	3.9	3.9	16.5	16.5	16.5	123.8	118.6	118.6	124.1	113.7	113.7
Effective Green, g (s)	3.9	3.9	3.9	16.5	16.5	16.5	123.8	118.6	118.6	124.1	113.7	113.7
Actuated g/C Ratio	0.02	0.02	0.02	0.10	0.10	0.10	0.73	0.70	0.70	0.73	0.67	0.67
Clearance Time (s)	6.1	6.1	6.1	6.7	6.7	6.7	6.5	6.5	6.5	6.2	6.5	6.5
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	42	21	27	123	247	149	432	2468	1018	585	2366	910
v/s Ratio Prot		0.00					c0.02	c0.17		0.00	c0.27	
v/s Ratio Perm	c0.00		0.00	c0.07	0.03	0.00	0.17		0.07	0.06		0.01
v/c Ratio	0.05	0.05	0.01	0.71	0.36	0.04	0.25	0.24	0.11	0.08	0.40	0.02
Uniform Delay, d1	81.2	81.2	81.2	74.4	71.8	69.6	7.5	9.4	8.4	6.4	12.7	9.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	2.80	2.50	7.68	1.00	1.00	1.00
Incremental Delay, d2	0.3	0.7	0.1	15.8	0.6	0.1	0.3	0.1	0.1	0.1	0.5	0.0
Delay (s)	81.6	81.9	81.3	90.2	72.4	69.7	21.3	23.5	64.6	6.5	13.2	9.5
Level of Service	F	F	F	F	E	E	C	C	E	A	B	A
Approach Delay (s/veh)		81.4			78.2			30.6			12.8	
Approach LOS		F			E			C			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	27.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	25.8
Intersection Capacity Utilization	58.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: Ashford Dunwoody Rd & Perimeter Terr/Perimeter Center N

Dunwoody Raising Caines
Existing 2024 Conditions - MD Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	1	52	113	2	51	48	770	120	34	750	19
Future Volume (vph)	13	1	52	113	2	51	48	770	120	34	750	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.1	6.1	6.1	6.7	6.7	6.7	6.5	6.5	6.5	6.2	6.5	6.5
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98	1.00	1.00	0.96	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1765	1863	1583	1595	3157	1559	1769	3539	1515	1653	3539	1517
Flt Permitted	0.29	1.00	1.00	0.76	0.75	1.00	0.31	1.00	1.00	0.30	1.00	1.00
Satd. Flow (perm)	543	1863	1583	1271	2474	1559	574	3539	1515	523	3539	1517
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	14	1	56	122	2	55	52	828	129	37	806	20
RTOR Reduction (vph)	0	0	51	0	0	51	0	0	46	0	0	7
Lane Group Flow (vph)	14	1	5	61	63	4	52	828	83	37	806	13
Confl. Peds. (#/hr)	2					2	1		8	8		1
Heavy Vehicles (%)	2%	2%	2%	3%	50%	2%	2%	2%	2%	9%	2%	5%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases		3			4		1	6		5	2	
Permitted Phases	3		3	4		4	2		6	6		2
Actuated Green, G (s)	13.7	13.7	13.7	12.8	12.8	12.8	107.7	102.4	102.4	108.0	101.7	101.7
Effective Green, g (s)	13.7	13.7	13.7	12.8	12.8	12.8	107.7	102.4	102.4	108.0	101.7	101.7
Actuated g/C Ratio	0.09	0.09	0.09	0.08	0.08	0.08	0.67	0.64	0.64	0.68	0.64	0.64
Clearance Time (s)	6.1	6.1	6.1	6.7	6.7	6.7	6.5	6.5	6.5	6.2	6.5	6.5
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	46	159	135	101	197	124	431	2264	969	392	2249	964
v/s Ratio Prot		0.00					c0.00	c0.23		0.00	0.23	
v/s Ratio Perm	c0.03		0.00	c0.05	0.03	0.00	0.08		0.05	0.06		0.01
v/c Ratio	0.30	0.01	0.04	0.60	0.32	0.04	0.12	0.37	0.09	0.09	0.36	0.01
Uniform Delay, d1	68.7	66.9	67.1	71.1	69.5	67.9	9.3	13.5	11.0	9.1	13.8	10.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.54	1.21	2.59	1.00	1.00	1.00
Incremental Delay, d2	2.7	0.0	0.1	8.3	0.7	0.1	0.1	0.2	0.1	0.1	0.4	0.0
Delay (s)	71.4	66.9	67.2	79.5	70.2	68.0	14.4	16.6	28.4	9.2	14.2	10.7
Level of Service	E	E	E	E	E	E	B	B	C	A	B	B
Approach Delay (s/veh)		68.0			72.7			18.0			13.9	
Approach LOS		E			E			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	22.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.8
Intersection Capacity Utilization	53.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis — Dunwoody Raising Caines
2: Ashford Dunwoody Rd & Perimeter Terr/Perimeter Center N — Existing 2024 Conditions - PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	4	88	140	1	89	49	1298	233	48	619	17
Future Volume (vph)	17	4	88	140	1	89	49	1298	233	48	619	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.1	6.1	6.1	6.7	6.7	6.7	6.5	6.5	6.5	6.2	6.5	6.5
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1761	1863	1526	1594	3199	1552	1767	3539	1531	1770	3539	1337
Flt Permitted	0.22	1.00	1.00	0.76	0.74	1.00	0.37	1.00	1.00	0.14	1.00	1.00
Satd. Flow (perm)	414	1863	1526	1267	2486	1552	694	3539	1531	253	3539	1337
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	18	4	93	147	1	94	52	1366	245	51	652	18
RTOR Reduction (vph)	0	0	84	0	0	86	0	0	88	0	0	7
Lane Group Flow (vph)	18	4	9	73	75	8	52	1366	157	51	652	12
Confl. Peds. (#/hr)	4		5	5		4	5		4	4		5
Heavy Vehicles (%)	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	18%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases		3			4		1	6		5	2	
Permitted Phases	3		3	4		4	2		6	6		2
Actuated Green, G (s)	17.9	17.9	17.9	15.2	15.2	15.2	121.1	115.3	115.3	121.4	115.0	115.0
Effective Green, g (s)	17.9	17.9	17.9	15.2	15.2	15.2	121.1	115.3	115.3	121.4	115.0	115.0
Actuated g/C Ratio	0.10	0.10	0.10	0.08	0.08	0.08	0.67	0.64	0.64	0.67	0.64	0.64
Clearance Time (s)	6.1	6.1	6.1	6.7	6.7	6.7	6.5	6.5	6.5	6.2	6.5	6.5
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	41	185	151	106	209	131	503	2266	980	222	2261	854
v/s Ratio Prot		0.00					0.00	c0.39		c0.01	0.18	
v/s Ratio Perm	c0.04		0.01	c0.06	0.03	0.01	0.07		0.10	0.15		0.01
v/c Ratio	0.44	0.02	0.06	0.69	0.36	0.06	0.10	0.60	0.16	0.23	0.29	0.01
Uniform Delay, d1	76.3	73.1	73.4	80.1	77.8	75.8	10.2	18.9	13.0	14.1	14.4	11.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.80	0.64	0.74	1.00	1.00	1.00
Incremental Delay, d2	5.4	0.0	0.1	15.7	0.8	0.1	0.1	0.4	0.1	0.5	0.3	0.0
Delay (s)	81.7	73.2	73.6	95.8	78.6	76.0	8.2	12.5	9.7	14.7	14.7	11.9
Level of Service	F	E	E	F	E	E	A	B	A	B	B	B
Approach Delay (s/veh)		74.8			82.8			12.0			14.6	
Approach LOS		E			F			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	21.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	25.8
Intersection Capacity Utilization	67.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	27	800	993	0
Future Vol, veh/h	0	0	27	800	993	0
Conflicting Peds, #/hr	1	1	8	0	0	8
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	75	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	30	899	1116	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1635	567	1124	0	-	0
Stage 1	1124	-	-	-	-	-
Stage 2	511	-	-	-	-	-
Critical Hdwy	6.29	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.67	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	116	400	341	-	-	-
Stage 1	207	-	-	-	-	-
Stage 2	549	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	104	397	338	-	-	-
Mov Cap-2 Maneuver	104	-	-	-	-	-
Stage 1	187	-	-	-	-	-
Stage 2	545	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	338	-	-	-	-
HCM Lane V/C Ratio	0.09	-	-	-	-
HCM Control Delay (s/veh)	16.7	-	0	-	-
HCM Lane LOS	C	-	A	-	-
HCM 95th %tile Q (veh)	0.3	-	-	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	4	19	986	917	0
Future Vol, veh/h	0	4	19	986	917	0
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	75	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	25	25	2	2	2
Mvmt Flow	0	4	21	1072	997	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1577	501	999	0	-	0
Stage 1	999	-	-	-	-	-
Stage 2	578	-	-	-	-	-
Critical Hdwy	6.29	7.6	5.8	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.67	4.15	3.35	-	-	-
Pot Cap-1 Maneuver	125	397	330	-	-	-
Stage 1	248	-	-	-	-	-
Stage 2	508	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	117	396	329	-	-	-
Mov Cap-2 Maneuver	117	-	-	-	-	-
Stage 1	232	-	-	-	-	-
Stage 2	507	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	14.2	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	329	-	396	-	-
HCM Lane V/C Ratio	0.063	-	0.011	-	-
HCM Control Delay (s/veh)	16.7	-	14.2	-	-
HCM Lane LOS	C	-	B	-	-
HCM 95th %tile Q (veh)	0.2	-	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	2	20	1633	856	0
Future Vol, veh/h	0	2	20	1633	856	0
Conflicting Peds, #/hr	2	0	8	0	0	8
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	75	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	2	21	1684	882	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1776	449	890	0	-	0
Stage 1	890	-	-	-	-	-
Stage 2	886	-	-	-	-	-
Critical Hdwy	6.29	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.67	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	95	477	442	-	-	-
Stage 1	289	-	-	-	-	-
Stage 2	354	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	89	473	439	-	-	-
Mov Cap-2 Maneuver	89	-	-	-	-	-
Stage 1	273	-	-	-	-	-
Stage 2	351	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	12.6	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	439	-	473	-	-
HCM Lane V/C Ratio	0.047	-	0.004	-	-
HCM Control Delay (s/veh)	13.6	-	12.6	-	-
HCM Lane LOS	B	-	B	-	-
HCM 95th %tile Q (veh)	0.1	-	0	-	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	7	0	2	6	124	0	2	0	10	0	0
Future Vol, veh/h	0	7	0	2	6	124	0	2	0	10	0	0
Conflicting Peds, #/hr	0	0	11	11	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	57	2	2	50	2	2	2	2	20	2	2
Mvmt Flow	0	9	0	2	7	153	0	2	0	12	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	20	0	0	31	31	21	22	31	7
Stage 1	-	-	-	-	-	-	20	20	-	11	11	-
Stage 2	-	-	-	-	-	-	11	11	-	11	20	-
Critical Hdwy	-	-	-	4.12	-	-	7.12	6.52	6.22	7.3	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.3	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.3	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.018	3.318	3.68	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1596	-	0	977	862	1056	946	862	1075
Stage 1	0	-	-	-	-	0	999	879	-	965	886	-
Stage 2	0	-	-	-	-	0	1010	886	-	965	879	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1579	-	-	966	853	1044	942	853	1075
Mov Cap-2 Maneuver	-	-	-	-	-	-	966	853	-	942	853	-
Stage 1	-	-	-	-	-	-	999	870	-	965	885	-
Stage 2	-	-	-	-	-	-	1009	885	-	961	870	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	1.8	9.2	8.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	853	-	-	1579	-	942
HCM Lane V/C Ratio	0.003	-	-	0.002	-	0.013
HCM Control Delay (s/veh)	9.2	-	-	7.3	-	8.9
HCM Lane LOS	A	-	-	A	-	A
HCM 95th %tile Q (veh)	0	-	-	0	-	0

Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	5	0	23	5	32	0	2	11	42	1	2
Future Vol, veh/h	0	5	0	23	5	32	0	2	11	42	1	2
Conflicting Peds, #/hr	0	0	2	2	0	0	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	3	2	2	2	2	100	2
Mvmt Flow	0	6	0	27	6	37	0	2	13	49	1	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	8	0	0	71	68	8	74	68	7
Stage 1	-	-	-	-	-	-	8	8	-	60	60	-
Stage 2	-	-	-	-	-	-	63	60	-	14	8	-
Critical Hdwy	-	-	-	4.12	-	-	7.12	6.52	6.22	7.12	7.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	6.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	6.5	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.9	3.318
Pot Cap-1 Maneuver	0	-	-	1612	-	0	920	823	1074	916	668	1075
Stage 1	0	-	-	-	-	0	1013	889	-	951	687	-
Stage 2	0	-	-	-	-	0	948	845	-	1006	728	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1609	-	-	903	807	1072	891	655	1074
Mov Cap-2 Maneuver	-	-	-	-	-	-	903	807	-	891	655	-
Stage 1	-	-	-	-	-	-	1013	887	-	951	675	-
Stage 2	-	-	-	-	-	-	927	831	-	991	727	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	6	8.6	9.3
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	1020	-	-	1609	-	891
HCM Lane V/C Ratio	0.015	-	-	0.017	-	0.059
HCM Control Delay (s/veh)	8.6	-	-	7.3	-	9.3
HCM Lane LOS	A	-	-	A	-	A
HCM 95th %tile Q (veh)	0	-	-	0.1	-	0.2

Intersection	
Int Delay, s/veh	7.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	10	7	28	17	14	1	9	8	88	3	1
Future Vol, veh/h	0	10	7	28	17	14	1	9	8	88	3	1
Conflicting Peds, #/hr	1	0	6	6	0	1	5	0	2	2	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	20	2	2	18	7	2	11	2	2	2	2
Mvmt Flow	0	11	8	32	19	16	1	10	9	100	3	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	25	0	0	111	104	23	110	108	24
Stage 1	-	-	-	-	-	-	21	21	-	83	83	-
Stage 2	-	-	-	-	-	-	90	83	-	27	25	-
Critical Hdwy	-	-	-	4.12	-	-	7.12	6.61	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.61	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.61	-	6.12	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.099	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1589	-	0	867	769	1054	868	782	1052
Stage 1	0	-	-	-	-	0	998	860	-	925	826	-
Stage 2	0	-	-	-	-	0	917	809	-	990	874	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1580	-	-	841	749	1046	837	762	1047
Mov Cap-2 Maneuver	-	-	-	-	-	-	841	749	-	837	762	-
Stage 1	-	-	-	-	-	-	998	855	-	925	809	-
Stage 2	-	-	-	-	-	-	890	793	-	968	869	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	4.6	9.3	9.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	863	-	-	1580	-	836
HCM Lane V/C Ratio	0.024	-	-	0.02	-	0.125
HCM Control Delay (s/veh)	9.3	-	-	7.3	-	9.9
HCM Lane LOS	A	-	-	A	-	A
HCM 95th %tile Q (veh)	0.1	-	-	0.1	-	0.4

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	314	8	3	614	8	0	1	9	14	0	10
Future Vol, veh/h	18	314	8	3	614	8	0	1	9	14	0	10
Conflicting Peds, #/hr	11	0	4	4	0	11	4	0	3	3	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	4	13	2	2	2	2	2	11	7	2	2
Mvmt Flow	19	327	8	3	640	8	0	1	9	15	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	659	0	-	331	0	0	-	1034	-	866	1030	339
Stage 1	-	-	-	-	-	-	-	369	-	661	661	-
Stage 2	-	-	-	-	-	-	-	665	-	205	369	-
Critical Hdwy	4.14	-	-	4.14	-	-	-	6.54	-	7.64	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.54	-	6.64	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.54	-	6.64	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	-	4.02	-	3.57	4.02	3.32
Pot Cap-1 Maneuver	925	-	0	1225	-	-	0	231	0	239	232	657
Stage 1	-	-	0	-	-	-	0	619	0	406	458	-
Stage 2	-	-	0	-	-	-	0	456	0	764	619	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	915	-	-	1220	-	-	-	221	-	230	222	648
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	221	-	230	222	-
Stage 1	-	-	-	-	-	-	-	601	-	392	452	-
Stage 2	-	-	-	-	-	-	-	450	-	741	601	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.5	0	0	17.4
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	915	-	1220	-	-	315
HCM Lane V/C Ratio	-	0.02	-	0.003	-	-	0.079
HCM Control Delay (s/veh)	0	9	-	8	-	-	17.4
HCM Lane LOS	A	A	-	A	-	-	C
HCM 95th %tile Q (veh)	-	0.1	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	650	52	10	716	10	3	0	42	6	1	6
Future Vol, veh/h	22	650	52	10	716	10	3	0	42	6	1	6
Conflicting Peds, #/hr	19	0	0	0	0	19	2	0	3	3	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	10	33	2	2	17	2	2
Mvmt Flow	23	684	55	11	754	11	3	0	44	6	1	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	784	0	-	684	0	0	1132	-	-	1192	1531	404
Stage 1	-	-	-	-	-	-	730	-	-	801	801	-
Stage 2	-	-	-	-	-	-	402	-	-	391	730	-
Critical Hdwy	4.14	-	-	4.14	-	-	8.16	-	-	7.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	7.16	-	-	6.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7.16	-	-	6.84	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.83	-	-	3.67	4.02	3.32
Pot Cap-1 Maneuver	830	-	0	905	-	-	124	0	0	126	116	596
Stage 1	-	-	0	-	-	-	316	0	0	313	395	-
Stage 2	-	-	0	-	-	-	519	0	0	566	426	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	815	-	-	905	-	-	115	-	-	117	106	584
Mov Cap-2 Maneuver	-	-	-	-	-	-	115	-	-	117	106	-
Stage 1	-	-	-	-	-	-	301	-	-	293	380	-
Stage 2	-	-	-	-	-	-	500	-	-	538	406	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.3	0.1	37.2	26.3
HCM LOS			E	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	115	815	-	905	-	-	183
HCM Lane V/C Ratio	0.027	0.028	-	0.012	-	-	0.075
HCM Control Delay (s/veh)	37.2	9.5	-	9	-	-	26.3
HCM Lane LOS	E	A	-	A	-	-	D
HCM 95th %tile Q (veh)	0.1	0.1	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	811	71	8	770	9	0	1	48	19	4	35
Future Vol, veh/h	20	811	71	8	770	9	0	1	48	19	4	35
Conflicting Peds, #/hr	6	0	3	3	0	6	1	0	2	2	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	6	2	2	2
Mvmt Flow	22	911	80	9	865	10	0	1	54	21	4	39

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	881	0	-	914	0	0	-	1857	-	1396	1852	445
Stage 1	-	-	-	-	-	-	-	958	-	894	894	-
Stage 2	-	-	-	-	-	-	-	899	-	502	958	-
Critical Hdwy	4.14	-	-	4.14	-	-	-	6.54	-	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	-	4.02	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	763	-	0	742	-	-	0	73	0	101	73	561
Stage 1	-	-	0	-	-	-	0	334	0	302	358	-
Stage 2	-	-	0	-	-	-	0	356	0	520	334	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	759	-	-	740	-	-	-	66	-	93	66	557
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	66	-	93	66	-
Stage 1	-	-	-	-	-	-	-	313	-	283	347	-
Stage 2	-	-	-	-	-	-	-	345	-	487	313	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.2	0.1	0	36.7
HCM LOS			A	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	759	-	740	-	-	177
HCM Lane V/C Ratio	-	0.03	-	0.012	-	-	0.368
HCM Control Delay (s/veh)	0	9.9	-	9.9	-	-	36.7
HCM Lane LOS	A	A	-	A	-	-	E
HCM 95th %tile Q (veh)	-	0.1	-	0	-	-	1.6

HCM Signalized Intersection Capacity Analysis — Dunwoody Raising Caines
1: Ashford Dunwoody Rd & Perimeter Center W/Perimeter Center E — No-Build 2026 Conditions - AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	55	222	211	134	63	411	691	70	72	857	90
Future Volume (vph)	54	55	222	211	134	63	411	691	70	72	857	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.1	6.2	6.2	6.1	6.2	6.2
Lane Util. Factor	0.97	1.00	1.00	0.91	0.91	1.00	0.97	0.95	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.98	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3242	1792	1521	1610	3265	1554	3433	3539	1519	1770	5085	1534
Flt Permitted	0.95	1.00	1.00	0.95	0.46	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3242	1792	1521	1610	1517	1554	3433	3539	1519	1770	5085	1534
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	57	59	236	224	143	67	437	735	74	77	912	96
RTOR Reduction (vph)	0	0	221	0	0	49	0	0	41	0	0	65
Lane Group Flow (vph)	57	59	15	121	246	18	437	735	33	77	912	31
Confl. Peds. (#/hr)	4		5	5		4	5		10	10		5
Heavy Vehicles (%)	8%	6%	4%	2%	5%	2%	2%	2%	3%	2%	2%	3%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1 9	6		5	2	
Permitted Phases			8			4			6			2
Actuated Green, G (s)	10.6	10.6	10.6	44.5	44.5	44.5	34.8	76.4	76.4	13.2	54.8	54.8
Effective Green, g (s)	10.6	10.6	10.6	44.5	44.5	44.5	34.8	76.4	76.4	13.2	54.8	54.8
Actuated g/C Ratio	0.06	0.06	0.06	0.26	0.26	0.26	0.20	0.45	0.45	0.08	0.32	0.32
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	6.5		6.2	6.2	6.1	6.2	6.2
Vehicle Extension (s)	2.0	1.5	1.5	2.0	1.5	1.5		5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	202	111	94	421	854	406	702	1590	682	137	1639	494
v/s Ratio Prot	0.02	c0.03		0.08	c0.08		c0.13	0.21		0.04	c0.18	
v/s Ratio Perm			0.01			0.01			0.02			0.02
v/c Ratio	0.28	0.53	0.16	0.29	0.29	0.04	0.62	0.46	0.05	0.56	0.56	0.06
Uniform Delay, d1	76.1	77.3	75.5	50.1	50.1	46.9	61.6	32.5	26.3	75.6	47.6	39.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.98	6.00
Incremental Delay, d2	0.3	2.4	0.3	0.1	0.1	0.0	1.7	0.4	0.1	4.9	1.3	0.2
Delay (s)	76.3	79.7	75.8	50.2	50.2	46.9	63.3	33.0	26.4	69.3	48.0	239.4
Level of Service	E	E	E	D	D	D	E	C	C	E	D	F
Approach Delay (s/veh)		76.5			49.7			43.2			66.5	
Approach LOS		E			D			D			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	56.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	31.4
Intersection Capacity Utilization	72.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis — Dunwoody Raising Caines
1: Ashford Dunwoody Rd & Perimeter Center W/Perimeter Center N — No-Build 2026 Conditions - MD Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	141	86	432	102	93	77	456	766	93	48	742	153
Future Volume (vph)	141	86	432	102	93	77	456	766	93	48	742	153
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.1	6.2	6.2	6.1	6.2	6.2
Lane Util. Factor	0.97	1.00	1.00	0.91	0.91	1.00	0.97	0.95	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	1863	1559	1610	3318	1525	3433	3539	1559	1671	5036	1547
Flt Permitted	0.95	1.00	1.00	0.95	0.46	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	1863	1559	1610	1532	1525	3433	3539	1559	1671	5036	1547
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	150	91	460	109	99	82	485	815	99	51	789	163
RTOR Reduction (vph)	0	0	422	0	0	58	0	0	58	0	0	78
Lane Group Flow (vph)	150	91	38	68	140	24	485	815	41	51	789	85
Confl. Peds. (#/hr)	10		2	2		10	6		2	2		6
Heavy Vehicles (%)	2%	2%	2%	2%	3%	3%	2%	2%	2%	8%	3%	2%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4			6			2
Actuated Green, G (s)	13.3	13.3	13.3	45.9	45.9	45.9	29.2	66.5	66.5	9.0	46.3	46.3
Effective Green, g (s)	13.3	13.3	13.3	45.9	45.9	45.9	29.2	66.5	66.5	9.0	46.3	46.3
Actuated g/C Ratio	0.08	0.08	0.08	0.29	0.29	0.29	0.18	0.42	0.42	0.06	0.29	0.29
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.1	6.2	6.2	6.1	6.2	6.2
Vehicle Extension (s)	2.0	1.5	1.5	2.0	1.5	1.5	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	285	154	129	461	951	437	626	1470	647	93	1457	447
v/s Ratio Prot	0.04	c0.05		c0.04	0.04		c0.14	c0.23		0.03	c0.16	
v/s Ratio Perm			0.02			0.02			0.03			0.05
v/c Ratio	0.53	0.59	0.30	0.15	0.15	0.05	0.77	0.55	0.06	0.55	0.54	0.19
Uniform Delay, d1	70.3	70.7	69.0	42.5	42.5	41.3	62.3	35.5	28.1	73.5	47.9	42.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.79	0.57
Incremental Delay, d2	0.8	4.0	0.5	0.1	0.0	0.0	6.0	0.8	0.1	6.2	1.4	0.9
Delay (s)	71.1	74.7	69.4	42.5	42.5	41.3	68.2	36.3	28.1	69.5	39.4	25.5
Level of Service	E	E	E	D	D	D	E	D	C	E	D	C
Approach Delay (s/veh)		70.5			42.2			46.8			38.7	
Approach LOS		E			D			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	48.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.3
Intersection Capacity Utilization	76.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

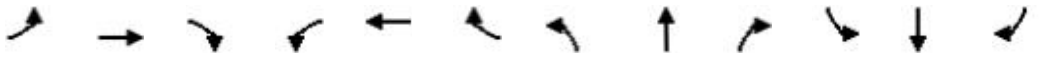
HCM Signalized Intersection Capacity Analysis — Dunwoody Raising Caines
1: Ashford Dunwoody Rd & Perimeter Center W/Perimeter Center E — No-Build 2026 Conditions - PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	253	167	455	137	123	120	529	1265	165	59	691	123
Future Volume (vph)	253	167	455	137	123	120	529	1265	165	59	691	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.1	6.2	6.2	6.1	6.2	6.2
Lane Util. Factor	0.97	1.00	1.00	0.91	0.91	1.00	0.97	0.95	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.97	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	1863	1553	1610	3341	1542	3433	3539	1539	1770	5085	1542
Flt Permitted	0.95	1.00	1.00	0.95	0.46	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	1863	1553	1610	1543	1542	3433	3539	1539	1770	5085	1542
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	269	178	484	146	131	128	563	1346	176	63	735	131
RTOR Reduction (vph)	0	0	427	0	0	99	0	0	54	0	0	74
Lane Group Flow (vph)	269	178	57	91	186	29	563	1346	122	63	735	57
Confl. Peds. (#/hr)	8		4	4		8	7		8	8		7
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4			6			2
Actuated Green, G (s)	21.3	21.3	21.3	40.2	40.2	40.2	48.6	81.5	81.5	11.7	44.6	44.6
Effective Green, g (s)	21.3	21.3	21.3	40.2	40.2	40.2	48.6	81.5	81.5	11.7	44.6	44.6
Actuated g/C Ratio	0.12	0.12	0.12	0.22	0.22	0.22	0.27	0.45	0.45	0.07	0.25	0.25
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.1	6.2	6.2	6.1	6.2	6.2
Vehicle Extension (s)	2.0	1.5	1.5	2.0	1.5	1.5	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	406	220	183	359	746	344	926	1602	696	115	1259	382
v/s Ratio Prot	0.08	c0.10		c0.06	0.06		0.16	c0.38		0.04	c0.14	
v/s Ratio Perm			0.04			0.02			0.08			0.04
v/c Ratio	0.66	0.81	0.31	0.25	0.25	0.08	0.61	0.84	0.18	0.55	0.58	0.15
Uniform Delay, d1	75.9	77.4	72.7	57.5	57.5	55.3	57.4	43.5	29.3	81.6	59.5	52.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	0.89	0.85
Incremental Delay, d2	3.1	18.3	0.4	0.1	0.1	0.0	1.1	4.6	0.3	5.1	1.9	0.8
Delay (s)	79.1	95.7	73.0	57.7	57.6	55.4	58.5	48.1	29.5	91.8	54.7	45.6
Level of Service	E	F	E	E	E	E	E	D	C	F	D	D
Approach Delay (s/veh)		79.1			56.9			49.3			55.9	
Approach LOS		E			E			D			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	57.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	25.3
Intersection Capacity Utilization	84.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
2: Ashford Dunwoody Rd & Perimeter Terr/Perimeter Center N

Dunwoody Raising Caines
No-Build 2026 Conditions - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	1	11	158	0	58	126	540	140	42	848	26
Future Volume (vph)	2	1	11	158	0	58	126	540	140	42	848	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.1	6.1	6.1	6.7	6.7	6.7	6.5	6.5	6.5	6.2	6.5	6.5
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.94	1.00	1.00	0.98	1.00	1.00	0.94	1.00	1.00	0.97
Flpb, ped/bikes	0.99	1.00	1.00	0.99	0.99	1.00	1.00	1.00	1.00	0.99	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1750	950	1191	1598	3196	1544	1768	3539	1460	1759	3539	1361
Flt Permitted	1.00	1.00	1.00	0.76	0.76	1.00	0.25	1.00	1.00	0.41	1.00	1.00
Satd. Flow (perm)	1843	950	1191	1274	2548	1544	474	3539	1460	751	3539	1361
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	2	1	12	178	0	65	142	607	157	47	953	29
RTOR Reduction (vph)	0	0	12	0	0	59	0	0	48	0	0	10
Lane Group Flow (vph)	2	1	0	89	89	6	142	607	109	47	953	19
Confl. Peds. (#/hr)	7		4	4		7	9		13	13		9
Heavy Vehicles (%)	2%	100%	27%	2%	2%	2%	2%	2%	4%	2%	2%	15%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases		3			4		1	6		5	2	
Permitted Phases	3		3	4		4	2		6	6		2
Actuated Green, G (s)	3.9	3.9	3.9	16.7	16.7	16.7	123.6	118.4	118.4	123.9	110.1	110.1
Effective Green, g (s)	3.9	3.9	3.9	16.7	16.7	16.7	123.6	118.4	118.4	123.9	110.1	110.1
Actuated g/C Ratio	0.02	0.02	0.02	0.10	0.10	0.10	0.73	0.70	0.70	0.73	0.65	0.65
Clearance Time (s)	6.1	6.1	6.1	6.7	6.7	6.7	6.5	6.5	6.5	6.2	6.5	6.5
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	42	21	27	125	250	151	447	2464	1016	579	2292	881
v/s Ratio Prot		0.00					c0.03	c0.17		0.00	c0.27	
v/s Ratio Perm	c0.00		0.00	c0.07	0.03	0.00	0.21		0.07	0.06		0.01
v/c Ratio	0.05	0.05	0.01	0.71	0.36	0.04	0.32	0.25	0.11	0.08	0.42	0.02
Uniform Delay, d1	81.2	81.2	81.2	74.3	71.6	69.4	8.0	9.5	8.5	6.5	14.4	10.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	3.13	2.46	7.54	1.00	1.00	1.00
Incremental Delay, d2	0.3	0.7	0.1	16.3	0.6	0.1	0.4	0.1	0.1	0.1	0.6	0.0
Delay (s)	81.6	81.9	81.3	90.6	72.3	69.5	25.3	23.4	63.9	6.5	15.0	10.7
Level of Service	F	F	F	F	E	E	C	C	E	A	B	B
Approach Delay (s/veh)		81.4			78.2			30.7			14.5	
Approach LOS		F			E			C			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	28.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	25.8
Intersection Capacity Utilization	60.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: Ashford Dunwoody Rd & Perimeter Terr/Perimeter Center N

Dunwoody Raising Caines
No-Build 2026 Conditions - MD Peak Hour

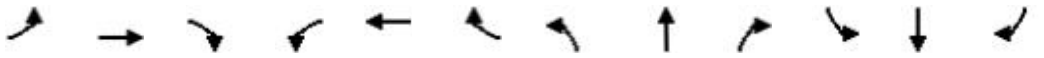
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	1	53	114	2	52	67	778	121	34	758	19
Future Volume (vph)	13	1	53	114	2	52	67	778	121	34	758	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.1	6.1	6.1	6.7	6.7	6.7	6.5	6.5	6.5	6.2	6.5	6.5
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98	1.00	1.00	0.96	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1765	1863	1583	1595	3157	1559	1769	3539	1515	1653	3539	1517
Flt Permitted	0.29	1.00	1.00	0.76	0.75	1.00	0.30	1.00	1.00	0.30	1.00	1.00
Satd. Flow (perm)	543	1863	1583	1271	2474	1559	562	3539	1515	517	3539	1517
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	14	1	57	123	2	56	72	837	130	37	815	20
RTOR Reduction (vph)	0	0	52	0	0	52	0	0	47	0	0	8
Lane Group Flow (vph)	14	1	5	61	64	4	72	837	83	37	815	13
Confl. Peds. (#/hr)	2					2	1		8	8		1
Heavy Vehicles (%)	2%	2%	2%	3%	50%	2%	2%	2%	2%	9%	2%	5%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases		3			4		1	6		5	2	
Permitted Phases	3		3	4		4	2		6	6		2
Actuated Green, G (s)	13.7	13.7	13.7	12.8	12.8	12.8	107.7	102.4	102.4	108.0	100.0	100.0
Effective Green, g (s)	13.7	13.7	13.7	12.8	12.8	12.8	107.7	102.4	102.4	108.0	100.0	100.0
Actuated g/C Ratio	0.09	0.09	0.09	0.08	0.08	0.08	0.67	0.64	0.64	0.68	0.63	0.63
Clearance Time (s)	6.1	6.1	6.1	6.7	6.7	6.7	6.5	6.5	6.5	6.2	6.5	6.5
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	46	159	135	101	197	124	436	2264	969	388	2211	948
v/s Ratio Prot		0.00					c0.01	c0.24		0.00	0.23	
v/s Ratio Perm	c0.03		0.00	c0.05	0.03	0.00	0.10		0.05	0.06		0.01
v/c Ratio	0.30	0.01	0.04	0.60	0.32	0.04	0.17	0.37	0.09	0.10	0.37	0.01
Uniform Delay, d1	68.7	66.9	67.1	71.1	69.5	67.9	9.4	13.6	11.0	9.1	14.6	11.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.53	1.21	2.58	1.00	1.00	1.00
Incremental Delay, d2	2.7	0.0	0.1	8.3	0.7	0.1	0.2	0.2	0.1	0.1	0.5	0.0
Delay (s)	71.4	66.9	67.2	79.5	70.2	68.0	14.6	16.6	28.4	9.2	15.1	11.4
Level of Service	E	E	E	E	E	E	B	B	C	A	B	B
Approach Delay (s/veh)		68.0			72.6			18.0			14.8	
Approach LOS		E			E			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	22.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.8
Intersection Capacity Utilization	53.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: Ashford Dunwoody Rd & Perimeter Terr/Perimeter Center N

