

TRAFFIC IMPACT STUDY FOR

Chamblee High school

Chamblee, GA

JANUARY 28, 2019

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TABLE OF CONTENTS

LIST OF TABLES.....	ii
LIST OF FIGURES.....	ii
1. Introduction.....	1
2. Existing and Proposed Development Description.....	4
3. Existing Conditions	5
3.1. Transportation Facilities.....	5
3.2. Traffic Count Data	6
3.3. Pedestrian Facilities.....	7
3.4. Existing Conditions Capacity Analysis	11
4. Background Conditions	14
4.1. Background Traffic Growth	14
5. Future Conditions	20
5.1. Future Lane Geometry	20
5.2. Trip Generation	20
5.3. Distribution and Assignment.....	20
5.4. Future Traffic Volumes.....	21
5.5. Turn Lane Analysis.....	21
5.6. Future Conditions Capacity Analysis	21
5.7. Signal Warrant Analysis.....	31
5.8. Future Alternative Analysis	31
5.9. Internal Queuing Alternative	36
6. Conclusions and Recommendations	37
Appendix A Site Plans	
Appendix B Traffic Counts	
Appendix C Synchro Capacity and Queueing Analysis Reports	
Appendix D Trip Generation Worksheets	

LIST OF TABLES

Table 1: Study Intersections.....	5
Table 2: Roadway Characteristics in the Section of Study.....	6
Table 3: Existing Conditions Capacity Analysis	11
Table 4: Background Conditions Capacity Analysis	15
Table 5: Trip Generation Summary.....	20
Table 6: Future Conditions Capacity Analysis.....	22
Table 7: Future Conditions with RIRO at Pierce Drive Capacity Analysis	32

LIST OF FIGURES

Figure 1: Vicinity Map	2
Figure 2: Site Location Aerial	3
Figure 3: Existing Lane Geometry	8
Figure 4: Existing (2018) Traffic Volumes	9
Figure 5: Existing (2018) Traffic Volumes - School PM	10
Figure 6: Background (2022) Volumes.....	18
Figure 7: Background (2022) Traffic Volumes - School PM	19
Figure 8: Future Lane Geometry.....	25
Figure 9: Trip Distribution AM	26
Figure 10: Trip Distribution School PM.....	27
Figure 11: Trip Distribution PM.....	28
Figure 12: Future (2022) Traffic Volumes.....	29
Figure 13: Future (2022) Traffic Volumes - School PM.....	30
Figure 14: Future RIRO Alternative (2022) Traffic Volumes	34
Figure 15: Future RIRO Alternative (2022) Traffic Volumes – School PM	35

1. Introduction

This report contains results from a traffic impact analysis performed for a proposed 50,235 SF of additional classroom development at Chamblee Charter High School in Chamblee, GA. This development is proposed to be located on the west side of Chamblee Dunwoody Rd just north of Peachtree Industrial Blvd. The site, which is proposed to be completed in 2022, plans to have an additional staff parking lot with right-in right-out driveways located on Mendenhall Street.

The purpose of the traffic impact study is to identify the traffic impacts associated with the proposed driveway connections and existing intersections within the vicinity of the site. This traffic impact study analyzes the levels of service at these locations for existing and future conditions with the proposed development. Figure 1 shows the proposed site location in the vicinity of the City of Chamblee. The site location is shown on an aerial image in Figure 2. A copy of the proposed site plan can be found in Appendix A.

This report has been prepared for submittal to the Dekalb County Public School District to evaluate the traffic conditions at the site. This report summarizes the data collected, proposed access points, projected traffic at the study intersections, analysis of traffic impacts including levels of service (LOS), and conclusions from the analysis.

Figure 1: Vicinity Map

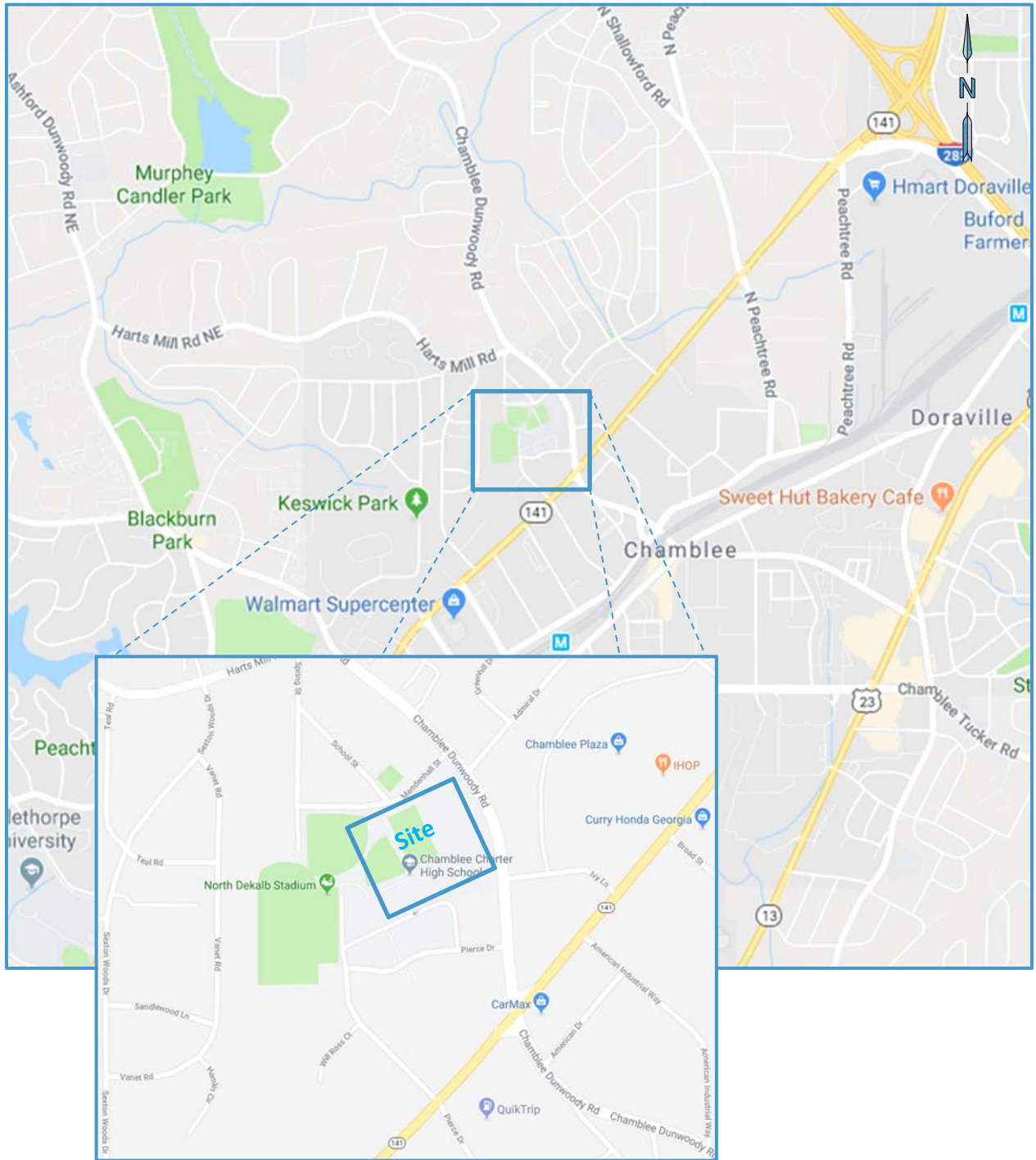


Figure 2: Site Location Aerial



2. Existing and Proposed Development Description

The proposed development is located on the west side of Chamblee Dunwoody Rd just north of its intersection with Peachtree Industrial Blvd. The proposed additional development will be three floors and is planned to consist of 50,235 gross SF of total building space.

The newly developed parking lot is planned to have access to external network via two driveways. A practice field will be built on top of the proposed parking deck.

- Driveway In – one lane
 - An ingress driveway to enter from Mendenhall Street
- Driveway Out – one lane
 - An egress driveway to exit onto Mendenhall Street

3. Existing Conditions

3.1. Transportation Facilities

This traffic impact study examines the existing and proposed operations of the intersections listed in Table 1.

Table 1: Study Intersections

Intersection	Type of Intersection
Harts Mill Rd NE @ Spring St	Existing Side-Street Stop Control
Chamblee Dunwoody Rd @ Harts Mill Rd NE	Existing Signal Control
Mendenhall St @ School St	Existing Right-in Driveway
Chamblee Dunwoody Rd @ Mendenhall St	Existing Side-Street Stop Control
Chamblee Dunwoody Rd @ Pierce Dr	Existing Side-Street Stop Control
Peachtree Industrial Blvd @ Pierce Dr	Existing Signal Control
Peachtree Industrial Blvd @ Chamblee Dunwoody Rd	Existing Signal Control

There are seven main roadways in the site area. Roadway characteristics are described below and summarized in Table 2. The existing lane configuration is shown in Figure 3.

Peachtree Industrial Blvd is a 5-lane undivided roadway with a two-way left turn lane, some segments of curb and posted speed limit of 45 mph. This portion of the roadway runs north and south and connects I-285 from the north to Brookhaven and Buckhead areas located to the south. The roadway is functionally classified as a Principal Arterial.

Harts Mill Road is a two-lane roadway with a posted speed limit of 35 mph. Harts Mill Rd runs primarily east-to-west and connects residential areas to Ashford Dunwoody Rd on the west and to Chamblee Dunwoody Rd on the east. The roadway is functionally classified as a Major Collector.

Chamblee Dunwoody Road is a 2-lane undivided roadway with a curb and posted speed limit of 45 mph. The portion of the roadway is a 2-lane undivided roadway located near the high school and where it intersects with Peachtree Industrial Blvd. Chamblee Dunwoody Rd primarily runs north-to-south and connects residential and commercial districts to I-285 to the north and to Peachtree Industrial Blvd to the south. The roadway is functionally classified as an Urban Minor Arterial.

Pierce Drive is a two-lane undivided roadway with a posted speed limit of 25 mph. Pierce Drive connects Peachtree Industrial Blvd to Chamblee Dunwoody Rd and runs adjacent to the high school within a locally zoned business district. The roadway is functionally classified as a Local Road.

Spring Street is a two-lane undivided roadway with a posted speed limit of 25 mph. Spring St runs primarily north to south adjacent to the high school within a residential area and connects Harts Mill Rd to Mendenhall St. The roadway is functionally classified as a Local Road.

Mendenhall St is a two-lane undivided roadway with a posted speed limit of 25 mph. Mendenhall St runs primarily east to west adjacent to the high school within a residential area. The roadway is functionally classified as a Local Road.

School St is a one-lane one-way roadway with a posted speed limit of 25 mph. School St runs primarily south to north adjacent to the high school within a residential area and connects Mendenhall St to Spring St. The roadway is functionally classified as a Local Road.

Table 2: Roadway Characteristics in the Section of Study

Roadway	Speed Limit (mph)	Functional Classification
Harts Mill Rd NE	35	Major Collector
Chamblee Dunwoody Rd	35	Urban Minor Arterial
Spring St	25	Local
School St	25	Local
Mendenhall St	25	Local
Pierce Dr	25	Local
Peachtree Industrial Blvd	45	Principal Arterial

3.2. Traffic Count Data

Peak hour turning movement counts and ADT and class data for the study intersections and roadways were collected on Wednesday, May 9th, 2018 as part of this study. The peak hour volumes are displayed in Figure 4 and Figure 5. Raw traffic counts are attached in Appendix B.

3.3. Pedestrian Facilities

There are existing sidewalk facilities on both sides of Chamblee Dunwoody Road within the study area. The sidewalks located on the west side of Chamblee Dunwoody Road are located inside the school campus property fencing located in front of the high school. This sidewalk system also connects to a pedestrian hybrid beacon located on Chamblee Dunwoody Road and is located adjacent to the main entrance of the school. The sidewalks on both sides of Chamblee Dunwoody Road connect Harts Mill Road and Peachtree Industrial Blvd and residential areas north of Harts Mill Road.

Pierce Drive has sidewalks adjacent to all parking facilities associated with the school property. There are also uncontrolled pedestrian crosswalks and accessible ADA facilities provided with these sidewalk facilities at two locations.

There are also sidewalk facilities provided in the residential areas along Spring Street, School Street and Harts Mill Road. The sidewalk facilities along Mendenhall Street are adjacent to the school property. There are also two uncontrolled pedestrian crosswalks on Mendenhall Street that provide access from the school to the parking and tennis court facilities.

Pedestrian counts were collected on Wednesday May 16, 2018. These pedestrian counts indicate crossings taking place at the midblock pedestrian hybrid beacon on Chamblee Dunwoody Road. Additional field observations were conducted on Tuesday August 7, 2018, during school arrival and departure times, and all pedestrian activity associated with the school crossing Chamblee Dunwoody Road was observed to be concentrated at the midblock pedestrian hybrid beacon. Recent streetscape work associated with the school development has removed two previously existing uncontrolled midblock crosswalks along Chamblee Dunwoody Road and the new design has encouraged the use of the beacon-controlled crossing located near the school's main entrance.

Figure 3: Existing Lane Geometry

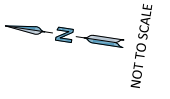
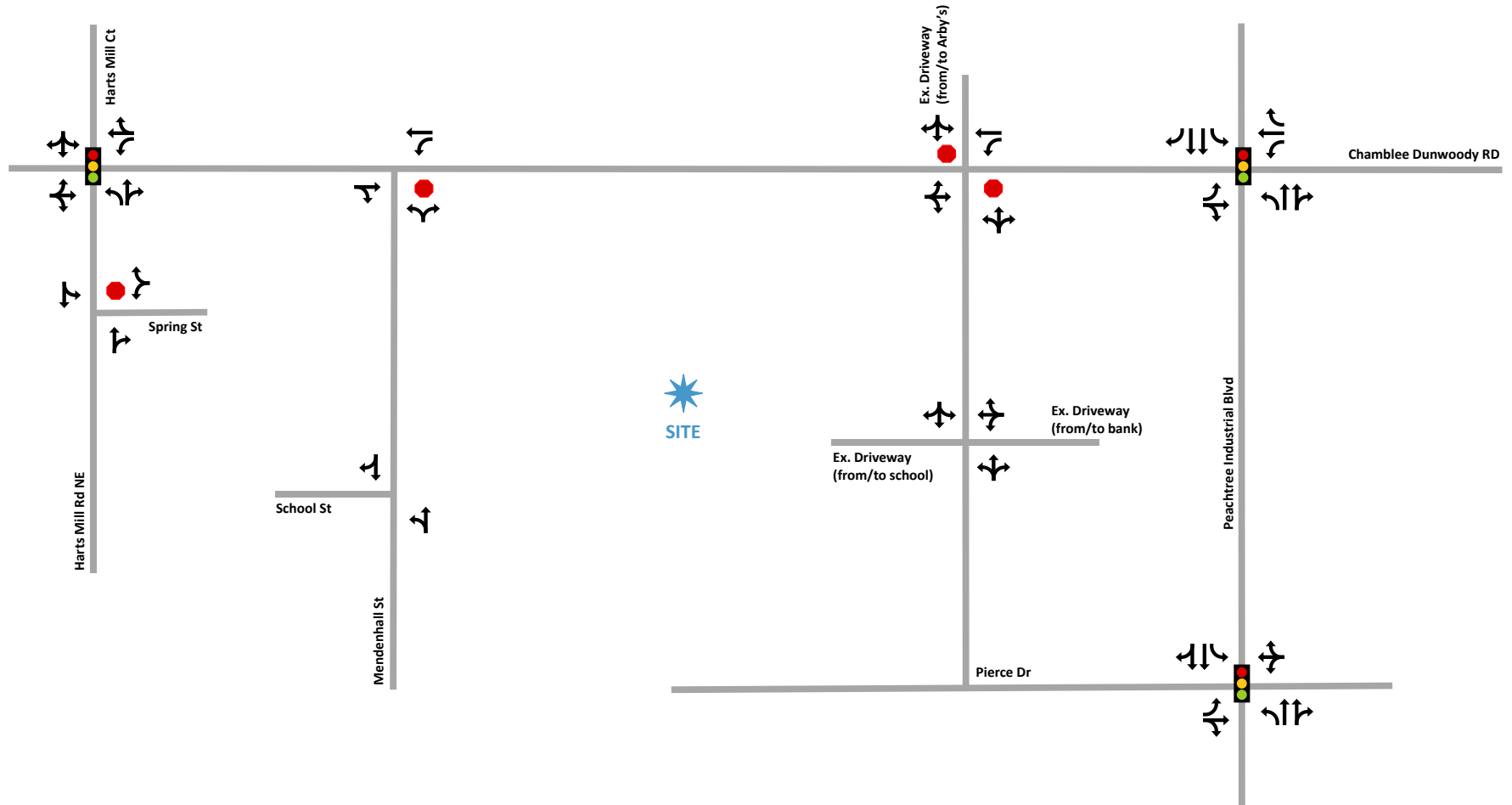
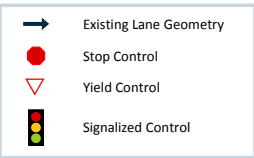


Figure 4: Existing (2018) Traffic Volumes

##(##) → AM (PM) Peak Hour Traffic Volume

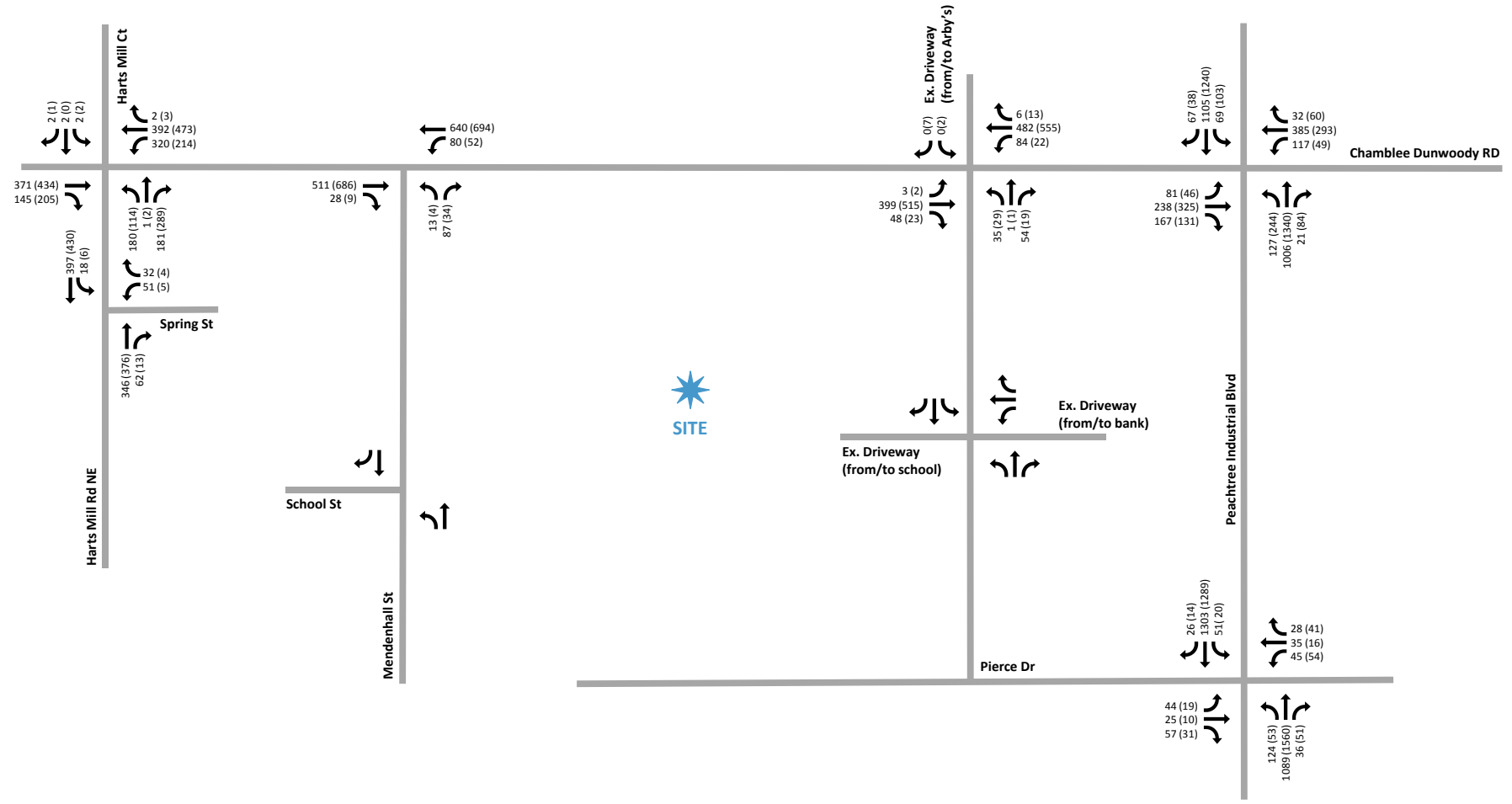
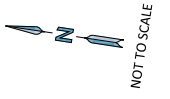
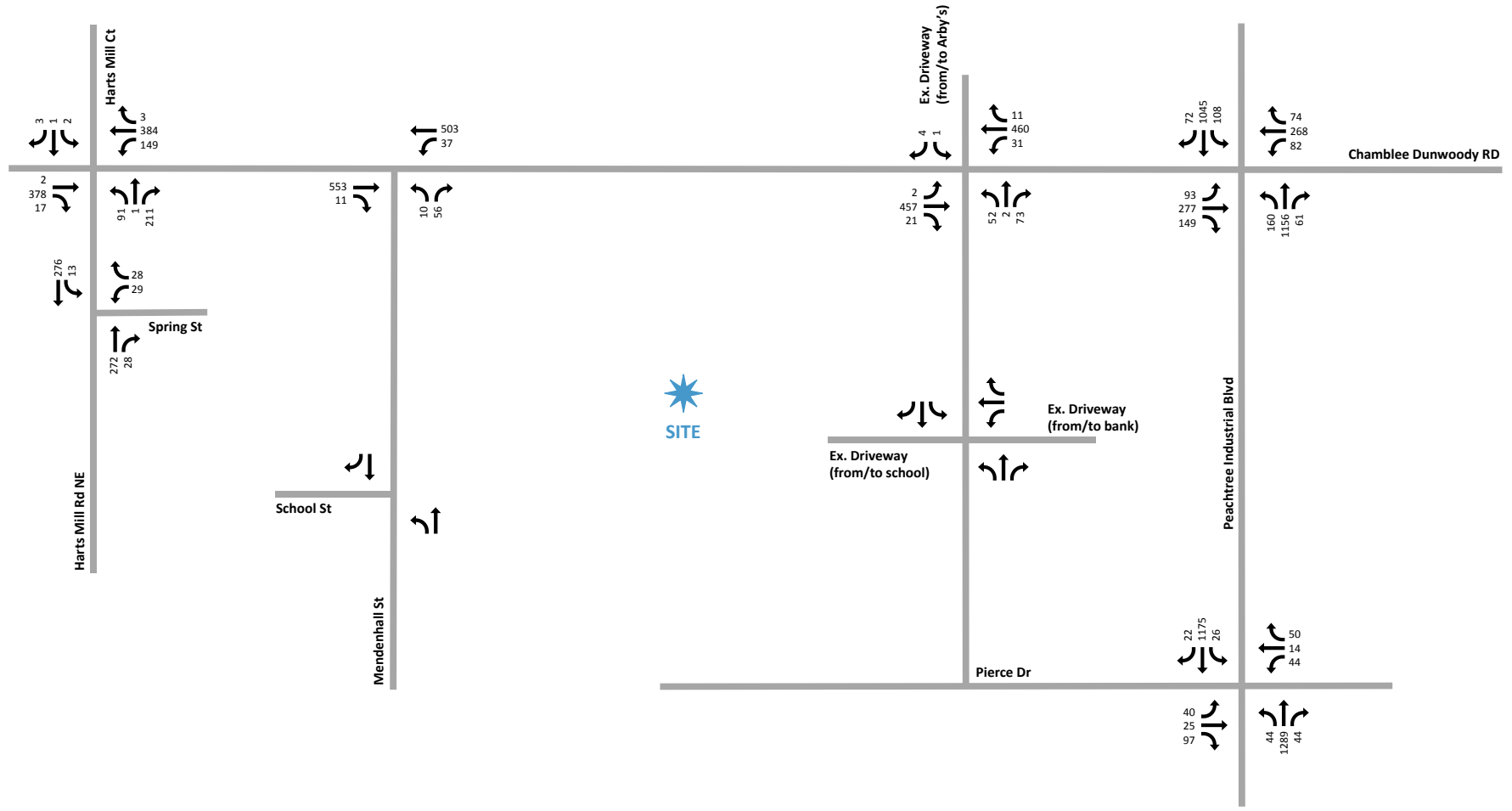
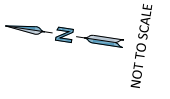


Figure 5: Existing (2018) Traffic Volumes – School PM

##(##) → PM Peak Hour Traffic Volume



3.4. Existing Conditions Capacity Analysis

Existing traffic volumes used were entered into a *Synchro 10.0* model to perform a capacity analysis of existing conditions for the AM and PM peak periods. The results are shown by lane group movement in Table 3. Average vehicular delays and level of service (LOS), as defined by the Highway Capacity Manual (HCM) 6th Edition, are presented. Full *Synchro* outputs are included in Appendix C.

Table 3: Existing Conditions Capacity Analysis

Intersection	Control	Lane Group Movement	AM Peak Hour 7:15 - 8:15 am			School PM Peak Hour 3:00 - 4:00 pm			PM Peak Hour 5:15 - 6:15 pm		
			Delay (s)	LOS	95 th % Queue (ft)	Delay (s)	LOS	95 th % Queue (ft)	Delay (s)	LOS	95 th % Queue (ft)
Harts Mill Rd at Chamblee Dunwoody Rd	Signal Control	EBL	21.8	C	62	16.5	B	63	22.1	C	66
		EBT/R	21.9	C	67	19.8	B	67	29.6	C	77
		WBL/T/R	17.9	B	28	15.3	B	27	21.0	C	17
		NBL	11.3	B	258	5.3	A	111	14.3	B	184
		NBT/R	5.3	A	260	5.1	A	166	7.0	A	226
		SBL/T/R	17.8	B	316	13.8	B	253	19.3	B	328
		Intersection	14.4	B	-	11.5	B	-	17.2	B	-
Pierce Dr at Peachtree Industrial Blvd	Signal Control	EBL	11.4	B	124	9.8	A	81	7.6	A	173
		EBT/R	10.6	B	224	14.5	B	274	11.9	B	794
		WBL	6.6	A	50	9.8	A	37	8.6	A	9
		WBT/R	12.1	B	145	13.6	B	90	9.9	A	40
		NBL/T/R	70.6	E	175	72.5	E	161	81.3	F	118
		SBL	61.5	E	88	55.8	E	85	68.2	E	56
		SBT/R	61.7	E	124	59.3	E	154	69.5	E	70
		Intersection	16.9	B	-	19.9	B	-	15.3	B	-
Chamblee Dunwoody Rd at Peachtree Industrial Blvd	Signal Control	EBL	24.9	C	175	26.5	C	183	45.3	D	158
		EBT/R	29.4	C	409	37.0	D	515	33.9	C	646
		WBL	20.4	C	63	27.0	C	93	28.4	C	99
		WBT	33.0	C	906	35.4	D	925	36.8	D	908
		WBR	0.0	A	199	0.0	A	222	0.0	A	138
		NBL	52.3	D	174	43.0	D	132	54.8	D	70
		NBT	67.0	E	526	52.4	D	329	67.3	E	417
		NBR	42.8	D	45	43.7	D	83	52.5	D	74
		SBL	42.8	D	162	38.2	D	151	49.0	D	109
		SBT/R	77.7	E	309	73.4	E	299	125.2	F	291
		Intersection	41.7	D	-	41.7	D	-	49.2	D	-
Spring St at Harts Mill Rd	Side Street Stop Control	EBT/R	0.0	A	385	0.0	A	105	0.0	A	552
		WBL/T	8.4	A	40	8.0	A	33	8.3	A	27
		NBL/T/R	24.0	C	136	14.1	B	72	15.5	C	34
		Intersection	3.5	A	-	2.1	A	-	0.3	A	-
Mendenhall St at Chamblee Dunwoody Rd	Side Street Stop Control	EBL/T/R	21.1	C	70	17.1	C	59	18.9	C	200
		NBL	9.0	A	50	8.8	A	39	9.4	A	49
		NBT	0.0	A	96	0.0	A	25	0.0	A	86
		SBT/R	0.0	A	-	0.0	A	-	0.0	A	1061
		Intersection	2.7	A	-	1.6	A	-	1.1	A	-
Pierce Dr at Chamblee Dunwoody Rd	Side Street Stop Control	EBL/T/R	33.1	D	281	44.0	E	283	36.1	E	289
		WBL/T/R	0.0	A	-	16.0	C	14	17.2	C	44
		NBL	8.8	A	82	8.7	A	44	9.0	A	30
		NBT	0.0	A	11	0.0	A	4	0.0	A	-
		SBL/T/R	8.4	A	541	8.4	A	506	8.8	A	1361
		Intersection	4.5	A	-	7.2	A	-	2.7	A	-

Harts Mill Road at Chamblee Dunwoody Road:

The existing signalized intersection operates at an LOS of B during all three peak periods: AM, School PM and PM peak. Moderate queuing exists in the 95th percentile on Chamblee Dunwoody Road with the associated NB and SB movements. During the AM and PM peak periods the EB approaches experience a LOS of C.

Pierce Drive at Peachtree Industrial Blvd:

The existing signalized intersection operates at an LOS of B during all three peak periods: AM, School PM and PM peak. Heavy queuing exists in the 95th percentile on Peachtree Industrial Blvd with the associated EBT/R movement during the PM peak period. During the AM, School PM and PM peak periods the minor road approach on Pierce Dr mostly experience a LOS of E. During the PM peak the NB approach experiences an LOS of F.

Chamblee Dunwoody Road at Peachtree Industrial Blvd:

The existing signalized intersection operates at an LOS of D during all three peak periods: AM, School PM and PM peak. Heavy queuing exists in the 95th percentile on Peachtree Industrial Blvd with the associated WBT movement during all peak periods. Moderate queuing exists in the 95th percentile on Peachtree Industrial Blvd with the associated EBT movement during all peak periods. During the AM and School PM peak periods the SBT/R approach experiences an LOS of E and during the PM peak it experiences an LOS of F.

Spring Street at Harts Mill Road:

The existing side street stop-controlled intersection operates at an LOS of A during all three peak periods: AM, School PM and PM peak. The minor road approach for Spring Street NB experiences it's highest rate of 95th percentile queuing of 136-ft during the AM peak period. The delay for this approach during the AM peak period is approximately 24 seconds.

Mendenhall Street at Chamblee Dunwoody Road:

The existing side street stop-controlled intersection operates at an LOS of A during all three peak periods: AM, School PM and PM peak. The minor road approach for Mendenhall St EB experiences its highest rate of 95th percentile queuing of 200-ft during the PM peak period. Chamblee Dunwoody Rd experiences heavy queuing in the 95th percentile with the associated SBT movement during the PM peak period. This queuing is a result of additional queuing beginning at the intersection of Chamblee Dunwoody Rd and Peachtree Industrial Blvd.

Pierce Drive at Chamblee Dunwoody Rd:

The existing side street stop-controlled intersection operates at an LOS of A during all three peak periods: AM, School PM and PM peak. The Pierce Dr EB approach experiences an LOS of E during the School PM and PM peak periods and an LOS of D during the School AM period. The minor road approach for Pierce Dr EB experiences its highest rate of 95th percentile queuing of 281-ft or greater during all peak periods. Chamblee Dunwoody Rd experiences heavy queuing in the 95th percentile with the associated SBT movement during the PM peak period. This queuing is a result of additional queuing beginning at the intersection of Chamblee Dunwoody Rd and Peachtree Industrial Blvd.

4. Background Conditions

4.1. Background Traffic Growth

Background traffic growth is defined as the increase in traffic due to other developments in the study area as well as growth outside of the study area that will contribute traffic to the road network, but not including the proposed project being studied. Based on GDOT annual AADT rates for roadways in study a growth rate of 1.0% was determined to be used for this project. Additionally, the City of Chamblee’s Parks and Recreations master plan references a 1.06% growth rate for this community. This project is expected to be completed by the year 2022 and the Background analysis will be evaluated for that same time period.

The background traffic volumes were entered into a *Synchro 10* model. The results of the capacity analysis are shown by lane group movement in Table 4. Average vehicular delays and level-of service, as defined by the Highway Capacity Manual (HCM) 6th Edition are presented, and 95th percentile queues from *SimTraffic 10* are shown. Full Synchro output reports are included Appendix C. Because of the non-traditional phasing, the traffic signal is analyzed using the HCM 6th Edition.

Background (2022) traffic volumes are shown in Figure 6 and Figure 7.

Table 4: Background Conditions Capacity Analysis

Intersection	Control	Lane Group Movement	AM Peak Hour 7:15 - 8:15 am			School PM Peak Hour 3:00 - 4:00 pm			PM Peak Hour 5:15 - 6:15 pm		
			Delay (s)	LOS	95 th Queue (ft)	Delay (s)	LOS	95 th Queue (ft)	Delay (s)	LOS	95 th Queue (ft)
Harts Mill Rd at Chamblee Dunwoody Rd	Signal Control	EBL	23.4	C	61	17.2	B	66	23.7	C	66
		EBT/R	23.0	C	69	20.7	C	69	33.6	C	76
		WBL/T/R	18.8	B	24	15.8	B	25	22.4	C	20
		NBL	12.6	B	253	5.5	A	119	16.0	B	175
		NBT/R	5.7	A	254	5.3	A	207	7.4	A	213
		SBL/T/R	19.0	B	315	14.2	B	268	20.4	C	314
		Intersection	15.4	B	-	12.0	B	-	18.8	B	-
Pierce Dr at Peachtree Industrial Blvd	Signal Control	EBL	13.5	B	150	10.9	B	98	8.5	A	188
		EBT/R	11.3	B	258	15.7	B	316	13.0	B	806
		WBL	7.2	A	48	10.8	B	38	9.8	A	33
		WBT/R	13.1	B	151	14.5	B	89	10.5	B	96
		NBL/T/R	70.5	E	175	73.3	E	168	81.8	F	484
		SBL	60.8	E	84	55.1	E	87	67.4	E	65
		SBT/R	61.0	E	113	58.7	E	137	68.7	E	60
Intersection	17.7	B	-	20.8	C	-	16.2	B	-		
Chamblee Dunwoody Rd at Peachtree Industrial Blvd	Signal Control	EBL	26.6	C	174	28.5	C	184	56.9	E	152
		EBT/R	30.2	C	418	38.7	D	626	35.7	D	609
		WBL	21.1	C	71	29.0	C	97	31.5	C	90
		WBT	34.3	C	907	36.9	D	906	42.1	D	908
		WBR	0.0	A	191	0.0	A	196	0.0	A	104
		NBL	60.6	E	189	43.9	D	132	54.8	D	105
		NBT	71.0	E	669	53.1	D	367	68.7	E	432
		NBR	43.0	D	49	43.9	D	87	52.6	D	78
		SBL	43.5	D	149	38.3	D	140	49.2	D	109
		SBT/R	83.4	F	304	78.0	E	296	138.7	F	290
Intersection	43.9	D	-	43.5	D	-	54.0	D	-		
Spring St at Harts Mill Rd	Side Street Stop Control	EBT/R	0.0	A	622	0.0	A	129	0.0	A	588
		WBL/T	8.4	A	32	8.1	A	36	8.3	A	27
		NBL/T/R	26.5	D	275	14.6	B	69	16.0	C	30
		Intersection	3.9	A	-	2.1	A	-	0.3	A	-
Mendenhall St at Chamblee Dunwoody Rd	Side Street Stop Control	EBL/T/R	23.6	C	78	17.9	C	54	19.9	C	272
		NBL	9.1	A	53	8.9	A	41	9.6	A	52
		NBT	0.0	A	91	0.0	A	28	0.0	A	126
		SBT/R	0.0	A	13	0.0	A	4	0.0	A	1101
		Intersection	3.0	A	-	1.7	A	-	1.1	A	-
Pierce Dr at Chamblee Dunwoody Rd	Side Street Stop Control	EBL/T/R	38.4	E	278	53.9	F	279	41.3	E	275
		WBL/T/R	0.0	A	-	16.7	C	18	18.0	C	64
		NBL	8.9	A	96	8.8	A	43	8.9	A	36
		NBT	0.0	A	41	0.0	A	-	0.0	A	-
		SBL/T/R	8.5	A	667	8.5	A	567	8.7	A	1352
		Intersection	5.0	A	-	8.8	A	-	2.4	A	-

Harts Mill Road at Chamblee Dunwoody Road:

The existing signalized intersection in the background conditions operates at an LOS of B during all three peak periods: AM, School PM and PM peak. Moderate queuing exists in the 95th percentile on Chamblee Dunwoody Road with the associated NB and SB movements. During the AM and PM peak periods the EB approaches experience a LOS of C.

Pierce Drive at Peachtree Industrial Blvd:

The existing signalized intersection in the background conditions operates at an LOS of B during the AM and PM peak periods. The intersection begins to operate at LOS of C during the School PM peak as a result of the increased volumes. Heavy queuing exists in the 95th percentile on Peachtree Industrial Blvd with the associated EBT/R movement during the PM peak period. During the AM, School PM and PM peak periods the minor road approaches on Pierce Drive mostly experience a LOS of E. During the PM peak the NB approach experiences an LOS of F.

Chamblee Dunwoody Road at Peachtree Industrial Blvd:

The existing signalized intersection in the background conditions continues to operate at an LOS of D during all three peak periods: AM, School PM and PM peak. Heavy queuing exists in the 95th percentile on Peachtree Industrial Blvd with the associated WBT movement during all peak periods. Moderate queuing exists in the 95th percentile on Peachtree Industrial Blvd with the associated EBT movement during all peak periods. During the AM and PM peak periods the SBT/R approach experiences an LOS of F and during the School PM peak it experiences an LOS of E. The EBL movement on Peachtree Industrial Blvd operates at an LOS of E during the PM peak.

Spring Street at Harts Mill Road:

The existing side street stop-controlled intersection in the background conditions operates at an LOS of A during all three peak periods: AM, School PM and PM peak. The minor road approach for Spring Street NB experiences it's highest rate of 95th percentile queuing of 275-ft during the AM peak period. The delay for this approach during the AM peak period is approximately 26.5 seconds.

Mendenhall Street at Chamblee Dunwoody Road:

The existing side street stop-controlled intersection in the background conditions operates at an LOS of A during all three peak periods: AM, School PM and PM peak. The minor road approach for Mendenhall St EB experiences its highest rate of 95th percentile queuing of 272-ft during the PM peak period. Chamblee Dunwoody Rd experiences heavy queuing in the 95th percentile with the associated SBT movement during the PM peak period. This queuing is a result of additional queuing beginning at the intersection of Chamblee Dunwoody Rd and Peachtree Industrial Blvd.

Pierce Drive at Chamblee Dunwoody Rd:

The existing side street stop-controlled intersection in the background conditions operates at an LOS of A during all three peak periods: AM, School PM and PM peak. The Pierce Drive EB approach experiences an LOS of E during the AM and PM peak periods and an LOS of F during the School PM period. The minor road approach for Pierce Drive EB experiences its highest rate of 95th percentile queuing of 275-ft or greater during all peak periods. Chamblee Dunwoody Rd experiences heavy queuing in the 95th percentile with the associated SBT movement during the PM peak period. This queuing is a result of additional queuing beginning at the intersection of Chamblee Dunwoody Rd and Peachtree Industrial Blvd.

Figure 6: Background (2022) Traffic Volumes

##(##) → AM (PM) Peak Hour Traffic Volume

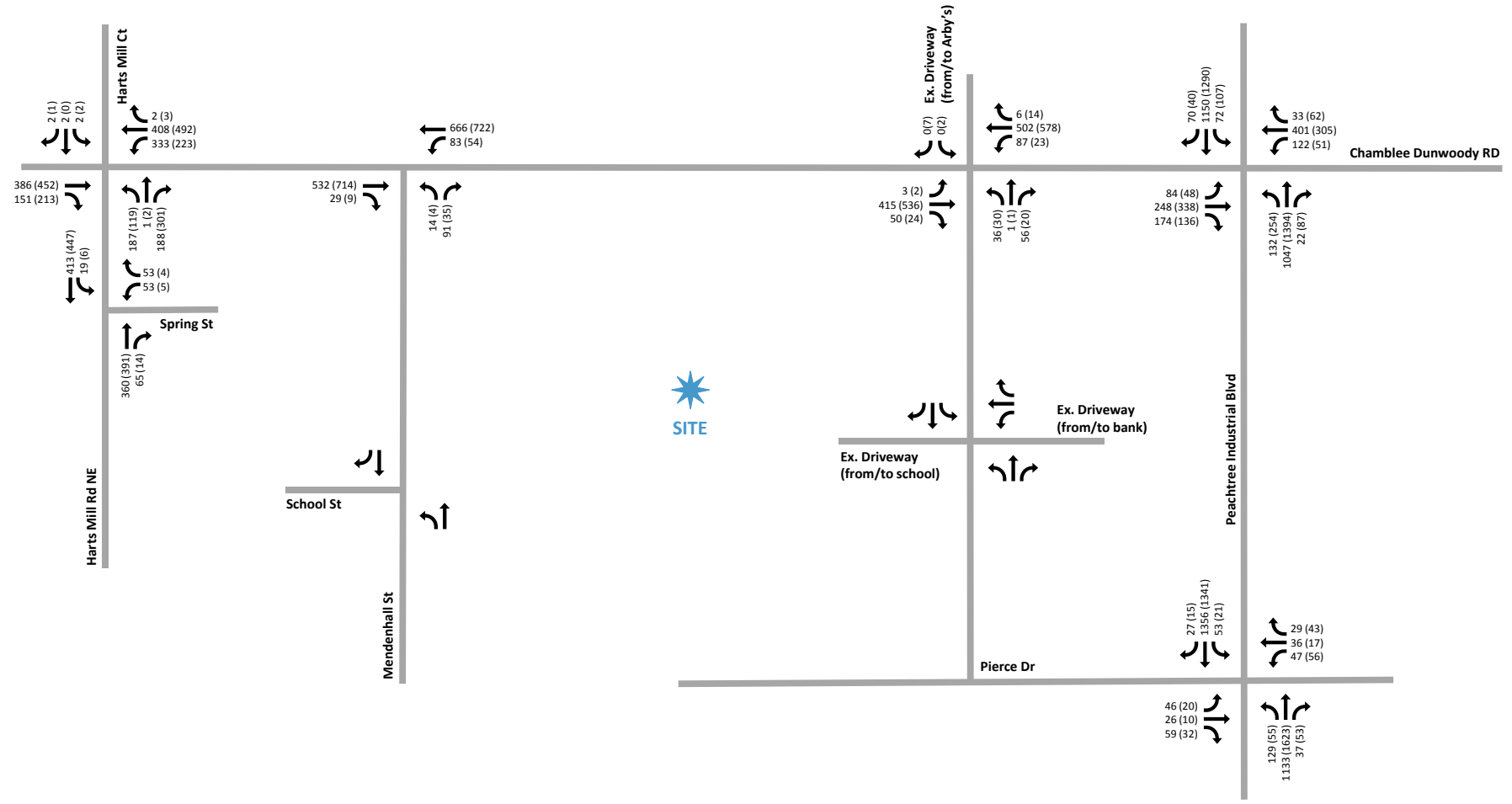
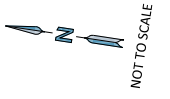
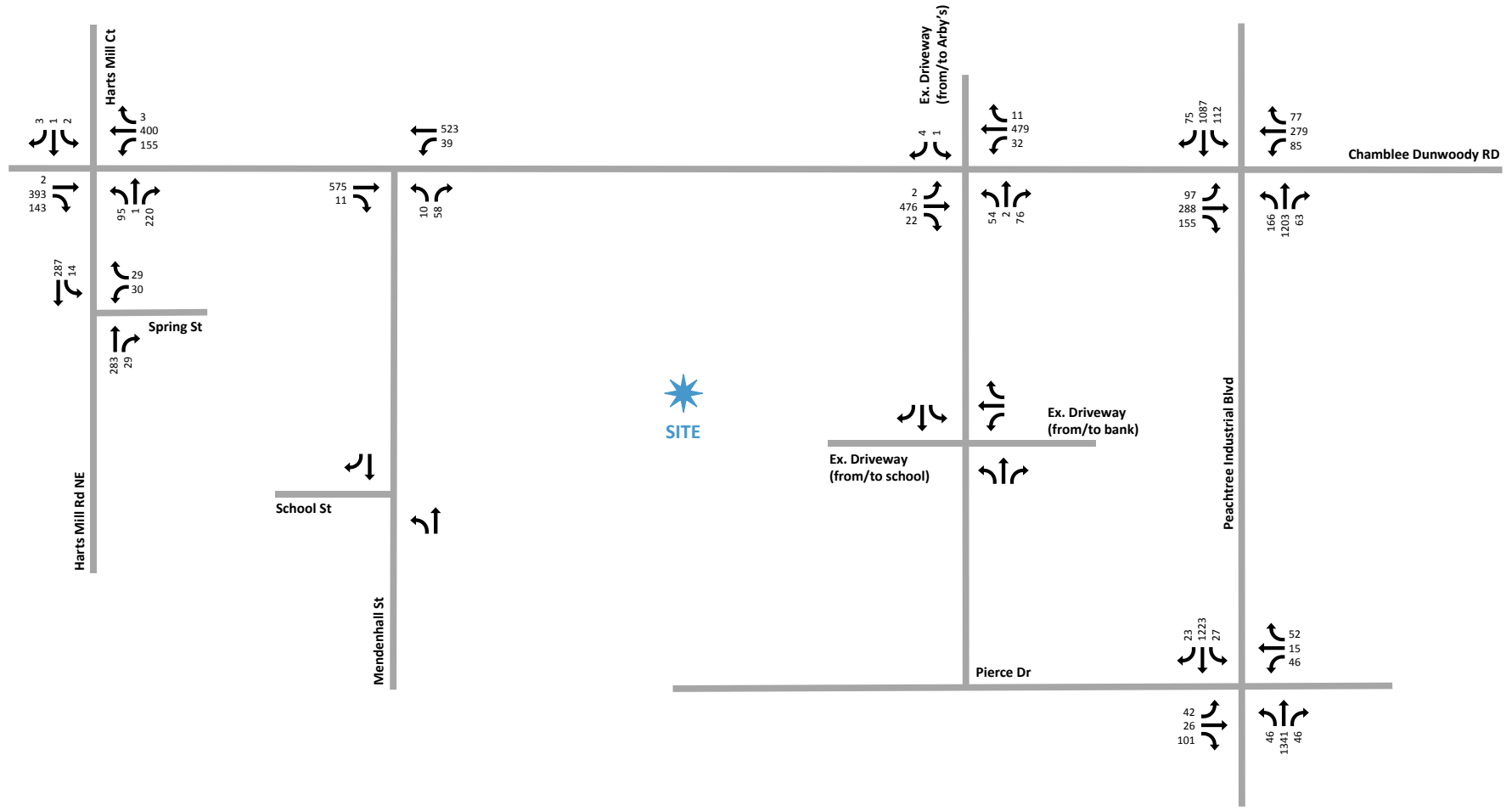
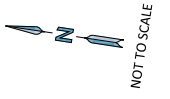


Figure 7: Background (2022) Traffic Volumes – School PM

##(##) → PM Peak Hour Traffic Volume



5. Future Conditions

The future conditions involve the full build-out of the proposed development estimated to be complete in the year 2022. Over the same time period background traffic growth was calculated for the external roadway network.

5.1. Future Lane Geometry

The development is planned to retain the same access to the external roadway network via four full-access local roads. The future lane geometry is presented in Figure 8.

5.2. Trip Generation

A trip generation was calculated for the land uses in the proposed development using Institute of Transportation Engineers' (ITE) latest Trip Generation Manual, 10th Ed., 2017. The summarized trip generation is tabulated in Table 5.

Table 5: Trip Generation Summary

Project Land Use	Project Density	Project Trips			ITE Code	Variable	Equation Used ¹	In/Out Distribution
		Total	Inbound	Outbound				
High School	50,235 S.F.				530	1000 S.F.		
Daily		707	354	353		T = 14.07(X)	50% / 50%	
AM Peak Hour		176	125	51		T = 3.5(X)	71% / 29%	
PM Road Peak		49	26	23		T = 0.97(X)	54% / 46%	
School Peak Hour		108	33	75		T = 2.15(X)	31% / 69%	

The additions to the school are anticipated to generate 707 net new daily trips (354 inbound and 353 outbound) at full buildout. The highest peak period volume is expected to be in the AM peak hour (7:15 - 8:00 am), with 176 total trips (125 trips entering and 51 trips exiting). During the School PM peak hour (3:00 - 4:00 pm), the development is expected to generate 108 new trips to the system (33 inbound and 75 outbound). During the PM peak hour (5:15 - 6:15 pm), the development is expected to generate 49 new trips to the system (26 inbound and 23 outbound).

5.3. Distribution and Assignment

The assignment and directional distribution of new project trips was based on the existing traffic counts, the site design, and review of existing traffic patterns, and residential density around the study. The proposed parking deck located on Mendenhall St is expected to provide additional staff parking. The directional distribution for new trips for the proposed development is shown graphically in Figure 9, Figure 10, and Figure 11.

5.4. Future Traffic Volumes

Background traffic, which is the existing traffic volume projected to the future build year with a growth rate is included as part of the project future volumes associated with the planned additions to the school. Future traffic volumes, which include existing volumes and project trips are shown in Figure 12 and Figure 13.

5.5. Turn Lane Analysis

Turn lane warrants were analyzed for the existing site access roads (Spring St, Mendenhall St, and Pierce Drive) to the external network (Harts Mill Rd, Chamblee Dunwoody Rd and Peachtree Industrial Blvd). Warrants were assessed per NCHRP Report 457: Evaluating Intersection Improvement recommendations which evaluates the necessity of a turn lane comparing the amount of turning movements with advancing and opposing volumes. Turn lane warrants that were analyzed were left-turn from major road, right-turn from major road, and side-street approach. The side street approach analyzes the need for a dual-lane approach on the minor road.

Based on full-build traffic volumes there are no required turn-lanes and a single-lane approach in the outbound direction, where existing, is sufficient for the proposed additions to the school. Turn lane warrant and side street approach worksheets are attached in Appendix D.

5.6. Future Conditions Capacity Analysis

Build-out future conditions were analyzed for capacity analysis using the *Synchro 10.0* model for AM and PM peak periods. The results are shown by lane group movement. Average vehicular delays and level of service, as defined by the Highway Capacity Manual (HCM) 6th Edition, are presented. Full *Synchro* outputs are included in Appendix C. The summarized capacity analysis is shown in Table 6.

Table 6: Future Conditions Capacity Analysis

Intersection	Control	Lane Group Movement	AM Peak Hour 7:15 - 8:15 am			School PM Peak Hour 3:00 - 4:00 pm			PM Peak Hour 5:15 - 6:15 pm		
			Delay (s)	LOS	95 th % Queue (ft)	Delay (s)	LOS	95 th % Queue (ft)	Delay (s)	LOS	95 th % Queue (ft)
Harts Mill Rd at Chamblee Dunwoody Rd	Signal Control	EBL	24.6	C	59	17.5	B	65	23.9	C	68
		EBT/R	23.8	C	66	20.9	C	68	34.0	C	80
		WBL/T/R	19.6	B	22	16.0	B	23	22.6	C	10
		NBL	13.5	B	265	5.5	A	110	16.2	B	187
		NBT/R	5.8	A	243	5.3	A	178	7.4	A	232
		SBL/T/R	19.6	B	311	14.3	B	278	20.5	C	312
		Intersection	16.1	B	-	12.0	B	-	18.9	B	-
Pierce Dr at Peachtree Industrial Blvd	Signal Control	EBL	17.8	B	161	12.4	B	96	9.2	A	190
		EBT/R	12.2	B	310	17.3	B	275	13.5	B	821
		WBL	8.0	A	55	11.9	B	42	10.3	B	44
		WBT/R	14.9	B	129	16.1	B	89	11.0	B	98
		NBL/T/R	71.2	E	183	77.3	E	165	82.2	F	342
		SBL	60.2	E	105	54.1	D	97	66.9	E	74
		SBT/R	60.0	E	123	58.9	E	172	68.4	E	78
Intersection	19.4	B	-	22.8	C	-	16.9	B	-		
Chamblee Dunwoody Rd at Peachtree Industrial Blvd	Signal Control	EBL	26.8	C	174	29.0	C	180	57.1	E	168
		EBT/R	30.2	C	397	39.6	D	548	36.0	D	609
		WBL	21.1	C	58	29.7	C	97	31.6	C	96
		WBT	34.4	C	912	37.6	D	905	42.3	D	907
		WBR	0.0	A	210	0.0	A	196	0.0	A	153
		NBL	66.9	E	193	44.5	D	116	54.8	D	85
		NBT	77.7	E	516	53.5	D	353	69.4	E	427
		NBR	43.3	D	61	43.9	D	92	52.8	D	80
		SBL	44.8	D	156	38.3	D	156	49.3	D	99
		SBT/R	88.7	F	295	80.8	F	303	141.8	F	292
Intersection	46.0	D	-	44.6	D	-	54.6	D	-		
Spring St at Harts Mill Rd	Side Street Stop Control	EBT/R	0.0	A	651	0.0	A	122	0.0	A	715
		WBL/T	8.6	A	51	8.1	A	38	8.3	A	29
		NBL/T/R	31.9	D	210	15.6	C	66	15.7	C	30
		Intersection	5.0	A	-	2.6	A	-	0.3	A	-
Mendenhall St at Chamblee Dunwoody Rd	Side Street Stop Control	EBL/T/R	29.5	D	82	20.1	C	58	21.3	C	281
		NBL	9.2	A	53	9.0	A	41	9.6	A	53
		NBT	0.0	A	99	0.0	A	23	0.0	A	179
		SBT/R	0.0	A	8	0.0	A	3	0.0	A	1244
		Intersection	3.9	A	-	2.2	A	-	1.2	A	-
Pierce Dr at Chamblee Dunwoody Rd	Side Street Stop Control	EBL/T/R	58.9	F	238	84.4	F	202	49.6	E	209
		WBL/T/R	0.0	A	-	17.7	C	16	18.4	C	109
		NBL	9.1	A	102	8.8	A	47	9.0	A	33
		NBT	0.0	A	80	0.0	A	3	0.0	A	-
		SBL/T/R	8.6	A	929	8.5	A	605	8.8	A	1377
		Intersection	7.9	A	-	15.3	C	-	3.6	A	-

Harts Mill Road at Chamblee Dunwoody Road:

The existing signalized intersection in the build condition operates at an LOS of B during all three peak periods: AM, School PM and PM peak. There are minor increases in delay but overall the intersection operates the same as it's expected to operate in the background conditions.

Pierce Drive at Peachtree Industrial Blvd:

The existing signalized intersection in the build conditions operates at an LOS of B during the AM and PM peak periods. The intersection operates at LOS of C during the School PM peak as a result of the increased volumes, which result in the same LOS as the background conditions. Heavy queuing exists in the 95th percentile on Peachtree Industrial Blvd with the associated EBT/R movement during the PM peak period, with results similar to the background condition. During the AM, School PM and PM peak periods the minor road approaches on Pierce Drive mostly experience a LOS of E. During the PM peak the NB approach experiences an LOS of F. These results are the same under the background conditions.

Chamblee Dunwoody Road at Peachtree Industrial Blvd:

The existing signalized intersection in the build conditions operates at an LOS of D during all three peak periods: AM, School PM and PM peak. Heavy queuing exists in the 95th percentile on Peachtree Industrial Blvd with the associated WBT movement during all peak periods. Moderate queuing exists in the 95th percentile on Peachtree Industrial Blvd with the associated EBT movement during all peak periods. These results are the same under the background conditions. The EBL movement on Peachtree Industrial Blvd operates at an LOS of E during the PM peak. The SBT/R movements degrades to LOS F during the School PM peak, from LOS E during the background conditions. The minor delay increase of 2.8 seconds for this approach pushes the total delay just over LOS F rating threshold.

Spring Street at Harts Mill Road:

The existing side street stop-controlled intersection in the build conditions operates at an LOS of A during all three peak periods: AM, School PM and PM peak. The minor road approach for Spring Street NB experiences it's highest rate of 95th percentile queuing of 210-ft during the AM peak period. The delay for the NB approach increases by 1.0 second causing this approach level of service rating to degrade from LOS B in the background to LOS C in the build conditions.

Mendenhall Street at Chamblee Dunwoody Road:





The existing side street stop-controlled intersection in the build conditions operates at an LOS of A during all three peak periods: AM, School PM and PM peak. The minor road approach for Mendenhall St EB experiences its highest rate of 95th percentile queuing of 281-ft during the PM peak period. For the build conditions during the AM peak period, the EBT/R movement the

delay increases by 5.9 seconds causing this approach to degrade to LOS D from LOS C under the background conditions.

Pierce Drive at Chamblee Dunwoody Rd:

The existing side street stop-controlled intersection in the build conditions continue to operate at an LOS of A during the AM and PM peak periods. The School PM period degrades to a LOS of C during the School PM peak from LOS A in the background conditions. The Pierce Drive EB approach experiences an increase in delay and degrades to LOS F during the AM peak period when compared to the background conditions rating of LOS E. The minor road approach for Pierce Drive EB experiences its highest rate of 95th percentile queuing of 202-ft or greater during all peak periods, which are similar to the queuing in the background conditions. Chamblee Dunwoody Rd experiences heavy queuing in the 95th percentile with the associated SBT movement during the PM peak period. This queuing is a result of additional queuing beginning at the intersection of Chamblee Dunwoody Rd and Peachtree Industrial Blvd. The expected increase in school traffic creates additional delay associated with the eastbound movement from Pierce Drive and impacting the overall operation of the intersection.