Dunwoody Raising Caines
No-Build 2026 Conditions - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	4	89	141	1	90	69	1311	235	48	625	17
Future Volume (vph)	17	4	89	141	1	90	69	1311	235	48	625	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.1	6.1	6.1	6.7	6.7	6.7	6.5	6.5	6.5	6.2	6.5	6.5
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1761	1863	1526	1594	3199	1552	1767	3539	1531	1770	3539	1337
Flt Permitted	0.22	1.00	1.00	0.76	0.74	1.00	0.37	1.00	1.00	0.13	1.00	1.00
Satd. Flow (perm)	414	1863	1526	1267	2485	1552	685	3539	1531	246	3539	1337
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	18	4	94	148	1	95	73	1380	247	51	658	18
RTOR Reduction (vph)	0	0	85	0	0	87	0	0	89	0	0	7
Lane Group Flow (vph)	18	4	9	74	75	8	73	1380	158	51	658	11
Confl. Peds. (#/hr)	4		5	5		4	5		4	4		5
Heavy Vehicles (%)	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	18%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases		3			4		1	6		5	2	
Permitted Phases	3		3	4		4	2		6	6		2
Actuated Green, G (s)	17.9	17.9	17.9	15.4	15.4	15.4	120.9	115.1	115.1	121.2	112.9	112.9
Effective Green, g (s)	17.9	17.9	17.9	15.4	15.4	15.4	120.9	115.1	115.1	121.2	112.9	112.9
Actuated g/C Ratio	0.10	0.10	0.10	0.09	0.09	0.09	0.67	0.64	0.64	0.67	0.63	0.63
Clearance Time (s)	6.1	6.1	6.1	6.7	6.7	6.7	6.5	6.5	6.5	6.2	6.5	6.5
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	41	185	151	108	212	132	508	2262	978	217	2219	838
v/s Ratio Prot		0.00					0.01	c0.39		c0.01	0.19	
v/s Ratio Perm	c0.04		0.01	c0.06	0.03	0.01	0.09		0.10	0.15		0.01
v/c Ratio	0.44	0.02	0.06	0.69	0.35	0.06	0.14	0.61	0.16	0.24	0.30	0.01
Uniform Delay, d1	76.3	73.1	73.4	79.9	77.6	75.7	10.4	19.2	13.0	14.4	15.4	12.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.83	0.64	0.76	1.00	1.00	1.00
Incremental Delay, d2	5.4	0.0	0.1	15.2	0.7	0.1	0.1	0.5	0.1	0.6	0.3	0.0
Delay (s)	81.7	73.2	73.6	95.1	78.3	75.8	8.7	12.8	10.0	15.0	15.7	12.6
Level of Service	F	E	E	F	E	E	A	B	A	B	B	B
Approach Delay (s/veh)		74.8			82.5			12.2			15.6	
Approach LOS		E			F			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	21.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	25.8
Intersection Capacity Utilization	68.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	836	1003	0
Future Vol, veh/h	0	0	0	836	1003	0
Conflicting Peds, #/hr	1	1	8	0	0	8
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	75	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	939	1127	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1606	573	1135	0	-	0
Stage 1	1135	-	-	-	-	-
Stage 2	471	-	-	-	-	-
Critical Hdwy	6.29	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.67	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	121	396	337	-	-	-
Stage 1	204	-	-	-	-	-
Stage 2	575	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	119	393	334	-	-	-
Mov Cap-2 Maneuver	119	-	-	-	-	-
Stage 1	202	-	-	-	-	-
Stage 2	570	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	334	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q (veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	4	0	1015	926	0
Future Vol, veh/h	0	4	0	1015	926	0
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	75	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	25	25	2	2	2
Mvmt Flow	0	4	0	1103	1007	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1561	506	1009	0	-	0
Stage 1	1009	-	-	-	-	-
Stage 2	552	-	-	-	-	-
Critical Hdwy	6.29	7.6	5.8	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.67	4.15	3.35	-	-	-
Pot Cap-1 Maneuver	128	393	326	-	-	-
Stage 1	244	-	-	-	-	-
Stage 2	524	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	127	392	325	-	-	-
Mov Cap-2 Maneuver	127	-	-	-	-	-
Stage 1	244	-	-	-	-	-
Stage 2	523	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	14.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	325	-	392	-	-
HCM Lane V/C Ratio	-	-	0.011	-	-
HCM Control Delay (s/veh)	0	-	14.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q (veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	2	0	1669	865	0
Future Vol, veh/h	0	2	0	1669	865	0
Conflicting Peds, #/hr	2	0	8	0	0	8
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	75	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	2	0	1721	892	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1763	454	900	0	-	0
Stage 1	900	-	-	-	-	-
Stage 2	863	-	-	-	-	-
Critical Hdwy	6.29	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.67	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	97	473	437	-	-	-
Stage 1	285	-	-	-	-	-
Stage 2	364	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	95	469	434	-	-	-
Mov Cap-2 Maneuver	95	-	-	-	-	-
Stage 1	283	-	-	-	-	-
Stage 2	361	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	12.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	434	-	469	-	-
HCM Lane V/C Ratio	-	-	0.004	-	-
HCM Control Delay (s/veh)	0	-	12.7	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q (veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	8	0	2	6	125	0	0	2	10	0	0
Future Vol, veh/h	0	8	0	2	6	125	0	0	2	10	0	0
Conflicting Peds, #/hr	0	0	11	11	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	57	2	2	50	2	2	2	2	20	2	2
Mvmt Flow	0	10	0	2	7	154	0	0	2	12	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	21	0	0	32	32	22	23	32	7
Stage 1	-	-	-	-	-	-	21	21	-	11	11	-
Stage 2	-	-	-	-	-	-	11	11	-	12	21	-
Critical Hdwy	-	-	-	4.12	-	-	7.12	6.52	6.22	7.3	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.3	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.3	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.018	3.318	3.68	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1595	-	0	976	861	1055	945	861	1075
Stage 1	0	-	-	-	-	0	998	878	-	965	886	-
Stage 2	0	-	-	-	-	0	1010	886	-	964	878	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1578	-	-	965	852	1043	941	852	1075
Mov Cap-2 Maneuver	-	-	-	-	-	-	965	852	-	941	852	-
Stage 1	-	-	-	-	-	-	998	869	-	965	885	-
Stage 2	-	-	-	-	-	-	1009	885	-	961	869	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	1.8	8.5	8.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	1043	-	-	1578	-	941
HCM Lane V/C Ratio	0.002	-	-	0.002	-	0.013
HCM Control Delay (s/veh)	8.5	-	-	7.3	-	8.9
HCM Lane LOS	A	-	-	A	-	A
HCM 95th %tile Q (veh)	0	-	-	0	-	0

Intersection	
Int Delay, s/veh	7.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	6	0	23	5	32	0	0	13	42	1	2
Future Vol, veh/h	0	6	0	23	5	32	0	0	13	42	1	2
Conflicting Peds, #/hr	0	0	2	2	0	0	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	3	2	2	2	2	100	2
Mvmt Flow	0	7	0	27	6	37	0	0	15	49	1	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	9	0	0	72	69	9	75	69	7
Stage 1	-	-	-	-	-	-	9	9	-	60	60	-
Stage 2	-	-	-	-	-	-	63	60	-	15	9	-
Critical Hdwy	-	-	-	4.12	-	-	7.12	6.52	6.22	7.12	7.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	6.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	6.5	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.9	3.318
Pot Cap-1 Maneuver	0	-	-	1611	-	0	919	822	1073	915	667	1075
Stage 1	0	-	-	-	-	0	1012	888	-	951	687	-
Stage 2	0	-	-	-	-	0	948	845	-	1005	727	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1608	-	-	902	806	1071	890	654	1074
Mov Cap-2 Maneuver	-	-	-	-	-	-	902	806	-	890	654	-
Stage 1	-	-	-	-	-	-	1012	886	-	951	675	-
Stage 2	-	-	-	-	-	-	927	831	-	991	726	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	6	8.4	9.3
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	1071	-	-	1608	-	890
HCM Lane V/C Ratio	0.014	-	-	0.017	-	0.059
HCM Control Delay (s/veh)	8.4	-	-	7.3	-	9.3
HCM Lane LOS	A	-	-	A	-	A
HCM 95th %tile Q (veh)	0	-	-	0.1	-	0.2

Intersection	
Int Delay, s/veh	7.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	10	7	28	17	14	1	0	17	89	3	1
Future Vol, veh/h	0	10	7	28	17	14	1	0	17	89	3	1
Conflicting Peds, #/hr	1	0	6	6	0	1	5	0	2	2	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	20	2	2	18	7	2	11	2	2	2	2
Mvmt Flow	0	11	8	32	19	16	1	0	19	101	3	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	25	0	0	111	104	23	110	108	24
Stage 1	-	-	-	-	-	-	21	21	-	83	83	-
Stage 2	-	-	-	-	-	-	90	83	-	27	25	-
Critical Hdwy	-	-	-	4.12	-	-	7.12	6.61	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.61	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.61	-	6.12	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.099	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1589	-	0	867	769	1054	868	782	1052
Stage 1	0	-	-	-	-	0	998	860	-	925	826	-
Stage 2	0	-	-	-	-	0	917	809	-	990	874	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1580	-	-	841	749	1046	838	762	1047
Mov Cap-2 Maneuver	-	-	-	-	-	-	841	749	-	838	762	-
Stage 1	-	-	-	-	-	-	998	855	-	925	809	-
Stage 2	-	-	-	-	-	-	890	793	-	970	869	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	4.6	8.6	9.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	1032	-	-	1580	-	837
HCM Lane V/C Ratio	0.02	-	-	0.02	-	0.126
HCM Control Delay (s/veh)	8.6	-	-	7.3	-	9.9
HCM Lane LOS	A	-	-	A	-	A
HCM 95th %tile Q (veh)	0.1	-	-	0.1	-	0.4

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	317	8	3	620	8	0	0	10	14	0	10
Future Vol, veh/h	18	317	8	3	620	8	0	0	10	14	0	10
Conflicting Peds, #/hr	11	0	4	4	0	11	4	0	3	3	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	4	13	2	2	2	2	2	11	7	2	2
Mvmt Flow	19	330	8	3	646	8	0	0	10	15	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	665	0	-	334	0	0	-	-	-	873	1039	342
Stage 1	-	-	-	-	-	-	-	-	-	667	667	-
Stage 2	-	-	-	-	-	-	-	-	-	206	372	-
Critical Hdwy	4.14	-	-	4.14	-	-	-	-	-	7.64	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.64	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.64	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	-	-	-	3.57	4.02	3.32
Pot Cap-1 Maneuver	920	-	0	1222	-	-	0	0	0	236	229	654
Stage 1	-	-	0	-	-	-	0	0	0	403	455	-
Stage 2	-	-	0	-	-	-	0	0	0	762	617	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	910	-	-	1222	-	-	-	-	-	228	220	645
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	228	220	-
Stage 1	-	-	-	-	-	-	-	-	-	388	449	-
Stage 2	-	-	-	-	-	-	-	-	-	740	601	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.5	0	0	17.5
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	910	-	1222	-	-	312
HCM Lane V/C Ratio	-	0.021	-	0.003	-	-	0.08
HCM Control Delay (s/veh)	0	9	-	8	-	-	17.5
HCM Lane LOS	A	A	-	A	-	-	C
HCM 95th %tile Q (veh)	-	0.1	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	657	53	4	729	10	0	0	45	7	0	6
Future Vol, veh/h	22	657	53	4	729	10	0	0	45	7	0	6
Conflicting Peds, #/hr	19	0	0	0	0	19	2	0	3	3	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	10	33	2	2	17	2	2
Mvmt Flow	23	692	56	4	767	11	0	0	47	7	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	797	0	-	692	0	0	-	-	-	1195	1538	410
Stage 1	-	-	-	-	-	-	-	-	-	800	800	-
Stage 2	-	-	-	-	-	-	-	-	-	395	738	-
Critical Hdwy	4.14	-	-	4.14	-	-	-	-	-	7.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.84	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	-	-	-	3.67	4.02	3.32
Pot Cap-1 Maneuver	821	-	0	899	-	-	0	0	0	126	115	591
Stage 1	-	-	0	-	-	-	0	0	0	314	395	-
Stage 2	-	-	0	-	-	-	0	0	0	563	422	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	806	-	-	899	-	-	-	-	-	118	107	579
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	118	107	-
Stage 1	-	-	-	-	-	-	-	-	-	294	385	-
Stage 2	-	-	-	-	-	-	-	-	-	536	403	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.3	0	0	25.8
HCM LOS			A	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	806	-	899	-	-	187
HCM Lane V/C Ratio	-	0.029	-	0.005	-	-	0.073
HCM Control Delay (s/veh)	0	9.6	-	9	-	-	25.8
HCM Lane LOS	A	A	-	A	-	-	D
HCM 95th %tile Q (veh)	-	0.1	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	1.2

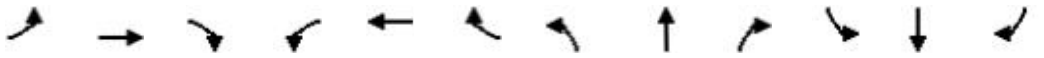
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	819	72	1	785	9	0	0	49	23	0	35
Future Vol, veh/h	20	819	72	1	785	9	0	0	49	23	0	35
Conflicting Peds, #/hr	6	0	3	3	0	6	1	0	2	2	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	6	2	2	2
Mvmt Flow	22	920	81	1	882	10	0	0	55	26	0	39

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	898	0	-	923	0	0	-	-	-	1401	1862	453
Stage 1	-	-	-	-	-	-	-	-	-	895	895	-
Stage 2	-	-	-	-	-	-	-	-	-	506	967	-
Critical Hdwy	4.14	-	-	4.14	-	-	-	-	-	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	752	-	0	736	-	-	0	0	0	100	72	554
Stage 1	-	-	0	-	-	-	0	0	0	302	357	-
Stage 2	-	-	0	-	-	-	0	0	0	517	331	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	748	-	-	736	-	-	-	-	-	95	67	550
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	95	67	-
Stage 1	-	-	-	-	-	-	-	-	-	282	354	-
Stage 2	-	-	-	-	-	-	-	-	-	485	311	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.2	0	0	33.5
HCM LOS			A	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	748	-	736	-	-	190
HCM Lane V/C Ratio	-	0.03	-	0.002	-	-	0.343
HCM Control Delay (s/veh)	0	10	-	9.9	-	-	33.5
HCM Lane LOS	A	A	-	A	-	-	D
HCM 95th %tile Q (veh)	-	0.1	-	0	-	-	1.4

HCM Signalized Intersection Capacity Analysis — Dunwoody Raising Caines
1: Ashford Dunwoody Rd & Perimeter Center W/Perimeter Center E — Build 2026 - AM Peak

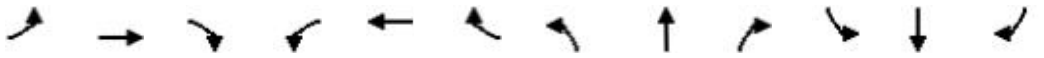


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	55	225	211	136	63	420	694	70	73	866	90
Future Volume (vph)	54	55	225	211	136	63	420	694	70	73	866	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.1	6.2	6.2	6.1	6.2	6.2
Lane Util. Factor	0.97	1.00	1.00	0.91	0.91	1.00	0.97	0.95	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.98	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3273	1792	1521	1610	3284	1554	3433	3539	1519	1770	5085	1534
Flt Permitted	0.95	1.00	1.00	0.95	0.46	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3273	1792	1521	1610	1525	1554	3433	3539	1519	1770	5085	1534
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	57	59	239	224	145	67	447	738	74	78	921	96
RTOR Reduction (vph)	0	0	224	0	0	50	0	0	41	0	0	65
Lane Group Flow (vph)	57	59	15	121	248	17	447	738	33	78	921	31
Confl. Peds. (#/hr)	4		5	5		4	5		10	10		5
Heavy Vehicles (%)	7%	6%	4%	2%	4%	2%	2%	2%	3%	2%	2%	3%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1 9	6		5	2	
Permitted Phases			8			4			6			2
Actuated Green, G (s)	10.6	10.6	10.6	44.0	44.0	44.0	35.2	76.7	76.7	13.4	54.9	54.9
Effective Green, g (s)	10.6	10.6	10.6	44.0	44.0	44.0	35.2	76.7	76.7	13.4	54.9	54.9
Actuated g/C Ratio	0.06	0.06	0.06	0.26	0.26	0.26	0.21	0.45	0.45	0.08	0.32	0.32
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	6.5		6.2	6.2	6.1	6.2	6.2
Vehicle Extension (s)	2.0	1.5	1.5	2.0	1.5	1.5		5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	204	111	94	416	849	402	710	1596	685	139	1642	495
v/s Ratio Prot	0.02	c0.03		0.08	c0.08		c0.13	0.21		0.04	c0.18	
v/s Ratio Perm			0.01			0.01			0.02			0.02
v/c Ratio	0.28	0.53	0.16	0.29	0.29	0.04	0.63	0.46	0.05	0.56	0.56	0.06
Uniform Delay, d1	76.1	77.3	75.5	50.5	50.5	47.2	61.5	32.4	26.2	75.5	47.6	39.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.86	4.21
Incremental Delay, d2	0.3	2.4	0.3	0.1	0.1	0.0	1.8	0.4	0.1	4.8	1.3	0.2
Delay (s)	76.3	79.7	75.8	50.6	50.6	47.2	63.2	32.8	26.2	71.8	42.3	167.7
Level of Service	E	E	E	D	D	D	E	C	C	E	D	F
Approach Delay (s/veh)		76.5			50.1			43.2			55.4	
Approach LOS		E			D			D			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	52.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	31.4
Intersection Capacity Utilization	72.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis — Dunwoody Raising Caines
1: Ashford Dunwoody Rd & Perimeter Center W/Perimeter Center E — Build 2026 - MD Peak

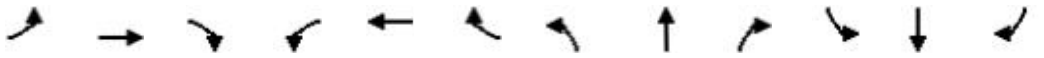


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	141	86	443	102	99	77	490	777	93	53	775	153
Future Volume (vph)	141	86	443	102	99	77	490	777	93	53	775	153
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.1	6.2	6.2	6.1	6.2	6.2
Lane Util. Factor	0.97	1.00	1.00	0.91	0.91	1.00	0.97	0.95	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	1863	1559	1610	3321	1525	3433	3539	1559	1687	5085	1547
Flt Permitted	0.95	1.00	1.00	0.95	0.46	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	1863	1559	1610	1532	1525	3433	3539	1559	1687	5085	1547
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	150	91	471	109	105	82	521	827	99	56	824	163
RTOR Reduction (vph)	0	0	432	0	0	60	0	0	57	0	0	78
Lane Group Flow (vph)	150	91	39	70	144	22	521	827	42	56	824	85
Confl. Peds. (#/hr)	10		2	2		10	6		2	2		6
Heavy Vehicles (%)	2%	2%	2%	2%	3%	3%	2%	2%	2%	7%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4			6			2
Actuated Green, G (s)	13.4	13.4	13.4	43.8	43.8	43.8	30.8	68.1	68.1	9.4	46.7	46.7
Effective Green, g (s)	13.4	13.4	13.4	43.8	43.8	43.8	30.8	68.1	68.1	9.4	46.7	46.7
Actuated g/C Ratio	0.08	0.08	0.08	0.27	0.27	0.27	0.19	0.43	0.43	0.06	0.29	0.29
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.1	6.2	6.2	6.1	6.2	6.2
Vehicle Extension (s)	2.0	1.5	1.5	2.0	1.5	1.5	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	287	156	130	440	909	417	660	1506	663	99	1484	451
v/s Ratio Prot	0.04	c0.05		c0.04	0.04		c0.15	c0.23		0.03	c0.16	
v/s Ratio Perm			0.03			0.01			0.03			0.06
v/c Ratio	0.52	0.58	0.30	0.16	0.16	0.05	0.79	0.55	0.06	0.57	0.56	0.19
Uniform Delay, d1	70.2	70.6	68.9	44.1	44.1	42.8	61.5	34.4	27.1	73.3	47.9	42.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.27	0.74	0.79
Incremental Delay, d2	0.8	3.6	0.5	0.1	0.0	0.0	6.3	0.7	0.1	6.8	1.4	0.9
Delay (s)	71.0	74.2	69.4	44.2	44.1	42.8	67.8	35.2	27.2	100.2	36.9	34.5
Level of Service	E	E	E	D	D	D	E	D	C	F	D	C
Approach Delay (s/veh)		70.3			43.8			46.4			39.9	
Approach LOS		E			D			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	49.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.3
Intersection Capacity Utilization	77.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

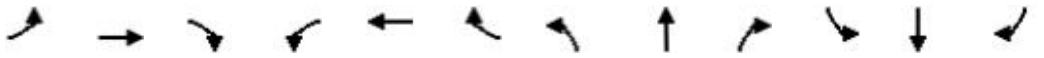
HCM Signalized Intersection Capacity Analysis — Dunwoody Raising Caines
1: Ashford Dunwoody Rd & Perimeter Center W/Perimeter Center E — Build 2026 - PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	253	167	459	137	125	120	539	1268	165	61	703	123
Future Volume (vph)	253	167	459	137	125	120	539	1268	165	61	703	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.1	6.2	6.2	6.1	6.2	6.2
Lane Util. Factor	0.97	1.00	1.00	0.91	0.91	1.00	0.97	0.95	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.97	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	1863	1553	1610	3341	1542	3433	3539	1539	1770	5085	1542
Flt Permitted	0.95	1.00	1.00	0.95	0.46	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	1863	1553	1610	1543	1542	3433	3539	1539	1770	5085	1542
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	269	178	488	146	133	128	573	1349	176	65	748	131
RTOR Reduction (vph)	0	0	430	0	0	99	0	0	54	0	0	74
Lane Group Flow (vph)	269	178	58	91	188	29	573	1349	122	65	748	58
Confl. Peds. (#/hr)	8		4	4		8	7		8	8		7
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4			6			2
Actuated Green, G (s)	21.3	21.3	21.3	40.1	40.1	40.1	48.3	81.5	81.5	11.8	45.0	45.0
Effective Green, g (s)	21.3	21.3	21.3	40.1	40.1	40.1	48.3	81.5	81.5	11.8	45.0	45.0
Actuated g/C Ratio	0.12	0.12	0.12	0.22	0.22	0.22	0.27	0.45	0.45	0.07	0.25	0.25
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.1	6.2	6.2	6.1	6.2	6.2
Vehicle Extension (s)	2.0	1.5	1.5	2.0	1.5	1.5	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	406	220	183	358	744	343	921	1602	696	116	1271	385
v/s Ratio Prot	0.08	c0.10		c0.06	0.06		0.17	c0.38		0.04	c0.15	
v/s Ratio Perm			0.04			0.02			0.08			0.04
v/c Ratio	0.66	0.81	0.32	0.25	0.25	0.08	0.62	0.84	0.18	0.56	0.59	0.15
Uniform Delay, d1	75.9	77.4	72.7	57.6	57.6	55.4	57.8	43.6	29.3	81.6	59.4	52.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.12	0.85	0.78
Incremental Delay, d2	3.1	18.3	0.4	0.1	0.1	0.0	1.3	4.7	0.3	5.9	2.0	0.8
Delay (s)	79.1	95.7	73.0	57.8	57.7	55.4	59.2	48.2	29.5	96.9	52.5	41.7
Level of Service	E	F	E	E	E	E	E	D	C	F	D	D
Approach Delay (s/veh)		79.1			57.0			49.6			54.1	
Approach LOS		E			E			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	57.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	25.3
Intersection Capacity Utilization	84.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis — Dunwoody Raising Caines
2: Ashford Dunwoody Rd & Perimeter Terr/Perimeter Center N — Build 2026 - AM Peak



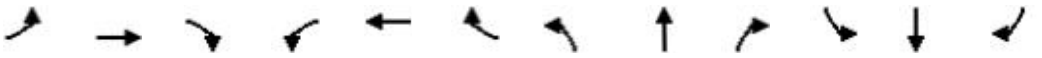
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	2	11	158	2	58	129	540	140	42	854	26
Future Volume (vph)	8	2	11	158	2	58	129	540	140	42	854	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.1	6.1	6.1	6.7	6.7	6.7	6.5	6.5	6.5	6.2	6.5	6.5
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.98	1.00	1.00	0.94	1.00	1.00	0.97
Flpb, ped/bikes	0.99	1.00	1.00	0.99	0.99	1.00	1.00	1.00	1.00	0.99	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1753	1258	1221	1598	3208	1544	1769	3539	1460	1759	3539	1349
Flt Permitted	0.41	1.00	1.00	0.76	0.74	1.00	0.24	1.00	1.00	0.40	1.00	1.00
Satd. Flow (perm)	753	1258	1221	1273	2494	1544	454	3539	1460	740	3539	1349
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	9	2	12	178	2	65	145	607	157	47	960	29
RTOR Reduction (vph)	0	0	11	0	0	59	0	0	53	0	0	11
Lane Group Flow (vph)	9	2	1	89	91	6	145	607	104	47	960	18
Confl. Peds. (#/hr)	7		4	4		7	9		13	13		9
Heavy Vehicles (%)	2%	51%	28%	2%	2%	2%	2%	2%	4%	2%	2%	16%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases		3			4		1	6		5	2	
Permitted Phases	3		3	4		4	2		6	6		2
Actuated Green, G (s)	9.8	9.8	9.8	16.7	16.7	16.7	117.7	112.2	112.2	118.0	104.6	104.6
Effective Green, g (s)	9.8	9.8	9.8	16.7	16.7	16.7	117.7	112.2	112.2	118.0	104.6	104.6
Actuated g/C Ratio	0.06	0.06	0.06	0.10	0.10	0.10	0.69	0.66	0.66	0.69	0.62	0.62
Clearance Time (s)	6.1	6.1	6.1	6.7	6.7	6.7	6.5	6.5	6.5	6.2	6.5	6.5
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	43	72	70	125	244	151	415	2335	963	548	2177	830
v/s Ratio Prot		0.00					c0.03	c0.17		0.00	c0.27	
v/s Ratio Perm	c0.01		0.00	c0.07	0.04	0.00	0.21		0.07	0.06		0.01
v/c Ratio	0.21	0.03	0.01	0.71	0.37	0.04	0.35	0.26	0.11	0.09	0.44	0.02
Uniform Delay, d1	76.4	75.6	75.5	74.3	71.7	69.4	10.2	11.9	10.6	8.3	17.3	12.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	2.67	1.87	5.11	1.00	1.00	1.00
Incremental Delay, d2	1.8	0.1	0.0	16.3	0.7	0.1	0.5	0.1	0.1	0.1	0.7	0.0
Delay (s)	78.2	75.7	75.6	90.6	72.4	69.5	27.8	22.3	54.1	8.4	17.9	12.8
Level of Service	E	E	E	F	E	E	C	C	D	A	B	B
Approach Delay (s/veh)		76.6			78.3			28.7			17.3	
Approach LOS		E			E			C			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	29.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	25.8
Intersection Capacity Utilization	60.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: Ashford Dunwoody Rd & Perimeter Terr/Perimeter Center N

Dunwoody Raising Caines
Build 2026 - MD Peak



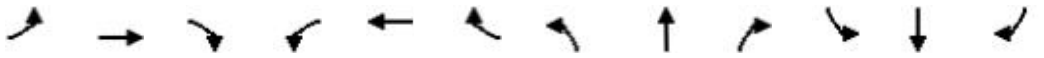
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	6	53	114	8	52	78	778	121	34	781	19
Future Volume (vph)	35	6	53	114	8	52	78	778	121	34	781	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.1	6.1	6.1	6.7	6.7	6.7	6.5	6.5	6.5	6.2	6.5	6.5
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98	1.00	1.00	0.96	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1595	3178	1559	1769	3539	1515	1654	3539	1517
Flt Permitted	0.12	1.00	1.00	0.75	0.76	1.00	0.25	1.00	1.00	0.26	1.00	1.00
Satd. Flow (perm)	228	1863	1583	1265	2511	1559	471	3539	1515	455	3539	1517
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	38	6	57	123	9	56	84	837	130	37	840	20
RTOR Reduction (vph)	0	0	45	0	0	51	0	0	63	0	0	10
Lane Group Flow (vph)	38	6	12	61	71	5	84	837	67	37	840	10
Confl. Peds. (#/hr)	2					2	1		8	8		1
Heavy Vehicles (%)	2%	2%	2%	3%	13%	2%	2%	2%	2%	9%	2%	5%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases		3			4		1	6		5	2	
Permitted Phases	3		3	4		4	2		6	6		2
Actuated Green, G (s)	32.7	32.7	32.7	12.9	12.9	12.9	88.6	82.8	82.8	88.9	79.6	79.6
Effective Green, g (s)	32.7	32.7	32.7	12.9	12.9	12.9	88.6	82.8	82.8	88.9	79.6	79.6
Actuated g/C Ratio	0.20	0.20	0.20	0.08	0.08	0.08	0.55	0.52	0.52	0.56	0.50	0.50
Clearance Time (s)	6.1	6.1	6.1	6.7	6.7	6.7	6.5	6.5	6.5	6.2	6.5	6.5
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	46	380	323	101	202	125	333	1831	784	298	1760	754
v/s Ratio Prot		0.00					c0.01	c0.24		0.00	c0.24	
v/s Ratio Perm	c0.17		0.01	c0.05	0.03	0.00	0.13		0.04	0.06		0.01
v/c Ratio	0.83	0.02	0.04	0.60	0.35	0.04	0.25	0.46	0.09	0.12	0.48	0.01
Uniform Delay, d1	60.9	50.8	51.0	71.1	69.6	67.8	18.1	24.4	19.5	17.3	26.5	20.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.82	0.67	0.60	1.00	1.00	1.00
Incremental Delay, d2	68.8	0.0	0.0	8.3	0.8	0.1	0.4	0.3	0.1	0.2	0.9	0.0
Delay (s)	129.8	50.8	51.1	79.4	70.4	67.9	15.3	16.6	11.7	17.5	27.4	20.4
Level of Service	F	D	D	E	E	E	B	B	B	B	C	C
Approach Delay (s/veh)		80.6			72.6			15.9			26.9	
Approach LOS		F			E			B			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	28.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.8
Intersection Capacity Utilization	53.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: Ashford Dunwoody Rd & Perimeter Terr/Perimeter Center N

Dunwoody Raising Caines
Build 2026 - PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	6	89	141	3	90	72	1311	235	48	632	17
Future Volume (vph)	25	6	89	141	3	90	72	1311	235	48	632	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.1	6.1	6.1	6.7	6.7	6.7	6.5	6.5	6.5	6.2	6.5	6.5
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1762	1863	1531	1594	3204	1552	1768	3539	1531	1770	3539	1337
Flt Permitted	0.18	1.00	1.00	0.75	0.74	1.00	0.36	1.00	1.00	0.12	1.00	1.00
Satd. Flow (perm)	328	1863	1531	1265	2493	1552	667	3539	1531	230	3539	1337
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	26	6	94	148	3	95	76	1380	247	51	665	18
RTOR Reduction (vph)	0	0	82	0	0	87	0	0	96	0	0	7
Lane Group Flow (vph)	26	6	12	74	77	8	76	1380	151	51	665	11
Confl. Peds. (#/hr)	4		5	5		4	5		4	4		5
Heavy Vehicles (%)	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	18%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases		3			4		1	6		5	2	
Permitted Phases	3		3	4		4	2		6	6		2
Actuated Green, G (s)	22.6	22.6	22.6	15.4	15.4	15.4	116.2	110.3	110.3	116.5	107.9	107.9
Effective Green, g (s)	22.6	22.6	22.6	15.4	15.4	15.4	116.2	110.3	110.3	116.5	107.9	107.9
Actuated g/C Ratio	0.13	0.13	0.13	0.09	0.09	0.09	0.65	0.61	0.61	0.65	0.60	0.60
Clearance Time (s)	6.1	6.1	6.1	6.7	6.7	6.7	6.5	6.5	6.5	6.2	6.5	6.5
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	41	233	192	108	213	132	481	2168	938	201	2121	801
v/s Ratio Prot		0.00					0.01	c0.39		c0.01	0.19	
v/s Ratio Perm	c0.08		0.01	c0.06	0.03	0.01	0.09		0.10	0.15		0.01
v/c Ratio	0.63	0.03	0.06	0.69	0.36	0.06	0.16	0.64	0.16	0.25	0.31	0.01
Uniform Delay, d1	74.8	69.0	69.4	79.9	77.7	75.7	12.2	22.1	15.0	16.9	17.8	14.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.53	0.56	1.00	1.00	1.00
Incremental Delay, d2	24.7	0.0	0.1	15.2	0.8	0.1	0.1	0.6	0.1	0.7	0.4	0.0
Delay (s)	99.5	69.1	69.5	95.1	78.4	75.8	8.3	12.3	8.5	17.5	18.2	14.6
Level of Service	F	E	E	F	E	E	A	B	A	B	B	B
Approach Delay (s/veh)		75.6			82.4			11.5			18.0	
Approach LOS		E			F			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	22.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	25.8
Intersection Capacity Utilization	68.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	18	0	839	995	14
Future Vol, veh/h	0	18	0	839	995	14
Conflicting Peds, #/hr	1	1	8	0	0	8
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	20	0	943	1118	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	576	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	394	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	391	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	14.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	391	-	-
HCM Lane V/C Ratio	-	0.052	-	-
HCM Control Delay (s/veh)	-	14.7	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q (veh)	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	53	0	1026	915	34
Future Vol, veh/h	0	53	0	1026	915	34
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	58	0	1115	995	37