Figure 8: Future Lane Geometry

	Existing Lane Geometry
	Stop Control
	Yield Control
	Signalized Control

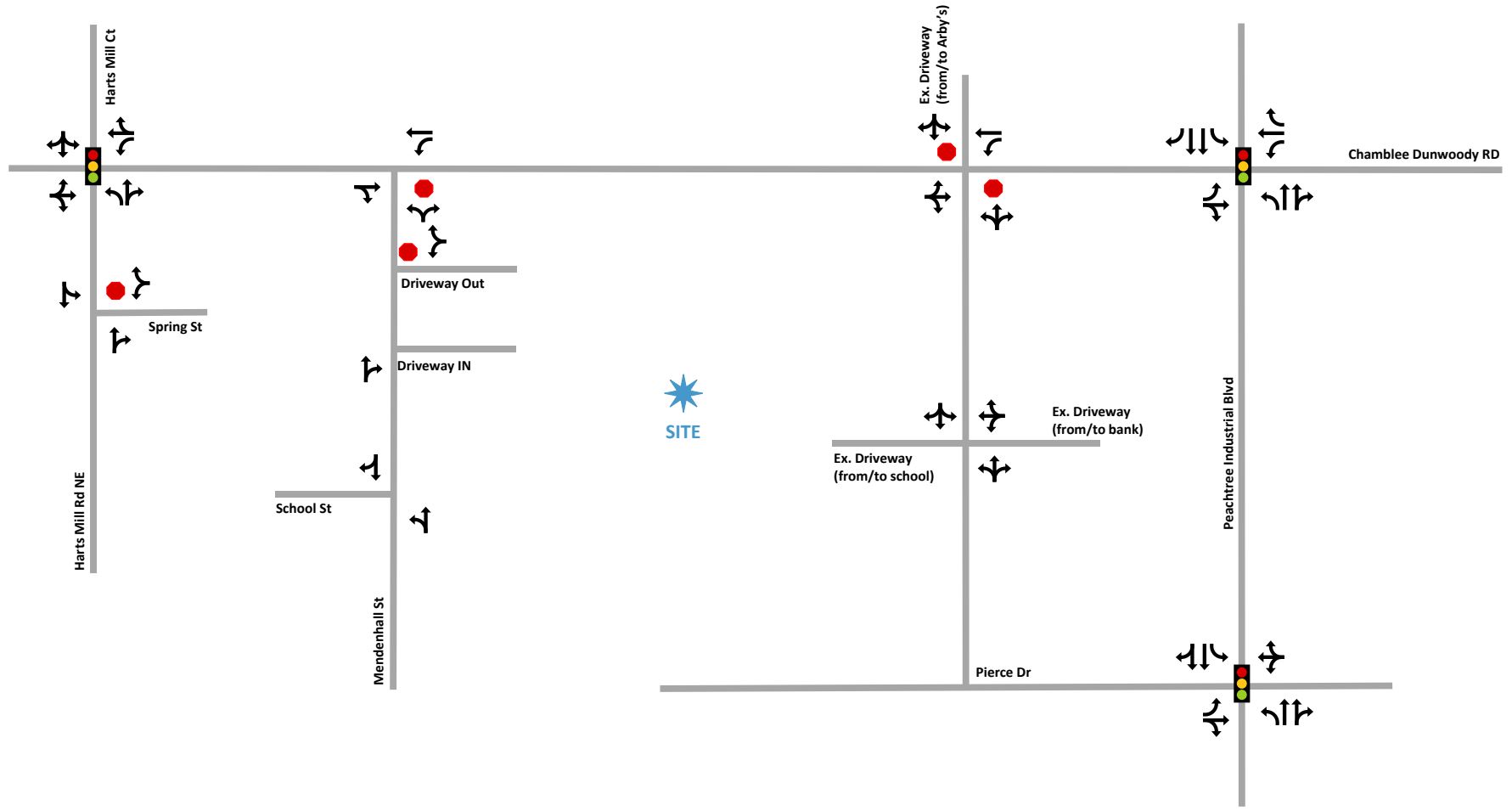
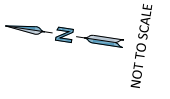


Figure 9: Trip Distribution AM

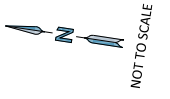
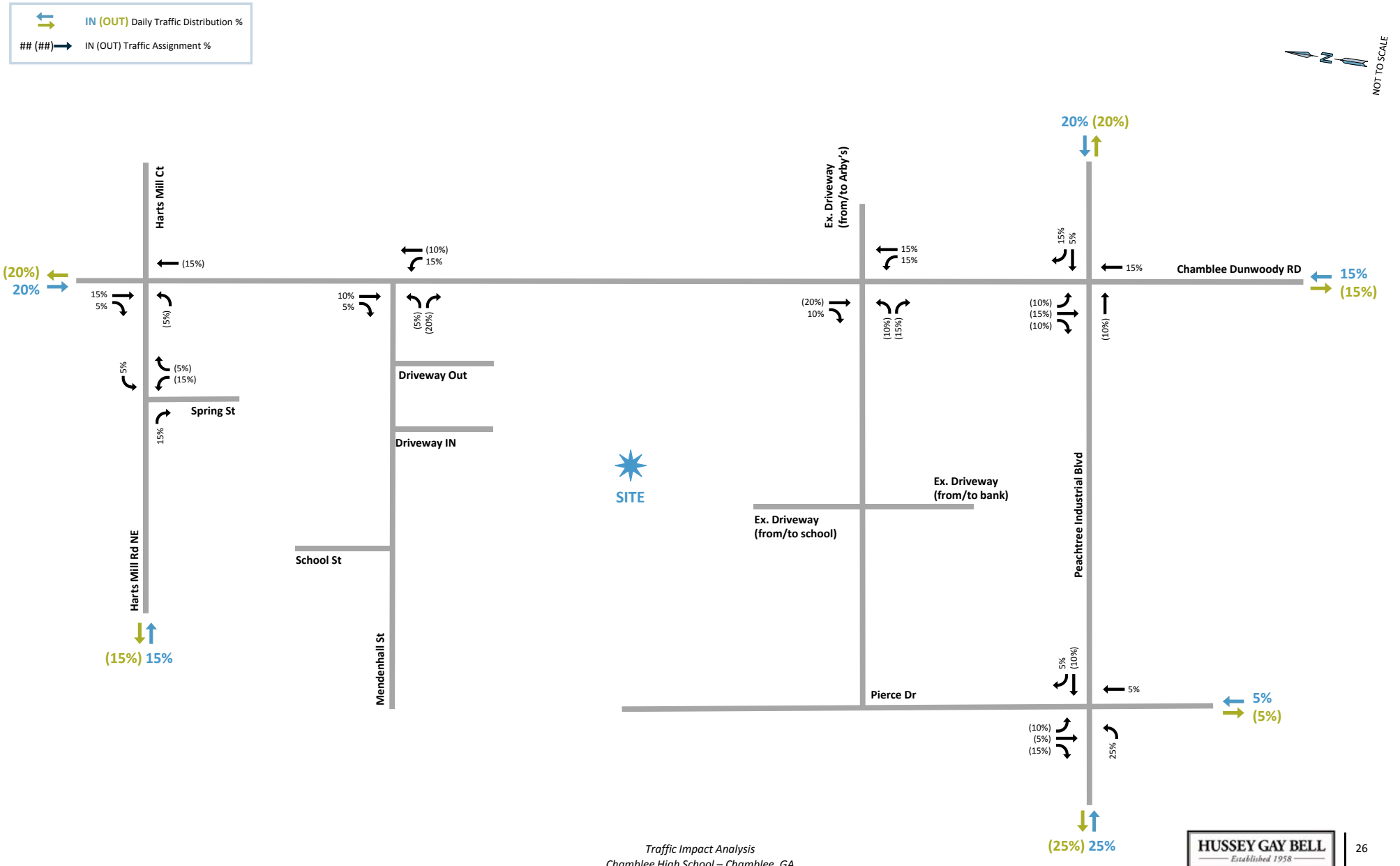


Figure 10: Trip Distribution School PM

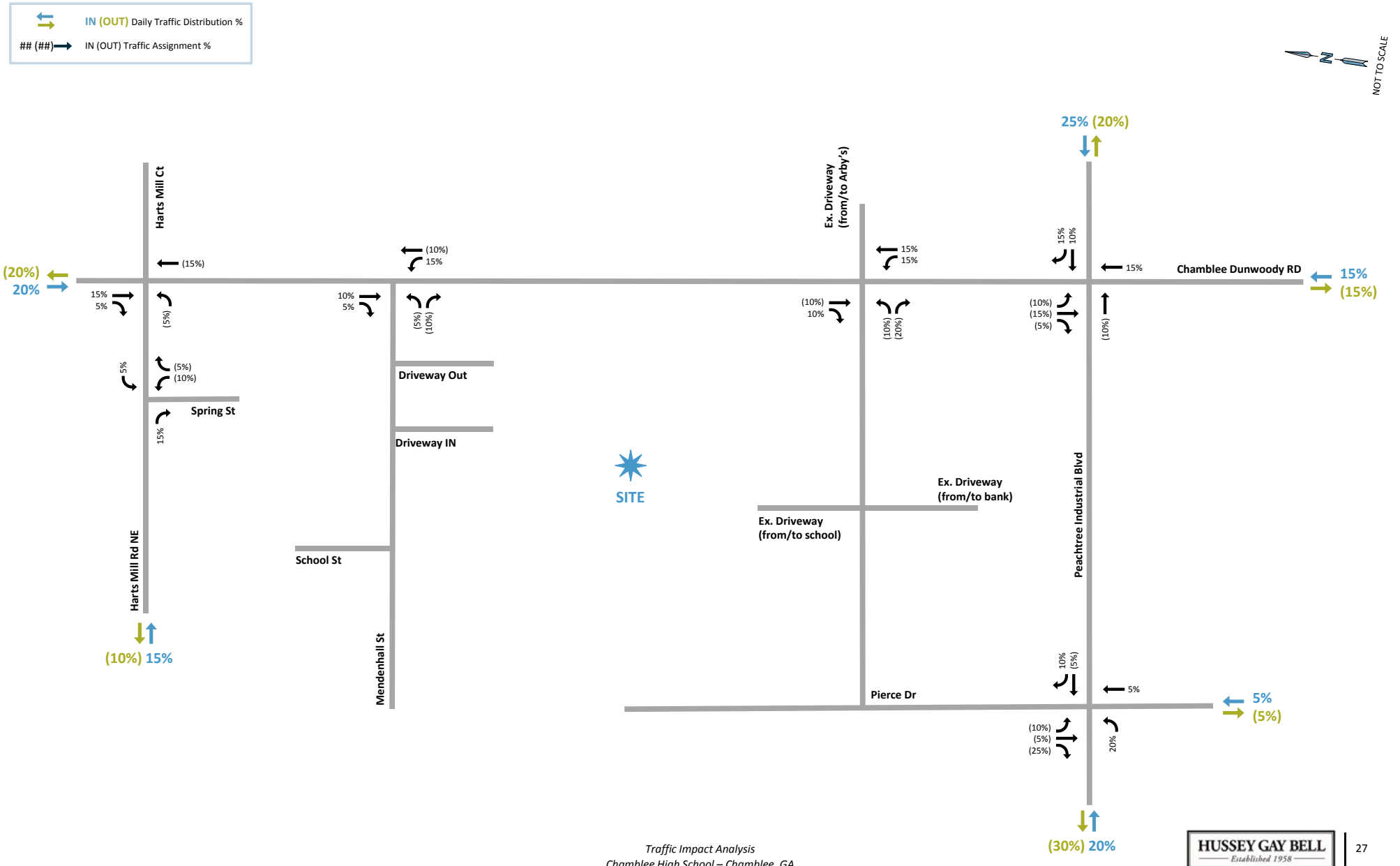


Figure 11: Trip Distribution PM

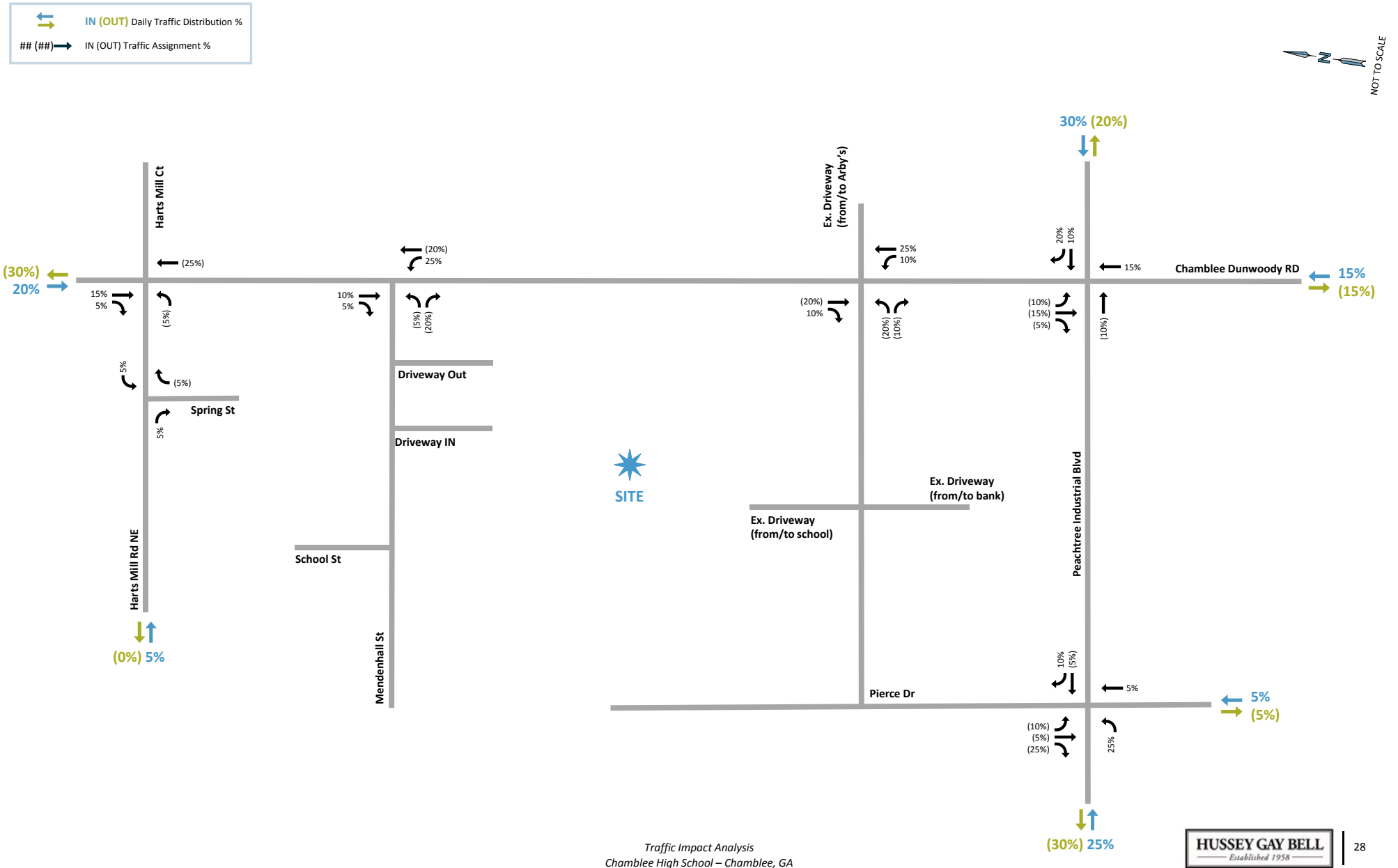


Figure 12: Future (2022) Traffic Volumes

##(##) → AM (PM) Peak Hour Traffic Volume

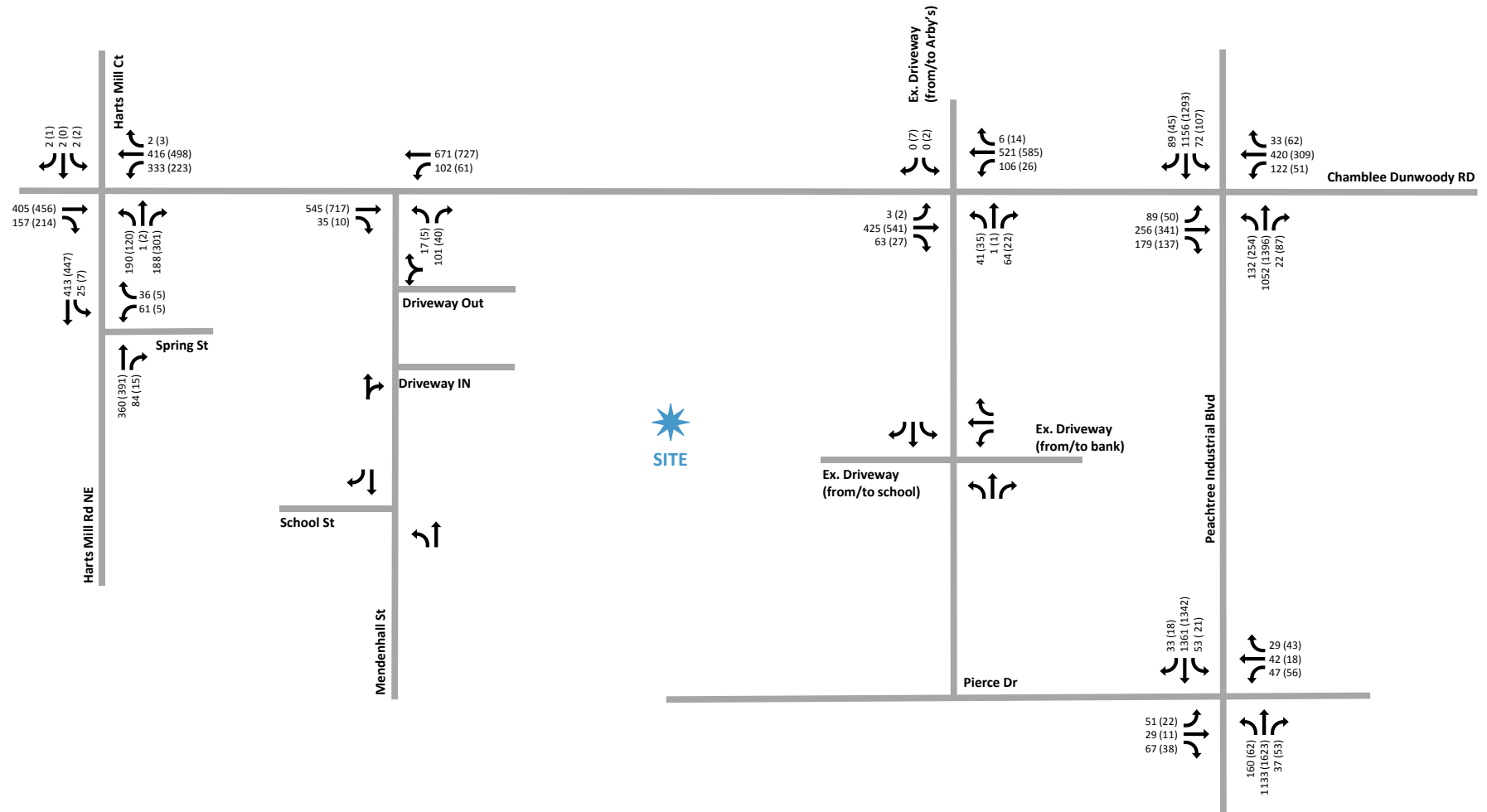
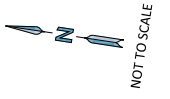
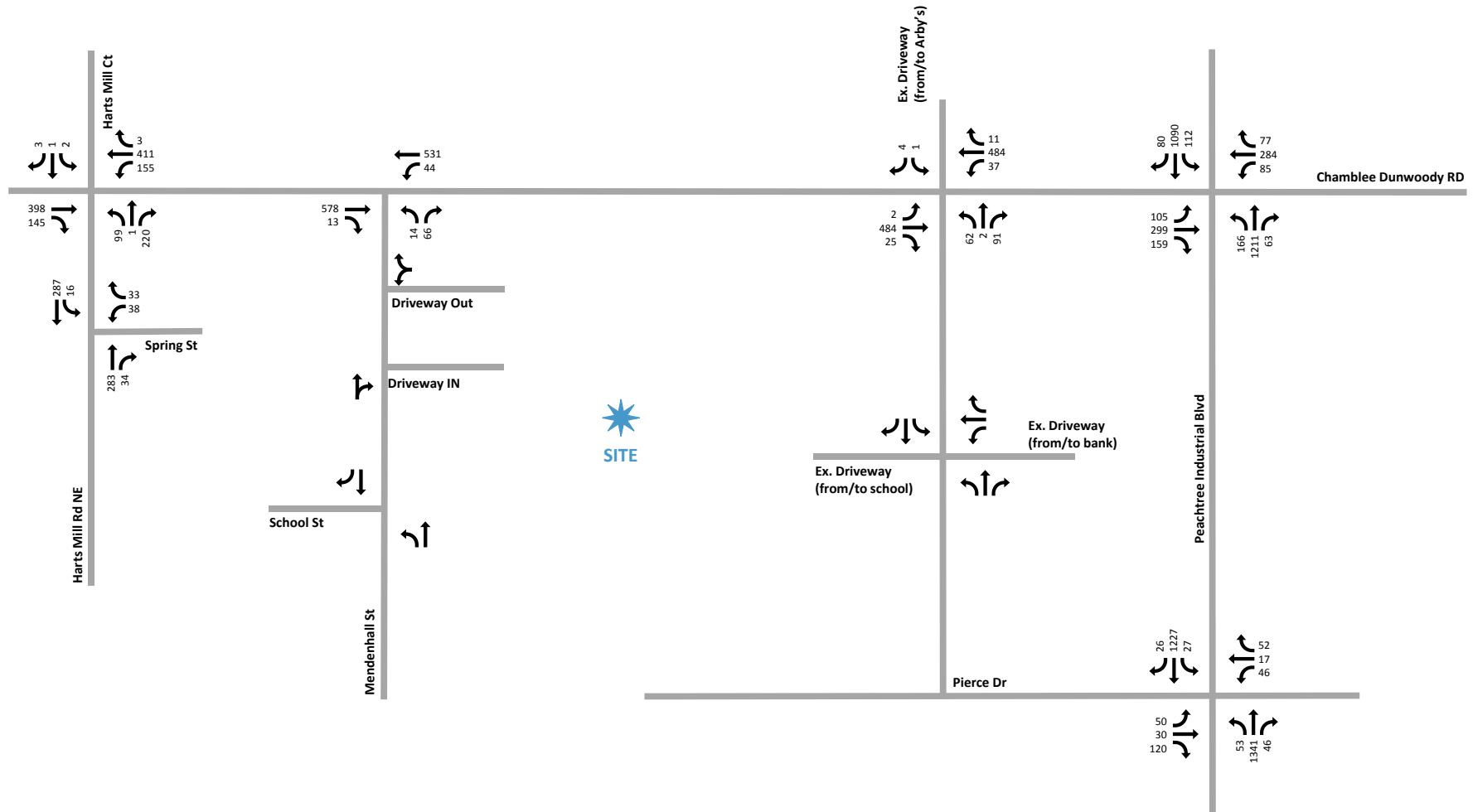
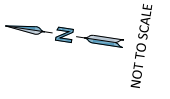


Figure 13: Future (2022) Traffic Volumes – School PM

##(##) → PM Peak Hour Traffic Volume



5.7. Signal Warrant Analysis

A signal warrant analysis was conducted at the intersections of Chamblee Dunwoody Rd at Mendenhall Street and Pierce Drive. Signal warrants were evaluated for the forecasted build volumes for the year 2022.

A traffic control signal warrant analysis was conducted at the intersections of Chamblee Dunwoody Rd at Mendenhall Street and Pierce Drive and 100% volume requirements were checked for major road. For the analyses, the minor street right-turn volumes were included and not reduced on the minor road as part of the analysis from NCHRP Report 457 Figure 2-11: Minor Road Right Turn Volume Reduction for Warrant Check.

For the intersection of Chamblee Dunwoody Road at Mendenhall Street

- Warrant 1: Condition A – 0 of 8 hours
- Warrant 1: Condition B – 1 of 8 hours
- Warrant 2: 5 of 4 hours

Under these conditions this intersection does not meet warrants for traffic signal operation.

For the intersection of Chamblee Dunwoody Road at Mendenhall Street

- Warrant 1: Condition A – 2 of 8 hours
- Warrant 1: Condition B – 6 of 8 hours
- Warrant 2: 6 of 4 hours

Under these conditions this intersection does not meet warrants for traffic signal operation.

Crash data, at each intersection location, does not indicate that crash severity and frequency of accidents at these intersections to justify meeting signal Warrant 7, Crash Experience.

5.8. Future Alternative Analysis

As part of this study additional analysis was performed for the study area considering an alternate access control for the intersection of Pierce Drive at Chamblee Dunwoody Road. When considering the proximity of the intersection of Pierce Drive at Chamblee Dunwoody Road to the signalized intersection of Chamblee Dunwoody Road at Peachtree Industrial Blvd, the Pierce Drive intersection was also studied as a potential right-in right-out (RIRO) access location. For the purposes of this study the movements at this location were limited to right-in and right-out only at Pierce Drive. Existing inbound and outbound volumes were redistributed to other existing site access locations located at Pierce Drive at Peachtree Industrial Blvd and Mendenhall Street. Additionally, trip distribution turning volume percentages were also redistributed to compensate for the impacts to traffic patterns expected to be a result of the new driveway access configuration. The future volumes for this alternative configuration are shown below in Figure 14 and Figure 15.

Build-out future conditions, with the alternative access control at Pierce Drive, were analyzed for capacity analysis using the *Synchro 10.0* model for AM and PM peak periods. The results are shown by lane group movement. Average vehicular delays and level of service, as defined by the Highway Capacity Manual (HCM) 6th Edition, are presented. Full *Synchro* outputs are included in Appendix C. The summarized capacity analysis is shown in Table 7.

Table 7: Future Conditions with RIRO at Pierce Drive Capacity Analysis

Intersection	Control	Lane Group Movement	AM Peak Hour 7:15 - 8:15 am			School PM Peak Hour 3:00 - 4:00 pm			PM Peak Hour 5:15 - 6:15 pm		
			Delay (s)	LOS	95 th % Queue (ft)	Delay (s)	LOS	95 th % Queue (ft)	Delay (s)	LOS	95 th % Queue (ft)
Harts Mill Rd at Chamblee Dunwoody Rd	Signal Control	EBL	24.6	C	65	17.5	B	66	23.9	C	68
		EBT/R	23.8	C	71	20.9	C	69	34.0	C	79
		WBL/T/R	19.6	B	21	16.0	B	24	22.6	C	13
		NBL	13.5	B	266	5.5	A	107	16.2	B	204
		NBT/R	5.8	A	253	5.3	A	86	7.4	A	244
		SBL/T/R	19.6	B	313	14.3	B	276	20.5	C	326
	Intersection	16.1	B	-	12.0	B	-	18.9	B	-	
Pierce Dr at Peachtree Industrial Blvd	Signal Control	EBL	19.6	B	154	12.6	B	84	9.3	A	185
		EBT/R	12.2	B	264	17.3	B	272	13.6	B	836
		WBL	8.0	A	56	11.9	B	36	10.3	B	36
		WBT/R	15.2	B	168	16.2	B	96	11.1	B	96
		NBL/T/R	71.2	E	169	77.3	E	159	82.2	F	455
		SBL	61.2	E	111	55.2	D	106	67.4	E	76
		SBT/R	60.0	E	122	58.9	E	171	68.4	E	73
	Intersection	19.7	B	-	23.0	C	-	17.0	B	-	
Chamblee Dunwoody Rd at Peachtree Industrial Blvd	Signal Control	EBL	27.3	C	171	29.7	C	180	59.8	E	157
		EBT/R	30.2	C	400	39.6	D	537	36.9	D	642
		WBL	21.2	C	65	29.7	C	87	32.3	C	84
		WBT	34.7	C	908	38.0	D	913	44.3	D	911
		WBR	0.0	A	219	0.0	A	233	0.0	A	161
		NBL	118.0	F	596	44.9	D	154	54.8	D	94
		NBT	68.9	E	508	52.6	D	351	67.2	E	377
		NBR	43.3	D	51	43.9	D	73	52.1	D	73
		SBL	43.1	D	160	38.1	D	147	48.9	D	99
SBT/R	88.7	F	294	81.7	F	294	141.8	F	293		
	Intersection	47.2	D	-	44.7	D	-	55.5	D	-	
Spring St at Harts Mill Rd	Side Street Stop Control	EBT/R	0.0	A	546	0.0	A	126	0.0	A	706
		WBL/T	8.6	A	37	8.1	A	33	8.3	A	27
		NBL/T/R	31.9	D	247	15.6	C	69	15.7	C	36
		Intersection	5.0	A	-	2.6	A	-	0.3	A	-
Mendenhall St at Chamblee Dunwoody Rd	Side Street Stop Control	EBL/T/R	248.8	F	217	88.1	F	96	97.2	C	333
		NBL	9.7	A	58	9.1	A	48	9.8	A	57
		NBT	0.0	A	240	0.0	A	48	0.0	A	188
		SBT/R	0.0	A	296	0.0	A	9	0.0	A	1235
		Intersection	34.4	D	-	12.8	B	-	7.0	A	-
Pierce Dr at Chamblee Dunwoody Rd	Side Street Stop Control	EBR	13.2	B	35	14.9	B	39	13.3	B	30
		WBL/R	0.0	A	-	17.1	C	15	18.0	C	90
		NBT/R	0.0	A	-	0.0	A	-	0.0	A	-
		SBL/T/R	8.8	A	1163	8.6	A	822	8.9	A	1297
		Intersection	1.1	A	-	1.8	A	-	0.5	A	-

Harts Mill Road at Chamblee Dunwoody Road:

The RIRO driveway alternative at Pierce Drive has very little or very minor impact on the operation of the existing traffic signal. The capacity analysis under these conditions show similar results as the initial future build conditions with no changes to the access control at Pierce Drive.

Pierce Drive at Peachtree Industrial Blvd:

Even though some of the EB Pierce Drive traffic is expected to be redistributed through this intersection, the RIRO driveway alternative at Pierce Drive has minor impact on the operation of the existing traffic signal. The capacity analysis under these conditions show similar results as the initial future build conditions with no changes to the access control at Pierce Drive. There are some increases in in queuing for individual approaches, but the overall operation capacity results are the same.

Chamblee Dunwoody Road at Peachtree Industrial Blvd:

The RIRO driveway alternative at Pierce Drive does have some minor impacts on LOS results of individual approaches at this intersection. NBL left volumes are expected to increase, redistributing to access the traffic signal located at Peachtree Industrial Blvd at Pierce Drive, resulting in a decrease in the LOS to F from LOS E during the AM peak period. The overall intersection LOS remains the same build conditions with no RIRO driveway access condition.

Spring Street at Harts Mill Road:

The RIRO driveway alternative at Pierce Drive has very little or very minor impact on the operation of the existing traffic signal. The capacity analysis under these conditions show similar results as the initial future build conditions with no changes to the access control at Pierce Drive.

Mendenhall Street at Chamblee Dunwoody Road:

The RIRO driveway alternative at Pierce Drive does have some impacts on LOS results of individual approaches at this intersection. The EBT/R minor street approach degrades to a LOS F in the AM and School PM peak from LOS D and LOS C respectively. The overall intersection level of service degrades to LOS D from LOS A during the AM peak. During the School PM peak, the intersection level of service degrades to LOS B from LOS A.

Pierce Drive at Chamblee Dunwoody Rd:

The RIRO driveway alternative at Pierce Drive improves the level of service of the EBR approach during the AM, School PM and PM peak periods. All periods improve to LOS B, for the minor street approach, from LOS F in the AM and School PM peak period and LOS E during the PM peak period. The overall total intersection LOS only shows minor improvements in delay during the AM and PM peak periods. The School PM peak period improves to LOS A from LOS C.

Figure 14: Future RIRO Alternative (2022) Traffic Volumes

##(##) → AM (PM) Peak Hour Traffic Volume

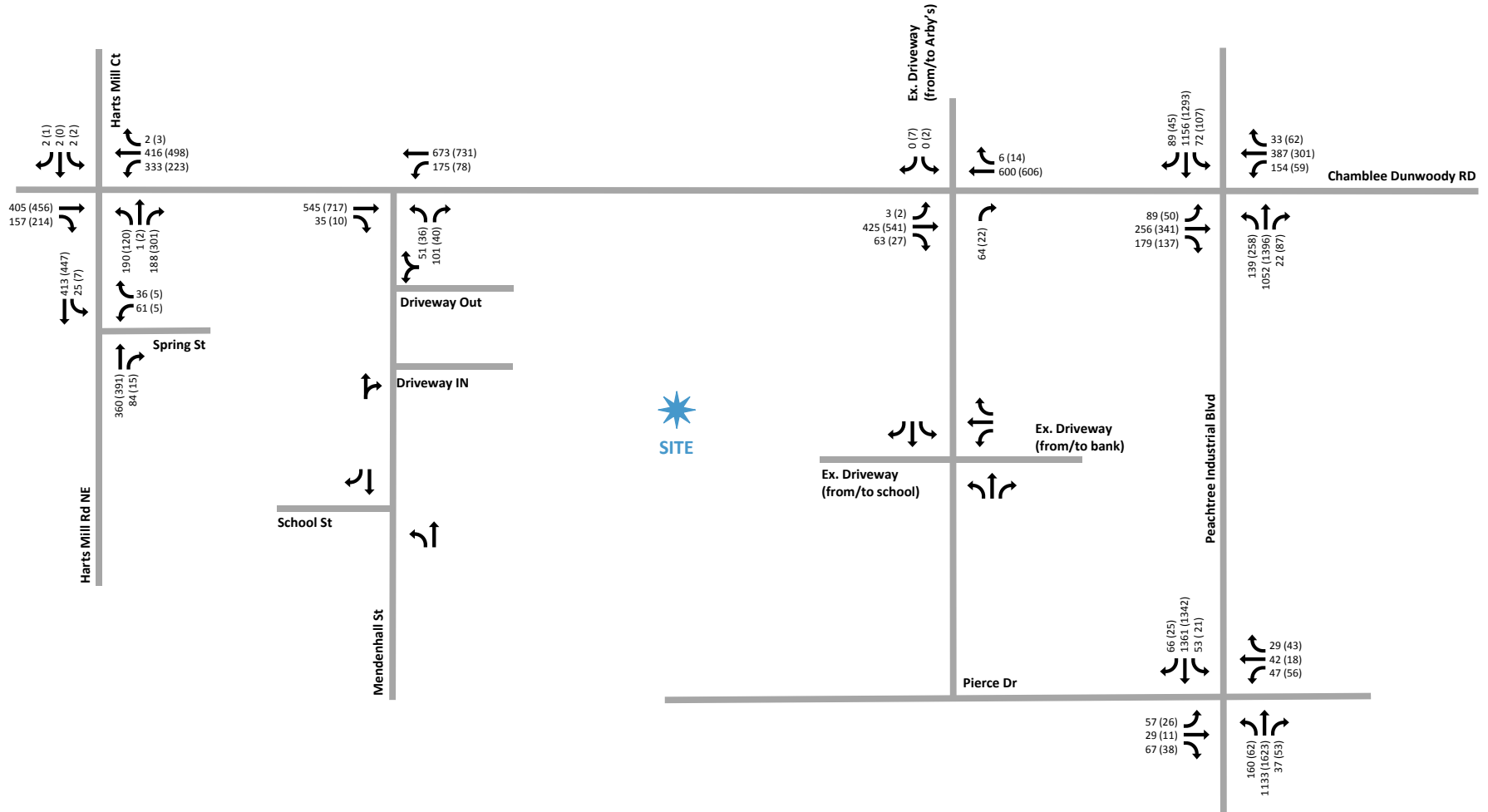
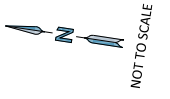
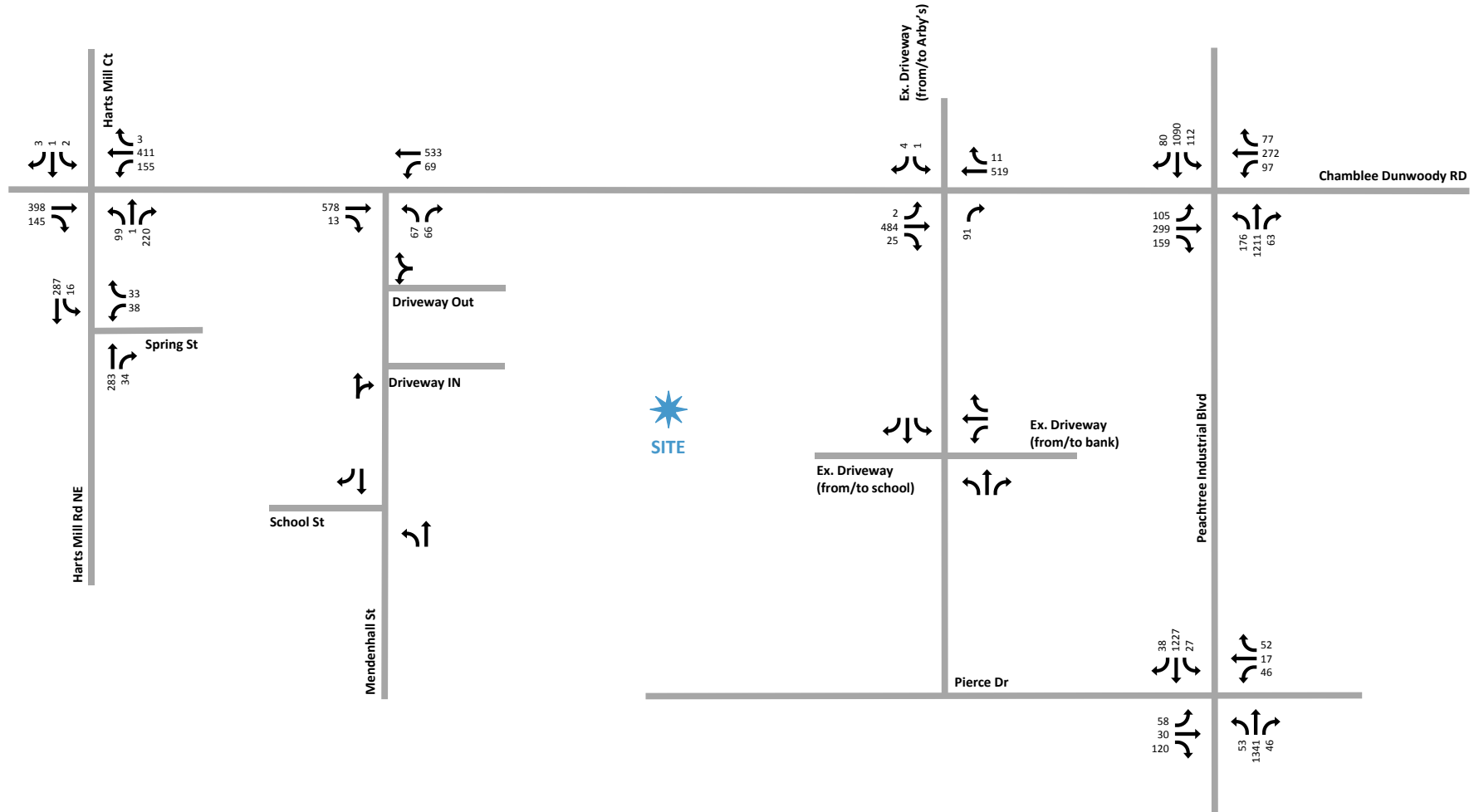
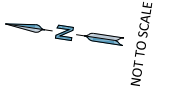


Figure 15: Future RIRO Alternative (2022) Traffic Volumes – School PM

##(##) → PM Peak Hour Traffic Volume



5.9. Internal Queuing Alternative

Currently, the main student carpool drop-off and pick-up is located on Mendenhall St on the north end of the campus west of Chamblee Dunwoody Drive. However, field observations indicated that car pool students are using various locations, including nearby business parking lots, minor side streets, and adjacent business alley-ways or driveways as drop-off and pick-up locations.

When looking at the layout of this campus, it should be considered potentially that the minor parking lot (16 total spaces), located on the southwest corner of campus, adjacent to the football field, could be considered to be reevaluated as a potential carpool drop-off and pick-up location. This minor parking area has access to varying sidewalk access locations leading to the main campus. The minor lot would allow for circular flow to enter and exit on Pierce Drive. This portion of Pierce Drive would also allow for somewhat internal campus queuing without much disruption to main external roadways such as Chamblee Dunwoody Rd and Peachtree Industrial Blvd. If Pierce Drive were to be reassigned as a major student carpool drop-off and pick-up route, this would potentially encourage more drivers to use the existing signal located at Peirce Drive and Peachtree Industrial Blvd.

6. Conclusions and Recommendations

This report contains results from a traffic impact analysis performed for a proposed 50,235 SF of additional classroom development at Chamblee Charter High School in Chamblee, GA. This development is proposed to be located on the west side of Chamblee Dunwoody Rd just north of Peachtree Industrial Blvd and adjacent to Mendenhall Street. The site, which is proposed to be completed in 2022, plans to have an additional parking lot with right-in right-out driveways located on Pierce Drive.

Harts Mill Road at Chamblee Dunwoody Road:

- There is no change to the overall level of service at this intersection from background conditions to future build conditions.
- No additional turn lanes or other types of mitigation are warranted at this intersection.
- The RIRO driveway alternative at Pierce Drive also does not impact the overall LOS operation ratings at this intersection.

Pierce Drive at Peachtree Industrial Blvd:

- There is no change to the overall level of service at this intersection from background conditions to future build conditions.
- No additional turn lanes or other types of mitigation are warranted at this intersection.
- The RIRO driveway alternative at Pierce Drive also does not impact the overall LOS operation ratings at this intersection.

Chamblee Dunwoody Road at Peachtree Industrial Blvd:

- There is no change to the overall level of service at this intersection from background conditions to future build conditions.
- The SBT/R movement degrades to LOS F during the School PM peak, from LOS E during the background conditions.
- No additional turn lanes or other types of mitigation are warranted at this intersection.
- For the RIRO driveway alternative at Pierce Drive, the NBL left volumes are expected to increase, redistributing to access the traffic signal located at Peachtree Industrial Blvd at Pierce Drive, resulting in a decrease in the LOS to F from LOS E during the AM peak period when compared with the proposed build conditions with no RIRO driveway.

Spring Street at Harts Mill Road:

- There is no change to the overall level of service at this intersection from background conditions to future build conditions.
- No additional turn lanes or other types of mitigation are warranted at this intersection.
- The RIRO driveway alternative at Pierce Drive also does not impact the overall LOS operation ratings at this intersection.

Mendenhall Street at Chamblee Dunwoody Road:

- There is no change to the overall level of service at this intersection from background conditions to future build conditions.
- For the build conditions during the AM peak period, the EBT/R the delay increases by 5.9 seconds causing this approach to degrade to LOS D from LOS C under the background conditions.
- No additional turn lanes or other types of mitigation are warranted at this intersection.
- For the RIRO driveway alternative at Pierce, the EBT/R minor street approach degrades to a LOS F in the AM and School PM peak from LOS D and LOS C respectively.
- For the RIRO driveway alternative at Pierce, the overall intersection level of service degrades to LOS D from LOS A during the AM peak. During the School PM peak, the intersection level of service degrades to LOS B from LOS A.

Pierce Drive at Chamblee Dunwoody Rd:

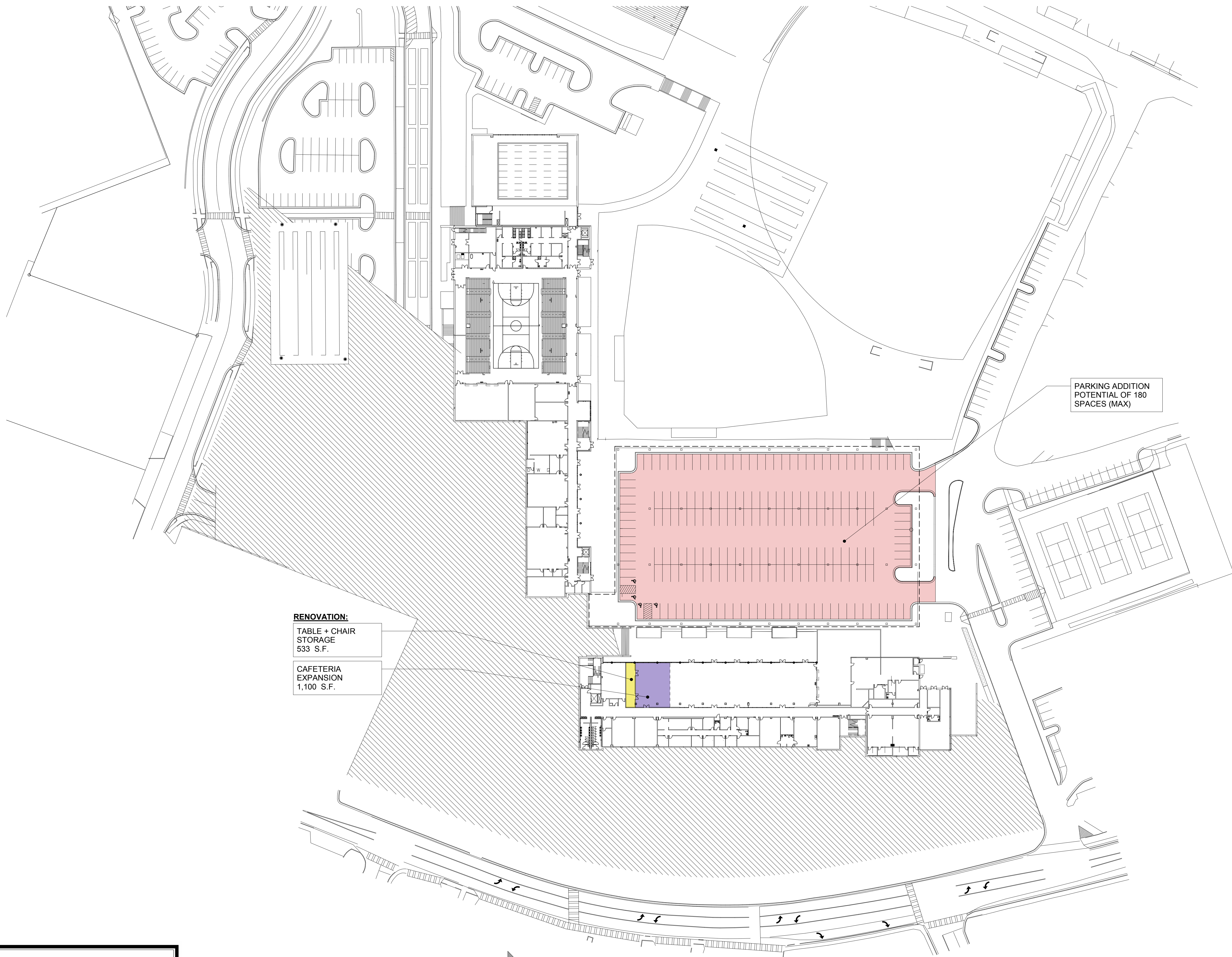
- There is no change to the overall level of service at this intersection from background conditions to future build conditions during the AM and PM peak periods.
- The School PM period degrades to a LOS of C during the School PM peak for the overall intersection LOS.
- The Pierce Drive EB approach experiences an increase in delay and degrades to LOS F during the AM peak period when compared to the background conditions of LOS E.
- No additional turn lanes or other types of mitigation are warranted at this intersection.
- For the RIRO driveway alternative at Pierce Drive, all peak periods improve to LOS B, for the minor street EB approach, from LOS F in the AM and School PM peak period and LOS E during the PM peak period.
- For the RIRO driveway alternative at Pierce Drive, the School PM peak period the overall intersection operation improves to LOS A from LOS C.

In summary, the proposed development and additions to the school campus will have minor impacts to the traffic operation at the six main external intersections adjacent to this school campus. In general, the impacts to capacity operations are expected to be similar to impacts to level of service that are expected to take place as a result of general background traffic volume growth in the area without any additional development on the school campus. Additionally, the intersections studied do not demonstrate the need for additional turn lanes or meet warrants for other forms of intersection control such as signalization.

Further, while the RIRO configuration for the intersection of Pierce Drive at Chamblee Dunwoody Rd does show capacity improvements and reductions in delay at the Pierce Drive intersection, the result would be a change in traffic patterns and volumes distribution that would negatively impact the operation of other intersections, specifically Mendenhall Street. Under these conditions the RIRO alternative does not improve the overall operations of the traffic associated with the school campus.

If it is desired to have the carpool drop-off and pick-up operation more controlled internally to the campus and encourage more drivers to use the Pierce Drive at Peachtree Industrial Blvd traffic signal, the west side of campus layout and Pierce Drive could be further evaluated as potential carpool route.

Appendix A Site Plan



PARKING ADDITION
POTENTIAL OF 180
SPACES (MAX)

RENOVATION:

TABLE + CHAIR
STORAGE
533 S.F.

CAFETERIA
EXPANSION
1,100 S.F.

RENOVATION:
4,396 S.F. (TOTAL)

NEW CONSTRUCTION:
+/-43,500 S.F. (TOTAL)

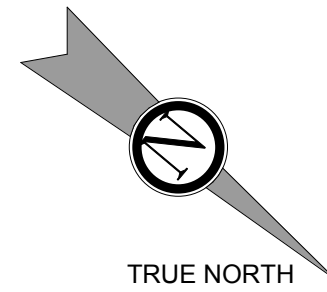
NEW PARKING LOT: 180
PARKING SPACES MAX.

FIRST FLOOR

1" = 50'

HUSSEY GAY BELL

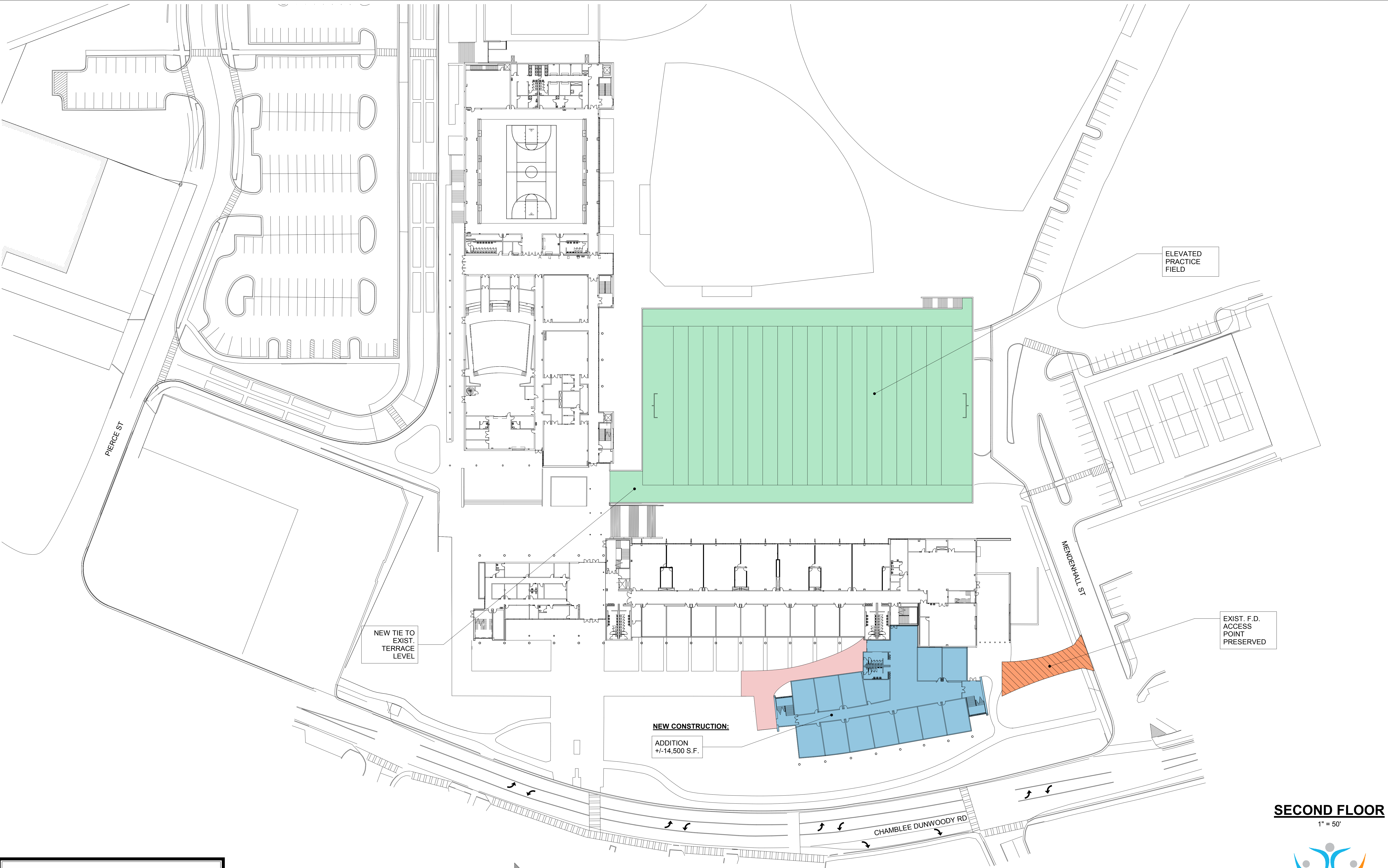
Established 1958



**CHAMBLEE CHARTER HIGH SCHOOL
CLASSROOM ADDITION & RENOVATIONS**

DATE: 01-24-2019





ELEVATED PRACTICE FIELD

PIERCE ST

MENDENHALL ST

CHAMBLEE DUNWOODY RD

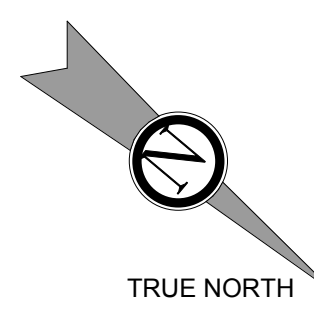
NEW TIE TO EXIST. TERRACE LEVEL

EXIST. F.D. ACCESS POINT PRESERVED

NEW CONSTRUCTION:
ADDITION
+/-14,500 S.F.

SECOND FLOOR
1" = 50'

HUSSEY GAY BELL
Established 1958



CHAMBLEE CHARTER HIGH SCHOOL
CLASSROOM ADDITION & RENOVATIONS
DATE: 01-24-2019



Appendix B Traffic Counts

Reliable Traffic Data Services

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TMC Data
 Chamblee Dunwoody Rd @ Harts Mill Rd

File Name : 42060007
 Site Code : 42060007
 Start Date : 5/16/2018
 Page No : 1

7-9am | 2-4pm | 5-7pm

Groups Printed- Cars, Trucks, Buses

Start Time	Chamblee Dunwoody Rd Northbound					Chamblee Dunwoody Rd Southbound					Harts Mill Rd Eastbound					Harts Mill Ct Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	33	97	0	0	130	0	78	9	0	87	19	0	19	0	38	1	0	2	0	3	258
07:15 AM	38	104	0	0	142	0	113	23	0	136	47	0	31	0	78	0	1	0	0	1	357
07:30 AM	73	97	1	0	171	0	94	37	0	131	44	0	47	0	91	2	0	1	0	3	396
07:45 AM	82	88	0	0	170	0	80	47	0	127	39	1	53	0	93	0	0	0	0	0	390
Total	226	386	1	0	613	0	365	116	0	481	149	1	150	0	300	3	1	3	0	7	1401
08:00 AM	87	103	1	0	191	0	84	38	0	122	50	0	50	0	100	0	1	1	0	2	415
08:15 AM	85	92	1	0	178	0	78	52	0	130	27	1	45	0	73	1	1	1	0	3	384
08:30 AM	75	109	1	0	185	0	65	34	0	99	43	1	57	0	101	1	1	2	0	4	389
08:45 AM	68	111	0	0	179	0	82	30	0	112	57	2	36	0	95	1	1	1	0	3	389
Total	315	415	3	0	733	0	309	154	0	463	177	4	188	0	369	3	4	5	0	12	1577
*** BREAK ***																					
02:00 PM	22	80	1	0	103	0	75	12	0	87	15	1	26	0	42	0	0	0	0	0	232
02:15 PM	27	76	1	0	104	0	92	10	0	102	16	0	31	0	47	0	1	2	0	3	256
02:30 PM	23	105	0	0	128	1	139	26	0	166	21	0	35	0	56	1	0	0	0	1	351
02:45 PM	35	102	0	0	137	0	116	15	0	131	14	0	43	0	57	0	0	2	0	2	327
Total	107	363	2	0	472	1	422	63	0	486	66	1	135	0	202	1	1	4	0	6	1166
03:00 PM	22	97	0	0	119	1	98	32	0	131	20	1	42	0	63	0	1	0	0	1	314
03:15 PM	32	84	0	0	116	0	91	28	0	119	24	0	50	0	74	1	0	0	0	1	310
03:30 PM	51	111	1	0	163	1	95	38	0	134	29	0	57	0	86	1	0	2	0	3	386
03:45 PM	44	92	2	0	138	0	94	39	0	133	18	0	62	0	80	0	0	1	0	1	352
Total	149	384	3	0	536	2	378	137	0	517	91	1	211	0	303	2	1	3	0	6	1362
*** BREAK ***																					
05:00 PM	38	125	3	0	166	0	124	39	0	163	30	0	68	0	98	0	0	0	0	0	427
05:15 PM	61	120	0	0	181	0	92	53	0	145	24	2	63	0	89	1	0	1	0	2	417
05:30 PM	50	135	1	0	186	0	124	36	0	160	24	0	89	0	113	0	0	0	0	0	459
05:45 PM	52	108	2	0	162	0	111	51	0	162	34	0	73	0	107	1	0	0	0	1	432
Total	201	488	6	0	695	0	451	179	0	630	112	2	293	0	407	2	0	1	0	3	1735
06:00 PM	51	110	0	0	161	0	107	65	0	172	32	0	64	0	96	0	0	0	0	0	429
06:15 PM	55	96	1	0	152	0	105	39	0	144	30	0	55	0	85	0	2	2	0	4	385
06:30 PM	23	108	1	0	132	1	82	30	0	113	16	0	41	0	57	0	0	2	0	2	304
06:45 PM	33	79	0	0	112	1	65	17	0	83	9	1	29	0	39	0	0	0	0	0	234
Total	162	393	2	0	557	2	359	151	0	512	87	1	189	0	277	0	2	4	0	6	1352
Grand Total	1160	2429	17	0	3606	5	2284	800	0	3089	682	10	1166	0	1858	11	9	20	0	40	8593
Apprch %	32.2	67.4	0.5	0		0.2	73.9	25.9	0		36.7	0.5	62.8	0		27.5	22.5	50	0		
Total %	13.5	28.3	0.2	0	42	0.1	26.6	9.3	0	35.9	7.9	0.1	13.6	0	21.6	0.1	0.1	0.2	0	0.5	

Reliable Traffic Data Services

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TMC Data
 Chamblee Dunwoody Rd @ Harts Mill Rd

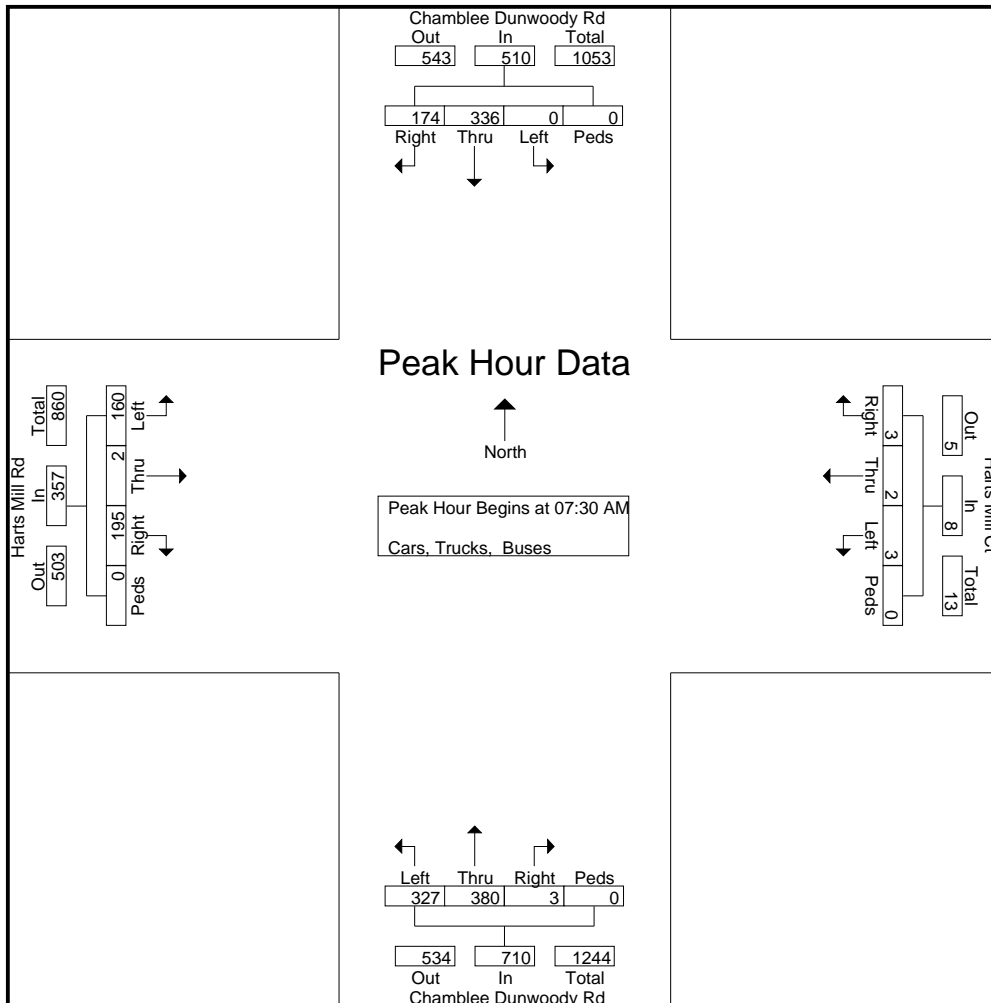
File Name : 42060007
 Site Code : 42060007
 Start Date : 5/16/2018
 Page No : 2

7-9am | 2-4pm | 5-7pm

Start Time	Chamblee Dunwoody Rd Northbound					Chamblee Dunwoody Rd Southbound					Harts Mill Rd Eastbound					Harts Mill Ct Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:30 AM	73	97	1	0	171	0	94	37	0	131	44	0	47	0	91	2	0	1	0	3	396
07:45 AM	82	88	0	0	170	0	80	47	0	127	39	1	53	0	93	0	0	0	0	0	390
08:00 AM	87	103	1	0	191	0	84	38	0	122	50	0	50	0	100	0	1	1	0	2	415
08:15 AM	85	92	1	0	178	0	78	52	0	130	27	1	45	0	73	1	1	1	0	3	384
Total Volume	327	380	3	0	710	0	336	174	0	510	160	2	195	0	357	3	2	3	0	8	1585
% App. Total	46.1	53.5					65.9	34.1			44.8		54.6			37.5		37.5			
PHF	.940	.922	.750	.000	.929	.000	.894	.837	.000	.973	.800	.500	.920	.000	.893	.375	.500	.750	.000	.667	.955

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM



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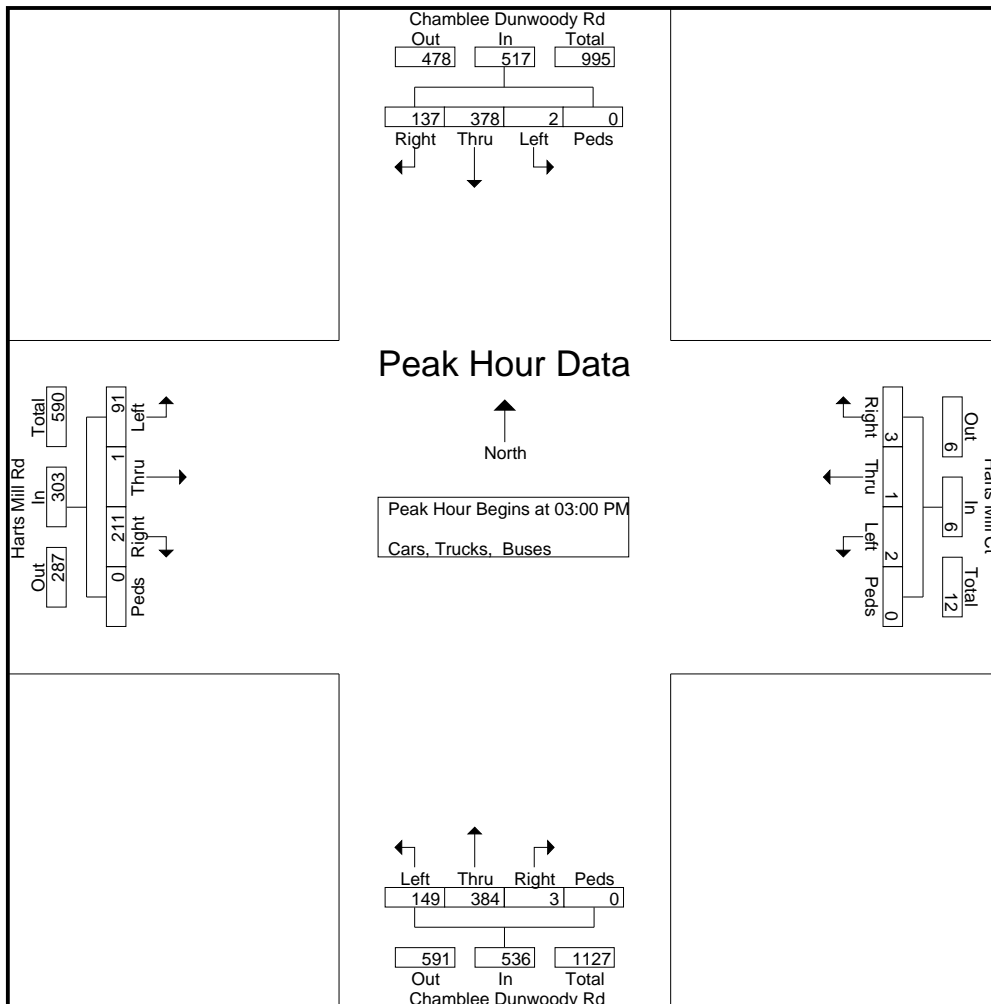
TMC Data
 Chamblee Dunwoody Rd @ Harts Mill Rd