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	518	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	430	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	429	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	14.68	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	429	-	-
HCM Lane V/C Ratio	-	0.134	-	-
HCM Control Delay (s/veh)	-	14.7	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.5	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	27	0	1672	854	18
Future Vol, veh/h	0	27	0	1672	854	18
Conflicting Peds, #/hr	2	0	8	0	0	8
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	28	0	1724	880	19

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	458	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	470	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	466	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	13.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	466	-	-
HCM Lane V/C Ratio	-	0.06	-	-
HCM Control Delay (s/veh)	-	13.2	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q (veh)	-	0.2	-	-

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	8	0	7	6	125	0	0	9	10	0	0
Future Vol, veh/h	0	8	0	7	6	125	0	0	9	10	0	0
Conflicting Peds, #/hr	0	0	11	11	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	51	2	2	51	2	2	2	2	20	2	2
Mvmt Flow	0	10	0	9	7	154	0	0	11	12	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	21	0	0	46	46	22	42	46	7
Stage 1	-	-	-	-	-	-	21	21	-	25	25	-
Stage 2	-	-	-	-	-	-	25	25	-	17	21	-
Critical Hdwy	-	-	-	4.12	-	-	7.12	6.52	6.22	7.3	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.3	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.3	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.018	3.318	3.68	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1595	-	0	955	846	1055	918	846	1075
Stage 1	0	-	-	-	-	0	998	878	-	948	874	-
Stage 2	0	-	-	-	-	0	993	874	-	958	878	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1578	-	-	941	832	1043	903	832	1075
Mov Cap-2 Maneuver	-	-	-	-	-	-	941	832	-	903	832	-
Stage 1	-	-	-	-	-	-	998	869	-	948	869	-
Stage 2	-	-	-	-	-	-	987	869	-	947	869	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	3.9	8.5	9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	1043	-	-	1578	-	903
HCM Lane V/C Ratio	0.011	-	-	0.005	-	0.014
HCM Control Delay (s/veh)	8.5	-	-	7.3	-	9
HCM Lane LOS	A	-	-	A	-	A
HCM 95th %tile Q (veh)	0	-	-	0	-	0

Intersection	
Int Delay, s/veh	7.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	6	0	40	5	32	0	0	40	42	1	2
Future Vol, veh/h	0	6	0	40	5	32	0	0	40	42	1	2
Conflicting Peds, #/hr	0	0	2	2	0	0	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	3	2	2	2	2	101	2
Mvmt Flow	0	7	0	47	6	37	0	0	47	49	1	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	9	0	0	112	109	9	131	109	7
Stage 1	-	-	-	-	-	-	9	9	-	100	100	-
Stage 2	-	-	-	-	-	-	103	100	-	31	9	-
Critical Hdwy	-	-	-	4.12	-	-	7.12	6.52	6.22	7.12	7.51	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	6.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	6.51	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.909	3.318
Pot Cap-1 Maneuver	0	-	-	1611	-	0	866	781	1073	841	629	1075
Stage 1	0	-	-	-	-	0	1012	888	-	906	655	-
Stage 2	0	-	-	-	-	0	903	812	-	986	726	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1608	-	-	842	757	1071	786	610	1074
Mov Cap-2 Maneuver	-	-	-	-	-	-	842	757	-	786	610	-
Stage 1	-	-	-	-	-	-	1012	886	-	906	636	-
Stage 2	-	-	-	-	-	-	872	788	-	943	725	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	6.5	8.5	9.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	1071	-	-	1608	-	790
HCM Lane V/C Ratio	0.043	-	-	0.029	-	0.066
HCM Control Delay (s/veh)	8.5	-	-	7.3	-	9.9
HCM Lane LOS	A	-	-	A	-	A
HCM 95th %tile Q (veh)	0.1	-	-	0.1	-	0.2

Intersection	
Int Delay, s/veh	7.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	10	7	33	17	14	1	0	27	89	3	1
Future Vol, veh/h	0	10	7	33	17	14	1	0	27	89	3	1
Conflicting Peds, #/hr	1	0	6	6	0	1	5	0	2	2	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	20	2	2	18	7	2	2	2	2	2	2
Mvmt Flow	0	11	8	38	19	16	1	0	31	101	3	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	25	0	0	123	116	23	128	120	24
Stage 1	-	-	-	-	-	-	21	21	-	95	95	-
Stage 2	-	-	-	-	-	-	102	95	-	33	25	-
Critical Hdwy	-	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1589	-	0	852	774	1054	845	770	1052
Stage 1	0	-	-	-	-	0	998	878	-	912	816	-
Stage 2	0	-	-	-	-	0	904	816	-	983	874	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1580	-	-	824	751	1046	804	747	1047
Mov Cap-2 Maneuver	-	-	-	-	-	-	824	751	-	804	747	-
Stage 1	-	-	-	-	-	-	998	873	-	912	796	-
Stage 2	-	-	-	-	-	-	873	796	-	952	869	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	4.8	8.6	10.2
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	1036	-	-	1580	-	804
HCM Lane V/C Ratio	0.031	-	-	0.024	-	0.131
HCM Control Delay (s/veh)	8.6	-	-	7.3	-	10.2
HCM Lane LOS	A	-	-	A	-	B
HCM 95th %tile Q (veh)	0.1	-	-	0.1	-	0.5

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	306	8	3	608	31	0	0	10	28	0	31
Future Vol, veh/h	38	306	8	3	608	31	0	0	10	28	0	31
Conflicting Peds, #/hr	11	0	4	4	0	11	4	0	3	3	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	4	13	2	2	2	2	2	10	4	2	2
Mvmt Flow	40	319	8	3	633	32	0	0	10	29	0	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	676	0	-	323	0	0	-	-	-	909	1069	348
Stage 1	-	-	-	-	-	-	-	-	-	666	666	-
Stage 2	-	-	-	-	-	-	-	-	-	243	403	-
Critical Hdwy	4.14	-	-	4.14	-	-	-	-	-	7.58	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.58	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.58	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	-	-	-	3.54	4.02	3.32
Pot Cap-1 Maneuver	911	-	0	1234	-	-	0	0	0	227	220	648
Stage 1	-	-	0	-	-	-	0	0	0	410	456	-
Stage 2	-	-	0	-	-	-	0	0	0	733	598	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	901	-	-	1234	-	-	-	-	-	214	205	639
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	214	205	-
Stage 1	-	-	-	-	-	-	-	-	-	384	450	-
Stage 2	-	-	-	-	-	-	-	-	-	691	566	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1	0	0	18.4
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	901	-	1234	-	-	329
HCM Lane V/C Ratio	-	0.044	-	0.003	-	-	0.187
HCM Control Delay (s/veh)	0	9.2	-	7.9	-	-	18.4
HCM Lane LOS	A	A	-	A	-	-	C
HCM 95th %tile Q (veh)	-	0.1	-	0	-	-	0.7

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	72	641	53	4	711	68	0	0	45	34	0	57
Future Vol, veh/h	72	641	53	4	711	68	0	0	45	34	0	57
Conflicting Peds, #/hr	19	0	0	0	0	19	2	0	3	3	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	3	2	2
Mvmt Flow	76	675	56	4	748	72	0	0	47	36	0	60

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	839	0	-	675	0	0	-	-	-	1304	1638	431
Stage 1	-	-	-	-	-	-	-	-	-	811	811	-
Stage 2	-	-	-	-	-	-	-	-	-	493	827	-
Critical Hdwy	4.14	-	-	4.14	-	-	-	-	-	7.56	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.56	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.56	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	-	-	-	3.53	4.02	3.32
Pot Cap-1 Maneuver	791	-	0	912	-	-	0	0	0	117	100	573
Stage 1	-	-	0	-	-	-	0	0	0	337	391	-
Stage 2	-	-	0	-	-	-	0	0	0	524	384	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	777	-	-	912	-	-	-	-	-	100	82	562
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	100	82	-
Stage 1	-	-	-	-	-	-	-	-	-	279	381	-
Stage 2	-	-	-	-	-	-	-	-	-	441	324	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1	0	0	36.8
HCM LOS			A	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	777	-	912	-	-	206
HCM Lane V/C Ratio	-	0.098	-	0.005	-	-	0.465
HCM Control Delay (s/veh)	0	10.1	-	9	-	-	36.8
HCM Lane LOS	A	B	-	A	-	-	E
HCM 95th %tile Q (veh)	-	0.3	-	0	-	-	2.2

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	46	803	72	1	767	39	0	0	49	43	0	65
Future Vol, veh/h	46	803	72	1	767	39	0	0	49	43	0	65
Conflicting Peds, #/hr	6	0	3	3	0	6	1	0	2	2	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	6	2	2	2
Mvmt Flow	52	902	81	1	862	44	0	0	55	48	0	73

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	912	0	-	905	0	0	-	-	-	1449	1901	460
Stage 1	-	-	-	-	-	-	-	-	-	892	892	-
Stage 2	-	-	-	-	-	-	-	-	-	557	1009	-
Critical Hdwy	4.14	-	-	4.14	-	-	-	-	-	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	743	-	0	747	-	-	0	0	0	92	68	548
Stage 1	-	-	0	-	-	-	0	0	0	303	358	-
Stage 2	-	-	0	-	-	-	0	0	0	482	316	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	739	-	-	747	-	-	-	-	-	81	58	544
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	81	58	-
Stage 1	-	-	-	-	-	-	-	-	-	259	355	-
Stage 2	-	-	-	-	-	-	-	-	-	413	271	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.6	0	0	70.1
HCM LOS			A	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	739	-	747	-	-	166
HCM Lane V/C Ratio	-	0.07	-	0.002	-	-	0.731
HCM Control Delay (s/veh)	0	10.2	-	9.8	-	-	70.1
HCM Lane LOS	A	B	-	A	-	-	F
HCM 95th %tile Q (veh)	-	0.2	-	0	-	-	4.5

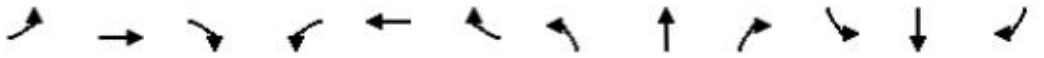
HCM Signalized Intersection Capacity Analysis — Dunwoody Raising Caines
1: Ashford Dunwoody Rd & Perimeter Center W/Perimeter Center E — No-Build Improved - AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	55	222	211	134	63	411	691	70	72	857	90
Future Volume (vph)	54	55	222	211	134	63	411	691	70	72	857	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.1	6.2	6.2	6.1	6.2	6.2
Lane Util. Factor	0.97	1.00	1.00	0.91	0.91	1.00	0.97	0.95	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.98	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3242	1792	1521	1610	3265	1554	3433	3539	1519	1770	5085	1534
Flt Permitted	0.95	1.00	1.00	0.95	0.46	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3242	1792	1521	1610	1517	1554	3433	3539	1519	1770	5085	1534
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	57	59	236	224	143	67	437	735	74	77	912	96
RTOR Reduction (vph)	0	0	221	0	0	51	0	0	39	0	0	64
Lane Group Flow (vph)	57	59	15	121	246	16	437	735	35	77	912	32
Confl. Peds. (#/hr)	4		5	5		4	5		10	10		5
Heavy Vehicles (%)	8%	6%	4%	2%	5%	2%	2%	2%	3%	2%	2%	3%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1 9	6		5	2	
Permitted Phases			8			4			6			2
Actuated Green, G (s)	10.6	10.6	10.6	40.1	40.1	40.1	37.6	81.3	81.3	12.7	56.4	56.4
Effective Green, g (s)	10.6	10.6	10.6	40.1	40.1	40.1	37.6	81.3	81.3	12.7	56.4	56.4
Actuated g/C Ratio	0.06	0.06	0.06	0.24	0.24	0.24	0.22	0.48	0.48	0.07	0.33	0.33
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	6.5		6.2	6.2	6.1	6.2	6.2
Vehicle Extension (s)	2.0	1.5	1.5	2.0	1.5	1.5		5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	202	111	94	379	770	366	759	1692	726	132	1687	508
v/s Ratio Prot	0.02	c0.03		0.08	c0.08		c0.13	0.21		0.04	c0.18	
v/s Ratio Perm			0.01			0.01			0.02			0.02
v/c Ratio	0.28	0.53	0.16	0.32	0.32	0.04	0.58	0.43	0.05	0.58	0.54	0.06
Uniform Delay, d1	76.1	77.3	75.5	53.7	53.7	50.1	59.1	29.2	23.7	76.1	46.3	38.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.91	4.75
Incremental Delay, d2	0.3	2.4	0.3	0.2	0.1	0.0	1.1	0.4	0.1	6.0	1.2	0.2
Delay (s)	76.3	79.7	75.8	53.8	53.8	50.2	60.1	29.6	23.8	71.4	43.5	184.2
Level of Service	E	E	E	D	D	D	E	C	C	E	D	F
Approach Delay (s/veh)		76.5			53.2			40.0			57.9	
Approach LOS		E			D			D			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	52.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	31.4
Intersection Capacity Utilization	72.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis — Dunwoody Raising Caines
1: Ashford Dunwoody Rd & Perimeter Center W/Perimeter Center E — No-Build Improved - PM Peak Hour

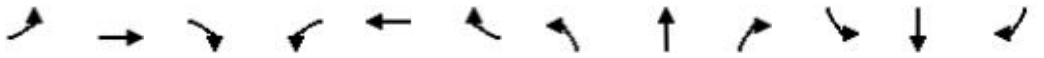


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	253	167	455	137	123	120	529	1265	165	59	691	123
Future Volume (vph)	253	167	455	137	123	120	529	1265	165	59	691	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.1	6.2	6.2	6.1	6.2	6.2
Lane Util. Factor	0.97	1.00	1.00	0.91	0.91	1.00	0.97	0.95	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.97	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	1863	1553	1610	3341	1542	3433	3539	1539	1770	5085	1542
Flt Permitted	0.95	1.00	1.00	0.95	0.46	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	1863	1553	1610	1543	1542	3433	3539	1539	1770	5085	1542
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	269	178	484	146	131	128	563	1346	176	63	735	131
RTOR Reduction (vph)	0	0	417	0	0	109	0	0	47	0	0	66
Lane Group Flow (vph)	269	178	67	91	186	19	563	1346	129	63	735	65
Confl. Peds. (#/hr)	8		4	4		8	7		8	8		7
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4			6			2
Actuated Green, G (s)	21.5	21.5	21.5	26.9	26.9	26.9	48.2	94.2	94.2	12.1	58.1	58.1
Effective Green, g (s)	21.5	21.5	21.5	26.9	26.9	26.9	48.2	94.2	94.2	12.1	58.1	58.1
Actuated g/C Ratio	0.12	0.12	0.12	0.15	0.15	0.15	0.27	0.52	0.52	0.07	0.32	0.32
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.1	6.2	6.2	6.1	6.2	6.2
Vehicle Extension (s)	2.0	1.5	1.5	2.0	1.5	1.5	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	410	222	185	240	499	230	919	1852	805	118	1641	497
v/s Ratio Prot	0.08	c0.10		c0.06	0.06		0.16	c0.38		0.04	c0.14	
v/s Ratio Perm			0.04			0.01			0.08			0.04
v/c Ratio	0.66	0.80	0.36	0.38	0.37	0.08	0.61	0.73	0.16	0.53	0.45	0.13
Uniform Delay, d1	75.7	77.2	72.9	69.0	69.0	65.9	57.7	33.0	22.3	81.2	48.3	43.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.15	1.00	1.40
Incremental Delay, d2	2.9	17.5	0.4	0.4	0.2	0.1	1.2	1.8	0.2	4.5	0.9	0.5
Delay (s)	78.6	94.7	73.4	69.4	69.1	66.0	58.9	34.8	22.5	97.6	49.1	60.7
Level of Service	E	F	E	E	E	E	E	C	C	F	D	E
Approach Delay (s/veh)		79.0			68.2			40.3			54.0	
Approach LOS		E			E			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	54.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	25.3
Intersection Capacity Utilization	84.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis — Dunwoody Raising Caines

1: Ashford Dunwoody Rd & Perimeter Center W/Perimeter Center E — Build Improved - PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	253	167	459	137	125	120	539	1268	165	61	703	123
Future Volume (vph)	253	167	459	137	125	120	539	1268	165	61	703	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.1	6.2	6.2	6.1	6.2	6.2
Lane Util. Factor	0.97	1.00	1.00	0.91	0.91	1.00	0.97	0.95	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.97	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	1863	1553	1610	3341	1542	3433	3539	1539	1770	5085	1542
Flt Permitted	0.95	1.00	1.00	0.95	0.46	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	1863	1553	1610	1543	1542	3433	3539	1539	1770	5085	1542
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	269	178	488	146	133	128	573	1349	176	65	748	131
RTOR Reduction (vph)	0	0	430	0	0	104	0	0	50	0	0	69
Lane Group Flow (vph)	269	178	58	91	188	24	573	1349	126	65	748	62
Confl. Peds. (#/hr)	8		4	4		8	7		8	8		7
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4			6			2
Actuated Green, G (s)	21.4	21.4	21.4	33.5	33.5	33.5	46.9	87.5	87.5	12.3	52.9	52.9
Effective Green, g (s)	21.4	21.4	21.4	33.5	33.5	33.5	46.9	87.5	87.5	12.3	52.9	52.9
Actuated g/C Ratio	0.12	0.12	0.12	0.19	0.19	0.19	0.26	0.49	0.49	0.07	0.29	0.29
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.1	6.2	6.2	6.1	6.2	6.2
Vehicle Extension (s)	2.0	1.5	1.5	2.0	1.5	1.5	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	408	221	184	299	621	286	894	1720	748	120	1494	453
v/s Ratio Prot	0.08	c0.10		c0.06	0.06		0.17	c0.38		0.04	c0.15	
v/s Ratio Perm			0.04			0.02			0.08			0.04
v/c Ratio	0.66	0.81	0.32	0.30	0.30	0.08	0.64	0.78	0.17	0.54	0.50	0.14
Uniform Delay, d1	75.8	77.3	72.6	63.2	63.2	60.6	59.1	38.4	25.9	81.1	52.6	46.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.13	0.85	0.77
Incremental Delay, d2	2.9	17.9	0.4	0.2	0.1	0.0	1.6	2.8	0.2	4.8	1.2	0.6
Delay (s)	78.7	95.2	73.0	63.4	63.3	60.6	60.7	41.2	26.1	96.2	45.7	36.7
Level of Service	E	F	E	E	E	E	E	D	C	F	D	D
Approach Delay (s/veh)		78.9			62.5			45.3			47.9	
Approach LOS		E			E			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	54.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	25.3
Intersection Capacity Utilization	84.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Kimley»Horn

APPENDIX E

Raw Traffic Count Data

Peak Hour Turning Movement Count

Dunwoody, GA

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All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Perimeter Center W					Perimeter Center E					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
0800 - 0815	96	154	14	1	265	10	181	24	1	216	16	14	48	0	78	51	27	11	0	89	648
0815 - 0830	86	155	27	3	271	22	265	24	2	313	10	14	66	0	90	53	31	14	0	98	772
0830 - 0845	95	196	16	4	311	18	227	22	1	268	9	14	52	0	75	53	41	23	0	117	771
0845 - 0900	122	179	12	0	313	15	175	19	2	211	18	12	54	0	84	52	34	14	0	100	708
Total	399	684	69	8	1160	65	848	89	6	1008	53	54	220	0	327	209	133	62	0	404	2899
Approach %	34.40	58.97	5.95	0.69	-	6.45	84.13	8.83	0.60	-	16.21	16.51	67.28	0.00	-	51.73	32.92	15.35	0.00	-	
PHF	0.82	0.87	0.64	0.50	**0.93**	0.74	0.80	0.93	0.75	**0.81**	0.74	0.96	0.83	0.00	**0.91**	0.99	0.81	0.67	0.00	**0.86**	**0.94**

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Perimeter Center W					Perimeter Center E					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Perimeter Center W					Perimeter Center E					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
0800 - 0815	95	149	14	1	259	10	175	23	1	209	15	13	45	0	73	51	25	11	0	87	628
0815 - 0830	85	154	27	3	269	22	264	24	2	312	9	14	63	0	86	52	31	14	0	97	764
0830 - 0845	93	195	16	3	307	18	222	21	1	262	9	13	50	0	72	53	38	23	0	114	755
0845 - 0900	121	179	10	0	310	15	173	18	2	208	16	11	54	0	81	52	33	14	0	99	698
Total	394	677	67	7	1145	65	834	86	6	991	49	51	212	0	312	208	127	62	0	397	2845
Approach %	34.41	59.13	5.85	0.61	-	6.56	84.16	8.68	0.61	-	15.71	16.35	67.95	0.00	-	52.39	31.99	15.62	0.00	-	
PHF	0.81	0.87	0.62	0.58	**0.92**	0.74	0.79	0.90	0.75	**0.79**	0.77	0.91	0.84	0.00	**0.91**	0.98	0.84	0.67	0.00	**0.87**	**0.93**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Perimeter Center W					Perimeter Center E					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
0800 - 0815	1	5	0	0	6	0	6	1	0	7	1	1	3	0	5	0	2	0	0	2	20
0815 - 0830	1	1	0	0	2	0	1	0	0	1	1	0	2	0	3	1	0	0	0	1	7
0830 - 0845	2	1	0	1	4	0	5	1	0	6	0	1	2	0	3	0	3	0	0	3	16
0845 - 0900	1	0	2	0	3	0	2	1	0	3	2	1	0	0	3	0	1	0	0	1	10
Total	5	7	2	1	15	0	14	3	0	17	4	3	7	0	14	1	6	0	0	7	53
Approach %	33.33	46.67	13.33	6.67	-	0.00	82.35	17.65	0.00	-	28.57	21.43	50.00	0.00	-	14.29	85.71	0.00	0.00	-	
PHF	0.63	0.35	0.25	0.25	**0.63**	0.00	0.58	0.75	0.00	**0.61**	0.50	0.75	0.58	0.00	**0.70**	0.25	0.50	0.00	0.00	**0.58**	**0.66**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Perimeter Center W					Perimeter Center E					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.25	0.00	**0.25**	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Peak Hour Turning Movement Count

Dunwoody, GA

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Tuesday, August 13, 2024	
Period	1100 - 1300
Peak Hour	1200 - 1300

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Perimeter Center W					Perimeter Center E					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
1200 - 1215	111	199	19	4	333	12	207	34	1	254	29	12	106	0	147	31	21	19	0	71	805
1215 - 1230	87	161	15	3	266	4	162	35	2	203	36	20	110	0	166	29	33	20	0	82	717
1230 - 1245	142	224	29	3	398	10	169	48	1	228	38	25	91	0	154	28	18	14	0	60	840
1245 - 1300	102	174	29	0	305	14	197	34	4	249	37	28	121	0	186	13	20	23	0	56	796
Total	442	758	92	10	1302	40	735	151	8	934	140	85	428	0	653	101	92	76	0	269	3158
Approach %	33.95	58.22	7.07	0.77	-	4.28	78.69	16.17	0.86	-	21.44	13.02	65.54	0.00	-	37.55	34.20	28.25	0.00	-	
PHF	0.78	0.85	0.79	0.63	**0.82**	0.71	0.89	0.79	0.50	**0.92**	0.92	0.76	0.88	0.00	**0.88**	0.81	0.70	0.83	0.00	**0.82**	**0.94**

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Perimeter Center W					Perimeter Center E					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Perimeter Center W					Perimeter Center E					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
1200 - 1215	111	198	19	4	332	12	201	32	1	246	29	12	103	0	144	30	21	18	0	69	791
1215 - 1230	86	160	15	3	264	3	158	35	2	198	34	20	110	0	164	29	31	19	0	79	705
1230 - 1245	142	222	29	3	396	9	164	48	1	222	38	25	91	0	154	28	17	14	0	59	831
1245 - 1300	102	173	28	0	303	13	193	34	4	244	37	26	120	0	183	12	20	23	0	55	785
Total	441	753	91	10	1295	37	716	149	8	910	138	83	424	0	645	99	89	74	0	262	3112
Approach %	34.05	58.15	7.03	0.77	-	4.07	78.68	16.37	0.88	-	21.40	12.87	65.74	0.00	-	37.79	33.97	28.24	0.00	-	
PHF	0.78	0.85	0.78	0.63	**0.82**	0.71	0.89	0.78	0.50	**0.92**	0.91	0.80	0.88	0.00	**0.88**	0.83	0.72	0.80	0.00	**0.83**	**0.94**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Perimeter Center W					Perimeter Center E					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
1200 - 1215	0	1	0	0	1	0	6	2	0	8	0	0	2	0	2	1	0	1	0	2	13
1215 - 1230	1	0	0	0	1	1	3	0	0	4	1	0	0	0	1	0	2	1	0	3	9
1230 - 1245	0	2	0	0	2	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	8
1245 - 1300	0	1	1	0	2	1	3	0	0	4	0	2	1	0	3	1	0	0	0	1	10
Total	1	4	1	0	6	2	17	2	0	21	1	2	3	0	6	2	3	2	0	7	40
Approach %	16.67	66.67	16.67	0.00	-	9.52	80.95	9.52	0.00	-	16.67	33.33	50.00	0.00	-	28.57	42.86	28.57	0.00	-	
PHF	0.25	0.50	0.25	0.00	**0.75**	0.50	0.71	0.25	0.00	**0.66**	0.25	0.25	0.38	0.00	**0.50**	0.50	0.38	0.50	0.00	**0.58**	**0.77**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Perimeter Center W					Perimeter Center E					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
1215 - 1230	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	3
1230 - 1245	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1245 - 1300	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	1	2	0	0	3	1	0	1	0	2	0	0	0	0	0	6
Approach %	0.00	100.00	0.00	0.00	-	33.33	66.67	0.00	0.00	-	50.00	0.00	50.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	**0.25**	0.25	0.50	0.00	0.00	**0.75**	0.25	0.00	0.25	0.00	**0.50**	0.00	0.00	0.00	0.00	**0.00**	**0.50**

Click here for Map

Peak Hour Turning Movement Count

Dunwoody, GA

Marr Traffic DATA COLLECTION

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All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Perimeter Center W					Perimeter Center E					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
1700 - 1715	123	293	36	2	454	10	196	25	2	233	56	35	101	0	192	27	30	23	0	80	959
1715 - 1730	131	321	49	5	506	14	150	34	3	201	75	54	138	0	267	37	32	33	0	102	1076
1730 - 1745	121	334	37	0	492	14	155	29	0	198	79	35	104	0	218	45	25	34	0	104	1012
1745 - 1800	136	304	41	6	487	13	183	34	2	232	40	41	107	0	188	27	35	29	0	91	998
Total	511	1252	163	13	1939	51	684	122	7	864	250	165	450	0	865	136	122	119	0	377	4045
Approach %	26.35	64.57	8.41	0.67	-	5.90	79.17	14.12	0.81	-	28.90	19.08	52.02	0.00	-	36.07	32.36	31.56	0.00	-	
PHF	0.94	0.94	0.83	0.54	**0.96**	0.91	0.87	0.90	0.58	**0.93**	0.79	0.76	0.82	0.00	**0.81**	0.76	0.87	0.88	0.00	**0.91**	**0.94**

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Perimeter Center W					Perimeter Center E					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Perimeter Center W					Perimeter Center E					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
1700 - 1715	122	292	36	2	452	10	195	24	2	231	54	35	100	0	189	26	29	22	0	77	949
1715 - 1730	131	321	49	5	506	14	150	33	3	200	74	52	138	0	264	37	31	33	0	101	1071
1730 - 1745	121	332	37	0	490	14	155	29	0	198	79	34	104	0	217	45	24	34	0	103	1008
1745 - 1800	135	303	41	6	485	13	182	33	2	230	40	41	106	0	187	27	35	29	0	91	993
Total	509	1248	163	13	1933	51	682	119	7	859	247	162	448	0	857	135	119	118	0	372	4021
Approach %	26.33	64.56	8.43	0.67	-	5.94	79.39	13.85	0.81	-	28.82	18.90	52.28	0.00	-	36.29	31.99	31.72	0.00	-	
PHF	0.94	0.94	0.83	0.54	**0.96**	0.91	0.87	0.90	0.58	**0.93**	0.78	0.78	0.81	0.00	**0.81**	0.75	0.85	0.87	0.00	**0.90**	**0.94**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Perimeter Center W					Perimeter Center E					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
1700 - 1715	0	0	0	0	0	0	1	1	0	2	1	0	1	0	2	1	1	1	0	3	7
1715 - 1730	0	0	0	0	0	0	0	1	0	1	1	2	0	0	3	0	1	0	0	1	5
1730 - 1745	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	4
1745 - 1800	1	1	0	0	2	0	1	1	0	2	0	0	1	0	1	0	0	0	0	0	5
Total	1	3	0	0	4	0	2	3	0	5	2	3	2	0	7	1	3	1	0	5	21
Approach %	25.00	75.00	0.00	0.00	-	0.00	40.00	60.00	0.00	-	28.57	42.86	28.57	0.00	-	20.00	60.00	20.00	0.00	-	
PHF	0.25	0.38	0.00	0.00	**0.50**	0.00	0.50	0.75	0.00	**0.63**	0.50	0.38	0.50	0.00	**0.58**	0.25	0.75	0.25	0.00	**0.42**	**0.75**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Perimeter Center W					Perimeter Center E					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
1700 - 1715	1	1	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
Approach %	50.00	50.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	**0.00**	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Peak Hour Turning Movement Count

Dunwoody, GA

Click here for Map

Marr Traffic DATA COLLECTION
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Tuesday, August 13, 2024	
Period	0700 - 0900
Peak Hour	0800 - 0900

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Perimeter Center Terrace					Perimeter Center N					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
0800 - 0815	24	104	38	0	166	6	187	8	0	201	2	0	1	0	3	37	0	11	0	48	418
0815 - 0830	20	117	30	0	167	14	252	5	0	271	0	1	4	0	5	45	0	17	0	62	505
0830 - 0845	32	173	28	0	233	9	220	6	0	235	0	0	4	0	4	45	0	17	0	62	534
0845 - 0900	22	141	43	0	206	13	181	7	0	201	0	0	2	0	2	29	0	12	0	41	450
Total	98	535	139	0	772	42	840	26	0	908	2	1	11	0	14	156	0	57	0	213	1907
Approach %	12.69	69.30	18.01	0.00	-	4.63	92.51	2.86	0.00	-	14.29	7.14	78.57	0.00	-	73.24	0.00	26.76	0.00	-	
PHF	0.77	0.77	0.81	0.00	**0.83**	0.75	0.83	0.81	0.00	**0.84**	0.25	0.25	0.69	0.00	**0.70**	0.87	0.00	0.84	0.00	**0.86**	**0.89**

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Perimeter Center Terrace					Perimeter Center N					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Perimeter Center Terrace					Perimeter Center N					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
0800 - 0815	24	101	35	0	160	5	181	7	0	193	2	0	0	0	2	37	0	11	0	48	403
0815 - 0830	19	117	29	0	165	14	251	4	0	269	0	0	4	0	4	45	0	16	0	61	499
0830 - 0845	32	172	28	0	232	9	216	5	0	230	0	0	2	0	2	45	0	17	0	62	526
0845 - 0900	22	141	42	0	205	13	178	6	0	197	0	0	2	0	2	29	0	12	0	41	445
Total	97	531	134	0	762	41	826	22	0	889	2	0	8	0	10	156	0	56	0	212	1873
Approach %	12.73	69.69	17.59	0.00	-	4.61	92.91	2.47	0.00	-	20.00	0.00	80.00	0.00	-	73.58	0.00	26.42	0.00	-	
PHF	0.76	0.77	0.80	0.00	**0.82**	0.73	0.82	0.79	0.00	**0.83**	0.25	0.00	0.50	0.00	**0.63**	0.87	0.00	0.82	0.00	**0.85**	**0.89**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Perimeter Center Terrace					Perimeter Center N					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
0800 - 0815	0	3	3	0	6	1	6	1	0	8	0	0	1	0	1	0	0	0	0	0	15
0815 - 0830	1	0	1	0	2	0	1	1	0	2	0	1	0	0	1	0	0	1	0	1	6
0830 - 0845	0	1	0	0	1	0	4	1	0	5	0	0	2	0	2	0	0	0	0	0	8
0845 - 0900	0	0	1	0	1	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	5
Total	1	4	5	0	10	1	14	4	0	19	0	1	3	0	4	0	0	1	0	1	34
Approach %	10.00	40.00	50.00	0.00	-	5.26	73.68	21.05	0.00	-	0.00	25.00	75.00	0.00	-	0.00	0.00	100.00	0.00	-	
PHF	0.25	0.33	0.42	0.00	**0.42**	0.25	0.58	1.00	0.00	**0.59**	0.00	0.25	0.38	0.00	**0.50**	0.00	0.00	0.25	0.00	**0.25**	**0.57**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Perimeter Center Terrace					Perimeter Center N					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Click here for Map

Peak Hour Turning Movement Count

Dunwoody, GA

Marr Traffic DATA COLLECTION

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All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Perimeter Center Terrace					Perimeter Center N					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
1200 - 1215	7	202	29	0	238	12	181	2	0	195	4	0	13	0	17	40	0	13	0	53	503
1215 - 1230	7	175	31	2	215	6	163	5	0	174	4	0	12	0	16	29	1	12	0	42	447
1230 - 1245	16	216	26	2	260	10	198	8	0	216	2	1	14	0	17	22	1	14	0	37	530
1245 - 1300	11	177	34	3	225	6	208	4	0	218	3	0	13	0	16	22	0	12	0	34	493
Total	41	770	120	7	938	34	750	19	0	803	13	1	52	0	66	113	2	51	0	166	1973
Approach %	4.37	82.09	12.79	0.75	-	4.23	93.40	2.37	0.00	-	19.70	1.52	78.79	0.00	-	68.07	1.20	30.72	0.00	-	
PHF	0.64	0.89	0.88	0.58	**0.90**	0.71	0.90	0.59	0.00	**0.92**	0.81	0.25	0.93	0.00	**0.97**	0.71	0.50	0.91	0.00	**0.78**	**0.93**

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Perimeter Center Terrace					Perimeter Center N					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Perimeter Center Terrace					Perimeter Center N					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
1200 - 1215	7	201	29	0	237	11	174	2	0	187	4	0	13	0	17	40	0	12	0	52	493
1215 - 1230	7	173	31	2	213	5	159	5	0	169	4	0	12	0	16	28	1	12	0	41	439
1230 - 1245	16	214	26	2	258	9	194	7	0	210	2	1	13	0	16	22	0	14	0	36	520
1245 - 1300	11	176	34	3	224	6	205	4	0	215	3	0	13	0	16	20	0	12	0	32	487
Total	41	764	120	7	932	31	732	18	0	781	13	1	51	0	65	110	1	50	0	161	1939
Approach %	4.40	81.97	12.88	0.75	-	3.97	93.73	2.30	0.00	-	20.00	1.54	78.46	0.00	-	68.32	0.62	31.06	0.00	-	
PHF	0.64	0.89	0.88	0.58	**0.90**	0.70	0.89	0.64	0.00	**0.91**	0.81	0.25	0.98	0.00	**0.96**	0.69	0.25	0.89	0.00	**0.77**	**0.93**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Perimeter Center Terrace					Perimeter Center N					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
1200 - 1215	0	1	0	0	1	1	7	0	0	8	0	0	0	0	0	0	0	1	0	1	10
1215 - 1230	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	1	0	0	0	1	5
1230 - 1245	0	2	0	0	2	1	3	1	0	5	0	0	1	0	1	0	1	0	0	1	9
1245 - 1300	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	2	0	0	0	2	5
Total	0	4	0	0	4	3	15	1	0	19	0	0	1	0	1	3	1	1	0	5	29
Approach %	0.00	100.00	0.00	0.00	-	15.79	78.95	5.26	0.00	-	0.00	0.00	100.00	0.00	-	60.00	20.00	20.00	0.00	-	
PHF	0.00	0.50	0.00	0.00	**0.50**	0.75	0.54	0.25	0.00	**0.59**	0.00	0.00	0.25	0.00	**0.25**	0.38	0.25	0.25	0.00	**0.63**	**0.73**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Perimeter Center Terrace					Perimeter Center N					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
1230 - 1245	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1245 - 1300	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	**0.25**	0.00	0.75	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.42**

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Peak Hour Turning Movement Count

Dunwoody, GA

Marr Traffic DATA COLLECTION

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Tuesday, August 13, 2024	
Period	1600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Perimeter Center Terrace					Perimeter Center N					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
1700 - 1715	11	309	47	2	369	13	170	3	0	186	4	0	29	0	33	44	0	28	0	72	660
1715 - 1730	5	360	63	0	428	13	145	5	0	163	5	3	21	0	29	32	0	30	0	62	682
1730 - 1745	14	348	56	2	420	10	141	3	0	154	5	1	13	0	19	37	0	12	0	49	642
1745 - 1800	11	281	67	4	363	12	163	6	0	181	3	0	25	0	28	27	1	19	0	47	619
Total	41	1298	233	8	1580	48	619	17	0	684	17	4	88	0	109	140	1	89	0	230	2603
Approach %	2.59	82.15	14.75	0.51	-	7.02	90.50	2.49	0.00	-	15.60	3.67	80.73	0.00	-	60.87	0.43	38.70	0.00	-	
PHF	0.73	0.90	0.87	0.50	**0.92**	0.92	0.91	0.71	0.00	**0.92**	0.85	0.33	0.76	0.00	**0.83**	0.80	0.25	0.74	0.00	**0.80**	**0.95**

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Perimeter Center Terrace					Perimeter Center N					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.25	0.00	**0.25**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Perimeter Center Terrace					Perimeter Center N					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
1700 - 1715	10	306	47	2	365	13	169	2	0	184	4	0	28	0	32	44	0	28	0	72	653
1715 - 1730	5	359	63	0	427	13	145	4	0	162	5	3	20	0	28	32	0	30	0	62	679
1730 - 1745	14	346	56	2	418	10	141	3	0	154	5	1	13	0	19	37	0	12	0	49	640
1745 - 1800	11	280	66	4	361	12	162	5	0	179	3	0	24	0	27	27	1	19	0	47	614
Total	40	1291	232	8	1571	48	617	14	0	679	17	4	85	0	106	140	1	89	0	230	2586
Approach %	2.55	82.18	14.77	0.51	-	7.07	90.87	2.06	0.00	-	16.04	3.77	80.19	0.00	-	60.87	0.43	38.70	0.00	-	
PHF	0.71	0.90	0.88	0.50	**0.92**	0.92	0.91	0.70	0.00	**0.92**	0.85	0.33	0.76	0.00	**0.83**	0.80	0.25	0.74	0.00	**0.80**	**0.95**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Perimeter Center Terrace					Perimeter Center N					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
1700 - 1715	0	2	0	0	2	0	1	1	0	2	0	0	1	0	1	0	0	0	0	0	5
1715 - 1730	0	1	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	3
1730 - 1745	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1745 - 1800	0	1	0	0	1	0	1	1	0	2	0	0	1	0	1	0	0	0	0	0	4
Total	0	6	0	0	6	0	2	3	0	5	0	0	3	0	3	0	0	0	0	0	14
Approach %	0.00	100.00	0.00	0.00	-	0.00	40.00	60.00	0.00	-	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.75	0.00	0.00	**0.75**	0.00	0.50	0.75	0.00	**0.63**	0.00	0.00	0.75	0.00	**0.75**	0.00	0.00	0.00	0.00	**0.00**	**0.70**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Perimeter Center Terrace					Perimeter Center N					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
1700 - 1715	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Approach %	50.00	50.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Peak Hour Turning Movement Count

Dunwoody, GA

Click here for Map

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Tuesday, August 13, 2024	
Period	0700 - 0900
Peak Hour	0800 - 0900

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Wells Fargo Dwy					Dune Woods Access Ln					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
0800 - 0815	1	174	0	8	183	0	223	0	0	223	0	0	0	0	0	0	0	0	0	0	406
0815 - 0830	1	175	0	7	183	0	294	0	0	294	0	0	0	0	0	0	0	0	0	0	477
0830 - 0845	1	236	1	5	243	0	268	0	0	268	0	0	0	0	0	0	0	0	0	0	511
0845 - 0900	1	215	0	3	219	0	208	0	0	208	0	0	0	0	0	0	0	0	0	0	427
Total	4	800	1	23	828	0	993	0	0	993	0	0	0	0	0	0	0	0	0	0	1821
Approach %	0.48	96.62	0.12	2.78	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	1.00	0.85	0.25	0.72	**0.85**	0.00	0.84	0.00	0.00	**0.84**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.89**

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Wells Fargo Dwy					Dune Woods Access Ln					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
0800 - 0815	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Wells Fargo Dwy					Dune Woods Access Ln					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
0800 - 0815	1	167	0	8	176	0	216	0	0	216	0	0	0	0	0	0	0	0	0	0	392
0815 - 0830	1	173	0	7	181	0	293	0	0	293	0	0	0	0	0	0	0	0	0	0	474
0830 - 0845	1	235	1	5	242	0	262	0	0	262	0	0	0	0	0	0	0	0	0	0	504
0845 - 0900	1	213	0	3	217	0	205	0	0	205	0	0	0	0	0	0	0	0	0	0	422
Total	4	788	1	23	816	0	976	0	0	976	0	0	0	0	0	0	0	0	0	0	1792
Approach %	0.49	96.57	0.12	2.82	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	1.00	0.84	0.25	0.72	**0.84**	0.00	0.83	0.00	0.00	**0.83**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.89**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Wells Fargo Dwy					Dune Woods Access Ln					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
0800 - 0815	0	6	0	0	6	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	13
0815 - 0830	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
0830 - 0845	0	1	0	0	1	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	7
0845 - 0900	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
Total	0	11	0	0	11	0	17	0	0	17	0	0	0	0	0	0	0	0	0	0	28
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.46	0.00	0.00	**0.46**	0.00	0.61	0.00	0.00	**0.61**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.54**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Wells Fargo Dwy					Dune Woods Access Ln					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

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Peak Hour Turning Movement Count

Dunwoody, GA

Marr Traffic DATA COLLECTION

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All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Wells Fargo Dwy					Dune Woods Access Ln					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
1200 - 1215	0	248	0	4	252	0	240	0	1	241	0	0	1	0	1	0	0	0	0	0	494
1215 - 1230	3	217	0	5	225	0	198	0	0	198	0	0	2	0	2	0	0	0	0	0	425
1230 - 1245	1	278	0	3	282	0	242	0	0	242	0	0	1	0	1	0	0	0	0	0	525
1245 - 1300	0	243	0	3	246	0	237	0	0	237	0	0	0	0	0	0	0	0	0	0	483
Total	4	986	0	15	1005	0	917	0	1	918	0	0	4	0	4	0	0	0	0	0	1927
Approach %	0.40	98.11	0.00	1.49	-	0.00	99.89	0.00	0.11	-	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.33	0.89	0.00	0.75	**0.89**	0.00	0.95	0.00	0.25	**0.95**	0.00	0.00	0.50	0.00	**0.50**	0.00	0.00	0.00	0.00	**0.00**	**0.92**

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Wells Fargo Dwy					Dune Woods Access Ln					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Wells Fargo Dwy					Dune Woods Access Ln					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
1200 - 1215	0	247	0	3	250	0	233	0	1	234	0	0	1	0	1	0	0	0	0	0	485
1215 - 1230	2	214	0	5	221	0	193	0	0	193	0	0	2	0	2	0	0	0	0	0	416
1230 - 1245	1	276	0	3	280	0	237	0	0	237	0	0	0	0	0	0	0	0	0	0	517
1245 - 1300	0	242	0	3	245	0	232	0	0	232	0	0	0	0	0	0	0	0	0	0	477
Total	3	979	0	14	996	0	895	0	1	896	0	0	3	0	3	0	0	0	0	0	1895
Approach %	0.30	98.29	0.00	1.41	-	0.00	99.89	0.00	0.11	-	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.38	0.89	0.00	0.70	**0.89**	0.00	0.94	0.00	0.25	**0.95**	0.00	0.00	0.38	0.00	**0.38**	0.00	0.00	0.00	0.00	**0.00**	**0.92**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Wells Fargo Dwy					Dune Woods Access Ln					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
1200 - 1215	0	1	0	1	2	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	9
1215 - 1230	1	1	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6
1230 - 1245	0	2	0	0	2	0	4	0	0	4	0	0	1	0	1	0	0	0	0	0	7
1245 - 1300	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
Total	1	5	0	1	7	0	19	0	0	19	0	0	1	0	1	0	0	0	0	0	27
Approach %	14.29	71.43	0.00	14.29	-	0.00	100.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.63	0.00	0.25	**0.88**	0.00	0.68	0.00	0.00	**0.68**	0.00	0.00	0.25	0.00	**0.25**	0.00	0.00	0.00	0.00	**0.00**	**0.75**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Wells Fargo Dwy					Dune Woods Access Ln					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
1230 - 1245	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1245 - 1300	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	**0.25**	0.00	0.75	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.42**

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Peak Hour Turning Movement Count

Dunwoody, GA

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All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Wells Fargo Dwy					Dune Woods Access Ln					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
1700 - 1715	1	376	0	2	379	0	239	0	2	241	0	0	1	0	1	0	0	0	0	0	621
1715 - 1730	0	435	0	6	441	0	202	0	0	202	0	0	1	0	1	0	0	0	0	0	644
1730 - 1745	2	442	0	6	450	0	195	0	0	195	0	0	0	0	0	0	0	0	0	0	645
1745 - 1800	0	380	0	3	383	0	220	0	0	220	0	0	0	0	0	0	0	0	0	0	603
Total	3	1633	0	17	1653	0	856	0	2	858	0	0	2	0	2	0	0	0	0	0	2513
Approach %	0.18	98.79	0.00	1.03	-	0.00	99.77	0.00	0.23	-	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.38	0.92	0.00	0.71	**0.92**	0.00	0.90	0.00	0.25	**0.89**	0.00	0.00	0.50	0.00	**0.50**	0.00	0.00	0.00	0.00	**0.00**	**0.97**

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Wells Fargo Dwy					Dune Woods Access Ln					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Wells Fargo Dwy					Dune Woods Access Ln					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
1700 - 1715	1	372	0	2	375	0	237	0	2	239	0	0	1	0	1	0	0	0	0	0	615
1715 - 1730	0	434	0	6	440	0	201	0	0	201	0	0	1	0	1	0	0	0	0	0	642
1730 - 1745	2	440	0	6	448	0	195	0	0	195	0	0	0	0	0	0	0	0	0	0	643
1745 - 1800	0	378	0	3	381	0	218	0	0	218	0	0	0	0	0	0	0	0	0	0	599
Total	3	1624	0	17	1644	0	851	0	2	853	0	0	2	0	2	0	0	0	0	0	2499
Approach %	0.18	98.78	0.00	1.03	-	0.00	99.77	0.00	0.23	-	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.38	0.92	0.00	0.71	**0.92**	0.00	0.90	0.00	0.25	**0.89**	0.00	0.00	0.50	0.00	**0.50**	0.00	0.00	0.00	0.00	**0.00**	**0.97**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Wells Fargo Dwy					Dune Woods Access Ln					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
1700 - 1715	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
1715 - 1730	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1730 - 1745	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1745 - 1800	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
Total	0	7	0	0	7	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	12
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.88	0.00	0.00	**0.88**	0.00	0.63	0.00	0.00	**0.63**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.75**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Ashford Dunwoody Rd NE (South)					Ashford Dunwoody Rd NE (North)					Wells Fargo Dwy					Dune Woods Access Ln					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
1700 - 1715	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Approach %	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Click here for Map

Peak Hour Turning Movement Count

Dunwoody, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com



Tuesday, August 13, 2024	
Period	0700 - 0900
Peak Hour	0745 - 0845

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Driveway (South)					Driveway (North)					Perimeter Ter					Perimeter Center Terrace					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
0745 - 0800	0	2	0	0	2	2	0	0	0	2	0	4	0	0	4	1	2	36	0	39	47
0800 - 0815	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	0	1	31	0	32	36
0815 - 0830	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	1	23	1	25	29
0830 - 0845	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	0	2	34	0	36	40
Total	0	2	0	0	2	10	0	0	0	10	1	7	0	0	8	1	6	124	1	132	152
Approach %	0.00	100.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	12.50	87.50	0.00	0.00	-	0.76	4.55	93.94	0.76	-	
PHF	0.00	0.25	0.00	0.00	**0.25**	0.63	0.00	0.00	0.00	**0.63**	0.25	0.44	0.00	0.00	**0.50**	0.25	0.75	0.86	0.25	**0.85**	**0.81**

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Driveway (South)					Driveway (North)					Perimeter Ter					Perimeter Center Terrace					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Driveway (South)					Driveway (North)					Perimeter Ter					Perimeter Center Terrace					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
0745 - 0800	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	1	1	35	0	37	42
0800 - 0815	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	0	1	30	0	31	34
0815 - 0830	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	23	0	23	27
0830 - 0845	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	1	34	0	35	37
Total	0	2	0	0	2	8	0	0	0	8	1	3	0	0	4	1	3	122	0	126	140
Approach %	0.00	100.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	25.00	75.00	0.00	0.00	-	0.79	2.38	96.83	0.00	-	
PHF	0.00	0.25	0.00	0.00	**0.25**	0.50	0.00	0.00	0.00	**0.50**	0.25	0.38	0.00	0.00	**0.50**	0.25	0.75	0.87	0.00	**0.85**	**0.83**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Driveway (South)					Driveway (North)					Perimeter Ter					Perimeter Center Terrace					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
0745 - 0800	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	1	1	0	2	5
0800 - 0815	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
Total	0	0	0	0	0	2	0	0	0	2	0	4	0	0	4	0	3	2	1	6	12
Approach %	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	50.00	33.33	16.67	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.50	0.00	0.00	0.00	**0.50**	0.00	0.50	0.00	0.00	**0.50**	0.00	0.75	0.50	0.25	**0.75**	**0.60**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Driveway (South)					Driveway (North)					Perimeter Ter					Perimeter Center Terrace					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Click here for Map

Peak Hour Turning Movement Count

Dunwoody, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, August 13, 2024	
Period	1100 - 1300
Peak Hour	1200 - 1300

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Driveway (South)					Driveway (North)					Perimeter Ter					Perimeter Center Terrace					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
1200 - 1215	0	0	1	0	1	17	1	1	0	19	0	1	0	0	1	3	2	4	0	9	30
1215 - 1230	0	2	2	0	4	9	0	0	0	9	0	2	0	0	2	5	0	5	2	12	27
1230 - 1245	0	0	0	0	0	8	0	1	0	9	0	2	0	0	2	3	2	15	5	25	36
1245 - 1300	0	0	8	0	8	8	0	0	0	8	1	0	0	0	1	4	1	8	1	14	31
Total	0	2	11	0	13	42	1	2	0	45	1	5	0	0	6	15	5	32	8	60	124
Approach %	0.00	15.38	84.62	0.00	-	93.33	2.22	4.44	0.00	-	16.67	83.33	0.00	0.00	-	25.00	8.33	53.33	13.33	-	
PHF	0.00	0.25	0.34	0.00	**0.41**	0.62	0.25	0.50	0.00	**0.59**	0.25	0.63	0.00	0.00	**0.75**	0.75	0.63	0.53	0.40	**0.60**	**0.86**

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Driveway (South)					Driveway (North)					Perimeter Ter					Perimeter Center Terrace					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Driveway (South)					Driveway (North)					Perimeter Ter					Perimeter Center Terrace					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
1200 - 1215	0	0	1	0	1	17	0	1	0	18	0	1	0	0	1	3	2	4	0	9	29
1215 - 1230	0	2	2	0	4	9	0	0	0	9	0	2	0	0	2	5	0	5	2	12	27
1230 - 1245	0	0	0	0	0	8	0	1	0	9	0	2	0	0	2	3	2	14	4	23	34
1245 - 1300	0	0	8	0	8	8	0	0	0	8	1	0	0	0	1	4	1	8	1	14	31
Total	0	2	11	0	13	42	0	2	0	44	1	5	0	0	6	15	5	31	7	58	121
Approach %	0.00	15.38	84.62	0.00	-	95.45	0.00	4.55	0.00	-	16.67	83.33	0.00	0.00	-	25.86	8.62	53.45	12.07	-	
PHF	0.00	0.25	0.34	0.00	**0.41**	0.62	0.00	0.50	0.00	**0.61**	0.25	0.63	0.00	0.00	**0.75**	0.75	0.63	0.55	0.44	**0.63**	**0.89**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Driveway (South)					Driveway (North)					Perimeter Ter					Perimeter Center Terrace					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
1200 - 1215	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	1	2	3
Approach %	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	50.00	50.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.25	0.25	**0.25**	**0.38**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Driveway (South)					Driveway (North)					Perimeter Ter					Perimeter Center Terrace					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Click here for Map

Peak Hour Turning Movement Count

Dunwoody, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, August 13, 2024	
Period	1600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Driveway (South)					Driveway (North)					Perimeter Ter					Perimeter Center Terrace					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
1700 - 1715	0	1	0	0	1	34	0	0	0	34	0	3	1	0	4	6	4	4	0	14	53
1715 - 1730	0	1	2	0	3	23	1	0	0	24	0	2	1	0	3	5	3	2	0	10	40
1730 - 1745	0	2	2	0	4	14	1	1	0	16	0	1	4	0	5	6	6	4	1	17	42
1745 - 1800	0	5	4	1	10	17	1	0	0	18	0	4	1	0	5	7	4	4	3	18	51
Total	0	9	8	1	18	88	3	1	0	92	0	10	7	0	17	24	17	14	4	59	186
Approach %	0.00	50.00	44.44	5.56	-	95.65	3.26	1.09	0.00	-	0.00	58.82	41.18	0.00	-	40.68	28.81	23.73	6.78	-	
PHF	0.00	0.45	0.50	0.25	**0.45**	0.65	0.75	0.25	0.00	**0.68**	0.00	0.63	0.44	0.00	**0.85**	0.86	0.71	0.88	0.33	**0.82**	**0.88**

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Driveway (South)					Driveway (North)					Perimeter Ter					Perimeter Center Terrace					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Driveway (South)					Driveway (North)					Perimeter Ter					Perimeter Center Terrace					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
1700 - 1715	0	0	0	0	0	33	0	0	0	33	0	3	1	0	4	6	3	3	0	12	49
1715 - 1730	0	1	2	0	3	23	1	0	0	24	0	1	1	0	2	5	2	2	0	9	38
1730 - 1745	0	2	2	0	4	14	1	1	0	16	0	1	4	0	5	6	6	4	1	17	42
1745 - 1800	0	5	4	1	10	17	1	0	0	18	0	3	1	0	4	7	3	4	3	17	49
Total	0	8	8	1	17	87	3	1	0	91	0	8	7	0	15	24	14	13	4	55	178
Approach %	0.00	47.06	47.06	5.88	-	95.60	3.30	1.10	0.00	-	0.00	53.33	46.67	0.00	-	43.64	25.45	23.64	7.27	-	
PHF	0.00	0.40	0.50	0.25	**0.43**	0.66	0.75	0.25	0.00	**0.69**	0.00	0.67	0.44	0.00	**0.75**	0.86	0.58	0.81	0.33	**0.81**	**0.91**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Driveway (South)					Driveway (North)					Perimeter Ter					Perimeter Center Terrace					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
1700 - 1715	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Total	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	3	0	0	3	6
Approach %	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.25	0.00	0.00	0.00	**0.25**	0.00	0.50	0.00	0.00	**0.50**	0.00	0.75	0.00	0.00	**0.75**	**0.75**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Driveway (South)					Driveway (North)					Perimeter Ter					Perimeter Center Terrace					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
1700 - 1715	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Approach %	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.25	0.00	**0.25**	**0.25**

Peak Hour Turning Movement Count

Dunwoody, GA

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Tuesday, August 13, 2024	
Period	0700 - 0900
Peak Hour	0800 - 0900

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Perimeter Mall Driveway					Le Meridien Atlanta Perimeter Driveway					Perimeter Center W (West)					Perimeter Center W (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	5.1	5.2	5.3	5.4	Total	5.5	5.6	5.7	5.8	Total	5.9	5.10	5.11	5.12	Total	5.13	5.14	5.15	5.16	Total	Total
0800 - 0815	0	1	1	0	2	2	0	4	0	6	2	75	2	3	82	0	143	0	1	144	234
0815 - 0830	0	0	1	0	1	6	0	1	0	7	3	90	4	1	98	0	135	4	0	139	245
0830 - 0845	0	0	2	0	2	2	0	3	0	5	4	69	1	1	75	0	176	2	0	178	260
0845 - 0900	0	0	5	0	5	4	0	2	0	6	3	80	1	1	85	0	160	2	2	164	260
Total	0	1	9	0	10	14	0	10	0	24	12	314	8	6	340	0	614	8	3	625	999
Approach %	0.00	10.00	90.00	0.00	-	58.33	0.00	41.67	0.00	-	3.53	92.35	2.35	1.76	-	0.00	98.24	1.28	0.48	-	
PHF	0.00	0.25	0.45	0.00	**0.50**	0.58	0.00	0.63	0.00	**0.86**	0.75	0.87	0.50	0.50	**0.87**	0.00	0.87	0.50	0.38	**0.88**	**0.96**

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Perimeter Mall Driveway					Le Meridien Atlanta Perimeter Driveway					Perimeter Center W (West)					Perimeter Center W (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	5.1	5.2	5.3	5.4	Total	5.5	5.6	5.7	5.8	Total	5.9	5.10	5.11	5.12	Total	5.13	5.14	5.15	5.16	Total	Total
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.25	0.00	**0.25**	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Perimeter Mall Driveway					Le Meridien Atlanta Perimeter Driveway					Perimeter Center W (West)					Perimeter Center W (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	5.1	5.2	5.3	5.4	Total	5.5	5.6	5.7	5.8	Total	5.9	5.10	5.11	5.12	Total	5.13	5.14	5.15	5.16	Total	Total
0800 - 0815	0	1	1	0	2	2	0	4	0	6	2	70	2	3	77	0	139	0	1	140	225
0815 - 0830	0	0	1	0	1	5	0	1	0	6	3	87	3	0	93	0	134	4	0	138	238
0830 - 0845	0	0	2	0	2	2	0	3	0	5	4	66	0	1	71	0	170	2	0	172	250
0845 - 0900	0	0	4	0	4	4	0	2	0	6	3	78	1	1	83	0	157	2	2	161	254
Total	0	1	8	0	9	13	0	10	0	23	12	301	6	5	324	0	600	8	3	611	967
Approach %	0.00	11.11	88.89	0.00	-	56.52	0.00	43.48	0.00	-	3.70	92.90	1.85	1.54	-	0.00	98.20	1.31	0.49	-	
PHF	0.00	0.25	0.50	0.00	**0.56**	0.65	0.00	0.63	0.00	**0.96**	0.75	0.86	0.50	0.42	**0.87**	0.00	0.88	0.50	0.38	**0.89**	**0.95**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Perimeter Mall Driveway					Le Meridien Atlanta Perimeter Driveway					Perimeter Center W (West)					Perimeter Center W (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	5.1	5.2	5.3	5.4	Total	5.5	5.6	5.7	5.8	Total	5.9	5.10	5.11	5.12	Total	5.13	5.14	5.15	5.16	Total	Total
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	4	0	0	4	9
0815 - 0830	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	1	0	0	1	4
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	6	0	0	6	9
0845 - 0900	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	6
Total	0	0	1	0	1	1	0	0	0	1	0	12	0	0	12	0	14	0	0	14	28
Approach %	0.00	0.00	100.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.25	0.00	**0.25**	0.25	0.00	0.00	0.00	**0.25**	0.00	0.60	0.00	0.00	**0.60**	0.00	0.58	0.00	0.00	**0.58**	**0.78**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Perimeter Mall Driveway					Le Meridien Atlanta Perimeter Driveway					Perimeter Center W (West)					Perimeter Center W (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	5.1	5.2	5.3	5.4	Total	5.5	5.6	5.7	5.8	Total	5.9	5.10	5.11	5.12	Total	5.13	5.14	5.15	5.16	Total	Total
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	2
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3	0	0	0	0	0	3
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	33.33	33.33	33.33	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.25	0.25	**0.38**	0.00	0.00	0.00	0.00	**0.00**	**0.38**

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Peak Hour Turning Movement Count

Dunwoody, GA

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All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Perimeter Mall Driveway					Le Meridien Atlanta Perimeter Driveway					Perimeter Center W (West)					Perimeter Center W (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	5.1	5.2	5.3	5.4	Total	5.5	5.6	5.7	5.8	Total	5.9	5.10	5.11	5.12	Total	5.13	5.14	5.15	5.16	Total	Total
1200 - 1215	1	0	10	0	11	0	0	2	0	2	3	153	17	2	175	1	164	2	1	168	356
1215 - 1230	0	0	7	0	7	2	0	2	0	4	4	172	15	3	194	2	168	1	1	172	377
1230 - 1245	1	0	9	0	10	1	0	0	0	1	7	157	13	2	179	0	207	2	2	211	401
1245 - 1300	1	0	16	0	17	3	1	2	0	6	1	168	7	0	176	3	177	5	0	185	384
Total	3	0	42	0	45	6	1	6	0	13	15	650	52	7	724	6	716	10	4	736	1518
Approach %	6.67	0.00	93.33	0.00	-	46.15	7.69	46.15	0.00	-	2.07	89.78	7.18	0.97	-	0.82	97.28	1.36	0.54	-	
PHF	0.75	0.00	0.66	0.00	**0.66**	0.50	0.25	0.75	0.00	**0.54**	0.54	0.94	0.76	0.58	**0.93**	0.50	0.86	0.50	0.50	**0.87**	**0.95**

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Perimeter Mall Driveway					Le Meridien Atlanta Perimeter Driveway					Perimeter Center W (West)					Perimeter Center W (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	5.1	5.2	5.3	5.4	Total	5.5	5.6	5.7	5.8	Total	5.9	5.10	5.11	5.12	Total	5.13	5.14	5.15	5.16	Total	Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Perimeter Mall Driveway					Le Meridien Atlanta Perimeter Driveway					Perimeter Center W (West)					Perimeter Center W (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	5.1	5.2	5.3	5.4	Total	5.5	5.6	5.7	5.8	Total	5.9	5.10	5.11	5.12	Total	5.13	5.14	5.15	5.16	Total	Total
1200 - 1215	1	0	10	0	11	0	0	2	0	2	3	150	17	2	172	1	162	2	1	166	351
1215 - 1230	0	0	7	0	7	2	0	2	0	4	4	170	15	3	192	2	165	1	1	169	372
1230 - 1245	0	0	9	0	9	1	0	0	0	1	7	156	13	2	178	0	206	2	2	210	398
1245 - 1300	1	0	16	0	17	2	1	2	0	5	1	166	7	0	174	3	177	4	0	184	380
Total	2	0	42	0	44	5	1	6	0	12	15	642	52	7	716	6	710	9	4	729	1501
Approach %	4.55	0.00	95.45	0.00	-	41.67	8.33	50.00	0.00	-	2.09	89.66	7.26	0.98	-	0.82	97.39	1.23	0.55	-	
PHF	0.50	0.00	0.66	0.00	**0.65**	0.63	0.25	0.75	0.00	**0.60**	0.54	0.94	0.76	0.58	**0.93**	0.50	0.86	0.56	0.50	**0.87**	**0.94**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Perimeter Mall Driveway					Le Meridien Atlanta Perimeter Driveway					Perimeter Center W (West)					Perimeter Center W (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	5.1	5.2	5.3	5.4	Total	5.5	5.6	5.7	5.8	Total	5.9	5.10	5.11	5.12	Total	5.13	5.14	5.15	5.16	Total	Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
1230 - 1245	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
1245 - 1300	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	0	1	0	1	4
Total	1	0	0	0	1	1	0	0	0	1	0	6	0	0	6	0	6	1	0	7	15
Approach %	100.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	85.71	14.29	0.00	-	
PHF	0.25	0.00	0.00	0.00	**0.25**	0.25	0.00	0.00	0.00	**0.25**	0.00	0.75	0.00	0.00	**0.75**	0.00	0.50	0.25	0.00	**0.58**	**0.94**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Perimeter Mall Driveway					Le Meridien Atlanta Perimeter Driveway					Perimeter Center W (West)					Perimeter Center W (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	5.1	5.2	5.3	5.4	Total	5.5	5.6	5.7	5.8	Total	5.9	5.10	5.11	5.12	Total	5.13	5.14	5.15	5.16	Total	Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.50	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	**0.00**	**0.50**

Peak Hour Turning Movement Count

Dunwoody, GA

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All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Perimeter Mall Driveway					Le Meridien Atlanta Perimeter Driveway					Perimeter Center W (West)					Perimeter Center W (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	5.1	5.2	5.3	5.4	Total	5.5	5.6	5.7	5.8	Total	5.9	5.10	5.11	5.12	Total	5.13	5.14	5.15	5.16	Total	Total
1700 - 1715	0	0	16	0	16	3	0	5	0	8	4	178	18	0	200	1	182	2	0	185	409
1715 - 1730	0	0	17	0	17	10	3	12	0	25	5	237	20	1	263	2	196	3	0	201	506
1730 - 1745	0	0	12	0	12	2	0	11	0	13	6	207	18	0	231	1	184	1	1	187	443
1745 - 1800	0	1	3	0	4	3	1	7	1	12	4	189	15	0	208	3	208	3	0	214	438
Total	0	1	48	0	49	18	4	35	1	58	19	811	71	1	902	7	770	9	1	787	1796
Approach %	0.00	2.04	97.96	0.00	-	31.03	6.90	60.34	1.72	-	2.11	89.91	7.87	0.11	-	0.89	97.84	1.14	0.13	-	
PHF	0.00	0.25	0.71	0.00	**0.72**	0.45	0.33	0.73	0.25	**0.58**	0.79	0.86	0.89	0.25	**0.86**	0.58	0.93	0.75	0.25	**0.92**	**0.89**

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Perimeter Mall Driveway					Le Meridien Atlanta Perimeter Driveway					Perimeter Center W (West)					Perimeter Center W (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	5.1	5.2	5.3	5.4	Total	5.5	5.6	5.7	5.8	Total	5.9	5.10	5.11	5.12	Total	5.13	5.14	5.15	5.16	Total	Total
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Perimeter Mall Driveway					Le Meridien Atlanta Perimeter Driveway					Perimeter Center W (West)					Perimeter Center W (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	5.1	5.2	5.3	5.4	Total	5.5	5.6	5.7	5.8	Total	5.9	5.10	5.11	5.12	Total	5.13	5.14	5.15	5.16	Total	Total
1700 - 1715	0	0	15	0	15	3	0	5	0	8	4	176	18	0	198	1	179	2	0	182	403
1715 - 1730	0	0	16	0	16	10	3	12	0	25	5	235	20	1	261	2	194	3	0	199	501
1730 - 1745	0	0	11	0	11	2	0	11	0	13	6	207	18	0	231	1	182	1	1	185	440
1745 - 1800	0	1	3	0	4	3	1	7	1	12	4	188	15	0	207	3	206	3	0	212	435
Total	0	1	45	0	46	18	4	35	1	58	19	806	71	1	897	7	761	9	1	778	1779
Approach %	0.00	2.17	97.83	0.00	-	31.03	6.90	60.34	1.72	-	2.12	89.86	7.92	0.11	-	0.90	97.81	1.16	0.13	-	
PHF	0.00	0.25	0.70	0.00	**0.72**	0.45	0.33	0.73	0.25	**0.58**	0.79	0.86	0.89	0.25	**0.86**	0.58	0.92	0.75	0.25	**0.92**	**0.89**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Perimeter Mall Driveway					Le Meridien Atlanta Perimeter Driveway					Perimeter Center W (West)					Perimeter Center W (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	5.1	5.2	5.3	5.4	Total	5.5	5.6	5.7	5.8	Total	5.9	5.10	5.11	5.12	Total	5.13	5.14	5.15	5.16	Total	Total
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
1715 - 1730	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	5
1730 - 1745	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
Total	0	0	2	0	2	0	0	0	0	0	0	5	0	0	5	0	8	0	0	8	15
Approach %	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.50	0.00	**0.50**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.63	0.00	0.00	**0.63**	0.00	1.00	0.00	0.00	**1.00**	**0.75**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Perimeter Mall Driveway					Le Meridien Atlanta Perimeter Driveway					Perimeter Center W (West)					Perimeter Center W (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	5.1	5.2	5.3	5.4	Total	5.5	5.6	5.7	5.8	Total	5.9	5.10	5.11	5.12	Total	5.13	5.14	5.15	5.16	Total	Total
1700 - 1715	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Approach %	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.25	0.00	**0.25**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.00	0.00	**0.25**	**0.25**