File Name : 42060007
 Site Code : 42060007
 Start Date : 5/16/2018
 Page No : 3

7-9am | 2-4pm | 5-7pm

Start Time	Chamblee Dunwoody Rd Northbound					Chamblee Dunwoody Rd Southbound					Harts Mill Rd Eastbound					Harts Mill Ct Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
03:00 PM	22	97	0	0	119	1	98	32	0	131	20	1	42	0	63	0	1	0	0	1	314
03:15 PM	32	84	0	0	116	0	91	28	0	119	24	0	50	0	74	1	0	0	0	1	310
03:30 PM	51	111	1	0	163	1	95	38	0	134	29	0	57	0	86	1	0	2	0	3	386
03:45 PM	44	92	2	0	138	0	94	39	0	133	18	0	62	0	80	0	0	1	0	1	352
Total Volume	149	384	3	0	536	2	378	137	0	517	91	1	211	0	303	2	1	3	0	6	1362
% App. Total	27.8	71.6				73.1	26.5				69.6					33.3	16.7				
PHF	.730	.865	.375	.000	.822	.500	.964	.878	.000	.965	.784	.250	.851	.000	.881	.500	.250	.375	.000	.500	.882

Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 03:00 PM



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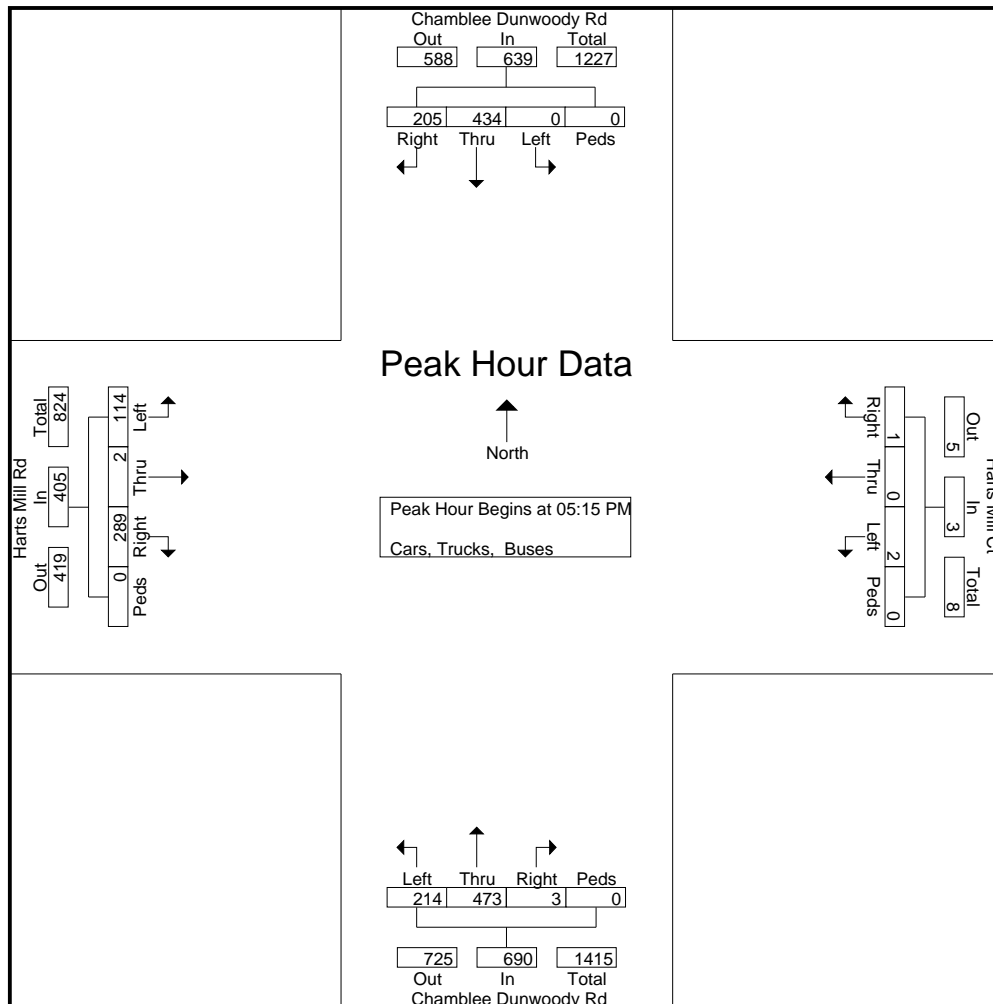
TMC Data
 Chamblee Dunwoody Rd @ Harts Mill Rd

File Name : 42060007
 Site Code : 42060007
 Start Date : 5/16/2018
 Page No : 4

7-9am | 2-4pm | 5-7pm

Start Time	Chamblee Dunwoody Rd Northbound					Chamblee Dunwoody Rd Southbound					Harts Mill Rd Eastbound					Harts Mill Ct Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
05:15 PM	61	120	0	0	181	0	92	53	0	145	24	2	63	0	89	1	0	1	0	2	417
05:30 PM	50	135	1	0	186	0	124	36	0	160	24	0	89	0	113	0	0	0	0	0	459
05:45 PM	52	108	2	0	162	0	111	51	0	162	34	0	73	0	107	1	0	0	0	1	432
06:00 PM	51	110	0	0	161	0	107	65	0	172	32	0	64	0	96	0	0	0	0	0	429
Total Volume	214	473	3	0	690	0	434	205	0	639	114	2	289	0	405	2	0	1	0	3	1737
% App. Total	68.6					67.9					71.4					33.3					
PHF	.877	.876	.375	.000	.927	.000	.875	.788	.000	.929	.838	.250	.812	.000	.896	.500	.000	.250	.000	.375	.946

Peak Hour Analysis From 05:00 PM to 06:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 05:15 PM



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TMC Data
 Chamblee Dunwoody Rd @ Mendenhall St

File Name : 42060005
 Site Code : 42060005
 Start Date : 5/9/2018
 Page No : 1

7-9am | 2-4pm | 5-7pm

Groups Printed- Cars, Trucks, Buses

Start Time	Chamblee Dunwoody Rd Northbound					Chamblee Dunwoody Rd Southbound					Mendenhall St Eastbound					Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	3	129	0	0	132	0	117	0	0	117	1	0	1	0	2	0	0	0	0	0	251
07:15 AM	6	159	0	0	165	0	118	2	0	120	0	0	11	0	11	0	0	0	0	0	296
07:30 AM	18	138	0	0	156	0	136	5	0	141	3	0	20	0	23	0	0	0	0	0	320
07:45 AM	32	168	0	0	200	0	125	10	0	135	7	0	33	0	40	0	0	0	0	0	375
Total	59	594	0	0	653	0	496	17	0	513	11	0	65	0	76	0	0	0	0	0	1242
08:00 AM	24	175	0	0	199	0	132	11	0	143	3	0	23	0	26	0	0	0	0	0	368
08:15 AM	7	195	0	0	202	0	123	2	0	125	1	0	7	0	8	0	0	0	0	0	335
08:30 AM	0	211	0	0	211	0	113	0	0	113	0	0	1	0	1	0	0	0	0	0	325
08:45 AM	4	180	0	0	184	0	117	0	0	117	0	0	0	0	0	0	0	0	0	0	301
Total	35	761	0	0	796	0	485	13	0	498	4	0	31	0	35	0	0	0	0	0	1329
*** BREAK ***																					
02:00 PM	5	96	0	0	101	0	117	1	0	118	2	0	5	0	7	0	0	0	0	0	226
02:15 PM	3	120	0	0	123	0	137	1	0	138	0	0	3	0	3	0	0	0	0	0	264
02:30 PM	6	115	0	0	121	0	143	1	0	144	4	0	1	0	5	0	0	0	0	0	270
02:45 PM	4	124	1	0	129	0	132	3	0	135	0	0	1	0	1	0	0	0	0	0	265
Total	18	455	1	0	474	0	529	6	0	535	6	0	10	0	16	0	0	0	0	0	1025
03:00 PM	10	112	0	0	122	0	117	5	0	122	0	0	5	0	5	0	0	0	0	0	249
03:15 PM	6	100	0	0	106	0	136	3	0	139	2	0	11	0	13	0	0	0	0	0	258
03:30 PM	13	156	0	0	169	0	130	0	0	130	4	0	27	0	31	0	0	0	0	0	330
03:45 PM	8	135	0	0	143	0	170	3	0	173	4	0	13	0	17	0	0	0	0	0	333
Total	37	503	0	0	540	0	553	11	0	564	10	0	56	0	66	0	0	0	0	0	1170
*** BREAK ***																					
05:00 PM	4	176	2	0	182	0	153	1	0	154	2	0	2	0	4	0	0	0	0	0	340
05:15 PM	6	155	0	0	161	0	162	1	0	163	0	0	7	0	7	0	0	0	0	0	331
05:30 PM	7	175	0	0	182	0	184	2	0	186	2	0	9	0	11	0	0	0	0	0	379
05:45 PM	23	179	0	0	202	0	164	2	0	166	1	0	12	0	13	0	0	0	0	0	381
Total	40	685	2	0	727	0	663	6	0	669	5	0	30	0	35	0	0	0	0	0	1431
06:00 PM	16	185	0	0	201	0	176	4	0	180	1	0	6	0	7	0	0	0	0	0	388
06:15 PM	13	169	0	0	182	0	162	1	0	163	1	0	9	0	10	0	0	0	0	0	355
06:30 PM	8	131	0	0	139	0	153	2	0	155	1	0	0	0	1	0	0	0	0	0	295
06:45 PM	5	133	0	0	138	0	139	1	0	140	0	0	6	0	6	0	0	0	0	0	284
Total	42	618	0	0	660	0	630	8	0	638	3	0	21	0	24	0	0	0	0	0	1322
Grand Total	231	3616	3	0	3850	0	3356	61	0	3417	39	0	213	0	252	0	0	0	0	0	7519
Apprch %	6	93.9	0.1	0		0	98.2	1.8	0		15.5	0	84.5	0		0	0	0	0		
Total %	3.1	48.1	0	0	51.2	0	44.6	0.8	0	45.4	0.5	0	2.8	0	3.4	0	0	0	0	0	

Reliable Traffic Data Services

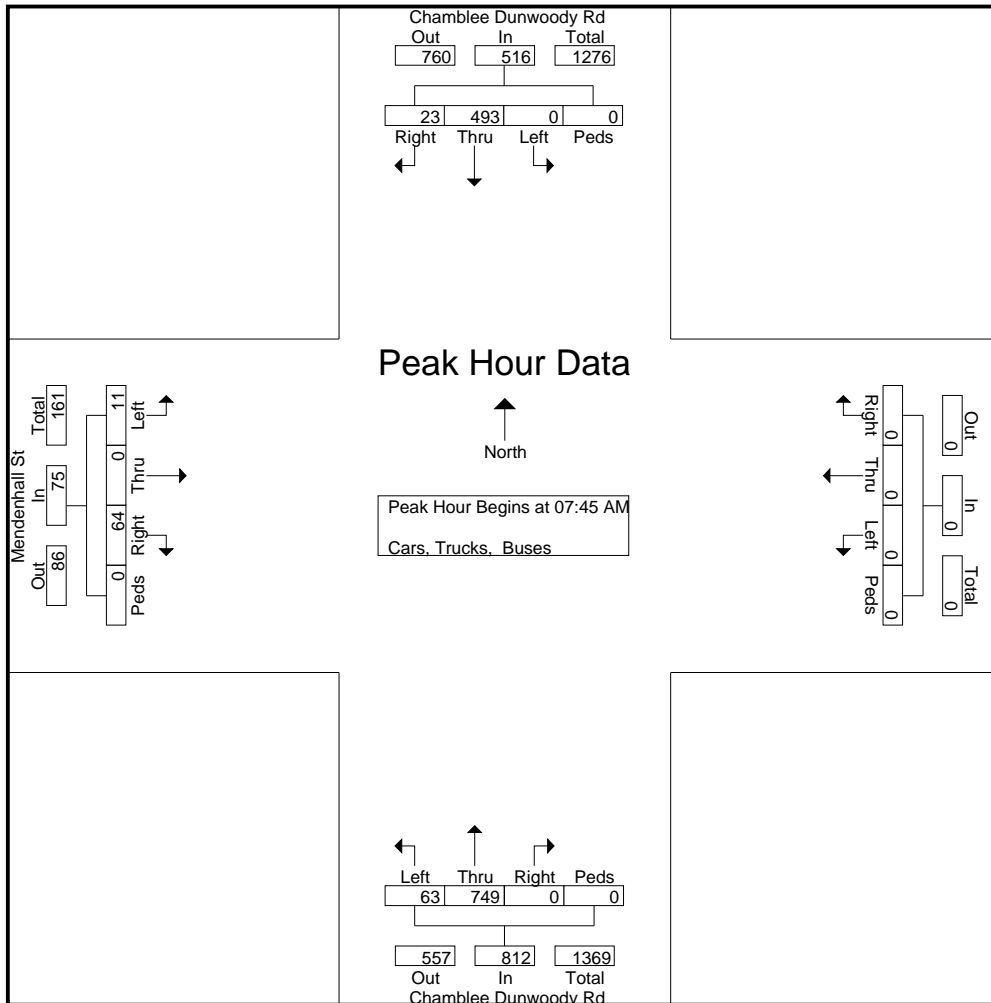
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TMC Data
 Chamblee Dunwoody Rd @ Mendenhall St

File Name : 42060005
 Site Code : 42060005
 Start Date : 5/9/2018
 Page No : 2

7-9am | 2-4pm | 5-7pm

Start Time	Chamblee Dunwoody Rd Northbound					Chamblee Dunwoody Rd Southbound					Mendenhall St Eastbound					Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	32	168	0	0	200	0	125	10	0	135	7	0	33	0	40	0	0	0	0	0	375
08:00 AM	24	175	0	0	199	0	132	11	0	143	3	0	23	0	26	0	0	0	0	0	368
08:15 AM	7	195	0	0	202	0	123	2	0	125	1	0	7	0	8	0	0	0	0	0	335
08:30 AM	0	211	0	0	211	0	113	0	0	113	0	0	1	0	1	0	0	0	0	0	325
Total Volume	63	749	0	0	812	0	493	23	0	516	11	0	64	0	75	0	0	0	0	0	1403
% App. Total	92.2					95.5					14.7					85.3					
PHF	.492	.887	.000	.000	.962	.000	.934	.523	.000	.902	.393	.000	.485	.000	.469	.000	.000	.000	.000	.000	.935



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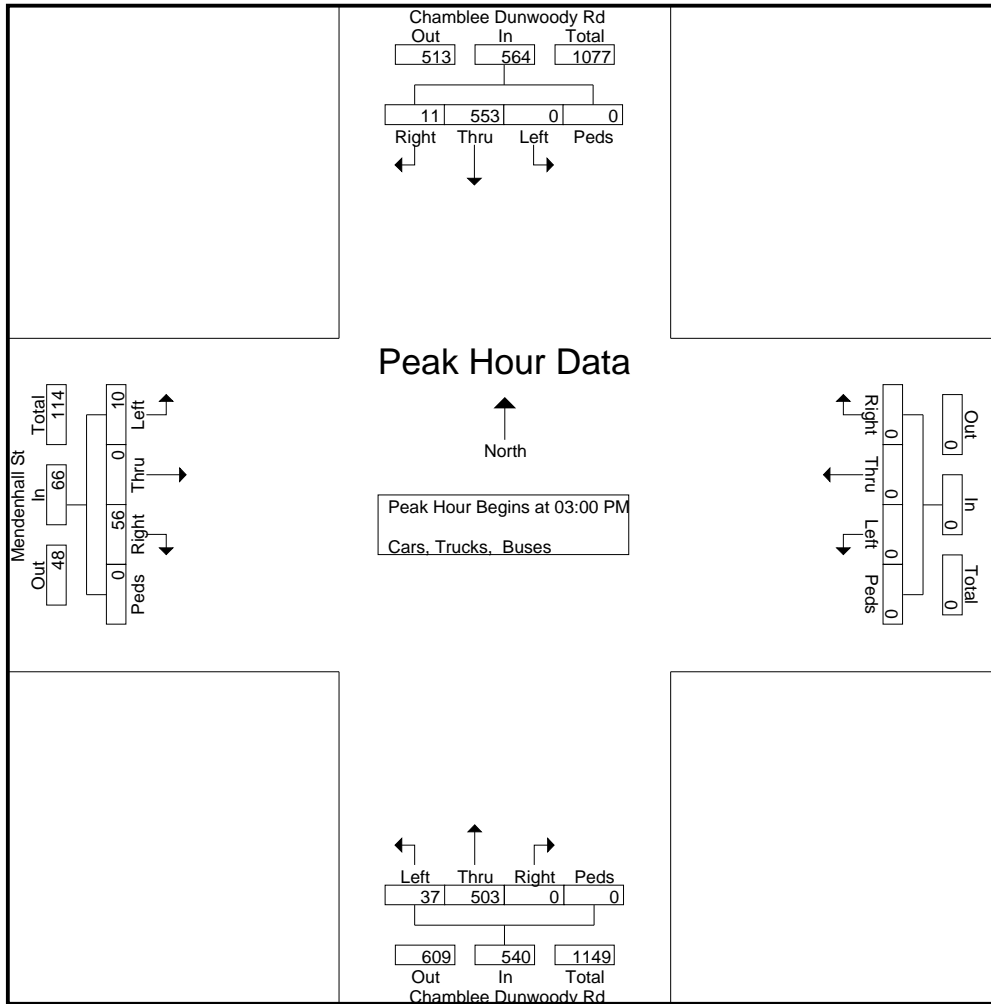
TMC Data
 Chamblee Dunwoody Rd @ Mendenhall St

File Name : 42060005
 Site Code : 42060005
 Start Date : 5/9/2018
 Page No : 3

7-9am | 2-4pm | 5-7pm

Start Time	Chamblee Dunwoody Rd Northbound					Chamblee Dunwoody Rd Southbound					Mendenhall St Eastbound					Westbound					Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total		
03:00 PM	10	112	0	0	122	0	117	5	0	122	0	0	5	0	5	0	0	0	0	0	0	249
03:15 PM	6	100	0	0	106	0	136	3	0	139	2	0	11	0	13	0	0	0	0	0	0	258
03:30 PM	13	156	0	0	169	0	130	0	0	130	4	0	27	0	31	0	0	0	0	0	0	330
03:45 PM	8	135	0	0	143	0	170	3	0	173	4	0	13	0	17	0	0	0	0	0	0	333
Total Volume	37	503	0	0	540	0	553	11	0	564	10	0	56	0	66	0	0	0	0	0	0	1170
% App. Total	93.1					15.2					84.8											
PHF	.712	.806	.000	.000	.799	.000	.813	.550	.000	.815	.625	.000	.519	.000	.532	.000	.000	.000	.000	.000	.000	.878

Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 03:00 PM



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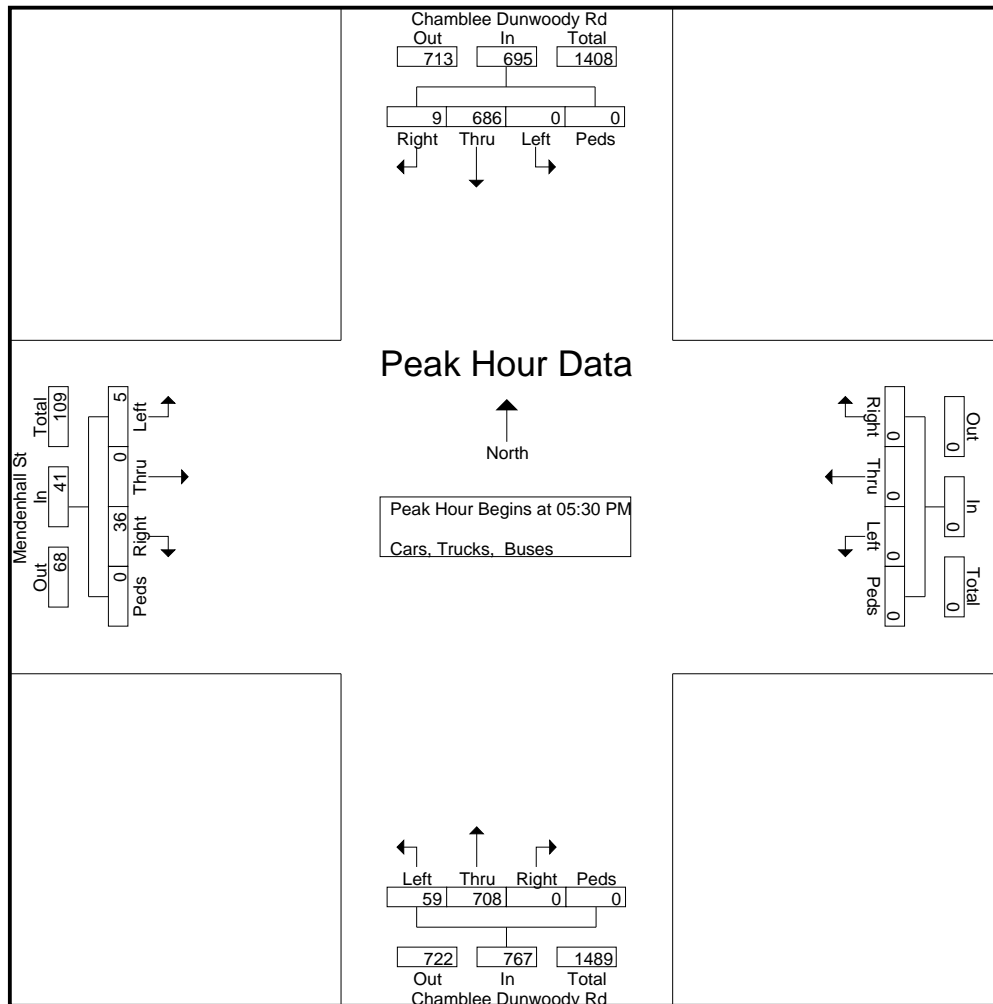
TMC Data
 Chamblee Dunwoody Rd @ Mendenhall St

File Name : 42060005
 Site Code : 42060005
 Start Date : 5/9/2018
 Page No : 4

7-9am | 2-4pm | 5-7pm

Start Time	Chamblee Dunwoody Rd Northbound					Chamblee Dunwoody Rd Southbound					Mendenhall St Eastbound					Westbound					Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total		
05:30 PM	7	175	0	0	182	0	184	2	0	186	2	0	9	0	11	0	0	0	0	0	0	379
05:45 PM	23	179	0	0	202	0	164	2	0	166	1	0	12	0	13	0	0	0	0	0	0	381
06:00 PM	16	185	0	0	201	0	176	4	0	180	1	0	6	0	7	0	0	0	0	0	0	388
06:15 PM	13	169	0	0	182	0	162	1	0	163	1	0	9	0	10	0	0	0	0	0	0	355
Total Volume	59	708	0	0	767	0	686	9	0	695	5	0	36	0	41	0	0	0	0	0	0	1503
% App. Total	92.3					98.7					12.2					87.8						
PHF	.641	.957	.000	.000	.949	.000	.932	.563	.000	.934	.625	.000	.750	.000	.788	.000	.000	.000	.000	.000	.000	.968

Peak Hour Analysis From 05:00 PM to 06:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 05:30 PM



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TMC Data
 Chamblee Dunwoody Rd @ Peachtree Blvd

File Name : 42060003
 Site Code : 42060003
 Start Date : 5/9/2018
 Page No : 1

7-9am | 2-4pm | 5-7pm

Groups Printed- Cars, Trucks, Buses

Start Time	Chamblee Dunwoody Rd Northbound					Chamblee Dunwoody Rd Southbound					Peachtree Blvd Eastbound					Peachtree Blvd Westbound					Int. Total
	Left	Thru	Right	Peds	App.Total	Left	Thru	Right	Peds	App.Total	Left	Thru	Right	Peds	App.Total	Left	Thru	Right	Peds	App.Total	
07:00 AM	12	54	3	0	69	18	39	29	0	86	35	211	1	0	247	10	255	5	0	270	672
07:15 AM	20	99	4	0	123	15	55	46	0	116	42	219	4	0	265	14	273	9	0	296	800
07:30 AM	27	78	10	0	115	21	55	42	0	118	30	263	4	0	297	17	300	23	0	340	870
07:45 AM	33	110	6	0	149	24	59	41	0	124	29	252	9	0	290	21	272	14	0	307	870
Total	92	341	23	0	456	78	208	158	0	444	136	945	18	0	1099	62	1100	51	0	1213	3212
08:00 AM	37	98	12	0	147	21	69	38	0	128	26	272	4	0	302	17	260	21	0	298	875
08:15 AM	11	91	20	0	122	12	54	37	0	103	41	236	5	0	282	11	310	12	0	333	840
08:30 AM	20	147	15	0	182	14	56	32	0	102	49	303	5	0	357	23	280	12	0	315	956
08:45 AM	16	130	15	0	161	11	52	50	0	113	36	228	2	0	266	23	276	13	0	312	852
Total	84	466	62	0	612	58	231	157	0	446	152	1039	16	0	1207	74	1126	58	0	1258	3523
*** BREAK ***																					
02:00 PM	13	27	10	0	50	21	44	40	0	105	54	283	14	0	351	18	229	13	0	260	766
02:15 PM	4	49	20	0	73	29	53	53	0	135	49	267	12	0	328	23	226	10	0	259	795
02:30 PM	21	79	17	0	117	23	57	39	0	119	29	264	13	0	306	22	230	13	0	265	807
02:45 PM	14	58	14	0	86	10	61	57	0	128	44	301	17	0	362	27	278	14	0	319	895
Total	52	213	61	0	326	83	215	189	0	487	176	1115	56	0	1347	90	963	50	0	1103	3263
03:00 PM	22	76	7	0	105	21	66	55	0	142	50	274	15	0	339	22	229	23	0	274	860
03:15 PM	26	52	28	0	106	18	58	24	0	100	29	277	18	0	324	24	299	18	0	341	871
03:30 PM	18	81	23	0	122	24	70	41	0	135	45	342	15	0	402	32	315	17	0	364	1023
03:45 PM	16	59	16	0	91	30	83	29	0	142	36	263	13	0	312	30	202	14	0	246	791
Total	82	268	74	0	424	93	277	149	0	519	160	1156	61	0	1377	108	1045	72	0	1225	3545
*** BREAK ***																					
05:00 PM	14	66	18	0	98	13	75	25	0	113	58	322	20	0	400	31	293	6	0	330	941
05:15 PM	12	71	17	0	100	8	92	22	0	122	64	320	28	0	412	36	304	10	0	350	984
05:30 PM	14	70	12	0	96	13	87	37	0	137	60	326	29	0	415	24	310	9	0	343	991
05:45 PM	9	85	11	0	105	8	75	34	0	117	59	351	13	0	423	18	317	9	0	344	989
Total	49	292	58	0	399	42	329	118	0	489	241	1319	90	0	1650	109	1224	34	0	1367	3905
06:00 PM	14	67	20	0	101	17	71	38	0	126	61	343	14	0	418	25	309	10	0	344	989
06:15 PM	8	70	10	0	88	17	79	29	0	125	55	340	22	0	417	20	310	8	0	338	968
06:30 PM	7	54	13	0	74	9	69	40	0	118	54	305	16	0	375	14	269	10	0	293	860
06:45 PM	12	64	14	0	90	15	64	43	0	122	50	304	13	0	367	13	230	10	0	253	832
Total	41	255	57	0	353	58	283	150	0	491	220	1292	65	0	1577	72	1118	38	0	1228	3649
Grand Total	400	1835	335	0	2570	412	1543	921	0	2876	1085	6866	306	0	8257	515	6576	303	0	7394	21097
Apprch %	15.6	71.4	13	0		14.3	53.7	32	0		13.1	83.2	3.7	0		7	88.9	4.1	0		
Total %	1.9	8.7	1.6	0	12.2	2	7.3	4.4	0	13.6	5.1	32.5	1.5	0	39.1	2.4	31.2	1.4	0	35	

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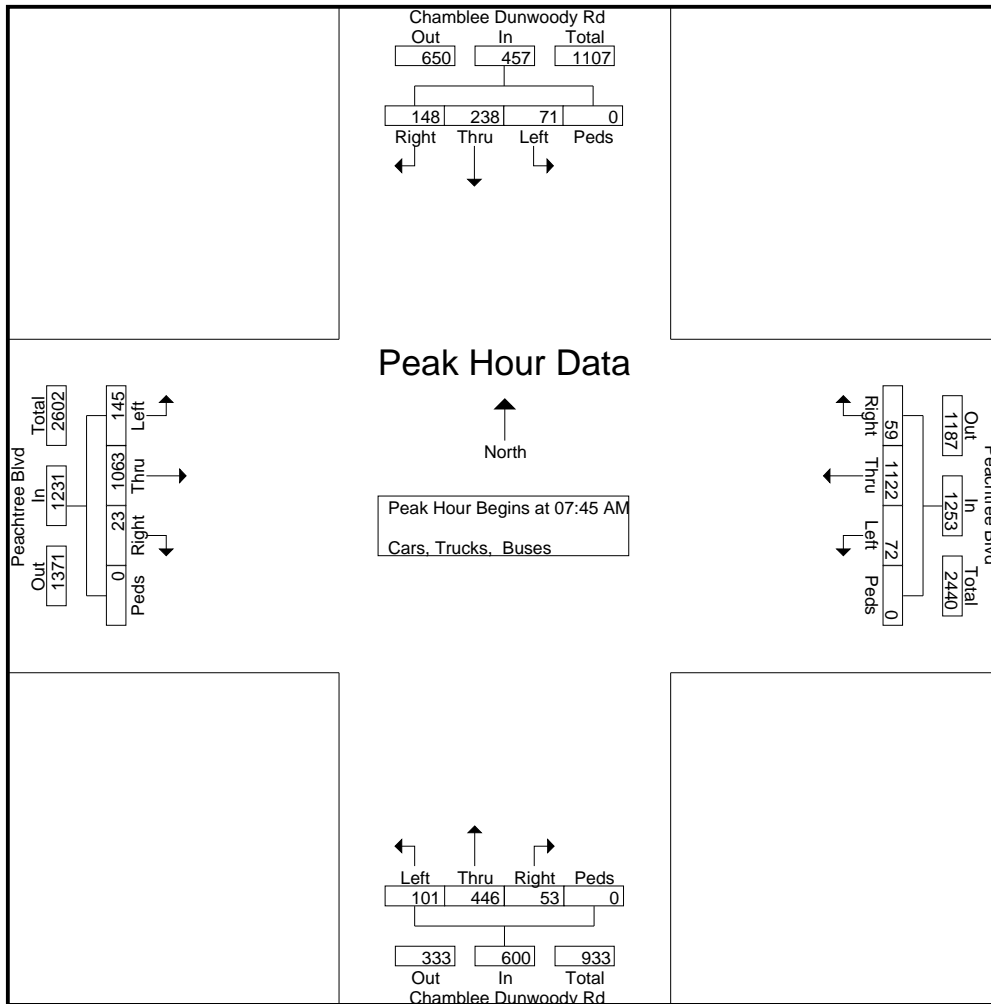
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TMC Data
 Chamblee Dunwoody Rd @ Peachtree Blvd

File Name : 42060003
 Site Code : 42060003
 Start Date : 5/9/2018
 Page No : 2

7-9am | 2-4pm | 5-7pm

Start Time	Chamblee Dunwoody Rd Northbound					Chamblee Dunwoody Rd Southbound					Peachtree Blvd Eastbound					Peachtree Blvd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	33	110	6	0	149	24	59	41	0	124	29	252	9	0	290	21	272	14	0	307	870
08:00 AM	37	98	12	0	147	21	69	38	0	128	26	272	4	0	302	17	260	21	0	298	875
08:15 AM	11	91	20	0	122	12	54	37	0	103	41	236	5	0	282	11	310	12	0	333	840
08:30 AM	20	147	15	0	182	14	56	32	0	102	49	303	5	0	357	23	280	12	0	315	956
Total Volume	101	446	53	0	600	71	238	148	0	457	145	1063	23	0	1231	72	1122	59	0	1253	3541
% App. Total	16.8	74.3	8.8	0		15.5	52.1	32.4	0		11.8	86.4	1.9	0		5.7	89.5	4.7	0		
PHF	.682	.759	.663	.000	.824	.740	.862	.902	.000	.893	.740	.877	.639	.000	.862	.783	.905	.702	.000	.941	.926



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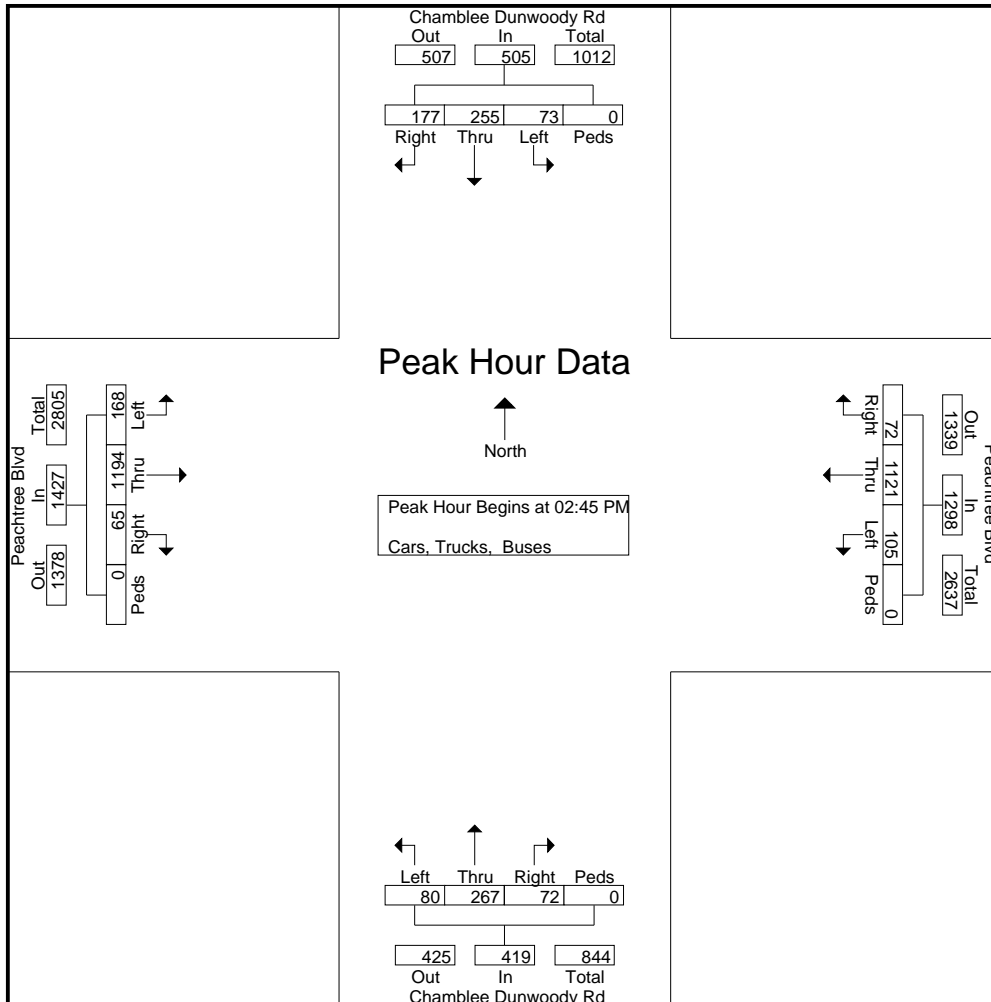
TMC Data
 Chamblee Dunwoody Rd @ Peachtree Blvd

File Name : 42060003
 Site Code : 42060003
 Start Date : 5/9/2018
 Page No : 3

7-9am | 2-4pm | 5-7pm

Start Time	Chamblee Dunwoody Rd Northbound					Chamblee Dunwoody Rd Southbound					Peachtree Blvd Eastbound					Peachtree Blvd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
02:45 PM	14	58	14	0	86	10	61	57	0	128	44	301	17	0	362	27	278	14	0	319	895
03:00 PM	22	76	7	0	105	21	66	55	0	142	50	274	15	0	339	22	229	23	0	274	860
03:15 PM	26	52	28	0	106	18	58	24	0	100	29	277	18	0	324	24	299	18	0	341	871
03:30 PM	18	81	23	0	122	24	70	41	0	135	45	342	15	0	402	32	315	17	0	364	1023
Total Volume	80	267	72	0	419	73	255	177	0	505	168	1194	65	0	1427	105	1121	72	0	1298	3649
% App. Total	19.1	63.7	17.2	0		14.5	50.5	35	0		11.8	83.7	4.6	0		8.1	86.4	5.5	0		
PHF	.769	.824	.643	.000	.859	.760	.911	.776	.000	.889	.840	.873	.903	.000	.887	.820	.890	.783	.000	.891	.892

Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:45 PM



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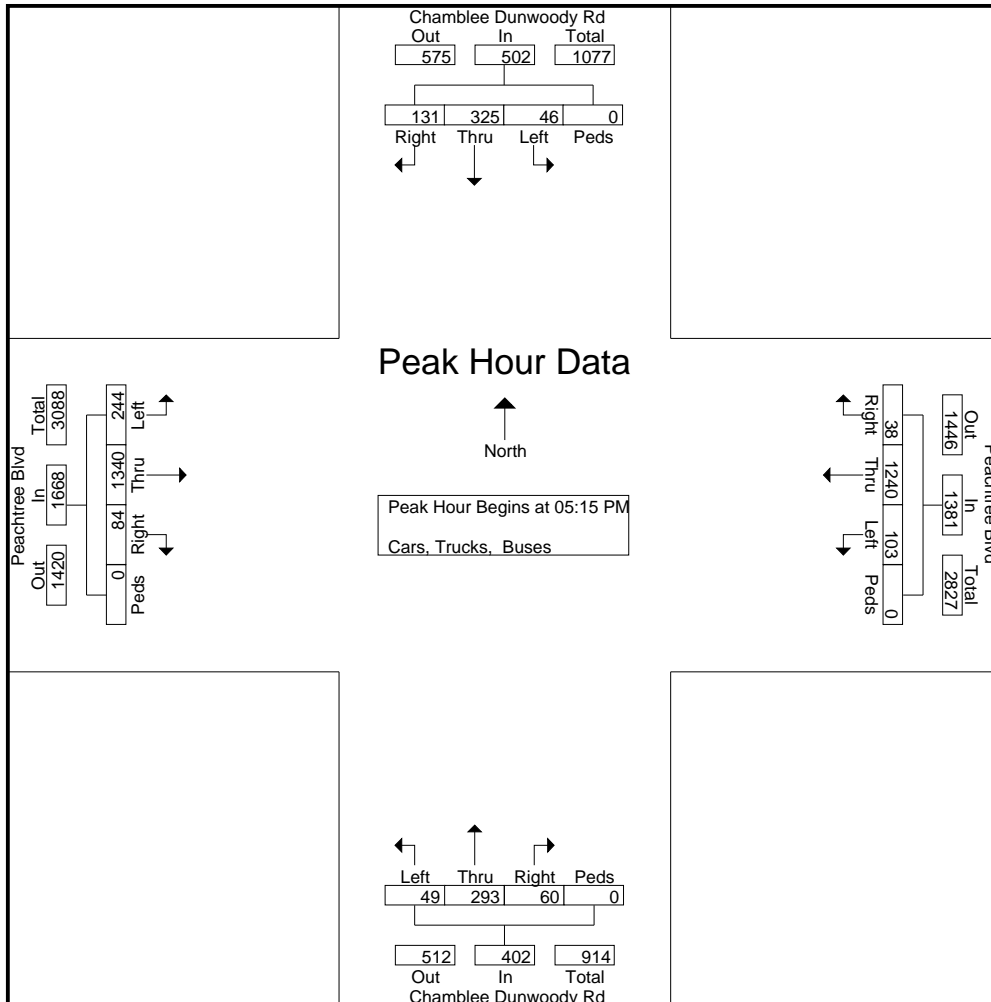
TMC Data
 Chamblee Dunwoody Rd @ Peachtree Blvd

File Name : 42060003
 Site Code : 42060003
 Start Date : 5/9/2018
 Page No : 4

7-9am | 2-4pm | 5-7pm

Start Time	Chamblee Dunwoody Rd Northbound					Chamblee Dunwoody Rd Southbound					Peachtree Blvd Eastbound					Peachtree Blvd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
05:15 PM	12	71	17	0	100	8	92	22	0	122	64	320	28	0	412	36	304	10	0	350	984
05:30 PM	14	70	12	0	96	13	87	37	0	137	60	326	29	0	415	24	310	9	0	343	991
05:45 PM	9	85	11	0	105	8	75	34	0	117	59	351	13	0	423	18	317	9	0	344	989
06:00 PM	14	67	20	0	101	17	71	38	0	126	61	343	14	0	418	25	309	10	0	344	989
Total Volume	49	293	60	0	402	46	325	131	0	502	244	1340	84	0	1668	103	1240	38	0	1381	3953
% App. Total	12.2	72.9	14.9	0		9.2	64.7	26.1	0		14.6	80.3	5	0		7.5	89.8	2.8	0		
PHF	.875	.862	.750	.000	.957	.676	.883	.862	.000	.916	.953	.954	.724	.000	.986	.715	.978	.950	.000	.986	.997

Peak Hour Analysis From 05:00 PM to 06:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 05:15 PM



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TMC Data
 Chamblee Dunwoody Rd @ Pierce Dr

File Name : 42060004
 Site Code : 42060004
 Start Date : 5/9/2018
 Page No : 1

7-9am | 2-4pm | 5-7pm

Groups Printed- Cars, Trucks, Buses

Start Time	Chamblee Dunwoody Rd Northbound					Chamblee Dunwoody Rd Southbound					Pierce Dr Eastbound					Arby's Drwy Westbound					Int. Total
	Left	Thru	Right	Peds	App.Total	Left	Thru	Right	Peds	App.Total	Left	Thru	Right	Peds	App.Total	Left	Thru	Right	Peds	App.Total	
07:00 AM	7	90	0	0	97	0	86	8	0	94	7	0	5	0	12	0	1	1	0	2	205
07:15 AM	8	130	0	0	138	0	95	7	0	102	8	0	2	0	10	0	0	0	0	0	250
07:30 AM	34	109	0	0	143	1	112	20	0	133	7	0	13	0	20	0	0	0	0	0	296
07:45 AM	24	112	3	0	139	1	89	8	0	98	5	0	18	0	23	0	0	0	0	0	260
Total	73	441	3	0	517	2	382	43	0	427	27	0	38	0	65	0	1	1	0	2	1011
08:00 AM	18	131	3	0	152	1	103	13	0	117	15	1	21	0	37	0	0	0	0	0	306
08:15 AM	8	147	0	0	155	0	97	5	0	102	9	1	11	0	21	0	0	2	0	2	280
08:30 AM	4	154	0	0	158	0	94	6	0	100	11	0	1	0	12	0	0	1	0	1	271
08:45 AM	3	178	1	0	182	0	98	2	0	100	4	0	1	0	5	0	0	1	0	1	288
Total	33	610	4	0	647	1	392	26	0	419	39	2	34	0	75	0	0	4	0	4	1145
*** BREAK ***																					
02:00 PM	5	88	6	0	99	1	107	3	0	111	6	1	7	0	14	0	0	4	0	4	228
02:15 PM	3	93	3	0	99	1	114	6	0	121	6	0	4	0	10	0	0	1	0	1	231
02:30 PM	2	104	4	0	110	0	112	4	0	116	5	0	8	0	13	2	0	4	0	6	245
02:45 PM	2	113	1	0	116	2	138	3	0	143	9	0	4	0	13	3	0	2	0	5	277
Total	12	398	14	0	424	4	471	16	0	491	26	1	23	0	50	5	0	11	0	16	981
03:00 PM	12	134	3	0	149	1	118	3	0	122	5	0	9	0	14	0	0	3	0	3	288
03:15 PM	12	99	1	0	112	1	104	9	0	114	5	0	24	0	29	0	0	1	0	1	256
03:30 PM	2	128	2	0	132	0	124	3	0	127	24	1	21	0	46	0	0	0	0	0	305
03:45 PM	5	99	5	0	109	0	111	6	0	117	18	1	19	0	38	1	0	0	0	1	265
Total	31	460	11	0	502	2	457	21	0	480	52	2	73	0	127	1	0	4	0	5	1114
*** BREAK ***																					
05:00 PM	0	135	3	0	138	2	107	1	0	110	5	1	5	0	11	1	2	2	0	5	264
05:15 PM	9	137	3	0	149	0	127	6	0	133	8	1	2	0	11	0	0	2	0	2	295
05:30 PM	2	134	5	0	141	0	128	5	0	133	6	0	3	0	9	1	0	0	0	1	284
05:45 PM	7	137	3	0	147	0	138	5	0	143	7	0	4	0	11	1	0	3	0	4	305
Total	18	543	14	0	575	2	500	17	0	519	26	2	14	0	42	3	2	7	0	12	1148
06:00 PM	4	147	2	0	153	2	122	7	0	131	8	0	10	0	18	0	0	2	0	2	304
06:15 PM	3	139	3	0	145	4	137	4	0	145	9	0	14	0	23	0	0	1	0	1	314
06:30 PM	6	100	5	0	111	0	115	3	0	118	4	0	7	0	11	0	0	1	0	1	241
06:45 PM	2	118	1	0	121	3	115	8	0	126	7	0	2	0	9	0	0	0	0	0	256
Total	15	504	11	0	530	9	489	22	0	520	28	0	33	0	61	0	0	4	0	4	1115
Grand Total	182	2956	57	0	3195	20	2691	145	0	2856	198	7	215	0	420	9	3	31	0	43	6514
Apprch %	5.7	92.5	1.8	0		0.7	94.2	5.1	0		47.1	1.7	51.2	0		20.9	7	72.1	0		
Total %	2.8	45.4	0.9	0	49	0.3	41.3	2.2	0	43.8	3	0.1	3.3	0	6.4	0.1	0	0.5	0	0.7	

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TMC Data
 Chamblee Dunwoody Rd @ Pierce Dr

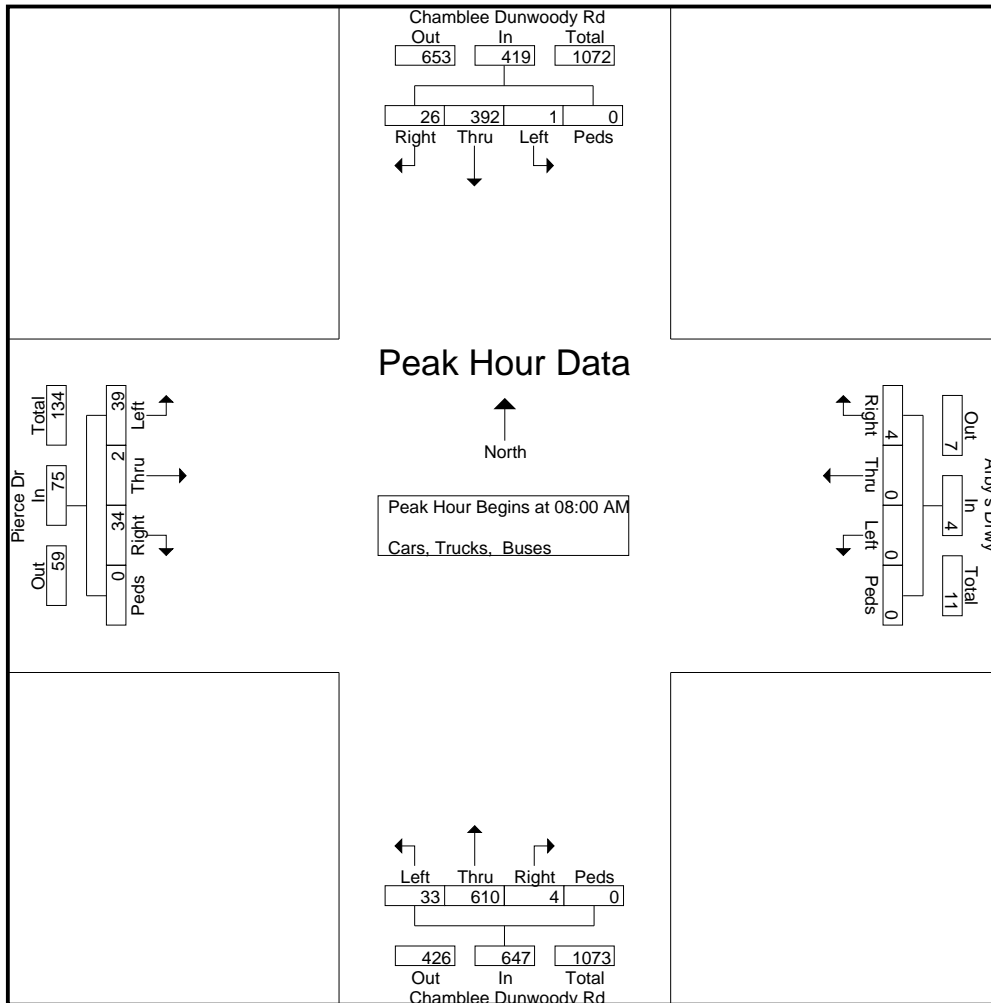
File Name : 42060004
 Site Code : 42060004
 Start Date : 5/9/2018
 Page No : 2

7-9am | 2-4pm | 5-7pm

Start Time	Chamblee Dunwoody Rd Northbound					Chamblee Dunwoody Rd Southbound					Pierce Dr Eastbound					Arby's Drwy Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
08:00 AM	18	131	3	0	152	1	103	13	0	117	15	1	21	0	37	0	0	0	0	0	306
08:15 AM	8	147	0	0	155	0	97	5	0	102	9	1	11	0	21	0	0	2	0	2	280
08:30 AM	4	154	0	0	158	0	94	6	0	100	11	0	1	0	12	0	0	1	0	1	271
08:45 AM	3	178	1	0	182	0	98	2	0	100	4	0	1	0	5	0	0	1	0	1	288
Total Volume	33	610	4	0	647	1	392	26	0	419	39	2	34	0	75	0	0	4	0	4	1145
% App. Total	94.3					93.6					45.3										
PHF	.458	.857	.333	.000	.889	.250	.951	.500	.000	.895	.650	.500	.405	.000	.507	.000	.000	.500	.000	.500	.935

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00 AM



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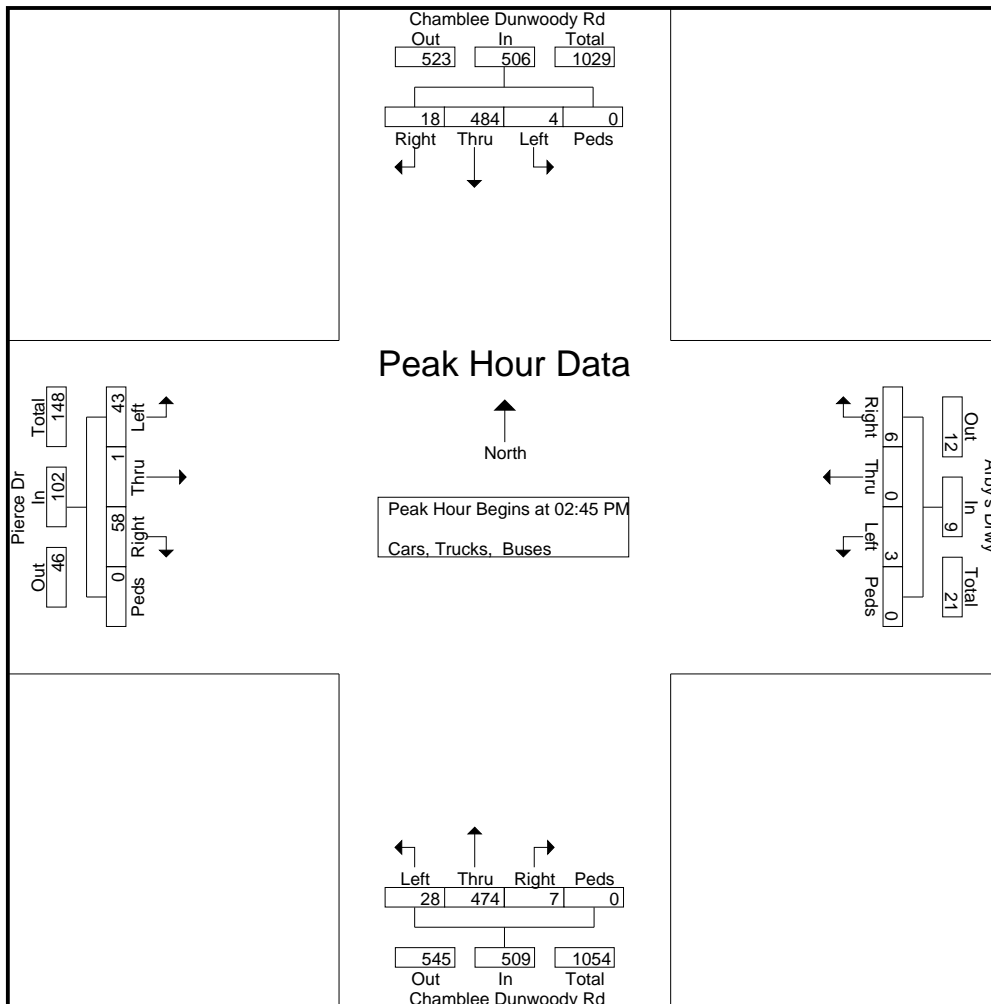
TMC Data
 Chamblee Dunwoody Rd @ Pierce Dr

File Name : 42060004
 Site Code : 42060004
 Start Date : 5/9/2018
 Page No : 3

7-9am | 2-4pm | 5-7pm

Start Time	Chamblee Dunwoody Rd Northbound					Chamblee Dunwoody Rd Southbound					Pierce Dr Eastbound					Arby's Drwy Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
02:45 PM	2	113	1	0	116	2	138	3	0	143	9	0	4	0	13	3	0	2	0	5	277
03:00 PM	12	134	3	0	149	1	118	3	0	122	5	0	9	0	14	0	0	3	0	3	288
03:15 PM	12	99	1	0	112	1	104	9	0	114	5	0	24	0	29	0	0	1	0	1	256
03:30 PM	2	128	2	0	132	0	124	3	0	127	24	1	21	0	46	0	0	0	0	0	305
Total Volume	28	474	7	0	509	4	484	18	0	506	43	1	58	0	102	3	0	6	0	9	1126
% App. Total	93.1					95.7					42.2					33.3					
PHF	.583	.884	.583	.000	.854	.500	.877	.500	.000	.885	.448	.250	.604	.000	.554	.250	.000	.500	.000	.450	.923

Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:45 PM



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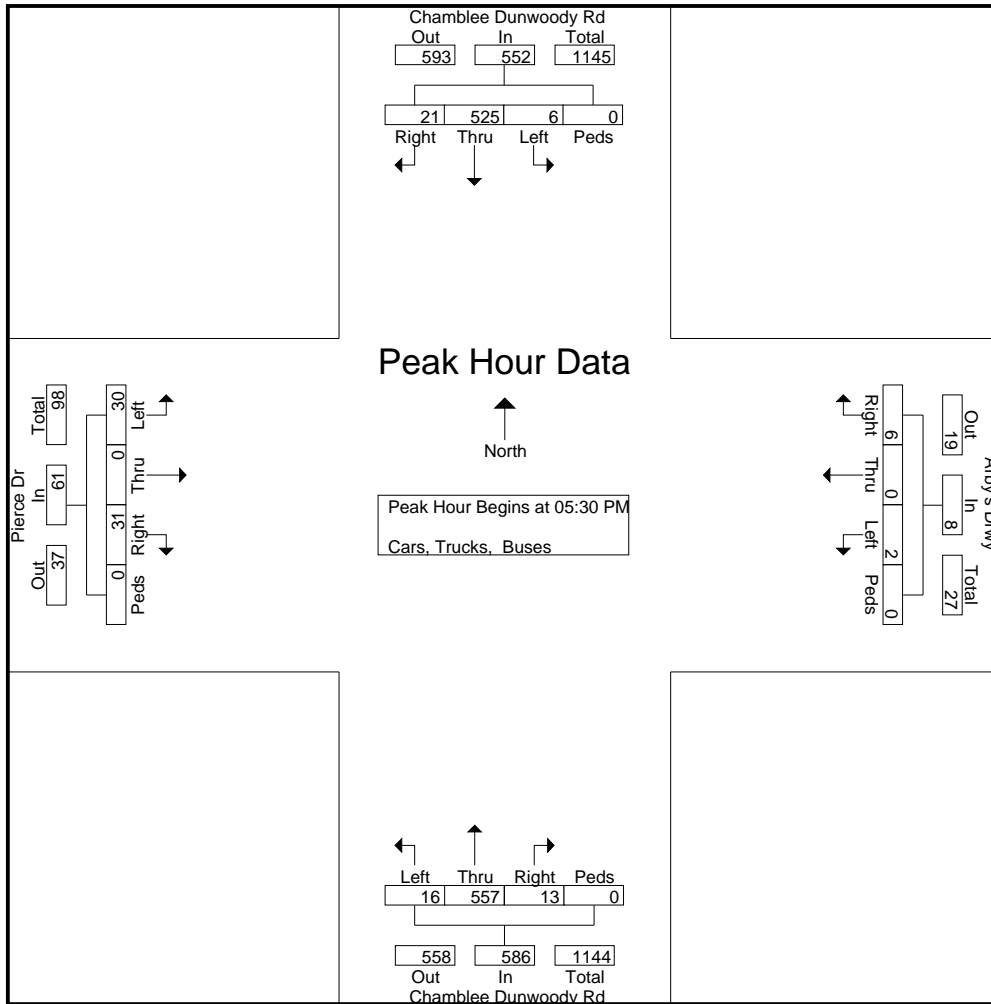
TMC Data
 Chamblee Dunwoody Rd @ Pierce Dr

File Name : 42060004
 Site Code : 42060004
 Start Date : 5/9/2018
 Page No : 4

7-9am | 2-4pm | 5-7pm

Start Time	Chamblee Dunwoody Rd Northbound					Chamblee Dunwoody Rd Southbound					Pierce Dr Eastbound					Arby's Drwy Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
05:30 PM	2	134	5	0	141	0	128	5	0	133	6	0	3	0	9	1	0	0	0	1	284
05:45 PM	7	137	3	0	147	0	138	5	0	143	7	0	4	0	11	1	0	3	0	4	305
06:00 PM	4	147	2	0	153	2	122	7	0	131	8	0	10	0	18	0	0	2	0	2	304
06:15 PM	3	139	3	0	145	4	137	4	0	145	9	0	14	0	23	0	0	1	0	1	314
Total Volume	16	557	13	0	586	6	525	21	0	552	30	0	31	0	61	2	0	6	0	8	1207
% App. Total	95.1					95.1					49.2					50.8					
PHF	.571	.947	.650	.000	.958	.375	.951	.750	.000	.952	.833	.000	.554	.000	.663	.500	.000	.500	.000	.500	.961

Peak Hour Analysis From 05:00 PM to 06:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 05:30 PM



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TMC Data
 Harts Mill Rd @ Spring St

7-9am | 2-4pm | 5-7pm

File Name : 42060008
 Site Code : 42060008
 Start Date : 5/16/2018
 Page No : 1

Groups Printed- Cars, Trucks, Buses

Start Time	Spring St Northbound					Southbound					Harts Mill Rd Eastbound					Harts Mill Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	0	3	0	3	0	0	0	0	0	0	28	0	0	28	0	37	0	0	37	68
07:15 AM	0	0	4	0	4	0	0	0	0	0	0	81	0	0	81	2	65	0	0	67	152
07:30 AM	7	0	7	0	14	0	0	0	0	0	0	84	15	0	99	1	107	0	0	108	221
07:45 AM	17	0	8	0	25	0	0	0	0	0	0	92	28	0	120	7	120	0	0	127	272
Total	24	0	22	0	46	0	0	0	0	0	0	285	43	0	328	10	329	0	0	339	713
08:00 AM	27	0	13	0	40	0	0	0	0	0	0	89	19	0	108	8	105	0	0	113	261
08:15 AM	8	0	1	0	9	0	0	0	0	0	0	62	2	0	64	2	141	0	0	143	216
08:30 AM	1	0	0	0	1	0	0	0	0	0	0	114	2	0	116	0	115	0	0	115	232
08:45 AM	1	0	1	0	2	0	0	0	0	0	0	95	0	0	95	1	88	0	0	89	186
Total	37	0	15	0	52	0	0	0	0	0	0	360	23	0	383	11	449	0	0	460	895
*** BREAK ***																					
02:00 PM	0	0	4	0	4	0	0	0	0	0	0	45	1	0	46	1	35	0	0	36	86
02:15 PM	2	0	0	0	2	0	0	0	0	0	0	48	0	0	48	0	38	0	0	38	88
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	57	0	0	57	0	52	0	0	52	109
02:45 PM	0	0	3	0	3	0	0	0	0	0	0	63	1	0	64	5	45	0	0	50	117
Total	2	0	7	0	9	0	0	0	0	0	0	213	2	0	215	6	170	0	0	176	400
03:00 PM	3	0	4	0	7	0	0	0	0	0	0	57	4	0	61	5	56	0	0	61	129
03:15 PM	10	0	11	0	21	0	0	0	0	0	0	68	13	0	81	5	50	0	0	55	157
03:30 PM	12	0	13	0	25	0	0	0	0	0	0	76	9	0	85	2	89	0	0	91	201
03:45 PM	4	0	0	0	4	0	0	0	0	0	0	71	2	0	73	1	81	0	0	82	159
Total	29	0	28	0	57	0	0	0	0	0	0	272	28	0	300	13	276	0	0	289	646
*** BREAK ***																					
05:00 PM	2	0	0	0	2	0	0	0	0	0	0	106	2	0	108	0	83	0	0	83	193
05:15 PM	1	0	2	0	3	0	0	0	0	0	0	88	5	0	93	2	119	0	0	121	217
05:30 PM	2	0	1	0	3	0	0	0	0	0	0	97	2	0	99	1	82	0	0	83	185
05:45 PM	2	0	0	0	2	0	0	0	0	0	0	105	4	0	109	1	102	0	0	103	214
Total	7	0	3	0	10	0	0	0	0	0	0	396	13	0	409	4	386	0	0	390	809
06:00 PM	0	0	1	0	1	0	0	0	0	0	0	86	2	0	88	2	127	0	0	129	218
06:15 PM	2	0	0	0	2	0	0	0	0	0	0	77	1	0	78	1	102	0	0	103	183
06:30 PM	2	0	1	0	3	0	0	0	0	0	0	56	1	0	57	1	52	0	0	53	113
06:45 PM	0	0	1	0	1	0	0	0	0	0	0	44	0	0	44	0	57	0	0	57	102
Total	4	0	3	0	7	0	0	0	0	0	0	263	4	0	267	4	338	0	0	342	616
Grand Total	103	0	78	0	181	0	0	0	0	0	0	1789	113	0	1902	48	1948	0	0	1996	4079
Apprch %	56.9	0	43.1	0		0	0	0	0		0	94.1	5.9	0		2.4	97.6	0	0		
Total %	2.5	0	1.9	0	4.4	0	0	0	0	0	0	43.9	2.8	0	46.6	1.2	47.8	0	0	48.9	

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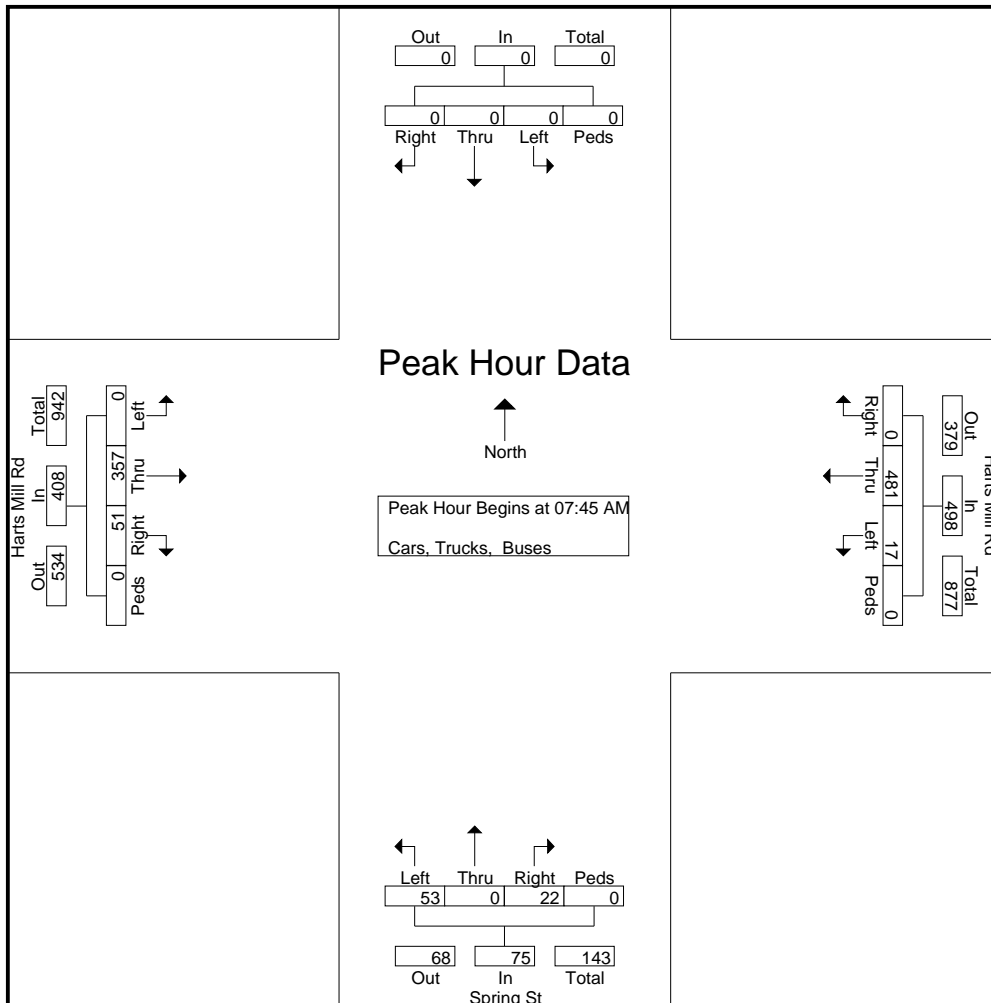
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TMC Data
 Harts Mill Rd @ Spring St

7-9am | 2-4pm | 5-7pm

File Name : 42060008
 Site Code : 42060008
 Start Date : 5/16/2018
 Page No : 2

Start Time	Spring St Northbound					Southbound					Harts Mill Rd Eastbound					Harts Mill Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	17	0	8	0	25	0	0	0	0	0	0	92	28	0	120	7	120	0	0	127	272
08:00 AM	27	0	13	0	40	0	0	0	0	0	0	89	19	0	108	8	105	0	0	113	261
08:15 AM	8	0	1	0	9	0	0	0	0	0	0	62	2	0	64	2	141	0	0	143	216
08:30 AM	1	0	0	0	1	0	0	0	0	0	0	114	2	0	116	0	115	0	0	115	232
Total Volume	53	0	22	0	75	0	0	0	0	0	0	357	51	0	408	17	481	0	0	498	981
% App. Total	70.7		29.3									87.5	12.5			96.6					
PHF	.491	.000	.423	.000	.469	.000	.000	.000	.000	.000	.000	.783	.455	.000	.850	.531	.853	.000	.000	.871	.902



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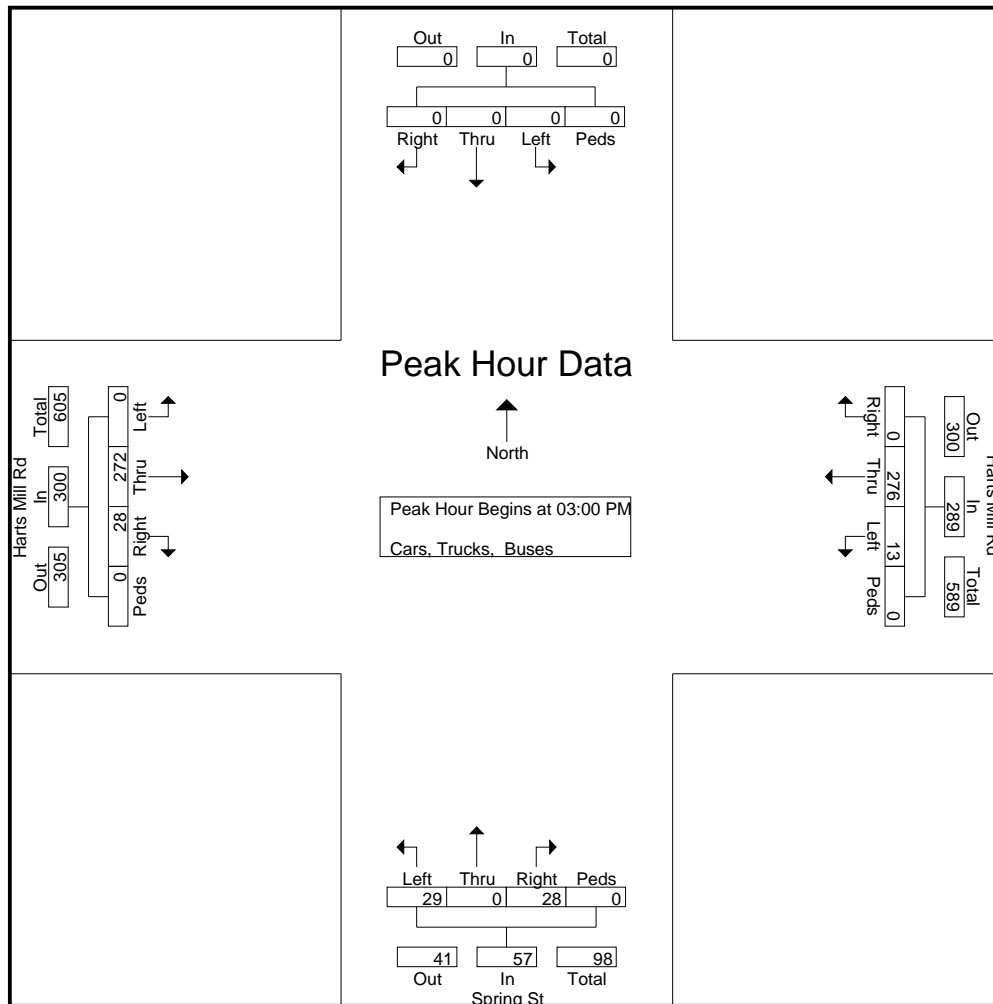
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TMC Data
 Harts Mill Rd @ Spring St

7-9am | 2-4pm | 5-7pm

File Name : 42060008
 Site Code : 42060008
 Start Date : 5/16/2018
 Page No : 3

Start Time	Spring St Northbound					Southbound					Harts Mill Rd Eastbound					Harts Mill Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	3	0	4	0	7	0	0	0	0	0	0	57	4	0	61	5	56	0	0	61	129
03:15 PM	10	0	11	0	21	0	0	0	0	0	0	68	13	0	81	5	50	0	0	55	157
03:30 PM	12	0	13	0	25	0	0	0	0	0	0	76	9	0	85	2	89	0	0	91	201
03:45 PM	4	0	0	0	4	0	0	0	0	0	0	71	2	0	73	1	81	0	0	82	159
Total Volume	29	0	28	0	57	0	0	0	0	0	0	272	28	0	300	13	276	0	0	289	646
% App. Total	50.9		49.1									90.7				95.5					
PHF	.604	.000	.538	.000	.570	.000	.000	.000	.000	.000	.000	.895	.538	.000	.882	.650	.775	.000	.000	.794	.803



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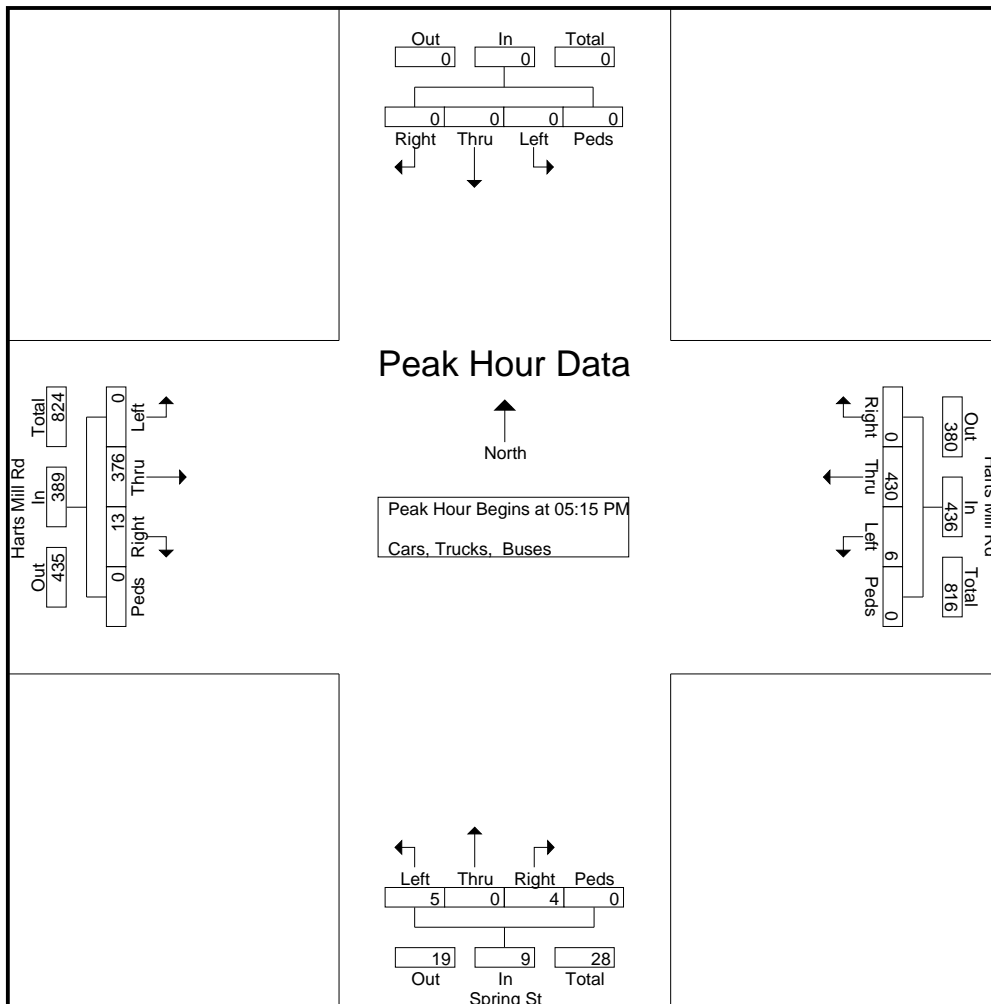
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TMC Data
 Harts Mill Rd @ Spring St

7-9am | 2-4pm | 5-7pm

File Name : 42060008
 Site Code : 42060008
 Start Date : 5/16/2018
 Page No : 4

Start Time	Spring St Northbound					Southbound					Harts Mill Rd Eastbound					Harts Mill Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 05:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	1	0	2	0	3	0	0	0	0	0	0	88	5	0	93	2	119	0	0	121	217
05:30 PM	2	0	1	0	3	0	0	0	0	0	0	97	2	0	99	1	82	0	0	83	185
05:45 PM	2	0	0	0	2	0	0	0	0	0	0	105	4	0	109	1	102	0	0	103	214
06:00 PM	0	0	1	0	1	0	0	0	0	0	0	86	2	0	88	2	127	0	0	129	218
Total Volume	5	0	4	0	9	0	0	0	0	0	0	376	13	0	389	6	430	0	0	436	834
% App. Total	55.6		44.4									96.7				98.6					
PHF	.625	.000	.500	.000	.750	.000	.000	.000	.000	.000	.000	.895	.650	.000	.892	.750	.846	.000	.000	.845	.956



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TMC Data
 Mendenhall St @ School St

7-9am | 2-4pm | 5-7pm

File Name : 42060006
 Site Code : 42060006
 Start Date : 5/9/2018
 Page No : 1

Groups Printed- Cars, Trucks, Buses

Start Time	Northbound					School St Southbound					Mendenhall St Eastbound					Mendenhall St Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
07:15 AM	0	0	0	0	0	1	0	0	0	1	0	6	0	0	6	0	8	0	0	8	15
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	15	0	0	16	0	16	7	0	23	39
07:45 AM	0	0	0	0	0	1	0	0	0	1	3	30	0	0	33	0	26	23	0	49	83
Total	0	0	0	0	0	2	0	0	0	2	4	52	0	0	56	0	51	30	0	81	139
08:00 AM	0	0	0	0	0	0	0	0	0	0	3	26	0	0	29	0	20	25	0	45	74
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	3	5	0	8	12
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	4	0	7	9
Total	0	0	0	0	0	0	0	0	0	0	3	33	0	0	36	0	26	34	0	60	96
*** BREAK ***																					
02:00 PM	0	0	0	0	0	0	0	0	0	0	2	4	0	0	6	0	2	2	0	4	10
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	1	0	3	5
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	1	0	3	5
Total	0	0	0	0	0	0	0	0	0	0	2	10	0	0	12	0	8	4	0	12	24
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	3	3	0	6	12
03:15 PM	0	0	0	0	0	1	0	0	0	1	12	14	0	0	26	0	1	6	0	7	34
03:30 PM	0	0	0	0	0	1	0	0	0	1	11	12	0	0	23	0	7	5	0	12	36
03:45 PM	0	0	0	0	0	0	0	0	0	0	1	15	0	0	16	0	8	8	0	16	32
Total	0	0	0	0	0	2	0	0	0	2	24	47	0	0	71	0	19	22	0	41	114
*** BREAK ***																					
05:00 PM	0	0	0	0	0	1	0	0	0	1	1	5	0	0	6	0	2	1	0	3	10
05:15 PM	0	0	0	0	0	1	0	0	0	1	2	7	0	0	9	0	3	1	0	4	14
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	5	0	0	6	0	2	5	0	7	13
05:45 PM	0	0	0	0	0	1	0	0	0	1	2	6	0	0	8	0	12	4	0	16	25
Total	0	0	0	0	0	3	0	0	0	3	6	23	0	0	29	0	19	11	0	30	62
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	14	6	0	20	30
06:15 PM	0	0	0	0	0	1	0	1	0	2	1	5	0	0	6	0	6	7	0	13	21
06:30 PM	0	0	0	0	0	2	0	0	0	2	1	1	0	0	2	0	10	0	0	10	14
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	7	2	0	9	15
Total	0	0	0	0	0	3	0	1	0	4	2	22	0	0	24	0	37	15	0	52	80
Grand Total	0	0	0	0	0	10	0	1	0	11	41	187	0	0	228	0	160	116	0	276	515
Apprch %	0	0	0	0	0	90.9	0	9.1	0	0	18	82	0	0	0	0	58	42	0	0	
Total %	0	0	0	0	0	1.9	0	0.2	0	2.1	8	36.3	0	0	44.3	0	31.1	22.5	0	53.6	

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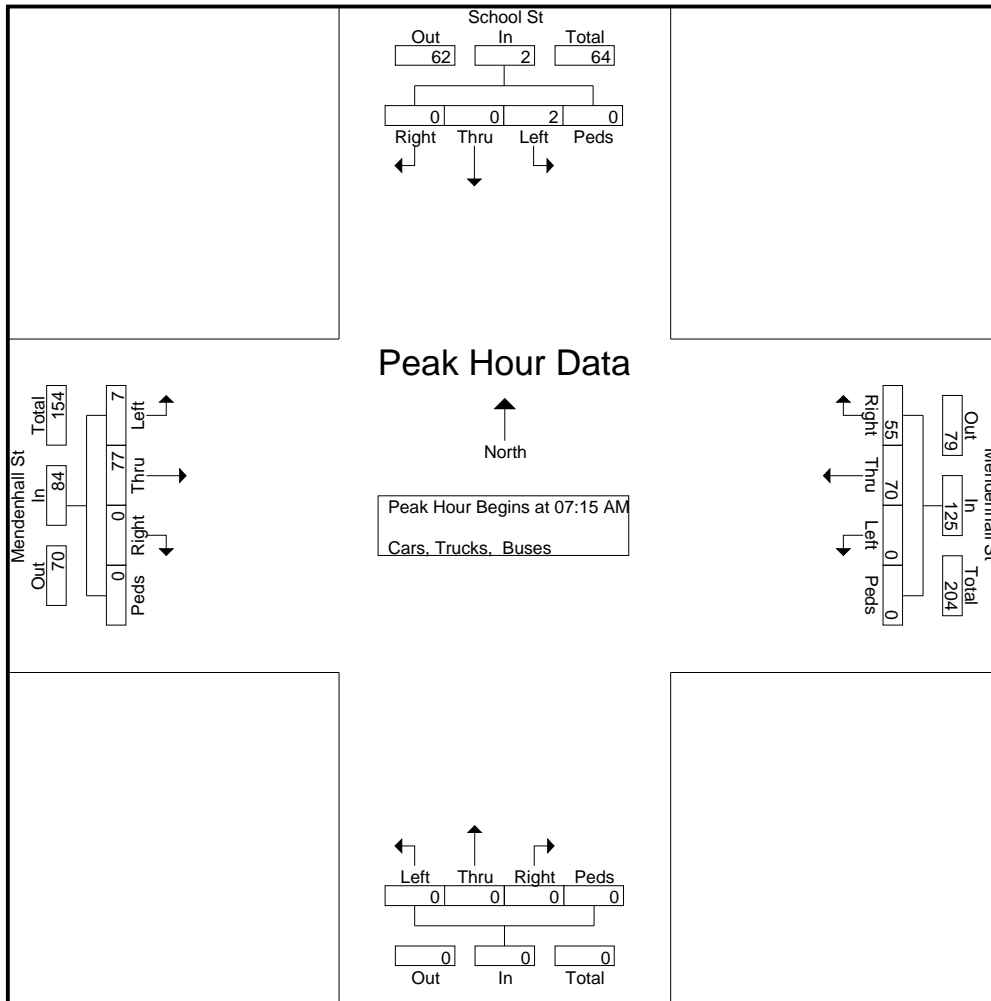
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TMC Data
 Mendenhall St @ School St

7-9am | 2-4pm | 5-7pm

File Name : 42060006
 Site Code : 42060006
 Start Date : 5/9/2018
 Page No : 2

Start Time	Northbound					School St Southbound					Mendenhall St Eastbound					Mendenhall St Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	1	0	0	0	1	0	6	0	0	6	0	8	0	0	8	15
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	15	0	0	16	0	16	7	0	23	39
07:45 AM	0	0	0	0	0	1	0	0	0	1	3	30	0	0	33	0	26	23	0	49	83
08:00 AM	0	0	0	0	0	0	0	0	0	0	3	26	0	0	29	0	20	25	0	45	74
Total Volume	0	0	0	0	0	2	0	0	0	2	7	77	0	0	84	0	70	55	0	125	211
% App. Total											91.7										
PHF	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.583	.642	.000	.000	.636	.000	.673	.550	.000	.638	.636



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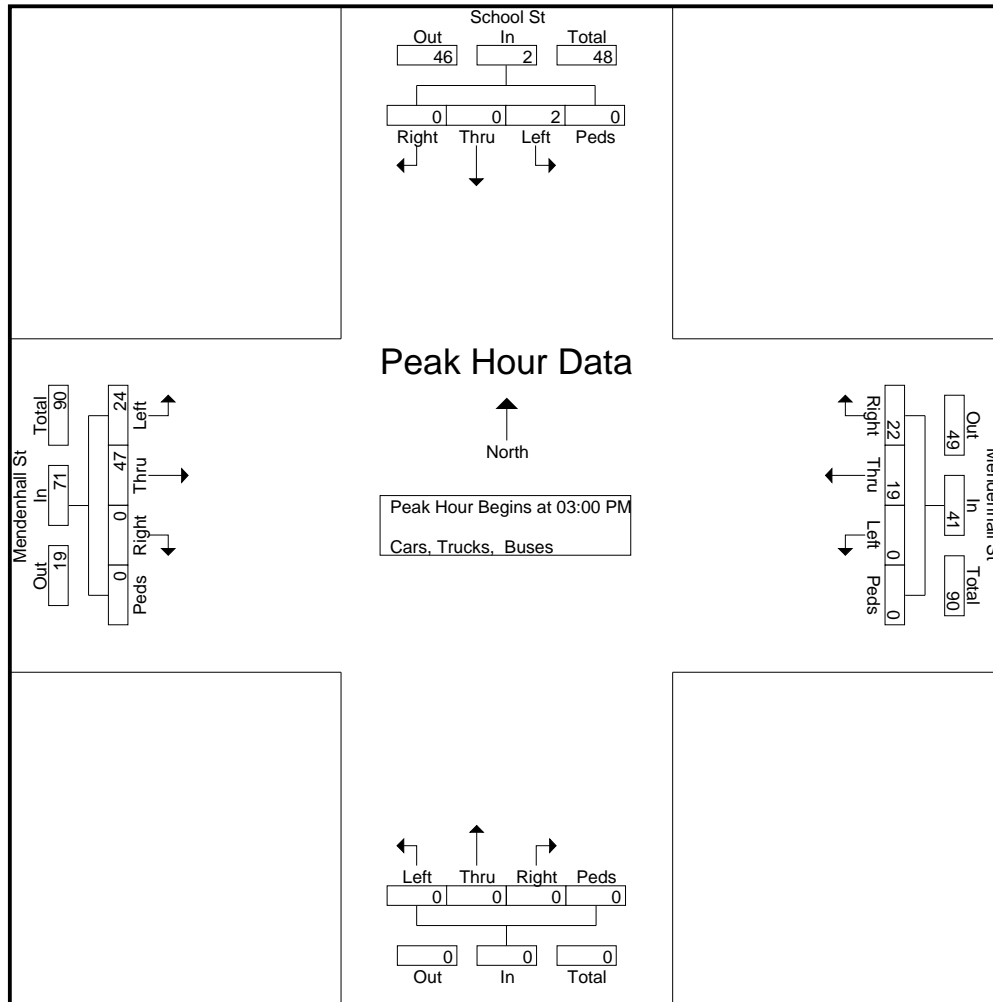
TMC Data
 Mendenhall St @ School St

File Name : 42060006
 Site Code : 42060006
 Start Date : 5/9/2018
 Page No : 3

7-9am | 2-4pm | 5-7pm

Start Time	Northbound					School St Southbound					Mendenhall St Eastbound					Mendenhall St Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	3	3	0	6	12
03:15 PM	0	0	0	0	0	1	0	0	0	1	12	14	0	0	26	0	1	6	0	7	34
03:30 PM	0	0	0	0	0	1	0	0	0	1	11	12	0	0	23	0	7	5	0	12	36
03:45 PM	0	0	0	0	0	0	0	0	0	0	1	15	0	0	16	0	8	8	0	16	32
Total Volume	0	0	0	0	0	2	0	0	0	2	24	47	0	0	71	0	19	22	0	41	114
% App. Total											33.8	66.2				46.3	53.7				
PHF	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.500	.783	.000	.000	.683	.000	.594	.688	.000	.641	.792

Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 03:00 PM



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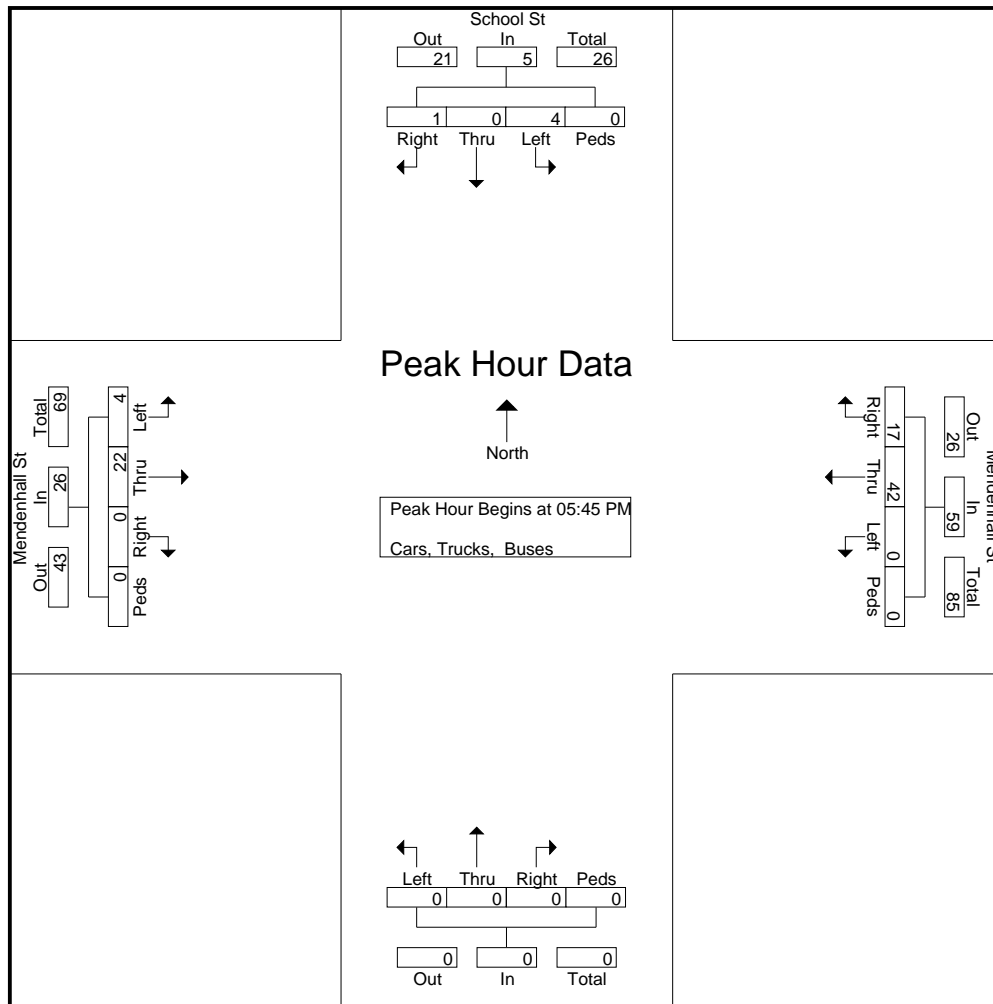
TMC Data
 Mendenhall St @ School St

File Name : 42060006
 Site Code : 42060006
 Start Date : 5/9/2018
 Page No : 4

7-9am | 2-4pm | 5-7pm

Start Time	Northbound					School St Southbound					Mendenhall St Eastbound					Mendenhall St Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
05:45 PM	0	0	0	0	0	1	0	0	0	1	2	6	0	0	8	0	12	4	0	16	25
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	14	6	0	20	30
06:15 PM	0	0	0	0	0	1	0	1	0	2	1	5	0	0	6	0	6	7	0	13	21
06:30 PM	0	0	0	0	0	2	0	0	0	2	1	1	0	0	2	0	10	0	0	10	14
Total Volume	0	0	0	0	0	4	0	1	0	5	4	22	0	0	26	0	42	17	0	59	90
% App. Total											15.4	84.6				71.2	28.8				
PHF	.000	.000	.000	.000	.000	.500	.000	.250	.000	.625	.500	.550	.000	.000	.650	.000	.750	.607	.000	.738	.750

Peak Hour Analysis From 05:00 PM to 06:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 05:45 PM



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TMC Data
 Pierce Dr @ Chamblee High School Drwy

File Name : 42060001
 Site Code : 42060001
 Start Date : 5/9/2018
 Page No : 1

7-9am | 2-4pm | 5-7pm

Groups Printed- Cars, Trucks, Buses

Start Time	Suntrust Bank Drwy Northbound					Chamblee High School Drwy Southbound					Pierce Dr Eastbound					Pierce Dr Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	1	0	3	0	4	0	0	0	0	0	1	6	0	0	7	2	10	2	0	14	25
07:15 AM	1	0	4	0	5	0	0	0	0	0	0	13	0	0	13	0	22	1	0	23	41
07:30 AM	1	0	2	0	3	0	0	0	0	0	6	13	0	0	19	3	30	8	0	41	63
07:45 AM	5	5	8	0	18	0	0	0	0	0	4	21	3	0	28	3	40	7	0	50	96
Total	8	5	17	0	30	0	0	0	0	0	11	53	3	0	67	8	102	18	0	128	225
08:00 AM	6	1	10	0	17	0	0	0	0	0	1	34	4	0	39	3	49	1	0	53	109
08:15 AM	1	0	8	0	9	0	0	0	0	0	0	12	0	0	12	1	18	1	0	20	41
08:30 AM	1	0	3	0	4	0	0	0	0	0	1	6	0	0	7	1	10	2	0	13	24
08:45 AM	0	0	2	0	2	0	0	0	0	0	0	3	1	0	4	1	4	1	0	6	12
Total	8	1	23	0	32	0	0	0	0	0	2	55	5	0	62	6	81	5	0	92	186
*** BREAK ***																					
02:00 PM	0	0	1	0	1	0	0	0	0	0	1	7	0	0	8	0	9	2	0	11	20
02:15 PM	0	0	4	0	4	0	0	0	0	0	0	6	0	0	6	1	6	1	0	8	18
02:30 PM	1	1	0	0	2	0	0	0	0	0	0	15	2	0	17	0	6	2	0	8	27
02:45 PM	0	1	5	0	6	0	0	0	0	0	3	8	0	0	11	2	3	2	0	7	24
Total	1	2	10	0	13	0	0	0	0	0	4	36	2	0	42	3	24	7	0	34	89
03:00 PM	0	1	2	0	3	1	1	0	0	2	4	13	0	0	17	0	4	8	0	12	34
03:15 PM	3	0	4	0	7	0	0	1	0	1	3	14	3	0	20	8	20	2	0	30	58
03:30 PM	0	2	11	0	13	0	0	0	0	0	6	34	5	0	45	3	10	1	0	14	72
03:45 PM	2	1	3	0	6	0	0	0	0	0	3	25	4	0	32	3	9	4	0	16	54
Total	5	4	20	0	29	1	1	1	0	3	16	86	12	0	114	14	43	15	0	72	218
*** BREAK ***																					
05:00 PM	0	0	1	0	1	0	0	0	0	0	2	9	0	0	11	0	4	1	0	5	17
05:15 PM	0	1	3	0	4	0	0	0	0	0	4	7	0	0	11	0	13	4	0	17	32
05:30 PM	1	2	1	0	4	0	0	0	0	0	11	9	0	0	20	0	3	7	0	10	34
05:45 PM	0	0	0	0	0	0	0	0	0	0	5	9	0	0	14	1	4	10	0	15	29
Total	1	3	5	0	9	0	0	0	0	0	22	34	0	0	56	1	24	22	0	47	112
06:00 PM	0	0	3	0	3	0	0	0	0	0	7	12	0	0	19	1	8	4	0	13	35
06:15 PM	1	1	0	0	2	0	0	0	0	0	6	14	0	0	20	1	5	5	0	11	33
06:30 PM	1	0	1	0	2	0	0	0	0	0	1	9	0	0	10	0	3	3	0	6	18
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	2	5	4	0	11	21
Total	2	1	4	0	7	0	0	0	0	0	14	45	0	0	59	4	21	16	0	41	107
Grand Total	25	16	79	0	120	1	1	1	0	3	69	309	22	0	400	36	295	83	0	414	937
Apprch %	20.8	13.3	65.8	0		33.3	33.3	33.3	0		17.2	77.2	5.5	0		8.7	71.3	20	0		
Total %	2.7	1.7	8.4	0	12.8	0.1	0.1	0.1	0	0.3	7.4	33	2.3	0	42.7	3.8	31.5	8.9	0	44.2	

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TMC Data
 Pierce Dr @ Chamblee High School Drwy

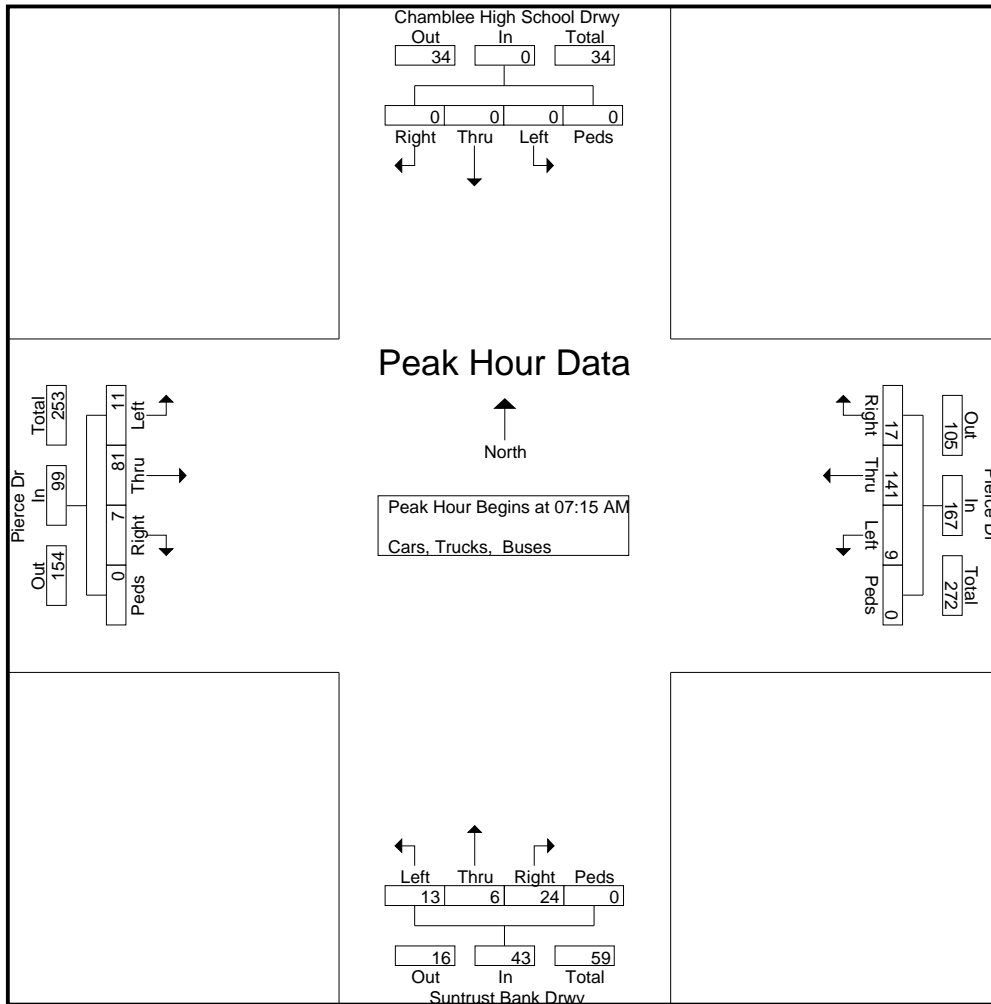
File Name : 42060001
 Site Code : 42060001
 Start Date : 5/9/2018
 Page No : 2

7-9am | 2-4pm | 5-7pm

Start Time	Suntrust Bank Drwy Northbound					Chamblee High School Drwy Southbound					Pierce Dr Eastbound					Pierce Dr Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:15 AM	1	0	4	0	5	0	0	0	0	0	0	13	0	0	13	0	22	1	0	23	41
07:30 AM	1	0	2	0	3	0	0	0	0	0	6	13	0	0	19	3	30	8	0	41	63
07:45 AM	5	5	8	0	18	0	0	0	0	0	4	21	3	0	28	3	40	7	0	50	96
08:00 AM	6	1	10	0	17	0	0	0	0	0	1	34	4	0	39	3	49	1	0	53	109
Total Volume	13	6	24	0	43	0	0	0	0	0	11	81	7	0	99	9	141	17	0	167	309
% App. Total	30.2		55.8								11.1	81.8				84.4	10.2				
PHF	.542	.300	.600	.000	.597	.000	.000	.000	.000	.000	.458	.596	.438	.000	.635	.750	.719	.531	.000	.788	.709

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM



Reliable Traffic Data Services

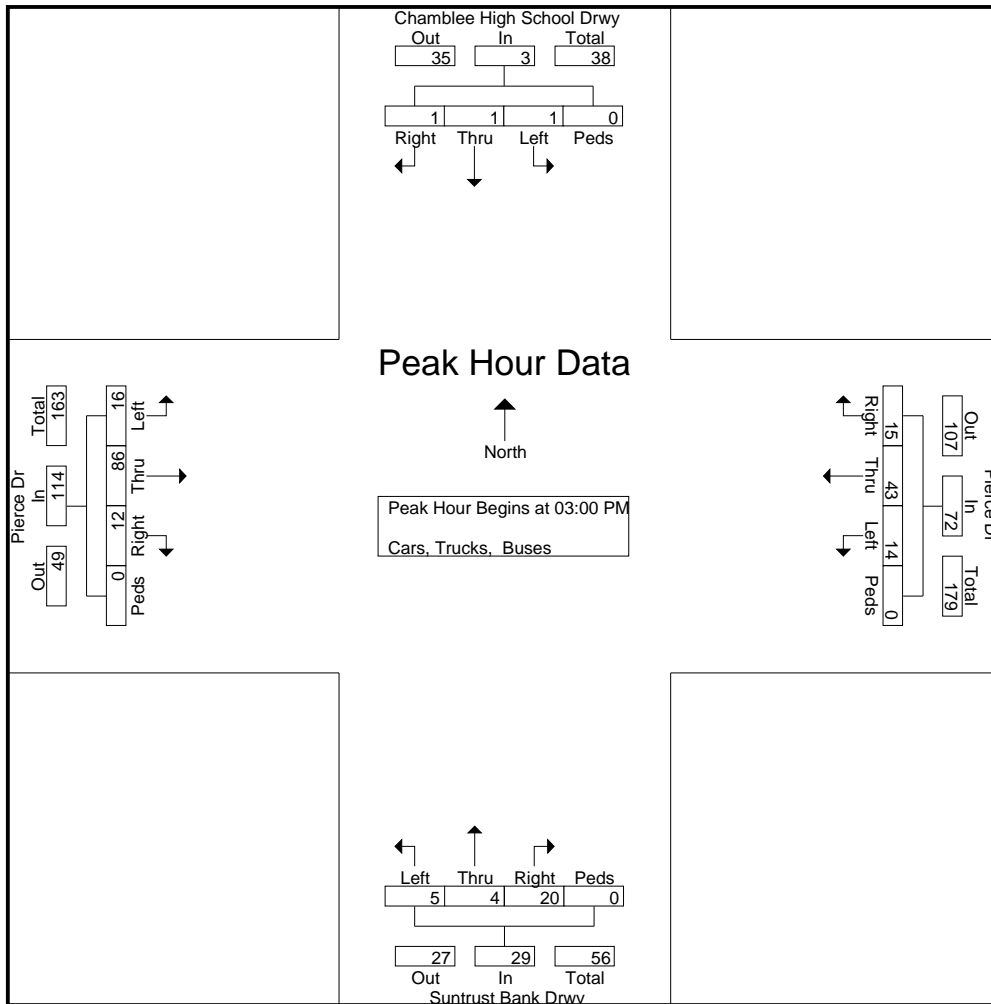
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TMC Data
 Pierce Dr @ Chamblee High School Drwy

File Name : 42060001
 Site Code : 42060001
 Start Date : 5/9/2018
 Page No : 3

7-9am | 2-4pm | 5-7pm

Start Time	Suntrust Bank Drwy Northbound					Chamblee High School Drwy Southbound					Pierce Dr Eastbound					Pierce Dr Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	0	1	2	0	3	1	1	0	0	2	4	13	0	0	17	0	4	8	0	12	34
03:15 PM	3	0	4	0	7	0	0	1	0	1	3	14	3	0	20	8	20	2	0	30	58
03:30 PM	0	2	11	0	13	0	0	0	0	0	6	34	5	0	45	3	10	1	0	14	72
03:45 PM	2	1	3	0	6	0	0	0	0	0	3	25	4	0	32	3	9	4	0	16	54
Total Volume	5	4	20	0	29	1	1	1	0	3	16	86	12	0	114	14	43	15	0	72	218
% App. Total	17.2	13.8				33.3	33.3	33.3			75.4	10.5				19.4	59.7	20.8			
PHF	.417	.500	.455	.000	.558	.250	.250	.250	.000	.375	.667	.632	.600	.000	.633	.438	.538	.469	.000	.600	.757



Reliable Traffic Data Services

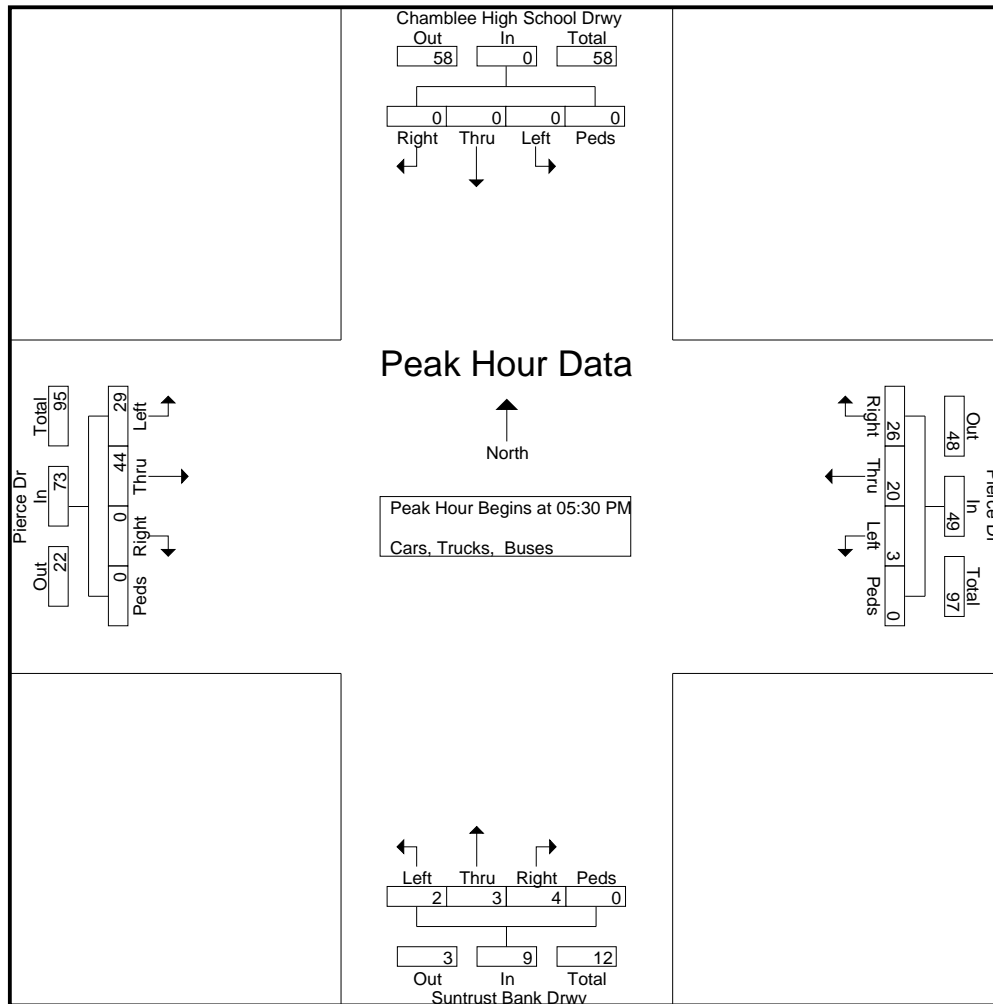
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TMC Data
 Pierce Dr @ Chamblee High School Drwy

File Name : 42060001
 Site Code : 42060001
 Start Date : 5/9/2018
 Page No : 4

7-9am | 2-4pm | 5-7pm

Start Time	Suntrust Bank Drwy Northbound					Chamblee High School Drwy Southbound					Pierce Dr Eastbound					Pierce Dr Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 05:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:30 PM																					
05:30 PM	1	2	1	0	4	0	0	0	0	0	11	9	0	0	20	0	3	7	0	10	34
05:45 PM	0	0	0	0	0	0	0	0	0	0	5	9	0	0	14	1	4	10	0	15	29
06:00 PM	0	0	3	0	3	0	0	0	0	0	7	12	0	0	19	1	8	4	0	13	35
06:15 PM	1	1	0	0	2	0	0	0	0	0	6	14	0	0	20	1	5	5	0	11	33
Total Volume	2	3	4	0	9	0	0	0	0	0	29	44	0	0	73	3	20	26	0	49	131
% App. Total	22.2	33.3	44.4								39.7	60.3				40.8	53.1				
PHF	.500	.375	.333	.000	.563	.000	.000	.000	.000	.000	.659	.786	.000	.000	.913	.750	.625	.650	.000	.817	.936



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TMC Data
 Pierce Dr @ Peachtree Blvd

7-9am | 2-4pm | 5-7pm

File Name : 42060002
 Site Code : 42060002
 Start Date : 5/9/2018
 Page No : 1

Groups Printed- Cars, Trucks, Buses

Start Time	Pierce Dr Northbound					Pierce Dr Southbound					Peachtree Blvd Eastbound					Peachtree Blvd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	8	2	3	0	13	1	3	2	0	6	10	240	6	0	256	4	308	4	0	316	591
07:15 AM	14	2	4	0	20	5	3	8	0	16	23	267	5	0	295	7	355	3	0	365	696
07:30 AM	13	17	6	0	36	9	7	18	0	34	29	288	13	0	330	12	312	8	0	332	732
07:45 AM	11	10	11	0	32	14	5	11	0	30	37	255	7	0	299	10	276	7	0	293	654
Total	46	31	24	0	101	29	18	39	0	86	99	1050	31	0	1180	33	1251	22	0	1306	2673
08:00 AM	7	6	7	0	20	16	10	20	0	46	35	279	11	0	325	22	360	8	0	390	781
08:15 AM	12	1	8	0	21	4	4	13	0	21	14	283	10	0	307	19	308	4	0	331	680
08:30 AM	13	3	5	0	21	4	2	3	0	9	7	278	13	0	298	9	282	1	0	292	620
08:45 AM	12	1	8	0	21	3	0	3	0	6	9	325	13	0	347	6	308	3	0	317	691
Total	44	11	28	0	83	27	16	39	0	82	65	1165	47	0	1277	56	1258	16	0	1330	2772
*** BREAK ***																					
02:00 PM	15	2	8	0	25	5	2	9	0	16	4	302	14	0	320	12	257	2	0	271	632
02:15 PM	13	2	11	0	26	2	0	5	0	7	7	292	8	0	307	7	271	1	0	279	619
02:30 PM	8	0	13	0	21	2	1	6	0	9	10	310	15	0	335	12	303	2	0	317	682
02:45 PM	10	2	15	0	27	4	4	11	0	19	13	315	12	0	340	3	306	6	0	315	701
Total	46	6	47	0	99	13	7	31	0	51	34	1219	49	0	1302	34	1137	11	0	1182	2634
03:00 PM	12	7	9	0	28	5	1	10	0	16	13	344	9	0	366	4	270	7	0	281	691
03:15 PM	12	2	11	0	25	13	7	36	0	56	19	289	10	0	318	4	273	4	0	281	680
03:30 PM	9	3	10	0	22	19	11	32	0	62	7	320	9	0	336	10	314	7	0	331	751
03:45 PM	11	2	20	0	33	3	6	19	0	28	5	336	16	0	357	8	318	4	0	330	748
Total	44	14	50	0	108	40	25	97	0	162	44	1289	44	0	1377	26	1175	22	0	1223	2870
*** BREAK ***																					
05:00 PM	14	5	7	0	26	8	5	5	0	18	5	415	8	0	428	6	295	6	0	307	779
05:15 PM	13	1	13	0	27	6	2	9	0	17	12	394	10	0	416	9	303	2	0	314	774
05:30 PM	12	6	9	0	27	5	2	11	0	18	15	375	11	0	401	0	330	4	0	334	780
05:45 PM	15	5	10	0	30	3	2	3	0	8	14	386	9	0	409	6	339	4	0	349	796
Total	54	17	39	0	110	22	11	28	0	61	46	1570	38	0	1654	21	1267	16	0	1304	3129
06:00 PM	14	4	9	0	27	5	4	8	0	17	12	405	21	0	438	5	317	4	0	326	808
06:15 PM	12	4	10	0	26	7	3	9	0	19	6	403	11	0	420	1	307	4	0	312	777
06:30 PM	8	3	16	0	27	9	1	11	0	21	8	307	8	0	323	4	301	1	0	306	677
06:45 PM	8	1	12	0	21	5	6	4	0	15	4	360	6	0	370	5	251	2	0	258	664
Total	42	12	47	0	101	26	14	32	0	72	30	1475	46	0	1551	15	1176	11	0	1202	2926
Grand Total	276	91	235	0	602	157	91	266	0	514	318	7768	255	0	8341	185	7264	98	0	7547	17004
Apprch %	45.8	15.1	39	0		30.5	17.7	51.8	0		3.8	93.1	3.1	0		2.5	96.3	1.3	0		
Total %	1.6	0.5	1.4	0	3.5	0.9	0.5	1.6	0	3	1.9	45.7	1.5	0	49.1	1.1	42.7	0.6	0	44.4	

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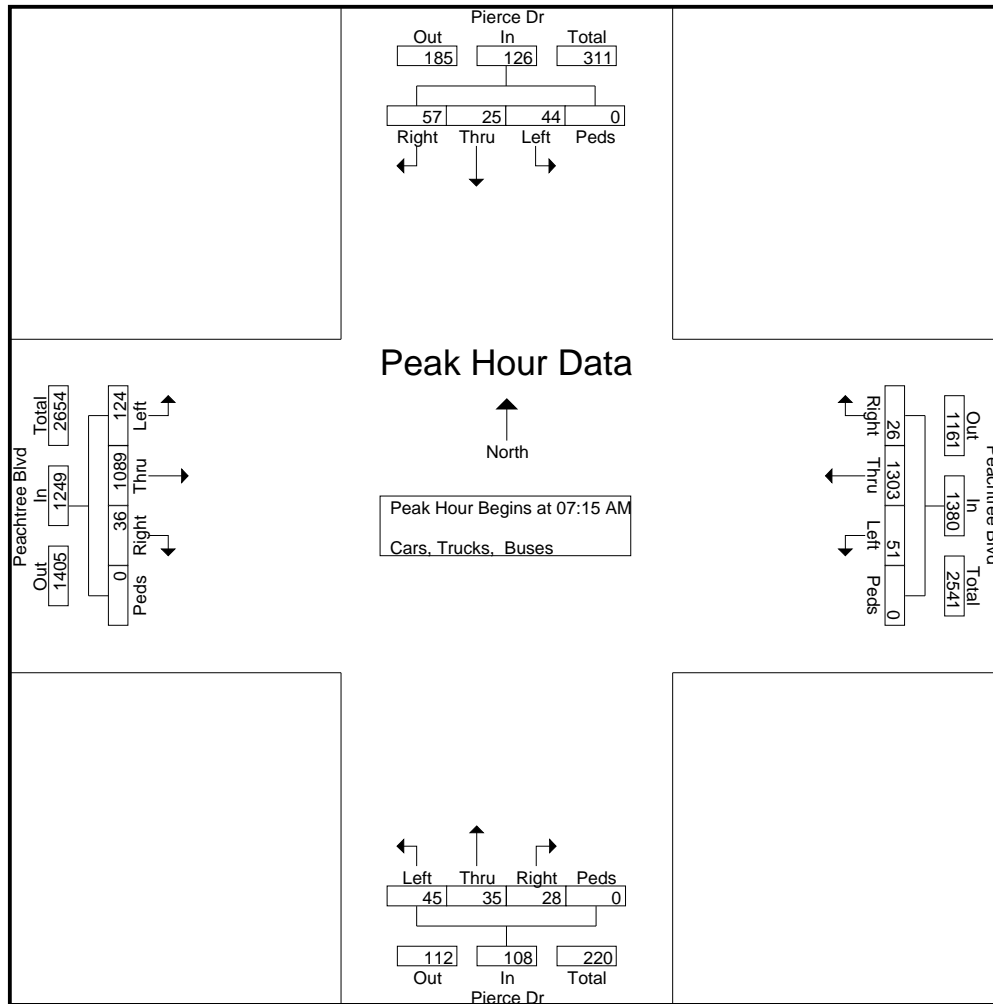
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TMC Data
 Pierce Dr @ Peachtree Blvd

File Name : 42060002
 Site Code : 42060002
 Start Date : 5/9/2018
 Page No : 2

7-9am | 2-4pm | 5-7pm

Start Time	Pierce Dr Northbound					Pierce Dr Southbound					Peachtree Blvd Eastbound					Peachtree Blvd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	14	2	4	0	20	5	3	8	0	16	23	267	5	0	295	7	355	3	0	365	696
07:30 AM	13	17	6	0	36	9	7	18	0	34	29	288	13	0	330	12	312	8	0	332	732
07:45 AM	11	10	11	0	32	14	5	11	0	30	37	255	7	0	299	10	276	7	0	293	654
08:00 AM	7	6	7	0	20	16	10	20	0	46	35	279	11	0	325	22	360	8	0	390	781
Total Volume	45	35	28	0	108	44	25	57	0	126	124	1089	36	0	1249	51	1303	26	0	1380	2863
% App. Total	41.7	32.4	25.9	0		34.9	19.8	45.2	0		9.9	87.2	2.9	0		3.7	94.4	1.9	0		
PHF	.804	.515	.636	.000	.750	.688	.625	.713	.000	.685	.838	.945	.692	.000	.946	.580	.905	.813	.000	.885	.916



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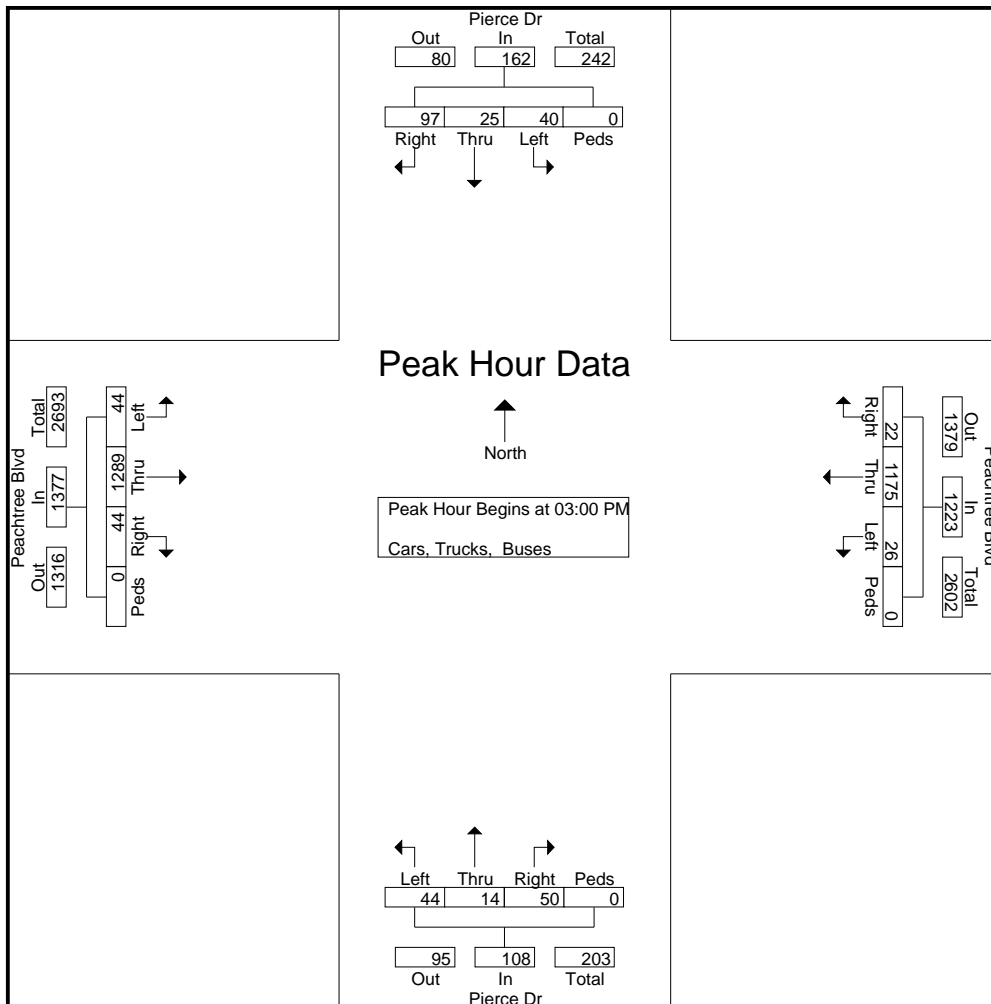
TMC Data
 Pierce Dr @ Peachtree Blvd

File Name : 42060002
 Site Code : 42060002
 Start Date : 5/9/2018
 Page No : 3

7-9am | 2-4pm | 5-7pm

Start Time	Pierce Dr Northbound					Pierce Dr Southbound					Peachtree Blvd Eastbound					Peachtree Blvd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
03:00 PM	12	7	9	0	28	5	1	10	0	16	13	344	9	0	366	4	270	7	0	281	691
03:15 PM	12	2	11	0	25	13	7	36	0	56	19	289	10	0	318	4	273	4	0	281	680
03:30 PM	9	3	10	0	22	19	11	32	0	62	7	320	9	0	336	10	314	7	0	331	751
03:45 PM	11	2	20	0	33	3	6	19	0	28	5	336	16	0	357	8	318	4	0	330	748
Total Volume	44	14	50	0	108	40	25	97	0	162	44	1289	44	0	1377	26	1175	22	0	1223	2870
% App. Total	40.7	13	46.3	0		24.7	15.4	59.9	0		3.2	93.6	3.2	0		2.1	96.1	1.8	0		
PHF	.917	.500	.625	.000	.818	.526	.568	.674	.000	.653	.579	.937	.688	.000	.941	.650	.924	.786	.000	.924	.955

Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 03:00 PM



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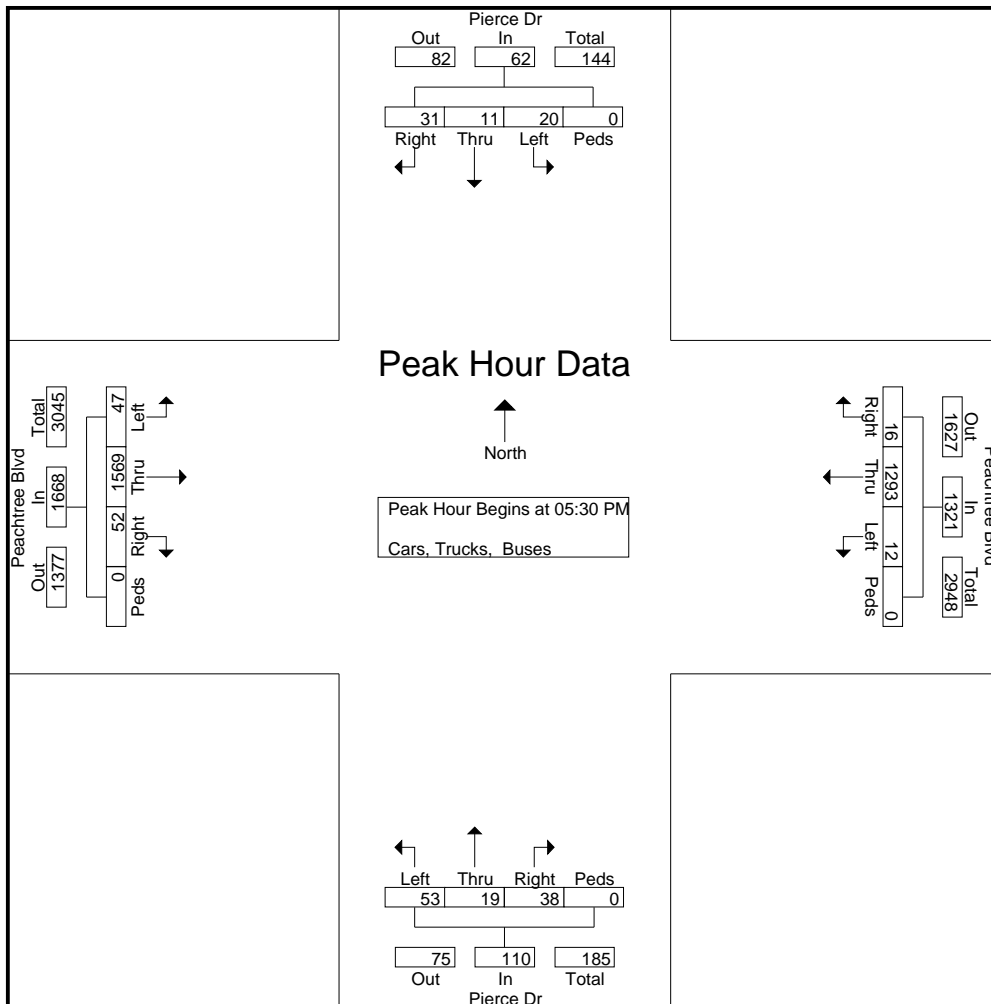
TMC Data
 Pierce Dr @ Peachtree Blvd

File Name : 42060002
 Site Code : 42060002
 Start Date : 5/9/2018
 Page No : 4

7-9am | 2-4pm | 5-7pm

Start Time	Pierce Dr Northbound					Pierce Dr Southbound					Peachtree Blvd Eastbound					Peachtree Blvd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
05:30 PM	12	6	9	0	27	5	2	11	0	18	15	375	11	0	401	0	330	4	0	334	780
05:45 PM	15	5	10	0	30	3	2	3	0	8	14	386	9	0	409	6	339	4	0	349	796
06:00 PM	14	4	9	0	27	5	4	8	0	17	12	405	21	0	438	5	317	4	0	326	808
06:15 PM	12	4	10	0	26	7	3	9	0	19	6	403	11	0	420	1	307	4	0	312	777
Total Volume	53	19	38	0	110	20	11	31	0	62	47	1569	52	0	1668	12	1293	16	0	1321	3161
% App. Total	48.2	17.3	34.5	0		32.3	17.7	50	0		2.8	94.1	3.1	0		0.9	97.9	1.2	0		
PHF	.883	.792	.950	.000	.917	.714	.688	.705	.000	.816	.783	.969	.619	.000	.952	.500	.954	1.00	.000	.946	.978

Peak Hour Analysis From 05:00 PM to 06:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 05:30 PM



Reliable Traffic Data Services

Classification Data

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Site Code: 42060101
 Peachtree Blvd West of
 Chamblee Dunwoody Rd
 Date Start: 09-May-16

Eastbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
05/09/16	0	43	1	1	1	0	0	0	1	0	0	0	0	0	47
00:15	0	39	3	0	0	0	0	0	0	0	0	0	0	0	42
00:30	0	22	3	1	0	1	0	0	0	0	0	0	0	0	27
00:45	0	12	1	1	0	0	0	0	0	0	0	0	0	0	14
01:00	0	116	8	3	1	1	0	0	1	0	0	0	0	0	130
01:15	0	11	2	0	0	0	0	0	0	0	0	0	0	0	13
01:30	0	18	1	0	1	0	0	0	0	0	0	0	0	0	20
01:45	0	15	1	0	1	0	0	0	0	0	0	0	0	0	17
02:00	0	6	1	0	0	0	0	0	1	0	0	0	0	0	8
02:15	0	50	5	0	2	0	0	0	1	0	0	0	0	0	58
02:30	0	14	0	0	0	0	0	0	0	0	0	0	0	0	14
02:45	0	9	1	0	0	1	0	0	0	0	0	0	0	0	11
03:00	0	8	1	0	1	0	0	1	0	0	0	0	0	0	11
03:15	0	9	2	0	1	0	0	0	0	0	0	0	0	0	12
03:30	0	40	4	0	2	1	0	1	0	0	0	0	0	0	48
03:45	0	13	1	0	2	2	0	0	0	0	0	0	0	0	18
04:00	0	10	2	0	0	1	0	0	0	0	0	0	0	0	13
04:15	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
04:30	0	3	3	0	4	0	0	0	0	0	0	0	0	0	10
04:45	0	35	8	0	6	3	0	0	0	0	0	0	0	0	52
05:00	0	7	2	0	2	1	0	0	0	0	0	0	0	0	12
05:15	0	9	1	0	1	0	0	0	0	0	0	0	0	0	11
05:30	0	12	4	0	0	2	0	0	0	0	0	0	0	0	18
05:45	0	12	3	0	0	1	0	0	0	0	0	0	0	0	16
06:00	0	40	10	0	3	4	0	0	0	0	0	0	0	0	57
06:15	0	13	4	0	0	0	0	0	1	0	0	0	0	0	18
06:30	0	18	5	0	0	1	0	0	0	0	0	0	0	0	24
06:45	0	29	2	0	3	0	1	0	1	0	0	0	0	0	36
07:00	0	38	5	1	3	0	0	0	0	0	0	0	0	0	47
07:15	0	98	16	1	6	1	1	0	2	0	0	0	0	0	125
07:30	0	51	9	1	8	3	0	2	0	0	0	0	0	0	74
07:45	0	66	9	1	0	2	1	0	0	0	0	0	0	0	79
08:00	0	126	18	1	7	1	0	0	1	0	0	0	1	0	155
08:15	0	129	15	3	5	3	2	0	1	0	1	0	0	0	159
08:30	0	372	51	6	20	9	3	2	2	0	1	0	1	0	467
08:45	0	161	28	4	17	3	0	1	3	1	1	3	1	0	223
09:00	1	201	31	3	8	6	3	1	4	1	0	1	6	0	266
09:15	1	206	24	2	20	9	4	1	1	0	1	1	2	0	272
09:30	0	203	32	5	19	9	5	4	5	0	1	4	5	0	292
09:45	2	771	115	14	64	27	12	7	13	2	3	9	14	0	1053
10:00	3	204	28	13	21	11	3	6	6	1	7	7	4	0	314
10:15	1	202	27	9	9	7	1	1	2	0	0	0	1	0	260
10:30	1	234	40	6	9	10	1	6	6	1	3	1	1	0	319
10:45	0	198	34	1	18	8	3	4	3	0	1	4	4	0	278
11:00	5	838	129	29	57	36	8	17	17	2	11	12	10	0	1171
11:15	0	187	27	4	10	8	0	0	1	0	0	1	1	0	239
11:30	0	153	29	0	13	2	0	0	2	0	0	0	0	0	199
11:45	0	176	28	4	11	3	0	0	0	1	2	1	0	0	226
12:00	0	171	33	3	14	8	0	1	1	1	0	0	0	0	232
12:15	0	687	117	11	48	21	0	1	4	2	2	2	1	0	896
12:30	0	161	32	1	15	3	2	1	0	0	0	0	0	0	215
12:45	0	162	26	1	20	6	0	2	1	0	0	0	0	0	218
13:00	0	167	34	2	14	1	2	4	0	0	1	0	1	0	226
13:15	0	158	35	3	17	3	1	1	3	0	0	0	0	0	221
13:30	0	648	127	7	66	13	5	8	4	0	1	0	1	0	880
13:45	0	176	38	4	13	5	0	0	0	0	1	1	1	0	239
14:00	1	184	38	5	14	4	1	0	0	1	1	4	1	0	254
14:15	1	201	28	1	18	11	1	0	4	0	1	0	0	0	266
14:30	2	186	39	2	21	1	1	2	0	0	0	0	0	0	254
14:45	4	747	143	12	66	21	3	2	4	1	3	5	2	0	1013
Total	11	4442	733	83	341	137	32	38	48	7	21	28	29	0	5950
Percent	0.2%	74.7%	12.3%	1.4%	5.7%	2.3%	0.5%	0.6%	0.8%	0.1%	0.4%	0.5%	0.5%	0.0%	

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 Date Start: 09-May-16

Eastbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	1	196	37	0	19	5	3	3	1	0	0	1	3	0	269
12:15	0	207	29	9	22	7	1	1	1	1	0	0	1	0	279
12:30	0	199	40	2	16	8	2	0	1	0	0	0	0	0	268
12:45	1	210	42	3	20	10	1	10	1	0	0	1	0	0	299
	2	812	148	14	77	30	7	14	4	1	0	2	4	0	1115
13:00	2	205	40	6	18	6	5	5	5	0	8	2	3	0	305
13:15	1	225	22	4	13	5	1	8	1	1	0	0	1	0	282
13:30	2	211	33	4	13	7	4	1	3	1	1	1	1	0	282
13:45	2	228	54	3	14	9	1	0	1	3	3	0	8	0	326
	7	869	149	17	58	27	11	14	10	5	12	3	13	0	1195
14:00	1	205	41	3	11	10	3	3	4	0	3	1	4	0	289
14:15	3	240	39	3	12	12	5	3	9	2	3	2	7	0	340
14:30	3	205	30	1	7	6	9	3	4	0	1	4	1	0	274
14:45	2	222	40	4	17	7	6	6	3	0	3	1	6	0	317
	9	872	150	11	47	35	23	15	20	2	10	8	18	0	1220
15:00	2	228	53	9	15	11	3	3	3	1	0	1	3	0	332
15:15	2	223	36	5	18	3	3	1	4	0	3	1	4	0	303
15:30	4	250	38	16	9	30	4	4	10	2	6	6	8	0	387
15:45	2	225	32	8	9	10	7	3	5	2	5	5	2	0	315
	10	926	159	38	51	54	17	11	22	5	14	13	17	0	1337
16:00	3	279	42	14	12	8	9	6	4	2	2	4	8	0	393
16:15	2	296	40	3	11	12	3	0	4	1	3	3	4	0	382
16:30	3	308	47	6	11	9	7	4	3	1	1	1	6	0	407
16:45	2	300	39	6	13	19	2	6	9	2	5	5	10	0	418
	10	1183	168	29	47	48	21	16	20	6	11	13	28	0	1600
17:00	2	291	33	3	16	13	3	6	6	0	3	1	8	0	385
17:15	2	295	23	2	11	21	2	7	9	2	3	3	3	0	383
17:30	0	285	32	5	8	15	5	3	5	0	2	3	9	0	372
17:45	2	324	26	9	5	15	3	6	9	0	2	2	9	0	412
	6	1195	114	19	40	64	13	22	29	2	10	9	29	0	1552
18:00	3	292	23	1	10	11	0	4	7	1	4	3	4	0	363
18:15	3	289	40	5	3	17	3	5	3	2	3	2	3	0	378
18:30	3	259	34	3	16	19	5	3	9	2	5	3	8	0	369
18:45	1	238	47	1	14	7	1	1	3	1	1	3	3	0	321
	10	1078	144	10	43	54	9	13	22	6	13	11	18	0	1431
19:00	1	242	23	4	9	9	6	9	9	3	3	6	1	0	325
19:15	1	222	30	3	6	9	1	3	1	1	1	1	4	0	283
19:30	1	224	18	0	11	5	0	1	3	0	0	0	0	0	263
19:45	0	195	16	0	5	5	0	1	0	0	0	1	0	0	223
	3	883	87	7	31	28	7	14	13	4	4	8	5	0	1094
20:00	1	172	21	1	9	7	1	1	1	0	0	0	0	0	214
20:15	0	174	33	0	15	1	0	0	0	0	0	0	0	0	223
20:30	1	124	20	0	5	5	0	0	1	0	0	0	0	0	156
20:45	1	150	20	0	6	2	0	0	2	0	0	0	0	0	181
	3	620	94	1	35	15	1	1	4	0	0	0	0	0	774
21:00	0	163	15	1	9	0	0	0	0	0	0	0	0	0	188
21:15	0	139	13	1	3	3	0	0	1	1	0	0	0	0	161
21:30	0	141	11	0	5	1	1	1	0	0	0	1	0	0	161
21:45	0	113	14	0	1	0	0	1	0	0	0	0	0	0	129
	0	556	53	2	18	4	1	2	1	1	0	1	0	0	639
22:00	0	103	9	1	5	2	0	0	0	0	0	0	0	0	120
22:15	0	109	5	0	4	3	0	0	0	0	0	0	0	0	121
22:30	0	92	14	0	4	3	0	0	3	0	0	0	0	0	116
22:45	0	87	13	1	4	1	0	0	2	0	0	0	0	0	108
	0	391	41	2	17	9	0	0	5	0	0	0	0	0	465
23:00	0	66	12	1	6	1	0	0	0	0	0	0	0	0	86
23:15	0	47	11	0	2	0	0	0	0	0	0	0	0	0	60
23:30	0	41	8	0	8	2	0	0	0	0	0	0	0	0	59
23:45	0	66	8	0	1	0	1	0	0	0	0	0	0	0	76
	0	220	39	1	17	3	1	0	0	0	0	0	0	0	281
Total	60	9605	1346	151	481	371	111	122	150	32	74	68	132	0	12703
Percent	0.5%	75.6%	10.6%	1.2%	3.8%	2.9%	0.9%	1.0%	1.2%	0.3%	0.6%	0.5%	1.0%	0.0%	
Grand Total	71	14047	2079	234	822	508	143	160	198	39	95	96	161	0	18653
Percent	0.4%	75.3%	11.1%	1.3%	4.4%	2.7%	0.8%	0.9%	1.1%	0.2%	0.5%	0.5%	0.9%	0.0%	

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 Date Start: 09-May-16

Westbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
05/09/16	0	27	2	0	0	1	0	0	0	0	0	0	0	0	30
00:15	0	18	2	0	0	0	0	0	1	0	0	0	0	0	21
00:30	0	17	1	0	1	0	1	0	0	0	0	0	0	0	20
00:45	0	16	1	1	0	1	0	0	0	0	0	0	0	0	19
01:00	0	78	6	1	1	2	1	0	1	0	0	0	0	0	90
01:15	0	17	0	0	0	0	0	1	0	0	0	0	0	0	18
01:30	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
01:45	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
02:15	0	33	2	0	0	0	0	1	0	0	0	0	0	0	36
02:30	0	9	1	0	1	0	0	0	0	0	0	0	0	0	11
02:45	0	9	0	1	0	1	0	0	0	0	0	0	0	0	11
03:00	0	14	2	0	3	0	0	0	0	0	0	0	0	0	19
03:15	0	11	2	0	0	0	0	0	0	0	0	0	0	0	13
03:30	0	43	5	1	4	1	0	0	0	0	0	0	0	0	54
03:45	0	2	0	0	2	0	0	0	0	0	0	0	0	0	4
04:00	0	6	1	0	2	0	0	0	0	0	0	0	0	0	9
04:15	0	14	2	0	0	1	0	0	0	0	0	0	0	0	17
04:30	0	9	1	0	0	2	0	0	0	0	0	0	0	0	12
04:45	0	31	4	0	4	3	0	0	0	0	0	0	0	0	42
05:00	0	9	2	0	0	2	0	0	0	0	0	0	0	0	13
05:15	0	9	0	0	0	0	0	0	1	0	0	0	0	0	10
05:30	0	18	4	1	1	0	0	0	0	0	0	0	0	0	24
05:45	0	20	1	0	2	1	0	0	0	0	0	0	0	0	24
06:00	0	56	7	1	3	3	0	0	1	0	0	0	0	0	71
06:15	0	25	8	0	0	0	0	0	0	1	0	0	0	0	34
06:30	0	33	2	2	1	1	0	0	0	0	0	0	0	0	39
06:45	0	57	15	1	5	3	0	0	1	0	0	0	0	0	82
07:00	0	79	9	1	4	5	0	0	1	0	0	0	4	0	103
07:15	0	194	34	4	10	9	0	0	2	1	0	0	4	0	258
07:30	0	93	14	1	3	2	1	0	2	0	0	0	1	0	117
07:45	0	139	19	5	4	5	1	0	1	0	1	0	0	0	175
08:00	0	188	35	3	12	6	1	1	1	0	1	5	0	0	253
08:15	0	248	41	1	10	7	2	0	1	0	2	1	0	0	313
08:30	0	668	109	10	29	20	5	1	5	0	3	2	6	0	858
08:45	1	212	38	8	17	8	0	1	0	0	2	1	1	0	289
09:00	0	260	35	1	8	10	2	2	3	1	0	0	2	0	324
09:15	0	233	48	2	13	7	0	2	6	0	0	2	3	0	316
09:30	1	259	36	6	6	5	1	0	4	0	2	1	1	0	322
09:45	2	964	157	17	44	30	3	5	13	1	4	4	7	0	1251
10:00	0	242	30	0	3	6	1	1	0	0	1	0	2	0	286
10:15	0	251	36	1	4	9	2	0	4	0	0	1	1	0	309
10:30	0	231	32	6	9	8	2	2	4	0	4	0	1	0	299
10:45	0	210	34	5	9	13	2	1	2	0	1	1	5	0	283
11:00	0	934	132	12	25	36	7	4	10	0	6	2	9	0	1177
11:15	1	218	39	4	10	5	1	1	1	0	1	1	0	0	282
11:30	1	239	33	1	15	7	1	0	5	0	2	1	4	0	309
11:45	1	228	34	2	12	16	1	0	1	0	2	1	2	0	300
12:00	4	906	148	8	54	37	7	3	12	0	5	5	10	0	1199
12:15	1	191	44	3	15	6	0	2	7	1	1	1	1	0	273
12:30	1	216	43	2	19	12	0	1	3	0	2	2	3	0	304
12:45	1	193	31	0	9	9	1	1	5	0	1	0	2	0	253
13:00	1	208	44	5	7	5	0	1	3	0	1	0	0	0	275
13:15	4	808	162	10	50	32	1	5	18	1	5	3	6	0	1105
13:30	0	215	30	2	9	9	0	0	5	1	1	3	0	0	275
13:45	1	243	31	2	9	9	1	0	3	0	0	1	1	0	301
14:00	1	224	32	3	8	8	1	1	2	0	0	0	0	0	280
14:15	2	222	45	8	9	7	2	1	2	0	5	1	1	0	305
14:30	4	904	138	15	35	33	4	2	12	1	6	5	2	0	1161
Total	14	5619	904	79	259	206	28	21	74	4	29	21	44	0	7302
Percent	0.2%	77.0%	12.4%	1.1%	3.5%	2.8%	0.4%	0.3%	1.0%	0.1%	0.4%	0.3%	0.6%	0.0%	

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 Date Start: 09-May-16

Westbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	2	226	34	5	8	9	2	1	5	1	0	1	6	0	300
12:15	0	218	46	3	8	9	2	1	2	0	0	2	1	0	292
12:30	2	232	45	1	6	8	5	0	5	0	0	0	2	0	306
12:45	2	222	37	1	7	8	3	1	3	0	0	0	2	0	286
13:00	6	898	162	10	29	34	12	3	15	1	0	3	11	0	1184
13:15	1	226	34	5	11	14	2	1	4	2	4	2	4	0	310
13:30	2	205	38	1	8	9	4	0	4	0	1	2	2	0	276
13:45	1	230	30	0	5	11	2	0	2	1	0	0	1	0	283
14:00	2	198	26	1	6	11	3	2	1	0	0	2	0	0	252
14:15	6	859	128	7	30	45	11	3	11	3	5	6	7	0	1121
14:30	0	197	26	2	13	7	1	0	2	0	1	1	1	0	251
14:45	1	219	30	3	11	3	1	1	3	0	0	2	1	0	275
15:00	1	196	26	6	7	6	1	2	7	0	0	0	0	0	252
15:15	0	233	33	2	9	5	1	0	2	1	1	1	3	0	291
15:30	2	845	115	13	40	21	4	3	14	1	2	4	5	0	1069
15:45	1	219	35	1	7	4	4	0	1	0	0	1	4	0	277
16:00	0	195	25	5	9	8	1	0	2	0	1	0	2	0	248
16:15	1	247	18	1	5	10	1	1	3	0	0	2	0	0	289
16:30	0	201	23	1	4	3	1	2	4	0	1	0	0	0	240
16:45	2	862	101	8	25	25	7	3	10	0	2	3	6	0	1054
17:00	1	200	28	4	9	7	1	0	5	0	4	1	1	0	261
17:15	0	239	32	0	4	11	1	1	0	0	0	1	0	0	289
17:30	1	233	20	1	5	10	0	0	5	0	0	4	5	0	284
17:45	1	222	27	1	4	8	4	0	1	0	0	1	7	0	276
18:00	3	894	107	6	22	36	6	1	11	0	4	7	13	0	1110
18:15	1	247	20	1	9	9	1	1	1	0	1	1	1	0	293
18:30	1	291	33	0	10	7	0	0	4	1	1	2	1	0	351
18:45	2	272	26	2	5	9	0	0	5	0	0	2	2	0	325
19:00	0	268	26	1	4	8	0	0	2	1	0	0	0	0	310
19:15	4	1078	105	4	28	33	1	1	12	2	2	5	4	0	1279
19:30	0	267	29	1	7	3	0	1	1	0	0	2	2	0	313
19:45	1	290	28	2	3	9	1	1	1	0	0	0	2	0	338
20:00	0	240	26	0	9	6	0	1	1	0	1	2	0	0	286
20:15	1	226	23	0	9	9	0	2	1	1	0	2	1	0	275
20:30	2	1023	106	3	28	27	1	5	4	1	1	6	5	0	1212
20:45	1	211	18	1	9	5	1	2	1	0	0	1	1	0	251
21:00	1	234	21	1	4	5	0	0	1	0	0	0	1	0	268
21:15	1	196	24	0	5	8	1	1	2	0	0	1	3	0	242
21:30	0	185	20	1	4	1	1	0	1	0	0	1	0	0	214
21:45	3	826	83	3	22	19	3	3	5	0	0	3	5	0	975
22:00	0	148	18	1	2	6	1	0	3	0	0	1	0	0	180
22:15	0	147	16	0	3	3	0	1	0	0	1	0	1	0	172
22:30	1	111	16	3	3	2	0	0	1	0	2	0	1	0	140
22:45	0	96	22	0	5	4	0	2	3	0	0	1	3	0	136
23:00	1	502	72	4	13	15	1	3	7	0	3	2	5	0	628
23:15	0	110	14	0	4	5	0	1	1	0	0	0	1	0	136
23:30	1	82	16	5	9	3	0	1	0	0	1	0	0	0	118
23:45	0	81	15	0	5	2	1	0	0	0	2	1	0	0	107
24:00	0	67	16	1	4	3	0	0	0	0	0	0	1	0	92
24:15	1	340	61	6	22	13	1	2	1	0	3	1	2	0	453
24:30	0	66	9	2	2	2	0	0	1	0	0	0	0	0	82
24:45	0	70	8	2	1	3	0	0	2	0	0	0	0	0	86
25:00	0	53	7	1	4	3	0	0	2	0	0	0	4	0	74
25:15	0	34	10	1	4	3	0	0	1	0	0	0	0	0	53
25:30	0	223	34	6	11	11	0	0	6	0	0	0	4	0	295
25:45	0	54	2	7	0	0	0	0	0	0	0	0	0	0	63
26:00	0	37	12	0	0	0	0	0	0	2	0	0	0	0	51
26:15	0	43	5	0	0	0	0	0	0	0	0	0	0	0	48
26:30	0	23	7	0	0	0	0	0	0	0	0	0	0	0	30
26:45	0	157	26	7	0	0	0	0	0	2	0	0	0	0	192
Total	30	8507	1100	77	270	279	47	27	96	10	22	40	67	0	10572
Percent	0.3%	80.5%	10.4%	0.7%	2.6%	2.6%	0.4%	0.3%	0.9%	0.1%	0.2%	0.4%	0.6%	0.0%	
Grand Total	44	14126	2004	156	529	485	75	48	170	14	51	61	111	0	17874
Percent	0.2%	79.0%	11.2%	0.9%	3.0%	2.7%	0.4%	0.3%	1.0%	0.1%	0.3%	0.3%	0.6%	0.0%	

Reliable Traffic Data Services

Classification Data

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 info@reliabletraffic.org | www.reliabletraffic.org

Site Code: 42060102
 Chamblee Dunwoody Rd
 South of Pierce Dr
 Date Start: 09-May-16

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
05/09/16	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
00:15	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
00:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
00:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
01:00	0	20	3	0	0	0	0	0	0	0	0	0	0	0	23
01:15	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
01:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
01:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	18	1	0	0	0	0	0	0	0	0	0	0	0	19
02:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
02:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
03:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
03:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
03:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	6	3	0	1	0	0	0	0	0	0	0	0	0	10
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
05:30	0	13	3	0	0	0	0	0	0	0	0	0	0	0	16
05:45	0	5	2	1	1	0	0	1	0	0	0	0	0	0	10
06:00	0	4	4	0	1	0	0	0	0	0	0	0	0	0	9
06:15	0	16	4	0	1	0	0	0	0	0	0	0	0	0	21
06:30	0	18	13	1	3	0	0	0	0	0	0	0	0	0	35
06:45	0	43	23	2	6	0	0	1	0	0	0	0	0	0	75
07:00	0	21	13	0	9	0	0	0	0	0	0	0	0	0	43
07:15	0	20	12	0	10	0	0	0	0	0	0	0	0	0	42
07:30	0	44	14	0	2	0	0	0	0	0	0	0	0	0	60
07:45	0	59	13	0	5	1	0	1	0	0	0	0	0	0	79
08:00	0	144	52	0	26	1	0	1	0	0	0	0	0	0	224
08:15	0	55	25	3	7	0	0	0	0	0	0	0	0	0	90
08:30	0	93	29	1	7	0	1	1	0	0	1	0	0	0	133
08:45	1	72	24	1	5	2	2	0	0	0	0	0	0	0	107
09:00	1	26	5	2	1	5	4	0	6	0	0	0	0	0	50
09:15	2	246	83	7	20	7	7	1	6	0	1	0	0	0	380
09:30	0	42	13	1	4	3	1	1	4	0	0	1	0	0	70
09:45	1	116	24	0	5	0	0	0	0	0	0	0	1	0	147
10:00	0	129	16	2	4	1	0	0	1	0	0	0	0	0	153
10:15	0	141	28	1	7	2	0	0	0	0	0	0	0	0	179
10:30	1	428	81	4	20	6	1	1	5	0	0	1	1	0	549
10:45	0	114	20	1	10	2	0	0	0	0	0	0	0	0	147
11:00	0	96	24	0	4	0	0	0	0	0	0	0	0	0	124
11:15	0	90	16	1	4	0	0	0	0	0	0	0	0	0	111
11:30	0	87	16	1	5	1	0	0	0	0	0	0	0	0	110
11:45	0	387	76	3	23	3	0	0	0	0	0	0	0	0	492
12:00	0	59	15	1	2	2	0	0	0	0	0	0	0	0	79
12:15	0	68	6	0	2	0	0	0	0	0	0	0	0	0	76
12:30	0	69	12	2	4	0	0	0	0	0	0	0	0	0	87
12:45	0	64	18	1	5	1	0	0	0	0	0	0	0	0	89
13:00	0	260	51	4	13	3	0	0	0	0	0	0	0	0	331
13:15	0	57	11	1	3	1	0	0	0	0	0	0	0	0	73
13:30	0	62	20	0	4	1	0	0	0	0	0	0	0	0	87
13:45	0	74	8	0	2	0	0	1	0	0	0	0	0	0	85
14:00	1	61	19	0	7	0	0	0	0	0	0	0	0	0	88
14:15	1	254	58	1	16	2	0	1	0	0	0	0	0	0	333
Total	4	1829	434	21	125	22	8	5	11	0	1	1	1	0	2462
Percent	0.2%	74.3%	17.6%	0.9%	5.1%	0.9%	0.3%	0.2%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	

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 South of Pierce Dr
 Date Start: 09-May-16

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	0	67	7	0	3	0	0	0	1	0	0	0	0	0	78
12:15	0	84	11	0	3	0	0	0	0	0	0	0	0	0	98
12:30	0	87	15	0	1	0	0	0	0	0	0	0	0	0	103
12:45	0	91	12	1	4	0	0	0	1	0	0	0	0	0	109
13:00	0	329	45	1	11	0	0	0	2	0	0	0	0	0	388
13:15	0	91	21	0	6	0	0	0	1	0	0	0	0	0	119
13:30	0	87	7	0	3	1	0	0	0	0	0	0	0	0	98
13:45	0	98	14	1	3	0	0	0	0	0	0	0	0	0	116
14:00	0	97	22	1	3	0	0	0	0	0	0	0	0	0	123
14:15	0	373	64	2	15	1	0	0	1	0	0	0	0	0	456
14:30	0	72	11	1	5	1	0	0	0	0	0	0	0	0	90
14:45	0	81	14	0	2	1	0	0	0	0	0	0	0	0	98
15:00	0	94	13	0	3	0	0	0	0	0	0	0	0	0	110
15:15	0	99	11	0	8	0	0	0	0	0	0	0	0	0	118
15:30	0	346	49	1	18	2	0	0	0	0	0	0	0	0	416
15:45	0	106	11	0	7	0	0	0	0	0	0	0	0	0	124
16:00	0	54	9	1	4	4	1	1	2	0	0	0	0	0	76
16:15	0	68	14	1	2	2	2	0	4	1	0	1	0	0	95
16:30	0	107	10	0	1	0	1	0	0	0	0	0	0	0	119
16:45	0	335	44	2	14	6	4	1	6	1	0	1	0	0	414
17:00	0	82	6	0	6	2	0	0	1	0	0	0	0	0	97
17:15	0	92	12	0	2	0	0	0	1	0	0	0	0	0	107
17:30	0	98	15	0	3	0	0	0	0	0	0	0	0	0	116
17:45	0	137	7	0	1	1	0	1	0	0	0	0	0	0	147
18:00	0	409	40	0	12	3	0	1	2	0	0	0	0	0	467
18:15	0	115	9	0	3	0	0	0	0	0	0	0	0	0	127
18:30	0	123	9	0	1	0	1	0	0	0	0	0	0	0	134
18:45	0	114	10	0	1	1	0	0	0	0	0	0	0	0	126
19:00	0	119	10	0	0	1	0	0	0	0	0	0	0	0	130
19:15	0	471	38	0	5	2	1	0	0	0	0	0	0	0	517
19:30	0	111	9	0	3	0	0	1	0	0	0	0	0	0	124
19:45	0	121	7	0	2	0	0	0	0	0	0	0	0	0	130
20:00	0	126	8	0	3	0	0	0	0	0	0	0	0	0	137
20:15	0	98	12	0	4	0	0	0	0	0	0	0	0	0	114
20:30	0	456	36	0	12	0	0	1	0	0	0	0	0	0	505
20:45	0	99	7	0	4	0	0	0	0	0	0	0	0	0	110
21:00	1	101	15	0	4	0	0	0	0	0	0	0	0	0	121
21:15	0	80	5	0	0	0	0	0	0	0	0	0	0	0	85
21:30	0	69	7	0	2	0	0	0	0	0	0	0	0	0	78
21:45	1	349	34	0	10	0	0	0	0	0	0	0	0	0	394
22:00	0	77	6	0	1	0	0	0	0	0	0	0	0	0	84
22:15	0	71	14	0	1	0	0	0	0	0	0	0	0	0	86
22:30	0	61	1	0	1	0	0	0	0	0	0	0	0	0	63
22:45	0	59	5	0	2	0	0	0	0	0	0	0	0	0	66
23:00	0	268	26	0	5	0	0	0	0	0	0	0	0	0	299
23:15	0	50	7	0	0	0	0	0	0	0	0	0	0	0	57
23:30	0	40	5	0	0	0	0	0	1	0	0	0	0	0	46
23:45	0	35	4	0	1	0	0	0	0	0	0	0	0	0	40
24:00	0	48	4	0	1	0	0	0	0	0	0	0	0	0	53
24:15	0	173	20	0	2	0	0	0	1	0	0	0	0	0	196
24:30	0	41	3	0	0	0	0	0	0	0	0	0	0	0	44
24:45	0	31	5	0	0	0	0	0	0	0	0	0	0	0	36
25:00	0	29	3	0	0	0	0	0	0	0	0	0	0	0	32
25:15	0	15	4	0	1	0	0	0	0	0	0	0	0	0	20
25:30	0	116	15	0	1	0	0	0	0	0	0	0	0	0	132
25:45	0	26	5	0	0	0	0	0	0	0	0	0	0	0	31
26:00	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
26:15	0	21	1	0	0	0	0	0	0	0	0	0	0	0	22
26:30	0	19	1	0	0	0	0	0	0	0	0	0	0	0	20
26:45	0	75	7	0	0	0	0	0	0	0	0	0	0	0	82
Total	1	3700	418	6	105	14	5	3	12	1	0	1	0	0	4266
Percent	0.0%	86.7%	9.8%	0.1%	2.5%	0.3%	0.1%	0.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	5	5529	852	27	230	36	13	8	23	1	1	2	1	0	6728
Percent	0.1%	82.2%	12.7%	0.4%	3.4%	0.5%	0.2%	0.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	

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 Date Start: 09-May-16

Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
05/09/16	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
00:15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
00:30	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
00:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	16	3	0	1	0	0	0	0	0	0	0	0	0	20
01:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
01:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
02:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
02:45	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	8	0	0	1	0	0	0	0	0	0	0	0	0	9
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
04:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
04:45	0	5	1	1	0	0	0	0	0	0	0	0	0	0	7
05:00	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
05:15	0	21	2	1	0	0	0	0	0	0	0	0	0	0	24
05:30	0	4	5	0	1	0	0	0	0	0	0	0	0	0	10
05:45	0	14	2	0	1	0	0	1	0	0	0	0	0	0	18
06:00	0	21	4	0	1	0	0	0	0	0	0	0	0	0	26
06:15	0	39	5	0	1	0	0	0	0	0	0	0	0	0	45
06:30	0	78	16	0	4	0	0	1	0	0	0	0	0	0	99
06:45	0	24	8	0	3	0	0	0	0	0	0	0	0	0	35
07:00	0	47	6	0	2	0	0	0	0	0	0	0	0	0	55
07:15	0	51	15	0	6	0	0	1	0	0	0	0	0	0	73
07:30	0	67	12	1	4	0	0	0	0	0	0	0	0	0	84
07:45	0	189	41	1	15	0	0	1	0	0	0	0	0	0	247
08:00	0	72	12	1	3	0	0	0	0	0	0	0	0	0	88
08:15	0	91	15	0	1	0	0	1	0	0	0	0	0	0	108
08:30	0	104	10	4	5	0	0	0	0	0	0	0	0	0	123
08:45	0	97	4	1	1	0	0	0	0	0	0	0	0	0	103
09:00	0	364	41	6	10	0	0	1	0	0	0	0	0	0	422
09:15	0	89	8	1	1	0	0	1	1	0	0	0	0	0	101
09:30	1	82	13	2	1	1	0	0	1	0	0	0	0	0	101
09:45	0	80	7	5	2	0	0	0	0	0	0	0	0	0	94
10:00	0	92	5	0	4	0	0	1	0	0	0	0	0	0	102
10:15	1	343	33	8	8	1	0	2	2	0	0	0	0	0	398
10:30	0	102	15	3	9	0	0	0	1	0	0	0	0	0	130
10:45	0	87	9	0	5	0	0	0	0	0	0	0	0	0	101
11:00	0	89	8	0	10	0	0	0	0	0	0	0	0	0	107
11:15	0	91	10	0	3	0	0	0	0	0	0	0	0	0	104
11:30	0	369	42	3	27	0	0	0	1	0	0	0	0	0	442
11:45	0	80	13	1	1	0	0	0	0	0	0	0	0	0	95
12:00	1	105	15	0	4	2	0	0	1	0	0	0	0	0	128
12:15	0	86	17	0	4	0	0	0	0	0	0	0	0	0	107
12:30	0	81	13	2	2	1	0	0	0	0	0	0	0	0	99
12:45	1	352	58	3	11	3	0	0	1	0	0	0	0	0	429
13:00	0	88	15	1	3	1	0	0	0	0	0	0	0	0	108
13:15	0	109	15	0	2	0	0	0	0	0	0	0	0	0	126
13:30	0	95	13	1	0	0	0	1	0	0	0	0	0	0	110
13:45	0	101	25	1	2	0	0	0	0	0	0	0	0	0	129
14:00	0	393	68	3	7	1	0	1	0	0	0	0	0	0	473
Total	2	2148	307	25	84	5	0	6	4	0	0	0	0	0	2581
Percent	0.1%	83.2%	11.9%	1.0%	3.3%	0.2%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	

Reliable Traffic Data Services

Classification Data

Tel: (770) 578-8158 | Fax: (770) 578-8159
 info@reliabletraffic.org | www.reliabletraffic.org

Site Code: 42060102
 Chamblee Dunwoody Rd
 South of Pierce Dr
 Date Start: 09-May-16

Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	1	82	13	0	8	0	0	0	0	0	0	0	0	0	104
12:15	0	84	19	3	1	0	0	0	1	0	0	0	0	0	108
12:30	0	98	23	2	1	0	0	0	1	0	0	0	0	0	125
12:45	0	79	12	0	12	3	0	0	0	0	0	0	0	0	106
	1	343	67	5	22	3	0	0	2	0	0	0	0	0	443
13:00	0	67	9	1	8	0	0	0	0	0	0	0	0	0	85
13:15	0	87	13	0	3	1	0	0	0	0	0	0	0	0	104
13:30	0	97	14	2	4	1	0	0	1	0	0	0	0	0	119
13:45	0	66	16	1	4	1	0	0	0	0	0	0	0	0	88
	0	317	52	4	19	3	0	0	1	0	0	0	0	0	396
14:00	0	84	15	1	5	3	0	0	1	0	0	0	0	0	109
14:15	0	86	21	0	11	0	0	0	0	0	0	0	0	0	118
14:30	0	84	13	6	10	1	0	3	1	0	0	0	0	0	118
14:45	0	90	12	2	5	2	0	0	0	0	0	2	0	0	113
	0	344	61	9	31	6	0	3	2	0	0	2	0	0	458
15:00	0	93	17	1	6	0	0	0	1	0	0	0	0	0	118
15:15	1	71	16	3	8	1	0	1	0	0	0	0	0	0	101
15:30	2	73	19	0	5	0	0	2	2	0	0	0	2	0	105
15:45	0	111	17	0	3	0	1	0	0	0	0	0	0	0	132
	3	348	69	4	22	1	1	3	3	0	0	0	2	0	456
16:00	1	93	15	1	5	0	0	3	0	0	0	0	0	0	118
16:15	0	85	17	0	3	0	2	2	0	0	0	0	0	0	109
16:30	0	79	6	0	6	3	0	3	3	0	0	0	0	0	100
16:45	2	67	13	6	10	0	0	0	0	0	0	2	0	0	100
	3	324	51	7	24	3	2	8	3	0	0	2	0	0	427
17:00	0	82	9	0	8	0	0	1	0	0	0	0	0	0	100
17:15	0	99	15	0	0	0	0	0	0	0	2	0	0	0	116
17:30	0	89	12	1	4	0	0	0	1	0	0	0	0	0	107
17:45	0	81	9	0	6	2	0	0	2	0	0	0	0	0	100
	0	351	45	1	18	2	0	1	3	0	2	0	0	0	423
18:00	3	98	18	0	3	0	0	0	0	0	0	0	0	0	122
18:15	0	75	18	3	2	2	0	0	0	0	0	0	0	0	100
18:30	0	75	21	0	7	0	0	2	2	0	0	0	0	0	107
18:45	0	77	20	0	8	0	0	0	0	0	0	0	0	0	105
	3	325	77	3	20	2	0	2	2	0	0	0	0	0	434
19:00	3	77	29	2	8	0	0	0	2	0	0	0	0	0	121
19:15	0	83	6	0	5	0	0	0	0	0	0	0	0	0	94
19:30	0	87	20	0	8	0	0	0	0	0	0	0	0	0	115
19:45	1	82	29	0	3	0	1	1	1	0	0	0	0	0	118
	4	329	84	2	24	0	1	1	3	0	0	0	0	0	448
20:00	0	73	25	0	9	0	0	0	0	0	0	0	0	0	107
20:15	0	51	12	0	2	0	0	0	0	0	0	0	0	0	65
20:30	0	39	11	2	2	0	0	0	0	0	0	0	0	0	54
20:45	0	45	11	0	0	0	0	0	0	0	0	0	0	0	56
	0	208	59	2	13	0	0	0	0	0	0	0	0	0	282
21:00	0	36	8	0	1	0	0	0	0	0	0	0	0	0	45
21:15	0	37	5	0	1	0	0	0	0	0	0	0	0	0	43
21:30	0	33	4	2	0	0	0	0	0	0	0	0	0	0	39
21:45	0	23	3	0	1	0	0	0	0	0	0	0	0	0	27
	0	129	20	2	3	0	0	0	0	0	0	0	0	0	154
22:00	0	21	1	0	0	0	0	0	0	0	0	0	0	0	22
22:15	0	22	0	0	0	0	0	0	0	0	0	0	0	0	22
22:30	0	15	4	0	2	0	0	0	0	0	0	0	0	0	21
22:45	0	17	2	0	0	0	0	0	0	0	0	0	0	0	19
	0	75	7	0	2	0	0	0	0	0	0	0	0	0	84
23:00	0	24	0	0	0	0	0	0	0	0	0	0	0	0	24
23:15	0	14	3	0	2	0	0	0	0	0	0	0	0	0	19
23:30	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12
23:45	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
	0	57	4	0	2	0	0	0	0	0	0	0	0	0	63
Total	14	3150	596	39	200	20	4	18	19	0	2	4	2	0	4068
Percent	0.3%	77.4%	14.7%	1.0%	4.9%	0.5%	0.1%	0.4%	0.5%	0.0%	0.0%	0.1%	0.0%	0.0%	
Grand Total	16	5298	903	64	284	25	4	24	23	0	2	4	2	0	6649
Percent	0.2%	79.7%	13.6%	1.0%	4.3%	0.4%	0.1%	0.4%	0.3%	0.0%	0.0%	0.1%	0.0%	0.0%	

Appendix C Synchro Capacity and Queueing Analysis Reports

HCM 6th Signalized Intersection Summary

2: Chamblee Dunwoody Rd & Harts Mill Ct

08/10/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	1	181	2	2	2	320	392	2	0	371	145
Future Volume (veh/h)	180	1	181	2	2	2	320	392	2	0	371	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	198	1	199	4	4	4	344	422	2	0	391	153
Peak Hour Factor	0.91	0.91	0.91	0.50	0.50	0.50	0.93	0.93	0.93	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	420	2	363	140	133	96	539	1181	6	0	503	197
Arrive On Green	0.23	0.23	0.21	0.23	0.23	0.21	0.17	0.63	0.61	0.00	0.39	0.37
Sat Flow, veh/h	1407	8	1578	253	578	416	1781	1860	9	0	1280	501
Grp Volume(v), veh/h	198	0	200	12	0	0	344	0	424	0	0	544
Grp Sat Flow(s),veh/h/ln	1407	0	1586	1247	0	0	1781	0	1869	0	0	1780
Q Serve(g_s), s	2.0	0.0	6.7	0.0	0.0	0.0	5.6	0.0	6.3	0.0	0.0	15.8
Cycle Q Clear(g_c), s	8.7	0.0	6.7	6.7	0.0	0.0	5.6	0.0	6.3	0.0	0.0	15.8
Prop In Lane	1.00		1.00	0.33		0.33	1.00		0.00	0.00		0.28
Lane Grp Cap(c), veh/h	420	0	364	368	0	0	539	0	1186	0	0	700
V/C Ratio(X)	0.47	0.00	0.55	0.03	0.00	0.00	0.64	0.00	0.36	0.00	0.00	0.78
Avail Cap(c_a), veh/h	840	0	838	368	0	0	1183	0	1475	0	0	1405
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	21.0	0.0	20.6	17.9	0.0	0.0	10.1	0.0	5.1	0.0	0.0	15.9
Incr Delay (d2), s/veh	0.8	0.0	1.3	0.0	0.0	0.0	1.3	0.0	0.2	0.0	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	2.4	0.1	0.0	0.0	1.8	0.0	1.9	0.0	0.0	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.8	0.0	21.9	17.9	0.0	0.0	11.3	0.0	5.3	0.0	0.0	17.8
LnGrp LOS	C	A	C	B	A	A	B	A	A	A	A	B
Approach Vol, veh/h		398			12			768				544
Approach Delay, s/veh		21.9			17.9			8.0				17.8
Approach LOS		C			B			A				B
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	14.3	27.2		17.6		41.5		17.6				
Change Period (Y+Rc), s	5.6	5.6		* 5.2		5.6		* 5.2				
Max Green Setting (Gmax), s	30.0	45.0		* 30		45.0		* 6				
Max Q Clear Time (g_c+I1), s	7.6	17.8		10.7		8.3		8.7				
Green Ext Time (p_c), s	1.1	3.8		1.7		3.1		0.0				

Intersection Summary

HCM 6th Ctrl Delay	14.4
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

9: Pierce Dr & Peachtree Industrial Blvd

08/10/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	124	1089	36	51	1303	26	45	35	28	44	25	57
Future Volume (veh/h)	124	1089	36	51	1303	26	45	35	28	44	25	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	131	1146	38	58	1481	30	60	47	37	65	37	84
Peak Hour Factor	0.95	0.95	0.95	0.88	0.88	0.88	0.75	0.75	0.75	0.68	0.68	0.68
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	297	2523	84	392	2555	52	95	72	47	193	84	192
Arrive On Green	0.04	0.72	0.71	0.04	0.72	0.71	0.17	0.17	0.15	0.17	0.17	0.15
Sat Flow, veh/h	1781	3510	116	1781	3562	72	378	436	282	1314	508	1154
Grp Volume(v), veh/h	131	580	604	58	738	773	144	0	0	65	0	121
Grp Sat Flow(s),veh/h/ln	1781	1777	1849	1781	1777	1857	1096	0	0	1314	0	1663
Q Serve(g_s), s	3.1	21.8	21.9	1.3	32.1	32.3	11.6	0.0	0.0	0.0	0.0	10.5
Cycle Q Clear(g_c), s	3.1	21.8	21.9	1.3	32.1	32.3	22.1	0.0	0.0	11.7	0.0	10.5
Prop In Lane	1.00		0.06	1.00		0.04	0.42		0.26	1.00		0.69
Lane Grp Cap(c), veh/h	297	1277	1329	392	1274	1332	214	0	0	193	0	276
V/C Ratio(X)	0.44	0.45	0.45	0.15	0.58	0.58	0.67	0.00	0.00	0.34	0.00	0.44
Avail Cap(c_a), veh/h	401	1277	1329	499	1274	1332	303	0	0	271	0	374
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.62	0.62	0.62	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.4	9.4	9.4	6.5	10.9	11.0	67.0	0.0	0.0	60.5	0.0	60.7
Incr Delay (d2), s/veh	1.0	1.2	1.1	0.1	1.2	1.2	3.7	0.0	0.0	1.0	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	8.1	8.5	0.4	11.8	12.4	6.0	0.0	0.0	2.5	0.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.4	10.6	10.5	6.6	12.1	12.1	70.6	0.0	0.0	61.5	0.0	61.7
LnGrp LOS	B	B	B	A	B	B	E	A	A	E	A	E
Approach Vol, veh/h	1315			1569			144			186		
Approach Delay, s/veh	10.6			11.9			70.6			61.7		
Approach LOS	B			B			E			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.7	118.8		30.6	10.4	119.0		30.6				
Change Period (Y+Rc), s	5.4	* 5.8		6.0	* 5.8	* 5.8		6.0				
Max Green Setting (Gmax), s	14.6	* 94		34.0	* 14	* 94		34.0				
Max Q Clear Time (g_c+I1), s	5.1	34.3		13.7	3.3	23.9		24.1				
Green Ext Time (p_c), s	0.2	14.5		0.9	0.1	9.3		0.5				

Intersection Summary

HCM 6th Ctrl Delay	16.9
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

10: Chamblee Dunwoody Rd & Peachtree Industrial Blvd

08/10/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	127	1006	21	69	1105	67	117	385	32	81	238	167	
Future Volume (veh/h)	127	1006	21	69	1105	67	117	385	32	81	238	167	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No			No			No			No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	132	1048	22	76	1214	0	130	428	36	85	251	176	
Peak Hour Factor	0.96	0.96	0.96	0.91	0.91	0.91	0.90	0.90	0.90	0.95	0.95	0.95	
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2	
Cap, veh/h	274	1822	38	301	1764		192	524	444	207	281	197	
Arrive On Green	0.07	0.51	0.50	0.05	0.50	0.00	0.06	0.28	0.28	0.06	0.28	0.26	
Sat Flow, veh/h	1781	3559	75	1781	3554	1585	1781	1870	1585	1781	1024	718	
Grp Volume(v), veh/h	132	523	547	76	1214	0	130	428	36	85	0	427	
Grp Sat Flow(s),veh/h/ln	1781	1777	1857	1781	1777	1585	1781	1870	1585	1781	0	1741	
Q Serve(g_s), s	5.5	32.6	32.6	3.2	41.8	0.0	8.4	34.2	2.7	5.4	0.0	37.7	
Cycle Q Clear(g_c), s	5.5	32.6	32.6	3.2	41.8	0.0	8.4	34.2	2.7	5.4	0.0	37.7	
Prop In Lane	1.00		0.04	1.00		1.00	1.00		1.00	1.00		0.41	
Lane Grp Cap(c), veh/h	274	910	951	301	1764		192	524	444	207	0	479	
V/C Ratio(X)	0.48	0.58	0.58	0.25	0.69		0.68	0.82	0.08	0.41	0.00	0.89	
Avail Cap(c_a), veh/h	334	910	951	389	1764		192	524	444	216	0	479	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	0.89	0.89	0.89	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh	23.7	27.0	27.0	20.0	30.8	0.0	43.2	53.8	42.4	41.5	0.0	56.2	
Incr Delay (d2), s/veh	1.2	2.4	2.3	0.4	2.2	0.0	9.1	13.3	0.4	1.3	0.0	21.5	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	2.3	14.0	14.7	1.3	17.9	0.0	4.2	18.0	1.1	2.4	0.0	19.4	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	24.9	29.4	29.3	20.4	33.0	0.0	52.3	67.0	42.8	42.8	0.0	77.7	
LnGrp LOS	C	C	C	C	C		D	E	D	D	A	E	
Approach Vol, veh/h	1202			1290			A			594			512
Approach Delay, s/veh	28.8			32.3						62.3			71.9
Approach LOS	C			C						E			E
Timer - Assigned Phs	1	2	3	4	5	6	7	8					
Phs Duration (G+Y+Rc), s	14.6	83.4	14.0	48.0	12.1	85.9	13.2	48.8					
Change Period (Y+Rc), s	7.0	6.0	6.0	* 6.3	7.0	6.0	6.0	* 6.3					
Max Green Setting (Gmax), s	13.0	72.0	8.0	* 42	13.0	72.0	8.0	* 42					
Max Q Clear Time (g_c+I1), s	7.5	43.8	10.4	39.7	5.2	34.6	7.4	36.2					
Green Ext Time (p_c), s	0.1	9.5	0.0	0.5	0.1	7.5	0.0	1.3					

Intersection Summary

HCM 6th Ctrl Delay	41.7
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
1: Spring St & Harts Mill Rd NE

08/10/2018

Intersection						
Int Delay, s/veh	3.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↕			↕	↔	↔
Traffic Vol, veh/h	346	62	18	397	51	32
Future Vol, veh/h	346	62	18	397	51	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	82	82	52	52
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	407	73	22	484	98	62

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	480	0	972
Stage 1	-	-	-	-	444
Stage 2	-	-	-	-	528
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1082	-	280
Stage 1	-	-	-	-	646
Stage 2	-	-	-	-	592
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1082	-	272
Mov Cap-2 Maneuver	-	-	-	-	272
Stage 1	-	-	-	-	628
Stage 2	-	-	-	-	592

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	24
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	346	-	-	1082	-
HCM Lane V/C Ratio	0.461	-	-	0.02	-
HCM Control Delay (s)	24	-	-	8.4	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	2.3	-	-	0.1	-

HCM 6th TWSC
 4: Chamblee Dunwoody Rd & Mendenhall St

08/10/2018

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	87	80	640	511	28
Future Vol, veh/h	13	87	80	640	511	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	63	63	90	90	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	138	89	711	544	30

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	1448	559	574	0	0
Stage 1	559	-	-	-	-
Stage 2	889	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	145	529	999	-	-
Stage 1	572	-	-	-	-
Stage 2	402	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	132	529	999	-	-
Mov Cap-2 Maneuver	132	-	-	-	-
Stage 1	521	-	-	-	-
Stage 2	402	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.1	1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	999	-	380	-	-
HCM Lane V/C Ratio	0.089	-	0.418	-	-
HCM Control Delay (s)	9	-	21.1	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.3	-	2	-	-

HCM 6th TWSC
 8: Chamblee Dunwoody Rd & Pierce Dr/Arby Drwy

08/10/2018

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	35	1	54	0	0	0	84	482	6	3	399	48
Future Vol, veh/h	35	1	54	0	0	0	84	482	6	3	399	48
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	61	61	61	92	92	92	94	94	94	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	57	2	89	0	0	0	89	513	6	4	469	56

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1199	1202	497	1245	1227	516	525	0	0	519	0	0
Stage 1	505	505	-	694	694	-	-	-	-	-	-	-
Stage 2	694	697	-	551	533	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	162	185	573	151	178	559	1042	-	-	1047	-	-
Stage 1	549	540	-	433	444	-	-	-	-	-	-	-
Stage 2	433	443	-	519	525	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	151	168	573	118	162	559	1042	-	-	1047	-	-
Mov Cap-2 Maneuver	151	168	-	118	162	-	-	-	-	-	-	-
Stage 1	502	537	-	396	406	-	-	-	-	-	-	-
Stage 2	396	405	-	435	522	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	33.1		0		1.3		0.1	
HCM LOS	D		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1042	-	-	271	-	1047	-	-
HCM Lane V/C Ratio	0.086	-	-	0.544	-	0.003	-	-
HCM Control Delay (s)	8.8	-	-	33.1	0	8.4	0	-
HCM Lane LOS	A	-	-	D	A	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	3	-	0	-	-

Intersection: 1: Spring St & Harts Mill Rd NE

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	468	60	176
Average Queue (ft)	177	8	59
95th Queue (ft)	385	40	136
Link Distance (ft)	699	51	755
Upstream Blk Time (%)		1	
Queuing Penalty (veh)		3	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Chamblee Dunwoody Rd & Harts Mill Ct

Movement	EB	EB	WB	NB	NB	SB
Directions Served	L	TR	LTR	L	TR	LTR
Maximum Queue (ft)	68	66	40	276	356	276
Average Queue (ft)	51	39	6	148	111	219
95th Queue (ft)	62	67	28	258	260	316
Link Distance (ft)	51	51	233		902	250
Upstream Blk Time (%)	48	6				10
Queuing Penalty (veh)	90	11				0
Storage Bay Dist (ft)				275		
Storage Blk Time (%)				1	0	
Queuing Penalty (veh)				4	1	

Intersection: 3: Mendenhall St & School St

Movement	EB
Directions Served	LT
Maximum Queue (ft)	19
Average Queue (ft)	2
95th Queue (ft)	14
Link Distance (ft)	380
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Chamblee Dunwoody Rd & Mendenhall St

Movement	EB	NB	NB
Directions Served	LR	L	T
Maximum Queue (ft)	90	49	180
Average Queue (ft)	37	23	13
95th Queue (ft)	70	50	96
Link Distance (ft)	407		1095
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		25	
Storage Blk Time (%)		6	0
Queuing Penalty (veh)		37	0

Intersection: 5: Bank Driveway/H.S Driveway & Pierce Dr

Movement	EB	B17	B20	WB	NB
Directions Served	LTR	T	T	LTR	LTR
Maximum Queue (ft)	185	172	65	6	186
Average Queue (ft)	83	57	23	0	75
95th Queue (ft)	242	227	109	4	203
Link Distance (ft)	155	195	138	213	251
Upstream Blk Time (%)	30	18	16		5
Queuing Penalty (veh)	0	0	0		0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 8: Chamblee Dunwoody Rd & Pierce Dr/Arby Drwy

Movement	EB	NB	NB	SB
Directions Served	LTR	L	TR	LTR
Maximum Queue (ft)	227	111	14	578
Average Queue (ft)	148	35	1	263
95th Queue (ft)	281	82	11	541
Link Distance (ft)	213		268	1095
Upstream Blk Time (%)	44			
Queuing Penalty (veh)	46			
Storage Bay Dist (ft)		100		
Storage Blk Time (%)		1		
Queuing Penalty (veh)		3		

Intersection: 9: Pierce Dr & Peachtree Industrial Blvd

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LTR	L	TR
Maximum Queue (ft)	146	262	216	67	136	162	198	105	169
Average Queue (ft)	65	107	70	21	57	78	88	43	57
95th Queue (ft)	124	224	171	50	117	145	175	88	124
Link Distance (ft)		617	617	536	536	536	509	585	585
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	125								
Storage Blk Time (%)	1	4							
Queuing Penalty (veh)	6	6							

Intersection: 10: Chamblee Dunwoody Rd & Peachtree Industrial Blvd

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	T	R	L	TR
Maximum Queue (ft)	150	438	404	82	913	921	225	214	531	60	125	293
Average Queue (ft)	108	238	233	25	889	891	48	92	326	8	90	274
95th Queue (ft)	175	409	381	63	904	906	199	174	526	45	162	309
Link Distance (ft)		536	536		873	873		934	934			268
Upstream Blk Time (%)					65	84						49
Queuing Penalty (veh)					0	0						222
Storage Bay Dist (ft)	125			75			200			50	100	
Storage Blk Time (%)	15	15		3	0	57	0		58	0	10	65
Queuing Penalty (veh)	75	19		17	0	38	0		19	0	40	53

Network Summary

Network wide Queuing Penalty: 688

HCM 6th Signalized Intersection Summary

2: Chamblee Dunwoody Rd & Harts Mill Ct

08/10/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	1	211	2	1	3	149	384	3	2	378	137
Future Volume (veh/h)	91	1	211	2	1	3	149	384	3	2	378	137
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	100	1	232	4	2	6	160	413	3	2	398	144
Peak Hour Factor	0.91	0.91	0.91	0.50	0.50	0.50	0.93	0.93	0.93	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	435	2	363	142	85	130	624	1132	8	73	536	193
Arrive On Green	0.23	0.23	0.21	0.23	0.23	0.21	0.12	0.61	0.58	0.41	0.41	0.38
Sat Flow, veh/h	1407	7	1579	199	369	568	1781	1854	13	2	1310	472
Grp Volume(v), veh/h	100	0	233	12	0	0	160	0	416	544	0	0
Grp Sat Flow(s),veh/h/ln	1407	0	1586	1136	0	0	1781	0	1868	1784	0	0
Q Serve(g_s), s	0.0	0.0	6.7	0.0	0.0	0.0	2.1	0.0	5.6	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.6	0.0	6.7	6.7	0.0	0.0	2.1	0.0	5.6	13.0	0.0	0.0
Prop In Lane	1.00		1.00	0.33		0.50	1.00		0.01	0.00		0.26
Lane Grp Cap(c), veh/h	435	0	364	357	0	0	624	0	1140	802	0	0
V/C Ratio(X)	0.23	0.00	0.64	0.03	0.00	0.00	0.26	0.00	0.36	0.68	0.00	0.00
Avail Cap(c_a), veh/h	990	0	989	357	0	0	1533	0	1740	1732	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.2	0.0	18.0	15.3	0.0	0.0	5.1	0.0	4.9	12.8	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	1.9	0.0	0.0	0.0	0.2	0.0	0.2	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	2.3	0.1	0.0	0.0	0.6	0.0	1.5	4.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.5	0.0	19.8	15.3	0.0	0.0	5.3	0.0	5.1	13.8	0.0	0.0
LnGrp LOS	B	A	B	B	A	A	A	A	A	B	A	A
Approach Vol, veh/h		333			12			576			544	
Approach Delay, s/veh		18.8			15.3			5.1			13.8	
Approach LOS		B			B			A			B	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.1	24.5		15.5		34.5		15.5				
Change Period (Y+Rc), s	5.6	5.6		* 5.2		5.6		* 5.2				
Max Green Setting (Gmax), s	30.0	45.0		* 30		45.0		* 6				
Max Q Clear Time (g_c+I1), s	4.1	15.0		8.7		7.6		8.7				
Green Ext Time (p_c), s	0.4	3.9		1.7		3.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay				11.5								
HCM 6th LOS				B								