Bi-Directional Class Count || NB EB 15min

Woodstock, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Driveway,
west of Woodpark Blvd

Date
Tuesday, October 1, 2024

Weather
Mostly Cloudy
73°F

Lat/Long
34.086781°, -84.522977°

Click here for Map

0000 - 2400 (24h Session) (10-01-2024)
NB EB 15min

	Eastbound (Movement 1.1)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0315 - 0330	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0930 - 0945	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1000 - 1015	0	2	0	0	1	0	0	0	0	0	0	0	0	3	
1015 - 1030	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
1100 - 1115	0	10	0	0	0	0	0	0	0	0	0	0	0	10	
1115 - 1130	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1130 - 1145	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
1145 - 1200	0	6	1	0	0	0	0	0	0	0	0	0	0	7	27
1200 - 1215	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
1215 - 1230	0	5	3	0	0	0	0	0	0	0	0	0	0	8	
1230 - 1245	0	5	3	0	0	0	0	0	0	0	0	0	0	8	
1245 - 1300	0	4	0	0	0	0	0	0	0	0	0	0	0	4	28
1300 - 1315	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
1315 - 1330	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
1330 - 1345	1	5	1	0	1	0	0	0	0	0	0	0	0	8	
1345 - 1400	0	2	0	0	0	0	0	0	0	0	0	0	0	2	20
1400 - 1415	0	10	3	0	0	0	0	0	0	0	0	0	0	13	
1415 - 1430	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
1430 - 1445	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
1445 - 1500	0	3	1	0	0	0	0	0	0	0	0	0	0	4	26
1500 - 1515	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
1515 - 1530	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
1530 - 1545	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1545 - 1600	0	8	0	0	0	0	0	0	0	0	0	0	0	8	21
1600 - 1615	0	0	4	0	0	0	0	0	0	0	0	0	0	4	
1615 - 1630	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
1630 - 1645	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
1645 - 1700	0	4	0	0	0	0	0	0	0	0	0	0	0	4	17
1700 - 1715	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
1715 - 1730	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
1730 - 1745	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
1745 - 1800	0	3	2	0	0	0	0	0	0	0	0	0	0	5	19
1800 - 1815	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
1815 - 1830	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
1830 - 1845	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
1845 - 1900	0	6	2	0	0	0	0	0	0	0	0	0	0	8	29
1900 - 1915	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
1915 - 1930	0	4	3	0	0	0	0	0	0	0	0	0	0	7	
1930 - 1945	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
1945 - 2000	0	2	0	0	0	0	0	0	0	0	0	0	0	2	27
2000 - 2015	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
2015 - 2030	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
2030 - 2045	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
2045 - 2100	0	1	1	0	1	0	0	0	0	0	0	0	0	3	23
2100 - 2115	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
2115 - 2130	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
2130 - 2145	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
2145 - 2200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13
2200 - 2215	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2215 - 2230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2230 - 2245	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
2245 - 2300	0	2	0	0	0	0	0	0	0	0	0	0	0	2	12
2300 - 2315	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
2315 - 2330	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2330 - 2345	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
2345 - 0000	0	2	0	0	0	0	0	0	0	0	0	0	0	2	9

Session Total	1	234	43	0	3	1	0	0	0	0	0	0	0	282
Session Average	0.01	2.44	0.45	0.00	0.03	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.94
Session Percentage	0.35	82.98	15.25	0.00	1.06	0.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0930 - 1030	-	-	0915 - 1015	0845 - 0945	-	-	-	-	-	-	-	0930 - 1030
AM Peak Volume	0	4	0	0	1	1	0	0	0	0	0	0	0	6

Noon Peak Hour	1245 - 1345	1100 - 1200	1145 - 1245	-	1000 - 1100	-	-	-	-	-	-	-	-	1130 - 1230
Noon Peak Volume	1	26	9	0	1	0	0	0	0	0	0	0	0	31

PM Peak Hour	-	1815 - 1915	1845 - 1945	-	-	-	-	-	-	-	-	-	-	1845 - 1945
PM Peak Volume	0	27	8	0	0	0	0	0	0	0	0	0	0	33

Bi-Directional Class Count || SB WB 15min

Woodstock, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Driveway,
west of Woodpark Blvd

Date
Tuesday, October 1, 2024

Weather
Mostly Cloudy
73°F

Lat/Long
34.086781°, -84.522977°

Click here for Map

0000 - 2400 (24h Session) (10-01-2024)
SB WB 15min

	Westbound (Movement 1,2)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0015 - 0030	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0645 - 0700	0	4	1	0	0	0	0	0	0	0	0	0	0	5	5
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0745 - 0800	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
0800 - 0815	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0900 - 0915	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
0915 - 0930	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
0930 - 0945	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0945 - 1000	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5
1000 - 1015	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1015 - 1030	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
1030 - 1045	0	8	2	0	0	0	0	0	0	0	0	0	0	10	
1045 - 1100	0	11	4	0	0	0	0	0	0	0	0	0	0	15	33
1100 - 1115	0	9	2	0	0	0	0	0	0	0	0	0	0	11	
1115 - 1130	0	11	4	0	0	0	0	0	0	0	0	0	0	15	
1130 - 1145	0	27	4	0	0	0	0	0	0	0	0	0	0	31	
1145 - 1200	0	27	1	0	0	0	0	0	0	0	0	0	0	28	85
1200 - 1215	0	23	4	0	0	0	0	0	0	0	0	0	0	27	
1215 - 1230	0	17	8	0	0	0	0	0	0	0	0	0	0	25	
1230 - 1245	0	17	1	0	0	0	0	0	0	0	0	0	0	18	
1245 - 1300	0	14	7	0	2	0	0	0	0	0	0	0	0	23	93
1300 - 1315	0	25	4	0	0	0	0	0	0	0	0	0	0	29	
1315 - 1330	0	22	5	0	0	0	0	0	0	0	0	0	0	27	
1330 - 1345	0	18	2	0	0	0	0	0	0	0	0	0	0	20	
1345 - 1400	0	22	3	0	0	0	0	0	0	0	0	0	0	25	101
1400 - 1415	0	24	1	0	1	0	0	0	0	0	0	0	0	26	
1415 - 1430	0	17	4	0	0	0	0	0	0	0	0	0	0	21	
1430 - 1445	0	16		0	0	0	0	0	0	0	0	0	0	16	
1445 - 1500	0	17	3	0	0	0	0	0	0	0	0	0	0	20	83
1500 - 1515	0	20	4	0	0	0	0	0	0	0	0	0	0	24	
1515 - 1530	0	19	1	0	1	0	0	0	0	0	0	0	0	21	
1530 - 1545	0	16	3	0	0	0	0	0	0	0	0	0	0	19	
1545 - 1600	0	14	3	0	0	0	0	0	0	0	0	0	0	17	81
1600 - 1615	0	12	1	0	0	0	0	0	0	0	0	0	0	13	
1615 - 1630	0	23	2	0	0	0	0	0	0	0	0	0	0	25	
1630 - 1645	0	17	2	0	0	0	0	0	0	0	0	0	0	19	
1645 - 1700	0	20	1	0	0	0	0	0	0	0	0	0	0	21	78
1700 - 1715	0	11	1	0	0	0	0	0	0	0	0	0	0	12	
1715 - 1730	0	14	1	0	0	0	0	0	0	0	0	0	0	15	
1730 - 1745	0	18	9	0	0	0	0	0	0	0	0	0	0	27	
1745 - 1800	0	18	4	0	0	0	0	0	0	0	0	0	0	22	76
1800 - 1815	0	16	1	0	0	0	0	0	0	0	0	0	0	17	
1815 - 1830	0	27	2	0	0	0	0	0	0	0	0	0	0	29	
1830 - 1845	0	16	3	0	0	0	0	0	0	0	0	0	0	19	
1845 - 1900	0	21	3	0	0	0	0	0	0	0	0	0	0	24	89
1900 - 1915	0	28	8	0	0	0	0	0	0	0	0	0	0	36	
1915 - 1930	0	30	3	0	0	0	0	0	0	0	0	0	0	33	
1930 - 1945	0	25	5	0	0	0	0	0	0	0	0	0	0	30	
1945 - 2000	0	20	2	0	0	0	0	0	0	0	0	0	0	22	121
2000 - 2015	0	23	5	0	0	0	0	0	0	0	0	0	0	28	
2015 - 2030	0	27	2	0	0	0	0	0	0	0	0	0	0	29	
2030 - 2045	0	23	3	0	0	0	0	0	0	0	0	0	0	26	
2045 - 2100	0	22	3	0	1	0	0	0	0	0	0	0	0	26	109
2100 - 2115	0	19	6	0	0	0	0	0	0	0	0	0	0	25	
2115 - 2130	0	21	2	0	0	0	0	0	0	0	0	0	0	23	
2130 - 2145	0	13	1	0	0	0	0	0	0	0	0	0	0	14	
2145 - 2200	0	11	2	0	0	0	0	0	0	0	0	0	0	13	75
2200 - 2215	0	24	6	0	0	0	0	0	0	0	0	0	0	30	
2215 - 2230	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
2230 - 2245	0	17	3	0	0	0	0	0	0	0	0	0	0	20	
2245 - 2300	0	17	1	0	0	0	0	0	0	0	0	0	0	18	77
2300 - 2315	0	12	1	0	0	0	0	0	0	0	0	0	0	13	
2315 - 2330	0	13	0	0	0	0	0	0	0	0	0	0	0	13	
2330 - 2345	0	12	0	0	0	0	0	0	0	0	0	0	0	12	
2345 - 0000	0	7	0	0	0	0	0	0	0	0	0	0	0	7	45

Session Total	0	997	157	0	7	0	0	0	0	0	0	0	0	1161
Session Average	0.00	10.39	1.65	0.00	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12.09
Session Percentage	0.00	85.87	13.52	0.00	0.60	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0945 - 1045	0945 - 1045	-	0830 - 0930	-	-	-	-	-	-	-	-	0945 - 1045
AM Peak Volume	0	17	2	0	2	0	0	0	0	0	0	0	0	19

Noon Peak Hour	-	1130 - 1230	1200 - 1300	-	1200 - 1300	-	-	-	-	-	-	-	-	1130 - 1230
Noon Peak Volume	0	94	20	0	2	0	0	0	0	0	0	0	0	111

PM Peak Hour	-	1845 - 1945	1845 - 1945	-	1500 - 1600	-	-	-	-	-	-	-	-	1845 - 1945
PM Peak Volume	0	104	19	0	1	0	0	0	0	0	0	0	0	123

Bi-Directional Class Count || NB EB 15min

Woodstock, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 2
Driveway,
west of Woodpark Blvd

Date
Tuesday, October 1, 2024

Weather
Mostly Cloudy
73°F

Lat/Long
34.086334°, -84.523000°

Click here for Map

0000 - 2400 (24h Session) (10-01-2024)
NB EB 15min

	Eastbound (Movement 2.1)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
0015 - 0030	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0315 - 0330	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0715	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0915 - 0930	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
0930 - 0945	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1015 - 1030	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1030 - 1045	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1045 - 1100	0	3	3	0	0	0	0	0	0	0	0	0	0	6	9
1100 - 1115	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
1115 - 1130	0	8	2	0	0	0	0	0	0	0	0	0	0	10	
1130 - 1145	0	10	4	0	0	0	0	0	0	0	0	0	0	14	
1145 - 1200	0	19	3	0	0	0	0	0	0	0	0	0	0	22	55
1200 - 1215	0	19	2	0	0	0	0	0	0	0	0	0	0	21	
1215 - 1230	0	16	2	0	0	0	0	0	0	0	0	0	0	18	
1230 - 1245	0	15	2	0	0	0	0	0	0	0	0	0	0	17	
1245 - 1300	0	13	3	0	0	0	0	0	0	0	0	0	0	16	72
1300 - 1315	0	12	5	0	0	0	0	0	0	0	0	0	0	17	
1315 - 1330	0	23	4	0	0	0	0	0	0	0	0	0	0	27	
1330 - 1345	0	17	7	0	0	0	0	0	0	0	0	0	0	24	
1345 - 1400	0	19	0	0	0	0	0	0	0	0	0	0	0	19	87
1400 - 1415	0	17	1	0	1	0	0	0	0	0	0	0	0	19	
1415 - 1430	0	16	2	0	0	0	0	0	0	0	0	0	0	18	
1430 - 1445	0	15	3	0	0	0	0	0	0	0	0	0	0	18	
1445 - 1500	0	10	4	0	0	0	0	0	0	0	0	0	0	14	69
1500 - 1515	0	13	2	0	0	0	0	0	0	0	0	0	0	15	
1515 - 1530	0	13	1	0	1	0	0	0	0	0	0	0	0	15	
1530 - 1545	0	13	3	0	0	0	0	0	0	0	0	0	0	16	
1545 - 1600	0	10	2	0	0	0	0	0	0	0	0	0	0	12	58
1600 - 1615	0	19	1	0	0	0	0	0	0	0	0	0	0	20	
1615 - 1630	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
1630 - 1645	0	14	0	0	0	0	0	0	0	0	0	0	0	14	
1645 - 1700	0	14	3	0	0	0	0	0	0	0	0	0	0	17	61
1700 - 1715	0	16	0	0	0	0	0	0	0	0	0	0	0	16	
1715 - 1730	0	15	2	0	0	0	0	0	0	0	0	0	0	17	
1730 - 1745	0	9	3	0	0	0	0	0	0	0	0	0	0	12	
1745 - 1800	0	11	4	0	0	0	0	0	0	0	0	0	0	15	60
1800 - 1815	0	15	0	0	0	0	0	0	0	0	0	0	0	15	
1815 - 1830	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
1830 - 1845	0	20	3	0	0	0	0	0	0	0	0	0	0	23	
1845 - 1900	0	14	3	0	0	0	0	0	0	0	0	0	0	17	64
1900 - 1915	0	18	0	0	0	0	0	0	0	0	0	0	0	18	
1915 - 1930	0	16	4	0	0	0	0	0	0	0	0	0	0	20	
1930 - 1945	0	19	3	0	0	0	0	0	0	0	0	0	0	22	
1945 - 2000	0	21	2	0	0	0	0	0	0	0	0	0	0	23	83
2000 - 2015	0	16	3	0	0	0	0	0	0	0	0	0	0	19	
2015 - 2030	0	26	4	0	0	0	0	0	0	0	0	0	0	30	
2030 - 2045	0	21	5	0	0	0	0	0	0	0	0	0	0	26	
2045 - 2100	0	13	2	0	0	0	0	0	0	0	0	0	0	15	90
2100 - 2115	0	19	2	0	0	0	0	0	0	0	0	0	0	21	
2115 - 2130	0	16	5	0	0	0	0	0	0	0	0	0	0	21	
2130 - 2145	0	14	2	0	0	0	0	0	0	0	0	0	0	16	
2145 - 2200	0	17	2	0	0	0	0	0	0	0	0	0	0	19	77
2200 - 2215	0	16	5	0	0	0	0	0	0	0	0	0	0	21	
2215 - 2230	0	9	0	0	0	0	0	0	0	0	0	0	0	9	
2230 - 2245	0	16	1	0	0	0	0	0	0	0	0	0	0	17	
2245 - 2300	0	10	4	0	0	0	0	0	0	0	0	0	0	14	61
2300 - 2315	0	13	0	0	0	0	0	0	0	0	0	0	0	13	
2315 - 2330	0	14	1	0	0	0	0	0	0	0	0	0	0	15	
2330 - 2345	0	12	1	0	0	0	0	0	0	0	0	0	0	13	
2345 - 0000	0	12	0	0	0	0	0	0	0	0	0	0	0	12	53

Session Total	0	786	128	0	3	0	0	0	0	0	0	0	0	917
Session Average	0.00	8.19	1.33	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9.55
Session Percentage	0.00	85.71	13.96	0.00	0.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0930 - 1030	0845 - 0945	-	0830 - 0930	-	-	-	-	-	-	-	-	0930 - 1030
AM Peak Volume	0	3	1	0	1	0	0	0	0	0	0	0	0	4

Noon Peak Hour	-	1315 - 1415	1245 - 1345	-	1315 - 1415	-	-	-	-	-	-	-	-	1315 - 1415
Noon Peak Volume	0	76	19	0	1	0	0	0	0	0	0	0	0	89

PM Peak Hour	-	1945 - 2045	1945 - 2045	-	1500 - 1600	-	-	-	-	-	-	-	-	1945 - 2045
PM Peak Volume	0	84	14	0	1	0	0	0	0	0	0	0	0	98

Bi-Directional Class Count || SB WB 15min

Woodstock, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 2
Driveway,
west of Woodpark Blvd

Date
Tuesday, October 1, 2024

Weather
Mostly Cloudy
73°F

Lat/Long
34.086334°, -84.523000°

Click here for Map

0000 - 2400 (24h Session) (10-01-2024)
SB WB 15min

	Westbound (Movement 2,2)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0630 - 0645	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0930 - 0945	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
0945 - 1000	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
1000 - 1015	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1100 - 1115	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1130 - 1145	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1215 - 1230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1245 - 1300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
1300 - 1315	1	1	0	0	0	0	0	0	0	0	0	0	0	2	
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1330 - 1345	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1415 - 1430	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1445 - 1500	0	2	0	0	0	0	0	0	0	0	0	0	0	2	3
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1530 - 1545	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1715 - 1730	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1800 - 1815	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1900 - 1915	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1915 - 1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1930 - 1945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1945 - 2000	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
2000 - 2015	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2015 - 2030	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2030 - 2045	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2045 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2100 - 2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2115 - 2130	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2130 - 2145	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2145 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2200 - 2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2215 - 2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2230 - 2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2330 - 2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2345 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Session Total	1	27	2	0	0	1	0	0	0	0	0	0	0	31
Session Average	0.01	0.28	0.02	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.32
Session Percentage	3.23	87.10	6.45	0.00	0.00	3.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0915 - 1015	0545 - 0645	-	-	0845 - 0945	-	-	-	-	-	-	-	0915 - 1015
AM Peak Volume	0	2	1	0	0	1	0	0	0	0	0	0	0	3

Noon Peak Hour	1215 - 1315	1445 - 1545	1445 - 1545	-	-	-	-	-	-	-	-	-	-	1445 - 1545
Noon Peak Volume	1	5	1	0	0	0	0	0	0	0	0	0	0	6

PM Peak Hour	-	1945 - 2045	1500 - 1600	-	-	-	-	-	-	-	-	-	-	1500 - 1600
PM Peak Volume	0	4	1	0	0	0	0	0	0	0	0	0	0	4

WILSON BROCK & IRBY, L.L.C.

ATTORNEYS AT LAW

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March 3, 2025

VIA: ELECTRONIC DELIVERY

Mr. Richard McLeod, Director
Dunwoody Dept. of Comm. Development
Dunwoody City Hall
4800 Ashford Dunwoody Road
Dunwoody, GA 30338

RE: Applicant-Initiated Meeting Summary Report for Raising Cane's Application to Rezone Property at 4570 Ashford Dunwoody Road (the "Site"), and for a Special Land Use Permit for a Restaurant Drive-Thru.

Dear Mr. McLeod:

Raising Cane's hosted an applicant-initiated meeting on February 27, 2025 to present its development proposal for a new restaurant on the Site. The meeting was held at St. Patrick's Episcopal Church, which is located at 4755 N. Peachtree Road in Dunwoody, at 6:00 pm.

We sent notice letters for the meeting via first class mail to surrounding neighbors pursuant to a mailing list that we received from the planning staff. These letters were placed in the mail on February 7, 2025. We also published notice of the meeting in the Dunwoody Crier, which appeared in the February 13, 2025 edition of the newspaper. Copies of the sign-in sheet, the mailing list, the notice letter, the mailing envelopes with postage, and the published ad are attached for your review.

In addition to myself and Melanie Hembree as applicant representatives, the meeting was attended by Bill Grossman, Matt Munoz, Kathy O'Brien, Cathy Cobbs (a reporter from the Dunwoody Crier), and Joe Seconder. Ms. Cobbs and Mr. Seconder did not substantively participate in the discussion of our prospective application.

Bill Grossman

Mr. Grossman was generally supportive of our application, but he had a concern regarding vehicular Site access. While Raising Cane's proposes a limited right in-right out driveway from Ashford Dunwoody Road, Mr. Grossman observed that the existing median break that allows left turn access to the Site would remain. Melanie and I explained that the median closure had been attached as a zoning condition to a previously approved zoning application, and that it had been delayed because that developer had not reached the development threshold that would require it to conduct the closure. Mr. Grossman is concerned about the potential for the median break to serve to attract left turns onto the Site from Ashford Dunwoody by drivers ignoring our driveway's right in-right out restriction. He also asked if our development would have bike rack facilities, to which question we answered in the affirmative.

Matt Munoz

Mr Munoz attended the meeting in his capacity as the General Manager of the Le Meridien Atlanta Perimeter hotel, which is located immediately behind the Site. Mr. Munoz expressed two concerns regarding the development proposal, namely interparcel access and stormwater runoff. His interparcel access concern related to an existing driveway between the Site and the hotel, which would allow Raising Cane's' guests to access Perimeter Center West without getting on Ashford Dunwoody Road. More specifically, he was concerned about potential conflicts between drivers accessing the Site and hotel guests and visitors. He and Mr. Grossman briefly discussed the potential for gating the driveway between the hotel and the Site, but Mr. Munoz expressed hesitance with doing that because of the cost of doing so. Based on his past experience as a planning commissioner, Mr. Grossman also expressed the opinion that instead of going south past the hotel, most drivers utilizing Raising Cane's' interparcel access driveways would likely go north to Perimeter Terrace, which has signalized access to Ashford Dunwoody Road.

Melanie and I explained that Raising Cane's' has a traffic study, prepared by Kimley Horn, that shows minimal post development impacts on congestion and surrounding roadway performance. Furthermore, this traffic study deviated from the standard practice of using technical ITE tables to predict the traffic volumes that the new restaurant would generate.[1] Instead, our traffic study used traffic volumes that were generated by a recently opened Raising Cane's restaurant in Woodstock, which generated much higher traffic volumes than were predicted by the ITE traffic model. Even with this 'over engineered' approach, the traffic study showed minimal traffic impacts.

Mr. Munoz also shared that the hotel had been having problems with stormwater flooding. While he stated the stormwater did not seem to be coming from the Site, Mr. Munoz intended to be vigilant to make sure the proposed redevelopment did not contribute to the problem. In response to Mr. Munoz's concerns, Melanie and I offered to meet with him and other hotel representatives to discuss his concerns in more detail, and to discuss opportunities to address them. We exchanged business cards for this purpose.

While Mr. Munoz had concerns about the proposed redevelopment, he still shared that it would likely benefit the hotel. Apparently, the Site's vacant condition attracts overnight homeless camping activities, and it also attracts what Mr. Munoz described as activities that appear to be drug related. He has tried to address indirectly by focusing private security surveillance on the portion of the Site nearest the hotel. His intent in doing this is to make the Site less desirable for these activities by increasing eyes on the back of the vacant bank building, which is largely hidden from public view in its current condition. Mr. Munoz anticipates not having to do this once the Site is reoccupied. He also believes that the new restaurant could generate additional business for his hotel.

[1] ITE stands for the Institute of Transportation Engineers, which publishes the trip generation models on which traffic engineers generally base their analysis.

Kathy O'Brien

Ms. O'Brien owns a home in a condominium development on the other side of Ashford Dunwoody Road, within easy walking distance of the Site. In fact, Ms. O'Brien takes liberal advantage of her community's walkability to walk to various businesses near her home. She shared that, upon learning of our proposed restaurant, her opinion was that the community did not need an auto-oriented fast-food restaurant. This perception was informed by her familiarity with a Raising Cane's restaurant in her hometown of Chattanooga.

We explained that, while our proposed restaurant would have a limited menu, the aesthetics and quality of the development would present as more of a fast casual restaurant, which was bit more upscale that a typical fast-food restaurant. To support our assertion, we explained that the restaurant would be larger than a standard Raising Cane's restaurant, and it would include significant indoor and outdoor dining areas, far exceeding the character of a fast-food restaurant. The outdoor dining area would be sheltered by a roof and that it would be open (with screening) on the Ashford Dunwoody Road side. We also shared images of an existing Raising Cane's restaurant that was comparable to the restaurant we intend to build on the Site. Ms. O'Brien agreed that our proposed restaurant was fairly different in character from what she described as a typical Raising Cane's.

Furthermore, while a typical Raising Cane's restaurant generates more drive-thru business than dine-in business, we expected this location to have much more dine-in business than normal for a couple of reasons. First, the typical Raising Cane's location is not surrounded by the high density mix of businesses and residences that exist around the Site. In addition, the restaurant would be located along a pedestrian trail that the city will construct across the front of the Site, and it would likely positively contribute to the trail's ambiance because of the building's proximity to the street and the open outdoor dining area. We also shared that the development would incorporate two sidewalk connections directly from the trail extension, with bike racks provided for cyclists. Ms. O'Brien agreed that the proximity to surrounding residences and businesses would likely promote a higher level of pedestrian dine-in business than normal, and that she herself would likely walk to the restaurant.

While Raising Cane's has not made any changes to its development proposal as a result of the meeting, we plan to continue the conversation with Mr. Munoz and his hotel colleagues regarding their concerns. Please do not hesitate to let me know if we may provide any additional information or clarify anything in this letter.

Sincerely,

WILSON BROCK & IRBY, L.L.C.

Harold Buckley Jr.

By: Harold Buckley, Jr., AICP
Attorneys for Raising Cane's

Attachments.

86887 | 959999-000010
1016149 | 959999-000010

RAISING CANE'S APPLICANT INITIATED MEETING

St. Patrick's Episcopal Church
4755 N. Peachtree Road
February 27, 2025 Sign-In Sheet

Page 1 of 1

PRINT NAME	PRINT STREET ADDRESS	PRINT EMAIL ADDRESS
BILL GROSSMAN	5661 HIDDEN BRANCHES DR	BILL.GROSSMAN32@GMAIL.COM
Matt Munoz	111 Perimeter CTR West	MaMunoz@thamcapp.com
Kathy O'Brien	11 Perimeter Ctr E	kathy.obrien@epofi.com
Cathy Cobbs		cathy@mountainhatlanta.com
JOE SECONDER	2023 WOODLAND WAY	JOE.SECONDER@GMAIL.COM

OWNERNME1	PSTLADDRESS	PSTLCITY__PSTLSTATE__ZIP
City of Dunwoody, Madalyn Smith	4800 Ashford Dunwoody Rd	Atlanta, GA 30308
77 PERIMETER CENTER EAST INVES	890 LANDMARK DR NE	ATLANTA , GA 30346
PARK PLACE AT DUNWOODY III EDENS LLC	11000 Richmond AVE STE 350	HOUSTON , TX 30346
PARK PLACE AT DUNWOODY EDENS LLC	11000 Richmond AVE STE 350	HOUSTON , TX 30346
GREENE HOGG 2PCE LLC	3425 DULUTH PARK LN	DULUTH , GA 30346
CORO 4 PERIMETER LLC	3715 NORTHSIDE PKWY NW BLDG 400 STE100	ATLANTA , GA 30346
SJS MARQ 8 LLC	P.O.BOX 450233	ATLANTA , GA 30346
HOARAU NATHALIE	11 PERIMETER CTR E UNIT 1018	DUNWOODY , GA 30346
CHAMNESS LISA	11 PERIMETER CTR E # 1102	ATLANTA , GA 30324
AGOSIN MARIA TERESA	2903 PERRINGTON WAY	MARIETTA , GA 30324
TEDBALL LAURA A	11 PERIMETER CENTER E UNIT 1104	DUNWOODY , GA 30324
CALLAGHAN ANN E	11 PERIMETER CTR E UNIT 1105	ATLANTA , GA 30324
TOMAYKO THOMAS E	11 PERIMETER CTR E # 1106	ATLANTA , GA 30346
MANNING MARGARET E	99 DUSTIN DR S	ELLIJAY , GA 30346
OBRIEN KATHY KELLEY	630 WHITEHALL RD	CHATTANOOGA , TN 30346
BOEHMIG EMILY ELIZABETH	11 PERIMETER CENTER E # 1118	DUNWOODY , GA 30346
ENRIQUEZ VERONICA	11 PERIMETER CTR E # 1119	ATLANTA , GA 30346
MILLER MARGERET	11 PERIMETER CTR E # 1120	ATLANTA , GA 30346
SCHLENKE CAROLE V	1000 OAKPOINTE PL	ATLANTA , GA 30346
MENDOZA DANIEL	11 PERIMETER CTR E APT 1203	DUNWOODY , GA 30346
FENN MICHAEL B	11 PERIMETER CENTER EAST # 1204	ATLANTA , GA 30346
NAMDAR MINOU	9335 CHARLYVILLE BLVD	BEVERLY HILLS , CA 30346
CONDON FRANCIS B IV	11 PERIMETER CTR E UNIT 1206	ATLANTA , GA 30346
STUBBLEFIELD KENNETH E	11 PERIMETER CTR E # 1216	ATLANTA , GA 30346
ARYAFAR REZA	11 PERIMETER CTR E APT 1217	ATLANTA , GA 30346
NEGA TSEGA	11 PERIMETER CTR E # 1218	ATLANTA , GA 30346
11 PERIMETER CENTER LLC	1971 WELLESLEY TRC	DUNWOODY , GA 30346
BENSON CAROLYN A	11 PERIMETER CTR E 1220	ATLANTA , GA 30346
CORNELIUS JENNIFER THOMAS	11 PERIMETER CTR E # 1302	ATLANTA , GA 30346
AZADI NAEIMEH	2341 BRIARLIEGH WAY	DUNWOODY , GA 30346
SHAGHANTI MANOHAR	11 PERIMETER CTR E APT 1304	ATLANTA , GA 30346
KIM HYE JIN	11 PERIMETER CTR E APT 1305	ATLANTA , GA 30346
SIYARAM INVESTMENTS LLC	11 PERIMETER CTR E # 1306	ATLANTA , GA 30346

DIAZ JOSE DANILO	11 PERIMETER CTR E UNIT 1316	ATLANTA , GA 30346
GUENTERMANN PETER	11 PERIMETER CTR E # 1317	ATLANTA , GA 30346
JEAN-MARIE AND PATRICIA A JEAN	4209 BRICKYARD WAY	POWDER SPRINGS , GA 30346
CHANG SPENCER G	11 PERIMETER CTR UNIT 1319	ATLANTA , GA 30346
LAZAR CLARA	11 PERIMETER CTR E # 1320	ATLANTA , GA 30346
GRUCZA LOU A JR	11 PERIMETER CTR E # 1402	ATLANTA , GA 30346
MCGUIRE REVOCABLE TRUST THE	157 NARROWS DR	WALESKA , GA 30346
GLADDEN ELIZABETH E	11 PERIMETER CTR E # 1404	ATLANTA , GA 30346
EPRES FERDINAND	850 ETHEREOW CT	LAWRENCEVILLE , GA 30346
ROCA MARTINEZ MARIA J	8215 SOUTHPORT TER	DULUTH , GA 30346
SANDERS HANNAH ELLEN	11 PERIMETER CENTER CTR UNIT 1416	ATLANTA , GA 30346
DWM REVOCABLE TRUST	3460 PRESTON RIDGE RD STE 150	ALPHARETTA , GA 30346
BENN ROSA	11 PERIMETER CTR E # 1418	ATLANTA , GA 30346
MCBRIDE MOLLY E	11 PERIMETER CTR E 1419	ATLANTA , GA 30346
MIRABELLA MICHAEL R	11 PERIMETER CT E UNIT 1420	ATLANTA , GA 30346
PARK PLACE OWNERHSIP LLC	3625 CUMBERLAND BLVD SE # 420	ATLANTA , GA
PARK PLACE OWNERHSIP LLC	3625 CUMBERLAND BLVD SE # 420	ATLANTA , GA 30346
CAINION ANNECTRA	11 PERIMETER CTR E 1019	ATLANTA , GA 30324
WEIDLE PAUL J	11 PERIMETER CTR E APT 1020	DUNWOODY , GA 30324
KENWORTHY ARTHUR R	11 PERIMETER CTR E UNIT 1011	ATLANTA , GA 30324
GILMORE DANIEL	11 PERIMETER CTR E # 1012	ATLANTA , GA 30324
KIANI KAVEH G	11 PERIMETER CTR E # 1013	ATLANTA , GA 30324
CHUI YUJIE	5865 BAILEY RIDGE CT	JOHNS CREEK , GA 30324
WYNN CURTIS	2814 LARRANAGA DR	THE VILLAGES , GA 30324
TOLKACHEVA MARINA	11 PERIMETER CTR E APT 1112	ATLANTA , GA 30324
AHRENS MARTIN	11 PERIMETER CTR E UNIT 1113	DUNWOODY , GA 30324
YARBERRY CHRISTIE	1104 BRITLEY PARK LN	WOODSTOCK , GA 30324
WIENER LAURA B	11 PERIMETER CTR E # 1115	ATLANTA , GA 30324
GREGORY JALEN A	11 PERIMETER CTR E UNIT 1207	DUNWOODY , GA 30324
BETTIS DANIEL ODELL	11 PERIMETER CTR E UNIT 1208	DUNWOODY , GA 30324
YOUNG PHILLIP D	11 PERIMETER CTR UNIT	ATLANTA , GA 30324
BODNAR JANICE	11 PERIMTER CTR E UNIT 1210	ATLANTA , GA 30324
MCFADDEN DANIEL JR	PO BOX 210432	ROYAL PLM BCH , FL 30324
AGUIRRE GIOCONDA	3135 RANDOLPH RD NE	ATLANTA , GA 30324

GILCHRIST SYNETHA BENNETT	11 PERIMETER CTR E # 1213	DUNWOODY , GA 30324
PRATHER STEPHANIE M	11 PERIMETER CTR E APT 1214	ATLANTA , GA 30324
AZADI NILOUFAR	11 PERIMETER CTR E UNIT 1215	ATLANTA , GA 30324
CLOITRE STEPHAN	5110 ASHMONT CT E	DUNWOODY , GA 30324
MAGUIRE SARA ANNE M	11 PERIMETER CTR E STE 1308	ATLANTA , GA 30324
KUMAR SRITI	11 PERIMETER CTR E UNIT 1309	ATLANTA , GA 30324
GONG MICHELLE	11 PERIMETER CTR E # 1310	ATLANTA , GA 30324
JONES LIZBETH	11 PERIMETER CTR E # 1311	ATLANTA , GA 30324
NICHOLS KAREN	11 PERIMETER CTR E # 1312	ATLANTA , GA 30324
MENDES FAMILY REVOCABLE LIVING TRUST	11 PERIMETER CENTER E APT 1313	ATLANTA , GA 30324
KIM TAI YOUNG	11 PERIMETER CTR E UNIT 1314	ATLANTA , GA 30324
CAPIZZI ROBERT	11 PERIMETER CTR E UNIT 1315	ATLANTA , GA 30324
TRINH UOC DINH	11 PERIMETER CENTER E 1407	ATLANTA , GA 30324
KNOX TERESA L	11 PERIMETER CTR E # 1408	ATLANTA , GA 30324
SONG JESSICA	11 PERIMETER CTR E # 1409	ATLANTA , GA 30324
JO HYUN BIN	11 PERIMETER CTR E # 1410	ATLANTA , GA 30324
LEE CAROL J	1110 LAKE STATION CT	SUWANEE , GA 30324
NGUYEN GIANG LINH	11 PERIMETER CTR E # 1412	ATLANTA , GA 30324
PLEIMAN KRISTINA	11 PERIMETER CTR E # 1413	ATLANTA , GA 30324
CRIM ROGER M	Post Office BOX 180664	CORONADO , CA 30324
ADISSI RODRIGO SION	311 COVE ISLAND WAY NE	MARIETTA , GA 30324
PARK PLACE OWNERSHIP LLC	3625 CUMBERLAND BLVD SE # 420	ATLANTA , GA 30324
PERIMETER MALL LLC	P.O. BOX 3487	CHICAGO , IL 30346
HIGBEE INVESTCO LLC	1600 CANTRELL RD	LITTLE ROCK , AR 30346
MCDONALDS USA LLC	PO BOX 182571	COLUMBUS , OH 30346
CTO20 PERIMETER LLC	1140 N WILLIAMSON BLVD STE 140	DAYTONA BEACH , FL 30346
TARGET CORPORATION	PO BOX 9456	MINNEAPOLIS , MN 30346
WSLM DELAWARE LLC	400 VENTURE DR	LEWIS CENTER , OH 30338
ML TERRACE LLC	PO BOX 450233	ATLANTA , GA 30346
GEORGIA POWER CO	241 RALPH MCGILL BLVD NE	ATLANTA , GA
BRICKS PERIMETER CENTER LLC	3000 VININGS SLOPE STE 400	ATLANTA , GA 30346
PERIMETER STERLING PROPERTIES LLLP	1170 PEACHTREE ST NE STE 2000	ATLANTA , GA
PERIMETER STERLING PROPERTIES LLLP	1170 PEACHTREE ST NE STE 2000	ATLANTA , GA 30346
HDP STERLING LLC	814 E MAIN ST	RICHMOND , VA 30346

DUNWOODY DEVELOPMENT AUTHORITY	241 PERIMETER CTR E STE 250	DUNWOODY , GA 30346
DUNWOODY DEVELOPMENT AUTHORITY	814 E MAIN ST	RICHMOND , VA 30346
HDP STERLING LLC	6 CONCOURSE PKWY STE 2075	ATLANTA , GA 30346
HDP STERLING LLC	6065 ROSWELL RD STE 622	ATLANTA , GA 30346
LIMESTONE WELLS LLC	200 S BISCAYNE BLVD FLOOR 6TH	MIAMI , FL 30346
ML TERRACES LLC	PO BOX 450233	ATLANTA , GA 30346
VEREIT REAL ESTATE LP	26901 MALIBU HILLS RD	CALABASAS HILLS , CA 30346
		,

WILSON BROCK & IRBY, L.L.C.

ATTORNEYS AT LAW

OVERLOOK I, SUITE 700
2849 PACES FERRY ROAD
ATLANTA, GEORGIA 30339

HAROLD BUCKLEY, JR.

HBUCKLEY@WBILEGAL.COM
DIRECT DIAL (770) 803-3707

TELEPHONE
(404) 853-5050

FACSIMILE
(404) 853-1812

February 7, 2025

CORRECTION NOTICE

Re: Invitation to Applicant-Initiated Meeting to Discuss Planned Application to Rezone Property at 4570 Ashford Dunwoody Road and for a Special Land Use Permit to Allow a Restaurant Drive-Thru.

Dear Neighbor:

Raising Cane's is exploring an opportunity to redevelop the property described above with a Raising Cane's restaurant with a drive-thru component. The site is currently developed with a vacant Wells Fargo Bank. Raising Cane's would like to meet with its prospective neighbors and, to that purpose, is sending this letter to all property owners within 1,000 feet of the site. Raising Cane's invites you to the following meeting so that you can learn more about the company and the proposed development, ask questions, and voice your feedback:

Applicant-Initiated Community Meeting

Location:	Parish Hall at St. Patrick's Episcopal Church 4755 N. Peachtree Road Dunwoody, GA 30338
Date:	February 27. 2025
Time:	6:00 – 8:00 PM

If you have questions about the meeting, please do not hesitate to reach out to me directly using the contact information in the letterhead above. We look forward to meeting with you!

Sincerely,

WILSON BROCK & IRBY, L.L.C.

Harold Buckley, Jr.

By: Harold Buckley, Jr.

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PUBLIC NOTICE

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WILSON BROCK & IRBY, L.L.C.
ATTORNEYS AT LAW
OVERLOOK I, SUITE 700
2849 PACES FERRY ROAD
ATLANTA, GEORGIA 30339

HAROLD BUCKLEY, JR.
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Buckeye fan helps old man feel significant out of the blue



MIKE TASOS
Columnist

The call, totally out of the blue, made me feel like I'd won the lottery.

Tim Musselman, whom I hired as a sales rep way back in 1997, lives in Columbus, Ohio.

He wanted to get together, since he was in Roswell, staying with friends in anticipation of last Monday's Ohio State-Notre Dame national championship tiff. Marie's Italian Deli was a perfect site for our reunion.

I showed up in Irish attire. Unbeknownst to me, Tim decked himself out in a scarlet Buckeye hoodie.

Breakfast diners, the owner and servers got a kick out of the contrast game gear.

"This was totally unplanned," Tim told the bemused crowd. "I just wanted to get together with my ex-boss."

Regardless of the circumstances of our meeting, it was warming to know that Tim, an outstanding sales rep and manager, still thought enough of making an ancient, retired boss feel relevant.

The question I got most before the game was: "Are you going?" With the cheapest, nosebleed seats selling for north of $4,000, it made the Man Cave even more enticing. There was no line, no charge for parking, and no effort to see the game clearly via that 85-inch Sony. No one was standing in front of me blocking my view.

Best of all, no line for the restroom or when I wanted a snack.

It was a nonsensical question. High school and college friend Klint Schahrer, calling from Hayward, just a tad east of San Francisco, had a sensible perspective: "I'd be so ticked off paying that kind of money and watch Notre Dame lose 42-14."

My retort: "I'd be a basket case spending four grand to watch the Irish WIN 42-14."

When all the dust had cleared, I was disappointed at the results. Not shocked. Not angry. Like Tim calling me and wanting to get together, it made me feel relevant. Like Notre Dame was this year.

With college football looking forward to making more moves to snuggle itself up to the pros (transfer portal, silly decisions by a committee, NIL running rampant), there's a lot of business to take care of before we do it all over again in late August.



MIKE TASOS/APPEN MEDIA

Columnist **Mike Tasos**, left, and **Tim Musselman** reunite at Marie's Italian Deli in Forsyth County before the College Football National Championship.

We're mere weeks (February 16) from the only NASCAR race I watch every year, the Daytona 500. It's always an entertaining Sunday afternoon. With Dale Earnhardt meeting his demise there, Jeff Gordon merely a memory and all the other "good ol' boy" stars, NASCAR is too corporate for my liking. But Daytona and all its patriotic pageantry, is a must-see afternoon of viewing.

Two days prior to the race, it's the last day for Braves pitchers and catchers to report. Baseball is getting increasingly frustrating with the Dodgers' spending getting close to the GDP of many countries. And even though our team has been outspent, doesn't mean we'll get outplayed. Maybe we go into the season with an "Us against the world" approach.

We've got the Super Bowl in New Orleans. I hope it's a good one. Love that city, its food, its culture. With the city's rough go of it recently, I hope the big game is a gumbo/muffaletta combo.

It's not all sports around here. I have been enjoying watching chef Gordon Ramsey raising hell in nasty restaurants before giving them a rebirth on "Kitchen Nightmares." And if medical dramas are your thing, "Doc" has piqued my interest after the first three episodes.

Lots to keep my mind occupied while I fight personal medical battles.

But I wouldn't complain a bit if College Game Day was on next Saturday.

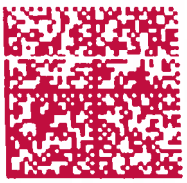
Mike Tasos has lived in Forsyth County for more than 30 years. He's an American by birth and considers himself a Southerner by the grace of God. He can be reached at miketasos55@gmail.com.

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ITE 700, OVERLOOK I
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DUNWOODY , GA 30324

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YARBERRY CHRISTIE
1104 BRITLEY PARK LN
WOODSTOCK , GA 30324

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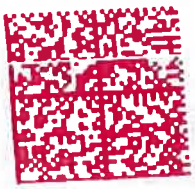
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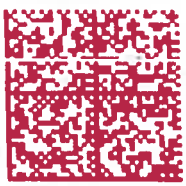
BETTIS DANIEL ODELL
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DUNWOODY , GA 30324

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WIENER LAURA B
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ATLANTA , GA 30324

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LIMESTONE WELLS LLC
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MIAMI , FL 30346

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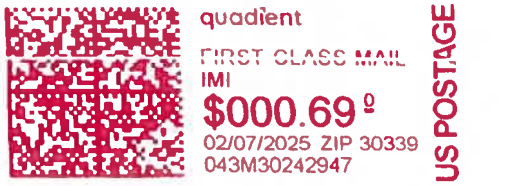
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NTA, GEORGIA 30339



HDP STERLING LLC
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ATLANTA , GA 30346

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ML TERRACES LLC
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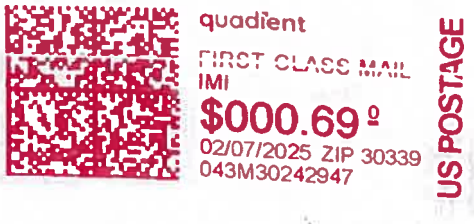
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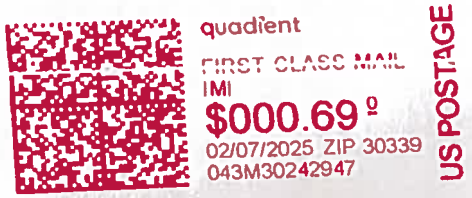
ML TERRACE LLC
PO BOX 450233
ATLANTA , GA 30346

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TARGET CORPORATION
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MINNEAPOLIS , MN 30346

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MCDONALDS USA LLC
PO BOX 182571
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ITE 700, OVERLOOK I
39 PACES FERRY ROAD
ANTA, GEORGIA 30339



PERIMETER MALL LLC
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CHICAGO , IL 30346

BROCK & IRBY, L.L.C.
ITE 700, OVERLOOK I
39 PACES FERRY ROAD
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311 COVE ISLAND WAY NE
MARIETTA , GA 30324

BROCK & IRBY, L.L.C.
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49 PACES FERRY ROAD
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11 PERIMETER CTR E # 1413
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GEORGIA POWER CO
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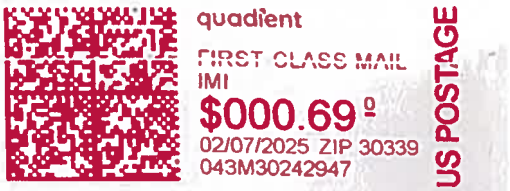
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400 VENTURE DR
LEWIS CENTER , OH 30338

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CTO20 PERIMETER LLC
1140 N WILLIAMSON BLVD STE 140
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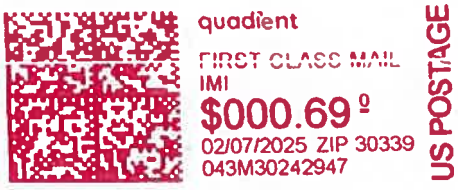
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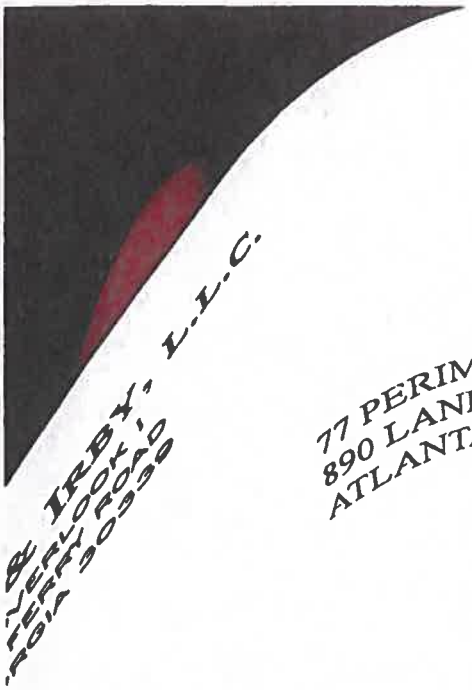


LEE CAROL J
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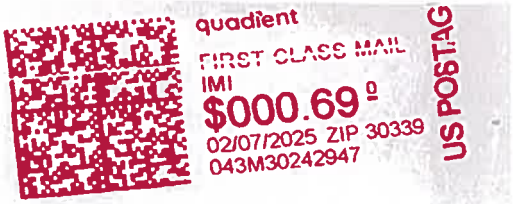


SONG JESSICA
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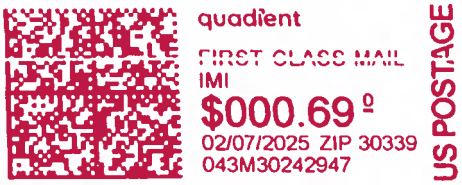


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890 LANDMARK DR NE
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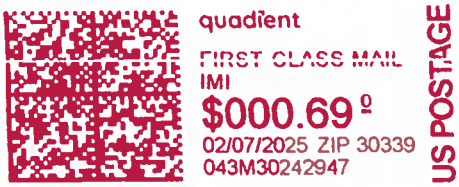


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CLOITRE STEPHAN
5110 ASHMONT CT E
DUNWOODY , GA 30324

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KUMAR SRITI
11 PERIMETER CTR E UNIT 1309
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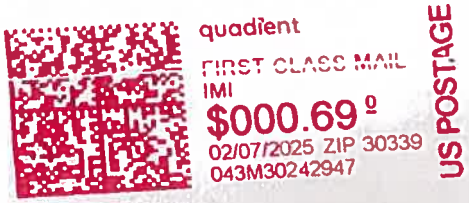
HIGBEE INVESTCO LLC
1600 CANTRELL RD
LITTLE ROCK , AR 30346

BROCK & IRBY, L.L.C.
TE 700, OVERLOOK I
9 PACES FERRY ROAD
NTA, GEORGIA 30339



PARK PLACE OWNERSHIP LLC
3625 CUMBERLAND BLVD SE # 420
ATLANTA , GA 30324

BROCK & IRBY, L.L.C.
JITE 700, OVERLOOK I
49 PACES FERRY ROAD
ANTA, GEORGIA 30339



CRIM ROGER M
Post Office BOX 180664
CORONADO , CA 30324

BROCK & IRBY, L.L.C.
ITE 700, OVERLOOK I
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ANTA, GEORGIA 30339



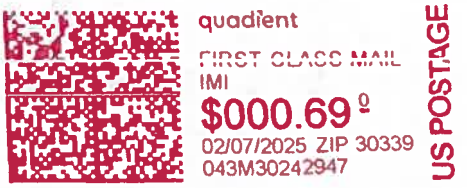
CAPIZZI ROBERT
11 PERIMETER CTR E UNIT 1315
ATLANTA , GA 30324

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ANTA, GEORGIA 30339



KNOX TERESA L
11 PERIMETER CTR E # 1408
ATLANTA , GA 30324

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JITE 700, OVERLOOK I
49 PACES FERRY ROAD
ANTA, GEORGIA 30339



JO HYUN BIN
11 PERIMETER CTR E # 1410
ATLANTA , GA 30324

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MAGUIRE SARA ANNE M
11 PERIMETER CTR E STE 1308
ATLANTA , GA 30324

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GONG MICHELLE
11 PERIMETER CTR E # 1310
ATLANTA , GA 30324

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NICHOLS KAREN
11 PERIMETER CTR E # 1312
ATLANTA , GA 30324

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NTA, GEORGIA 30339



KIM TAI YOUNG
11 PERIMETER CTR E UNIT 1314
ATLANTA , GA 30324

BROCK & IRBY, L.L.C.
ITE 700, OVERLOOK I
49 PACES FERRY ROAD
ANTA, GEORGIA 30339



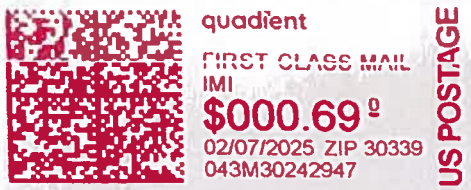
MCGUIRE REVOCABLE TRUST THE
157 NARROWS DR
WALESKA , GA 30346

BROCK & IRBY, L.L.C.
ITE 700, OVERLOOK I
49 PACES FERRY ROAD
ANTA, GEORGIA 30339



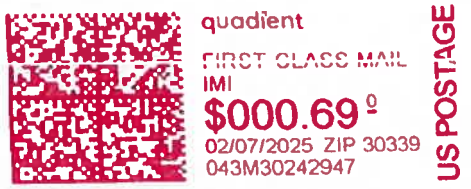
LAZAR CLARA
11 PERIMETER CTR E # 1320
ATLANTA , GA 30346

BROCK & IRBY, L.L.C.
TE 700, OVERLOOK I
.9 PACES FERRY ROAD
.NTA, GEORGIA 30339



JEAN-MARIE AND PATRICIA A JEAN
4209 BRICKYARD WAY
POWDER SPRINGS , GA 30346

BROCK & IRBY, L.L.C.
TE 700, OVERLOOK I
9 PACES FERRY ROAD
NTA, GEORGIA 30339



DIAZ JOSE DANILO
11 PERIMETER CTR E UNIT 1316
ATLANTA , GA 30346

BROCK & IRBY, L.L.C.
ITE 700, OVERLOOK I
49 PACES FERRY ROAD
ANTA, GEORGIA 30339



KIM HYE JIN
11 PERIMETER CTR E APT 1305
ATLANTA , GA 30346

BROCK & IRBY, L.L.C.
ITE 700, OVERLOOK I
49 PACES FERRY ROAD
ANTA, GEORGIA 30339



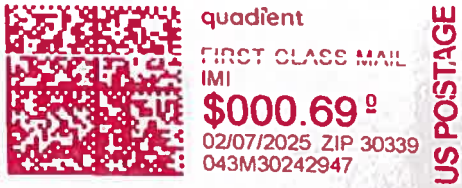
AZADI NAEIMEH
2341 BRIARLIEGH WAY
DUNWOODY , GA 30346

BROCK & IRBY, L.L.C.
ITE 700, OVERLOOK I
49 PACES FERRY ROAD
ANTA, GEORGIA 30339



GREENE HOGG 2PCE LLC
3425 DULUTH PARK LN
DULUTH , GA 30346

BROCK & IRBY, L.L.C.
JITE 700, OVERLOOK I
49 PACES FERRY ROAD
ANTA, GEORGIA 30339



SJS MARQ 8 LLC
P.O.BOX 450233
ATLANTA , GA 30346

BROCK & IRBY, L.L.C.
ITE 700, OVERLOOK I
19 PACES FERRY ROAD
ANTA, GEORGIA 30339



CHAMNESS LISA
11 PERIMETER CTR E # 1102
ATLANTA , GA 30324

BROCK & IRBY, L.L.C.
ITE 700, OVERLOOK I
19 PACES FERRY ROAD
ANTA, GEORGIA 30339



TEDBALL LAURA A
11 PERIMETER CENTER E UNIT 1104
DUNWOODY , GA 30324

BROCK & IRBY, L.L.C.
JITE 700, OVERLOOK I
49 PACES FERRY ROAD
ANTA, GEORGIA 30339



TOMAYKO THOMAS E
11 PERIMETER CTR E # 1106
ATLANTA , GA 30346

BROCK & IRBY, L.L.C.
ITE 700, OVERLOOK I
49 PACES FERRY ROAD
ANTA, GEORGIA 30339



MANNING MARGARET E
99 DUSTIN DR S
ELLIJAY , GA 30346

BROCK & IRBY, L.L.C.
ITE 700, OVERLOOK I
49 PACES FERRY ROAD
ANTA, GEORGIA 30339



CALLAGHAN ANN E
11 PERIMETER CTR E UNIT 1105
ATLANTA , GA 30324

BROCK & IRBY, L.L.C.
ITE 700, OVERLOOK I
49 PACES FERRY ROAD
ANTA, GEORGIA 30339



AGOSIN MARIA TERESA
2903 PERRINGTON WAY
MARIETTA , GA 30324

BROCK & IRBY, L.L.C.
TE 700, OVERLOOK I
9 PACES FERRY ROAD
NTA, GEORGIA 30339



HOARAU NATHALIE
11 PERIMETER CTR E UNIT 1018
DUNWOODY , GA 30346

BROCK & IRBY, L.L.C.
ITE 700, OVERLOOK I
49 PACES FERRY ROAD
ANTA, GEORGIA 30339



PARK PLACE AT DUNWOODY EDENS LLC
11000 Richmond AVE STE 350
HOUSTON , TX 30346

BROCK & IRBY, L.L.C.
JITE 700, OVERLOOK I
49 PACES FERRY ROAD
ANTA, GEORGIA 30339



CORO 4 PERIMETER LLC
3715 NORTHSIDE PKWY NW BLDG 400 STE100
ATLANTA , GA 30346

ROCK & IRBY, L.L.C.
700, OVERLOOK I
PACES FERRY ROAD
A, GEORGIA 30339

quadient
FIRST CLASS MAIL
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$000.69 0
02/07/2025 ZIP 30339
043M30242947
US POSTAGE

PRATHER STEPHANIE M
11 PERIMETER CTR E APT 1214
ATLANTA , GA 30324

ROCK & IRBY, L.L.C.
700, OVERLOOK I
PACES FERRY ROAD
A, GEORGIA 30339

quadient
FIRST CLASS MAIL
IMI
$000.69 0
02/07/2025 ZIP 30339
043M30242947
US POSTAGE

AGUIRRE GIOCONDA
3135 RANDOLPH RD NE
ATLANTA , GA 30324

BROCK & IRBY, L.L.C.
E 700, OVERLOOK I
9 PACES FERRY ROAD
NTA, GEORGIA 30339

quadient
FIRST CLASS MAIL
IMI
$000.69 0
02/07/2025 ZIP 30339
043M30242947
US POSTAGE

RODNAR JANICE

BROCK & IRBY, L.L.C.
TE 700, OVERLOOK I
9 PACES FERRY ROAD
NTA, GEORGIA 30339



GILCHRIST SYNETHA BENNETT
11 PERIMETER CTR E # 1213
DUNWOODY , GA 30324

BROCK & IRBY, L.L.C.
TE 700, OVERLOOK I
9 PACES FERRY ROAD
NTA, GEORGIA 30339



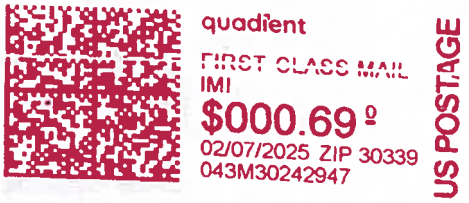
MCFADDEN DANIEL JR
PO BOX 210432
ROYAL PLM BCH , FL 30324

BROCK & IRBY, L.L.C.
ITE 700, OVERLOOK I
49 PACES FERRY ROAD
ANTA, GEORGIA 30339



YOUNG PHILLIP D
11 PERIMETER CTR UNIT
ATLANTA , GA 30324

BROCK & IRBY, L.L.C.
ITE 700, OVERLOOK I
49 PACES FERRY ROAD
ANTA, GEORGIA 30339



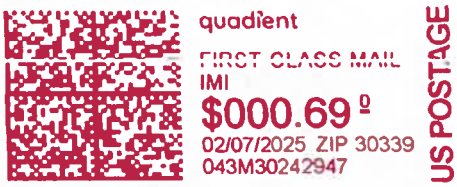
AZADI NILOUFAR
11 PERIMETER CTR E UNIT 1215
ATLANTA , GA 30324

BROCK & IRBY, L.L.C.
ITE 700, OVERLOOK I
49 PACES FERRY ROAD
ANTA, GEORGIA 30339



City of Dunwoody
c/o Madalyn Smith
4800 Ashford Dunwoody Rd
Atlanta, GA 30308

BROCK & IRBY, L.L.C.
ITE 700, OVERLOOK I
49 PACES FERRY ROAD
ANTA, GEORGIA 30339



PARK PLACE AT DUNWOODY III EDENS LLC
11000 Richmond AVE STE 350

BROCK & IRBY, L.L.C.
ITE 700, OVERLOOK I
49 PACES FERRY ROAD
ANTA, GEORGIA 30339



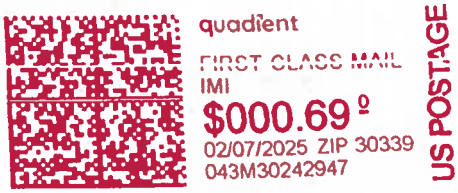
BOEHMIG EMILY ELIZABETH
11 PERIMETER CENTER E # 1118
DUNWOODY , GA 30346

BROCK & IRBY, L.L.C.
ITE 700, OVERLOOK I
49 PACES FERRY ROAD
ANTA, GEORGIA 30339



OBRIEN KATHY KELLEY
630 WHITEHALL RD
CHATTANOOGA , TN 30346

BROCK & IRBY, L.L.C.
ITE 700, OVERLOOK I
49 PACES FERRY ROAD
ANTA, GEORGIA 30339



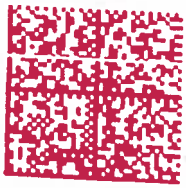
MILLER MARGERET
11 PERIMETER CTR E # 1120

BROCK & IRBY, L.L.C.
ITE 700, OVERLOOK I
49 PACES FERRY ROAD
ANTA, GEORGIA 30339



ENRIQUEZ VERONICA
11 PERIMETER CTR E # 1119
ATLANTA , GA 30346

BROCK & IRBY, L.L.C.
ITE 700, OVERLOOK I
49 PACES FERRY ROAD
ANTA, GEORGIA 30339



MENDOZA DANIEL
11 PERIMETER CTR E APT 1203
DUNWOODY , GA 30346

BROCK & IRBY, L.L.C.
ITE 700, OVERLOOK I
49 PACES FERRY ROAD
ANTA, GEORGIA 30339



NAMDAR MINOU
9335 CHARLYVILLE BLVD
BEVERLY HILLS , CA 90210

BROCK & IRBY, L.L.C.
ITE 700, OVERLOOK I
49 PACES FERRY ROAD
ANTA, GEORGIA 30339



STUBBLEFIELD KENNETH E
11 PERIMETER CTR E # 1216
ATLANTA , GA 30346

BROCK & IRBY, L.L.C.
ITE 700, OVERLOOK I
49 PACES FERRY ROAD
ANTA, GEORGIA 30339



NEGA TSEGA
11 PERIMETER CTR E # 1218
ATLANTA , GA 30346

BROCK & IRBY, L.L.C.
ITE 700, OVERLOOK I
49 PACES FERRY ROAD
ANTA, GEORGIA 30339



BENSON CAROLYN A
11 PERIMETER CTR E 1220
ATLANTA , GA 30346

BROCK & IRBY, L.L.C.
TE 700, OVERLOOK I
9 PACES FERRY ROAD
NTA, GEORGIA 30339



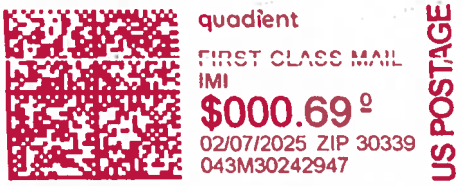
SCHLENKE CAROLE V
1000 OAKPOINTE PL
ATLANTA , GA 30346

BROCK & IRBY, L.L.C.
ITE 700, OVERLOOK I
9 PACES FERRY ROAD
NTA, GEORGIA 30339



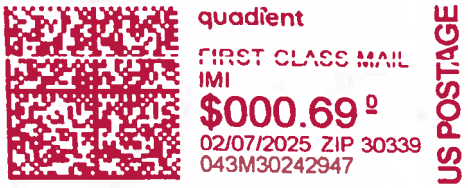
FENN MICHAEL B
11 PERIMETER CENTER EAST # 1204
ATLANTA , GA 30346

BROCK & IRBY, L.L.C.
ITE 700, OVERLOOK I
9 PACES FERRY ROAD
NTA, GEORGIA 30339



CONDON FRANCIS B IV
11 PERIMETER CTR E UNIT 1206
ATLANTA , GA 30346

BROCK & IRBY, L.L.C.
ITE 700, OVERLOOK I
19 PACES FERRY ROAD
ANTA, GEORGIA 30339



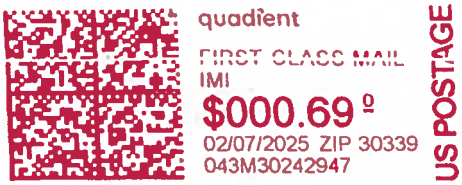
ARYAFAR REZA
11 PERIMETER CTR E APT 1217
ATLANTA , GA 30346

BROCK & IRBY, L.L.C.
ITE 700, OVERLOOK I
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ANTA, GEORGIA 30339