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

9: Pierce Dr & Peachtree Industrial Blvd

08/10/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	1289	44	26	1175	22	44	14	50	40	25	97
Future Volume (veh/h)	44	1289	44	26	1175	22	44	14	50	40	25	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	1357	46	30	1335	25	59	19	67	59	37	143
Peak Hour Factor	0.95	0.95	0.95	0.88	0.88	0.88	0.75	0.75	0.75	0.68	0.68	0.68
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	308	2414	82	295	2450	46	92	36	83	216	68	263
Arrive On Green	0.04	0.69	0.68	0.03	0.69	0.68	0.20	0.20	0.19	0.20	0.20	0.19
Sat Flow, veh/h	1781	3507	119	1781	3568	67	297	179	409	1311	336	1300
Grp Volume(v), veh/h	46	687	716	30	664	696	145	0	0	59	0	180
Grp Sat Flow(s),veh/h/ln	1781	1777	1849	1781	1777	1858	885	0	0	1311	0	1636
Q Serve(g_s), s	1.2	31.4	31.6	0.8	30.0	30.0	12.3	0.0	0.0	0.0	0.0	15.9
Cycle Q Clear(g_c), s	1.2	31.4	31.6	0.8	30.0	30.0	28.2	0.0	0.0	10.5	0.0	15.9
Prop In Lane	1.00		0.06	1.00		0.04	0.41		0.46	1.00		0.79
Lane Grp Cap(c), veh/h	308	1223	1273	295	1220	1276	211	0	0	216	0	331
V/C Ratio(X)	0.15	0.56	0.56	0.10	0.54	0.55	0.69	0.00	0.00	0.27	0.00	0.54
Avail Cap(c_a), veh/h	422	1223	1273	412	1220	1276	243	0	0	245	0	368
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.59	0.59	0.59	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.6	12.7	12.7	9.7	12.6	12.6	65.8	0.0	0.0	55.1	0.0	57.9
Incr Delay (d2), s/veh	0.2	1.9	1.8	0.1	1.0	1.0	6.6	0.0	0.0	0.7	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	12.2	12.7	0.3	11.4	11.9	6.2	0.0	0.0	2.1	0.0	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.8	14.5	14.5	9.8	13.6	13.6	72.5	0.0	0.0	55.8	0.0	59.3
LnGrp LOS	A	B	B	A	B	B	E	A	A	E	A	E
Approach Vol, veh/h	1449			1390			145			239		
Approach Delay, s/veh	14.4			13.5			72.5			58.4		
Approach LOS	B			B			E			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	113.9		36.4	9.5	114.1		36.4				
Change Period (Y+Rc), s	5.4	* 5.8		6.0	* 5.8	* 5.8		6.0				
Max Green Setting (Gmax), s	14.6	* 94		34.0	* 14	* 94		34.0				
Max Q Clear Time (g_c+I1), s	3.2	32.0		17.9	2.8	33.6		30.2				
Green Ext Time (p_c), s	0.0	11.8		1.1	0.0	12.6		0.2				

Intersection Summary

HCM 6th Ctrl Delay	19.9
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

10: Chamblee Dunwoody Rd & Peachtree Industrial Blvd

08/10/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	160	1156	61	108	1045	72	82	268	74	93	277	149	
Future Volume (veh/h)	160	1156	61	108	1045	72	82	268	74	93	277	149	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No			No			No			No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	167	1204	64	119	1148	0	91	298	82	98	292	157	
Peak Hour Factor	0.96	0.96	0.96	0.91	0.91	0.91	0.90	0.90	0.90	0.95	0.95	0.95	
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2	
Cap, veh/h	296	1666	89	253	1674		194	538	456	307	332	179	
Arrive On Green	0.08	0.49	0.47	0.06	0.47	0.00	0.06	0.29	0.29	0.06	0.29	0.28	
Sat Flow, veh/h	1781	3432	182	1781	3554	1585	1781	1870	1585	1781	1144	615	
Grp Volume(v), veh/h	167	623	645	119	1148	0	91	298	82	98	0	449	
Grp Sat Flow(s),veh/h/ln	1781	1777	1838	1781	1777	1585	1781	1870	1585	1781	0	1760	
Q Serve(g_s), s	7.3	44.4	44.6	5.2	40.4	0.0	5.6	21.6	6.2	6.1	0.0	38.9	
Cycle Q Clear(g_c), s	7.3	44.4	44.6	5.2	40.4	0.0	5.6	21.6	6.2	6.1	0.0	38.9	
Prop In Lane	1.00		0.10	1.00		1.00	1.00		1.00	1.00		0.35	
Lane Grp Cap(c), veh/h	296	863	892	253	1674		194	538	456	307	0	511	
V/C Ratio(X)	0.56	0.72	0.72	0.47	0.69		0.47	0.55	0.18	0.32	0.00	0.88	
Avail Cap(c_a), veh/h	445	863	892	316	1674		210	538	456	319	0	511	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	0.84	0.84	0.84	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh	25.1	32.6	32.7	25.7	33.1	0.0	41.3	48.3	42.8	37.6	0.0	54.5	
Incr Delay (d2), s/veh	1.4	4.4	4.3	1.4	2.3	0.0	1.8	4.1	0.9	0.6	0.0	19.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	3.1	19.6	20.3	2.2	17.5	0.0	2.6	10.7	0.1	2.7	0.0	19.9	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	26.5	37.0	37.0	27.0	35.4	0.0	43.0	52.4	43.7	38.2	0.0	73.4	
LnGrp LOS	C	D	D	C	D		D	D	D	D	A	E	
Approach Vol, veh/h	1435			1267			A			471			547
Approach Delay, s/veh	35.8			34.6						49.1			67.1
Approach LOS	D			C						D			E
Timer - Assigned Phs	1	2	3	4	5	6	7	8					
Phs Duration (G+Y+Rc), s	16.6	79.4	13.5	50.5	14.3	81.7	14.0	50.0					
Change Period (Y+Rc), s	7.0	6.0	6.0	* 6.3	7.0	6.0	6.0	* 6.3					
Max Green Setting (Gmax), s	23.0	59.0	9.0	* 44	13.0	69.0	9.0	* 44					
Max Q Clear Time (g_c+I1), s	9.3	42.4	7.6	40.9	7.2	46.6	8.1	23.6					
Green Ext Time (p_c), s	0.3	7.0	0.0	0.7	0.1	8.4	0.0	1.9					

Intersection Summary												
HCM 6th Ctrl Delay	41.7											
HCM 6th LOS	D											

Notes
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
1: Spring St & Harts Mill Rd NE

08/10/2018

Intersection						
Int Delay, s/veh	2.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↕			↕	↔	↔
Traffic Vol, veh/h	272	28	13	276	29	28
Future Vol, veh/h	272	28	13	276	29	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	82	82	52	52
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	320	33	16	337	56	54
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	353	0	706	337
Stage 1	-	-	-	-	337	-
Stage 2	-	-	-	-	369	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1206	-	402	705
Stage 1	-	-	-	-	723	-
Stage 2	-	-	-	-	699	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1206	-	396	705
Mov Cap-2 Maneuver	-	-	-	-	396	-
Stage 1	-	-	-	-	711	-
Stage 2	-	-	-	-	699	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0.4	14.1			
HCM LOS			B			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	505	-	-	1206	-	
HCM Lane V/C Ratio	0.217	-	-	0.013	-	
HCM Control Delay (s)	14.1	-	-	8	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	0.8	-	-	0	-	

HCM 6th TWSC
4: Chamblee Dunwoody Rd & Mendenhall St

08/10/2018

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	56	37	503	553	11
Future Vol, veh/h	10	56	37	503	553	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	63	63	90	90	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	89	41	559	588	12
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1235	594	600	0	-	0
Stage 1	594	-	-	-	-	-
Stage 2	641	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	195	505	977	-	-	-
Stage 1	552	-	-	-	-	-
Stage 2	525	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	187	505	977	-	-	-
Mov Cap-2 Maneuver	187	-	-	-	-	-
Stage 1	529	-	-	-	-	-
Stage 2	525	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	17.1	0.6	0			
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	977	-	402	-	-	
HCM Lane V/C Ratio	0.042	-	0.261	-	-	
HCM Control Delay (s)	8.8	-	17.1	-	-	
HCM Lane LOS	A	-	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	1	-	-	

HCM 6th TWSC
 8: Chamblee Dunwoody Rd & Pierce Dr/Arby Drwy

08/10/2018

Intersection												
Int Delay, s/veh	7.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↔	↔			↕	
Traffic Vol, veh/h	52	2	73	1	0	4	31	460	11	2	457	21
Future Vol, veh/h	52	2	73	1	0	4	31	460	11	2	457	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	61	61	61	92	92	92	94	94	94	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	85	3	120	1	0	4	33	489	12	2	538	25

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1118	1122	551	1177	1128	495	563	0	0	501	0	0
Stage 1	555	555	-	561	561	-	-	-	-	-	-	-
Stage 2	563	567	-	616	567	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	184	206	534	168	204	575	1008	-	-	1063	-	-
Stage 1	516	513	-	512	510	-	-	-	-	-	-	-
Stage 2	511	507	-	478	507	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	178	199	534	125	197	575	1008	-	-	1063	-	-
Mov Cap-2 Maneuver	178	199	-	125	197	-	-	-	-	-	-	-
Stage 1	499	511	-	495	493	-	-	-	-	-	-	-
Stage 2	491	490	-	367	505	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	44		16		0.5		0	
HCM LOS	E		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1008	-	-	289	334	1063	-	-
HCM Lane V/C Ratio	0.033	-	-	0.72	0.016	0.002	-	-
HCM Control Delay (s)	8.7	-	-	44	16	8.4	0	-
HCM Lane LOS	A	-	-	E	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	5.1	0.1	0	-	-

Intersection: 1: Spring St & Harts Mill Rd NE

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	150	54	100
Average Queue (ft)	32	7	35
95th Queue (ft)	105	33	72
Link Distance (ft)	699	51	755
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		1	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Chamblee Dunwoody Rd & Harts Mill Ct

Movement	EB	EB	WB	NB	NB	SB
Directions Served	L	TR	LTR	L	TR	LTR
Maximum Queue (ft)	51	64	35	130	194	270
Average Queue (ft)	38	45	6	57	85	150
95th Queue (ft)	63	67	27	111	166	253
Link Distance (ft)	51	51	233		902	250
Upstream Blk Time (%)	12	7				2
Queuing Penalty (veh)	18	10				0
Storage Bay Dist (ft)				275		
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 3: Mendenhall St & School St

Movement	EB
Directions Served	LT
Maximum Queue (ft)	31
Average Queue (ft)	2
95th Queue (ft)	16
Link Distance (ft)	380
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Chamblee Dunwoody Rd & Mendenhall St

Movement	EB	NB	NB
Directions Served	LR	L	T
Maximum Queue (ft)	73	42	46
Average Queue (ft)	32	12	3
95th Queue (ft)	59	39	25
Link Distance (ft)	407		1095
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		25	
Storage Blk Time (%)		2	0
Queuing Penalty (veh)		9	0

Intersection: 5: Bank Driveway/H.S Driveway & Pierce Dr

Movement	EB	B17	B20	WB	NB
Directions Served	LTR	T	T	LTR	LTR
Maximum Queue (ft)	224	268	77	16	174
Average Queue (ft)	104	53	4	0	69
95th Queue (ft)	266	199	37	6	177
Link Distance (ft)	155	195	138	213	251
Upstream Blk Time (%)	37	9	0		4
Queuing Penalty (veh)	0	0	0		0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 8: Chamblee Dunwoody Rd & Pierce Dr/Arby Drwy

Movement	EB	WB	NB	NB	SB
Directions Served	LTR	LTR	L	TR	LTR
Maximum Queue (ft)	230	21	64	5	600
Average Queue (ft)	179	3	13	0	257
95th Queue (ft)	283	14	44	4	506
Link Distance (ft)	213	126		268	1095
Upstream Blk Time (%)	52				
Queuing Penalty (veh)	55				
Storage Bay Dist (ft)			100		
Storage Blk Time (%)			0		
Queuing Penalty (veh)			0		

Intersection: 9: Pierce Dr & Peachtree Industrial Blvd

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LTR	L	TR
Maximum Queue (ft)	93	323	300	56	101	117	190	93	188
Average Queue (ft)	27	132	95	12	26	40	87	37	73
95th Queue (ft)	81	274	226	37	74	90	161	85	154
Link Distance (ft)		617	617	536	536	536	509	585	585
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	125								
Storage Blk Time (%)		7							
Queuing Penalty (veh)		3							

Intersection: 10: Chamblee Dunwoody Rd & Peachtree Industrial Blvd

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	T	R	L	TR
Maximum Queue (ft)	150	527	517	95	925	924	225	166	400	75	125	295
Average Queue (ft)	123	316	309	46	888	890	59	63	190	27	72	277
95th Queue (ft)	183	515	498	93	925	923	222	132	329	83	151	299
Link Distance (ft)		536	536		873	873		934	934			268
Upstream Blk Time (%)		0	0		65	82						49
Queuing Penalty (veh)		3	3		0	0						258
Storage Bay Dist (ft)	125			75			200			50	100	
Storage Blk Time (%)	26	30		12	0	61	0		45	1	4	66
Queuing Penalty (veh)	152	48		60	0	44	0		34	2	19	61

Network Summary

Network wide Queuing Penalty: 781

HCM 6th Signalized Intersection Summary

2: Chamblee Dunwoody Rd & Harts Mill Ct

08/10/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	2	289	2	0	1	214	473	3	0	434	205
Future Volume (veh/h)	114	2	289	2	0	1	214	473	3	0	434	205
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	125	2	318	4	0	2	230	509	3	0	457	216
Peak Hour Factor	0.91	0.91	0.91	0.50	0.50	0.50	0.93	0.93	0.93	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	437	3	406	139	17	35	402	1171	7	0	552	261
Arrive On Green	0.26	0.26	0.24	0.26	0.00	0.24	0.11	0.63	0.61	0.00	0.46	0.44
Sat Flow, veh/h	1415	10	1577	211	64	138	1781	1857	11	0	1201	568
Grp Volume(v), veh/h	125	0	320	6	0	0	230	0	512	0	0	673
Grp Sat Flow(s),veh/h/ln	1415	0	1587	414	0	0	1781	0	1868	0	0	1768
Q Serve(g_s), s	0.0	0.0	13.4	0.1	0.0	0.0	4.2	0.0	9.9	0.0	0.0	23.7
Cycle Q Clear(g_c), s	5.8	0.0	13.4	13.5	0.0	0.0	4.2	0.0	9.9	0.0	0.0	23.7
Prop In Lane	1.00		0.99	0.67		0.33	1.00		0.01	0.00		0.32
Lane Grp Cap(c), veh/h	437	0	408	191	0	0	402	0	1177	0	0	812
V/C Ratio(X)	0.29	0.00	0.78	0.03	0.00	0.00	0.57	0.00	0.43	0.00	0.00	0.83
Avail Cap(c_a), veh/h	595	0	585	191	0	0	614	0	1619	0	0	1532
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	21.8	0.0	25.1	20.9	0.0	0.0	13.0	0.0	6.7	0.0	0.0	17.0
Incr Delay (d2), s/veh	0.4	0.0	4.4	0.1	0.0	0.0	1.3	0.0	0.3	0.0	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	5.3	0.1	0.0	0.0	1.5	0.0	3.0	0.0	0.0	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.1	0.0	29.6	21.0	0.0	0.0	14.3	0.0	7.0	0.0	0.0	19.3
LnGrp LOS	C	A	C	C	A	A	B	A	A	A	A	B
Approach Vol, veh/h	445			6			742			673		
Approach Delay, s/veh	27.5			21.0			9.2			19.3		
Approach LOS	C			C			A			B		
Timer - Assigned Phs	1	2	4			6			8			
Phs Duration (G+Y+Rc), s	12.1	36.7	22.3			48.8			22.3			
Change Period (Y+Rc), s	5.6	5.6	* 5.2			5.6			* 5.2			
Max Green Setting (Gmax), s	15.0	60.0	* 25			60.0			* 6			
Max Q Clear Time (g_c+I1), s	6.2	25.7	15.4			11.9			15.5			
Green Ext Time (p_c), s	0.4	5.4	1.7			3.6			0.0			

Intersection Summary

HCM 6th Ctrl Delay	17.2
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

9: Pierce Dr & Peachtree Industrial Blvd

08/10/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	1560	51	20	1289	14	54	16	41	19	10	31
Future Volume (veh/h)	53	1560	51	20	1289	14	54	16	41	19	10	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	56	1642	54	23	1465	16	72	21	55	28	15	46
Peak Hour Factor	0.95	0.95	0.95	0.88	0.88	0.88	0.75	0.75	0.75	0.68	0.68	0.68
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	308	2665	87	250	2716	30	111	33	67	185	59	180
Arrive On Green	0.03	0.76	0.75	0.03	0.75	0.74	0.15	0.15	0.13	0.15	0.15	0.13
Sat Flow, veh/h	1781	3511	115	1781	3601	39	558	227	464	1323	405	1242
Grp Volume(v), veh/h	56	828	868	23	723	758	148	0	0	28	0	61
Grp Sat Flow(s),veh/h/ln	1781	1777	1850	1781	1777	1863	1249	0	0	1323	0	1647
Q Serve(g_s), s	1.3	37.9	38.4	0.5	30.3	30.4	15.7	0.0	0.0	0.0	0.0	6.0
Cycle Q Clear(g_c), s	1.3	37.9	38.4	0.5	30.3	30.4	21.7	0.0	0.0	4.8	0.0	6.0
Prop In Lane	1.00		0.06	1.00		0.02	0.49		0.37	1.00		0.75
Lane Grp Cap(c), veh/h	308	1349	1404	250	1340	1405	211	0	0	185	0	239
V/C Ratio(X)	0.18	0.61	0.62	0.09	0.54	0.54	0.70	0.00	0.00	0.15	0.00	0.25
Avail Cap(c_a), veh/h	406	1349	1404	356	1340	1405	293	0	0	257	0	329
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.45	0.45	0.45	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.3	9.8	9.9	8.5	9.2	9.2	77.0	0.0	0.0	67.8	0.0	69.0
Incr Delay (d2), s/veh	0.3	2.1	2.0	0.1	0.7	0.7	4.4	0.0	0.0	0.4	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	13.9	14.7	0.2	10.9	11.4	7.0	0.0	0.0	1.2	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.6	11.9	11.9	8.6	9.9	9.9	81.3	0.0	0.0	68.2	0.0	69.5
LnGrp LOS	A	B	B	A	A	A	F	A	A	E	A	E
Approach Vol, veh/h	1752			1504			148			89		
Approach Delay, s/veh	11.8			9.8			81.3			69.1		
Approach LOS	B			A			F			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.1	139.8		30.2	9.2	140.6		30.2				
Change Period (Y+Rc), s	5.4	* 5.8		6.0	* 5.8	* 5.8		6.0				
Max Green Setting (Gmax), s	14.6	* 1.1E2		34.0	* 14	* 1.1E2		34.0				
Max Q Clear Time (g_c+I1), s	3.3	32.4		8.0	2.5	40.4		23.7				
Green Ext Time (p_c), s	0.1	14.3		0.4	0.0	19.4		0.5				

Intersection Summary

HCM 6th Ctrl Delay	15.3
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

10: Chamblee Dunwoody Rd & Peachtree Industrial Blvd

08/10/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	244	1340	84	103	1240	38	49	293	60	46	325	131	
Future Volume (veh/h)	244	1340	84	103	1240	38	49	293	60	46	325	131	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No			No			No			No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	254	1396	88	113	1363	0	54	326	67	48	342	138	
Peak Hour Factor	0.96	0.96	0.96	0.91	0.91	0.91	0.90	0.90	0.90	0.95	0.95	0.95	
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2	
Cap, veh/h	300	1890	119	230	1837		115	484	410	209	324	131	
Arrive On Green	0.10	0.56	0.55	0.06	0.52	0.00	0.04	0.26	0.26	0.04	0.26	0.24	
Sat Flow, veh/h	1781	3395	213	1781	3554	1585	1781	1870	1585	1781	1267	511	
Grp Volume(v), veh/h	254	729	755	113	1363	0	54	326	67	48	0	480	
Grp Sat Flow(s),veh/h/ln	1781	1777	1832	1781	1777	1585	1781	1870	1585	1781	0	1778	
Q Serve(g_s), s	11.9	55.5	56.1	5.1	54.1	0.0	4.0	28.2	5.9	3.5	0.0	46.0	
Cycle Q Clear(g_c), s	11.9	55.5	56.1	5.1	54.1	0.0	4.0	28.2	5.9	3.5	0.0	46.0	
Prop In Lane	1.00		0.12	1.00		1.00	1.00		1.00	1.00		0.29	
Lane Grp Cap(c), veh/h	300	989	1020	230	1837		115	484	410	209	0	454	
V/C Ratio(X)	0.85	0.74	0.74	0.49	0.74		0.47	0.67	0.16	0.23	0.00	1.06	
Avail Cap(c_a), veh/h	386	989	1020	287	1837		149	484	410	248	0	454	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	0.76	0.76	0.76	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh	35.2	30.0	30.2	26.8	34.1	0.0	51.8	59.9	51.7	48.5	0.0	67.3	
Incr Delay (d2), s/veh	10.1	3.7	3.7	1.6	2.8	0.0	3.0	7.3	0.9	0.6	0.0	57.8	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	6.7	24.0	25.0	2.2	23.5	0.0	1.9	14.4	2.5	1.6	0.0	28.2	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	45.3	33.7	33.9	28.4	36.8	0.0	54.8	67.3	52.5	49.0	0.0	125.2	
LnGrp LOS	D	C	C	C	D		D	E	D	D	A	F	
Approach Vol, veh/h	1738			1476			A			447			528
Approach Delay, s/veh	35.5			36.2						63.5			118.2
Approach LOS	D			D						E			F
Timer - Assigned Phs	1	2	3	4	5	6	7	8					
Phs Duration (G+Y+Rc), s	21.4	97.1	11.6	50.0	14.2	104.2	11.0	50.5					
Change Period (Y+Rc), s	7.0	6.0	6.0	* 6.3	7.0	6.0	6.0	* 6.3					
Max Green Setting (Gmax), s	23.0	79.0	9.0	* 44	13.0	89.0	9.0	* 44					
Max Q Clear Time (g_c+I1), s	13.9	56.1	6.0	48.0	7.1	58.1	5.5	30.2					
Green Ext Time (p_c), s	0.5	10.2	0.0	0.0	0.1	12.0	0.0	1.7					

Intersection Summary

HCM 6th Ctrl Delay	49.2
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
 1: Spring St & Harts Mill Rd NE

08/10/2018

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↕			↕	↕	
Traffic Vol, veh/h	376	13	6	430	5	4
Future Vol, veh/h	376	13	6	430	5	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	82	82	52	52
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	442	15	7	524	10	8

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	457	0	988
Stage 1	-	-	-	-	450
Stage 2	-	-	-	-	538
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1104	-	274
Stage 1	-	-	-	-	642
Stage 2	-	-	-	-	585
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1104	-	272
Mov Cap-2 Maneuver	-	-	-	-	272
Stage 1	-	-	-	-	636
Stage 2	-	-	-	-	585

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	15.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	361	-	-	1104	-
HCM Lane V/C Ratio	0.048	-	-	0.007	-
HCM Control Delay (s)	15.5	-	-	8.3	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

HCM 6th TWSC
4: Chamblee Dunwoody Rd & Mendenhall St

08/10/2018

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	34	52	694	686	9
Future Vol, veh/h	4	34	52	694	686	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	63	63	90	90	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	54	58	771	730	10
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1622	735	740	0	-	0
Stage 1	735	-	-	-	-	-
Stage 2	887	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	113	420	867	-	-	-
Stage 1	474	-	-	-	-	-
Stage 2	402	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	105	420	867	-	-	-
Mov Cap-2 Maneuver	105	-	-	-	-	-
Stage 1	442	-	-	-	-	-
Stage 2	402	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	18.9	0.7	0			
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	867	-	319	-	-	
HCM Lane V/C Ratio	0.067	-	0.189	-	-	
HCM Control Delay (s)	9.4	-	18.9	-	-	
HCM Lane LOS	A	-	C	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.7	-	-	

HCM 6th TWSC
 8: Chamblee Dunwoody Rd & Pierce Dr/Arby Drwy

08/10/2018

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	
Traffic Vol, veh/h	29	1	19	2	0	7	22	555	13	2	515	23
Future Vol, veh/h	29	1	19	2	0	7	22	555	13	2	515	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	61	61	61	92	92	92	94	94	94	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	48	2	31	2	0	8	23	590	14	2	606	27

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1271	1274	620	1283	1280	597	633	0	0	604	0	0
Stage 1	624	624	-	643	643	-	-	-	-	-	-	-
Stage 2	647	650	-	640	637	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	145	167	488	142	166	503	950	-	-	974	-	-
Stage 1	473	478	-	462	468	-	-	-	-	-	-	-
Stage 2	460	465	-	464	471	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	140	162	488	129	162	503	950	-	-	974	-	-
Mov Cap-2 Maneuver	140	162	-	129	162	-	-	-	-	-	-	-
Stage 1	462	477	-	451	457	-	-	-	-	-	-	-
Stage 2	442	454	-	432	470	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	36.1		17.2		0.3		0	
HCM LOS	E		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	950	-	-	194	306	974	-	-
HCM Lane V/C Ratio	0.025	-	-	0.414	0.032	0.002	-	-
HCM Control Delay (s)	8.9	-	-	36.1	17.2	8.7	0	-
HCM Lane LOS	A	-	-	E	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.9	0.1	0	-	-

Intersection: 1: Spring St & Harts Mill Rd NE

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	599	43	31
Average Queue (ft)	226	5	8
95th Queue (ft)	588	27	30
Link Distance (ft)	699	51	755
Upstream Blk Time (%)	3	0	
Queuing Penalty (veh)	0	1	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Chamblee Dunwoody Rd & Harts Mill Ct

Movement	EB	EB	WB	NB	NB	SB
Directions Served	L	TR	LTR	L	TR	LTR
Maximum Queue (ft)	60	73	25	225	286	282
Average Queue (ft)	44	54	3	103	107	226
95th Queue (ft)	66	77	17	184	226	328
Link Distance (ft)	51	51	233		902	250
Upstream Blk Time (%)	29	28				27
Queuing Penalty (veh)	55	54				0
Storage Bay Dist (ft)				275		
Storage Blk Time (%)					0	
Queuing Penalty (veh)					0	

Intersection: 3: Mendenhall St & School St

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 4: Chamblee Dunwoody Rd & Mendenhall St

Movement	EB	NB	NB	SB
Directions Served	LR	L	T	TR
Maximum Queue (ft)	157	48	140	907
Average Queue (ft)	66	22	16	404
95th Queue (ft)	200	49	86	1061
Link Distance (ft)	407		1095	902
Upstream Blk Time (%)	0			8
Queuing Penalty (veh)	0			55
Storage Bay Dist (ft)		25		
Storage Blk Time (%)		7	0	
Queuing Penalty (veh)		52	0	

Intersection: 5: Bank Driveway/H.S Driveway & Pierce Dr

Movement	EB	B17	B20	NB
Directions Served	LTR	T	T	LTR
Maximum Queue (ft)	223	206	92	126
Average Queue (ft)	113	62	11	42
95th Queue (ft)	272	222	70	122
Link Distance (ft)	155	195	138	251
Upstream Blk Time (%)	43	16	4	
Queuing Penalty (veh)	0	0	0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 8: Chamblee Dunwoody Rd & Pierce Dr/Arby Drwy

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	L	LTR
Maximum Queue (ft)	226	50	44	1111
Average Queue (ft)	172	12	8	912
95th Queue (ft)	289	44	30	1361
Link Distance (ft)	213	126		1095
Upstream Blk Time (%)	63			26
Queuing Penalty (veh)	28			184
Storage Bay Dist (ft)			100	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Pierce Dr & Peachtree Industrial Blvd

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LTR	L	TR
Maximum Queue (ft)	150	658	616	46	91	116	264	70	91
Average Queue (ft)	76	426	392	9	22	40	118	22	30
95th Queue (ft)	173	794	790	29	71	94	238	56	70
Link Distance (ft)		617	617	536	536	536	509	585	585
Upstream Blk Time (%)		27	21						
Queuing Penalty (veh)		0	0						
Storage Bay Dist (ft)	125								
Storage Blk Time (%)	0	45							
Queuing Penalty (veh)	1	24							

Intersection: 10: Chamblee Dunwoody Rd & Peachtree Industrial Blvd

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	T	R	L	TR
Maximum Queue (ft)	150	571	584	98	921	924	224	90	477	75	124	293
Average Queue (ft)	147	531	532	49	889	892	24	29	255	21	35	279
95th Queue (ft)	158	630	646	99	902	908	138	70	417	74	109	291
Link Distance (ft)		536	536		873	873		934	934			268
Upstream Blk Time (%)		21	21		60	85						66
Queuing Penalty (veh)		168	174		0	0						355
Storage Bay Dist (ft)	125			75			200			50	100	
Storage Blk Time (%)	68	16		14	1	58	0		53	1	0	73
Queuing Penalty (veh)	454	39		86	1	22	0		32	2	0	34

Network Summary

Network wide Queuing Penalty: 1819

HCM 6th Signalized Intersection Summary

2: Chamblee Dunwoody Rd & Harts Mill Ct

08/10/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	187	1	188	2	2	2	333	408	2	0	386	151
Future Volume (veh/h)	187	1	188	2	2	2	333	408	2	0	386	151
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	205	1	207	4	4	4	358	439	2	0	406	159
Peak Hour Factor	0.91	0.91	0.91	0.50	0.50	0.50	0.93	0.93	0.93	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	412	2	375	136	131	95	524	1183	5	0	511	200
Arrive On Green	0.24	0.24	0.22	0.24	0.24	0.22	0.17	0.64	0.61	0.00	0.40	0.37
Sat Flow, veh/h	1407	8	1579	252	551	402	1781	1860	8	0	1279	501
Grp Volume(v), veh/h	205	0	208	12	0	0	358	0	441	0	0	565
Grp Sat Flow(s),veh/h/ln	1407	0	1586	1205	0	0	1781	0	1869	0	0	1780
Q Serve(g_s), s	2.7	0.0	7.4	0.0	0.0	0.0	6.3	0.0	7.1	0.0	0.0	17.7
Cycle Q Clear(g_c), s	10.1	0.0	7.4	7.4	0.0	0.0	6.3	0.0	7.1	0.0	0.0	17.7
Prop In Lane	1.00		1.00	0.33		0.33	1.00		0.00	0.00		0.28
Lane Grp Cap(c), veh/h	412	0	376	362	0	0	524	0	1189	0	0	711
V/C Ratio(X)	0.50	0.00	0.55	0.03	0.00	0.00	0.68	0.00	0.37	0.00	0.00	0.79
Avail Cap(c_a), veh/h	773	0	783	362	0	0	1105	0	1378	0	0	1312
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	22.5	0.0	21.7	18.8	0.0	0.0	11.0	0.0	5.5	0.0	0.0	16.9
Incr Delay (d2), s/veh	0.9	0.0	1.3	0.0	0.0	0.0	1.6	0.0	0.2	0.0	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	2.7	0.1	0.0	0.0	2.1	0.0	2.2	0.0	0.0	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.4	0.0	23.0	18.8	0.0	0.0	12.6	0.0	5.7	0.0	0.0	19.0
LnGrp LOS	C	A	C	B	A	A	B	A	A	A	A	B
Approach Vol, veh/h	413			12			799			565		
Approach Delay, s/veh	23.2			18.8			8.8			19.0		
Approach LOS	C			B			A			B		
Timer - Assigned Phs	1	2	4			6			8			
Phs Duration (G+Y+Rc), s	15.0	29.2	19.0			44.2			19.0			
Change Period (Y+Rc), s	5.6	5.6	* 5.2			5.6			* 5.2			
Max Green Setting (Gmax), s	30.0	45.0	* 30			45.0			* 6			
Max Q Clear Time (g_c+I1), s	8.3	19.7	12.1			9.1			9.4			
Green Ext Time (p_c), s	1.1	3.9	1.7			3.3			0.0			

Intersection Summary

HCM 6th Ctrl Delay	15.4
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

9: Pierce Dr & Peachtree Industrial Blvd

08/10/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	1133	37	53	1356	27	47	36	29	46	26	59
Future Volume (veh/h)	129	1133	37	53	1356	27	47	36	29	46	26	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	136	1193	39	60	1541	31	63	48	39	68	38	87
Peak Hour Factor	0.95	0.95	0.95	0.88	0.88	0.88	0.75	0.75	0.75	0.68	0.68	0.68
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	280	2502	82	372	2528	51	98	73	49	199	87	199
Arrive On Green	0.04	0.71	0.70	0.04	0.71	0.70	0.17	0.17	0.16	0.17	0.17	0.16
Sat Flow, veh/h	1781	3512	115	1781	3563	72	382	424	283	1310	505	1157
Grp Volume(v), veh/h	136	603	629	60	768	804	150	0	0	68	0	125
Grp Sat Flow(s),veh/h/ln	1781	1777	1850	1781	1777	1857	1089	0	0	1310	0	1662
Q Serve(g_s), s	3.3	23.7	23.7	1.4	35.3	35.5	12.3	0.0	0.0	0.0	0.0	10.8
Cycle Q Clear(g_c), s	3.3	23.7	23.7	1.4	35.3	35.5	23.1	0.0	0.0	12.1	0.0	10.8
Prop In Lane	1.00		0.06	1.00		0.04	0.42		0.26	1.00		0.70
Lane Grp Cap(c), veh/h	280	1266	1318	372	1261	1318	220	0	0	199	0	286
V/C Ratio(X)	0.49	0.48	0.48	0.16	0.61	0.61	0.68	0.00	0.00	0.34	0.00	0.44
Avail Cap(c_a), veh/h	381	1266	1318	478	1261	1318	299	0	0	268	0	374
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.57	0.57	0.57	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.2	10.0	10.1	7.1	11.9	11.9	66.7	0.0	0.0	59.8	0.0	59.9
Incr Delay (d2), s/veh	1.3	1.3	1.2	0.1	1.3	1.2	3.8	0.0	0.0	1.0	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	8.9	9.3	0.5	13.1	13.7	6.2	0.0	0.0	2.6	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.5	11.3	11.3	7.2	13.1	13.1	70.5	0.0	0.0	60.8	0.0	61.0
LnGrp LOS	B	B	B	A	B	B	E	A	A	E	A	E
Approach Vol, veh/h	1368			1632			150			193		
Approach Delay, s/veh	11.5			12.9			70.5			60.9		
Approach LOS	B			B			E			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.9	117.5		31.6	10.5	118.0		31.6				
Change Period (Y+Rc), s	5.4	* 5.8		6.0	* 5.8	* 5.8		6.0				
Max Green Setting (Gmax), s	14.6	* 94		34.0	* 14	* 94		34.0				
Max Q Clear Time (g_c+I1), s	5.3	37.5		14.1	3.4	25.7		25.1				
Green Ext Time (p_c), s	0.2	15.7		0.9	0.1	9.9		0.5				

Intersection Summary

HCM 6th Ctrl Delay	17.7
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

10: Chamblee Dunwoody Rd & Peachtree Industrial Blvd

08/10/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	132	1047	22	72	1150	70	122	401	33	84	248	174	
Future Volume (veh/h)	132	1047	22	72	1150	70	122	401	33	84	248	174	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No			No			No			No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	138	1091	23	79	1264	0	136	446	37	88	261	183	
Peak Hour Factor	0.96	0.96	0.96	0.91	0.91	0.91	0.90	0.90	0.90	0.95	0.95	0.95	
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2	
Cap, veh/h	263	1818	38	289	1758		180	521	442	196	281	197	
Arrive On Green	0.07	0.51	0.50	0.05	0.49	0.00	0.06	0.28	0.28	0.06	0.28	0.26	
Sat Flow, veh/h	1781	3559	75	1781	3554	1585	1781	1870	1585	1781	1024	718	
Grp Volume(v), veh/h	138	545	569	79	1264	0	136	446	37	88	0	444	
Grp Sat Flow(s),veh/h/ln	1781	1777	1857	1781	1777	1585	1781	1870	1585	1781	0	1741	
Q Serve(g_s), s	5.7	34.6	34.6	3.3	44.6	0.0	8.8	36.1	2.8	5.6	0.0	39.7	
Cycle Q Clear(g_c), s	5.7	34.6	34.6	3.3	44.6	0.0	8.8	36.1	2.8	5.6	0.0	39.7	
Prop In Lane	1.00		0.04	1.00		1.00	1.00		1.00	1.00		0.41	
Lane Grp Cap(c), veh/h	263	908	949	289	1758		180	521	442	196	0	479	
V/C Ratio(X)	0.52	0.60	0.60	0.27	0.72		0.76	0.86	0.08	0.45	0.00	0.93	
Avail Cap(c_a), veh/h	320	908	949	375	1758		180	521	442	203	0	479	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	0.88	0.88	0.88	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh	25.2	27.6	27.6	20.6	31.7	0.0	43.9	54.7	42.6	41.9	0.0	56.9	
Incr Delay (d2), s/veh	1.4	2.6	2.5	0.5	2.6	0.0	16.7	16.4	0.4	1.6	0.0	26.5	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	2.4	14.9	15.6	1.4	19.1	0.0	4.7	19.3	1.1	2.5	0.0	20.9	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	26.6	30.2	30.1	21.1	34.3	0.0	60.6	71.0	43.0	43.5	0.0	83.4	
LnGrp LOS	C	C	C	C	C		E	E	D	D	A	F	
Approach Vol, veh/h	1252			1343			A			619			532
Approach Delay, s/veh	29.7			33.5						67.0			76.8
Approach LOS	C			C						E			E
Timer - Assigned Phs	1	2	3	4	5	6	7	8					
Phs Duration (G+Y+Rc), s	14.9	83.1	14.0	48.0	12.2	85.8	13.4	48.6					
Change Period (Y+Rc), s	7.0	6.0	6.0	* 6.3	7.0	6.0	6.0	* 6.3					
Max Green Setting (Gmax), s	13.0	72.0	8.0	* 42	13.0	72.0	8.0	* 42					
Max Q Clear Time (g_c+I1), s	7.7	46.6	10.8	41.7	5.3	36.6	7.6	38.1					
Green Ext Time (p_c), s	0.1	9.6	0.0	0.0	0.1	7.9	0.0	0.9					

Intersection Summary

HCM 6th Ctrl Delay	43.9
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
1: Spring St & Harts Mill Rd NE

08/10/2018

Intersection						
Int Delay, s/veh	3.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↕			↕	↕	
Traffic Vol, veh/h	360	65	19	413	53	33
Future Vol, veh/h	360	65	19	413	53	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	82	82	52	52
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	424	76	23	504	102	63

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	500	0	1012
Stage 1	-	-	-	-	462
Stage 2	-	-	-	-	550
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1064	-	265
Stage 1	-	-	-	-	634
Stage 2	-	-	-	-	578
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1064	-	257
Mov Cap-2 Maneuver	-	-	-	-	257
Stage 1	-	-	-	-	615
Stage 2	-	-	-	-	578

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	26.5
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	329	-	-	1064	-
HCM Lane V/C Ratio	0.503	-	-	0.022	-
HCM Control Delay (s)	26.5	-	-	8.5	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q(veh)	2.7	-	-	0.1	-

HCM 6th TWSC
 4: Chamblee Dunwoody Rd & Mendenhall St

08/10/2018

Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	91	83	666	532	29
Future Vol, veh/h	14	91	83	666	532	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	63	63	90	90	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	144	92	740	566	31

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1506	582	597	0	-	0
Stage 1	582	-	-	-	-	-
Stage 2	924	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	133	513	980	-	-	-
Stage 1	559	-	-	-	-	-
Stage 2	387	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	120	513	980	-	-	-
Mov Cap-2 Maneuver	120	-	-	-	-	-
Stage 1	506	-	-	-	-	-
Stage 2	387	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.6	1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	980	-	357	-	-
HCM Lane V/C Ratio	0.094	-	0.467	-	-
HCM Control Delay (s)	9.1	-	23.6	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.3	-	2.4	-	-

HCM 6th TWSC
 8: Chamblee Dunwoody Rd & Pierce Dr/Arby Drwy

08/10/2018

Intersection												
Int Delay, s/veh	5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	
Traffic Vol, veh/h	36	1	56	0	0	0	87	502	6	3	415	50
Future Vol, veh/h	36	1	56	0	0	0	87	502	6	3	415	50
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	61	61	61	92	92	92	94	94	94	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	59	2	92	0	0	0	93	534	6	4	488	59

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1249	1252	518	1296	1278	537	547	0	0	540	0	0
Stage 1	526	526	-	723	723	-	-	-	-	-	-	-
Stage 2	723	726	-	573	555	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	150	172	558	139	166	544	1022	-	-	1028	-	-
Stage 1	535	529	-	417	431	-	-	-	-	-	-	-
Stage 2	417	430	-	505	513	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	139	155	558	107	150	544	1022	-	-	1028	-	-
Mov Cap-2 Maneuver	139	155	-	107	150	-	-	-	-	-	-	-
Stage 1	486	526	-	379	392	-	-	-	-	-	-	-
Stage 2	379	391	-	418	510	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	38.4		0		1.3		0.1	
HCM LOS	E		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1022	-	-	254	-	1028	-	-
HCM Lane V/C Ratio	0.091	-	-	0.6	-	0.003	-	-
HCM Control Delay (s)	8.9	-	-	38.4	0	8.5	0	-
HCM Lane LOS	A	-	-	E	A	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	3.5	-	0	-	-

Intersection: 1: Spring St & Harts Mill Rd NE

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	593	54	230
Average Queue (ft)	269	6	99
95th Queue (ft)	622	32	275
Link Distance (ft)	699	51	755
Upstream Blk Time (%)	4	0	
Queuing Penalty (veh)	0	1	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Chamblee Dunwoody Rd & Harts Mill Ct

Movement	EB	EB	WB	NB	NB	SB
Directions Served	L	TR	LTR	L	TR	LTR
Maximum Queue (ft)	65	68	39	288	317	265
Average Queue (ft)	52	39	5	149	123	219
95th Queue (ft)	61	69	24	253	254	315
Link Distance (ft)	51	51	233		902	250
Upstream Blk Time (%)	53	7				12
Queuing Penalty (veh)	105	13				0
Storage Bay Dist (ft)				275		
Storage Blk Time (%)				1	0	
Queuing Penalty (veh)				2	1	

Intersection: 3: Mendenhall St & School St

Movement	EB
Directions Served	LT
Maximum Queue (ft)	25
Average Queue (ft)	2
95th Queue (ft)	13
Link Distance (ft)	380
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Chamblee Dunwoody Rd & Mendenhall St

Movement	EB	NB	NB	SB
Directions Served	LR	L	T	TR
Maximum Queue (ft)	100	56	152	24
Average Queue (ft)	45	26	17	1
95th Queue (ft)	78	53	91	13
Link Distance (ft)	407		1095	902
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		25		
Storage Blk Time (%)		7	0	
Queuing Penalty (veh)		47	0	

Intersection: 5: Bank Driveway/H.S Driveway & Pierce Dr

Movement	EB	B17	B20	WB	NB
Directions Served	LTR	T	T	LTR	LTR
Maximum Queue (ft)	198	180	99	6	195
Average Queue (ft)	88	67	26	0	88
95th Queue (ft)	251	249	118	4	235
Link Distance (ft)	155	195	138	213	251
Upstream Blk Time (%)	34	22	13		19
Queuing Penalty (veh)	0	0	0		0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 8: Chamblee Dunwoody Rd & Pierce Dr/Arby Drwy

Movement	EB	NB	NB	SB
Directions Served	LTR	L	TR	LTR
Maximum Queue (ft)	228	115	94	670
Average Queue (ft)	156	41	3	340
95th Queue (ft)	278	96	41	667
Link Distance (ft)	213		268	1095
Upstream Blk Time (%)	47			
Queuing Penalty (veh)	51			
Storage Bay Dist (ft)		100		
Storage Blk Time (%)		1	0	
Queuing Penalty (veh)		6	0	

Intersection: 9: Pierce Dr & Peachtree Industrial Blvd

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LTR	L	TR
Maximum Queue (ft)	149	309	291	68	148	174	199	96	147
Average Queue (ft)	78	135	98	20	64	79	97	38	57
95th Queue (ft)	150	258	214	48	126	151	175	84	113
Link Distance (ft)		617	617	536	536	536	509	585	585
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	125								
Storage Blk Time (%)	2	6							
Queuing Penalty (veh)	9	8							

Intersection: 10: Chamblee Dunwoody Rd & Peachtree Industrial Blvd

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	T	R	L	TR
Maximum Queue (ft)	150	447	433	82	902	925	225	220	716	74	125	295
Average Queue (ft)	105	237	233	30	889	892	44	95	392	9	74	275
95th Queue (ft)	174	418	394	71	897	907	191	189	669	49	149	304
Link Distance (ft)		536	536		873	873		934	934			268
Upstream Blk Time (%)			0		65	83			0			54
Queuing Penalty (veh)			0		0	0			0			256
Storage Bay Dist (ft)	125			75			200			50	100	
Storage Blk Time (%)	14	16		3	0	56	0		63	0	8	70
Queuing Penalty (veh)	75	21		15	0	40	0		21	0	35	58

Network Summary

Network wide Queuing Penalty: 766

HCM 6th Signalized Intersection Summary

2: Chamblee Dunwoody Rd & Harts Mill Ct

08/10/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	1	220	2	1	3	155	400	3	2	393	143
Future Volume (veh/h)	95	1	220	2	1	3	155	400	3	2	393	143
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	104	1	242	4	2	6	167	430	3	2	414	151
Peak Hour Factor	0.91	0.91	0.91	0.50	0.50	0.50	0.93	0.93	0.93	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	424	2	369	136	82	127	602	1138	8	70	547	199
Arrive On Green	0.23	0.23	0.21	0.23	0.23	0.21	0.12	0.61	0.58	0.42	0.42	0.39
Sat Flow, veh/h	1407	7	1580	191	353	544	1781	1855	13	2	1307	475
Grp Volume(v), veh/h	104	0	243	12	0	0	167	0	433	567	0	0
Grp Sat Flow(s),veh/h/ln	1407	0	1586	1087	0	0	1781	0	1868	1783	0	0
Q Serve(g_s), s	0.0	0.0	7.3	0.0	0.0	0.0	2.3	0.0	6.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.1	0.0	7.3	7.4	0.0	0.0	2.3	0.0	6.1	14.2	0.0	0.0
Prop In Lane	1.00		1.00	0.33		0.50	1.00		0.01	0.00		0.27
Lane Grp Cap(c), veh/h	424	0	370	346	0	0	602	0	1146	816	0	0
V/C Ratio(X)	0.25	0.00	0.66	0.03	0.00	0.00	0.28	0.00	0.38	0.70	0.00	0.00
Avail Cap(c_a), veh/h	937	0	948	346	0	0	1470	0	1668	1659	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.9	0.0	18.7	15.8	0.0	0.0	5.2	0.0	5.1	13.1	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	2.0	0.0	0.0	0.0	0.2	0.0	0.2	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	2.6	0.1	0.0	0.0	0.7	0.0	1.7	4.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.2	0.0	20.7	15.8	0.0	0.0	5.5	0.0	5.3	14.2	0.0	0.0
LnGrp LOS	B	A	C	B	A	A	A	A	A	B	A	A
Approach Vol, veh/h		347			12			600			567	
Approach Delay, s/veh		19.6			15.8			5.3			14.2	
Approach LOS		B			B			A			B	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.2	25.8		16.2		36.0		16.2				
Change Period (Y+Rc), s	5.6	5.6		* 5.2		5.6		* 5.2				
Max Green Setting (Gmax), s	30.0	45.0		* 30		45.0		* 6				
Max Q Clear Time (g_c+I1), s	4.3	16.2		9.3		8.1		9.4				
Green Ext Time (p_c), s	0.5	4.1		1.7		3.2		0.0				

Intersection Summary												
HCM 6th Ctrl Delay				12.0								
HCM 6th LOS				B								

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

9: Pierce Dr & Peachtree Industrial Blvd

08/10/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	1341	46	27	1223	23	46	15	52	42	26	101
Future Volume (veh/h)	46	1341	46	27	1223	23	46	15	52	42	26	101
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	48	1412	48	31	1390	26	61	20	69	62	38	149
Peak Hour Factor	0.95	0.95	0.95	0.88	0.88	0.88	0.75	0.75	0.75	0.68	0.68	0.68
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	289	2388	81	276	2425	45	93	37	84	220	70	273
Arrive On Green	0.04	0.68	0.67	0.03	0.68	0.67	0.21	0.21	0.20	0.21	0.21	0.20
Sat Flow, veh/h	1781	3507	119	1781	3568	67	295	178	403	1308	332	1303
Grp Volume(v), veh/h	48	714	746	31	692	724	150	0	0	62	0	187
Grp Sat Flow(s),veh/h/ln	1781	1777	1849	1781	1777	1858	876	0	0	1308	0	1636
Q Serve(g_s), s	1.3	34.3	34.5	0.8	32.7	32.8	12.9	0.0	0.0	0.0	0.0	16.4
Cycle Q Clear(g_c), s	1.3	34.3	34.5	0.8	32.7	32.8	29.3	0.0	0.0	11.1	0.0	16.4
Prop In Lane	1.00		0.06	1.00		0.04	0.41		0.46	1.00		0.80
Lane Grp Cap(c), veh/h	289	1210	1259	276	1207	1263	215	0	0	220	0	342
V/C Ratio(X)	0.17	0.59	0.59	0.11	0.57	0.57	0.70	0.00	0.00	0.28	0.00	0.55
Avail Cap(c_a), veh/h	402	1210	1259	392	1207	1263	237	0	0	241	0	368
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.54	0.54	0.54	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.6	13.6	13.7	10.7	13.5	13.5	65.6	0.0	0.0	54.4	0.0	57.2
Incr Delay (d2), s/veh	0.3	2.1	2.1	0.1	1.1	1.0	7.7	0.0	0.0	0.7	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	13.4	14.0	0.3	12.5	13.1	6.5	0.0	0.0	2.2	0.0	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.9	15.7	15.7	10.8	14.5	14.5	73.3	0.0	0.0	55.1	0.0	58.7
LnGrp LOS	B	B	B	B	B	B	E	A	A	E	A	E
Approach Vol, veh/h	1508			1447			150			249		
Approach Delay, s/veh	15.6			14.4			73.3			57.8		
Approach LOS	B			B			E			E		
Timer - Assigned Phs	1	2		4	5	6				8		
Phs Duration (G+Y+Rc), s	9.8	112.7		37.5	9.5	113.0				37.5		
Change Period (Y+Rc), s	5.4	* 5.8		6.0	* 5.8	* 5.8				6.0		
Max Green Setting (Gmax), s	14.6	* 94		34.0	* 14	* 94				34.0		
Max Q Clear Time (g_c+I1), s	3.3	34.8		18.4	2.8	36.5				31.3		
Green Ext Time (p_c), s	0.0	12.7		1.2	0.0	13.5				0.2		

Intersection Summary												
HCM 6th Ctrl Delay	20.8											
HCM 6th LOS	C											

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

10: Chamblee Dunwoody Rd & Peachtree Industrial Blvd

08/10/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	166	1203	63	112	1087	75	85	279	77	97	288	155	
Future Volume (veh/h)	166	1203	63	112	1087	75	85	279	77	97	288	155	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No			No			No			No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	173	1253	66	123	1195	0	94	310	86	102	303	163	
Peak Hour Factor	0.96	0.96	0.96	0.91	0.91	0.91	0.90	0.90	0.90	0.95	0.95	0.95	
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2	
Cap, veh/h	285	1657	87	242	1661		184	538	456	301	333	179	
Arrive On Green	0.08	0.48	0.47	0.07	0.47	0.00	0.06	0.29	0.29	0.06	0.29	0.28	
Sat Flow, veh/h	1781	3434	181	1781	3554	1585	1781	1870	1585	1781	1144	615	
Grp Volume(v), veh/h	173	648	671	123	1195	0	94	310	86	102	0	466	
Grp Sat Flow(s),veh/h/ln	1781	1777	1838	1781	1777	1585	1781	1870	1585	1781	0	1760	
Q Serve(g_s), s	7.6	47.5	47.7	5.5	43.2	0.0	5.8	22.6	6.5	6.3	0.0	40.9	
Cycle Q Clear(g_c), s	7.6	47.5	47.7	5.5	43.2	0.0	5.8	22.6	6.5	6.3	0.0	40.9	
Prop In Lane	1.00		0.10	1.00		1.00	1.00		1.00	1.00		0.35	
Lane Grp Cap(c), veh/h	285	857	887	242	1661		184	538	456	301	0	512	
V/C Ratio(X)	0.61	0.76	0.76	0.51	0.72		0.51	0.58	0.19	0.34	0.00	0.91	
Avail Cap(c_a), veh/h	430	857	887	302	1661		198	538	456	310	0	512	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	0.81	0.81	0.81	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh	26.8	33.7	33.8	27.3	34.2	0.0	41.8	48.7	42.9	37.7	0.0	55.1	
Incr Delay (d2), s/veh	1.7	5.0	4.9	1.7	2.7	0.0	2.2	4.5	0.9	0.7	0.0	22.9	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	3.2	21.0	21.8	2.3	18.8	0.0	2.7	11.3	2.7	2.8	0.0	21.3	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	28.5	38.7	38.7	29.0	36.9	0.0	43.9	53.1	43.9	38.3	0.0	78.0	
LnGrp LOS	C	D	D	C	D		D	D	D	D	A	E	
Approach Vol, veh/h	1492			1318			A			490			568
Approach Delay, s/veh	37.5			36.2						49.7			70.9
Approach LOS	D			D						D			E
Timer - Assigned Phs	1	2	3	4	5	6	7	8					
Phs Duration (G+Y+Rc), s	17.0	78.8	13.7	50.5	14.6	81.2	14.2	50.0					
Change Period (Y+Rc), s	7.0	6.0	6.0	* 6.3	7.0	6.0	6.0	* 6.3					
Max Green Setting (Gmax), s	23.0	59.0	9.0	* 44	13.0	69.0	9.0	* 44					
Max Q Clear Time (g_c+I1), s	9.6	45.2	7.8	42.9	7.5	49.7	8.3	24.6					
Green Ext Time (p_c), s	0.3	6.6	0.0	0.2	0.1	8.3	0.0	1.9					

Intersection Summary

HCM 6th Ctrl Delay	43.5
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
1: Spring St & Harts Mill Rd NE

08/10/2018

Intersection						
Int Delay, s/veh	2.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↕			↕	↔	↔
Traffic Vol, veh/h	283	29	14	287	30	29
Future Vol, veh/h	283	29	14	287	30	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	82	82	52	52
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	333	34	17	350	58	56

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	367	0	734
Stage 1	-	-	-	-	350
Stage 2	-	-	-	-	384
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1192	-	387
Stage 1	-	-	-	-	713
Stage 2	-	-	-	-	688
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1192	-	380
Mov Cap-2 Maneuver	-	-	-	-	380
Stage 1	-	-	-	-	700
Stage 2	-	-	-	-	688

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	14.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	488	-	-	1192	-
HCM Lane V/C Ratio	0.233	-	-	0.014	-
HCM Control Delay (s)	14.6	-	-	8.1	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.9	-	-	0	-

HCM 6th TWSC
4: Chamblee Dunwoody Rd & Mendenhall St

08/10/2018

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	58	39	523	575	11
Future Vol, veh/h	10	58	39	523	575	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	63	63	90	90	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	92	43	581	612	12
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1285	618	624	0	-	0
Stage 1	618	-	-	-	-	-
Stage 2	667	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	182	489	957	-	-	-
Stage 1	538	-	-	-	-	-
Stage 2	510	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	174	489	957	-	-	-
Mov Cap-2 Maneuver	174	-	-	-	-	-
Stage 1	514	-	-	-	-	-
Stage 2	510	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	17.9	0.6	0			
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	957	-	386	-	-	
HCM Lane V/C Ratio	0.045	-	0.28	-	-	
HCM Control Delay (s)	8.9	-	17.9	-	-	
HCM Lane LOS	A	-	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	1.1	-	-	

HCM 6th TWSC
 8: Chamblee Dunwoody Rd & Pierce Dr/Arby Drwy

08/10/2018

Intersection												
Int Delay, s/veh	8.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	
Traffic Vol, veh/h	54	2	76	1	0	4	32	479	11	2	476	22
Future Vol, veh/h	54	2	76	1	0	4	32	479	11	2	476	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	61	61	61	92	92	92	94	94	94	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	89	3	125	1	0	4	34	510	12	2	560	26

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1163	1167	573	1225	1174	516	586	0	0	522	0	0
Stage 1	577	577	-	584	584	-	-	-	-	-	-	-
Stage 2	586	590	-	641	590	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	172	194	519	156	192	559	989	-	-	1044	-	-
Stage 1	502	502	-	498	498	-	-	-	-	-	-	-
Stage 2	496	495	-	463	495	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	166	187	519	114	185	559	989	-	-	1044	-	-
Mov Cap-2 Maneuver	166	187	-	114	185	-	-	-	-	-	-	-
Stage 1	485	500	-	481	481	-	-	-	-	-	-	-
Stage 2	475	478	-	348	494	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	53.9	16.7	0.5	0
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	989	-	-	274	314	1044	-	-
HCM Lane V/C Ratio	0.034	-	-	0.79	0.017	0.002	-	-
HCM Control Delay (s)	8.8	-	-	53.9	16.7	8.5	0	-
HCM Lane LOS	A	-	-	F	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	6.1	0.1	0	-	-

Intersection: 1: Spring St & Harts Mill Rd NE

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	197	55	83
Average Queue (ft)	44	8	35
95th Queue (ft)	129	36	69
Link Distance (ft)	699	51	755
Upstream Blk Time (%)		1	
Queuing Penalty (veh)		1	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Chamblee Dunwoody Rd & Harts Mill Ct

Movement	EB	EB	WB	NB	NB	SB
Directions Served	L	TR	LTR	L	TR	LTR
Maximum Queue (ft)	64	68	36	165	260	269
Average Queue (ft)	42	46	5	63	103	159
95th Queue (ft)	66	69	25	119	207	268
Link Distance (ft)	51	51	233		902	250
Upstream Blk Time (%)	16	8				2
Queuing Penalty (veh)	25	13				0
Storage Bay Dist (ft)				275		
Storage Blk Time (%)					0	
Queuing Penalty (veh)					0	

Intersection: 3: Mendenhall St & School St

Movement	EB
Directions Served	LT
Maximum Queue (ft)	24
Average Queue (ft)	1
95th Queue (ft)	12
Link Distance (ft)	380
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Chamblee Dunwoody Rd & Mendenhall St

Movement	EB	NB	NB	SB
Directions Served	LR	L	T	TR
Maximum Queue (ft)	74	40	52	8
Average Queue (ft)	31	14	3	0
95th Queue (ft)	54	41	28	4
Link Distance (ft)	407		1095	902
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		25		
Storage Blk Time (%)		2	0	
Queuing Penalty (veh)		12	0	

Intersection: 5: Bank Driveway/H.S Driveway & Pierce Dr

Movement	EB	B17	B20	WB	NB
Directions Served	LTR	T	T	LTR	LTR
Maximum Queue (ft)	228	181	31	29	217
Average Queue (ft)	95	60	22	2	77
95th Queue (ft)	251	227	107	16	210
Link Distance (ft)	155	195	138	213	251
Upstream Blk Time (%)	32	17	14		8
Queuing Penalty (veh)	0	0	0		0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 8: Chamblee Dunwoody Rd & Pierce Dr/Arby Drwy

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	L	LTR
Maximum Queue (ft)	227	26	62	563
Average Queue (ft)	186	4	14	282
95th Queue (ft)	279	18	43	567
Link Distance (ft)	213	126		1095
Upstream Blk Time (%)	54			
Queuing Penalty (veh)	59			
Storage Bay Dist (ft)			100	
Storage Blk Time (%)			0	
Queuing Penalty (veh)			0	

Intersection: 9: Pierce Dr & Peachtree Industrial Blvd

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LTR	L	TR
Maximum Queue (ft)	149	379	346	64	106	114	198	102	175
Average Queue (ft)	35	159	122	11	29	42	89	40	72
95th Queue (ft)	98	316	271	38	76	89	168	87	137
Link Distance (ft)		617	617	536	536	536	509	585	585
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	125								
Storage Blk Time (%)		12							
Queuing Penalty (veh)		5							

Intersection: 10: Chamblee Dunwoody Rd & Peachtree Industrial Blvd

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	T	R	L	TR
Maximum Queue (ft)	150	564	570	99	915	924	225	182	382	75	125	295
Average Queue (ft)	131	424	411	47	890	891	46	60	225	30	65	277
95th Queue (ft)	184	626	617	97	902	906	196	132	367	87	140	296
Link Distance (ft)		536	536		873	873		934	934			268
Upstream Blk Time (%)		4	3		66	85						48
Queuing Penalty (veh)		27	24		0	0						267
Storage Bay Dist (ft)	125			75			200			50	100	
Storage Blk Time (%)	39	32		14	0	62	0		47	1	2	65
Queuing Penalty (veh)	233	53		75	1	46	0		36	3	10	63

Network Summary

Network wide Queuing Penalty: 953

HCM 6th Signalized Intersection Summary

2: Chamblee Dunwoody Rd & Harts Mill Ct

08/10/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	2	301	2	0	1	223	492	3	0	452	213
Future Volume (veh/h)	119	2	301	2	0	1	223	492	3	0	452	213
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	131	2	331	4	0	2	240	529	3	0	476	224
Peak Hour Factor	0.91	0.91	0.91	0.50	0.50	0.50	0.93	0.93	0.93	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	432	2	410	128	15	32	386	1180	7	0	564	266
Arrive On Green	0.26	0.26	0.24	0.26	0.00	0.24	0.11	0.64	0.61	0.00	0.47	0.45
Sat Flow, veh/h	1415	10	1577	189	59	124	1781	1858	11	0	1203	566
Grp Volume(v), veh/h	131	0	333	6	0	0	240	0	532	0	0	700
Grp Sat Flow(s),veh/h/ln	1415	0	1587	373	0	0	1781	0	1868	0	0	1768
Q Serve(g_s), s	0.0	0.0	15.1	0.1	0.0	0.0	4.6	0.0	11.1	0.0	0.0	26.6
Cycle Q Clear(g_c), s	6.5	0.0	15.1	15.1	0.0	0.0	4.6	0.0	11.1	0.0	0.0	26.6
Prop In Lane	1.00		0.99	0.67		0.33	1.00		0.01	0.00		0.32
Lane Grp Cap(c), veh/h	432	0	413	176	0	0	386	0	1186	0	0	830
V/C Ratio(X)	0.30	0.00	0.81	0.03	0.00	0.00	0.62	0.00	0.45	0.00	0.00	0.84
Avail Cap(c_a), veh/h	550	0	545	176	0	0	572	0	1510	0	0	1429
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	23.3	0.0	27.0	22.4	0.0	0.0	14.4	0.0	7.1	0.0	0.0	18.0
Incr Delay (d2), s/veh	0.4	0.0	6.6	0.1	0.0	0.0	1.6	0.0	0.3	0.0	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	6.2	0.1	0.0	0.0	1.9	0.0	3.5	0.0	0.0	10.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.7	0.0	33.6	22.4	0.0	0.0	16.0	0.0	7.4	0.0	0.0	20.4
LnGrp LOS	C	A	C	C	A	A	B	A	A	A	A	C
Approach Vol, veh/h		464			6			772			700	
Approach Delay, s/veh		30.8			22.4			10.1			20.4	
Approach LOS		C			C			B			C	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.6	39.8		23.8		52.4		23.8				
Change Period (Y+Rc), s	5.6	5.6		* 5.2		5.6		* 5.2				
Max Green Setting (Gmax), s	15.0	60.0		* 25		60.0		* 6				
Max Q Clear Time (g_c+I1), s	6.6	28.6		17.1		13.1		17.1				
Green Ext Time (p_c), s	0.4	5.6		1.6		3.8		0.0				

Intersection Summary												
HCM 6th Ctrl Delay				18.8								
HCM 6th LOS				B								

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

9: Pierce Dr & Peachtree Industrial Blvd

08/10/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	1623	53	21	1341	15	56	17	43	20	10	32
Future Volume (veh/h)	55	1623	53	21	1341	15	56	17	43	20	10	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	58	1708	56	24	1524	17	75	23	57	29	15	47
Peak Hour Factor	0.95	0.95	0.95	0.88	0.88	0.88	0.75	0.75	0.75	0.68	0.68	0.68
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	290	2646	86	233	2696	30	114	35	69	188	60	188
Arrive On Green	0.03	0.75	0.74	0.03	0.75	0.74	0.15	0.15	0.14	0.15	0.15	0.14
Sat Flow, veh/h	1781	3512	115	1781	3600	40	559	232	460	1319	398	1248
Grp Volume(v), veh/h	58	861	903	24	752	789	155	0	0	29	0	62
Grp Sat Flow(s),veh/h/ln	1781	1777	1850	1781	1777	1863	1252	0	0	1319	0	1646
Q Serve(g_s), s	1.3	41.7	42.4	0.5	33.2	33.2	16.6	0.0	0.0	0.0	0.0	6.0
Cycle Q Clear(g_c), s	1.3	41.7	42.4	0.5	33.2	33.2	22.6	0.0	0.0	5.0	0.0	6.0
Prop In Lane	1.00		0.06	1.00		0.02	0.48		0.37	1.00		0.76
Lane Grp Cap(c), veh/h	290	1339	1394	233	1331	1395	218	0	0	188	0	248
V/C Ratio(X)	0.20	0.64	0.65	0.10	0.56	0.57	0.71	0.00	0.00	0.15	0.00	0.25
Avail Cap(c_a), veh/h	387	1339	1394	339	1331	1395	292	0	0	254	0	329
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.38	0.38	0.38	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.2	10.6	10.7	9.8	9.8	9.9	76.6	0.0	0.0	67.1	0.0	68.2
Incr Delay (d2), s/veh	0.3	2.4	2.3	0.1	0.7	0.6	5.2	0.0	0.0	0.4	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	15.5	16.4	0.2	12.0	12.6	7.4	0.0	0.0	1.2	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.5	13.0	13.1	9.8	10.5	10.5	81.8	0.0	0.0	67.4	0.0	68.7
LnGrp LOS	A	B	B	A	B	B	F	A	A	E	A	E
Approach Vol, veh/h	1822			1565			155			91		
Approach Delay, s/veh	12.9			10.5			81.8			68.3		
Approach LOS	B			B			F			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.1	138.8		31.1	9.3	139.6		31.1				
Change Period (Y+Rc), s	5.4	* 5.8		6.0	* 5.8	* 5.8		6.0				
Max Green Setting (Gmax), s	14.6	* 1.1E2		34.0	* 14	* 1.1E2		34.0				
Max Q Clear Time (g_c+I1), s	3.3	35.2		8.0	2.5	44.4		24.6				
Green Ext Time (p_c), s	0.1	15.5		0.4	0.0	21.1		0.5				

Intersection Summary

HCM 6th Ctrl Delay	16.2
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

10: Chamblee Dunwoody Rd & Peachtree Industrial Blvd

08/10/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	254	1394	87	107	1290	40	51	305	62	48	338	136	
Future Volume (veh/h)	254	1394	87	107	1290	40	51	305	62	48	338	136	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No			No			No			No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	265	1452	91	118	1418	0	57	339	69	51	356	143	
Peak Hour Factor	0.96	0.96	0.96	0.91	0.91	0.91	0.90	0.90	0.90	0.95	0.95	0.95	
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2	
Cap, veh/h	310	1877	117	220	1762		118	483	410	203	324	130	
Arrive On Green	0.12	0.55	0.54	0.06	0.50	0.00	0.04	0.26	0.26	0.04	0.26	0.24	
Sat Flow, veh/h	1781	3397	212	1781	3554	1585	1781	1870	1585	1781	1269	510	
Grp Volume(v), veh/h	265	757	786	118	1418	0	57	339	69	51	0	499	
Grp Sat Flow(s),veh/h/ln	1781	1777	1832	1781	1777	1585	1781	1870	1585	1781	0	1779	
Q Serve(g_s), s	15.6	59.8	60.6	5.6	60.3	0.0	4.2	29.5	6.1	3.7	0.0	46.0	
Cycle Q Clear(g_c), s	15.6	59.8	60.6	5.6	60.3	0.0	4.2	29.5	6.1	3.7	0.0	46.0	
Prop In Lane	1.00		0.12	1.00		1.00	1.00		1.00	1.00		0.29	
Lane Grp Cap(c), veh/h	310	982	1012	220	1762		118	483	410	203	0	455	
V/C Ratio(X)	0.85	0.77	0.78	0.54	0.80		0.48	0.70	0.17	0.25	0.00	1.10	
Avail Cap(c_a), veh/h	360	982	1012	273	1762		149	483	410	239	0	455	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	0.73	0.73	0.73	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh	44.6	31.4	31.7	29.5	38.1	0.0	51.7	60.4	51.7	48.6	0.0	67.3	
Incr Delay (d2), s/veh	12.3	4.3	4.3	2.0	4.0	0.0	3.1	8.2	0.9	0.6	0.0	71.4	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	12.8	26.0	27.2	2.4	26.5	0.0	2.0	15.2	2.5	1.7	0.0	29.9	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	56.9	35.7	36.0	31.5	42.1	0.0	54.8	68.7	52.6	49.2	0.0	138.7	
LnGrp LOS	E	D	D	C	D		D	E	D	D	A	F	
Approach Vol, veh/h	1808				1536			A		465		550	
Approach Delay, s/veh	38.9				41.3					64.6		130.4	
Approach LOS	D				D					E		F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8					
Phs Duration (G+Y+Rc), s	24.9	93.2	11.8	50.0	14.7	103.5	11.3	50.5					
Change Period (Y+Rc), s	7.0	6.0	6.0	* 6.3	7.0	6.0	6.0	* 6.3					
Max Green Setting (Gmax), s	23.0	79.0	9.0	* 44	13.0	89.0	9.0	* 44					
Max Q Clear Time (g_c+I1), s	17.6	62.3	6.2	48.0	7.6	62.6	5.7	31.5					
Green Ext Time (p_c), s	0.4	9.0	0.0	0.0	0.1	12.0	0.0	1.7					

Intersection Summary

HCM 6th Ctrl Delay	54.0
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
1: Spring St & Harts Mill Rd NE

08/10/2018

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↕			↕	↕	
Traffic Vol, veh/h	391	14	6	447	5	4
Future Vol, veh/h	391	14	6	447	5	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	82	82	52	52
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	460	16	7	545	10	8

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	476	0	1027
Stage 1	-	-	-	-	468
Stage 2	-	-	-	-	559
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1086	-	260
Stage 1	-	-	-	-	630
Stage 2	-	-	-	-	572
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1086	-	258
Mov Cap-2 Maneuver	-	-	-	-	258
Stage 1	-	-	-	-	624
Stage 2	-	-	-	-	572

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	16
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	345	-	-	1086	-
HCM Lane V/C Ratio	0.05	-	-	0.007	-
HCM Control Delay (s)	16	-	-	8.3	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

HCM 6th TWSC
4: Chamblee Dunwoody Rd & Mendenhall St

08/10/2018

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	35	54	722	714	9
Future Vol, veh/h	4	35	54	722	714	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	63	63	90	90	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	56	60	802	760	10

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	1687	765	770	0	0
Stage 1	765	-	-	-	-
Stage 2	922	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	103	403	844	-	-
Stage 1	459	-	-	-	-
Stage 2	387	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	96	403	844	-	-
Mov Cap-2 Maneuver	96	-	-	-	-
Stage 1	426	-	-	-	-
Stage 2	387	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.9	0.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	844	-	303	-	-
HCM Lane V/C Ratio	0.071	-	0.204	-	-
HCM Control Delay (s)	9.6	-	19.9	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.8	-	-

HCM 6th TWSC
 8: Chamblee Dunwoody Rd & Pierce Dr/Arby Drwy

08/10/2018

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	
Traffic Vol, veh/h	30	1	20	2	0	7	23	578	14	2	536	24
Future Vol, veh/h	30	1	20	2	0	7	23	578	14	2	536	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	61	61	61	92	92	92	94	94	94	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	2	33	2	0	8	24	615	15	2	631	28

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1324	1327	645	1338	1334	623	659	0	0	630	0	0
Stage 1	649	649	-	671	671	-	-	-	-	-	-	-
Stage 2	675	678	-	667	663	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	133	155	472	130	154	486	929	-	-	952	-	-
Stage 1	458	466	-	446	455	-	-	-	-	-	-	-
Stage 2	444	452	-	448	459	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	128	151	472	117	150	486	929	-	-	952	-	-
Mov Cap-2 Maneuver	128	151	-	117	150	-	-	-	-	-	-	-
Stage 1	446	465	-	434	443	-	-	-	-	-	-	-
Stage 2	426	440	-	414	458	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	41.3		18		0.3		0	
HCM LOS	E		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	929	-	-	180	286	952	-	-
HCM Lane V/C Ratio	0.026	-	-	0.464	0.034	0.002	-	-
HCM Control Delay (s)	9	-	-	41.3	18	8.8	0	-
HCM Lane LOS	A	-	-	E	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	2.2	0.1	0	-	-

Intersection: 1: Spring St & Harts Mill Rd NE

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	584	55	46
Average Queue (ft)	211	4	9
95th Queue (ft)	552	27	34
Link Distance (ft)	699	51	755
Upstream Blk Time (%)	7	0	
Queuing Penalty (veh)	0	1	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Chamblee Dunwoody Rd & Harts Mill Ct

Movement	EB	EB	WB	NB	NB	SB
Directions Served	L	TR	LTR	L	TR	LTR
Maximum Queue (ft)	63	76	31	198	244	283
Average Queue (ft)	46	57	4	99	107	234
95th Queue (ft)	66	76	20	175	213	314
Link Distance (ft)	51	51	233		902	250
Upstream Blk Time (%)	30	29				26
Queuing Penalty (veh)	60	57				0
Storage Bay Dist (ft)				275		
Storage Blk Time (%)					0	
Queuing Penalty (veh)					0	

Intersection: 3: Mendenhall St & School St

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 4: Chamblee Dunwoody Rd & Mendenhall St

Movement	EB	NB	NB	SB
Directions Served	LR	L	T	TR
Maximum Queue (ft)	249	52	214	913
Average Queue (ft)	106	26	28	464
95th Queue (ft)	272	52	126	1101
Link Distance (ft)	407		1095	902
Upstream Blk Time (%)				9
Queuing Penalty (veh)				65
Storage Bay Dist (ft)		25		
Storage Blk Time (%)		12	0	
Queuing Penalty (veh)		88	0	

Intersection: 5: Bank Driveway/H.S Driveway & Pierce Dr

Movement	EB	B17	B20	NB
Directions Served	LTR	T	T	LTR
Maximum Queue (ft)	223	266	131	125
Average Queue (ft)	128	102	32	40
95th Queue (ft)	289	296	122	140
Link Distance (ft)	155	195	138	251
Upstream Blk Time (%)	56	32	18	3
Queuing Penalty (veh)	0	0	0	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 8: Chamblee Dunwoody Rd & Pierce Dr/Arby Drwy

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	L	LTR
Maximum Queue (ft)	224	57	51	1110
Average Queue (ft)	182	16	10	980
95th Queue (ft)	275	64	36	1352
Link Distance (ft)	213	126		1095
Upstream Blk Time (%)	67	2		30
Queuing Penalty (veh)	31	0		222
Storage Bay Dist (ft)			100	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Pierce Dr & Peachtree Industrial Blvd

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LTR	L	TR
Maximum Queue (ft)	150	674	654	55	83	108	417	80	72
Average Queue (ft)	88	577	559	9	24	44	230	24	27
95th Queue (ft)	188	800	806	33	69	96	484	65	60
Link Distance (ft)		617	617	536	536	536	509	585	585
Upstream Blk Time (%)		44	37				14		
Queuing Penalty (veh)		0	0				0		
Storage Bay Dist (ft)	125								
Storage Blk Time (%)	0	57							
Queuing Penalty (veh)	0	31							

Intersection: 10: Chamblee Dunwoody Rd & Peachtree Industrial Blvd

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	T	R	L	TR
Maximum Queue (ft)	150	581	596	86	911	924	180	125	460	75	124	294
Average Queue (ft)	149	549	554	42	889	892	14	44	268	23	38	278
95th Queue (ft)	152	584	609	90	901	908	104	105	432	78	109	290
Link Distance (ft)		536	536		873	873		934	934			268
Upstream Blk Time (%)		27	26		63	84						67
Queuing Penalty (veh)		225	221		0	0						375
Storage Bay Dist (ft)	125			75			200			50	100	
Storage Blk Time (%)	68	24		9	2	58	0		54	1	0	74
Queuing Penalty (veh)	471	60		58	2	23	0		33	2	0	36

Network Summary

Network wide Queuing Penalty: 2059

HCM 6th Signalized Intersection Summary

2: Chamblee Dunwoody Rd & Harts Mill Ct

08/10/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	1	188	2	2	2	333	416	2	0	405	157
Future Volume (veh/h)	190	1	188	2	2	2	333	416	2	0	405	157
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	209	1	207	4	4	4	358	447	2	0	426	165
Peak Hour Factor	0.91	0.91	0.91	0.50	0.50	0.50	0.93	0.93	0.93	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	407	2	378	134	129	95	506	1190	5	0	527	204
Arrive On Green	0.24	0.24	0.22	0.24	0.24	0.22	0.17	0.64	0.62	0.00	0.41	0.39
Sat Flow, veh/h	1407	8	1579	255	540	398	1781	1861	8	0	1284	497
Grp Volume(v), veh/h	209	0	208	12	0	0	358	0	449	0	0	591
Grp Sat Flow(s),veh/h/ln	1407	0	1586	1193	0	0	1781	0	1869	0	0	1781
Q Serve(g_s), s	3.2	0.0	7.7	0.0	0.0	0.0	6.5	0.0	7.5	0.0	0.0	19.4
Cycle Q Clear(g_c), s	10.9	0.0	7.7	7.7	0.0	0.0	6.5	0.0	7.5	0.0	0.0	19.4
Prop In Lane	1.00		1.00	0.33		0.33	1.00		0.00	0.00		0.28
Lane Grp Cap(c), veh/h	407	0	379	358	0	0	506	0	1196	0	0	731
V/C Ratio(X)	0.51	0.00	0.55	0.03	0.00	0.00	0.71	0.00	0.38	0.00	0.00	0.81
Avail Cap(c_a), veh/h	734	0	749	358	0	0	1056	0	1317	0	0	1255
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	23.6	0.0	22.6	19.5	0.0	0.0	11.7	0.0	5.6	0.0	0.0	17.4
Incr Delay (d2), s/veh	1.0	0.0	1.2	0.0	0.0	0.0	1.8	0.0	0.2	0.0	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	2.8	0.1	0.0	0.0	2.3	0.0	2.4	0.0	0.0	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.6	0.0	23.8	19.6	0.0	0.0	13.5	0.0	5.8	0.0	0.0	19.6
LnGrp LOS	C	A	C	B	A	A	B	A	A	A	A	B
Approach Vol, veh/h		417			12			807				591
Approach Delay, s/veh		24.2			19.6			9.2				19.6
Approach LOS		C			B			A				B
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	15.2	31.1		19.8		46.3		19.8				
Change Period (Y+Rc), s	5.6	5.6		* 5.2		5.6		* 5.2				
Max Green Setting (Gmax), s	30.0	45.0		* 30		45.0		* 6				
Max Q Clear Time (g_c+I1), s	8.5	21.4		12.9		9.5		9.7				
Green Ext Time (p_c), s	1.1	4.1		1.7		3.3		0.0				

Intersection Summary												
HCM 6th Ctrl Delay				16.1								
HCM 6th LOS				B								

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

9: Pierce Dr & Peachtree Industrial Blvd

08/10/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	1133	37	53	1361	33	47	42	29	51	29	67
Future Volume (veh/h)	160	1133	37	53	1361	33	47	42	29	51	29	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	168	1193	39	60	1547	38	63	56	39	75	43	99
Peak Hour Factor	0.95	0.95	0.95	0.88	0.88	0.88	0.75	0.75	0.75	0.68	0.68	0.68
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	279	2460	80	364	2449	60	96	83	48	201	93	213
Arrive On Green	0.05	0.70	0.69	0.04	0.69	0.68	0.18	0.18	0.17	0.18	0.18	0.17
Sat Flow, veh/h	1781	3512	115	1781	3545	87	350	449	262	1301	503	1159
Grp Volume(v), veh/h	168	603	629	60	774	811	158	0	0	75	0	142
Grp Sat Flow(s),veh/h/ln	1781	1777	1850	1781	1777	1855	1060	0	0	1301	0	1662
Q Serve(g_s), s	4.4	24.6	24.7	1.5	38.2	38.5	12.8	0.0	0.0	0.0	0.0	12.3
Cycle Q Clear(g_c), s	4.4	24.6	24.7	1.5	38.2	38.5	25.0	0.0	0.0	14.1	0.0	12.3
Prop In Lane	1.00		0.06	1.00		0.05	0.40		0.25	1.00		0.70
Lane Grp Cap(c), veh/h	279	1245	1296	364	1228	1281	227	0	0	201	0	306
V/C Ratio(X)	0.60	0.48	0.49	0.16	0.63	0.63	0.70	0.00	0.00	0.37	0.00	0.46
Avail Cap(c_a), veh/h	368	1245	1296	470	1228	1281	288	0	0	254	0	374
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.55	0.55	0.55	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.7	10.9	10.9	7.9	13.5	13.6	66.0	0.0	0.0	59.0	0.0	58.9
Incr Delay (d2), s/veh	2.1	1.4	1.3	0.1	1.4	1.3	5.1	0.0	0.0	1.1	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	9.4	9.8	0.5	14.4	15.1	6.6	0.0	0.0	2.9	0.0	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.8	12.2	12.2	8.0	14.9	14.9	71.2	0.0	0.0	60.2	0.0	60.0
LnGrp LOS	B	B	B	A	B	B	E	A	A	E	A	E
Approach Vol, veh/h	1400			1645			158			217		
Approach Delay, s/veh	12.9			14.7			71.2			60.0		
Approach LOS	B			B			E			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	114.5		33.5	10.5	116.1		33.5				
Change Period (Y+Rc), s	5.4	* 5.8		6.0	* 5.8	* 5.8		6.0				
Max Green Setting (Gmax), s	14.6	* 94		34.0	* 14	* 94		34.0				
Max Q Clear Time (g_c+I1), s	6.4	40.5		16.1	3.5	26.7		27.0				
Green Ext Time (p_c), s	0.3	15.8		1.0	0.1	9.9		0.4				

Intersection Summary

HCM 6th Ctrl Delay	19.4
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

10: Chamblee Dunwoody Rd & Peachtree Industrial Blvd

08/10/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	132	1052	22	72	1156	89	122	420	33	89	256	179	
Future Volume (veh/h)	132	1052	22	72	1156	89	122	420	33	89	256	179	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No			No			No			No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	138	1096	23	79	1270	0	136	467	37	94	269	188	
Peak Hour Factor	0.96	0.96	0.96	0.91	0.91	0.91	0.90	0.90	0.90	0.95	0.95	0.95	
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2	
Cap, veh/h	262	1819	38	288	1758		170	517	438	184	282	197	
Arrive On Green	0.07	0.51	0.50	0.05	0.49	0.00	0.06	0.28	0.28	0.06	0.28	0.26	
Sat Flow, veh/h	1781	3559	75	1781	3554	1585	1781	1870	1585	1781	1025	716	
Grp Volume(v), veh/h	138	547	572	79	1270	0	136	467	37	94	0	457	
Grp Sat Flow(s),veh/h/ln	1781	1777	1857	1781	1777	1585	1781	1870	1585	1781	0	1741	
Q Serve(g_s), s	5.7	34.8	34.8	3.3	45.0	0.0	8.8	38.5	2.8	5.9	0.0	41.3	
Cycle Q Clear(g_c), s	5.7	34.8	34.8	3.3	45.0	0.0	8.8	38.5	2.8	5.9	0.0	41.3	
Prop In Lane	1.00		0.04	1.00		1.00	1.00		1.00	1.00		0.41	
Lane Grp Cap(c), veh/h	262	908	949	288	1758		170	517	438	184	0	479	
V/C Ratio(X)	0.53	0.60	0.60	0.27	0.72		0.80	0.90	0.08	0.51	0.00	0.95	
Avail Cap(c_a), veh/h	319	908	949	374	1758		170	517	438	186	0	479	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	0.87	0.87	0.87	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh	25.3	27.6	27.7	20.6	31.8	0.0	44.1	55.9	42.9	42.5	0.0	57.5	
Incr Delay (d2), s/veh	1.4	2.6	2.5	0.5	2.6	0.0	22.8	21.8	0.4	2.3	0.0	31.2	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	2.4	15.0	15.7	1.4	19.3	0.0	5.0	21.2	1.1	2.7	0.0	22.2	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	26.8	30.2	30.1	21.1	34.4	0.0	66.9	77.7	43.3	44.8	0.0	88.7	
LnGrp LOS	C	C	C	C	C		E	E	D	D	A	F	
Approach Vol, veh/h	1257			1349			A			640			551
Approach Delay, s/veh	29.8			33.6						73.4			81.2
Approach LOS	C			C						E			F
Timer - Assigned Phs	1	2	3	4	5	6	7	8					
Phs Duration (G+Y+Rc), s	14.9	83.1	14.0	48.0	12.2	85.8	13.8	48.2					
Change Period (Y+Rc), s	7.0	6.0	6.0	* 6.3	7.0	6.0	6.0	* 6.3					
Max Green Setting (Gmax), s	13.0	72.0	8.0	* 42	13.0	72.0	8.0	* 42					
Max Q Clear Time (g_c+I1), s	7.7	47.0	10.8	43.3	5.3	36.8	7.9	40.5					
Green Ext Time (p_c), s	0.1	9.7	0.0	0.0	0.1	7.9	0.0	0.4					

Intersection Summary

HCM 6th Ctrl Delay	46.0
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
 1: Spring St & Harts Mill Rd NE

08/13/2018

Intersection						
Int Delay, s/veh	5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↕			↕	↔	↔
Traffic Vol, veh/h	360	84	25	413	61	36
Future Vol, veh/h	360	84	25	413	61	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	82	82	52	52
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	424	99	30	504	117	69

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	523	0	1038
Stage 1	-	-	-	-	474
Stage 2	-	-	-	-	564
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1043	-	256
Stage 1	-	-	-	-	626
Stage 2	-	-	-	-	569
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1043	-	246
Mov Cap-2 Maneuver	-	-	-	-	246
Stage 1	-	-	-	-	601
Stage 2	-	-	-	-	569

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	31.9
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	314	-	-	1043	-
HCM Lane V/C Ratio	0.594	-	-	0.029	-
HCM Control Delay (s)	31.9	-	-	8.6	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q(veh)	3.6	-	-	0.1	-

HCM 6th TWSC

4: Chamblee Dunwoody Rd & Mendenhall St

08/13/2018

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	101	102	671	545	35
Future Vol, veh/h	17	101	102	671	545	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	63	63	90	90	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	160	113	746	580	37
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1571	599	617	0	-	0
Stage 1	599	-	-	-	-	-
Stage 2	972	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	122	502	963	-	-	-
Stage 1	549	-	-	-	-	-
Stage 2	367	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	108	502	963	-	-	-
Mov Cap-2 Maneuver	108	-	-	-	-	-
Stage 1	485	-	-	-	-	-
Stage 2	367	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	29.5	1.2	0			
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	963	-	329	-	-	
HCM Lane V/C Ratio	0.118	-	0.569	-	-	
HCM Control Delay (s)	9.2	-	29.5	-	-	
HCM Lane LOS	A	-	D	-	-	
HCM 95th %tile Q(veh)	0.4	-	3.3	-	-	

HCM 6th TWSC
 8: Chamblee Dunwoody Rd & Pierce Dr/Arby Drwy

08/13/2018

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	41	1	64	0	0	0	106	521	6	3	425	63
Future Vol, veh/h	41	1	64	0	0	0	106	521	6	3	425	63
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	61	61	61	92	92	92	94	94	94	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	67	2	105	0	0	0	113	554	6	4	500	74

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1328	1331	537	1382	1365	557	574	0	0	560	0	0
Stage 1	545	545	-	783	783	-	-	-	-	-	-	-
Stage 2	783	786	-	599	582	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	132	154	544	121	147	530	999	-	-	1011	-	-
Stage 1	523	519	-	387	404	-	-	-	-	-	-	-
Stage 2	387	403	-	488	499	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	120	136	544	88	130	530	999	-	-	1011	-	-
Mov Cap-2 Maneuver	120	136	-	88	130	-	-	-	-	-	-	-
Stage 1	464	516	-	343	358	-	-	-	-	-	-	-
Stage 2	343	357	-	390	496	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	58.9	0	1.5	0.1
HCM LOS	F	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	999	-	-	227	-	1011	-	-
HCM Lane V/C Ratio	0.113	-	-	0.766	-	0.003	-	-
HCM Control Delay (s)	9.1	-	-	58.9	0	8.6	0	-
HCM Lane LOS	A	-	-	F	A	A	A	-
HCM 95th %tile Q(veh)	0.4	-	-	5.4	-	0	-	-

Intersection: 1: Spring St & Harts Mill Rd NE

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	560	61	231
Average Queue (ft)	303	8	87
95th Queue (ft)	651	39	210
Link Distance (ft)	699	51	755
Upstream Blk Time (%)	6	1	
Queuing Penalty (veh)	0	3	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Chamblee Dunwoody Rd & Harts Mill Ct

Movement	EB	EB	WB	NB	NB	SB
Directions Served	L	TR	LTR	L	TR	LTR
Maximum Queue (ft)	68	67	35	298	350	281
Average Queue (ft)	52	37	4	157	117	244
95th Queue (ft)	59	66	22	265	243	311
Link Distance (ft)	51	51	233		902	250
Upstream Blk Time (%)	59	7				20
Queuing Penalty (veh)	117	13				0
Storage Bay Dist (ft)				275		
Storage Blk Time (%)				2	0	
Queuing Penalty (veh)				6	0	

Intersection: 3: Mendenhall St & School St

Movement	EB
Directions Served	LT
Maximum Queue (ft)	35
Average Queue (ft)	2
95th Queue (ft)	14
Link Distance (ft)	380
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Chamblee Dunwoody Rd & Mendenhall St

Movement	EB	NB	NB	SB
Directions Served	LR	L	T	TR
Maximum Queue (ft)	116	50	191	39
Average Queue (ft)	46	28	21	0
95th Queue (ft)	82	53	99	8
Link Distance (ft)	407		1094	902
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		25		
Storage Blk Time (%)		9	0	
Queuing Penalty (veh)		58	0	

Intersection: 5: Bank Driveway/H.S Driveway & Pierce Dr

Movement	EB	B17	B20	WB	NB
Directions Served	LTR	T	T	LTR	LTR
Maximum Queue (ft)	232	267	163	10	259
Average Queue (ft)	144	130	50	0	158
95th Queue (ft)	301	334	160	5	326
Link Distance (ft)	155	195	138	23	252
Upstream Blk Time (%)	60	43	28	0	50
Queuing Penalty (veh)	0	0	0	0	0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 6: Pierce Dr & Drwy 1 OUT

Movement	EB
Directions Served	T
Maximum Queue (ft)	40
Average Queue (ft)	22
95th Queue (ft)	42
Link Distance (ft)	23
Upstream Blk Time (%)	71
Queuing Penalty (veh)	77
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: Pierce Dr & Drwy 1 IN

Movement	EB
Directions Served	LT
Maximum Queue (ft)	97
Average Queue (ft)	79
95th Queue (ft)	119
Link Distance (ft)	83
Upstream Blk Time (%)	74
Queuing Penalty (veh)	80
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Chamblee Dunwoody Rd & Pierce Dr/Arby Drwy

Movement	EB	NB	NB	SB
Directions Served	LTR	L	TR	LTR
Maximum Queue (ft)	35	121	209	1021
Average Queue (ft)	26	49	8	497
95th Queue (ft)	37	102	80	929
Link Distance (ft)	17		268	1094
Upstream Blk Time (%)	89		0	0
Queuing Penalty (veh)	97		1	1
Storage Bay Dist (ft)		100		
Storage Blk Time (%)		2		
Queuing Penalty (veh)		9		

Intersection: 9: Pierce Dr & Peachtree Industrial Blvd

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LTR	L	TR
Maximum Queue (ft)	149	354	305	72	163	170	211	131	153
Average Queue (ft)	91	140	96	22	60	82	99	50	61
95th Queue (ft)	161	310	237	55	129	152	183	105	123
Link Distance (ft)		617	617	536	536	536	509	585	585
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	125								
Storage Blk Time (%)	8	5							
Queuing Penalty (veh)	46	8							

Intersection: 10: Chamblee Dunwoody Rd & Peachtree Industrial Blvd

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	T	R	L	TR
Maximum Queue (ft)	150	434	419	83	919	921	225	222	553	75	125	298
Average Queue (ft)	109	226	230	22	890	894	53	102	336	14	80	280
95th Queue (ft)	174	397	384	58	901	912	210	193	516	61	156	295
Link Distance (ft)		536	536		873	873		934	934			268
Upstream Blk Time (%)					65	83						60
Queuing Penalty (veh)					0	0						293
Storage Bay Dist (ft)	125			75			200			50	100	
Storage Blk Time (%)	11	15		2	0	55	0		61	0	9	71
Queuing Penalty (veh)	57	20		9	0	49	0		20	0	39	63

Network Summary

Network wide Queuing Penalty: 1069

Intersection: 1: Spring St & Harts Mill Rd NE

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	560	61	231
Average Queue (ft)	303	8	87
95th Queue (ft)	651	39	210
Link Distance (ft)	699	51	755
Upstream Blk Time (%)	6	1	
Queuing Penalty (veh)	0	3	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Chamblee Dunwoody Rd & Harts Mill Ct

Movement	EB	EB	WB	NB	NB	SB
Directions Served	L	TR	LTR	L	TR	LTR
Maximum Queue (ft)	68	67	35	298	350	281
Average Queue (ft)	52	37	4	157	117	244
95th Queue (ft)	59	66	22	265	243	311
Link Distance (ft)	51	51	233		902	250
Upstream Blk Time (%)	59	7				20
Queuing Penalty (veh)	117	13				0
Storage Bay Dist (ft)				275		
Storage Blk Time (%)				2	0	
Queuing Penalty (veh)				6	0	

Intersection: 3: Mendenhall St & School St

Movement	EB
Directions Served	LT
Maximum Queue (ft)	35
Average Queue (ft)	2
95th Queue (ft)	14
Link Distance (ft)	380
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Chamblee Dunwoody Rd & Mendenhall St

Movement	EB	NB	NB	SB
Directions Served	LR	L	T	TR
Maximum Queue (ft)	116	50	191	39
Average Queue (ft)	46	28	21	0
95th Queue (ft)	82	53	99	8
Link Distance (ft)	407		1094	902
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		25		
Storage Blk Time (%)		9	0	
Queuing Penalty (veh)		58	0	

Intersection: 5: Bank Driveway/H.S Driveway & Pierce Dr

Movement	EB	B17	B20	WB	NB
Directions Served	LTR	T	T	LTR	LTR
Maximum Queue (ft)	232	267	163	10	259
Average Queue (ft)	144	130	50	0	158
95th Queue (ft)	301	334	160	5	326
Link Distance (ft)	155	195	138	23	252
Upstream Blk Time (%)	60	43	28	0	50
Queuing Penalty (veh)	0	0	0	0	0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 6: Pierce Dr & Drwy 1 OUT

Movement	EB
Directions Served	T
Maximum Queue (ft)	40
Average Queue (ft)	22
95th Queue (ft)	42
Link Distance (ft)	23
Upstream Blk Time (%)	71
Queuing Penalty (veh)	77
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: Pierce Dr & Drwy 1 IN

Movement	EB
Directions Served	LT
Maximum Queue (ft)	97
Average Queue (ft)	79
95th Queue (ft)	119
Link Distance (ft)	83
Upstream Blk Time (%)	74
Queuing Penalty (veh)	80
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Chamblee Dunwoody Rd & Pierce Dr/Arby Drwy

Movement	EB	NB	NB	SB
Directions Served	LTR	L	TR	LTR
Maximum Queue (ft)	35	121	209	1021
Average Queue (ft)	26	49	8	497
95th Queue (ft)	37	102	80	929
Link Distance (ft)	17		268	1094
Upstream Blk Time (%)	89		0	0
Queuing Penalty (veh)	97		1	1
Storage Bay Dist (ft)		100		
Storage Blk Time (%)		2		
Queuing Penalty (veh)		9		

Intersection: 9: Pierce Dr & Peachtree Industrial Blvd

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LTR	L	TR
Maximum Queue (ft)	149	354	305	72	163	170	211	131	153
Average Queue (ft)	91	140	96	22	60	82	99	50	61
95th Queue (ft)	161	310	237	55	129	152	183	105	123
Link Distance (ft)		617	617	536	536	536	509	585	585
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	125								
Storage Blk Time (%)	8	5							
Queuing Penalty (veh)	46	8							

Intersection: 10: Chamblee Dunwoody Rd & Peachtree Industrial Blvd

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	T	R	L	TR
Maximum Queue (ft)	150	434	419	83	919	921	225	222	553	75	125	298
Average Queue (ft)	109	226	230	22	890	894	53	102	336	14	80	280
95th Queue (ft)	174	397	384	58	901	912	210	193	516	61	156	295
Link Distance (ft)		536	536		873	873		934	934			268
Upstream Blk Time (%)					65	83						60
Queuing Penalty (veh)					0	0						293
Storage Bay Dist (ft)	125			75			200			50	100	
Storage Blk Time (%)	11	15		2	0	55	0		61	0	9	71
Queuing Penalty (veh)	57	20		9	0	49	0		20	0	39	63

Network Summary

Network wide Queuing Penalty: 1069

HCM 6th Signalized Intersection Summary

2: Chamblee Dunwoody Rd & Harts Mill Ct

08/10/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	99	1	220	2	1	3	155	411	3	2	398	145	
Future Volume (veh/h)	99	1	220	2	1	3	155	411	3	2	398	145	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No			No			No			No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	109	1	242	4	2	6	167	442	3	2	419	153	
Peak Hour Factor	0.91	0.91	0.91	0.50	0.50	0.50	0.93	0.93	0.93	0.95	0.95	0.95	
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2	
Cap, veh/h	422	2	368	135	82	126	597	1141	8	69	551	201	
Arrive On Green	0.23	0.23	0.21	0.23	0.23	0.21	0.12	0.61	0.58	0.42	0.42	0.39	
Sat Flow, veh/h	1407	7	1580	190	351	541	1781	1855	13	2	1306	475	
Grp Volume(v), veh/h	109	0	243	12	0	0	167	0	445	574	0	0	
Grp Sat Flow(s),veh/h/ln	1407	0	1586	1083	0	0	1781	0	1868	1783	0	0	
Q Serve(g_s), s	0.0	0.0	7.4	0.0	0.0	0.0	2.3	0.0	6.3	0.0	0.0	0.0	
Cycle Q Clear(g_c), s	4.4	0.0	7.4	7.4	0.0	0.0	2.3	0.0	6.3	14.5	0.0	0.0	
Prop In Lane	1.00		1.00	0.33		0.50	1.00		0.01	0.00		0.27	
Lane Grp Cap(c), veh/h	422	0	370	344	0	0	597	0	1149	821	0	0	
V/C Ratio(X)	0.26	0.00	0.66	0.03	0.00	0.00	0.28	0.00	0.39	0.70	0.00	0.00	
Avail Cap(c_a), veh/h	927	0	940	344	0	0	1458	0	1653	1645	0	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	
Uniform Delay (d), s/veh	17.2	0.0	18.9	16.0	0.0	0.0	5.2	0.0	5.1	13.2	0.0	0.0	
Incr Delay (d2), s/veh	0.3	0.0	2.0	0.0	0.0	0.0	0.3	0.0	0.2	1.1	0.0	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	1.0	0.0	2.6	0.1	0.0	0.0	0.7	0.0	1.8	4.9	0.0	0.0	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	17.5	0.0	20.9	16.0	0.0	0.0	5.5	0.0	5.3	14.3	0.0	0.0	
LnGrp LOS	B	A	C	B	A	A	A	A	A	B	A	A	
Approach Vol, veh/h	352						12		612		574		
Approach Delay, s/veh	19.8						16.0		5.4		14.3		
Approach LOS	B						B		A		B		
Timer - Assigned Phs	1	2	4		6		8						
Phs Duration (G+Y+Rc), s	10.2	26.2	16.3		36.4		16.3						
Change Period (Y+Rc), s	5.6	5.6	* 5.2		5.6		* 5.2						
Max Green Setting (Gmax), s	30.0	45.0	* 30		45.0		* 6						
Max Q Clear Time (g_c+I1), s	4.3	16.5	9.4		8.3		9.4						
Green Ext Time (p_c), s	0.5	4.1	1.7		3.3		0.0						

Intersection Summary

HCM 6th Ctrl Delay	12.0
HCM 6th LOS	B

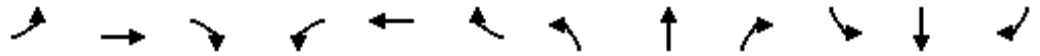
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

9: Pierce Dr & Peachtree Industrial Blvd

08/10/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	1341	46	27	1227	26	46	17	52	50	30	120
Future Volume (veh/h)	53	1341	46	27	1227	26	46	17	52	50	30	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	56	1412	48	31	1394	30	61	23	69	74	44	176
Peak Hour Factor	0.95	0.95	0.95	0.88	0.88	0.88	0.75	0.75	0.75	0.68	0.68	0.68
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	278	2333	79	266	2357	51	90	40	81	226	74	294
Arrive On Green	0.04	0.67	0.65	0.03	0.66	0.65	0.22	0.22	0.21	0.22	0.22	0.21
Sat Flow, veh/h	1781	3507	119	1781	3557	76	260	177	359	1304	327	1308
Grp Volume(v), veh/h	56	714	746	31	696	728	153	0	0	74	0	220
Grp Sat Flow(s),veh/h/ln	1781	1777	1849	1781	1777	1857	796	0	0	1304	0	1635
Q Serve(g_s), s	1.6	36.0	36.2	0.9	34.7	34.9	13.3	0.0	0.0	0.0	0.0	19.4
Cycle Q Clear(g_c), s	1.6	36.0	36.2	0.9	34.7	34.9	32.7	0.0	0.0	13.5	0.0	19.4
Prop In Lane	1.00		0.06	1.00		0.04	0.40		0.45	1.00		0.80
Lane Grp Cap(c), veh/h	278	1182	1230	266	1177	1230	211	0	0	226	0	368
V/C Ratio(X)	0.20	0.60	0.61	0.12	0.59	0.59	0.73	0.00	0.00	0.33	0.00	0.60
Avail Cap(c_a), veh/h	390	1182	1230	383	1177	1230	211	0	0	226	0	368
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.53	0.53	0.53	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.0	15.0	15.1	11.8	15.0	15.0	65.4	0.0	0.0	53.3	0.0	56.3
Incr Delay (d2), s/veh	0.4	2.3	2.2	0.1	1.2	1.1	11.8	0.0	0.0	0.8	0.0	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	14.3	14.9	0.3	13.4	14.1	6.8	0.0	0.0	2.7	0.0	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.4	17.3	17.3	11.9	16.1	16.1	77.3	0.0	0.0	54.1	0.0	58.9
LnGrp LOS	B	B	B	B	B	B	E	A	A	D	A	E
Approach Vol, veh/h	1516			1455			153			294		
Approach Delay, s/veh	17.1			16.0			77.3			57.7		
Approach LOS	B			B			E			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	110.0		40.0	9.5	110.5		40.0				
Change Period (Y+Rc), s	5.4	* 5.8		6.0	* 5.8	* 5.8		6.0				
Max Green Setting (Gmax), s	14.6	* 94		34.0	* 14	* 94		34.0				
Max Q Clear Time (g_c+I1), s	3.6	36.9		21.4	2.9	38.2		34.7				
Green Ext Time (p_c), s	0.1	12.8		1.3	0.0	13.5		0.0				

Intersection Summary												
HCM 6th Ctrl Delay	22.8											
HCM 6th LOS	C											

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

10: Chamblee Dunwoody Rd & Peachtree Industrial Blvd

08/10/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	166	1211	63	112	1090	80	85	284	77	105	299	159	
Future Volume (veh/h)	166	1211	63	112	1090	80	85	284	77	105	299	159	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No			No			No			No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	173	1261	66	123	1198	0	94	316	86	111	315	167	
Peak Hour Factor	0.96	0.96	0.96	0.91	0.91	0.91	0.90	0.90	0.90	0.95	0.95	0.95	
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2	
Cap, veh/h	282	1644	86	238	1647		177	538	456	304	339	180	
Arrive On Green	0.08	0.48	0.47	0.07	0.46	0.00	0.06	0.29	0.29	0.07	0.29	0.28	
Sat Flow, veh/h	1781	3435	180	1781	3554	1585	1781	1870	1585	1781	1151	610	
Grp Volume(v), veh/h	173	652	675	123	1198	0	94	316	86	111	0	482	
Grp Sat Flow(s),veh/h/ln	1781	1777	1838	1781	1777	1585	1781	1870	1585	1781	0	1761	
Q Serve(g_s), s	7.7	48.3	48.5	5.5	43.7	0.0	5.8	23.2	6.5	6.9	0.0	42.6	
Cycle Q Clear(g_c), s	7.7	48.3	48.5	5.5	43.7	0.0	5.8	23.2	6.5	6.9	0.0	42.6	
Prop In Lane	1.00		0.10	1.00		1.00	1.00		1.00	1.00		0.35	
Lane Grp Cap(c), veh/h	282	851	880	238	1647		177	538	456	304	0	518	
V/C Ratio(X)	0.61	0.77	0.77	0.52	0.73		0.53	0.59	0.19	0.37	0.00	0.93	
Avail Cap(c_a), veh/h	426	851	880	298	1647		191	538	456	306	0	518	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	0.80	0.80	0.80	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh	27.3	34.3	34.5	28.0	34.7	0.0	42.1	48.9	42.9	37.6	0.0	55.3	
Incr Delay (d2), s/veh	1.7	5.3	5.2	1.7	2.8	0.0	2.5	4.7	0.9	0.7	0.0	25.5	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	3.2	21.4	22.2	2.4	19.0	0.0	2.7	11.5	2.7	3.1	0.0	22.5	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	29.0	39.6	39.6	29.7	37.6	0.0	44.5	53.5	43.9	38.3	0.0	80.8	
LnGrp LOS	C	D	D	C	D		D	D	D	D	A	F	
Approach Vol, veh/h	1500			1321			A			496			593
Approach Delay, s/veh	38.4			36.8						50.1			72.8
Approach LOS	D			D						D			E
Timer - Assigned Phs	1	2	3	4	5	6	7	8					
Phs Duration (G+Y+Rc), s	17.0	78.2	13.7	51.1	14.6	80.6	14.8	50.0					
Change Period (Y+Rc), s	7.0	6.0	6.0	* 6.3	7.0	6.0	6.0	* 6.3					
Max Green Setting (Gmax), s	23.0	59.0	9.0	* 44	13.0	69.0	9.0	* 44					
Max Q Clear Time (g_c+I1), s	9.7	45.7	7.8	44.6	7.5	50.5	8.9	25.2					
Green Ext Time (p_c), s	0.3	6.5	0.0	0.0	0.1	8.2	0.0	1.9					

Intersection Summary

HCM 6th Ctrl Delay	44.6
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
1: Spring St & Harts Mill Rd NE

08/13/2018

Intersection						
Int Delay, s/veh	2.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↕			↕	↕	
Traffic Vol, veh/h	283	34	16	287	38	33
Future Vol, veh/h	283	34	16	287	38	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	82	82	52	52
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	333	40	20	350	73	63

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	373	0	743
Stage 1	-	-	-	-	353
Stage 2	-	-	-	-	390
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1185	-	383
Stage 1	-	-	-	-	711
Stage 2	-	-	-	-	684
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1185	-	375
Mov Cap-2 Maneuver	-	-	-	-	375
Stage 1	-	-	-	-	696
Stage 2	-	-	-	-	684

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	15.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	476	-	-	1185	-
HCM Lane V/C Ratio	0.287	-	-	0.016	-
HCM Control Delay (s)	15.6	-	-	8.1	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.2	-	-	0.1	-

HCM 6th TWSC
 4: Chamblee Dunwoody Rd & Mendenhall St

08/13/2018

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	66	44	531	578	13
Future Vol, veh/h	14	66	44	531	578	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	63	63	90	90	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	105	49	590	615	14

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1310	622	629	0	-	0
Stage 1	622	-	-	-	-	-
Stage 2	688	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	175	487	953	-	-	-
Stage 1	535	-	-	-	-	-
Stage 2	499	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	166	487	953	-	-	-
Mov Cap-2 Maneuver	166	-	-	-	-	-
Stage 1	508	-	-	-	-	-
Stage 2	499	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.1	0.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	953	-	364	-	-
HCM Lane V/C Ratio	0.051	-	0.349	-	-
HCM Control Delay (s)	9	-	20.1	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	1.5	-	-

HCM 6th TWSC
 8: Chamblee Dunwoody Rd & Pierce Dr/Arby Drwy

08/13/2018

Intersection												
Int Delay, s/veh	15.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	
Traffic Vol, veh/h	62	2	91	1	0	4	37	484	11	2	484	25
Future Vol, veh/h	62	2	91	1	0	4	37	484	11	2	484	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	61	61	61	92	92	92	94	94	94	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	102	3	149	1	0	4	39	515	12	2	569	29

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1189	1193	584	1263	1201	521	598	0	0	527	0	0
Stage 1	588	588	-	599	599	-	-	-	-	-	-	-
Stage 2	601	605	-	664	602	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	165	187	512	147	185	555	979	-	-	1040	-	-
Stage 1	495	496	-	488	490	-	-	-	-	-	-	-
Stage 2	487	487	-	450	489	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	158	179	512	99	177	555	979	-	-	1040	-	-
Mov Cap-2 Maneuver	158	179	-	99	177	-	-	-	-	-	-	-
Stage 1	475	495	-	468	470	-	-	-	-	-	-	-
Stage 2	464	468	-	316	488	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	84.4	17.7	0.6	0
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	979	-	-	267	289	1040	-	-
HCM Lane V/C Ratio	0.04	-	-	0.952	0.019	0.002	-	-
HCM Control Delay (s)	8.8	-	-	84.4	17.7	8.5	0	-
HCM Lane LOS	A	-	-	F	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	9	0.1	0	-	-

Intersection: 1: Spring St & Harts Mill Rd NE

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	180	55	88
Average Queue (ft)	43	9	35
95th Queue (ft)	122	38	66
Link Distance (ft)	699	51	755
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		1	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Chamblee Dunwoody Rd & Harts Mill Ct

Movement	EB	EB	WB	NB	NB	SB
Directions Served	L	TR	LTR	L	TR	LTR
Maximum Queue (ft)	56	66	31	144	213	272
Average Queue (ft)	42	47	5	59	92	163
95th Queue (ft)	65	68	23	110	178	278
Link Distance (ft)	51	51	233		902	250
Upstream Blk Time (%)	17	9				4
Queuing Penalty (veh)	27	14				0
Storage Bay Dist (ft)				275		
Storage Blk Time (%)					0	
Queuing Penalty (veh)					0	

Intersection: 3: Mendenhall St & School St

Movement	EB
Directions Served	LT
Maximum Queue (ft)	38
Average Queue (ft)	2
95th Queue (ft)	16
Link Distance (ft)	380
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Chamblee Dunwoody Rd & Mendenhall St

Movement	EB	NB	NB	SB
Directions Served	LR	L	T	TR
Maximum Queue (ft)	72	43	46	4
Average Queue (ft)	32	14	3	0
95th Queue (ft)	58	41	23	3
Link Distance (ft)	407		1094	902
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		25		
Storage Blk Time (%)		2	0	
Queuing Penalty (veh)		10	0	

Intersection: 5: Bank Driveway/H.S Driveway & Pierce Dr

Movement	EB	B17	B20	WB	NB
Directions Served	LTR	T	T	LTR	LTR
Maximum Queue (ft)	232	267	126	27	262
Average Queue (ft)	150	111	47	2	162
95th Queue (ft)	293	311	156	13	331
Link Distance (ft)	155	195	138	23	252
Upstream Blk Time (%)	57	36	28	1	50
Queuing Penalty (veh)	0	0	0	0	0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 6: Pierce Dr & Drwy 1 OUT

Movement	EB	WB	SB
Directions Served	T	T	LR
Maximum Queue (ft)	50	15	258
Average Queue (ft)	27	1	169
95th Queue (ft)	47	12	327
Link Distance (ft)	23	83	247
Upstream Blk Time (%)	80	0	54
Queuing Penalty (veh)	88	0	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Pierce Dr & Drwy 1 IN

Movement	EB
Directions Served	LT
Maximum Queue (ft)	97
Average Queue (ft)	86
95th Queue (ft)	114
Link Distance (ft)	83
Upstream Blk Time (%)	81
Queuing Penalty (veh)	126
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Chamblee Dunwoody Rd & Pierce Dr/Arby Drwy

Movement	EB	WB	NB	NB	SB
Directions Served	LTR	LTR	L	TR	LTR
Maximum Queue (ft)	52	21	63	4	581
Average Queue (ft)	27	3	16	0	323
95th Queue (ft)	41	16	47	3	605
Link Distance (ft)	17	126		268	1094
Upstream Blk Time (%)	87				
Queuing Penalty (veh)	134				
Storage Bay Dist (ft)			100		
Storage Blk Time (%)			0		
Queuing Penalty (veh)			0		

Intersection: 9: Pierce Dr & Peachtree Industrial Blvd

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LTR	L	TR
Maximum Queue (ft)	149	320	290	56	114	110	207	109	203
Average Queue (ft)	36	137	105	15	27	38	85	46	89
95th Queue (ft)	96	275	233	42	79	89	165	97	172
Link Distance (ft)		617	617	536	536	536	509	585	585
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	125								
Storage Blk Time (%)	0	7							
Queuing Penalty (veh)	0	4							

Intersection: 10: Chamblee Dunwoody Rd & Peachtree Industrial Blvd

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	T	R	L	TR
Maximum Queue (ft)	150	545	543	96	908	917	225	139	423	75	125	296
Average Queue (ft)	124	361	347	48	889	891	46	61	207	34	82	278
95th Queue (ft)	180	548	529	97	899	905	196	116	353	92	156	303
Link Distance (ft)		536	536		873	873		934	934			268
Upstream Blk Time (%)		1	1		65	83						51
Queuing Penalty (veh)		5	4		0	0						294
Storage Bay Dist (ft)	125			75			200			50	100	
Storage Blk Time (%)	22	33		12	0	59	0		48	1	6	66
Queuing Penalty (veh)	136	55		63	0	47	0		37	3	27	70

Network Summary

Network wide Queuing Penalty: 1144

HCM 6th Signalized Intersection Summary

2: Chamblee Dunwoody Rd & Harts Mill Ct

08/10/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	2	301	2	0	1	223	498	3	0	456	214
Future Volume (veh/h)	120	2	301	2	0	1	223	498	3	0	456	214
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	132	2	331	4	0	2	240	535	3	0	480	225
Peak Hour Factor	0.91	0.91	0.91	0.50	0.50	0.50	0.93	0.93	0.93	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	430	2	409	127	15	32	384	1182	7	0	568	266
Arrive On Green	0.26	0.26	0.24	0.26	0.00	0.24	0.11	0.64	0.62	0.00	0.47	0.45
Sat Flow, veh/h	1415	10	1577	188	59	123	1781	1858	10	0	1204	564
Grp Volume(v), veh/h	132	0	333	6	0	0	240	0	538	0	0	705
Grp Sat Flow(s),veh/h/ln	1415	0	1587	370	0	0	1781	0	1868	0	0	1769
Q Serve(g_s), s	0.0	0.0	15.2	0.1	0.0	0.0	4.7	0.0	11.3	0.0	0.0	27.0
Cycle Q Clear(g_c), s	6.7	0.0	15.2	15.3	0.0	0.0	4.7	0.0	11.3	0.0	0.0	27.0
Prop In Lane	1.00		0.99	0.67		0.33	1.00		0.01	0.00		0.32
Lane Grp Cap(c), veh/h	430	0	412	174	0	0	384	0	1189	0	0	834
V/C Ratio(X)	0.31	0.00	0.81	0.03	0.00	0.00	0.63	0.00	0.45	0.00	0.00	0.85
Avail Cap(c_a), veh/h	546	0	541	174	0	0	568	0	1499	0	0	1419
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	23.5	0.0	27.2	22.6	0.0	0.0	14.5	0.0	7.1	0.0	0.0	18.1
Incr Delay (d2), s/veh	0.4	0.0	6.8	0.1	0.0	0.0	1.7	0.0	0.3	0.0	0.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	6.3	0.1	0.0	0.0	1.9	0.0	3.6	0.0	0.0	10.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.9	0.0	34.0	22.6	0.0	0.0	16.2	0.0	7.4	0.0	0.0	20.5
LnGrp LOS	C	A	C	C	A	A	B	A	A	A	A	C
Approach Vol, veh/h		465			6			778				705
Approach Delay, s/veh		31.2			22.6			10.1				20.5
Approach LOS		C			C			B				C
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.6	40.2		23.9		52.9		23.9				
Change Period (Y+Rc), s	5.6	5.6		* 5.2		5.6		* 5.2				
Max Green Setting (Gmax), s	15.0	60.0		* 25		60.0		* 6				
Max Q Clear Time (g_c+I1), s	6.7	29.0		17.2		13.3		17.3				
Green Ext Time (p_c), s	0.4	5.6		1.5		3.8		0.0				

Intersection Summary

HCM 6th Ctrl Delay	18.9
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

9: Pierce Dr & Peachtree Industrial Blvd

08/10/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	1623	53	21	1342	18	56	18	43	22	11	38
Future Volume (veh/h)	62	1623	53	21	1342	18	56	18	43	22	11	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	65	1708	56	24	1525	20	75	24	57	32	16	56
Peak Hour Factor	0.95	0.95	0.95	0.88	0.88	0.88	0.75	0.75	0.75	0.68	0.68	0.68
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	286	2627	86	230	2668	35	113	37	69	192	57	199
Arrive On Green	0.03	0.75	0.74	0.03	0.74	0.73	0.16	0.16	0.14	0.16	0.16	0.14
Sat Flow, veh/h	1781	3512	115	1781	3592	47	534	235	443	1317	365	1276
Grp Volume(v), veh/h	65	861	903	24	754	791	156	0	0	32	0	72
Grp Sat Flow(s),veh/h/ln	1781	1777	1850	1781	1777	1862	1212	0	0	1317	0	1641
Q Serve(g_s), s	1.5	42.6	43.3	0.6	34.1	34.2	16.6	0.0	0.0	0.0	0.0	7.0
Cycle Q Clear(g_c), s	1.5	42.6	43.3	0.6	34.1	34.2	23.6	0.0	0.0	5.5	0.0	7.0
Prop In Lane	1.00		0.06	1.00		0.03	0.48		0.37	1.00		0.78
Lane Grp Cap(c), veh/h	286	1329	1384	230	1320	1383	219	0	0	192	0	256
V/C Ratio(X)	0.23	0.65	0.65	0.10	0.57	0.57	0.71	0.00	0.00	0.17	0.00	0.28
Avail Cap(c_a), veh/h	383	1329	1384	336	1320	1383	284	0	0	250	0	328
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.38	0.38	0.38	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.8	11.1	11.2	10.2	10.3	10.4	76.4	0.0	0.0	66.5	0.0	67.8
Incr Delay (d2), s/veh	0.4	2.5	2.4	0.1	0.7	0.7	5.8	0.0	0.0	0.4	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	16.0	16.9	0.2	12.4	13.0	7.4	0.0	0.0	1.3	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.2	13.5	13.6	10.3	11.0	11.0	82.2	0.0	0.0	66.9	0.0	68.4
LnGrp LOS	A	B	B	B	B	B	F	A	A	E	A	E
Approach Vol, veh/h	1829			1569			156			104		
Approach Delay, s/veh	13.4			11.0			82.2			67.9		
Approach LOS	B			B			F			E		
Timer - Assigned Phs	1	2		4	5	6				8		
Phs Duration (G+Y+Rc), s	10.2	137.7		32.1	9.3	138.6		32.1				
Change Period (Y+Rc), s	5.4	* 5.8		6.0	* 5.8	* 5.8		6.0				
Max Green Setting (Gmax), s	14.6	* 1.1E2		34.0	* 14	* 1.1E2		34.0				
Max Q Clear Time (g_c+I1), s	3.5	36.2		9.0	2.6	45.3		25.6				
Green Ext Time (p_c), s	0.1	15.6		0.5	0.0	21.0		0.5				

Intersection Summary												
HCM 6th Ctrl Delay	16.9											
HCM 6th LOS	B											

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

10: Chamblee Dunwoody Rd & Peachtree Industrial Blvd

08/10/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	254	1396	87	107	1293	45	51	309	62	50	341	137	
Future Volume (veh/h)	254	1396	87	107	1293	45	51	309	62	50	341	137	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No			No			No			No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	265	1454	91	118	1421	0	57	343	69	53	359	144	
Peak Hour Factor	0.96	0.96	0.96	0.91	0.91	0.91	0.90	0.90	0.90	0.95	0.95	0.95	
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2	
Cap, veh/h	310	1877	117	220	1760		118	482	408	201	324	130	
Arrive On Green	0.12	0.55	0.54	0.06	0.50	0.00	0.04	0.26	0.26	0.04	0.26	0.24	
Sat Flow, veh/h	1781	3397	212	1781	3554	1585	1781	1870	1585	1781	1269	509	
Grp Volume(v), veh/h	265	758	787	118	1421	0	57	343	69	53	0	503	
Grp Sat Flow(s),veh/h/ln	1781	1777	1832	1781	1777	1585	1781	1870	1585	1781	0	1779	
Q Serve(g_s), s	15.7	59.9	60.7	5.6	60.5	0.0	4.2	30.0	6.1	3.9	0.0	46.0	
Cycle Q Clear(g_c), s	15.7	59.9	60.7	5.6	60.5	0.0	4.2	30.0	6.1	3.9	0.0	46.0	
Prop In Lane	1.00		0.12	1.00		1.00	1.00		1.00	1.00		0.29	
Lane Grp Cap(c), veh/h	310	982	1012	220	1760		118	482	408	201	0	455	
V/C Ratio(X)	0.85	0.77	0.78	0.54	0.81		0.48	0.71	0.17	0.26	0.00	1.11	
Avail Cap(c_a), veh/h	359	982	1012	272	1760		149	482	408	236	0	455	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	0.72	0.72	0.72	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh	44.9	31.4	31.7	29.5	38.2	0.0	51.7	60.8	51.9	48.6	0.0	67.3	
Incr Delay (d2), s/veh	12.2	4.3	4.3	2.0	4.1	0.0	3.1	8.7	0.9	0.7	0.0	74.4	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	12.8	26.1	27.2	2.4	26.7	0.0	2.0	15.5	2.6	1.8	0.0	30.3	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	57.1	35.7	36.0	31.6	42.3	0.0	54.8	69.4	52.8	49.3	0.0	141.8	
LnGrp LOS	E	D	D	C	D		D	E	D	D	A	F	
Approach Vol, veh/h	1810			1539			A			469			556
Approach Delay, s/veh	39.0			41.5						65.2			133.0
Approach LOS	D			D						E			F
Timer - Assigned Phs	1	2	3	4	5	6	7	8					
Phs Duration (G+Y+Rc), s	25.0	93.1	11.8	50.0	14.7	103.5	11.5	50.4					
Change Period (Y+Rc), s	7.0	6.0	6.0	* 6.3	7.0	6.0	6.0	* 6.3					
Max Green Setting (Gmax), s	23.0	79.0	9.0	* 44	13.0	89.0	9.0	* 44					
Max Q Clear Time (g_c+I1), s	17.7	62.5	6.2	48.0	7.6	62.7	5.9	32.0					
Green Ext Time (p_c), s	0.3	8.9	0.0	0.0	0.1	12.0	0.0	1.7					