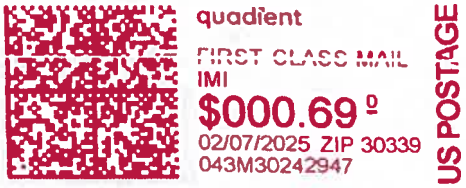
11 PERIMETER CENTER LLC
1971 WELLESLEY TRC
DUNWOODY , GA 30346

BROCK & IRBY, L.L.C.
ITE 700, OVERLOOK I
49 PACES FERRY ROAD
ANTA, GEORGIA 30339



MCBRIDE MOLLY E
11 PERIMETER CTR E 1419
ATLANTA , GA 30346

BROCK & IRBY, L.L.C.
ITE 700, OVERLOOK I
19 PACES FERRY ROAD
ANTA, GEORGIA 30339



ROCA MARTINEZ MARIA J
8215 SOUTHPORT TER
DULUTH , GA 30346

BROCK & IRBY, L.L.C.
ITE 700, OVERLOOK I
19 PACES FERRY ROAD
ANTA, GEORGIA 30339



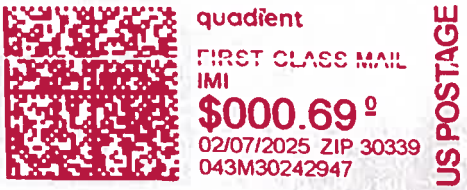
CAINION ANNECTRA
11 PERIMETER CTR E 1019
ATLANTA , GA 30324

BROCK & IRBY, L.L.C.
ITE 700, OVERLOOK I
49 PACES FERRY ROAD
ANTA, GEORGIA 30339



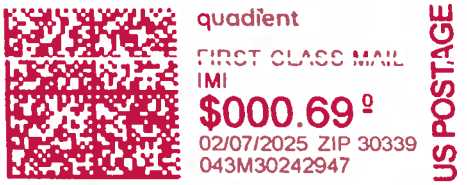
DWM REVOCABLE TRUST
3460 PRESTON RIDGE RD STE 150

BROCK & IRBY, L.L.C.
ITE 700, OVERLOOK I
19 PACES FERRY ROAD
ANTA, GEORGIA 30339



PARK PLACE OWNERHSIP LLC
3625 CUMBERLAND BLVD SE # 420
ATLANTA , GA

BROCK & IRBY, L.L.C.
ITE 700, OVERLOOK I
19 PACES FERRY ROAD
ANTA, GEORGIA 30339



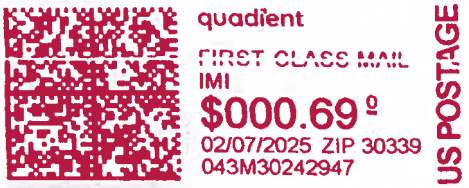
KENWORTHY ARTHUR R
11 PERIMETER CTR E UNIT 1011
ATLANTA , GA 30324

BROCK & IRBY, L.L.C.
JITE 700, OVERLOOK I
49 PACES FERRY ROAD
ANTA, GEORGIA 30339



KIANI KAVEH G
11 PERIMETER CTR E # 1013
ATLANTA , GA 30324

BROCK & IRBY, L.L.C.
ITE 700, OVERLOOK I
49 PACES FERRY ROAD
ANTA, GEORGIA 30339



SANDERS HANNAH ELLEN
11 PERIMETER CENTER CTR UNIT 1416
ATLANTA , GA 30346

BROCK & IRBY, L.L.C.
ITE 700, OVERLOOK I
49 PACES FERRY ROAD
ANTA, GEORGIA 30339



BENN ROSA
11 PERIMETER CTR E # 1418
ATLANTA , GA 30346

BROCK & IRBY, L.L.C.
ITE 700, OVERLOOK I
49 PACES FERRY ROAD
ANTA, GEORGIA 30339



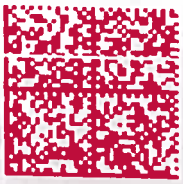
MIRABELLA MICHAEL R
11 PERIMETER CT E UNIT 1420
ATLANTA , GA 30346

BROCK & IRBY, L.L.C.
ITE 700, OVERLOOK I
I9 PACES FERRY ROAD
ANTA, GEORGIA 30339



PARK PLACE OWNERHSIP LLC
3625 CUMBERLAND BLVD SE # 420
ATLANTA , GA 30346

ON BROCK & IRBY, L.L.C.
SUITE 700, OVERLOOK I
2849 PACES FERRY ROAD
ATLANTA, GEORGIA 30339



WEIDLE PAUL J
11 PERIMETER CTR E APT 1020
DUNWOODY , GA 30324

BROCK & IRBY, L.L.C.
JITE 700, OVERLOOK I
49 PACES FERRY ROAD
ANTA, GEORGIA 30339



GILMORE DANIEL
11 PERIMETER CTR E # 1012
ATLANTA , GA 30324

BROCK & IRBY, L.L.C.
TE 700, OVERLOOK I
.9 PACES FERRY ROAD
.NTA, GEORGIA 30339



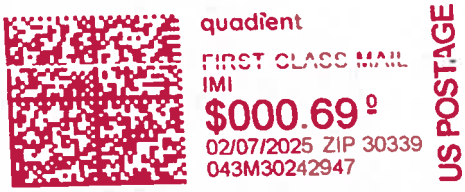
CHUI YUJIE
5865 BAILEY RIDGE CT
JOHNS CREEK , GA 30324

BROCK & IRBY, L.L.C.
ITE 700, OVERLOOK I
19 PACES FERRY ROAD
ANTA, GEORGIA 30339



CORNELIUS JENNIFER THOMAS
11 PERIMETER CTR E # 1302
ATLANTA , GA 30346

BROCK & IRBY, L.L.C.
TE 700, OVERLOOK I
9 PACES FERRY ROAD
NTA, GEORGIA 30339



SHAGHANTI MANOHAR
11 PERIMETER CTR E APT 1304

BROCK & IRBY, L.L.C.
UITE 700, OVERLOOK I
349 PACES FERRY ROAD
_ANTA, GEORGIA 30339



SIYARAM INVESTMENTS LLC
11 PERIMETER CTR E # 1306
ATLANTA , GA 30346

IN BROCK & IRBY, L.L.C.
SUITE 700, OVERLOOK I
2849 PACES FERRY ROAD
ATLANTA, GEORGIA 30339



GUENTERMANN PETER
11 PERIMETER CTR E # 1317
ATLANTA , GA 30346

BROCK & IRBY, L.L.C.
IITE 700, OVERLOOK I
49 PACES FERRY ROAD
ANTA, GEORGIA 30339



CHANG SPENCER G
PERIMETER CTR UNIT 1319

BROCK & IRBY, L.L.C.
ITE 700, OVERLOOK I
49 PACES FERRY ROAD
ANTA, GEORGIA 30339



GRUCZA LOU A JR
11 PERIMETER CTR E # 1402
ATLANTA , GA 30346

BROCK & IRBY, L.L.C.
ITE 700, OVERLOOK I
49 PACES FERRY ROAD
ANTA, GEORGIA 30339



GLADDEN ELIZABETH E
11 PERIMETER CTR E # 1404
ATLANTA , GA 30346

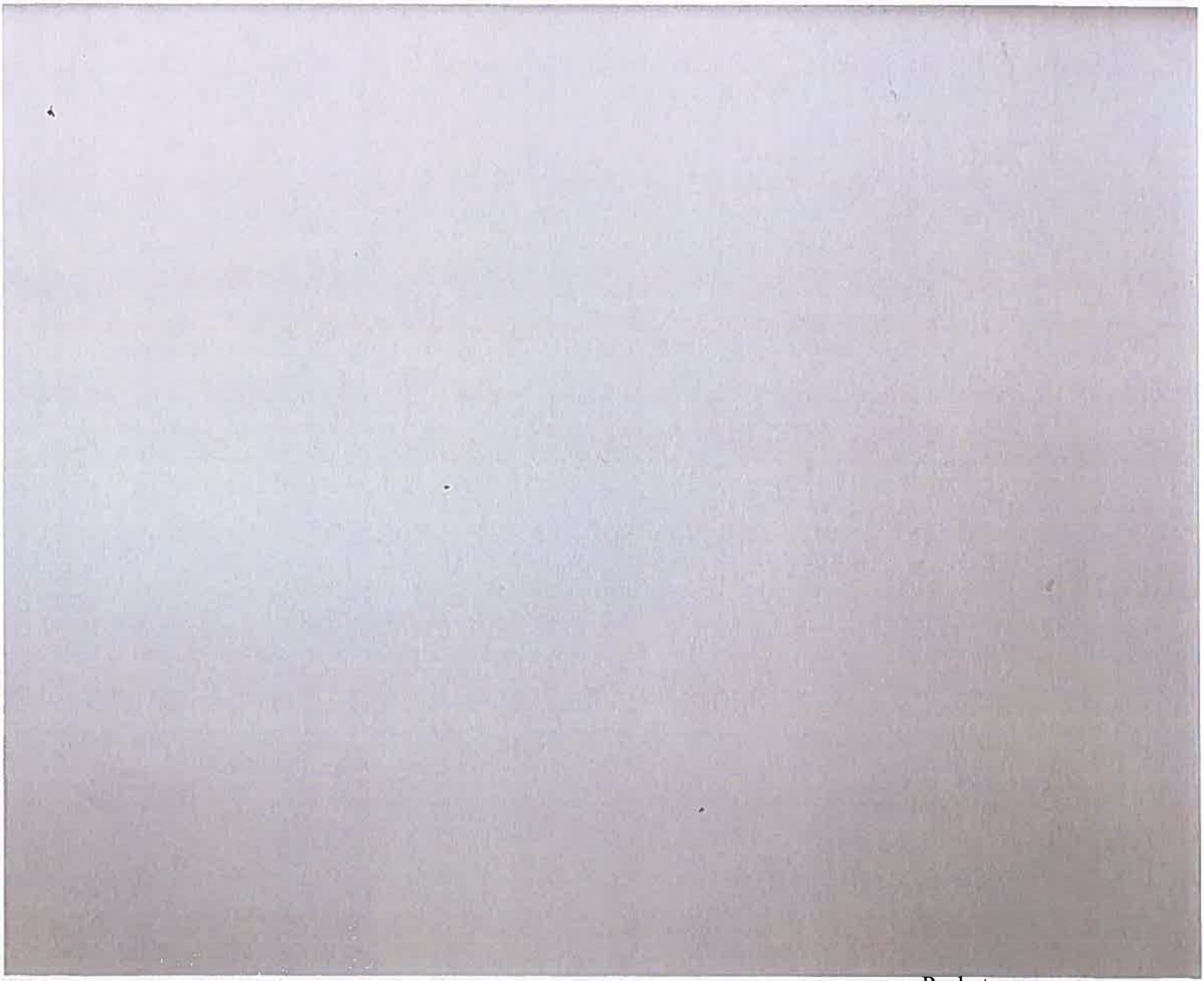
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UITE 700, OVERLOOK I
349 PACES FERRY ROAD
ANTA, GEORGIA 30339

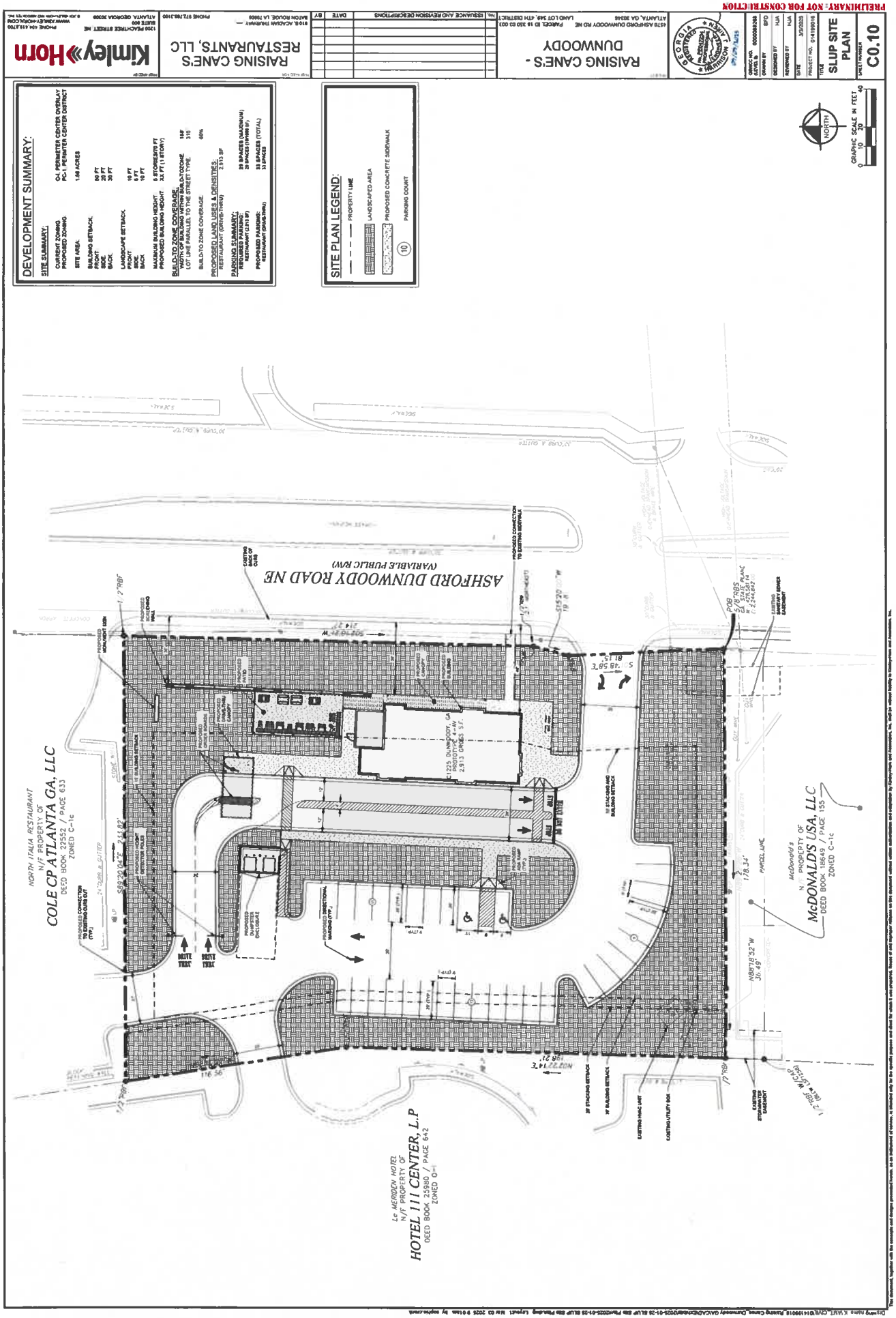


BROCK & IRBY, L.L.C.
ITE 700, OVERLOOK I
39 PACES FERRY ROAD
ANTA, GEORGIA 30339

quadient
FIRST CLASS MAIL
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02/07/2025 ZIP 30339
043M30242947
US POSTAGE

EPRES FERDINAND
850 ETHEREOW CT
LAWRENCEVILLE , GA 30346




PRELIMINARY: NOT FOR CONSTRUCTION
RAISING CANE'S - DUNWOODY
4370 ASHFORD DUNWOODY RD NE
ATLANTA, GA 30346
PARCEL ID 18 320 03 003
LAND LOT 349, 4TH DISTRICT
ISSUANCE AND REVISION DESCRIPTIONS
DATE
BY
RAISING CANE'S, LLC
RESTAURANTS
910 S. ACADIAN THRUWAY
BATON ROUGE, LA 70808
PHONE 972.789.3100
kimley»Horn
1200 PEACHTREE STREET NE
SUITE 800
ATLANTA, GEORGIA 30309
PHONE 404.419.8700
WWW.KIMLEY-HORN.COM
© 2025 KIMLEY-HORN AND ASSOCIATES, INC.
SLUP SITE PLAN
C0.10
DEVELOPMENT SUMMARY:
SITE SUMMARY:
CURRENT ZONING: O-I, PERIMETER CENTER OVERLAY
PROPOSED ZONING: PC-1, PERIMETER CENTER DISTRICT
SITE AREA: 1.66 ACRES
BUILDING SETBACK: FRONT 50 FT, SIDE 25 FT, BACK 30 FT
LANDSCAPE SETBACK: FRONT 10 FT, SIDE 5 FT, BACK 10 FT
MAXIMUM BUILDING HEIGHT: 5 STORIES/70 FT
PROPOSED BUILDING HEIGHT: 2.5 FT (1 STORY)
BUILD-TO ZONE COVERAGE:
WIDTH OF BUILDING WITHIN BUILD-TO ZONE: 195'
LOT LINE PARALLEL TO THE STREET TYPE: 315
BUILD-TO ZONE COVERAGE: 69%
PROPOSED LAND USES & DENSITIES:
RESTAURANT (DRIVE-THRU): 2,313 SF
PARKING SUMMARY:
REQUIRED PARKING: RESTAURANT (2,313 SF) 20 SPACES (MAXIMUM), 29 SPACES (100% SF)
PROPOSED PARKING: RESTAURANT (DRIVE-THRU) 33 SPACES (TOTAL), 33 SPACES
SITE PLAN LEGEND:
PROPERTY LINE
LANDSCAPED AREA
PROPOSED CONCRETE SIDEWALK
PARKING COUNT
GRAPHIC SCALE IN FEET
NORTH
ASHFORD DUNWOODY ROAD NE
(VARIABLE PUBLIC R/W)
COLE CP ATLANTA GA, LLC
N/F PROPERTY OF
NORTH ITALIA RESTAURANT
DEED BOOK 29552 / PAGE 633
ZONED C-1c
McDONALDS USA, LLC
N/F PROPERTY OF
McDonald's
DEED BOOK 18649 / PAGE 155
ZONED C-1c
HOTEL 111 CENTER, L.P
N/F PROPERTY OF
Le MERIDIEN HOTEL
DEED BOOK 25980 / PAGE 642
ZONED O-I
PROPOSED 4,313 SF RESTAURANT WITH DRIVE-THRU
DRIVE THRU
ONE WAY
PROPOSED DIRECTIONAL SIGNAGE (TYP.)
PROPOSED MENU BOARD ENCLOSURE
PROPOSED CANOPY
PROPOSED MENU BOARD
PROPOSED BUILDING
PROPOSED CONNECTION TO EXISTING CURB (TYP.)
EXISTING EASTBOUND CURB
PROPOSED CONNECTION TO EXISTING SIDEWALK
EXISTING ELECTRIC VAULT
EXISTING UTILITY POLES
EXISTING FIRE HYDRANT
EXISTING STORM DRAIN EASEMENT
EXISTING SANITARY SEWER EASEMENT
EXISTING HVAC UNIT
EXISTING UTILITY BOX
20' BUILDING SETBACK
20' STACKING SETBACK
POB
PARCEL LINE
S89°29'42"E 244.82'
N89°29'42"W 244.82'
N00°30'18"E 314.27'
S00°30'18"W 314.27'
N00°27'14"E 128.91'
N89°18'32"W 36.49'
S89°18'32"E 178.34'
S00°41'28"W 116.56'
S 15°29'19" W 3.88'
S 15°29'19" W 19.16'
1,225 SF DUNWOODY, GA PRODUCTION KITCHEN 2,313 GROSS S.F.
GRAPHIC SCALE IN FEET
0
10
20
40
NORTH





4570 Ashford Dunwoody Road
Dunwoody, GA

Raising Cane's
CHICKEN FINGERS



Raising Cane's
CHICKEN FINGERS

INTERIOR DESIGN

C1225 DUNWOODY ATLANTA GA - P4 AV COLOR ELEVATIONS - COLOR ELEVATIONS



FRONT ELEVATION



REAR ELEVATION



SIDE ELEVATION



REAR ELEVATION

MATERIAL FINISHES

EM-3



POWDER COATED STEEL MATTE BLACK FINISH

EM-4



RECLAIMED METAL PANEL. VINTAGE CAR HOOD OCCURS AT FACE OF THE "I" ELEMENT ONLY

EWF-1



BELDEN NORMAN BRICK MASONRY MEDIUM RANGE, SMOOTH, IRON SPOT. MORTAR TO MATCH SOLOMON PRODUCTS 10 H. WEATHERED HORIZONTAL STRIKE. VERTICAL JOINTS ARE FLUSH

EWF-2



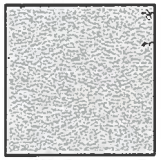
"SW 7669 SUMMIT GRAY" PORTLAND CEMENT STUCCO

EWF-4



BORAL "ALAMO" QUEEN BRICK. MORTER TO MATCH SOLOMON PRODUCTS 10 H. LIGHT BUFF SACK RUB FINISH.

EWF-5



"132 MOUNTAIN FOG" PORTLAND CEMENT STUCCO

EWF-6



"456 OYSTER SHELL" CEMENT STUCCO

EWS-2



ALUMINUM STOREFRONT SYSTEM FINISH: ANODIZED BLACK

03/03/2025
SCALE: 1/16" = 1'-0"

Raising Cane's Chicken Fingers

DEED BOOK 25567 Ps 469
Debra DeBerry
Clerk of Superior Court
DeKalb County, Georgia

EXHIBIT "A"

LEGAL DESCRIPTION

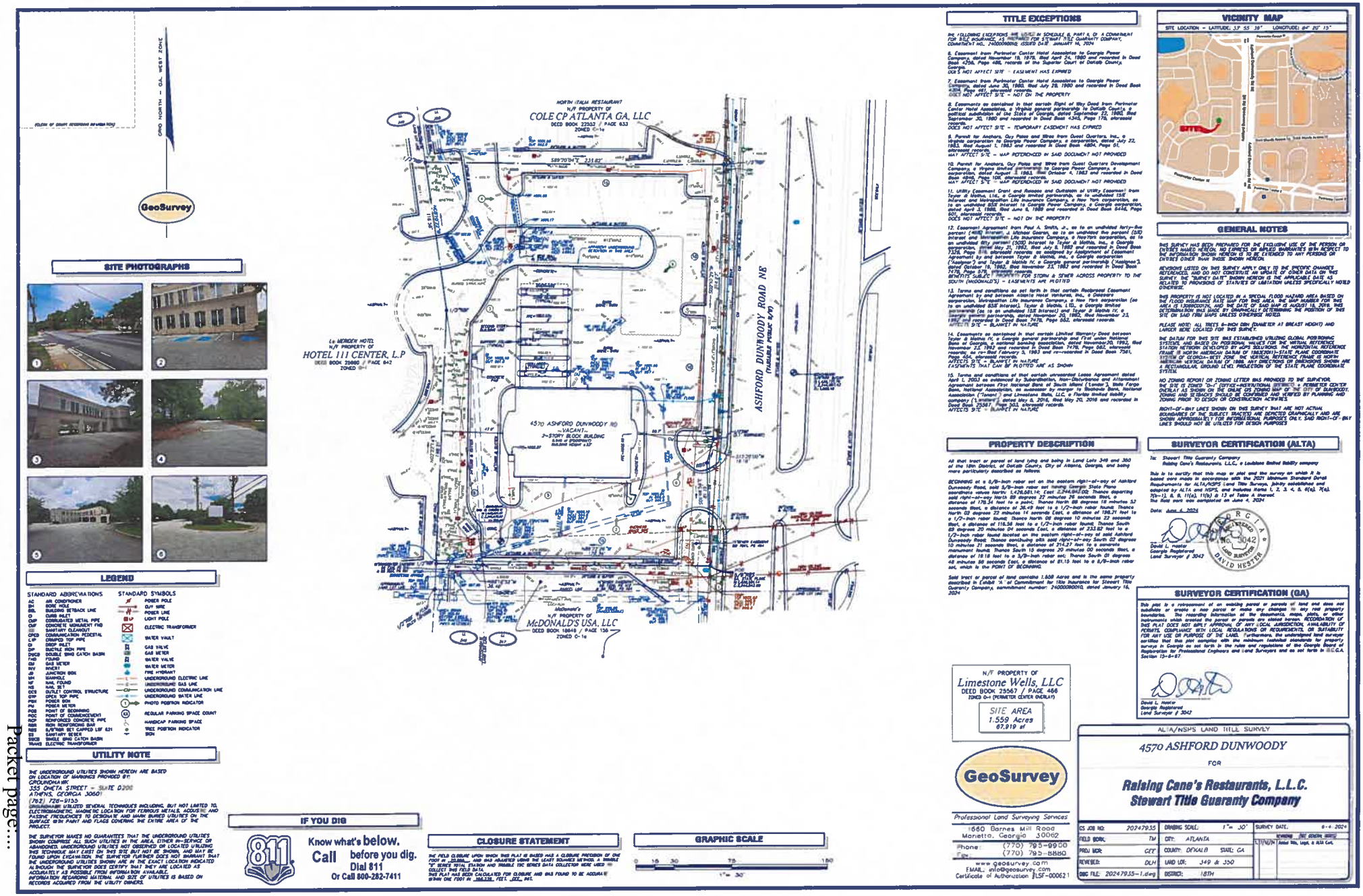
All that tract or parcel of land lying and being in Land Lots 349 and 350 of the 18th District of DeKalb County, Georgia, and being more particularly described as follows:

Commencing at a rebar found marking the common corner of Land Lots 347, 348, 349, and 350 of said district and county; thence with the easterly boundary line of Land Lot 350 North 07 degrees 41 minutes 27 seconds West for 20.27 feet to a rebar set, being the True Point of Beginning; thence North 88 degrees 12 minutes 25 seconds West for 36.28 feet to a rebar found; thence with the line of Starwood Atlanta, LLC (Deed Book 9108, Page 102) the following two courses and distances: North 02 degrees 24 minutes 05 seconds East for 198.20 feet to a rebar set; thence North 08 degrees 00 minute 38 seconds West for 116.48 feet to a rebar found; thence with the line of California Pizza Kitchen, Inc. (Deed Book 7538, Page 233) South 89 degrees 13 minutes 52 seconds East for 233.84 feet to a rebar set on the western right-of-way of Ashford-Dunwoody Road (variable width right-of-way); thence with said western right-of-way the following courses and distances: South 02 degrees 18 minutes 43 seconds West for 214.17 feet to a concrete monument found; thence South 15 degrees 25 minutes 30 seconds West for 19.18 feet to a rebar set; thence South 01 degrees 43 minutes 28 seconds East for 81.15 feet to a rebar found; thence leaving said western right-of-way of Ashford-Dunwoody Road with the line of Perimeter Center Investments (Deed Book 7978, Page 11) North 89 degrees 16 minutes 56 seconds West for 178.34 feet to a rebar set, being the True Point of Beginning. Said tract contains 1.559 acres or 67,888 square feet more or less.

Together with the perpetual non-exclusive easements for ingress and egress over the Access Drive and a portion of the Perimeter Center Terraces (private roadway), which easements are more specifically defined and described in that certain Reciprocal Easement Agreement dated November 20, 1992, by and between Taylor & Mathis IV, Atlanta Hotel Ventures, Inc. and Perimeter Center West Associates, as recorded in Deed Book 7478, Page 552, DeKalb County, Georgia records.

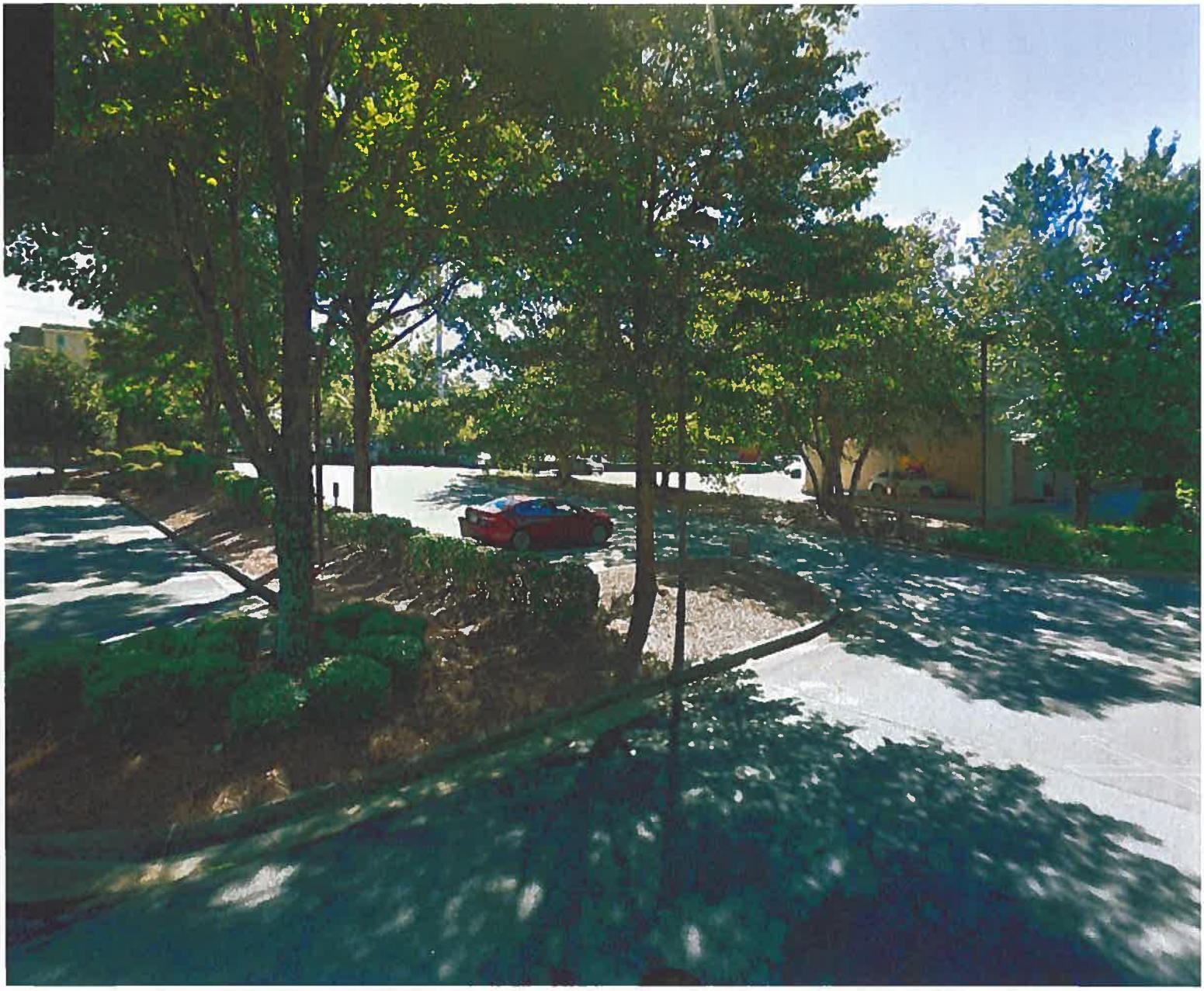
Together with the perpetual, non-exclusive easement right to the 15-foot storm drainage contained in Limited Warranty Deed dated November 20, 1992 in Deed Book 7478, Page 582 and Deed Book 7561, Page 454, DeKalb County, Georgia records as located on survey dated November 11, 1999 by Freeland & Associates as amended and revised from time to time.

Together with the perpetual, exclusive easement right to the storm drain easement contained in the Easement Agreement dated May 31, 1992 and recorded in Deed Book 7328, Page 519, DeKalb County, Georgia records as located on survey dated November 11, 1999 by Freeland & Associates, as amended and revised from time to time, as assigned to Taylor & Mathis, Inc. by that Assignment of Easement Agreement dated October 19, 1992 and recorded November 23, ~~1999~~ 1992 in Deed Book 7478, page 579, aforesaid records.