Intersection Summary

HCM 6th Ctrl Delay	54.6
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
1: Spring St & Harts Mill Rd NE

08/13/2018

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↕			↕	↕	
Traffic Vol, veh/h	391	15	7	447	5	5
Future Vol, veh/h	391	15	7	447	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	82	82	52	52
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	460	18	9	545	10	10

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	478	0	1032
Stage 1	-	-	-	-	469
Stage 2	-	-	-	-	563
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1084	-	258
Stage 1	-	-	-	-	630
Stage 2	-	-	-	-	570
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1084	-	255
Mov Cap-2 Maneuver	-	-	-	-	255
Stage 1	-	-	-	-	622
Stage 2	-	-	-	-	570

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	15.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	357	-	-	1084	-
HCM Lane V/C Ratio	0.054	-	-	0.008	-
HCM Control Delay (s)	15.7	-	-	8.3	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

HCM 6th TWSC
 4: Chamblee Dunwoody Rd & Mendenhall St

08/13/2018

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	40	61	727	717	10
Future Vol, veh/h	5	40	61	727	717	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	63	63	90	90	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	63	68	808	763	11

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	1713	769	774	0	0
Stage 1	769	-	-	-	-
Stage 2	944	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	99	401	842	-	-
Stage 1	457	-	-	-	-
Stage 2	378	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	91	401	842	-	-
Mov Cap-2 Maneuver	91	-	-	-	-
Stage 1	420	-	-	-	-
Stage 2	378	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.3	0.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	842	-	291	-	-
HCM Lane V/C Ratio	0.08	-	0.245	-	-
HCM Control Delay (s)	9.6	-	21.3	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.3	-	0.9	-	-

HCM 6th TWSC
 8: Chamblee Dunwoody Rd & Pierce Dr/Arby Drwy

08/13/2018

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↔	↔			↕	
Traffic Vol, veh/h	35	1	22	2	0	7	26	585	14	2	541	27
Future Vol, veh/h	35	1	22	2	0	7	26	585	14	2	541	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	61	61	61	92	92	92	94	94	94	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	57	2	36	2	0	8	28	622	15	2	636	32

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1346	1349	652	1361	1358	630	668	0	0	637	0	0
Stage 1	656	656	-	686	686	-	-	-	-	-	-	-
Stage 2	690	693	-	675	672	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	128	151	468	125	149	482	922	-	-	947	-	-
Stage 1	454	462	-	438	448	-	-	-	-	-	-	-
Stage 2	435	445	-	444	454	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	123	146	468	112	144	482	922	-	-	947	-	-
Mov Cap-2 Maneuver	123	146	-	112	144	-	-	-	-	-	-	-
Stage 1	440	461	-	425	435	-	-	-	-	-	-	-
Stage 2	415	432	-	407	453	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	49.6	18.4	0.4	0
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	922	-	-	171	278	947	-	-
HCM Lane V/C Ratio	0.03	-	-	0.556	0.035	0.002	-	-
HCM Control Delay (s)	9	-	-	49.6	18.4	8.8	0	-
HCM Lane LOS	A	-	-	E	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	2.9	0.1	0	-	-

Intersection: 1: Spring St & Harts Mill Rd NE

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	679	56	31
Average Queue (ft)	310	5	8
95th Queue (ft)	715	29	30
Link Distance (ft)	699	51	755
Upstream Blk Time (%)	14	0	
Queuing Penalty (veh)	0	1	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Chamblee Dunwoody Rd & Harts Mill Ct

Movement	EB	EB	WB	NB	NB	SB
Directions Served	L	TR	LTR	L	TR	LTR
Maximum Queue (ft)	67	87	24	219	272	294
Average Queue (ft)	43	58	1	108	112	247
95th Queue (ft)	68	80	10	187	232	312
Link Distance (ft)	51	51	233		902	250
Upstream Blk Time (%)	35	36				42
Queuing Penalty (veh)	69	72				0
Storage Bay Dist (ft)				275		
Storage Blk Time (%)				0	0	
Queuing Penalty (veh)				0	0	

Intersection: 3: Mendenhall St & School St

Movement	EB
Directions Served	LT
Maximum Queue (ft)	16
Average Queue (ft)	1
95th Queue (ft)	9
Link Distance (ft)	380
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Chamblee Dunwoody Rd & Mendenhall St

Movement	EB	NB	NB	SB
Directions Served	LR	L	T	TR
Maximum Queue (ft)	308	52	340	924
Average Queue (ft)	125	23	36	610
95th Queue (ft)	281	53	179	1244
Link Distance (ft)	407		1094	902
Upstream Blk Time (%)	0			15
Queuing Penalty (veh)	0			111
Storage Bay Dist (ft)		25		
Storage Blk Time (%)		14	0	
Queuing Penalty (veh)		104	0	

Intersection: 5: Bank Driveway/H.S Driveway & Pierce Dr

Movement	EB	B17	B20	WB	NB
Directions Served	LTR	T	T	LTR	LTR
Maximum Queue (ft)	232	271	129	21	171
Average Queue (ft)	149	123	43	1	69
95th Queue (ft)	296	320	144	8	188
Link Distance (ft)	155	195	138	23	252
Upstream Blk Time (%)	66	39	25	0	2
Queuing Penalty (veh)	0	0	0	0	0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 6: Pierce Dr & Drwy 1 OUT

Movement	EB
Directions Served	T
Maximum Queue (ft)	38
Average Queue (ft)	21
95th Queue (ft)	40
Link Distance (ft)	23
Upstream Blk Time (%)	79
Queuing Penalty (veh)	36
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: Pierce Dr & Drwy 1 IN

Movement	EB
Directions Served	LT
Maximum Queue (ft)	96
Average Queue (ft)	75
95th Queue (ft)	119
Link Distance (ft)	83
Upstream Blk Time (%)	82
Queuing Penalty (veh)	38
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Chamblee Dunwoody Rd & Pierce Dr/Arby Drwy

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	L	LTR
Maximum Queue (ft)	58	76	44	1110
Average Queue (ft)	28	35	10	1010
95th Queue (ft)	50	109	33	1377
Link Distance (ft)	17	126		1094
Upstream Blk Time (%)	93	14		35
Queuing Penalty (veh)	43	0		265
Storage Bay Dist (ft)			100	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Pierce Dr & Peachtree Industrial Blvd

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LTR	L	TR
Maximum Queue (ft)	150	664	659	68	90	113	300	92	105
Average Queue (ft)	103	578	559	14	26	44	161	27	33
95th Queue (ft)	190	808	821	44	72	98	342	74	78
Link Distance (ft)		617	617	536	536	536	509	585	585
Upstream Blk Time (%)		47	37				2		
Queuing Penalty (veh)		0	0				0		
Storage Bay Dist (ft)	125								
Storage Blk Time (%)	0	58							
Queuing Penalty (veh)	1	36							

Intersection: 10: Chamblee Dunwoody Rd & Peachtree Industrial Blvd

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	T	R	L	TR
Maximum Queue (ft)	150	572	594	96	914	921	225	104	466	75	124	297
Average Queue (ft)	148	549	555	48	888	892	29	37	263	25	32	279
95th Queue (ft)	168	596	609	96	900	907	153	85	427	80	99	292
Link Distance (ft)		536	536		873	873		934	934			268
Upstream Blk Time (%)		27	28		61	84						67
Queuing Penalty (veh)		228	233		0	0						377
Storage Bay Dist (ft)	125			75			200			50	100	
Storage Blk Time (%)	70	21		9	2	58	0		53	0	0	74
Queuing Penalty (veh)	491	54		60	2	26	0		33	1	1	37

Network Summary

Network wide Queuing Penalty: 2318

HCM 6th Signalized Intersection Summary

2: Chamblee Dunwoody Rd & Harts Mill Ct

08/16/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	1	188	2	2	2	333	416	2	0	405	157
Future Volume (veh/h)	190	1	188	2	2	2	333	416	2	0	405	157
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	209	1	207	4	4	4	358	447	2	0	426	165
Peak Hour Factor	0.91	0.91	0.91	0.50	0.50	0.50	0.93	0.93	0.93	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	407	2	378	134	129	95	506	1190	5	0	527	204
Arrive On Green	0.24	0.24	0.22	0.24	0.24	0.22	0.17	0.64	0.62	0.00	0.41	0.39
Sat Flow, veh/h	1407	8	1579	255	540	398	1781	1861	8	0	1284	497
Grp Volume(v), veh/h	209	0	208	12	0	0	358	0	449	0	0	591
Grp Sat Flow(s),veh/h/ln	1407	0	1586	1193	0	0	1781	0	1869	0	0	1781
Q Serve(g_s), s	3.2	0.0	7.7	0.0	0.0	0.0	6.5	0.0	7.5	0.0	0.0	19.4
Cycle Q Clear(g_c), s	10.9	0.0	7.7	7.7	0.0	0.0	6.5	0.0	7.5	0.0	0.0	19.4
Prop In Lane	1.00		1.00	0.33		0.33	1.00		0.00	0.00		0.28
Lane Grp Cap(c), veh/h	407	0	379	358	0	0	506	0	1196	0	0	731
V/C Ratio(X)	0.51	0.00	0.55	0.03	0.00	0.00	0.71	0.00	0.38	0.00	0.00	0.81
Avail Cap(c_a), veh/h	734	0	749	358	0	0	1056	0	1317	0	0	1255
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	23.6	0.0	22.6	19.5	0.0	0.0	11.7	0.0	5.6	0.0	0.0	17.4
Incr Delay (d2), s/veh	1.0	0.0	1.2	0.0	0.0	0.0	1.8	0.0	0.2	0.0	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	2.8	0.1	0.0	0.0	2.3	0.0	2.4	0.0	0.0	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.6	0.0	23.8	19.6	0.0	0.0	13.5	0.0	5.8	0.0	0.0	19.6
LnGrp LOS	C	A	C	B	A	A	B	A	A	A	A	B
Approach Vol, veh/h	417			12			807			591		
Approach Delay, s/veh	24.2			19.6			9.2			19.6		
Approach LOS	C			B			A			B		
Timer - Assigned Phs	1	2	4		6		8					
Phs Duration (G+Y+Rc), s	15.2	31.1	19.8		46.3		19.8					
Change Period (Y+Rc), s	5.6	5.6	* 5.2		5.6		* 5.2					
Max Green Setting (Gmax), s	30.0	45.0	* 30		45.0		* 6					
Max Q Clear Time (g_c+I1), s	8.5	21.4	12.9		9.5		9.7					
Green Ext Time (p_c), s	1.1	4.1	1.7		3.3		0.0					

Intersection Summary

HCM 6th Ctrl Delay	16.1
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

9: Pierce Dr & Peachtree Industrial Blvd

08/16/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	1133	37	53	1361	66	47	42	29	57	29	67
Future Volume (veh/h)	160	1133	37	53	1361	66	47	42	29	57	29	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	168	1193	39	60	1547	75	63	56	39	84	43	99
Peak Hour Factor	0.95	0.95	0.95	0.88	0.88	0.88	0.75	0.75	0.75	0.68	0.68	0.68
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	269	2460	80	364	2384	115	96	83	48	201	93	213
Arrive On Green	0.05	0.70	0.69	0.04	0.69	0.68	0.18	0.18	0.17	0.18	0.18	0.17
Sat Flow, veh/h	1781	3512	115	1781	3451	167	350	449	262	1301	503	1159
Grp Volume(v), veh/h	168	603	629	60	794	828	158	0	0	84	0	142
Grp Sat Flow(s),veh/h/ln	1781	1777	1850	1781	1777	1840	1060	0	0	1301	0	1662
Q Serve(g_s), s	4.4	24.6	24.7	1.5	39.9	40.5	12.8	0.0	0.0	0.0	0.0	12.3
Cycle Q Clear(g_c), s	4.4	24.6	24.7	1.5	39.9	40.5	25.0	0.0	0.0	16.0	0.0	12.3
Prop In Lane	1.00		0.06	1.00		0.09	0.40		0.25	1.00		0.70
Lane Grp Cap(c), veh/h	269	1245	1296	364	1228	1271	227	0	0	201	0	306
V/C Ratio(X)	0.62	0.48	0.49	0.16	0.65	0.65	0.70	0.00	0.00	0.42	0.00	0.46
Avail Cap(c_a), veh/h	358	1245	1296	470	1228	1271	288	0	0	254	0	374
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.51	0.51	0.51	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.2	10.9	10.9	7.9	13.8	14.0	66.0	0.0	0.0	59.8	0.0	58.9
Incr Delay (d2), s/veh	2.4	1.4	1.3	0.1	1.4	1.3	5.1	0.0	0.0	1.4	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	9.4	9.8	0.5	15.1	15.8	6.6	0.0	0.0	3.2	0.0	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.6	12.2	12.2	8.0	15.2	15.3	71.2	0.0	0.0	61.2	0.0	60.0
LnGrp LOS	B	B	B	A	B	B	E	A	A	E	A	E
Approach Vol, veh/h	1400			1682			158			226		
Approach Delay, s/veh	13.1			15.0			71.2			60.4		
Approach LOS	B			B			E			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	114.5		33.5	10.5	116.1		33.5				
Change Period (Y+Rc), s	5.4	* 5.8		6.0	* 5.8	* 5.8		6.0				
Max Green Setting (Gmax), s	14.6	* 94		34.0	* 14	* 94		34.0				
Max Q Clear Time (g_c+I1), s	6.4	42.5		18.0	3.5	26.7		27.0				
Green Ext Time (p_c), s	0.3	16.5		1.0	0.1	9.9		0.4				

Intersection Summary

HCM 6th Ctrl Delay	19.7
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

10: Chamblee Dunwoody Rd & Peachtree Industrial Blvd

08/16/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	139	1052	22	72	1156	89	154	387	33	89	256	179	
Future Volume (veh/h)	139	1052	22	72	1156	89	154	387	33	89	256	179	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No			No			No			No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	145	1096	23	79	1270	0	171	430	37	94	269	188	
Peak Hour Factor	0.96	0.96	0.96	0.91	0.91	0.91	0.90	0.90	0.90	0.95	0.95	0.95	
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2	
Cap, veh/h	264	1818	38	288	1751		170	517	438	208	282	197	
Arrive On Green	0.07	0.51	0.50	0.05	0.49	0.00	0.06	0.28	0.28	0.06	0.28	0.26	
Sat Flow, veh/h	1781	3559	75	1781	3554	1585	1781	1870	1585	1781	1025	716	
Grp Volume(v), veh/h	145	547	572	79	1270	0	171	430	37	94	0	457	
Grp Sat Flow(s),veh/h/ln	1781	1777	1857	1781	1777	1585	1781	1870	1585	1781	0	1741	
Q Serve(g_s), s	6.0	34.8	34.8	3.3	45.1	0.0	10.0	34.6	2.8	5.9	0.0	41.3	
Cycle Q Clear(g_c), s	6.0	34.8	34.8	3.3	45.1	0.0	10.0	34.6	2.8	5.9	0.0	41.3	
Prop In Lane	1.00		0.04	1.00		1.00	1.00		1.00	1.00		0.41	
Lane Grp Cap(c), veh/h	264	908	949	288	1751		170	517	438	208	0	479	
V/C Ratio(X)	0.55	0.60	0.60	0.27	0.73		1.00	0.83	0.08	0.45	0.00	0.95	
Avail Cap(c_a), veh/h	318	908	949	374	1751		170	517	438	210	0	479	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	0.87	0.87	0.87	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh	25.7	27.7	27.7	20.7	32.0	0.0	48.1	54.4	42.9	41.5	0.0	57.5	
Incr Delay (d2), s/veh	1.6	2.6	2.5	0.5	2.7	0.0	69.9	14.5	0.4	1.5	0.0	31.2	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	2.5	15.0	15.7	1.4	19.4	0.0	5.4	18.3	1.1	2.7	0.0	22.2	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	27.3	30.2	30.2	21.2	34.7	0.0	118.0	68.9	43.3	43.1	0.0	88.7	
LnGrp LOS	C	C	C	C	C		F	E	D	D	A	F	
Approach Vol, veh/h	1264			1349			A			638			551
Approach Delay, s/veh	29.9			33.9						80.6			80.9
Approach LOS	C			C						F			F
Timer - Assigned Phs	1	2	3	4	5	6	7	8					
Phs Duration (G+Y+Rc), s	15.2	82.8	14.0	48.0	12.3	85.7	13.8	48.2					
Change Period (Y+Rc), s	7.0	6.0	6.0	* 6.3	7.0	6.0	6.0	* 6.3					
Max Green Setting (Gmax), s	13.0	72.0	8.0	* 42	13.0	72.0	8.0	* 42					
Max Q Clear Time (g_c+I1), s	8.0	47.1	12.0	43.3	5.3	36.8	7.9	36.6					
Green Ext Time (p_c), s	0.1	9.6	0.0	0.0	0.1	7.9	0.0	1.2					

Intersection Summary

HCM 6th Ctrl Delay	47.2
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
1: Spring St & Harts Mill Rd NE

08/16/2018

Intersection						
Int Delay, s/veh	5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↕			↕	↔	↔
Traffic Vol, veh/h	360	84	25	413	61	36
Future Vol, veh/h	360	84	25	413	61	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	82	82	52	52
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	424	99	30	504	117	69

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	523	0	1038
Stage 1	-	-	-	-	474
Stage 2	-	-	-	-	564
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1043	-	256
Stage 1	-	-	-	-	626
Stage 2	-	-	-	-	569
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1043	-	246
Mov Cap-2 Maneuver	-	-	-	-	246
Stage 1	-	-	-	-	601
Stage 2	-	-	-	-	569

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	31.9
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	314	-	-	1043	-
HCM Lane V/C Ratio	0.594	-	-	0.029	-
HCM Control Delay (s)	31.9	-	-	8.6	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q(veh)	3.6	-	-	0.1	-

HCM 6th TWSC
4: Chamblee Dunwoody Rd & Mendenhall St

08/16/2018

Intersection						
Int Delay, s/veh	34.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	51	101	175	673	545	35
Future Vol, veh/h	51	101	175	673	545	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	63	63	90	90	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	81	160	194	748	580	37

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	1735	599	617	0	0
Stage 1	599	-	-	-	-
Stage 2	1136	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	96	502	963	-	-
Stage 1	549	-	-	-	-
Stage 2	306	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	~ 77	502	963	-	-
Mov Cap-2 Maneuver	~ 77	-	-	-	-
Stage 1	439	-	-	-	-
Stage 2	306	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	248.8	2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	963	-	176	-	-
HCM Lane V/C Ratio	0.202	-	1.371	-	-
HCM Control Delay (s)	9.7	-	248.8	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0.8	-	14.4	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
 8: Chamblee Dunwoody Rd & Pierce Dr/Arby Drwy

08/16/2018

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	64	0	0	0	0	600	6	3	428	63
Future Vol, veh/h	0	0	64	0	0	0	0	600	6	3	428	63
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	61	61	61	92	92	92	94	94	94	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	105	0	0	0	0	638	6	4	504	74

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	541	1243	1227	641	-	0	0	644	0	0
Stage 1	-	-	-	641	641	-	-	-	-	-	-	-
Stage 2	-	-	-	602	586	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.22	7.12	6.52	6.22	-	-	-	4.12	-	-
Critical Hdwy Stg 1	-	-	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.318	3.518	4.018	3.318	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	0	0	541	151	178	475	0	-	-	941	-	-
Stage 1	0	0	-	463	469	-	0	-	-	-	-	-
Stage 2	0	0	-	486	497	-	0	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	541	121	177	475	-	-	-	941	-	-
Mov Cap-2 Maneuver	-	-	-	121	177	-	-	-	-	-	-	-
Stage 1	-	-	-	463	469	-	-	-	-	-	-	-
Stage 2	-	-	-	389	494	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.2	0	0	0.1
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	541	-	941	-
HCM Lane V/C Ratio	-	-	0.194	-	0.004	-
HCM Control Delay (s)	-	-	13.2	0	8.8	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0.7	-	0	-

Intersection: 1: Spring St & Harts Mill Rd NE

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	603	63	293
Average Queue (ft)	255	8	94
95th Queue (ft)	546	37	247
Link Distance (ft)	699	51	755
Upstream Blk Time (%)	2	0	
Queuing Penalty (veh)	0	2	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Chamblee Dunwoody Rd & Harts Mill Ct

Movement	EB	EB	WB	NB	NB	SB
Directions Served	L	TR	LTR	L	TR	LTR
Maximum Queue (ft)	66	74	31	294	338	279
Average Queue (ft)	50	41	4	155	118	235
95th Queue (ft)	65	71	21	266	253	313
Link Distance (ft)	51	51	233		902	250
Upstream Blk Time (%)	54	6				14
Queuing Penalty (veh)	108	12				0
Storage Bay Dist (ft)				275		
Storage Blk Time (%)				2	0	
Queuing Penalty (veh)				7	0	

Intersection: 3: Mendenhall St & School St

Movement	EB
Directions Served	LT
Maximum Queue (ft)	22
Average Queue (ft)	1
95th Queue (ft)	10
Link Distance (ft)	380
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Chamblee Dunwoody Rd & Mendenhall St

Movement	EB	NB	NB	SB
Directions Served	LR	L	T	TR
Maximum Queue (ft)	253	58	382	396
Average Queue (ft)	98	36	66	50
95th Queue (ft)	217	58	240	296
Link Distance (ft)	407		1094	902
Upstream Blk Time (%)				0
Queuing Penalty (veh)				0
Storage Bay Dist (ft)		25		
Storage Blk Time (%)		15	0	
Queuing Penalty (veh)		102	1	

Intersection: 5: Bank Driveway/H.S Driveway & Pierce Dr

Movement	EB	B17	B20	WB	NB
Directions Served	LTR	T	T	LTR	LTR
Maximum Queue (ft)	232	271	148	22	256
Average Queue (ft)	177	180	64	2	166
95th Queue (ft)	306	363	176	14	325
Link Distance (ft)	155	195	138	23	252
Upstream Blk Time (%)	78	59	35	0	55
Queuing Penalty (veh)	0	0	0	0	0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 6: Pierce Dr & Drwy 1 OUT

Movement	EB
Directions Served	T
Maximum Queue (ft)	48
Average Queue (ft)	24
95th Queue (ft)	43
Link Distance (ft)	23
Upstream Blk Time (%)	83
Queuing Penalty (veh)	90
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: Pierce Dr & Drwy 1 IN

Movement	EB	WB
Directions Served	LT	TR
Maximum Queue (ft)	99	30
Average Queue (ft)	81	1
95th Queue (ft)	117	15
Link Distance (ft)	83	17
Upstream Blk Time (%)	84	0
Queuing Penalty (veh)	91	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Chamblee Dunwoody Rd & Pierce Dr/Arby Drwy

Movement	EB	SB
Directions Served	R	LTR
Maximum Queue (ft)	31	1042
Average Queue (ft)	23	627
95th Queue (ft)	35	1163
Link Distance (ft)	17	1094
Upstream Blk Time (%)	90	6
Queuing Penalty (veh)	98	36
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Pierce Dr & Peachtree Industrial Blvd

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LTR	L	TR
Maximum Queue (ft)	149	298	254	77	181	197	197	127	173
Average Queue (ft)	91	132	93	23	71	90	99	55	56
95th Queue (ft)	154	264	200	56	146	168	169	111	122
Link Distance (ft)		617	617	536	536	536	509	585	585
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	125								
Storage Blk Time (%)	6	6							
Queuing Penalty (veh)	33	10							

Intersection: 10: Chamblee Dunwoody Rd & Peachtree Industrial Blvd

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	T	R	L	TR
Maximum Queue (ft)	150	473	461	78	914	922	225	536	561	75	125	297
Average Queue (ft)	95	215	221	26	890	892	58	314	313	10	83	281
95th Queue (ft)	171	400	393	65	903	908	219	596	508	51	160	294
Link Distance (ft)		536	536		872	872		934	934			268
Upstream Blk Time (%)		0	0		61	81						63
Queuing Penalty (veh)		0	0		0	0						311
Storage Bay Dist (ft)	125			75			200			50	100	
Storage Blk Time (%)	10	15		2	0	55	0		59	0	9	73
Queuing Penalty (veh)	50	20		10	0	49	0		19	0	40	65

Network Summary

Network wide Queuing Penalty: 1157

HCM 6th Signalized Intersection Summary

2: Chamblee Dunwoody Rd & Harts Mill Ct

08/16/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	1	220	2	1	3	155	411	3	2	398	145
Future Volume (veh/h)	99	1	220	2	1	3	155	411	3	2	398	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	109	1	242	4	2	6	167	442	3	2	419	153
Peak Hour Factor	0.91	0.91	0.91	0.50	0.50	0.50	0.93	0.93	0.93	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	422	2	368	135	82	126	597	1141	8	69	551	201
Arrive On Green	0.23	0.23	0.21	0.23	0.23	0.21	0.12	0.61	0.58	0.42	0.42	0.39
Sat Flow, veh/h	1407	7	1580	190	351	541	1781	1855	13	2	1306	475
Grp Volume(v), veh/h	109	0	243	12	0	0	167	0	445	574	0	0
Grp Sat Flow(s),veh/h/ln	1407	0	1586	1083	0	0	1781	0	1868	1783	0	0
Q Serve(g_s), s	0.0	0.0	7.4	0.0	0.0	0.0	2.3	0.0	6.3	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.4	0.0	7.4	7.4	0.0	0.0	2.3	0.0	6.3	14.5	0.0	0.0
Prop In Lane	1.00		1.00	0.33		0.50	1.00		0.01	0.00		0.27
Lane Grp Cap(c), veh/h	422	0	370	344	0	0	597	0	1149	821	0	0
V/C Ratio(X)	0.26	0.00	0.66	0.03	0.00	0.00	0.28	0.00	0.39	0.70	0.00	0.00
Avail Cap(c_a), veh/h	927	0	940	344	0	0	1458	0	1653	1645	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.2	0.0	18.9	16.0	0.0	0.0	5.2	0.0	5.1	13.2	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	2.0	0.0	0.0	0.0	0.3	0.0	0.2	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	2.6	0.1	0.0	0.0	0.7	0.0	1.8	4.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.5	0.0	20.9	16.0	0.0	0.0	5.5	0.0	5.3	14.3	0.0	0.0
LnGrp LOS	B	A	C	B	A	A	A	A	A	B	A	A
Approach Vol, veh/h	352			12			612			574		
Approach Delay, s/veh	19.8			16.0			5.4			14.3		
Approach LOS	B			B			A			B		
Timer - Assigned Phs	1	2	4			6			8			
Phs Duration (G+Y+Rc), s	10.2	26.2	16.3			36.4			16.3			
Change Period (Y+Rc), s	5.6	5.6	* 5.2			5.6			* 5.2			
Max Green Setting (Gmax), s	30.0	45.0	* 30			45.0			* 6			
Max Q Clear Time (g_c+I1), s	4.3	16.5	9.4			8.3			9.4			
Green Ext Time (p_c), s	0.5	4.1	1.7			3.3			0.0			

Intersection Summary

HCM 6th Ctrl Delay	12.0
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

9: Pierce Dr & Peachtree Industrial Blvd

08/16/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	1341	46	27	1227	38	46	17	52	58	30	120
Future Volume (veh/h)	53	1341	46	27	1227	38	46	17	52	58	30	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	56	1412	48	31	1394	43	61	23	69	85	44	176
Peak Hour Factor	0.95	0.95	0.95	0.88	0.88	0.88	0.75	0.75	0.75	0.68	0.68	0.68
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	274	2333	79	266	2332	72	90	40	81	226	74	294
Arrive On Green	0.04	0.67	0.65	0.03	0.66	0.65	0.22	0.22	0.21	0.22	0.22	0.21
Sat Flow, veh/h	1781	3507	119	1781	3519	108	260	177	359	1304	327	1308
Grp Volume(v), veh/h	56	714	746	31	703	734	153	0	0	85	0	220
Grp Sat Flow(s),veh/h/ln	1781	1777	1849	1781	1777	1851	796	0	0	1304	0	1635
Q Serve(g_s), s	1.6	36.0	36.2	0.9	35.3	35.5	13.3	0.0	0.0	0.0	0.0	19.4
Cycle Q Clear(g_c), s	1.6	36.0	36.2	0.9	35.3	35.5	32.7	0.0	0.0	15.8	0.0	19.4
Prop In Lane	1.00		0.06	1.00		0.06	0.40		0.45	1.00		0.80
Lane Grp Cap(c), veh/h	274	1182	1230	266	1177	1226	211	0	0	226	0	368
V/C Ratio(X)	0.20	0.60	0.61	0.12	0.60	0.60	0.73	0.00	0.00	0.38	0.00	0.60
Avail Cap(c_a), veh/h	386	1182	1230	383	1177	1226	211	0	0	226	0	368
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.52	0.52	0.52	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.2	15.0	15.1	11.8	15.1	15.1	65.4	0.0	0.0	54.2	0.0	56.3
Incr Delay (d2), s/veh	0.4	2.3	2.2	0.1	1.2	1.1	11.8	0.0	0.0	1.0	0.0	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	14.3	14.9	0.3	13.7	14.3	6.8	0.0	0.0	3.1	0.0	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.6	17.3	17.3	11.9	16.2	16.3	77.3	0.0	0.0	55.2	0.0	58.9
LnGrp LOS	B	B	B	B	B	B	E	A	A	E	A	E
Approach Vol, veh/h	1516			1468			153			305		
Approach Delay, s/veh	17.1			16.2			77.3			57.9		
Approach LOS	B			B			E			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	110.0		40.0	9.5	110.5		40.0				
Change Period (Y+Rc), s	5.4	* 5.8		6.0	* 5.8	* 5.8		6.0				
Max Green Setting (Gmax), s	14.6	* 94		34.0	* 14	* 94		34.0				
Max Q Clear Time (g_c+I1), s	3.6	37.5		21.4	2.9	38.2		34.7				
Green Ext Time (p_c), s	0.1	13.1		1.3	0.0	13.5		0.0				

Intersection Summary												
HCM 6th Ctrl Delay	23.0											
HCM 6th LOS	C											

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

10: Chamblee Dunwoody Rd & Peachtree Industrial Blvd

08/16/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	176	1211	63	112	1090	80	87	272	77	105	299	159	
Future Volume (veh/h)	176	1211	63	112	1090	80	87	272	77	105	299	159	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No			No			No			No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	183	1261	66	123	1198	0	97	302	86	111	315	167	
Peak Hour Factor	0.96	0.96	0.96	0.91	0.91	0.91	0.90	0.90	0.90	0.95	0.95	0.95	
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2	
Cap, veh/h	285	1644	86	238	1637		178	538	456	313	337	179	
Arrive On Green	0.08	0.48	0.47	0.07	0.46	0.00	0.06	0.29	0.29	0.07	0.29	0.28	
Sat Flow, veh/h	1781	3435	180	1781	3554	1585	1781	1870	1585	1781	1151	610	
Grp Volume(v), veh/h	183	652	675	123	1198	0	97	302	86	111	0	482	
Grp Sat Flow(s),veh/h/ln	1781	1777	1838	1781	1777	1585	1781	1870	1585	1781	0	1761	
Q Serve(g_s), s	8.1	48.3	48.5	5.5	43.9	0.0	6.0	22.0	6.5	6.9	0.0	42.7	
Cycle Q Clear(g_c), s	8.1	48.3	48.5	5.5	43.9	0.0	6.0	22.0	6.5	6.9	0.0	42.7	
Prop In Lane	1.00		0.10	1.00		1.00	1.00		1.00	1.00		0.35	
Lane Grp Cap(c), veh/h	285	850	879	238	1637		178	538	456	313	0	516	
V/C Ratio(X)	0.64	0.77	0.77	0.52	0.73		0.55	0.56	0.19	0.35	0.00	0.93	
Avail Cap(c_a), veh/h	424	850	879	298	1637		190	538	456	315	0	516	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	0.79	0.79	0.79	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh	27.8	34.4	34.5	28.0	35.1	0.0	42.1	48.4	42.9	37.4	0.0	55.4	
Incr Delay (d2), s/veh	1.9	5.2	5.1	1.7	2.9	0.0	2.8	4.2	0.9	0.7	0.0	26.2	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	3.4	21.4	22.2	2.4	19.1	0.0	2.8	10.9	2.7	3.1	0.0	22.6	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	29.7	39.6	39.6	29.7	38.0	0.0	44.9	52.6	43.9	38.1	0.0	81.7	
LnGrp LOS	C	D	D	C	D		D	D	D	D	A	F	
Approach Vol, veh/h	1510			1321			A			485			593
Approach Delay, s/veh	38.4			37.3						49.5			73.5
Approach LOS	D			D						D			E
Timer - Assigned Phs	1	2	3	4	5	6	7	8					
Phs Duration (G+Y+Rc), s	17.5	77.7	13.9	50.9	14.6	80.6	14.8	50.0					
Change Period (Y+Rc), s	7.0	6.0	6.0	* 6.3	7.0	6.0	6.0	* 6.3					
Max Green Setting (Gmax), s	23.0	59.0	9.0	* 44	13.0	69.0	9.0	* 44					
Max Q Clear Time (g_c+I1), s	10.1	45.9	8.0	44.7	7.5	50.5	8.9	24.0					
Green Ext Time (p_c), s	0.4	6.4	0.0	0.0	0.1	8.1	0.0	1.9					

Intersection Summary

HCM 6th Ctrl Delay	44.7
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
1: Spring St & Harts Mill Rd NE

08/16/2018

Intersection						
Int Delay, s/veh	2.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶			↷	↶	↷
Traffic Vol, veh/h	283	34	16	287	38	33
Future Vol, veh/h	283	34	16	287	38	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	82	82	52	52
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	333	40	20	350	73	63

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	373	0	743
Stage 1	-	-	-	-	353
Stage 2	-	-	-	-	390
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1185	-	383
Stage 1	-	-	-	-	711
Stage 2	-	-	-	-	684
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1185	-	375
Mov Cap-2 Maneuver	-	-	-	-	375
Stage 1	-	-	-	-	696
Stage 2	-	-	-	-	684

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	15.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	476	-	-	1185	-
HCM Lane V/C Ratio	0.287	-	-	0.016	-
HCM Control Delay (s)	15.6	-	-	8.1	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.2	-	-	0.1	-

HCM 6th TWSC
4: Chamblee Dunwoody Rd & Mendenhall St

08/16/2018

Intersection						
Int Delay, s/veh	12.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	67	66	69	533	578	13
Future Vol, veh/h	67	66	69	533	578	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	63	63	90	90	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	106	105	77	592	615	14
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1368	622	629	0	-	0
Stage 1	622	-	-	-	-	-
Stage 2	746	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	162	487	953	-	-	-
Stage 1	535	-	-	-	-	-
Stage 2	469	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	149	487	953	-	-	-
Mov Cap-2 Maneuver	149	-	-	-	-	-
Stage 1	492	-	-	-	-	-
Stage 2	469	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	88.1	1	0			
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	953	-	227	-	-	
HCM Lane V/C Ratio	0.08	-	0.93	-	-	
HCM Control Delay (s)	9.1	-	88.1	-	-	
HCM Lane LOS	A	-	F	-	-	
HCM 95th %tile Q(veh)	0.3	-	8	-	-	

HCM 6th TWSC
 8: Chamblee Dunwoody Rd & Pierce Dr/Arby Drwy

08/16/2018

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	0	0	91	1	0	4	0	519	11	2	484	25
Future Vol, veh/h	0	0	91	1	0	4	0	519	11	2	484	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	61	61	61	92	92	92	94	94	94	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	149	1	0	4	0	552	12	2	569	29

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	584	1220	1160	558	-	0	0	564	0	0
Stage 1	-	-	-	558	558	-	-	-	-	-	-	-
Stage 2	-	-	-	662	602	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.22	7.12	6.52	6.22	-	-	-	4.12	-	-
Critical Hdwy Stg 1	-	-	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.318	3.518	4.018	3.318	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	0	0	512	157	195	529	0	-	-	1008	-	-
Stage 1	0	0	-	514	512	-	0	-	-	-	-	-
Stage 2	0	0	-	451	489	-	0	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	512	111	194	529	-	-	-	1008	-	-
Mov Cap-2 Maneuver	-	-	-	111	194	-	-	-	-	-	-	-
Stage 1	-	-	-	514	512	-	-	-	-	-	-	-
Stage 2	-	-	-	319	488	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.9	17.1	0	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	512	302	1008	-
HCM Lane V/C Ratio	-	-	0.291	0.018	0.002	-
HCM Control Delay (s)	-	-	14.9	17.1	8.6	0
HCM Lane LOS	-	-	B	C	A	A
HCM 95th %tile Q(veh)	-	-	1.2	0.1	0	-

Intersection: 1: Spring St & Harts Mill Rd NE

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	169	56	93
Average Queue (ft)	45	7	36
95th Queue (ft)	126	33	69
Link Distance (ft)	699	51	755
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		1	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Chamblee Dunwoody Rd & Harts Mill Ct

Movement	EB	EB	WB	NB	NB	SB
Directions Served	L	TR	LTR	L	TR	LTR
Maximum Queue (ft)	68	67	39	137	220	265
Average Queue (ft)	43	47	5	63	97	169
95th Queue (ft)	66	69	24	107	186	276
Link Distance (ft)	51	51	233		902	250
Upstream Blk Time (%)	18	8				2
Queuing Penalty (veh)	28	13				0
Storage Bay Dist (ft)				275		
Storage Blk Time (%)					0	
Queuing Penalty (veh)					0	

Intersection: 3: Mendenhall St & School St

Movement	EB
Directions Served	LT
Maximum Queue (ft)	24
Average Queue (ft)	2
95th Queue (ft)	14
Link Distance (ft)	380
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Chamblee Dunwoody Rd & Mendenhall St

Movement	EB	NB	NB	SB
Directions Served	LR	L	T	TR
Maximum Queue (ft)	130	47	101	11
Average Queue (ft)	52	22	8	1
95th Queue (ft)	96	48	48	9
Link Distance (ft)	407		1094	902
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		25		
Storage Blk Time (%)		5	0	
Queuing Penalty (veh)		25	0	

Intersection: 5: Bank Driveway/H.S Driveway & Pierce Dr

Movement	EB	B17	B20	WB	NB
Directions Served	LTR	T	T	LTR	LTR
Maximum Queue (ft)	239	276	136	22	233
Average Queue (ft)	178	154	62	1	149
95th Queue (ft)	293	352	176	9	303
Link Distance (ft)	155	195	138	23	252
Upstream Blk Time (%)	71	49	39	0	38
Queuing Penalty (veh)	0	0	0	0	0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 6: Pierce Dr & Drwy 1 OUT

Movement	EB	WB	SB
Directions Served	T	T	LR
Maximum Queue (ft)	43	6	262
Average Queue (ft)	28	0	202
95th Queue (ft)	39	4	314
Link Distance (ft)	23	83	247
Upstream Blk Time (%)	87		66
Queuing Penalty (veh)	96		0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Pierce Dr & Drwy 1 IN

Movement	EB	WB
Directions Served	LT	TR
Maximum Queue (ft)	98	5
Average Queue (ft)	89	0
95th Queue (ft)	105	3
Link Distance (ft)	83	17
Upstream Blk Time (%)	91	
Queuing Penalty (veh)	141	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Chamblee Dunwoody Rd & Pierce Dr/Arby Drwy

Movement	EB	WB	SB
Directions Served	R	LTR	LTR
Maximum Queue (ft)	55	21	833
Average Queue (ft)	25	3	431
95th Queue (ft)	39	15	822
Link Distance (ft)	17	126	1094
Upstream Blk Time (%)	93		0
Queuing Penalty (veh)	144		1
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Pierce Dr & Peachtree Industrial Blvd

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LTR	L	TR
Maximum Queue (ft)	126	305	256	52	113	105	182	123	205
Average Queue (ft)	32	143	99	11	35	45	90	54	90
95th Queue (ft)	85	272	222	36	86	96	159	106	171
Link Distance (ft)		617	617	536	536	536	509	585	585
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	125								
Storage Blk Time (%)	0	7							
Queuing Penalty (veh)	0	4							

Intersection: 10: Chamblee Dunwoody Rd & Peachtree Industrial Blvd

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	T	R	L	TR
Maximum Queue (ft)	150	546	545	93	904	928	225	196	416	75	125	297
Average Queue (ft)	124	333	329	40	888	893	65	71	203	22	71	280
95th Queue (ft)	180	537	517	87	897	913	233	154	351	73	147	294
Link Distance (ft)		536	536		872	872		934	934			268
Upstream Blk Time (%)		0	0		67	84						59
Queuing Penalty (veh)		3	2		0	0						338
Storage Bay Dist (ft)	125			75			200			50	100	
Storage Blk Time (%)	29	30		8	1	61	0		46	1	4	69
Queuing Penalty (veh)	177	52		43	1	49	0		35	4	19	72

Network Summary

Network wide Queuing Penalty: 1246

HCM 6th Signalized Intersection Summary

2: Chamblee Dunwoody Rd & Harts Mill Ct

08/16/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	2	301	2	0	1	223	498	3	0	456	214
Future Volume (veh/h)	120	2	301	2	0	1	223	498	3	0	456	214
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	132	2	331	4	0	2	240	535	3	0	480	225
Peak Hour Factor	0.91	0.91	0.91	0.50	0.50	0.50	0.93	0.93	0.93	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	430	2	409	127	15	32	384	1182	7	0	568	266
Arrive On Green	0.26	0.26	0.24	0.26	0.00	0.24	0.11	0.64	0.62	0.00	0.47	0.45
Sat Flow, veh/h	1415	10	1577	188	59	123	1781	1858	10	0	1204	564
Grp Volume(v), veh/h	132	0	333	6	0	0	240	0	538	0	0	705
Grp Sat Flow(s),veh/h/ln	1415	0	1587	370	0	0	1781	0	1868	0	0	1769
Q Serve(g_s), s	0.0	0.0	15.2	0.1	0.0	0.0	4.7	0.0	11.3	0.0	0.0	27.0
Cycle Q Clear(g_c), s	6.7	0.0	15.2	15.3	0.0	0.0	4.7	0.0	11.3	0.0	0.0	27.0
Prop In Lane	1.00		0.99	0.67		0.33	1.00		0.01	0.00		0.32
Lane Grp Cap(c), veh/h	430	0	412	174	0	0	384	0	1189	0	0	834
V/C Ratio(X)	0.31	0.00	0.81	0.03	0.00	0.00	0.63	0.00	0.45	0.00	0.00	0.85
Avail Cap(c_a), veh/h	546	0	541	174	0	0	568	0	1499	0	0	1419
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	23.5	0.0	27.2	22.6	0.0	0.0	14.5	0.0	7.1	0.0	0.0	18.1
Incr Delay (d2), s/veh	0.4	0.0	6.8	0.1	0.0	0.0	1.7	0.0	0.3	0.0	0.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	6.3	0.1	0.0	0.0	1.9	0.0	3.6	0.0	0.0	10.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.9	0.0	34.0	22.6	0.0	0.0	16.2	0.0	7.4	0.0	0.0	20.5
LnGrp LOS	C	A	C	C	A	A	B	A	A	A	A	C
Approach Vol, veh/h	465						6		778		705	
Approach Delay, s/veh	31.2						22.6		10.1		20.5	
Approach LOS	C						C		B		C	
Timer - Assigned Phs	1	2	4			6		8				
Phs Duration (G+Y+Rc), s	12.6	40.2	23.9			52.9		23.9				
Change Period (Y+Rc), s	5.6	5.6	* 5.2			5.6		* 5.2				
Max Green Setting (Gmax), s	15.0	60.0	* 25			60.0		* 6				
Max Q Clear Time (g_c+I1), s	6.7	29.0	17.2			13.3		17.3				
Green Ext Time (p_c), s	0.4	5.6	1.5			3.8		0.0				

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

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

9: Pierce Dr & Peachtree Industrial Blvd

08/16/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	1623	53	21	1342	25	56	18	43	26	11	38
Future Volume (veh/h)	62	1623	53	21	1342	25	56	18	43	26	11	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	65	1708	56	24	1525	28	75	24	57	38	16	56
Peak Hour Factor	0.95	0.95	0.95	0.88	0.88	0.88	0.75	0.75	0.75	0.68	0.68	0.68
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	284	2627	86	230	2652	49	113	37	69	192	57	199
Arrive On Green	0.03	0.75	0.74	0.03	0.74	0.73	0.16	0.16	0.14	0.16	0.16	0.14
Sat Flow, veh/h	1781	3512	115	1781	3570	65	534	235	443	1317	365	1276
Grp Volume(v), veh/h	65	861	903	24	758	795	156	0	0	38	0	72
Grp Sat Flow(s),veh/h/ln	1781	1777	1850	1781	1777	1859	1212	0	0	1317	0	1641
Q Serve(g_s), s	1.5	42.6	43.3	0.6	34.4	34.6	16.6	0.0	0.0	0.0	0.0	7.0
Cycle Q Clear(g_c), s	1.5	42.6	43.3	0.6	34.4	34.6	23.6	0.0	0.0	6.6	0.0	7.0
Prop In Lane	1.00		0.06	1.00		0.04	0.48		0.37	1.00		0.78
Lane Grp Cap(c), veh/h	284	1329	1384	230	1320	1381	219	0	0	192	0	256
V/C Ratio(X)	0.23	0.65	0.65	0.10	0.57	0.58	0.71	0.00	0.00	0.20	0.00	0.28
Avail Cap(c_a), veh/h	381	1329	1384	336	1320	1381	284	0	0	250	0	328
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.37	0.37	0.37	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.9	11.1	11.2	10.2	10.4	10.4	76.4	0.0	0.0	66.9	0.0	67.8
Incr Delay (d2), s/veh	0.4	2.5	2.4	0.1	0.7	0.7	5.8	0.0	0.0	0.5	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	16.0	16.9	0.2	12.5	13.2	7.4	0.0	0.0	1.6	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.3	13.5	13.6	10.3	11.1	11.1	82.2	0.0	0.0	67.4	0.0	68.4
LnGrp LOS	A	B	B	B	B	B	F	A	A	E	A	E
Approach Vol, veh/h	1829			1577			156			110		
Approach Delay, s/veh	13.4			11.0			82.2			68.0		
Approach LOS	B			B			F			E		
Timer - Assigned Phs	1	2		4	5	6				8		
Phs Duration (G+Y+Rc), s	10.2	137.7		32.1	9.3	138.6		32.1				
Change Period (Y+Rc), s	5.4	* 5.8		6.0	* 5.8	* 5.8		6.0				
Max Green Setting (Gmax), s	14.6	* 1.1E2		34.0	* 14	* 1.1E2		34.0				
Max Q Clear Time (g_c+I1), s	3.5	36.6		9.0	2.6	45.3		25.6				
Green Ext Time (p_c), s	0.1	15.8		0.5	0.0	21.0		0.5				

Intersection Summary												
HCM 6th Ctrl Delay	17.0											
HCM 6th LOS	B											

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

10: Chamblee Dunwoody Rd & Peachtree Industrial Blvd

08/16/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	258	1396	87	107	1293	45	59	301	62	50	341	137	
Future Volume (veh/h)	258	1396	87	107	1293	45	59	301	62	50	341	137	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No			No			No			No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	269	1454	91	118	1421	0	66	334	69	53	359	144	
Peak Hour Factor	0.96	0.96	0.96	0.91	0.91	0.91	0.90	0.90	0.90	0.95	0.95	0.95	
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2	
Cap, veh/h	314	1861	116	218	1726		125	490	415	212	324	130	
Arrive On Green	0.12	0.55	0.54	0.06	0.49	0.00	0.05	0.26	0.26	0.04	0.26	0.24	
Sat Flow, veh/h	1781	3397	212	1781	3554	1585	1781	1870	1585	1781	1269	509	
Grp Volume(v), veh/h	269	758	787	118	1421	0	66	334	69	53	0	503	
Grp Sat Flow(s),veh/h/ln	1781	1777	1832	1781	1777	1585	1781	1870	1585	1781	0	1779	
Q Serve(g_s), s	16.7	60.6	61.4	5.7	61.7	0.0	4.8	28.9	6.0	3.9	0.0	46.0	
Cycle Q Clear(g_c), s	16.7	60.6	61.4	5.7	61.7	0.0	4.8	28.9	6.0	3.9	0.0	46.0	
Prop In Lane	1.00		0.12	1.00		1.00	1.00		1.00	1.00		0.29	
Lane Grp Cap(c), veh/h	314	973	1003	218	1726		125	490	415	212	0	455	
V/C Ratio(X)	0.86	0.78	0.78	0.54	0.82		0.53	0.68	0.17	0.25	0.00	1.11	
Avail Cap(c_a), veh/h	353	973	1003	269	1726		149	490	415	247	0	455	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	0.72	0.72	0.72	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh	46.8	32.1	32.4	30.2	39.7	0.0	51.4	59.7	51.3	48.3	0.0	67.3	
Incr Delay (d2), s/veh	13.0	4.5	4.5	2.1	4.6	0.0	3.4	7.5	0.9	0.6	0.0	74.4	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	13.0	26.4	27.6	2.5	27.3	0.0	2.3	14.8	2.5	1.8	0.0	30.3	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	59.8	36.6	36.9	32.3	44.3	0.0	54.8	67.2	52.1	48.9	0.0	141.8	
LnGrp LOS	E	D	D	C	D		D	E	D	D	A	F	
Approach Vol, veh/h	1814			1539			A			469			556
Approach Delay, s/veh	40.2			43.4						63.3			132.9
Approach LOS	D			D						E			F
Timer - Assigned Phs	1	2	3	4	5	6	7	8					
Phs Duration (G+Y+Rc), s	26.0	91.4	12.6	50.0	14.8	102.6	11.5	51.1					
Change Period (Y+Rc), s	7.0	6.0	6.0	* 6.3	7.0	6.0	6.0	* 6.3					
Max Green Setting (Gmax), s	23.0	79.0	9.0	* 44	13.0	89.0	9.0	* 44					
Max Q Clear Time (g_c+I1), s	18.7	63.7	6.8	48.0	7.7	63.4	5.9	30.9					
Green Ext Time (p_c), s	0.3	8.5	0.0	0.0	0.1	11.8	0.0	1.7					

Intersection Summary

HCM 6th Ctrl Delay	55.5
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
1: Spring St & Harts Mill Rd NE

08/16/2018

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↕			↕	↕	
Traffic Vol, veh/h	391	15	7	447	5	5
Future Vol, veh/h	391	15	7	447	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	82	82	52	52
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	460	18	9	545	10	10

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	478	0	1032
Stage 1	-	-	-	-	469
Stage 2	-	-	-	-	563
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1084	-	258
Stage 1	-	-	-	-	630
Stage 2	-	-	-	-	570
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1084	-	255
Mov Cap-2 Maneuver	-	-	-	-	255
Stage 1	-	-	-	-	622
Stage 2	-	-	-	-	570

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	15.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	357	-	-	1084	-
HCM Lane V/C Ratio	0.054	-	-	0.008	-
HCM Control Delay (s)	15.7	-	-	8.3	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

HCM 6th TWSC
 4: Chamblee Dunwoody Rd & Mendenhall St

08/16/2018

Intersection						
Int Delay, s/veh	7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	36	40	78	731	717	10
Future Vol, veh/h	36	40	78	731	717	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	63	63	90	90	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	63	87	812	763	11
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1755	769	774	0	-	0
Stage 1	769	-	-	-	-	-
Stage 2	986	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	94	401	842	-	-	-
Stage 1	457	-	-	-	-	-
Stage 2	361	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	84	401	842	-	-	-
Mov Cap-2 Maneuver	84	-	-	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	361	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	97.2	0.9	0			
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	842	-	144	-	-	
HCM Lane V/C Ratio	0.103	-	0.838	-	-	
HCM Control Delay (s)	9.8	-	97.2	-	-	
HCM Lane LOS	A	-	F	-	-	
HCM 95th %tile Q(veh)	0.3	-	5.4	-	-	

HCM 6th TWSC
 8: Chamblee Dunwoody Rd & Pierce Dr

08/16/2018

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	0	0	22	2	0	7	0	606	14	2	541	27
Future Vol, veh/h	0	0	22	2	0	7	0	606	14	2	541	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	61	61	61	92	92	92	94	94	94	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	36	2	0	8	0	645	15	2	636	32

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	652	1327	1325	653	-	0	0	660	0	0
Stage 1	-	-	-	653	653	-	-	-	-	-	-	-
Stage 2	-	-	-	674	672	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.22	7.12	6.52	6.22	-	-	-	4.12	-	-
Critical Hdwy Stg 1	-	-	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.318	3.518	4.018	3.318	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	0	0	468	132	156	467	0	-	-	928	-	-
Stage 1	0	0	-	456	464	-	0	-	-	-	-	-
Stage 2	0	0	-	444	454	-	0	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	468	122	156	467	-	-	-	928	-	-
Mov Cap-2 Maneuver	-	-	-	122	156	-	-	-	-	-	-	-
Stage 1	-	-	-	456	464	-	-	-	-	-	-	-
Stage 2	-	-	-	409	453	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.3	18	0	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	468	287	928	-
HCM Lane V/C Ratio	-	-	0.077	0.034	0.003	-
HCM Control Delay (s)	-	-	13.3	18	8.9	0
HCM Lane LOS	-	-	B	C	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	0	-

Intersection: 1: Spring St & Harts Mill Rd NE

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	638	47	45
Average Queue (ft)	287	4	11
95th Queue (ft)	706	27	36
Link Distance (ft)	699	51	755
Upstream Blk Time (%)	13	0	
Queuing Penalty (veh)	0	1	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Chamblee Dunwoody Rd & Harts Mill Ct

Movement	EB	EB	WB	NB	NB	SB
Directions Served	L	TR	LTR	L	TR	LTR
Maximum Queue (ft)	62	82	25	256	301	300
Average Queue (ft)	44	57	2	110	119	247
95th Queue (ft)	68	79	13	204	244	326
Link Distance (ft)	51	51	233		902	250
Upstream Blk Time (%)	32	34				45
Queuing Penalty (veh)	63	68				0
Storage Bay Dist (ft)				275		
Storage Blk Time (%)				0	0	
Queuing Penalty (veh)				0	1	

Intersection: 3: Mendenhall St & School St

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 4: Chamblee Dunwoody Rd & Mendenhall St

Movement	EB	NB	NB	SB
Directions Served	LR	L	T	TR
Maximum Queue (ft)	317	53	298	925
Average Queue (ft)	169	27	51	627
95th Queue (ft)	333	57	188	1235
Link Distance (ft)	407		1094	902
Upstream Blk Time (%)				15
Queuing Penalty (veh)				115
Storage Bay Dist (ft)		25		
Storage Blk Time (%)		14	0	
Queuing Penalty (veh)		100	0	

Intersection: 5: Bank Driveway/H.S Driveway & Pierce Dr

Movement	EB	B17	B20	WB	NB
Directions Served	LTR	T	T	LTR	LTR
Maximum Queue (ft)	224	277	136	11	190
Average Queue (ft)	159	106	34	1	74
95th Queue (ft)	289	296	132	7	195
Link Distance (ft)	155	195	138	23	252
Upstream Blk Time (%)	65	32	19	0	0
Queuing Penalty (veh)	0	0	0	0	0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 6: Pierce Dr & Drwy 1 OUT

Movement	EB
Directions Served	T
Maximum Queue (ft)	36
Average Queue (ft)	24
95th Queue (ft)	39
Link Distance (ft)	23
Upstream Blk Time (%)	86
Queuing Penalty (veh)	40
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: Pierce Dr & Drwy 1 IN

Movement	EB	WB
Directions Served	LT	TR
Maximum Queue (ft)	99	9
Average Queue (ft)	85	0
95th Queue (ft)	98	6
Link Distance (ft)	83	17
Upstream Blk Time (%)	89	
Queuing Penalty (veh)	41	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Chamblee Dunwoody Rd & Pierce Dr

Movement	EB	WB	SB
Directions Served	R	LTR	LTR
Maximum Queue (ft)	31	81	1111
Average Queue (ft)	20	27	1038
95th Queue (ft)	30	90	1297
Link Distance (ft)	17	126	1094
Upstream Blk Time (%)	98	5	38
Queuing Penalty (veh)	45	0	284
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Pierce Dr & Peachtree Industrial Blvd

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LTR	L	TR
Maximum Queue (ft)	150	666	656	46	87	116	400	84	94
Average Queue (ft)	91	511	481	10	23	43	208	29	32
95th Queue (ft)	185	836	834	36	68	96	455	76	73
Link Distance (ft)		617	617	536	536	536	509	585	585
Upstream Blk Time (%)		37	28				11		
Queuing Penalty (veh)		0	0				0		
Storage Bay Dist (ft)	125								
Storage Blk Time (%)	0	49							
Queuing Penalty (veh)	2	31							

Intersection: 10: Chamblee Dunwoody Rd & Peachtree Industrial Blvd

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	T	R	L	TR
Maximum Queue (ft)	150	574	590	95	903	917	225	124	438	75	124	295
Average Queue (ft)	149	538	541	39	888	892	32	43	245	20	31	280
95th Queue (ft)	157	636	642	84	895	911	161	94	377	73	99	293
Link Distance (ft)		536	536		872	872		934	934			268
Upstream Blk Time (%)		23	25		63	85						68
Queuing Penalty (veh)		198	210		0	0						386
Storage Bay Dist (ft)	125			75			200			50	100	
Storage Blk Time (%)	70	22		7	1	58	0		54	0	0	74
Queuing Penalty (veh)	488	56		47	1	26	0		33	1	0	37

Network Summary

Network wide Queuing Penalty: 2275

Appendix D Trip Generation Worksheets

Trip Generation

Calculation of Anticipated Project Trips

Based upon methodology from ITE's *Trip Generation Manual*, 10th Edition (2017)

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Project Land Use	Project Density	Project Trips			ITE Code	Variable	Equation Used ¹	In/Out Distribution
		Total	Inbound	Outbound				
High School	50,235 S.F.				530	1000 S.F.		
	Daily	707	354	353			T = 14.07(X) 50% / 50%	
	AM Peak Hour	176	125	51			T = 3.5(X) 71% / 29%	
	PM Road Peak	49	26	23			T = 0.97(X) 54% / 46%	
	School Peak Hour	108	33	75			T = 2.15(X) 31% / 69%	

TOTAL GROUP TRIPS	Daily	707	354	353	530	High School
	AM Peak Hour	176	125	51	0	Land Use
	PM Peak Hour	49	26	23	0	Land Use
TOTAL INTERNAL CAPTURE TRIPS	Daily	0	0	0	0	Land Use
	AM Peak Hour	0	0	0	0	Land Use
	PM Peak Hour	0	0	0	0	Land Use
TOTAL MODAL SPLIT TRIPS	Daily	0	0	0	0	Land Use
	AM Peak Hour	0	0	0	0	Land Use
	PM Peak Hour	0	0	0	0	Land Use
TOTAL PASS-BY TRIPS	Daily	0	0	0	0	Land Use
	AM Peak Hour	0	0	0	0	Land Use
	PM Peak Hour	0	0	0	0	Land Use
NET NEW EXTERNAL VEHICULAR TRIPS	Daily	707	354	353		
	AM Peak Hour	176	125	51		
	PM Peak Hour	49	26	23		

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

Trip Gen 1

Project Land Use	Density	ITE LUC	Daily			AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out	Total	In	Out
High School	50,235 S.F.	530	707	354	353	176	125	51	49	26	23
Land Use		0	0	0	0	0	0	0	0	0	0
Land Use		0	0	0	0	0	0	0	0	0	0
Land Use		0	0	0	0	0	0	0	0	0	0
Land Use		0	0	0	0	0	0	0	0	0	0
Land Use		0	0	0	0	0	0	0	0	0	0
Land Use		0	0	0	0	0	0	0	0	0	0
Land Use		0	0	0	0	0	0	0	0	0	0
Land Use		0	0	0	0	0	0	0	0	0	0
Land Use		0	0	0	0	0	0	0	0	0	0
Total Trips			707	354	353	176	125	51	49	26	23
Reductions for Internal Capture			0	0	0	0	0	0	0	0	0
Reductions for Modal Split			0	0	0	0	0	0	0	0	0
Reductions for Pass-By Trips			0	0	0	0	0	0	0	0	0
Total Net New Project Trips			707	354	353	176	125	51	49	26	23

Trip Gen 2

Project Land Use	Density		Daily			AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out	Total	In	Out
Land Use		0	0	0	0	0	0	0	0	0	0
Land Use		0	0	0	0	0	0	0	0	0	0
Land Use		0	0	0	0	0	0	0	0	0	0
Land Use		0	0	0	0	0	0	0	0	0	0
Land Use		0	0	0	0	0	0	0	0	0	0
Land Use		0	0	0	0	0	0	0	0	0	0
Land Use		0	0	0	0	0	0	0	0	0	0
Land Use		0	0	0	0	0	0	0	0	0	0
Land Use		0	0	0	0	0	0	0	0	0	0
Land Use		0	0	0	0	0	0	0	0	0	0
Total Trips			0	0	0	0	0	0	0	0	0
Reductions for Internal Capture			0	0	0	0	0	0	0	0	0
Reductions for Modal Split			0	0	0	0	0	0	0	0	0
Reductions for Pass-By Trips			0	0	0	0	0	0	0	0	0
Total Net New Project Trips			0	0	0	0	0	0	0	0	0