OPEN NORTH - GA. WEST ZONE
GeoSurvey
NORTH ITALIA RESTAURANT
N/F PROPERTY OF
COLE CP ATLANTA GA, LLC
DEED BOOK 22532 / PAGE 633
ZONED C-1e
S89°07'04"E 231.62'
ASHFORD DUNWOODY ROAD NE
(VARIABLE PUBLIC R/W)
Le MERIDIEN HOTEL
N/F PROPERTY OF
HOTEL 111 CENTER, L.P
DEED BOOK 29886 / PAGE 642
ZONED C-1
4570 ASHFORD DUNWOODY RD
--VACANT--
2-STORY BLOCK BUILDING
(Unit or proposed)
BUILDING HEIGHT ±30'
McDONALD'S USA, LLC
N/F PROPERTY OF
DEED BOOK 18648 / PAGE 136
ZONED C-1e
SITE PHOTOGRAPHS
1
2
3
4
5
6
LEGEND
STANDARD ABBREVIATIONS
AC AIR CONDITIONER
BH BORE HOLE
BSL BUILDING SETBACK LINE
CB CURB INLET
CMP CORRUGATED METAL PIPE
CMF CONCRETE MONUMENT FND
SS SANITARY CLEANOUT
CPED COMMUNICATION PEDESTAL
C.P CRIMPED TOP PIPE
DI DROP INLET
DIP DUCTILE IRON PIPE
DSCB DOUBLE SING CATCH BASIN
FND FOUND
GM GAS METER
INV INVERT
JB JUNCTION BOX
MH MANHOLE
NF NAIL FOUND
NS NAIL SET
OCS OUTLET CONTROL STRUCTURE
OTP OPEN TOP PIPE
PBX POWER BOX
PM POWER METER
POB POINT OF BEGINNING
POC POINT OF COMMENCEMENT
RCP REINFORCED CONCRETE PIPE
RBR IRON REINFORCING BAR
RBS 5/8"IRON SET CAPPED LSF 621
SS SANITARY SEWER
SSCB SINGLE SING CATCH BASIN
TRANS ELECTRIC TRANSFORMER
STANDARD SYMBOLS
POWER POLE
GUY WIRE
POWER LINE
LIGHT POLE
ELECTRIC TRANSFORMER
WATER VAULT
GAS VALVE
GAS METER
WATER VALVE
WATER METER
FIRE HYDRANT
UNDERGROUND ELECTRIC LINE
UNDERGROUND GAS LINE
UNDERGROUND COMMUNICATION LINE
UNDERGROUND WATER LINE
PHOTO POSITION INDICATOR
REGULAR PARKING SPACE COUNT
HANDICAP PARKING SPACE
TREE POSITION INDICATOR
IRON
UTILITY NOTE
THE UNDERGROUND UTILITIES SHOWN HEREON ARE BASED ON LOCATION OF MARKINGS PROVIDED BY:
GROUNDHOG INC.
335 OCONEE STREET - SUITE D200
ATHENS, GEORGIA 30601
(762) 728-9155
GROUNDHOG UTILIZED SEVERAL TECHNIQUES INCLUDING, BUT NOT LIMITED TO, ELECTROMAGNETIC, MAGNETIC LOCATION FOR FERROUS METALS, ACOUSTIC AND PASSIVE FREQUENCIES TO DESIGNATE AND MARK BURIED UTILITIES ON THE SURFACE WITH PAINT AND FLAGS DENOTING THE ENTIRE AREA OF THE PROJECT.
THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN-SERVICE OR ABANDONED. UNDERGROUND UTILITIES NOT OBSERVED OR LOCATED UTILIZING THIS TECHNIQUE MAY EXIST ON THIS SITE BUT MAY NOT BE SHOWN, AND MAY BE FOUND UPON EXCAVATION. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH THE SURVEYOR DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. INFORMATION REGARDING MATERIAL AND SIZE OF UTILITIES IS BASED ON RECORDS ACQUIRED FROM THE UTILITY OWNERS.
IF YOU DIG
811
Know what's below.
Call before you dig.
Dial 811
Or Call 800-282-7411
CLOSURE STATEMENT
THE FIELD CLOSURE UPON WHICH THIS PLAT IS BASED HAS A CLOSURE PRECISION OF ONE FOOT IN 20,000+/- FEET, AND WAS ADJUSTED USING THE LEAST SQUARES METHOD. A TRIMBLE "R" SERIES RTK/A STATION AND TRIMBLE TSC SERIES DATA COLLECTOR WERE USED TO COLLECT THIS FIELD DATA.
THIS PLAT HAS BEEN CALCULATED FOR CLOSURE AND WAS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 100,000 FEET, PER ANGLE.
GRAPHIC SCALE
0 15 30 75 150
1" = 30'
TITLE EXCEPTIONS
THE FOLLOWING EXCEPTIONS ARE LISTED IN SCHEDULE B, PART II, OF A COMMITMENT FOR TITLE INSURANCE, AS PREPARED FOR STEWART TITLE GUARANTY COMPANY, COMMITMENT NO.: 24000098010; ISSUED DATE: JANUARY 16, 2024
6. Easement from Perimeter Center Hotel Associates to Georgia Power Company, dated November 19, 1979, filed April 24, 1980 and recorded in Deed Book 4236, Page 486, records of the Superior Court of DeKalb County, Georgia.
DOES NOT AFFECT SITE - EASEMENT HAS EXPIRED
7. Easement from Perimeter Center Hotel Associates to Georgia Power Company, dated June 30, 1980, filed July 28, 1980 and recorded in Deed Book 4334, Page 401, aforesaid records.
DOES NOT AFFECT SITE - NOT ON THE PROPERTY
8. Easements as contained in that certain Right of Way Deed from Perimeter Center Hotel Associates, a Virginia general partnership to DeKalb County, a political subdivision of the State of Georgia, dated September 22, 1980, filed September 30, 1980 and recorded in Deed Book 4343, Page 178, aforesaid records.
DOES NOT AFFECT SITE - TEMPORARY EASEMENT HAS EXPIRED
9. Permit for Anchors, Guy Poles and Wires from Quest Quarters, Inc., a Virginia corporation to Georgia Power Company, a corporation, dated July 22, 1983, filed August 1, 1983 and recorded in Deed Book 4804, Page 91, aforesaid records.
MAY AFFECT SITE - MAP REFERENCED IN SAID DOCUMENT NOT PROVIDED
10. Permit for Anchors, Guy Poles and Wires from Quest Quarters Development Company, a Virginia limited partnership to Georgia Power Company, a corporation, dated August 3, 1983, filed October 4, 1983 and recorded in Deed Book 4868, Page 108, aforesaid records.
MAY AFFECT SITE - MAP REFERENCED IN SAID DOCUMENT NOT PROVIDED
11. Utility Easement Grant and Release and Quitclaim of Utility Easement from Taylor & Mathis, Ltd., a Georgia limited partnership, as to undivided 15/16 interest and Metropolitan Life Insurance Company, a New York corporation, as to an undivided 1/16 interest to Georgia Power Company, a Georgia corporation, dated April 1, 1988, filed June 6, 1988 and recorded in Deed Book 5448, Page 501, aforesaid records.
DOES NOT AFFECT SITE - NOT ON THE PROPERTY
12. Easement Agreement from Paul A. Smith, Jr., as to an undivided forty-five percent (45%) interest, Michael Cearns, as to an undivided five percent (5%) interest and Metropolitan Life Insurance Company, a New York corporation, as to an undivided fifty percent (50%) interest to Taylor & Mathis, Inc., a Georgia corporation, dated May 31, 1982, filed July 6, 1982 and recorded in Deed Book 7326, Page 274, aforesaid records, as amended by Assignment of Easement Agreement by and between Taylor & Mathis, Inc., a Georgia corporation ("Taylor") and Taylor & Mathis Inc., a Georgia limited partnership ("Taylor & Mathis") dated October 19, 1982, filed November 23, 1982 and recorded in Deed Book 7478, Page 247, aforesaid records.
BENEFITS SUBJECT PROPERTY FOR STORM WATER STUB-OUTS ACROSS PROPERTY TO THE SOUTH (McDONALD'S) - EASEMENTS ARE PLOTTED
13. Terms and conditions as set forth in that certain Reciprocal Easement Agreement by and between Atlanta Hotel Ventures, Inc., a Delaware corporation, Metropolitan Life Insurance Company, a New York corporation (as to an undivided 83% interest), Taylor & Mathis, Ltd., a Georgia limited partnership (as to an undivided 15% interest) and Taylor & Mathis Inc., a Georgia limited partnership, dated November 20, 1982, filed November 23, 1982 and recorded in Deed Book 7478, Page 262, aforesaid records.
AFFECTS SITE - BLANKET IN NATURE
14. Easements as contained in that certain Limited Warranty Deed between Taylor & Mathis IV, a Georgia general partnership and First National Bank of Georgia, a national banking association, dated November 30, 1992, filed November 23, 1992 and recorded in Deed Book 7478, Page 262, aforesaid records, as re-filed February 3, 1993 and re-recorded in Deed Book 7581, Page 424, aforesaid records.
AFFECTS SITE - BLANKET IN NATURE
EASEMENTS THAT CAN BE PLOTTED ARE AS SHOWN
15. Terms and conditions of that certain unrecorded Lease Agreement dated April 1, 2003 as evidenced by Subordination, Non-Disturbance and Attornment Agreement between First National Bank of South Atlanta ("Lender"), Wells Fargo Bank, National Association, as successor by merger to Wachovia Bank, National Association ("Tenant") and Limestone Wells, LLC, a Florida limited liability company ("Landlord") dated May 8, 2016, filed May 20, 2016 and recorded in Deed Book 25067, Page 263, aforesaid records.
AFFECTS SITE - BLANKET IN NATURE
PROPERTY DESCRIPTION
All that tract or parcel of land lying and being in Land Lots 349 and 350 of the 18th District, of DeKalb County, City of Atlanta, Georgia, and being more particularly described as follows:
BEGINNING at a 5/8-inch rebar set on the eastern right-of-way of Ashford Dunwoody Road, said 5/8-inch rebar set having Georgia State Plane coordinate values North: 1,426,881.14; East: 2,244,842.02; Thence departing said right-of-way North 89 degrees 27 minutes 26 seconds West, a distance of 178.34 feet to a point; Thence North 88 degrees 18 minutes 57 seconds West, a distance of 28.48 feet to a 1/2-inch rebar found; Thence North 02 degrees 22 minutes 14 seconds East, a distance of 198.21 feet to a 1/2-inch rebar found; Thence North 01 degree 10 minutes 22 seconds West, a distance of 116.58 feet to a 1/2-inch rebar found; Thence South 89 degrees 20 minutes 04 seconds East, a distance of 233.62 feet to a 1/2-inch rebar found located on the eastern right-of-way of said Ashford Dunwoody Road; Thence continuing with said right-of-way South 02 degree 10 minutes 21 seconds West, a distance of 214.27 feet to a concrete monument found; Thence South 10 degrees 20 minutes 00 seconds East, a distance of 1818 feet to a 5/8-inch rebar set; Thence South 01 degree 48 minutes 56 seconds East, a distance of 81.16 feet to a 5/8-inch rebar set, which is the POINT OF BEGINNING.
Said tract or parcel of land contains 1.608 Acres and is the same property described in Exhibit "A" of Commitment for Title Insurance for Stewart Title Guaranty Company, commitment number: 24000098010, dated January 16, 2024
N/F PROPERTY OF
Limestone Wells, LLC
DEED BOOK 29567 / PAGE 466
ZONED O-I (PERIMETER CENTER OVERLAY)
SITE AREA
1.559 Acres
67,919 sf
GeoSurvey
Professional Land Surveying Services
1560 Barnes Mill Road
Marietta, Georgia 30062
Phone: (770) 795-9900
Fax: (770) 795-8880
www.geosurvey.com
EMAIL: info@geosurvey.com
Certificate of Authorization #LSF-000621
VICINITY MAP
SITE LOCATION - LATITUDE: 33° 55' 38" LONGITUDE: 84° 20' 15"
SITE
GENERAL NOTES
THIS SURVEY HAS BEEN PREPARED FOR THE EXCLUSIVE USE OF THE PERSON OR ENTITIES NAMED HEREON. NO EXPRESS OR IMPLIED WARRANTIES AS IN RESPECT TO THE INFORMATION SHOWN HEREON IS TO BE EXTENDED TO ANY PERSONS OR ENTITIES OTHER THAN THOSE SHOWN HEREON.
EASEMENTS LISTED ON THIS SURVEY APPLY ONLY TO THE RECENT CHANGES REFERENCED, AND DO NOT CONSTITUTE AN UPDATE OF OTHER DATA ON THIS SURVEY. THE "SURVEY DATE" SHOWN HEREON IS THE APPLICABLE DATE AS RELATED TO PROVISIONS OF STATUTES OF LIMITATION UNLESS SPECIFICALLY NOTED OTHERWISE.
THIS PROPERTY IS NOT LOCATED IN A SPECIAL FLOOD HAZARD AREA BASED ON THE FLOOD INSURANCE RATE MAP FOR THIS AREA. THE MAP NUMBER FOR THIS AREA IS 13089C0137K, AND THE DATE OF SAID MAP IS AUGUST 15, 2018. THIS DETERMINATION WAS MADE BY GRAPHICALLY PLOTTING THE POSITION OF THIS SITE ON SAID FIRM MAPS UNLESS OTHERWISE NOTED.
PLEASE NOTE: ALL TREES 6-INCH DBH (DIAMETER AT BREAST HEIGHT) AND LARGER WERE LOCATED FOR THIS SURVEY.
THE DATUM FOR THIS SITE WAS ESTABLISHED UTILIZING GLOBAL POSITIONING SYSTEMS, AND BASED ON POSITIONAL VALUES FOR THE VIRTUAL REFERENCE STATION NETWORK DEVELOPED BY GPS SOLUTIONS. THE HORIZONTAL REFERENCE FRAME IS NORTH AMERICAN DATUM OF 1983(2011)-STATE PLANE COORDINATE SYSTEM OF GEORGIA- WEST ZONE. THE VERTICAL REFERENCE FRAME IS NORTH AMERICAN VERTICAL DATUM OF 1988. ANY DIRECTIONS OR DIMENSIONS SHOWN ARE A RECTANGULAR GROUND LEVEL PROJECTION OF THE STATE PLANE COORDINATE SYSTEM.
NO ZONING REPORT OR ZONING LETTER WAS PROVIDED TO THE SURVEYOR. THE SITE IS ZONED "O-I" (OFFICE-INSTITUTIONAL DISTRICT) + PERIMETER CENTER OVERLAY AS SHOWN ON THE ONLINE GIS ZONING MAP OF THE CITY OF DUNWOODY. ZONING AND SETBACKS SHOULD BE CONFIRMED AND VERIFIED BY PLANNING AND ZONING PRIOR TO DESIGN OR CONSTRUCTION ACTIVITIES.
RIGHT-OF-WAY LINES SHOWN ON THIS SURVEY THAT ARE NOT ACTUAL BOUNDARIES OF THE SUBJECT PARCEL(S) ARE DEPICTED GRAPHICALLY AND ARE SHOWN APPROXIMATELY FOR INFORMATIONAL PURPOSES ONLY. SAID RIGHT-OF-WAY LINES SHOULD NOT BE UTILIZED FOR DESIGN PURPOSES
SURVEYOR CERTIFICATION (ALTA)
To: Stewart Title Guaranty Company
Raising Cane's Restaurants, L.L.C., a Louisiana limited liability company
This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 6, 6(a), 6(b), 7(a), 7(b-1), 8, 9, 11(a), 11(b) & 13 of Table A thereof.
The field work was completed on June 4, 2024
Date: June 6, 2024
David L. Hester
Georgia Registered
Land Surveyor # 3042
GEORGIA 3042 LAND SURVEYOR DAVID HESTER
SURVEYOR CERTIFICATION (GA)
This plat is a retracement of an existing parcel or parcels of land and does not subdivide or create a new parcel or make any changes to any real property boundaries. The recording information of the document, maps, plats, or other instruments which created the parcel or parcels are stated hereon. RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION, AVAILABILITY OF PERMITS, COMPLIANCE WITH LOCAL REGULATIONS OR REQUIREMENTS, OR SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND. Furthermore, the undersigned land surveyor certifies that this plat complies with the minimum technical standards for property surveys in Georgia as set forth in the rules and regulations of the Georgia Board of Registration for Professional Engineers and Land Surveyors and as set forth in O.C.G.A. Section 15-6-67.
David L. Hester
Georgia Registered
Land Surveyor # 3042
ALTA/NSPS LAND TITLE SURVEY
4570 ASHFORD DUNWOODY
FOR
Raising Cane's Restaurants, L.L.C.
Stewart Title Guaranty Company
CS JOB NO: 20247935
DRAWING SCALE: 1" = 30'
SURVEY DATE: 6-6-2024
FIELD WORK: TM
CITY: ATLANTA
PROJ MGR: CFT
COUNTY: DEKALB STATE: GA
REVISIONS: DLH
LAND LOT: 349 & 350
DWG FILE: 20247935-1.dwg
DISTRICT: 18TH
1/11/24 Added Title, Legal, & ALTA Cert.

Packet page...


Ashford Dunwoody Rd NE
Perimeter Ce
Le Mé idien
Atlant Perimeter
4.2 ★ (768)
4-star h tel
Dune Woods
McDonald's
Iconic fast-food
burger & fries chain
Lazy Dog
Restaurant & Bar
Perimete



View
Italia



WILSON BROCK & IRBY, L.L.C.

ATTORNEYS AT LAW

OVERLOOK I, SUITE 700
2849 PACES FERRY ROAD
ATLANTA, GEORGIA 30339

HAROLD BUCKLEY, JR.

HBUCKLEY@WBILEGAL.COM
DIRECT DIAL: (770) 803-3707

TELEPHONE
(404) 853-5050

FACSIMILE
(404) 853-1812

March 3, 2025

VIA: ELECTRONIC DELIVERY

Mr. Richard McLeod, Director
Dunwoody Dept. of Comm. Development
Dunwoody City Hall
4800 Ashford Dunwoody Road
Dunwoody, GA 30338

RE: Application by Raising Cane's to Rezone Property Located at 4570 Ashford Dunwoody Road (the "Site") From O-I (Office-Institutional) to PC-1 (Perimeter Center – Subarea 1), and for a Special Land Use Permit to Allow a Restaurant Drive-Thru.

Dear Mr. McLeod:

Raising Cane's is a fast casual restaurant company that was founded in 1996 and which has swiftly grown to more than 800 international restaurant locations. The business was founded by Todd Graves and he named it after his Labrador Retriever, Raising Cane. Successor Labrador Retrievers have consistently served as the company's mascot ever since. Todd remains actively involved in every aspect of the company, making Raising Cane's one of the very few founder-led restaurant companies of its size. As a result, the company retains a heavy focus on being a great corporate neighbor and supporting the communities in which it operates.

The Site is located along the west side of Ashford Dunwoody Road, between the North Italia restaurant to the north and the McDonald's restaurant to the south, which sits at the intersection of Ashford Dunwoody Road and Perimeter Center West. It also backs up to Marriott's Le Meridien Atlanta hotel. The Sterling Pointe development, which includes office, retail, hotel, and restaurant components, is located directly across the street from the Site.

Raising Cane's is currently exploring an opportunity to redevelop the Site with a new restaurant, which includes a drive-thru facility. The Site is zoned O-I and it is located within the Perimeter Center Overlay District. Unfortunately, the zoning ordinance restricts restaurants to accessory use status on O-I property and Raising Canes desires to develop its restaurant as a standalone primary land use. Therefore, Raising Cane's development proposal requires the Site to be rezoned from O-I to PC-1, which allows standalone restaurants. In addition, the PC-1 zoning regulations require the city council's prior approval of a special land use permit for drive-thru facilities. In furtherance of its development proposal, Raising Cane's respectfully requests the City Council to rezone the Site from O-I to PC-1, and to issue a special land use permit authorizing the restaurant to include a drive-thru.

I. Rezoning Request Analysis

Raising Cane's' requested rezoning meets the rezoning approval standards set forth in section 27-335(b) as follows:

(1) The zoning proposal conforms with the policy and intent of the comprehensive plan;

i. Citywide policies

The comprehensive plan sets the city council's community development vision and policy. The plan's vision is:

> "The City of Dunwoody will be a dynamic regional destination and a community where all people can thrive – with a balanced mix of urban and suburban environments and amenities; high quality employment; equitable housing and transportation options; a commitment to sustainability; and best-in-class infrastructure, facilities and services." [1]

This vision is supported by citywide community policies and goals to help shape the direction of the city's growth, which include the following:[2]

- Redevelop target areas with a vibrant mix of uses, transportation options, high quality design, and amenities.
  - Encourage a mix of compatible land uses in future commercial development and redevelopment areas.

- Promote connectivity and choice for all modes of travel, including transit, biking, and walking.
  - Promote walk- and bike-"ability" to homes, schools, shopping, employment centers, civic uses, and open space.
  - Create a community-wide pedestrian/bike path network.
  - Increase network connectivity to accommodate demand between adjacent neighborhoods and developments without accessing the major thoroughfare system.

The comprehensive plan further states that "although residents and workers have access to transit and multi-modal opportunities, much more needs to be done to increase transportation connectivity and access…[with a] clear aspiration for continued improvement of streetscapes to promote walking and biking…"[3]

Raising Cane's' development proposal is consistent with the foregoing community policies and goals.

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[1] Comprehensive Plan, p. i.
[2] Id at pp. 14 – 15.
[3] Id at p. 12.

The Site is located between two restaurants, with North Italia located to the north and a McDonald's to the south. A Red Pepper Taqueria is located directly across Ashford Dunwoody Road from the Site. Redeveloping the Site with a restaurant would be consistent and compatible with these existing restaurant uses.

The Site is located immediately adjacent to the Le Meridien Atlanta Perimeter, a major hotel operated by Marriott that has a total of 275 rooms, 143 of which are two room suites. The hotel itself backs up to the Terraces office development, which is comprised of 1,000,000 square feet of floor area distributed between two 11-story office buildings. The Site is also located directly across Ashford Dunwoody Road from a 132-room Hampton Inn hotel and the Sterling Pointe office development, which includes an additional 364,000 square feet of office and co-working space. Sterling Pointe is virtually surrounded by multi-family residential developments, such as the 446-unit The Bricks Perimeter Center, the 709-unit The Hartley, and the 408-unit Arrive Perimeter. The addition of a Raising Cane's restaurant would contribute to this existing and vibrant mix of land uses, as prescribed by the comprehensive plan's community policies and goals.

Raising Cane's' development proposal is also consistent with the city's policy and goals for promoting connectivity and choice for all modes of travel. A restaurant on the Site would be within easy walking distance of the above offices, hotels, and residences with many potential pedestrians not being required to cross a public street. Furthermore, Raising Cane's designed its restaurant's streetscape to accommodate and provide easy restaurant access from a proposed bike/pedestrian trail the city will construct along the Site's Ashford Dunwoody Road frontage, making the restaurant accessible by pedestrians and cyclists from far beyond its immediate surroundings. Raising Cane's development would also limit direct vehicular access from Ashford Dunwoody Road to right-in, right-out vehicular movements, which will substantially reduce the number of vehicles crossing the planned trail, thereby reducing conflicting pedestrian and vehicular movements. Also, in the spirit of providing responsible vehicular access to the Site, interparcel access points at the rear of the Site would provide vehicular access to Perimeter Terrace (which provides signalized access to the Terraces from Ashford Dunwoody Road) and Perimeter Center West.

The comprehensive plan's specific vision and intent for the Perimeter Center character area, in which the Site is located, similarly includes creating transportation alternatives and mitigating road congestion. Just as Raising Cane's' development proposal is consistent with the comprehensive plan's citywide community policies and goals; it is consistent with the foregoing character area specific vision and intent.

For the foregoing reasons, Raising Cane's rezoning request meets this approval standard.

(2) The zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby properties;

The properties located adjacent and near the Site are developed with various high density land uses, including office, residential, retail, restaurant, and hotel developments. In fact, properties directly abutting the Site and an outparcel directly across the street are developed with existing restaurants. Therefore, the proposed use would be highly suitable for the Site.

(3) The Site does not have a reasonable economic use as currently zoned;

The Site is currently developed with a vacant two-story bank facility, and the landowner marketed it for lease after the former bank tenant left. Even though the existing building would also be suitable for adaptive reuse for office purposes, the landowner has been unsuccessful in its efforts to recruit potential office tenants. Furthermore, post-pandemic economic and employment conditions have vastly reduced the viability of office markets, both locally and nationally. Therefore, the Site does not have a reasonable economic use under its office-institutional zoning, particularly given its proximity to an extraordinary amount of existing high quality office development.

(4) The zoning proposal will positively affect the existing use or usability of adjacent and nearby property;

A new restaurant on the Site will serve as a pedestrian-accessible amenity for a substantial number of nearby workers, residents, and hotel guests, as well as pedestrians and cyclists on the trail that will run along its Ashford Dunwoody road frontage. The restaurant will also provide a fast casual dining environment that exceeds the quality of what one would find in a fast-food restaurant, with guest having the choice of enjoying a meal in indoor or outdoor dining settings. Therefore, the proposed restaurant will positively affect the use or usability of surrounding properties in the surrounding area.

(5) There are other existing or changing conditions affecting the use and development of the Site that provide supporting grounds for approval;

The existing building's vacancy status and the city's near-term plan to construct a bike/pedestrian trail along the Site's frontage are existing and changing conditions that provide grounds to approve Raising Cane's application. To achieve the purpose of encouraging residents and visitors alike to abandon their cars and use its developing trail network, the city must ensure the environment along the trail routes is vibrant and highly engaging. Allowing nonviable office and institutional properties to remain vacant along trail routes would be the antithesis of the environment that is necessary to encourage and reinforce the city's desired goal of enhanced pedestrianism. Therefore, these existing and changing conditions support the approval of Raising Cane's application.

(6) The zoning proposal will not affect historic buildings, sites, districts, or archaeological resources; and

The Site does not contain, nor is it near, any historic buildings, sites, districts, or archaeological resources. Therefore, Raising Cane's rezoning request meets this approval standard.

(7) The zoning proposal will result in a use that will not cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools.

Raising Cane's has engaged Kimley-Horn to perform a traffic study for its development proposal. In its study, Kimley-Horn took a very conservative approach to its analysis to ensure that its traffic forecasts reflected Raising Cane's real-world experience. More specifically, Kimley-Horn performed a traditional traffic analysis based on the Institute of Transportation Engineers' vehicular trip generation standards. They compared the resulting figures against Raising Cane's experience at a recently opened restaurant in Woodstock, which generated far more vehicular trips than was expected. They then incorporated the higher figure in their traffic analysis for the Site and adjusted that higher to remove pass-by traffic that would already be in the area from their calculations to accurately reflect the net new vehicular trips the restaurant would actually generate.

Based on the foregoing analysis, Kimley-Horn prepared the following table, which calculates the net new trips the proposed restaurant would generate:

Table 2: Trip Generation
Dunwoody Raising Cane's

Land Use	Daily Traffic			AM Peak Hour			MD Peak Hour			PM Peak Hour		
	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Raising Cane's Fast-Food Restaurant with Drive-Through Window	2,391	1,199	1,192	120	61	59	223	114	109	162	78	84
Total Gross Trips	**2,391**	**1,199**	**1,192**	**120**	**61**	**59**	**223**	**114**	**109**	**162**	**78**	**84**
Pass-By Reduction	-1,256	-628	-628	-60	-30	-30	-0	-0	-0	-90	-45	-45
Total Net New Trips	**1,135**	**568**	**567**	**60**	**31**	**29**	**223**	**114**	**109**	**72**	**33**	**39**

Kimley-Horn then used its trip generation results to calculate the impact the proposed Raising Cane's would have on the future level of service for various intersections on Ashford Dunwoody Road, Perimeter Center Drive, Perimeter Terrace, and Peachtree Centers east and west. The level of service analysis revealed that the proposed Raising Cane's would have no more than a negligible impact on those roadways.

For the foregoing reasons, the proposed Raising Cane's would not cause an excessive or burdensome impact on existing streets and transportation facilities.

II. Special Land Use Permit Analysis

(1) The proposed restaurant is consistent with the policies of the comprehensive plan;

As explained in section (1) of our rezoning analysis, the proposed Raising Cane's is consistent with the city's comprehensive plan policies. Therefore, Raising Cane's' use permit request meets this approval standard.

(2) The proposed restaurant complies with the requirements of this zoning ordinance;

(3) The proposed restaurant provides adequate land area for the proposed use, including provision of all required open space, off-street parking and all other applicable requirements of the PC-1 zoning district;

Raising Cane's is not requesting any variances from the city's zoning standards or requirements, including those for open space, off-street parking and all other applicable PC-1 requirements. So, the proposed Raising Cane's restaurant will comply with the requirements of the zoning ordinance; and the Site has adequate land area for those specific PC-1 requirements. Therefore, Raising Cane's' use permit request meets these approval standards.

(4) The proposed restaurant is compatible with adjacent properties and land uses, including considerations that:

a. The proposed restaurant will not create any adverse impacts upon any adjoining land use by reason of noise, smoke, odor, dust or vibration generated by the proposed use;

The character of the proposed restaurant does not lend itself toward generating any of the nuisances specified in this approval standard, other than by making our neighbors hungry with the smell of our delicious food. We plan to ameliorate this potential negative impact by standing ready to feed everyone who is impacted thusly. Therefore, Raising Cane's' use permit request meets this approval standard.

b. The proposed restaurant will not create any adverse impacts upon any adjoining land use by reasons of its hours of operation;

c. The proposed restaurant will not create any adverse impacts upon any adjoining land use by reason of its manner of operation;

Raising Cane's' operating hours are from 10 am to 12 am, which is consistent with typical restaurant operating hours. Raising Cane's also does not adjoin any residential neighbors who could potentially be impacted by its operating hours. And finally, the manner of the proposed restaurant's will be fairly consistent with the other restaurants located in close proximity to the Site, which have apparently operated without generating significant (if any)

community complaints. Therefore, Raising Cane's' use permit request meets these approval standards.

d. The proposed restaurant will not create any adverse impacts upon any adjoining land use by reason of the character of vehicles or the volume of traffic it generates;

Commercial deliveries to Raising Cane's' restaurants are typically made using box trucks. Almost all other vehicles accessing the Site will be personal vehicles driven by our customers.

As explained in detail in Section (7) of our rezoning analysis above, Raising Cane's' traffic study shows that the proposed restaurant would have no more than a negligible impact on local roadway performance. In addition, vehicular access to the proposed restaurant will be provided by three access points, with one point being located along the Site's Ashford Dunwoody Road frontage and the other two access points located at the rear of the Site to provide interparcel vehicular access. Providing multiple Site access points as proposed diffuses the flow of vehicles and avoids concentrating heavy traffic at any single access point or on any single roadway, further reducing the proposed restaurant's potential traffic impact.

Furthermore, Raising Cane's proposed multi-access configuration will substantially reduce the number of vehicles that will cross the trail at the front of the Site because that access point will only be available for vehicles traveling south on Ashford Dunwoody. This arrangement minimizes the volume of vehicular movements accessing the Site that conflict with pedestrians and cyclists.

e. The size, scale and massing of the proposed building are appropriate in relation to the size of the Site and in relation to such building dimensions on adjacent and nearby lots and buildings; and

The size, scale, and massing of the proposed Raising Cane's restaurant is consistent with other existing restaurants in the surrounding area; and it is much smaller than adjacent and nearby office and hotel developments. Therefore, the configuration of the proposed restaurant is appropriate for the Site and its surrounding area.

f. The proposed restaurant plan will not adversely affect historic buildings, sites, districts, or archeological resources.

The Site does not contain, nor is it near, any historic buildings, sites, districts, or archaeological resources. Therefore, Raising Cane's use permit request meets this approval standard.

(5) Public services, public facilities and utilities-including nonmotorized and motorized traffic transportation facilities-are adequate to serve the proposed restaurant;

(6) Adequate means of ingress and egress are proposed with particular reference to nonmotorized and motorized traffic safety and convenience, traffic flow and control and emergency vehicle access;

As explained in detail in Section (7) of our rezoning analysis above, Raising Cane's' traffic study shows that the proposed restaurant would have no more than a negligible impact on local roadway performance. Furthermore, the city plans to construct a trail across the Site's frontage on Ashford Dunwoody Road, which will provide enhanced pedestrian access to the proposed restaurant. Therefore, Raising Cane's' use permit request meets this approval standard.

Furthermore, Raising Cane's proposed multi-access configuration will be conducive to smoother traffic flows by providing signalized interparcel access to Ashford Dunwoody Road for customers wishing to travel north on that roadway. It will also provide interparcel access to Perimeter Center West for customers wishing to access that roadway without getting on Ashford Dunwoody Road.

Therefore, Raising Cane's use permit request meets these approval standards.

(7) Adequate provision has been made for refuse and service areas; and

Raising Cane's' development proposal places the restaurant's refuse area on the interior of the Site. Sanitation vehicles will be able to pull directly into the refuse area from one of the Site's rear access points. The refuse area will be screened from view by a gated enclosure. Therefore, Raising Cane's use permit request meets this approval standard.

(8) The proposed building as a result of its proposed height will have no shadow impact on any adjoining lot or building.

Raising Cane's' proposed restaurant will be a single-story building that is located far from the Site's side and rear property lines. Therefore, the proposed restaurant will not have any shadow impact on any adjoining lot or building, and Raising Cane's use permit request meets this approval standard.

Constitutional Objections/Conclusion

Georgia courts have long held that a zoning applicant must present any potential constitutional objections to the local government during the zoning application review process. Applicants who fail to do so substantially deprive themselves of a legal basis to appeal adverse zoning decisions.[4] Therefore, solely for the purpose of satisfying this longstanding legal requirement, the Applicant respectfully advises the city of its constitutional objections.

[4] Dekalb County v. Bembry, 252 Ga. 510, 314 S.E.2d 900 (1984) (Court held that the trial court erred in failing to grant summary judgment to Dekalb County because the constitutional attacks on the subject property's zoning were not first raised before the County Commission).

Raising Cane's believes that it has established that its rezoning and special land use permit requests meet all of the city's prescribed standards for their approval. Therefore, any action taken on this application other than approval as herein requested would violate Raising Cane's' constitutionally protected rights to due process of law and equal protection under the laws.

For all the foregoing reasons, Raising Cane's respectfully requests approval of its rezoning and special land use permit requests. Please do not hesitate to let me know if we may provide any additional information or clarify anything in this letter.

Sincerely,

WILSON BROCK & IRBY, L.L.C.

Harold Buckley Jr.

By: Harold Buckley, Jr., AICP
Attorneys for Raising Cane's

Paul Leonhardt

From: Richard McLeod
Sent: Friday, May 30, 2025 1:28 PM
To: Madalyn Smith; Paul Leonhardt
Subject: FW: Raising Cane's and Zaxby's Drive-Thru Applications

Madalyn,

Please let the planning commission see this.

Thanks,

Richard McLeod, MPA
Director of Community Development

City of Dunwoody
4800 Ashford Dunwoody Road
Dunwoody, Georgia 30338
P 678.382.6802
richard.mcleod@dunwoodyga.gov

From: Nathan Sparks <nathan.c.sparks@gmail.com>
Sent: Friday, May 30, 2025 10:10 AM
To: annehicks <[redacted]>
Cc: Colin Mey <[redacted]>; Richard McLeod <Richard.McLeod@dunwoodyga.gov>
Subject: Re: Raising Cane's and Zaxby's Drive-Thru Applications

Caution: External Message

Excellent comments Anne!

Richard,
Please add my voice to Anne's thoughtfully negative reactions to any proposals to develop more fast food restaurants with a double drive through.

Nathan

On Thu, May 29, 2025, 9:00 AM <[redacted]> wrote:

> Guys,

Here are my comments to City Council on the double drive throughs. I don't think they support either, but the applications are going through the process.

I will try to attend the Planning Commission meeting 6/10 at 6 pm. If anyone wants to join me, I'd really appreciate the support. You can also email comments to them at planningcommission@dunwoodyga.gov .

Anne

From: Rob Price <Rob.Price@dunwoodyga.gov>
Sent: Wednesday, May 28, 2025 5:44 PM
To: annehicks [redacted]>
Subject: Re: Raising Cane's and Zaxby's Drive Through Applications

Hi Anne,

Thanks for reaching out about the SLUP applications for Raising Canes and Zaxby's. Both were discussed at the May planning commission meeting. At that meeting the commission voted to defer a decision until their June meeting (June 10). You cc'd Richard McLeod on your comments. I'll ask him to share them with the planning commission in advance of their June meeting. The SLUP applications will not come before city council until after the planning commission votes on them.

Rob Price

Dunwoody City Council Member

C 678.296.9160

P 678.382.6700

rob.price@dunwoodyga.gov

From [redacted]
Sent: Wednesday, May 28, 2025 4:21 PM

To: Lynn Deutsch <Lynn.Deutsch@dunwoodyga.gov>; Rob Price <Rob.Price@dunwoodyga.gov>; Joe Seconder <Joe.Seconder@dunwoodyga.gov>; John Heneghan <John.Heneghan@dunwoodyga.gov>; Stacey Harris <Stacey.Harris@dunwoodyga.gov>; Tom Lambert <Tom.Lambert@dunwoodyga.gov>; Catherine Lautenbacher <Catherine.Lautenbacher@dunwoodyga.gov>
Cc: Richard McLeod <Richard.McLeod@dunwoodyga.gov>
Subject: Raising Cane's and Zaxby's Drive Through Applications

Caution: External Message

Dear Mayor and City Councilors,

I'm very concerned about the applications for **DOUBLE drive-throughs (YIKES!)** for Raising Cane's and Zaxby's fast-food chains.

In general, drive throughs are contrary to the language in the adopted City's Sustainability Plan, the Transportation Plan and violate the spirit of its No-Idling Policy (which admittedly just applies to City vehicles). In short, drive throughs are contrary to the City's efforts to make Dunwoody a more welcoming community for pedestrians and cyclists. Surely we can do better in attracting healthier, more eco-friendly options for those sites.

The proposed location for the Raising Cane's is adjacent to McDonalds, just down from Perimeter Mall. This site is along the route of Phase 2 of the Ashford Dunwoody path project. Having a steady stream of vehicles crossing and blocking the new multi-use path is inherently unsafe and counterintuitive. Are we really committed to providing a safe pedestrian and cycling environment in Dunwoody? Don't we want to encourage office workers and guests from the Perimeter business district to **walk** safely to restaurants on Ashford Dunwoody?

The proposed location for Zaxby's within the Ashford Lane shopping center is next to a large open parking lot on the backside of Culinary Dropout/HobNob, etc. which provides overflow parking for those restaurants. The stream of traffic circling through this area will threaten the safety of folks trying to safely reach their vehicles and contradicts what the City is trying to achieve with a more walkable, welcoming community. Please don't create an unsafe pedestrian environment when we've just created the adjacent safe space of restaurants that encircle a nice greenspace closed off to traffic.

According to the US EPA, Greenhouse gas (GHG) emissions from transportation account for about 28% of total U.S. greenhouse gas emissions, making it the largest contributor of U.S. GHG emissions. It's well known that cars and especially idling cars contribute to air pollution.

Outdoor patios are proposed as concessions for the above projects, but who wants to eat outside while choking on auto fumes?

Lastly, I'll ask: have you ever tried walking near the double drive through Chick-Fil-A on Jett Ferry? It's not an easy or a pleasant experience. I always park and **walk** in to get my food, but just crossing the short little (well-marked) walkway into Chick-Fil-A is a hair-raising experience.

Thank you for considering these comments.

Anne Hicks

[redacted]

Dunwoody